

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

1. Type of Area Form
 - Town-wide:
 - Historic District:
 - Project Area:
2. Name of area: Seacoast Reliability Project Area Form
3. Location: Seacoast Region, between Madbury Substation and Portsmouth Substation
4. City or town: Madbury, Durham, Newington, Portsmouth
5. County: Strafford, Rockingham
6. USGS quadrangle name(s): Dover, NH-ME
7. Dataset: SP Feet, NAD83: -
8. SP Feet: -
9. Inventory numbers in this area
MAD0002, MAD0047-MAD0054, Area MAD-ER, Area RR, DUR0009-DUR0013, Area DUR-DMDS, Newington Center National Register Historic District, NWN0008- NWN0011, NWN0148, NWN0149, NWN0152, NWN0162, NWN0163, NWN0177, NWN0181, NWN0183, NWN0199, NWN0201, NWN0204, NWN0205, NWN0207-NWN0210, NWN0224, NWN0228, Area NWN-SP, Area POR/NWN-NBPD, Area POR-MV, Area POR-PAFB
10. Setting: One mile-wide corridor, approximately fourteen miles long, with resources dating from the mid-eighteenth century to the present. Includes mixed use areas, village centers, suburban neighborhoods, Piscataqua and Little Bay waterfront, agricultural and institutional properties and commercial arteries.
11. Acreage: approximately 9000 acres
12. Preparer(s): Lynne Monroe, Laura Driemeyer, Carol Hooper, Teresa Hill, Kari Laprey, Reagan Ruedig
13. Organization: Preservation Company, Kensington, NH
14. Date(s) of field survey: 2015-2016

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15. Location map



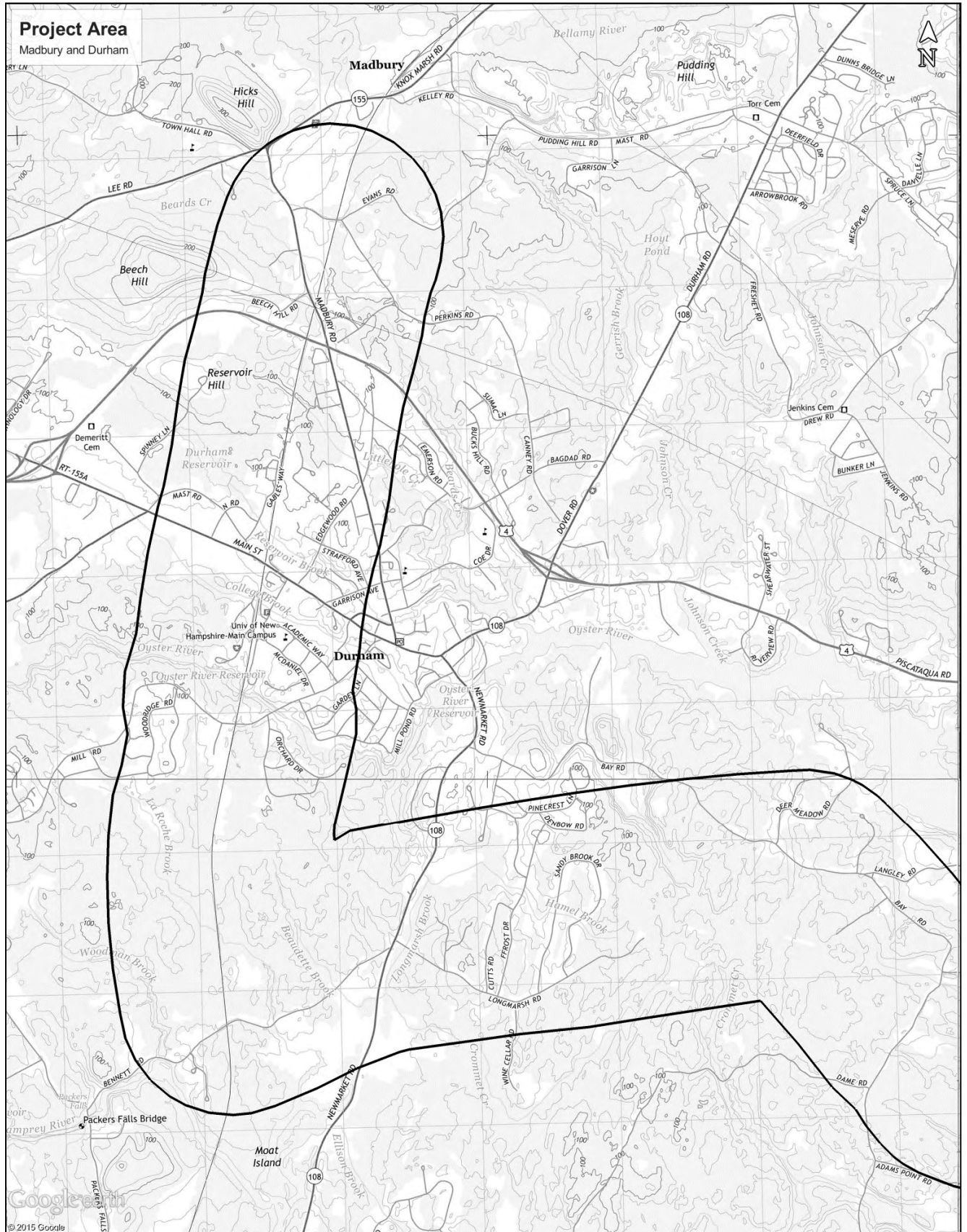
The Project and APE (solid line) runs from Madbury in the north, through Durham, Newington and Portsmouth

16. Sketch map

See two-part map of Project Area (overview) on next pages and the Project Map section including the Project Area and detail maps showing all resources, beginning on Page 132.

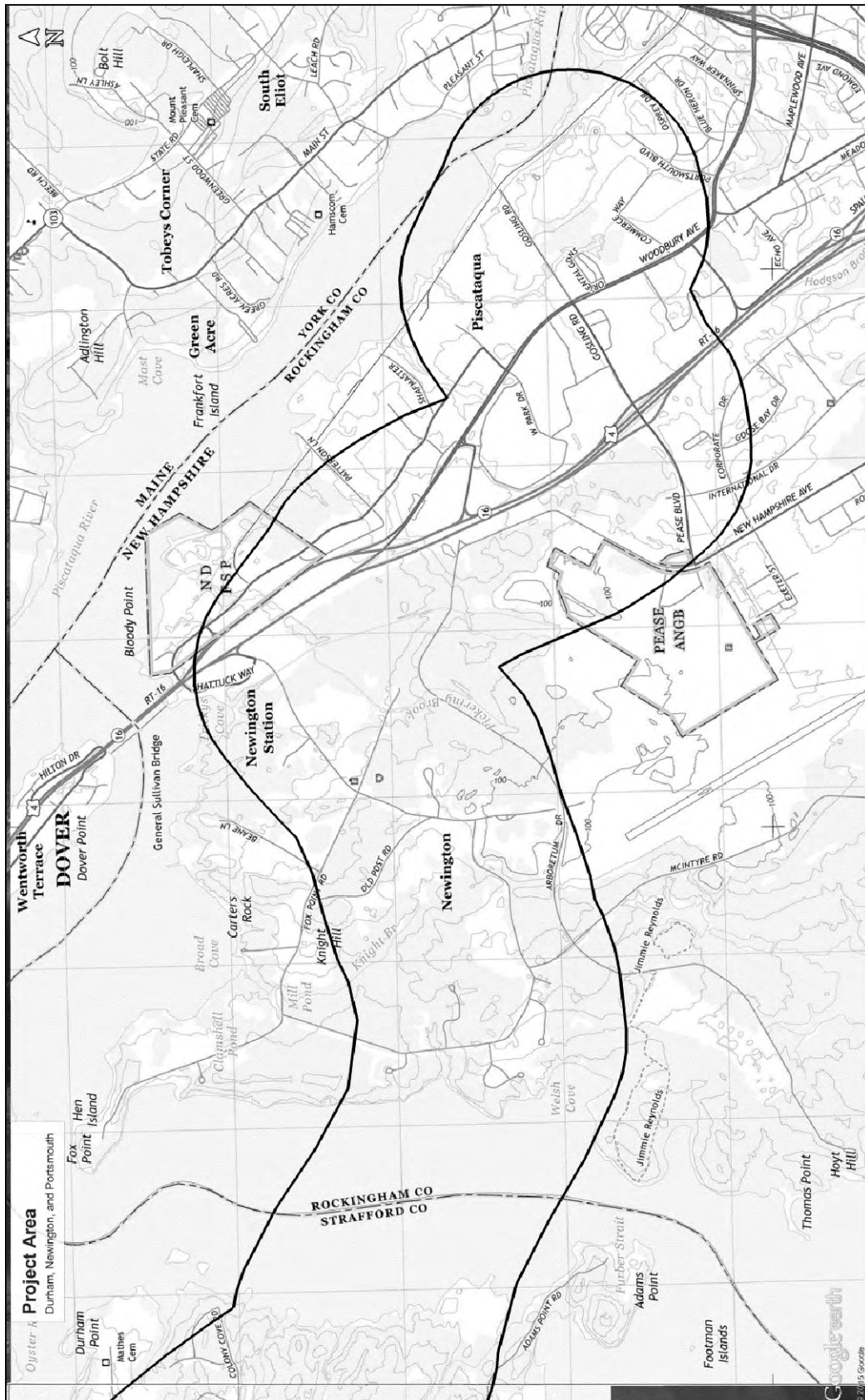
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Introduction

This Project Area Form (PAF) was prepared for the 13-mile long, 115 kV Seacoast Reliability Project (SRP or Project) proposed to run between the Madbury and Portsmouth, New Hampshire, Public Service Company of New Hampshire d/b/a Eversource Energy (PSNH) substations. The transmission line is proposed to be located primarily in an existing electric utility corridor that extends through the towns of Madbury, Durham and Newington and the city of Portsmouth. The proposed SRP transmission line will be primarily an overhead configuration supported by monopole structures, but will also include approximately 1.5 miles of underground and underwater construction.

This PAF provides the background contextual information and analysis to assist in the identification of historic sites within the Area of Potential Effect (APE) for the Project that may be eligible for listing on the National Register of Historic Places under Section 106 of the National Historic Preservation Act. It also provides recommendations for future survey work for individual properties or for historic districts.

APE/Project Area Definition

The APE for above-ground historic resources was determined after consultation with NHDHR. The APE for direct effects consists of the Project corridor in the 60'-100' right-of-way. The APE for potential indirect effects includes an area within a half-mile of the centerline of the Project corridor. The one-mile wide indirect APE was based on the specific geographic location of the Project, which is substantially developed and does not have long distance views of the proposed Project.¹

This APE defined the study area of this Project Area Form. The Project Area encompasses the southern edge of Madbury near the small town center, much of the town of Durham including the UNH campus, the northern and western parts of Newington within the historic and modern town centers, the Spaulding Turnpike, Piscataqua riverfront and the commercial strip on Woodbury Avenue in Newington and northern Portsmouth. The "Project Area" is largely equivalent to the APE, though not defined in the Section 106 process and may include historic resources outside the APE as the context dictates. Thus, certain resources referred to in this PAF may fall outside the half-mile APE or overlap the edges of this Project Area but are still part of the Project Area.

File Search/Existing Documentation/Sources of Information.²

File review at NHDHR was conducted in late 2015 to take in the entire Project Area; this review indicated that a very high percentage (roughly 50 percent) of the Project Area has been the subject of previous historical studies/surveys, which are detailed in a list included in the Statement of Significance. This existing documentation provided an in-depth overview of the history of the Project Area and relevant contexts, gave specific information on many previously designated resources, and helped to identify other potentially historic (pre-1968) properties in the half-mile

¹ The APE was discussed at a meeting on April 10, 2015. Present were representatives of Eversource, and Edna Feighner and Nadine Peterson from NHDHR.

² An initial field survey and file review at the New Hampshire Division of Historic Resources (NHDHR) for the SRP Project was completed in 2013 to compile information for the NHDHR Request for Project Review form (RPR). At that point, field survey focused on properties located close to, or in, the existing right-of-way. This initial work was documented in the *Seacoast Reliability Project Preliminary Report: Historic Resources* by Bruce Clouette of Archaeological and Historical Services, Inc., dated February 13, 2015.

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radius of the Project.³ Other sources used in this Project Area Form were town master plans, published town histories, town tax assessments and tax maps, Google and Bing maps, historic maps including USGS maps and historical aeriels.⁴ University of New Hampshire campus maps and materials from the UNH website and building history from the UNH Special Collections and Archives provided identification of University-owned buildings and land.

Mapping/Table of Resources

All pre-1968 resources in the Project Area are identified on Project Area maps and listed in the Table of Resources starting on page 99 of this Project Area Form. Estimated construction dates are based on existing inventory forms or tax records. Parcel boundaries for all pre-1968 resources were obtained from tax maps for comparison with Project maps. The Project Area encompasses a number of large residential neighborhoods that are grouped into historic areas or potential historic districts. The University of New Hampshire campus comprises one large historic district, with other smaller, non-contiguous outlying historic areas. Boundaries of previously National Register listed or determined eligible resources are indicated on the Project Area maps.

For clarity of mapping and to facilitate cross-referencing, each resource was assigned an identification number for the purposes of this project (e.g., D-01, M-04). The Table of Properties lists properties (individuals and groupings) in the Project Area, with ID numbers, addresses, tax map and parcel numbers, estimated construction dates and photo numbers. Resources are listed by town and then by street, in roughly geographical order from north to south and west to east. Previously documented resources are identified by inventory numbers and date of National Register of Historic Places listing or determination of eligibility; historic resources identified in previous town-wide surveys are identified by their survey numbers.

Onsite Survey

Fieldwork was conducted by Preservation Company between June 2015 and January 2016. All pre-1968 resources in the Project Area that were accessible by public right-of-way were identified, mapped, and photographed, and, as discussed below, their visual relationship to the Project noted.⁵

Process for Making Recommendations for Further Survey

Following NHDHR guidance, Preservation Company utilized the following four-step method of analysis to determine which properties within the Project Area would be recommended for further survey work for the Seacoast Reliability Project.

1. Identify resources within the APE that are listed on the National Register or that are age-eligible (generally >50 years old) for listing.

Individual properties and listed or potential historic districts were identified from the NHDHR file search, field survey, town master plans and online sources as described above. They are listed in the Table of Resources and mapped as discussed above.

2. Assess whether the resources identified are sufficiently intact to retain their historic integrity.

³ This PAF relies heavily on the existing documentation and in some cases excerpts are taken directly from earlier NHDHR forms by Preservation Company. Documentation by other preservation consultants is sourced in the text.

⁴ All of the historic properties identified by the Town of Newington (a Consulting Party) in a March 1, 2016 letter from Elizabeth Boepple, of BCM Environmental & Land Law, PLLC are identified in this Project Area Form and addressed in the Table of Resources.

⁵ Properties that were not accessible from public ways were identified using aerial mapping.

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Taking all elements of integrity into consideration, Preservation Company looked at whether the various elements of the historic resource were “sufficiently intact and retained integrity.” Basic integrity was first assessed for the built resources. Next, the integrity of the land associated with the buildings was considered. Finally, the overall integrity of the setting surrounding the property in question was determined. If there was no likelihood that a property might have sufficient integrity to qualify for the National Register, it was eliminated from the list recommended for further evaluation.

3. Determine whether the Project would be visible from the identified resources.

To gauge potential visibility of the Project, Preservation Company historians relied on the standard tools and methods used by the Project’s visual impact consultant, LandWorks of Middlebury, Vermont. The first step in this analysis was to determine which of the properties identified were located within the zone of visual influence (ZVI), also known as the Project viewshed. The ZVI is the area from which a development or other structure is theoretically (or potentially) visible, and is shown on the viewshed maps generated by LandWorks for the Project. According to LandWorks, viewshed mapping is a computer-intensive process prepared using industry standard methodologies and software. It is based on best available data at the time and is only as accurate as the original data source. It is the first step in determining from where a project might be visible, and is primarily used for regional scale analyses.

Two primary data inputs are used: elevation values from a digital elevation model (DEM)⁶, and the data provided by Project engineers that indicate the structure heights and locations. DEMs are created using remote sensing⁷ and are presented as a raster, which is a grid of pixels or cells, each with an assigned elevation value.⁸ In addition, for areas identified as deciduous, coniferous, and mixed forest by the United States Geological Service, the viewshed mapping for this Project added a standardized height of 40 feet to the DEM.⁹ No other obstructions were accounted for in the viewshed mapping that may screen or block views like buildings, structures, site-specific vegetation, and actual tree heights and density. Therefore, the viewshed mapping does not and cannot represent actual conditions on the ground. Because the viewshed maps overstate visibility and indicate only those areas within the APE where the Project will possibly be in view, they alone cannot be relied upon to predict actual visibility of the Project. Additional visual studies, which include site reconnaissance, 3-D modeling and visual simulations, are a necessary next step in understanding the details of views and actual visibility from specific locations.

Following this approach, to assess visibility Preservation Company first considered whether a historic property was located within the viewshed/ZVI by overlaying the LandWorks viewshed maps onto the map showing parcels for all the pre-1968 properties in the APE prepared by Preservation Company. Any properties that were not shown with potential visibility on the viewshed map were not recommended for further survey for this Project.

For those resources that were shown with potential visibility of the Project on the viewshed mapping, additional steps were taken to confirm actual visibility. First, Preservation Company

⁶ The USGS National Elevation Dataset (NED) 1/9-arc second was used for topographical information.

⁷ Collection of data by satellite, airplane or other high altitude origin.

⁸ Raster data is generally coarse since it is dependent on the size of the pixel relative to the size of the area being mapped. The raster data used in this Project’s viewshed mapping has cell resolutions of 1/9-arc second, or an accuracy range of up to 3 meters (9.84 ft.).

⁹ USGS National Land Cover Database 2006 (NLCD 2006) was used for three forest classifications: Deciduous Forest, Coniferous Forest, and Mixed Forest.

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established in the field whether what was shown on the viewshed maps correlated with visibility on the ground in light of the presence of features like buildings and substantial vegetation (such as trees and hedgerows), which were not taken into account on the viewshed map. Following that, computer-based tools helped to pinpoint which properties would have no actual visual relationship to the Project. Methods used to refine the Project's visibility included aerial mapping (Google Maps, Bing Maps), Google Street View (where available) and Google Ground-level View (that models the topography of a given area).

Preservation Company used Google Earth Ground-Level View in conjunction with a digital 3-D model of the Project to verify onsite and viewshed mapping findings regarding visibility of the Project. In certain situations, a photo overlay was used to gain a more accurate simulation of views in question.¹⁰ Conclusions regarding potential visibility were discussed and compared with visual assessment results from LandWorks. Preservation Company also reviewed visual simulations prepared by LandWorks as an additional aid in determining visibility of the Project in relation to certain historic properties.

The methods discussed above to determine potential visibility were followed consistently for all properties within the project area. Based on this multi-step process, properties that did not have actual visibility of the Project were eliminated from the list of resources recommended for further survey.

4. Analyze whether the historical significance of a resource derives from "setting"¹¹, landscape¹² or viewshed."¹³

Preservation Company considered whether the property's historic significance had visual components related to the contexts described in the PAF. Under National Register Criterion A, typical areas of significance were agriculture, recreation, summer tourism, and landscape design. For Criterion A properties, Preservation Company first determined whether the setting of the resource was sufficiently intact to support eligibility under that criterion. For example, historically agricultural properties were deemed potentially eligible under Criterion A only if they included the area associated with their agricultural use and could visually demonstrate that use. Properties where

¹⁰ For the Photo Overlay, photographs of the historic resource were first inserted into Google Earth at ground-level view, using the GPS coordinates captured when they were taken. The photographs were aligned to the Google Earth topography using vertical and horizontal reference points (buildings, walls, flagpoles, and background terrain). Once aligned to the terrain, the opacity of the photograph could be lessened, making the model of the transmission line appear through the transparency of the photograph, and showing if and where the proposed structures would be seen from that particular vantage point.

¹¹ Setting is the physical environment both *within* and *surrounding* a district or individual property. Preservation Company looked at both of these elements of setting. Setting as the environment within the boundaries of the historic property, includes, for instance, components of a designed landscape, the property's domestic setting, the property's fields and farmland, or its town common. Setting as the physical environment surrounding the property boundaries, includes, for instance, the nearby neighborhood, forest, or surrounding commercial/urban development. Each of these elements of setting was considered both in terms of the integrity of the property and in our analysis of whether the historical significance of the property derives from setting. Although they may retain integrity of setting within their physical environment, and may still be eligible for the National Register, properties whose surrounding setting have lost integrity were not considered to retain integrity of setting and were not recommended for survey for this project.

¹² Landscape is a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features.

¹³ Viewshed includes historically significant views from the resource.

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setting, landscape or viewshed is a character-defining feature of their significance were recommended for further study.

Properties potentially significant only under National Register Criterion C for their architecture were analyzed as to whether they showed characteristics of having been designed or altered (during a historical period) to take advantages of views. (Design elements that are indicative of this include porches, orientation, larger windows, and dormers.) In most cases, properties in this category had significance also under Criterion A as they were summer homes or had significance relating to recreation or tourism. Properties significant only under Criterion C in the area of architecture and that were not designed to take advantage of views were not recommended for further study.

A complete list of historic resources recommended for further survey for the SRP Project is included in the Statement of Significance starting on page 79.

18. Geographical Context

The four communities in the Project Area, Portsmouth, Newington, Durham, and Madbury, share similar geography and topography. The region is defined by the Piscataqua River and the Great Bay tidal estuary. Historical development of the towns and the transportation routes between them was strongly influenced by the waterfront and water crossings.

Topography and Natural Resources

The early historical development of this region was directly linked to its accessibility to the seacoast via tidal inland waterways. More than a hundred miles of tidal shore, reaching 15-25 miles inland, transformed New Hampshire's fourteen-mile coastline into a significant maritime transportation system.

The Piscataqua River forms the northeast edge of Newington and Portsmouth and is the boundary between New Hampshire and Maine. The Piscataqua originates in Dover at the confluence of the Cocheco and Salmon Falls rivers and receives the waters of Great and Little Bays, flowing southeast to Portsmouth Harbor. Great Bay to the west of the Project Area is formed by three tributary rivers: the Lamprey, Squamscott and Winnicut rivers. Little Bay is the narrower eastern part of the Great Bay estuary, a broad winding channel between Durham and Newington through which the project corridor passes. The tidal tributaries of Little Bay are Oyster River and Bellamy River. The Oyster River flows southeast through the middle of Durham into Little Bay between Durham Point and Cedar Point. Cedar Point is at the mouth of the Bellamy River, or Back River, which flows south through Dover. The town of Madbury has one point of water access near the mouth of the river, at Knight's Cove. The bay and rivers converge and pass through a narrow strait between Dover Point and Bloody Point in Newington into the Piscataqua River. The Piscataqua shoreline in Newington and upper Portsmouth is a straight stretch of river, called the Long Reach. Across the river, about a 0.3 mile away, is Eliot, Maine.

The shoreline of Little Bay is uneven with many coves and shallow inlets separated by points of land. The northern edge of Newington has two major points, both outside the Project Area; Fox Point, which projects into Little Bay and Bloody Point, which projects into the Piscataqua at the confluence. Bloody Point, now the location of the old General Sullivan and Little Bay bridges, was one of the earliest ferry crossings. Fox Point was the location of the Piscataqua Bridge to Cedar Point in Durham from 1794 to 1855. The project corridor crosses Dame's Point, which is between Welsh Cove to the south and Dumping Cove is to the north. North of the Project Area between Fox

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Point and the bridges at Bloody Point are Broad Cove and Trickey's Cove. The Project crosses Durham Point, which is the area of town south of the Oyster River, along Little Bay. At the mouth of the river, on the northern edge of the Project Area is Bickford Point or Langley Point. Adams Point, originally Mathes Neck, between Great Bay and Little Bay is south of the Project Area.

In Durham, the Project Area includes the upper reaches of the Oyster River and the Lamprey River. Downstream at the falls and the head of the tide, Durham's early town center on the Oyster River is outside of the Project Area. The lower Oyster River, north and east of the Project Area, is an estuarine zone characterized by salt marsh and tidal flats. The river was named for the oyster beds found there by the first settlers. Upstream within the Project Area, the second falls on the Oyster River are at Mill Road. Within the University of New Hampshire College Woods is the Oyster River Reservoir created in the 1930s.

The Lamprey River at the Moat ox-bow is located at the edge of the Project Area between Newmarket Road and Bennett Roads. The Lamprey River winds through the southwest corner of Durham in a southeasterly direction, emptying into Great Bay in Newmarket. The Newmarket mills were built on the Lamprey at the first falls above the tidal river. Several smaller falls in western Durham were developed as sources of water power, including Packers Falls just outside the Project Area. North of the Project Area in Madbury, the Bellamy River, with the Bellamy Reservoir built ca. 1960, flows east toward Dover.

The land in the Project Area is generally well-drained. There are numerous small and intermittent streams in addition to the larger tidal rivers and creeks. Creeks in the southern part of Madbury flow southeast into the Oyster River, while the Bellamy River drains the northern half of town. In Newington, Paul Brook and Pickering Brook flow through the Project Area northwest into the Piscataqua. Within Pease, south of the Project Area, Peverly Brook and reservoir drain southwest into Great Bay. An unidentified brook winds northeast from Portsmouth through commercial and industrial sites on Woodbury Avenue into the Piscataqua.

In Durham, College Brook flows southeast between the UNH playing fields and College Woods. It parallels Main Street through the UNH campus and into the Oyster River above the Mill Pond. Pettee Brook flows through the Project Area, largely underground below UNH. The Old Reservoir was built in the 1890s and the dam replaced in 2011. Pettee Brook is above ground through the New England Center and downtown Durham and flows northeast into Beard's Creek.

In the Project Area in the southwestern part of Durham, brooks named for area property owners, Woodman Brook and LaRoche Brook, flow south-southeast toward the Lamprey. Beaudette Brook, Longmarsh Brook and Hamel Brook flow together and north into the Oyster River at the Mill Pond. On Durham Point at the north edge of the Project Area, several creeks flow north into the Oyster River, including Stony Brook and Cutts Creek. The southern part of Durham Point is unsettled with poorly drained soil and numerous swamps or marshes on the upper reaches of Crommet Creek including the largest, Colby Marsh. The tidal outlet of Crommet Creek, just south of the Project Area below Adams Point, separates Durham Point from the area historically known as Lubberland on the Newmarket border.

The land in this region is characterized by slightly undulating and gently rolling terrain, with occasional knolls and small hills. The area is low-lying. Elevations range from sea-level in tidal locations to 331' on Hick's Hill, a glacial drumlin in the center of Madbury, and 290' on Beech Hill near the Durham-Madbury line. The average elevation in the area is around 100' above sea level.

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The highest point in Newington in the town center is 130', near the Town Cemetery. Beane's Hill or Prospect Hill, historically known for its views of the Piscataqua, is 100' feet above sea level.

Natural resources relating to historical development included timber, fish and seafood, marine clay deposits for brickmaking near the tidal shore and in Durham outcroppings of granite. The salt and brackish waters along the shore are a natural habitat for fish, shellfish, animals, birds and plants. The soil was relatively fertile for agriculture (Bunker 2015). Madbury soil is a mixture of clay in the valleys and sandy loam on the hills, with relatively few stones. Durham has deep loam along both sides of the Oyster River. Newington has large areas of sandy, relatively unproductive soils, much of which is now Pease. Most productive land was near the water (Hayward 1839; Coolidge and Mansfield 1859). Northern Portsmouth has similar flat, low-lying terrain.

Transportation Routes

The waterfront was the focus of early settlement in the region and defined transportation routes which in turn influenced patterns of development in the region. The locations of the major water crossings and the connecting road systems shifted several times during the historic period. Today, the principal highways in the Project Area are NH 16/Spaulding Turnpike, US 4, NH 108 and NH 155.

The Spaulding Turnpike is the primary route north from the Seacoast to the Lakes Region and White Mountains. Constructed in the 1950s, it superseded older transportation routes between Portsmouth and Dover. The turnpike parallels the shore of the Piscataqua River. The Little Bay Bridge and the old General Sullivan Bridge cross Little Bay from Bloody Point in Newington to Dover Point. The earlier White Mountains Highway, the original NH Route 16, was parallel to the Spaulding Turnpike on Woodbury Avenue, Old Dover Road, River Road and Bloody Point Road. This was the original route from Portsmouth to the first ferry crossing and later to the Portsmouth and Dover Railroad bridge.

US Route 4, built as the First New Hampshire Turnpike in early 1800s, is the transportation corridor between New Hampshire's only seaport and its state capital. The present course of US 4 through Durham was established in the 1930s replacing an earlier route through Dover and Barrington. In Portsmouth and Newington, US 4 is concurrent with the Spaulding Turnpike. From Dover Point, US 4 crosses the Scammell Bridge (1934) and follows Piscataqua Road on the north side of the Oyster River. Originally the highway passed through downtown Durham on Main Street. A bypass to the north was built in the 1960s. The Project Area lies between the interchange of US 4 with Dover Road/NH 108 east of downtown Durham and with NH 155A to the west and includes the Madbury Road intersection.

The project corridor crosses NH Route 108/Newmarket Road in Durham. NH 108, including Newmarket Road and Dover Road, is the main south-north highway between Exeter and Dover. It passes through Newmarket, crosses the Oyster River Falls Bridge in Durham and continues north through the eastern part of Madbury to Dover. Newmarket Road is the seventeenth century route between Oyster River and Lamprey falls, straightened in the early 1800s. Dover Road was built in the early 1800s.

NH 155, which passes through the Project Area in Madbury, is a secondary highway from NH 125 through Epping, Lee and Madbury to NH 9 in Dover. NH 9/Littleworth Road is an early route across the northern part of Madbury between Dover and Barrington. NH 155A is a loop through Lee and Durham, intersecting with US 4 west of UNH and downtown Durham.

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Two historic railroads are located in the Project Area. The former Western Division of the Boston and Maine Railroad is west of and parallel to NH Route 108. It is at the center of the project corridor, alongside the electric utility right-of-way. This was the original Boston and Maine line, built in the early 1840s and running south-north through Newmarket, Durham, Madbury and Dover. The railroad station in Madbury was east of the town center at the north edge of the Project Area and is not extant. The railroad, re-routed in 1911-12, passes through the University of New Hampshire campus on the western edge of downtown Durham. Now, the Pan Am Railway, the tracks are in daily use by the Amtrak Downeaster passenger trains, which stop at the historic Durham-UNH Railroad Station.

The former Newington Branch of the Portsmouth & Dover Railroad built in 1873 runs along the shore of the Piscataqua River in Portsmouth and Newington, roughly parallel to the Spaulding Turnpike and Woodbury Avenue. The tracks pass through the Project Area near Portsmouth-Newington town line. Until 1934, the railroad crossed Little Bay to Dover Point over a combined road/railroad bridge adjacent to the Newington Depot and Toll House. After the bridge and through-traffic were eliminated, the Newington Branch became a freight line and remains in active use as part of Pan Am Railways.

Project Area Description

The Seacoast Reliability Project between Madbury and Portsmouth substations is approximately 12.9 miles long. The Project corridor runs north-south between Madbury Substation, Oyster River Substation and Packers Falls Substation in Durham, roughly parallel to the Pan Am Railway tracks. From Packers Falls to Little Bay, the Project corridor is west-east across Durham Point and continues east of the bay through Newington to the Spaulding Turnpike. It parallels the turnpike north-south and Gosling Road west-east to Portsmouth Substation near the Piscataqua River. The Project Area, defined by a half-mile radius on all sides of the project location, is just under fourteen square miles in area, including less than one square mile in Madbury, about seven miles in Durham, five in Newington and less than three-quarters of a mile in Portsmouth.

MADBURY

The town of Madbury is a narrow, wedge-shaped area on the southwest edge of Dover. The center of town is at the intersection of Route 155, Madbury Road and Town Hall Road, the roads to Lee, Durham, Dover and Barrington. The Project Area is located between Madbury center and the Durham border. It includes: NH 155 (Lee Road and Knox Marsh Road) at the intersection of Madbury Road, the length of Madbury Road and several rural roads on either side, as well as the railroad tracks. A survey of all buildings in Madbury was completed by the Strafford Rockingham Regional Council in ca. 1983 with individual reconnaissance level forms for each building (RPC 1983).

Madbury has no village or commercial center. A store with post office was located next to the railroad station at the north edge of the Project Area. The Knox Marsh Road/NH 155 railroad crossing was documented on NHDHR Madbury Station Project Area Form (Hengen 1999). Madbury's small civic center on Town Hall Road is at the edge of the Project Area. A small town green is located in the intersection of Route 155 and Madbury Road, which has always been an important junction. The area was previously defined by the large rose ranges or greenhouses removed in the early 2000s. The former Elliott Rose Company on Madbury and Knox Marsh roads was recorded as a historic district (Area MAD-ER, Hengen 2000) prior to the removal of the greenhouses. Near the Madbury and Durham line, the 1960s US Route 4 bypass changed historic road patterns, severing Beech Hill Road and Spinney Road and Pendexter Road.

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The Project Area includes the north-south Pan Am Railways corridor through Durham; the railroad station and overpasses recorded as the Boston and Maine Railroad Western Division Historic District (Preservation Company 1993). The project corridor in the existing utility ROW parallel to the tracks passes through the UNH campus. It crosses Main Street, which was the First New Hampshire Turnpike and later Route 4. Durham's downtown business district on Main Street is east of the Project Area. The National Register of Historic Places-listed Durham Historic District in the historic village center on Main Street and Newmarket Roads is also outside the Project Area. The district includes Durham's only National Historic Landmark, the General John Sullivan House. Durham has an irregular pattern of roads that developed during the seventeenth and eighteenth centuries. Roads were laid out based on the topography to connect early farms and mill sites. Roads to Newmarket, Lee, Madbury, Dover and Portsmouth via Newington converged near the Oyster River Bridge in the heart of the historic district.

North of the UNH campus and downtown, the Project Area in Durham includes Madbury Road and large residential neighborhoods on either side. Madbury Road was built in the early 1800s. Emerson Road was part of the earlier route between Durham and Madbury. Edgewood Road was the original railroad bed before the tracks were rerouted through Durham in the early 1900s. At the edge of the Project Area, near the downtown is an area of student housing and fraternity and sorority row on Madbury Road.

Nearly the entire University of New Hampshire campus lies within the Project Area of the SRP corridor which passes through the middle of university property. The main campus is located east of the railroad corridor north and south of Main Street, and on College Road, Academic Drive and McDaniel Drive. There are more than one-hundred buildings. Only a few are covered individually by previous NHDHR inventory forms. The Thompson School of Applied Sciences on Mast Road Extension and the athletic and service facilities are west of the railroad and Project corridor, separated from the main historic campus to the east by large, open parking lots and considerable new construction and renovation projects done in the last several decades. Large areas of UNH-owned wooded land in the Project Area include Woodman Farm, College Woods, the East Foss Farm and West Foss Farm and the Thompson Farm.

Mill Road is the main road southwest from Downtown Durham through the Project Area toward Lee and connecting to Packers Falls Road. Mill Road was named for the mill on the Oyster River, known as Chesley's Mill. Along Mill Road are large early to mid-twentieth century residential subdivisions, including the Faculty Development and Woodridge. Present-day Foss Farm Road was the upper end of an early road between Mill Road and Packer's Falls, long discontinued through the East Foss Farm.

The Project Area in the southern part of Durham is a rural residential area. Bennett Road is an early route between Newmarket Road and Packers Falls. An agricultural historic district, eligible for the National Register is located on Newmarket and Bennett Roads (Hengen 2010). West of the Project Area, a cluster of historic properties remains at Packers Falls Road where there was once a larger mill village.

On Durham Point east of Newmarket Road, the Project Area includes Longmarsh Road and Durham Point Road. Durham Point Road was an early route parallel to the shore of Oyster River and Little Bay. It continues south as Bay Road in Newmarket. In the Project Area, historic farmhouses are set back from Durham Point Road on long driveways toward the Little Bay waterfront. Longmarsh Road, alternately Langmaid Road, was built between Newmarket Road and Durham Point Road ca.

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1720, but discontinued in the mid-twentieth century. A large area of unoccupied land is now the Longmarsh Preserve.

NEWINGTON

On the east side of Little Bay, the Project Area in Newington is located in the northern and western parts of town. The area is defined by Little Bay on the west and north, the Spaulding Turnpike and Piscataqua waterfront on the east and by Pease International Tradeport, formerly Pease Air Force Base to the south. The Project Area encompasses the main rural residential area in the northwest corner of town. The Spaulding Turnpike corridor and the commercial and industrial area to the east on Woodbury Avenue and along the Piscataqua was formerly a sparsely settled agricultural area. The entire town of Newington was surveyed by the Strafford Rockingham Regional Council ca. 1981 (RPC 1981) and a NHDHR Newington Townwide Area Form was completed in 2005 (Preservation Company 2005).

Newington was substantially reconfigured by the construction of Pease in the early 1950s. The Air Force base encompassed the middle part of town, and separated the town center in the north from South Newington on the Greenland border. The base was isolated, with restricted access for many years. In 1972, a new road was opened through Pease connecting Newington and South Newington again via McIntyre Road west of the runways. Within Pease, Merrimac Drive and Arboretum Drive date from the 1950s. The so-called “New Road” is a discontinued path from the town center through the Newington Town Forest and across Arboretum Drive, built in 1895 as a direct connection to the lower end of Fox Point Road and discontinued in 1952. The remaining buildings of Pease Air Force Base overlapping the edge of the Project Area were determined not eligible for the National Register as a historic district (Area POR-PAFB, Rutter 2009). The eligible PAFB Weapons Storage Area is outside the SRP Project Area (Area NWN-PWSA, Sagerman 2011).

North of Pease, Newington has only a few main roads: Nimble Hill Road, Fox Point Road and Little Bay Road. All are a mix of historic buildings and new homes. The historic town center is located near the geographic center of town. The Newington Center Historic District is listed in the National Register of Historic Places (Mausolf 1987, 1991) and designated as a Local Historic District. Nimble Hill Road is the main north-south road through the town center and previously was continuous with Newington Road south of Pease. Within Newington Center, Nimble Hill Road was known as “The Parade” referring to its original use as a militia training ground. Formerly, it was called Bloody Point Road, because it continued beyond the Spaulding Turnpike to the historic crossing at Bloody Point. The Newington-Greenland Road originated as a post road from Newburyport and Hampton toward inland points via the ferries. In the early twentieth century, the route was part of NH 151 from Greenland to Dover, which was severed when Pease was built. Old Post Road was the original road to Fox Point, superseded when Fox Point Road was laid out in 1795 to shorten the route from Portsmouth to the Piscataqua Bridge. The intersection of Nimble Hill, Old Post and Fox Point road became an important junction north of the town center. Little Bay Road along the shore was formed in the nineteenth century with the connection of two early dead-end roads.

The Spaulding Turnpike, built 1950-53 on the east side of Pease Air Force Base, separates Newington’s town center from the waterfront to the east. Since dredging in the mid-twentieth century, the Piscataqua River is a deep-water port and is the location of waterfront industries, oil “tank farms” and three power plants. Woodbury Avenue parallels the turnpike and the Piscataqua shoreline northwest of Downtown Portsmouth. The early route followed Old Dover Road, River Road and Bloody Point Road, which are now divided and road patterns altered by construction of

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Shattuck Way in 2003. This was the route to the ferry, then the railroad and road crossing and to the General Sullivan Bridge before the Spaulding Turnpike Bridge was constructed. Parallel roads and drives lead to the waterfront, including Avery Lane, Patterson Lane and Piscataqua Drive. The Spaulding Turnpike corridor was the subject of a NHDHR Project Area Form for the Newington-Dover highway project and all properties in the northeast part of town were individually inventoried (Preservation Company 2004-2005). Gosling Road, which forms the Newington-Portsmouth line, is now a commercial artery and access to the Spaulding Turnpike and the Pease entrance at Pease Boulevard, which was rebuilt when Pease International Tradeport was established. North and south of Gosling Road on the riverfront are the PSNH Newington and Schiller power stations built ca. 1974 and ca. 1949 and two substations. Multiple electrical transmission and distribution lines converge in this area.

PORTSMOUTH

The Project Area in Portsmouth includes the northwest edge of the city, north of the downtown. The southern edge of the Project Area is north of the intersection of Woodbury Avenue and Maplewood Avenue, which is the main road north of downtown Portsmouth, formerly North Road. Woodbury Avenue connects to the industrial end of the city on Islington Street. Intersecting Woodbury Avenue at the edge of the Project Area, Market Street Extension was built in the 1970s to connect with the new Interstate-95 high-level bridge and create a more direct route in and out of downtown Portsmouth.

Gosling Road is the location of mid to late twentieth century resources, including the Schiller Station power plant. Woodbury Avenue in Portsmouth was historically an agricultural area with large farms extending to the riverfront. The parallel farm roads and drives on both sides of Woodbury Avenue now form the driveways to late twentieth century commercial/industrial sites and subdivisions. The Project Area includes Durgin Lane, Brady Drive, Commerce Way and Portsmouth Boulevard. Woodbury Avenue had suburban residential development in the mid-twentieth century, since replaced by modern shopping plazas. The Mariner's Village/Wentworth Acres development documented in 1994 overlaps the edge of the Project Area (Mausolf 1994). The only historic resources documentation in the Project Area in Portsmouth was for the Newington Branch Portsmouth & Dover Railroad (Preservation Company 2010).

East of the Project Area is the Atlantic Heights Historic District, listed in the National Register of Historic Places (Mausolf 2006), as well as industrial sites on Freeman's Point. Residential neighborhoods are located on the northwest edge Portsmouth on either side of I-95 and the Route 1 Bypass. The area was documented for the Route 1 Bypass Project (Preservation Company 2005). Downtown Portsmouth is more than a mile outside the Project Area, as are the National Register properties and National Historic Landmarks located there.

ELIOT, MAINE

A 100' to 300' wide strip of Eliot riverfront falls within the half-mile radius of the Project. In South Eliot, at the end of Eldredge Road and Alden Lane are three mid-twentieth century houses, one late nineteenth century house and several new properties. All have river frontage directly across from the Schiller Station power plant, which dominates their waterfront view. Maine resources are not addressed by this NHDHR Project Area Form. Eliot was the subject of a town wide historic resources survey on file at the Maine Historic Preservation Commission.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****19. Historical Background**1623-1712: Settlement, Lumbering and Agriculture, Ferries and Roads

Through the seventeenth century, New Hampshire was limited to the four coastal towns: Exeter, Hampton, Portsmouth and Dover, which included Newington, Durham, Madbury, Lee and Somersworth. The locations of the first settlements were determined by the bays and rivers that made the area accessible by water.

SETTLEMENT

Dover was established in the 1620s, with settlement on Dover Point. Portsmouth, granted in 1631, was based at the mouth of the Piscataqua River on Great Island (now New Castle). Dover included a large area, with land on both sides of Little Bay. The Newington side was settled by 1640. It was known as "Bloody Point" referring to a territorial fight between the king's agents of Dover and Portsmouth. Durham developed as a discrete section of Dover beginning ca. 1630 and was known as Oyster River Plantation by 1650. Land in Madbury, the region known as Barbados, was first granted in 1640 as large tracts of timber land. By the late 1600s, Portsmouth's center of settlement shifted inland from the maritime center on Great Island to the riverfront where downtown Portsmouth is now, which was called Strawberry Banke (Candee 1992).

INDUSTRY

English settlers came to the seacoast of New Hampshire seeking fish and timber. The Piscataqua region was a source of white pine for lumber and masts and spars for the Royal Navy. More masts were shipped from Portsmouth than any other American port (Rowe 1987). The interconnected rivers provided access to salt water fisheries. Salted fish was exported in barrels made from local lumber. Lumber was used for boatbuilding in coves along the shore in Newington and below the falls at Oyster River.

Sawmills were established early on. Tide mills were built by the first settlers of Newington and Durham, including one at Crommet Creek on Durham Point. The falls at the head of the tide at Oyster River powered mills established by Valentine Hill ca. 1649. The first mills in Newmarket at the lower falls on the Lamprey were also built c. 1650. Hill made plans to dig a canal between the two rivers from the Moat up Longmarsh Brook in the Project Area. In 1651, he received a 500 acre grant of land, including much of what is now downtown Durham. Packers Falls saw and grist mills were established in the 1690s just west of the Project Area. The road to the falls, now Bennett Road, was built ca. 1700. The second falls on the Oyster River were granted for a sawmill in 1699 and Mill Road was laid out in 1703. Newington had little available water power. Carter's Mill at the mouth of Pickering Brook near Bloody Point in Newington was in use ca. 1690. Madbury's early mill sites on the Bellamy River over a mile outside the Project Area were in use around 1700 (Thompson 1892).

AGRICULTURE

Farms developed on the land that was cleared by the intensive logging in the first period. The river frontage was cut first and provided good soil for agriculture. In Durham, farms were dispersed along both sides of the Oyster River. On an ox-bow of the Lamprey River, the Doe family lived near what became Bennett Road by the 1650s. Newington farms were located on the bay where grants of land were made in the 1650s. Large farms were established along the Piscataqua upriver from Portsmouth.

POPULATION

In 1648, nearly half of Dover's households were in Oyster River. The 1662 tax list shows that 28 tax-payers lived on Dover Point, 29 at Cocheco (downtown Dover), 12 at Bloody Point (Newington)

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and 42 at Oyster River (Durham) (Hurd 1882). The 1660 map of the Piscataqua illustrated about fifteen houses on Durham Point and half as many on the north side of the Oyster River in Durham. There were several dwellings on Furber's Point in Newington and four on the Piscataqua shore.

TRANSPORTATION

Water was the primary means of transportation. The region's rivers were navigable to the head of tide. The landing place below the Oyster River Falls in Durham became a public landing and there were landings on the Piscataqua in Newington. The masts were drawn by ox trains for up to forty miles to a landing, then by raft or gundalow to Portsmouth. Among the earliest roads in Newington were "mast roads," Patterson Lane and Gosling Road (Rowe 1987). The mast road through Durham followed Mast Road from Lee, curved in a wide arc on Mast Road Extension and continued on Main Street to the landing. The road was designed to follow the most level route with minimal curves (Town of Durham 2015).

The crossing between Bloody Point and Dover Point was one of the earliest water crossings in the state. The ferry was operated by the Trickey family from 1640 to 1705. A road from Strawberry Banke (Portsmouth) to Bloody Point was built in 1681. The route followed Maplewood and Woodbury avenues to River Road and was known as the Ferry Road. Ferries were established in all directions: north from Bloody Point to Dover Point, east from Bloody Point to Eliot, Maine, from Fox Point in Newington northwest to Bickford or Langley's Point in Durham and from Furber's Point in Newington west to Adams Point in Durham. Durham Point Road to Langley Road was an early path between Oyster River Falls and the crossing of Little Bay, in use by the 1650s. The lower end of Little Bay Road in Newington originated as the road to Furber's Ferry, which was established in 1694 (Thompson 1892; Rowe 1987).

Roads between the first settlements included a road between Oyster River and Lamprey Falls (Durham and Newmarket) in place by 1686. Bagdad and Emerson roads in Durham were part of the first road from Oyster River Falls to Cocheco (Dover). In 1699 a post road was established from Hampton through Portsmouth (Greenland) and Newington to the Bloody Point Ferry, following what became NH 151, including Nimble Hill Road (Rowe 1987).

CIVIC AND RELIGIOUS

Bloody Point residents crossed the water by boat to the meetinghouse on Dover Point. Oyster River inhabitants built a separate meetinghouse and a parsonage ca. 1656, which was centrally located on Durham Point (Town of Durham 2015).

MILITARY

Through the French and Indian Wars, towns in the region were in danger of attack. Water access made them more vulnerable. Fortified dwellings were built in the Project Area towns between the 1650s and early 1700s. There were seven garrisons in the area that became Madbury and twelve in the Oyster River Plantation/Durham (Thompson 1892). The Tasker garrison was on the site of the Madbury town green. The Hix garrison was at the Kingman Farm at the north edge of the Project Area (Town of Madbury 2001). In Durham, the Woodman garrison which burned down in 1896 was at the head of Garrison Avenue. Garrisons were located in the Project Area on Durham Point. In Newington, Dam or Dame's garrison was on the point of land where the Project passes near Gundalow Landing. Other garrisons were on Fox Point, Furber's Point and Bloody Point (Rowe 1987).

There was an attack on Dover in 1689 and various incidents elsewhere throughout this period. Eighteen people in Oyster River were killed in 1689 and fourteen on Fox Point in Newington in 1690. In 1694, the raid on Oyster River was a massacre that resulted in the loss of about half of the

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houses, barns, livestock and crops, with more than a quarter of the population killed or captured (Town of Durham 2015).

1710s-1770s: Town Separation, End of French and Indian Wars, Agriculture, Shipbuilding

Area towns became established with the end of French and Indian conflicts. Parishes separated from Dover in the early 1700s and meetinghouses were erected. Farming and lumber related industries were the focus of the economy. New towns were laid out to the west and north.

CIVIC AND RELIGIOUS

Due to the difficulty of crossing the water to attend church services in Dover, Bloody Point became a separate parish in 1712 and was incorporated as a town in 1713, taking the name of Newington. A meetinghouse that became the Newington Congregational Church was built in 1712 on land set aside as common land two years earlier. A “parade” where the militia was drilled and mustered was established in 1716 south of the meetinghouse and a cemetery was laid out to the north (Mausolf 1987). The first full-time minister, Joseph Adams, uncle of later president John Adams, built the Adams Homestead in the present-day town center on Nimble Hill Road, which he occupied during the sixty-eight years of his pastorate (RPC 1981). In Durham, the first meetinghouse was relocated to the village near the falls in 1714. Oyster River became a separate parish in 1716 and the Town of Durham was incorporated in 1732. Madbury began to assume a separate identity in 1735 when the Tasker family donated an acre of land for a meetinghouse on a site near the old fire station on Madbury Road. Madbury became a Parish in 1755 and was incorporated as a town in 1768 (RPC 1983). Schools were kept in area towns by the 1750s. Newington had a schoolhouse adjacent to the cemetery.

What became known as the Newington Town Forest was established in 1710 when 50-60 acres were set aside to protect and manage timber resources and provide lumber for building projects and firewood for the poor. Newington’s Town Forest is widely acknowledged to be the first town forest in the country although published reference to this or other early forests is lacking. The date of 1710 used to refer to the establishment of the Newington Town Forest is the date when common ground was set aside, not the date for the establishment of this specific tract for formal use as a town forest. The original tract became the site of the meetinghouse, cemetery, library and town hall. The Parsonage Lot east of Nimble Hill Road was acquired in 1765 along with what became the parsonage building and was used for the support of a minister and other town expenses. The Downing Lot refers to the northern thirty acres of Town Forest, east of Nimble Hill Road that were acquired by the town in the 1770s (Mausolf 1991).

POPULATION

The population of Madbury was nearly 700 in the 1760s. Newington’s population reached 548 by 1773 according to the town history. Durham had 1,232 residents in 1767 and in 1775, Portsmouth had more than 4,500.

North and west of the Piscataqua region, the first tier of new towns was laid out in 1722, including Nottingham, Barrington and Rochester. The second tier to the west including Epsom and Chichester was divided in 1727, but the farthest towns were not settled until the 1760s-70s.

TRANSPORTATION

Portsmouth was the regional center of business and government, a thriving commercial port during the Colonial period. Trade was carried out with the Caribbean and Europe. Portsmouth was the first capital of New Hampshire under the royal government. New roads were built to the inland towns settled during the mid-1700s. In the 1720s, the Province Road was built from Portsmouth via ferry to Durham and northwest through Dover and Barrington via Dover Point Road and Littleworth Road

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to Gilmanton. In 1733-44, the Canterbury Road was built through Durham, Epsom and Chichester roughly on the route of present US 4.

The Piscataqua and Great Bay offered maritime transportation advantages, but as settlement moved west and north they served to isolate inland areas from the coast. Multiple ferries crossed the bay. However, they were hazardous in fast currents and inoperable in winter, the best season to haul farm products and lumber to market. Travel over land between Portsmouth and points north and west without ferry connections required passing around the south side of Great Bay through Greenland and Newfields/Newmarket a detour of over ten miles. The route was shortened by a new Stratham-Newmarket bridge over the south end of Great Bay in 1775 (Garvin and Garvin 1988).

AGRICULTURE

Farming was the mainstay of the economy during the eighteenth century. Large farms were located throughout the Project Area. Many farms remained in the same family for generations. Mixed farming was practiced for subsistence and profit from sale of surplus in nearby coastal towns. The early farms were set back from the main roads, near the riverfronts along the Oyster River, Little Bay and Piscataqua.

INDUSTRY

Lumbering was the predominant industrial activity. Outside the Project Area, several mills operated at Oyster River Falls. The Packers Falls mills at the edge of the Project Area were further developed in the 1770s with sawmill, grist mills and fulling mill. Brickmaking using the extensive deposits of marine clay in the region was carried out along the shore in the late 1700s. Shipbuilding continued, but deforestation caused the smaller tributaries to silt in and become too shallow.

MILITARY

During the Revolutionary War, men from area towns served in the patriot forces. In December 1774, they participated in the raid on Fort William and Mary in New Castle. Some of the gunpowder seized from Fort William and Mary was taken to the Madbury home of Major John Demeritt (RPC 1983). General John Sullivan who lived in the historic district in Durham became one of the region's most well-known veterans.

1780s-1830s: Post-revolution Growth, Bridges and Turnpikes, Agriculture, Shipping

The post-Revolutionary period was a time of growth and prosperity in the region. The Project Area was characterized by large self-sufficient farms. Portsmouth was at its height as a shipping port prior to the War of 1812.

TRANSPORTATION

Inland towns expanded rapidly after the Revolution. Transportation between the coast and the farms of the Merrimack Valley was important to merchants in Portsmouth. The state unsuccessfully planned a public road between Concord and Durham in 1791.

In the 1790s, advances in bridge building technology allowed for construction of a bridge over the treacherous Piscataqua River. The Piscataqua Bridge was built ca. 1794 between Fox Point and Cedar Point via Goat Island. It was 2,362' long overall, built in several sections, one being a draw span. The crossing at Fox Point avoided the fastest currents near Bloody Point. Newington resident Cyrus Frink oversaw construction, which was completed in November of 1794 (Chesley 1982). Frink moved from Stonington, Connecticut and established a long-time local family.

The Piscataqua Bridge became the eastern terminus of the First New Hampshire Turnpike built between 1800 and 1805 as a private toll road financed by the First New Hampshire Turnpike Corporation, including many of the same investors as the bridge. The turnpike followed much of the

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pre-existing Canterbury Road and ended in Concord, which increased in importance when it became the state capital in 1808. There were several toll gates in Durham, one at the Mast Road crossing (Rowe 1987).

Goods transported from inland to the coast included lumber, timber, shoes, salted beef and pork, charcoal and potash, cloth, dairy products, flax, Indian corn, wheat and hops. On the return trip, lime, salt, fish, rum, molasses, cotton and dry goods were brought from the port (Chesley 1982).

The early 1800s were the height of stage coach travel. Routes between Portsmouth and Concord passed through Newington and Durham. Nimble Hill Road, which then connected to Greenland, and Old Post Road were on the main route from Boston and Newburyport toward the Piscataqua Bridge (Rowe 1987). The First New Hampshire Turnpike increased commercial activity in Durham and Main Street developed (2015 Durham Master Plan). Taverns were located there, as was the post office. In Newington, there were taverns on Fox Point Road and on Goat Island adjacent to the bridge. The Rymes/deRochement house at 183 Fox Point Road was a tavern and later served as the post office. There was also a tavern near the old ferry at Bloody Point, which continued to operate across to Dover Point Road. Gundalows remained an important means of freight transportation between the coast and area towns. They transported hay, lumber, cordwood and bricks (Durham Historic Association 1985).

New more direct roads were built to connect the turnpike in Durham with Dover, Newmarket and Madbury. Madbury Road and Dover Road both date from the early 1800s. Knox Marsh Road was built as a direct route from Madbury to Dover. Newmarket Road was straightened from its earlier route past the Moat ca. 1820. Durham Point Road ceased to be a through road when the ferry was eliminated. In the 1820s, Newington residents petitioned unsuccessfully for a second bridge over Little Bay from Furber's Point to Mathes Neck (Adams Point).

POPULATION

The population of Portsmouth increased by over 2,500 people, from 4,720 to 6,934, between 1790 and 1810. In 1830 the population was over 8,000. Newington's was 549. Durham had over 1,600 residents in 1830 and Madbury 510 (Hayward 1839).

AGRICULTURE

The growing textile mill towns of Newmarket and Dover in the early 1800s were a market for produce. Madbury prospered due to its proximity to Dover just three miles away. Durham Point and Bennett Road had ties to Newmarket. Newington was 3-4 miles from Portsmouth.

The soils in Madbury were said to be of average productivity (Coolidge and Mansfield 1859). The best land in Newington and Durham were near the rivers, yielding good crops of grain and grass. Hay for Boston markets became a major cash crop (Coolidge and Mansfield 1859). Potatoes and corn were the other important crops according to the agricultural census. Sheep and cattle were raised and the main dairy products were butter and cheese. In the Project Area in Newington, there were large farms near the town center on Little Bay Road and on Woodbury Avenue. The prosperity of this period is indicated by the many farmhouses newly built or remodeled in the Federal period, by the interrelated Frink, Pickering, Dow families and others. New farmhouses were built on Durham Point Road and Langley Road and on Newmarket Road and Bennett Road (Area DUR-DMDS) in the 1810s-20s. In Madbury, large fashionable new farmhouses of the period include the Kingman Farm (MAD0051), the Demeritt House and the Miles house (MAD0047) all in the Project Area.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****INDUSTRY**

Gundalows and schooners were built in Durham shipyards. Between 1776 and 1829, more than 78 vessels were launched (Town of Durham 2015; Ross and House 1996). A decline in shipping with the Embargos of 1807 and the War of 1812 brought an end to mercantile growth in the region. Timber resources in the area were depleted.

Brickmaking continued in Newington as well as across the water on Dover Point. The demand for brick increased after Portsmouth's great fires of 1812 and 1813 and the construction of cotton mills in Dover in the 1820s. Newington bricks were used to construct the alms house in Portsmouth and the Squamscott Hotel in Exeter (Rowe 1987). In Durham there were brickyards on the Lamprey River near the Moat and near the Bay on Durham Point (Town of Durham 2015). Durham was influenced by industrial growth in Newmarket. Granite quarried from ledge on Durham Point was used in construction of the Newmarket mills in the 1820s (Town of Durham 2015). There was also limited quarrying in Newington.

CIVIC AND RELIGIOUS

A wood-frame schoolhouse known as the Gravelly Ridge School on Woodbury Avenue from 1775 was doubled in size in 1820 (Gurney 1902:156). Many towns erected new schoolhouses, often of brick construction during the early to mid-1800s. Newington built a brick school (not extant) in 1828. The schoolhouse at 250 Durham Point Road was built ca. 1834 and the brick Madbury Center School ca. 1840 (178 Madbury Road). Newington remodeled the old Congregational Meetinghouse in 1834-38. During the same period, a Methodist church was built across the road ca. 1834. Civic and religious activities separated and Newington held town meetings in its schoolhouse from 1839. Madbury and Durham had no organized town cemetery for most of their history and small family cemeteries are located throughout the area. In Newington, the cemetery was fenced in 1810 and stone wall was built in 1833 (Mausolf 1987).

1840-1890: Railroad Era, Specialized Agriculture, Rural Population Downturn**TRANSPORTATION**

The original Boston & Maine Railroad, which became the B&M Western Division, was built to Exeter in 1840 and through Durham and Madbury in 1841 and completed from Dover to the Portland, Saco and Portsmouth Railroad in South Berwick by 1843. A rural railroad station was located near the town center of Madbury and the depot in Durham was at the western edge of the village. The Eastern Railroad, which also became part of the Boston and Maine, passed through Portsmouth and over the Piscataqua River to Kittery. Downtown Portsmouth became the junction of the Concord and Portsmouth Railroad completed in 1852. There was no direct connection between Portsmouth and Dover and no railroad service to Newington until the 1870s.

The railroads eliminated much of the traffic over the older turnpike routes. The roads became public highways, toll-free, but the Piscataqua Bridge was still privately owned. The bridge was repeatedly damaged by ice and floods and when it went out in 1855, the owners chose not to rebuild. Ferries resumed importance and overland transportation required a detour around Great Bay. For nearly twenty years, there was no bridge connecting Portsmouth and Newington with Durham or Dover.

Gundalows, barges, steamers and schooners passed in and out of the bay (Adams 1976). Local water transportation continued through the nineteenth century. The Langley and Adams families on Durham Point had gundalow freighting businesses (Durham Historic Association 1985). In addition to hay and firewood, coal was an important cargo, used during this period for steam power and heat.

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In 1873, a new bridge was built between Bloody Point in Newington and Dover Point to carry the Portsmouth and Dover Railroad as well as highway traffic. The railroad was chartered by Portsmouth brewery-owner Frank Jones partly to improve transportation of grains from outlying farms. The Portsmouth & Dover opened in 1874 under lease to the Eastern Railroad. The combination railroad and highway toll bridge was located a few hundred yards downstream from the existing Spaulding Turnpike Bridge. It had a swing draw span to accommodate river traffic. The Portsmouth and Dover paralleled the shore of the Piscataqua River from Nobles Island in Portsmouth to the bridge across to Dover Point. It connected the Eastern and Western Divisions of the Boston & Maine, in which Frank Jones also became an investor. The Newington Railroad Depot included a residence for the station agent and toll taker, who also operated the draw bridge. Railroad stops were located at several points in Newington. A small passenger shelter was located at "Fay's Crossing" on Gosling Road and there was a flag stop at the Rollins Farm (Rowe 1987). Frank Jones had a large gentleman's farm, Maplewood Farm, on the outskirts of Portsmouth on Woodbury Avenue south of the Project Area from the 1870s (Candee 1992).

INDUSTRY

The only mill site directly in the Project Area was at Mill Road on the Oyster River where a grist mill was located into the mid-nineteenth century adjacent to 74 Mill Road. A series of mills operated at Oyster River Mill Pond in Durham Village. Water power at Packers Falls and Sullivan Falls on the Lamprey was owned by the Newmarket Manufacturing Company and powered machine shops in the mid-1800s (Town of Durham 2015). Wiswall Falls in the southwest part of town was the site of saw and grist mills from the 1830s and a paper mill from the 1850s to 1880s. Madbury's mills on the Bellamy River included a shingle and clapboard mill and a grist mill (Coolidge and Mansfield 1859).

AGRICULTURE

Due to the region's good agricultural soils and the access to transportation, farm families continued to prosper during the middle decades of the nineteenth century, benefiting from the expansion of nearby industrial cities. Some families built new farmhouses to replace earlier buildings; there are several late nineteenth century farmhouses in Newington and on Durham Point.

The railroad allowed farmers to ship perishable foods, especially dairy products, to Boston and other more distant markets. Dairy farming increased in the mid-1800s. Iced railroad cars were in use by the 1850s. Fresh whole milk became the most important product in the late nineteenth century. Farmers sold their milk in bulk to be shipped to commercial creameries. In the 1880s-90s, the Oyster River Creamery was located on Mill Road south of Main Street (Hurd 1892). Hay production increased. Farmers erected large new barns and specialized outbuildings. Marketable crops such as apples and vegetables became a focus of the economy. Newington was a center of apple production. Two cider mills were erected in the 1870s and operated through the 1920s (RPC 1981).

The abandoned farm movement after the Civil War affected New Hampshire towns. Only communities with a manufacturing or commercial base continued to grow. The population decline in agricultural towns was due to westward migration facilitated by the railroad and industrial development in the cities. Mechanization and specialization reduced agricultural manpower needs and there were few other sources of local employment.

POPULATION

Populations of Project Area towns leveled off and began to decline in the post-Civil War period. Portsmouth had nearly 10,000 residents when it was chartered as a city in 1849, but that number

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

remained relatively constant throughout the second half of the nineteenth century. Durham's population peaked at 1,534 in 1860, shrank to 1,260 ten years later and to below 900 in 1890. Madbury's population declined from about 500 in 1860 to less than 400 in 1880s and Newington's decreased in the 1860s from 475 to 414.

Historic maps indicate that a large portion of Newington residents were members of large extended local families including: Pickering, Frink, Hoyt, Dow, Coleman, deRochement and Downing. Demerritt, Perkins and Pendexter were old Madbury families. On Durham Point were multiple farms of the Mathes, Dame and Langley families. The Doe family lived on Bennett Road for over 200 years. The populations in the Project Area included many native born residents and relatively few immigrants until the twentieth century.

CIVIC AND RELIGIOUS

Portsmouth built several new brick schools in the mid-nineteenth century including the one at 1465 Woodbury Avenue in 1853. In Durham Village, outside the Project Area, a town hall was acquired in the 1840s and a new Congregational Church was built to replace the old meetinghouse in 1848. In Madbury there was no organized church during the nineteenth century. Residents attended services in nearby towns. In 1859, Madbury voted to take down the old meetinghouse and erect a town hall, which was completed in 1861 just north of the Project Area (RPC 1983). Newington built a combination town hall and schoolhouse in brick in 1872. Across the road, a new parsonage was built in 1886 by the Congregational Church, where the Methodist Church stood until it burned down ca. 1865. The Newington Cemetery was expanded in 1876 when the town pound was removed and again in 1886 (Mausolf 1987).

1890s-1910s: New Hampshire College, Dairy Farming, Horticulture, Early Automobile, WWI**UNIVERSITY OF NEW HAMPSHIRE (UNH)**

One of the most important events in the history of the Project Area was the relocation of the New Hampshire College to Durham in the early 1890s. The New Hampshire College of Agriculture and Mechanic Arts had been established in Hanover in connection with Dartmouth College in 1866. In 1890, wealthy Durham farmer and businessman Benjamin Thompson bequeathed the state of New Hampshire a 253-acre farm in Durham and assets over \$400,000 to establish an agricultural college in Durham and in 1891 the Trustees of New Hampshire College voted to move the campus there. Thompson's farm land extended west of the present downtown on both sides Main Street. His house was on the corner of Main and Madbury Road, east of the Project Area (Ross and House 1996).

The first college buildings were erected in 1892-93. Thompson Hall was the main classroom and administration building (DUR0010). Conant Hall was the science building. Labs were located in the "experiment station" (remodeled as Nesmith Hall). Workshops for the mechanics arts were in the "shop building" now Hewitt Hall. The adjacent heating plant (not extant) also generated electricity. Agricultural activities were centered on the College Barn now the site of Taylor Hall. The Class of 1892 held its graduation in Durham. The campus opened for classes in the fall of 1893. The first freshman class had fifty-one students. Student and faculty housing was privately built on Strafford Avenue and Garrison Avenue, most of which is now gone (UNH 1941).

Between 1894 and 1914 college enrollment increased from about 100 to 500 students and there were fifteen buildings on campus (Sackett 1974). The President's House was erected in 1904 after an older residence burned. Morrill Hall, the agricultural building, was completed in 1903 (DUR0009). New Hampshire Hall originated as the armory and gymnasium in 1906. Hamilton Smith Library built in 1907 included the college and town libraries. A women's dormitory, Smith Hall was built in

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

1908. Taylor Hall built ca. 1910 was originally the dairy department. The early buildings are clustered in what is today the core of the main campus.

TRANSPORTATION

Electric railways operated in Dover and Portsmouth, but there was no streetcar service within the Project Area. The first large-scale electric power plant and transmission lines in the region were built to power the electric railway system, including the first transmission line through Newington and Durham.

The railroad was a primary means of transportation through WWI. The Portsmouth & Dover Railroad operated as part of the Boston & Maine from 1900. It provided freight and local passenger service. It was used to commute to work in area shipyards, to school or for shopping or medical appointments. The Boston and Maine Western Division tracks through Durham and Madbury were rerouted in 1911 to avoid the developing campus. The Durham-UNH Railroad Station was erected in 1911-12 (Durham Historic Association 1985).

The Good Roads movement coincided with the introduction of the automobile around 1900. Main Street in Durham was paved with crushed stone as a demonstration project in 1895. The state's first highway engineer John W. Storrs proposed a system of three trunk line roads up the Piscataqua, Merrimack and Connecticut rivers. The road to the Bloody Point Bridge and up Dover Point was part of the East Side Road, from the Seacoast at Route 1 to the White Mountains, also known as the White Mountain Highway. State aid funded reconstruction of Main Street and Dover Road in Durham (Durham Historic Association 1985).

UTILITIES

In addition to the automobile, technological advances of the early twentieth century impacted historical development. Durham established public water supplies. The Old Reservoir on the north side of UNH dates from the 1890s (Durham Historic Association 1985). Telephone poles and line were installed between Portsmouth and Dover in 1891. Newington was the source of Portsmouth's public water supply. Peverly Brook was dammed in 1903 (Rowe 1987).

The Project Area is centered on one of the earliest electric utility corridors in the region. A transmission line was installed ca. 1902 with underground cable below Little Bay and cable terminal houses at either end. It was part of the extensive system developed by the New Hampshire Traction Company to power its electric streetcars. Power was generated from the Portsmouth/Daniel Street coal tidewater plant and transmitted via 80.3 miles of high-tension [13,200 volt] transmission lines. The most distant point from the plant was 42 miles away in Pelham. In the Project Area, the line from Portsmouth to Dover and Rochester passed through Newington where Pease is now and northwest across Durham Point to cross the Oyster River east of Durham village. The exact location of the 1902 ROW has not been identified. The system included nine substations and a submarine cable under Great Bay. A 1902 trade journal summarized the design of the line. Poles were Connecticut chestnut and generally 35' high with two-pin and four-pin cross arms spaced on average every 100 feet. Every pole was numbered, guyed (where necessary) and painted. The lines themselves were "bare, most copper a few aluminum." The New York engineering firm of Sanderson & Porters were general contractors for the Portsmouth power plant and consulting engineers for the entire project (*Electrical World and Engineer* 1902). With the exception of the submarine cable, the 1902 right of way and transmission lines in the Project Area appear to have been abandoned by the late 1940s when a new transmission line was constructed. Several local power companies later became part of the PSNH system. At Wiswall Falls in Durham, the Newmarket Light, Heat and Power Company built a power station ca. 1900, which was acquired by

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

the Newmarket Electric Company in 1912 and later by NH Gas and Electric Company. Electric street lights were installed in downtown Durham in 1907 (Preservation Company 2008). New Hampshire College generated its own electricity in the original steam heating plant during this period.

COMMERCIAL

Durham's town center shifted west toward the campus. The first large commercial block, which became the Pettee Block (not extant), was erected in 1897 on Main Street by George Whitcher who also built several faculty residences and early college buildings (Ross and House 1996).

AGRICULTURE

The focus of area farms was increasingly dairy farming. Hay, including salt marsh hay, and apples remained major crops. Poultry farming increased. The Beane Farm on Woodbury Avenue in Newington was a large dairy farm in the early 1900s with a Holstein herd and 180 acres of land. The Packard Farm on Fox Point Road in Newington was a large dairy farm. Orchards were located on Durham Point and elsewhere in Durham and Madbury. The Thompson Farm near Packers Falls was farmed by the Thompson family from the early 1900s. Farms on Newmarket and Bennett roads in Durham (Area DUR-DMDS) were acquired by French Canadian families formerly employed in the Newmarket mills, including LaRoche, Beaudette, Bedard, Hamil and Provost (Hengen 2009). The Hamel family had a milk route in Newmarket.

The area that is now downtown Durham and much of the UNH campus was open agricultural land in the early twentieth century. The Hoitt Farm occupied a large area on Mill Road. The house still stands between Academic and McDaniel drives. The land extended all the way to the railroad tracks and was sold over time to the university. Hoitt had a dairy farm and delivered milk to the railroad depot for shipment to H.P. Hood in Boston. The Chesley Farm was on the site of the present shopping plaza (Durham Historic Association 1985).

Horticulture was also a theme in the history of the Project Area. A major influence on Madbury's local economy in the twentieth century was the Elliott Rose Farm. William H. Elliott from Brighton, Massachusetts bought the former Young Farm in 1901 and built the first greenhouse. The site offered open land on a southerly slope, protection from north winds, clay soil, nearby water reservoir and railroad access. Elliott also had a dairy and cattle farm, raising Holstein-Friesian cattle which provided manure for fertilizer and milk for the general market (Hengen 2000). A special train, "the Rose Express" stopped in Madbury each night. Roses were transported to Boston and New York. The business employed many local residents and became one of the ten largest greenhouse rose growers in the country. The first green house was 835' long and the longest rose range built in 1907 was 1340' long, said to be the largest in existence at that time (Hengen 1999). John S. Elliott was a major benefactor of UNH from which he graduated in 1915 (Hengen 2000). At UNH, the Woodman Horticultural Farm is located in the Project Area northwest of the campus and the Thompson School. It was bequeathed to the College in 1917 and became the agricultural experiment station.

SUMMER HOMES

Summer tourism influenced the Project Area, as it did the state as a whole. Local families ran summer boardinghouses to supplement farm income and provide an outlet for produce. The Langley family operated the Colony Cove House on Durham Point from the 1880s and also had a dairy farm. For a few years in the 1910s, Camp Comfort for girls was held on the Mathes Farm. The Adams House (not extant) on Adams Point outside the Project Area was a summer boardinghouse from ca. 1900 until WWI. The Thompson family operated Highland House from their farm (90 Bennett Road) (Durham Historic Association 1985).

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

Large farms were adapted as summer estates, many with working farm operations. In the 1890s, Fox Point in Newington was the summer home of businessman Woodbury Langdon, a resident of New York City. Durham's most notable summer resident Hamilton Smith lived in the downtown historic district and had an estate bordering the Mill Pond. Both are outside the Project Area.

Summer residents were often benefactors of the local communities. Newington's Langdon Library was established in 1892 when Woodbury Langdon offered to donate 2,000 books to the town, which erected a library financed by the sale of lumber from the Town Forest and by Langdon, who also built the 1913 addition (Mausolf 1987). The Hamilton Smith Library at UNH was built with a bequest from Smith and Carnegie funds as a combined town and college facility.

Farmhouses remodeled as summer homes on Durham Point, included the former Mathes farm (15 Langley Road) owned by a Phillips Andover Academy teacher. The former Stevens farm on Deer Meadow Drive was a summer home from the early 1900s. Stone House Farm was acquired in 1913 by Edward Rollins of Boston and Dover for his son Sherwood Rollins. The family owned several other farms in the vicinity. They were working farms producing hay, dairy products and fruits and vegetables, with a canning operation in the early twentieth century (Durham Historic Association 1985). One of Newington's most notable residents was film producer Louis C. deRochemont (1899-1978) of New York City who remodeled a family homestead as a summer home in 1938-40 (NWN0224) and kept a working farm with orchards and a large poultry operation.

Small waterfront camps and cottages were built on the shore of rivers and bay. In Durham, a group of waterfront summer cottages was built on the shore behind the Colony Cove House, now Colony Cove Road. Camps were established near the landing at the end of Patterson Lane (Area NWN-PL). The Beane family had cottages on the shore of their farm (not extant). By 1914 there were twenty-seven summer cottages on the river in Newington according to the city directory. Driveways off Little Bay Road lead to various properties from the early to mid-twentieth century. Many camps were removed for construction of Pease. The cottage early owners were generally from the nearby cities of Dover and Portsmouth. Sporting camps on the bay were used seasonally for boating, duck hunting and ice fishing in mid-winter. The first cottages were accessible by rail, but the automobile opened up larger areas. Camps were winterized beginning in the 1950s, and most are now in year-round use.

POPULATION

Year-round rural populations throughout the area declined. Newington's population fell from about 400 in 1890 to 296 in 1910. Durham's year-round population was at a low of 749 in 1920. Madbury shrank to 326 in 1920. Only Portsmouth expanded during the first decades of the twentieth century.

MILITARY

The First World War marked the beginning of new growth in the region as shipbuilding was carried out once again on the Piscataqua riverfront. The Portsmouth Naval Shipyard expanded and area residents commuted to work there by train and bus. On the Piscataqua in Newington, the Shattuck Shipyard was established by the U.S. Shipping Board in 1917 and over the next two years, fifteen 3,500 ton wooden steamships were launched. At its peak, Shattuck employed 8,000 workers in two shifts. The Atlantic Shipyard downriver in Portsmouth made steel ships during the same period. Atlantic Heights worker housing north of the Project Area was built in 1918-19. In 1918, the Soldiers Training Corps was stationed at the college in Durham, training men to help alleviate labor shortages caused by the war. The concrete paths of the campus quad were laid at this time (Ross and House 1996).

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**1910s-1940s: Automobile, Bridges and Highways, UNH Expansion, Depression, and WWII**POPULATION**

Widespread adoption of the automobile in the 1920s increased the potential for travel and commuting and resulted in population growth in the region. Rural areas were made accessible for residential development. Electricity was in use throughout the area by the 1920s. The population of Newington increased for the first time in decades during the 1920s and topped 400 by 1940. Durham grew by nearly 500 in the 1920s to 1,200 and reached 1,500 by 1940. In Madbury, the population increased to 401.

TRANSPORTATION

The Boston and Maine Western Division continued to operate through the mid-twentieth century. In 1936, a new highway overpass was built on US Route 4 over the railroad in UNH. It is similar to many state highway bridges erected during the same period. On the Portsmouth and Dover Railroad, passenger service ended in 1933 and through travel to Dover stopped in 1934, leaving a freight line in use along the Newington riverfront.

US Route 4 became a federal highway when the US system was created in 1926. It followed the existing White Mountain Highway to Dover and turned west on Littleworth Road (now NH 9) through Barrington. Traffic patterns in the region shifted again in 1934, with the construction of new highway bridges. The General Sullivan Bridge (DOV0158) between Newington and Dover Point shifted traffic from the old crossing at Bloody Point. It completed a continuous hard surface road from the Massachusetts line to Rochester. To connect Durham and restore the First New Hampshire Turnpike through Durham and the Portsmouth to Concord highway, the Scammell Bridge was built in 1934 across the Bellamy River between Dover Point and Cedar Point. US Route 4 was relocated, bypassing Dover. The effort was led by UNH registrar and state representative Oren V. Henderson. Local roads, including Madbury, Durham Point and Mast roads were paved with gravel and tar with federal and state aid during the Depression-era (Durham Historic Association 1985).

UNH

New Hampshire College became the University of New Hampshire in 1923. By that time, the number of students was 1,000, exceeding the local population (Town of Durham 2015). New buildings erected during the early twentieth century were clustered around the original quad and along Main Street and were designed in the Colonial Revival Style. They included DeMeritt Hall built for the engineering department in 1914, where the railroad tracks had previously been located, Murkland Hall built in 1926-27 for the College of Liberal Arts and James Hall chemistry building erected in 1929. A new heating and power plant was built in 1927-29 adjacent to the railroad tracks that bounded the west edge of the developing campus. Dormitories were located on both sides of Main Street. Fairchild men's dormitory was built in 1915-16 followed by Huddleston and Hetzel halls. Congreve Hall was the second women's dormitory, built in 1920. Scott Hall dorm dates from 1933. Memorial Field was originally built in 1921, between the gymnasium (New Hampshire Hall) and the railroad station, with funds raised by alumni as a memorial to men who died in WWI (UNH 1941; Ross and House 1996). The agricultural school remained a focus. UNH acquired the East and West Foss Farms south of campus from the Boston and Maine Railroad in 1923 and land was used for summer grazing for many years. New barns and livestock buildings were erected in the 1930s at the far edge of the college, west of the railroad tracks (UNH 1941).

Student housing that was privately owned was concentrated on the north side of campus. Fraternities were built in the 1920s along Madbury Road on the former Ebenezer Thompson Farm

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

and the adjacent Jenkins and Woodman Farms (Durham Historic Association 1985). Older houses were converted into apartments, such as the Lucien Thompson house at Davis Court.

Depression era federal funding was used to carry out a number of building projects on the college campus during the 1930s. A sewage treatment plant was built on the Oyster River in 1932-33. UNH built a new waterworks and dam on the Oyster River in the College Woods with WPA assistance in 1935 (UNH 1941). The athletic fields and stadium were completed in 1936 and the first fieldhouse in 1937-38. The UNH Outdoor Pool (DUR0025, not extant) was built in 1937. The Service Building including the fire department dates from 1939. Additions were made to several buildings. Hamilton Smith Library was enlarged in 1937 and 1938. Wings were built on Congreve Hall in 1938 and 1940. Nesmith Hall was remodeled in 1932 and enlarged with wings in 1939. New Hampshire Hall was remodeled as the women's gym in 1940 (UNH 1941). Three dormitories were built on Quad Way in 1946.

CIVIC AND RELIGIOUS

In Madbury, the Union Congregational Church on Town Hall Road just outside the Project Area was built in 1917 on a lot donated by the Demerritt family with funds raised by local residents (RPC1983). In Newington center, the Stone School was built in 1921 and classrooms removed from the Old Town Hall. Durham had three local schools during the early 1900s: the Village School, the Packers Falls school and the Durham Point schoolhouse. The latter two closed after a new elementary school was built in 1936. Now the middle school, it is located on Garrison Avenue, just outside the Project Area (Durham Historic Association 1985). Portsmouth schools were consolidated and the Woodbury Avenue schoolhouse also closed in the 1930s. Durham had no town cemetery until 1926, when a site was purchased on the First New Hampshire Turnpike/Main Street on the western edge of town well outside the Project Area.

COMMERCIAL

Downtown Durham at the edge of the Project Area developed as a commercial center on Main Street during the early twentieth century. The Gorman Block was built in 1924 after the Pettee Block burned. Other commercial buildings were erected in the 1920s-30s and older houses removed.

Automobile related businesses just outside the Project Area include an early filling station and store, now in residential use on Bloody Point in Newington just before the road was relocated (NWN0172). The Rowe Store (MAD0054) on the Rose company property was Madbury's only store, leased from 1919 by John Rowe who became the post master. The store was adjacent to the railroad station and NH 155 and had gas pumps in front (Hengen 1999). An automotive garage was located farther west on NH 155 opposite Pudding Hill Road outside the Project Area (Hengen 1999).

RESIDENTIAL SUBDIVISION

Suburban residential development took place outside the town centers. In Durham, large neighborhoods were built on former farm land north and south of the downtown at the edges of UNH, on Madbury Road and Mill Road. Houses were built along existing formerly rural roads and new cul-de-sacs. Madbury Road developed in the 1920s as a suburban neighborhood with a series of small to medium sized homes regularly spaced with a regular setback and small front yards. Bagdad Road was an early road that developed in the same period, with later infill. Edgewood Road was created after the railroad tracks were relocated in 1911-12. Historic USGS maps and tax card dates indicate the first houses were built in the 1920s near Madbury Road. The upper end of Madbury Road and the lower end of Edgewood Road have many homes from the 1940s. Mill Road south of downtown had about a dozen houses by 1940, with infill ongoing.

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At the north edge of Portsmouth, early twentieth century residential development along Woodbury Avenue has largely been replaced by businesses. Toward town on Maplewood Avenue, Maplewood Acres was built on the former Frank Jones estate between 1941 and 1948 (Candee 1992).

AGRICULTURE

The Project Area retained an agricultural character through the mid-twentieth century. Newington farmers sold their milk to Badger's Creamery in Portsmouth. The Spinney family established a large dairy farm on Farm Fox Point Road in 1938. The Beane Farm (NWN0204) operated into the 1940s. The Navelski dairy farm was located where the mall is now (Rowe 1987). The Fitts farm on Emerson Road in Durham was a poultry farm and Littlehale farm off Emerson Road was a dairy farm (Durham Historic Association 1985). In Madbury, the Kingman Farm was a dairy farm into the 1950s (Hengen 1999).

INDUSTRY

The former farm land on the Piscataqua waterfront became an industrial zone during the twentieth century. On the river at Gosling Road were a diatomite plant and a rendering plant. The Shattuck Shipyard was sold to American Dye and Chemical Company, makers of coal tar dyes. A new plant was constructed and the business operated through the 1920s. In the 1930s, the site became the Atlantic Terminal Corporation oil tank facility and refinery owned by John E. Holden (Area NWN-SP). The Newington shore became a center of oil distribution in the 1940s-50s. During WWII a machine shop making machine tools and aircraft parts was located on the Percy deRochemont farm on Fox Point Road and the existing building was erected after a fire in 1949 (Rowe 1987).

MILITARY

The Portsmouth Naval Ship Yard (PNSY) played a major role in the region throughout the twentieth century. During WWII, the workforce increased from 3,500 in 1939 to a peak of over 20,000 in 1944. As of the fall of 1940, 1,500 of PNSY's 6,800 employees had a daily commute of more than fifteen miles. A large federal housing development, called Wentworth Acres, later Mariner's Village and now Osprey Landing (Area POR-MV), was built in 1941-42 just north of downtown Portsmouth by the Public Buildings Administration of the Federal Works Agency (Mausolf 1994). World War II turned Portsmouth into a Navy town and the nearby towns into suburban bedroom communities.

1940s-60s: Spaulding Turnpike, Pease Air Force Base, UNH Expansion

The mid-twentieth century was a period of change in Portsmouth and Newington with construction of interstate highways and Cold War era military installations. New facilities were erected at UNH in Durham and there was new home construction throughout the area.

MILITARY

The most dramatic impact on the development of the region was the construction of Pease Air Force Base in Newington and Portsmouth in the 1950s. The base occupied nearly half of Newington's land area, much of the best farmland, and separated the northern and southern parts of town. The site was chosen in 1951, based at the Portsmouth air field established in the 1930s and used by the Navy during WWII. Property acquisition by the Army Corps of Engineers took place during 1952 amid public protest. More than fifty families were relocated and thirty dwellings removed (Rowe 1987). The official groundbreaking was in 1954. Completed in 1956, Pease Air Force Base was the location of the Strategic Air Command (SAC) 509th Bomb Wing. The runways just south of the Project Area impacted the rural character of the surroundings. At its height, Pease contained over 140 buildings and forty miles of roads. Family housing was built in 1955-56, a total of 1,200 dwelling units.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****TRANSPORTATION**

Concurrent with Pease was construction of the Spaulding Turnpike (now NH 16). Construction began ca. 1950 of a Spur Road between the newly built Portsmouth Traffic Circle and the General Sullivan Bridge, bypassing older Woodbury Avenue. Construction was complete through Newington ca. 1953. On Dover Point, the turnpike was constructed over the old railroad corridor and completed to Rochester in 1955. Highways brought increased commercial opportunities to the region and made farther job commutes possible.

Newington roads were changed by Pease. Nine roads were discontinued. NH Route 151 was eliminated. The northern and southern parts of town were separated until a new connecting road was opened in 1972. Road traffic patterns in Durham were changed by completion of a US Route 4 bypass around the downtown in 1966. Through traffic was removed from Main Street and old roads between Durham and Madbury were severed and discontinued. Madbury Road became the direct route between Main Street and Route 4. Interchanges were built on both ends of the downtown at Dover Road/NH 108 and at the west end of Main Street, and NH 155A.

Railroads were used for limited freight traffic during this period. Pease required rail access for heavy freight. A Pease Railroad Spur was built in 1957 from the main line of the B&M Newington Branch Railroad near Sprague Energy. Used infrequently for about twenty years, the spur railroad crossed the turnpike at grade (Area NWN-PRR). Passenger rail service to Durham and Dover was eliminated during this period on the Boston and Maine Western Division. The station in Durham closed in 1958 and was acquired by UNH in 1965. Freight trains continued to run.

UTILITIES

At the end of Gosling Road in Portsmouth, PSNH opened the Schiller Power Station in 1949. The original units were coal fired. The electrical distribution line from Portsmouth through Newington was rerouted from the Schiller Substation along the newly built Spur Road, now the Spaulding Turnpike ca. 1949-50. The line crossed the area that became Pease Air Force Base and was rerouted again to the north side of Newington Center a few years later. New utility easements were acquired from properties along Nimble Hill Road and Little Bay Road in 1952, including the Frink Farm in the historic district and the adjacent Pickering Farm. In Durham new electrical line was constructed across Durham Point and parallel to Bennett Road ca. 1949. The ROW alongside the railroad corridor between Bennett Road and Mill Road dates from this period, as does the Oyster River Substation according to historic aerial photographs. The existing 34.5 kV line was constructed ca. 1965.

Wells that were a major source of Portsmouth's water supply were taken for Pease construction. Bellamy Reservoir in Madbury was created by the Army Corps of Engineers as a replacement. A booster pumping station and water tank were built near the turnpike ca. 1955 (NWN0228).

INDUSTRY

The Piscataqua was dredged to create New Hampshire's only deep water port at Newington, which also had railroad and highway access. Simplex Submarine Cable Company was established off Woodbury Avenue on land purchased from the deRochemont family in 1953. Freighters transported crude and bulk oils to tank farms. Socony Vacuum Oil Co. had tanks north of Gosling Road (not extant) from the 1940s and a Gulf Oil tank farm was south of Patterson Lane. Sprague Energy was established in at the former Shattuck Shipyard site in 1959.

POPULATION

A population boom began in the Seacoast Region in the 1950s. Portsmouth's population was nearly 19,000 in 1950, but by the 1960s, it had grown to 25,000 residents, including those on the air base.

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With the growth of the university and the increasing desirability of Durham as a bedroom community, the population more than doubled in the 1940s to 4,770 in 1950 and grew to more than 5,500 in 1960. The population of Madbury reached 556 by 1960. Newington's population increased from 500 in 1950 to 1045 in 1960. Newington is notable for the number of long-time resident families. In the late twentieth century, the Frink Farm was owned by descendants of the builder, as were the Pickering Farm, the Adams Homestead and the Downing House on Patterson Lane (NWN0201).

CIVIC AND RELIGIOUS

Construction of Pease Air Force Base resulted in a shift in Newington's municipal center. A new more modern town hall was built in 1957 a half-mile north of the old one at the intersection of Nimble Hill (Bloody Point) Road and Fox Point Road. The Civic Center also contained the fire and police departments. The Stone School was closed in 1959 and a new elementary school built farther from the Pease runway. Trinity Lutheran Church was built ca. 1960 next to the turnpike on Fox Run Road. Pease encompassed about 99 acres of the 110-acre Newington Town Forest. About thirty acres were cleared for runway; the rest was managed as forest. The Newington Cemetery was enlarged in 1955 and again in 1974 (Mausolf 1987).

The growing populations of Durham and Madbury required updated school facilities. An addition was built in 1950 on the Durham Center School outside the Project Area on Garrison Avenue and an elementary wing was added in 1956. The Oyster River Cooperative School District was formed in 1955. The Madbury Center School (#46) was converted into a fire station during this period. Students from both towns attended Dover High School until 1964 when Oyster River High School was built on the former Coe farm (Town of Durham 2015; Durham Historic Association 1985:206).

UNH

University of New Hampshire enrollment doubled to over 5,000 students in the Post-war period (Town of Durham 2015). Kingsbury Hall was built in 1949-50 for the College of Engineering. Dimond Library was built in 1958 and the Paul Creative Arts Center dates from 1960. Snively Arena was built in 1965 to enclose the older hockey rink. The field house dates from ca. 1968-69 and includes the Swasey Indoor Pool and Lundholm Gymnasium. New academic buildings were Horton Hall 1966 and McConnell Hall ca. 1968. The New England Center on the north edge of campus was completed in ca.1969. Barton Hall was built in 1969 as a classroom building for the Thompson School of Applied Sciences. Ritzman Hall was the Animal Nutrition Lab built ca. 1960.

Campus housing expanded dramatically over twenty years. New dormitories on Ballard Street included McLaughlin Hall 1955, Lord Hall 1958, Sawyer Hall 1951, Jessie Doe Hall and Stillings Dining Hall 1963. On Quad Way in the east part of campus, Randall and Hitchcock halls were built in 1957 and Devine in 1966. The Forest Park married student apartments were erected ca. 1961. The largest dorm, Stoke Hall was built in 1964. On the southern edge of campus, three new dorms and Philbrook Dining Hall were built in 1967-1969 and Babcock Hall graduate student housing in 1967 in the southeast corner of campus.

RESIDENTIAL SUBDIVISION

Durham has extensive residential subdivisions from the 1950s-60s. The "Faculty Development" was laid out in the 1950s on the McDaniels/Hoitt Farm adjoining the Red Tower subdivision on the Smith/Onderdonk land. UNH faculty and staff built individual houses on land owned by UNH until the 1970s. North of campus, the upper end of Madbury Road developed in the 1950s, along with nearby Hampshire Avenue, Edgewood Road and Emerson Road. North of US 4, Pendexter Road also dates from around 1960. The Wedgewood Development on Durham Point was laid out ca. 1965

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

and houses built in 1966 and after. Other developments by C.I. White were located in Dover according to the deed registry. "Woodridge" was built between 1966 and 1969 off Mill Road by developer Walter Cheney who also built subdivisions in Lee and Newmarket

The northern part of Portsmouth had an industrial/commercial character with limited residential development. Gosling Meadows was built by the Portsmouth Housing Authority ca. 1958. The Oriental Gardens mobile home park dates from the 1960s. In Newington a few small subdivisions included Coleman Drive built in the 1960s. There are no residential subdivisions within the Project Area in Madbury.

COMMERCIAL

Downtown Durham grew as a commercial center, just outside the Project Area. The Mill Road Shopping plaza was built in 1969 (Durham Historic Association 1985). In Newington, roadside commercial buildings that were adjacent to Spaulding Turnpike included a motel, restaurant and gas stations (now gone). A drive-in theater was built shortly after the new road, ca. 1950 and operated through the 1970s. Several mid-twentieth century warehouses and workshops are located in the vicinity of River Road, now Shattuck Way. The flat open farmland on Gosling Road and Woodbury Avenue provided prime commercial real estate adjacent to Pease and the Spaulding Turnpike and close to downtown Portsmouth. A McDonalds opened on Gosling Road and the first shopping plazas were built on Woodbury Avenue in the 1960s (Rowe 1987).

1970-present: Seacoast Population Boom, Fox Run Mall, UNH Expansion**POPULATION**

The populations of area towns continued to increase during the late twentieth century. Portsmouth now has over 21,500 residents. Durham's year-round population reached 10,000 in the 1970s and increased steadily to over 14,000 in 2010. Madbury's population doubled between 1970 and 1990 from just over 700 to over 1,400 and now tops 1,700. Newington remains the smallest town in the area with just over 750 residents. Aside from the university campus and Newington businesses, towns in the Project Area are mainly residential communities. UNH is a major employer. People commute to work throughout the region and in Massachusetts.

COMMERCIAL

Due to traffic congestion, Durham created a one-way traffic pattern in the downtown in the 1970s. A second building was added to the Mill Road plaza in the 1980s. In recent years, a number of large new buildings have been erected in the downtown on Main Street and Madbury Road.

Near the Spaulding Turnpike, Rockingham Electric dates from the late 1970s, and on River Road, the Asia Restaurant was built ca. 1980. The formerly agricultural land on Woodbury Avenue in Newington and Portsmouth developed with large buildings and parking lots. The Newington Mall opened in the mid-1970s followed by the Fox Run Mall in 1981. The first movie theater (not extant) opened in 1977. Tacetta Chevrolet dates from ca. 1968. Isolated remaining farmhouses were converted into commercial uses. The Isaac Dow House was a popular restaurant in the 1970s-80s. Walmart was built in the 1990s. The Beane Farm has the location of Country Curtains since the 1980s. Medical offices are also located in many buildings in the area. The old brick school was the Schoolhouse Restaurant from the 1980s, but has been vacant for many years. The Market Basket-Marshalls plaza was built ca. 1976. One of the last surviving farm complexes, the Dyer Foss Farm on Gosling Road was demolished around 1990 for a car dealership. The deRochemont Mansion was moved and adaptively reused as medical offices ca. 2007.

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Durham area residents defeated a proposed oil refinery on 3,000 acres south of the Oyster River in 1974 (Town of Durham 2015). In Newington the riverfront was further developed. In 1972 Sprague Energy was acquired by Axel Johnson. New tanks were built and an oil refinery added. More recently Sprague established an Avery Lane terminal with oil tanks and asphalt storage tanks. Simplex became Tycom wire and cable. C.E. Avery manufactured pumps for nuclear power generating facilities. A fishing processing plant was established in the 1980s. Shattuck Way, a connecting road parallel to Woodbury Avenue was built by the Town of Newington in the 1990s.

UTILITIES

In Durham, a large water tank was erected in the East Foss Farm in 1976. PSNH updated its facilities. Madbury Substation at the north end of the Project was built ca. 1971-74. PSNH's Newington Station was built in 1974, burning coal, plus natural gas after 1992. Newington Substation is adjacent. The submarine crossing of Little Bay was abandoned in the mid-1990s. Schiller Substation was enlarged ca.1973, ca. 2000 and again more recently. A gas-fired new power plant was built ca. 2002 by Newington Energy LLC on Avery Lane; now Essential Power LLC, 200 Shattuck Way. Portsmouth Substation at the southeast terminus of the Project dates from 2002 and was expanded in 2006.

TRANSPORTATION

The General Sullivan Bridge is extant, closed to vehicular traffic since 1984 when the Spaulding Turnpike Bridge was widened. Presently construction of new interchanges and bridge widening is ongoing within the Project Area.

Railroads were used for freight on a limited basis. The Boston & Maine was purchased by Guilford Transportation Industries in 1983. In 2006 the name of the system was changed to Pan Am Railways. The Newington Branch Railroad remains active. On the Boston and Maine Western Division, the Amtrak Downeaster reinstated passenger service between Portland and Boston in 2001.

MILITARY

Pease Air Force Base was one of five USAF bases recommended for closure in 1988 and closed in March 1991. In 1992, 1,095 acres of the former base became the Great Bay National Wildlife refuge. In 1997 1,300 acres was transferred to the Pease Development Authority. The Pease entrance at Gosling Road was rebuilt in the 1990s. Air force base buildings were removed and office buildings, industrial plants, hotels and other facilities erected.

UNH

The University has undertaken considerable new construction and renovation projects during the last several decades. UNH enrollment grew to over 10,000 in 1980 and presently there are more than 15,000 students. Newer buildings are concentrated on the outer edges of the historic campus. Student apartments were built on the north side of campus in the 1970s and 1990s. Three large new dorms were erected near the railroad tracks on DeMerritt Circle in 2007-2008. A large new dining commons was built on Main Street in front of the Memorial Union Building in 2003. The Health Center dates from 1989.

Academic buildings were upgraded. Hewitt Hall was enlarged in 1993-94. The library was completely renovated in 1997-98. Pettee Hall on College Road was remodeled ca. 1999. James Hall was restored and enlarged in 2008. DeMerritt Hall was completely rebuilt on the site of the old building ca. 2008. On Academic Way, Kingsbury Hall was expanded in 2007 and Parsons Hall was

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renovated ca. 2010. The business school was replaced by the new Peter T. Paul College on Garrison Avenue at the east edge of campus in 2013.

The athletic facilities west of the central campus have been extensively rebuilt or replaced. The Whittemore Center arena was built in 1995 and Snively Arena was remodeled into the Hamel Student Recreation Center. Memorial Field was renovated in 2002 for lacrosse and field hockey. The football field and track were rebuilt ca. 2007 and Cowell Stadium was rebuilt and enlarged in 2015-2016. The outdoor pool was eliminated and the Hamel Rec Center is presently being expanded.

The Thompson School area contains late twentieth century buildings and sites. Parking lots were expanded on both sides of the railroad corridor. The UNH equestrian facilities date from ca. 1980. A new Thompson School classroom building, Cole Hall was built in 1987. The far western part of UNH on either side of Main Street, near the US 4 interchange, is not historic. The cow barns were relocated to the western edge of University land, over a mile from the center of campus. Also on the far edge of Campus at the intersection of Mast Road and Main Street are the NH Public Television building erected in 1985, the US Forest Service built in the 1970s and the Leavitt Service Center from the 1980s.

AGRICULTURE

Outside the Thompson School and related agricultural experiment facilities, there is little active farming within the Project Area. Historic farms were acquired by the University. UNH purchased the 334-acre Kingman Farm in Madbury north of the Project Area in the 1960s and has used it since for research in biochemistry, forestry and plant science. Fields are in active use, hayed to feed UNH livestock (Hengen 2000). The Thompson Farm land at the southwest edge of the Project Area near Packers Falls was given to the University in 1972 and a small area of the mostly wooded parcel is still used as a working farm and hay fields.

There were orchards on Durham Point into the 1970s. Fruits and vegetables were raised on the Mathes-Sandburg Farm (15 Langley Road). The Langley family of 50 Langley Road had a buffalo farm in the late twentieth century. Those two properties and a small field behind 260 Durham Point Road are the only remaining open land on Durham Point. Roselawn Farm orchard in Madbury was in business until recently. Bennett Road has some of the last cultivated farm land. The LaRoche family hays and raises livestock. Fields on Newmarket Road are also hayed. Much of the land has reforested. Several large tracts are now owned by NH Fish and Game.

The last dairy farm in Newington, the Spinney Farm on Fox Point Road had a new barn built in 1963 and enlarged in 1975. Forty cows were milked and trucks picked up from bulk tanks every other day. The farm closed in the 1980s, but the buildings are extant.

In Madbury, Elliott Rose passed out of the family in 1978 (Hengen 2000). Through the 1990s, Elliott Rose Company was the town's largest employer with thirty-five full time workers (Hengen 1999). The domestic rose industry suffered from competition with South American imports. The Madbury business closed in the early 2000s and the greenhouses have been removed.

RESIDENTIAL SUBDIVISION

There was extensive land subdivision and residential development in Newington during the 1980s-90s on cul-de-sacs off Little Bay Road and house lots along existing roads. Durham Point Road and Longmarsh Road have several late twentieth century subdivisions and infill. New condos and multi-unit buildings have been erected near the college in Durham on Madbury Road and Edgewood Road.

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Tasker Lane and Sarah Paul Hill are late twentieth century cul-de-sacs in the Project Area in Madbury

CIVIC AND RELIGIOUS

The Newington Congregational Church is the oldest meetinghouse continuously in use in New Hampshire. Newington erected a new Town Hall in 1979 and a separate police station. Additions were built on the Newington Elementary School and the Langdon Library in the 1970s. A new addition to the Langdon Library was completed 2014. In Madbury, an addition was built on the Town Hall in 1985. The Oyster River School District opened a new school, Moharimet Elementary School in 1989. Madbury Memorial Park was established as the town cemetery in 1991, west of the town center at the end of Town Hall Road. Hick's Hill Reservoir was bought by the town in 1998, for fire protection. A new public safety complex was built on Knox Marsh Road in 2003. The Madbury Public Library established in 2001 is located in the former police station on Town Hall Road. In Durham a new public library was built in the Project Area at 49 Madbury Road in 1997.

Historic preservation is important to area communities. Local historians of several area towns resided within the Project Area. The Newington Center Historic District was established in the 1980s. The towns of Newington and Madbury undertook historic resources surveys through the regional planning commission in the 1970s-80s. The Durham Historic District was created in 1975 as a local historic district and was listed on the National Register of Historic Places in 1980. Recently, the Newington Town Forest land and the Stone Schoolhouse were returned to Town ownership. Frink family farm land is under agricultural easement. Land conservation has been a theme in Durham, where large tracts of land are owned by town or university or are under conservation easement, such as Roselawn Farm on the Durham-Madbury line, Beaudette farm on Bennett Road and the Langley Farm on Durham Point.

20. Applicable NHDHR Historic Context(s)

2. First settlements on the NH seacoast, 1623-1660.
5. The French and Indian Wars in NH.
6. Revolutionary New Hampshire.
8. World War I in NH.
9. World War II in NH.
11. The Cold War in New Hampshire.
13. Fishing on the NH Seacoast and the Isles of Shoals, 1660-present.
14. Wooden shipbuilding on the NH seacoast, 1630-1920.
22. Logging, lumbering and saw mills, 1620-present.
30. Granite quarrying and stone cutting, 1790-present.
39. Brick making for local and regional markets, 1650-1920.
44. Machine tool manufacture, 1840-present.
51. Mixed agriculture and the family farm, 1630-present.
53. Grain farming and grist milling, 1650-present.

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54. Orchards and cider production, 1650-present.
56. Local-scale dairy farming, 1800-present.
65. Dairy farming for urban markets, 1880-1940.
68. Horticulture in New Hampshire, 1910-present.
72. Boarding house tourism, 1875-1920.
73. Summer and vacation home tourism, 1880-present.
78. Outdoor recreation in New Hampshire.
82. Pre-automobile land travel, 1630-1920.
86. The railroads in NH, 1842-1960.
88. Automobile highways and culture, 1900-present.
89. Aviation in New Hampshire.
90. Water supply, distribution and treatment in New Hampshire, 1850-present.
91. Gasoline and oil distribution in New Hampshire, 1900-present.
93. Electricity generation and distribution in New Hampshire.
98. Architecture in New Hampshire, 1623-present.
101. The service industries in New Hampshire.
104. Higher education, 1770-present.
105. Elementary and secondary education, 1770-present.
106. Libraries in New Hampshire.
107. Local government, 1630-present.
109. State government, 1680-present.
110. The federal government in New Hampshire, 1776-present.
111. Fighting the Depression in New Hampshire: The CCC, WPA, and other public works programs, 1929-1940.
112. Philanthropy, 1850-present.
113. Historic preservation, 1899-present (F). (authors: James Garvin and Parker Potter)
115. Social organizations in New Hampshire.
120. Religion in New Hampshire, 1623-present.
126. The French-Canadians in NH, 1840-present.
129. Commerce, industry and trade in New Hampshire cities, 1630-present.
131. Suburban/bedroom community growth in New Hampshire, c.1850-present.
135. The land conservation movement in New Hampshire.
136. Public and private cemeteries and burials.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****21. Architectural Description and Comparative Evaluation**

Located within the Project Area is a diverse collection of resources including village and town centers, former agricultural areas and farms now surrounded by twentieth-century houses along the historic major roads and residential developments on twentieth-century roads, a major railroad corridor, the campus of the state university and its associated housing for students and faculty plus a few nineteenth-century schoolhouses, cemeteries (mostly small family ones), and later twentieth-century highways, and commercial box store and office building development. A large number of twentieth-century educational resources include academic buildings and student dormitories. The Project Area also includes substantial twentieth-century power transmission facilities (with alterations and additions mostly less than fifty years of age) and other industrial resources, concentrated along the Piscataqua River waterfront to access the deep-sea port. Within each town many of the resources can be grouped into areas, especially the residential resources, whether arrayed along a road and individually built within a decade or two of each other or as part of a single development. The majority of resources date to the nineteenth and twentieth centuries though some of the Capes, center chimney houses, and double houses date to the eighteenth century as may the few English barns. All the resources exhibit many of the most common forms and styles popular from the second quarter of the eighteenth century through the 1960s or later. Common house forms are Cape Cod houses, Center Chimney houses, Double Houses, End Houses, Gable Blocks, Foursquares, modern Colonials, Dutch Colonials, and Capes, ranch houses, split-level ranches, and contemporary houses. The most common styles in the Project Area are Georgian, Federal, Greek Revival, Italianate, Queen Anne, Classical, and Colonial Revival.

In Madbury, the Project Area includes a small section of the town just north of the border with Durham and to the southeast of Route 155 which abuts the Project Area. This part of the town is relatively rural with sparsely scattered historic resources, predominantly residential and formerly agricultural. The civic town center which includes the nineteenth-century town hall and the early twentieth-century Union Church is just outside the Project Area to the northwest. It also includes several later twentieth-century civic buildings including the small public library.

In Durham, the L-shaped Project Area contains the largest number and greatest variety of historic resources as it runs through the center of the town. The historic resources date from the eighteenth through the twentieth centuries and include residential, agricultural, educational, and religious buildings in a variety of forms and styles. The Project Area is just west of Downtown Durham and the Durham Historic District but includes nearly all of the University of New Hampshire campus and its associated student and faculty housing. Because of the presence of the university and the town's proximity to Portsmouth, Durham has considerable twentieth-century residential development along historic roads and in subdivisions from the 1930s to the 1970s, especially to the north and south of the campus. A major transportation resource is the historic Boston and Maine Railroad corridor, still in use, that has extant historic resources including a passenger station and some bridges. Agricultural buildings resources, largely nineteenth-century farmhouses but also some nineteenth-century barns are present in the southwest part of the Project Area. A small number of properties retain parcels of associated farm land. At the east end of the Project Area in Durham along Durham Point Road and the adjacent roads by the Bay is a mix of nineteenth-century residential and agricultural resources, some later modified as summer homes, small summer houses or camps, and recent residential development. On the shore of Little Bay, the Durham and Newington Cable Houses are small utilitarian brick buildings associated with the 1902 submarine cable that ran under the Bay.

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In Newington, the Project Area passes across the north part of the town which includes a diverse collection of predominantly eighteenth- through twentieth-century residential and agricultural resources along mostly historic roads. Some of those resources are located in the Newington Center Historic District, listed in the National Register of Historic Places in 1987 and expanded in 1991. This historic town center, adjacent to the northwest end of the former Pease Air Force Base, also includes nineteenth- and early twentieth-century civic, religious, and educational resources. The western edge of the Project Area, especially along Little Bay Road is a mix of early to mid-twentieth-century small summer houses or camps (many altered) plus some former eighteenth or nineteenth-century farms expanded in the twentieth century into summer houses and a large amount of late twentieth-century residential development. A few properties in the area retain have tracts of fields and agricultural land still associated. The northern edge of the Project Area includes the 1950s Spaulding Turnpike, which has been rebuilt in recent years, and between the highway and the Piscataqua River waterfront twentieth-century utility and industrial resources, though most less than fifty years of age

In Portsmouth, the Project Area covers a very small section of the western edge of the city. The small number of historic resources, nearly all twentieth century, reflects that part of the city's growth as a result of the development of the Spaulding Turnpike and the emergence of a predominantly commercial and industrial zone beyond the edge of early and mid-twentieth century residential development along Maplewood Avenue outside of the Project Area. The twentieth-century historic resources include an altered World War II housing development, a 1950s/1960s mobile home park, a 1960s public housing development, 1930s-1960s commercial and industrial development, and several utility resources.

RESIDENTIAL RESOURCES*Cape Cod House, ca. 1720s-1820s*

The earliest resources in the Project area would be eighteenth-century farmhouses and outbuildings, and scattered isolated examples are present throughout the Project Area, particularly in Durham and Newington though mostly with later alterations. There are no known extant buildings from the original settlement period when Madbury was part of Dover. There were seven garrisons, all of which were taken down or destroyed in the early 1800s (RPC 1983, 7). The 1983 historic resources survey identified thirteen surviving pre-Revolutionary houses in Madbury though none of them are located within the Project Area (RPC 1983). In Newington at the time of the 1981 historic resources survey, twelve surviving examples were identified for the same period, many of which are located in the Project Area (RPC 1981).

The most common residential form for the eighteenth and the early nineteenth century surviving in the Project Area is the central chimney house, characterized by three to five rooms arranged around a center chimney stack under a gabled roof, with two tiers of rooms. This form is used for one-and-a-half-story buildings, known as a *Cape Cod House*, and two-and-a-half-story houses known as a *Center Chimney House*, typically erected by a town's wealthier residents. When the rear tier is only one story this form is known as a *saltbox* but only one example of this form is located in the Project Area, as noted below. Additional defining characteristics include small narrow sash windows (originally 9/9 or 12/9) set close together and abutting the eaves, framing the centered or nearly center entry on the façade. Often a transom light above the entry door illuminates the lobby entry. Georgian, Federal, and transitional Federal/Greek Revival period detailing are employed on the buildings, depending on their original date of construction or later stylistic updates.

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Most of the capes built in the eighteenth or early nineteenth century in the Project Area have been modified or altered to varying degrees, owing to their age and comparatively modest original footprint. Alterations typically include added dormers, wings, and/or ells, removal of the massive chimney stack or replacing it with a stove flue chimney in addition to replacement siding and/or windows, and loss of historic finishes.

This is the case with all the examples in Madbury, which feature varying degrees of alterations. 171 Madbury Road (M-13), dated ca. 1815, which is set back from the road on an overgrown site (**Photo 9**) has a replacement stove flue chimney, a new foundation, siding, windows, and doors. The property also includes a detached barn. 102 Perkins Road (M-20) (**Photo 15**), associated with the Roselawn Farm, has a replacement stove flue chimney. 182 Madbury Road (M-10), built ca. 1790, is another altered example in the Project Area.

In Durham, the Thompson-Pierre Hamel Farm (D-48) (97 Newmarket Road, DUR0011) (**Photo 168**), located in the Newmarket Road and Bennett Road Farms Historic District (D-44) is an early example of a Cape in the Project Area. Similar to houses in the Durham Historic District (outside the Project Area) it has been constructed in two phases. Built ca. 1720 it was moved and remodeled ca. 1805. Windows were replaced in the 1980s, and a gambrel-roofed rear ell was built at that time (Hengen 2004). To the rear of the house is a detached English barn (**Photo 169**). The historic property has been subdivided with a large area of open land now owned separately. 1 Fairview Drive (D-10), built ca. 1790 and likely moved to its present location at the time of the development of the adjacent Edgewood Road area in the mid-twentieth century, has been modified with a shed-roofed dormer and garage addition (**Photo 65**). The Cape at the west edge of the UNH Thompson School Historic Area (D-17) on the corner Mast Road and Main Street was reportedly built by John Woodman in the late eighteenth century (Ross and House 1996, 48). The eighteenth-century Stevens farmhouse (D-31), along with its altered nineteenth-century barn, has limited integrity (3 Foss Farm Road, **Photos 147, 148**).

In Newington, one of Newington's earliest extant buildings is the Bickford House, built in the early 1700s but now an outbuilding of 249 Nimble Hill Road (N-37) (**Photo 247**), north of the Newington Center district. This small Cape no longer has its center chimney but retains its historic footprint and some historic 9/6 window sash. It was moved across the road from its original site ca. 1850. Historic map evidence suggests it was converted to a blacksmith shop at that time (RPC 1981, Chace 1858, Hurd 1892). At 46 Patterson Lane the ca. 1738 John Downing House (N-66) (**Photo 271**), also known as the Yeaton House, was determined eligible for the National Register in 2005 (NWN0201). This small Cape has a replacement stove flue chimney and is oriented away from the road to the southeast on a three-acre lot. The eighteenth-century English barn now lacks integrity due to roof collapse (**Photo 272**). The distinctive Joseph Adams/Meyers House (N-07) (188 Little Bay Road), a summer estate since ca. 1900, was built ca. 1760 as a Cape and then expanded ca. 1942 with wings and gabled dormer additions in the Georgian Revival style (**Photo 201**). The property included a nineteenth-century New England barn.

Only one example of a *saltbox form* survives in the Project Area, in Newington. Built either ca. 1710 or ca. 1765, the Old Parsonage (**Photo 225**), 337 Nimble Hill Road, located in the Newington Center Historic District (N-16) (NR 1987, 1991), is a rare example of this form in seacoast New Hampshire (Garvin 1991, 1). The lean-to was added a few years after the house was built (Garvin 1999). John Mead Howells, the well-known student of Seacoast New Hampshire architecture, dated it to ca. 1710 but later research indicates the building was unfinished when acquired by the Town in 1765. The building retains integrity, including a Georgian entry surround. The building was

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improved in the 1780s for use by the minister; the lean-to addition which enlarged the original hall-and-parlor plan may date from that time. The building was restored, including wooden replacement windows in 1987. It has long been used by the Newington Historical Society.

Center-chimney houses, 1720s-1820s

The Project Area includes multiple examples of eighteenth- and early nineteenth-century examples of *center-chimney houses*, typically erected by a town's more well-to-do residents. Many retain their historic footprint and massing and some of their historic finishes. Often times the original window sash have been updated later in the nineteenth century with 2/2 sash and the frontispiece may have been updated also. In some instances the center chimney houses have been expanded to be a connected farmstead. No examples of original center-chimney houses are present in the Project Area in either Madbury or Portsmouth.

In Durham, the Project Area includes several center-chimney houses. A characteristic example is the Smart House (D-49) (125 Longmarsh Road, **Photo 170**), dated ca. 1715 on the tax card though with a later Greek Revival frontispiece. A one-story wing augments the main block. The outbuildings are modern and there is no associated land to convey agricultural associations. The Mooney-Beaudette Farm, 3 Bennett Road (**Photo 162**), built ca. 1788, is located in the Newmarket Road and Bennett Road Farms Historic District (D-44). The house faces south with its back to the road which has been in the rear since it was straightened in the 1950s. It has later Italianate detailing on the façade including 2/2 windows and Italianate door hood supported by scrolled brackets, a side porch, two stove-flue exterior chimneys, and asphalt siding. 129 Durham Point Road, another Smart family house (D-60) (**Photo 182**), built ca. 1800, is an example with a later Greek Revival frontispiece and an altered center chimney. A one-story rear ell and shed was likely historically connected to a barn which is no longer extant on this former agricultural property that no longer retains that association. On the corner of Madbury Road and Davis Court within the Madbury-Bagdad Road Area (D-11), is the much modified and expanded Thompson Farmhouse, built as a substantial eighteenth-century center-chimney house and later in the nineteenth century expanded as a connected farmstead. It has been student apartments since the early twentieth century and been significantly expanded and altered to accommodate that usage such that little of its eighteenth and nineteenth-century historic form is recognizable. It is known locally as the "Beehive" because of its elongated footprint and long association as UNH student housing (Town of Durham 2015).

Newington has nearly one-half dozen examples in the Project Area of center-chimney houses, most with some later nineteenth-century updates, within the historic period, often to their finish details or in their window sash. A characteristic early example is the Adams Homestead, part of a substantial farm complex at 148 Nimble Hill Road (N-41), built ca. 1717 (**Photo 251**). The intact farmstead, an excellent and well-preserved example of vernacular Georgian architecture, also includes a detached English barn and detached New England barn with shed addition. Approximately twenty acres of land remains associated with the property, which is across the road from the 1950s-70s civic complex. A later example is the Pickering Farm, 339 Little Bay Road (N-13), another significant farm complex, built ca. 1812 by Cyrus Frink, a prosperous local farmer and builder (**Photos 207, 208**). This is one of the first houses known to have been built by Frink who later erected the Frink House on the adjacent farm. The Pickering house was updated first in the 1840s in the Greek Revival style and again in the early twentieth century with the addition of a full-width Colonial Revival front porch. The property includes a large detached nineteenth-century New England banked barn surrounding associated open land and woodland totaling 35+ acres. The small ell is said to be the ca. 1798 house first built on this site (RPC 1981). An early though modified example is another yet distinctive Pickering Farm (N-36), 50 Old Post Road (**Photo 245**). Its present

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appearance is the product of several building alterations in the nineteenth and likely twentieth century. Built ca. 1710, as a southeast-facing “saltbox,” it was later enlarged to a full center-chimney house in the 1840s but with a perpendicular gable-front addition. The Federal-period frontispiece with pilasters supporting a denticular cornice frames a louvered fan above the door and flanking three-quarter sidelights (RPC 1981). A one-and-a-half-story wing is more recent, new or remodeled. A new two-story gable front building with garages and likely office space above was built ca. 1990. The house has a circular driveway and gardens and overlooks semi-open land toward the Newington Center Historic District. An altered example is 7 Fox Point Road (N-32) (**Photo 241**), built ca. 1805, and now on a small house lot with an altered front entry and new detached garage but no other outbuildings. A recently altered example is the Coleman House (N-40), 233 Nimble Hill Road (**Photo 250**), dated ca. 1838 in the tax cards. This Federal-style house has recently been gutted with all the siding and windows removed. The entry had a semi-elliptical fanlight, sidelights, fluted pilasters, and full entablature.

Double Houses, 1720s-1830s

In New Hampshire by the late colonial period a town’s most prosperous residents constructed two-and-a-half-story Georgian houses for themselves, a form that continued to be built into the 1830s, with Federal style detailing. This *Georgian plan* is distinguished by two tiers of rooms on either side of a center stair hall and bi-lateral symmetry on the façade. It was often historically referred to as a *double house*. Simple ornament in the Federal style is most commonly concentrated around the centered entry of the five-bay façade, in the form of elliptical fanlights and three-quarter sidelights. In Madbury, the historic resources survey noted seventeen surviving buildings that exhibit features of the Federal style, built between the 1790’s and 1830’s (RPC 1983). The 1981 historic resources survey in Newington identified five high style and three vernacular examples from the Federal period, a number of which are located in the Project Area (RPC 1981).

Madbury has several examples of double houses, all dating to the early nineteenth century. A characteristic example is the ca. 1820 Pendexter House (M-21, 12 Pendexter Road, **Photo 17**) on a reforested parcel which straddles the Madbury-Durham town line. This double house features twin interior chimneys, Federal style frontispieces on the southwest-facing façade and on the northwest gable end, and retains 9/6 and 6/6 windows. A one-story wing addition and one-story rear ell augment the main block. The property, though no longer farmed, includes a substantial nineteenth-century New England barn (**Photo 18**). The Miles-Young-Elliott House (M-12) at 173 Madbury Road (MAD0047, **Photo 8**) is a rare brick example, built ca. 1817, in the Federal style with end wall chimneys. Much of the present appearance of the house, including the center chimney and elliptical fanlight over the center entry, dates to a ca. 1948 remodeling in the Colonial Revival style. It was subdivided from the William H. Elliott Rose Company property in 1978 (Hengen 2000). Previously individually documented and determined to be a contributing building in the William H. Elliott Rose Company historic district (M-04) (Area ER) in 2000, it has not been determined individually eligible. According to the Madbury master plan, the ca. 1810 John DeMerritt Homestead (M-02) (10 Lee Road, **Photo 3**) is one of the two best examples of the Federal period in Madbury (the other is the Kingman Farm, just outside the Project Area, noted below). The DeMerritt Homestead, which is oriented towards the triangular town green, was converted to apartments in 1938 along with its former large New England barn. Characteristic Federal-style details include interior gable end chimneys and a frontispiece with a louvered elliptical fanlight and half-length sidelights.

Because of the town's relative prosperity in the Federal period, Durham has multiple examples of double houses of which roughly a handful are located in the Project Area. A characteristic example with interior gable end chimneys is the Kent House, 345 Durham Point Road (D-70), in the Federal

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style with some later Greek Revival detailing (**Photo 195**). The ca. 1720 date in the tax card probably refers to the wing with the main block more likely dating to ca. 1800. The house, which faces east in the direction of the water, is considerably set back from the main road on a wooded 63.2-acre parcel, accessed by a long driveway typical of the early farms. Period detailing of the frontispiece includes three-quarter sidelights, pilasters, and entablature. An example with interior chimneys between the front and rear rooms is the Hoitt House, 28 Mill Road (**Photo 130**), built ca. 1804. It is located in the Mill Road Historic Area (D-27), a group of early twentieth-century Colonial Revival houses. Later alterations within the historic period include 2/2 sash windows and a sunroom addition. The land historically associated with the house became the southeast part of UNH and the neighborhoods nearby. The Mathes-Langley House (D-56), 50 Langley Road, is a brick example, built ca. 1836 in the Greek Revival style with pairs of end wall chimneys and simple contrasting granite lintels (**Photo 178**). Though the land is still farmed (56 acres), the outbuildings date from the late twentieth century. The property also includes a camp located near the water (not publically accessible) and built ca. 1935 according to the tax card and two late twentieth-century small houses. The Doe-Provost-LaRoche Farmhouse, 37 Bennett Road, in the Newmarket Road and Bennett Road Farms Historic District (D-44), built ca. 1825, no longer has its historic chimneys and now has a standing seam metal roof. An altered example, also with interior chimneys, is 64 Bennett Road (D-40) (**Photo 159**), built ca. 1810 which includes replacement 6/6 windows and a new doorway treatment. The nineteenth-century New England barn has been converted to garage and living space with new fenestration. An additional example, located at the west edge of the Project Area, is the substantial former Highland Farm house or Thompson Inn at 90 Bennett Road, in the Packers Falls historic area, at the intersection of Bennett and Packers Falls roads (D-37). The potential district encompasses five historic houses from the eighteenth and nineteenth centuries and the mill site on the river below the bridge.

Newington includes four examples of a double house, all distinctive. Located within the Newington Center Historic District (N-16) (NR 1987, 1991) is the significant Frink Farm, 272 Nimble Hill Road (**Photos 213-214**), built ca. 1837 by Cyrus Frink for his son Darius Frink. The substantial Federal/Greek Revival-styled brick house has twin chimneys on each gable end and a recessed entry with an elliptical fanlight. A one-story frame kitchen wing connects to the nineteenth-century New England barn. The 13-acre property includes large expanses of open fields (**Photos 215-217**). The Isaac Dow House (N-80) (2204 Woodbury Avenue, NWN0205) (**Photo 283**) is characteristic of an early nineteenth-century country house. Built ca. 1820, the two-story house has a hip roof but was remodeled in the 1880s by its carpenter/cabinetmaker owner with Italianate-style alterations. An added full-width front porch wraps around the side elevation. It became a restaurant in the 1970s. The barn stood into the 1970s. The house has been determined eligible for the National Register under Criterion C. The Rymes/DeRochemont House (N-19), 183 Fox Road, is a substantial example, built ca. 1825, and used as a tavern and later served as the post office (**Photo 231**).

Ell Houses, 1790s-1870s

In the Federal period (1790s-1830s) throughout New Hampshire and New England generally but especially in more densely settled town and village centers such as nearby Portsmouth builders introduced houses that on the façade suggested the double house form but in fact were only one room deep. Known as an *ell house* or *L house* (both historic terms) because of this feature and its L-shaped footprint, its construction became increasingly common in fashionable housing in this period

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and thus were especially popular with the upper classes.¹⁴ While most common in urban areas, scattered examples can be found in many of New Hampshire's rural communities. A gabled or hipped roof is most commonly employed along with a connected rear ell, to accommodate the service spaces such as the kitchen and work rooms. Typically chimneys were located on the rear wall of the main block and on the gable end of the ell or wing but they could also be integral on the gable ends of the main block (Driemeyer 2006). After the 1830s this form continued to be used sporadically into the third quarter of the nineteenth century. The Project Area includes just a handful of this residential building form.

While there are no ell house examples in the Project Area in Madbury, there is a significant example located just outside of it. The ca. 1819 Kingman Farm House (333 Knox Marsh Road, MAD0051) is considered one of the best examples of the Federal period according to the Madbury master plan (**Photo 5**). Determined eligible in 2000 for the National Register under Criterion C, the house, a three-story example, displays characteristic features of the Federal period including elliptical fanlight, hip roof, end wall chimneys, and 6/6 and 6/3 window sash. The interior retains original features including mantelpieces, staircase, wainscoting, doors and trim (Hengen 2000). The ell which burned in 1941 may have been an earlier dwelling, dating to 1750. There is no barn only a garage section at the back of the ell. Now owned by the University of New Hampshire, the fields to the north and east are used for hay and experimental farming. The National Register eligible property is defined by the yard and six-acre parcel of the house lot.¹⁵ The view from the southward-facing house is dominated by the new Madbury Public Safety Complex, located directly across the road.

Durham has only one example of an ell house in the Project Area. The ca. 1800 Mooney-Moriarty House, (4 Bennett Road), located in the Newmarket and Bennett Roads Farms Historic District (D-44) is a characteristic two-story example with a gable roof (**Photo 163**). It was updated later in the nineteenth century with an Italianate style door hood and 2/2 window sash. There are no outbuildings; the barn formerly stood south of the road.

Several examples of ell houses are located in the Project Area in Newington. The ca. 1824 James Hoyt House (N-21) is a characteristic gable-roofed example with a one-story ell, pedimented frontispiece, semi-circular fanlight, and 6/6 window sash (**Photo 233**). A later polygonal bay window spans the left two bays of the façade. The James Coleman Homestead, 248 Nimble Hill Road (N-38), is a late gable-roofed representative example of this form. It is part of a connected farmstead, built ca. 1868 in the Italianate style (**Photo 248**). Bay windows connected by a front porch flank the center entry. Though identified in the 1981 survey as a good example of a connected farmstead, the ell and façade of the barn have since been remodeled with new windows and doors. A recently altered earlier example is the Hoyt House, 300 Little Bay Road (N-12), built ca. 1809 with a two-story rear ell (**Photo 206**), which now also has a new attached wing and garage. Historically the house had an attached carriage barn. An altered late example is the much remodeled

¹⁴ Candee, *Building Portsmouth*, 10, 115-117. Candee, "The Appearance of Enterprise and Improvement," 67-87. An 1804 advertisement for a property for sale in Milton, Massachusetts, a town south of Boston, noted "said House is in the form of an Ell, three stories high." *Independent Chronicle*, 12 April 1804.

¹⁵ The only other three-story house in Madbury dating to the Federal period is the substantial ca. 1800 Chesley House, a brick double house with a high degree of integrity including entry with semi-elliptical fanlight located outside the Project Area (81 Perkins Road) (RPC 1983).

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ca. 1872 Richard P. Hoyt House (NWN0207), 148 Old Dover Road (N-72) (**Photo 276**), with a one-story ell and front porch (determined not eligible).

Connected Farmsteads, 1840s-1910s

In the middle decades of the nineteenth century the farm complex, consisting of not only the farmhouse but also a group of service spaces and outbuildings, underwent a significant transformation. The distinctive *connected farm building form* is characteristic of the nineteenth-century New England agricultural landscape, more common in the northern parts including New Hampshire. Though it achieved its height of popularity after the Civil War, the form began to appear by the 1840s and remained a popular choice throughout the nineteenth century (Hubka 1984, 10-11). The form consists of four parts. The “big house” contained the most formal living spaces such as the parlor (as well as the sleeping chambers) and received the greatest amount of ornament on the exterior and interior. The next section, the “little house” typically contained service or utilitarian spaces such as the kitchen, a work room, and the wood house. The third section or “back house” connected the little house to the barn and accommodated multi-purpose work and storage space and could include a wagon bay. The barn, the last building in the connected complex and the most utilitarian of the structures was sited farthest from the big house. In rural areas it primarily housed farm animals and their feed (Hubka 1984, 6). More commonly they sheltered horses, carriages and associated equipment, and some hay, and general storage. The connected house form successfully accommodated characteristic nineteenth-century New England farm practices which generally consisted of small-scale agriculture with a variety of livestock and crops, augmented in some cases by some home industry (Hubka 1984, 9).

Multiple examples of the connected farm building form are present throughout the Project Area, with a variety of house forms, some previously noted and some discussed below. In many instances an earlier house, such as a cape, center-chimney house, colonial house, or ell house was updated with connected outbuildings as that way of arranging one’s farm buildings was popularized. Alternatively, the connected farmstead was built of a piece, or generally within the same period, as might be the case beginning in the 1850s and continuing through the nineteenth century. In those instances the house form might be a high-posted cape, end house, or gable block.

The majority of historic farm complexes in the Project Area retain integrity and potential significance under Criterion C, but lack associated farmland to convey agricultural associations under Criterion A.

High-posted Capes or Cottages, 1830s-1880s

Just as in the second quarter of the nineteenth century farm practices and ideas about the relationship of farm housing and outbuildings began to change, so too did residential architectural forms undergo a significant transformation. Some builders continued to use traditional forms but with modifications to chimney placement as a result of changing heating technologies and structural framing techniques. By the 1830s builders began to alter the traditional Cape form, often replacing the center chimney with pairs of stove-flue chimneys, placed either between the front and rear rooms or on the gable ends. In addition, with the later ones the structural framing was altered, using lengthened corner posts. This transformation overlapped with the late stages of the Federal style and earliest stages of the Greek Revival style. On these *high-posted Capes or Cottages*, ornament is concentrated around the window and door openings and the edges of the building. Earlier examples may feature a transom above the entry but on later examples the entry treatment may include side lights and a door surround with varying degrees of elaboration from simple boards to a frontispiece with an entablature above supported by pilasters. Windows are typically 6/6 sash. By the 1840s the

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houses incorporate Greek Revival period details and lengthen the corner posts even further, creating a fully developed high-posted cape or cottage and maintaining two tiers of rooms in the main block often with a rear ell or wing. Additional popular detailing may include corner pilasters, molded raking cornices, and cornice returns. This form continued to be used into the later nineteenth century, most commonly in the Gothic Revival and Italianate styles.

Concurrent with the changes in housing forms were changes in stylistic detailing. The Madbury historic resources survey noted twenty-one houses in that town dating to the 1830s and 1840s, the period in which the Greek Revival style enjoyed its greatest popularity in America. Sixteen of those twenty-one buildings exhibit features that are distinctively Greek Revival (Town of Madbury 2001). The Greek Revival was the most common of the mid-nineteenth century styles in Newington with nearly twenty examples in town (RPC 1981). Nearly twenty houses in Newington built in the 1830s-60s period were identified by the town-wide survey (RPC 1981).

The Project Area in Madbury includes several representative examples of high-posted capes or cottages in the Greek Revival style. The ca.1833 Nathaniel Meserve House, 55 Evans Road (M-14) is a characteristic example of this form in the Greek Revival style (**Photo 11**). The main block is augmented with two one-story wings. The front doorway typifies Greek Revival Madbury buildings with the classical entablature above the door supported by Ionic pilasters. Other typically Greek features include the sidelights that flank the front entry, and the triangular shaped pediments above the windows along the front of the house (Town of Madbury 2001). The property also includes a nineteenth-century New England barn. Other characteristic examples in the Project Area in Madbury include the Jackson House at 124 Perkins Road (M-18) (**Photo 12**) with stove flue chimneys, Greek Revival style entry, and rear ell. The property also includes a rebuilt barn and a nineteenth-century small shop, noted below (**Photo 13**). 182 Madbury Road, a mid-nineteenth century example, is a much remodeled example with little integrity (M-10).

Durham also has a number of examples of high-posted capes or cottages in the Greek Revival or transitional Greek Revival/Italianate style. A representative example is 177 Durham Point Road, built ca. 1840, though a later enclosed porch spans the middle three bays of the façade (D-61, **Photos 183, 184**). Illustrative of its agricultural history the property also includes a gable-front carriage barn with a shed addition. Another example is the ca. 1852 Bunker-Emile Hamel House set back from the road within the Newmarket Road and Bennett Road Farms Historic District (D-46, DUR0012, 110 Newmarket Road, **Photo 167**). A later porch now spans the façade. Historically the house had character-defining views south to the water. That view, however, now includes newer houses across the road in the foreground. The Meader Farm, 300 Durham Point Road (D-67) (**Photos 192, 193**) is a connected farmstead with a Greek Revival high-posted cape, wing, back house, and connected nineteenth-century New England barn with some new fenestration. Historically the property included a substantial detached New England barn that is now partially collapsed on a separately owned adjoining parcel to the south. The farmhouse, built ca. 1830 in the Greek Revival style, has some later alterations in the Italianate style including 2/2 sash windows and entry and side porches. The Bennett Farm (dated ca. 1750 on the tax card but the form appears to be a high-posted Cape), 62 Bennett Road (D-41) has a Federal style frontispiece (**Photo 160**). The wing is either new or rebuilt. The property also includes small detached barn. Altered examples include 32 Bennett Road (built ca. 1830) which has additions and alterations and is a non-contributing resource in the Newmarket Road and Bennett Road Farms Historic District (D-44) due to loss of integrity; a late example, 8 Beech Hill Road (D-02) (**Photo 20**), built ca. 1870, has been expanded with shed-roofed dormers on the front roof slope, a large two-story rear ell, and connected garage.

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Newington also has a number of representative examples of high-posted capes or cottages within the Project Area. Two houses near each other on Little Bay Road, both built ca. 1850, are in the Greek Revival style. 195 Little Bay Road (N-08), (**Photo 202**), which features a characteristic Greek Revival frontispiece and window lintels over the 6/6 window sash, has a modified rear ell. The Dame House, 224 Little Bay Road (N-09), (**Photo 203**) is a connected farmstead with 9/6 window sash but some alterations to the fenestration pattern on the wing and barn plus some recently added solar panels on the front roof slope. A slightly later well-preserved example with a façade gable is the Packard Farmhouse (N-29), 16 Fox Point Road (**Photo 238**). Built ca. 1860 in the Greek Revival style the house was part of a large dairy farm through most of the twentieth century though no outbuildings remain and it now only occupies a small house lot (RPC 1981). Nearby is 11 Fox Point Road (N-30) a simply detailed example with a later attached garage, dated ca. 1875 in the tax card, that was relocated ca. 1952 from the Pease Air Base area (**Photo 239**). 124 Fox Point Road, located at the end of a long driveway, is a ca. 1835 example that was relocated from Pease Air Base ca. 1952 and since then has been gutted and greatly expanded and altered and no longer retains integrity for its historic period (N-23).

In the middle decades of the nineteenth century the Gothic Revival style emerged, most commonly applied to cottages and gable blocks. Defined most notably by steeply pitched roofs and façade gables, the Project Area includes only one fully developed example, located in Newington. The Frink/Spinney Farm, 241 Fox Point Road (**Photos 228, 229**) was built ca. 1850 by Elias Frink after a fire destroyed the previous farmhouse. Three steeply pitched gabled wall dormers dominate the façade. Other characteristic period detailing includes a door hood supported by brackets screening the center entry. This property was a dairy farm through the twentieth century and includes several 1960s and 1970s outbuildings, in addition to a large area of open fields. Historically, as shown in historic photos, the house had an attached New England barn.

End Houses, 1830s-1910s

Contemporary with the high-posted cape or cottage in the second quarter of the nineteenth century was the emergence of a new house form that gained rapid popularity in many parts of New England. The rise of this form is associated with the change in the outward appearance of houses in the region with the reorientation of the building to the street to produce the gable-fronted house, historically known as the *end house*.¹⁶ While retaining the rectangular gable roofed block, the massing was significantly altered by turning the building ninety degrees, changing the roof ridge from parallel to perpendicular to the front wall so that the façade became the tall and flat gable end. On the exterior the main block is typically three bays wide, with the entry in the first or third bay, leading to the side hall. At the same time service spaces were moved into secondary ells or wings. The form appears in both one-and-a-half- and two-and-a-half-story buildings, usually with additional massing elements including bays, ells, and/or wings, sometimes connecting to a gable-front barn. Because of the prolonged popularity of this form from the 1830s through the early twentieth century, a succession of styles was used on this form. On the comparative few examples in the Project Area the most commonly employed styles include the Italianate, the Queen Anne, and the Classical indicative of the increasing popularity of the Colonial Revival style. Common Italianate features might include bracketed cornices and lintels, 2/2 sash windows, double-leaf entry doors, entry hoods supported by scrolled brackets, corner pilasters, and additional massing elements such as polygonal bays or bay windows. As building styles changed in the 1880s, local builders began to apply new period details

¹⁶ End house is a nineteenth-century term used in some building contracts to describe side hall houses. Jack Larkin, *The Reshaping of Everyday Life, 1790-1840* (New York: Harper & Row, 1988), 119.

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common to the Queen Anne style. The degree of additional massing elements and the use of decorative elements such as ornamental and combinations of wall coverings and decorative turnings and railings on the porches distinguish Queen Anne examples from the earlier Italianate end houses. In contrast with other parts of New Hampshire and especially in more urban areas there are comparatively few scattered examples in the Project Area of what was an extremely popular building form in the last three quarters of the nineteenth century throughout New England. The relative scarcity of this form and other contemporary forms of the period within the Project Area is possibly attributable to the relative lack of new building construction (with the exception of connected New England barns) in those decades within the Project Area.

No end houses are present in the Project Area in Madbury, though two late nineteenth-century farmhouses, both two-and-a-half stories, are located just outside it, within the William H. Elliott Rose Company Historic District (M-04), determined eligible in 2000 (M-04) (Hengen 2000). Both were contributing buildings in the historic district but no determination on individual eligibility was made at that time. The Reynolds Farm-Elliott Boarding House (M-08) (330 Knox Marsh Road, MAD0052), built ca. 1870 has arched windows. The later ca. 1895 Manager's House (M-07) (326 Knox Marsh Road, MAD0053) has a bay window and front porch.

In Durham several examples of end houses are present in the Project Area. The Mathes-Sandburg House (D-55) (15 Langley Road) (**Photos 176, 177**), is a substantial connected farmstead with a one-and-a-half story Greek Revival/Italianate end house, built ca. 1861 on an elevated site and oriented to the south. This significant property, that retains open fields, includes an expanded ell, back house, and connected New England barn. In the early twentieth century it was remodeled as a summer home, but with a working farm. Two other end houses are two-and-a-half story examples, located within the potential Durham Point Historic Area (D-62). Both date to the second half of the nineteenth century, one with Italianate massing and detailing, the other with Queen Anne decorative detailing and massing. The Mathes House, 260 Durham Point Road (**Photo 189**), built ca. 1860 is the older of the two end houses in the potential area. Though now clad with vinyl siding and featuring a one-story side addition this house is otherwise a representative example with Italianate massing and detailing including a polygonal bay on the façade, 2/2 sash windows, an entry hood supported by scrolled brackets protecting the double-leaf entry door, and molded lintels supported by brackets. The historic Colony Cove House summer boardinghouse at 253 Durham Point Road dates from ca. 1885 (**Photo 188**). Additional massing elements on the Queen Anne-styled building include a full-width front porch and a gabled bay on the side elevation. Historically the property was open land down toward the water, but there are no longer any views and new houses are located on all sides of the property.

Newington has just one example of an end house within the Project Area. The Hoyt-Harvey House, 305 Nimble Hill Road (**Photo 220**), is a two-and-a-half story example. A contributing building within the Newington Center Historic District (N-16, NR 1987, 1991), the house was built ca. 1893 on an old house site by well-known local builder Jackson Hoyt. The only remaining period detail is the Italianate door hood; the exterior is clad with vinyl siding. The property includes a detached nineteenth-century New England barn. The Payne House (N-74), 140 Old Dover Road (NWN0209), built ca. 1880, is an altered example.

Gable and Hip Blocks, 1840s-1910s

Residents in the Project Area in the middle and late nineteenth century continued to commission earlier residential forms. The 1983 survey noted seventeen surviving buildings from the latter half of the nineteenth century (Town of Madbury 2001). From the 1840s through the 1910s, some of the

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same residential building forms continued to be erected, but with a succession of sometimes partially overlapping styles including the Greek Revival, Transitional Greek Revival/Italianate, Italianate, Queen Anne, and Classical. The Colonial Revival also emerged especially beginning in the 1890s.

One form that continued to be constructed in the second half of the nineteenth century, the double-house form, known as a *gable block* to distinguish it from the earlier version, remained popular with builders and homeowners throughout New Hampshire but with period appropriate stylistic detailing including the Greek Revival, transitional Greek Revival/Italianate and Italianate styles. Rear ells (sometimes with connected barns), typically augmented the main block and stove flue chimneys replaced the earlier large chimneys located between the front and rear rooms. Additional massing elements such as polygonal bay windows were often used on the side elevations to augment the interior spaces and also on the façade, flanking a double-leaf entry door. Period decorative details in the Italianate style included the entry hood supported by scrolled brackets and paired brackets under the eaves, and brackets under the sills. Whereas those constructed in the Greek Revival and transitional Greek Revival/Italianate style typically had 6/6 sash windows, 2/2 sash were typically used in Italianate-styled buildings. The Project Area includes roughly a dozen examples of gable blocks.

In Madbury, at the edge of the Project Area, Roselawn Farm (M-19) at 105 Perkins Road (**Photo 14**) is a connected farmstead with an altered gable block house in the transitional Greek Revival/Italianate style, built ca. 1850. The house was updated in the early 1900s with a full-width porch; subsequent alterations later in the twentieth century include enclosing the porch, rebuilt stove-flue chimneys, and a greenhouse addition on the front compromising its integrity. A large gambrel roofed barn stood behind the house until recently. Associated buildings include two small early twentieth-century houses one the other side of the road (100-102 Perkins Road) (**Photo 15**) along with an early twentieth-century fieldstone garage (**Photo 16**). The former orchard is overgrown and there are new houses on the north side of the road. In Durham, an altered example of a gable block, formerly the ca. 1870 Hale-Stevens Farm, located within the Newmarket Road and Bennett Road Farms Historic District (D-44), 1 Kathleen Way (formerly 257 Newmarket Road), is now apartments. As originally built, the farmstead consisted of a mid-nineteenth-century gable block with rear ell and connected New England barn.

The greatest number of gable blocks within the Project Area is in Newington. The J. A. Pickering House (N-35), 46 Old Post Road (**Photo 244**), built ca. 1840 according to the tax card, in the Greek Revival style has some modifications within the historic period including a full-width front porch in the Colonial Revival style. The five-acre property includes a large detached barn and other outbuildings. The New Parsonage (317 Nimble Hill Road), located in the Newington Center Historic District (N-16) (NR 1987, 1991) (**Photo 222**) was built by Jackson Hoyt, who built other houses in town, in the Italianate style with a bequest and local donations in 1866. Period detailing includes an Italianate door hood and window lintels. The deRochemont House (N-82), 2061 Woodbury Avenue (**Photo 284**) was built ca. 1876 and converted into a school for the learning disabled in 1963. The house features characteristic Italianate period details such as paired brackets under the eaves and flat window hoods combined with a ca. 1940 Colonial Revival entry and entry porch. A significant late example in the Italianate style, though with a hip roof, is the Benjamin S. Hoyt House (N-44), 97-105 Nimble Hill Road (NWN0148), built ca. 1887 (**Photos 253, 254**). Characteristic Italianate detailing includes window hoods, 2/2 sash and a double-leaf entry door. The property also includes a detached nineteenth-century New England barn and some additional outbuildings. It has been previously determined eligible for the National Register under Criterion C and under Criterion A but its associated open land was recently subdivided, likely affecting its

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eligibility under the latter. The Louis C. deRochemont Mansion (N-60), 100 Shattuck Way (NWN0224; NH State No. 556) (**Photo 267**), built in 1862 in the Greek Revival style, was remodeled in the Colonial Revival style in 1940 by Dover architect J. Edward Richardson. The deRochemont Mansion was moved and adaptively reused ca. 2007. Historically, the property, now the site of office and industrial buildings, contained fifty-five acres of farmland and twentieth-century outbuildings (no longer extant).

Cross-wing or Bent House, 1850s-1890s

In the second half of the nineteenth century, in connection with the use of picturesque elements, including additional massing such as gabled bays, builders adopted another form that consisted of gable-front and side-gable masses set at right angles to each to create a picturesque structure yet maintain some balance and symmetry. This type, known as the *cross-wing or bent house* typically featured an interior arrangement of the parlor in the wing rather than the main block (Upton 1984, 144). This form bears a close relationship to published house types of the mid-nineteenth century and later, executed in the Gothic, Italianate, and other Picturesque styles. The entry is most commonly on the cross-wing rather than the gable-front block.

Very few examples of this form are present in the Project Area. An example of a variant of this form located within the potential Durham Point Historic District is the ca. 1890 Langley House (D-62), 247 Durham Point Road (**Photos 186, 187**). An enclosed porch spans the re-entrant angle between the main block and cross gable of this modified connected farmstead.

Bungalows, 1900s-1930s

Residential architecture underwent some notable changes in form, plan, and style in the period between the 1910s and the 1960s. In the early decades of the twentieth century, house plans and styles were in a transitional phase. This produced some houses that blend traditional and new ideas about plan and style. The housing reform ideas ultimately led to several new house forms, the result of the movement to simplify and rationalize the home and housekeeping. One new form that was built in a small numbers throughout the Project Area was the *bungalow*. This type was typically a single story or single story with a low dormer-lit attic story; a broad porch, often formed as an extension of the roofline, often dominates the façade. Commonly the plan was deep and linear featuring three tiers of rooms from front to back to accommodate the living room, dining room, kitchen, and one or two bedrooms on the first story. Period details in the Craftsman style might include exposed rafter feet, deep eaves, shingle cladding, fieldstone foundation and exterior chimneys, and banks of windows, often 1/1 sash. A small number of bungalows are present in the Project Area.

Madbury has several houses with Bungalow style elements, though only one within the Project Area (RPC 1983). 337 Knox Marsh Road (M-09) (**Photo 6**), built ca. 1910, features a cobblestone porch as well as a stone wall and gateposts but also a large garage addition. 100 Perkins Road (M-20) (**Photo 15**), associated with Roselawn Farm is a striped-down gable-front example with a center entry.

In Durham in the Project Area is a distinctive example, located in the Newmarket Road and Bennett Road Farms Historic District at the south edge of the Project Area. The Dame-Bedard Farmhouse is set back on an open field (D-44, 181 Newmarket Road, **Photo 165**). The pyramidal-roofed bungalow, built in 1927, is constructed of fieldstone. The property includes several twentieth-century detached outbuildings. 283 Mast Road Extension, built ca. 1930, is an altered example (D-16).

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In Newington, the only example of a bungalow in the Project Area is the gable-roofed Hobbs House, 28 Fox Point Road, which sits on a concrete block foundation, has a gable-roofed entry porch and replacement windows, and is surrounded by commercial buildings (N-27, **Photo 236**).

Foursquares, 1900s-1930s

A second new form by the second decade of the twentieth century was the *foursquare*, a popular house form in the New England landscape and nationally. Though farming began to decline in the late nineteenth throughout the Project Area, some new farmsteads were erected in the early twentieth century. A popular choice for the farmhouse form was the foursquare. The basic form typically features a nearly square two-story double-pile main block often under a hip roof, with an offset entry screened by a front porch and dormers augmenting the third story. These four-room plans include a large stair/entry area and living room in the front and a dining room and kitchen in the rear. Decorative ornament can be in the Craftsman, Classical, or Colonial Revival style. The most common roof form is a hip roof, but gable roofs and gambrel-roofed examples are also used. Just a small number of foursquares are present in the Project Area, only in Durham and Newington.

In Durham, the Fitts Farmhouse (D-08), 22 Emerson Road (**Photo 56**), now surrounded by mid- and late twentieth-century residential neighborhoods is a much altered example, with a shed-roofed enclosed front porch, new fenestration patterns, and a one-story wing addition.

One early twentieth-century farmstead in Newington has a foursquare farmhouse and multiple outbuildings. The Coleman Homestead, 200 Fox Point Road (**Photo 230**), built ca. 1923 but located on an older farm site just outside the Project Area, is a characteristic example of a foursquare. The property also includes a number of outbuildings including a nineteenth-century New England barn. It was reportedly built from mail order plans from Sears ca. 1923 (RPC 1981).

Garages, 1910s-present

As the automobile gained ascendancy in the early twentieth century many residents built garages. One such distinctive example in the Project Area in Madbury is a hip-roofed garage constructed of field stone located on the Roselawn Farm property (M-19) at 105 Perkins Road (**Photo 16**). The building has two car bays and a work or storage area adjacent to the parking bays.

Summer cottages and Camps, 1890s-1960s

In the late nineteenth and early twentieth century the Great Bay became a focus for recreation leading to the construction mostly of camps or cottages on subdivided old farm properties. Some older farmhouses were even converted to boarding houses for summer guests. In Durham, the Comfort Mathes Camp, a girl's summer camp, operated several years in the 1910s on Durham Point (Garvin 1990, 8:4). The construction of Pease Air Force base in the middle decades of the twentieth century, however, led to the demolition of many farms, summer houses, and cottages in Newington (Garvin 1990, 8:5). Though the forms of the summer cottages or camps varied widely as did the decorative detailing, which tended to be minimal, some common features were present. Because of their use primarily seasonally and the desire for scenic views and access to the out-of-doors these buildings typically had open and screened porches, banks of windows, and often a chimney flue for the fireplace used on cooler evenings.

In Durham, straddling the edge of the Project Area is a small collection of such cottages on the shore of Little Bay in the Colony Cove area (D-57) (**Photos 179, 180**). The area of fewer than one-half dozen buildings on Colony Cove Road includes a mix of older cottages and some from the 1970s. All are sited on the shore and oriented toward the water. The older ones have now mostly been remodeled in part for year-round use. Late twentieth-century housing is to the west of the group. A

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ca. 1935 camp is located on the property of the previously mentioned 50 Langley Road (D-56) sited at the water's edge, not visible from the road. The tax card photo shows a small one-story side-gabled building clad with shingles with a wrap-around screen porch on the water-side elevation. The building has been expanded with a one-story addition. Nearby is a ca. 1958 camp with a wood sheathed exterior and a nearly flat roof at 265 Durham Point Road, sited at the water's edge and not publicly accessible (D-63)

In Newington many examples of small cottages or camps were constructed not only along Little Bay at the northern end of Great Bay but also on parts of Fox Point (Garvin 1990, 8:4). Extant small houses or cottages, which range in date from the 1930s through the 1960s, are sited near the water's edge within wooded settings, such that several, such as 116 Little Bay Road and 15 Dumpling Cove Road are not visible from the road. The cottages are of varying forms including ranches and side-gabled cabins or camps with little stylistic detailing and most have later additions and alterations resulting in a loss of integrity. Late twentieth-century houses are also adjacent to and to the east of these properties. The Ira J. Witham Cottage (N-02), 76 Little Bay Road, built ca. 1930 (**Photo 198**), is a telescoping one-story gable-roofed building with an exterior chimney and replacement windows and a detached garage. Historically the property was part of a small collection of cottages, which have all been rebuilt or replaced. 84 Little Bay Road (N-03), built ca. 1960, has a pair of small gable-roofed shingled cottages set within a wooded setting near the water's edge (**Photo 199**). 104 Little Bay Road (N-04), built ca. 1966, is an altered ranch with a U-shaped footprint, also on the water's edge within a wooded setting (**Photo 200**). There were also small clusters of camps along the Piscataqua and on Bloody Point near the bridge. The early 1900s summer cottages on Patterson Lane between the railroad tracks and the water, outside the Project Area, include two-story square houses with hip roofs and one-and-a-half-story small bungalows with enclosed porches. Surveyed as Area NWN-PL, this group of twelve houses was determined to lack integrity as a historic district. Two small houses west of the Sullivan Bridge at the end of Shattuck Way (nos. 516, 518) have little or no integrity (N-56, N-55, NWN0162, NWN0163, **Photo 259**). There were cabins at the end of Avery Lane, now gone. Similarly scaled is the Wall Cottage (N-68), 58 Patterson Lane (**Photo 274**). This wood-shingled cottage (NWN0199), built ca. 1940, with later additions was determined not eligible. 33 Fox Run Road is a rare surviving example of a ca. 1930 side-gable cottage in this part of Newington (N-78, **Photo 280**). Set on a small wooded lot, completely surrounded by commercial development.

Summer houses or estates, 1890s-1960s

Despite the use of the Great Bay for recreation purposes, comparatively few large summer estates were built on either side of the bay in the late nineteenth or early twentieth century. The few examples, sites of rural retreats for urban residents, however, played an important role in fostering the use of Colonial Revival style in the Project Area. Typically, an older farm house was expanded with wings, ells, and outbuildings, in some instances to make the property a gentleman's farm. Newington's most significant example of the Colonial Revival style was the Woodbury Langdon estate on Fox Point, where the 1890s renovation of the brick Federal-period Cyrus Frink house has been attributed to architects McKim, Mead, and White. The house burned in 1923, but the Shingle Style carriage house is extant, located outside the Project Area (Garvin 1990). The Richman Margeson Estate in the National Wildlife Refuge and National Register listed in 1990 is a large Colonial Revival style summer home, also located outside the Project Area.

Several additional examples are located in Durham in or just outside the Project Area. South of Oyster River in addition to former agricultural properties are a few early twentieth-century summer houses or gentlemen farms, typically with houses using popular house forms with Colonial Revival

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detailing. One property located just outside of the Project Area is 14 Deer Meadow Road, sited on a point at the end of a long private driveway and oriented southeast across the river (D-52). Oyster River Farm, erected on the site of an earlier farm, dates from the early 1900s according to the tax assessment and the tax card shows a two-story gambrel-roofed building with a T-shaped footprint and Colonial Revival detailing. Near the house is a substantial gambrel-roofed barn, also with a T-shaped footprint topped with a square ventilator. The property was part of the farm of Nathaniel F. Stevens. In the early 1900s the family of James Chamberlin of Durham used it as a summer residence. In 1935 it was acquired by E.W. Matthews of Virginia, a large stock holder in Bethlehem Steel, for his wife and her brother and sister. A landing strip was built with a hangar (no longer extant). Soon it was sold to Walter Gallant, overseer of the Newmarket Manufacturing Company (Durham Historic Association 1985, 161). The historic property was subdivided in the mid-1980s and developed with a number of large new houses, diminishing the historic setting. A second distinctive and substantial example on a large parcel of associated land is the Stone House Farm, (D-69, 313-315 Durham Point Road, **Photo 194**). Built ca. 1898 according to the tax record this gentleman's farm or summer estate includes a large modern Cape in the Colonial Revival style constructed of mortared split fieldstone that otherwise exhibits many elements characteristic of a modern Cape including gabled dormers, a wing, and a mix of 6/6 and 6/9 window sash. The 1985 town history indicates "this farm, formerly the Charles Henry Mathes farm, was approximately 100 years old in 1913 when Edward Rollins, of Boston and Dover, purchased it for his son, Sherwood Rollins" (Durham Historic Association 1985, 163).

Ranch Houses and Split-level Houses, 1940s-1970s

The final transformation of the open plan in twentieth-century housing appears in the *ranch house*. These one-story, sprawling structures under a low-pitched hipped roof with wide eaves feature an entry hall that separates the bedrooms on one side and the more public spaces on the other side. The plan often consists of a combination living room and dining room in the front with open access to the kitchen at the rear. The houses often included integrated garages which often lead into a family room or mud room attached to the kitchen, an indication of the importance of the automobile in the daily lives of the residents. A wide chimney, sometimes on the exterior, but more commonly on an interior wall between the living room and dining room anchored the building. Other common features included big view windows in the living room/dining room portion but smaller privacy windows in the bedrooms. The *split-level*, popular between the mid-1950s and mid-1970s is a multistory modification of a ranch house. The form, which also uses the open plan with informal living spaces, is characterized by the separation of three types of spaces: public spaces, family and service spaces, and sleeping spaces. The modern house form evolved even further in the 1960s with the *contemporary* house, another variant of the ranch house. The form is distinguished by flat and/or shed roofs or low-pitched gable roofs, deep eaves with exposed roof beams, asymmetry, and a recessed or obscured entry. Often the front gable includes triangular windows in the gable end, illuminating the "vaulted" space on the interior. The exterior walls feature often feature wide expanses uninterrupted by windows. Where there are windows, they tend to be large for the public rooms but small and set high on wall near the eaves for the bedroom spaces to provide light but also privacy. An asymmetrical version, sometimes called the "wounded dove" because one roof slope is longer than the other, is often placed on split-level houses.

Modern Cape Cod Houses, Dutch Colonial Houses, Colonial Houses, Garrison Colonial Houses, 1920s-1970s

Even as new building forms appeared in the early and mid-twentieth century, there was the continued construction of earlier building forms, notably the Cape and the Georgian Colonial, but

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with more open plans. They could be dressed with Colonial Revival detailing or in the Craftsman style. Colonial Revival features are found on approximately a dozen early twentieth-century houses throughout the town of Madbury (RPC 1983). The smallest of the modern colonial models is the *Cape Cod* house. These are single-story gable blocks, with a dormer-lit attic story, and often in a nod to modern needs, an attached garage connected by an enclosed breezeway or family room, especially for houses built in the 1920s and later. Multiple examples of this building form is present in the Project Area, especially in Durham, located within residential neighborhoods developed in the early and middle decades of the twentieth century. They range in scale from modest examples without dormers or attached garages and minimal decorative detailing to more expansive ones with additional massing and Colonial Revival styled door surrounds and window trim. Smaller numbers of scattered or isolated examples are present in Newington within the Project Area.

The more traditional Georgian or center entry, double-pile plan remained popular. Numerous houses built in the Project Area between the 1910s and 1960s or even later reflect a continuing interest in historical revivals and the preference for local colonial models with this plan and an emphasis on symmetrical elements. Beginning in the late nineteenth century and continuing into the early decades of the twentieth the historic double-house form distinguished primarily by a five bay, center entry main block with a hip roof but in the Colonial Revival style was popularized. Characteristic features include hip-roofed dormers on the front and rear roof slopes, a paired window above the classically detailed Colonial Revival entry porch, and additional massing elements such as a square bay on the façade and a sun porch. While initially the hip roof was most commonly employed, by the 1920s the gable roof became the most common type on the modern Colonial. Multiple examples of the gable-roofed *Colonial* form are located in the Project Area in most of the towns, particularly in residential neighborhoods developed in the second and third quarters of the twentieth century. Similar in size and layout to the center-entry Colonial is the *Dutch Colonial* house, of which there are multiple examples scattered throughout the Project Area, particularly in Durham. Generally this type of house is two stories tall, with peaked gable roofs, shed dormers across the front roof slopes, and pedimented entry porches.

Durham has the greatest concentration of twentieth-century residential architecture including Colonials, Dutch Colonials, and Capes. A distinctive isolated early example in the Project Area in Durham with a gambrel roof is located within the Newmarket Road and Bennett Road Farms Historic District is the Levi Hamel-Beliveau House (D-45), 127 Newmarket Road (built 1912) (**Photo 166**). This small one-and-a-half-story gambrel-roofed house, set close to the road, is three bays wide and two rooms deep. The center entry is flanked by pairs of windows and a porch on the south gable end extends the full depth of the house. The house contributes to the historic district for its associations with French-Canadian families.

In Newington, an early twentieth-century connected farmstead has a hip-roofed farmhouse with Colonial Revival details. The ca. 1903 Beane Farmhouse, 2299 Woodbury Avenue is part of a connected farmstead (N-79, NWN0204, **Photos 281, 282**). A full-width porch spans the three-bay symmetrical façade. It has a large two-story ell. The former dairy barn has a gambrel roof. It was the largest agricultural complex in town. The buildings were converted into commercial use in the 1980s. It was determined eligible for the National Register under Criterion C as a connected farm complex constructed as dairy farming expanded in Newington in the early decades of the twentieth century. The eligible property is the building and land immediately adjacent. Recent changes to the connected outbuildings may compromise its eligibility under Criterion C.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM***Suburban Residential Developments, 1910s-1970s*

Major transportation improvements in the mid-twentieth century and the expansion of the UNH campus significantly contributed to the explosion of development in the several towns in the Project Area and of multiple suburban residential areas especially in Durham. Consequently, the townscape changed from one consisting of village centers and scattered farmsteads to suburban development, most commonly along newly created roads and within newly established subdivisions, but also along existing older roads. The houses in these subdivisions tended to share character-defining features such as setback, arrangement of house lots, and forms of houses, notably ranches, modern Colonial Revivals, and on occasion contemporary houses. In the post-war period, residential developments, located off the main roads and platted by a land corporation with curvilinear roads and equally sized lots, appeared throughout the Project Area and in all four towns generally. They typically feature a mix of modern colonials, garrison colonials, ranches, and split-level ranches, all housing forms popular in the third quarter of the twentieth century.

In Durham within the Project Area are multiple largely twentieth-century residential neighborhoods to the north and south of the university campus, dating mostly from the early twentieth century through the 1970s. One of the earliest appears to be the Madbury-Bagdad Road Area (D-11), a collection of over fifty houses including many of the most common forms popular in the first half of the twentieth century arrayed along two older roads leading north and northeast away from the campus (**Photos 66-71**). The setbacks vary and the houses appear to have been constructed on newly platted land by individual property owners rather than by developers as suggested by the individualized character of each house, though predominantly in forms and styles common to the period. The area includes bungalows, foursquares with a variety of roof forms including hip, gable, and gambrel roofs; hip-roofed blocks, modern Capes, Dutch Colonials, and Colonials, and even a couple of Tudor-style houses. Though a few of the houses have been expanded with additions or have replacement windows and/or siding, the majority retain their historic footprint, massing, and historic detailing. Also located within this area is a collection of student houses on Davis Court, a group of houses long used for this purpose. Many of these late nineteenth- and early twentieth-century former private residences have been expanded to accommodate their student housing use, including the previously mentioned eighteenth-century Lucien Thompson Farmhouse which has expanded and used as student apartments for over a century.

A small residential area along the short Pendexter Road just south of the Madbury town line in Durham was subdivided from a larger farm property for housing development. In addition to the early twentieth-century house the Pendexter Road Area includes three mid-twentieth-century houses with different forms (D-06, 1-5, 7 Pendexter Road, **Photos 22-25**). In particular the area includes a representative example of a subtype of a contemporary house known as the “wounded dove” (**Photo 22**). In addition to the gable-front presentation, the house also features a wide exterior chimney and picture windows on the front gable elevation comprised of tiers of horizontal awning windows.

On the south side of the campus within the Project Area is a comparable residential area along Mill Road between Main Street and the Oyster Road, the Mill Road Historic Area (D-27). This area, consisting of over thirty houses, also contains a diverse mix of early to mid-twentieth-century house forms and styles common to the period, mostly individual examples, with varied set-backs. The forms include hip blocks, bungalows, gable-roofed foursquares, Colonials, Garrison Colonials (**Photos 128-136**). Though a few of the houses have been expanded with additions or have replacement windows and/or siding, the majority retain their historic footprint, massing, and historic detailing. The area also includes the previously mentioned early nineteenth-century Hoitt House.

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Another larger residential neighborhood, the Edgewood Road Area (D-09), defined by Edgewood Road just northeast of the UNH campus as the spine with multiple short roads to the northwest and southwest, is a collection of roughly forty houses, largely built between the 1920s and 1960s (**Photos 57-64**). Some of the earlier houses appear to be by speculative developers as they are largely identical. A group of small three-bay-wide capes without breezeways or attached garages, dating to the 1930s through early 1950s, are arrayed along Edgewood Road. The area includes many good typical examples of the forms and styles popular in the first three-quarters of the twentieth century. A few are five-bay wide Capes with additional massing elements such as gabled dormers and an attached garage. The area also includes Meadow Road to the southeast with larger modern building forms including five-bay capes, Colonials, and even a center-chimney form. Also potentially part of the area is the lower end of Davis Avenue which dates to roughly the same period of development.

One of the larger twentieth-century residential areas is the Madbury Road-Emerson Road Neighborhood (D-07), generally contemporary with and abutting the Emerson Road area, a collection of roughly seventy-five houses, all built largely over a forty-year period beginning in the 1930s. This mid-twentieth-century residential neighborhood located south of Route 4 includes representative examples of mid-twentieth-century Colonial Revival houses including modern Capes, Colonials, Garrison Colonials, and Dutch Colonials, but also some ranches and split-levels (**Photos 26-55**). The houses are arrayed not only along the historic Madbury Road but also on 1950s and 1960s subdivision roads to the west between Madbury Road and the railroad corridor (which is at a lower elevation and screened by pine and hemlock woods) including Hampshire Avenue, Scotland Road, and Tom Hall Road and to the east on Emerson Road and Edgewood Road. The earliest houses are along Madbury Road, with those along the side streets dating mostly to the 1960s and 1970s, though generally employing the same forms. All the houses are set back from the road and centered on the lots, most with mature trees around the perimeter of the properties. No two houses are identical though each exhibiting characteristics common to their form. In addition nearly all include wings or breezeways connecting to garages and many also have family room or sunroom wings or screened porches also augmenting the main block. The area also includes an early example of a contemporary house, with a mix of distinctive features such as the steeply pitched asymmetrical front-gabled roof and characteristic features such as uninterrupted expanses of exterior walls and glass wall panels under the eaves (**Photo 46**). While some houses have replacement windows they typically retain their historic configuration and nearly all retain their historic footprints, massing, and historic finishes.

While much of the twentieth-century housing in Durham, though fostered by the growth of the university, the result of large numbers of World War II veterans attending on the G.I. Bill, was privately developed, the university was more directly involved in the Faculty Development, a 1950s housing subdivision on the far side of Mill Road, bordered by the wooded riverbank of the Oyster River (D-30, **Photos 139-146**). This large residential neighborhood, which extends outside the Project Area to the southeast is comprised of over 150 properties arrayed along multiple short streets including Holt Drive, Garden Lane, Croghan Lane, Magrath Road, Valentine Hill Road, Faculty Road, Chesley Drive, Thompson Lane, Burnham Avenue, and Oyster River Road. The housing was built by individual faculty and student members on land the university owned until the 1970s. The area includes multiple examples of the popular house forms of the period including Colonials, Garrison Colonials, Capes, and some ranches. The majority have attached garages. One version of the Garrison Colonial has an integral garage. As in the contemporary residential neighborhoods north of the university, the houses are roughly centered on the lots that tend to feature mature trees

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around their perimeters. Within the development, at the eastern edge outside the Project Area is the Smith Chapel, 45 Mill Pond Road, a late Gothic Revival style stone building erected in 1900 as a memorial, and added to the National Register in 2013.

In Durham the Wedgewood development was built in several stages by C.I. White Enterprises, beginning ca. 1965 (D-51). The area contains more than sixty houses located along curvilinear streets including Sunnyside Drive, Pinecrest Lane, Willey Road, and Denbow Road. The area includes a mix of frame Garrison Colonials, Colonials, and split-level ranches. Representative examples include 29 and 33 Pinecrest Lane and 2 Denbow Road (**Photos 172-174**). Like many contemporary residential neighborhoods of this period within the Project Area, the houses are sited in the middle of wooded lots. According to the tax cards most houses date from 1966 and later. South of Wedgewood is a slightly later subdivision by C.I. White along Frost Drive. The collection of over sixty houses are dated ca. 1967-1971 in the tax records and include split-level ranches, Colonials, and Capes. Further east towards the Bay on Mathes Cove Road is another ca. 1966 small subdivision by White (D-53) (**Photo 175**). The dozen or so houses, like in the other White subdivisions, include split-level ranches, Cape Cods, Garrison Colonials, and Colonials, built mostly in the late 1960s or 1970s.

Another later example in Durham within the Project Area is the “Woodridge” development on Mill Road west of the railroad, developed ca. 1966-69 by Walter W. Cheney and the Durham Land Corporation (D-32). The builder was New England Homes of Portsmouth. According to a 1966 open house advertisement in the *Portsmouth Herald*, the homes were custom built, one of a kind, with family rooms, two-and-a-half baths, and two fireplaces in each, set on one-acre lots. The collection of roughly fifty houses, built beginning in the late 1960s and continuing into the 1970s, includes split-level ranches, ranches, and gambrels all different, but with similar features (**Photos 149-156**). Houses along Mill Road vary in date and include ranches and split-levels.

In Portsmouth, just outside the Project Area is the Old Woodbury Avenue area, a short stretch of Woodbury Avenue that was by-passed when the street was reoriented at the time of the construction of the Market Street Extension. The area contains small collection of mostly altered early twentieth-century houses. Few of the houses, with one exception, retain integrity for their historic period (P-08, 1338-1430 Woodbury Avenue, **Photos 302, 303**).

While many of the common house forms of the first half of the twentieth century are located in residential neighborhoods as shown above, isolated examples are also present throughout the Project Area in each of the towns. In the second half of the twentieth century new homes were built in Madbury including ranches, split levels (can be bi-level or tri-level) and mobile homes (Town of Madbury 2001). Only one example, however, is located in the Project Area. 15 Pendexter Road, built ca. 1963, is a characteristic example of a split-level house (M-22, **Photo 19**). The house exhibits many of the typical characteristic of this form including a center entry at a lower elevation than the main living spaces, a garage under the bedroom spaces, mixed siding materials (wide clapboards and brick cladding in this case), large bands of windows for the living room/dining spaces, and smaller sash windows for the bedrooms.

Individual examples of modern Capes, Colonials, and Garrison Colonials and ranches, are scattered throughout the Project Area in Durham. 145 Madbury Road, built ca. 1930, is a characteristic example of a modern Cape Cod House, aside from an altered sunroom connecting to a large two-bay gable-front garage (D-04, **Photo 21**). Altered Capes include 40 Durham Point Road, built ca. 1940 (D-58, **Photo 181**) and 110 Durham Point Road (D-59). 9 Beech Hill Road is a small, simple characteristic ca. 1960 ranch on a wooded lot west of the railroad tracks. 229 Longmarsh Road, built

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ca. 1940 according to the tax card, is an altered example with a new or rebuilt front porch, added rear porch, and new siding and windows (D-50, **Photo 171**). Altered ranch examples include the Lord House (D-39), 85 Bennett Road, built ca. 1957, located on the heavily wooded Lamprey riverbank and 267 Durham Point Road and 275 Durham Point Road, both on Little Bay (D-64, D-65, **Photos 190, 191**) and 38 Durham Point Road (D-58, **Photo 181**). A distinctive masonry example is 281 Mast Road Extension, a masonry modern Colonial (built ca. 1966), sited on an elevated site at the end of a long wooded driveway and not visible from the road (D-15). 280 Durham Point, built ca. 1955, is a Garrison Colonial; the property also includes two modified outbuildings (D66).

In Newington many of the individual examples of twentieth-century housing employ traditional building forms in the Colonial Revival style, though many have been altered. A modified gable block example is the ca. 1905 Cyrus Frink House (N-10), 251 Little Bay Road (**Photo 204**) in the Classical style that has been converted to a two-family. It was moved to its present location from Pease ca. 1952 by Sydney Frink. A center gabled bay and full-width front porch articulate the façade but the first-floor window openings have been altered. The former carriage barn has been converted to a residence. Altered examples include the 275 Little Bay Road (N-11) (**Photo 205**) (built ca. 1947), the Pickering House (N-26), 50 Fox Point Road, built ca. 1960, with an attached garage, 57 Fox Point (N-25), built ca. 1950 (**Photo 235**), and 8 Fox Point Road (N-31) (**Photo 240**). Two altered modern cape examples have previously been determined not eligible: the Kershaw/Johnson House (N-57), 339 Shattuck Way (NWN0177) (**Photo 262**), built ca. 1940, a cape with an enclosed porch, shed dormers, and attached newer garage and the Mary Olivia Laws House (N-59) (NWN0181) (**Photo 266**) with gable dormers and entry portico, new siding and windows. The John Holden House/Axel Johnson Conference Center, 22 Bloody Point Road, on the Sprague Energy property (Area NWN-SP) is a notable example of the Colonial Revival (**Photo 261**). Located just outside the Project Area this 1930s example exhibits all the characteristic features of a modern cape. It was moved to its present site in 1972. A modified small ranch is 27 Fox Point (N-28), built ca. 1961 (**Photo 237**); 32 Old Post Road is an early nineteenth-century cape that is much altered and expanded (N-34) (**Photo 237**). 54 Patterson Lane (N-67) is a raised ranch with new windows (**Photo 273**).

A number of small houses, ranches, or modern colonials were constructed along Nimble Hill Road mostly in the 1960s. Most have replacement siding, windows, and in some cases additions. The ca. 1934 Hammond House (N-37), 249 Nimble Hill Road (**Photo 246**) is a three-bay modern Colonial example with a Colonial Revival gabled entry portico and attached garage. The siding and windows are new. 120 Nimble Hill Road (N-43) is a Garrison Colonial. 92 Nimble Hill Road (N-45), a ranch built ca. 1961 is altered with new windows (**Photo 255**) as is 138 Old Dover Road (N-75) (NWN0210) (**Photo 277**). 76 Nimble Hill Road (N-47) is an altered ca. 1963 ranch converted to a duplex. 72 Nimble Hill Road (N-48) is a distinctive example with a gambrel roof but replacement windows and siding (**Photo 257**). 62 Nimble Hill Road (N-49), the ca. 1940 Estey house, is a small cottage with a cross wing and replacement windows (**Photo 258**). 57 Nimble Hill Road (N-50) is a ca. 1930 cottage with an L-shaped footprint. Some early 1960s ranches (N-52, 53, 54) are nearby on Coleman Drive (nos. 18, 19, and 24). Only 24 Coleman Drive (N-54) is a characteristic example with its historic massing and fenestration. 241 Nimble Hill Road (N-39), though dated ca. 1864 in the tax card appears to be an altered modern colonial with recent additional alterations such as an enclosed side porch (**Photo 249**).

In the early 1950s the construction of the Pease Air Force Base on the Newington-Portsmouth border resulted in the significant alteration of that section of town. Many houses were demolished but some were also relocated to different parts of Newington, including some within the Project Area. One

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example is the four small, altered nineteenth- and early twentieth-century houses along Little Bay Road Extension relocated ca. 1952 (N-15). The houses all have later additions and alterations to the original historic forms (**Photos 209-212**). Additional previously mentioned houses were also relocated onto Fox Point Road, outside the Project Area. An additional relocated example is 84 Nimble Hill Road which has since been expanded with a wing, rear ell, and attached garage (N-46, NWN0149, **Photo 256**).

Manufactured Housing, 1930s-1970s

The overwhelming majority of housing in the Project Area is constructed on site. However, beginning in the 1930s, but especially by the 1960s manufactured housing appeared in increasing numbers nationally, sometimes in mobile home parks or alternatively on scattered individual house lots. In Portsmouth there is a rare example in the Project Area of a mobile home park, the Oriental Gardens mobile home park off Woodbury Avenue, established in the 1960s, that now includes a collection of roughly forty 1960s mobile homes and later single-wide manufactured housing arrayed around two curvilinear roads (P-05, **Photos 298, 299**).

Housing Developments, 1930s-1960s

The first half of the twentieth century also saw the development of housing projects, often comprised of duplexes or fourplexes arrayed along curvilinear streets with several basic models and minimal decorative detailing, usually suggestive of the Colonial Revival. Mariner's Village or Wentworth Acres (now Osprey Landing) is a large, extensively remodeled WWII era housing development on the outskirts of Portsmouth (P-09). The development straddles the southern edge of the Project Area. Built in 1941, the development occupied over a hundred acres of land and included 189 residential structures with a total of 800 units. The Public Buildings Administration of the Federal Works Agency was the builder (Mausolf 1994). The complex has been renovated several times; in the 1980s, the majority of buildings were reconstructed on their original footprints, while the remainder were in various stages of reconstruction when work ceased in 1989 (Mausolf 1994). Due to loss of integrity, the area was determined not to be eligible for the National Register in 1994. Additional remodeling has occurred since that time. The two-story buildings with gable roofs retain their original layout in groups of three around a central parking lot, but the siding, windows, doors and porches are all new and the historic appearance of the buildings is unrecognizable.

Gosling Meadows is a public housing development, built ca. 1958, on the south side of Gosling Road in Portsmouth (P-01). The development is comprised of roughly thirty generally similar wood-frame buildings containing a total of 124-units that range in size from one to four bedrooms (**Photo 293**). The buildings are arrayed around curvilinear streets and face inward towards each other and the asphalt paved streets and parking areas. Each building is set on a concrete foundation and rises two stories to a hip roof, with five or six bay wide center section with two entries (sometimes paired, sometimes in the outer bays) and set-back one- or two-story wings with separate entries. The overall layout and design of the complex is intact but the siding, windows, stairs, porches and decks are all new. The development also includes a one-story brick community building (**Photo 294**).

Residential development, 1970s-present

Residential subdivision development continued in the last decades of the twentieth century especially to the south of the earlier twentieth-century residential neighborhoods. A second late 1960s/early 1970s subdivision is on the former farm land of Foss Farm. This mix of ranches and contemporary houses constructed mostly in the last three decades of the twentieth century on wooded nearly one-acre lots are arrayed along the several roads that follow the slightly varied

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topography. Several are located north of Longmarsh Road: Frost Drive was built in the early 1970s, Timberbrook Road dates from ca. 1980, and Sandy Brook Drive from the 1990s. Cold Spring Road was developed in the 1980s.

New housing continues to be erected in scattered locations throughout the Project Area, sometimes in groups and sometimes as isolated examples. They range in scale and some are long-time forms such as Colonials, but often with two- or three-car garages and wings and ells to accommodate the more open floor plan desired by homeowners in the late twentieth and early twentieth-first century. Others are what some label *Millennium Mansions*, characterized by high-pitched roofs with lower cross gables or hips, center entry often with a large window above to illuminate the two-story entry hall, mixed exterior cladding materials, and an integrated two- or three-car garage, often on the front of the house facing the road (McAlester 2013, 710). Durham Point Road was historically an agricultural area, but has considerable late twentieth-century residential development. The upper end of Durham Point Road, though just outside the Project Area, has several early farmhouses and more recent homes on wooded lots. To the east on the other side of the Bay along Little Bay Road in Newington are pockets of late twentieth-century residential development interspersed with historic farmhouses. Gundalow Landing dates from ca. 1980. Captain's Landing and Welsh Cove Road to the south were developed in the 1990s.

AGRICULTURAL RESOURCES

Historically farmsteads were the predominant building type within the Project Area. Evidence of this agricultural landscape is primarily dispersed throughout the area individually rather than in large districts as cultural landscapes with the exception of one or two areas. Farm buildings including barns and to a lesser extent other outbuildings are present in three of the four towns in the Project Area. In Durham they are concentrated in the outlying sections within the Project Area, especially Newmarket Road, Bennett Road, Perkins Road, and on the east side of town on Durham Point Road and Langley Road. In Newington they are concentrated primarily on Nimble Hill Road and Fox Point Road. Despite the number of architecturally significant historic farmhouses and outbuildings, relatively few properties in the Project Area still retain sufficient associated land to document agricultural land use and associations.

As noted in the discussion of residential resources farmhouse forms resembled those common to the eighteenth through twentieth centuries. In the eighteenth- and first half of the nineteenth century the outbuildings such as barns, sheds, and other buildings necessary for agricultural activities were typically detached. Beginning in the second quarter of the nineteenth century however in many parts of Northern New England, including Southern New Hampshire, the connected farmstead, as previously noted in the residential discussion gained in popularity. Many farmers with older farmhouses adopted this form, connected ancillary workspaces and the barn to the main house. Barn forms also evolved between the eighteenth and nineteenth century. In the eighteenth and early nineteenth centuries the most common barn type was an English barn, a side-gable roofed structure with the main entry on the long axis. Beginning in the 1830s and coinciding with the reorientation of residential and religious forms, the barn was reoriented with a large primary entry placed on the gable end. This change had many practical advantages including greater ease of expansion by adding additional bays to the rear (Visser 1997, 74). The overwhelming majority of barns throughout the Project Area are gable-front or New England barns with entries typically topped by a transom light. Stalls are lit by small windows on side elevations. Often times these barns are banked, erected on sloping sites to accommodate a farmer's increasing numbers of cattle often in connection with expanding dairy production in the second half of the nineteenth century (Visser

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1997, 76). Facades and visible elevations are sheathed in clapboards while rear sides often have vertical board shingles (Preservation Company 2005).

English Barns, 1720s-1840s

Only a few of the outbuildings may date to the pre-Revolutionary period or alternatively to the late eighteenth or early nineteenth century. Three English barns have been identified within the Project Area, one in Durham and two in Newington. They include the Thompson-Pierre Hamel barn (D-48) (97 Newmarket Road, DUR0011) (**Photo 169**), located in the Newmarket Road and Bennett Road Farms Historic District (D-44) and the Adams Homestead barn, part of a substantial farm complex at 148 Nimble Hill Road (N-41) (**Photo 251**). The third lacks integrity due to partial collapse, notably the John Downing barn at 46 Patterson Lane (N-66, **Photo 272**).

New England Barns, 1830s-1960s

The Project Area includes more than thirty examples of nineteenth-century New England barns, many of them banked. The majority are detached while less than ten are attached.

In Madbury several former agricultural properties include nineteenth- or early twentieth-century outbuildings, such as barns or carriage barns. A large representative example is the detached nineteenth-century New England barn at 12 Pendexter Road (M-21), the Pendexter Farm (**Photo 18**). Set close to the road, characteristic details of this form and style include a multi-light transom above the center bay door, small windows illuminating the interior stalls, and sash windows in the front gable end to provide light to the loft space. A smaller representative example is the barn on the Nathaniel Meserve House property (M-14, 55 Evans Road, **Photo 11**). 171 Madbury Road (M-17) has an altered detached barn (**Photo 9**). The two-story New England barn has an attached shed and attached wagon shed. Roselawn Farm, 105 Perkins Road, includes several outbuildings including a large poultry barn, no longer in use (M-19). Historically, Roselawn Farm was one of the larger nineteenth- and twentieth-century farms. Until recently the farm sold fruits and vegetables and early in the twentieth the farm raised poultry; the barn remains. The farm continues to own a large portion of their farmland (over 165 acres) which extended into Durham but much of the land is now reforestation and some of it has been given to the towns of Madbury and Durham as conservation land.

While in the Project Area family farming predominated historically, including dairy farming in the twentieth century, it also included one large flower grower. The former William H. Elliott Rose Company (M-04) at the north edge of the Project Area was determined eligible for the National Register of Historic Places in 2000 (Area ER). However, since that determination two greenhouses were demolished ca. 2001 and two more ca. 2008 leaving only the boiler plant and brick stack and resulting in a potential loss of integrity for the district (**Photo 4**). The new Madbury Public Safety Complex has recently been erected on the property. Additional properties contributing to the district, all but one located outside the Project Area, were recorded on NHDHR inventory forms, but no individual determinations of eligibility were made. These historically associated dwellings on Knox Marsh Road were previously noted in the residential resources section (M-07, M-08, M-12).

Fifteen or more examples of detached and attached New England barns are present within the Project Area in Durham, including a number associated with UNH properties. They are of varying sizes and with varying levels of integrity and few are on properties still in agricultural use, though the properties may retain their open land or large acreage. The most common alterations include altered fenestration, replacement exterior siding, or conversion to garage and/or living space. With the possible exception of the banked barn on the Woodman Farm UNH, most have some minor alterations. A representative example in Durham of a connected nineteenth-century New England bank barn is the Meade Barn (D-67), 300 Durham Point Road (**Photo 193**) though the window

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openings on the gable end have been modified. Historically the property was also associated with the large detached nineteenth-century New England barn that is now partially collapsed on the adjoining parcel (D-68, 310 Durham Point Road). Properties with nineteenth-century New England barns include the Mathes-Sandburg property connected nineteenth-century New England barn (D-55, **Photo 177**) and the UNH Woodman Farm (D-13, detached bank barn). Properties with smaller carriage barns include 62 Bennett Road (D-41) (**Photo 160**) (detached). Properties with more altered examples include the large detached New England Barn with added windows and new door at 64 Bennett Road (D-40) (**Photo 159**) and the Stevens property barn, 3 Foss Farm Road (D-31) (**Photo 148**) (detached), which has been converted to residential use. The Mathes-Langley farmhouse at 50 Langley Road in Durham includes land still in agricultural use but the barn is new.

The Bennett Road and Newmarket Road Farms Historic District (D-44) is a grouping of agricultural resources within the Project Area in Durham, one of the most extensive and well-preserved agricultural areas in town, which also encompasses a dozen non-contributing properties. The district consisting of eight farms and approximately 925 acres reflects early land divisions, eighteenth- and nineteenth-century farming, and associations with French-Canadian families during the twentieth century. The Doe-Provost-LaRoche Farm, 37 Bennett Road, is still farmed by the LaRoche family and includes multiple outbuildings of various ages. Mooney-Beaudette farm (3 Bennett Road) is no longer in agricultural use. The Dame-Bedard Farm complex, 181 Newmarket Road, includes a twentieth-century gambrel-roofed dairy barn and other outbuildings. The Doe Farm is conservation land bequeathed to the Town of Durham in 1909 contains seventy-six acres, now woodland. Historic features on the Doe Farm include a cellar hole and family cemetery. UNH owns 95 acres formerly associated with 110 Newmarket Road (DUR0012). The N.H. Fish and Game Department owns fifty-three acres in the southeast corner of Newmarket and Longmarsh Road, ninety-two acres formerly associated with 257 Newmarket Road, and 133 acres north of Bennett Road, formerly associated with 3 Bennett Road (Hengen 2009). In addition, there are three family cemeteries and several cellar holes. The farmhouses have been noted previously in the residential resources section.

The Woodman Horticulture Research Farm (D-13) now a UNH facility located on Reservoir Hill between the Railroad corridor and Route 4, is one large property still in agricultural use in Durham within the Project Area (10 Spinney Lane, **Photo 77**). In addition to the small farmhouse and Woodman family cemetery, the 240-acre property includes a large nineteenth-century New England bank barn plus large expanses of open land. The southeasterly half of the property is wooded. This property has been part of UNH since 1917. Test plots, gardens, and greenhouses surround the buildings and are the focus of the setting. The university describes the property as follows:

The Woodman Farm is the product of several large land grants that were given to the university in the early 20th century, and now serves as the primary site for agricultural research at UNH. It includes a storage barn, greenhouses, several high tunnels, a lathe house, a residential farmhouse, and a building housing the farm office and refrigerated storage rooms (<https://www.unh.edu/news/campusjournal/2004/december/120304woodman.html>).

A large area in Durham of undeveloped land owned by the University has historic agricultural associations but no longer has agricultural resources. According to the Durham town history, this was once a prosperous farm, bisected by the railroad. The East Foss Farm (D-35) and West Foss Farm (D-34) contain 165 and 93 acres respectively. The large farmhouse stood on the west side of the tracks with a long driveway from Mill Road. The property was acquired by UNH in the early

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twentieth century. Cattle were pastured during the summer on the West Foss Farm and it retains some open land to the present day. The land is now used for recreation. Some of the trails are old farm roads lined by stone walls. The 204-plus-acre Thompson Farm land owned by the University since 1972 is located south of the West Foss Farm toward Bennett Road and Packers Falls. Other UNH agricultural- related resources are noted under educational resources).

The Durham Point Road area historically was an agricultural area, but now has considerable late twentieth-century residential development around the extant older farm buildings. The upper end of Durham Point Road, which lies outside the Project Area, has several early farmhouses and more recent houses on wooded lots. Within the Project Area, evidence of that agricultural association includes the detached carriage barn at 177 Durham Point Road (D-61) (**Photo 184**). The property also retains some of its historic stone walls. Land has been subdivided. Further south, is a group of resources at the bend in Durham Point Road that form the potential Durham Point Historic Area (D-62) that includes a number of historically agricultural resources, notably some barns, though the properties are not in agricultural use, most of the land has been subdivided and new houses surround the area on all sides. The Langley House, 247 Durham Point Road retains thirty acres, much of it now reforested, and the connected farmstead includes a connected New England barn, though with some alterations such as a garage door (**Photo 187**). Across the street 260 Durham Point Road includes a recently refurbished New England barn, with all new siding, doors, and windows but much of its historic framing. 253 Durham Point Road, the previously mentioned Colony Cove boardinghouse includes a New England barn with a side shed (**Photo 188**).

Newington includes multiple large nineteenth-century barns, both detached and connected, located not only in the Newington Center Historic District but also especially along Nimble Hill and Little Bay roads. Most of the examples are representative of their form and retain many of their historic features including fenestration and siding. A representative intact farm complex, on the corner of those two roads, with detached outbuildings is the previously mentioned Adams Homestead, 148 Nimble Hill Road (N-41) (**Photo 251**) which includes not only the previously mentioned English barn but also a nineteenth-century New England barn with a wing addition arrayed around the former barnyard to the northeast of the house. Nineteenth-century agricultural buildings in the Newington Center Historic District (N-16) include a second significant farm complex, the previously mentioned Frink Farm, 272 Nimble Hill Road, a connected farmstead with a substantial nineteenth-century New England barn (**Photo 214**). Also in the district is late nineteenth-century New England barn on the property of the Hoyt-Harvey House, 305 Nimble Hill Road (**Photo 220**).

Elsewhere in Newington, the Benjamin S. Hoyt House (N-44) (97-105 Nimble Hill Road, NWN0148) includes a large detached late nineteenth-century New England bank barn and two other outbuildings (**Photo 254**). The setting was recently changed by subdivision of land and new home construction. The Pickering Farm (N-13), 339 Little Bay Road has a large detached nineteenth-century New England banked barn with a large wing (**Photo 208**). The property retains about a third of the historic acreage, subdivided in the 1980s. The J.A. Pickering property (N-35), 46 Old Post Road, has a large nineteenth-century New England barn with a cross gable and front shed addition, but no associated agricultural land (**Photo 244**). Altered examples include the connected New England barn on the Dame House property (N-09), 224 Little Bay Road (**Photo 203**); the James Coleman Homestead (N-38) connected New England barn, 248 Nimble Hill Road (**Photo 248**); and 241 Fox Point Road, the Elias Frink Farm/Spinney Farm (N-18), a dairy farm through the twentieth century that includes a dairy barn built in 1963 and enlarged in 1975 and a 1972 silo in addition to a large area of open fields (**Photo 229**).

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM***Other agricultural outbuildings*

One other agricultural-related building type in the Newington Center Historic District (N-16) is a row of seven horse sheds, a contributing building in the district, built 1893, located just behind the church.

Newington also includes two examples of early twentieth-century farms with outbuildings from that period. On the Coleman Homestead property (200 Fox Point Road) just outside the Project Area is a group of detached outbuildings including several barns said to date to the same period as the house but some of which appear to be older (**Photo 229**). The Beane Farm (N-79) (NWN0204), 2299 Woodbury Avenue, a connected farmstead with a connected gambrel-roofed dairy barn (**Photo 282**) has been converted to office space and has new fenestration and an entirely modern setting.

In Portsmouth there are no remaining agricultural resources. The last surviving historic farmhouse, located on Gosling Road near the Spaulding Turnpike northbound exit, was demolished in the 1990s.

VILLAGES/TOWN CENTERS

Villages and Town Centers typically include a small cluster of buildings, generally a mix of resources including residential, civic, ecclesiastical, and educational buildings from different time periods and in a variety of forms and styles. The Project Area includes a small portion of the Madbury Town Center (just the nineteenth-century town green) and all of the Newington Center Historic District (NR 1987, 1991).

The 2003 Madbury Master Plan identified a potential Madbury Center civic historic district, located largely outside the Project Area (M-01). The small collection of buildings would include the Madbury Town Hall (13 Town Hall Road, **Photo 1**) and across the street the Union Congregational Church (18 Town Hall Road, **Photo 2**). Also in this potential district are some later twentieth-century civic resources including the ca. 1977 town library and the 1970s DeMerritt Recreation Fields. The only resource in the potential district in the Project Area is the small triangular nineteenth-century "Town Green" at the intersection of Lee, Knox Marsh, and Madbury roads. The small park with a war memorial is oriented toward the roads, with a view of the steep hillside of Hick's Hill to the north.

The downtown commercial area on Main Street in Durham is just east of the Project Area (**Photo 127**). This collection of nineteenth-century residential frame buildings, some converted to commercial or business use and purpose-built twentieth-century commercial buildings may form a small downtown historic district. The range of buildings is typical of the periods of construction. The earlier buildings include nineteenth-century frame buildings in a range of forms including a colonial with interior chimneys and a back-to-back duplex with two-story polygonal bays on the street elevation. The twentieth-century buildings include one-story brick commercial buildings but also larger two- or three-story buildings with storefronts on the first floor and offices or apartments on the upper stories.

Newington's Village Center is listed on the National Register of Historic Places. The Newington Center Historic District (N-16, NR 1987, 1991), as noted in the National Register nomination

Consists of an impressive grouping of public buildings and private dwellings ranging from the early 18th to early 20th century, inseparably linked to a virtually unspoiled landscape which combines an old cemetery, parade ground, the Town Forest and open fields indicative of the town's agricultural heritage (Mausolf 1987).

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The Newington Center Historic District has seen only a few changes since the original nomination was written and still retains its integrity and significance. The district is comprised of eleven contributing buildings. There are eight primary buildings: the Newington Congregational Church, Old Town Hall, Langdon Library, Stone Schoolhouse, Old Parsonage, New Parsonage, Hoyt-Harvey House, and Frink House, plus several outbuildings, including the Horsesheds, Frink Barn and Hoyt-Harvey Barn (the buildings are noted more fully under the appropriate resources sections). Contributing structures are a springhouse shed and the receiving tomb and six contributing objects include monuments, fountain and canons on the town green. The contributing sites listed in the nomination are the Cemetery and the Town Forest, as well as an open field that is now the site of a modern house.¹⁷ The existing distribution line dates from after the period of significance for the district. It was in place at the time of the original nomination, though not discussed in the form. The three non-contributing buildings in the nomination are outbuildings. More recently, one large new house was erected in 1992 between the Old and New Parsonages, which is now a non-contributing building within the district. Additionally, storage sheds for the town's public works department were constructed ca. 2010 in the lot to the south of the Old Town Hall, and these are also non-contributing. The boundary was increased in 1991 to include the whole of the Town Forest, which, according to the nomination, is the oldest town forest in the country, established in 1710 (**Photo 227**). It is a term used to refer to land on both sides of Nimble Hill Road. It originated as the area that became known as the Church Lot on the west side of Nimble Hill Road south of Little Bay Road on which the church, town hall, cemetery, town park and library are located, with a small forested area remaining. The southern part of the forty-two acres became part of Pease Air Force Base. East of Nimble Hill Road, the Parsonage Lot was purchased by the Town along with the Old Parsonage in 1765. The northeast part of the Town Forest was the thirty-acre "Downing lot," which is mostly now east of Arboretum Drive. This was common land, with five acres sold for the New Parsonage in 1890 (Austin Architects 2003). The eastern part of the forest was part of Pease Air Force Base from the 1950s, returned to town ownership when the base closed.

CIVIC RESOURCES

Purpose-built town halls in New Hampshire first began appearing in the second quarter of the nineteenth century during a time of relative prosperity, replacing earlier meetinghouses with newer buildings that served only as town halls or featured distinguishable sacred and civic spaces under one roof. The Madbury Town Hall, in the potential Madbury Center civic historic district just outside the Project Area is a characteristic mid-nineteenth century New Hampshire town hall, built in 1861 in the Greek Revival style (13 Town Hall Road **Photo 1**). The one-story, wood frame gable-front building is three bays wide with a center entry. The center entry is topped by a transom light and flanked by large 6/6 windows. It has characteristic Greek Revival corner pilasters, frieze, molded cornice and eave returns. The side addition dates from the 1980s.

Construction of a new town hall in the last quarter of the nineteenth century is less common than earlier in the century. Those built in the 1870s typically are two-story, gable-front buildings with center entries, and often of frame construction and in the Italianate style. In Newington, the Old Town Hall, located in the Newington Center Historic District was built ca. 1872 as a combined town hall and schoolhouse (N-16, 336 Nimble Hill Road, **Photo 224**). The two-and-a-half-story building is brick with granite trim. It combines the massing of an Italianate period schoolhouse with earlier

¹⁷ Due to the construction of the house, this site is no longer considered contributing to the district.

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features, such as the classical gable end fanlight, wooden cornice and frieze and 12/12 windows. A small, wood frame, two-story addition was constructed on the rear of the building ca. 2005.

In the second half of the twentieth century many towns needed to upgrade or construct new facilities to house their fire and police departments. The town of Madbury elected to convert a ca. 1840 brick district schoolhouse, just south of the Madbury Center civic potential district, to the Madbury Fire Station in the 1950s (M-11, 178 Madbury Road, **Photo 7**). The original one-story brick schoolhouse form is evident but the fenestration has been entirely changed.

The Town of Newington erected a new building to house not only administrative offices but also the police and fire departments. A new municipal center at the intersection of Nimble Hill (Bloody Point) Road and Fox Point Road, completed in 1957 was used initially as the town hall and public safety building. Since the 1970s it has been occupied solely by the fire department (N-24, 80 Fox Point Road, **Photo 234**). The building is a characteristic mid-twentieth-century example in the Colonial Revival style with a cruciform-shaped footprint. One-story wings flank the three-bay center section that houses the fire trucks and ambulances. The town offices moved to a new town hall erected in 1979 (205 Nimble Hill Road); in the same decade the police department moved to 71 Fox Point Road.

Many New Hampshire towns had some type of library beginning in the nineteenth century, though typically a subscription or Social library, privately maintained in someone's home or occasionally in a room in the town hall or some other institutional space. In 1891, the New Hampshire State Legislature enacted a law to provide for the establishment of libraries in towns and provision of funding. This attracted benefactors to fund small public libraries with their town. They varied in form and style. The Langdon Library, Newington's Public Library (N-16, 328 Nimble Hill Road, **Photo 223**) located in the Newington Center Historic District, was built 1892-1893 to the designs of Portsmouth architect William A. Ashe, an adept interpreter of the Colonial Revival (Garvin 1990, 8:2). The one-story brick building combines the Colonial Revival and Romanesque styles and has a granite foundation, projecting pavilion, and arched entrance. It was built with a gift from Woodbury Langdon who had a summer estate on Fox Point (Mausolf 1987). An addition connected by glass to the original building opened in August 2014.

RELIGIOUS RESOURCES

Less than a handful of religious resources are located in or just outside of the Project Area, all from the nineteenth or twentieth century and in a range of forms and styles.

In Madbury, the first meetinghouse in Madbury was located on Madbury Road between the Demeritt House and the schoolhouse. The site is now marked by a stone monument. After the removal of the meetinghouse in 1859 the town lacked an organized church until the early twentieth century when the ca. 1917 Union Congregational Church in the Country Gothic style was built (M-01, 18 Town Hall Road, **Photo 2**). The distinctive building is constructed of decorative concrete block with a cross gable roof and a side entry into the corner tower.

The oldest of the churches in the Project Area is located in the Newington Center Historic District (N-16). By the first quarter of the nineteenth century, the size and form of church buildings represented a transformation in the sacred landscape seen not only in New Hampshire, but throughout New England and along the Atlantic seaboard (Dempsey 2001, 33). A representative example of this transformation is evident with the Newington Congregational Church (316 Nimble Hill Road, **Photo 221**). The original meetinghouse building dates to the early 1700s but its current appearance dates from remodeling between 1834 and 1838 in the Greek Revival style. It is a one-

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and-a-half-story wood-frame structure with a pedimented gable end to the road. The original building was typical of second period meetinghouses with the main entrance on the long, south elevation opposite the pulpit. The building was first updated in 1798 with a rebuilding of the steeple. The bell came from Paul Revere and Son of Boston in 1804. Semi-circular arched fans over windows and door and a two-stage square bell tower were added in 1834-38 and the building was raised onto a granite block foundation (Mausolf 1987). The meetinghouse horse sheds in the historic district were built in 1894, replacing earlier structures, the first erected ca. 1867. Stalls were individually owned. A separate set of sheds was north of the town hall and stood until 1912 (Mausolf 1987).

By the middle of the twentieth century many older churches needed repairs and renovation. At the same time, with the growing population and increasing numbers of church-goers in the post-World War II period a religious building boom occurred with many denominations (Mausolf 2012, 14). In Newington, the Lutherans erected a church, the Holy Trinity Evangelical Lutheran Church on Fox Run Road (N-77, 22 Fox Run Road, **Photo 279**). The mid-century Modern church, designed by New Hampshire architect Richard Koehler of Koehler and Isaak, opened in June 1959 and was expanded in the 1990s. On the interior the multi-sided open sanctuary is framed with laminate arches springing from the side walls. The property is surrounded by commercial development and abuts the Spaulding Turnpike.

EDUCATIONAL RESOURCES

In addition to the University of New Hampshire the Project Area includes a handful of nineteenth- and twentieth-century public school buildings. By the middle of the nineteenth century many towns in New Hampshire had erected one-story, gable-roofed, one-room district schoolhouses. The former Durham Point Schoolhouse, 250 Durham Point Road, built ca. 1834, located within the potential Durham Point Historic Area is a small brick building located on a now wooded lot, one of several historic buildings surrounded by late twentieth-century houses at a bend in Durham Point Road (D-62, **Photo 185**). Though converted to a residence it retains most of its historic fenestration pattern.

Within Newington are two twentieth-century schools that incorporate the evolving ideas about grade school education at the time of their construction. A contributing building within the Newington Center Historic District is the Stone Schoolhouse, 353 Nimble Hill Road, built 1921 to the designs of Albert H. Dow of Dow, Harlow, and Kimball (N-16, **Photo 226**). Constructed of native cobblestone gathered from local properties, the distinctive, symmetrical one-story building is set on a raised basement and features bands of windows to provide lots of light and ventilation to the interior. The school is similar to the cobblestone Central School in Greenland built in 1924. The Stone School has been vacant for many years. In 1959 the town erected a new and much larger elementary school. The Newington Elementary School is a concrete block and brick clad building with a one-story U-shaped classroom section surrounding the one-and-a-half story gymnasium with clerestory windows. Some alterations have been made to the windows and main entrance (N-42, 133 Nimble Hill Road, **Photo 252**).

In the nineteenth century, larger cities and towns such as Portsmouth erected larger district schoolhouses, one-and-a-half story or on occasion two stories in height. The Woodbury Schoolhouse, 1465 Woodbury Ave, is an isolated historic building in the Project Area in Portsmouth (P-07, **Photo 301**). This brick schoolhouse, built ca. 1853, combines Greek Revival and Italianate stylistic features. The schoolhouse closed in 1937 but the building was later used as a restaurant and bar from the 1980s until ca. 2000.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****EDUCATIONAL RESOURCES-UNIVERSITY OF NEW HAMPSHIRE**

The University of New Hampshire (UNH) campus in Durham constitutes a significant collection of educational resources in the Project Area. The buildings include a cross-section of types, forms, and dates of construction, illustrating the evolution of the land grant school to a state university (D-21, **Photos 95-124**).

The University owns a total of 2,450 acres including multiple outlying parcels. The main campus contains about 300 acres and academic, residential, administrative, athletic, and agricultural-related buildings, with 800 acres of open land to the west. The historic buildings are concentrated in the center of the campus, which is surrounded by more recent construction and service utilities/parking lots on all sides. Some of the older buildings have been preserved and others substantially rebuilt or replaced. The railroad corridor separates the main historic campus on the east from the fieldhouse and playing fields, service area on Waterworks Road and Thompson School of Applied Sciences area to the west. UNH has continuously evolved over its 120+ year history in a series of building campaigns rather than as part of an overall landscape design.

After the New Hampshire College of Agriculture and Mechanic Arts relocated from Hanover to Durham in the early 1890s the academic campus developed on either side of Main Street as the University expanded through the twentieth century. Main Street is the spine of the campus, originally separating the academic and administrative core resources to the south from the residential resources to the north. The earliest academic buildings from the 1890s-1910s, largely a group of multi-story brick buildings in a range of styles, are generally concentrated near an open lawn or quad fronting on Main Street and on College Road (D-21, **Photo 102**).¹⁸ Charles Eliot, the well-known landscape architect, drafted a site plan at the request of the Board of Trustees for the new Durham location in 1892. He chose the top of the hill as the site for the five new buildings (Thompson, Conant, Nesmith, and Hewitt halls and the dairy barn), arrayed around a lawn or green space. Thompson Hall (1893), sited prominently on the hill, is set back from but faces towards Main Street across the open lawn. It was the first building constructed on the campus and from the beginning the focal point of University life (D-22, DUR0010, **Photo 103**). The large brick and stone building in the Romanesque style was erected according to plans by prominent Concord architects Dow and Randlett (Preservation Company 1996, 7:1). It was added to the National Register in 1996. Nesmith was first built in 1893 but reflects two phases of remodeling and expansion in the 1930s. It has not been assessed for individual National Register eligibility, but it would be a key contributing building in a potential UNH historic district. Hewitt Hall, built 1893 was significantly expanded with a large addition in the 1920s or 1930s, and has recently been renovated (**Photo 114**). Morrill Hall built in 1902-03 at the east end of the quad was determined individually eligible for the National Register in 1992 (D-23, DUR0009). Hamilton Smith Hall (built 1907) on the east side of the quad was originally the library (**Photo 105**). As first built the Neo-classical styled building had a T-shaped footprint but was later expanded with one-story wings in 1937-1938. Hamilton Smith became a classroom building when a new library was built nearby. It is now in the process of another renovation and new addition. New Hampshire Hall (1906) on the corner of Main Street and Edgewood Road originated as the armory and gymnasium. It was remodeled as the women's gym in 1940, and again in 2008 as the Kinesiology Department. Taylor Hall (originally the Dairy Building) was built 1910 on the site of the College Barn which had been the center of the college's agricultural

¹⁸ The dates for most of the buildings come from a list on the UNH Special Collections and Archives website (<http://www.library.unh.edu/find/archives/buildings>).

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activities in the early years (**Photo 107**). It differs from many other buildings erected on campus in the early twentieth century. The vaguely Mediterranean Revival styled building consists of a two-story hip-roofed main block flanked by one-story wings. DeMeritt Hall, first built in 1913 has been renovated twice, in 1966 and again in 2008 and no longer retains integrity for its historic period.

The original historic dormitory areas are north of Main Street between Edgewood Road and Garrison Avenue opposite the quad (the residential area now called "The Hills") and also on the south side of Main to the east of the quad (known as "The Valley"). Like the other campus buildings from this period, the dormitories are multistory brick buildings in a variety of styles, but primarily Tudor Revival and Colonial Revival. The first student dormitory to be erected, Smith Hall (1908), is a Tudor Revival style building that has been remodeled as the Admissions Office (**Photo 104**). East of the quad on Main Street is a trio of dormitories that front on Main Street and building over a roughly ten year period beginning in 1916 just before World War I. Huddleston (1919), Fairchild (1916), and Hetzel (1927) are all characteristic brick student dormitory buildings of that period in the Georgian Revival/Colonial Revival style (**Photo 106**).

In the 1920s and 1930s the University continued to expand the campus, erecting new academic buildings and dormitories and other support facilities, continuing up to the Second World War. James Hall (1929), one of the last buildings erected on the quad is a three-story brick building has simple brick and cast-concrete detail. The 2010 renovation included an addition on the west side but maintained most of the period details and historic massing on the elevations fronting on the quad. Scott Hall (built 1933) which also faces the quad is a Colonial Revival style building with a gambrel roof and U-shaped footprint (**Photo 104**). Pettee Hall dates from 1938, but was recently renovated with an entirely new exterior.

The railroad tracks defined the edge of the main campus as it developed. The UNH Heating and Power Plant, adjacent to the railroad tracks dates from ca. 1927-29 with later modifications and recent additions (**Photos 108, 109**). The one-story brick building is characteristic of such plant buildings with large multi-light windows and contrasting concrete detailing. The structures nearest to the tracks are new and include two tall modern pipe stacks. The Service Building, including the Fire Department, on the corner of College Road and Library Way was built in 1939 and remodeled in the 1980s (**Photos 111-112, 108**). It contained the Durham-UNH Fire Department organized in 1927 that was previously housed in a dairy barn until it burned down. The south end of the building was renovated in 1984 and the fire department expanded. The ambulance corps is in an adjacent building in the rear (Durham Historic Association 1985).

After a lull in building during the Second World War and in the few years afterwards, the University would embark on an ambitious building program over the next several decades, initiated by the large numbers of veterans going to college on the G.I. Bill. The campus developed south from Main Street, with buildings from the 1950s-60s along Academic Way and McDaniel Drive. There are three groups of historic dormitories in the southeast part of campus, built in the 1940s, 1950s and 1960s. The buildings moved away from the earlier traditional styles and forms, instead using the new forms, materials, and methods of construction popularized in the middle decades of the twentieth century. New materials such as aluminum, laminate wood, glass, steel, expressive use of concrete including pre-cast and cast-in-place were used not only for the construction of institutional buildings, but also in more expansive ways on and in a building. While the first buildings erected in this period were more restrained, such as Zais Hall (ROTC) built in 1948 (**Photo 113, 110**) over the course of the next thirty years a number of well-known New England architects designed academic buildings and dormitories using new materials, asymmetrical forms, and current styles. Nearly all

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have been remodeled and further study would be needed to determine the extent to which these buildings retain sufficient integrity to contribute to a UNH historic district, though they represent a significant period in its history. At the time of its completion in 1950, Kingsbury Hall was purportedly the largest building on campus (**Photo 118**). The curtain wall design building was renovated in 2007. Memorial Union Building, the student union, was completed in 1957 to the designs of Ronald Gourley but has since been expanded and altered. The Dimond Library (1958) has been significantly altered with later renovations in 1969 and again in 1997, obscuring or removing most of its historic form and finishes. Spaulding Hall (1960) is a relatively characteristic building from that period with an emphasis on the horizontal, brick walls separated by tiers of windows with aluminum frames and simple contrasting cast concrete decoration. The entry has been modified. The Paul Creative Arts Center (1960) is a vaguely International Style building with a U-shaped footprint and large expanses of windows. Parsons Hall (1966) built in two phases in the late 1960s was significantly renovated in 2007 (**Photo 119**). McConnell Hall (1968), designed by Skidmore, Owings and Merrill has large pre-cast concrete panels for the vaguely Brutalist-styled building (**Photo 121**). The same firm designed the Horton Science Center in the Brutalist style in the same year. Babcock Hall (1967) features exposed aggregate finish on the exterior wall panels. The New England Center for Continuing Education (1967-69), designed by William Pereira and Associates, located on the north side of the campus in a wooded setting was used as a hotel and conference center. The complex consists of two hexagonal towers sheathed in green with exposed steel frames flanking vertical strips of windows (Mausolf 2012, 57, 79-80). Due to its architectural significance and because it is nearly fifty years of age, the New England Center is included in a recommended UNH district boundary. Within the central campus and not fifty years Kendall Hall is a five-story academic building erected in 1970 west of College Road, backing up to the railroad tracks.

While the building campaign through the 1970s concentrated on academic buildings, the university also increased its dormitory space. In contrast with the academic buildings, the dormitories, at least initially, maintained the styles and massing of the earlier dormitories. Six buildings were completed between 1946 and 1966 on Quad Way. The first three (Gibbs, Hunter, and Engelhardt) were completed in 1946. The two-story brick buildings with shed dormers flank a quad on three sides, but have been renovated. On the other side of Quad Way Hitchcock Hall (1959) is one of a group of brick gable-roofed buildings in the Colonial Revival style that also flank a small quadrangle (**Photo 122**). Randall was completed the same year and Devine in 1966. The Forest Park Apartments date from 1961-68, but were partially demolished in 2003 (**Photo 117**). The Williamson & Christensen Halls (1969-1970), at the south end of campus, are a pair of multi-story brick dormitories designed by Ulrich Franzen in the semi-Brutalist with U-shaped footprints. Nearby Philbrook Dining Hall also in the Brutalist style was also designed by Franzen at the same time. The late 1960s buildings, nearly fifty years old, represent a significant architectural period and building campaign in UNH history and could be included in a potential UNH Historic District for purposes of further survey. On DeMeritt Circle east of the railroad tracks on the south side of campus, four mini-dorms were built in 1974 followed with several large dormitories in 2007, which define the character of this corner of campus outside the historic area (**Photo 116**).

The University has continued to actively erect new buildings, but also renovate and/or remodel many of its older buildings. New construction in the 1980s-2000s has been mainly on the edges of the historic main campus and around the athletic facilities. Rudman Hall was built in 1995 and Morse in 1985, both on College Road (**Photo 115**) with nearby large parking areas along the railroad corridor. South Drive was built about ten years ago, with a new railroad underpass connecting to Colovos and

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Waterworks roads at the southwest edge of campus where large newer buildings such as the Chase Ocean Engineering Building (1996) are located (**Photo 123**). Vehicular traffic was eliminated from the Library Way railroad underpass at that time. There were only a few service buildings west of the railroad tracks until the most recent period of university expansion. Ritzman Hall (1960) is more than fifty years old, but other buildings including the Police Station are new (**Photo 124**). The northern edge of UNH on both sides of the railroad tracks is defined by late twentieth century buildings: The Gables Apartments (1990s), Woodside Apartments (1980s), Elliott Alumni Center (1970s), and New England Center (1967-69).

Athletic facilities flank both sides of Main Street and are defined by a number of new or rebuilt structures. On the north side of Main Street between Edgewood Road and the railroad tracks are Memorial Field, the Whittemore Center and the large new recreation building under construction. The Whittemore Center was built in 1995 adjacent to the older Snively Arena. Snively became the Hamel Recreation Center, which is presently being expanded onto the former site of the UNH Outdoor Pool. Memorial Field dates from the 1920s, but was recently completely rebuilt with new seating, new field surface, surrounding concrete paving, fencing and lighting. Lighting of the athletic areas and surrounding parking lots is mounted on very tall, weathering steel posts, creating a strong modern vertical element. This area of campus lacks integrity from the historic period and would not be recommended for inclusion in a UNH historic district.

South of Main Street, the UNH Fieldhouse and playing fields are set apart from the main campus by the railroad corridor. The fieldhouse complex is comprised of the original brick building erected in 1937-38, attached to the Lundholm Gymnasium and Swasey Indoor Pool built ca. 1968-69 (**Photos 95-97**). On the back side of the building, Cowell Stadium has been the location of the football field and stadium since 1936. The football field was renovated in 2007 and the track and field perimeter a few years earlier. New playing fields were added to the west ca. 2000. The stadium was rebuilt several times and was substantially remodeled and expanded in 2015. A large grandstand is presently under construction on the north side of the field. Light poles and other tall structures dominate the setting.

To the south, the UNH Waterworks (the Arthur Rollins Water Treatment Plant, Building A) is located at the end of Waterworks Road on a slight hill near the Oyster River (D-25, **Photos 125, 126**). It is a one-story plus raised basement building with an unusual English Bond and 12/12 windows, topped by a hipped roof with slate shingles. A single projecting bay at the east corner of the building (likely part of a later addition) houses the main entrance. Roughly 200' to the southwest is the Oyster River Reservoir Dam, a 21'-high concrete dam according to National Inventory of Dams, used by the town of Durham and UNH to provide drinking water (NH00565). It may date to the 1930s. The dam impounds approximately eight acres. Just beyond the dam is a footbridge over the river. A second reservoir in the Project Area between the Thompson School and the Woodman Farm is the Durham Reservoir, used for recreational purposes, with a 17'-high earthen dam according to National Inventory of Dams is on Pettee Brook (NH00564). The first dam dates from the 1890s at the time of the establishment of the college, but was rebuilt in 2011.

The southwest side of campus is defined by the College Woods Natural Area, a heavily wooded area with a network of trails containing about 240 acres, has been owned by the University since 1891, part of the Benjamin Thompson Jr. land. There are extensive stone walls and possibly one or more small family cemeteries and cellar holes. A sixty-seven acre Natural Area was designated in 1961 and protected from cutting or other activity.

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The Thompson School of Applied Science, formerly the agricultural school west of the railroad and north of Main Street has always been a discrete part of campus, with buildings essential to the school's focus on agricultural sciences in a two-year time frame and structures from various periods (**Photos 78-89**). The Thompson School is now further separated from the historic academic, residential, and administrative core to the east by modern development and large, open parking lots. The Thompson School area has diminished integrity due to alterations to its historic buildings and construction of a number of newer buildings and equestrian facilities. In addition to several academic buildings, the earliest being Putnam Hall (built 1948), a one-story concrete block building, the area includes Cole (built 1987) and Barton (built 1969) Halls, both one-story brick buildings and the Thompson School greenhouses. The Transit and Visitor Center is a former gable and gambrel-roofed barn with a cruciform-shaped footprint, now surrounded by parking lots. Agricultural-related buildings include the old dairy barn no longer in use and miscellaneous other twentieth-century buildings. North of Mast Road Extension the Farm Services buildings are more than fifty years old. Late twentieth-century construction and recent road work have changed the area. The horse barns and riding rings and Smith Equine Center date from the 1980s. Outside the Project Area, west of Mast Road, toward the US 4 interchange are UNH's modern barns and service buildings.

Also separate from the main campus is a large collection of privately-owned student housing erected mostly in the middle decades of the twentieth century in a variety of forms and styles. The area is bounded by the campus, the downtown and residential neighborhoods. The student housing includes not only purpose-built fraternities and sororities but also some apartment blocks plus some altered or expanded former private residences (**Photos 72-75**).

CEMETERIES

The majority of cemeteries within the Project Area, predominantly small family burial grounds, are mostly located on wooded sites and generally not visible in the field. Others are not accessible to the public as they are located in wooded areas on private property. They may include eighteenth and/or nineteenth-century headstones. Locations are approximate on Project Area maps.

Madbury has many small family burial grounds. On Miles Road near the Madbury Substation, the Foss Cemetery is a small cemetery set back in the woods with grave markers from the mid-1800, enclosed by granite fence posts (M-16). Within the potential Madbury Center Civic Historic District, outside the Project Area are the Clay Cemetery, east of the Town Hall, which contains a few headstones with a simple fence of granite posts and chain and west of the Congregational Church, a Demeritt family cemetery is similar. Other small family sites include the Airmet-Tasker Cemetery off Lee Road and Hooper Cemetery off Evans Road (M-03, M-15).

Durham also has many family cemeteries in multiple locations throughout the Project Area. Some contain only a single marker. Three small family eighteenth and/or nineteenth cemeteries are contributing sites in the Newmarket Road and Bennett Road Farms Historic District, of which only two are located in the Project Area. The Mooney Cemetery contains five marble markers and is enclosed by split granite and fieldstone walls (D-44, **Photo 164**). Set aside by deed in 1855, the cemetery is enclosed by a split granite wall adjacent to Longmarsh Road (Hengen 2009). Doe Cemetery, also contributing, is a wooded site. The third is the 1830s-40s Smith family burial ground on west side of Newmarket Road adjacent to a cellar hole of the early Smith House, an eighteenth-century house that stood through the nineteenth century (Hengen 2009). There are several small grave sites marked with fencing within the UNH campus and one on the Woodman Farm (D-14, **Photo 77**). Nearby off Mast Road Extension is another Woodman Cemetery (D-18, **Photo 90**). Also in Durham is the small Stevens family cemetery located on the East Foss Farm property east of

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the railroad corridor within a wood site. On the east side of town in the Durham Point area is the Mathes Cemetery which contains fifty or more monuments and is surrounded by a dry-laid granite wall along the street elevation and a granite post and pipes on the other elevations. The Fernald Cemetery is located on the Kent House property, 345 Durham Point Road (D-71). Other inaccessible ones include the McDaniel Cemetery and the Davis Cemetery, both off Mill Road (D-28, D-33), and the Parsons Cemetery off Cold Springs Road (D-43).

In Newington, the Newington Town Cemetery at the corner of Nimble Hill and Little Bay roads in the Newington Center Historic District is the largest of the cemeteries within the Project Area and the only public cemetery (N-16, **Photos 218, 219**). Established in 1716, fencing was added in 1810 with a new wall built in 1833 and enlarged in the 1880s. The site was laid out in a grid of square lots between the Old Meetinghouse and Little Bay Road. In 1884 additional fencing changes occurred and some of the land was graded with new lots laid out. The town pound was removed in 1876. Also present are a handful of small family cemeteries and individual burials. The Pickering Cemetery is on the Pickering Farm property, 339 Little Bay Road (N-14). According to the Project archaeologists, the cemetery is enclosed by a fence of granite posts with metal pipes. There are interments associated with the Pickering family with dates between 1825 and 1876 according to the few standing headstones. The Richard Pickering Cemetery off Woodbury Avenue, adjacent to the Fox Run Mall parking lot, contains seven markers (N-83). The Rollins Cemetery off Patterson Lane has a fence of granite posts and pipes (N-69, NWN0008). The Dow Cemetery on Old Dover Road at Avery Lane is a small cemetery with eight marble headstones surrounded by industrial development (N-73, NWN0009). The mid-nineteenth-century Downing Cemetery is in an overgrown area with rough stone walls and fallen and displaced headstones, located near the former drive in theater, off the Spaulding Turnpike (N-64, NWN0011). The site has recently been used as construction area for Spaulding Turnpike work. It was determined not eligible for the National Register in 2005. The Coleman Family Cemetery is on a parcel with a new house east of Nimble Hill Road, just north of the historic district (N-17). It has several illegible stones and the site is overgrown. The Hoyt Family Cemetery off Fox Point Road is inaccessible (N-22). The site of the Smith Family Tomb is no longer extant (N-81, NWN0010).

TRANSPORTATION RESOURCES

Railroad-related resources in the Project Area include the Western Division of the Boston & Maine (originally built in the 1840s), documented on a NHDHR Historic District Area Form in 1993 for the Boston-Portland Railroad Passenger Study and found eligible for the National Register of Historic Places as a linear historic district. It has significance in the areas of engineering and transportation, but was not identified as a tourist or scenic railroad. The line remains in use by the Amtrak Downeaster, but nearly all of the resources including bridges and the Durham-UNH Passenger Station, the only extant railroad building in the Project Area, all date to the twentieth century or later. Bridges and other structures were not individually identified in the 1993 Area Form.

In Madbury, the former Perkins Road Railroad Bridge, located just north of the Madbury substation, was identified as a contributing structure to the district in 2009 (M-17, MAD0002). The timber stringer with concrete abutments bridge was built for grade separation ca. 1910 and rehabilitated in 1935 (Mausolf 2009). The superstructure has been removed though the deteriorating abutments remain in place. The buildings at the Madbury depot were removed around 1960 according to historic USGS maps. Just north of the Project Area, the 1949 NH 155 Railroad Bridge was recently replaced (Hengen 1999).

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In Durham, the linear historic district includes the Durham-UNH Railroad Station and several historic bridges. The railroad corridor runs north-south to the west of the majority of the buildings on the UNH campus. The Durham-UNH Railroad Station dates from 1911-1912, when an older structure from 1893 was relocated from Lynn, Massachusetts (D-20, **Photos 92-94**). The one-story buff brick building is in the Richardsonian Romanesque style, historically with a covered platform characteristic of late nineteenth- and early twentieth- century stations (Wallace and Mausolf 2001, 78). The University has owned the building since ca. 1960. It contains the Dairy Bar Restaurant, but retains its associations with the railroad and now also serves as the Amtrak Downeaster passenger station. When it was renovated by the University in 2007-2008, the porch on the trackside elevation was enclosed as passenger waiting rooms. Parking lots flank the tracks and station on both sides. The parking lot north of the station on the east side of the tracks was created after freight sheds were removed ca. 2005. The Main Street Bridge/Railroad Overpass, a concrete rigid-frame bridge with stone facing, dates to when Main Street was part of Route 4 (D-19, **Photos 91, 94**). The Library Way Railroad Bridge, a plate-girder bridge with concrete wing walls, carries the rail corridor over a pedestrian walkway (D-24). Oyster River Railroad Bridge at the southwest edge of campus was erected in 1911 at which time the course of the river was realigned to allow for solid foundations for the bridge footings (D-26, not accessible). This concrete arch bridge appears to be one of the earliest concrete railroad bridges in New Hampshire (Wallace and Mausolf 2001, 115). The US Route 4 Bridge over the railroad, which dates to 1966, is an I-beam with concrete deck bridge. The Bennett Road Bridge is a timber bridge, built 1910 and rebuilt 2003 (D-42, **Photo 161**). The Bennett Road overpass has a rebuilt wooden deck and concrete at the top of the historic stone abutments. Its contributing status to the B&M Western Division Historic District has not been determined. Other bridges over the railroad corridor less than fifty years of age include the Mill Road Bridge, which was replaced in 1973 with a bridge of pre-stressed voided slabs; the Madbury Road Bridge, an I-beam with concrete deck bridge which dates from 1980; and the railroad crossing over South Drive on the south side of campus.

In Newington, just outside the Project Area is the National Register listed Newington Depot and Toll House at 24 Bloody Point Road (NWN0168) (**Photo 260**), historically associated with the Newington Branch of the Portsmouth and Dover Railroad. The two-and-a-half-story clapboard sided building set on a brick foundation is five bays wide with a center entry and has a small one-story wing. The interior is vacant but intact.

The surviving Newington Branch of the Portsmouth and Dover Railroad, which began operation in 1874, only passes through the Project Area in Portsmouth. It was determined to lack sufficient integrity to be National Register eligible in 2010. The Pease Railroad Spur, built ca. 1955 through the northern part of Pease Air Force Base is now gone, with little remaining evidence of its location (Area NWN-PR).

Railroads were ultimately succeeded by the automobile as the primary means of transport, not only for goods but also passengers. This led to the construction of filling stations, automobile service garages, other service-related facilities, and private garages. The Curtis and Batchelder filling station just outside the Project Area on Bloody Point Road dates from the 1920s-30s, but was converted into a residence in 1967 (NWN0172). Only the concrete block automobile garage conveys the earlier associations and the property was determined not eligible for the National Register in 2005. Multiple examples of detached garages are located throughout the Project Area. A distinctive example is the previously mentioned one associated with the Roselawn Farm (M-20, **Photo 16**). A more characteristic one from the 1910s or 1920s is the small frame one on the Ira J. Witham property in Newington (N-02, **Photo 198**).

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At the same time in the early decades of the twentieth century because of increased automobile traffic many bridges need to be replaced to accommodate the higher traffic volumes, and the state actively developed a system of highways beginning in the 1910s and continuing into the 1930s and well beyond up to the present day. Just outside the Project Area, the General Sullivan Bridge built in 1934 carried vehicular traffic over the Little Bay between Bloody Point in Newington and Cedar Point in Dover (DOV0158), in the vicinity of the 1870s Newington Branch of the Portsmouth and Dover Railroad crossing. Closed to traffic since 1984 this continuous truss highway bridge is eligible for the National Register and was extensively documented in 2005 (Casella 2005). It was designed by the engineering firm of Fay, Spofford and Thorndike of Boston. The adjacent Turnpike Bridge has recently been rebuilt.

None of the highways are intact as historic resources. The former trunk line White Mountain Highway of the early 1900s followed a series of roads through Newington, now segmented and discontinued. The Spaulding Turnpike has been almost entirely rebuilt since it was first built in the 1950s. The overpasses and interchanges are all new.

Relatively few small bridges and culverts that carry vehicular traffic over waterways in the Project Area are more than fifty years of age and/or have not been rebuilt. In Durham, the Hamel Brook Bridge located within the Newmarket Road and Bennett Road Farms Historic District, is a single-span concrete box bridge, built ca. 1902 (D-47). In Newington the Flagstone Brook Bridge (N-51) and the Railway Brook Bridge (N-71), both concrete box culverts, carry local roads over small waterways.

UTILITY RESOURCES

There are substantial electric and water utility facilities in the Project Area, including three electric generating plants and related transmission lines.

The existing electric lines which are located within the Project right-of-way typically date from between 1949-1965 and consist of a single 34.5 kV line. Although varying considerably over the 13 mile length of the Project, they are typically carried on wood poles, a majority of which are original, with some replacement in kind. There are three distinct electrical lines within the right-of-way. They include one that runs from Madbury Substation and Packers Falls Substation (constructed ca. 1965), one from the Packers Falls Substation to Little Bay, (constructed ca. 1949) and one from Little Bay to Portsmouth Substation (constructed ca. 1949). Portions of the latter line were rebuilt in 2014 and 2006. (There are also portions of other lines which share the corridor for smaller distances.) The part of the corridor that runs under Little Bay between Durham and Newington is at the same location as a ca. 1902 submarine cable which was part of the Rockingham Power and Light Company system. This line ran from Durham to Portsmouth. Its exact route has not been determined. However, based on a historic map of the system, its right-of-way had little overlap with the Project corridor aside from the submarine crossing (which was abandoned in the mid 1990's). The existing electric utility ROW across the Frink Farm in the Newington Center District and the adjacent Pickering Farm dates from ca. 1952 when the line was rebuilt around Pease. In Durham, the existing ROW across Durham Point dates from the ca. 1948-49.

Associated with the submarine cable under Little Bay is a pair of small, utilitarian brick buildings. Located in Newington on the east side of the Bay and in Durham on the west shore of Little Bay, this pair of cable terminal houses was built in 1902 as part of the Rockingham Power and Light Company transmission system. The electric cable at this location was part of a line between Portsmouth and Dover, New Hampshire. These buildings were the terminal points for the underwater (submarine) electrical cable which ran under the Bay; they also had "lightening

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arresters” to prevent lightning strikes. A description in *Electrical Review Magazine* in 1903 recounts the original significance and use of the buildings:

It was decided to avoid the use of either a great span or of raising and lowering transformers at this crossing and to complete this line through a submarine cable operating at the full voltage of transmission. To this end a brick terminal house six by eight feet from the concrete floor to the tile roof was erected on each bank of the bay at the point where the submarine cable comes out of the water. The lead-covered cable pierced the foundation of each of these terminal houses at a point four feet below the floor level and rose thence on one wall to an elevation eleven feet above the floor to a point where connection was made with the ends of the overhead lines. From this connection on each of the three conductors a tap was carried to a switch and series of lightning arrestors. A single lead-covered cable containing those conductors makes connections between those terminal houses (*Electrical Review* 1903, 895).

The unused Durham Cable House located within the existing PSNH ROW, has no windows or door but retains the openings, and is in fair to poor condition (D-72, **Photo 196**). The East Side Cable House at 44 Gundalow Landing in Newington is now privately owned and has new windows and a door and has been integrated into a new dock (N-01, **Photo 197**). The foundation and brick walls are intact, with added decks and exterior stairs.

Also related to electric distribution, there are multiple substations within the Project Area. Madbury Substation dates from the early 1970s according to PSNH plans (**Photo 10**). Packers Falls Substation dates from then or ca. 1965. Oyster River Substation may date from ca. 1949 according to historic aerials. The existing distribution line between Madbury and Packers Falls substations dates from ca. 1965. Portsmouth Substation dates from 2002. Schiller Substation adjacent to Portsmouth probably dates from 1949, when the nearby Schiller power plant went into service and when the line across Newington was rebuilt (see below). Although more than fifty years old, it has been enlarged and updated. Newington Substation dates from the 1970s.

In Newington, the Portsmouth Water Booster Station (built ca. 1956) is a mid-twentieth-century modern municipal building determined eligible for the National Register of Historic Places (N-70, NWN0228, **Photo 275**). A one-story brick building with concrete details, it is located next to the Spaulding Turnpike at the newly rebuilt Woodbury Avenue interchange, at the edge of Pease Air Force Base on Arboretum Drive. A metal water tank is also part of the complex. A brick waterworks building is also located at the UNH campus (see UNH section, **Photo 125, 126**).

In Newington and Portsmouth near the south terminus of the Project Area there are a number of twentieth-century utility-related buildings/complexes. These areas evolved due to a number of factors including the presence of the railroad, the fact that the area remained relatively undeveloped into the early twentieth century and because of its location near the Piscataqua River and nearby industry such as the Shattuck Shipyard (no longer extant).

On either side of the east end of Gosling Road on the shore of the Piscataqua River a large area owned by PSNH is the site of two power stations. Schiller Power Station is located largely on the south (Portsmouth) side of the road (N-87, 165, 300, 325, 400 Gosling, **Photos 288-292**). The plant was originally a mercury binary-cycle plant, using a unique mercury-based process to generate power. The first unit of the Schiller plant was dedicated in 1950 and by 1970 three additional units were also functioning. Some original and early buildings and structures are extant at the plant, surrounded by newer components. The original coal fired units have been retired but additional units installed in the 1950s may be extant (Preservation Company 2010). A small office building on

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the Newington side of the road was the office of the diatomite plant on the site before the power station. Also part of the same property is Newington Station located on the north (Newington) side of the road which dates to 1974. These units, as well as some of the Schiller units, use oil and natural gas; oil tanks and other fuel storage facilities are also part of the PSNH complex. Although there were oil tanks in this area from the 1950s, the existing structures all appear to be of recent construction. In addition to the Newington and Schiller substations, the Portsmouth Substation built in 2002 is also located within this complex. A newer gas-fired plant erected in 2002 is located on the corner of Shattuck Way and Avery Lane. (See also UNH heating plant in the UNH section, **Photos 108, 109**).

INDUSTRIAL/SHOPS RESOURCES

The industrial resources within the Project Area are overwhelmingly twentieth-century resources concentrated along the Piscataqua River waterfront in Newington and Portsmouth. In addition to the previously mentioned substantial utility resources, they are predominantly large manufacturing facilities with connected plants and warehouses, nearly all dating to the 1970s or later. Only a small number of nineteenth-century industrial resources which historically would have included small-scale manufacturing such as cider, saw, and grist mills are located within the Project Area.

In Madbury, located on the property at 124 Perkins Road is a small nineteenth-century or early twentieth-century shop (M-18, **Photo 13**). This small frame outbuilding is characteristic of shop buildings used for craft manufacture or as a carpenter's shop. The two-bay, gable-front building has an interior brick stove-flue chimney at the rear gable end.

In Durham, in the Project Area on Mill Road is a former small nineteenth-century mill building associated with a remodeled nineteenth-century house at 74 Mill Road (D-29, **Photos 137, 138**).

In Newington, the Clarence deRochemont Cider Mill at 11 Old Post Road was built in 1872 and expanded with a saw and grist mill in 1892 (N-33, **Photo 242**). Converted into a residence in 1928, the four-bay building is two stories with an off-center entry and brick chimney and knee wall windows at the upper story on the facade (RPC 1981).

Only in Newington and Portsmouth has there been larger-scaled twentieth-century industry along the Piscataqua River straddling or just outside the Project Area. Many of the historic buildings have been altered or replaced. Sprague Energy, 372 Shattuck Way, largely outside the Project Area in Newington contains eighty acres (N-58, Area NWN-SP, **Photos 263, 264**). No buildings remain on the site from the WWI shipyard which was originally at this location (L. H. Shattuck Shipyard). There were extensive changes to the site in the 1970s and the property was determined not eligible for the National Register of Historic Places. Sprague maintains terminals and storage for energy materials including heating and fuel oil, diesel, and kerosene.

The Tyco Sand and Gravel plant, 100 Piscataqua Drive, is a large manufacturing facility. The oldest buildings were part of the Tycom Integrated Cable Systems (later Simplex Cable) which opened a plant in Newington in 1953 for the manufacture of long lengths of undersea cable (Mausolf 2012, 18). They have little integrity for that period due to multiple later additions (N-85, **Photo 286**). A smaller warehouse/light industrial building is 114 Gosling Road, an altered one-story building with a brick-veneered front section and metal-framed back section, with some later additions, now occupied by Ryder Truck (P-02, **Photo 295**). It may have been a machine shop originally, one of a number in the Newington-Portsmouth area near the river and power plants, such as 178 Fox Point Road, the Percy DeRochemont machine shop, built 1949, on the DeRochemont Farm property (N-20, **Photo 232**). Likewise, the Allard Warehouse/Moving Company, 40 Old Dover Road, is a pair of attached

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one-story gable-roofed steel frame utilitarian buildings and a flat-roofed front office section, built ca. 1953 (N-76, **Photo 278**). The property also includes two ca. 2000 steel-frame utilitarian buildings.

MILITARY

Only the northwest edge of the former Pease Air Force Base, now the Pease International Tradeport, falls in the Project Area, just southeast of the Newington Center Historic District (P-10). The area does not retain integrity as an Air Force Base which developed in the 1950s. Few buildings remain from the property's use as an air force base. The large areas of base housing have been removed. It was determined not eligible as a historic district (Area NWN-PAF). At the time of its construction in the 1950s, many historic properties in Newington were demolished. The late nineteenth-century historic map shows over thirty houses where Pease is now (Hurd 1892).

COMMERCIAL AND OFFICE BUILDING RESOURCES

In larger urban American areas the emergence of commercial blocks as a purpose-built type began in the early nineteenth century. In the first three-quarters of the nineteenth century in smaller New Hampshire towns stores tended to be inserted into existing structures or in buildings that combined commercial and residential functions. The Project Area includes a small number of these from the nineteenth and early twentieth century, most of which have undergone modernizations and expansions over the years.

In Madbury, within the William H. Elliott Rose Historic District, is the Rowe Store, 318 Knox Marsh Road, just outside the Project Area. It was built ca. 1919 near the railroad tracks, but has been remodeled with vinyl siding, new doors and windows (M-05, MAD0054). It most recently served as the Elliott Rose Company offices and was determined eligible as a contributing building in the Elliott Rose district (Hengen 2000).

In Newington some small-scale commercial development arose along River Road in the early to mid-twentieth century. 23 River Road was an early twentieth-century lumberyard and hardware store, which were determined not eligible for the National Register in 2005 (N-62, NWN0183, **Photo 269**). 66 River Road, a one-story concrete block building with a gable roof was built ca. 1940 but has later alterations including new façade treatment (N-61, **Photo 268**). Nearby, 34 Patterson Lane is a ca. 1960 one-story concrete block store front with a gable roof and later alterations and additions N-65, **Photo 270**). 1960s commercial establishments with later alterations include the Woodbury Corners Plaza built ca. 1960 but with recent exterior renovations ca. 2010 (N-84, 2001 Woodbury Avenue, **Photo 285**) and 109 Gosling Road a ca. 1960 gable-front commercial building with ca. 1990 alterations (N-86, **Photo 287**). More substantial are the large commercial buildings erected in Newington on former agricultural lands east of the Spaulding Turnpike, along the north side of Gosling Road in the wake of the development of Pease Air Force Base. The large buildings, often part of a shopping plaza development consist of multiple stores flanking a large parking lot. These buildings typically are one-story, with flat roofs, large expanses of windows across the façade, flanking a center entry.

In Portsmouth, Woodbury Avenue developed into a commercial strip largely during the 1970s-80s periods. A few of the earliest commercial buildings from the 1950s-60s are extant but all have been substantially renovated in recent years with new facades and storefronts. All are one-story buildings. An example is the present Sleepy's Mattress Store, 1850 Woodbury Avenue, built in the early twentieth century according to the tax assessment, but renovated ca. 2000 (P-03, **Photo 296**). A later example is a car wash, built ca. 1962, with little integrity for its historic period due to recent alterations (P-04, 1725 Woodbury Avenue, **Photo 297**). 1550 Woodbury Avenue, built ca. 1950, is an isolated example of a two-story office block in the Colonial Revival style with a hip roof, a

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

façade gable, and enclosed gable-roofed entry porch, now occupied by the VCA Animal Medical Center (P-06, **Photo 300**). The building retains its historic massing and footprint but the historic 8/8 sash windows have recently been replaced with 1/1 vinyl sash windows. It is completely surrounded by late twentieth-century box stores and restaurants. Market Street Extension was built in the 1970s to connect with the new I-95 high-level bridge and create a more direct route in and out of downtown Portsmouth.

22. Statement of Significance

Previously Designated Historic Resources in the Project Area

Many historic resources within the Project Area have been previously documented in various formats. All previous historic resources survey and determinations are listed below.

Two resources in the Project Area are listed on the National Register of Historic Places: the Newington Town Center Historic District and Thompson Hall at UNH in Durham. Elsewhere in Durham, other National Register listed properties are not within the Project Area. These include the Durham Historic District, General John Sullivan House, Wiswall Falls Mill Site and Smith Chapel. New Hampshire State Register of Historic Places listed properties in Durham, Folsom Tavern and Oyster River Mill Pond Dam, are not in the Project Area. Listed properties in Portsmouth are near the downtown. There are no other National or NH State Register listed resources in the town of Newington and none in Madbury.

In the Project Area, historic districts that have previously been determined eligible for the National Register of Historic Places are the Boston and Maine Western Division Railroad Historic District in Madbury and Durham, the Newmarket and Bennett Roads Farms Historic District in Durham and the William H. Elliott Rose Company Historic District in Madbury. Individually eligible resources include: the Perkins Road Railroad Bridge in Madbury, the Thompson-Pierre Hamel Farm in Durham, Morrill Hall at UNH, Durham, Benjamin S. Hoyt House and Barn in Newington, John Downing House and Barn in Newington, Portsmouth Water Department Auxiliary Pumping Station, Isaac Dow House, Beane Farm and Louis deRochemont House in Newington.

MADBURY

National Register of Historic Places

There are no National Register-listed properties in Madbury.

NHDHR Determinations of Eligibility

MAD0002 Boston & Maine Railroad Bridge over Perkins Road (2009)

[Note: this resource has had its deck removed and may no longer retain integrity]

Area MAD-ER W.H. Elliott & Sons Rose Company Historic District (2000)

[Note: district possibly no longer retains integrity due to demolition of greenhouses].

Contributing to District, not evaluated for individual significance:

MAD0047 Miles-Young-Elliott House

MAD0050 Elliott Rose Company Greenhouses, NOT EXTANT

MAD0052 Reynolds Farm-Elliott Boarding House

MAD0053 Elliott Rose Manager's House

MAD0054 Rowe Store

NHDHR Project Area Forms

Madbury Station Project Area Form, NH 155 at Pudding Hill Road, Madbury (1999)

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Madbury, NH Cultural Resources Survey, Strafford Rockingham Regional Council (1981) – All Madbury properties recorded on individual SRRC forms.

Other Documentation or Designation

Town Hall Road, between NH 155 and Cherry Lane is recognized in the Town of Madbury Master Plan as a historic landscape (2001)

MADBURY AND DURHAMNHDHR Determinations of Eligibility

Area RR Boston and Maine Railroad Western Division Historic District (1993)

DURHAMNational Register of Historic Places

Thompson Hall, University of New Hampshire (1996)

NHDHR Determination of Eligibility

DUR0001 Israel Demeritt House, Off Mast Road Extension NOT EXTANT

DUR0009 Morrill Hall, University of New Hampshire (1992)

DUR0010 Thompson Hall, University of New Hampshire (1996)

DUR0025 UNH Outdoor Pool (2013) NOT EXTANT

DUR0011 Thompson-Pierre Hamel Farm, 97 Newmarket Rd (2004), also contributes to district below.

Area DUR-DMDS - Newmarket and Bennett Roads Farms Historic District Area Form (2010)

Contributing to district:

Dame-Bedard Farm, 181 Newmarket Road

Hale-Stevens Farm, 1 Kathleen Way, off Newmarket Rd.,

Mooney-Beaudette Farm, 3 Bennett Road

Mooney-Moriarty Farm, 4 Bennett Road

Doe-Provost-LaRoche Farm, 37-41 Bennett Road

DUR0011 Thompson-Pierre Hamel Farm, 97 Newmarket Rd

DUR0012 Bunker-Emile Hamel Farm, 110 Newmarket Rd

DUR0013 Levi Hamel-Beliveau House, 127 Newmarket Rd

NHDHR Project Area Forms

Durham-Newmarket NH 108 Project Area Form (2004)

NEWINGTONNational Register of Historic Places

Newington Center Historic District (1987, expanded 1991)

Contributing to District:

Frink House, 272 Nimble Hill Road

Hoyt-Harvey House, 305 Nimble Hill Road,

Newington Cemetery, Nimble Hill Road

New Parsonage, 317 Nimble Hill Road

Newington Meetinghouse/Congregational Church, 316 Nimble Hill Road

Newington Library/Langdon Public Library, 328 Nimble Hill Road

Newington Town Hall, 336 Nimble Hill Road

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Old Parsonage, 337 Nimble Hill Road
 Stone Schoolhouse, 353 Nimble Hill Road
 Newington Town Forest

NHDHR - Determinations of Eligibility

NWN0148 Benjamin S. Hoyt House and Barn, Nimble Hill Road (2005)
 NWN0201 John Downing House and Barn, 46 Patterson Lane (2005)
 NWN0204 Beane Farm, Woodbury Avenue (2005)
 NWN0205 Isaac Dow House, Woodbury Avenue (2005)
 NWN0224 Louis C. deRochemont House (1998) MOVED
 NWN0228 Portsmouth Water Department Auxiliary Pumping Station, Arboretum Drive (2005)

NHDHR Inventory and Area Forms – Determined Not Eligible

NWN0008 Rollins Family Cemetery, rear 58 Patterson Lane (2005)
 NWN0009 Dow Family Cemetery, rear 144 Old Dover Road (2005)
 NWN0010 Smith Family Tomb site, Fox Run Road (2005)
 NWN0011 Downing Family Cemetery, off Spaulding Turnpike (2005)
 NWN0149 84 Nimble Hill Road (2005)
 NWN0152 Estey House, 62 Nimble Hill Road (2005)
 NWN0162 516 Shattuck Way (2005)
 NWN0163 518 Shattuck Way (2005)
 NWN0177 Kershaw/Johnson House, 399 Shattuck Way (2005)
 NWN0181 Mary Olivia Laws House, 365 Shattuck Way (2005)
 NWN0183 23 River Road (2005)
 NWN0199 Wall Cottage, Patterson Lane (2005)
 NWN0207 Richard P. Hoyt House, 148 Old Dover Road (2005)
 NWN0209 Payn House, 140 Old Dover Road (2005)
 NWN0210 138 Old Dover Road (2005)
 Area NWN-SP: Sprague Energy Historic Area (2004)
 Area NWN-PR: Pease Air Force Base Railroad Spur Area Form (2005)

NHDHR Project Area Forms

Newington-Dover Spaulding Turnpike Project Area Form (2004)
 Newington and Portsmouth Joint Pipeline Project Area Form (1998)

Town-wide Survey

Newington NHDHR Townwide Area Form (2005)
 Newington, NH Cultural Resources Survey, Strafford Rockingham Regional Council (1981) – All
 Newington properties recorded on individual SRRC Forms.

Other Documentation or Designation

Historic American Building Survey Documentation: [Old] Parsonage, Newington, Rockingham
 County [HABS NH-19] (1936).
 New Hampshire Historic Property Documentation: Louis C. deRochemont House, Shattuck Lane,
 Newington [NH State No. 556] (2007)
 Old Town Hall and Old Stone School Historic Structure Report (2003)

NEWINGTON AND PORTSMOUTHNHDHR Area Form – Determined Not Eligible

Area NWN-NBPD: Newington Branch, Portsmouth and Dover Railroad (2010)

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Pease Air Force Base Area Form (Area POR-PAFB)

PORTSMOUTHNational Register of Historic Places

There are no National Register-listed properties within the Project Area in Portsmouth

NHDHR Area Form – Determined Not Eligible

Mariner's Village [Wentworth Acres] Historic District Area Form (1994)

Historic Contexts and Themes for Potentially Eligible Resources

Buildings, structures, sites and districts in the Project Area may be eligible for the National Register of Historic Places. Most would be eligible under Criterion A, representing events or trends in the historical development of the town or region and/or under Criterion C as examples of architectural styles, periods of construction or property types. There are no known historic resources in the Project Area associated with important individuals of sufficient significance to be eligible under Criterion B. Criterion D relates mainly to archaeological resources, which are not addressed in this Project Area Form.

Historic resources in the Project Area represent a range of New Hampshire historic contexts and National Register areas of significance. Significant periods range from settlement to the present, with a concentration in the nineteenth and early twentieth century. Property types include residences, farm complexes, educational buildings, public buildings, village centers and railroad resources.

ARCHITECTURE

Many properties and potential historic districts in the Project Area may be eligible for the National Register under Criterion C in the area of architecture. The Project Area includes farmhouses from the early to late nineteenth century and early to mid-twentieth century residences and neighborhoods.

One of the earliest and most intact buildings is the Adams Homestead at 148 Nimble Hill Road in Newington (N-41). Other eighteenth century examples are 4 Bennett Road (D-44), 64 Bennett Road (D-41), 90 Bennett Road (D-37) and 345 Durham Point Road (D-70), as well as 3 Foss Farm Road (D-31), 125 Long Marsh Road (D-49) and 46 Patterson Lane (N-66). The house at 1 Fairchild Drive (D-10) has no integrity of location. The Project Area includes a number of dwellings from the early 1800s, including center chimney, double houses, and ell houses, with Federal style details. The best examples include: the eligible Kingman Farm just outside the Project Area (MAD0051), 10 Lee Road (M-02), 12 Pendexter Road (M-21), 173 Madbury Road (MAD0047, M-12), 50 Langley Road (D-56) and 28 Mill Road (in D-27). In Newington, Federal period houses include: 339 Little Bay Road (N-13), 300 Little Bay (N-12) and 133 Fox Point Road (N-21). The eligible Isaac Dow House (NWN0205) has architectural integrity but no integrity of setting. The Project Area contains a few building from in the Greek and Gothic Revivals; 55 Evans Road (M-14), 124 Perkins Road (M-18), 177 Durham Point Road (D-61) and 15 Fox Point Road (N-29). Late nineteenth century farmhouses include the Durham Point Road Area (D-62).

Durham has many good typical examples of bungalow, four-square houses, Dutch Colonials and Colonial Revival style Cape Cods in the Madbury Road and Bagdad Road neighborhood of roughly sixty houses (D-11) and on Mill Road (D-27) in an area of about thirty-two buildings. There are a few individual early twentieth century houses such, as 337 Knox Marsh Road in Madbury (M-09). The Colonial Revival style is the most strongly represented architectural style in the Project Area,

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which has many good examples of twentieth century residences and institutional/educational buildings. The mid-twentieth century neighborhoods contain many characteristic, representative examples of modern capes, colonials, garrison colonials. The Madbury-Emerson road area (D-07) contains roughly seventy-five houses and Edgewood Road (D-09) approximately forty, all on wooded lots. There are typical examples of ranches, split-level ranches and colonials in several subdivisions in Durham and one in Newington.

University of New Hampshire buildings are significant as examples of twentieth century styles and construction techniques. The campus (D-21) includes Romanesque, Colonial Revival, Classical Revival and Modern style buildings. Residential buildings include dormitories and the fraternities and sororities. The many architect-designed UNH buildings relate to context 98. Architecture in New Hampshire, 1623-present. Architecture was taught at the University and a number of buildings were designed by the college architect. UNH also contains work of the key architects and firms working in the state from 1892 through the 1960s. The only other known architect-designed building in the Project Area is the Holy Trinity Lutheran Church (N-77, 22 Fox Run Road) adjacent to the malls and Spaulding Turnpike.

MILITARY

This was a significant area in the history of the region, but there are few related properties intact. There are no buildings extant from the French and Indian Wars period, though the approximate sites of some garrisons are known. Within the Project Area, no properties are known to be directly related to Revolutionary New Hampshire. There is little evidence of the World War I period at the former Shattuck Shipyard (now Sprague Energy) which lies just outside the Project Area and was determined not eligible for the National Register. Mariner's Village (P-09), which lacks integrity, is the only extant WWII related resource in the Project Area, though the War influenced the overall development of the area. The manifestation of the Cold War in New Hampshire, Pease Air Force Base (P-10) was documented on a NHDHR Area Form in 2009. Individual extant historic resources within Pease have not been assessed separately.

INDUSTRY

There are no extant resources within the Project Area that relate to maritime historic contexts important to area towns, such as fishing and wooden shipbuilding. Brickmaking and granite quarrying were carried out in the area, but locations of quarry sites on Durham Point have not been identified and there are no known brickyard sites with the Project Area.

22. Logging, lumbering and saw mills, 1620-present: Lumbering defined the early history of the region. There are no saw mill sites within the Project Area. Twentieth century forestry practices are illustrated by the College Woods and other UNH properties. The Newington Town Forest contributes to the Newington historic district.

44. Machine tool manufacture, 1840-present: A 1950s machine shop is located on Fox Point Road (N-20).

47. Heavy manufacturing, 1850-present: The former Simplex plant on Piscataqua Drive (N-85), dates from ca. 1953, but has been expanded. It is surrounded by modern industrial properties and power plants.

AGRICULTURE

The Project Area contains some properties eligible for or potentially eligible for the National Register under Criterion A in the area of agriculture. Eligible properties would likely include a barn and/or other historic outbuildings associated with a farmhouse, as well as land sufficient to provide

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evidence of historic land-use patterns. Only a small number of properties in the Project Area have open land currently in agricultural use. Houses and barns without associated land are more likely to be eligible under Criterion C as examples of agricultural building types. The following New Hampshire contexts apply:

51. Mixed agriculture and the family farm, 1630-present: Mixed-farming on a subsistence and local scale was the primary context in the Project Area in the eighteenth and nineteenth centuries and most farm properties in the area represent this context. Relatively few properties retain associated land, but more than thirty properties in Madbury, Durham and Newington have barns that could be significant as architectural types. Most are nineteenth-century New England barns, including banked barns, such as: the Pendexter Farm (M-21), Woodman Farm (D-13), Durham Point Road area (D-62), 300 Durham Point Road (D-67), Pickering Farm (N-13), Frink Farm (N-16), J.S. Pickering Farm (N-35), Adams Homestead (N-41) and the Benjamin Hoyt Farm (N-44). There are also other outbuildings including sheds, poultry barns and garages. There are relatively few connected farm complexes. Open agricultural land is located mainly on Perkins Road in Madbury, Newmarket and Bennett Roads, Durham Point and Langley roads in Durham and Little Bay and Nimble Hill roads in Newmarket.

53. Grain farming and grist milling, 1650-present: There are remains of a mill site on the Oyster River associated with 74 Mill Road (D-29).

54. Orchards and cider production, 1650-present: There is little if any evidence remaining of the orchards that were located throughout the Project Area. Roselawn Farm (105 and 100-102 Perkins Road, Madbury M-19 and M-20) retains buildings from the orchard period although the orchards are now overgrown or developed. The former deRochemont cider mill at 11 Old Post Road (N-33) was remodeled for residential use.

64. Poultry farming, 1870-present: There are disused and abandoned poultry barns at Roselawn Farm in Madbury (M-19) and at 310 Durham Point Road (D-68).

65. Dairy farming for urban markets, 1880-1940: The Beane Farm in Newington (NWN0205, N-79) is an example of a dairy farm complex determined eligible under Criterion C (2005). It lacks a scenic view and integrity of setting due to adjacent commercial and highway development. The National Register eligible Newmarket and Bennett Roads Farms Historic District in Durham (D-44) documented in 2010 included dairy farms. The Dame-Bedard Farm at 181 Newmarket Road is a significant farm complex of the 1920s. The existing electric utility ROW passes through wooded land of the agricultural district. The Spinney Farm (N-18) just outside the Project Area in Newington was the last operating dairy farm in the area.

68. Horticulture in New Hampshire, 1910-present: The UNH Woodman Horticultural Farm (D-13) has been an agricultural experiment station since the early twentieth century. The Elliott Rose Company in Madbury (MAD0050, M-06) is no longer intact; only the boiler plant and stack are extant. The formerly related houses in Area MAD-ER (M-04) may have significance in other contexts, but the district does not appear to convey associations with horticulture any longer.

RECREATION

Rural and waterfront recreation was an important theme relating to the following contexts:

72. Boarding house tourism, 1875-1920: Colony Cove House at 253 Durham Point Road and Highland Farm/Thompsons Inn at 90 Bennett Road represent this context. The former is in the Project Area, surrounded by newer homes. The latter, just outside the Project Area, retains a rural scenic setting.

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73. Summer and vacation home tourism, 1880-present: Within the Project Area, there are several former summer homes and gentleman's farms on Durham Point, including Stone House Farm (D-69), 300 Durham Point Road (D-69), Oyster River Farm at 14 Deer Meadow Road (D-52) and 15 Langley Road (D-55). Newington summer homes in the Project Area include 188 Little Bay Road (N-07). Summer cottages are located in the Colony Cove Area (D-57) in Durham and on Little Bay Road in Newington (N-02). Features common to all include a waterfront site, with water views maintained in many cases.

78. Outdoor recreation in New Hampshire: Large tracts of land, mainly owned by UNH, are used for passive recreation such as hiking, running, biking and cross-country skiing. However, these have been used for recreation mainly within the last fifty years and are not historically significant in the area of recreation at this time. The Durham Boat Club (1970s) and Great Bay Marine (1950s) are outside the Project Area. The UNH athletic facilities have all been remodeled and retain no integrity of setting.

TRANSPORTATION

82. Pre-automobile land travel, 1630-1920: The Project Area was influenced by early roads and turnpikes. One related extant resource at the far edge of the Project Area is the house at the corner of Main Street and Mast Road in the Thompson School (D-17), which was the location of a toll house. The house at 183 Fox Point Road was a tavern and post office (N-19). None of the ferry or bridge sites that defined the area are within the Project Area.

86. The railroads in NH, 1842-1960: The Boston and Maine Railroad Western Division (D-01) is the principal historic transportation resource in the area, which has been determined eligible for the National Register in the areas of engineering and transportation. Other railroads in the area are not eligible or not extant. The listed Newington Depot (NWN0168) is outside the Project Area. The Durham-UNH Railroad Station (D-20) could be individually eligible.

88. Automobile highways and culture, 1900-present: There is little evidence of the early 1900s White Mountains Highway or 1950s Spaulding Turnpike due to recent road and bridge construction. There are no extant historic roadside businesses in the Project Area.

89. Aviation in New Hampshire: Pease Air Force Base was determined not eligible for the National Register as an air base, but the runways and associated buildings have not been assessed purely as an aviation resource. In the same location since the 1950, they are outside the Project Area.

COMMUNICATIONS AND UTILITIES

90. Water supply, distribution and treatment in New Hampshire, 1850-present: The Portsmouth Water Department Pumping Station adjacent to the newly-rebuilt Spaulding Turnpike in Newington is eligible within this context (NWN0228, N-70). The Oyster River Reservoir and UNH Waterworks (D-25) are also related, but lack integrity of setting due to surrounding new buildings.

91. Gasoline and oil distribution in New Hampshire, 1900-present: The oil tank farms on the Piscataqua have been replaced over time. Some are in original ca. 1950 locations, but most have been replaced with new structures. Sprague Energy (N-58) was determined not eligible (2004).

93. Electricity generation and distribution in New Hampshire: The Schiller power plant dates from 1949 but has been enlarged and remodeled. The setting is defined by tall utility structures. The northern half of the PSNH area is the more recent Newington power plant. The Durham and Newington Cable Houses (D-72 and N-01) are the only evidence remaining of the original 1902 transmission line. The existing 34.5 kV lines in the project corridor date from 1949 and 1965.

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This is a significant theme in the Project Area. Individual or groups of resources on the University of New Hampshire campus in Durham may be eligible for the National Register in the Area of Education.

104. Higher education, 1770-present: The University of New Hampshire campus (D-21) could be considered as a large historic district of as many as one-hundred buildings. Individual buildings that represent a particular period, academic discipline, trend or event in university history would also be eligible separately. UNH buildings have been remodeled to varying degrees inside and out, but most retain the ability to contribute to a historic district and some have been preserved and restored. A campus district would be defined to include all pre-1968 academic and administrative buildings and several groups of historic dormitories. The historic area is surrounded on all sides by large newer building, structures and parking lots. The Thompson School of Applied Sciences (D-17) is distinct from the main campus, although adjacent, with a mix of historic and recent buildings.

105. Elementary and secondary education, 1770-present: There are several historic schoolhouses in the Project Area (M-11, D-62, P-07). All have been remodeled, but have characteristic form, brick construction and other details to convey their historic function; they warrant further study to determine integrity.

106. Libraries in New Hampshire: The Langdon Library in Newington contributes to the historic district (N-16) and has a compatible newly completed addition. In UNH (D-21), Hamilton Smith Hall retains integrity while Dimond Library of 1958 does not.

POLITICS AND GOVERNMENT

107. Local government, 1630-present: The two small town centers in and near the Project Area represent this context. The properties in the National Register-listed Newington Center Historic District (N-16) and the potential Madbury Center (M-01) district also have individual importance as examples of public building types. The former Madbury Fire Station (M-11), once the Center School, includes the site of the first meetinghouse. The 1950s Newington town buildings (N-24, N-42) reflect the dislocation of the town by the air force base.

111. Fighting the Depression in New Hampshire: The CCC, WPA, and other public works programs, 1929-1940: Many UNH buildings were erected between 1936 and 1940 with federal funding. The Main Street Railroad Bridge (D-19) and the National Register eligible General Sullivan Bridge (DOV0158) just outside the Project Area date from that period.

SOCIAL HISTORY

113. Historic preservation, 1899-present: Newington and Durham were early communities to adopt local historic district ordinances and list districts on the National Register, one within the Project Area and one not.

115. Social organizations in New Hampshire: The UNH fraternities and sororities (D-12) related to this context are on the far edge of the Project Area.

ETHNIC HERITAGE

126. The French-Canadians in NH, 1840-present: This context is represented by the National Register eligible Newmarket and Bennett Roads district (Area DUR-DMDS, D-44).

COMMUNITY PLANNING AND DEVELOPMENT

131. Suburban/bedroom community growth in New Hampshire, ca. 1850-present: Properties and neighborhoods in the area would be eligible for the National Register within this context. In Durham in particular, large residential subdivisions were built, first along existing roads and then on

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adjacent new streets in the 1920s through the 1960s. Madbury Road (D-11) and Mill Road (D-27) were developed in the 1920s, followed by Edgewood Road (D-09), upper Madbury and Emerson roads (D-07). Land was subdivided into rectilinear lots and new streets laid out with minimal landscape design. Durham's outlying large mid-twentieth century subdivisions have just reached fifty years old: Faculty (D-30), Woodridge (D-32) and Wedgewood (D-51). All are in wooded settings with winding roads and cul-de-sacs. The Gosling Meadows housing development in Portsmouth (P-01) is of interest as early public housing, though it is much remodeled and located adjacent to the mall parking lot.

136. Public and private cemeteries and burials: The Newington Cemetery contributes to the historic district and also has potential significance as an individual resource due to its age and use as the town cemetery for 300 years. The Mooney Cemetery contributes to the Bennett Newmarket Roads district. The multiple small cemeteries in the area vary in integrity. Most are in wooded sites without views. Some are associated with larger historic properties. Few would meet Criteria Consideration D for individual National Register eligibility.

Recommendations for Further Survey

Recognizing that not all of the pre-1968 historic resources identified within the APE require determinations of National Register eligibility for the purposes of this project, Preservation Company used a process discussed in detail in the Method and Purpose section to determine which properties may require further survey. Briefly this process consists of the following four steps: 1) Identify properties and districts within the APE that are already listed on the National Register, determined eligible or that are age-eligible (generally >50 years old) for listing; 2) Assess whether those resources are sufficiently intact to retain basic historic integrity; 3) Determine whether the Project is potentially visible; 4) Analyze whether the historic significance of those resources identified as having Project visibility derives from setting, landscape or viewshed.

This process resulted in the identification of the following five (5) resources recommended for further survey:

UNH WOODMAN HORTICULTURAL FARM, SPINNEY LANE, DURHAM

The Woodman Farm (D-13) is a 155 acre property owned by the University. It was acquired in 1917 and became the location of the school's horticultural research farm. The large New England Barn and family cemetery (D-14) remain from the nineteenth century farmstead. The house was rebuilt. The buildings occupy an open hilltop surrounded by fields, greenhouses and gardens. The pattern of rectangular fields, plant nurseries and test plots has been in place for more than fifty years according to historic aerial photos. The woodlot is managed and used for equestrian and passive recreational activities. The property appears to have significance in the areas of agriculture, specifically horticulture, and of education. The setting and farm landscape are character defining features. Integrity for the nineteenth century period is minimal. The property has potential visibility of the Project from the edge of the parcel adjacent to the electric utility ROW and railroad tracks in the viewshed. An individual NHDHR inventory form is recommended.

STONE HOUSE FARM, 313-315 DURHAM POINT ROAD, DURHAM

Stone House Farm (D-69) is a large summer estate property off Durham Point Road, with views of Little Bay. The historic property, now divided into two parcels under the same family ownership, contains a total of about 144 acres. The existing electric utility corridor crosses the northern part of the parcel which is in the viewshed. The existing electric utility corridor crosses the northern part of the parcel where the Project will be visible. Setting is a character defining feature of the property,

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comprised of farm roads, open fields extending down to the shore, water access and large areas of wooded land. A small family cemetery is a remnant of the earlier farm that occupied the land. The property appears to retain integrity as a rural, waterfront estate owned and occupied by the Rollins family for nearly a century. The land, exclusive of the buildings and domestic space is protected by conservation easements. It was a working farm through the mid-twentieth century, but does not appear to convey those agricultural associations, because farm outbuildings and land use patterns are not evident. An individual NHDHR inventory form is recommended.

LITTLE BAY UNDERWATER CABLE TERMINAL HOUSES, DURHAM AND NEWINGTON

The two cable terminal houses (D-72 and N-01) form a potential historic district. The two cable terminal houses (D-72 and N-01) form a potential historic district. The associated overhead transmission line from 1902 is no longer extant in Newington or Durham. Because of a potential direct affect to the Durham Cable House, this resource is recommended for survey on a NHDHR Historic District Area Form. The potential district likely has significance under Criterion C in the area of engineering. The brick structures retain sufficient integrity to warrant further study. There has been no prior historic resources documentation.

PICKERING FARM, 339 LITTLE BAY ROAD, NEWINGTON

The existing electric utility corridor crosses the land presently associated with this significant early nineteenth century farm complex (N-13). The property contains over 35 acres of associated land with some evidence of agricultural use, although much of the farm land has been subdivided for new homes. The center chimney house, large New England Barn and carriage shed are located on a knoll surrounded by open field. Stone wall lines the roadside and a woodlot forms the back of the property. The buildings retain a high degree of architectural integrity and would be eligible for listing in the National Register under Criterion C. Significance in the area of agriculture should be determined by further survey on a NHDHR individual inventory form. This property was recorded as #58 in the 1981 planning commission survey of Newington and 2005 Newington Townwide Area Form.

PICKERING/ROWE HOUSE, 50 OLD POST ROAD, NEWINGTON

This early eighteenth century house (N-26) was remodeled several times during its 200 years of ownership by the Pickering family. The house is oriented south toward the town center and has gardens and open land providing a view of the Newington historic district, including the Frink Farm, and Cemetery with the Old Meetinghouse in the background. The view appears to be a character defining feature of the property. In the twentieth century, from the 1930s to the 1980s, this was the home of artist and local historian Capt. John Frink Rowe, a descendent of the Pickering and Frink families. The property likely has significance under Criterion C for its architecture, and also Criterion A for its historic associations with the Colonial Revival movement. The property has potential visibility of the Project based on field survey and 3-D modeling. This is #120 in the 1981 SRRC Newington survey and 2005 Newington Townwide Area Form. There has been no previous determination of National Register eligibility. Documentation on an individual NHDHR inventory form is recommended.

23. Periods(s) of Significance

N/A

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****24. Statement of Integrity**

Individual historic buildings in the Project Area retain generally high levels of architectural integrity. There are many well-preserved and minimally altered nineteenth and early to mid-twentieth century houses, with integrity of design, materials and workmanship in Durham, Madbury and Newington. Some buildings have replacement windows and vinyl siding, while others have more extensive alterations and additions. In Durham, residential neighborhoods retain their historic settings and subdivision plans, with some more recent infill. Most buildings and structures in the area retain sufficient integrity to warrant further survey and evaluation. Few have completely lost integrity.

University of New Hampshire historic buildings generally retain integrity. Some have been restored and others remodeled in recent years. The central campus to the east of the railroad has overall integrity for its historic planning and design, with a collection of academic, residential and administrative buildings. Main Street is the spine of the campus, with the oldest section arrayed on the open lawn or quad fronting on Main Street. Within the historic area, some new buildings have been inserted and others replaced, resulting in a mixed setting rather than a consistent design. The edges to the west including the Thompson School and athletic facilities are defined by greatly altered historic buildings that lack integrity or large new buildings and newly rebuilt athletic fields.

Agricultural resources are intact in some places. Most represent the nineteenth and twentieth centuries. There is little evidence remaining of the early settlement and colonial periods. Newington has several historic farm complexes, some with associated open land. There are farms in Durham on Durham Point and Bennett Road. Newington has many historic barns, while historic farm houses in Durham and Madbury now lack barns or other outbuildings. In Madbury, the character of the area was changed recently by the removal of the rose greenhouses. Recent residential subdivision and commercial development have diminished the agricultural character of the region.

In Newington on Woodbury Avenue and Shattuck Way, there are few intact resources and large areas of new construction. Little remains of the historic farms or early waterfront industries. The WWI-era Shattuck Shipyard has been replaced. Extensive reconstruction of the Spaulding Turnpike in recent years has further altered the setting of the area. The electric power plants on the waterfront have been expanded over time. Pease Industrial Tradeport retains few buildings of the 1950s airbase and has large new buildings and new street patterns.

25. Boundary Justification

The Project Area for the Seacoast Reliability Project corresponds to the Area of Potential Effect (for potential indirect effects) of a half-mile on all sides of the project corridor. The APE is illustrated on the maps on pages 3 and 4.

26. Boundary Description

N/A

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****27. Bibliography and/or References**National Register of Historic Places Registration Forms

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1989 Richman Margeson Estate, Newington, 90000873

Mausolf, Lisa

1987 Newington Center Historic District Nomination Form, #87002106

1991 Newington Center Historic District Boundary Increase

2006 Atlantic Heights Development, Portsmouth, #06000869

2010 Newington Railroad Depot, Bloody Point Road, Newington, #10000187

Preservation Company

1996 Thompson Hall, University of New Hampshire, #96001468

2013 Smith Chapel, Durham, #13000009

Snell, Charles W. (National Park Service)

1972 Gen. John Sullivan House, Durham #72000089

Strafford Rockingham Regional Council

1980 Durham Historic District, #80000308

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Anonymous

1992 DUR0009 Morrill Hall, University of New Hampshire, Durham

Garvin, James L.

2001 DUR0001 Israel Demeritt House, Off Mast Road Extension, Durham

Hengen, Elizabeth Durfee

1999 Madbury Station Project Area Form.

2000 W.H. Elliott & Sons Rose Company Historic District Area Form (Area ER), Madbury.

2000 MAD0047 Miles-Young-Elliott House, 173 Madbury Rd, MAD0050 Elliott Rose Company Greenhouses, 318 Knox Marsh Rd, MAD0051 Kingman Farm, Knox Marsh Rd, Madbury

2004 Durham-Newmarket NH 108 Project Area Form, STP-TE-X-5133(009), 13080

2004 Doe-Mooney-Dame-Stevens Farms Historic District Area Form (Area DMDS), Durham

2005 DUR0011 Thompson-Pierre Hamel Farm, 97 Newmarket Rd, Durham

2005 DUR0012 Bunker-Emile Hamel Farm, 110 Newmarket Rd, Durham

2005 DUR0013 Levi Hamel-Beliveau House, 127 Newmarket Rd, Durham

2010 Newmarket and Bennett Roads Farms Historic District Area Form, Durham

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1995 Mariner's Village Historic District Area Form (Area POR-MV), Portsmouth

2009 Fox Point Area Form (Area NWN-FP), Newington

2009 MAD0002 NHDHR Inventory Form – Bridge No. 119/074

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1998 NWN0224 Louis C. deRochemont House, Newington

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

Preservation Company

- 1991 Concord (393)-Spaulding Route 4 Upgrade Project Area Form
- 1993 Boston and Maine Railroad Western Division Historic District Area Form.
- 1996 Thompson Hall, University of New Hampshire, Durham (DUR0010)
- 1998 Portsmouth Project Area Form - Joint Pipeline Project, FERC Docket No. CP97-238-000
- 2003 Sprague Energy Area Form (Area NWN-SP)
- 2004 Newington-Dover Project Area Form, NHS-027-1(37), 11238
- 2004 DOV0158 General Sullivan Bridge over Little Bay, Dover and Newington (Richard Casella, Frank Griggs, Carol Hooper)
- 2005 NWN0148 Benjamin S. Hoyt House and Barn, NWN0168 Newington Railroad Depot/Toll House, NWN0201 John Downing House and Barn, NWN0204 Beane Farm, NWN0205 Isaac Dow House, NWN0228 Portsmouth Water Booster Station
- 2005 Patterson Lane Historic Area, Newington (Area NWN-PL)
- 2005 Newington Townwide Area Form (Area NWN)
- 2005 Pease Air Force Base Railroad Spur Area Form, Newington (Area NWN-PR)
- 2005 US Route 1 Bypass Project Area Form
- 2007 New Hampshire Historic Property Documentation: Louis C. deRochemont House, Shattuck Lane, Newington (NH State No. 556)
- 2008 Wiswall Falls Historic District Area Form, Area DUR-W
- 2010 Newington Branch/Portsmouth-Dover Railroad Area Form, Portsmouth and Newington
- 2010 Maine-New Hampshire Connections Study Summary Report on Historic Resources
- 2012 DUR0024 Henderson House, 16 Strafford Avenue, Durham
- 2013 DUR0025 UNH Outdoor Pool, Durham

Rutter, Dr. William, SAIC, Inc

- 2009 Pease Air Force Base Area Form (Area NWN-PAF)

Sagerman, Paula

- 2011 Pease Air Force Base Weapons Storage Area (Area NWN-PWSA)

Strafford Rockingham Regional Council (SRRC)

- 1979-81 Newington, NH Cultural Resources Survey
- 1979-83 Madbury, NH Cultural Resources Survey, Inventory and Plan

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Preservation Company

- 2007 Louis C. DeRochemont House, Shattuck Way, Newington

Master Plans

Rockingham Planning Commission (RPC)

- 1983 "Madbury, New Hampshire Cultural Resources Inventory and Plan," conducted by Strafford Rockingham Regional Council, on file at NHDHR.

Town of Madbury Master Plan, 2000: Historic Resources

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AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

Town of Durham Master Plan Draft, 2015: Historic Resources

<http://www.ci.durham.nh.us/planningandzoning/master-plan>

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Driemeyer, Laura B.

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New Hampshire DOT

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(<https://colsa.unh.edu/woodlands/sites/colsa.unh.edu.woodlands/files/docs/HortiFarmAssessment2013v12.pdf>)

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United States Geological Survey (USGS)

1893, 1916, 1918, 1941, 1956 *Dover, NH-ME Quadrangle* (<http://usgs.gov>)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

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: _____

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Table of Resources

ID Number	Town	Street Address	Name	Description	Approximate Date	Tax Map/ Parcel	Previous Survey No.	Determination of Eligibility (Date of DOE)	PHOTOS	Visibility of Project	Integrity of resource	Potential NR Criterion and Area of Significance	Setting, landscape or view are essential character defining features	Notes	Survey recommended for Project
M-01	Madbury	Town Hall Road, Lee Road	Madbury Town Center Area: includes Town Hall, Union Congregational Church, Library, and Town Green	Small rural village center	1861 - early 20th C.	Tax Maps 06, 07, 08	#27, 28 (1983)		001, 002	no	yes	Criterion A: government, Criterion C: architecture	yes, setting	Mostly outside APE.	no
M-02	Madbury	10 Lee Road	DeMerritt Homestead/Apartments	Federal style house and barn converted to apartments 1930s	ca. 1810	08/09	#43, #44 (1983)		003	no	yes	Criterion C: architecture	no	Domestic setting, wooded land in back does not contribute, no view	no
M-03	Madbury	off Lee Road	Airmet-Tasker Cemetery	small cemetery in modern subdivision	08/39				-	no	no	n/a	no	Outside APE, no integrity of setting, not accessible	no
M-04	Madbury	Madbury and Knox Marsh roads	William H. Elliott Rose Company NR Historic District: includes Rowe Store, Manager's House, Reynolds Farm, Miles-Young-Elliott House	Former historic district, owner and worker housing extant, greenhouses not extant	early 1900s	Tax Map 08	Area ER	Yes (2000 historic district)	004	yes	no	(Criterion A: agriculture/horticulture)	no	Loss of integrity as district due to removal of greenhouses. Extant residential buildings do not sufficiently convey associations with the rose company.	no
M-05	Madbury	318 Knox Marsh Road	Rowe Store/Elliott Rose Company office, in Elliot Rose Company district	one-story dwelling, remodeled commercial building	ca. 1919	08/01-H	#54 (1983), MAD0054, in Area ER	Yes (2000, in district)	-	no	yes	Criterion A: commerce, horticulture	no	District no longer eligible, no individual DOE. Retains little integrity, all new siding and fenestration. Outside APE	no
M-06	Madbury	320 Knox Marsh Road	site of Elliott Rose Company Greenhouses (demolished), , in Elliot Rose Company district	boiler house and brick stack are extant	N/A	08/01	MAD0050, in Area ER	Yes (2000, in district)	-	no	no	(Criterion A: agriculture/horticulture)	no	Not extant. Rose range houses removed ca. 2001 and ca. 2009. Large vacant parcel, no integrity of setting.	no
M-07	Madbury	326 Knox Marsh Road	Manager's House, in Elliott Rose Company district	2 1/2 story, side-hall plan house	c. 1880	08/01-G	#53 (1983), MAD0053, in Area ER	Yes (2000, in district)	-	no	yes	Criterion C: architecture	no	District no longer eligible, no individual DOE. Outside APE. Domestic setting.	no
M-08	Madbury	330 Knox Marsh Road	Reynolds Farm-Elliott Boarding House, in Elliot Rose Company district	2 1/2 story side-hall plan house	ca. 1880	08/01-F	#52 (1983), MAD0052, in Area ER	Yes (2000, in district)	-	no	yes	Criterion C: architecture	no	District no longer eligible, no individual DOE. Outside APE. Domestic setting .	no
M-09	Madbury	337 Knox Marsh Road	Bungalow with stone features	ca. 1910	07/02	#49 (1983)			006	no	yes	Criterion C: architecture	no	Edge of APE. No view; large new municipal building across road.	no

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

ID Number	Town	Street Address	Name	Description	Approximate Date	Tax Map/ Parcel	Previous Survey No.	Determination of Eligibility (Date of DOE)	PHOTOS	Visibility of Project	Integrity of resource	Potential NR Criterion and Area of Significance	Setting, landscape or view are essential character defining features	Notes	Survey recommended for Project
M-10	Madbury	182 Madbury Road	Altered 4 x 1 bay, 1 1/2 story house	ca. 1790	08/15	#45 (1983)			-	no	no	n/a	no	Age unrecognizable, all new siding, windows, doors	no
M-11	Madbury	178 Madbury Road	former Fire Station/Center School	Brick building with garage bays	ca. 1840/1950	08/16	#46 (1983)		007	no	yes	Criterion A: government	no	Local interest as public building remodeled for change in use. Integrity for later period only. Mostly wooded parcel, no views.	no
M-12	Madbury	173 Madbury Road	Miles-Young-Elliott House, in Elliot Rose Company district	Brick Federal/Colonial Revival residence of rose company owner	ca. 1817/1948	08/23	#47 (1983), MAD0047, in Area ER	Yes (2000, in district)	008	yes	yes	Criterion C: architecture	no	District no longer be eligible, no individual DOE. Lacks agricultural associations, land subdivided, barn not extant.	no
M-13	Madbury	171 Madbury Road	Miles House	Small vernacular Federal period Cape, small barn	ca. 1815	08/24	#48 (1983)		009	no	yes	Criterion C: architecture	no	Wooded small parcel, no agricultural associations, no views, new house opposite	no
M-14	Madbury	55 Evans Road	Nathaniel Meserve House	Greek Revival Cape and carriage barn, small parcel	ca. 1833	08/06	#61 (1983)		011	no	yes	Criterion C: architecture	no	No integrity for agriculture, no associated land, new houses surrounding.	no
M-15	Madbury	off Evans Road	Hooper Cemetery	Cemetery on parcel with modern house	unknown	09/12			-	no	unknown	Criteria Consideration D	no	Wooded site, not visible from road, no integrity of setting.	no
M-16	Madbury	off Miles Road	Foss Cemetery	Cemetery, near Madbury Substation	19th C.	08/20			-	yes	unknown	Criteria Consideration D	no	Wooded site, overgrown, existing Madbury Substation is visible.	no
M-17	Madbury	Perkins Road at Pan Am Railroad	Perkins Road Railroad Bridge, B&M RR Western Division Historic District	Abutments only, deck removed	ca. 1910-11	N/A	MAD0002, in Area RR	Yes (1993, in district, 2009 individual)	-	yes	unknown	Criterion A: transportation, Criterion C: engineering	no	Eligibility would be revised based on change in integrity. Existing Madbury Substation is visible.	no
M-18	Madbury	124 Perkins Road	Jackson House	Greek Revival Cape, new barn, Christmas tree farm	ca. 1846	08/10	#62 (1983)		012, 013	no	yes	Criterion C: architecture	no	Barn rebuilt, and modern land-use reduces agricultural associations. No apparent Criterion A significance. Lost integrity of setting to existing line and surrounding new houses.	no
M-19	Madbury	105 Perkins Road	Roselawn Farm	Farmhouse, new barn, other outbuildings, farm pond, associated land.	ca. 1850	09/18	#64 (1983)		014	no	yes	Criterion A: agriculture	yes setting	Some agricultural setting and associations. Large barn and silo demolished recently. Orchard subdivided and developed ca. 2010.	no

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

ID Number	Town	Street Address	Name	Description	Approximate Date	Tax Map/ Parcel	Previous Survey No.	Determination of Eligibility (Date of DOE)	PHOTOS	Visibility of Project	Integrity of resource	Potential NR Criterion and Area of Significance	Setting, landscape or view are essential character defining features	Notes	Survey recommended for Project
M-20	Madbury	100-102 Perkins Road	Roselawn Farm outbuildings	Small houses and stone garage across from farmhouse, large parcel, open land	ca. 1940-45	09/18-A1			015, 016	no	yes	Criterion A: agriculture	yes, setting	Open land edged by woods, conservation easement. Orchard subdivided.	no
M-21	Madbury	12 Pendexter Road	Pendexter House and barn	Federal/Greek Revival style twin chimney house, large New England barn	ca. 1820	09/39	#63 (1983)		017, 018	no	yes	Criterion C: architecture	no	Land subdivided, domestic setting only. Not significant in area of agriculture. Wooded area, new house opposite, no view.	no
M-22	Madbury	15 Pendexter Road		Ranch-style house	ca. 1963	08/12			019	no	yes	Criterion C: architecture	no	Good representative example of Ranch-style, wooded setting, no views.	no
D-01	Madbury-Durham	Pan Am Railroad	Boston & Maine Railroad Western Division Historic District	Railroad tracks, rail bed, bridges and depot	ca. 1842/ca. 1911		Area RR	Yes (1993)	-	yes	yes	Criterion A: transportation, Criterion C: engineering	no	Significance not derived from setting or views. No significance in area of recreation/tourism. Not a scenic or tourist railroad.	no
D-02	Durham	8 Beech Hill Road		1 1/2 story house with additions	ca. 1870	09/14-1			020	no	no	n/a	no	House remodeled, no agricultural outbuildings or land.	no
D-03	Durham	9 Beech Hill Road		Small Ranch-type house, wooded parcel	ca. 1960	09/13-3			-	yes	yes	Criterion C: architecture	no	Limited integrity, large parcel. Electric utility ROW abuts wooded edge of property.	no
D-04	Durham	145 Madbury Road		Cape with attached garage	ca. 1930	01/10-2			021	yes	yes	Criterion C: architecture	no	Plainly detailed Colonial Revival Cape, no integrity of setting, 1970s apartments across road. Parcel abuts RR corridor.	no
D-05	Durham	US Route 4 over Pan Am Railroad	US Route 4 Bridge, Durham 097/141, in B&M RR Western Division Historic District	Modern bridge	ca. 1980		in Area RR	(1993, NC in district)	-	yes	yes	Criterion A: transportation, Criterion C: engineering	no	Non contributing structure in railroad historic district, not fifty years old.	no
D-06	Durham	1-5, 7 Pendexter Road	Pendexter Road area	Ranches and capes, adjacent to US Route 4	ca. 1900-1960	01/11-3 through 11-8			022, 023, 024, 025	no	yes	Criterion C: architecture	no	7 Pendexter good typical example, 3 Pendexter altered side-hall, wooded area, no views	no

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D-07	Durham	95-135 Madbury Road, 1-23 Emerson Road, 1 Tom Hall Road, 2-12 Hampshire Avenue, 2-5 Lundy Lane, 47-63 Edgewood Road, 1-8 Scotland Road	Madbury-Emerson Road Area	Large neighborhood early to mid-twentieth century Colonial Revival capes, garrison colonials, ranches, roughly 75 houses	1930s-1970s	Tax Map 01			026 through 055	yes	yes	Criterion C: architecture	no	Wooded setting, not a designed landscape, land laid out in several subdivisions, no views.	no
D-08	Durham	22 Emerson Road	Fitts Farm	Square house remodeled, small parcel	ca. 1910/ca. 1965	01/16-3			056	no	no	n/a	no	Former farm property, now condo development, no associated land.	no
D-09	Durham	11-48 Edgewood Road, 6-26 Meadow Road, 4-23 Davis Avenue	Edgewood Road Area	Subdivision of mid-20th century Colonial Revival Capes and Ranches, about 40 properties	1930s-1960s	Tax Map 01&02			057 through 064	no	yes	Criterion C: architecture	no	Residential area, rectilinear subdivisions with out landscape design, wooded setting, no views.	no
D-10	Durham	1 Fairchild Drive		Relocated center chimney Cape, in 1970s subdivision	ca. 1790; moved 1980s	Tax Map 01/04-30			065	yes	yes	Criterion C: architecture	no	No integrity of setting, original location unknown.	no
D-11	Durham	43-92 Madbury Road, 2-12 Woodside Drive, Davis Court, 1-60 Bagdad Road	Madbury-Bagdad Road Area	Neighborhood of early 20th century Bungalows, Capes, Colonials, approximately 60 properties	early/mid-20th C.	Tax Map 02&03			066 through 071	no	yes	Criterion C: architecture	no	Residential area, north of downtown, edge of APE. Linear subdivision, individually built properties on existing roads.	no

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D-12	Durham	18-22 Garrison Avenue, 22-39 Madbury Road, 2-14 Strafford Avenue	Student Housing, Fraternity and Sorority Area	Student apartments and fraternities and sororities	late 19th-early/mid-20th C.		Tax Map 02		072 through 075	no	yes	Criterion C: architecture	no	Edge of campus and downtown, mostly outside APE.	no
D-13	Durham	70 Spinney Lane	UNH Woodman Horticultural Farm	UNH horticultural fields, forest and recreational land, 155.5 acres, large New England barn, early 20th century farmhouse	19th c./1917	09/27-0UNH			076, 077	yes	yes	Criterion A: agriculture and horticulture, education	yes, setting	Fields and wooded acreage. Agricultural use on-going. Equestrian and walking trails. Electric utility ROW abuts wooded eastern edge of property along RR tracks.	yes
D-14	Durham	off Spinney Lane	Woodman Cemetery, in Woodman Farm	Family cemetery	19th c.	09/27-0UNH			077	no	yes	Criterion A with above	no	Small family cemetery, adjacent to horticultural fields	with D-14
D-15	Durham	281 Mast Road Extension	Hoene House	Stone house, stable, horse paddocks	ca. 1965	09/15			-	no	yes	Criterion C: architecture	no	Set back from road, near Thompson School, wooded site, no views	no
D-16	Durham	283 and 283 Mast Road Extension	Kelley House and Watts House	1 1/2 story and one-story bungalow type houses	ca. 1930/ca. 1971 and ca. 1950	09/21-1 and 09/22			-	no	yes	Criterion C: architecture	no	Private residences on small lots near Thompson School.	no
D-17	Durham	Main Street, North Drive, Mast Road Extension	UNH Thompson School Historic Area	1980s horse stables, riding rings and paddocks and classroom buildings, ca. 1950 greenhouses, 1930s dairy barn	early/late-20th c.	09/23-1UNH			078 through 089	yes	yes	Criterion A: education	no	Lacks integrity of setting due to 1980s-90s buildings, parking lots, equestrian facilities and new roadway construction.	no
D-17A	Durham	off Mast Road Extension	Woodman Cemetery in Thompson School Historic Area	Cemetery adjacent to parking lot in Thompson School	19th C.	09/23-1UNH			090	no	yes	Criterion C: architecture	no	Lacks integrity of setting, edge of parking lot.	no
D-18	Durham	145 Main Street	UNH Fieldhouse and Cowell Stadium	Fieldhouse, gymnasium, indoor pool, track and playing fields	1937/1968, 1970s-2015	13/7-2UNH			095 through 097	yes		Criterion A: education, Criterion C: architecture	no	No integrity of setting. Existing fields are new. Stadium and track rebuilt, new grandstand, views not character defining.	no
D-19	Durham	Main Street over Boston & Maine Railroad	Main Street Bridge, Durham 095/121, in B&M RR Western Division Historic District	Highway railroad overpass	ca. 1936		in Area RR	Yes (1993, in district)	091, 094	yes	yes	Criterion A: transportation, Criterion C: engineering	no	Significance in engineering and transportation not related to setting or view.	no

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D-20	Durham	3 Depot Road	Durham-UNH Railroad Station, in B&M RR Western Division Historic District	Romanesque Revival style buff brick building	1911-1912		in Area RR	Yes (1993, in district)	092, 093, 094	yes	yes	Criterion A: transportation, Criterion C: architecture	no	Significance in areas of architecture and engineering not derived from setting or view. Setting defined by large new buildings and parking lot.	no
D-21	Durham	Main Street, Garrison Avenue, Ballard Street, Brook Way, Quad Way, Academic Way, Library Way, College Road	UNH Historic District	Potential historic district, central campus - academic buildings and residence halls	1892-1969	13/7-2UNH			095 through 124	yes	yes	Criterion A: education, Criterion C: architecture	no	Significance of the potential campus historic district is not derived from landscape or views, but rather association with education and architecture/campus design. The immediate setting of the buildings is the character of the campus design and the historic core that retains integrity. The larger setting surrounding the boundaries of the district includes parking lots and associated infrastructure and large new construction, and thus has a total loss of integrity.	no
D-22	Durham	Main Street	Thompson Hall (also part of potential UNH Historic District)	Romanesque Revival style academic building	1892-1893		DUR0010	Yes (1996), NR (1996)	103	no	yes	Criterion A: education, Criterion C: architecture	yes, setting, landscape, view	Campus setting, landscaped lawn and quad. View from building is north toward lawn and Main Street.	no
D-23	Durham	Main Street/College Road	Morrill Hall (also part of potential UNH Historic District)	Colonial Revival style academic building	1902-1903		DUR0009	Yes (1992)	-	no	yes	Criterion A: education, Criterion C: architecture	yes, setting	Campus setting. Building faces east toward quad.	no
D-24	Durham	Pan Am Railroad over Library Way	Library Way Railroad Bridge, in B&M RR Western Division Historic District	Contributing structure B&M RR Western Division Historic District	ca. 1911		in Area RR	Yes (1993, in district)	-	yes	yes	Criterion A: transportation, Criterion C: engineering	no	View and setting not character defining. Setting includes new stadium, lighting poles, vent stacks and other structures, tall modern buildings.	no
D-25	Durham	Waterworks Road	Oyster River Reservoir Dam, UNH-Durham Water Treatment Plant	Brick utility building, public water supply, edge of UNH campus	1930s	13/7-2UNH			125, 126	yes	yes	Criterion A: transportation, Criterion C: engineering	no	Lacks integrity of setting due to new buildings on site.	no
D-26	Durham	Pan Am Railroad over Oyster River	Oyster River Railroad Bridge, in B&M RR Western Division Historic District	Concrete arch bridge	ca. 1911		in Area RR	Yes (1993, in district)	-	yes	yes	Criterion A: transportation, Criterion C: engineering	no	Wooded setting, no view	no

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D-27	Durham	6-70 Mill Road	Mill Road Historic Area	Early to mid-20th century neighborhood, approximately 35 houses	early/mid-20th C.	Tax Map 06			128 through 136	no	yes	Criterion C: architecture	no	Residential street, mixed integrity, no landscape or views	no
D-28	Durham	Off Mill Road	McDaniel Cemetery	Tomb, off Mill Road	19th C.	06/03-31			-	no	unknown	unknown	no	Wooded setting, no view. Edge of residential area.	no
D-29	Durham	74 Mill Road	Cate House	19th century house remodeled, adjacent to mill site	ca. 1800/1980s	06/04-1			137, 138	no	yes	Criterion C: architecture	no	Minimal integrity, large addition. Residential setting.	no
D-29A	Durham	74 Mill Road	Ruins of Oyster River Dam	Breached dam adjacent to 74 Mill Road, mill site on north bank	19th c.	06/04-1				no	unknown	Criterion D: archaeology	no	Wooded riverfront, residential area	no
D-30	Durham	Oyster River Road, Hoitt Drive, Garden Lane, Faculty Road, Valentine Hill Road, Magrath Road, Croghan Lane, Thompson Lane, Burnham Avenue, Mill Pond Road, Chesley Drive	Faculty Housing Development Area	Residential subdivision, mixed mid-20th century house types, roughly 150 houses	1950s-1970s	Tax Map 06			139 through 146	no	yes	Criterion C: architecture, (The bulletin sheds no light on what the difference between the two aspects of setting means in determining significance)	yes, setting	Houses built by UNH faculty and staff, land owned by UNH until 1970s. Wooded setting along Oyster River.	no
D-31	Durham	3 Foss Farm Road	Stevens house and barn	Early 1700s cape enlarged, remodeled barn	ca. 1700	06/01-6			147, 148	no	yes	Criterion C: architecture	no	Minimal integrity, possible significance confined to structure of house only. No agricultural associations. 1970s Subdivision.	no

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D-32	Durham	87-105 Mill Road, Woodridge Road, Moharimet Way, Bartlett Road, Meserve Road	Mill Road/Woodridge Development	Split levels, colonials and capes, roughly 50 houses	ca. 1965-1968	Tax Map 07			149 through 156	no	yes	(Criterion C: architecture, community planning and development)	yes, setting	Not yet eligible due to age. Wooded cul-de-sacs.	no
D-33	Durham	Off Mill Road	Davis Cemetery	Gravestone in front of 1970s house	19th c.	07/1-1			-	no	no	n/a	no	Single headstone, no integrity of setting	no
D-34	Durham	Off Mill Road	UNH - West Foss Farm	Wooded land, old pasture, recreational trails, possible cellar hole	UNH since 1923	14/40-0UNH			-	no	unknown	Criterion D: archaeology	no	No above ground buildings or structures. Abandoned farm land.	no
D-35	Durham	Off Bennett Road	UNH - East Foss Farm	Wooded land, recreational trails, small family cemetery	UNH since 1923	15/29-0UNH			-	yes	unknown	Criterion D: archaeology	no	ROW parallels edge of property. Abandoned farm land, passive recreation. Cemetery is only above-ground resource.	no
D-36	Durham	Off Foss Farm Rd	Stevens Cemetery in East Foss Farm	Cemetery in wooded setting	19th C.	15/29-0UNH			-	no	unknown	Criterion C: architecture	no	Small family cemetery, wooded setting, no views.	no
D-37	Durham	90, 98 Bennett Road, 179-191 Packers Falls Road, 1 Sullivan Falls Road	Packers Falls Historic Area	Potential historic district of several houses near Packers Falls mill site and bridge	mix of late 18th-mid 20th C.	Tax Maps 14&17			-	no	yes	Criterion A industry, Criterion C architecture	yes, setting	Riverfront setting is character defining. Area lies mostly outside the APE.	no
D-37A	Durham	90 Bennett Road	Highland House, in Packers Falls Area	2 1/2 story center hall house, with Victorian porches and bay windows	ca. 1776	14/34-1				no	yes	Criterion A: agriculture, recreation, Criterion C: architecture	yes, setting	18th century mill owner's house, farmhouse, early 1900s summer boardinghouse. Outside APE. Land owned separately.	no
D-38	Durham	86 Bennett Road	UNH - Thompson Farm Land, in Packers Falls Area	Wooded land, open field near 90 Bennett Road	UNH since 1970s	14/34-0UNH, 14/39-0UNH			-	no	yes	Criterion A: agriculture	yes, setting	Land only. Historic Buildings at 90 Bennett Road subdivided. Mostly outside APE.	no

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D-39	Durham	85 Bennett Road	Lord House	Ranch-type house, Lamprey river frontage	ca. 1957	17/54			-	no	yes	Criterion C: architecture	no	Edge of APE. Wooded setting.	no
D-40	Durham	64 Bennett Road		Federal period twin chimney, large barn remodeled, small domestic parcel	ca. 1810	14/36-3			159	no	yes	Criterion C: architecture	no	Minimal integrity, new siding, windows, etc. on house and barn. No integrity of setting, residential subdivision.	no
D-41	Durham	62 Bennett Road	Bennett Farm	Cape with wing added, barn, small parcel	ca. 1750	14/36-4			160	no	yes	Criterion C: architecture	no	Lacks agricultural setting and land, residential subdivision. Not significant for agriculture.	no
D-42	Durham	Bennett Road over Pan Am Railroad	Bennett Road Railroad Bridge, Durham 093/080, in B&M RR Western Division Historic District	Bridge with new timber deck, partly rebuilt abutments	ca. 1910, rebuilt 2003		in Area RR	yes (1993, in district)	161	no	no?	Criterion C: engineering	no	Minimal integrity, potentially non-contributing in railroad district.	no
D-43	Durham	off Cold Springs Road	Parsons Cemetery	Family cemetery in modern subdivision		18/56-16			-	no	unknown	unknown	no	Small family cemetery, no integrity of setting	no
D-44	Durham	Newmarket Road, Bennett Road	Newmarket and Bennett Roads Farms Historic District	Agricultural district, farmhouses, open and wooded land, cemeteries	18th-20th C.	Tax Maps 15&18	Area DUR-DMDS	Yes (district 2010)	162 through 169	yes	yes	Criterion A: agriculture, ethnic heritage, Criterion C: architecture	yes, setting	Setting of district includes fields, stonewalls, old roads and woodland. Views are not character defining. Electric utility ROW crosses Newmarket Road.	no, update not required
D-45	Durham	127 Newmarket Road	Levi Hamel-Beliveau House, in Newmarket and Bennett Roads Farms Historic District	early 1900s house, small parcel	ca. 1912	15/21	DUR0013, in Area DUR-DMDS	Yes (2010, in district)	166	yes	yes	Criterion A: agriculture, Criterion C: architecture	yes, setting	Existing electric utility corridor minimally visible, screened by trees.	no, update not required
D-46	Durham	110 Newmarket Road	Bunker-Emile Hamel Farm, in Newmarket and Bennett Roads Farms Historic District	Greek Revival cape, no outbuildings, land divided	ca. 1852	15/11	DUR0012, in Area DUR-DMDS	Yes (2010, in district)	167	yes	yes	Criterion A: agriculture, Criterion C: architecture	no	Edge of district, new houses adjacent affect integrity of setting.	no, update not required
D-47	Durham	Newmarket Road over Hamel Brook	Hamel Brook Bridge, Durham 110/095	Small bridge, NH Route 108	ca. 1902				-	no	unknown	Criterion C: engineering	no	Rebuilt? Age unknown.	no
D-48	Durham	97 Newmarket Road	Thompson-Pierre Hamel Farm, in Newmarket and Bennett Roads Farms Historic District	Center chimney cape, moved ca. 1805, New England barn poor condition, open land	ca. 1720/ca. 1805	15/19	DUR0011, in Area DUR-DMDS	Yes (2005, 2010 in district)	168, 169	no	yes	Criterion A: agriculture, Criterion C: architecture	yes, setting	Setting includes open fields. New barn.	no, update not required

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D-49	Durham	125 Longmarsh Road	Smart House	Center chimney house, new outbuildings, 3.89 acres	ca. 1715	16/05-1			170	yes	yes	Criterion C: architecture	no	Land subdivided, no historic outbuildings, no significance in area of agriculture. Domestic yard, surrounding wooded setting.	no
D-50	Durham	229 Longmarsh Road		Cape with enclosed porch	ca. 1940	16/09			171	no	yes	Criterion C: architecture	no	Limited integrity, small yard and wooded setting.	no
D-51	Durham	Sunnyside Drive, Pinecrest Lane, Willey Road, Denbow Road, Frost Drive	Wedgewood Development Area	Subdivision of split-levels, ranches, colonials, wooded setting, approximately 60 houses	1966-1970s	Tax Map 08			172, 173, 174	no	yes	(Criterion C: architecture, community planning and development)	yes setting	Not yet potentially eligible; most houses not fifty years old. Wooded cul-de-sacs.	no
D-52	Durham	14 Deer Meadow Road	Oyster River Farm	Colonial Revival with gambrel roof, large barn/garage, summer home, 5.7 acres	ca. 1910	23/19			-	no	yes	Criterion C: architecture, Criterion A: recreation	yes, setting and view	Buildings outside APE. Land subdivided. Surrounding new homes diminish setting. Water view facing north.	no
D-53	Durham	26 Mathes Cove Road		Ranch-style house, waterfront setting	ca. 1967	12/09-9			175	no	yes	Criterion C: architecture	yes, view	Oriented north toward water view, setting is 1970s-80s subdivision.	no
D-54	Durham	Off Mathes Cove Road	Mathes Cemetery	Family cemetery in 1970s subdivision	12/09-11				-	no	unknown	unknown	no	Not visible from road, wooded site, no integrity of setting.	no
D-55	Durham	15 Langley Road	Mathes -Sandburg House	Greek Revival style farmhouse/early 20th C. summer home, connected barn, 12+ acres	ca. 1861/1917	12/11-1, 11-2			176, 177	no	yes	Criterion C: architecture, Criterion A: recreation, agriculture	yes, setting and view	Open fields and gardens. House oriented north toward water view.	no
D-56	Durham	50 Langley Road	Mathes-Langley House	Brick Federal/Greek Revival style house, modern outbuildings, 56 acres	ca. 1836	12/13-1			178	no	yes	Criterion C: architecture, Criterion A: agriculture	yes, setting	Agricultural land. House outside APE. Land overlaps APE.	no
D-57	Durham	20-28 Colony Cove Road	Colony Cove Area	Summer cottages, waterfront	1920s-50s	Tax Map 12			179, 180	no	yes	Criterion A: recreation	yes, setting and view	About 8 cottages, varying integrity. Docks and water views.	no

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D-58	Durham	38-40 Durham Point Road		Small 1 1/2 story houses	ca. 1950	08/03			181	no	yes	Criterion C: architecture	no	Wooded setting, no views, newer houses surrounding.	no
D-59	Durham	110 Durham Point Road	Seymour House	Cape with additions	ca. 1939	16/02-1			-	no	yes	Criterion C: architecture	no	Large addition, limited integrity. Wooded setting, no views.	no
D-60	Durham	129 Durham Point Road	Smart House	Federal/Greek Revival style center chimney, 4.5 acres	ca. 1800	11/39-1			182	no	yes	Criterion C: architecture	no	No outbuildings or land, no significance in agriculture. New houses surrounding.	no
D-61	Durham	177 Durham Point Road	Mathes-Stevens House	Greek Revival cape, carriage barn, 4 acre parcel	ca. 1840	12/10-4, 10-5			183, 184	no	yes	Criterion C: architecture	no	No associated land. Not significant in agriculture. Woods across road are in view.	no
D-62	Durham	247 Durham Point Road, 250 Durham Point Road, 253 Durham Point Road, 260 Durham Point Road	Durham Point Historic Area, Langley House, Durham Point Schoolhouse, Colony Cove House, Mathes House	Brick schoolhouse, three mid to late 19th century 2 1/2 story side hall houses with barns	1830s-1880s	16/16-16/19, 12/14-12/16-1			185 through 189	yes	yes	Criterion C: architecture	no	Lacks agricultural character and setting, no Criterion A significance. New houses surrounding, most of the associated land subdivided.	no
D-63	Durham	265 Durham Point Road		Camp, waterfront	ca. 1958	20/16-4			-	no	yes	Criterion A: recreation	yes, setting and view	Setting includes new houses.	no
D-64	Durham	267 Durham Point Road		Ranch remodeled, waterfront parcel	ca. 1950	20/16-3			190	no	no	n/a	no	Lacks integrity. Wooded shoreline.	no
D-65	Durham	275 Durham Point Road		Ranch with additions, waterfront parcel	ca. 1950	20/14-2			191	no	yes	Criterion C: architecture	no	Limited integrity, no view, new house on parcel.	no
D-66	Durham	280 Durham Point Road		Garrison Colonial, small barn, garage, 33.78 acres	ca. 1955	16/20			-	yes	yes	Criterion C: architecture	no	Wooded land, not significant in agriculture. Electric utility ROW crosses parcel.	no
D-67	Durham	300 Durham Point Road	Meader Farm/Elmhurst Farm	Greek Revival cape, New England Barn, 5.1 acre parcel	ca. 1830	16/21-1			192, 193	yes	yes	Criterion C: architecture	no	Not significant in area of agriculture. Land subdivided. No view, new houses in view across road.	no

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D-68	Durham	310 Durham Point Road	Barn- ruined condition. Formerly part of 300 Durham Point.		19th century	16/21-4			-	no	no?	Criterion C: architecture	no	Possible significance as a structural type only. Wooded setting.	no
D-69	Durham	313-315 Durham Point Road	Stone House Farm	Colonial Revival style stone houses with outbuildings, 75.8 acres and 68.3 acres	ca. 1898	20/12-5 and 20/12-7			194	yes	yes	Criterion C: architecture, Criterion A: recreation	yes, setting and view	20th century Rollins family home and farm. Main house has water view. Mostly wooded land, electric utility ROW crosses northern edge of the parcel.	yes
D-69A	Durham	313-315 Durham Point Road	Cemetery on Stone House Farm	Family cemetery with 313-315 Durham Point Road	unknown	20/12-7				no	unknown	unknown	yes, setting	Small cemetery, semi-wooded edge of field. Square stone walled area.	with D-69
D-70	Durham	345 Durham Point Road	Kent House	Early 18th C. cape and Federal period house, 63.2 acres	ca. 1720/ca. 1800	20/11-1			195	no	yes	Criterion C: architecture, Criterion A: agriculture	yes setting	Some agricultural setting. House oriented toward water.	no
D-71	Durham	off Durham Point Road	Cemetery on Kent farm	Family cemetery on parcel with 345 Durham Point Road	unknown	20/11-1			-	no	unknown	unknown	yes, setting	Part of Kent farm	no
D-72	Durham	off Durham Point Road	Durham Cable House, in potential Little Bay Underwater Cable Terminal Houses Historic District	Brick cable house, on parcel with new house at 295 Durham Point Road	1902	20/12-1			196	yes	yes	Criterion C: engineering	No	Waterfront location is integral to significance. Setting not character defining. Direct effect: structure will be moved and rebuilt during construction	yes district with N-01
N-01	Newington	off Gundalow Landing	Newington Cable House, in potential Little Bay Underwater Cable Terminal Houses Historic District	Brick cable house, in ROW across land of 1980s house at 44 Gundalow Landing	1902	22/05			197	yes	yes	Criterion C: engineering	No	Waterfront location is integral to significance. Lacks integrity of setting due to modern house and dock	yes district with D-72
N-02	Newington	76 Little Bay Road	Ira J. Witham Cottage	Cottage, waterfront	ca. 1938	09/06	#84 (1981)		198	no	yes	Criterion C: architecture	yes, view	Seasonal cottage, porch with water view. One of only surviving waterfront camp type buildings. Lacks integrity of association-other cabins not extant.	no
N-03	Newington	84 Little Bay Road		Remodeled cottage, new siding and windows	ca. 1960	15/02	#78 (1981)		199	no	no	n/a	no	Original appearance unknown. Wooded shoreline.	no
N-04	Newington	104 Little Bay Road		Ranch with addition	ca. 1966	15/03			200	no	no	n/a	no	Wooded shoreline.	no

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ID Number	Town	Street Address	Name	Description	Approximate Date	Tax Map/ Parcel	Previous Survey No.	Determination of Eligibility (Date of DOE)	PHOTOS	Visibility of Project	Integrity of resource	Potential NR Criterion and Area of Significance	Setting, landscape or view are essential character defining features	Notes	Survey recommended for Project
N-05	Newington	116 Little Bay Road		Remodeled Ranch, with large addition	ca. 1954	15/06				no	no	n/a	no	Waterfront view, setting changed by new houses adjacent.	no
N-06	Newington	15 Dumpling Cove		Raised ranch	ca. 1960	15/10				no	yes	Criterion C: architecture	no?	Wooded shoreline, possible water view. Not accessible from public street.	no
N-07	Newington	188 Little Bay Road	Joseph Adams/Meyers House	18th century Cape/Colonial Revival summer home, New England Barn	ca. 1760/ca. 1942	22/13	#71 (1981)		201	no	yes	Criterion C: architecture, Criterion A: recreation	yes setting	Retains integrity for 20th century. Open yard, tree-lined drive. Wooded shoreline.	no
N-08	Newington	195 Little Bay Road		Greek Revival Cape, 1.5 acre parcel	ca. 1850	23/01	#70 (1981)		202	no	yes	Criterion C: architecture	no	No significance in agriculture, land subdivided, no outbuildings. Wooded setting.	no
N-09	Newington	224 Little Bay Road	Dame House	Greek Revival cape with wing and barn, 1.86 acres	ca. 1850	23/16	#69 (1981)		203	yes	yes	Criterion C: architecture	no	Land subdivided and developed. No significance in area of agriculture. Buildings oriented south, view is not character defining.	no
N-10	Newington	251 Little Bay Road	Cyrus Frink House	Colonial Revival farmhouse, outbuildings, moved from Pease, 1.99 acres	ca. 1905, moved ca. 1952	23/15	#67 (1981)		204	no	yes	Criterion C: architecture	no	Not significant in agriculture, no associated land. New houses surrounding. View not character defining.	no
N-11	Newington	275 Little Bay Road		Remodeled 2 -story house	ca. 1947	23/05	#60 (1981)		205	yes	no	n/a	no	Original appearance unknown. All new siding and windows	no
N-12	Newington	300 Little Bay Road	Frank Hoyt House	Federal period house, new outbuilding, 2 acres	ca. 1809	23/08	#59 (1981)		206	yes	yes	Criterion C: architecture	no	No associated land, no significance in agriculture. House oriented west, view not character defining. Large addition. New houses across road.	no
N-13	Newington	339 Little Bay Road	Pickering Farm	Center chimney house, large New England Barn and sheds, 37+ acres	ca. 1812	23/23	#58 (1981)		207, 208	yes	yes	Criterion C: architecture, Criterion A: agriculture	yes, setting	Potential significance in area of agriculture, as well as architecture. Some agricultural setting and associated land remaining. Landscape features include stone walls, open field and gardens. Electric utility ROW crosses associated land.	yes

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N-14	Newington	Off Little Bay Road	Thomas Pickering Cemetery	Cemetery, on lot with modern house	ca. 1825	23/21			-	yes	unknown	unknown	no	Small cemetery, previously part of Pickering Farm. Lacks integrity of association and setting.	no
N-15	Newington	2-9 Little Bay Road Extension	Little Bay Road Extension Area	Four houses moved from Pease area	ca. 1830-1940s, moved 1952	23/9, 23/11, 23/13, 23/14	#61-65 (1981)		209 through 212	no	yes	Criterion C: community planning and development	no	Possible significance for representing the Pease resettlement process.	no
N-16	Newington	272 Nimble Hill Road, 305, 316, 317, 336, 337 and 353 Nimble Hill Road	Newington Center National Register Historic District	Public buildings and residences, Federal, Greek Revival, Italianate and Craftsman styles, includes Frink Farm, Old Meetinghouse, Old Town Hall, Parsonages, Library and Stone School, Town Forest	ca. 1712-1921	Tax Maps 17&24	NR (1987, 1991)	Yes (1987, 1991)	213 through 227	yes	yes	Criterion C: architecture, Criterion A: settlement	yes	Electric utility ROW crosses fields of Frink Farm. Several locations in the district have project visibility. Rural village setting is a characteristic of the listed district. Changes in the district since 1991, including one new residence and new town garage buildings, additions to Library and Old Town Hall, do not alter its National Register eligibility or boundaries.	no
N-17	Newington	Off Nimble Hill Road	Coleman Family Cemetery	Cemetery on parcel with modern house 293 Nimble Hill Rd	unknown	24/01			not accessible	no	unknown	unknown	no	Small cemetery, not visible from road, exact location unknown. No integrity of setting.	no
N-18	Newington	241 Fox Point Road	Elias Frink Farm/Spinney Farm	Gothic Revival style house, 20th century dairy barns, 34.2 acres	ca. 1850	10/18	#102 (1981)		228, 229	no	yes	Criterion C: architecture, Criterion A: agriculture	yes, setting	Potential significance as farm and as example of Gothic Revival style. Retains agricultural land, fields and woodland. New houses affect setting. Edge of APE.	no
N-19	Newington	183 Fox Point Road	Rymes/DeRochemont House	Large twin chimney house, 1.4 acres	ca. 1825	11/18	#114 (1981)		231	no	yes	Criterion C: architecture, Criterion A: commerce	no	Potential significance as tavern and post office. No associated outbuildings or land. Domestic setting, no views.	no
N-20	Newington	178 Fox Point Road	Percy DeRochemont machine shop	Industrial building	ca. 1951	11/20	#113 (1981)		232	no	yes	Criterion A: industry	no	Setting includes parking lot, new residential subdivision.	no
N-21	Newington	133 Fox Point Road	James Hoyt House	Federal style house, 8 acres	ca. 1824	17/11	#131 (1981)		233	yes	yes	Criterion C: architecture	no	No significance in agriculture. Mostly wooded land, no barn or agricultural setting.	no

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N-22	Newington	Off Fox Point Road	Hoyt Family Cemetery	Small cemetery on Hoyt Farm	ca. 1853	17/11			not accessible	no	unknown	unknown	no	No accessible. Wooded setting, no view.	no
N-23	Newington	124 Fox Point Road		19th century Cape with large additions, moved from Pease	ca. 1835/ ca. 1952	11/13	#133 (1981)		-	no	yes	Criterion C: architecture	no	Limited integrity due to recent additions. Land subdivided.	no
N-24	Newington	80 Fox Point Road	Newington Fire Station	Brick Colonial Revival style municipal building	ca. 1956	11/12			234	yes	yes	Criterion A: government, Criterion C: Architecture	no	Not significant for setting or viewshed. Lacks integrity of setting, due to adjacent newer buildings.	no
N-25	Newington	57 Fox Point Road		Cape with garage	ca. 1950	17/02	#242 (1981)		235	no	yes	Criterion C: architecture	no	No significant view, setting includes new houses on all sides.	no
N-26	Newington	50 Fox Point Road		Colonial - remodeled	ca. 1960	18/09	#239 (1981)		-	yes	no	n/a	no	No integrity. Age unrecognizable.	no
N-27	Newington	28 Fox Point Road	Hobbs House	Bungalow type , modern garage	ca. 1930	18/11	#237 (1981)		236	yes	yes	Criterion C: architecture	no	Existing electric utility ROW crosses parcel. Limited integrity.	no
N-28	Newington	27 Fox Point Road		Ranch house with apartment and garage	ca. 1961	18/07	#238 (1981)		237	yes	yes	Criterion C: architecture	no	Limited integrity. No significant views.	no
N-29	Newington	16 Fox Point Road	Packard Farm	Gothic Revival style farmhouse	ca. 1860	18/01	#235 (1981)		238	yes	yes	Criterion C: architecture	no	No outbuildings, land subdivided. No agricultural setting or associations.	no
N-30	Newington	11 Fox Point Road		Greek Revival style high-posted Cape	ca. 1875, moved ca. 1952	18/05	#234 (1981)		239	yes	yes	Criterion C: architecture	no	Lacks integrity of setting. No associated outbuildings or land.	no
N-31	Newington	8 Fox Point Road		One-story house with apartment, added garage	ca. 1954	18/02	#232 (1981)		240	yes	yes	Criterion C: architecture	no	Limited integrity due to additions.	no
N-32	Newington	7 Fox Point Road		Federal period center chimney house, small lot	ca. 1805	18/04	#233 (1981)		241	no	yes	Criterion C: architecture	no	No associated outbuildings or land, no significance in agriculture.	no

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N-33	Newington	11 Old Post Road	Clarence DeRochemont Cider Mill	industrial, remodeled into center chimney house	ca. 1872/1928	11/21	#116 (1981)		242	no	yes	Criterion C: industry, Criterion C: architecture	no	Integrity from 1928 remodeling, integrity of industrial structure unknown.	no
N-34	Newington	32 Old Post Road		small house completely remodeled, large addition	ca. 1800/ ca.2010	10/16	#117 (1981)		243	no	no	n/a	n/a	No integrity, original appearance unrecognizable	no
N-35	Newington	46 Old Post Road	J. A. Pickering House	Greek Revival style house with barn and outbuildings	ca. 1840	16/08A	#119 (1981)		244	yes	yes	Criterion C: architecture	no	Significant collection of farm buildings. House oriented toward road. Viewshed is not a characteristic. Land subdivided. Not significant in agriculture.	no
N-36	Newington	50 Old Post Road	Pickering-Rowe House	Early 1700s house remodeled Greek Revival and Colonial Revival style	ca. 1710/ ca. 1840	17/15	#120 (1981)		245	yes	yes	Criterion C: architecture, Criterion A: social history	yes	Viewshed appears to be a character defining feature. View maintained by clearing. House oriented toward view across fields toward the village center. 20th century home of local historian and artist. Possible Colonial Revival period remodeling.	yes
N-37	Newington	249 Nimble Hill Road	Hammond House	Colonial Revival style house and garage	ca. 1934	17/06	#126 (1981)		246	yes	yes	Criterion C: architecture	no	Limited integrity, new siding and windows	no
N-37a	Newington	249 Nimble Hill Road	Benjamin Bickford House	Early 1700s Cape, now outbuilding of Hammond House	ca. 1710, moved ca. 1860	17/06	#127 (1981)		247	yes	yes	Criterion C: architecture	no	Potential significance confined to structure itself, no integrity of setting	no
N-38	Newington	248 Nimble Hill Road	James Coleman Homestead	Italianate style farmhouse with ell and attached New England barn	ca. 1868	17/09	#125 (1981)		248	yes	yes	Criterion C: architecture	no	Connected farm complex. No associated land, no Criterion A significance in agriculture. Viewshed is not character defining.	no
N-39	Newington	241 Nimble Hill Road		Remodeled 2-story house	ca. 1864	17/05			249	no	no	n/a	no	No integrity, original appearance and form unknown. Not inventoried in 1981.	no
N-40	Newington	233 Nimble Hill Road	Coleman House	Greek Revival style center chimney, being remodeled	ca. 1838/2015	17/04	#129 (1981)		250	yes	no	n/a	no	Previous architectural significance, likely lost to renovations. No integrity of setting. Land subdivided and new houses under construction in rear.	no

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N-41	Newington	148 Nimble Hill Road	Adams Homestead	Early 1700s house, New England barn	ca. 1717	11/11	#134 (1981)		251	yes	yes	Criterion C: architecture	no	Significant examples of 18th and 19th century building types. Fields contribute to setting. Other land subdivided and developed. No significance in area of agriculture. Viewshed is not character defining.	no
N-42	Newington	133 Nimble Hill Road	Newington Elementary School	1970s and 1990s additions	ca. 1960	11/12	#135, #136 (1981)		252	yes	yes	Criterion A: education	no	Limited integrity, additions and remodeling. Setting includes playing fields installed ca. 1980s.	no
N-43	Newington	120 Nimble Hill Road		Garrison colonial	ca. 1965	11/08	#137 (1981)		-	yes	yes	Criterion C: architecture	no	Limited integrity, brick veneer, new siding and windows	no
N-44	Newington	97-105 Nimble Hill Road	Benjamin S. Hoyt House and Barn	Italianate farmhouse, New England Barn	ca. 1887	12/10	#148 (1981), NWN0148	Yes (2005)	253, 254	yes	yes	Criterion C: architecture	no	Land subdivided, new house adjacent. No longer has significance in agriculture. Domestic setting only. Boundary and eligibility would be revised for eligibility under Criterion C, not Criterion A.	no
N-45	Newington	92 Nimble Hill Road		Ranch with lower level garage	ca. 1961	12/09	#147 (1981)		255	yes	no	n/a	no	Remodeled with new siding, windows, doors.	no
N-46	Newington	84 Nimble Hill Road		1 1/2 story house with additions, garage	ca. 1900/ 1953 moved	12/06	#149 (1981), NWN0149	No (2005)	256	yes	no	n/a	no	Not eligible, no integrity. Original appearance unknown.	no
N-47	Newington	76 Nimble Hill Road		Ranch duplex	ca. 1963	12/05	#150 (1981)		-	yes	no	n/a	no	Original appearance unknown. All new siding and windows	no
N-48	Newington	72 Nimble Hill Road		Ranch with gambrel roof added	ca. 1962	12/04	#151 (1981)		257	yes	no	n/a	no	No integrity of design due to large addition.	no
N-49	Newington	62 Nimble Hill Road	Estey House	One-story house with additions	ca. 1940	12/03	#152 (1981), NWN0152	No (2005)	258	no	yes	n/a	no	Not eligible, no integrity. Original appearance unknown.	no
N-50	Newington	57 Nimble Hill Road		Ranch-type house, wooded site	ca. 1930	12/11	#154 (1981)		-	no	yes	Criterion C: architecture	no	Original appearance unknown	no

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N-51		Nimble Hill Road over Flagstone Brook	Flagstone Brook Bridge, Newington 102/116	Small bridge	ca. 1955				-	no	unknown	Criterion C: engineering	no	No integrity of setting, commercial/highway area.	no
N-52	Newington	18 Coleman Drive		Ranch, remodeled	ca. 1960	11/04	#144 (1981)		-	no	no	n/a	no	All new siding, windows, doors.	no
N-53	Newington	19 Coleman Drive		Ranch, remodeled	ca. 1965	11/09	#143 (1981)		-	no	no	n/a	no	Added porch, new siding, windows, doors, new garage addition.	no
N-54	Newington	24 Coleman Drive		Brick Ranch, attached garage	ca. 1955	11/03	#142 (1981)		-	no	yes	Criterion C: architecture	no	Small typical example of Ranch-style.	no
N-55	Newington	518 Shattuck Way		altered small cottage	ca. 1956	07/04	#163 (1981), NWN0163	No (2005)	-	no	no	n/a	no	Determined not eligible, no integrity of setting.	no
N-56	Newington	516 Shattuck Way		1 1/2 story cottage, waterfront	ca. 1930	07/05	#162 (1981), NWN0162	No (2005)	259	no	no	n/a	no	Determined not eligible, setting includes new highway construction.	no
N-57	Newington	399 Shattuck Way	Kershaw/Johnson House	Bungalow	ca. 1940	07/16	#177 (1981), NWN0177	No (2005)	262	yes	yes	n/a	no	Determined not eligible, setting defined by new highway construction.	no
N-58	Newington	372 Shattuck Way	Sprague Energy Historic Area	Industrial waterfront site, tank farm	ca. 1919-1960s	07/14, 08/05	#180 (1981), NWN-SP	No (2005)	263, 264	yes, outside APE	no	n/a	no	Determined not eligible, no integrity of setting. Mostly outside APE.	no
N-59	Newington	365 Shattuck Way	Mary Olivia Laws House	1 1/2 story Cape remodeled	ca. 1900	13/03	#181 (1981), NWN0181	No (2005)	266	no	no	n/a	no	Determined not eligible. Setting defined by new highway construction.	no
N-60	Newington	100 Shattuck Way	Louis deRochemont Mansion	Italianate/Colonial Revival, moved ca. 2007	1862/ 1940	27/01-E	#224 (1981), NWN0224, NH State No. 556	Yes (1998)	267	yes	yes	Criterion C: architecture	no	Moved and rehabilitated as Tax Act Project. Now potential significance for building only. No integrity of setting.	no
N-61	Newington	66 River Road/ Shattuck Way		Small office building	ca. 1940	13/05A	#182 (1981)		268	no	yes	Criterion C: architecture	no	Original use unknown, limited integrity, no integrity of setting due to highway construction.	no

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N-62	Newington	23 River Road		Commercial building, remodeled	ca. 1955	19/05	#183 (1981), NWN0183	No (2005)	269	yes	no	n/a	no	Determined not eligible, no integrity .	no
N-63	Newington	21 River Road		Small office building, remodeled	ca. 1960	19/04	#184 (1981)		269	yes	no	n/a	no	Age unrecognizable, no integrity .	no
N-64	Newington	Off Spaulding Turnpike	Downing Family Cemetery	Cemetery, poor condition	ca. 1845-1866	12/13	NWN0011	No (2005)	-	yes	no	n/a	no	Determined not eligible. Setting former drive-in theater site now construction zone.	no
N-65	Newington	34 Patterson Lane		Commercial building	ca. 1960	19/06	#202 (1981)		270	yes	yes	Criterion C: architecture	no	Small mid-20th century commercial building type. Setting not character defining, new highway construction	no
N-66	Newington	46 Patterson Lane	John Downing House and barn	Early 18th C. Cape, English barn roof collapsed	ca. 1738	13/11	#201 (1981), NWN0201	Yes (2005)	271, 272	no	yes	Criterion C: architecture	no	Barn ruined condition. Small open yard. No Criterion A significance in agriculture. Domestic setting only.	no
N-67	Newington	54 Patterson Lane		Ranch-type house	ca. 1965	13/10	#200 (1981)		273	no	yes	Criterion C: architecture	no	Minimal integrity, siding, windows and doors replaced	no
N-68	Newington	58 Patterson Lane	Wall Cottage	Cottage, with additions	1940s/1970s	13/09	#199 (1981), NWN0199	No (2005)	274	no	no	n/a	no	Determined not eligible. No integrity as summer cottage.	no
N-69	Newington	off Patterson Lane	Rollins Family Cemetery	Small cemetery	ca. 1800-1846	13/09	NWN0008	No (2005)	-	no	yes	n/a	no	Determined not eligible. No integrity of setting.	no
N-70	Newington	Arboretum Drive	Portsmouth Water Department, Auxiliary Pumping Station	Utility building and water tank	ca. 1955	19/22	NWN0228	Yes (2005)	275	yes	yes	Criterion C: engineering, architecture, Criterion A: government	no	Setting is not character defining. No integrity of setting due to new highway construction.	no
N-71	Newington	Arboretum Drive over Railway Brook	Railway Brook Bridge, Newington 102/109	Small concrete bridge	ca. 1955				-	yes	unknown	Criterion C: engineering	no	No integrity of setting. Railroad corridor eliminated.	no
N-72	Newington	148 Old Dover Road	Richard P. Hoyt House	Italianate house remodeled, no outbuildings	ca. 1865	19/16	#207 (1981), NWN0207	No (2005)	276	no	no	n/a	no	Determined not eligible, no integrity of setting.	no

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N-73	Newington	off Old Dover Road	Dow Family Cemetery	Small cemetery	ca. 1841-1856	19/13A	NWN0009	No (2005)	-	no	yes	unknown	no	Not eligible, no integrity of setting.	no
N-74	Newington	140 Old Dover Road	Payn House	Altered small house	ca. 1880	19/18	#209 (1981), NWN0209	No (2005)	277	no	no	n/a	no	Not eligible, no integrity of setting.	no
N-75	Newington	138 Old Dover Road		Ranch	ca. 1965	19/15	#210 (1981), NWN0210	No (2005)	277	no	no	n/a	no	Not eligible, no integrity of setting.	no
N-76	Newington	40 Old Dover Road	Allard Moving Company	Warehouses opposite Fox Run Mall	ca. 1953	20/05	#221 (1981)		278	no	yes	Criterion A: transportation, commerce	no	Setting includes new highway construction and commercial strip.	no
N-77	Newington	22 Fox Run Road	Holy Trinity Lutheran Church	Contemporary church, near turnpike, opposite Walmart plaza	ca. 1957/1990s	26/01	#231 (1981)		279	yes	no	n/a	no	Large late 20th century addition. Setting includes new highway construction and commercial strip.	no
N-78	Newington	33 Fox Run Road		small 1 1/2 story house, garage, near mall and Walmart	ca. 1930	26/06	#229 (1981)		280	yes	yes	Criterion C: architecture	no	Domestic setting only. Surrounding setting large-scale commercial.	no
N-79	Newington	2299 Woodbury Avenue	Beane Farm	Colonial Revival farmhouse and connected barn now commercial	ca. 1903	19/09	#204 (1981), NWN0204	Yes (2005)	281, 282	yes	yes	Criterion C: architecture	no	No integrity of setting, new highway and commercial construction in view. Land developed, not significant in area of agriculture.	no
N-80	Newington	2204 Woodbury Avenue	Isaac Dow House	Federal/Italianate style house, no outbuildings or land, commercial setting	ca. 1820	19/01A	#205 (1981), NWN0205	Yes (2005)	283	yes	yes	Criterion C: architecture	no	No integrity of setting, large commercial buildings and new highway construction in view.	no
N-81	Newington	Off Woodbury Avenue	Smith Family Tomb site	Not extant	1842, demolished 1990s	26/05	NWN0010	No (2005)	-	no	no	n/a	no	Modern commercial site.	no
N-82	Newington	2061 Woodbury Avenue	deRochemont House	Italianate style house with additions, now Great Bay Services, opposite malls	ca. 1876	27/02	#226 (1981)		284	yes	yes	Criterion C: architecture	no	No integrity of setting, due to modern on-site construction and commercial strip development.	no
N-83	Newington	Off Woodbury Avenue	Richard Pickering Cemetery	Cemetery in mall parking lot	ca. 1816	27/16-A			-	no	yes	n/a	no	Not eligible. No integrity of setting, modern commercial site.	no

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N-84	Newington	2001 Woodbury Avenue	Remodeled shopping plaza, "Woodbury Corners"		ca. 1960/ ca. 2010	34/01	#249 (1981)		285	yes	no	n/a	no	Remodeled, age unrecognizable.	no
N-85	Newington	100 Piscataqua Drive	Simplex Industrial Plant	Now Tyco Sand and Gravel	ca. 1953	27/01	#225 (1981)		286	yes	yes	Criterion A: industry	no	Enlarged over time. No integrity of setting, modern commercial and industrial development.	no
N-86	Newington	109 Gosling Road	Remodeled shopping plaza		ca. 1960/ ca. 1990	28/01	#254 (1981)		287	yes	no	n/a	no	Remodeled, age unrecognizable.	no
N-87	Newington/ Portsmouth	165, 300, 325, 400 Gosling Road	Schiller Power Station and Newington Station	PSNH power plants	1949-1970s	28-04, 05, 06 Newington; 214/01, 02, 03 Portsmouth	#250, #251, #252 (1980)		288 through 292	yes	yes?	engineering	no	Limited integrity, enlarged late 20th century. Electric utility lines and structures define setting, view not a characteristic.	no
N-88	Newington/ Portsmouth	Newington Branch RR	Newington Branch, Portsmouth and Dover Railroad		ca. 1874		Area POR/NWN-NBPD	No (2010)	-	no	no	n/a	no	Determined not eligible. Lacks integrity of setting, modern industrial/waterfront development	no
P-01	Portsmouth	Gosling Road, Winsor Road, Weald Road, Wedgewood Road	Gosling Meadows Area		ca. 1958	239/12			293, 294	yes	yes	Criterion A: social history, government	no	Limited integrity due to remodeling campaigns. No integrity of surrounding setting, modern commercial development and existing transmission lines in view.	no
P-02	Portsmouth	114 Gosling Road	Ryder Truck warehouse		ca. 1961	215/03			295	yes	yes	Criterion A: transportation, commerce	no	Setting is late 20th century commercial strip.	no
P-03	Portsmouth	1850 Woodbury Avenue	Remodeled commercial, now Sleepy's Mattress		ca. 1930/ c. 2000	239/09	ca. 1930/ c. 2000		296	yes	no	n/a	no	Age unrecognizable, setting is late 20th century commercial strip.	no
P-04	Portsmouth	1725 Woodbury Avenue		Remodeled car wash	ca. 1962	215/10	ca. 1962		297	yes	no	n/a	no	Age unrecognizable, no integrity of setting, late 20th century commercial strip.	no
P-05	Portsmouth	Off Woodbury Avenue	Oriental Gardens	Mobile home park, with mobile homes of varying dates and integrity	1960s-70s	215/09	1960s-70s		298, 299	no	yes	Criterion C: architecture	no	Setting is late 20th century commercial strip.	no

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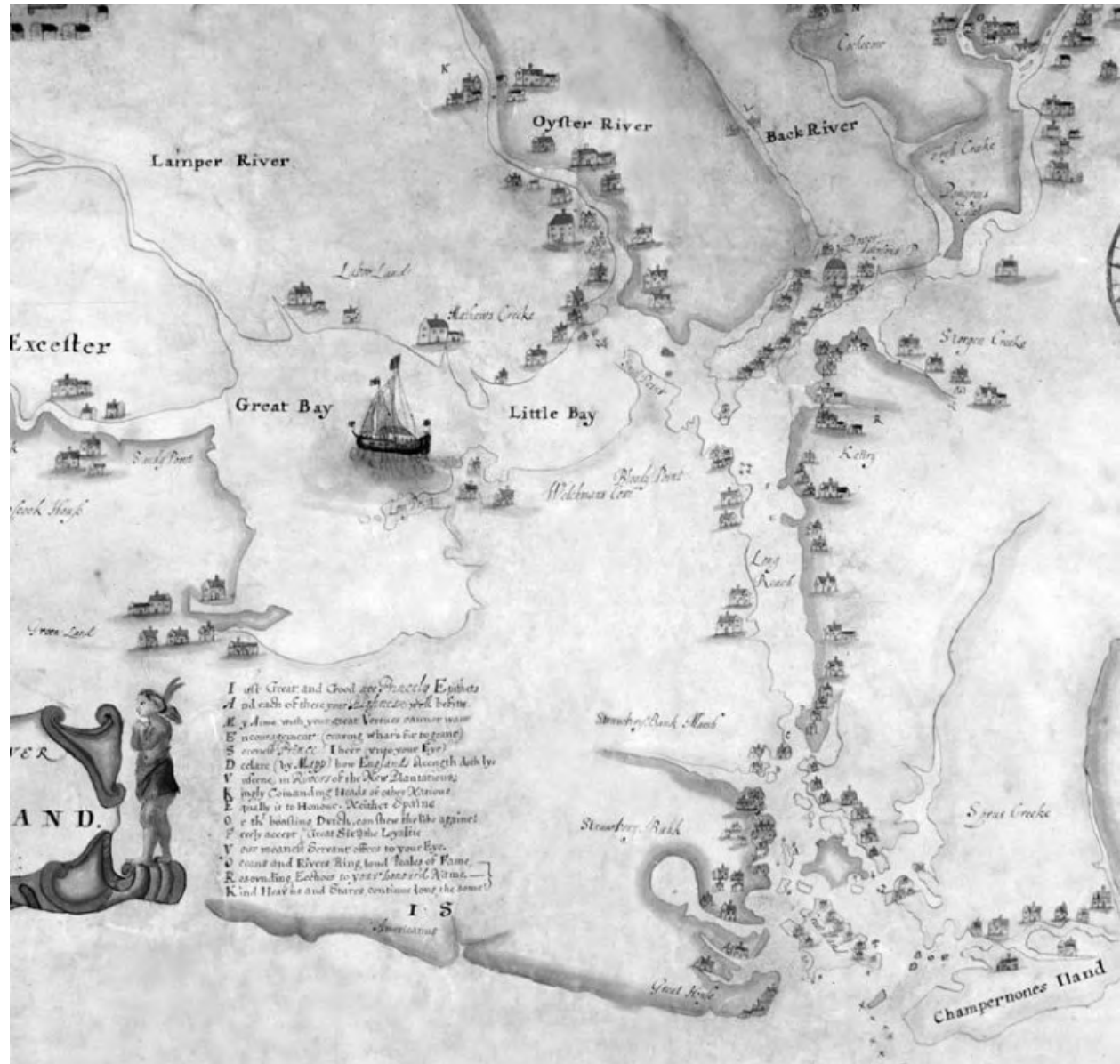
SEACOAST RELIABILITY PROJECT AREA FORM

ID Number	Town	Street Address	Name	Description	Approximate Date	Tax Map/ Parcel	Previous Survey No.	Determination of Eligibility (Date of DOE)	PHOTOS	Visibility of Project	Integrity of resource	Potential NR Criterion and Area of Significance	Setting, landscape or view are essential character defining features	Notes	Survey recommended for Project
P-06	Portsmouth	1550 Woodbury Avenue	Brick Colonial Revival house, now Animal Medical Center		ca. 1950	238/15			300	yes	no	n/a	no	Setting is late 20th century commercial strip.	no
P-07	Portsmouth	1465 Woodbury Avenue	Woodbury Schoolhouse or Gravelly Ridge School	Greek Revival style brick schoolhouse, moved back from road	ca. 1853	216/03			301	yes	yes	architecture, education	no		no
P-08	Portsmouth	1338-1430 Woodbury Avenue	Old Woodbury Avenue Area	Residential street, bypassed	19th-20th C.	Tax Maps 237&238			302, 303	yes	no	n/a	no	Outside APE, adjacent to late 20th century commercial strip.	no
P-09	Portsmouth	Spinnaker Way, Staysail Way, Dunlin Way, Osprey Drive, Blue Heron Drive, Shearwater Drive, Sanderling Way	Mariner's Village/Wentworth Acres	WWII housing, remodeled 1980s-90s	1941	Tax Maps 213, 217, 218	Area POR-MV	No (1995)	-	no	no	n/a	no	Determined not eligible.	no
P-10	Portsmouth	Arboretum Drive, Newington Street, New Hampshire Avenue, International Drive	Pease Air Force Base	Pease International Tradeport	1951-1956		Area NWN-PAFB	No (2009)	-	yes	no	n/a	no	Determined not eligible as district, lacks integrity of setting due to redevelopment.	no

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Historic Maps



1670 "Map of Pascataway River in New England," collection of British Library (From Durham Master Plan, https://www.ci.durham.nh.us/planningandzoning/master-plan-adopted-2015-0)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



1794 map detail of southeastern New Hampshire, before Piscataqua Bridge built (Lewis 1794)

AREA FORM

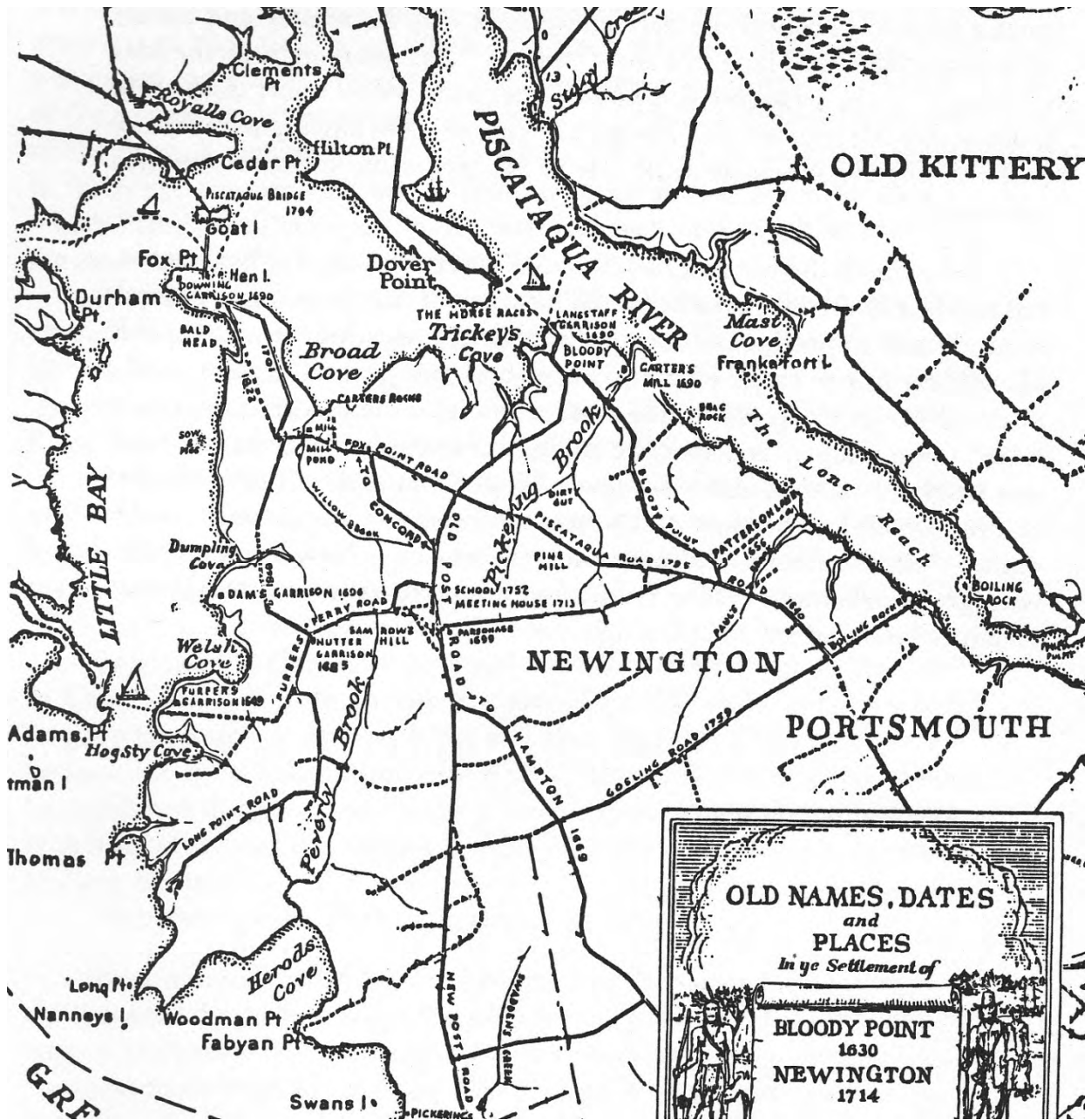
SEACOAST RELIABILITY PROJECT AREA FORM



1816 Map of New Hampshire showing the project area (Carrigain 1816)

AREA FORM

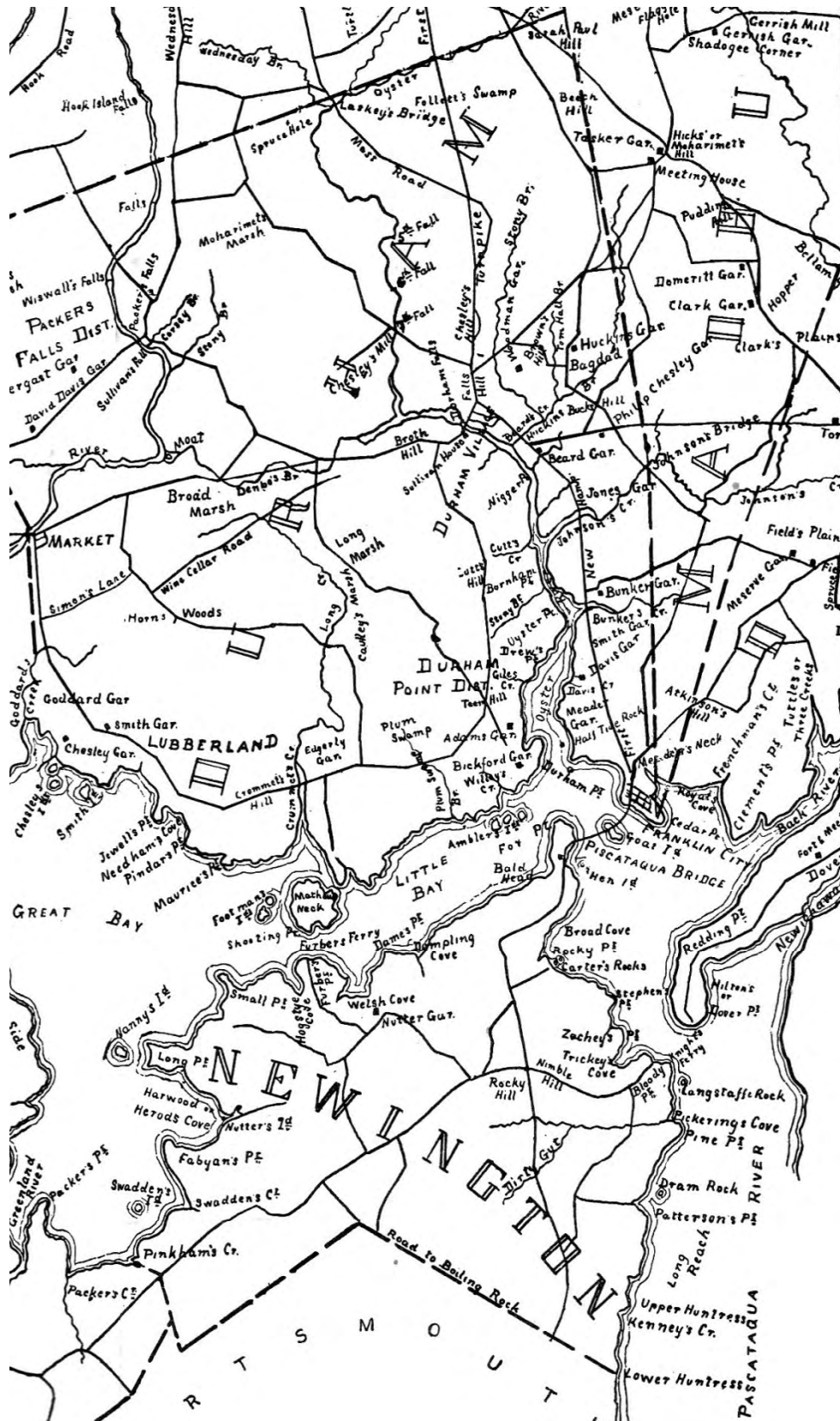
SEACOAST RELIABILITY PROJECT AREA FORM



Newington Old Names, Dates and Places (Frederick Pickering from Rowe 1987)

AREA FORM

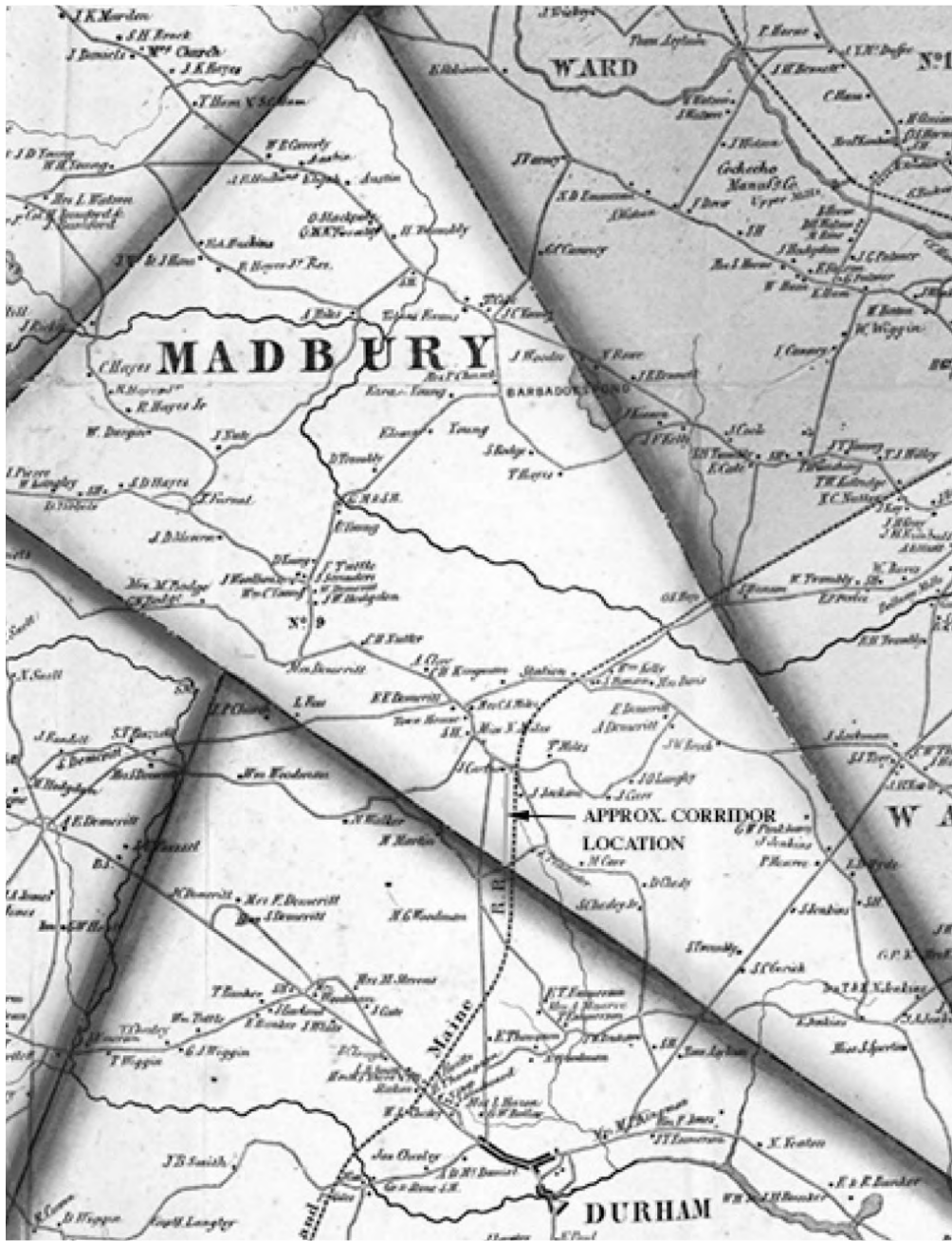
SEACOAST RELIABILITY PROJECT AREA FORM



Landmarks in Ancient Dover map (Thompson 1892)

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SEACOAST RELIABILITY PROJECT AREA FORM



Madbury Map of 1856 showing approximate project location (Chace 1856, from Bunker 2015)

AREA FORM

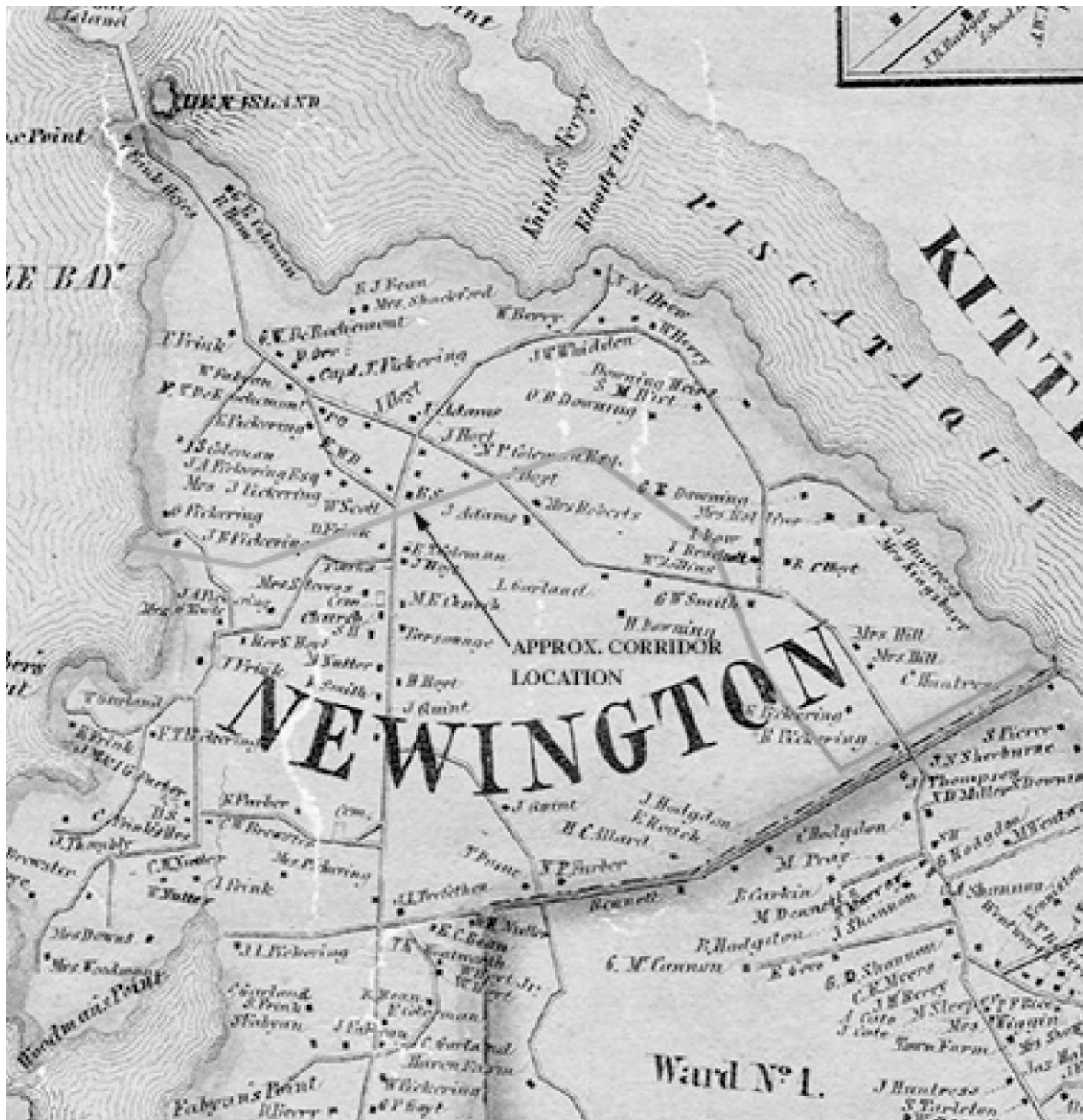
SEACOAST RELIABILITY PROJECT AREA FORM



Durham Map of 1856 showing approximate project location (Chace 1856, from Bunker 2015)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Newington Map of 1857 showing approximate project location (Chace 1857, from Bunker 2015)

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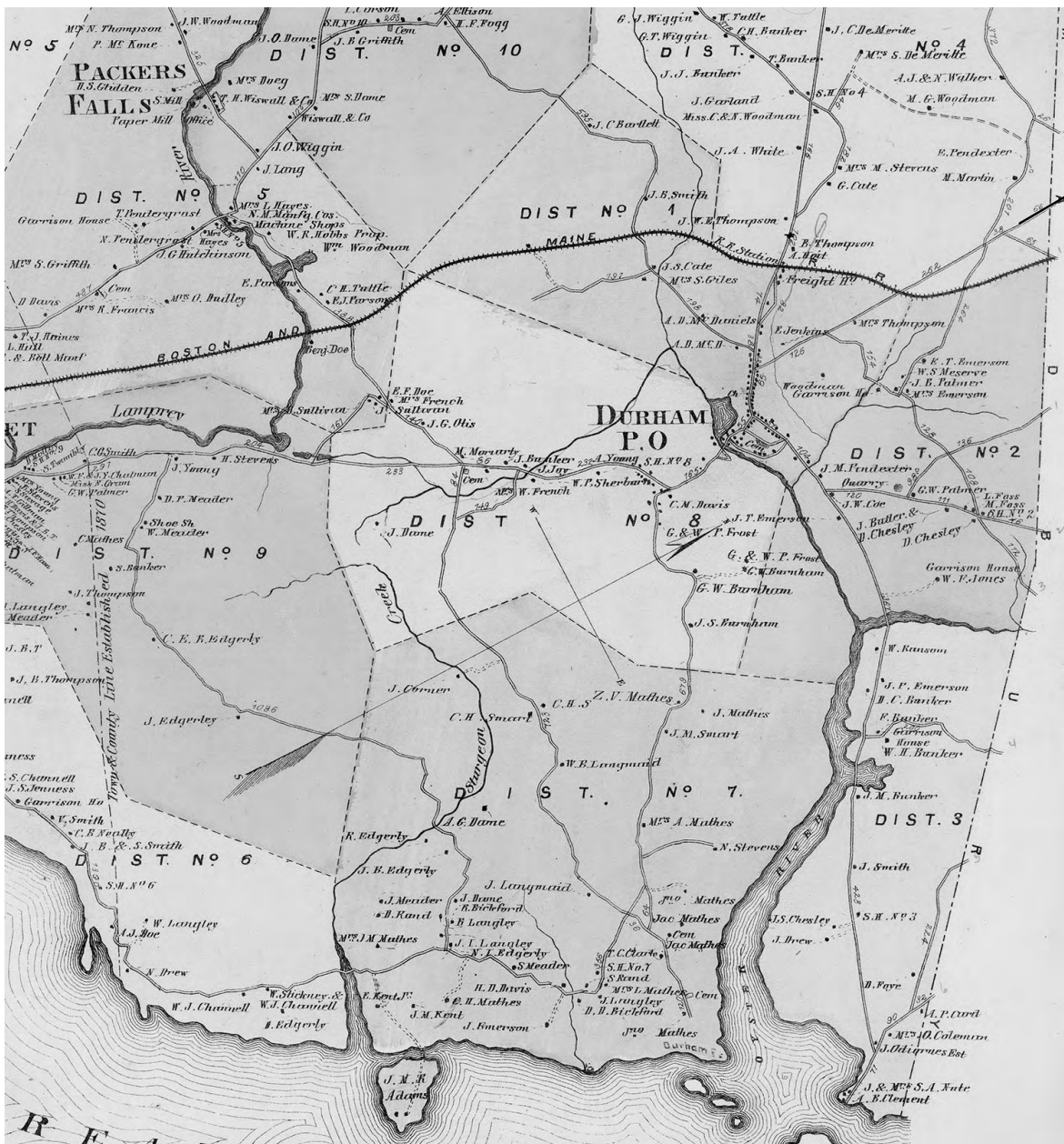
SEACOAST RELIABILITY PROJECT AREA FORM



1871 Map of Madbury (Sanford & Everts 1871)

AREA FORM

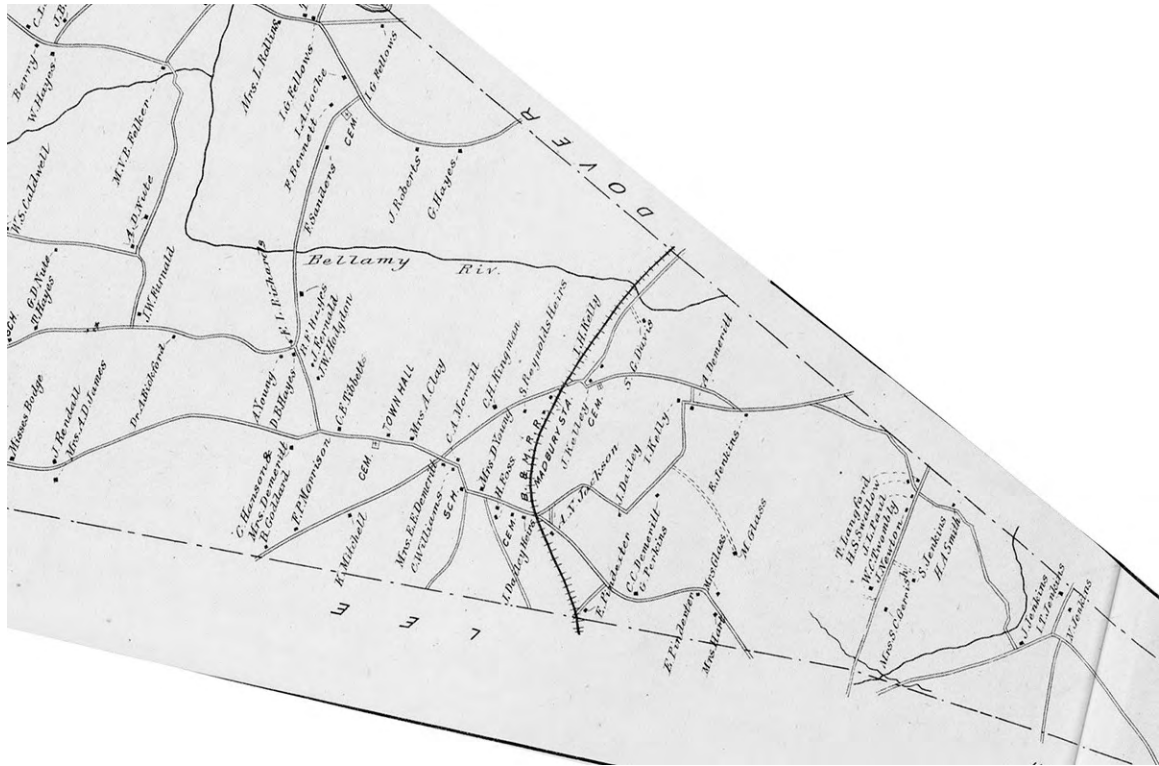
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1871 Map of Durham (Sanford & Everts 1871)

AREA FORM

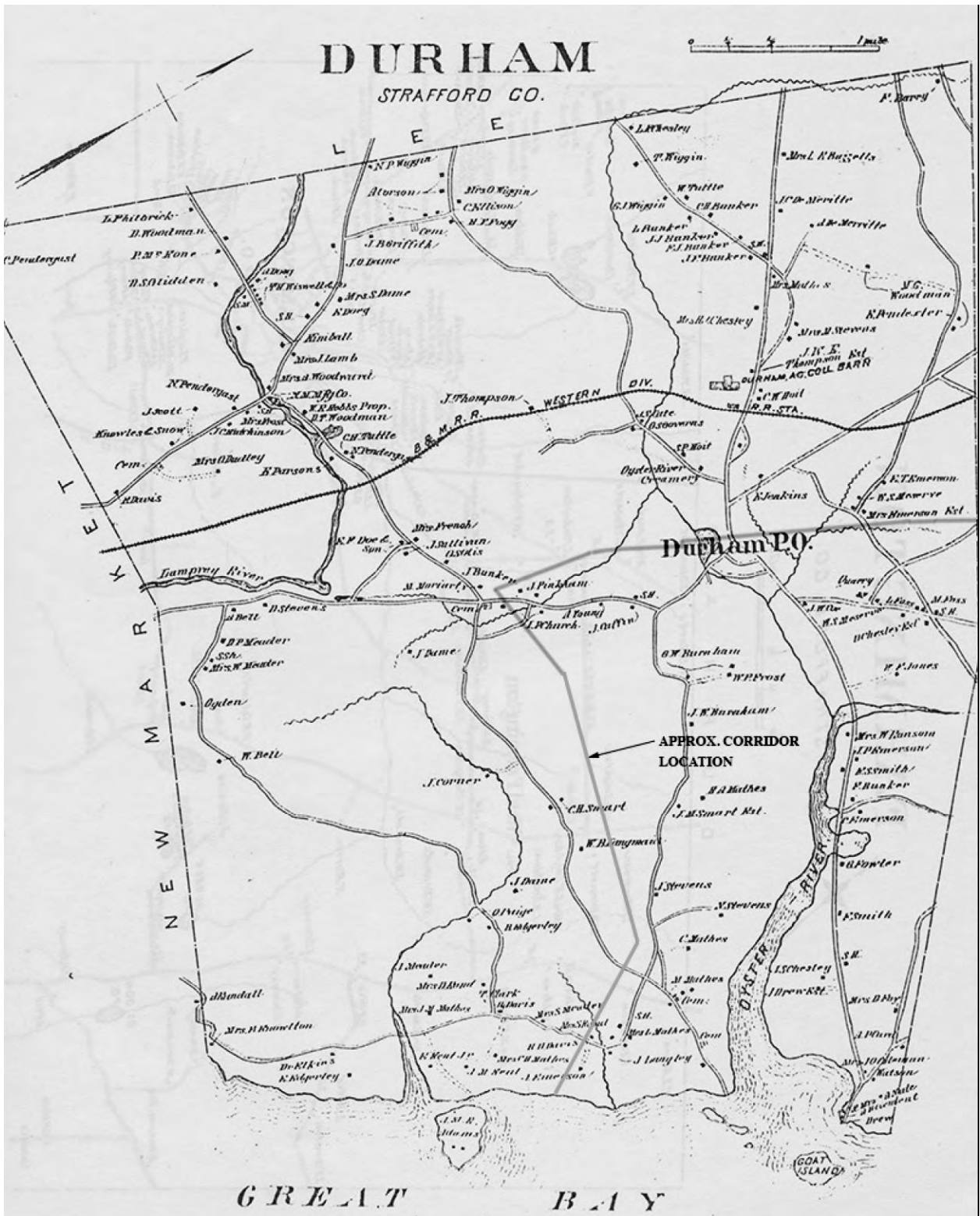
SEACOAST RELIABILITY PROJECT AREA FORM



1892 Map of Madbury (Hurd 1892)

AREA FORM

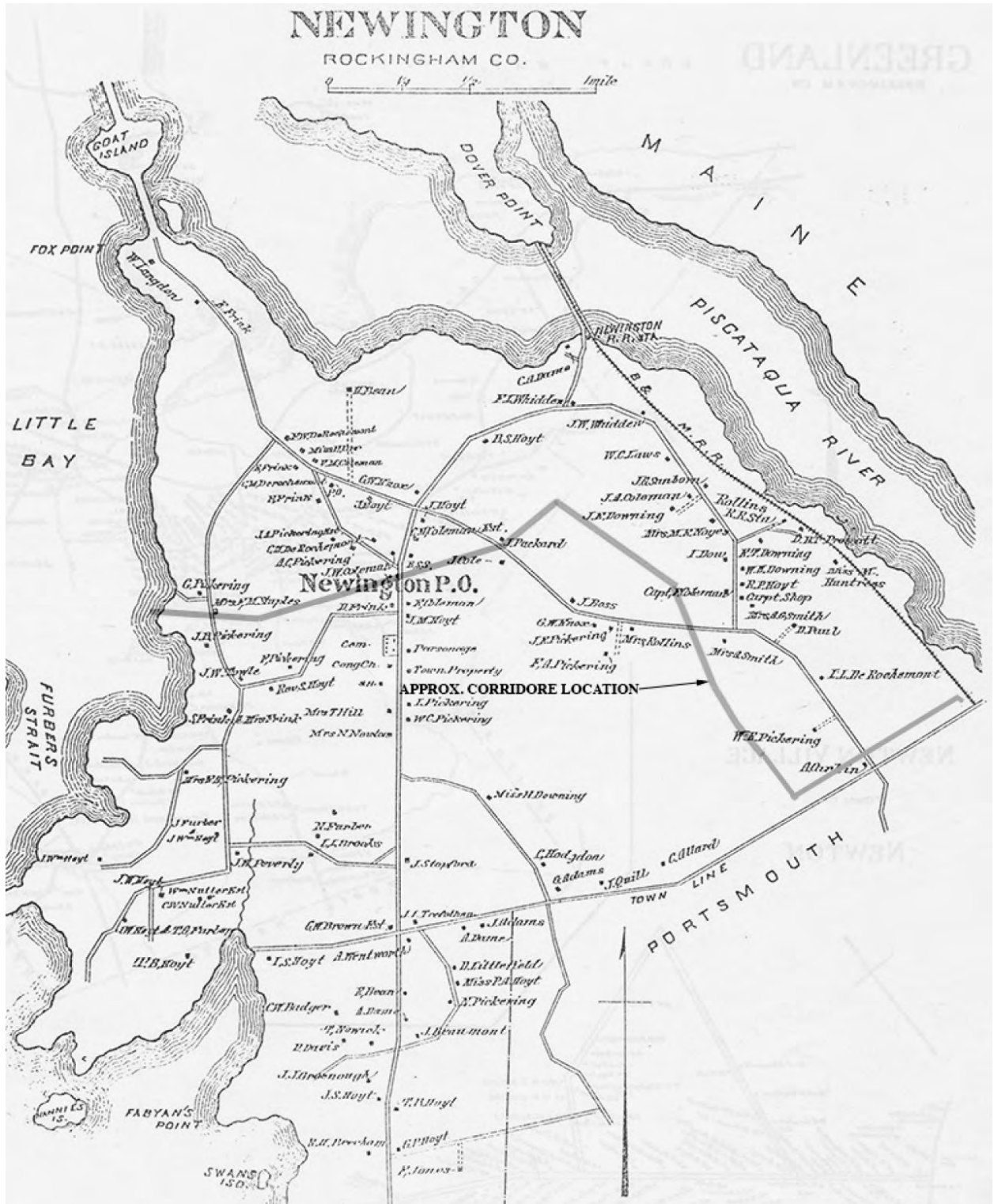
SEACOAST RELIABILITY PROJECT AREA FORM



Durham Map of 1892 showing approximate project location (Hurd 1892, from Bunker 2015)

AREA FORM

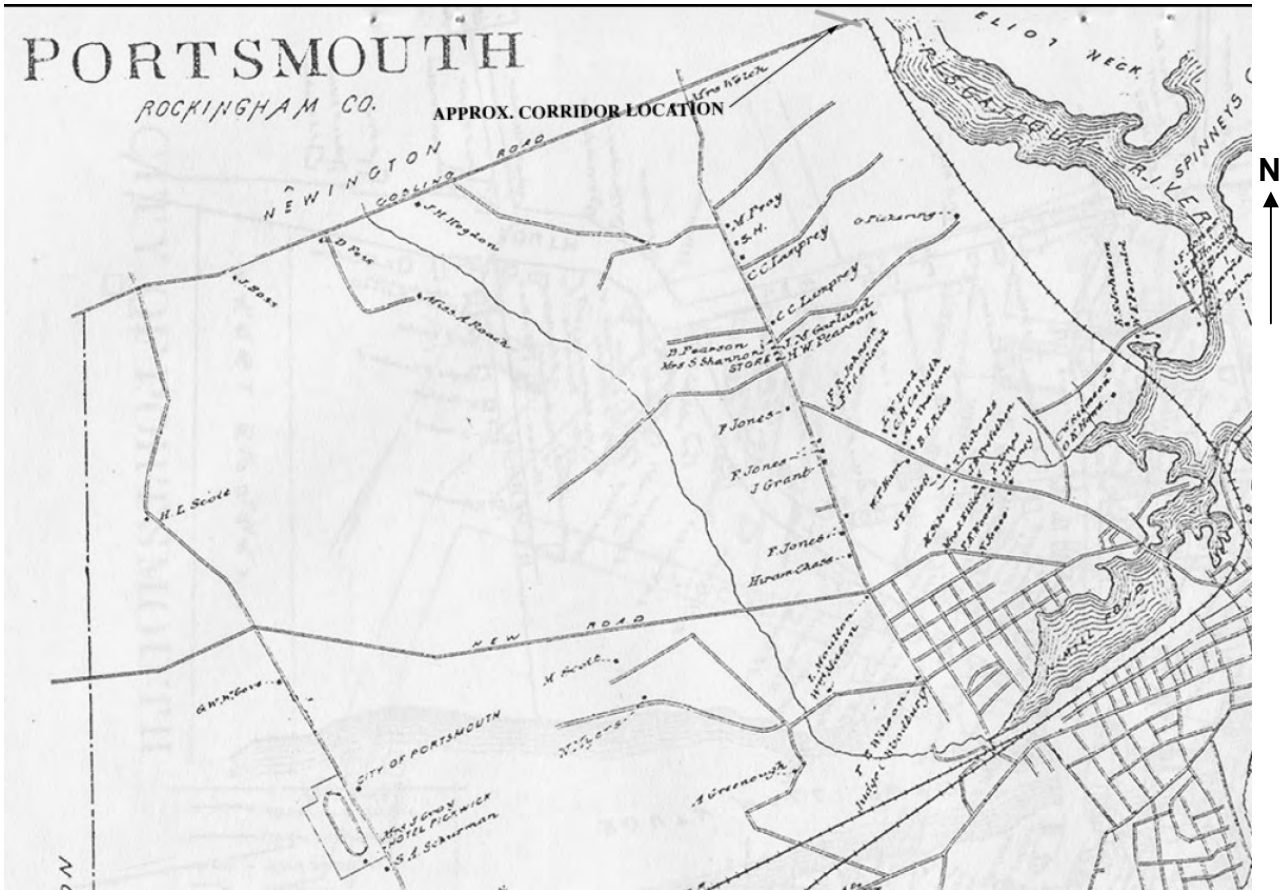
SEACOAST RELIABILITY PROJECT AREA FORM



Newington Map of 1892 showing approximate project location (Hurd 1892, from Bunker 2015)

AREA FORM

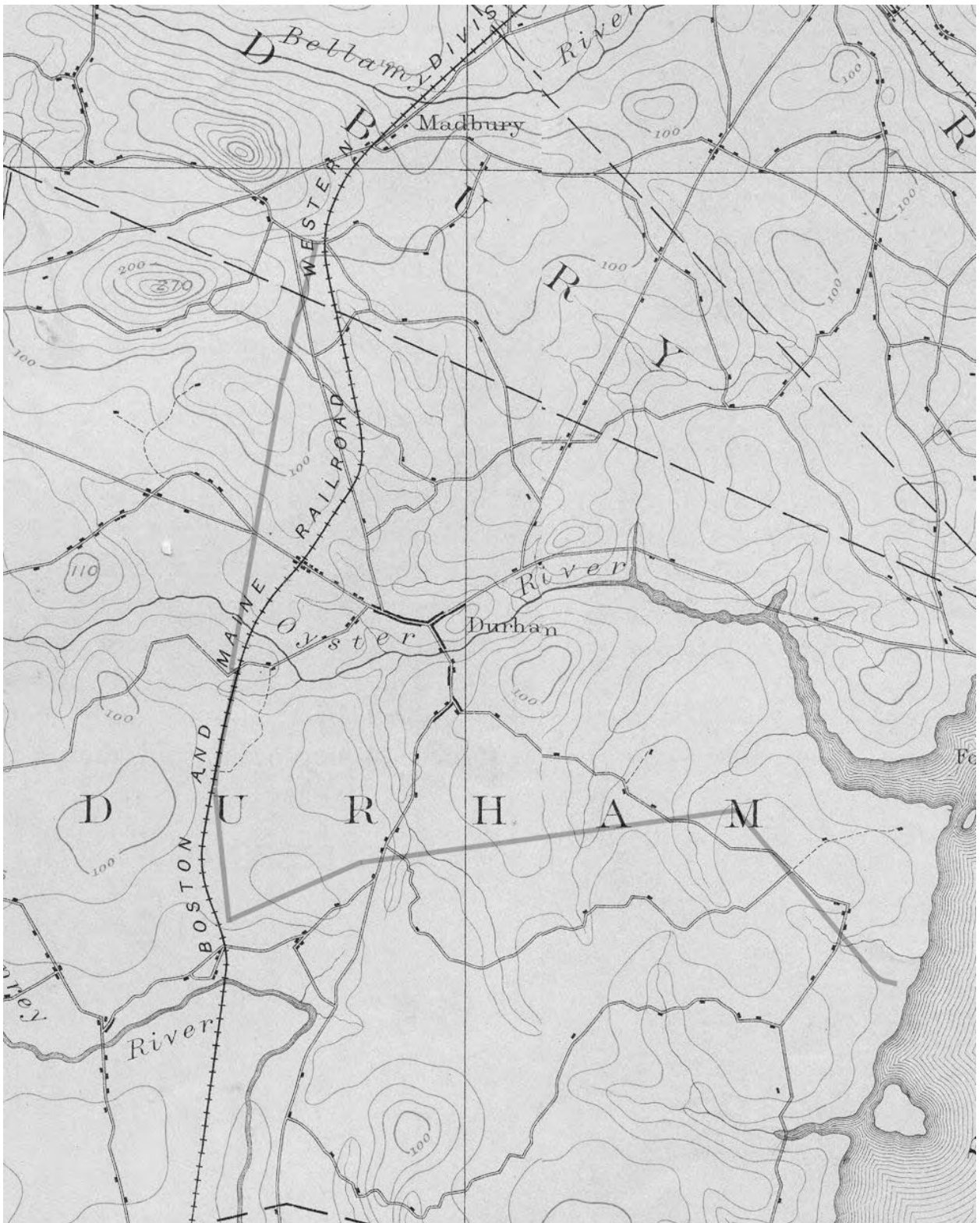
SEACOAST RELIABILITY PROJECT AREA FORM



Portsmouth Map of 1892 showing approximate project location (Hurd 1892, from Bunker 2015)

AREA FORM

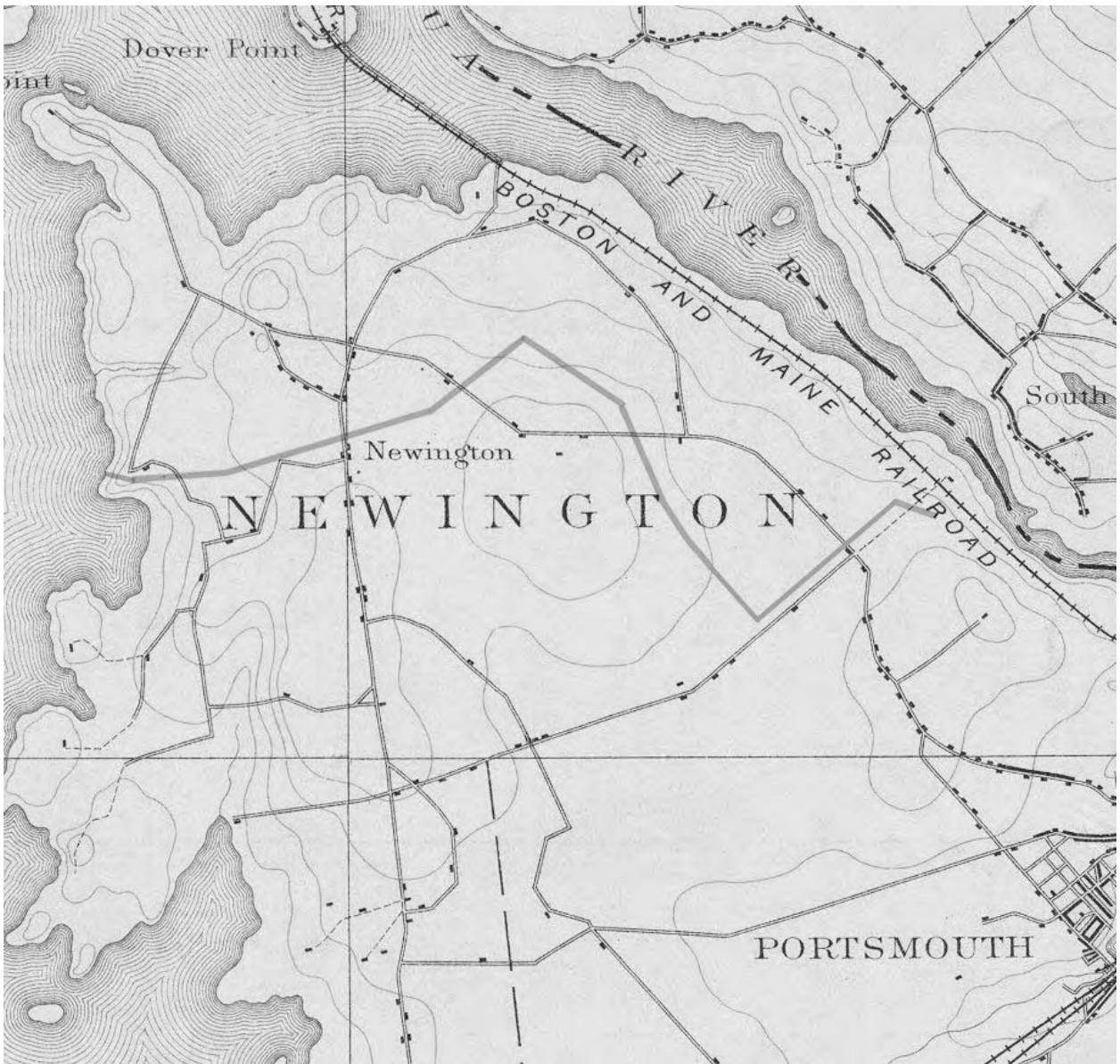
SEACOAST RELIABILITY PROJECT AREA FORM



1893 USGS Map of Madbury and Durham showing approximate project location (USGS 1893 from Bunker 2015)

AREA FORM

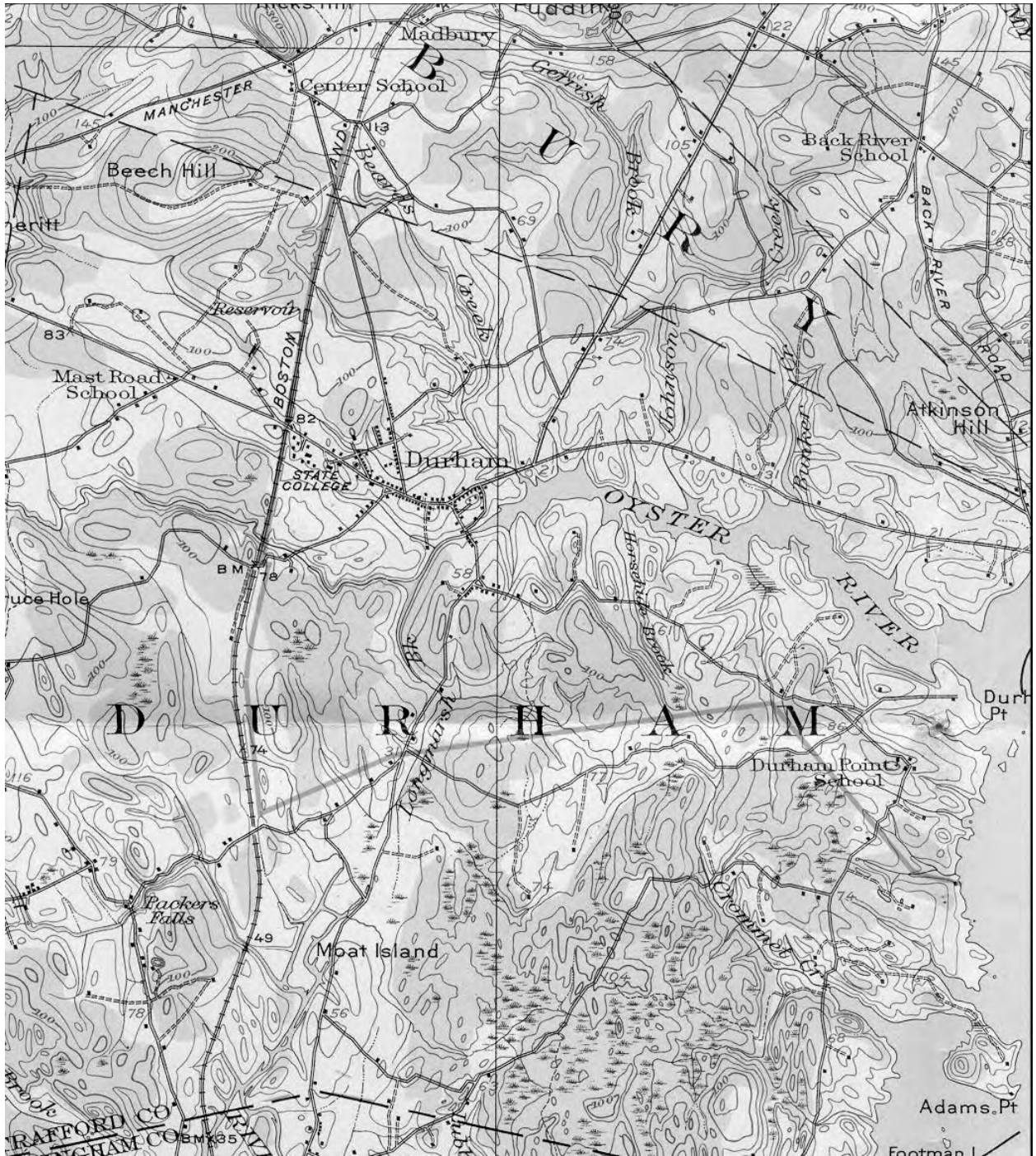
SEACOAST RELIABILITY PROJECT AREA FORM



1893 USGS Map of Newington showing approximate project location (USGS 1893 from Bunker 2015)

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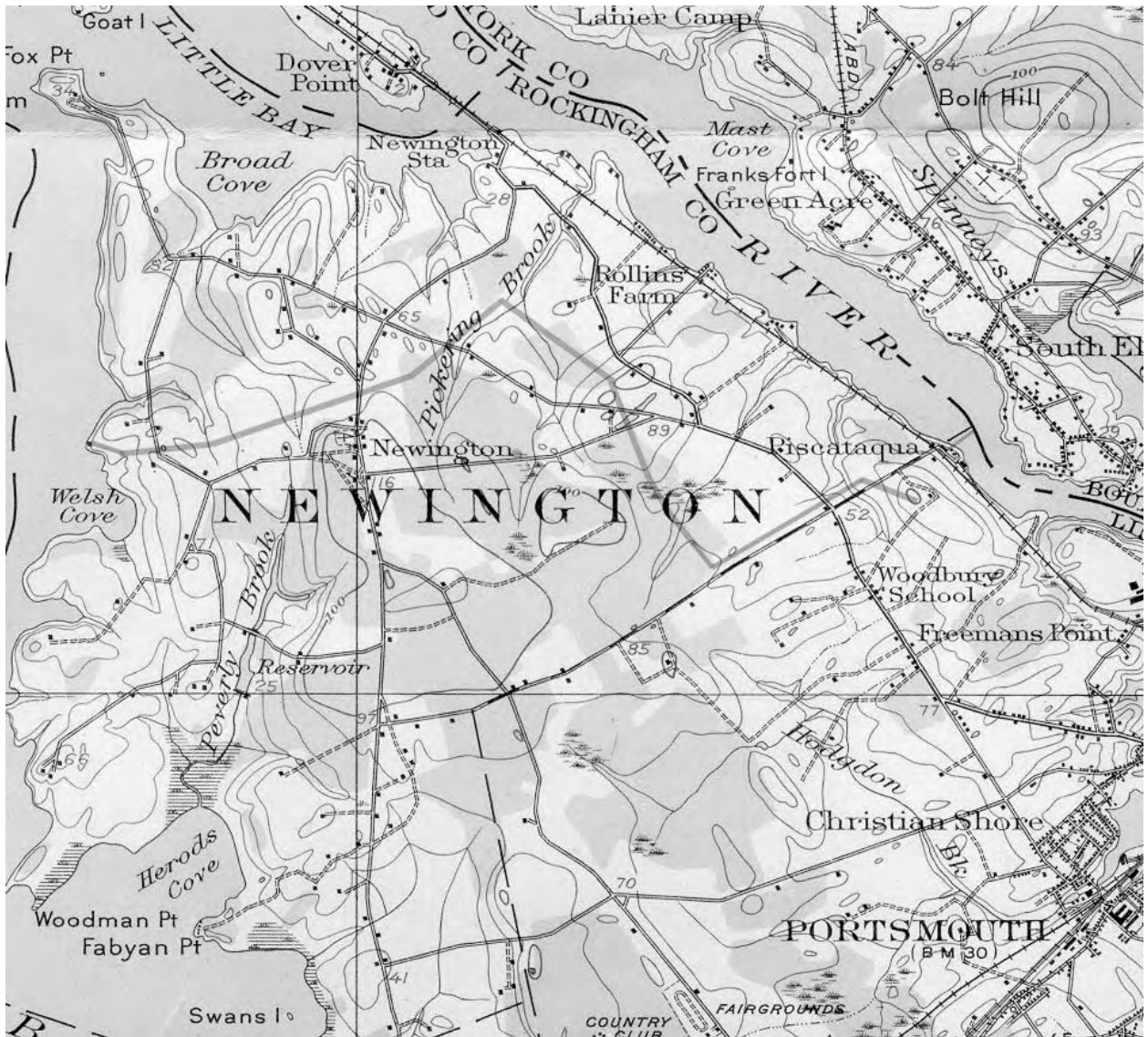
SEACOAST RELIABILITY PROJECT AREA FORM



1918 USGS Map of Madbury and Durham showing approximate project location (USGS 1918 from Bunker 2015)

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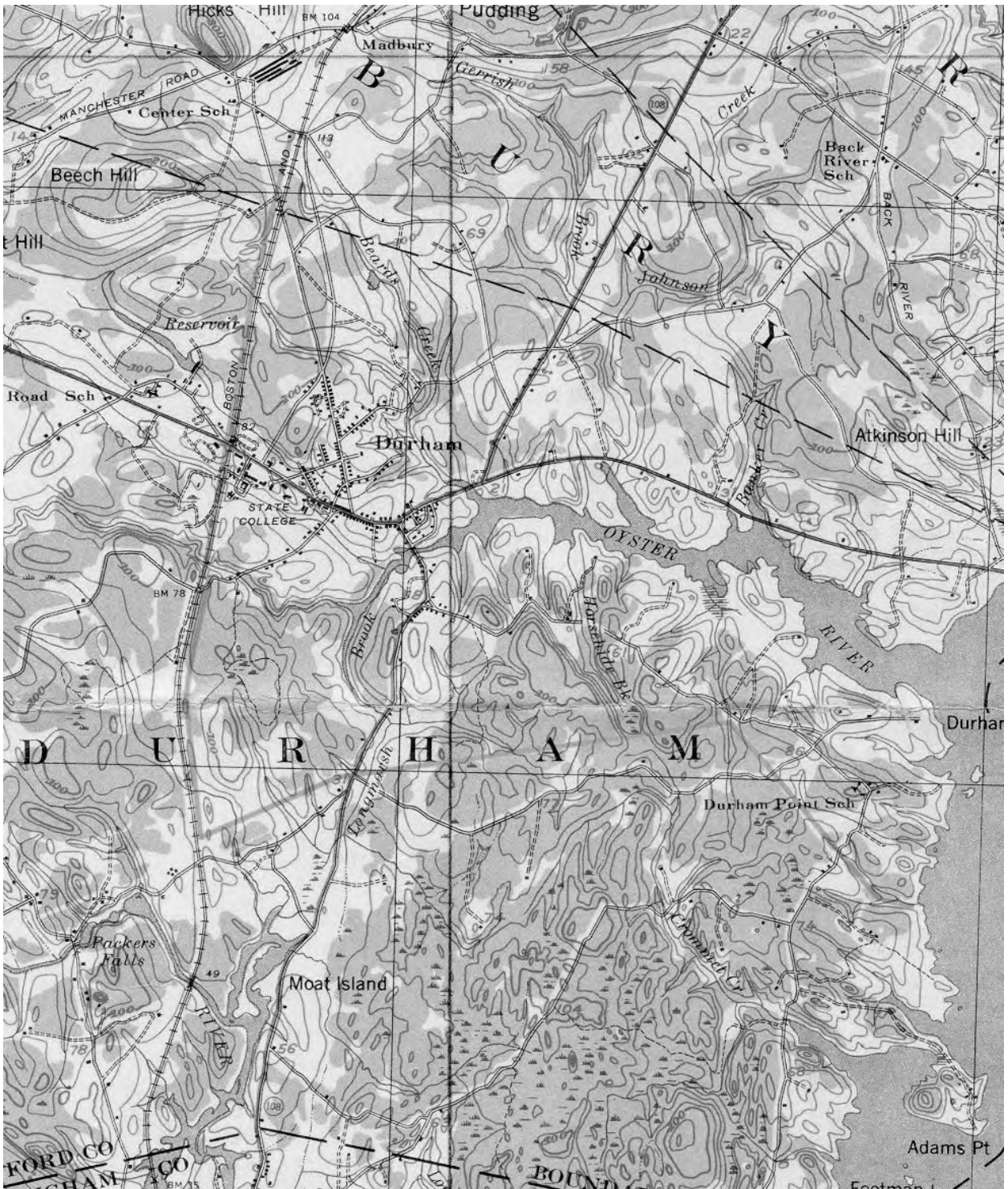
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1918 USGS Map of Newington showing approximate project location (USGS 1918 from Bunker 2015)

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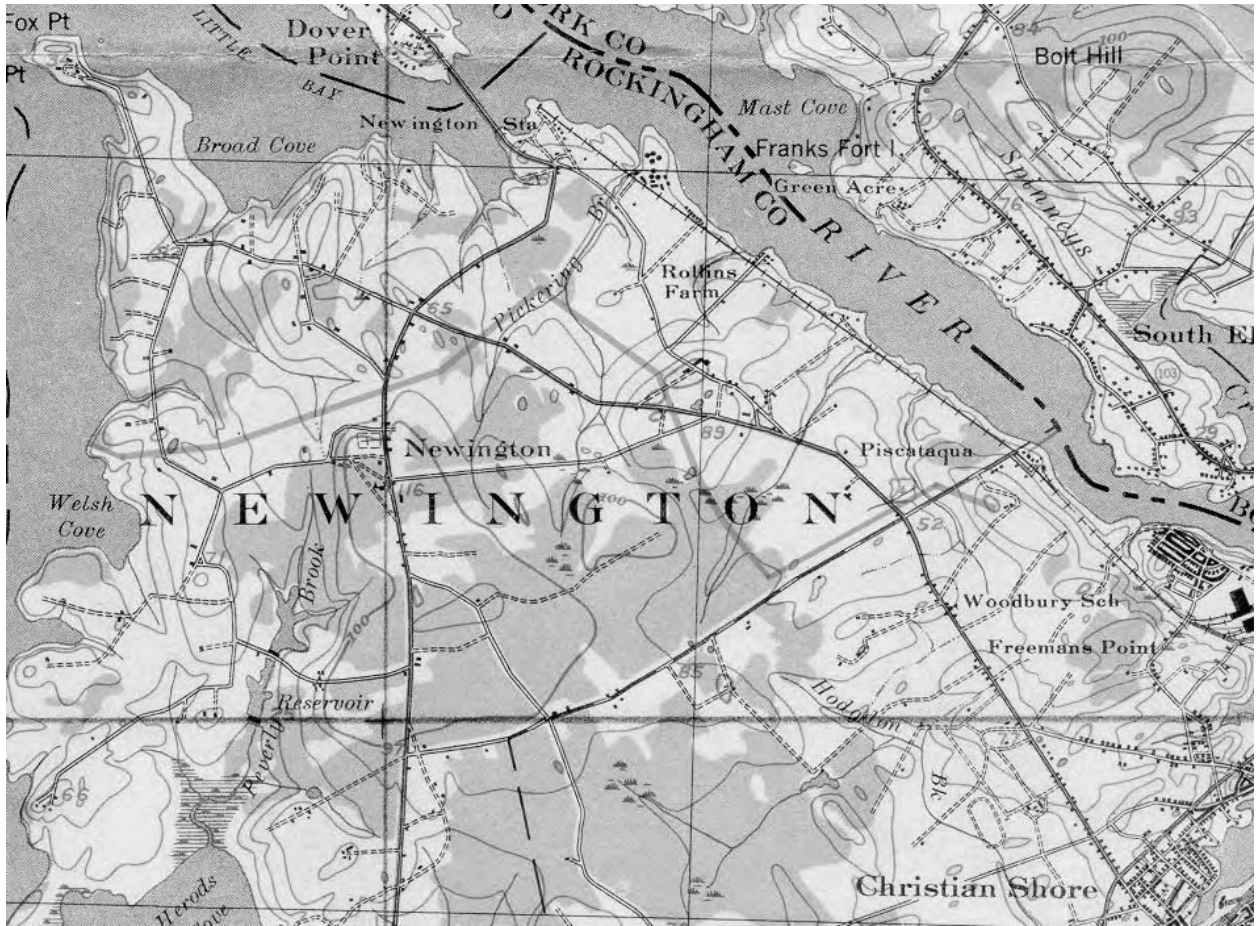
SEACOAST RELIABILITY PROJECT AREA FORM



1941 USGS Map of Madbury and Durham showing approximate project location (USGS 1941 from Bunker 2015)

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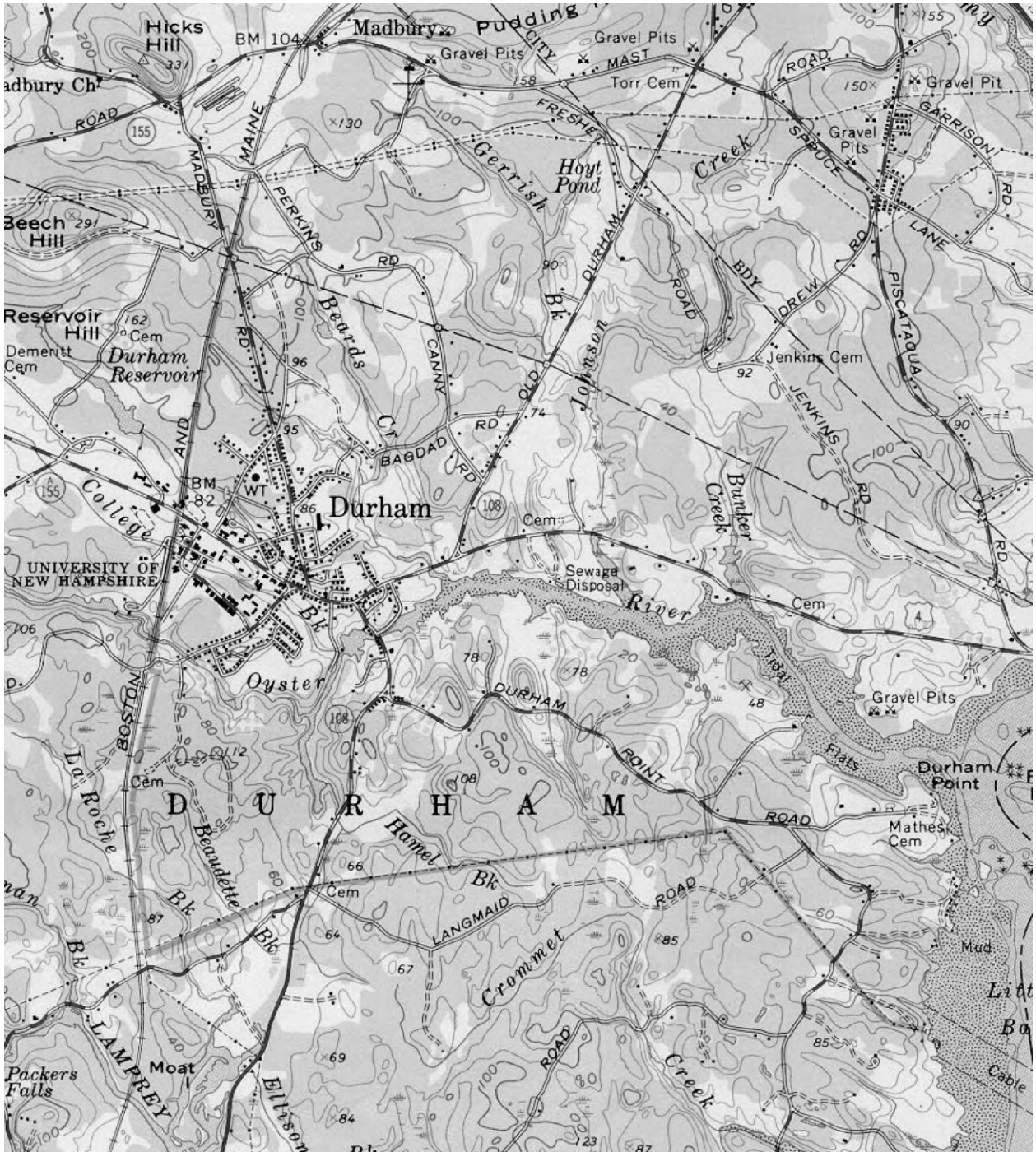
SEACOAST RELIABILITY PROJECT AREA FORM



1941 USGS Map of Newington showing approximate project location (USGS 1941 from Bunker 2015)

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1956 USGS Map of Madbury and Durham showing approximate project location (USGS 1956 from Bunker 2015)

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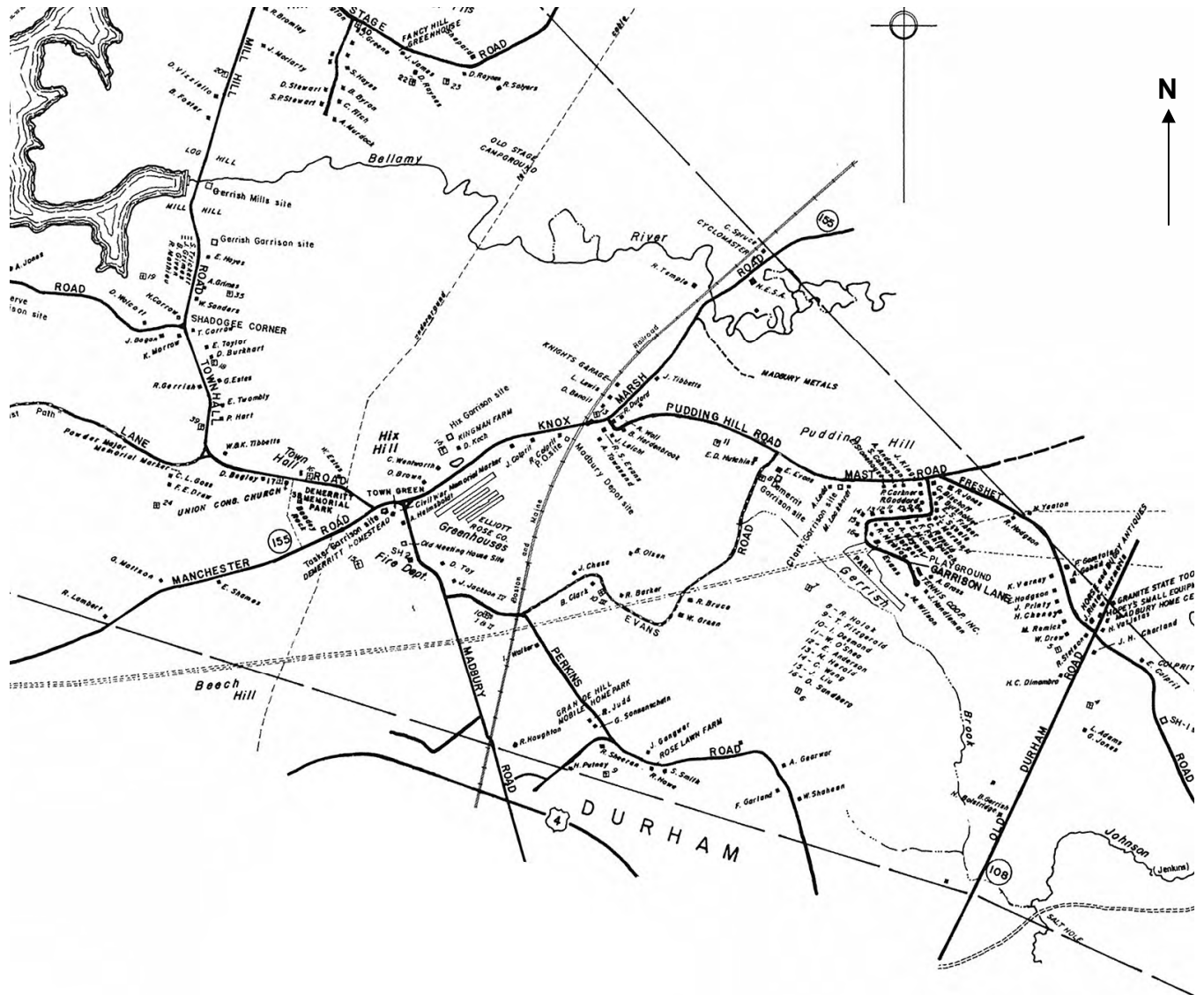
SEACOAST RELIABILITY PROJECT AREA FORM



1956 USGS Map of Newington showing approximate project location (USGS 1956 from Bunker 2015)

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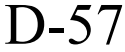






1880 Madbury map detail (<http://townofmadbury.com/MapCollection.html>)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Project Mapping

Key to Project Area Maps

	Project ID
	Pre-1968 resource or area of resources that have not been surveyed
	Resource that has been surveyed and determined eligible
	Resource that has been surveyed and determined not eligible
	National-Register- or State-Register-Listed resource
	<p>BLACK line is edge of APE and Project Area</p> <p>Thin WHITE lines are roads</p> <p>Parcels and groups of historic resources are outlined by thick YELLOW lines; type indicated by symbol</p> <p>AQUA lines are historic resources Listed on or Determined Eligible for the National Register</p>
	Project

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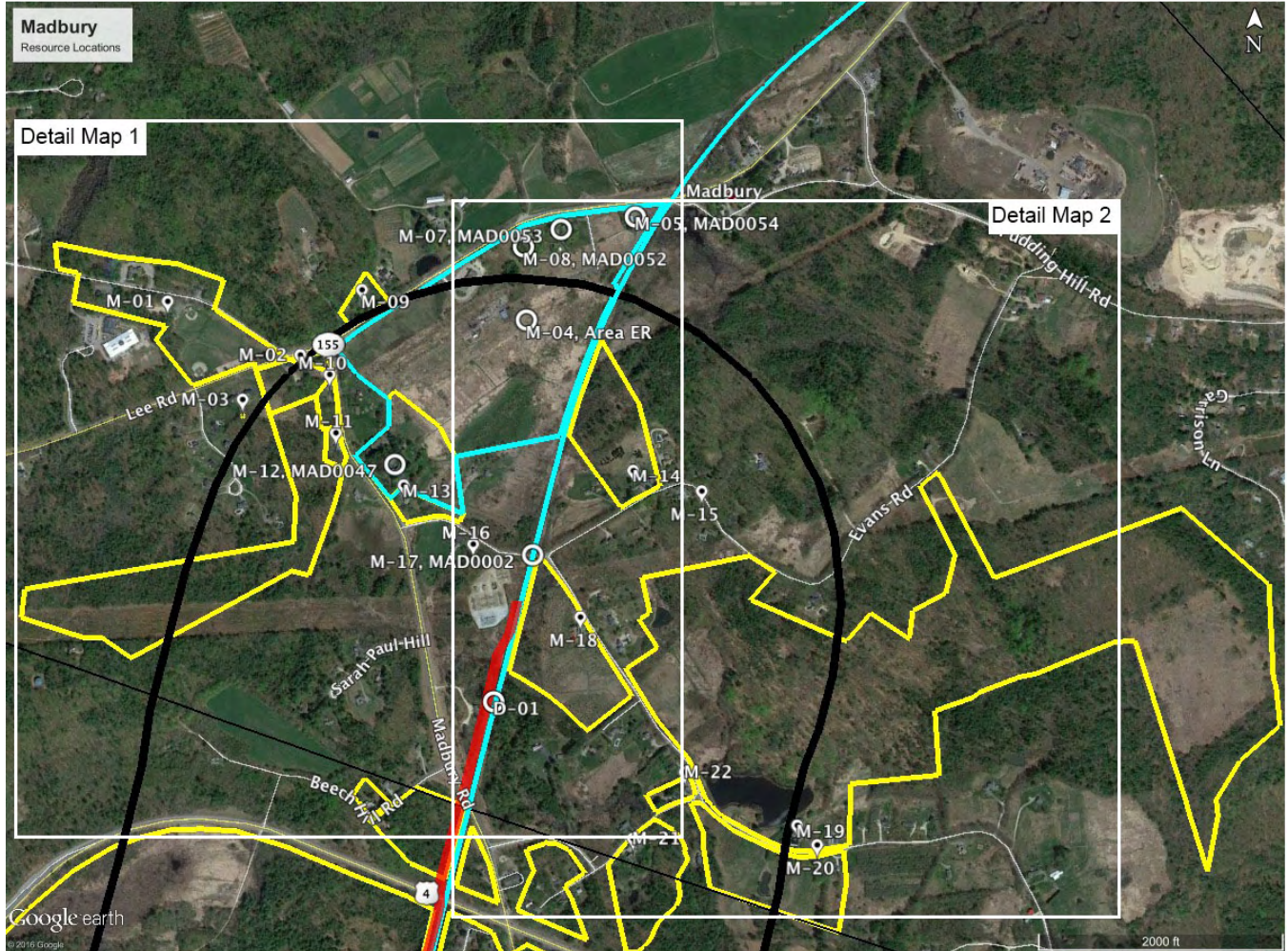
SEACOAST RELIABILITY PROJECT AREA FORM

Project Area Maps



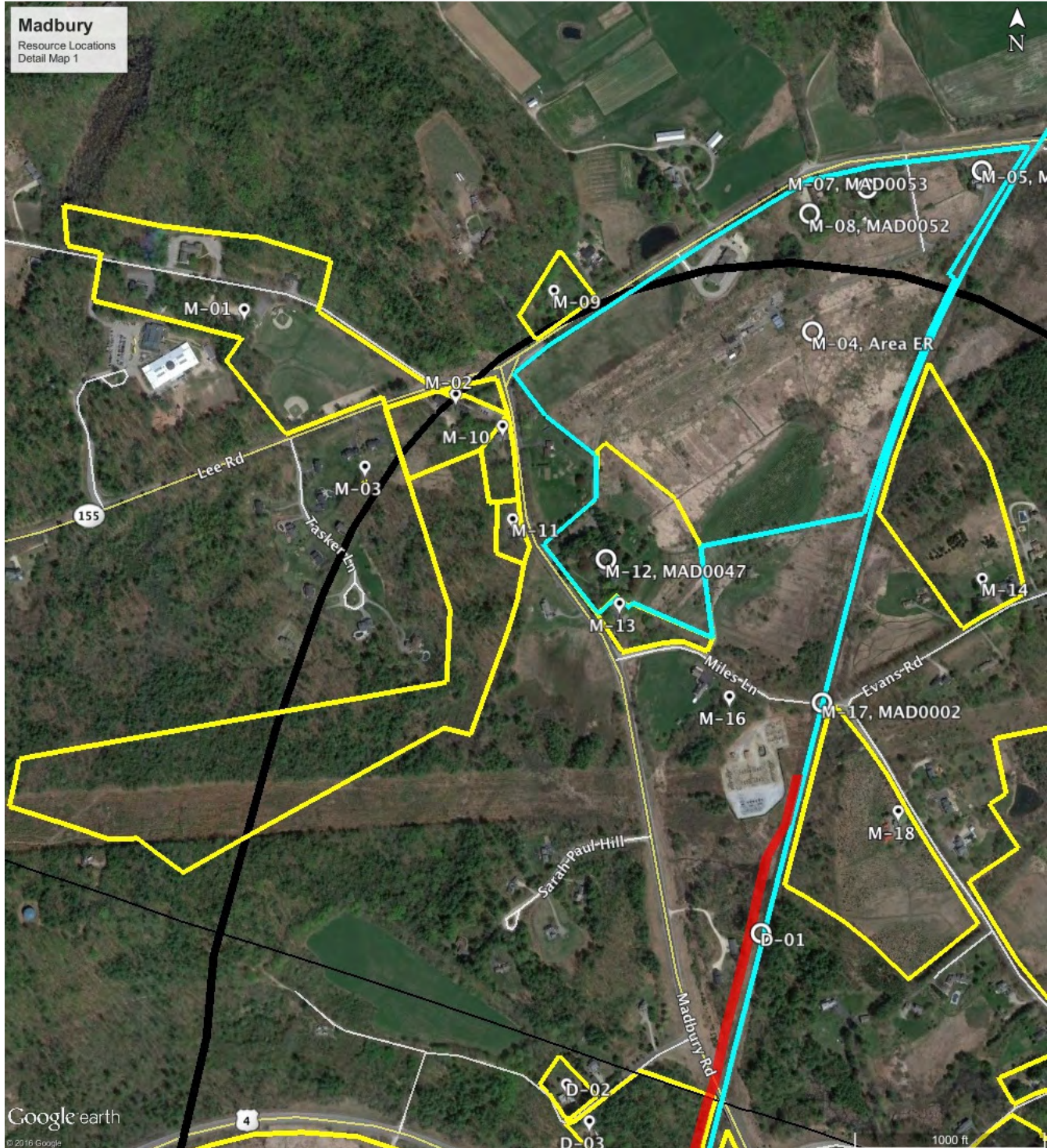
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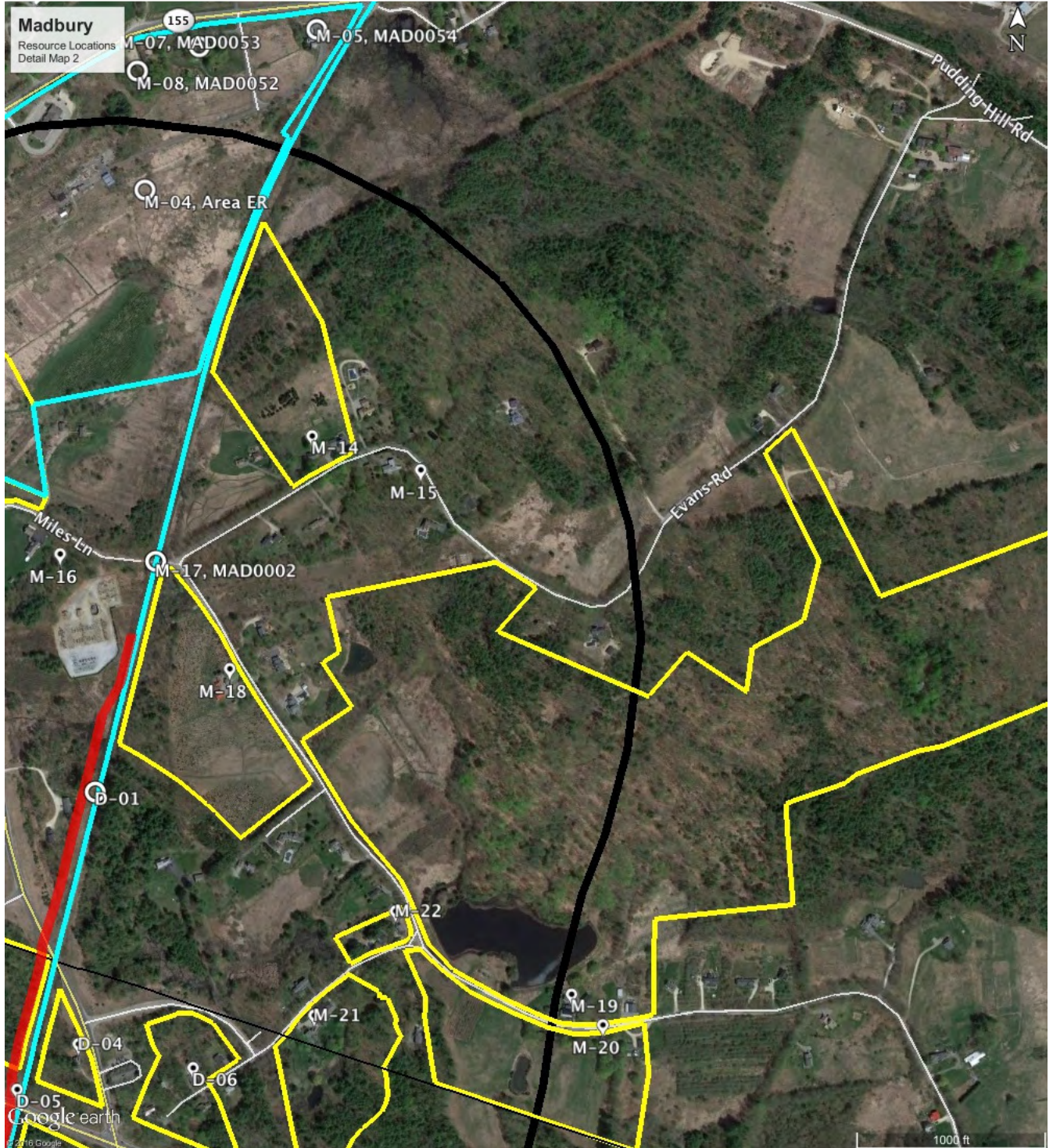
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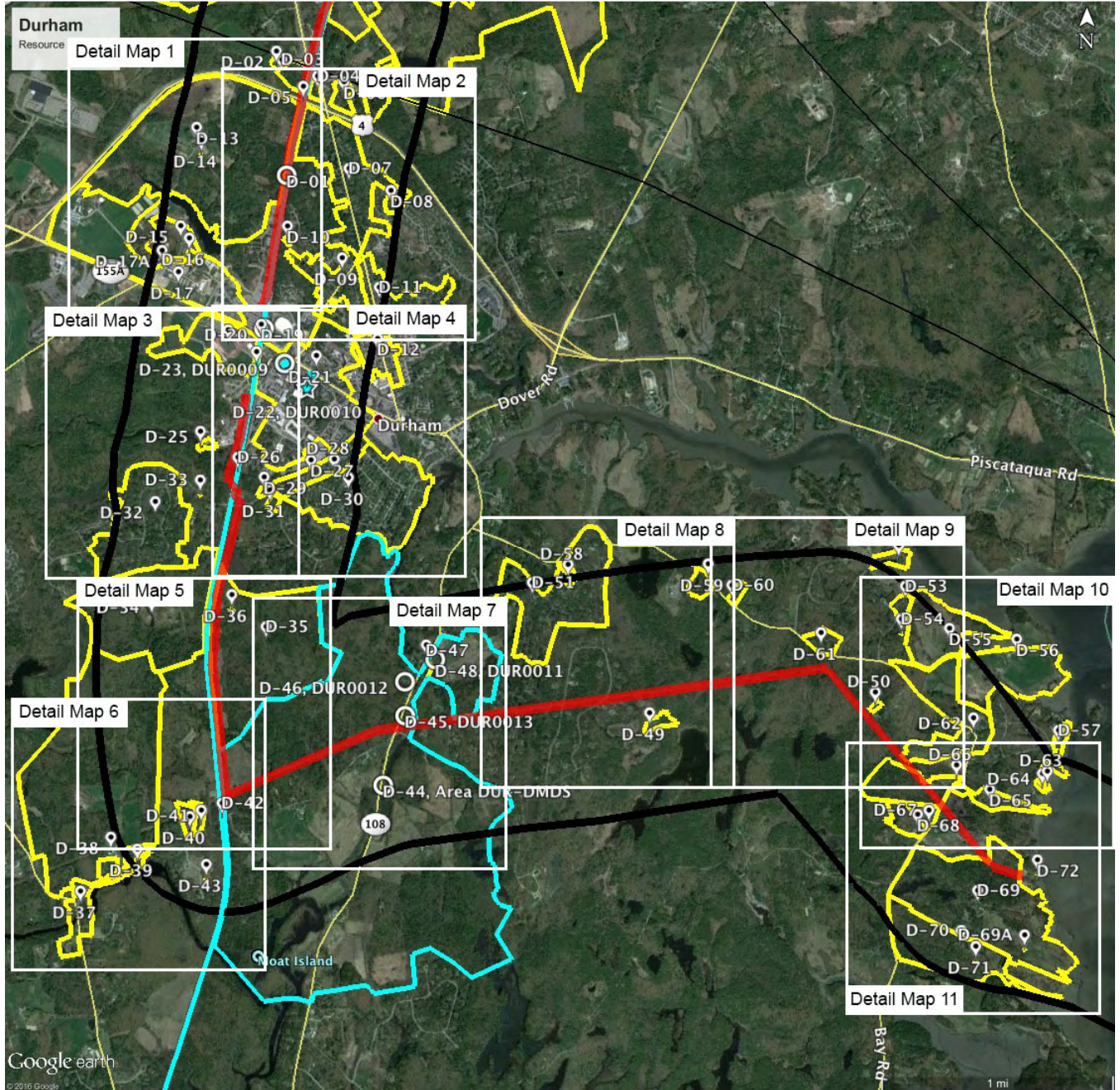
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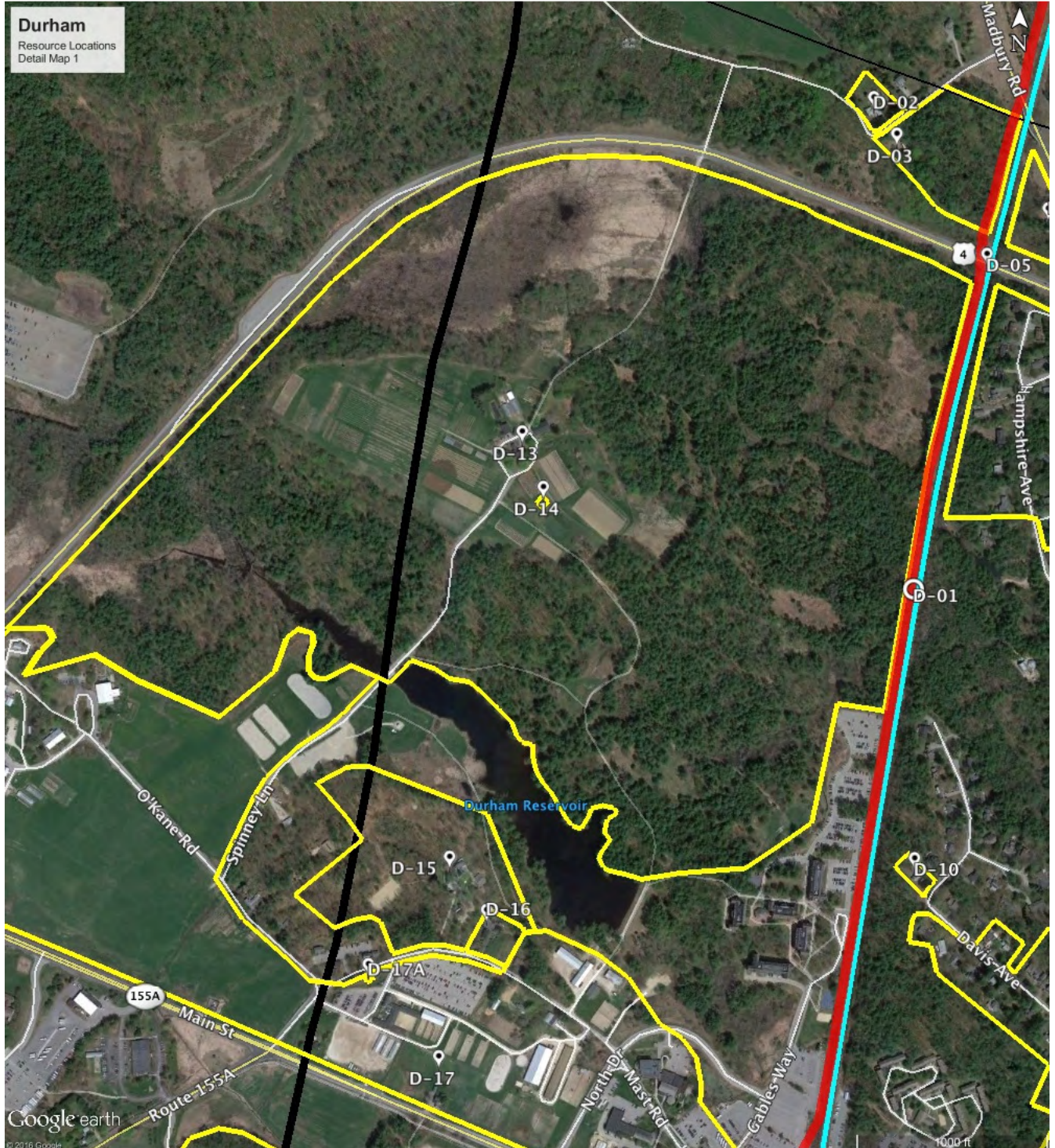
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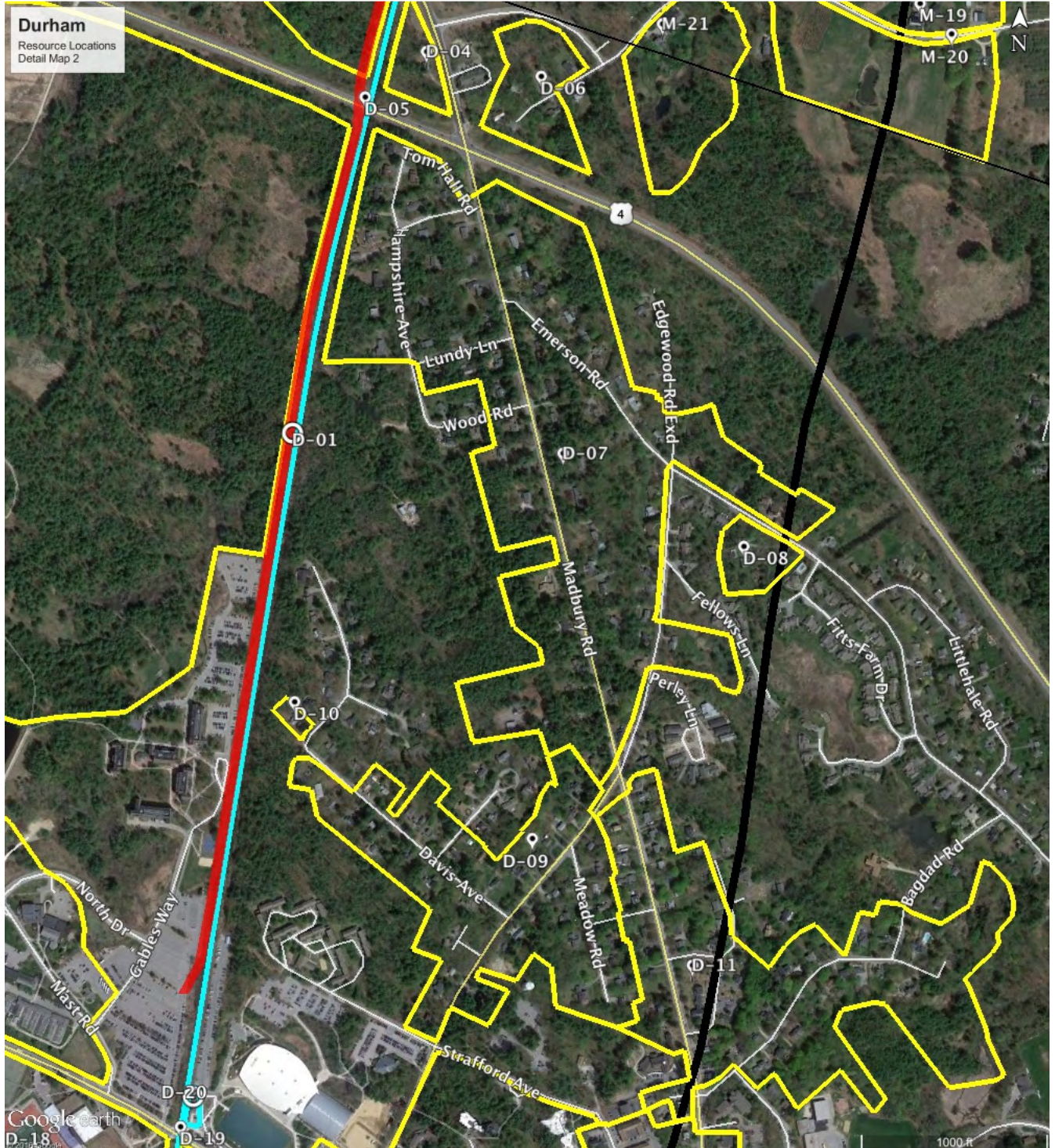
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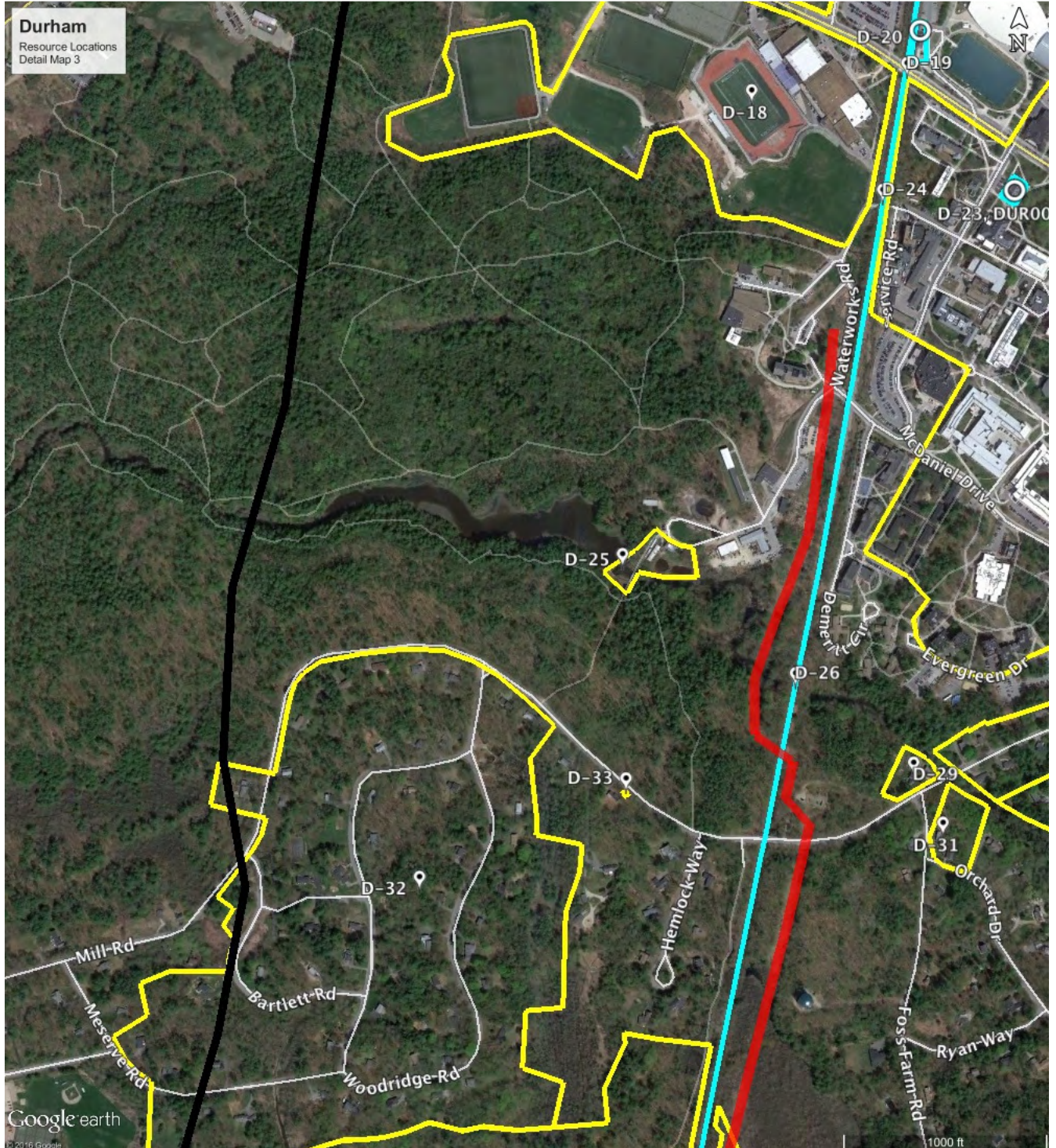
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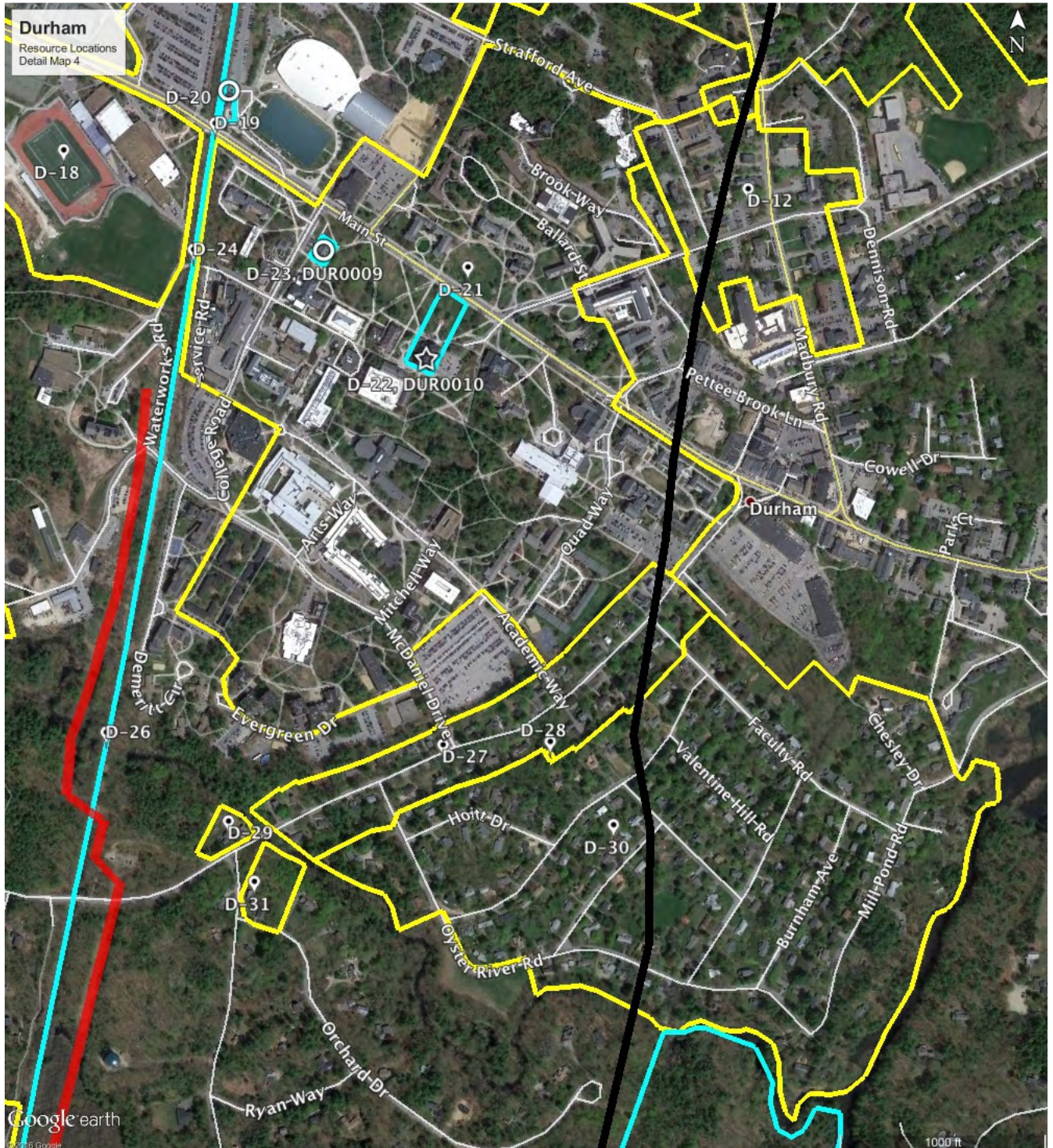
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see also UNH campus map and list of building beginning next page

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****UNH BUILDINGS**

(<http://www.library.unh.edu/find/archives/buildings>)

Central Campus

New England Center 1967-68, 1988, 2010
 Elliott Alumni Center ca. 1976
 Woodside Apartments 1984
 The Gables Apartments 1991
 Whittemore Center and Hamel Rec 1995
 Memorial Field 1921/2002
 New Hampshire Hall 1906/1940
 Durham-UNH Railroad Station 1911-12
 Fieldhouse 1937/1968
 Cowell Stadium 1936/2015
 Nesmith Hall 1893/1932/1939
 Taylor Hall, Dairy Building 1910
 Pettee Hall 1938/1999
 Kendall Hall 1970
 Heating Plant 1927-29
 Service Building 1939/ca. 1985
 Zais Hall, ROTC 1948
 Morrill Hall 1902
 James Hall 1929, 2008 additions
 Hewitt Hall 1893
 Demeritt Hall rebuilt 2008.
 Murkland Hall 1926-27
 Conant Hall 1893
 Thompson Hall 1892-93
 Diamond Library 1957/1998
 Hamilton Smith Hall 1907/1937-38
 Hood House 1931-32
 Holloway Commons 2003
 Memorial Union Building 1957
 Presidents House 1904
 Paul College 2013
 Health Services 1989
 Rudman Hall 1995
 Morse Hall 1985
 Spaulding Hall 1960
 Kingsbury Hall 1950
 Paul Creative Arts Center
 Parsons Hall 1966, 2010
 Horton Hall 1966
 McConnell Hall 1967

Residence Halls: "The Hills"

Smith Hall 1908
 Congreve Hall 1930, 1938, 1940
 Scott Hall 1933
 Sawyer Hall 1951
 Stoke Hall 1964
 Stillings Dining Hall 1963
 Jessie Doe Hall 1963
 McLaughlin Hall 1955
 Lord Hall 1958
 Residence Halls: "The Valley"
 Fairchild Hall 1915-16
 Huddleston Hall Dining Commons 1919
 Hetzel Hall 1927
 Alexander 1951
 Mills 2002
 Hitchcock 1959
 Randall 1959
 Devine 1966
 Gibbs Hall 1946
 Hunter Hall 1946
 Englehart Hall 1946

Residence Halls: "The Timbers"

Babcock Hall Graduate student housing 1967
 Philbrook Dining Hall 1969
 Hubbard Hall 1967
 Christiansen Hall 1969
 Williamson Hall 1969
 Forest Park Apartments ca. 1961
 Richardson, Marston, Eaton and Hall Mini-dorms
 1974
 Haaland Hall 2007
 Peterson Hall 2007
 Handler Hall 2007

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Waterworks and Colovos Roads

Ritzman Hall 1960

Chase Ocean Engineering 1996

Gregg Hall 2001

UNH Police ca. 2005

Flow Physics Facility ca. 2010

Grounds and Events 1980s

Waterworks 1930s

Thompson School of Applied Sciences

Greenhouses ca. 1950

Putnam 1938

Parking and Transit Center 1930s

Barton Hall 1969

Cole Hall 1987

Farm Services, various

Horse barns 1980s

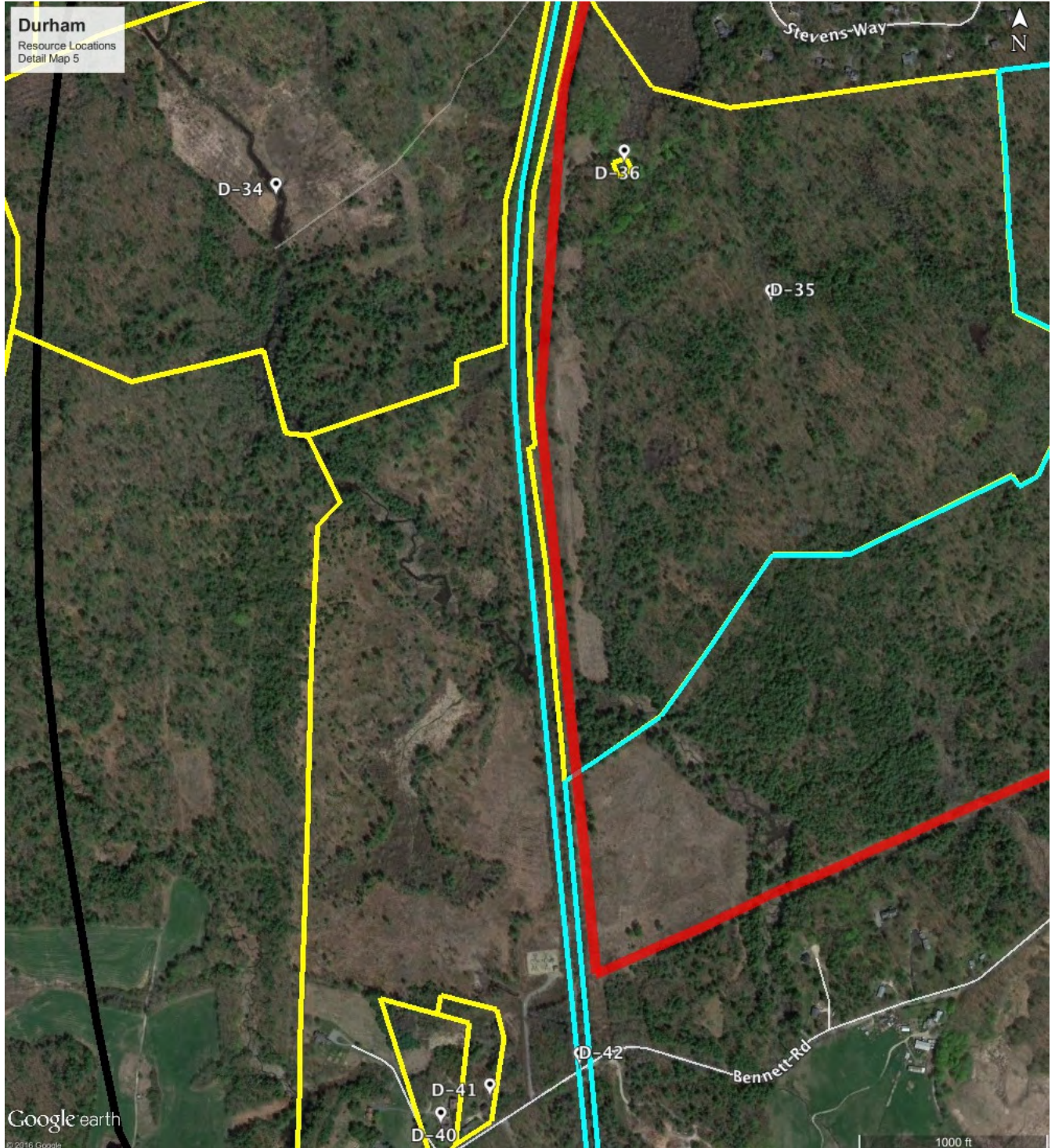
Old Dairy Barn 1930s

Woodman House ca. 1800

Moiles House, ca. 1900

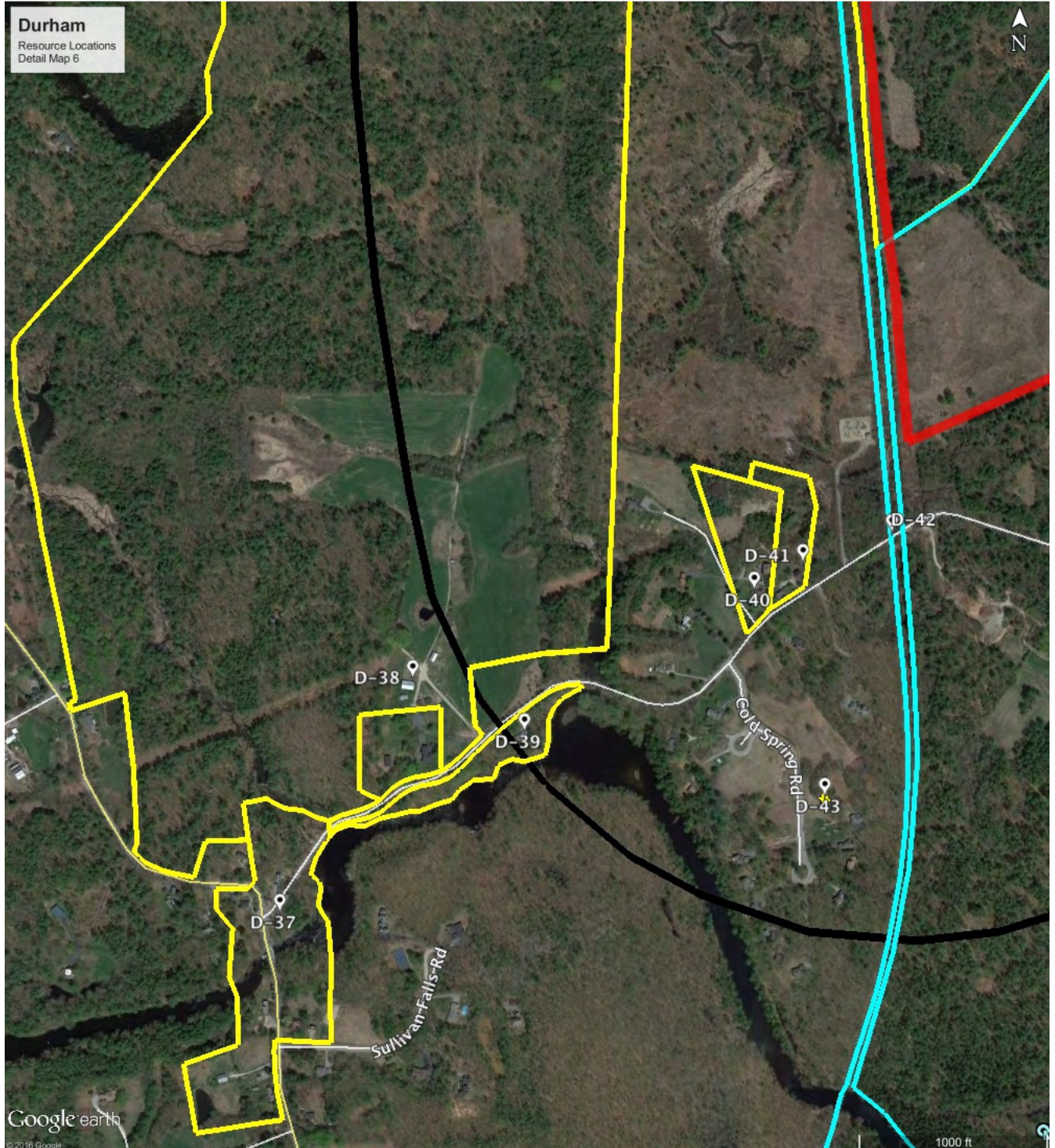
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SEACOAST RELIABILITY PROJECT AREA FORM



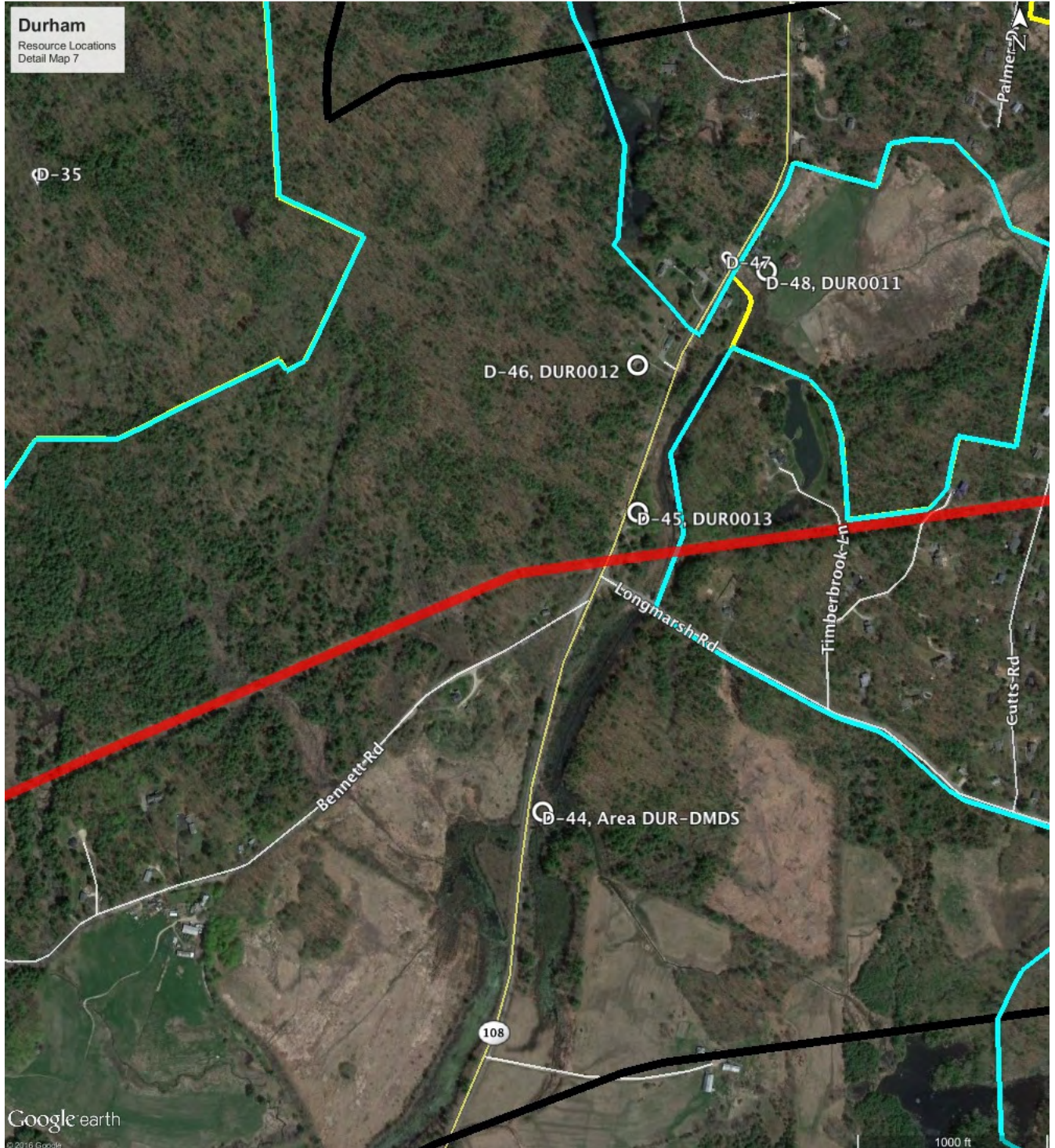
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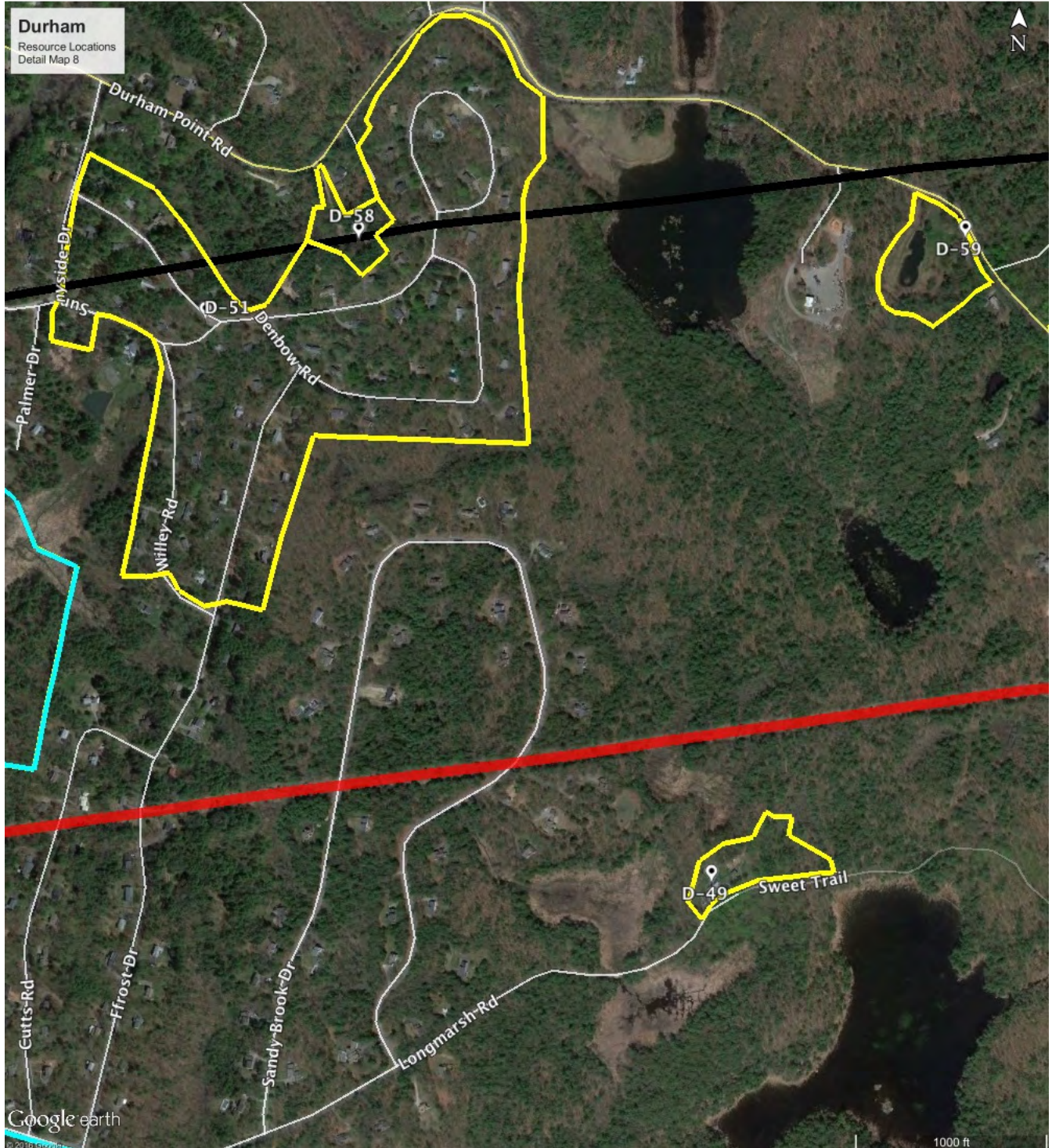
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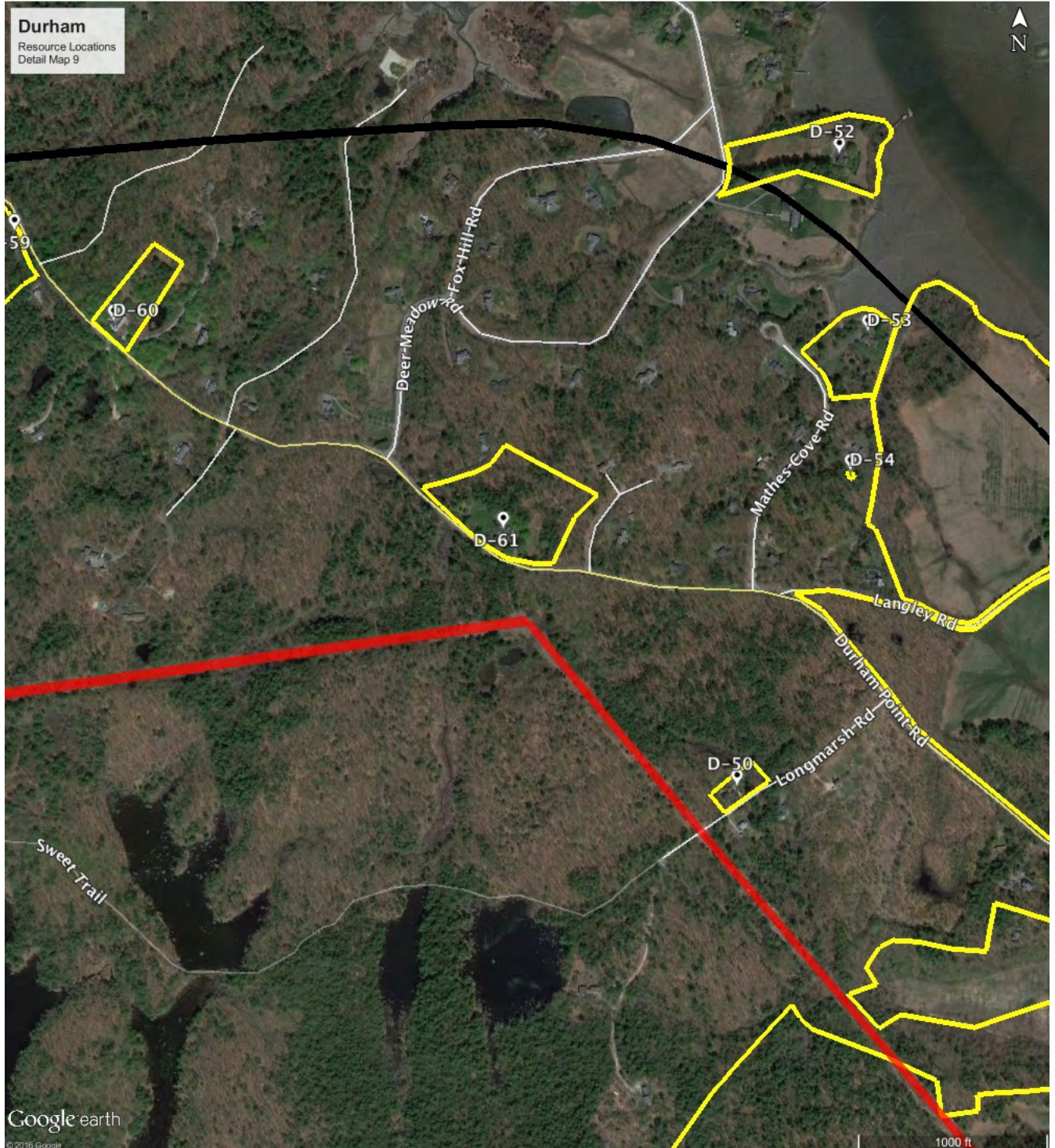
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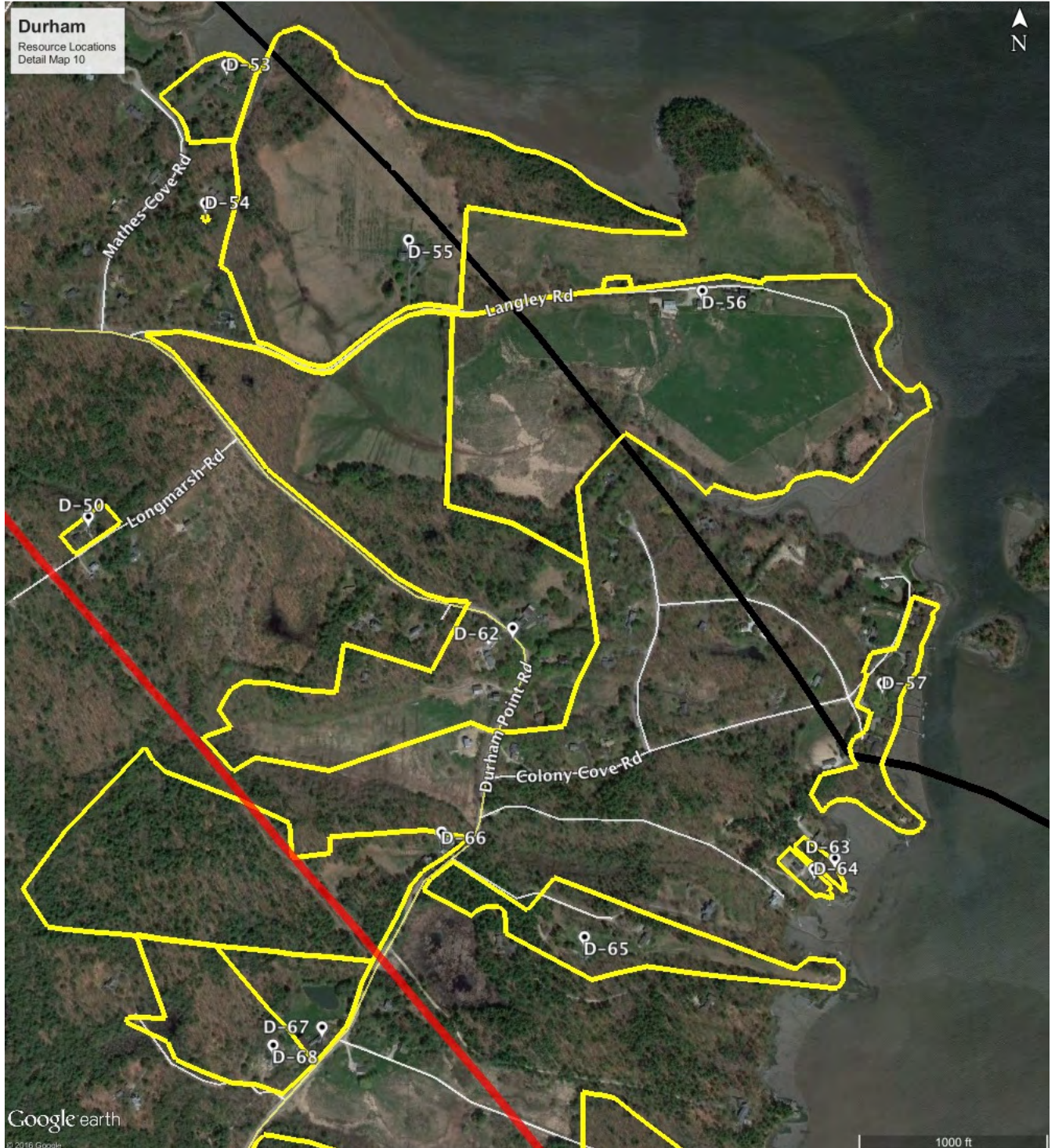
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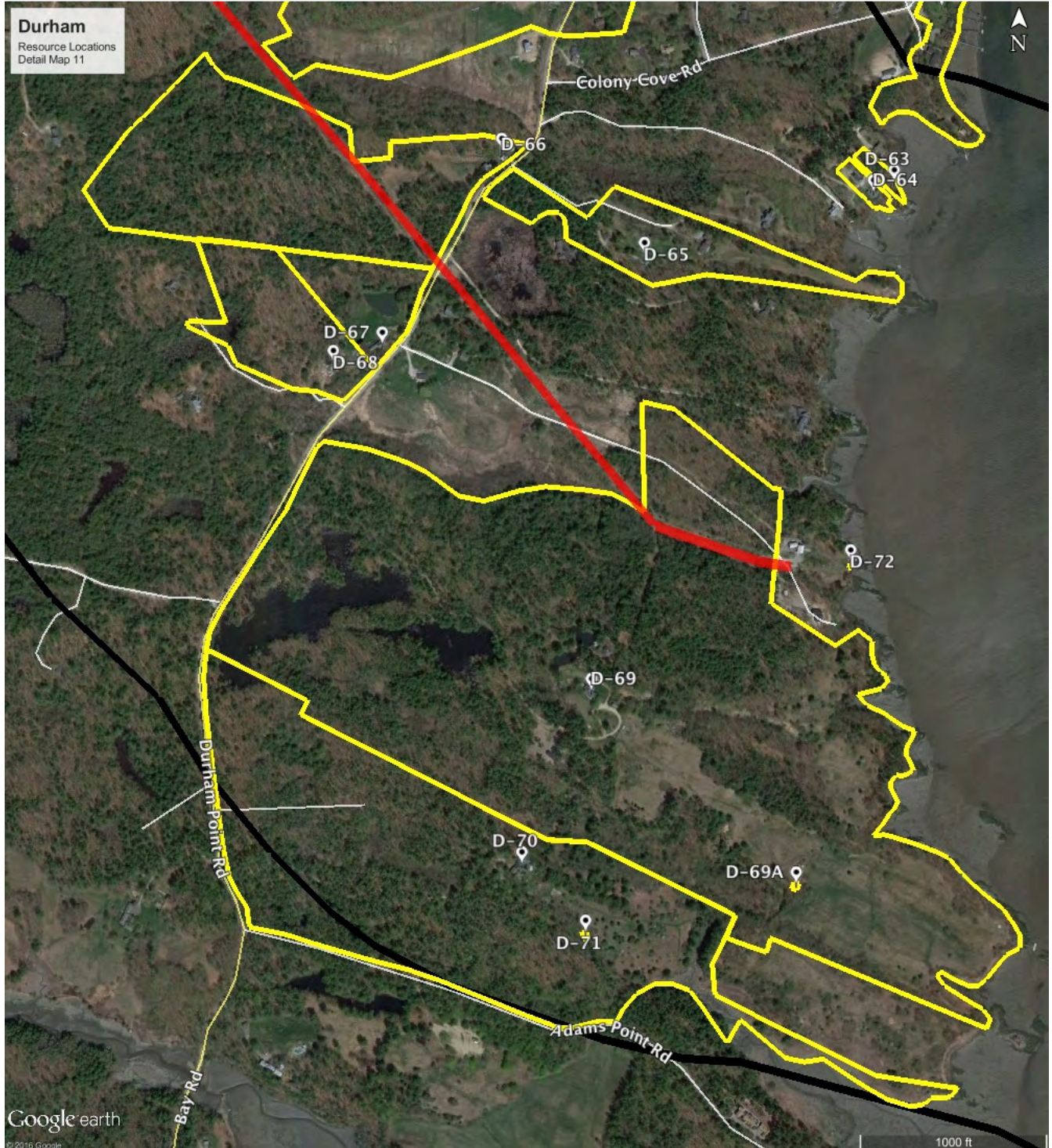
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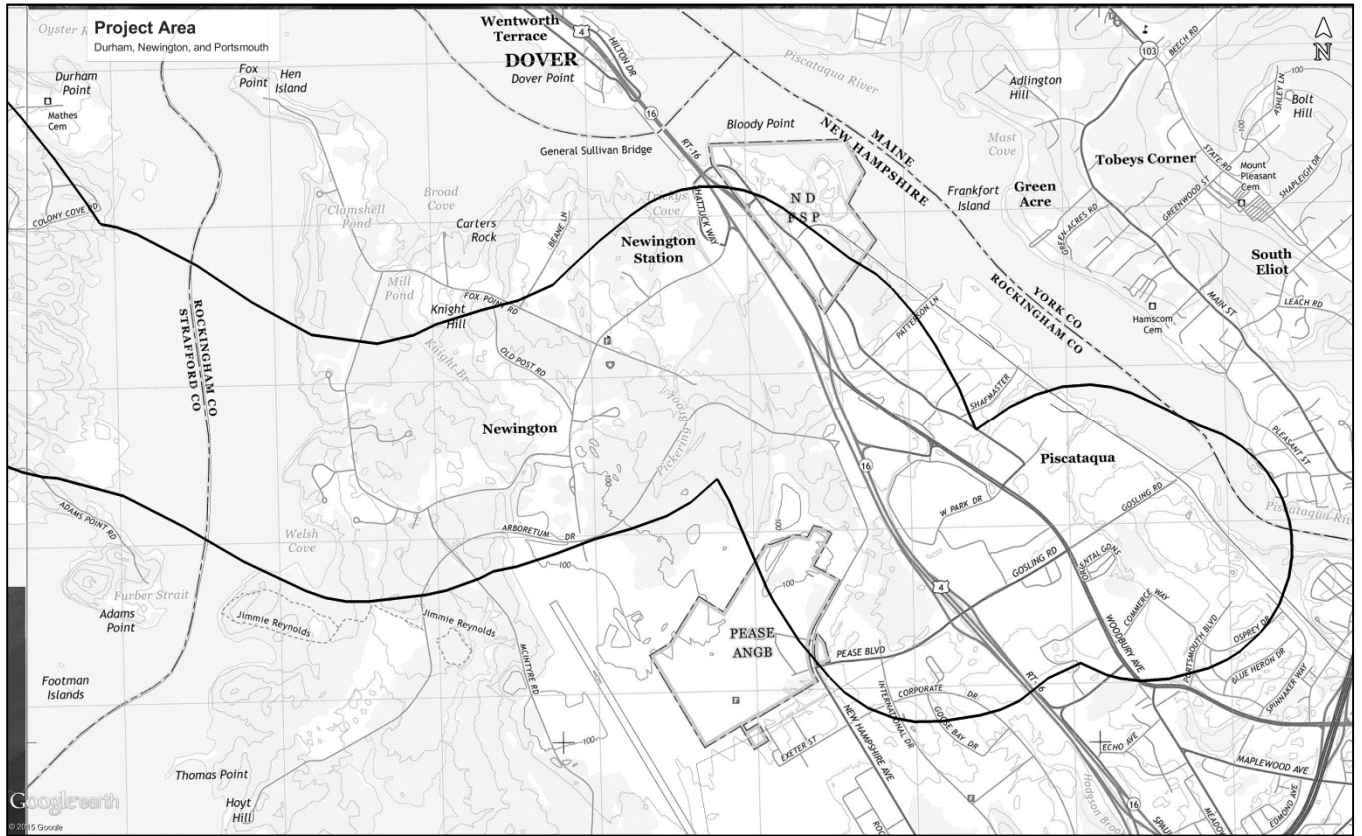
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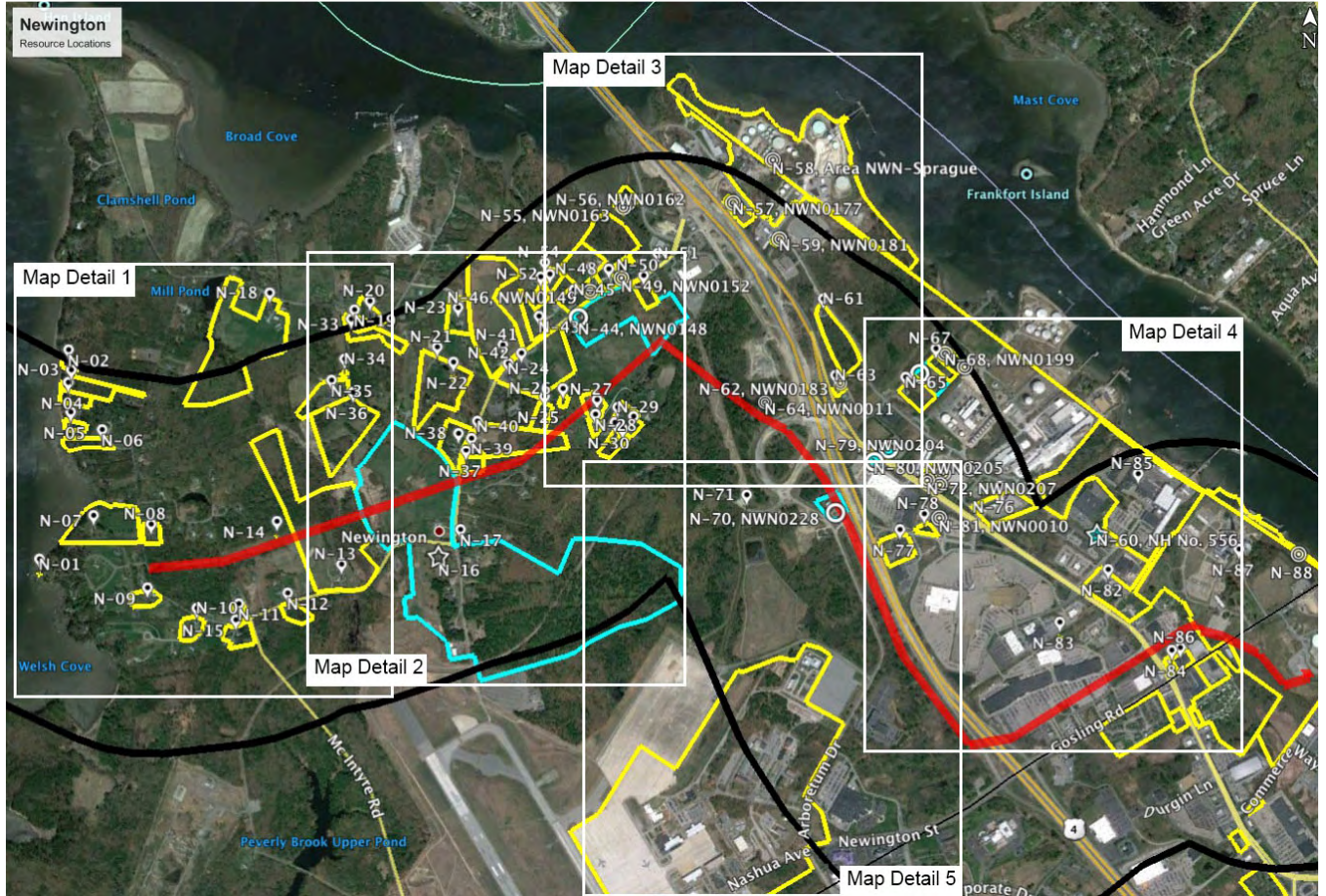
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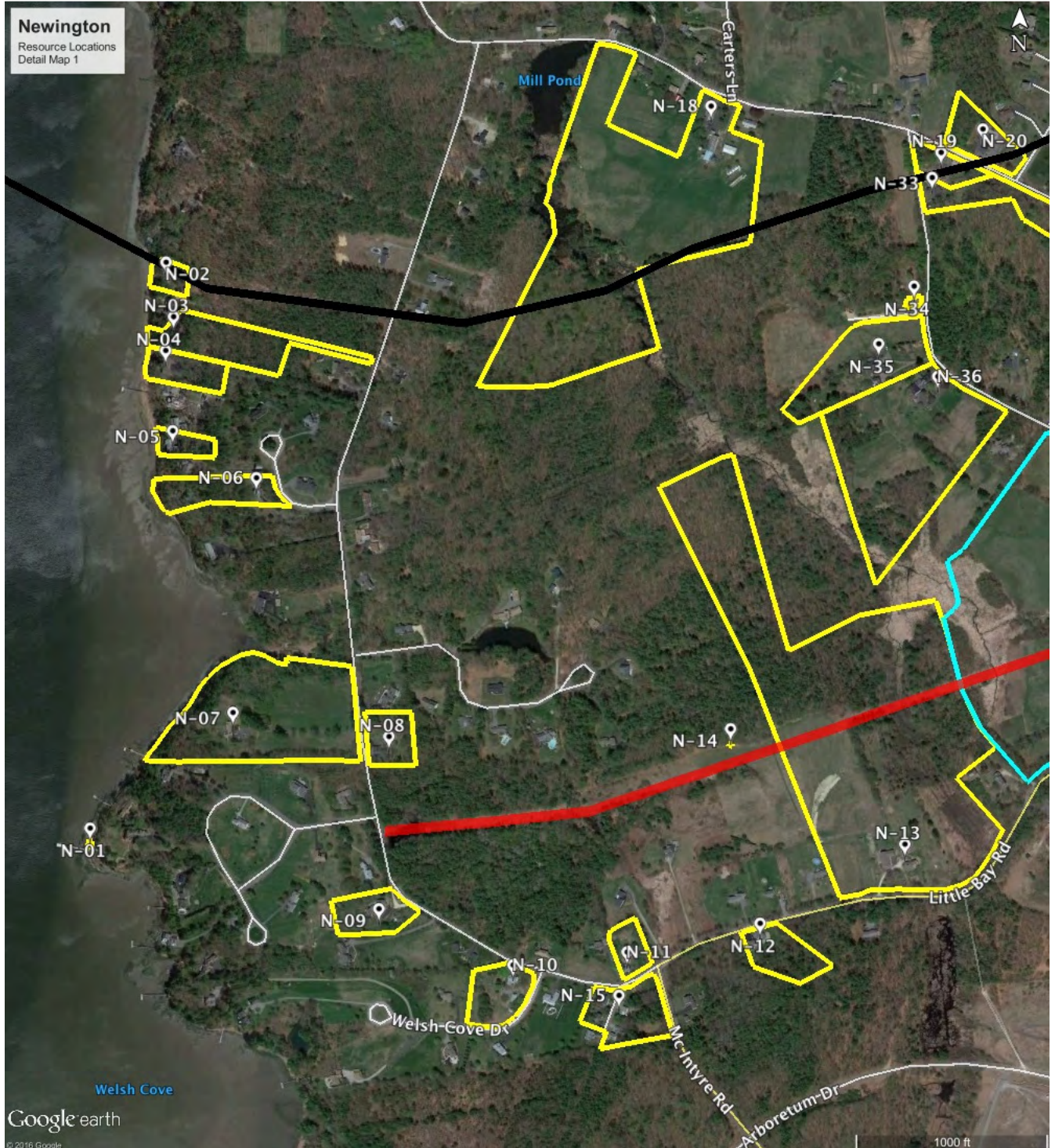
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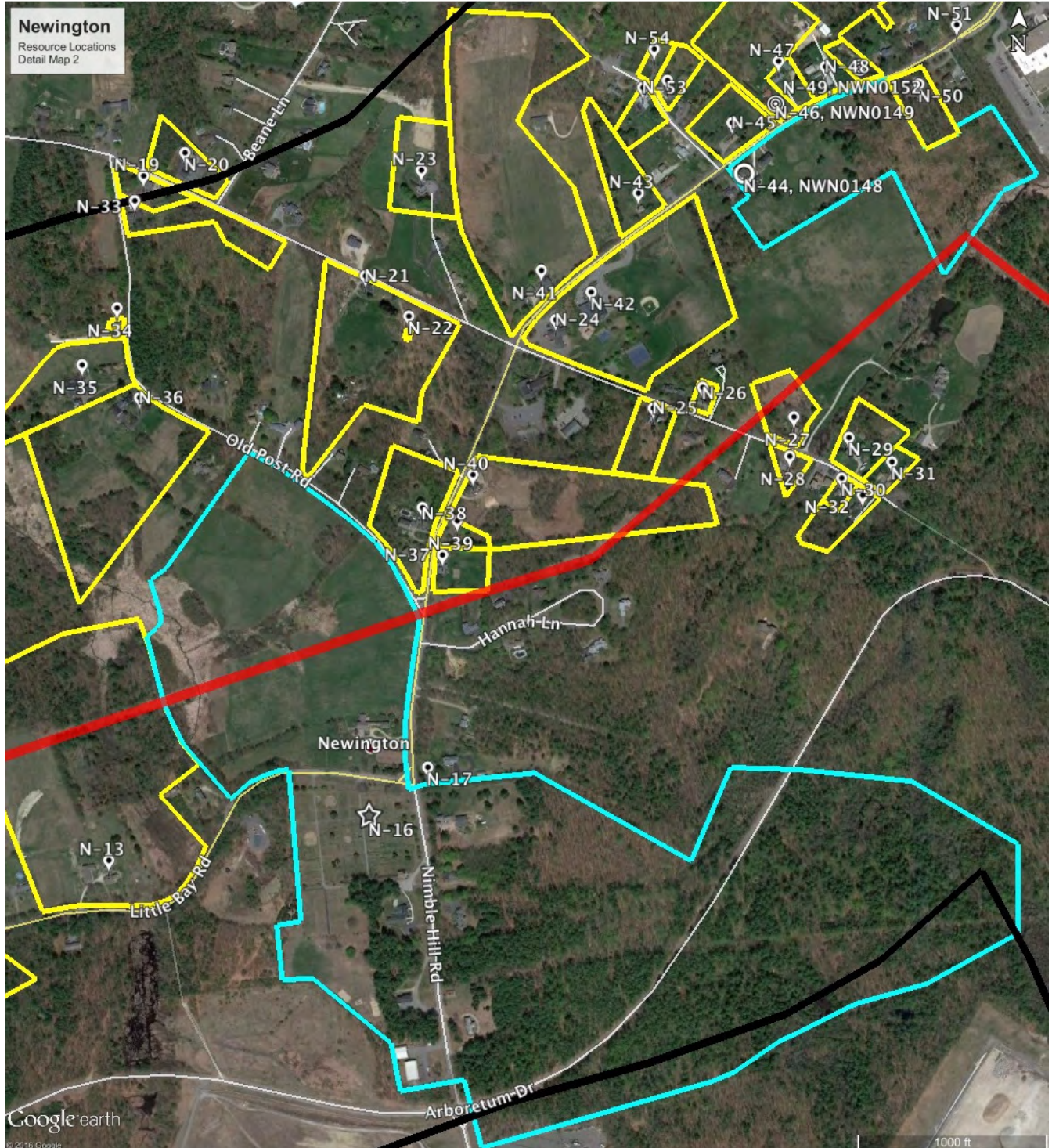
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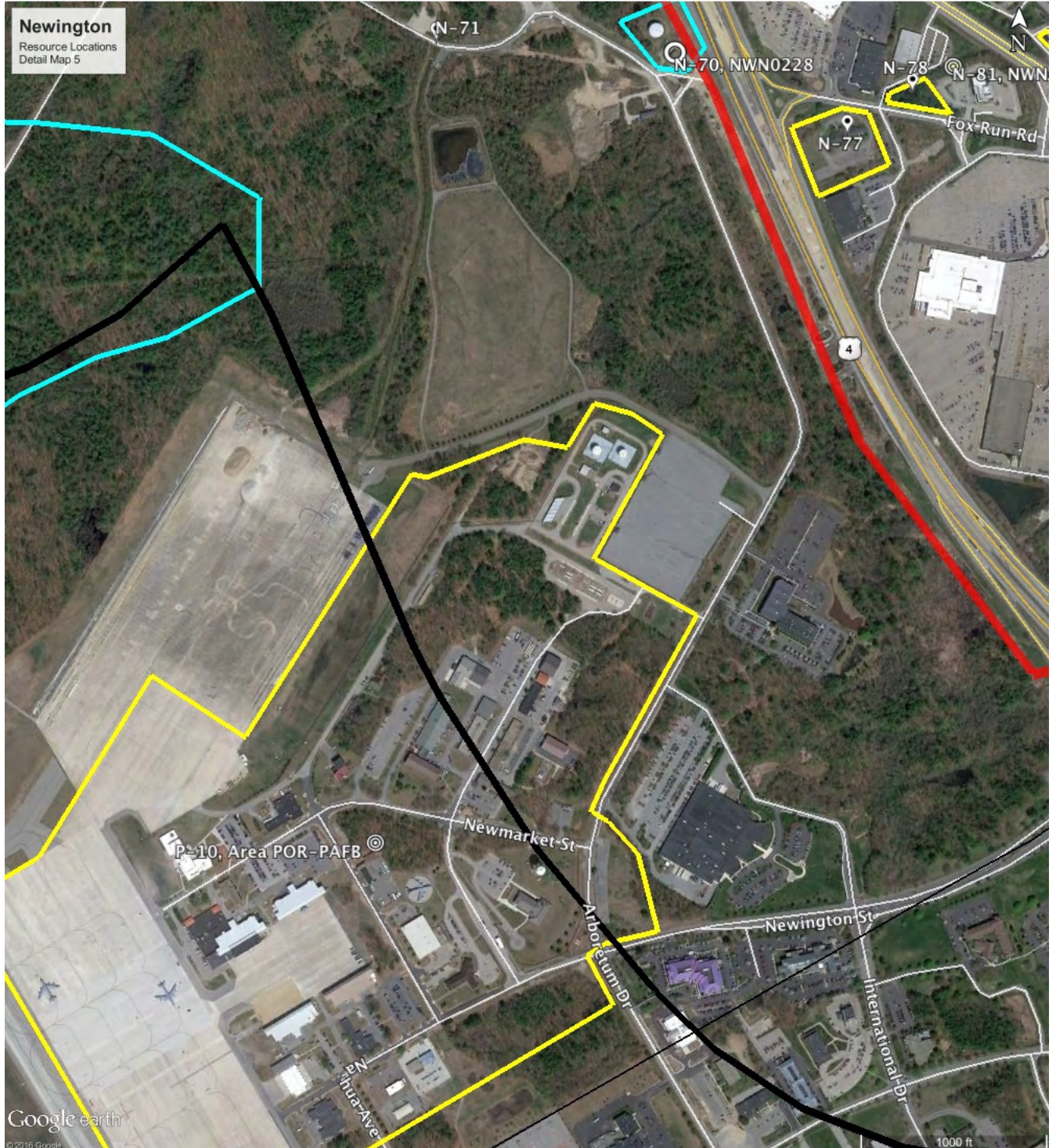
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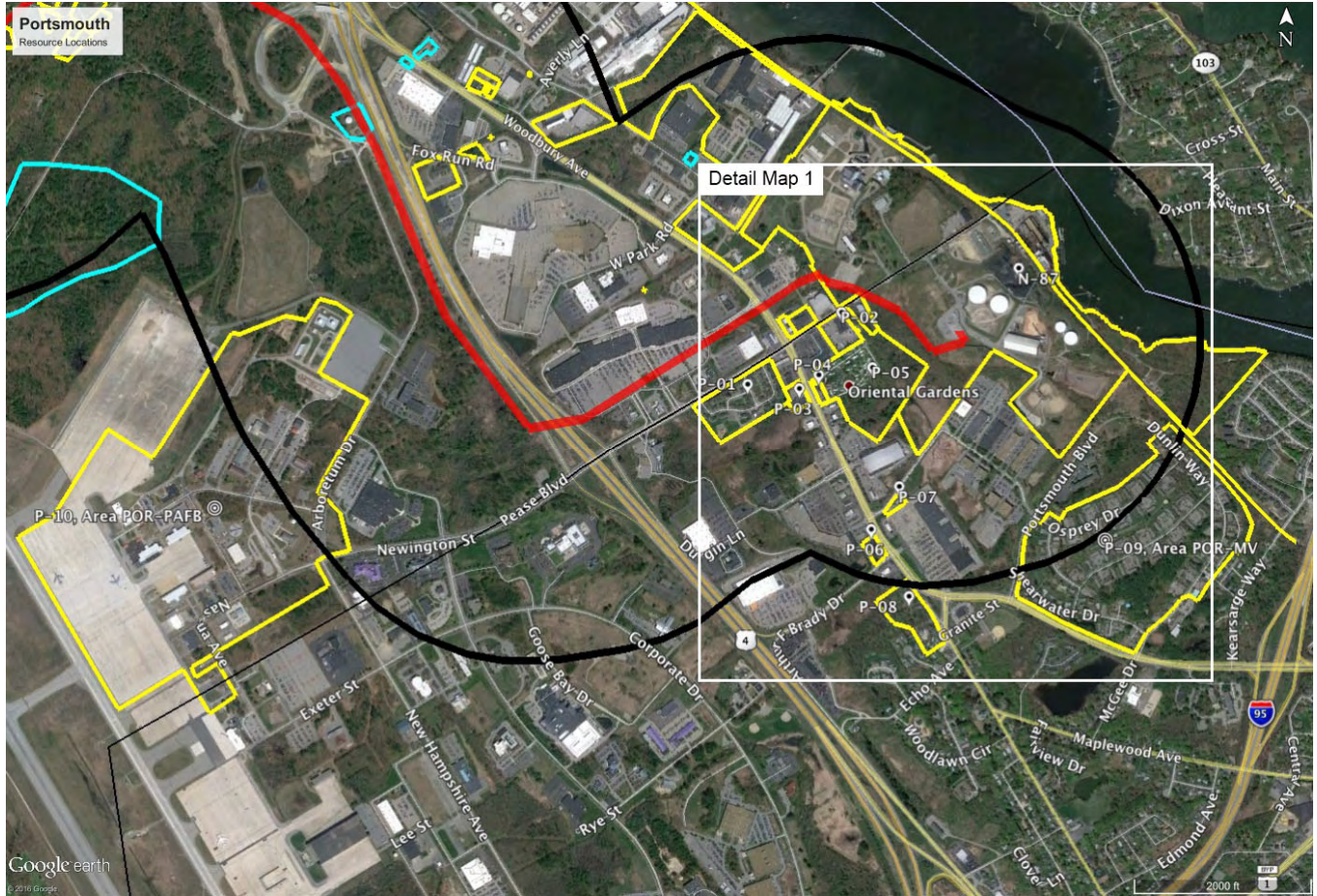
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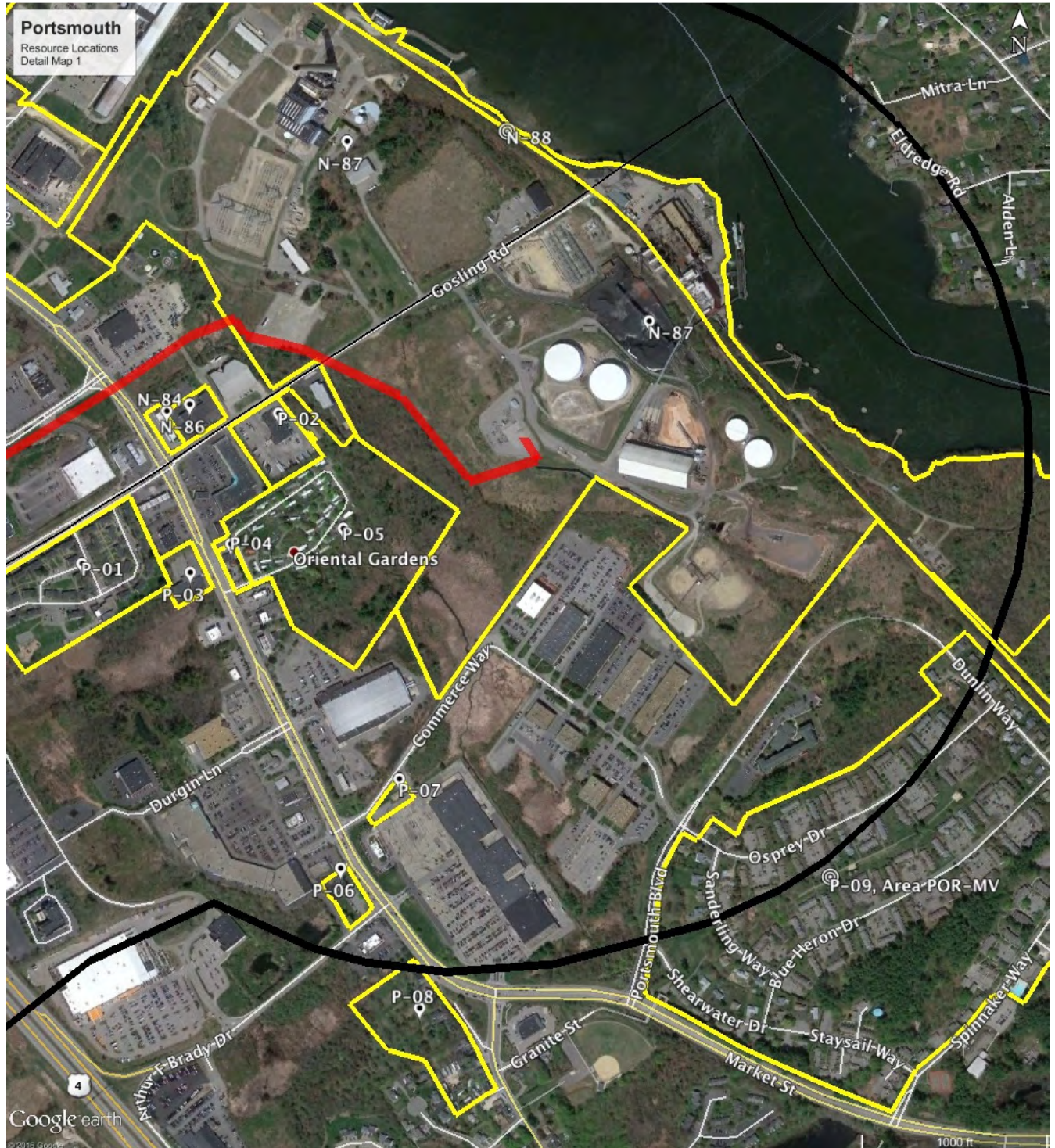
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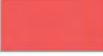
SEACOAST RELIABILITY PROJECT AREA FORM

Key to Viewshed Map Symbols

<p style="text-align: center; font-size: 24pt;">D-57</p>	<p>Project ID</p>
	<p>Pre-1968 resource or area of resources that have not been surveyed</p>
	<p>Resource that has been surveyed and determined eligible</p>
	<p>Resource that has been surveyed and determined not eligible</p>
	<p>National-Register- or State-Register-Listed resource</p>
 <p>The main map shows a project area outlined in yellow, with a thick black line representing the edge of the APE and Project Area. Thin white lines represent roads. A specific resource is outlined in yellow and marked with a white star symbol. An inset map shows a larger area with resources D-21, D-22, and DUR0010, with D-21 marked with a white star and a blue outline.</p>	<p>BLACK line is edge of APE and Project Area</p> <p>Thin WHITE lines are roads</p> <p>Parcels and groups of historic resources are outlined by thick YELLOW lines; type indicated by symbol</p> <p>AQUA lines are historic resources Listed on or Determined Eligible for the National Register</p>
	<p>Project</p>

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

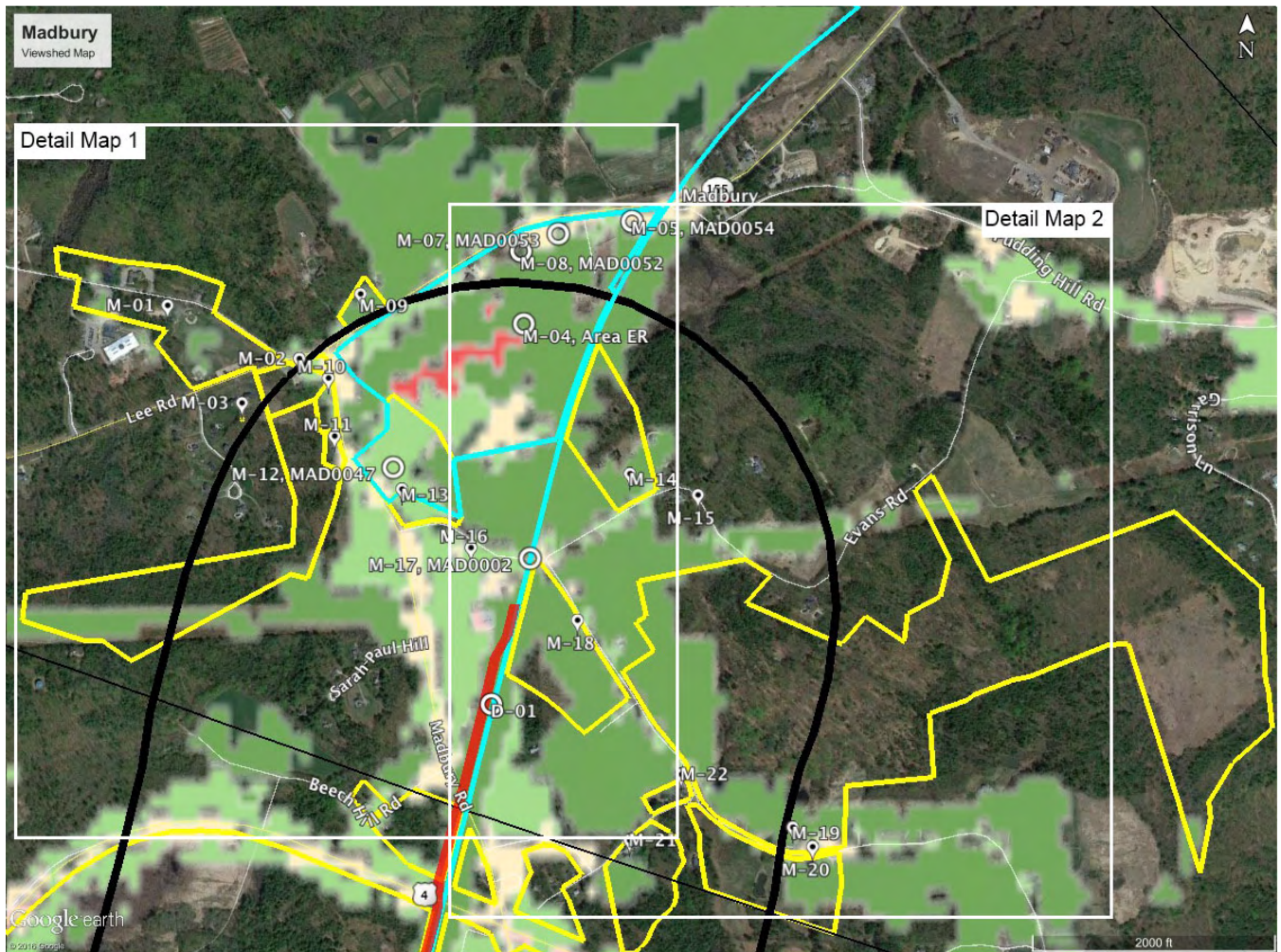
<p>Areas With Potential Visibility*</p> <ul style="list-style-type: none"> Other Areas Developed, Open Space Developed, Low Intensity Developed, Medium Intensity Developed, High Intensity	<p>Key to viewshed map shading (LandWorks)</p> <p>*Classifications are based on the MRLC National Land Cover Database classification system. Most developed areas (low to high intensity) will typically have filtered or no views of the project due to intervening structures.</p>
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Viewshed mapping is generated from the top of each structure and accounts only for deciduous, coniferous and mixed forest cover at an assumed height of 40 feet. This viewshed does not account for the screening effects of buildings, structures, site-specific vegetation, actual tree heights and density, variations in eye sight, and atmospheric and weather conditions. No all structures (or portions of structures) will be visible. Therefore, the viewshed map will often overstate potential visibility. It does not and cannot represent actual conditions on the ground. Viewshed mapping is based on best available data at the time from Ever Source, NHGRANT, and USGS. Mapping is only as accurate as the original source. LandWorks does not guarantee the accuracy of this information.

AREA FORM

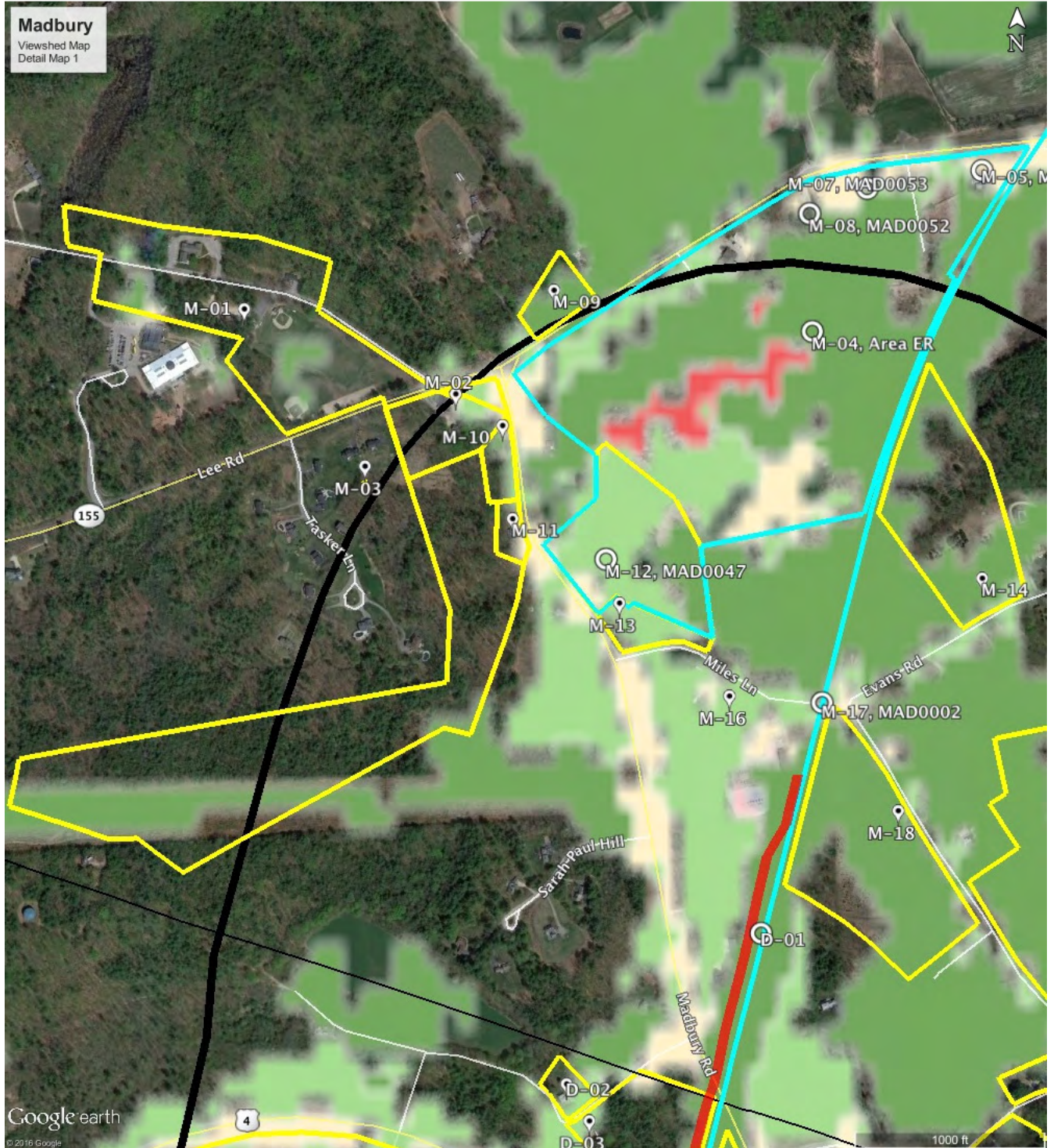
SEACOAST RELIABILITY PROJECT AREA FORM

Viewshed Maps



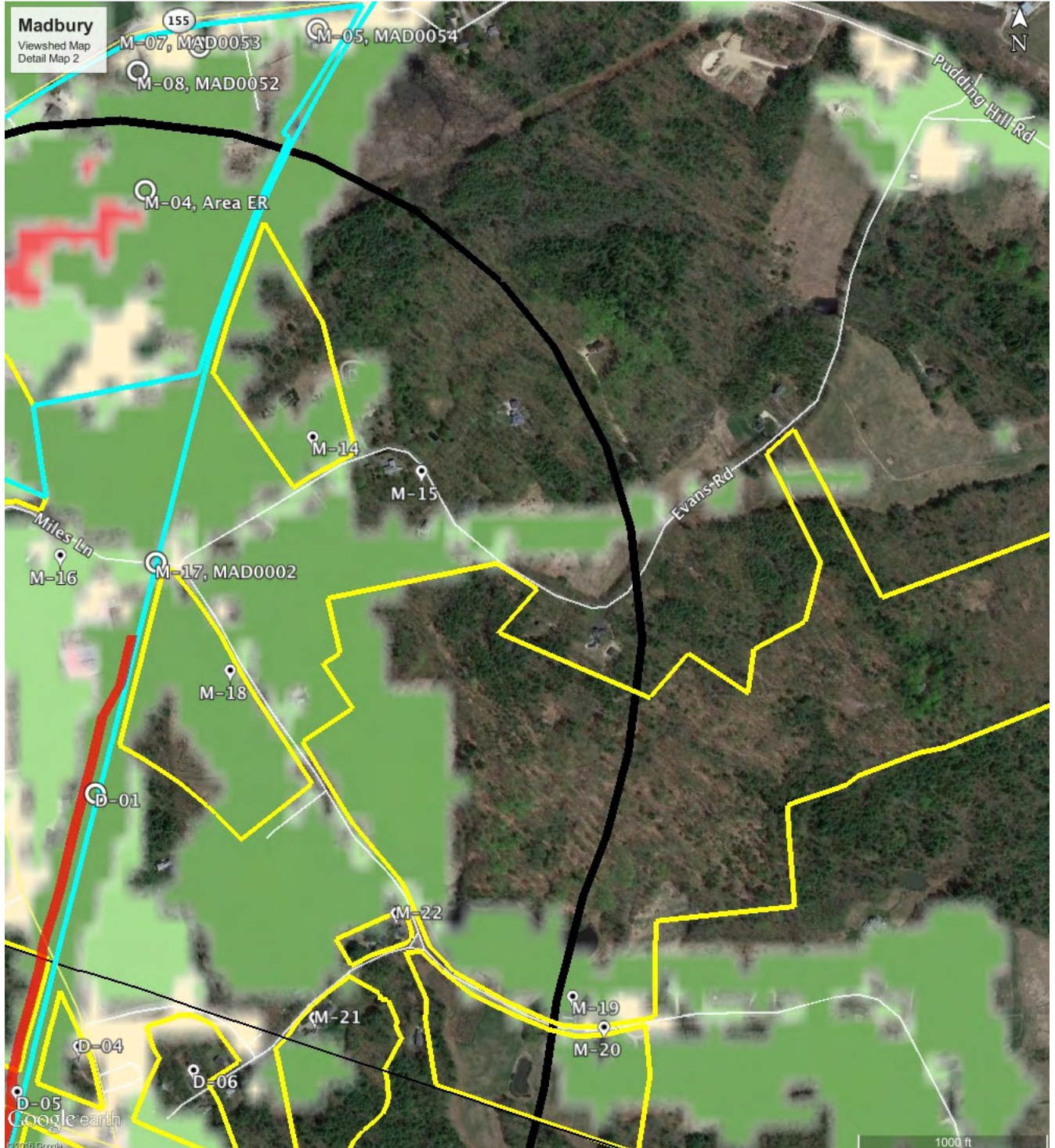
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SEACOAST RELIABILITY PROJECT AREA FORM



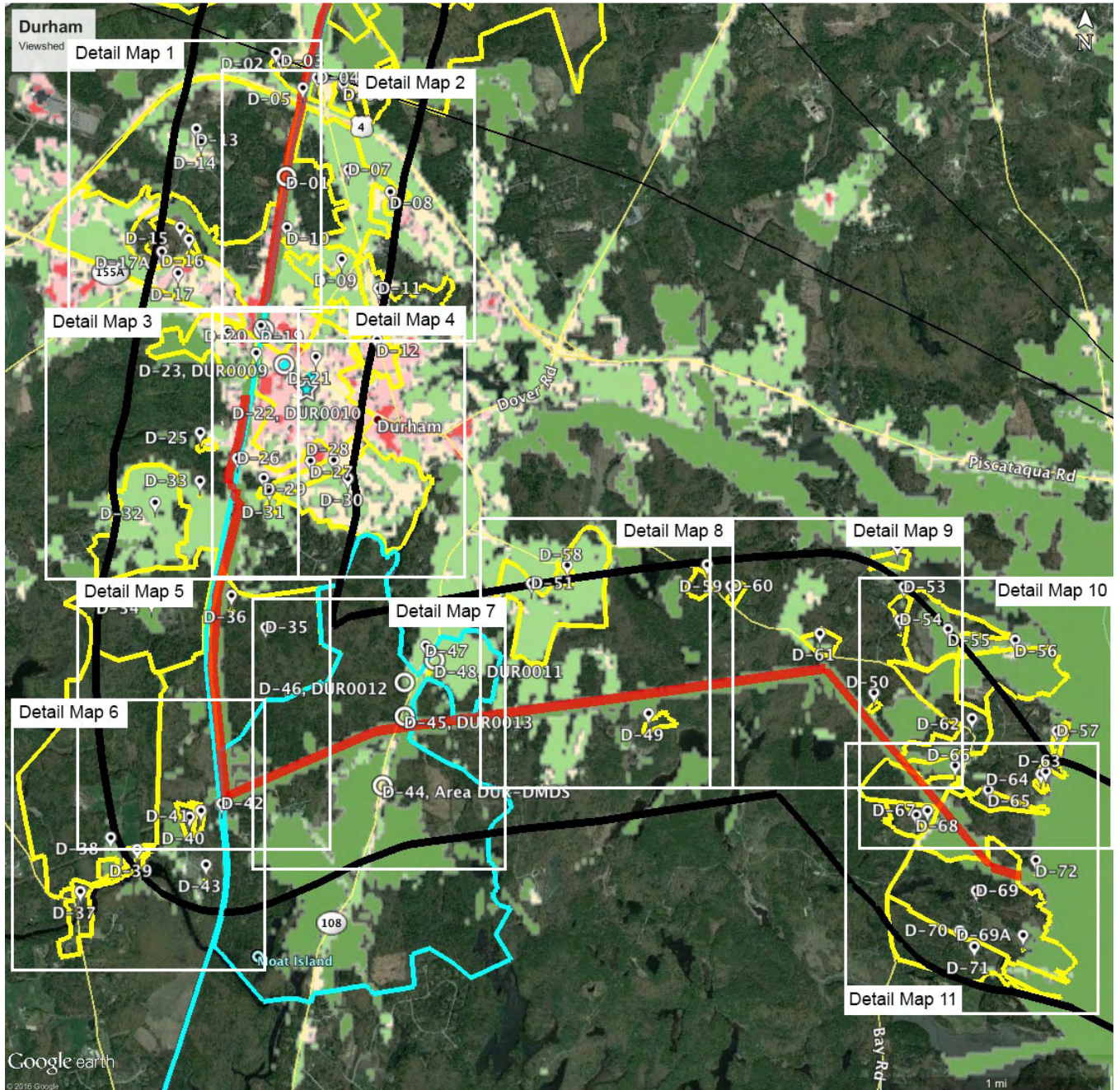
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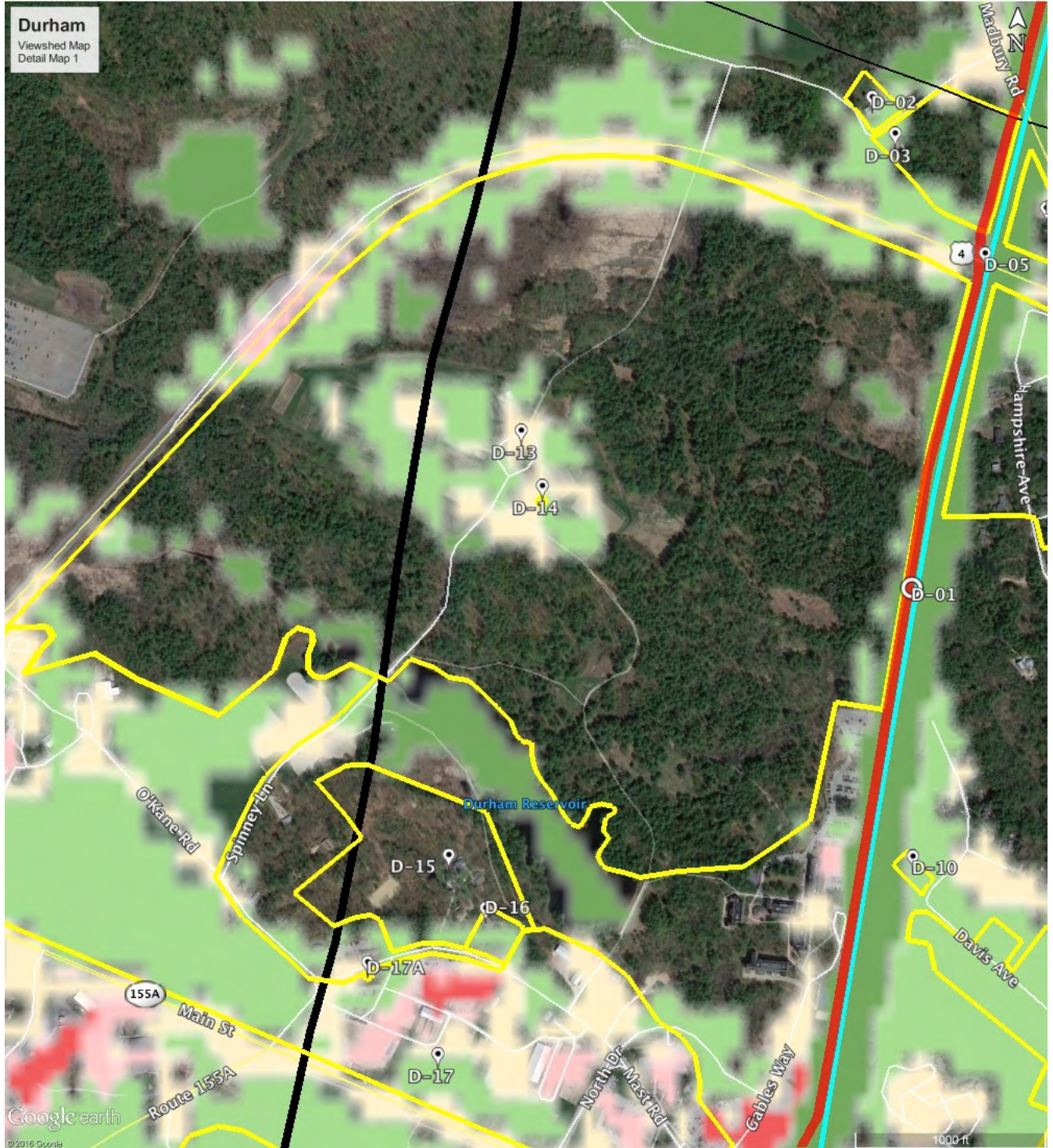
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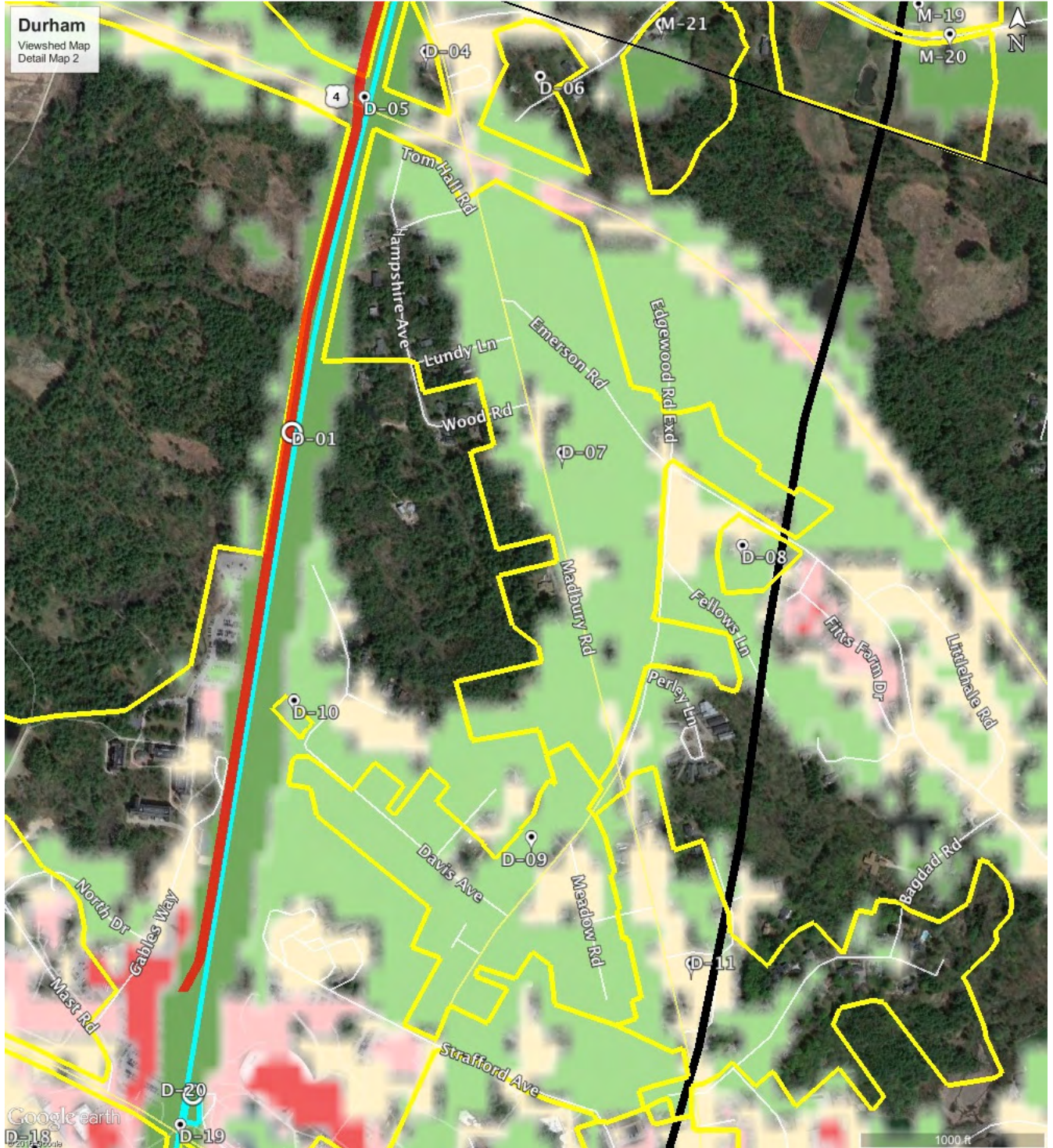
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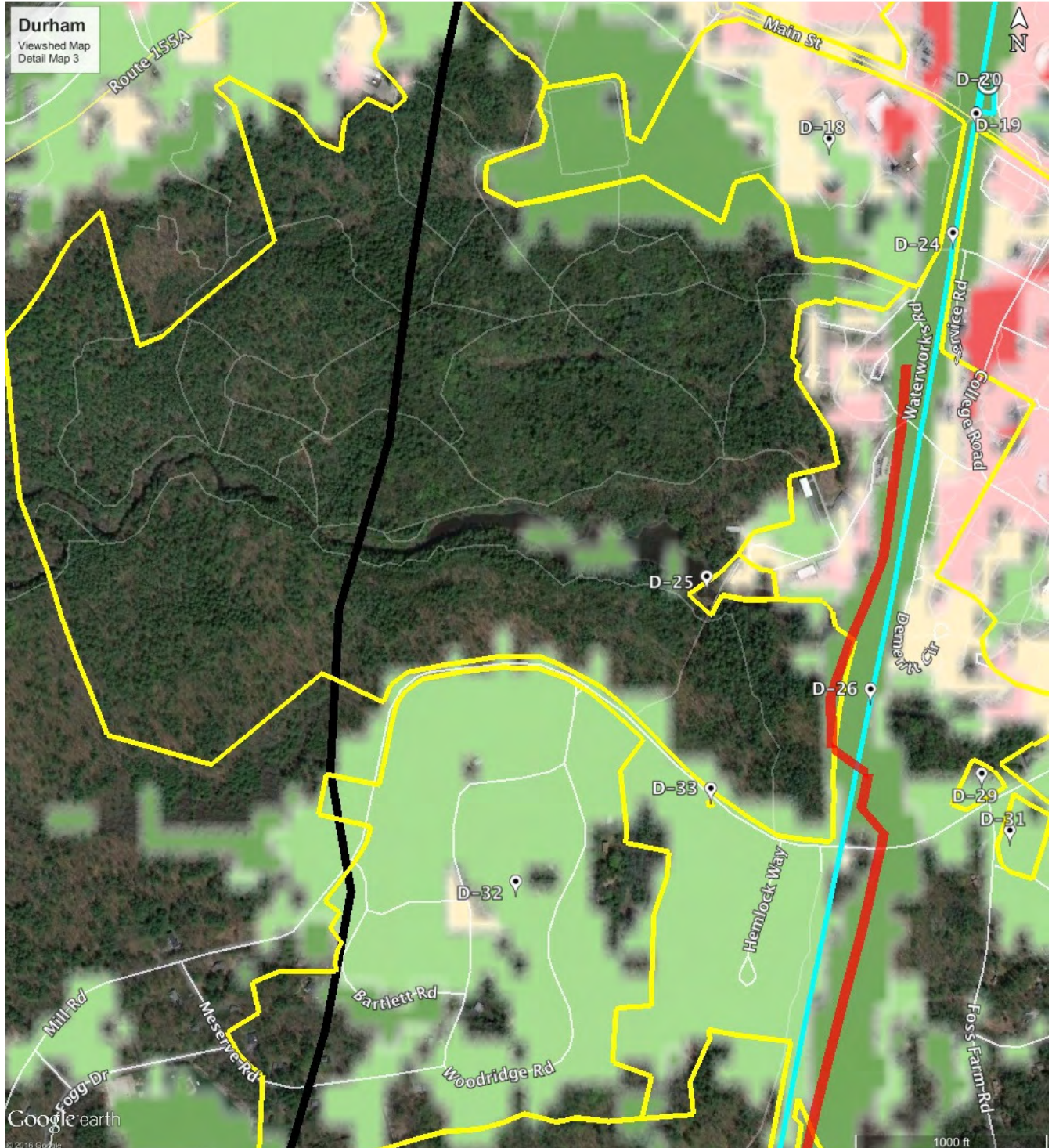
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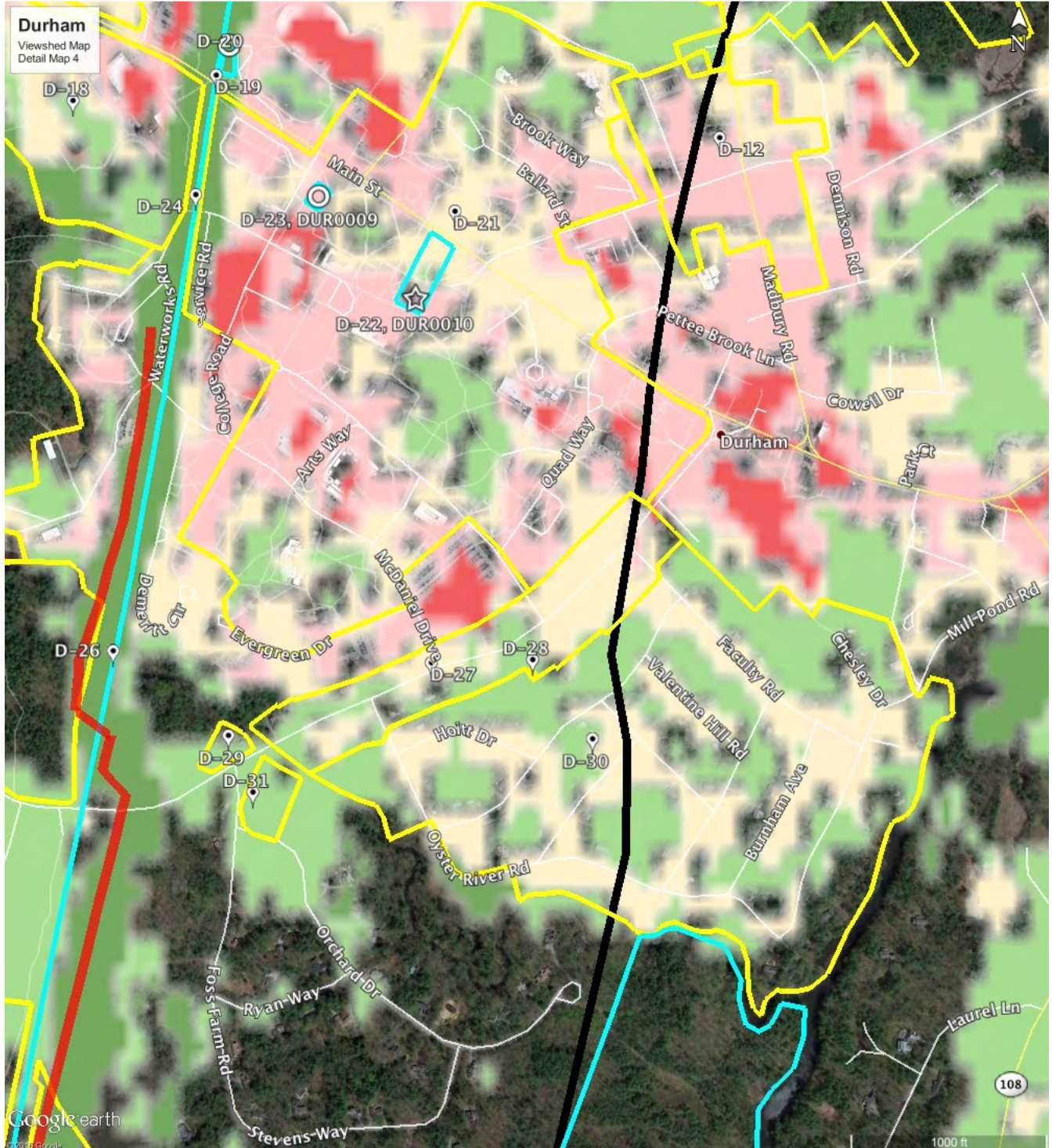
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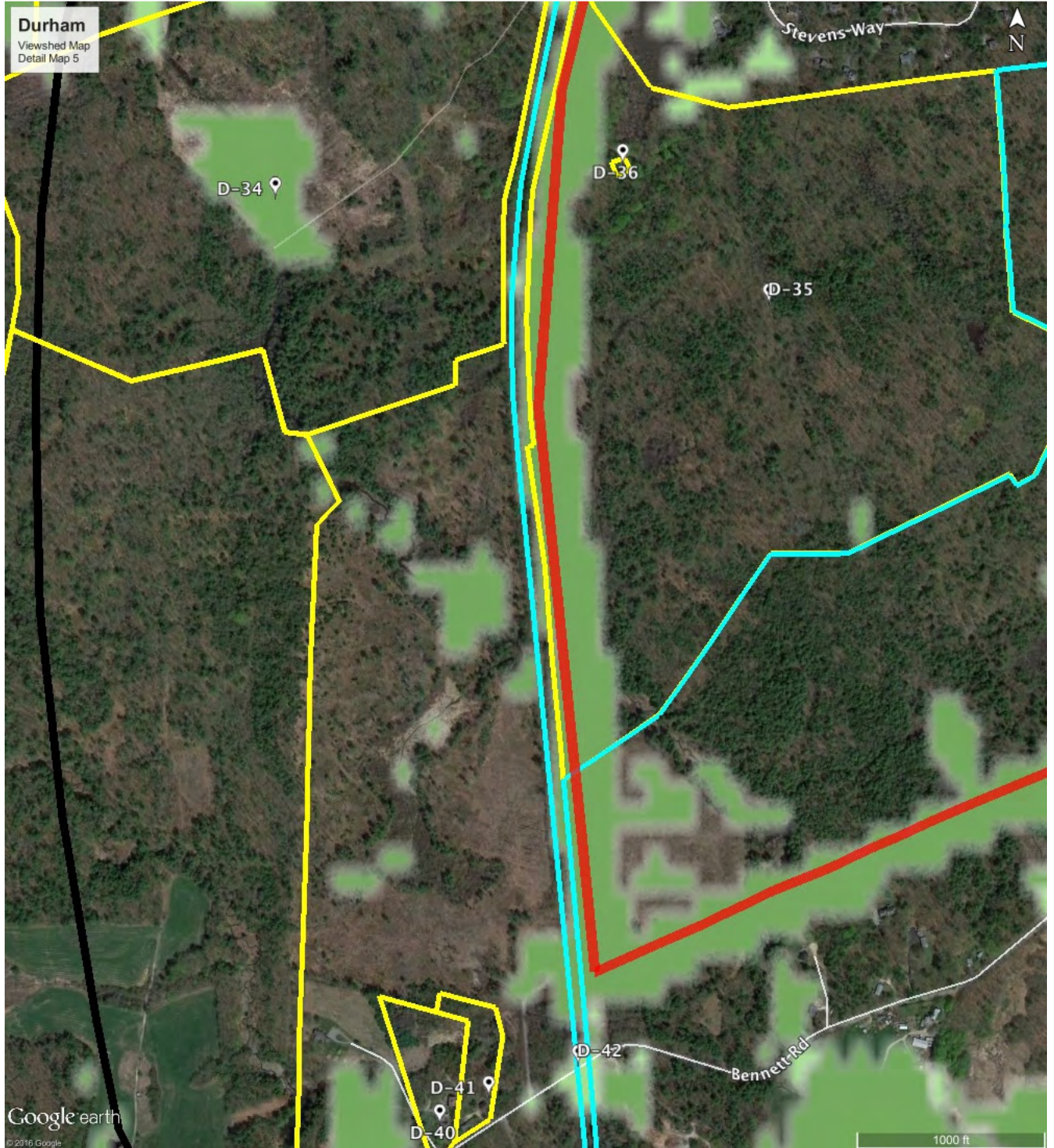
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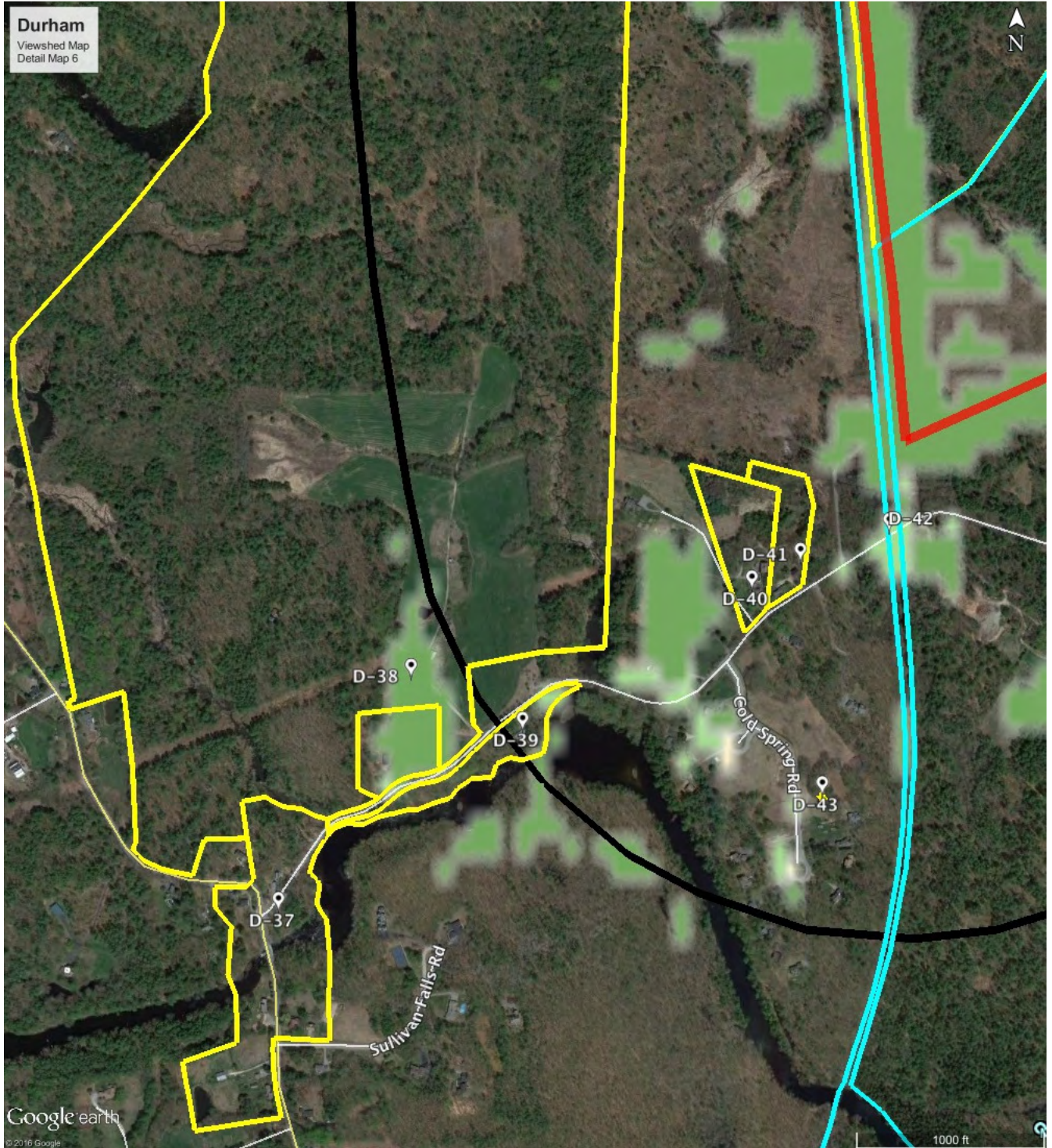
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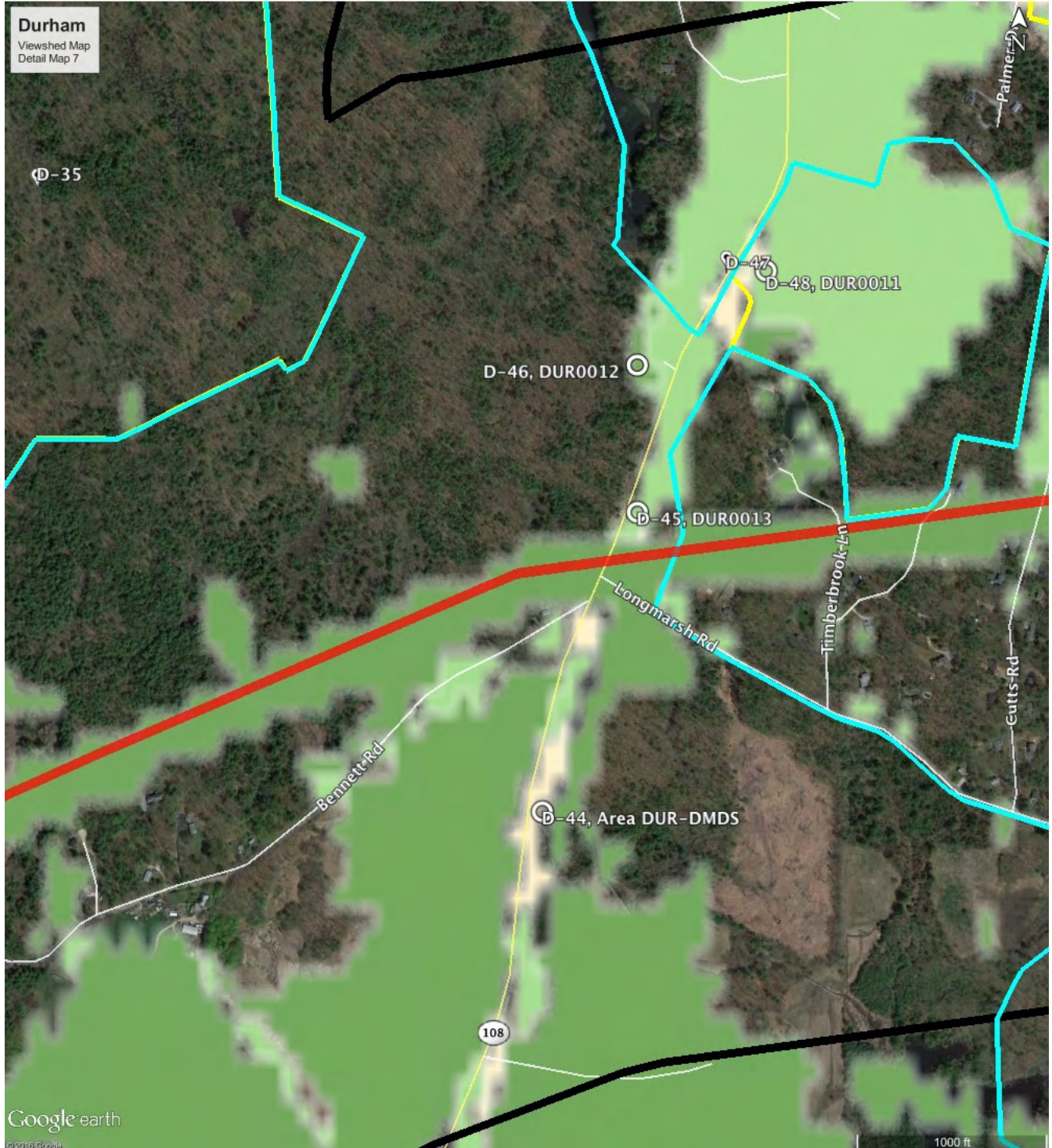
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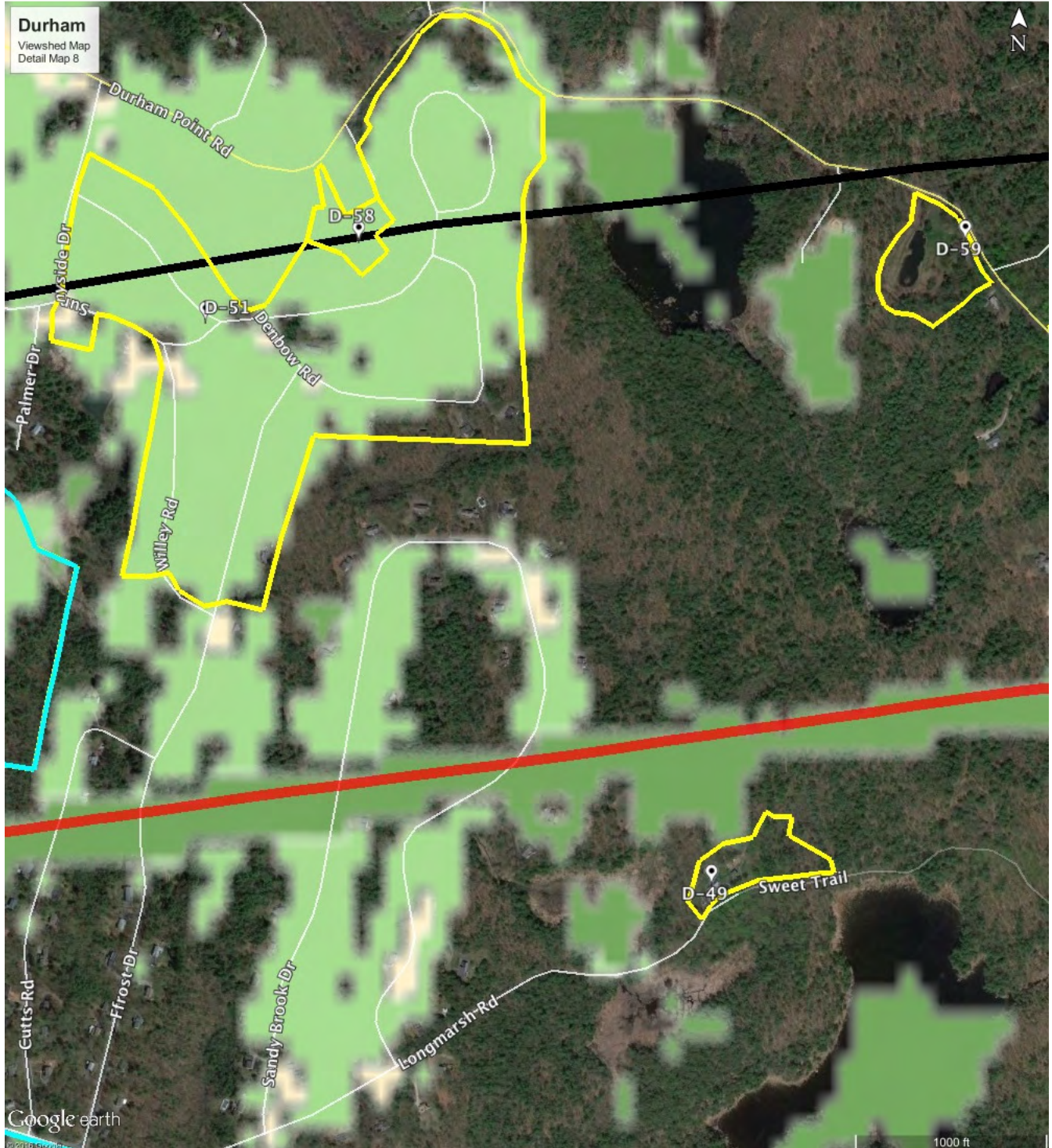
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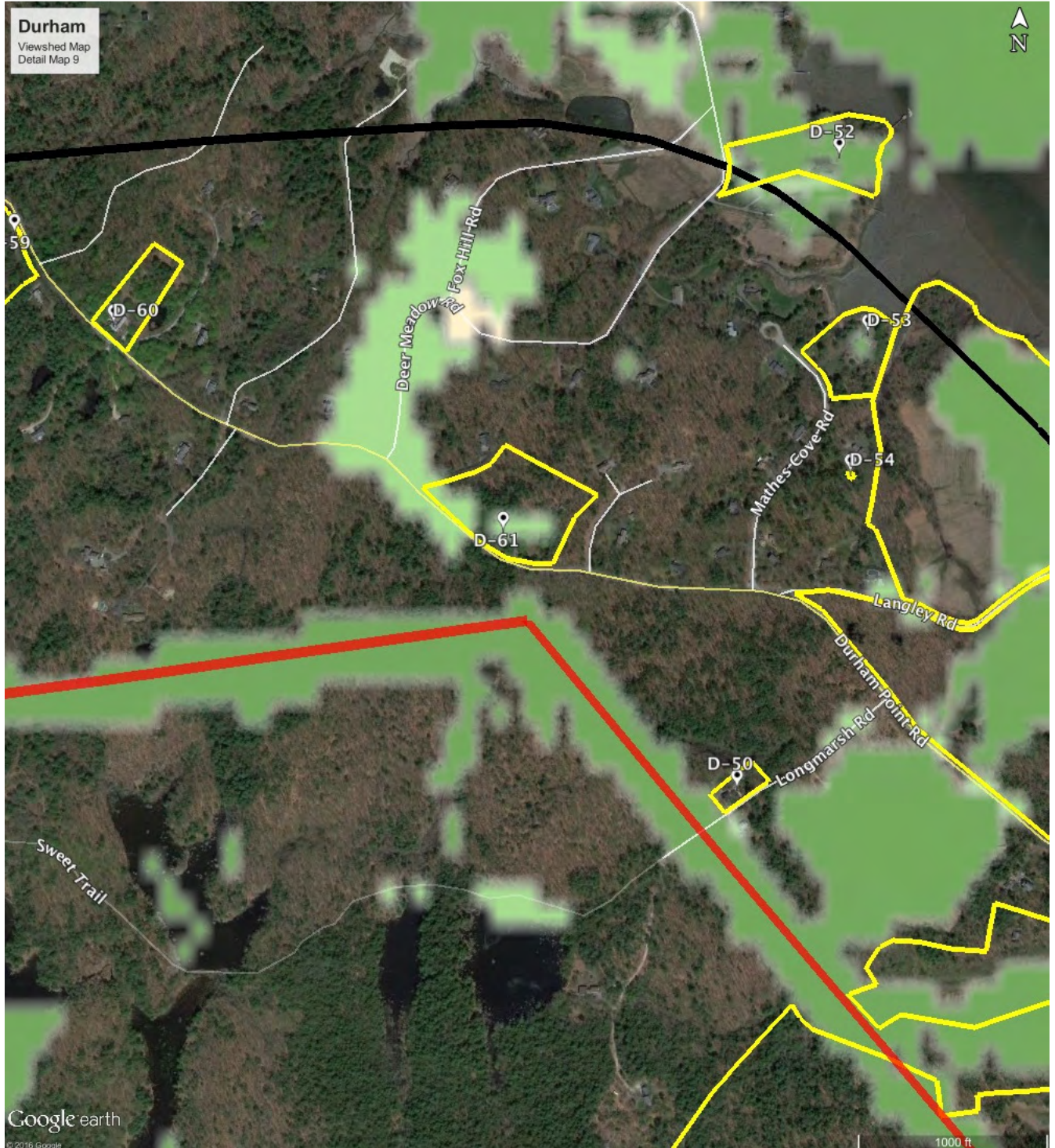
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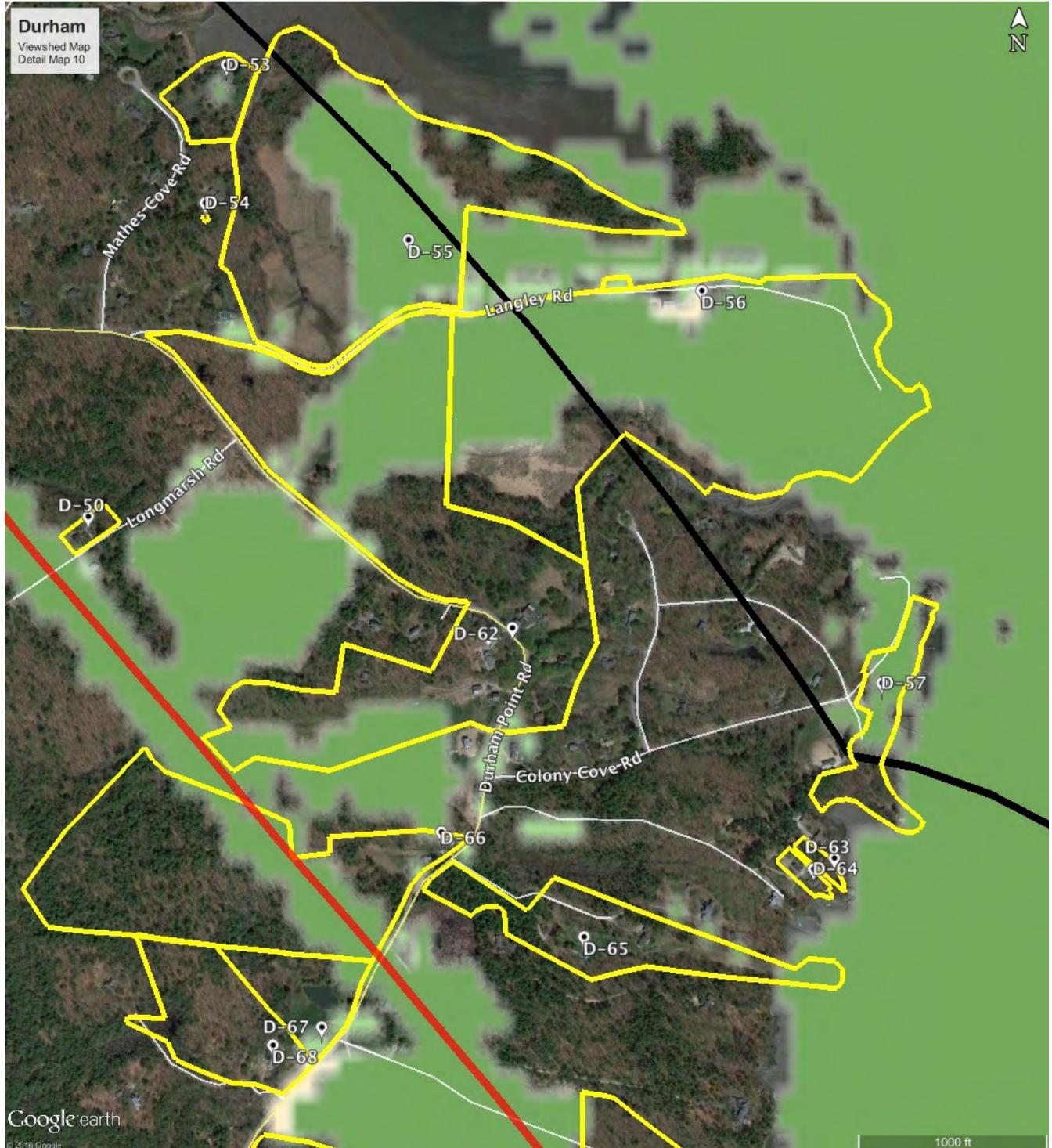
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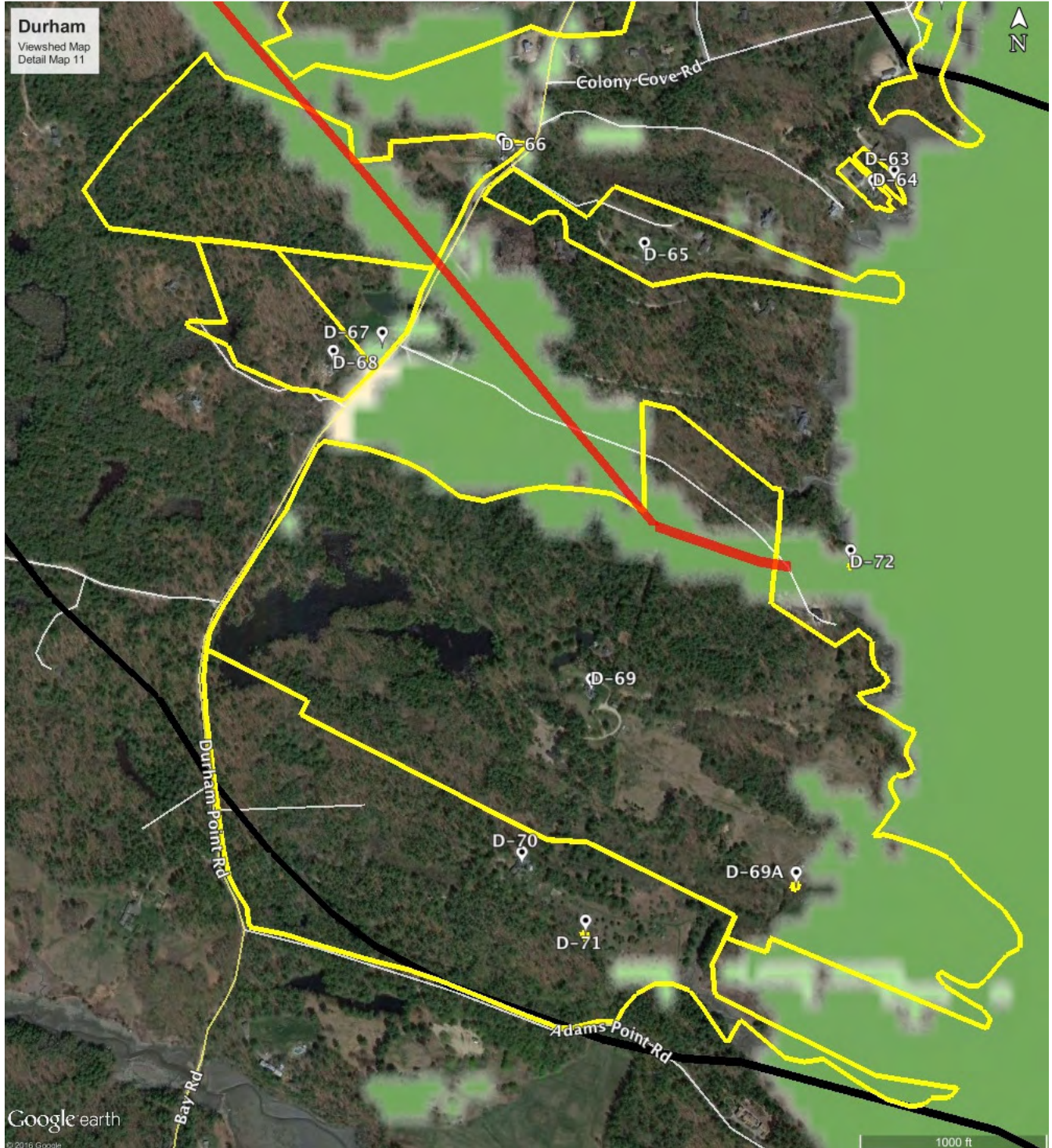
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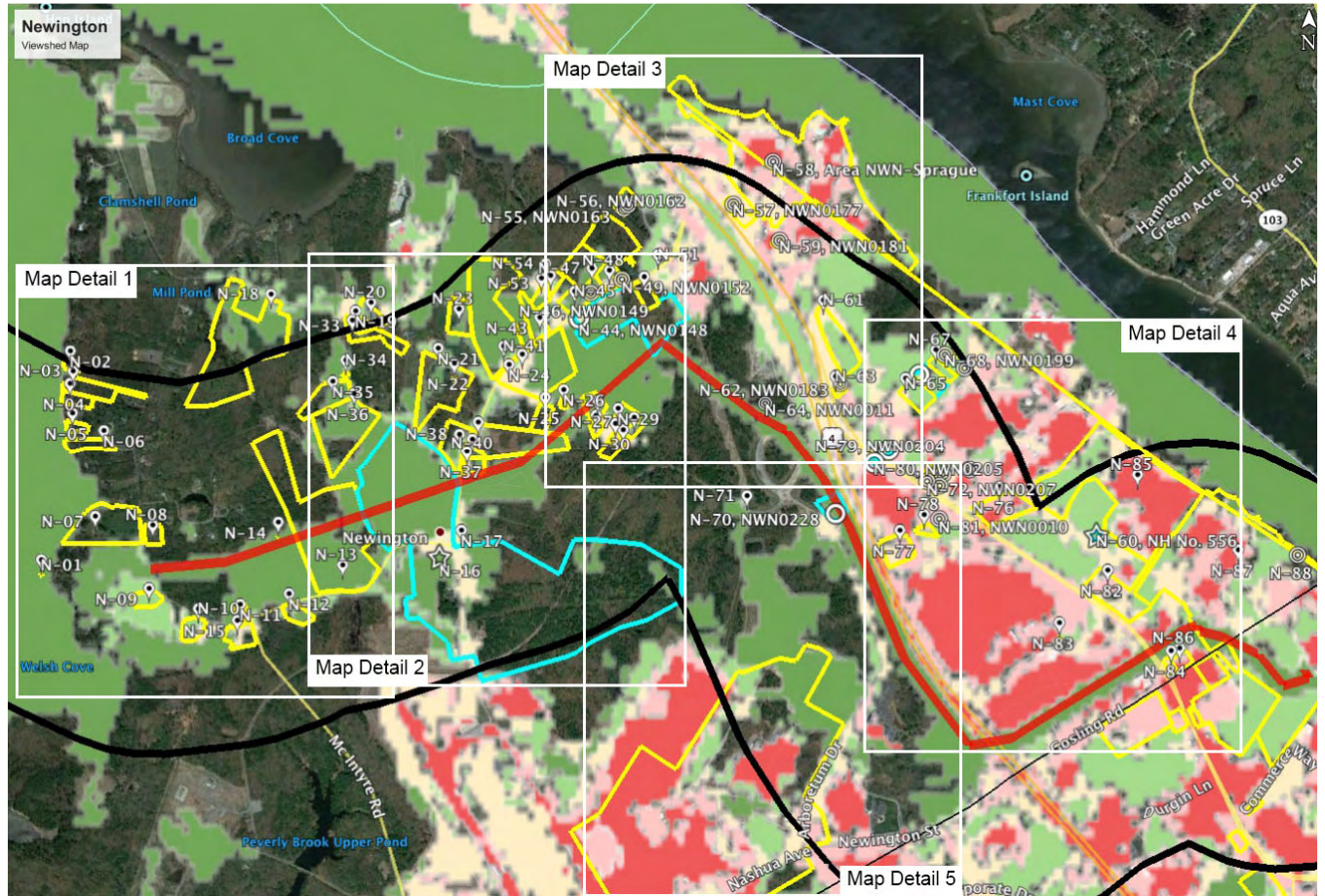
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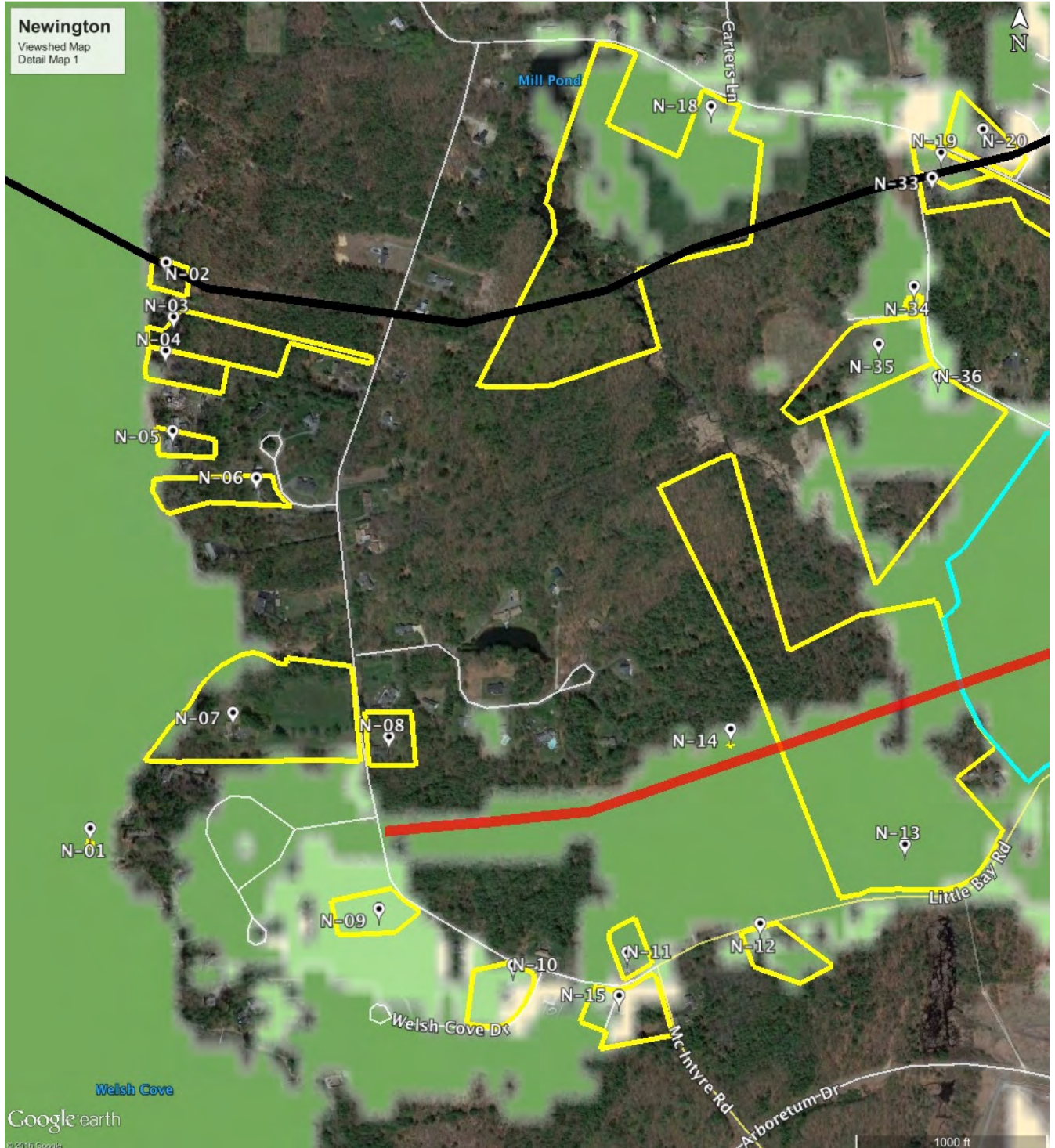
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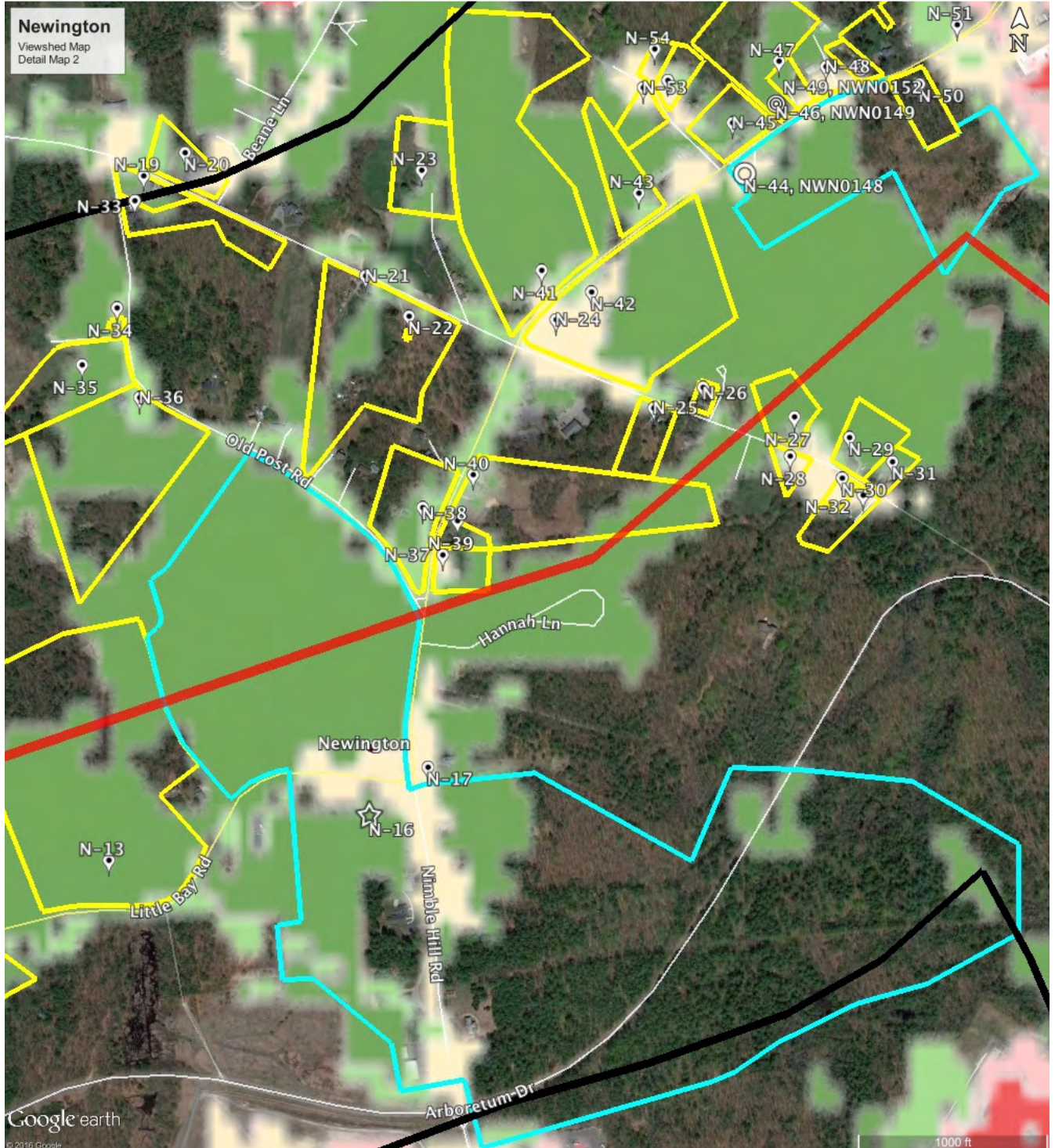
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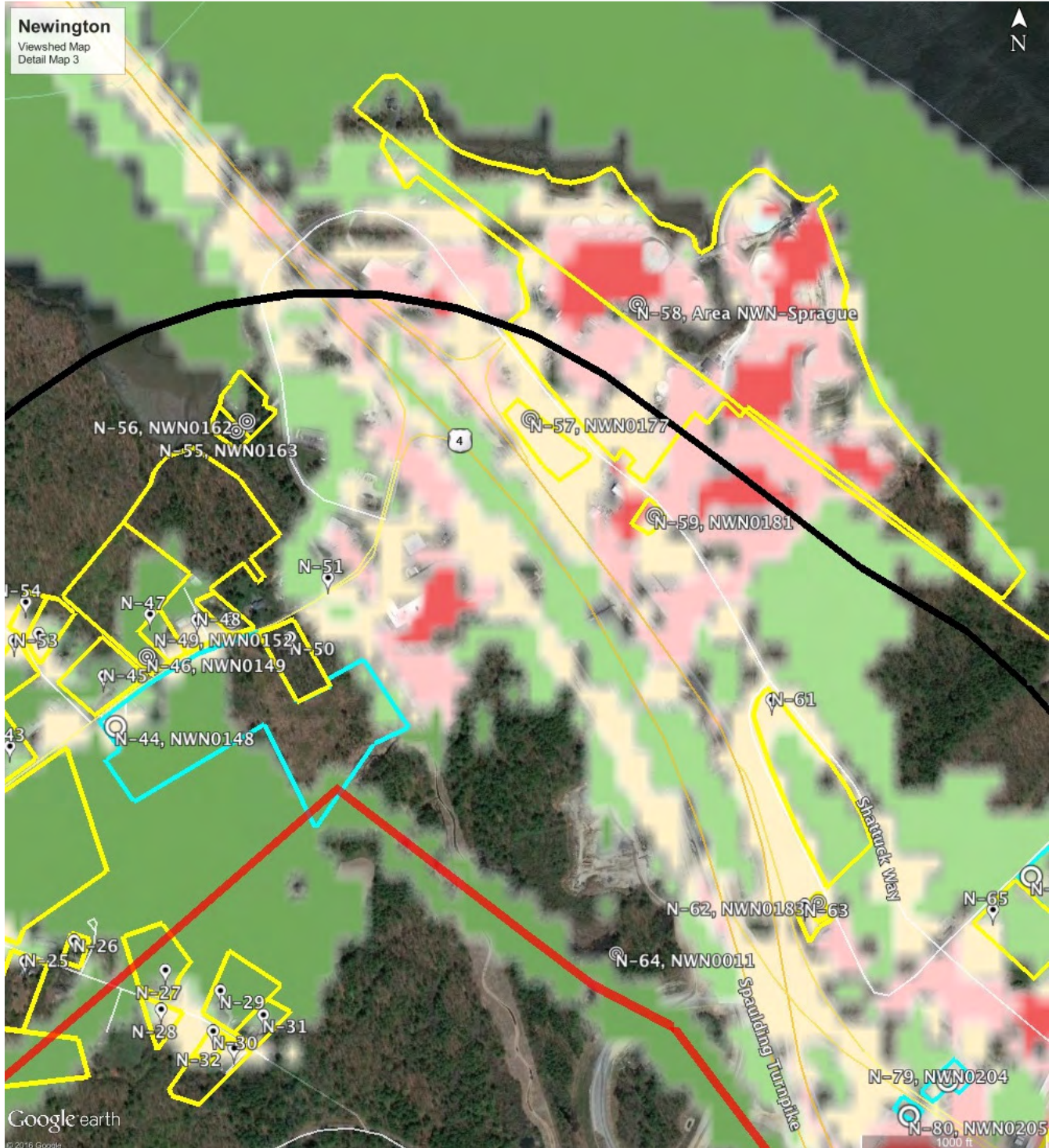
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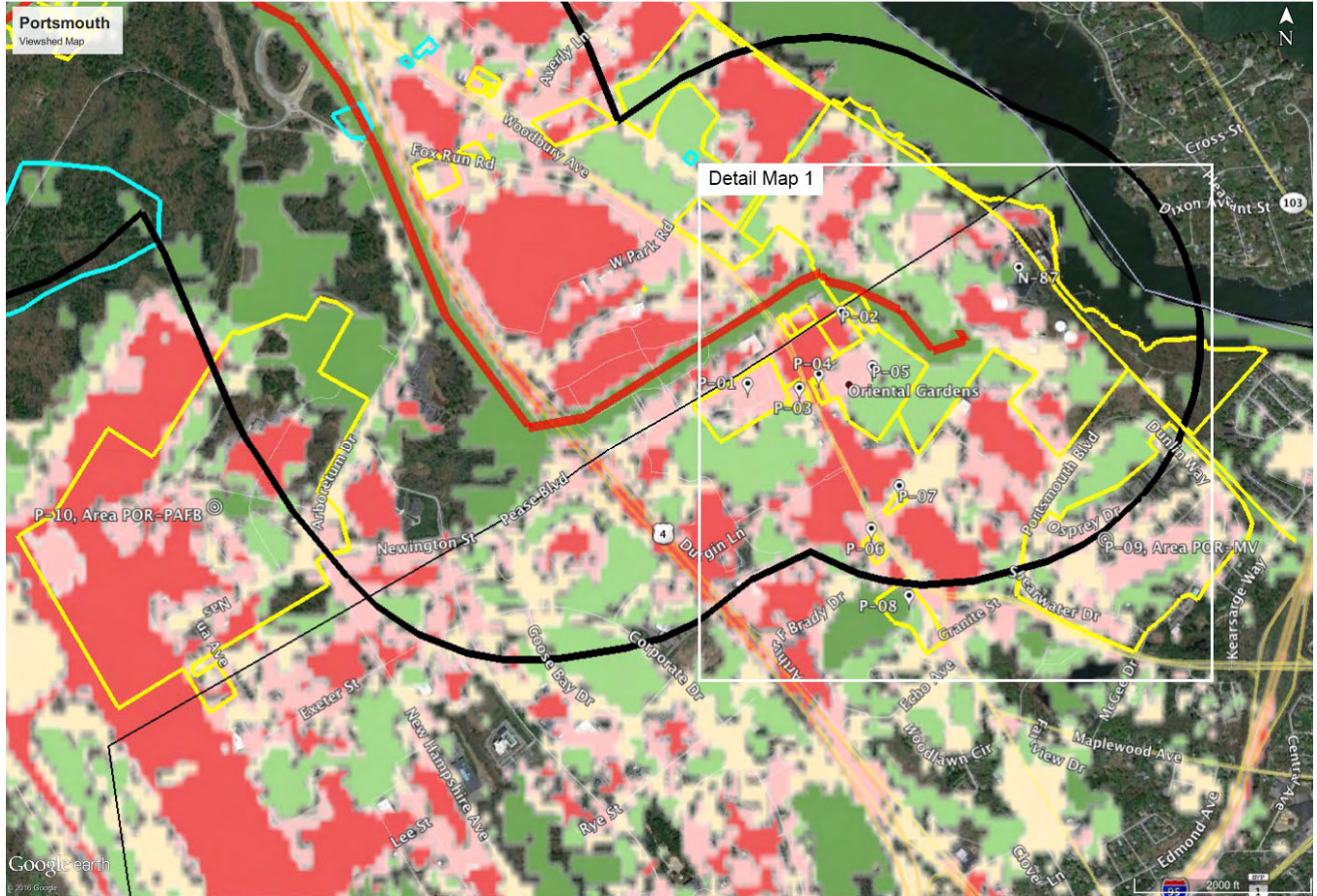
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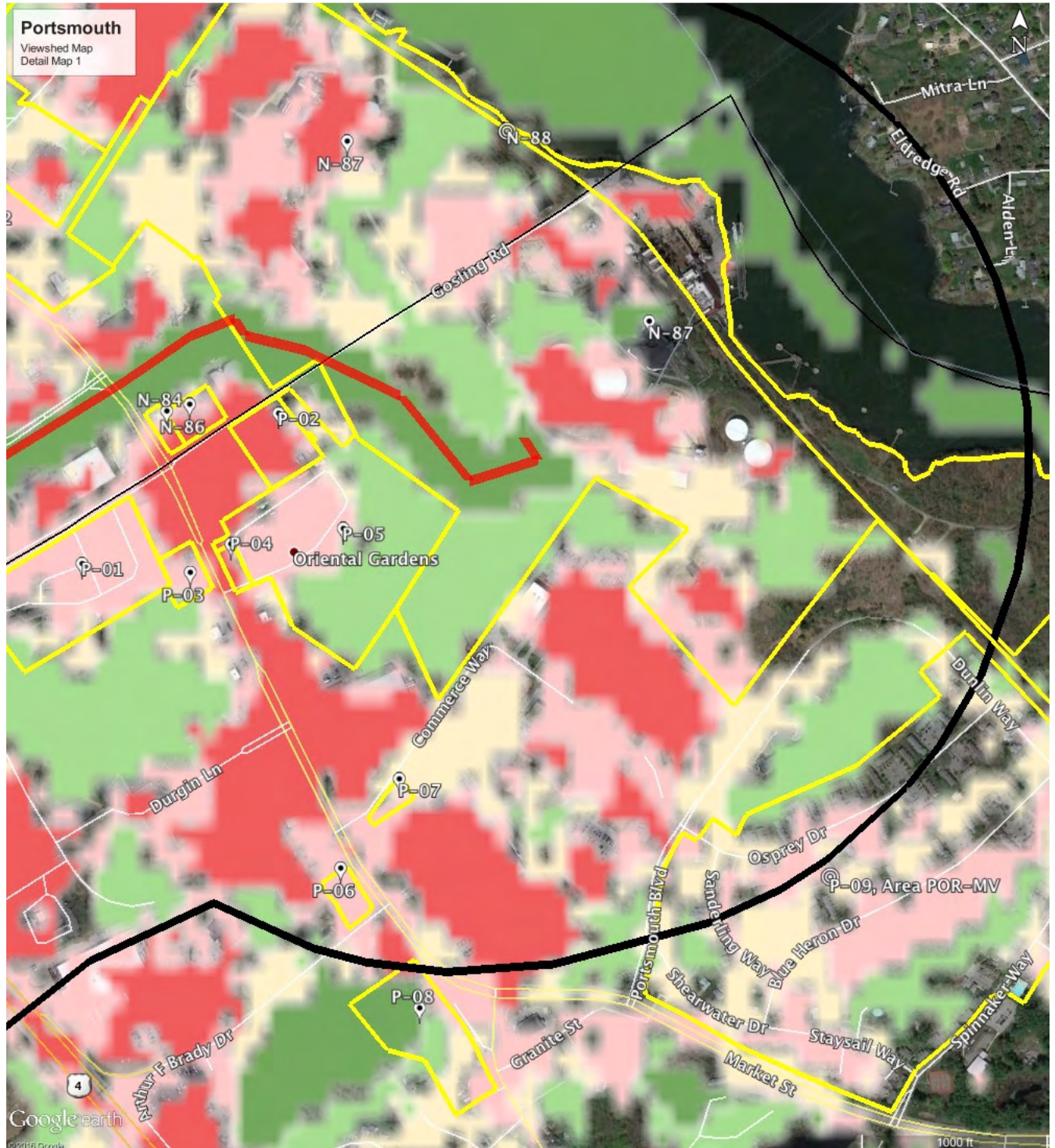
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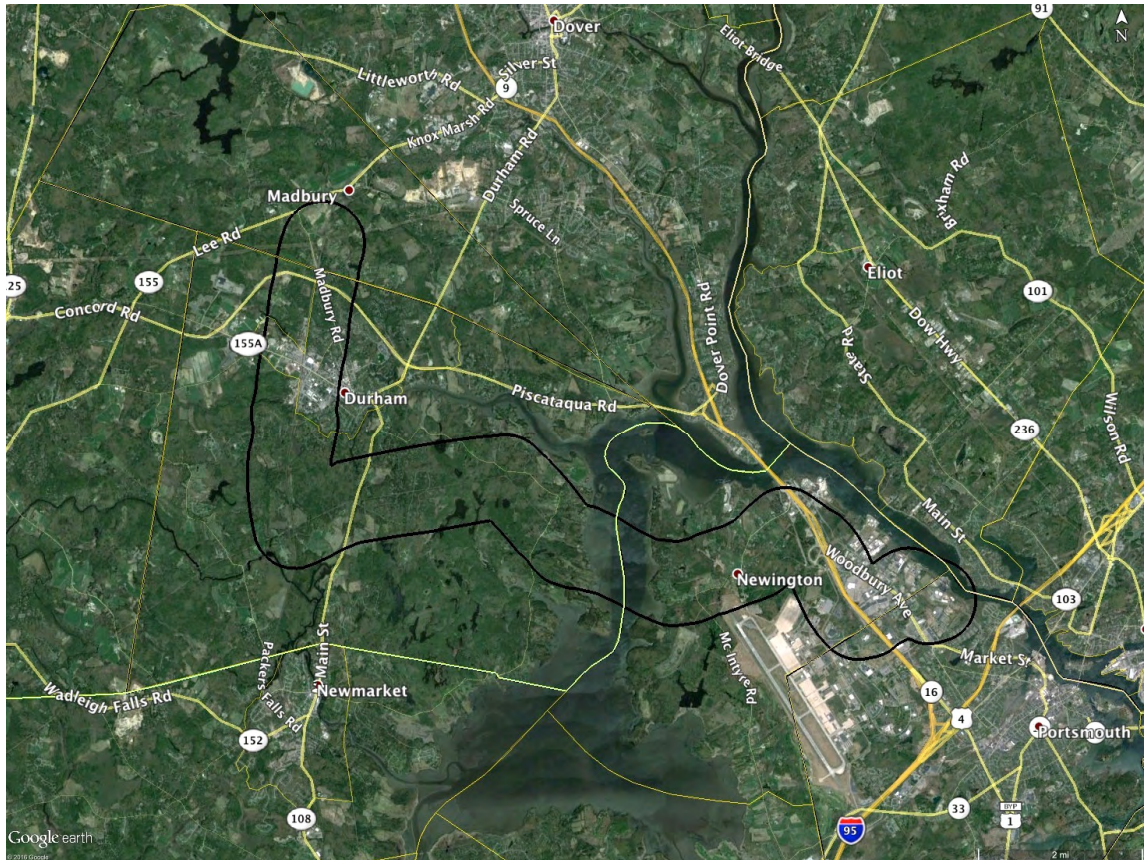
AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

1. Type of Area Form
 - Town-wide:
 - Historic District:
 - Project Area:
2. Name of area: Seacoast Reliability Project Area Form
3. Location: Seacoast Region, between Madbury Substation and Portsmouth Substation
4. City or town: Madbury, Durham, Newington, Portsmouth
5. County: Strafford, Rockingham
6. USGS quadrangle name(s): Dover, NH-ME
7. Dataset: SP Feet, NAD83: -
8. SP Feet: -
9. Inventory numbers in this area
MAD0002, MAD0047-MAD0054, Area MAD-ER, DUR0009-DUR0013, Area DUR-DMDS, Newington Center National Register Historic District, NWN0008-NWN0011, NWN0148, NWN0149, NWN0152, NWN0162, NWN0163, NWN0177, NWN0181, NWN0183, NWN0199, NWN0201, NWN0204, NWN0205, NWN0207- NWN0210, NWN0224, NWN0228, Area POR/NWN-NBPD, Area POR-MV
10. Setting: One mile-wide corridor, fourteen miles long, with resources dating from the mid-eighteenth century to the present. Includes mixed use areas, village centers, suburban neighborhoods, Piscataqua and Little Bay waterfront, agricultural and institutional properties and commercial arteries.
11. Acreage: approximately 9000 acres
12. Preparer(s): Lynne Monroe, Laura Driemeyer, Carol Hooper, Teresa Hill, Kari Laprey, Reagan Ruedig
13. Organization: Preservation Company, Kensington, NH
14. Date(s) of field survey: 2015-2016

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15. Location map



The Project and APE (solid line) runs from Madbury in the north, through Durham, Newington and Portsmouth

16. Sketch map

See two-part map of Project Area (overview) on next pages and the Project Map section including the Project Area and detail maps showing all resources, beginning on Page 132.

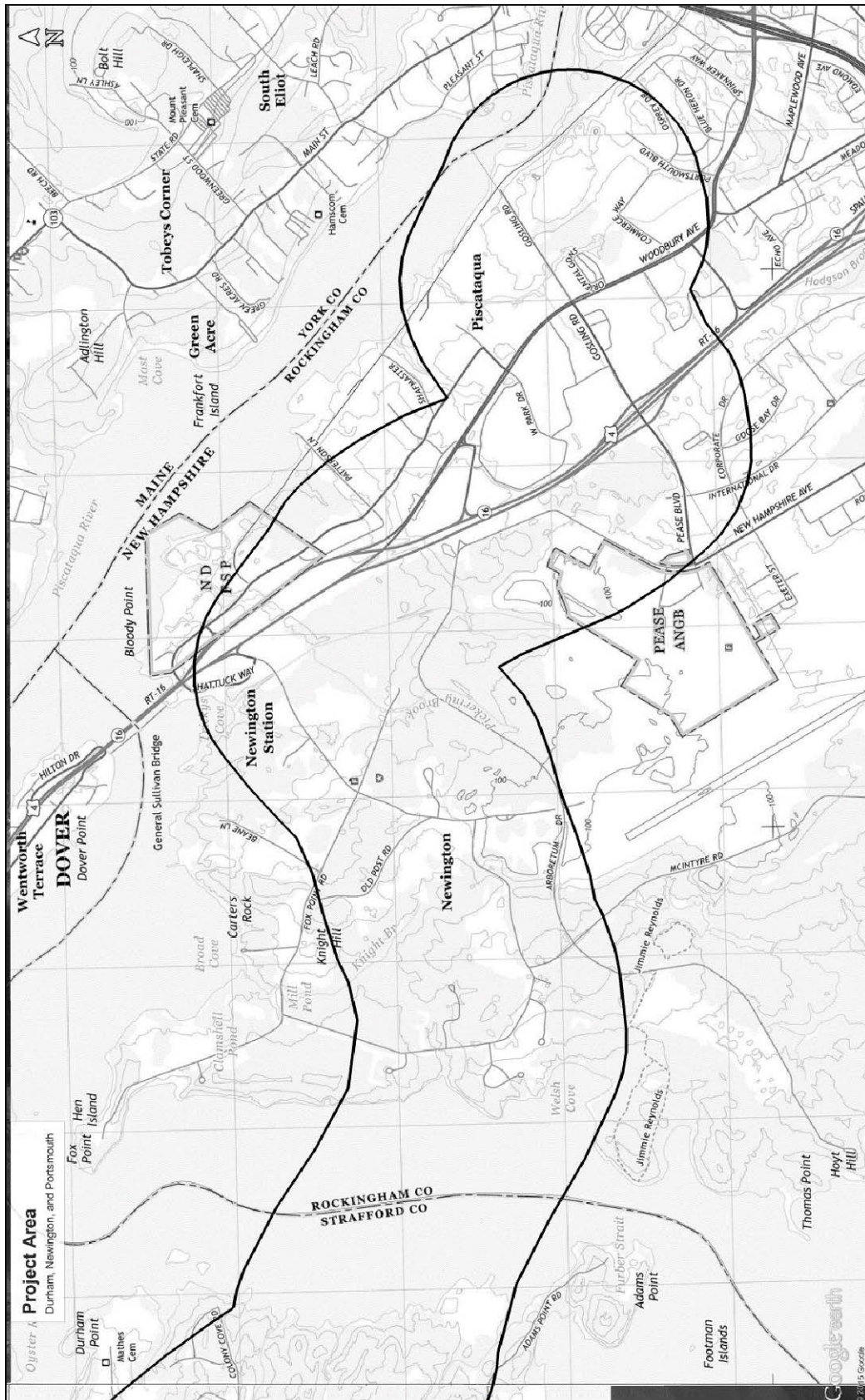
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AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****17. Methods and Purpose**

This Project Area Form was prepared for the proposed 13-mile long, 115 kV Seacoast Reliability Project (SRP or Project) proposed to run between the Madbury and Portsmouth, New Hampshire, Public Service Company of New Hampshire d/b/a Eversource Energy (PSNH) substations. The transmission line is proposed to be located primarily in an existing electric utility corridor that runs through the towns of Madbury, Durham and Newington and the city of Portsmouth. The Project will replace existing 34.5 kV overhead distribution lines supported by direct embedded wood pole structures that are currently in the corridor. The proposed SRP transmission line will be primarily an overhead configuration supported by monopole structures, but will also include approximately 1.5 miles of underground and underwater construction.

An initial field survey and file review at the New Hampshire Division of Historic Resources (NHDHR) for the SRP Project was completed in 2013 to compile information for the NHDHR Request for Project Review form (RPR). At this stage, field survey focused on properties located close to, or in, the existing right-of-way.¹ Additional field survey was conducted by Preservation Company between June 2015 and January 2016. All pre-1968 resources in the Project Area were identified, mapped, photographed, and their visual relationship to the Project noted. While direct effects are confined to the Project corridor in the 60'-100' right-of-way, the Area of Potential Effect (APE) for historic resources includes potential indirect effects due to Project visibility within a half-mile of the Project. This APE defined the study area and is the subject of this SRP Project Area Form. (The "Project Area" is largely equivalent to the APE, but may include historic resources outside the APE as the context dictates. Thus, certain resources referred to in this Project Area Form may fall outside the half-mile APE but are still part of the Project Area.)

The Project Area encompasses the southern edge of Madbury, much of the town of Durham, the northern and western parts of Newington and northern Portsmouth. Specific areas/neighborhoods within the Project Area include: Madbury's small town center, downtown Durham and the University of New Hampshire, Newington's historic and modern town centers, the Spaulding Turnpike, the northern edge of Pease International Tradeport, a one-mile section of the Piscataqua River riverfront and the commercial strip on Woodbury Avenue in Newington and Portsmouth.

Additional file review at NHDHR was conducted to take in the entire Project Area; this review indicated that a very high percentage (roughly 50 percent) of the Project Area has been the subject of previous historical studies/surveys, which are detailed in a list included in the Statement of Significance. This existing documentation provided an in-depth overview of the history of the Project Area, gave specific information on many previously designated resources, and helped to identify other potentially historic (pre-1968) properties in the half-mile radius of the Project. This Project Area Form relies heavily on the existing documentation and in some cases excerpts are taken directly from earlier NHDHR forms by Preservation Company. Documentation by other preservation consultants is sourced in the text. Other sources were town master plans, published town histories, town tax assessments and tax maps, Google and Bing maps, historic maps including USGS maps and historical aerials. Estimated construction dates are based on existing inventory forms or tax records. University of New Hampshire campus maps and materials from the UNH

¹ This initial work was documented in the *Seacoast Reliability Project Preliminary Report: Historic Resources* by Bruce Clouette of Archaeological and Historical Services, Inc., dated February 13, 2015.

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website and building history from the UNH Special Collections and Archives provided identification of University-owned buildings and land.

All pre-1968 resources in the Project Area are identified on Project Area maps and listed in the Table of Properties on page 96 of this Project Area Form. Historic buildings, structures, sites and districts are included. Some historic resources overlap the edges of this Project Area. Parcel boundaries were obtained from tax maps for comparison with Project maps. The Project Area encompasses a number of large residential neighborhoods that are grouped into historic areas or potential historic districts. The University of New Hampshire campus forms one or more large historic areas/districts. Representative photographs and streetscapes were taken of buildings in the residential neighborhoods and the university campus. Individual properties in the Project Area were photographed, with representative views of common newer house types.

For clarity of mapping and to facilitate cross-referencing, each resource was assigned an identification number for the purposes of this project (e.g., D-01, M-04). The Table of Properties lists properties (individuals and groupings) in the Project Area, with ID numbers, addresses, tax map and parcel numbers, estimated construction dates and photo numbers. Previously surveyed resources are identified by inventory numbers, and date of National Register of Historic Places listing or determination of eligibility.

In both the photo pages and the Table of Properties of this form, resources are organized by town and then by street. The order is geographical, north to south, as in Project designs and other planning documents. In the Architectural Description section, resources are organized by resource type. Throughout the report where relevant, previously identified resources are listed with NHDHR numbers or survey numbers from previous town-wide surveys. The Historic Background is divided into chronological periods and themes. Resources within the one-mile wide Project Area are placed in the broader context of local and regional history. The Statement of Significance summarizes previously designated historic resources in the Project Area and identifies contexts under which additional properties could be evaluated. A list of properties recommended for further survey for the SRP Project is included in the Statement of Significance on page 84.

Because the primary possibility for effects is from the visual effect of the Project on historic resources, visual analysis was a significant component of determining which resources to recommend for further study. Viewshed analysis/mapping of the Seacoast Reliability Project APE was prepared by LandWorks of Middlebury, Vermont. It is based on available data from Eversource, NH GRANIT and USGS. According to LandWorks, this viewshed mapping:

... is generated from the top of each structure and accounts only for deciduous, coniferous and mixed forest cover at an assumed height of 40 feet. This viewshed does not account for the screening effects of buildings, structures, site-specific vegetation, actual tree heights and density, variations in eye sight, and atmospheric and weather conditions. Not all structures (or portions of structures) will be visible. Therefore, the viewshed map will often overstate potential visibility. It does not and cannot represent actual conditions on the ground. Viewshed mapping is based on best available data at the time from PSNH, NHGRANIT, and USGS. Mapping is only as accurate as the original source. LandWorks does not guarantee the accuracy of this information (LandWorks 2016).

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Thus, the viewshed maps included in this Project Area Form indicate those areas within the APE where the Project will possibly be in view, but they do not reliably predict actual views of the Project. The maps indicate areas with potential views of the Project as well as the density of development. According to the LandWorks maps, “most developed areas (low to high intensity) will typically have filtered or no views of the project due to intervening structures.”

Viewshed mapping was the starting point for determining which pre-1968 resources within the Project Area would be recommended for additional documentation for the SRP Project (see Significance section). The methodology for selecting properties for additional documentation was based largely on the Project’s potential to affect the resource. Properties where the current setting has already been altered by surrounding late twentieth century commercial and industrial development, including parking lots, buildings and tall structures such as outdoor lighting and electric utility lines were considered not to have potential adverse visual effects from the Project. Historic properties within the Project Area that viewshed mapping indicated would not be in view of the Project were eliminated from further study. For the remaining resources, onsite survey and a number of other methods helped to pinpoint properties that would have no visual relationship to the Project. Methods used to refine viewshed findings included aerial mapping (Google Maps, Bing Maps), Google Street View (where available) and Google Ground-level View (which models the topography of a given area.) For some properties where effect was considered to be likely, the Project’s visual impact consultant created visual simulations of the affected view. Where this was not done, Preservation Company used Google Earth Ground-Level View in conjunction with a digital 3-D model of the Project to verify onsite and viewshed mapping findings regarding views of the transmission line. Conclusions regarding potential visual effects were in all cases discussed and compared with visual assessment results from LandWorks.

18. Geographical Context

The four communities in the Project Area, Portsmouth, Newington, Durham, and Madbury, share similar geography and topography. The region is defined by the Piscataqua River and the Great Bay tidal estuary. Historical development of the towns and the transportation routes between them was strongly influenced by the waterfront and water crossings.

Topography and Natural Resources

The early historical development of this region was directly linked to its accessibility to the seacoast via tidal inland waterways. More than a hundred miles of tidal shore, reaching 15-25 miles inland, transformed New Hampshire’s fourteen-mile coastline into a significant maritime transportation system.

The Piscataqua River forms the northeast edge of Newington and Portsmouth and is the boundary between New Hampshire and Maine. The Piscataqua originates in Dover at the confluence of the Cocheco and Salmon Falls rivers and receives the waters of Great and Little Bays, flowing southeast to Portsmouth Harbor. Great Bay to the west of the Project Area is formed by three tributary rivers: the Lamprey, Squamscott and Winnicut rivers. Little Bay is the narrower eastern part of the Great Bay estuary, a broad winding channel between Durham and Newington through which the project corridor passes. The tidal tributaries of Little Bay are Oyster River and Bellamy River. The Oyster River flows southeast through the middle of Durham into Little Bay between Durham Point and Cedar Point. Cedar Point is at the mouth of the Bellamy River, or Back River, which flows south through Dover. The town of Madbury has one point of water access near the mouth of the river, at

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Knight's Cove. The bay and rivers converge and pass through a narrow strait between Dover Point and Bloody Point in Newington into the Piscataqua River. The Piscataqua shoreline in Newington and upper Portsmouth is a straight stretch of river, called the Long Reach. Across the river, about a 0.3 mile away, is Eliot, Maine.

The shoreline of Little Bay is uneven with many coves and shallow inlets separated by points of land. The northern edge of Newington has two major points, both outside the Project Area; Fox Point, which projects into Little Bay and Bloody Point, which projects into the Piscataqua at the confluence. Bloody Point, now the location of the old General Sullivan and Little Bay bridges, was one of the earliest ferry crossings. Fox Point was the location of the Piscataqua Bridge to Cedar Point in Durham from 1794 to 1855. The project corridor crosses Dame's Point, which is between Welsh Cove to the south and Dumpling Cove to the north. North of the Project Area between Fox Point and the bridges at Bloody Point are Broad Cove and Trickey's Cove. The Project crosses Durham Point, which is the area of town south of the Oyster River, along Little Bay. At the mouth of the river, on the northern edge of the Project Area is Bickford Point or Langley Point. Adams Point, originally Mathes Neck, between Great Bay and Little Bay is south of the Project Area.

In Durham, the Project Area includes the upper reaches of the Oyster River and the Lamprey River. Downstream at the falls and the head of the tide, Durham's early town center on the Oyster River is outside of the Project Area. The lower Oyster River, north and east of the Project Area, is an estuarine zone characterized by salt marsh and tidal flats. The river was named for the oyster beds found there by the first settlers. Upstream within the Project Area, the second falls on the Oyster River are at Mill Road. Within the University of New Hampshire College Woods is the Oyster River Reservoir created in the 1930s.

The Lamprey River at the Moat ox-bow is located at the edge of the Project Area between Newmarket Road and Bennett Roads. The Lamprey River winds through the southwest corner of Durham in a southeasterly direction, emptying into Great Bay in Newmarket. The Newmarket mills were built on the Lamprey at the first falls above the tidal river. Several smaller falls in western Durham were developed as sources of water power, including Packers Falls just outside the Project Area. North of the Project Area in Madbury, the Bellamy River, with the Bellamy Reservoir built ca. 1960, flows east toward Dover.

The land in the Project Area is generally well-drained. There are numerous small and intermittent streams in addition to the larger tidal rivers and creeks. Creeks in the southern part of Madbury flow southeast into the Oyster River, while the Bellamy River drains the northern half of town. In Newington, Paul Brook and Pickering Brook flow through the Project Area northwest into the Piscataqua. Within Pease, south of the Project Area, Peverly Brook and reservoir drain southwest into Great Bay. An unidentified brook winds northeast from Portsmouth through commercial and industrial sites on Woodbury Avenue into the Piscataqua.

In Durham, College Brook flows southeast between the UNH playing fields and College Woods. It parallels Main Street through the UNH campus and into the Oyster River above the Mill Pond. Pettee Brook flows through the Project Area, largely underground below UNH. The Old Reservoir was built in the 1890s and the dam replaced in 2011. Pettee Brook is above ground through the New England Center and downtown Durham and flows northeast into Beard's Creek.

In the Project Area in the southwestern part of Durham, brooks named for area property owners, Woodman Brook and LaRoche Brook, flow south-southeast toward the Lamprey. Beaudette Brook, Longmarsh Brook and Hamel Brook flow together and north into the Oyster River at the Mill Pond.

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On Durham Point at the north edge of the Project Area, several creeks flow north into the Oyster River, including Stony Brook and Cutts Creek. The southern part of Durham Point is unsettled with poorly drained soil and numerous swamps or marshes on the upper reaches of Crommet Creek including the largest, Colby Marsh. The tidal outlet of Crommet Creek, just south of the Project Area below Adams Point, separates Durham Point from the area historically known as Lubberland on the Newmarket border.

The land in this region is characterized by slightly undulating and gently rolling terrain, with occasional knolls and small hills. The area is low-lying. Elevations range from sea-level in tidal locations to 331' on Hick's Hill, a glacial drumlin in the center of Madbury, and 290' on Beech Hill near the Durham-Madbury line. The average elevation in the area is around 100' above sea level. The highest point in Newington in the town center is 130', near the Town Cemetery. Beane's Hill or Prospect Hill, historically known for its views of the Piscataqua, is 100' feet above sea level.

Natural resources relating to historical development included timber, fish and seafood, marine clay deposits for brickmaking near the tidal shore and in Durham outcroppings of granite. The salt and brackish waters along the shore are a natural habitat for fish, shellfish, animals, birds and plants. The soil was relatively fertile for agriculture (Bunker 2015). Madbury soil is a mixture of clay in the valleys and sandy loam on the hills, with relatively few stones. Durham has deep loam along both sides of the Oyster River. Newington has large areas of sandy, relatively unproductive soils, much of which is now Pease. Most productive land was near the water (Hayward 1839; Coolidge and Mansfield 1859). Northern Portsmouth has similar flat, low-lying terrain.

Transportation Routes

The waterfront was the focus of early settlement in the region and defined transportation routes which in turn influenced patterns of development in the region. The locations of the major water crossings and the connecting road systems shifted several times during the historic period. Today, the principal highways in the Project Area are NH 16/Spaulding Turnpike, US 4, NH 108 and NH 155.

The Spaulding Turnpike is the primary route north from the Seacoast to the Lakes Region and White Mountains. Constructed in the 1950s, it superseded older transportation routes between Portsmouth and Dover. The turnpike parallels the shore of the Piscataqua River. The Little Bay Bridge and the old General Sullivan Bridge cross Little Bay from Bloody Point in Newington to Dover Point. The earlier White Mountains Highway, the original NH Route 16, was parallel to the Spaulding Turnpike on Woodbury Avenue, Old Dover Road, River Road and Bloody Point Road. This was the original route from Portsmouth to the first ferry crossing and later to the Portsmouth and Dover Railroad bridge.

US Route 4, built as the First New Hampshire Turnpike in early 1800s, is the transportation corridor between New Hampshire's only seaport and its state capital. The present course of US 4 through Durham was established in the 1930s replacing an earlier route through Dover and Barrington. In Portsmouth and Newington, US 4 is concurrent with the Spaulding Turnpike. From Dover Point, US 4 crosses the Scammell Bridge (1934) and follows Piscataqua Road on the north side of the Oyster River. Originally the highway passed through downtown Durham on Main Street. A bypass to the north was built in the 1960s. The Project Area lies between the interchange of US 4 with Dover Road/NH 108 east of downtown Durham and with NH 155A to the west and includes the Madbury Road intersection.

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The project corridor crosses NH Route 108/Newmarket Road in Durham. NH 108, including Newmarket Road and Dover Road, is the main south-north highway between Exeter and Dover. It passes through Newmarket, crosses the Oyster River Falls Bridge in Durham and continues north through the eastern part of Madbury to Dover. Newmarket Road is the seventeenth century route between Oyster River and Lamprey falls, straightened in the early 1800s. Dover Road was built in the early 1800s.

NH 155, which passes through the Project Area in Madbury, is a secondary highway from NH 125 through Epping, Lee and Madbury to NH 9 in Dover. NH 9/Littleworth Road is an early route across the northern part of Madbury between Dover and Barrington. NH 155A is a loop through Lee and Durham, intersecting with US 4 west of UNH and downtown Durham.

Two historic railroads are located in the Project Area. The former Western Division of the Boston and Maine Railroad is west of and parallel to NH Route 108. It is at the center of the project corridor, alongside the electric utility right-of-way. This was the original Boston and Maine line, built in the early 1840s and running south-north through Newmarket, Durham, Madbury and Dover. The railroad station in Madbury was east of the town center at the north edge of the Project Area and is not extant. The railroad, re-routed in 1911-12, passes through the University of New Hampshire campus on the western edge of downtown Durham. Now, the Pan Am Railway, the tracks are in daily use by the Amtrak Downeaster passenger trains, which stop at the historic Durham-UNH Railroad Station.

The former Newington Branch of the Portsmouth & Dover Railroad built in 1873 runs along the shore of the Piscataqua River in Portsmouth and Newington, roughly parallel to the Spaulding Turnpike and Woodbury Avenue. The tracks pass through the Project Area near Portsmouth-Newington town line. Until 1934, the railroad crossed Little Bay to Dover Point over a combined road/railroad bridge adjacent to the Newington Depot and Toll House. After the bridge and through-traffic were eliminated, the Newington Branch became a freight line and remains in active use as part of Pan Am Railways.

Project Area Description

The Seacoast Reliability Project between Madbury and Portsmouth substations is approximately 12.9 miles long. From Madbury to Packers Fall Substations, the north-south Project corridor is about 3.5 miles. From the Packers Falls Substation in Durham to Little Bay, the distance is about 3.8 miles, west-east. Little Bay is 0.8 mile across. The Project passes west-east through Newington for about 1.5 miles to the Spaulding Turnpike. The Project corridor parallels the turnpike north-south for 1.3 miles and parallels Gosling Road for 2 miles to Portsmouth Substation near the Piscataqua River. The Project Area defined by a half-mile radius on all sides of the project location is approximately 13.9 miles long overall and just under fourteen square miles in area. The Project Area covers less than one mile in Madbury, more than seven miles in Durham and five in Newington and less than three-quarters of a mile in Portsmouth.

MADBURY

The town of Madbury is a narrow, wedge-shaped area on the southwest edge of Dover. The center of town is at the intersection of Route 155, Madbury Road and Town Hall Road, the roads to Lee, Durham, Dover and Barrington. The Project Area is located between Madbury center and the Durham border. It includes: NH 155 (Lee Road and Knox Marsh Road) at the intersection of Madbury Road, the length of Madbury Road and several rural roads on either side, as well as the parallel Pan Am railroad tracks. A survey of all buildings in Madbury was completed by the

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Strafford Rockingham Regional Council in ca. 1983 with individual reconnaissance level forms for each building (RPC 1983).

Madbury has no village or commercial center. A store with post office was located next to the railroad station at the north edge of the Project Area. The Knox Marsh Road/NH 155 railroad crossing was documented on NHDHR Madbury Station Project Area Form (Hengen 1999). Madbury's small civic center on Town Hall Road is at the edge of the Project Area. A small town green is located in the intersection of Route 155 and Madbury Road, which has always been an important junction. The area was previously defined by the large rose ranges or greenhouses removed in the early 2000s. The former Elliott Rose Company on Madbury and Knox Marsh roads was recorded as a historic district (Area MAD-ER, Hengen 2000). Near the Madbury and Durham line, the 1960s US Route 4 bypass changed historic road patterns, severing Beech Hill Road and Spinney Road and Pendexter Road.

DURHAM

The Project Area includes the north-south Pan Am Railways corridor through Durham; the railroad station and overpasses recorded as the Boston and Maine Railroad Western Division Historic District (Preservation Company 1993). The project corridor in the existing utility ROW parallel to the tracks passes through the UNH campus. It crosses Main Street, which was the First New Hampshire Turnpike and later Route 4. Durham's downtown business district on Main Street is east of the Project Area. The National Register of Historic Places listed Durham Historic District in the historic village center on Main Street and Newmarket Roads is also outside the Project Area. The district includes Durham's only National Historic Landmark, the General John Sullivan House. Durham has an irregular pattern of roads that developed during the seventeenth and eighteenth centuries. Roads were laid out based on the topography to connect early farms and mill sites. Roads to Newmarket, Lee, Madbury, Dover and Portsmouth via Newington converged near the Oyster River Bridge in the heart of the historic district.

North of the UNH campus and downtown, the Project Area in Durham includes Madbury Road and large residential neighborhoods on either side. Madbury Road was built in the early 1800s. Emerson Road was part of the earlier route between Durham and Madbury. Edgewood Road was the original railroad bed before the tracks were rerouted through Durham in the early 1900s. At the edge of the Project Area, near the downtown is an area of student housing and fraternity and sorority row on Madbury Road.

Nearly the entire University of New Hampshire campus lies within the Project Area of the SRP corridor which passes through the middle of campus. The main campus is located east of the railroad corridor north and south of Main Street, and on College Road, Academic Drive and McDaniel Drive. There are more than one-hundred buildings. Only a few are covered by NHDHR inventory forms. The Thompson School of Applied Sciences on Mast Road Extension and the athletic and service facilities are west of the railroad and Project corridor. Large areas of UNH-owned wooded land in the Project Area include Woodman Farm, College Woods, the East Foss Farm and West Foss Farm and the Thompson Farm.

Mill Road is the main road southwest from Downtown Durham through the Project Area toward Lee and connecting to Packers Falls Road. Mill Road was named for the mill on the Oyster River, known as Chesley's Mill. Along Mill Road are large early to mid-twentieth century residential subdivisions, including the Faculty Development and Woodridge. Present-day Foss Farm Road was the upper end of an early road between Mill Road and Packer's Falls, long discontinued through the East Foss Farm.

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The Project Area in the southern part of Durham is a rural residential area. Bennett Road is an early route between Newmarket Road and Packers Falls. An agricultural historic district, eligible for the National Register is located on Newmarket and Bennett Roads (Hengen 2010). West of the Project Area, a cluster of historic properties remains at Packers Falls Road where there was once a larger mill village.

On Durham Point east of Newmarket Road, the Project Area includes Longmarsh Road and Durham Point Road. Durham Point Road was an early route parallel to the shore of Oyster River and Little Bay. It continues south as Bay Road in Newmarket. In the Project Area, historic farmhouses are set back from Durham Point Road on long driveways toward the Little Bay waterfront. Longmarsh Road, alternately Langmaid Road, was built between Newmarket Road and Durham Point Road ca. 1720, but discontinued in the mid-twentieth century. A large area of unoccupied land is now the Longmarsh Preserve.

NEWINGTON

On the east side of Little Bay, the Project Area in Newington is located in the northern and western parts of town. The area is defined by Little Bay on the west and north, the Spaulding Turnpike and Piscataqua waterfront on the east and by Pease International Tradeport, formerly Pease Air Force Base to the south. The Project Area encompasses the main rural residential area in the northwest corner of town. The Spaulding Turnpike corridor and the commercial and industrial area to the east on Woodbury Avenue and along the Piscataqua was formerly a sparsely settled agricultural area. The entire town of Newington was surveyed by the Strafford Rockingham Regional Council ca. 1981 (RPC 1981) and a NHDHR Newington Townwide Area Form was completed in 2005 (Preservation Company 2005).

Newington was substantially reconfigured by the construction of Pease in the early 1950s. The Air Force base encompassed the middle part of town, and separated the town center in the north from South Newington on the Greenland border. The base was isolated, with restricted access for many years. In 1972, a new road was opened through Pease connecting Newington and South Newington again via McIntyre Road west of the runways. Within Pease, Merrimac Drive and Arboretum Drive date from the 1950s. The so-called "New Road" is a discontinued path from the town center through the Newington Town Forest and across Arboretum Drive, built in 1895 as a direct connection to the lower end of Fox Point Road and discontinued in 1952. The remaining buildings of Pease Air Force Base overlapping the edge of the Project Area were determined not eligible for the National Register as a historic district (Area POR-PAFB, Rutter 2009). The eligible PAFB Weapons Storage Area is outside the SRP Project Area (Area NWN-PWSA, Sagerman 2011).

North of Pease, Newington has only a few main roads: Nimble Hill Road, Fox Point Road and Little Bay Road. All are a mix of historic buildings and new homes. The town center is located near the geographic center of town. The Newington Center Historic District is listed in the National Register of Historic Places (Mausolf 1987, 1991) and designated as a Local Historic District. Nimble Hill Road is the main north-south road through the town center and previously was continuous with Newington Road south of Pease. Within Newington Center, Nimble Hill Road was known as "The Parade" referring to its original use as a militia training ground. Formerly, it was called Bloody Point Road, because it continued beyond the Spaulding Turnpike to the historic crossing at Bloody Point. The Newington-Greenland Road originated as a post road from Newburyport and Hampton toward inland points via the ferries. In the early twentieth century, the route was part of NH 151 from Greenland to Dover, which was severed when Pease was built. Old Post Road was the original road to Fox Point, superseded when Fox Point Road was laid out in 1795 to shorten the route from

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

Portsmouth to the Piscataqua Bridge. The intersection of Nimble Hill, Old Post and Fox Point road became an important junction north of the town center. Little Bay Road along the shore was formed in the nineteenth century with the connection of two early dead-end roads.

The Spaulding Turnpike, built 1950-53 on the east side of Pease Air Force Base, separates Newington's town center from the waterfront to the east. Since dredging in the mid-twentieth century, the Piscataqua River is a deep-water port and is the location of waterfront industries, oil "tank farms" and three power plants. Woodbury Avenue parallels the turnpike and the Piscataqua shoreline northwest of Downtown Portsmouth. The early route followed Old Dover Road, River Road and Bloody Point Road, which are now divided and road patterns altered by construction of Shattuck Way in 2003. This was the route to the ferry, then the railroad and road crossing and to the General Sullivan Bridge before the Spaulding Turnpike Bridge was constructed. Parallel roads and drives lead to the waterfront, including Avery Lane, Patterson Lane and Piscataqua Drive. The Spaulding Turnpike corridor was the subject of a NHDHR Project Area Form for the Newington-Dover highway project and all properties in the northeast part of town were individually inventoried (Preservation Company 2004-2005). Gosling Road, which forms the Newington-Portsmouth line, is now a commercial artery and access to the Spaulding Turnpike and the Pease entrance at Pease Boulevard, which was rebuilt when Pease International Tradeport was established. North and south of Gosling Road on the riverfront are the PSNH Newington and Schiller power stations built ca. 1974 and ca. 1949 and two substations. Multiple electrical transmission and distribution lines converge in this area.

PORTSMOUTH

The Project Area in Portsmouth includes the northwest edge of the city, north of the downtown. The southern edge of the Project Area is north of the intersection of Woodbury Avenue and Maplewood Avenue, which is the main road north of downtown Portsmouth, formerly North Road. Woodbury Avenue connects to the industrial end of the city on Islington Street. Intersecting Woodbury Avenue at the edge of the Project Area, Market Street Extension was built in the 1970s to connect with the new Interstate-95 high-level bridge and create a more direct route in and out of downtown Portsmouth.

Gosling Road is the location of mid to late twentieth century resources, including the Schiller Station power plant. Woodbury Avenue in Portsmouth was historically an agricultural area with large farms extending to the riverfront. The parallel farm roads and drives on both sides of Woodbury Avenue now form the driveways to late twentieth century commercial/industrial sites and subdivisions. The Project Area includes Durgin Lane, Brady Drive, Commerce Way and Portsmouth Boulevard. Woodbury Avenue had suburban residential development in the mid-twentieth century, since replaced by modern shopping plazas. The Mariner's Village/Wentworth Acres development documented in 1994 overlaps the edge of the Project Area (Mausolf 1994). The only historic resources documentation in the Project Area in Portsmouth was for the Newington Branch Portsmouth & Dover Railroad (Preservation Company 2010).

East of the Project Area is the Atlantic Heights Historic District, listed in the National Register of Historic Places (Mausolf 2006), as well as industrial sites on Freeman's Point. Residential neighborhoods are located on the northwest edge Portsmouth on either side of I-95 and the Route 1 Bypass. The area was documented for the Route 1 Bypass Project (Preservation Company 2005). Downtown Portsmouth is more than a mile outside the Project Area, as are the National Register properties and National Landmarks located there.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****ELIOT, MAINE**

A 100' to 300' wide strip of Eliot riverfront falls within the half-mile radius of the Project. In South Eliot, at the end of Eldredge Road and Alden Lane are three mid-twentieth century houses, one late nineteenth century house and several new properties. All have river frontage directly across from the Schiller Station power plant, which dominates their waterfront view. Maine resources are not addressed by this NHDHR Project Area Form. Eliot was the subject of a town wide historic resources survey on file at the Maine Historic Preservation Commission.

19. Historical Background**1623-1712: Settlement, Lumbering and Agriculture, Ferries and Roads**

Through the seventeenth century, New Hampshire was limited to the four coastal towns: Exeter, Hampton, Portsmouth and Dover, which included Newington, Durham, Madbury, Lee and Somersworth. The locations of the first settlements were determined by the bays and rivers that made the area accessible by water.

SETTLEMENT

Dover was established in the 1620s, with settlement on Dover Point. Portsmouth, granted in 1631, was based at the mouth of the Piscataqua River on Great Island (now New Castle). Dover included a large area, with land on both sides of Little Bay. The Newington side was settled by 1640. It was known as "Bloody Point" referring to a territorial fight between the king's agents of Dover and Portsmouth. Durham developed as a discrete section of Dover beginning ca. 1630 and was known as Oyster River Plantation by 1650. Land in Madbury, the region known as Barbados, was first granted in 1640 as large tracts of timber land. By the late 1600s, Portsmouth's center of settlement shifted inland from the maritime center on Great Island to the riverfront where downtown Portsmouth is now, which was called Strawberry Banke (Candee 1992).

INDUSTRY

English settlers came to the seacoast of New Hampshire seeking fish and timber. The Piscataqua region was a source of white pine for lumber and masts and spars for the Royal Navy. More masts were shipped from Portsmouth than any other American port (Rowe 1987). The interconnected rivers provided access to salt water fisheries. Salted fish was exported in barrels made from local lumber. Lumber was used for boatbuilding in coves along the shore in Newington and below the falls at Oyster River.

Sawmills were established early on. Tide mills were built by the first settlers of Newington and Durham, including one at Crommet Creek on Durham Point. The falls at the head of the tide at Oyster River powered mills established by Valentine Hill ca. 1649. The first mills in Newmarket at the lower falls on the Lamprey were also built c. 1650. Hill made plans to dig a canal between the two rivers from the Moat up Longmarsh Brook in the Project Area. In 1651, he received a 500 acre grant of land, including much of what is now downtown Durham. Packers Falls saw and grist mills were established in the 1690s just west of the Project Area. The road to the falls, now Bennett Road, was built ca. 1700. The second falls on the Oyster River were granted for a sawmill in 1699 and Mill Road was laid out in 1703. Newington had little available water power. Carter's Mill at the mouth of Pickering Brook near Bloody Point in Newington was in use ca. 1690. Madbury's early mill sites on the Bellamy River over a mile outside the Project Area were in use around 1700 (Thompson 1892).

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****AGRICULTURE**

Farms developed on the land that was cleared by the intensive logging in the first period. The river frontage was cut first and provided good soil for agriculture. In Durham, farms were dispersed along both sides of the Oyster River. On an ox-bow of the Lamprey River, the Doe family lived near what became Bennett Road by the 1650s. Newington farms were located on the bay where grants of land were made in the 1650s. Large farms were established along the Piscataqua upriver from Portsmouth.

POPULATION

In 1648, nearly half of Dover's households were in Oyster River. The 1662 tax list shows that 28 tax-payers lived on Dover Point, 29 at Cocheco (downtown Dover), 12 at Bloody Point (Newington) and 42 at Oyster River (Durham) (Hurd 1882). The 1660 map of the Piscataqua illustrated about fifteen houses on Durham Point and half as many on the north side of the Oyster River in Durham. There were several dwellings on Furber's Point in Newington and four on the Piscataqua shore.

TRANSPORTATION

Water was the primary means of transportation. The region's rivers were navigable to the head of tide. The landing place below the Oyster River Falls in Durham became a public landing and there were landings on the Piscataqua in Newington. The masts were drawn by ox trains for up to forty miles to a landing, then by raft or gundalow to Portsmouth. Among the earliest roads in Newington were "mast roads," Patterson Lane and Gosling Road (Rowe 1987). The mast road through Durham followed Mast Road from Lee, curved in a wide arc on Mast Road Extension and continued on Main Street to the landing. The road was designed to follow the most level route with minimal curves (Town of Durham 2015).

The crossing between Bloody Point and Dover Point was one of the earliest water crossings in the state. The ferry was operated by the Trickey family from 1640 to 1705. A road from Strawberry Banke (Portsmouth) to Bloody Point was built in 1681. The route followed Maplewood and Woodbury avenues to River Road and was known as the Ferry Road. Ferries were established in all directions: north from Bloody Point to Dover Point, east from Bloody Point to Eliot, Maine, from Fox Point in Newington northwest to Bickford or Langley's Point in Durham and from Furber's Point in Newington west to Adams Point in Durham. Durham Point Road to Langley Road was an early path between Oyster River Falls and the crossing of Little Bay, in use by the 1650s. The lower end of Little Bay Road in Newington originated as the road to Furber's Ferry, which was established in 1694 (Thompson 1892; Rowe 1987).

Roads between the first settlements included a road between Oyster River and Lamprey Falls (Durham and Newmarket) in place by 1686. Bagdad and Emerson roads in Durham were part of the first road from Oyster River Falls to Cocheco (Dover). In 1699 a post road was established from Hampton through Portsmouth (Greenland) and Newington to the Bloody Point Ferry, following what became NH 151, including Nimble Hill Road (Rowe 1987).

CIVIC AND RELIGIOUS

Bloody Point residents crossed the water by boat to the meetinghouse on Dover Point. Oyster River inhabitants built a separate meetinghouse and a parsonage ca. 1656, which was centrally located on Durham Point (Town of Durham 2015).

MILITARY

Through the French and Indian Wars, towns in the region were in danger of attack. Water access made them more vulnerable. Fortified dwellings were built in the Project Area towns between the 1650s and early 1700s. There were seven garrisons in the area that became Madbury and twelve in

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

the Oyster River Plantation/Durham (Thompson 1892). The Tasker garrison was on the site of the Madbury town green. The Hix garrison was at the Kingman Farm at the north edge of the Project Area (Town of Madbury 2001). In Durham, the Woodman garrison which burned down in 1896 was at the head of Garrison Avenue. Garrisons were located in the Project Area on Durham Point. In Newington, Dam or Dame's garrison was on the point of land where the Project passes near Gundalow Landing. Other garrisons were on Fox Point, Furber's Point and Bloody Point (Rowe 1987).

There was an attack on Dover in 1689 and various incidents elsewhere throughout this period. Eighteen people in Oyster River were killed in 1689 and fourteen on Fox Point in Newington in 1690. In 1694, the raid on Oyster River was a massacre that resulted in the loss of about half of the houses, barns, livestock and crops, with more than a quarter of the population killed or captured (Town of Durham 2015).

1710s-1770s: Town Separation, End of French and Indian Wars, Agriculture, Shipbuilding
Area towns became established with the end of French and Indian conflicts. Parishes separated from Dover in the early 1700s and meetinghouses were erected. Farming and lumber related industries were the focus of the economy. New towns were laid out to the west and north.

CIVIC AND RELIGIOUS

Due to the difficulty of crossing the water to attend church services in Dover, Bloody Point became a separate parish in 1712 and was incorporated as a town in 1713, taking the name of Newington. A meetinghouse that became the Newington Congregational Church was built in 1712 on land set aside as common land two years earlier. A "parade" where the militia was drilled and mustered was established in 1716 south of the meetinghouse and a cemetery was laid out to the north (Mausolf 1987). The first full-time minister, Joseph Adams, uncle of later president John Adams, built the Adams Homestead in the present-day town center on Nimble Hill Road, which he occupied during the sixty-eight years of his pastorate (RPC 1981). In Durham, the first meetinghouse was relocated to the village near the falls in 1714. Oyster River became a separate parish in 1716 and the Town of Durham was incorporated in 1732. Madbury began to assume a separate identity in 1735 when the Tasker family donated an acre of land for a meetinghouse on a site near the old fire station on Madbury Road. Madbury became a Parish in 1755 and was incorporated as a town in 1768 (RPC 1983). Schools were kept in area towns by the 1750s. Newington had a schoolhouse adjacent to the cemetery.

What became known as the Newington Town Forest was established in 1710 when 50-60 acres were set aside to protect and manage timber resources and provide lumber for building projects and firewood for the poor. Newington's Town Forest is widely acknowledged to be the first town forest in the country although published reference to this or other early forests is lacking. The date of 1710 used to refer to the establishment of the Newington Town Forest is the date when common ground was set aside, not the date for the establishment of this specific tract for formal use as a town forest. The original tract became the site of the meetinghouse, cemetery, library and town hall. The Parsonage Lot east of Nimble Hill Road was acquired in 1765 along with what became the parsonage building and was used for the support of a minister and other town expenses. The Downing Lot refers to the northern thirty acres of Town Forest, east of Nimble Hill Road that were acquired by the town in the 1770s (Mausolf 1991).

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****POPULATION**

The population of Madbury was nearly 700 in the 1760s. Newington's population reached 548 by 1773 according to the town history. Durham had 1,232 residents in 1767 and in 1775, Portsmouth had more than 4,500.

North and west of the Piscataqua region, the first tier of new towns was laid out in 1722, including Nottingham, Barrington and Rochester. The second tier to the west including Epsom and Chichester was divided in 1727, but the farthest towns were not settled until the 1760s-70s.

TRANSPORTATION

Portsmouth was the regional center of business and government, a thriving commercial port during the Colonial period. Trade was carried out with the Caribbean and Europe. Portsmouth was the first capital of New Hampshire under the royal government. New roads were built to the inland towns settled during the mid-1700s. In the 1720s, the Province Road was built from Portsmouth via ferry to Durham and northwest through Dover and Barrington via Dover Point Road and Littleworth Road to Gilmanton. In 1733-44, the Canterbury Road was built through Durham, Epsom and Chichester roughly on the route of present US 4.

The Piscataqua and Great Bay offered maritime transportation advantages, but as settlement moved west and north they served to isolate inland areas from the coast. Multiple ferries crossed the bay. However, they were hazardous in fast currents and inoperable in winter, the best season to haul farm products and lumber to market. Travel over land between Portsmouth and points north and west without ferry connections required passing around the south side of Great Bay through Greenland and Newfields/Newmarket a detour of over ten miles. The route was shortened by a new Stratham-Newmarket bridge over the south end of Great Bay in 1775 (Garvin and Garvin 1988).

AGRICULTURE

Farming was the mainstay of the economy during the eighteenth century. Large farms were located throughout the Project Area. Many farms remained in the same family for generations. Mixed farming was practiced for subsistence and profit from sale of surplus in nearby coastal towns. The early farms were set back from the main roads, near the riverfronts along the Oyster River, Little Bay and Piscataqua.

INDUSTRY

Lumbering was the predominant industrial activity. Outside the Project Area, several mills operated at Oyster River Falls. The Packers Falls mills at the edge of the Project Area were further developed in the 1770s with sawmill, grist mills and fulling mill. Brickmaking using the extensive deposits of marine clay in the region was carried out along the shore in the late 1700s. Shipbuilding continued, but deforestation caused the smaller tributaries to silt in and become too shallow.

MILITARY

During the Revolutionary War, men from area towns served in the patriot forces. In December 1774, they participated in the raid on Fort William and Mary in New Castle. Some of the gunpowder seized from Fort William and Mary was taken to the Madbury home of Major John Demeritt (RPC 1983). General John Sullivan who lived in the historic district in Durham became one of the region's most well-known veterans.

1780s-1830s: Post-revolution Growth, Bridges and Turnpikes, Agriculture, Shipping

The post-Revolutionary period was a time of growth and prosperity in the region. The Project Area was characterized by large self-sufficient farms. Portsmouth was at its height as a shipping port prior to the War of 1812.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****TRANSPORTATION**

Inland towns expanded rapidly after the Revolution. Transportation between the coast and the farms of the Merrimack Valley was important to merchants in Portsmouth. The state unsuccessfully planned a public road between Concord and Durham in 1791.

In the 1790s, advances in bridge building technology allowed for construction of a bridge over the treacherous Piscataqua River. The Piscataqua Bridge was built ca. 1794 between Fox Point and Cedar Point via Goat Island. It was 2,362' long overall, built in several sections, one being a draw span. The crossing at Fox Point avoided the fastest currents near Bloody Point. Newington resident Cyrus Frink oversaw construction, which was completed in November of 1794 (Chesley 1982). Frink moved from Stonington, Connecticut and established a long-time local family.

The Piscataqua Bridge became the eastern terminus of the First New Hampshire Turnpike built between 1800 and 1805 as a private toll road financed by the First New Hampshire Turnpike Corporation, including many of the same investors as the bridge. The turnpike followed much of the pre-existing Canterbury Road and ended in Concord, which increased in importance when it became the state capital in 1808. There were several toll gates in Durham, one at the Mast Road crossing (Rowe 1987).

Goods transported from inland to the coast included lumber, timber, shoes, salted beef and pork, charcoal and potash, cloth, dairy products, flax, Indian corn, wheat and hops. On the return trip, lime, salt, fish, rum, molasses, cotton and dry goods were brought from the port (Chesley 1982).

The early 1800s were the height of stage coach travel. Routes between Portsmouth and Concord passed through Newington and Durham. Nimble Hill Road, which then connected to Greenland, and Old Post Road were on the main route from Boston and Newburyport toward the Piscataqua Bridge (Rowe 1987). The First New Hampshire Turnpike increased commercial activity in Durham and Main Street developed (2015 Durham Master Plan). Taverns were located there, as was the post office. In Newington, there were taverns on Fox Point Road and on Goat Island adjacent to the bridge. The Rymes/deRochement house at 183 Fox Point Road was a tavern and later served as the post office. There was also a tavern near the old ferry at Bloody Point, which continued to operate across to Dover Point Road. Gundalows remained an important means of freight transportation between the coast and area towns. They transported hay, lumber, cordwood and bricks (Durham Historic Association 1985).

New more direct roads were built to connect the turnpike in Durham with Dover, Newmarket and Madbury. Madbury Road and Dover Road both date from the early 1800s. Knox Marsh Road was built as a direct route from Madbury to Dover. Newmarket Road was straightened from its earlier route past the Moat ca. 1820. Durham Point Road ceased to be a through road when the ferry was eliminated. In the 1820s, Newington residents petitioned unsuccessfully for a second bridge over Little Bay from Furber's Point to Mathes Neck (Adams Point).

POPULATION

The population of Portsmouth increased by over 2,500 people, from 4,720 to 6,934, between 1790 and 1810. In 1830 the population was over 8,000. Newington's was 549. Durham had over 1,600 residents in 1830 and Madbury 510 (Hayward 1839).

AGRICULTURE

The growing textile mill towns of Newmarket and Dover in the early 1800s were a market for produce. Madbury prospered due to its proximity to Dover just three miles away. Durham Point and Bennett Road had ties to Newmarket. Newington was 3-4 miles from Portsmouth.

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The soils in Madbury were said to be of average productivity (Coolidge and Mansfield 1859). The best land in Newington and Durham were near the rivers, yielding good crops of grain and grass. Hay for Boston markets became a major cash crop (Coolidge and Mansfield 1859). Potatoes and corn were the other important crops according to the agricultural census. Sheep and cattle were raised and the main dairy products were butter and cheese. In the Project Area in Newington, there were large farms near the town center on Little Bay Road and on Woodbury Avenue. The prosperity of this period is indicated by the many farmhouses newly built or remodeled in the Federal period, by the Frink, Pickering, Dow families and others. New farmhouses were built on Durham Point Road and Langley Road and on Newmarket Road and Bennett Road (Area DUR-DMDS) in the 1810s-20s. In Madbury, large fashionable new farmhouses of the period include the Kingman Farm (MAD0051), the Demerritt House and the Miles house (MAD0047) all in the Project Area.

INDUSTRY

Gundalows and schooners were built in Durham shipyards. Between 1776 and 1829, more than 78 vessels were launched (Town of Durham 2015; Ross and House 1996). A decline in shipping with the Embargos of 1807 and the War of 1812 brought an end to mercantile growth in the region. Timber resources in the area were depleted.

Brickmaking continued in Newington as well as across the water on Dover Point. The demand for brick increased after Portsmouth's great fires of 1812 and 1813 and the construction of cotton mills in Dover in the 1820s. Newington bricks were used to construct the alms house in Portsmouth and the Squamscott Hotel in Exeter (Rowe 1987). In Durham there were brickyards on the Lamprey River near the Moat and near the Bay on Durham Point (Town of Durham 2015). Durham was influenced by industrial growth in Newmarket. Granite quarried from ledge on Durham Point was used in construction of the Newmarket mills in the 1820s (Town of Durham 2015). There was also limited quarrying in Newington.

CIVIC AND RELIGIOUS

A wood-frame schoolhouse known as the Gravely Ridge School on Woodbury Avenue from 1775 was doubled in size in 1820 (Gurney 1902:156). Many towns erected new schoolhouses, often of brick construction during the early to mid-1800s. Newington built a brick school (not extant) in 1828. The schoolhouse at 250 Durham Point Road was built ca. 1834 and the brick Madbury Center School ca. 1840 (178 Madbury Road). Newington remodeled the old Congregational Meetinghouse in 1834-38. During the same period, a Methodist church was built across the road ca. 1834. Civic and religious activities separated and Newington held town meetings in its schoolhouse from 1839. Madbury and Durham had no organized town cemetery for most of their history and small family cemeteries are located throughout the area. In Newington, the cemetery was fenced in 1810 and stone wall was built in 1833 (Mausolf 1987).

1840-1890: Railroad Era, Specialized Agriculture, Rural Population Downturn**TRANSPORTATION**

The original Boston & Maine Railroad, which became the B&M Western Division, was built to Exeter in 1840 and through Durham and Madbury in 1841 and completed from Dover to the Portland, Saco and Portsmouth Railroad in South Berwick by 1843. A rural railroad station was located near the town center of Madbury and the depot in Durham was at the western edge of the village. The Eastern Railroad, which also became part of the Boston and Maine, passed through Portsmouth and over the Piscataqua River to Kittery. Downtown Portsmouth became the junction of the Concord and Portsmouth Railroad completed in 1852. There was no direct connection between Portsmouth and Dover and no railroad service to Newington until the 1870s.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

The railroads eliminated much of the traffic over the older turnpike routes. The roads became public highways, toll-free, but the Piscataqua Bridge was still privately owned. The bridge was repeatedly damaged by ice and floods and when it went out in 1855, the owners chose not to rebuild. Ferries resumed importance and overland transportation required a detour around Great Bay. For nearly twenty years, there was no bridge connecting Portsmouth and Newington with Durham or Dover.

Gundalows, barges, steamers and schooners passed in and out of the bay (Adams 1976). Local water transportation continued through the nineteenth century. The Langley and Adams families on Durham Point had gundalow freighting businesses (Durham Historic Association 1985). In addition to hay and firewood, coal was an important cargo, used during this period for steam power and heat.

In 1873, a new bridge was built between Bloody Point in Newington and Dover Point to carry the Portsmouth and Dover Railroad as well as highway traffic. The railroad was chartered by Portsmouth brewery-owner Frank Jones partly to improve transportation of grains from outlying farms. The Portsmouth & Dover opened in 1874 under lease to the Eastern Railroad. The combination railroad and highway toll bridge was located a few hundred yards downstream from the existing Spaulding Turnpike Bridge. It had a swing draw span to accommodate river traffic. The Portsmouth and Dover paralleled the shore of the Piscataqua River from Nobles Island in Portsmouth to the bridge across to Dover Point. It connected the Eastern and Western Divisions of the Boston & Maine, in which Frank Jones also became an investor. The Newington Railroad Depot included a residence for the station agent and toll taker, who also operated the draw bridge. Railroad stops were located at several points in Newington. A small passenger shelter was located at "Fay's Crossing" on Gosling Road and there was a flag stop at the Rollins Farm (Rowe 1987). Frank Jones had a large gentleman's farm, Maplewood Farm, on the outskirts of Portsmouth on Woodbury Avenue south of the Project Area from the 1870s (Candee 1992).

INDUSTRY

The only mill site directly in the Project Area was at Mill Road on the Oyster River where a grist mill was located into the mid-nineteenth century adjacent to 74 Mill Road. A series of mills operated at Oyster River Mill Pond in Durham Village. Water power at Packers Falls and Sullivan Falls on the Lamprey was owned by the Newmarket Manufacturing Company and powered machine shops in the mid-1800s (Town of Durham 2015). Wiswall Falls in the southwest part of town was the site of saw and grist mills from the 1830s and a paper mill from the 1850s to 1880s. Madbury's mills on the Bellamy River included a shingle and clapboard mill and a grist mill (Coolidge and Mansfield 1859).

AGRICULTURE

Due to the region's good agricultural soils and the access to transportation, farm families continued to prosper during the middle decades of the nineteenth century, benefiting from the expansion of nearby industrial cities. Some families built new farmhouses to replace earlier buildings; there are several late nineteenth century farmhouses in Newington and on Durham Point.

The railroad allowed farmers to ship perishable foods, especially dairy products, to Boston and other more distant markets. Dairy farming increased in the mid-1800s. Iced railroad cars were in use by the 1850s. Fresh whole milk became the most important product in the late nineteenth century. Farmers sold their milk in bulk to be shipped to commercial creameries. In the 1880s-90s, the Oyster River Creamery was located on Mill Road south of Main Street (Hurd 1892). Hay production increased. Farmers erected large new barns and specialized outbuildings. Marketable crops such as apples and vegetables became a focus of the economy. Newington was a center of

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

apple production. Two cider mills were erected in the 1870s and operated through the 1920s (RPC 1981).

The abandoned farm movement after the Civil War affected New Hampshire towns. Only communities with a manufacturing or commercial base continued to grow. The population decline in agricultural towns was due to westward migration facilitated by the railroad and industrial development in the cities. Mechanization and specialization reduced agricultural manpower needs and there were few other sources of local employment.

POPULATION

Populations of Project Area towns leveled off and began to decline in the post-Civil War period. Portsmouth had nearly 10,000 residents when it was chartered as a city in 1849, but that number remained relatively constant throughout the second half of the nineteenth century. Durham's population peaked at 1,534 in 1860, shrank to 1,260 ten years later and to below 900 in 1890. Madbury's population declined from about 500 in 1860 to less than 400 in 1880s and Newington's decreased in the 1860s from 475 to 414.

Historic maps indicate that a large portion of Newington residents were members of large extended local families including: Pickering, Frink, Hoyt, Dow, Coleman, deRochement and Downing. Demeritt, Perkins and Pendexter were old Madbury families. On Durham Point were multiple farms of the Mathes, Dame and Langley families. The Doe family lived on Bennett Road for over 200 years. The populations in the Project Area included many native born residents and relatively few immigrants until the twentieth century.

CIVIC AND RELIGIOUS

Portsmouth built several new brick schools in the mid-nineteenth century including the one at 1465 Woodbury Avenue in 1853. In Durham Village, outside the Project Area, a town hall was acquired in the 1840s and a new Congregational Church was built to replace the old meetinghouse in 1848. In Madbury there was no organized church during the nineteenth century. Residents attended services in nearby towns. In 1859, Madbury voted to take down the old meetinghouse and erect a town hall, which was completed in 1861 just north of the Project Area (RPC 1983). Newington built a combination town hall and schoolhouse in brick in 1872. Across the road, a new parsonage was built in 1886 by the Congregational Church, where the Methodist Church stood until it burned down ca. 1865. The Newington Cemetery was expanded in 1876 when the town pound was removed and again in 1886 (Mausolf 1987).

1890s-1910s: New Hampshire College, Dairy Farming, Horticulture, Early Automobile, WWI

UNIVERSITY OF NEW HAMPSHIRE (UNH)

One of the most important events in the history of the Project Area was the relocation of the New Hampshire College to Durham in the early 1890s. The New Hampshire College of Agriculture and Mechanic Arts had been established in Hanover in connection with Dartmouth College in 1866. In 1890, wealthy Durham farmer and businessman Benjamin Thompson bequeathed the state of New Hampshire a 253-acre farm in Durham and assets over \$400,000 to establish an agricultural college in Durham and in 1891 the Trustees of New Hampshire College voted to move the campus there. Thompson's farm land extended west of the present downtown on both sides Main Street. His house was on the corner of Main and Madbury Road, east of the Project Area (Ross and House 1996).

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

The first college buildings were erected in 1892-93. Thompson Hall was the main classroom and administration building (DUR0010). Conant Hall was the science building. Labs were located in the “experiment station” (remodeled as Nesmith Hall). Workshops for the mechanics arts were in the “shop building” now Hewitt Hall. The adjacent heating plant (not extant) also generated electricity. Agricultural activities were centered on the College Barn now the site of Taylor Hall. The Class of 1892 held its graduation in Durham. The campus opened for classes in the fall of 1893. The first freshman class had fifty-one students. Student and faculty housing was privately built on Strafford Avenue and Garrison Avenue, most of which is now gone (UNH 1941).

Between 1894 and 1914 college enrollment increased from about 100 to 500 students and there were fifteen buildings on campus (Sackett 1974). The President’s House was erected in 1904 after an older residence burned. Morrill Hall, the agricultural building, was completed in 1903 (DUR0009). New Hampshire Hall originated as the armory and gymnasium in 1906. Hamilton Smith Library built in 1907 included the college and town libraries. A women’s dormitory, Smith Hall was built in 1908. Taylor Hall built ca. 1910 was originally the dairy department.

TRANSPORTATION

Electric railways operated in Dover and Portsmouth, but there was no streetcar service within the Project Area. The first large-scale electric power plant and transmission lines in the region were built to power the electric railway system, including the first transmission line through Newington and Durham.

The railroad was a primary means of transportation through WWI. The Portsmouth & Dover Railroad operated as part of the Boston & Maine from 1900. It provided freight and local passenger service. It was used to commute to work in area shipyards, to school or for shopping or medical appointments. The Boston and Maine Western Division tracks through Durham and Madbury were rerouted in 1911 to avoid the developing campus. The Durham-UNH Railroad Station was erected in 1911-12 (Durham Historic Association 1985).

The Good Roads movement coincided with the introduction of the automobile around 1900. Main Street in Durham was paved with crushed stone as a demonstration project in 1895. The state’s first highway engineer John W. Storrs proposed a system of three trunk line roads up the Piscataqua, Merrimack and Connecticut rivers. The road to the Bloody Point Bridge and up Dover Point was part of the East Side Road, from the Seacoast at Route 1 to the White Mountains, also known as the White Mountain Highway. State aid funded reconstruction of Main Street and Dover Road in Durham (Durham Historic Association 1985).

UTILITIES

In addition to the automobile, technological advances of the early twentieth century impacted historical development. Durham established public water supplies. The Old Reservoir on the north side of UNH dates from the 1890s (Durham Historic Association 1985). Telephone poles and line were installed between Portsmouth and Dover in 1891. Newington was the source of Portsmouth’s public water supply. Peverly Brook was dammed in 1903 (Rowe 1987).

The Project Area is centered on one of the earliest electric utility corridors in the region. A transmission line was installed ca. 1902 with underground cable below Little Bay and cable switch houses at either end. It was part of the extensive system developed by the New Hampshire Traction Company (later Rockingham County Light & Power) to power its electric streetcars. Power was generated from the Portsmouth/Daniel Street coal tidewater plant and transmitted via 80.3 miles of high-tension [13,200 volt] transmission lines. The most distant point from the plant was 42 miles away in Pelham. In the Project Area, the line from Portsmouth to Dover and Rochester passed

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

through Newington where Pease is now and northwest across Durham Point to cross the Oyster River east of Durham village. A 1902 trade journal summarized the design of the line. Poles were Connecticut chestnut and generally 35' high with two-pin and four-pin cross arms spaced on average every 100 feet. Every pole was numbered, guyed (where necessary) and painted. The lines themselves were "bare, most copper a few aluminum." The system included nine substations and a submarine cable under Great Bay. The New York engineering firm of Sanderson & Porters were general contractors for the Portsmouth power plant and consulting engineers for the entire project (*Electrical World and Engineer* 1902). Several local power companies later became part of the PSNH system. At Wiswall Falls in Durham, the Newmarket Light, Heat and Power Company built a power station ca. 1900, which was acquired by the Newmarket Electric Company in 1912 and later by NH Gas and Electric Company. Electric street lights were installed in downtown Durham in 1907 (Preservation Company 2008). New Hampshire College generated its own electricity in the original steam heating plant during this period.

COMMERCIAL

Durham's town center shifted west toward the campus. The first large commercial block, which became the Pettee Block (not extant), was erected in 1897 on Main Street by George Whitcher who also built several faculty residences and early college buildings (Ross and House 1996).

AGRICULTURE

The focus of area farms was increasingly dairy farming. Hay, including salt marsh hay, and apples remained major crops. Poultry farming increased. The Beane Farm on Woodbury Avenue in Newington was a large dairy farm in the early 1900s with a Holstein herd and 180 acres of land. The Packard Farm on Fox Point Road in Newington was a large dairy farm. Orchards were located on Durham Point and elsewhere in Durham and Madbury. The Thompson Farm near Packers Falls was farmed by the Thompson family from the early 1900s. Farms on Newmarket and Bennett roads in Durham (Area DUR-DMDS) were acquired by French Canadian families formerly employed in the Newmarket mills, including LaRoche, Beaudette, Bedard, Hamil and Provost (Hengen 2009). The Hamel family had a milk route in Newmarket.

The area that is now downtown Durham and much of the UNH campus was open agricultural land in the early twentieth century. The Hoitt Farm occupied a large area on Mill Road. The house still stands between Academic and McDaniel drives. The land extended all the way to the railroad tracks and was sold over time to the university. Hoitt had a dairy farm and delivered milk to the railroad depot for shipment to H.P. Hood in Boston. The Chesley Farm was on the site of the present shopping plaza (Durham Historic Association 1985:156).

Horticulture was also a theme in the history of the Project Area. A major influence on Madbury's local economy in the twentieth century was the Elliott Rose Farm. William H. Elliott from Brighton, Massachusetts bought the former Young Farm in 1901 and built the first greenhouse. The site offered open land on a southerly slope, protection from north winds, clay soil, nearby water reservoir and railroad access. Elliott also had a dairy and cattle farm, raising Holstein-Friesian cattle which provided manure for fertilizer and milk for the general market (Hengen 2000). A special train, "the Rose Express" stopped in Madbury each night. Roses were transported to Boston and New York. The business employed many local residents and became one of the ten largest greenhouse rose growers in the country. The first green house was 835' long and the longest rose range built in 1907 was 1340' long, said to be the largest in existence at that time (Hengen 1999). John S. Elliott was a major benefactor of UNH from which he graduated in 1915 (Hengen 2000). At UNH, the Woodman

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

Horticultural Farm is located in the Project Area northwest of the campus and the Thompson School. It was bequeathed to the College in 1917 and became the agricultural experiment station.

SUMMER HOMES

Summer tourism influenced the Project Area, as it did the state as a whole. Local families ran summer boardinghouses to supplement farm income and provide an outlet for produce. The Langley family operated the Colony Cove House on Durham Point from the 1880s and also had a dairy farm. For a few years in the 1910s, Camp Comfort for girls was held on the Mathes Farm. The Adams House (not extant) on Adams Point outside the Project Area was a summer boardinghouse from ca. 1900 until WWI. The Thompson family operated Highland House from their farm (90 Bennett Road) (Durham Historic Association 1985).

Large farms were adapted as summer estates, many with working farm operations. In the 1890s, Fox Point in Newington was the summer home of businessman Woodbury Langdon, a resident of New York City. Durham's most notable summer resident Hamilton Smith lived in the downtown historic district and had an estate bordering the Mill Pond. Both are outside the Project Area.

Summer residents were often benefactors of the local communities. Newington's Langdon Library was established in 1892 when Woodbury Langdon offered to donate 2,000 books to the town, which erected a library financed by the sale of lumber from the Town Forest and by Langdon, who also built the 1913 addition (Mausolf 1987). The Hamilton Smith Library at UNH was built with a bequest from Smith and Carnegie funds as a combined town and college facility.

Farmhouses remodeled as summer homes on Durham Point, included the former Mathes farm (15 Langley Road) owned by a Phillips Andover Academy teacher. The former Stevens farm on Deer Meadow Drive was a summer home from the early 1900s. Stone House Farm was acquired in 1913 by Edward Rollins of Boston and Dover for his son Sherwood Rollins. The family owned several other farms in the vicinity. They were working farms producing hay, dairy products and fruits and vegetables, with a canning operation in the early twentieth century (Durham Historic Association 1985). One of Newington's most notable residents was film producer Louis C. deRochemont (1899-1978) of New York City who remodeled a family homestead as a summer home in 1938-40 (NWN0224) and kept a working farm with orchards and a large poultry operation.

Small waterfront camps and cottages were built on the shore of rivers and bay. In Durham, a group of waterfront summer cottages was built on the shore behind the Colony Cove House, now Colony Cove Road. Camps were established near the landing at the end of Patterson Lane (Area NWN-PL). The Beane family had cottages on the shore of their farm (not extant). By 1914 there were twenty-seven summer cottages on the river in Newington according to the city directory. Driveways off Little Bay Road lead to various properties from the early to mid-twentieth century. Many camps were removed for construction of Pease. The cottage early owners were generally from the nearby cities of Dover and Portsmouth. Sporting camps on the bay were used seasonally for boating, duck hunting and ice fishing in mid-winter. The first cottages were accessible by rail, but the automobile opened up larger areas. Camps were winterized beginning in the 1950s, and most are now in year-round use.

POPULATION

Year-round rural populations throughout the area declined. Newington's population fell from about 400 in 1890 to 296 in 1910. Durham's year-round population was at a low of 749 in 1920. Madbury shrank to 326 in 1920. Only Portsmouth expanded during the first decades of the twentieth century.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****MILITARY**

The First World War marked the beginning of new growth in the region as shipbuilding was carried out once again on the Piscataqua riverfront. The Portsmouth Naval Shipyard expanded and area residents commuted to work there by train and bus. On the Piscataqua in Newington, the Shattuck Shipyard was established by the U.S. Shipping Board in 1917 and over the next two years, fifteen 3,500 ton wooden steamships were launched. At its peak, Shattuck employed 8,000 workers in two shifts. The Atlantic Shipyard downriver in Portsmouth made steel ships during the same period. Atlantic Heights worker housing north of the Project Area was built in 1918-19. In 1918, the Soldiers Training Corps was stationed at the college in Durham, training men to help alleviate labor shortages caused by the war. The concrete paths of the campus quad were laid at this time (Ross and House 1996).

1910s-1940s: Automobile, Bridges and Highways, UNH Expansion, Depression, and WWII**POPULATION**

Widespread adoption of the automobile in the 1920s increased the potential for travel and commuting and resulted in population growth in the region. Rural areas were made accessible for residential development. Electricity was in use throughout the area by the 1920s. The population of Newington increased for the first time in decades during the 1920s and topped 400 by 1940. Durham grew by nearly 500 in the 1920s to 1,200 and reached 1,500 by 1940. In Madbury, the population increased to 401.

TRANSPORTATION

The Boston and Maine Western Division continued to operate through the mid-twentieth century. In 1936, a new highway overpass was built on US Route 4 over the railroad in UNH. It is similar to many state highway bridges erected during the same period. On the Portsmouth and Dover Railroad, passenger service ended in 1933 and through travel to Dover stopped in 1934, leaving a freight line in use along the Newington riverfront.

US Route 4 became a federal highway when the US system was created in 1926. It followed the existing White Mountain Highway to Dover and turned west on Littleworth Road (now NH 9) through Barrington. Traffic patterns in the region shifted again in 1934, with the construction of new highway bridges. The General Sullivan Bridge (DOV0158) between Newington and Dover Point shifted traffic from the old crossing at Bloody Point. It completed a continuous hard surface road from the Massachusetts line to Rochester. To connect Durham and restore the First New Hampshire Turnpike through Durham and the Portsmouth to Concord highway, the Scammell Bridge was built in 1934 across the Bellamy River between Dover Point and Cedar Point. US Route 4 was relocated, bypassing Dover. The effort was led by UNH registrar and state representative Oren V. Henderson. Local roads, including Madbury, Durham Point and Mast roads were paved with gravel and tar with federal and state aid during the Depression-era (Durham Historic Association 1985).

UNH

New Hampshire College became the University of New Hampshire in 1923. By that time, the number of students was 1,000, exceeding the local population (Town of Durham 2015). New buildings erected during the early twentieth century included DeMeritt Hall built for the engineering department in 1914, where the railroad tracks had previously been located, Murkland Hall built in 1926-27 for the College of Liberal Arts and James Hall chemistry building erected in 1929. A new heating and power plant was built in 1927-29. Fairchild men's dormitory was built in 1915-16 followed by Huddleston and Hetzel halls. Congreve Hall was the second women's dormitory, built

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in 1920. Scott Hall dorm dates from 1933. Memorial Field was built next to the gymnasium in 1921 with funds raised by alumni as a memorial to men who died in WWI (UNH 1941; Ross and House 1996). The agricultural school remained a focus. UNH acquired the East and West Foss Farms from the Boston and Maine Railroad in 1923 and land was used for summer grazing for many years. New barns and livestock buildings were erected in the 1930s at the west edge of campus (UNH 1941).

Student housing that was privately owned was concentrated on the north side of campus. Fraternities were built in the 1920s along Madbury Road on the former Ebenezer Thompson Farm and the adjacent Jenkins and Woodman Farms (Durham Historic Association 1985). Older houses were converted into apartments, such as the Lucien Thompson house at Davis Court.

Depression era federal funding was used to carry out a number of building projects on the college campus during the 1930s. A sewage treatment plant was built on the Oyster River in 1932-33. UNH built a new waterworks and dam on the Oyster River in the College Woods with WPA assistance in 1935 (UNH 1941). The athletic fields and stadium were completed in 1936 and the first fieldhouse in 1937-38. The UNH Outdoor Pool (DUR0025, not extant) was built in 1937. The Service Building including the fire department dates from 1939. Additions were made to several buildings. Hamilton Smith Library was enlarged in 1937 and 1938. Wings were built on Congreve Hall in 1938 and 1940. Nesmith Hall was remodeled in 1932 and enlarged with wings in 1939. New Hampshire Hall was remodeled as the women's gym in 1940 (UNH 1941). Three dormitories were built on Quad Way in 1946.

CIVIC AND RELIGIOUS

In Madbury, the Union Congregational Church on Town Hall Road just outside the Project Area was built in 1917 on a lot donated by the Demerritt family with funds raised by local residents (RPC1983). In Newington center, the Stone School was built in 1921 and classrooms removed from the Old Town Hall. Durham had three local schools during the early 1900s. The Village School, the Packers Falls school and the Durham Point schoolhouse. The latter two closed after a new elementary school was built in 1936. Now the middle school, it is located on Garrison Avenue, just outside the Project Area (Durham Historic Association 1985). Portsmouth schools were consolidated and the Woodbury Avenue schoolhouse also closed in the 1930s. Durham had no town cemetery until 1926, when a site was purchased on the First New Hampshire Turnpike/Main Street on the western edge of town well outside the Project Area.

COMMERCIAL

Downtown Durham at the edge of the Project Area developed as a commercial center on Main Street during the early twentieth century. The Gorman Block was built in 1924 after the Pettee Block burned. Other commercial buildings were erected in the 1920s-30s and older houses removed.

Automobile related businesses just outside the Project Area include an early filling station and store, now in residential use on Bloody Point in Newington just before the road was relocated (NWN0172). The Rowe Store (MAD0054) on the Rose company property was Madbury's only store, leased from 1919 by John Rowe who became the post master. The store was adjacent to the railroad station and NH 155 and had gas pumps in front (Hengen 1999). An automotive garage was located farther west on NH 155 opposite Pudding Hill Road outside the Project Area (Hengen 1999).

RESIDENTIAL SUBDIVISION

Suburban residential development took place outside the town centers. In Durham, large neighborhoods were built on former farm land north and south of the downtown at the edges of UNH, on Madbury Road and Mill Road. Houses were built along existing formerly rural roads and

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new cul-de-sacs. Madbury Road developed in the 1920s as a suburban neighborhood with a series of small to medium sized homes regularly spaced with a regular setback and small front yards. Bagdad Road was an early road that developed in the same period, with later infill. Edgewood Road was created after the railroad tracks were relocated in 1911-12. Historic USGS maps and tax dates indicate the first houses were built in the 1920s near Madbury Road. The upper end of Madbury Road and the lower end of Edgewood Road have many homes from the 1940s. Mill Road south of downtown had about a dozen houses by 1940, with infill ongoing.

At the north edge of Portsmouth, early twentieth century residential development along Woodbury Avenue has largely been replaced by businesses. Toward town on Maplewood Avenue, Maplewood Acres was built on the former Frank Jones estate between 1941 and 1948 (Candee 1992).

AGRICULTURE

The Project Area retained an agricultural character through the mid-twentieth century. Newington farmers sold their milk to Badger's Creamery in Portsmouth. The Spinney family established a large dairy farm on Farm Fox Point Road in 1938. The Beane Farm (NWN0204) operated into the 1940s. The Navelski dairy farm was located where the mall is now (Rowe 1987). The Fitts farm on Emerson Road in Durham was a poultry farm and Littlehale farm off Emerson Road was a dairy farm (Durham Historic Association 1985). In Madbury, the Kingman Farm was a dairy farm into the 1950s (Hengen 1999).

INDUSTRY

The former farm land on the Piscataqua waterfront became an industrial zone during the twentieth century. On the river at Gosling Road were a diatomite plant and a rendering plant. The Shattuck Shipyard was sold to American Dye and Chemical Company, makers of coal tar dyes. A new plant was constructed and the business operated through the 1920s. In the 1930s, the site became the Atlantic Terminal Corporation oil tank facility and refinery owned by John E. Holden (Area NWN-SP). The Newington shore became a center of oil distribution in the 1940s-50s. During WWII a machine shop making machine tools and aircraft parts was located on the Percy deRochemont farm on Fox Point Road and the existing building was erected after a fire in 1949 (Rowe 1987).

MILITARY

The Portsmouth Naval Ship Yard played a major role in the region throughout the twentieth century. During WWII, the workforce increased from 3,500 in 1939 to a peak of over 20,000 in 1944. As of the fall of 1940, 1,500 of PNSY's 6,800 employees had a daily commute of more than fifteen miles. A large federal housing development, called Wentworth Acres, later Mariner's Village and now Osprey Landing (Area POR-MV), was built in 1941-42 just north of downtown Portsmouth by the Public Buildings Administration of the Federal Works Agency (Mausolf 1994). World War II turned Portsmouth into a Navy town and the nearby towns into suburban bedroom communities.

1940s-60s: Spaulding Turnpike, Pease Air Force Base, UNH Expansion

The mid-twentieth century was a period of change in Portsmouth and Newington with construction of interstate highways and Cold War era military installations. New facilities were erected at UNH in Durham and there was new home construction throughout the area.

MILITARY

The most dramatic impact on the development of the region was the construction of Pease Air Force Base in Newington and Portsmouth in the 1950s. The base occupied nearly half of the Newington's land area, much of the best farmland, and separated the northern and southern parts of town. The site was chosen in 1951, based at the Portsmouth air field established in the 1930s and used by the Navy during WWII. Property acquisition by the Army Corps of Engineers took place during 1952

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amid public protest. More than fifty families were relocated and thirty dwellings removed (Rowe 1987). The official groundbreaking was in 1954. Completed in 1956, Pease Air Force Base was the location of the Strategic Air Command (SAC) 509th Bomb Wing. The runways just south of the Project Area impacted the rural character of the surroundings. At its height, Pease contained over 140 buildings and forty miles of roads. Family housing was built in 1955-56, a total of 1,200 dwelling units.

TRANSPORTATION

Concurrent with Pease was construction of the Spaulding Turnpike (now NH 16). Construction began ca. 1950 of a Spur Road between the newly built Portsmouth Traffic Circle and the General Sullivan Bridge, bypassing older Woodbury Avenue. Construction was complete through Newington ca. 1953. On Dover Point, the turnpike was constructed over the old railroad corridor and completed to Rochester in 1955. Highways brought increased commercial opportunities to the region and made farther job commutes possible.

Newington roads were changed by Pease. Nine roads were discontinued. NH Route 151 was eliminated. The northern and southern parts of town were separated until a new connecting road was opened in 1972. Road traffic patterns in Durham were changed by completion of a US Route 4 bypass around the downtown in 1966. Through traffic was removed from Main Street and old roads between Durham and Madbury were severed and discontinued. Madbury Road became the direct route between Main Street and Route 4. Interchanges were built on both ends of the downtown at Dover Road/NH 108 and at the west end of Main Street, and NH 155A.

Railroads were used for limited freight traffic during this period. Pease required rail access for heavy freight. A Pease Railroad Spur was built in 1957 from the main line of the B&M Newington Branch Railroad near Sprague Energy. Used infrequently for about twenty years, the spur railroad crossed the turnpike at grade (Area NWN-PRR). Passenger rail service to Durham and Dover was eliminated during this period on the Boston and Maine Western Division. The station in Durham closed in 1958 and was acquired by UNH in 1965. Freight trains continued to run.

UTILITIES

At the end of Gosling Road in Portsmouth, PSNH opened the Schiller Power Station in 1949. The original units were coal fired. The electrical distribution line from Portsmouth through Newington was rerouted from the Schiller Substation along the newly built Spur Road, now the Spaulding Turnpike ca. 1949-50. The line crossed the area that became Pease and was rerouted again to the north side of Newington Center a few years later. New utility easements were acquired from properties along Nimble Hill Road and Little Bay Road in 1952. In Durham new electrical line was constructed across Durham Point and parallel to Bennett Road ca. 1949. The ROW next to the railroad corridor between Bennett Road and Mill Road dates from this period, as does the Oyster River Substation according to historic aerial photographs. The existing 34.5 kV line was constructed ca. 1965.

Wells that were a major source of Portsmouth's water supply were taken for base construction. Bellamy Reservoir in Madbury was created by the Army Corps of Engineers as a replacement. A booster pumping station and water tank were built near the turnpike ca. 1955 (NWN0228).

INDUSTRY

The Piscataqua was dredged to create New Hampshire's only deep water port at Newington, which also had railroad and highway access. Simplex Submarine Cable Company was established off Woodbury Avenue on land purchased from the deRochemont family in 1953. Freighters transported crude and bulk oils to tank farms. Socony Vacuum Oil Co. had tanks north of Gosling Road (not

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extant) from the 1940s and a Gulf Oil tank farm was south of Patterson Lane. Sprague Energy was established in at the former Shattuck Shipyard site in 1959.

POPULATION

A population boom began in the Seacoast Region in the 1950s. Portsmouth's population was nearly 19,000 in 1950, but by the 1960s, it had grown to 25,000 residents, including those on the air base. With the growth of the university and the increasing desirability of Durham as a bedroom community, the population more than doubled in the 1940s to 4,770 in 1950 and grew to more than 5,500 in 1960. The population of Madbury reached 556 by 1960. Newington's population increased from 500 in 1950 to 1045 in 1960. Newington is notable for the number of long-time resident families. In the late twentieth century, the Frink Farm was owned by descendants of the builder, as were the Pickering Farm, the Adams Homestead and the Downing House on Patterson Lane (NWN0201).

CIVIC AND RELIGIOUS

Construction of Pease Air Force Base resulted in a shift in Newington's municipal center. A new more modern town hall was built in 1957 a half-mile north of the old one at the intersection of Nimble Hill (Bloody Point) Road and Fox Point Road. The Civic Center also contained the fire and police departments. The Stone School was closed in 1959 and a new elementary school built farther from the Pease runway. Trinity Lutheran Church was built ca. 1960 next to the turnpike on Fox Run Road. Pease encompassed about 99 acres of the 110-acre Newington Town Forest. About thirty acres were cleared for runway; the rest was managed as forest. The Newington Cemetery was enlarged in 1955 and again in 1974 (Mausolf 1987).

The growing populations of Durham and Madbury required updated school facilities. An addition was built in 1950 on the Durham Center School outside the Project Area on Garrison Avenue and an elementary wing was added in 1956. The Oyster River Cooperative School District was formed in 1955. The Madbury Center School (#46) was converted into a fire station during this period. Students from both towns attended Dover High School until 1964 when Oyster River High School was built on the former Coe farm (Town of Durham 2015; Durham Historic Association 1985:206).

UNH

University of New Hampshire enrollment doubled to over 5,000 students in the Post-war period (Town of Durham 2015). Kingsbury Hall was built in 1949-50 for the College of Engineering. Dimond Library was built in 1958 and the Paul Creative Arts Center dates from 1960. Snively Arena was built in 1965 to enclose the older hockey rink. The field house dates from ca. 1968-69 and includes the Swasey Indoor Pool and Lundholm Gymnasium. New academic buildings were Horton Hall 1966 and McConnell Hall ca. 1968. The New England Center on the north edge of campus was completed in ca.1969. Barton Hall was built in 1969 as a classroom building for the Thompson School of Applied Sciences. Ritzman Hall was the Animal Nutrition Lab built ca. 1960.

Campus housing expanded dramatically over twenty years. New dormitories on Ballard Street included McLaughlin Hall 1955, Lord Hall 1958, Sawyer Hall 1951, Jessie Doe Hall and Stillings Dining Hall 1963. On Quad Way in the east part of campus, Randall and Hitchcock halls were built in 1957 and Devine in 1966. The Forest Park married student apartments were erected ca. 1961. The largest dorm, Stoke Hall was built in 1964. Three new dorms and Philbrook Dining Hall were built in 1967-1969 and Babcock Hall graduate student housing in 1967 in the southeast corner of campus.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****RESIDENTIAL SUBDIVISION**

Durham has extensive residential subdivisions from the 1950s-60s. The "Faculty Development" was laid out in the 1950s on the McDaniels/Hoitt Farm adjoining the Red Tower subdivision on the Smith/Onderdonk land. UNH faculty and staff built individual houses on land owned by UNH until the 1970s. North of campus, the upper end of Madbury Road developed in the 1950s, along with nearby Hampshire Avenue, Edgewood Road and Emerson Road. North of US 4, Pendexter Road also dates from around 1960. The Wedgewood Development on Durham Point was laid out ca. 1965 and houses built in 1966 and after. Other developments by C.I. White were located in Dover according to the deed registry. "Woodridge" was built between 1966 and 1969 off Mill Road by developer Walter Cheney who also built subdivisions in Lee and Newmarket

The northern part of Portsmouth had an industrial/commercial character with limited residential development. Gosling Meadows was built by the Portsmouth Housing Authority ca. 1958. The Oriental Gardens mobile home park dates from the 1960s. In Newington a few small subdivisions included Coleman Drive built in the 1960s. There are no residential subdivisions within the Project Area in Madbury.

COMMERCIAL

Downtown Durham grew as a commercial center, just outside the Project Area. The Mill Road Shopping plaza was built in 1969 (Durham Historic Association 1985). In Newington, roadside commercial buildings that were adjacent to Spaulding Turnpike included a motel, restaurant and gas stations (now gone). A drive-in theater was built shortly after the new road, ca. 1950 and operated through the 1970s. Several mid-twentieth century warehouses and workshops are located in the vicinity of River Road, now Shattuck Way. The flat open farmland on Gosling Road and Woodbury Avenue provided prime commercial real estate adjacent to Pease and the Spaulding Turnpike and close to downtown Portsmouth. A McDonalds opened on Gosling Road and the first shopping plazas were built on Woodbury Avenue in the 1960s (Rowe 1987).

1970-present: Seacoast Population Boom, Fox Run Mall, UNH Expansion**POPULATION**

The populations of area towns continued to increase during the late twentieth century. Portsmouth now has over 21,500 residents. Durham's year-round population reached 10,000 in the 1970s and increased steadily to over 14,000 in 2010. Madbury's population doubled between 1970 and 1990 from just over 700 to over 1,400 and now tops 1,700. Newington remains the smallest town in the area with just over 750 residents. Aside from the university campus and Newington businesses, towns in the Project Area are mainly residential communities. UNH is a major employer. People commute to work throughout the region and in Massachusetts.

COMMERCIAL

Due to traffic congestion, Durham created a one-way traffic pattern in the downtown in the 1970s. A second building was added to the Mill Road plaza in the 1980s. In recent years, a number of large new buildings have been erected in the downtown on Main Street and Madbury Road.

Near the Spaulding Turnpike, Rockingham Electric dates from the late 1970s, and on River Road, the Asia Restaurant was built ca. 1980. The formerly agricultural land on Woodbury Avenue in Newington and Portsmouth developed with large buildings and parking lots. The Newington Mall opened in the mid-1970s followed by the Fox Run Mall in 1981. The first movie theater (not extant) opened in 1977. Tacetta Chevrolet dates from ca. 1968. Isolated remaining farmhouses were converted into commercial uses. The Isaac Dow House was a popular restaurant in the 1970s-80s. Walmart was built in the 1990s. The Beane Farm has the location of Country Curtains since the

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

1980s. Medical offices are also located in many buildings in the area. The old brick school was the Schoolhouse Restaurant from the 1980s, but has been vacant for many years. The Market Basket-Marshalls plaza was built ca. 1976. One of the last surviving farm complexes, the Dyer Foss Farm on Gosling Road was demolished around 1990 for a car dealership. The deRochemont Mansion was moved and adaptively reused as medical offices ca. 2007.

INDUSTRY

Durham area residents defeated a proposed oil refinery on 3,000 acres south of the Oyster River in 1974 (Town of Durham 2015). In Newington the riverfront was further developed. In 1972 Sprague Energy was acquired by Axel Johnson. New tanks were built and an oil refinery added. More recently Sprague established an Avery Lane terminal with oil tanks and asphalt storage tanks. Simplex became Tycom wire and cable. C.E. Avery manufactured pumps for nuclear power generating facilities. A fishing processing plant was established in the 1980s. Shattuck Way, a connecting road parallel to Woodbury Avenue was built by the Town of Newington in the 1990s.

UTILITIES

In Durham, a large water tank was erected in the East Foss Farm in 1976. PSNH updated its facilities. Madbury Substation at the north end of the Project was built ca. 1971-74. PSNH's Newington Station was built in 1974, burning coal, plus natural gas after 1992. Newington Substation is adjacent. The submarine crossing of Little Bay was abandoned in the mid-1990s. Schiller Substation was enlarged ca.1973, ca. 2000 and again more recently. A gas-fired new power plant was built ca. 2002 by Newington Energy LLC on Avery Lane; now Essential Power LLC, 200 Shattuck Way. Portsmouth Substation at the southeast terminus of the Project dates from 2002 and was expanded in 2006.

TRANSPORTATION

The General Sullivan Bridge is extant, closed to vehicular traffic since 1984 when the Spaulding Turnpike Bridge was widened. Presently construction of new interchanges and bridge widening is ongoing within the Project Area.

Railroads were used for freight on a limited basis. The Boston & Maine was purchased by Guilford Transportation Industries in 1983. In 2006 the name of the system was changed to Pan Am Railways. The Newington Branch Railroad remains active. On the Boston and Maine Western Division, the Amtrak Downeaster reinstated passenger service between Portland and Boston in 2001.

MILITARY

Pease Air Force Base was one of five USAF bases recommended for closure in 1988 and closed in March 1991. In 1992, 1,095 acres became the Great Bay National Wildlife refuge. In 1997 1,300 acres was transferred to the Pease Development Authority. The Pease entrance at Gosling Road was rebuilt in the 1990s. Air force base buildings were removed and office buildings, industrial plants, hotels and other facilities erected.

UNH

The University has undertaken considerable new construction and renovation projects during the last several decades. UNH enrollment grew to over 10,000 in 1980 and presently there are more than 15,000 students. Student apartments were built on the north side of campus in the 1970s and 1990s. Three large new dorms were erected near the railroad tracks on DeMerritt Circle in 2007-2008. A large new dining commons was built on Main Street in front of the Memorial Union Building in 2003. The Health Center dates from 1989.

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Academic buildings were upgraded. Hewitt Hall was enlarged in 1993-94. The library was completely renovated in 1997-98. Pettee Hall on College Road was remodeled ca. 1999. James Hall was restored and enlarged in 2008. DeMerritt Hall was completely rebuilt on the site of the old building ca. 2008. On Academic Way, Kingsbury Hall was expanded in 2007 and Parsons Hall was renovated ca. 2010. The business school was replaced by the new Peter T. Paul College on Garrison Avenue in 2013.

The Whittemore Center arena was built in 1995 and Snively Arena was remodeled into the Hamel Student Recreation Center. Memorial Field was renovated in 2002 for lacrosse and field hockey. The football field and track were rebuilt ca. 2007 and Cowell Stadium was rebuilt and enlarged in 2015. The outdoor pool was eliminated and the Hamel Rec Center expanded in 2015-2016.

The UNH equestrian facilities date from ca. 1980. A new Thompson School classroom building, Cole Hall was built in 1987. The western part of UNH on either side of Main Street, near the US 4 interchange, is not historic. The cow barns were relocated to the western edge of University land, over a mile from the center of campus. Also on the far edge of Campus at the intersection of Mast Road and Main Street are the NH Public Television building erected in 1985, the US Forest Service built in the 1970s and the Leavitt Service Center from the 1980s.

AGRICULTURE

Outside the Thompson School, there is little active farming within the Project Area. Historic farms were acquired by the University. UNH purchased the 334-acre Kingman Farm in Madbury north of the Project Area in the 1960s and has used it since for research in biochemistry, forestry and plant science. Fields are in active use, hayed to feed UNH livestock (Hengen 2000). The Thompson Farm land at the west edge of the Project Area near Packers Falls was given to the University in 1972. Mostly wooded, there is a small working farm and hay fields near the house.

There were orchards on Durham Point into the 1970s. Fruits and vegetables were raised on the Mathes-Sandburg Farm (15 Langley Road). The Langley family of 50 Langley Road had a buffalo farm in the late twentieth century. Those two properties and a small field behind 260 Durham Point Road are the only remaining open land on Durham Point. Roselawn Farm orchard in Madbury was in business until recently. Bennett Road has some of the last cultivated farm land. The LaRoche family hays and raises livestock. Fields on Newmarket Road are also hayed. Much of the land has reforested. Several large tracts are now owned by NH Fish and Game.

The last dairy farm in Newington, the Spinney Farm on Fox Point Road had a new barn built in 1963 and enlarged in 1975. Forty cows were milked and trucks picked up from bulk tanks every other day. The farm closed in the 1980s, but the buildings are extant.

In Madbury, Elliott Rose passed out of the family in 1978 (Hengen 2000). Through the 1990s, Elliott Rose Company was the town's largest employer with thirty-five full time workers (Hengen 1999). The domestic rose industry suffered from competition with South American imports. The Madbury business closed in the early 2000s and the greenhouses have been removed.

RESIDENTIAL SUBDIVISION

There was extensive land subdivision and residential development in Newington during the 1980s-90s on cul-de-sacs off Little Bay Road and house lots along existing roads. Durham Point Road and Longmarsh Road have several late twentieth century subdivisions and infill. New condos and multi-unit buildings have been erected near the college in Durham on Madbury Road and Edgewood Road. Tasker Lane and Sarah Paul Hill are late twentieth century cul-de-sacs in the Project Area in Madbury

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The Newington Congregational Church is the oldest meetinghouse continuously in use in New Hampshire. Newington erected a new Town Hall in 1979 and a separate police station. Additions were built on the Newington Elementary School and the Langdon Library in the 1970s. A new addition to the Langdon Library was completed 2014. In Madbury, an addition was built on the Town Hall in 1985. The Oyster River School District opened a new school, Moharimet Elementary School in 1989. Madbury Memorial Park was established as the town cemetery in 1991, west of the town center at the end of Town Hall Road. Hick's Hill Reservoir was bought by the town in 1998, for fire protection. A new public safety complex was built on Knox Marsh Road in 2003. The Madbury Public Library established in 2001 is located in the former police station on Town Hall Road. In Durham a new public library was built in the Project Area at 49 Madbury Road in 1997.

Historic preservation is important to area communities. Local historians of several area towns resided within the Project Area. The Newington Center Historic District was established in the 1980s. The towns of Newington and Madbury undertook historic resources surveys through the regional planning commission in the 1970s-80s. The Durham Historic District was created in 1975 as a local historic district and was listed on the National Register of Historic Places in 1980. Recently, the Newington Town Forest land and the Stone Schoolhouse were returned to Town ownership. Frink family farm land is under agricultural easement. Land conservation has been a theme in Durham, where large tracts of land are owned by town or university or are under conservation easement, such as Roselawn Farm on the Durham-Madbury line, Beaudette farm on Bennett Road and the Langley Farm on Durham Point.

20. Applicable NHDHR Historic Context(s)

2. First settlements on the NH seacoast, 1623-1660.
5. The French and Indian Wars in NH.
6. Revolutionary New Hampshire.
8. World War I in NH.
9. World War II in NH.
11. The Cold War in New Hampshire.
13. Fishing on the NH Seacoast and the Isles of Shoals, 1660-present.
14. Wooden shipbuilding on the NH seacoast, 1630-1920.
22. Logging, lumbering and saw mills, 1620-present.
30. Granite quarrying and stone cutting, 1790-present.
39. Brick making for local and regional markets, 1650-1920.
44. Machine tool manufacture, 1840-present.
51. Mixed agriculture and the family farm, 1630-present.
53. Grain farming and grist milling, 1650-present.
54. Orchards and cider production, 1650-present.
56. Local-scale dairy farming, 1800-present.

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65. Dairy farming for urban markets, 1880-1940.
68. Horticulture in New Hampshire, 1910-present.
72. Boarding house tourism, 1875-1920.
73. Summer and vacation home tourism, 1880-present.
78. Outdoor recreation in New Hampshire.
82. Pre-automobile land travel, 1630-1920.
86. The railroads in NH, 1842-1960.
88. Automobile highways and culture, 1900-present.
89. Aviation in New Hampshire.
90. Water supply, distribution and treatment in New Hampshire, 1850-present.
91. Gasoline and oil distribution in New Hampshire, 1900-present.
93. Electricity generation and distribution in New Hampshire.
98. Architecture in New Hampshire, 1623-present.
101. The service industries in New Hampshire.
104. Higher education, 1770-present.
105. Elementary and secondary education, 1770-present.
106. Libraries in New Hampshire.
107. Local government, 1630-present.
109. State government, 1680-present.
110. The federal government in New Hampshire, 1776-present.
111. Fighting the Depression in New Hampshire: The CCC, WPA, and other public works programs, 1929-1940.
112. Philanthropy, 1850-present.
113. Historic preservation, 1899-present (F). (authors: James Garvin and Parker Potter)
115. Social organizations in New Hampshire.
120. Religion in New Hampshire, 1623-present.
126. The French-Canadians in NH, 1840-present.
129. Commerce, industry and trade in New Hampshire cities, 1630-present.
131. Suburban/bedroom community growth in New Hampshire, c.1850-present.
135. The land conservation movement in New Hampshire.
136. Public and private cemeteries and burials.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****21. Architectural Description and Comparative Evaluation**

Located within the Project Area is a diverse collection of resources including village and town centers, former agricultural areas and farms now surrounded by twentieth-century houses along the historic major roads and residential developments on twentieth-century roads, a major railroad corridor, the campus of the state university and its associated housing for students and faculty plus a few nineteenth-century schoolhouses, cemeteries (mostly small family ones), and later twentieth-century highways, and commercial box store and office building development. A large number of twentieth-century educational resources include academic buildings and student dormitories. The Project Area also includes substantial twentieth-century power transmission facilities (with alterations and additions mostly less than fifty years of age) and other industrial resources, concentrated along the Piscataqua River waterfront to access the deep-sea port. Within each town many of the resources can be grouped into areas, especially the residential resources, whether arrayed along a road and individually built within a decade or two of each other or as part of a single development. The majority of resources date to the nineteenth and twentieth centuries though some of the Capes, center chimney houses, and double houses date to the eighteenth century as may the few English barns. All the resources exhibit many of the most common forms and styles popular from the second quarter of the eighteenth century through the 1960s or later. Common house forms are Cape Cod houses, Center Chimney houses, Double Houses, End Houses, Gable Blocks, Foursquares, modern Colonials, Dutch Colonials, and Capes, ranch houses, split-level ranches, and contemporary houses. The most common styles in the Project Area are Georgian, Federal, Greek Revival, Italianate, Queen Anne, Classical, and Colonial Revival.

In Madbury, the Project Area includes a small section of the town just north of the border with Durham and to the southeast of Route 155 which abuts the Project Area. This part of the town is relatively rural with sparsely scattered historic resources, predominantly residential and agricultural. The civic town center which includes the nineteenth-century town hall and the early twentieth-century Union Church is just outside the Project Area to the northwest. It also includes several later twentieth-century civic buildings including the public library.

In Durham, the L-shaped Project Area contains the largest number and greatest variety of historic resources as it runs through the center of the town. The historic resources date from the eighteenth through the twentieth centuries and include residential, agricultural, educational, and religious buildings in a variety of forms and styles. The Project Area is just west of the Downtown Durham and the Durham Historic District but includes nearly all of the University of New Hampshire campus and its associated student and faculty housing. Because of the presence of the university and the town's proximity to Portsmouth, it has considerable twentieth-century residential development along historic roads and in subdivisions from the 1930s to the 1970s, especially to the north and south of the campus. A major transportation resource is the historic Boston and Maine Railroad corridor, still in use, that has extant historic resources including a passenger station and some bridges. Agricultural resources, largely nineteenth-century farmhouses but also some nineteenth-century barns are present in the southwest part of the Project Area. At the east end of the Project Area in Durham along Durham Point Road and the adjacent roads by the Bay is a mix of nineteenth-century residential and agricultural resources, some later modified as summer homes, small summer houses or camps, and recent residential development. On the shore of Little Bay, the Durham and Newington Cable Switch Houses are small utilitarian brick buildings associated with the 1902 submarine cable that ran under the Bay, which form a potential historic district.

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In Newington, the Project Area passes across the north part of the town which includes a diverse collection of predominantly eighteenth- through twentieth-century residential and agricultural resources along mostly historic roads. Some of those resources are located in the Newington Center Historic District, listed in the National Register of Historic Places in 1987 and expanded in 1991. This historic town center, adjacent to the northwest end of the former Pease Air Force Base, also includes nineteenth- and early twentieth-century civic, religious, and educational resources. The western edge of the Project Area, especially along Little Bay Road is a mix of early twentieth-century small summer houses or camps (many altered) plus some former eighteenth or nineteenth-century farms expanded in the twentieth century into summer houses and a large amount of late twentieth-century residential development. The northern edge of the Project Area includes the 1950s Spaulding Turnpike, which has largely been rebuilt in recent years, and between the highway and the Piscataqua River waterfront twentieth-century utility and industrial resources, though most less than fifty years of age.

In Portsmouth, the Project Area covers a very small section of the western edge of the city. The small number of historic resources, nearly all twentieth century, reflects that part of the city's growth as a result of the development of the Spaulding Turnpike and the emergence of a predominantly commercial and industrial zone beyond the edge of early and mid-twentieth century residential development along Maplewood Avenue outside of the Project Area. The twentieth-century historic resources include an altered World War II housing development, a 1950s/1960s mobile home park, a 1960s public housing development, 1930s-1960s commercial and industrial development, and several utility resources.

RESIDENTIAL RESOURCES*Cape Cod House, ca. 1720s-1820s*

The earliest resources in the Project area would be eighteenth-century farmhouses and outbuildings, and scattered isolated examples are present throughout the Project Area, particularly in Durham and Newington though mostly with later alterations. There are no known extant buildings from the original settlement period when Madbury was part of Dover. There were seven garrisons, all of which were taken down or destroyed in the early 1800s (RPC 1983, 7). The 1983 historic resources survey identified thirteen surviving pre-Revolutionary houses in Madbury though none of them are located within the Project Area (RPC 1983). In Newington at the time of the 1981 historic resources survey, twelve surviving examples were identified for the same period, many of which are located in the Project Area (RPC 1981).

The most common residential form for the eighteenth and the early nineteenth century surviving in the Project Area is the central chimney house, characterized by three to five rooms arranged around a center chimney stack under a gabled roof, with two tiers of rooms. This form is used for one-and-a-half-story buildings, known as a *Cape Cod House*, and two-and-a-half-story houses known as a *Center Chimney House*, typically erected by a town's wealthier residents. When the rear tier is only one story this form is known as a *saltbox* but only one example of this form is located in the Project Area, as noted below. Additional defining characteristics include small narrow sash windows (originally 9/9 or 12/9) set close together and abutting the eaves, framing the centered or nearly center entry on the façade. Often a transom light above the entry door illuminates the lobby entry. Georgian, Federal, and transitional Federal/Greek Revival period detailing are employed on the buildings, depending on their original date of construction or later stylistic updates.

Most of the capes built in the eighteenth or early nineteenth century in the Project Area have been modified or altered to varying degrees, owing to their age and comparatively modest original

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footprint. Alterations typically include added dormers, wings, and/or ells, removal of the massive chimney stack or replacing it with a stove flue chimney in addition to replacement siding and/or windows, and loss of historic finishes.

This is the case with all the examples in Madbury, which feature varying degrees of alterations. 171 Madbury Road (M-13), dated ca. 1815, which is set back from the road on an overgrown site (**Photo 9**) has a replacement stove flue chimney, a new foundation, siding, windows, and doors. The property also includes a detached barn. 102 Perkins Road (M-20) (**Photo 15**), associated with the Roselawn Farm, has a replacement stove flue chimney. 182 Madbury Road (M-10), built ca. 1790, is another altered example in the Project Area.

In Durham, the Thompson-Pierre Hamet Farm (D-48) (97 Newmarket Road, DUR0011) (**Photo 168**), located in the Newmarket Road and Bennett Road Farms Historic District (D-44) is an early example of a Cape in the Project Area. Similar to houses in the Durham Historic District (outside the Project Area) it has been constructed in two phases. Built ca. 1720 it was moved and remodeled ca. 1805. Windows were replaced in the 1980s, and a gambrel-roofed rear ell was built at that time (Hengen 2004). To the rear of the house is a detached English barn (**Photo 169**). The historic property has been subdivided with a large area of open land now owned separately. 1 Fairview Drive (D-10), built ca. 1790 and likely moved to its present location at the time of the development of the adjacent Edgewood Road area in the mid-twentieth century, has been modified with a shed-roofed dormer and garage addition (**Photo 65**). The Cape at the west edge of the UNH Thompson School Historic Area (D-17) on the corner Mast Road and Main Street was reportedly built by John Woodman in the late eighteenth century (Ross and House 1996, 48). The eighteenth-century Stevens farmhouse (D-31), along with its altered nineteenth-century barn, has limited integrity (3 Foss Farm Road, **Photos 147, 148**).

In Newington, one of Newington's earliest extant buildings is the Bickford House, built in the early 1700s but now an outbuilding of 249 Nimble Hill Road (N-37) (**Photo 247**). This small Cape no longer has its center chimney but retains its historic footprint and some historic 9/6 window sash. It was moved across the road from its original site ca. 1850. Historic map evidence suggests it was converted to a blacksmith shop at that time (RPC 1981, Chace 1858, Hurd 1892). At 46 Patterson Lane the ca. 1738 John Downing House (N-66) (**Photo 271**), also known as the Yeaton House, was determined eligible for the National Register in 2005 (NWN0201). This small Cape has a replacement stove flue chimney and is oriented away from the road to the southeast on a three-acre lot. The eighteenth-century English barn now lacks integrity due to roof collapse (**Photo 272**). The distinctive Joseph Adams/Meyers House (N-07) (188 Little Bay Road), a summer estate since ca. 1900, was built ca. 1760 as a Cape and then expanded ca. 1942 with wings and gabled dormer additions in the Georgian Revival style (**Photo 201**). The property included a nineteenth-century New England barn.

Only one example of a *saltbox form* survives in the Project Area, in Newington. Built either ca. 1710 or ca. 1765, the Old Parsonage (**Photo 225**), 337 Nimble Hill Road, located in the Newington Center Historic District (N-16) (NR 1987, 1991), is a rare example of this form in seacoast New Hampshire (Garvin 1991, 1). The lean-to was added a few years after the house was built (Garvin 1999). John Mead Howells, the well-known student of Seacoast New Hampshire architecture, dated it to ca. 1710 but later research indicates the building was unfinished when acquired by the Town in 1765. The building retains integrity, including a Georgian entry surround. The building was improved in the 1780s for use by the minister; the lean-to addition which enlarged the original hall-

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and-parlor plan may date from that time. The building was restored, including wooden replacement windows in 1987. It has long been used by the Newington Historical Society.

Center-chimney houses, 1720s-1820s

The Project Area includes multiple examples of eighteenth- and early nineteenth-century examples of *center-chimney houses*, typically erected by a town's more well-to-do residents. Many retain their historic footprint and massing and some of their historic finishes. Often times the original window sash have been updated later in the nineteenth century with 2/2 sash and the frontispiece may have been updated also. In some instances the center chimney houses have been expanded to be a connected farmstead. No examples of original center-chimney houses are present in the Project Area in either Madbury or Portsmouth.

In Durham, the Project Area includes several center-chimney houses. A characteristic example is the Smart House (D-49) (125 Longmarsh Road, **Photo 170**), dated ca. 1715 on the tax card though with a later Greek Revival frontispiece. A one-story wing augments the main block. The outbuildings are modern and there is no associated land to convey agricultural associations. The Mooney-Beaudette Farm, 3 Bennett Road (**Photo 162**), built ca. 1788, is located in the Newmarket Road and Bennett Road Farms Historic District (D-44). The house faces south with its back to the road which has been in the rear since it was straightened in the 1950s. It has later Italianate detailing on the façade including 2/2 windows and Italianate door hood supported by scrolled brackets, a side porch, two stove-flue exterior chimneys, and asphalt siding. 129 Durham Point Road, another Smart family house (D-60) (**Photo 182**), built ca. 1800, is an example with a later Greek Revival frontispiece and an altered center chimney. A one-story rear ell and shed was likely historically connected to a barn which is no longer extant on this former agricultural property that no longer retains that association. On the corner of Madbury Road and Davis Court within the Madbury-Bagdad Road Area (D-11), is the much modified and expanded Thompson Farmhouse, built as a substantial eighteenth-century center-chimney house and later in the nineteenth century expanded as a connected farmstead. It has been student apartments since the early twentieth century and been significantly expanded and altered to accommodate that usage such that little of its eighteenth and nineteenth-century historic form is recognizable. It is known locally as the "Beehive" because of its elongated footprint and long association as UNH student housing (Town of Durham 2015).

Newington has nearly one-half dozen examples in the Project Area of center-chimney houses, most with some later nineteenth-century updates, within the historic period, often to their finish details or in their window sash. A characteristic early example is the Adams Homestead, part of a substantial farm complex at 148 Nimble Hill Road (N-41), built ca. 1717 (**Photo 251**). The intact farmstead, an excellent and well-preserved example of vernacular Georgian architecture located on 20.5 acres, also includes a detached English barn and detached New England barn with shed addition. A later example is the Pickering Farm, 339 Little Bay Road (N-13), another significant farm complex, built ca. 1812 by Cyrus Frink, a prosperous local farmer and builder (**Photos 207, 208**). This is one of the first houses known to have been built by Frink. The house was further updated first in the 1840s in the Greek Revival style and again in the early twentieth century with the addition of a full-width Colonial Revival front porch. The property includes a large detached nineteenth-century New England banked barn and a small amount of associated open land. The small ell is said to be the ca. 1798 house first built on this site (RPC 1981). An early though modified example is another yet distinctive Pickering Farm (N-36), 50 Old Post Road (**Photo 245**). Its present appearance is the product of several building alterations in the nineteenth and likely twentieth century. Built ca. 1710, as a southeast-facing "saltbox," it was later enlarged to a full center-chimney house in the 1840s but with a perpendicular gable-front addition. The Federal-period frontispiece with pilasters supporting

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a denticular cornice frames a louvered fan above the door and flanking three-quarter sidelights (RPC 1981). A one-and-a-half-story ell is more recent, new or remodeled and the New England barn has been converted to a garage. The house has a circular driveway and gardens and overlooks semi-open land toward the Newington Center Historic District. An altered example is 7 Fox Point Road (N-32) (**Photo 241**), built ca. 1805, and now on a small house lot with an altered front entry and new detached garage but no other outbuildings. A recently altered example is the Coleman House (N-40), 233 Nimble Hill Road (**Photo 250**), dated ca. 1838 in the tax cards. This Federal-style house has recently been gutted with all the siding and windows removed. The entry had a semi-elliptical fanlight, sidelights, fluted pilasters, and full entablature.

Double Houses, 1720s-1830s

In New Hampshire by the late colonial period a town's most prosperous residents constructed two-and-a-half-story Georgian houses for themselves, a form that continued to be built into the 1830s, with Federal style detailing. This *Georgian plan* is distinguished by two tiers of rooms on either side of a center stair hall and bi-lateral symmetry on the façade. It was often historically referred to as a *double house*. Simple ornament in the Federal style is most commonly concentrated around the centered entry of the five-bay façade, in the form of elliptical fanlights and three-quarter sidelights. In Madbury, the historic resources survey noted seventeen surviving buildings that exhibit features of the Federal style, built between the 1790's and 1830's (RPC 1983). The 1981 historic resources survey in Newington identified five high style and three vernacular examples from the Federal period, a number of which are located in the Project Area (RPC 1981).

Madbury has several examples of double houses, all dating to the early nineteenth century. A characteristic example is the ca. 1820 Pendexter House (M-21, 12 Pendexter Road, **Photo 17**) on a reforested parcel which straddles the Madbury-Durham town line. This double house features twin interior chimneys, Federal style frontispieces on the southwest-facing façade and on the northwest gable end, and retains 9/6 and 6/6 windows. A one-story wing addition and one-story rear ell augment the main block. The property, though no longer farmed, includes a substantial nineteenth-century New England barn (**Photo 18**). The Miles-Young-Elliott House (M-12) at 173 Madbury Road (MAD0047, **Photo 8**) is a rare brick example, built ca. 1817, in the Federal style with end wall chimneys. Much of the present appearance of the house, including the center chimney and elliptical fanlight over the center entry, dates to a ca. 1948 remodeling in the Colonial Revival style. It was subdivided from the William H. Elliott Rose Company property in 1978 (Hengen 2000). Previously individually documented and determined to be a contributing building in the William H. Elliott Rose Company historic district (M-04) (Area ER) in 2000, it has not been determined individually eligible. According to the Madbury master plan, the ca. 1810 John DeMerritt Homestead (M-02) (10 Lee Road, **Photo 3**) is one of the two best examples of the Federal period in Madbury (the other is the Kingman Farm, just outside the Project Area, noted below). The DeMerritt Homestead, which is oriented towards the triangular town green, was converted to apartments in 1938 along with its former large New England barn. Characteristic Federal-style details include interior gable end chimneys and a frontispiece with a louvered elliptical fanlight and half-length sidelights.

Because of the town's relative prosperity in the Federal period, Durham has multiple examples of double houses of which roughly a handful are located in the Project Area. A characteristic example with interior gable end chimneys is the Kent House, 345 Durham Point Road (D-70), in the Federal style with some later Greek Revival detailing (**Photo 195**). The ca. 1720 date in the tax card probably refers to the wing with the main block more likely dating to ca. 1800. The house, which faces east in the direction of the water, is considerably set back from the main road on a wooded 63.2-acre parcel, accessed by a long driveway typical of the early farms. Period detailing of the

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frontispiece includes three-quarter sidelights, pilasters, and entablature. An example with interior chimneys between the front and rear rooms is the Hoitt House, 28 Mill Road (**Photo 130**), built ca. 1804. It is located in the Mill Road Historic Area (D-27), a group of early twentieth-century Colonial Revival houses. Later alterations within the historic period include 2/2 sash windows and a sunroom addition. The land historically associated with the house became the southeast part of UNH and the neighborhoods nearby. The Mathes-Langley House (D-56), 50 Langley Road, is a brick example, built ca. 1836 in the Greek Revival style with pairs of end wall chimneys and simple contrasting granite lintels (**Photo 178**). Though the land is still farmed (56 acres), the outbuildings date from the late twentieth century. The property also includes a camp located near the water (not publically accessible) and built ca. 1935 according to the tax card and two late twentieth-century small houses. The Doe-Provost-LaRoche Farmhouse, 37 Bennett Road, in the Newmarket Road and Bennett Road Farms Historic District (D-44), built ca. 1825, no longer has its historic chimneys and now has a standing seam metal roof. An altered example, also with interior chimneys, is 64 Bennett Road (D-40) (**Photo 159**), built ca. 1810 which includes replacement 6/6 windows and a new doorway treatment. The nineteenth-century New England barn has been converted to garage and living space with new fenestration. An additional example, located at the west edge of the Project Area, is the substantial former Highland Farm house or Thompson Inn at 90 Bennett Road, in the Packers Falls historic area, at the intersection of Bennett and Packers Falls roads (D-37). The potential district encompasses five historic houses from the eighteenth and nineteenth centuries and the mill site on the river below the bridge.

Newington includes four examples of a double house, all distinctive. Located within the Newington Center Historic District (N-16) (NR 1987, 1991) is the significant Frink Farm, 272 Nimble Hill Road (**Photos 213-214**), built ca. 1837 by Cyrus Frink for his son Darius Frink. The substantial Federal/Greek Revival-styled brick house has twin chimneys on each gable end and a recessed entry with an elliptical fanlight. A one-story frame kitchen wing connects to the nineteenth-century New England barn. The 13-acre property includes large expanses of open fields (**Photos 215-217**). The Isaac Dow House (N-80) (2204 Woodbury Avenue, NWN0205) (**Photo 283**) is characteristic of an early nineteenth-century country house. Built ca. 1820, the two-story house has a hip roof but was remodeled in the 1880s by its carpenter/cabinetmaker owner with Italianate-style alterations. An added full-width front porch wraps around the side elevation. It became a restaurant in the 1970s. The barn stood into the 1970s. The house has been determined eligible for the National Register under Criterion C. The Rymes/DeRochemont House (N-19), 183 Fox Road, is a substantial example, built ca. 1825, and used as a tavern and later served as the post office (**Photo 231**).

Ell Houses, 1790s-1870s

In the Federal period (1790s-1830s) throughout New Hampshire and New England generally but especially in more densely settled town and village centers such as nearby Portsmouth builders introduced houses that on the façade suggested the double house form but in fact were only one room deep. Known as an *ell house* or *L house* (both historic terms) because of this feature and its L-shaped footprint, its construction became increasingly common in fashionable housing in this period and thus were especially popular with the upper classes.² While most common in urban areas, scattered examples can be found in many of New Hampshire's rural communities. A gabled or

² Candee, *Building Portsmouth*, 10, 115-117. Candee, "The Appearance of Enterprise and Improvement," 67-87. An 1804 advertisement for a property for sale in Milton, Massachusetts, a town south of Boston, noted "said House is in the form of an Ell, three stories high." *Independent Chronicle*, 12 April 1804.

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hipped roof is most commonly employed along with a connected rear ell, to accommodate the service spaces such as the kitchen and work rooms. Typically chimneys were located on the rear wall of the main block and on the gable end of the ell or wing but they could also be integral on the gable ends of the main block (Driemeyer 2006). After the 1830s this form continued to be used sporadically into the third quarter of the nineteenth century. The Project Area includes just a handful of this residential building form.

While there are no ell house examples in the Project Area in Madbury, there is a significant example located just outside of it. The ca. 1819 Kingman Farm House (333 Knox Marsh Road, MAD0051) is considered one of the best examples of the Federal period according to the Madbury master plan (**Photo 5**). Determined eligible in 2000 for the National Register under Criterion C, the house, a three-story example, displays characteristic features of the Federal period including elliptical fanlight, hip roof, end wall chimneys, and 6/6 and 6/3 window sash. The interior retains original features including mantelpieces, staircase, wainscoting, doors and trim (Hengen 2000). The ell which burned in 1941 may have been an earlier dwelling, dating to 1750. There is no barn only a garage section at the back of the ell. Now owned by the University of New Hampshire, the fields to the north and east are used for hay and experimental farming. The National Register eligible property is defined by the yard and six-acre parcel of the house lot.³ The view from the southward-facing house is dominated by the new Madbury Public Safety Complex, located directly across the road.

Durham has only one example of an ell house in the Project Area. The ca. 1800 Mooney-Moriarty House, (4 Bennett Road), located in the Newmarket and Bennett Roads Farms Historic District (D-44) is a characteristic two-story example with a gable roof (**Photo 163**). It was updated later in the nineteenth century with an Italianate style door hood and 2/2 window sash. There are no outbuildings; the barn formerly stood south of the road.

Several examples of ell houses are located in the Project Area in Newington. The ca. 1824 James Hoyt House (N-21) is a characteristic gable-roofed example with a one-story ell, pedimented frontispiece, semi-circular fanlight, and 6/6 window sash (**Photo 233**). A later polygonal bay window spans the left two bays of the façade. The James Coleman Homestead, 248 Nimble Hill Road (N-38), is a late gable-roofed representative example of this form. It is part of a connected farmstead, built ca. 1868 in the Italianate style (**Photo 248**). Bay windows connected by a front porch flank the center entry. Though identified in the 1981 survey as a good example of a connected farmstead, the ell and façade of the barn have since been remodeled with new windows and doors. A recently altered earlier example is the Hoyt House, 300 Little Bay Road (N-12), built ca. 1809 with a two-story rear ell (**Photo 206**), which now also has a new attached wing and garage. Historically the house had an attached carriage barn. An altered late example is the much remodeled ca. 1872 Richard P. Hoyt House (NWN0207), 148 Old Dover Road (N-72) (**Photo 276**), with a one-story ell and front porch (determined not eligible).

Connected Farmsteads, 1840s-1910s

In the middle decades of the nineteenth century the farm complex, consisting of not only the farmhouse but also a group of service spaces and outbuildings, underwent a significant transformation. The distinctive *connected farm building form* is characteristic of the nineteenth-

³ The only other three-story house in Madbury dating to the Federal period is the substantial ca. 1800 Chesley House, a brick double house with a high degree of integrity including entry with semi-elliptical fanlight located outside the Project Area (81 Perkins Road) (RPC 1983).

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century New England agricultural landscape, more common in the northern parts including New Hampshire. Though it achieved its height of popularity after the Civil War, the form began to appear by the 1840s and remained a popular choice throughout the nineteenth century (Hubka 1984, 10-11). The form consists of four parts. The “big house” contained the most formal living spaces such as the parlor (as well as the sleeping chambers) and received the greatest amount of ornament on the exterior and interior. The next section, the “little house” typically contained service or utilitarian spaces such as the kitchen, a work room, and the wood house. The third section or “back house” connected the little house to the barn and accommodated multi-purpose work and storage space and could include a wagon bay. The barn, the last building in the connected complex and the most utilitarian of the structures was sited farthest from the big house. In rural areas it primarily housed farm animals and their feed (Hubka 1984, 6). More commonly they sheltered horses, carriages and associated equipment, and some hay, and general storage. The connected house form successfully accommodated characteristic nineteenth-century New England farm practices which generally consisted of small-scale agriculture with a variety of livestock and crops, augmented in some cases by some home industry (Hubka 1984, 9).

Multiple examples of the connected farm building form are present throughout the Project Area, with a variety of house forms, some previously noted and some discussed below. In many instances an earlier house, such as a cape, center-chimney house, colonial house, or ell house was updated with connected outbuildings as that way of arranging one’s farm buildings was popularized. Alternatively, the connected farmstead was built of a piece, or generally within the same period, as might be the case beginning in the 1850s and continuing through the nineteenth century. In those instances the house form might be a high-posted cape, end house, or gable block.

High-posted Capes or Cottages, 1830s-1880s

Just as in the second quarter of the nineteenth century farm practices and ideas about the relationship of farm housing and outbuildings began to change, so too did residential architectural forms undergo a significant transformation. Some builders continued to use traditional forms but with modifications to chimney placement as a result of changing heating technologies and structural framing techniques. By the 1830s builders began to alter the traditional Cape form, often replacing the center chimney with pairs of stove-flue chimneys, placed either between the front and rear rooms or on the gable ends. In addition, with the later ones the structural framing was altered, using lengthened corner posts. This transformation overlapped with the late stages of the Federal style and earliest stages of the Greek Revival style. On these *high-posted Capes or Cottages*, ornament is concentrated around the window and door openings and the edges of the building. Earlier examples may feature a transom above the entry but on later examples the entry treatment may include side lights and a door surround with varying degrees of elaboration from simple boards to a frontispiece with an entablature above supported by pilasters. Windows are typically 6/6 sash. By the 1840s the houses incorporate Greek Revival period details and lengthen the corner posts even further, creating a fully developed high-posted cape or cottage and maintaining two tiers of rooms in the main block often with a rear ell or wing. Additional popular detailing may include corner pilasters, molded raking cornices, and cornice returns. This form continued to be used into the later nineteenth century, most commonly in the Gothic Revival and Italianate styles.

Concurrent with the changes in housing forms were changes in stylistic detailing. The Madbury historic resources survey noted twenty-one houses in that town dating to the 1830s and 1840s, the period in which the Greek Revival style enjoyed its greatest popularity in America. Sixteen of those twenty-one buildings exhibit features that are distinctively Greek Revival (Town of Madbury 2001). The Greek Revival was the most common of the mid-nineteenth century styles in Newington with

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nearly twenty examples in town (RPC 1981). Nearly twenty houses in Newington built in the 1830s-60s period were identified by the town-wide survey (RPC 1981).

The Project Area in Madbury includes several representative examples of high-posted capes or cottages in the Greek Revival style. The ca.1833 Nathaniel Meserve House, 55 Evans Road (M-14) is a characteristic example of this form in the Greek Revival style (**Photo 11**). The main block is augmented with two one-story wings. The front doorway typifies Greek Revival Madbury buildings with the classical entablature above the door supported by Ionic pilasters. Other typically Greek features include the sidelights that flank the front entry, and the triangular shaped pediments above the windows along the front of the house (Town of Madbury 2001). The property also includes a nineteenth-century New England barn. Other characteristic examples in the Project Area in Madbury include the Jackson House at 124 Perkins Road (M-18) (**Photo 12**) with stove flue chimneys, Greek Revival style entry, and rear ell. The property also includes a rebuilt barn and a nineteenth-century small shop, noted below (**Photo 13**). 182 Madbury Road, a mid-nineteenth century example, is a much remodeled example with little integrity (M-10).

Durham also has a number of examples of high-posted capes or cottages in the Greek Revival or transitional Greek Revival/Italianate style. A representative example is 177 Durham Point Road, built ca. 1840, though a later enclosed porch spans the middle three bays of the façade (D-61, **Photos 183, 184**). Illustrative of its agricultural history the property also includes a gable-front carriage barn with a shed addition. Another example is the ca. 1852 Bunker-Emile Hamel House set back from the road within the Newmarket Road and Bennett Road Farms Historic District (D-46, DUR0012, 110 Newmarket Road, **Photo 167**). A later porch now spans the façade. Historically the house had character-defining views south to the water. That view, however, now includes newer houses across the road in the foreground. The Meader Farm, 300 Durham Point Road (D-67) (**Photos 192, 193**) is a connected farmstead with a Greek Revival high-posted cape, wing, back house, and connected nineteenth-century New England barn with some new fenestration. Historically the property included a substantial detached New England barn that is now partially collapsed on a separately owned adjoining parcel to the south. The farmhouse, built ca. 1830 in the Greek Revival style, has some later alterations in the Italianate style including 2/2 sash windows and entry and side porches. The Bennett Farm (dated ca. 1750 on the tax card but the form appears to be a high-posted Cape), 62 Bennett Road (D-41) has a Federal style frontispiece (**Photo 160**). The wing is either new or rebuilt. The property also includes small detached barn. Altered examples include 32 Bennett Road (built ca. 1830) which has additions and alterations and is a non-contributing resource in the Newmarket Road and Bennett Road Farms Historic District (D-44) due to loss of integrity; a late example, 8 Beech Hill Road (D-02) (**Photo 20**), built ca. 1870, has been expanded with shed-roofed dormers on the front roof slope, a large two-story rear ell, and connected garage.

Newington also has a number of representative examples of high-posted capes or cottages within the Project Area. Two houses near each other on Little Bay Road, both built ca. 1850, are in the Greek Revival style. 195 Little Bay Road (N-08), (**Photo 202**), which features a characteristic Greek Revival frontispiece and window lintels over the 6/6 window sash, has a modified rear ell. The Dame House, 224 Little Bay Road (N-09), (**Photo 203**) is a connected farmstead with 9/6 window sash but some alterations to the fenestration pattern on the wing and barn plus some recently added solar panels on the front roof slope. A slightly later well-preserved example with a façade gable is the Packard Farmhouse (N-29), 16 Fox Point Road (**Photo 238**). Built ca. 1860 in the Greek Revival style the house was part of a large dairy farm through most of the twentieth century though no outbuildings remain and it now only occupies a small house lot (RPC 1981). Nearby is 11 Fox Point

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Road (N-30) a simply detailed example with a later attached garage, dated ca. 1875 in the tax card, that was relocated ca. 1952 from the Pease Air Base area (**Photo 239**). 124 Fox Point Road, located at the end of a long driveway, is a ca. 1835 example that was relocated from Pease Air Base ca. 1952 and since then has been gutted and greatly expanded and altered and no longer retains integrity for its historic period (N-23).

In the middle decades of the nineteenth century the Gothic Revival style emerged, most commonly applied to cottages and gable blocks. Defined most notably by steeply pitched roofs and façade gables, the Project Area includes only one fully developed example, located in Newington. The Frink/Spinney Farm, 241 Fox Point Road (**Photos 228, 229**) was built ca. 1850 by Elias Frink after a fire destroyed the previous farmhouse. Three steeply pitched gabled wall dormers dominate the façade. Other characteristic period detailing includes a door hood supported by brackets screening the center entry. This property was a dairy farm through the twentieth century and includes several 1960s and 1970s outbuildings, in addition to a large area of open fields. Historically, as shown in historic photos, the house had an attached New England barn.

End Houses, 1830s-1910s

Contemporary with the high-posted cape or cottage in the second quarter of the nineteenth century was the emergence of a new house form that gained rapid popularity in many parts of New England. The rise of this form is associated with the change in the outward appearance of houses in the region with the reorientation of the building to the street to produce the gable-fronted house, historically known as the *end house*.⁴ While retaining the rectangular gable roofed block, the massing was significantly altered by turning the building ninety degrees, changing the roof ridge from parallel to perpendicular to the front wall so that the façade became the tall and flat gable end. On the exterior the main block is typically three bays wide, with the entry in the first or third bay, leading to the side hall. At the same time service spaces were moved into secondary ells or wings. The form appears in both one-and-a-half- and two-and-a-half-story buildings, usually with additional massing elements including bays, ells, and/or wings, sometimes connecting to a gable-front barn. Because of the prolonged popularity of this form from the 1830s through the early twentieth century, a succession of styles was used on this form. On the comparative few examples in the Project Area the most commonly employed styles include the Italianate, the Queen Anne, and the Classical indicative of the increasing popularity of the Colonial Revival style. Common Italianate features might include bracketed cornices and lintels, 2/2 sash windows, double-leaf entry doors, entry hoods supported by scrolled brackets, corner pilasters, and additional massing elements such as polygonal bays or bay windows. As building styles changed in the 1880s, local builders began to apply new period details common to the Queen Anne style. The degree of additional massing elements and the use of decorative elements such as ornamental and combinations of wall coverings and decorative turnings and railings on the porches distinguish Queen Anne examples from the earlier Italianate end houses. In contrast with other parts of New Hampshire and especially in more urban areas there are comparatively few scattered examples in the Project Area of what was an extremely popular building form in the last three quarters of the nineteenth century throughout New England. The relative scarcity of this form and other contemporary forms of the period within the Project Area is possibly attributable to the relative lack of new building construction (with the exception of connected New England barns) in those decades within the Project Area.

⁴ End house is a nineteenth-century term used in some building contracts to describe side hall houses. Jack Larkin, *The Reshaping of Everyday Life, 1790-1840* (New York: Harper & Row, 1988), 119.

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No end houses are present in the Project Area in Madbury, though two late nineteenth-century farmhouses, both two-and-a-half stories, are located just outside it, within the William H. Elliott Rose Company Historic District (M-04), determined eligible in 2000 (M-04) (Hengen 2000). Both were contributing buildings in the historic district but no determination on individual eligibility was made at that time. The Reynolds Farm-Elliott Boarding House (M-08) (330 Knox Marsh Road, MAD0052), built ca. 1870 has arched windows. The later ca. 1895 Manager's House (M-07) (326 Knox Marsh Road, MAD0053) has a bay window and front porch.

In Durham several examples of end houses are present in the Project Area. The Mathes-Sandburg House (D-55) (15 Langley Road) (**Photos 176, 177**), is a substantial connected farmstead with a one-and-a-half story Greek Revival/Italianate end house, built ca. 1861 on an elevated site and oriented to the south. This significant property, that retains open fields, includes an expanded ell, back house, and connected New England barn. In the early twentieth century it was remodeled as a summer home, but with a working farm. Two other end houses are two-and-a-half story examples, located within the potential Durham Point Historic Area (D-62). Both date to the second half of the nineteenth century, one with Italianate massing and detailing, the other with Queen Anne decorative detailing and massing. The Mathes House, 260 Durham Point Road (**Photo 189**), built ca. 1860 is the older of the two end houses in the potential area. Though now clad with vinyl siding and featuring a one-story side addition this house is otherwise a representative example with Italianate massing and detailing including a polygonal bay on the façade, 2/2 sash windows, an entry hood supported by scrolled brackets protecting the double-leaf entry door, and molded lintels supported by brackets. The historic Colony Cove House summer boardinghouse at 253 Durham Point Road dates from ca. 1885 (**Photo 188**). Additional massing elements on the Queen Anne-styled building include a full-width front porch and a gabled bay on the side elevation. Historically the property was open land down toward the water, but there are no longer any views and new houses are located on all sides of the property.

Newington has just one example of an end house within the Project Area. The Hoyt-Harvey House, 305 Nimble Hill Road (**Photo 220**), is a two-and-a-half story example. A contributing building within the Newington Center Historic District (N-16, NR 1987, 1991), the house was built ca. 1893 on an old house site by well-known local builder Jackson Hoyt. The only remaining period detail is the Italianate door hood; the exterior is clad with vinyl siding. The property includes a detached nineteenth-century New England barn. The Payne House (N-74), 140 Old Dover Road (NWN0209), built ca. 1880, is an altered example.

Gable and Hip Blocks, 1840s-1910s

Residents in the Project Area in the middle and late nineteenth century continued to commission earlier residential forms. The 1983 survey noted seventeen surviving buildings from the latter half of the nineteenth century (Town of Madbury 2001). From the 1840s through the 1910s, some of the same residential building forms continued to be erected, but with a succession of sometimes partially overlapping styles including the Greek Revival, Transitional Greek Revival/Italianate, Italianate, Queen Anne, and Classical. The Colonial Revival also emerged especially beginning in the 1890s.

One form that continued to be constructed in the second half of the nineteenth century, the double-house form, known as a *gable block* to distinguish it from the earlier version, remained popular with builders and homeowners throughout New Hampshire but with period appropriate stylistic detailing including the Greek Revival, transitional Greek Revival/Italianate and Italianate styles. Rear ells (sometimes with connected barns), typically augmented the main block and stove flue chimneys replaced the earlier large chimneys located between the front and rear rooms. Additional massing

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elements such as polygonal bay windows were often used on the side elevations to augment the interior spaces and also on the façade, flanking a double-leaf entry door. Period decorative details in the Italianate style included the entry hood supported by scrolled brackets and paired brackets under the eaves, and brackets under the sills. Whereas those constructed in the Greek Revival and transitional Greek Revival/Italianate style typically had 6/6 sash windows, 2/2 sash were typically used in Italianate-styled buildings. The Project Area includes roughly a dozen examples of gable blocks.

In Madbury, at the edge of the Project Area, Roselawn Farm (M-19) at 105 Perkins Road (**Photo 14**) is a connected farmstead with an altered gable block house in the transitional Greek Revival/Italianate style, built ca. 1850. The house was updated in the early 1900s with a full-width porch; subsequent alterations later in the twentieth century include enclosing the porch, rebuilt stove-flue chimneys, and a greenhouse addition on the front compromising its integrity. Associated buildings include two small early twentieth-century houses one the other side of the road (100-102 Perkins Road) (**Photo 15**) along with an early twentieth-century fieldstone garage (**Photo 16**). The former orchard is overgrown and there are new houses on the north side of the road.

In Durham, an altered example of a gable block, formerly the ca. 1870 Hale-Stevens Farm, located within the Newmarket Road and Bennett Road Farms Historic District (D-44), 1 Kathleen Way (formerly 257 Newmarket Road), is now apartments. As originally built, the farmstead consisted of a mid-nineteenth-century gable block with rear ell and connected New England barn.

The greatest number of gable blocks within the Project Area is in Newington. The J. A. Pickering House (N-35), 46 Old Post Road (**Photo 244**), built ca. 1840 according to the tax card, in the Greek Revival style has some modifications within the historic period including a full-width front porch in the Colonial Revival style. The five-acre property includes a large detached barn and other outbuildings. The New Parsonage (317 Nimble Hill Road), located in the Newington Center Historic District (N-16) (NR 1987, 1991) (**Photo 222**) was built by Jackson Hoyt, who built other houses in town, in the Italianate style with a bequest and local donations in 1866. Period detailing includes an Italianate door hood and window lintels. The deRochemont House (N-82), 2061 Woodbury Avenue (**Photo 284**) was built ca. 1876 and converted into a school for the learning disabled in 1963. The house features characteristic Italianate period details such as paired brackets under the eaves and flat window hoods combined with a ca. 1940 Colonial Revival entry and entry porch. A significant late example in the Italianate style, though with a hip roof, is the Benjamin S. Hoyt House (N-44), 97-105 Nimble Hill Road (NWN0148), built ca. 1887 (**Photos 253, 254**). Characteristic Italianate detailing includes window hoods, 2/2 sash and a double-leaf entry door. The property also includes a detached nineteenth-century New England barn and some additional outbuildings. It has been previously determined eligible for the National Register under Criterion C and under Criterion A but its associated open land was recently subdivided, likely affecting its eligibility under the latter. The Louis C. deRochemont Mansion (N-60), 100 Shattuck Way (NWN0224; NH State No. 556) (**Photo 267**), built in 1862 in the Greek Revival style, was remodeled in the Colonial Revival style in 1940 by Dover architect J. Edward Richardson. The deRochemont Mansion was moved and adaptively reused ca. 2007. Historically, the property, now the site of office and industrial buildings, contained fifty-five acres of farmland and twentieth-century outbuildings (no longer extant).

Cross-wing or Bent House, 1850s-1890s

In the second half of the nineteenth century, in connection with the use of picturesque elements, including additional massing such as gabled bays, builders adopted another form that consisted of

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gable-front and side-gable masses set at right angles to each to create a picturesque structure yet maintain some balance and symmetry. This type, known as the *cross-wing or bent house* typically featured an interior arrangement of the parlor in the wing rather than the main block (Upton 1984, 144). This form bears a close relationship to published house types of the mid-nineteenth century and later, executed in the Gothic, Italianate, and other Picturesque styles. The entry is most commonly on the cross-wing rather than the gable-front block.

Very few examples of this form are present in the Project Area. An example of a variant of this form located within the potential Durham Point Historic District is the ca. 1890 Langley House (D-62), 247 Durham Point Road (**Photos 186, 187**). An enclosed porch spans the re-entrant angle between the main block and cross gable of this modified connected farmstead.

Bungalows, 1900s-1930s

Residential architecture underwent some notable changes in form, plan, and style in the period between the 1910s and the 1960s. In the early decades of the twentieth century, house plans and styles were in a transitional phase. This produced some houses that blend traditional and new ideas about plan and style. The housing reform ideas ultimately led to several new house forms, the result of the movement to simplify and rationalize the home and housekeeping. One new form that was built in a small numbers throughout the Project Area was the *bungalow*. This type was typically a single story or single story with a low dormer-lit attic story; a broad porch, often formed as an extension of the roofline, often dominates the façade. Commonly the plan was deep and linear featuring three tiers of rooms from front to back to accommodate the living room, dining room, kitchen, and one or two bedrooms on the first story. Period details in the Craftsman style might include exposed rafter feet, deep eaves, shingle cladding, fieldstone foundation and exterior chimneys, and banks of windows, often 1/1 sash. A small number of bungalows are present in the Project Area.

Madbury has several houses with Bungalow style elements, though only one within the Project Area (RPC 1983). 337 Knox Marsh Road (M-09) (**Photo 6**), built ca. 1910, features a cobblestone porch as well as a stone wall and gateposts but also a large garage addition. 100 Perkins Road (M-20) (**Photo 15**), associated with Roselawn Farm is a striped-down gable-front example with a center entry.

In Durham in the Project Area is a distinctive example, located in the Newmarket Road and Bennett Road Farms Historic District at the south edge of the Project Area. The Dame-Bedard Farmhouse is set back on an open field (D-44, 181 Newmarket Road, **Photo 165**). The pyramidal-roofed bungalow, built in 1927, is constructed of fieldstone. The property includes several twentieth-century detached outbuildings. 283 Mast Road Extension, built ca. 1930, is an altered example (D-16).

In Newington, the only example of a bungalow in the Project Area is the gable-roofed Hobbs House, 28 Fox Point Road, which sits on a concrete block foundation, has a gable-roofed entry porch and replacement windows, and is surrounded by commercial buildings (N-27, **Photo 236**).

Foursquares, 1900s-1930s

A second new form by the second decade of the twentieth century was the *foursquare*, a popular house form in the New England landscape and nationally. Though farming began to decline in the late nineteenth throughout the Project Area, some new farmsteads were erected in the early twentieth century. A popular choice for the farmhouse form was the foursquare. The basic form typically features a nearly square two-story double-pile main block often under a hip roof, with an offset entry

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screened by a front porch and dormers augmenting the third story. These four-room plans include a large stair/entry area and living room in the front and a dining room and kitchen in the rear. Decorative ornament can be in the Craftsman, Classical, or Colonial Revival style. The most common roof form is a hip roof, but gable roofs and gambrel-roofed examples are also used. Just a small number of foursquares are present in the Project Area, only in Durham and Newington.

In Durham, the Fitts Farmhouse (D-08), 22 Emerson Road (**Photo 56**), now surrounded by mid- and late twentieth-century residential neighborhoods is a much altered example, with a shed-roofed enclosed front porch, new fenestration patterns, and a one-story wing addition.

One early twentieth-century farmstead in Newington has a foursquare farmhouse and multiple outbuildings. The Coleman Homestead, 200 Fox Point Road (**Photo 230**), built ca. 1923 but located on an older farm site just outside the Project Area, is a characteristic example of a foursquare. The property also includes a number of outbuildings including a nineteenth-century New England barn. It was reportedly built from mail order plans from Sears ca. 1923 (RPC 1981).

Garages, 1910s-present

As the automobile gained ascendancy in the early twentieth century many residents built garages. One such distinctive example in the Project Area in Madbury is a hip-roofed garage constructed of field stone located on the Roselawn Farm property (M-19) at 105 Perkins Road (**Photo 16**). The building has two car bays and a work or storage area adjacent to the parking bays.

Summer cottages and Camps, 1890s-1960s

In the late nineteenth and early twentieth century the Great Bay became a focus for recreation leading to the construction mostly of camps or cottages on subdivided old farm properties. Some older farmhouses were even converted to boarding houses for summer guests. In Durham, the Comfort Mathes Camp, a girl's summer camp, was established in 1911 on Durham Point (Garvin 1990, 8:4). The construction of Pease Air Force base in the middle decades of the twentieth century, however, led to the demolition of many farms, summer houses, and cottages in Newington (Garvin 1990, 8:5). Though the forms of the summer cottages or camps varied widely as did the decorative detailing, which tended to be minimal, some common features were present. Because of their use primarily seasonally and the desire for scenic views and access to the out-of-doors these buildings typically had open and screened porches, banks of windows, and often a chimney flue for the fireplace used on cooler evenings.

In Durham, straddling the edge of the Project Area is a small collection of such cottages on the shore of Little Bay in the Colony Cove area (D-57) (**Photos 179, 180**). The area of fewer than one-half dozen buildings on Colony Cove Road includes a mix of older cottages and some from the 1970s. The older ones have now mostly been remodeled in part for year-round use. Late twentieth-century housing is to the west of the group. A ca. 1935 camp is located on the property of the previously mentioned 50 Langley Road (D-56) sited at the water's edge, not visible from the road. The tax card photo shows a small one-story side-gabled building clad with shingles with a wrap-around screen porch on the water-side elevation. The building has been expanded with a one-story addition. Nearby is a ca. 1958 camp with a wood sheathed exterior and a nearly flat roof at 265 Durham Point Road, sited at the water's edge and not publicly accessible (D-63)

In Newington many examples of small cottages or camps were constructed not only along Little Bay at the northern end of Great Bay but also on parts of Fox Point (Garvin 1990, 8:4). The small houses or cottages, which range in date from the 1930s through the 1960s, are sited near the water's edge within wooded settings, such that several, such as 116 Little Bay Road and 15 Dumpling Cove Road

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are not visible from the road. The cottages are of varying forms including ranches and side-gabled cabins or camps with little stylistic detailing and most have later additions and alterations. Late twentieth-century houses are also adjacent to and to the east of these properties. The Ira J. Witham Cottage (N-02), 76 Little Bay Road, built ca. 1930 (**Photo 198**), is a telescoping one-story gable-roofed building with an exterior chimney and replacement windows and a detached garage. Historically the property included a small collection of cottages, erected in the 1910s and 1920s most of which have been demolished. 84 Little Bay Road (N-03), built ca. 1960, has a pair of small gable-roofed shingled cottages set within a wooded setting near the water's edge (**Photo 199**). 104 Little Bay Road (N-04), built ca. 1966, is an altered ranch with a U-shaped footprint, also on the water's edge within a wooded setting (**Photo 200**). There were also small clusters of camps along the Piscataqua and on Bloody Point near the bridge. The early 1900s summer cottages on Patterson Lane between the railroad tracks and the water, outside the Project Area, include two-story square houses with hip roofs and one-and-a-half-story small bungalows with enclosed porches. Surveyed as Area NWN-PL, this group of twelve houses was determined to lack integrity as a historic district. Two small houses west of the Sullivan Bridge at the end of Shattuck Way (nos. 516, 518) have little or no integrity (N-56, N-55, NWN0162, NWN0163, **Photo 259**). There were cabins at the end of Avery Lane, now gone. Similarly scaled is the Wall Cottage (N-68), 58 Patterson Lane (**Photo 274**). This wood-shingled cottage (NWN0199), built ca. 1940, with later additions was determined not eligible. 33 Fox Run Road is a rare surviving example of a ca. 1930 side-gable cottage in this part of Newington (N-78, **Photo 280**). Set on a small wooded lot, completely surrounded by commercial development.

Summer houses or estates, 1890s-1960s

Despite the use of the Great Bay for recreation purposes, comparatively few large summer estates were built on either side of the bay in the late nineteenth or early twentieth century. The few examples, sites of rural retreats for urban residents, however, played an important role in fostering the use of Colonial Revival style in the Project Area. Typically, an older farm house was expanded with wings, ells, and outbuildings, in some instances to make the property a gentleman's farm. Newington's most significant example of the Colonial Revival style was the Woodbury Langdon estate on Fox Point, where the 1890s renovation of the brick Federal-period Cyrus Frink house has been attributed to architects McKim, Mead, and White. The house burned in 1923, but the Shingle Style carriage house is extant, located outside the Project Area (Garvin 1990). The Richman Margeson Estate in the National Wildlife Refuge and National Register listed in 1990 is a large Colonial Revival style summer home, also located outside the Project Area.

Several additional examples are located in Durham in or just outside the Project Area. South of Oyster River in addition to former agricultural properties are a few early twentieth-century summer houses or gentlemen farms, typically with houses using popular house forms with Colonial Revival detailing. One property located just outside of the Project Area is 14 Deer Meadow Road, sited on a point at the end of a long private driveway and oriented southeast across the river (D-52). Oyster River Farm, erected on the site of an earlier farm, dates from the early 1900s according to the tax assessment and the tax card shows a two-story gambrel-roofed building with a T-shaped footprint and Colonial Revival detailing. Near the house is a substantial gambrel-roofed barn, also with a T-shaped footprint topped with a square ventilator. The property was part of the farm of Nathaniel F. Stevens. In the early 1900s the family of James Chamberlin of Durham used it as a summer residence. In 1935 it was acquired by E.W. Matthews of Virginia, a large stock holder in Bethlehem Steel, for his wife and her brother and sister. A landing strip was built with a hangar (no longer extant). Soon it was sold to Walter Gallant, overseer of the Newmarket Manufacturing Company

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(Durham Historic Association 1985, 161). The historic property was subdivided in the mid-1980s and developed with a number of large new houses, diminishing the historic setting. A second distinctive and substantial example on a large parcel is the Stone House Farm, (D-69, 313-315 Durham Point Road, **Photo 194**). Built ca. 1898 according to the tax record this gentleman's farm or summer estate includes a large modern Cape in the Colonial Revival style constructed of mortared split fieldstone that otherwise exhibits many elements characteristic of a modern Cape including gabled dormers, a wing, and a mix of 6/6 and 6/9 window sash. The 1985 town history indicates "this farm, formerly the Charles Henry Mathes farm, was approximately 100 years old in 1913 when Edward Rollins, of Boston and Dover, purchased it for his son, Sherwood Rollins" (Durham Historic Association 1985, 163).

Ranch Houses and Split-level Houses, 1940s-1970s

The final transformation of the open plan in twentieth-century housing appears in the *ranch house*. These one-story, sprawling structures under a low-pitched hipped roof with wide eaves feature an entry hall that separates the bedrooms on one side and the more public spaces on the other side. The plan often consists of a combination living room and dining room in the front with open access to the kitchen at the rear. The houses often included integrated garages which often lead into a family room or mud room attached to the kitchen, an indication of the importance of the automobile in the daily lives of the residents. A wide chimney, sometimes on the exterior, but more commonly on an interior wall between the living room and dining room anchored the building. Other common features included big view windows in the living room/dining room portion but smaller privacy windows in the bedrooms. The *split-level*, popular between the mid-1950s and mid-1970s is a multistory modification of a ranch house. The form, which also uses the open plan with informal living spaces, is characterized by the separation of three types of spaces: public spaces, family and service spaces, and sleeping spaces. The modern house form evolved even further in the 1960s with the *contemporary* house, another variant of the ranch house. The form is distinguished by flat and/or shed roofs or low-pitched gable roofs, deep eaves with exposed roof beams, asymmetry, and a recessed or obscured entry. Often the front gable includes triangular windows in the gable end, illuminating the "vaulted" space on the interior. The exterior walls feature often feature wide expanses uninterrupted by windows. Where there are windows, they tend to be large for the public rooms but small and set high on wall near the eaves for the bedroom spaces to provide light but also privacy. An asymmetrical version, sometimes called the "wounded dove" because one roof slope is longer than the other, is often placed on split-level houses.

Modern Cape Cod Houses, Dutch Colonial Houses, Colonial Houses, Garrison Colonial Houses, 1920s-1970s

Even as new building forms appeared in the early and mid-twentieth century, there was the continued construction of earlier building forms, notably the Cape and the Georgian Colonial, but with more open plans. They could be dressed with Colonial Revival detailing or in the Craftsman style. Colonial Revival features are found on approximately a dozen early twentieth-century houses throughout the town of Madbury (RPC 1983). The smallest of the modern colonial models is the *Cape Cod* house. These are single-story gable blocks, with a dormer-lit attic story, and often in a nod to modern needs, an attached garage connected by an enclosed breezeway or family room, especially for houses built in the 1920s and later. Multiple examples of this building form is present in the Project Area, especially in Durham, located within residential neighborhoods developed in the early and middle decades of the twentieth century. They range in scale from modest examples without dormers or attached garages and minimal decorative detailing to more expansive ones with

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additional massing and Colonial Revival styled door surrounds and window trim. Smaller numbers of scattered or isolated examples are present in Newington within the Project Area.

The more traditional Georgian or center entry, double-pile plan remained popular. Numerous houses built in the Project Area between the 1910s and 1960s or even later reflect a continuing interest in historical revivals and the preference for local colonial models with this plan and an emphasis on symmetrical elements. Beginning in the late nineteenth century and continuing into the early decades of the twentieth the historic double-house form distinguished primarily by a five bay, center entry main block with a hip roof but in the Colonial Revival style was popularized. Characteristic features include hip-roofed dormers on the front and rear roof slopes, a paired window above the classically detailed Colonial Revival entry porch, and additional massing elements such as a square bay on the façade and a sun porch. While initially the hip roof was most commonly employed, by the 1920s the gable roof became the most common type on the modern Colonial. Multiple examples of the gable-roofed *Colonial* form are located in the Project Area in most of the towns, particularly in residential neighborhoods developed in the second and third quarters of the twentieth century. Similar in size and layout to the center-entry Colonial is the *Dutch Colonial* house, of which there are multiple examples scattered throughout the Project Area, particularly in Durham. Generally this type of house is two stories tall, with peaked gable roofs, shed dormers across the front roof slopes, and pedimented entry porches.

Durham has the greatest concentration of twentieth-century residential architecture including Colonials, Dutch Colonials, and Capes. A distinctive isolated early example in the Project Area in Durham with a gambrel roof is located within the Newmarket Road and Bennett Road Farms Historic District is the Levi Hamel-Beliveau House (D-45), 127 Newmarket Road (built 1912) (**Photo 166**). This small one-and-a-half-story gambrel-roofed house, set close to the road, is three bays wide and two rooms deep. The center entry is flanked by pairs of windows and a porch on the south gable end extends the full depth of the house. The house contributes to the historic district for its associations with French-Canadian families.

In Newington, an early twentieth-century connected farmstead has a hip-roofed farmhouse with Colonial Revival details. The ca. 1903 Beane Farmhouse, 2299 Woodbury Avenue is part of a connected farmstead (N-79, NWN0204, **Photos 281, 282**). A full-width porch spans the three-bay symmetrical façade. It has a large two-story ell. The former dairy barn has a gambrel roof. It was the largest agricultural complex in town. The buildings were converted into commercial use in the 1980s. It was determined eligible for the National Register under Criterion C as a connected farm complex constructed as dairy farming expanded in Newington in the early decades of the twentieth century. The eligible property is the building and land immediately adjacent. Recent changes to the connected outbuildings may compromise its eligibility under Criterion C.

Suburban Residential Developments, 1910s-1970s

Major transportation improvements in the mid-twentieth century and the expansion of the UNH campus significantly contributed to the explosion of development in the several towns in the Project Area and of multiple suburban residential areas especially in Durham. Consequently, the townscape changed from one consisting of village centers and scattered farmsteads to suburban development, most commonly along newly created roads and within newly established subdivisions, but also along existing older roads. The houses in these subdivisions tended to share character-defining features such as setback, arrangement of house lots, and forms of houses, notably ranches, modern Colonial Revivals, and on occasion contemporary houses. In the post-war period, residential developments, located off the main roads and platted by a land corporation with curvilinear roads and equally sized

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lots, appeared throughout the Project Area and in all four towns generally. They typically feature a mix of modern colonials, garrison colonials, ranches, and split-level ranches, all housing forms popular in the third quarter of the twentieth century.

In Durham within the Project Area are multiple largely twentieth-century residential neighborhoods to the north and south of the university campus, dating mostly from the early twentieth century through the 1970s. One of the earliest appears to be the Madbury-Bagdad Road Area (D-11), a collection of over fifty houses including many of the most common forms popular in the first half of the twentieth century arrayed along two older roads leading north and northeast away from the campus (**Photos 66-71**). The setbacks vary and the houses appear to have been constructed on newly platted land by individual property owners rather than by developers as suggested by the individualized character of each house, though predominantly in forms and styles common to the period. The area includes bungalows, foursquares with a variety of roof forms including hip, gable, and gambrel roofs; hip-roofed blocks, modern Capes, Dutch Colonials, and Colonials, and even a couple of Tudor-style houses. Though a few of the houses have been expanded with additions or have replacement windows and/or siding, the majority retain their historic footprint, massing, and historic detailing. Also located within this area is a collection of student houses on Davis Court, a group of houses long used for this purpose. Many of these late nineteenth- and early twentieth-century former private residences have been expanded to accommodate their student housing use, including the previously mentioned eighteenth-century Lucien Thompson Farmhouse which has expanded and used as student apartments for over a century.

A small residential area along the short Pendexter Road just south of the Madbury town line in Durham was subdivided from a larger farm property for housing development. In addition to the early twentieth-century house the Pendexter Road Area includes three mid-twentieth-century houses with different forms (D-06, 1-5, 7 Pendexter Road, **Photos 22-25**). In particular the area includes a representative example of a subtype of a contemporary house known as the “wounded dove” (**Photo 22**). In addition to the gable-front presentation, the house also features a wide exterior chimney and picture windows on the front gable elevation comprised of tiers of horizontal awning windows.

On the south side of the campus within the Project Area is a comparable residential area along Mill Road between Main Street and the Oyster Road, the Mill Road Historic Area (D-27). This area, consisting of over thirty houses, also contains a diverse mix of early to mid-twentieth-century house forms and styles common to the period, mostly individual examples, with varied set-backs. The forms include hip blocks, bungalows, gable-roofed foursquares, Colonials, Garrison Colonials (**Photos 128-136**). Though a few of the houses have been expanded with additions or have replacement windows and/or siding, the majority retain their historic footprint, massing, and historic detailing. The area also includes the previously mentioned early nineteenth-century Hoitt House.

Another larger residential neighborhood, the Edgewood Road Area (D-09), defined by Edgewood Road just northeast of the UNH campus as the spine with multiple short roads to the northwest and southwest, is a collection of roughly forty houses, largely built between the 1920s and 1960s (**Photos 57-64**). Some of the earlier houses appear to be by speculative developers as they are largely identical. A group of small three-bay-wide capes without breezeways or attached garages, dating to the 1930s through early 1950s, are arrayed along Edgewood Road. The area includes many good typical examples of the forms and styles popular in the first three-quarters of the twentieth century. A few are five-bay wide Capes with additional massing elements such as gabled dormers and an attached garage. The area also includes Meadow Road to the southeast with larger modern building forms including five-bay capes, Colonials, and even a center-chimney form. Also

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potentially part of the area is the lower end of Davis Avenue which dates to roughly the same period of development.

One of the larger twentieth-century residential areas is the Madbury Road-Emerson Road Neighborhood (D-07), generally contemporary with and abutting the Emerson Road area, a collection of roughly seventy-five houses, all built largely over a forty-year period beginning in the 1930s. This mid-twentieth-century residential neighborhood located south of Route 4 includes representative examples of mid-twentieth-century Colonial Revival houses including modern Capes, Colonials, Garrison Colonials, and Dutch Colonials, but also some ranches and split-levels (**Photos 26-55**). The houses are arrayed not only along the historic Madbury Road but also on 1950s and 1960s subdivision roads to the west between Madbury Road and the railroad corridor (which is at a lower elevation and screened by pine and hemlock woods) including Hampshire Avenue, Scotland Road, and Tom Hall Road and to the east on Emerson Road and Edgewood Road. The earliest houses are along Madbury Road, with those along the side streets dating mostly to the 1960s and 1970s, though generally employing the same forms. All the houses are set back from the road and centered on the lots, most with mature trees around the perimeter of the properties. No two houses are identical though each exhibiting characteristics common to their form. In addition nearly all include wings or breezeways connecting to garages and many also have family room or sunroom wings or screened porches also augmenting the main block. The area also includes an early example of a contemporary house, with a mix of distinctive features such as the steeply pitched asymmetrical front-gabled roof and characteristic features such as uninterrupted expanses of exterior walls and glass wall panels under the eaves (**Photo 46**). While some houses have replacement windows they typically retain their historic configuration and nearly all retain their historic footprints, massing, and historic finishes.

While much of the twentieth-century housing in Durham, though fostered by the growth of the university, the result of large numbers of World War II veterans attending on the G.I. Bill, was privately developed, the university was more directly involved in the Faculty Development, a 1950s housing subdivision on the far side of Mill Road, bordered by the wooded riverbank of the Oyster River (D-30, **Photos 139-146**). This large residential neighborhood, which extends outside the Project Area to the southeast is comprised of over 150 properties arrayed along multiple short streets including Holt Drive, Garden Lane, Croghan Lane, Magrath Road, Valentine Hill Road, Faculty Road, Chesley Drive, Thompson Lane, Burnham Avenue, and Oyster River Road. The housing was built by individual faculty and student members on land the university owned until the 1970s. The area includes multiple examples of the popular house forms of the period including Colonials, Garrison Colonials, Capes, and some ranches. The majority have attached garages. One version of the Garrison Colonial has an integral garage. As in the contemporary residential neighborhoods north of the university, the houses are roughly centered on the lots that tend to feature mature trees around their perimeters. Within the development, at the eastern edge outside the Project Area is the Smith Chapel, 45 Mill Pond Road, a late Gothic Revival style stone building erected in 1900 as a memorial, and added to the National Register in 2013.

In Durham the Wedgewood development was built in several stages by C.I. White Enterprises, beginning ca. 1965 (D-51). The area contains more than sixty houses located along curvilinear streets including Sunnyside Drive, Pinecrest Lane, Willey Road, and Denbow Road. The area includes a mix of frame Garrison Colonials, Colonials, and split-level ranches. Representative examples include 29 and 33 Pinecrest Lane and 2 Denbow Road (**Photos 172-174**). Like many contemporary residential neighborhoods of this period within the Project Area, the houses are sited in the middle of wooded lots. According to the tax cards most houses date from 1966 and later.

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South of Wedgewood is a slightly later subdivision by C.I. White along Frost Drive. The collection of over sixty houses are dated ca. 1967-1971 in the tax records and include split-level ranches, Colonials, and Capes. Further east towards the Bay on Mathes Cove Road is another ca. 1966 small subdivision by White (D-53) (**Photo 175**). The dozen or so houses, like in the other White subdivisions, include split-level ranches, Cape Cods, Garrison Colonials, and Colonials, built mostly in the late 1960s or 1970s.

Another later example in Durham within the Project Area is the “Woodridge” development on Mill Road west of the railroad, developed ca. 1966-69 by Walter W. Cheney and the Durham Land Corporation (D-32). The builder was New England Homes of Portsmouth. According to a 1966 open house advertisement in the *Portsmouth Herald*, the homes were custom built, one of a kind, with family rooms, two-and-a-half baths, and two fireplaces in each, set on one-acre lots. The collection of roughly fifty houses, built beginning in the late 1960s and continuing into the 1970s, includes split-level ranches, ranches, and gambrels all different, but with similar features (**Photos 149-156**). Houses along Mill Road vary in date and include ranches and split-levels.

In Portsmouth, just outside the Project Area is the Old Woodbury Avenue area, a short stretch of Woodbury Avenue that was by-passed when the street was reoriented at the time of the construction of the Market Street Extension. The area contains small collection of mostly altered early twentieth-century houses. Few of the houses, with one exception, retain integrity for their historic period (P-08, 1338-1430 Woodbury Avenue, **Photos 302, 303**).

While many of the common house forms of the first half of the twentieth century are located in residential neighborhoods as shown above, isolated examples are also present throughout the Project Area in each of the towns. In the second half of the twentieth century new homes were built in Madbury including ranches, split levels (can be bi-level or tri-level) and mobile homes (Town of Madbury 2001). Only one example, however, is located in the Project Area. 15 Pendexter Road, built ca. 1963, is a characteristic example of a split-level house (M-22, **Photo 19**). The house exhibits many of the typical characteristic of this form including a center entry at a lower elevation than the main living spaces, a garage under the bedroom spaces, mixed siding materials (wide clapboards and brick cladding in this case), large bands of windows for the living room/dining spaces, and smaller sash windows for the bedrooms.

Individual examples of modern Capes, Colonials, and Garrison Colonials and ranches, are scattered throughout the Project Area in Durham. 145 Madbury Road, built ca. 1930, is a characteristic example of a modern Cape Cod House, aside from an altered sunroom connecting to a large two-bay gable-front garage (D-04, **Photo 21**). Altered Capes include 40 Durham Point Road, built ca. 1940 (D-58, **Photo 181**) and 110 Durham Point Road (D-59). 9 Beech Hill Road is a small, simple characteristic ca. 1960 ranch on a wooded lot west of the railroad tracks. 229 Longmarsh Road, built ca. 1940 according to the tax card, is an altered example with a new or rebuilt front porch, added rear porch, and new siding and windows (D-50, **Photo 171**). Altered ranch examples include the Lord House (D-39), 85 Bennett Road, built ca. 1957, located on the heavily wooded Lamprey riverbank and 267 Durham Point Road and 275 Durham Point Road, both on Little Bay (D-64, D-65, **Photos 190, 191**) and 38 Durham Point Road (D-58, **Photo 181**). A distinctive masonry example is 281 Mast Road Extension, a masonry modern Colonial (built ca. 1966), sited on an elevated site at the end of a long wooded driveway and not visible from the road (D-15). 280 Durham Point, built ca. 1955, is a Garrison Colonial; the property also includes two modified outbuildings (D66).

In Newington many of the individual examples of twentieth-century housing employ traditional building forms in the Colonial Revival style, though many have been altered. A modified gable

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block example is the ca. 1905 Cyrus Frink House (N-10), 251 Little Bay Road (**Photo 204**) in the Classical style that has been converted to a two-family. It was moved to its present location from Pease ca. 1952 by Sydney Frink. A center gabled bay and full-width front porch articulate the façade but the first-floor window openings have been altered. The former carriage barn has been converted to a residence. Altered examples include the 275 Little Bay Road (N-11) (**Photo 205**) (built ca. 1947), the Pickering House (N-26), 50 Fox Point Road, built ca. 1960, with an attached garage, 57 Fox Point (N-25), built ca. 1950 (**Photo 235**), and 8 Fox Point Road (N-31) (**Photo 240**). Two altered modern cape examples have previously been determined not eligible: the Kershaw/Johnson House (N-57), 339 Shattuck Way (NWN0177) (**Photo 262**), built ca. 1940, a cape with an enclosed porch, shed dormers, and attached newer garage and the Mary Olivia Laws House (N-59) (NWN0181) (**Photo 266**) with gable dormers and entry portico, new siding and windows. The John Holden House/Axel Johnson Conference Center, 22 Bloody Point Road, on the Sprague Energy property (Area NWN-SP) is a notable example of the Colonial Revival (**Photo 261**). Located just outside the Project Area this 1930s example exhibits all the characteristic features of a modern cape. It was moved to its present site in 1972. A modified small ranch is 27 Fox Point (N-28), built ca. 1961 (**Photo 237**); 32 Old Post Road is an early nineteenth-century cape that is much altered and expanded (N-34) (**Photo 237**). 54 Patterson Lane (N-67) is a raised ranch with new windows (**Photo 273**).

A number of small houses, ranches, or modern colonials were constructed along Nimble Hill Road mostly in the 1960s. Most have replacement siding, windows, and in some cases additions. The ca. 1934 Hammond House (N-37), 249 Nimble Hill Road (**Photo 246**) is a three-bay modern Colonial example with a Colonial Revival gabled entry portico and attached garage. The siding and windows are new. 120 Nimble Hill Road (N-43) is a Garrison Colonial. 92 Nimble Hill Road (N-45), a ranch built ca. 1961 is altered with new windows (**Photo 255**) as is 138 Old Dover Road (N-75) (NWN0210) (**Photo 277**). 76 Nimble Hill Road (N-47) is an altered ca. 1963 ranch converted to a duplex. 72 Nimble Hill Road (N-48) is a distinctive example with a gambrel roof but replacement windows and siding (**Photo 257**). 62 Nimble Hill Road (N-49), the ca. 1940 Estey house, is a small cottage with a cross wing and replacement windows (**Photo 258**). 57 Nimble Hill Road (N-50) is a ca. 1930 cottage with an L-shaped footprint. Some early 1960s ranches (N-52, 53, 54) are nearby on Coleman Drive (nos. 18, 19, and 24). Only 24 Coleman Drive (N-54) is a characteristic example with its historic massing and fenestration. 241 Nimble Hill Road (N-39), though dated ca. 1864 in the tax card appears to be an altered modern colonial with recent additional alterations such as an enclosed side porch (**Photo 249**).

In the early 1950s the construction of the Pease Air Force Base on the Newington-Portsmouth border resulted in the significant alteration of that section of town. Many houses were demolished but some were also relocated to different parts of Newington, including some within the Project Area. One example is the four small, altered nineteenth- and early twentieth-century houses along Little Bay Road Extension relocated ca. 1952 (N-15). The houses all have later additions and alterations to the original historic forms (**Photos 209-212**). Additional previously mentioned houses were also relocated onto Fox Point Road, outside the Project Area. An additional relocated example is 84 Nimble Hill Road which has since been expanded with a wing, rear ell, and attached garage (N-46, NWN0149, **Photo 256**).

Manufactured Housing, 1930s-1970s

The overwhelming majority of housing in the Project Area is constructed on site. However, beginning in the 1930s, but especially by the 1960s manufactured housing appeared in increasing numbers nationally, sometimes in mobile home parks or alternatively on scattered individual house

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lots. In Portsmouth there is a rare example in the Project Area of a mobile home park, the Oriental Gardens mobile home park off Woodbury Avenue, established in the 1960s, that now includes a collection of roughly forty 1960s mobile homes and later single-wide manufactured housing arrayed around two curvilinear roads (P-05, **Photos 298, 299**).

Housing Developments, 1930s-1960s

The first half of the twentieth century also saw the development of housing projects, often comprised of duplexes or fourplexes arrayed along curvilinear streets with several basic models and minimal decorative detailing, usually suggestive of the Colonial Revival. Mariner's Village or Wentworth Acres (now Osprey Landing) is a large, extensively remodeled WWII era housing development on the outskirts of Portsmouth (P-09). The development straddles the southern edge of the Project Area. Built in 1941, the development occupied over a hundred acres of land and included 189 residential structures with a total of 800 units. The Public Buildings Administration of the Federal Works Agency was the builder (Mausolf 1994). The complex has been renovated several times; in the 1980s, the majority of buildings were reconstructed on their original footprints, while the remainder were in various stages of reconstruction when work ceased in 1989 (Mausolf 1994). Due to loss of integrity, the area was determined not to be eligible for the National Register in 1994. Additional remodeling has occurred since that time. The two-story buildings with gable roofs retain their original layout in groups of three around a central parking lot, but the siding, windows, doors and porches are all new and the historic appearance of the buildings is unrecognizable.

Gosling Meadows is a public housing development, built ca. 1958, on the south side of Gosling Road in Portsmouth (P-01). The development is comprised of roughly thirty generally similar wood-frame buildings containing a total of 124-units that range in size from one to four bedrooms (**Photo 293**). The buildings are arrayed around curvilinear streets and face inward towards each other and the asphalt paved streets and parking areas. Each building is set on a concrete foundation and rises two stories to a hip roof, with five or six bay wide center section with two entries (sometimes paired, sometimes in the outer bays) and set-back one- or two-story wings with separate entries. The overall layout and design of the complex is intact but the siding, windows, stairs, porches and decks are all new. The development also includes a one-story brick community building (**Photo 294**).

Residential development, 1970s-present

Residential subdivision development continued in the last decades of the twentieth century especially to the south of the earlier twentieth-century residential neighborhoods. A second late 1960s/early 1970s subdivision is on the former farm land of Foss Farm. This mix of ranches and contemporary houses constructed mostly in the last three decades of the twentieth century on wooded nearly one-acre lots are arrayed along the several roads that follow the slightly varied topography. Several are located north of Longmarsh Road: Frost Drive was built in the early 1970s, Timberbrook Road dates from ca. 1980, and Sandy Brook Drive from the 1990s. Cold Spring Road was developed in the 1980s.

New housing continues to be erected in scattered locations throughout the Project Area, sometimes in groups and sometimes as isolated examples. They range in scale and some are long-time forms such as Colonials, but often with two- or three-car garages and wings and ells to accommodate the more open floor plan desired by homeowners in the late twentieth and early twentieth-first century. Others are what some label *Millennium Mansions*, characterized by high-pitched roofs with lower cross gables or hips, center entry often with a large window above to illuminate the two-story entry hall, mixed exterior cladding materials, and an integrated two- or three-car garage, often on the front

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of the house facing the road (McAlester 2013, 710). Durham Point Road was historically an agricultural area, but has considerable late twentieth-century residential development. The upper end of Durham Point Road, though just outside the Project Area, has several early farmhouses and more recent homes on wooded lots. To the east on the other side of the Bay along Little Bay Road in Newington are pockets of late twentieth-century residential development interspersed with historic farmhouses. Gundalow Landing dates from ca. 1980. Captain's Landing and Welsh Cove Road to the south were developed in the 1990s.

AGRICULTURAL RESOURCES

Historically farmsteads were the predominant building type within the Project Area. Evidence of this agricultural landscape is primarily dispersed throughout the area individually rather than in large districts as cultural landscapes with the exception of one or two areas. Farm buildings including barns and to a lesser extent other outbuildings are present in three of the four towns in the Project Area. In Durham they are concentrated in the outlying sections within the Project Area, especially Newmarket Road, Bennett Road, Perkins Road, and on the east side of town on Durham Point Road and Langley Road. In Newington they are concentrated primarily on Nimble Hill Road. As noted in the discussion of residential resources farmhouse forms resembled those common to the eighteenth through twentieth centuries. In the eighteenth- and first half of the nineteenth century the outbuildings such as barns, sheds, and other buildings necessary for agricultural activities were typically detached. Beginning in the second quarter of the nineteenth century however in many parts of Northern New England, including Southern New Hampshire, the connected farmstead, as previously noted in the residential discussion gained in popularity. Many farmers with older farmhouses adopted this form, connected ancillary workspaces and the barn to the main house. Barn forms also evolved between the eighteenth and nineteenth century. In the eighteenth and early nineteenth centuries the most common barn type was an English barn, a side-gable roofed structure with the main entry on the long axis. Beginning in the 1830s and coinciding with the reorientation of residential and religious forms, the barn was reoriented with a large primary entry placed on the gable end. This change had many practical advantages including greater ease of expansion by adding additional bays to the rear (Visser 1997, 74). The overwhelming majority of barns throughout the Project Area are gable-front or New England barns with entries typically topped by a transom light. Stalls are lit by small windows on side elevations. Often times these barns are banked, erected on sloping sites to accommodate a farmer's increasing numbers of cattle often in connection with expanding dairy production in the second half of the nineteenth century (Visser 1997, 76). Facades and visible elevations are sheathed in clapboards while rear sides often have vertical board shingles (Preservation Company 2005).

English Barns, 1720s-1840s

Only a few of the outbuildings may date to the pre-Revolutionary period or alternatively to the late eighteenth or early nineteenth century. Three English barns have been identified within the Project Area, one in Durham and two in Newington. They include the Thompson-Pierre Hamel barn (D-48) (97 Newmarket Road, DUR0011) (**Photo 169**), located in the Newmarket Road and Bennett Road Farms Historic District (D-44) and the Adams Homestead barn, part of a substantial farm complex at 148 Nimble Hill Road (N-41) (**Photo 251**). The third lacks integrity due to partial collapse, notably the John Downing barn at 46 Patterson Lane (N-66, **Photo 272**).

New England Barns, 1830s-1960s

The Project Area includes more than thirty examples of nineteenth-century New England barns, many of them banked. The majority are detached while less than ten are attached.

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In Madbury several former agricultural properties include nineteenth- or early twentieth-century outbuildings, such as barns or carriage barns. A large representative example is the detached nineteenth-century New England barn at 12 Pendexter Road (M-21), the Pendexter Farm (**Photo 18**). Set close to the road, characteristic details of this form and style include a multi-light transom above the center bay door, small windows illuminating the interior stalls, and sash windows in the front gable end to provide light to the loft space. A smaller representative example is the barn on the Nathaniel Meserve House property (M-14, 55 Evans Road, **Photo 11**). 171 Madbury Road (M-17) has an altered detached barn (**Photo 9**). The two-story New England barn has an attached shed and attached wagon shed. Roselawn Farm, 105 Perkins Road, includes several outbuildings including a large poultry barn, no longer in use (M-19). Historically, Roselawn Farm was one of the larger nineteenth- and twentieth-century farms. Until recently the farm sold fruits and vegetables and early in the twentieth the farm raised poultry; the barn remains. The farm continues to own a large portion of their farmland (over 165 acres) which extended into Durham but much of the land is now reforesting and some of it has been given to the towns of Madbury and Durham as conservation land.

While in the Project Area family farming predominated historically, including dairy farming in the twentieth century, it also included one large flower grower. The former William H. Elliott Rose Company (M-04) at the north edge of the Project Area was determined eligible for the National Register of Historic Places in 2000 (Area ER). However, since that determination two greenhouses were demolished ca. 2001 and two more ca. 2008 leaving only the boiler plant and brick stack and resulting in a potential loss of integrity for the district (**Photo 4**). The new Madbury Public Safety Complex has recently been erected on the property. Additional properties contributing to the district, all but one located outside the Project Area, were recorded on NHDHR inventory forms, but no individual determinations of eligibility were made. These historically associated dwellings on Knox Marsh Road were previously noted in the residential resources section (M-07, M-08, M-12).

Fifteen or more examples of detached and attached New England barns are present within the Project Area in Durham, including a number associated with UNH properties. They are of varying sizes and with varying levels of integrity and few are on properties still in agricultural use, though the properties may retain their open land or large acreage. The most common alterations include altered fenestration, replacement exterior siding, or conversion to garage and/or living space. With the possible exception of the banked barn on the Woodman Farm UNH, most have some minor alterations. A representative example in Durham of a connected nineteenth-century New England bank barn is the Meade Barn (D-67), 300 Durham Point Road (**Photo 193**) though the window openings on the gable end have been modified. Historically the property was also associated with the large detached nineteenth-century New England barn that is now partially collapsed on the adjoining parcel (D-68, 310 Durham Point Road). Properties with nineteenth-century New England barns include the Mathes-Sandburg property connected nineteenth-century New England barn (D-55, **Photo 177**) and the UNH Woodman Farm (D-13, detached bank barn). Properties with smaller carriage barns include 62 Bennett Road (D-41) (**Photo 160**) (detached). Properties with more altered examples include the large detached New England Barn with added windows and new door at 64 Bennett Road (D-40) (**Photo 159**) and the Stevens property barn, 3 Foss Farm Road (D-31) (**Photo 148**) (detached), which has been converted to residential use. The Mathes-Langley farmhouse at 50 Langley Road in Durham includes land still in agricultural use but the barn is new.

The Bennett Road and Newmarket Road Farms Historic District (D-44) is a grouping of agricultural resources within the Project Area in Durham, one of the most extensive and well-preserved agricultural areas in town, which also encompasses a dozen non-contributing properties. The district consisting of eight farms and approximately 925 acres reflects early land divisions, eighteenth- and

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nineteenth-century farming, and associations with French-Canadian families during the twentieth century. The Doe-Provost-LaRoche Farm, 37 Bennett Road, is still farmed by the LaRoche family and includes multiple outbuildings of various ages. Mooney-Beaudette farm (3 Bennett Road) is no longer in agricultural use. The Dame-Bedard Farm complex, 181 Newmarket Road, includes a twentieth-century gambrel-roofed dairy barn and other outbuildings. The Doe Farm is conservation land bequeathed to the Town of Durham in 1909 contains seventy-six acres, now woodland. Historic features on the Doe Farm include a cellar hole and family cemetery. UNH owns 95 acres formerly associated with 110 Newmarket Road (DUR0012). The N.H. Fish and Game Department owns fifty-three acres in the southeast corner of Newmarket and Longmarsh Road, ninety-two acres formerly associated with 257 Newmarket Road, and 133 acres north of Bennett Road, formerly associated with 3 Bennett Road (Hengen 2009). In addition, there are three family cemeteries and several cellar holes. The farmhouses have been noted previously in the residential resources section.

The Woodman Horticulture Research Farm (D-13) now a UNH facility located on Reservoir Hill between the Railroad corridor and Route 4, is one large property still in agricultural use in Durham within the Project Area (10 Spinney Lane, **Photo 77**). In addition to the small farmhouse and Woodman family cemetery, the 240-acre property includes a large nineteenth-century New England bank barn plus large expanses of open land. The southeasterly half of the property is wooded. This property has been part of UNH since 1917. Test plots, gardens, and greenhouses surround the buildings and are the focus of the setting. The university describes the property as follows:

The Woodman Farm is the product of several large land grants that were given to the university in the early 20th century, and now serves as the primary site for agricultural research at UNH. It includes a storage barn, greenhouses, several high tunnels, a lathe house, a residential farmhouse, and a building housing the farm office and refrigerated storage rooms (<https://www.unh.edu/news/campusjournal/2004/december/120304woodman.html>).

A large area in Durham of undeveloped land owned by the University has historic agricultural associations but no longer has agricultural resources. According to the Durham town history, this was once a prosperous farm, bisected by the railroad. The East Foss Farm (D-35) and West Foss Farm (D-34) contain 165 and 93 acres respectively. The large farmhouse stood on the west side of the tracks with a long driveway from Mill Road. The property was acquired by UNH in the early twentieth century. Cattle were pastured during the summer on the West Foss Farm and it retains some open land to the present day. The land is now used for recreation. Some of the trails are old farm roads lined by stone walls. The 204-plus-acre Thompson Farm land owned by the University since 1972 is located south of the West Foss Farm toward Bennett Road and Packers Falls. Other UNH agricultural-related resources are noted under educational resources).

The Durham Point Road area historically was an agricultural area, but now has considerable late twentieth-century residential development around the extant older farm properties. The upper end of Durham Point Road, which lies outside the Project Area, has several early farmhouses and more recent houses on wooded lots. Within the Project Area, evidence of that agricultural association includes the detached carriage barn at 177 Durham Point Road (D-61) (**Photo 184**). The property also retains some of its historic stone walls. Further south, is a group of resources at the bend in Durham Point Road that form the potential Durham Point Historic Area (D-62) that includes a number of historic agricultural resources, notably some barns, though the properties are not in agricultural use and new houses surround the area on all sides. The Langley House, 247 Durham

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Point Road retains over thirty acres, much of it now reforested, and the connected farmstead includes a connected New England barn, though with some alterations such as a garage door (**Photo 187**). Across the street 260 Durham Point Road includes a recently refurbished New England barn, with all new siding, doors, and windows but much of its historic framing. 253 Durham Point Road, the previously mentioned Colony Cove boardinghouse includes a New England barn with a side shed (**Photo 188**).

Newington includes multiple large nineteenth-century barns, both detached and connected, located not only in the Newington Center Historic District but also especially along Nimble Hill and Little Bay roads. Most of the examples are representative of their form and retain many of their historic features including fenestration and siding. A representative intact farm complex, on the corner of those two roads, with detached outbuildings is the previously mentioned Adams Homestead, 148 Nimble Hill Road (N-41) (**Photo 251**) which includes not only the previously mentioned English barn but also a nineteenth-century New England barn with a wing addition arrayed around the former barnyard to the northeast of the house. Open fields remain to the northwest of the buildings. Nineteenth-century agricultural resources in the Newington Center Historic District (N-16) include a second significant farm complex, the previously mentioned Frink Farm, 272 Nimble Hill Road, a connected farmstead with a substantial nineteenth-century New England barn (**Photo 214**). Also in the district is late nineteenth-century New England barn on the property of the Hoyt-Harvey House, 305 Nimble Hill Road (**Photo 220**).

Elsewhere in Newington, the Benjamin S. Hoyt House (N-44) (97-105 Nimble Hill Road, NWN0148) includes a large detached late nineteenth-century New England bank barn and two other outbuildings (**Photo 254**). The Pickering Farm (N-13), 339 Little Bay Road has a large detached nineteenth-century New England banked barn with a large wing (**Photo 208**). The J.A. Pickering property (N-35), 46 Old Post Road, has a large nineteenth-century New England barn with a cross gable and front shed addition (**Photo 244**). Altered examples include the connected New England barn on the Dame House property (N-09), 224 Little Bay Road (**Photo 203**); the connected barn on the Pickering/Rowe House property (N-36), 50 Old Post Road, that has been converted to a garage (**Photo 245**); the James Coleman Homestead (N-38) connected New England barn, 248 Nimble Hill Road (**Photo 248**); and 241 Fox Point Road, the Elias Frink Farm/Spinney Farm (N-18), a dairy farm through the twentieth century that includes a dairy barn built in 1963 and enlarged in 1975 and a 1972 silo in addition to a large area of open fields (**Photo 229**).

Other agricultural outbuildings

One other agricultural-related building type in the Newington Center Historic District (N-16) is a row of seven horse sheds, a contributing building in the district, built 1893, located just behind the church.

Newington also includes two examples of early twentieth-century farms with outbuildings from that period. On the Coleman Homestead property (200 Fox Point Road) just outside the Project Area is a group of detached outbuildings including several barns said to date to the same period as the house but some of which appear to be older (**Photo 229**). The Beane Farm (N-79) (NWN0204), 2299 Woodbury Avenue, a connected farmstead with a connected gambrel-roofed dairy barn (**Photo 282**) has been converted to office space and has new fenestration.

In Portsmouth there are no remaining agricultural resources. The last surviving historic farmhouse, located on Gosling Road near the Spaulding Turnpike northbound exit, was demolished in the 1990s.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****VILLAGES/TOWN CENTERS**

Villages and Town Centers typically include a small cluster of buildings, generally a mix of resources including residential, civic, ecclesiastical, and educational buildings from different time periods and in a variety of forms and styles. The Project Area includes a small portion of the Madbury Town Center (just the nineteenth-century town green) and all of the Newington Center Historic District (NR 1987, 1991).

The 2003 Madbury Master Plan identified a potential Madbury Center civic historic district, located largely outside the Project Area (M-01). The small collection of buildings would include the Madbury Town Hall (13 Town Hall Road, **Photo 1**) and across the street the Union Congregational Church (18 Town Hall Road, **Photo 2**). Also in this potential district are some later twentieth-century civic resources including the ca. 1977 town library and the 1970s DeMerritt Recreation Fields. The only resource in the potential district in the Project Area is the small triangular nineteenth-century "Town Green" at the intersection of Lee, Knox Marsh, and Madbury roads. The small park with a war memorial is oriented toward the roads, with a view of the steep hillside of Hick's Hill to the north.

The downtown commercial area on Main Street in Durham is just east of the Project Area (**Photo 127**). This collection of nineteenth-century residential frame buildings, some converted to commercial or business use and purpose-built twentieth-century commercial buildings may form a small downtown historic district. The range of buildings is typical of the periods of construction. The earlier buildings include nineteenth-century frame buildings in a range of forms including a colonial with interior chimneys and a back-to-back duplex with two-story polygonal bays on the street elevation. The twentieth-century buildings include one-story brick commercial buildings but also larger two- or three-story buildings with storefronts on the first floor and offices or apartments on the upper stories.

Newington's Village Center is listed on the National Register of Historic Places. The Newington Center Historic District (N-16, NR 1987, 1991), as noted in the National Register nomination:

consists of an impressive grouping of public buildings and private dwellings ranging from the early 18th to early 20th century, inseparably linked to a virtually unspoiled landscape which combines an old cemetery, parade ground, the Town Forest and open fields indicative of the town's agricultural heritage (Mausolf 1987).

The district when nominated was comprised of eleven contributing buildings. There are eight primary buildings: the Newington Congregational Church, Old Town Hall, Langdon Library, Stone Schoolhouse, Old Parsonage, New Parsonage, Hoyt-Harvey House, and Frink House and several outbuildings, including the Horsesheds, Frink Barn and Hoyt-Harvey Barn (the buildings are noted more fully under the appropriate resources sections). Contributing structures are a springhouse shed and the receiving tomb and six contributing objects include monuments, fountain and canons on the town green. The contributing sites listed in the nomination are the Cemetery and the Town Forest, as well as an open field that is now the site of a modern house (Mausolf 1987). The existing distribution line dates from after the period of significance for the district. It was in place at the time of the original nomination, though not discussed in the form. The three noncontributing buildings in the nomination are outbuildings. There is one large new house, erected in the 1990s between the Old and New Parsonages. The boundary was increased in 1991 to include the whole of the Town Forest, which, according to the nomination, is the oldest town forest in the country, established in 1710 (**Photo 227**). It is a term used to refer to land on both sides of Nimble Hill Road. It originated

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as the area that became known as the Church Lot on the west side of Nimble Hill Road south of Little Bay Road on which the church, town hall, cemetery, town park and library are located, with a small forested area remaining. The southern part of the forty-two acres became part of Pease Air Force Base. East of Nimble Hill Road, the Parsonage Lot was purchased by the Town along with the Old Parsonage in 1765. The northeast part of the Town Forest was the thirty-acre "Downing lot," which is mostly now east of Arboretum Drive. This was common land, with five acres sold for the New Parsonage in 1890 (Austin Architects 2003). The eastern part of the forest was part of Pease Air Force Base from the 1950s, returned to town ownership when the base closed.

CIVIC RESOURCES

Purpose-built town halls in New Hampshire first began appearing in the second quarter of the nineteenth century during a time of relative prosperity, replacing earlier meetinghouses with newer buildings that served only as town halls or featured distinguishable sacred and civic spaces under one roof. The Madbury Town Hall, in the potential Madbury Center civic historic district just outside the Project Area is a characteristic mid-nineteenth century New Hampshire town hall, built in 1861 in the Greek Revival style (13 Town Hall Road **Photo 1**). The one-story, wood frame gable-front building is three bays wide with a center entry. The center entry is topped by a transom light and flanked by large 6/6 windows. It has characteristic Greek Revival corner pilasters, frieze, molded cornice and eave returns. The side addition dates from the 1980s.

Construction of a new town hall in the last quarter of the nineteenth century is less common than earlier in the century. Those built in the 1870s typically are two-story, gable-front buildings with center entries, and often of frame construction and in the Italianate style. In Newington, the Old Town Hall, located in the Newington Center Historic District was built ca. 1872 as a combined town hall and schoolhouse (N-16, 336 Nimble Hill Road, **Photo 224**). The two-and-a-half-story building is brick with granite trim. It combines the massing of an Italianate period schoolhouse with earlier features, such as the classical gable end fanlight, wooden cornice and frieze and 12/12 windows.

In the second half of the twentieth century many towns needed to upgrade or construct new facilities to house their fire and police departments. The town of Madbury elected to convert a ca. 1840 brick district schoolhouse, just south of the Madbury Center civic potential district, to the Madbury Fire Station in the 1950s (M-11, 178 Madbury Road, **Photo 7**). The original one-story brick schoolhouse form is evident but the fenestration has been entirely changed.

The Town of Newington erected a new building to house not only administrative offices but also the police and fire departments. A new municipal center at the intersection of Nimble Hill (Bloody Point) Road and Fox Point Road, completed in 1957 was used initially as the town hall and public safety building. Since the 1970s it has been occupied solely by the fire department (N-24, 80 Fox Point Road, **Photo 234**). The building is a characteristic mid-twentieth-century example in the Colonial Revival style with a cruciform-shaped footprint. One-story wings flank the three-bay center section that houses the fire trucks and ambulances. The town offices moved to a new town hall erected in 1979 (205 Nimble Hill Road); in the same decade the police department moved to 71 Fox Point Road.

Many New Hampshire towns had some type of library beginning in the nineteenth century, though typically a subscription or Social library, privately maintained in someone's home or occasionally in a room in the town hall or some other institutional space. In 1891, the New Hampshire State Legislature enacted a law to provide for the establishment of libraries in towns and provision of funding. This attracted benefactors to fund small public libraries with their town. They varied in form and style. The Langdon Library, Newington's Public Library (N-16, 328 Nimble Hill Road,

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Photo 223) located in the Newington Center Historic District, was built 1892-1893 to the designs of Portsmouth architect William A. Ashe, an adept interpreter of the Colonial Revival (Garvin 1990, 8:2). The one-story brick building combines the Colonial Revival and Romanesque styles and has a granite foundation, projecting pavilion, and arched entrance. It was built with a gift from Woodbury Langdon who had a summer estate on Fox Point (Mausolf 1987). An addition connected by glass to the original building opened in August 2014.

RELIGIOUS RESOURCES

Less than a handful of religious resources are located in or just outside of the Project Area, all from the nineteenth or twentieth century and in a range of forms and styles.

In Madbury, the first meetinghouse in Madbury was located on Madbury Road between the Demerritt House and the schoolhouse. The site is now marked by a stone monument. After the removal of the meetinghouse in 1859 the town lacked an organized church until the early twentieth century when the ca. 1917 Union Congregational Church in the Country Gothic style was built (M-01, 18 Town Hall Road, **Photo 2**). The distinctive building is constructed of decorative concrete block with a cross gable roof and a side entry into the corner tower.

The oldest of the churches in the Project Area is located in the Newington Center Historic District (N-16). By the first quarter of the nineteenth century, the size and form of church buildings represented a transformation in the sacred landscape seen not only in New Hampshire, but throughout New England and along the Atlantic seaboard (Dempsey 2001, 33). A representative example of this transformation is evident with the Newington Congregational Church (316 Nimble Hill Road, **Photo 221**). The original meetinghouse building dates to the early 1700s but its current appearance dates from remodeling between 1834 and 1838 in the Greek Revival style. It is a one-and-a-half-story wood-frame structure with a pedimented gable end to the road. The original building was typical of second period meetinghouses with the main entrance on the long, south elevation opposite the pulpit. The building was first updated in 1798 with a rebuilding of the steeple. The bell came from Paul Revere and Son of Boston in 1804. Semi-circular arched fans over windows and door and a two-stage square bell tower were added in 1834-38 and the building was raised onto a granite block foundation (Mausolf 1987). The meetinghouse horse sheds in the historic district were built in 1894, replacing earlier structures, the first erected ca. 1867. Stalls were individually owned. A separate set of sheds was north of the town hall and stood until 1912 (Mausolf 1987).

By the middle of the twentieth century many older churches needed repairs and renovation. At the same time, with the growing population and increasing numbers of church-goers in the post-World War II period a religious building boom occurred with many denominations (Mausolf 2012, 14). In Newington, the Lutherans erected a church, the Holy Trinity Evangelical Lutheran Church on Fox Run Road (N-77, 22 Fox Run Road, **Photo 279**). The Mid-century Modern church, designed by New Hampshire architect Richard Koehler of Koehler and Isaak, opened in June 1959 and was expanded in the 1990s. On the interior the multi-sided open sanctuary is framed with laminate arches springing from the side walls. The property is surrounded by commercial development and abuts the Spaulding Turnpike.

EDUCATIONAL RESOURCES

In addition to the campus of the University of New Hampshire the Project Area includes a handful of nineteenth- and twentieth-century public school buildings. By the middle of the nineteenth century many towns in New Hampshire had erected one-story, gable-roofed, one-room district schoolhouses. The former Durham Point Schoolhouse, 250 Durham Point Road, built ca. 1834, located within the

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potential Durham Point Historic Area is a small brick building located on a now wooded lot, one of several historic buildings surrounded by late twentieth-century houses at a bend in Durham Point Road (D-62, **Photo 185**). Though converted to a residence it retains most of its historic fenestration pattern.

Within Newington are two twentieth-century schools that incorporate the evolving ideas about grade school education at the time of their construction. A contributing building within the Newington Center Historic District is the Stone Schoolhouse, 353 Nimble Hill Road, built 1921 to the designs of Albert H. Dow of Dow, Harlow, and Kimball (N-16, **Photo 226**). Constructed of native cobblestone gathered from local properties, the distinctive, symmetrical one-story building is set on a raised basement and features bands of windows to provide lots of light and ventilation to the interior. The school is similar to the cobblestone Central School in Greenland built in 1924. The Stone School has been vacant for many years. In 1959 the town erected a new and much larger elementary school. The Newington Elementary School is a concrete block and brick clad building with a one-story U-shaped classroom section surrounding the one-and-a-half story gymnasium with clerestory windows. Some alterations have been made to the windows and main entrance (N-42, 133 Nimble Hill Road, **Photo 252**).

In the nineteenth century, larger cities and towns such as Portsmouth erected larger district schoolhouses, one-and-a-half story or on occasion two stories in height. The Woodbury Schoolhouse, 1465 Woodbury Ave, is an isolated historic building in the Project Area in Portsmouth (P-07, **Photo 301**). This brick schoolhouse, built ca. 1853, combines Greek Revival and Italianate stylistic features. The schoolhouse closed in 1937 but the building was later used as a restaurant and bar from the 1980s until ca. 2000.

EDUCATIONAL RESOURCES-UNIVERSITY OF NEW HAMPSHIRE

The University of New Hampshire (UNH) campus in Durham constitutes the greatest number of educational resources in the Project Area. The buildings include a cross-section of types, forms, and dates of construction, illustrating the evolution of the land grant school from a strong focus on agriculture to a characteristic state university, though still with a strong agricultural focus (D-21, **Photos 95-124**).

The University owns a total of 2,450 acres. The campus core contains about 300 acres with academic, residential, administrative, athletic, and agricultural-related buildings and 800 acres of open land to the west. The campus could be considered as one large potential historic district, or several separate areas. Some historic buildings have been preserved and others substantially rebuilt. The campus separates into fairly discrete sections, loosely based on usage and development periods. They are the Central Campus, the athletic facilities, the Residence Halls on the north side of Main Street (known as "The Hills"), Residence Halls on the east side of campus ("The Valley"), Residence Halls on the south side of campus ("The Timbers"), the Waterworks and Colovos roads area, and the Thompson School of Applied Sciences.

After the New Hampshire College of Agriculture and Mechanic Arts relocated from Hanover to Durham in the early 1890s the central academic campus developed on either side of Main Street as the University expanded through the twentieth century. Main Street is the spine of the campus, originally separating the academic and administrative core resources to the south from the residential resources to the north. The earliest academic buildings from the 1890s-1910s are generally concentrated near the open lawn or quad fronting on the street and on College Road (D-21, **Photo**

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102).⁵ This is largely a group of multi-story brick buildings in a range of styles. Thompson Hall (1893), the first building constructed on the campus was from the beginning the focal point of University life (D-22, DUR0010, **Photo 103**). The large brick and stone building in the Romanesque style was erected according to plans by prominent Concord architects Dow and Randlett (Preservation Company 1996, 7:1). It was added to the National Register in 1996. Nesmith was first built in 1893 but reflects two phases of remodeling and expansion in the 1930s. It has not been assessed for individual National Register eligibility, but it would be a key contributing building in a potential UNH historic district. Hewitt Hall, built 1893 was significantly expanded with a large addition in the 1920s or 1930s, and has recently been renovated (**Photo 114**). Morrill Hall built in 1902-03 at the east end of the quad was determined individually eligible for the National Register in 1992 (D-23, DUR0009). Hamilton Smith Hall (built 1907) on the east side of the quad was originally the library (**Photo 105**). As first built the Neo-classical styled building had a T-shaped footprint but was later expanded with one-story wings in 1937-1938. Hamilton Smith became a classroom building when a new library was built nearby. It is now in the process of another renovation and new addition. New Hampshire Hall (1906) on the corner of Main Street and Edgewood Road originated as the armory and gymnasium. It was remodeled as the women's gym in 1940, and again in 2008 as the Kinesiology Department. Taylor Hall (originally the Dairy Building) was built 1910 on the site of the College Barn which had been the center of the college's agricultural activities in the early years (**Photo 107**). It differs from many other buildings erected on campus in the early twentieth century. The vaguely Mediterranean Revival styled building consists of a two-story hip-roofed main block flanked by one-story wings. DeMeritt Hall, first built in 1913 has been renovated twice, in 1966 and again in 2008 and no longer retains integrity for its historic period.

The original historic dormitory areas are north of Main Street between Edgewood Road and Garrison Avenue opposite the quad (the residential area now called "The Hills") and also on the south side of Main to the east of the quad (known as "The Valley"). Like the other campus buildings from this period, the dormitories are multistory brick buildings in a variety of styles, but primarily Tudor Revival and Colonial Revival. The first student dormitory to be erected, Smith Hall (1908), is a Tudor Revival style building that has been remodeled as the Admissions Office (**Photo 104**). East of the quad on Main Street is a trio of dormitories that front on Main Street and building over a roughly ten year period beginning in 1916 just before World War I. Huddleston (1919), Fairchild (1916), and Hetzel (1927) are all characteristic brick student dormitory buildings of that period in the Georgian Revival/Colonial Revival style (**Photo 106**).

In the 1920s and 1930s the University continued to expand the campus, erecting new academic buildings and dormitories and other support facilities, continuing up to the Second World War. James Hall (1929), one of the last buildings erected on the quad is a three-story brick building has simple brick and cast-concrete detail. The 2010 renovation included an addition on the west side but maintained most of the period details and historic massing on the elevations fronting on the quad. The UNH Heating and Power Plant, adjacent to the railroad tracks dates from ca. 1927-29 with later modifications and recent additions (**Photos 108, 109**). The one-story brick building is characteristic of such plant buildings with large multi-light windows and contrasting concrete detailing. The structures nearest to the tracks are new and include two tall modern pipe stacks. The Service Building, including the Fire Department, on the corner of College Road and Library Way was built

⁵ The dates for most of the buildings come from a list on the UNH Special Collections and Archives website (<http://www.library.unh.edu/find/archives/buildings>).

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in 1939 and remodeled in the 1980s (**Photos 111-112, 108**). It contained the Durham-UNH Fire Department organized in 1927 that was previously housed in a dairy barn until it burned down. The south end of the building was renovated in 1984 and the fire department expanded. The ambulance corps is in an adjacent building in the rear (Durham Historic Association 1985, 58). Despite changes over time, these two buildings could be contributing buildings in a UNH Historic District. Scott Hall (built 1933) which faces the quad across the street is a Colonial Revival style building with a gambrel roof and U-shaped footprint (**Photo 104**). Pettee Hall dates from 1938, but was recently renovated with an entirely new exterior.

After a lull in building during the Second World War and in the few years afterwards, the University would embark on an ambitious building program over the next several decades, initiated by the large numbers of veterans going to college on the G.I. Bill. The central campus developed south from Main Street, with buildings from the 1950s-60s along Academic Way and McDaniel Drive. There are three groups of dormitories in the southeast part of campus, built in the 1940s, 1950s and 1960s. The buildings moved away from the earlier traditional styles and forms, instead using the new forms, materials, and methods of construction popularized in the middle decades of the twentieth century. New materials such as aluminum, laminate wood, glass, steel, expressive use of concrete including pre-cast and cast-in-place were used not only for the construction of institutional buildings, but also in more expansive ways on and in a building. While the first buildings erected in this period were more restrained, such as Zais Hall (ROTC) built in 1948 (**Photo 113, 110**) over the course of the next thirty years a number of well-known New England architects designed academic buildings and dormitories using new materials, asymmetrical forms, and current styles. At the time of its completion in 1950, Kingsbury Hall was purportedly the largest building on campus (**Photo 118**). The curtain wall design building was renovated in 2007. Memorial Union Building, the student union, was completed in 1957 to the designs of Ronald Gourley but has since been expanded and altered. The Dimond Library (1958) has been significantly altered with later renovations in 1969 and again in 1997, obscuring or removing most of its historic form and finishes. Spaulding Hall (1960) is a relatively characteristic building from that period with an emphasis on the horizontal, brick walls separated by tiers of windows with aluminum frames and simple contrasting cast concrete decoration. The entry has been modified. The Paul Creative Arts Center (1960) is a vaguely International Style building with a U-shaped footprint and large expanses of windows. Parsons Hall (1966) built in two phases in the late 1960s was significantly renovated in 2007 (**Photo 119**). McConnell Hall (1968), designed by Skidmore, Owings and Merrill has large pre-cast concrete panels for the vaguely Brutalist-styled building (**Photo 121**). The same firm designed the Horton Science Center in the Brutalist style in the same year. Babcock Hall (1967) features exposed aggregate finish on the exterior wall panels. The New England Center for Continuing Education (1968), designed by William Pereira and Associates, located on the north side of the campus in a wooded setting was used as a hotel and conference center. The complex consists of two hexagonal towers sheathed in green with exposed steel frames flanking vertical strips of windows (Mausolf 2012, 57, 79-80). Kendall Hall is a five-story academic building erected in 1970 west of College Road.

While the building campaign through the 1970s concentrated on academic buildings, the university also increased its dormitory space. In contrast with the academic buildings, the dormitories, at least initially, maintained the styles and massing of the earlier dormitories. Six buildings were completed between 1946 and 1966 on Quad Way. The first three (Gibbs, Hunter, and Engelhardt) were completed in 1946. The two-story brick buildings with shed dormers flank a quad on three sides, but have been renovated. On the other side of Quad Way Hitchcock Hall (1959) is one of a group of

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brick gable-roofed buildings in the Colonial Revival style that also flank a small quadrangle (**Photo 122**). Randall was completed the same year and Devine in 1966. The Forest Park Apartments date from 1961-68, but were partially demolished in 2003 (**Photo 117**). The Williamson & Christensen Halls (1969-1973), at the south end of campus, are a pair of multi-story brick dormitories designed by Ulrich Franzen in the semi-Brutalist with U-shaped footprints. Nearby Philbrook Dining Hall also in the Brutalist style was also designed by Franzen at the same time. On DeMeritt Circle four mini-dorms were built in 1974 followed with several large dormitories in 2007 (**Photo 116**).

The University has continued to actively erect new buildings but also renovate and/or remodel many of its older buildings. New construction in the 1980s-2000s was mainly on the edges of the main campus and to the athletic facilities. Rudman Hall was built in 1995 and Morse in 1985, both on College Road (**Photo 115**). South Drive was built about ten years ago, with a new railroad underpass connecting to Colovos and Waterworks roads at the southwest edge of campus where newer buildings such as the Chase Ocean Engineering Building (1996) are located (**Photo 123**). There were only a few service buildings west of the railroad tracks until the most recent period of university expansion in the last two decades. Ritzman Hall (1960) is more than fifty years old, but other buildings including the Police Station are new (**Photo 124**). The northern edge of UNH is defined by the Gables Apartments (1990s), Woodside Apartments (1980s), Elliott Alumni Center (1970s), and New England Center (1967).

Athletic facilities flank both sides of Main Street and are defined by a number of new or rebuilt structures. To the south, and west of the railroad tracks the Fieldhouse complex includes the original section, a brick building fronting on Cowell Stadium, which dates from 1937-38, and the Lundholm Gymnasium and indoor pool built ca. 1968 on the northeast side (**Photos 95-97**). The Lundholm Gymnasium is undergoing additional expansion at this time. Cowell Stadium, the location of the football field and stadium since the first UNH stadium, Alumni Field, was built in 1936. The football field was renovated in 2007 and the track and field perimeter a few years earlier. New playing fields were added to the west ca. 2000. The stadium has been substantially remodeled in 2015 with new seating areas. On the north side of Main Street between Edgewood Road and the railroad tracks are new or rebuilt structures around Memorial Field and the Whittemore Center and the large new recreation building under construction. The Whittemore Center, which was built in 1995 adjacent to the older Snively Arena, now the Hamel Recreation Center, which is being expanded onto the former site of the UNH Outdoor Pool. Memorial Field dates from the 1920s, but was recently completely rebuilt with new field surface, surrounding concrete paving, fencing and lighting.

UNH Waterworks (the Arthur Rollins Water Treatment Plant, Building A), 42 Waterworks Road, is located at the south end of Waterworks Road on a slight hill near the Oyster River (D-25, **Photos 125, 126**). It currently treats water from Durham and UNH. It is a one-story plus raised basement building with an unusual English Bond and 12/12 windows. It features a hipped roof with slate shingles. A single projecting bay at the east corner of the building (likely part of a later addition) houses the main entrance. An additional service entrance is located at the lower level of the building and accessed from a drive on the west side of the building. Roughly 200' to the southwest is the Oyster River Reservoir Dam, a 21'-high concrete dam according to National Inventory of Dams, used by the town of Durham and UNH to provide drinking water (NH00565). It may date to the 1930s. The dam impounds approximately eight acres. Just beyond the dam is a footbridge over the river. A second reservoir adjacent to the Thompson School area, on the north side of Main Street is the Durham Reservoir, used for recreational purposes, with a 17'-high earthen dam according to

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National Inventory of Dams is on Pettee Brook (NH00564). The first dam dates from the 1890s at the time of the establishment of the university but was rebuilt in 2011.

The large area of woods west of the campus is the College Woods Natural Area, a heavily wooded area with a network of trails containing about 240 acres, has been owned by the University since 1891, and defines the southwest edge of campus. There are extensive stone walls and possibly one or more small family cemeteries and cellar holes. The land was part of the Benjamin Thompson Jr. land. The 204-plus-acre Thompson Farm land owned by the University since 1972 is located south of the West Foss Farm toward Bennett Road and Packers Falls. A sixty-seven acre Natural Area was designated in 1961 and protected from cutting or other activity.

The Thompson School of Applied Science, formerly the agricultural school west of the railroad and north of Main Street has always been a discrete part of campus, with buildings essential to the school's focus on agricultural sciences in a two-year time frame and structures from various periods (**Photos 78-89**). In addition to several academic buildings, the earliest being Putnam Hall (built 1948), a one-story concrete block building, the area includes Cole (built 1987) and Barton (built 1969) Halls, both one-story brick buildings and the Thompson School greenhouses. The area also includes the Transit and Visitor Center, a former gable and gambrel-roofed barn with a cruciform-shaped footprint. Agricultural-related buildings include the old dairy barn no longer in use and miscellaneous other twentieth-century buildings. North of Mast Road Extension the Farm Services buildings are more than fifty years old. Late twentieth-century construction and recent road work have changed the area. The horse barns and riding rings and Smith Equine Center date from the 1980s. Outside the Project Area, west of Mast Road, toward the US 4 interchange are modern barns and service buildings.

Also separate from the main campus is a large collection of student housing erected mostly in the middle decades of the twentieth century in a variety of forms and styles. The housing includes not only purpose-built fraternities and sororities but also some apartment blocks plus some altered or expanded former private residences (**Photos 72-75**).

CEMETERIES

The majority of cemeteries within the Project Area, predominantly small family burial grounds, are mostly located on wooded sites and generally not visible in the field. Others are not accessible to the public as they are located in wooded areas on private property. They may include eighteenth and/or nineteenth-century headstones. Locations are approximate on Project Area maps.

Madbury has many small family burial grounds. On Miles Road near the Madbury Substation, the Foss Cemetery is a small cemetery set back in the woods with grave markers from the mid-1800, enclosed by granite fence posts (M-16). Within the potential Madbury Center Civic Historic District, outside the Project Area are the Clay Cemetery, east of the Town Hall, which contains a few headstones with a simple fence of granite posts and chain and west of the Congregational Church, a Demeritt family cemetery is similar. Other small family sites include the Airmet-Tasker Cemetery off Lee Road and Hooper Cemetery off Evans Road (M-03, M-15).

Durham also has many family cemeteries in multiple locations throughout the Project Area. Some contain only a single marker. Three small family eighteenth and/or nineteenth cemeteries are contributing sites in the Newmarket Road and Bennett Road Farms Historic District, of which only two are located in the Project Area. The Mooney Cemetery contains five marble markers and is enclosed by split granite and fieldstone walls (D-44, **Photo 164**). Set aside by deed in 1855, the cemetery is enclosed by a split granite wall adjacent to Longmarsh Road (Hengen 2009). Doe Cemetery, also contributing, is a wooded site. The third is the 1830s-40s Smith family burial ground

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on west side of Newmarket Road adjacent to a cellar hole of the early Smith House, an eighteenth-century house that stood through the nineteenth century (Hengen 2009). There are several small grave sites marked with fencing within the UNH campus and one on the Woodman Farm (D-14, **Photo 77**). Nearby off Mast Road Extension is another Woodman Cemetery (D-18, **Photo 90**). Also in Durham is the small Stevens family cemetery located on the East Foss Farm property east of the railroad corridor within a wood site. On the east side of town in the Durham Point area is the Mathes Cemetery which contains fifty or more monuments and is surrounded by a dry-laid granite wall along the street elevation and a granite post and pipes on the other elevations. The Fernald Cemetery is located on the Kent House property, 345 Durham Point Road (D-71). Other inaccessible ones include the McDaniel Cemetery and the Davis Cemetery, both off Mill Road (D-28, D-33), and the Parsons Cemetery off Cold Springs Road (D-43).

In Newington, the Newington Town Cemetery at the corner of Nimble Hill and Little Bay roads in the Newington Center Historic District is the largest of the cemeteries within the Project Area (N-16, **Photos 218, 219**). Established in 1716, fencing was added in 1810 with a new wall built in 1833 and enlarged in the 1880s. In 1884 additional fencing changes occurred and some of the land was graded with new lots laid out. The town pound was removed in 1876. Also present are a handful of small family cemeteries and individual burials. The Pickering Cemetery is on the Pickering Farm property, 339 Little Bay Road (N-14). According to the Project archaeologists, the cemetery is enclosed by a fence of granite posts with metal pipes. There are interments associated with the Pickering family with dates between 1825 and 1876 according to the few standing headstones. The Richard Pickering Cemetery off Woodbury Avenue, adjacent to the Fox Run Mall parking lot, contains seven markers (N-83). The Rollins Cemetery off Patterson Lane has a fence of granite posts and pipes (N-69, NWN0008). The Dow Cemetery on Old Dover Road at Avery Lane is a small cemetery with eight marble headstones surrounded by industrial development (N-73, NWN0009). The mid-nineteenth-century Downing Cemetery is in an overgrown area with rough stone walls and fallen and displaced headstones, located near the former drive in theater, off the Spaulding Turnpike (N-64, NWN0011). The site has recently been used as construction area for Spaulding Turnpike work. It was determined not eligible for the National Register in 2005. The Coleman Family Cemetery is on a parcel with a new house east of Nimble Hill Road, just north of the historic district (N-17). It has several illegible stones and the site is overgrown. The Hoyt Family Cemetery off Fox Point Road is inaccessible (N-22). The site of the Smith Family Tomb is no longer extant (N-81, NWN0010).

TRANSPORTATION RESOURCES

Railroad-related resources in the Project Area include the Western Division of the Boston & Maine (originally built in the 1840s), documented on a NHDHR Historic District Area Form in 1993 for the Boston-Portland Railroad Passenger Study and found eligible for the National Register of Historic Places as a linear historic district. This linear corridor is located within the Project Area in the towns of Madbury and Durham. The line remains in use by the Amtrak Downeaster but nearly all of the resources including bridges and the Durham-UNH Passenger Station, the only extant railroad building in the Project Area, all date to the twentieth century or later. Bridges and other structures were not individually identified in the 1993 Area Form.

In Madbury, the former Perkins Road Railroad Bridge, located just north of the Madbury substation, was identified as a contributing structure to the district in 2009 (M-17, MAD0002). The timber stringer with concrete abutments bridge was built for grade separation ca. 1910 and rehabilitated in 1935 (Mausolf 2009). The superstructure has been removed though the deteriorating abutments remain in place. The buildings at the Madbury depot were removed around 1960 according to

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historic USGS maps. Just north of the Project Area, the 1949 NH 155 Railroad Bridge was recently replaced (Hengen 1999).

In Durham, the linear historic district includes the Durham-UNH Railroad Station and several historic bridges. The railroad corridor runs north-south to the west of the majority of the buildings on the UNH campus. The Durham-UNH Railroad Station dates from 1911-1912, when an older structure from 1893 was relocated from Lynn, Massachusetts (D-20, **Photos 92-94**). The one-story buff brick building is in the Richardsonian Romanesque style, historically with a covered platform characteristic of late nineteenth- and early twentieth- century stations (Wallace and Mausolf 2001, 78). The University has owned the building since ca. 1960. It has long served as the Dairy Bar Restaurant and is now also the Amtrak Downeaster passenger station. When it was renovated by the University in 2007-2008, the porch on the trackside elevation was enclosed as passenger waiting rooms. Parking lots flank the tracks and station on both sides. The parking lot north of the station on the east side of the tracks was created after freight sheds were removed ca. 2005. The Main Street Bridge, a concrete rigid-frame bridge with stone facing, dates to when Main Street was part of Route 4 (D-19, **Photos 91, 94**). The Library Way Railroad Bridge, a plate-girder bridge with concrete wing walls, carries the rail corridor over a pedestrian walkway (D-24). Oyster River Railroad Bridge at the southwest edge of campus was erected in 1911 at which time the course of the river was realigned to allow for solid foundations for the bridge footings (D-26, not accessible). This concrete arch bridge appears to be one of the earliest concrete railroad bridges in New Hampshire (Wallace and Mausolf 2001, 115). The US Route 4 Bridge over the railroad, which dates to 1966, is an I-beam with concrete deck bridge. The Bennett Road Bridge is a timber bridge, built 1910 and rebuilt 2003 (D-42, **Photo 161**). The Bennett Road overpass has a rebuilt wooden deck and concrete at the top of the historic stone abutments. Its contributing status to the B&M Western Division Historic District has not been determined. Other bridges over the railroad corridor less than fifty years of age include the Mill Road Bridge, which was replaced in 1973 with a bridge of prestressed voided slabs; the Madbury Road Bridge, an I-beam with concrete deck bridge which dates from 1980; and the railroad crossing over South Drive on the south side of campus.

In Newington, just outside the Project Area is the National Register listed Newington Depot and Toll House at 24 Bloody Point Road (NWN0168) (**Photo 260**), historically associated with the Newington Branch of the Portsmouth and Dover Railroad. The two-and-a-half-story clapboard sided building set on a brick foundation is five bays wide with a center entry and has a small one-story wing. The interior is vacant but intact.

The surviving Newington Branch of the Portsmouth and Dover Railroad, which began operation in 1874, only passes through the Project Area in Portsmouth. It was determined to lack sufficient integrity to be National Register eligible in 2010. The Pease Railroad Spur, built ca. 1955 through the northern part of Pease Air Force Base is now gone, with little remaining evidence of its location (Area NWN-PR).

Railroads were ultimately succeeded by the automobile as the primary means of transport, not only for goods but also passengers. This led to the construction of filling stations, automobile service garages, other service-related facilities, and private garages. The Curtis and Batchelder filling station just outside the Project Area on Bloody Point Road dates from the 1920s-30s, but was converted into a residence in 1967 (NWN0172). Only the concrete block automobile garage conveys the earlier associations and the property was determined not eligible for the National Register in 2005. Multiple examples of detached garages are located throughout the Project Area. A distinctive example is the previously mentioned one associated with the Roselawn Farm (M-20,

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Photo 16). A more characteristic one from the 1910s or 1920s is the small frame one on the Ira J. Witham property in Newington (N-02, **Photo 198**).

At the same time in the early decades of the twentieth century because of increased automobile traffic many bridges need to be replaced to accommodate the higher traffic volumes, and the state actively developed a system of highways beginning in the 1910s and continuing into the 1930s and well beyond up to the present day. Just outside the Project Area, the General Sullivan Bridge built in 1934 carried vehicular traffic over the Little Bay between Bloody Point in Newington and Cedar Point in Dover (DOV0158), in the vicinity of the 1870s Newington Branch of the Portsmouth and Dover Railroad crossing. Closed to traffic since 1984 this continuous truss highway bridge is eligible for the National Register and was extensively documented in 2005 (Casella 2005). It was designed by the engineering firm of Fay, Spofford and Thorndike of Boston. The adjacent Turnpike Bridge has recently been rebuilt.

None of the highways are intact as historic resources. The former trunk line White Mountain Highway of the early 1900s followed a series of roads through Newington, now segmented and discontinued. The Spaulding Turnpike has been almost entirely rebuilt since it was first built in the 1950s. The overpasses and interchanges are all new.

Relatively few small bridges and culverts that carry vehicular traffic over waterways in the Project Area are more than fifty years of age and/or have not been rebuilt. In Durham, the Hamel Brook Bridge located within the Newmarket Road and Bennett Road Farms Historic District, is a single-span concrete box bridge, built ca. 1902 (D-47). In Newington the Flagstone Brook Bridge (N-51) and the Railway Brook Bridge (N-71), both concrete box culverts, carry local roads over small waterways.

UTILITY RESOURCES

There are substantial electric and water utility facilities in the Project Area, including three electric generating plants and related transmission lines.

The existing electric lines which are located within the Project right-of-way typically date from between 1949-1965 and consist of a single 34.5 kV line. Although varying considerably over the 13 mile length of the Project, they are typically carried on wood poles, a majority of which are original, with some replacement in kind. There are three distinct electrical lines within the right-of-way. They include one that runs from Madbury Substation and Packers Falls Substation (constructed ca. 1965), one from the Packers Falls Substation to Little Bay, (constructed ca. 1949) and one from Little Bay to Portsmouth Substation (constructed ca. 1949). Portions of the latter line were rebuilt in 2014 and 2006. (There are also portions of other lines which share the corridor for smaller distances.) The part of the corridor that runs under Little Bay between Durham and Newington is at the same location as a ca. 1902 submarine cable which was part of the Rockingham Power and Light Company system. This line ran from Durham to Portsmouth. However, based on a historic map of the system, its right-of-way had little overlap with the Project corridor aside from the submarine crossing (which was abandoned in the mid 1990's).

Associated with the submarine cable under Little Bay is a pair of small, utilitarian brick buildings. Located in Newington on the east side of the Bay and in Durham on the west shore of Little Bay, this pair of Cable Switch Houses was built in 1902 as part of the Rockingham Power and Light Company transmission system. The electric cable at this location was part of a line between Portsmouth and Dover, New Hampshire. These buildings housed switching gear (electrical switches, fuses or circuit breakers) and were the terminal points for the underwater (submarine)

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electrical cable which ran under the Bay. A description in *Electrical Review Magazine* in 1903 recounts the original significance and use of the buildings:

It was decided to avoid the use of either a great span or of raising and lowering transformers at this crossing and to complete this line through a submarine cable operating at the full voltage of transmission. To this end a brick terminal house six by eight feet from the concrete floor to the tile roof was erected on each bank of the bay at the point where the submarine cable comes out of the water. The lead-covered cable pierced the foundation of each of these terminal houses at a point four feet below the floor level and rose thence on one wall to an elevation eleven feet above the floor to a point where connection was made with the ends of the overhead lines. From this connection on each of the three conductors a tap was carried to a switch and series of lightning arrestors. A single lead-covered cable containing those conductors makes connections between those terminal houses (*Electrical Review* 1903, 895).

The unused Durham Switch House located within the existing PSNH ROW, has no windows or door but retains the openings, and is in fair to poor condition (D-72, **Photo 196**). The East Side Cable Switch House at 44 Gundalow Landing in Newington is now privately owned and has new windows and a door and has been integrated into a new dock (N-01, **Photo 197**). The foundation and brick walls are intact, with added decks and exterior stairs.

Also related to electric distribution, there are multiple substations within the Project Area. Madbury Substation dates from the early 1970s according to PSNH plans (**Photo 10**). Packers Falls Substation dates from then or ca. 1965. The Oyster River Substation may date from ca. 1949 according to historic aerials. The existing distribution line between Madbury and Packers Falls substations dates from ca. 1965. Portsmouth Substation dates from 2002. Schiller Substation adjacent to Portsmouth probably dates from 1949, when the nearby Schiller power plant went into service and when the line across Newington was rebuilt (see below). Although more than fifty years old, it has been enlarged and updated. Newington Substation dates from the 1970s.

In Newington, the Portsmouth Water Booster Station (built ca. 1956) is a mid-twentieth-century modern municipal building determined eligible for the National Register of Historic Places (N-70, NWN0228, **Photo 275**). A one-story brick building with concrete details, it is located next to the Spaulding Turnpike at the newly rebuilt Woodbury Avenue interchange, at the edge of Pease Air Force Base on Arboretum Drive. A metal water tank is also part of the complex. A brick waterworks building is also located at the UNH campus (see UNH section, **Photo 125, 126**).

In Newington and Portsmouth near the south terminus of the Project Area there are a number of twentieth-century utility-related buildings/complexes. These areas evolved due to a number of factors including the presence of the railroad, the fact that the area remained relatively undeveloped into the early twentieth century and because of its location near the Piscataqua River and nearby industry such as the Shattuck Shipyard (no longer extant).

On either side of the east end of Gosling Road on the shore of the Piscataqua River a large area owned by PSNH is the site of two power stations. Schiller Power Station is located largely on the south (Portsmouth) side of the road (N-87, 165, 300, 325, 400 Gosling, **Photos 288-292**). The plant was originally a mercury binary-cycle plant, using a unique mercury-based process to generate power. The first unit of the Schiller plant was dedicated in 1950 and by 1970 three additional units

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were also functioning. Some original and early buildings and structures are extant at the plant, surrounded by newer components. The original coal fired units have been retired but additional units installed in the 1950s may be extant (Preservation Company 2010). A small office building on the Newington side of the road was the office of the diatomite plant on the site before the power station. Also part of the same property is Newington Station located on the north (Newington) side of the road which dates to 1974. These units, as well as some of the Schiller units, use oil and natural gas; oil tanks and other fuel storage facilities are also part of the PSNH complex. Although there were oil tanks in this area from the 1950s, the existing structures all appear to be of recent construction. In addition to the Newington and Schiller substations, the Portsmouth Substation built in 2002 is also located within this complex. A newer gas-fired plant erected in 2002 is located on the corner of Shattuck Way and Avery Lane. (See also UNH heating plant in the UNH section, **Photos 108, 109**).

INDUSTRIAL/SHOPS RESOURCES

The industrial resources within the Project Area are overwhelmingly twentieth-century resources concentrated along the Piscataqua River waterfront in Newington and Portsmouth. In addition to the previously mentioned substantial utility resources, they are predominantly large manufacturing facilities with connected plants and warehouses, nearly all dating to the 1970s or later. Only a small number of nineteenth-century industrial resources which historically would have included small-scale manufacturing such as cider, saw, and grist mills are located within the Project Area.

In Madbury, located on the property at 124 Perkins Road is a small nineteenth-century or early twentieth-century shop (M-18, **Photo 13**). This small frame outbuilding is characteristic of shop buildings used for craft manufacture or as a carpenter's shop. The two-bay, gable-front building has an interior brick stove-flue chimney at the rear gable end.

In Durham, in the Project Area on Mill Road is a former small nineteenth-century mill building associated with a remodeled nineteenth-century house at 74 Mill Road (D-29, **Photos 137, 138**).

In Newington, the Clarence deRochemont Cider Mill at 11 Old Post Road was built in 1872 and expanded with a saw and grist mill in 1892 (N-33, **Photo 242**). Converted into a residence in 1928, the four-bay building is two stories with an off-center entry and brick chimney and knee wall windows at the upper story on the facade (RPC 1981).

Only in Newington and Portsmouth has there been larger-scaled twentieth-century industry along the Piscataqua River straddling or just outside the Project Area. Many of the historic buildings have been altered or replaced. Sprague Energy, 372 Shattuck Way, largely outside the Project Area in Newington contains eighty acres (N-58, Area NWN-SP, **Photos 263, 264**). No buildings remain on the site from the WWI shipyard which was originally at this location (L. H. Shattuck Shipyard). There were extensive changes to the site in the 1970s and the property was determined not eligible for the National Register of Historic Places. Sprague maintains terminals and storage for energy materials including heating and fuel oil, diesel, and kerosene

The Tyco Sand and Gravel plant, 100 Piscataqua Drive, is a large manufacturing facility. The oldest buildings were part of the Tycom Integrated Cable Systems (later Simplex Cable) which opened a plant in Newington in 1953 for the manufacture of long lengths of undersea cable (Mausolf 2012, 18). They no longer have integrity for that period due to multiple later additions (N-85, **Photo 286**). A smaller warehouse/light industrial building is 114 Gosling Road, an altered one-story building with a brick-veneered front section and metal-framed back section, with some later additions, now occupied by Ryder Truck (P-02, **Photo 295**). It may have been a machine shop originally, one of a number in the Newington-Portsmouth area near the river and power plants, such as 178 Fox Point

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Road, the Percy DeRochemont machine shop, built 1949, on the DeRochemont Farm property (N-20, **Photo 232**). Likewise, the Allard Warehouse/Moving Company, 40 Old Dover Road, is a pair of attached one-story gable-roofed steel frame utilitarian buildings and a flat-roofed front office section, built ca. 1953 (N-76, **Photo 278**). The property also includes two ca. 2000 steel-frame utilitarian buildings.

MILITARY

Only the northwest edge of the former Pease Air Force Base, now the Pease International Tradeport, falls in the Project Area, just southeast of the Newington Center Historic District (P-10). The area does not retain integrity as an Air Force Base which developed in the 1950s. Few buildings remain from the property's use as an air force base. The large areas of base housing have been removed. It was determined not eligible as a historic district (Area NWN-PAF). At the time of its construction in the 1950s, many historic properties in Newington were demolished. The late nineteenth-century historic map shows over thirty houses where Pease is now (Hurd 1892).

COMMERCIAL AND OFFICE BUILDING RESOURCES

In larger urban American areas the emergence of commercial blocks as a purpose-built type began in the early nineteenth century. In the first three-quarters of the nineteenth century in smaller New Hampshire towns stores tended to be inserted into existing structures or in buildings that combined commercial and residential functions. The Project Area includes a small number of these from the nineteenth and early twentieth century, most of which have undergone modernizations and expansions over the years.

In Madbury, within the William H. Elliott Rose Historic District, is the Rowe Store, 318 Knox Marsh Road, just outside the Project Area. It was built ca. 1919 near the railroad tracks, but has been remodeled with vinyl siding, new doors and windows (M-05, MAD0054). It most recently served as the Elliott Rose Company offices and was determined eligible as a contributing building in the Elliott Rose district (Hengen 2000).

In Newington some small-scale commercial development arose along River Road in the early to mid-twentieth century. 23 River Road was an early twentieth-century lumberyard and hardware store, which were determined not eligible for the National Register in 2005 (N-62, NWN0183, **Photo 269**). 66 River Road, a one-story concrete block building with a gable roof was built ca. 1940 but has later alterations including new façade treatment (N-61, **Photo 268**). Nearby, 34 Patterson Lane is a ca. 1960 one-story concrete block store front with a gable roof and later alterations and additions (N-65, **Photo 270**). 1960s commercial establishments with later alterations include the Woodbury Corners Plaza built ca. 1960 but with recent exterior renovations ca. 2010 (N-84, 2001 Woodbury Avenue, **Photo 285**) and 109 Gosling Road a ca. 1960 gable-front commercial building with ca. 1990 alterations (N-86, **Photo 287**). More substantial are the large commercial buildings erected in Newington on former agricultural lands east of the Spaulding Turnpike, along the north side of Gosling Road in the wake of the development of Pease Air Force Base. The large buildings, often part of a shopping plaza development consist of multiple stores flanking a large parking lot. These buildings typically are one-story, with flat roofs, large expanses of windows across the façade, flanking a center entry.

In Portsmouth, Woodbury Avenue developed into a commercial strip largely during the 1970s-80s periods. A few of the earliest commercial buildings from the 1950s-60s are extant but all have been substantially renovated in recent years with new facades and storefronts. All are one-story buildings. An early but altered example is the Sleepy's Mattress Store, 1850 Woodbury Avenue, built ca. 1930 but renovated ca. 2000 (P-03, **Photo 296**). A later example is a car wash, built ca. 1962, with little

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integrity for its historic period due to recent alterations (P-04, 1725 Woodbury Avenue, **Photo 297**). 1550 Woodbury Avenue, built ca. 1950, is an isolated example of a two-story office block in the Colonial Revival style with a hip roof, a façade gable, and enclosed gable-roofed entry porch, now occupied by the VCA Animal Medical Center (P-06, **Photo 300**). The building retains its historic massing and footprint but the historic 8/8 sash windows have recently been replaced with 1/1 vinyl sash windows. It is completely surrounded by late twentieth-century box stores and restaurants. Market Street Extension was built in the 1970s to connect with the new I-95 high-level bridge and create a more direct route in and out of downtown Portsmouth.

22. Statement of SignificancePreviously Designated Historic Resources in the Project Area

Many historic resources within the Project Area have been previously documented in various formats. All previous historic resources survey and determinations are listed below.

Two resources in the Project Area are listed on the National Register of Historic Places: the Newington Town Center Historic District and Thompson Hall at UNH in Durham. Elsewhere in Durham, other National Register listed properties are not within the Project Area. These include the Durham Historic District, General John Sullivan House, Wiswall Falls Mill Site and Smith Chapel. New Hampshire State Register of Historic Places listed properties in Durham, Folsom Tavern and Oyster River Mill Pond Dam, are not in the Project Area. Listed properties in Portsmouth are near the downtown. There are no other National or NH State Register listed resources in the town of Newington and none in Madbury.

In the Project Area, historic districts that have previously been determined eligible for the National Register of Historic Places are the Boston and Maine Western Division Railroad Historic District in Madbury and Durham, the Newmarket and Bennett Roads Farms Historic District in Durham and the William H. Elliott Rose Company Historic District in Madbury. Individually eligible resources include: the Perkins Road Railroad Bridge in Madbury, the Thompson-Pierre Hamel Farm in Durham, Morrill Hall at UNH, Durham, Benjamin S. Hoyt House and Barn in Newington, John Downing House and Barn in Newington, Portsmouth Water Department Auxiliary Pumping Station, Isaac Dow House, Beane Farm and Louis deRochemont House in Newington.

MADBURYNational Register of Historic Places

There are no National Register-listed properties in Madbury.

NHDHR Determinations of Eligibility

MAD0002 Boston & Maine Railroad Bridge over Perkins Road (2009)

[Note: this resource has had its deck removed and may no longer retain integrity]

Area MAD-ER W.H. Elliott & Sons Rose Company Historic District (2000)

[Note: district possibly no longer retains integrity due to demolition of greenhouses].

Contributing to District, not evaluated for individual significance:

MAD0047 Miles-Young-Elliott House

MAD0050 Elliott Rose Company Greenhouses, NOT EXTANT

MAD0052 Reynolds Farm-Elliott Boarding House

MAD0053 Elliott Rose Manager's House

MAD0054 Rowe Store

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**NHDHR Project Area Forms

Madbury Station Project Area Form, NH 155 at Pudding Hill Road, Madbury (1999)

Town-wide Survey

Madbury, NH Cultural Resources Survey, Strafford Rockingham Regional Council (1981) – All Madbury properties recorded on individual SRRC forms.

Other Documentation or Designation

Town Hall Road, between NH 155 and Cherry Lane is recognized in the Town of Madbury Master Plan as a historic landscape (2001)

MADBURY AND DURHAMNHDHR Determinations of Eligibility

Boston and Maine Railroad Western Division Historic District (1993)

DURHAMNational Register of Historic Places

Thompson Hall, University of New Hampshire (1996)

NHDHR Determination of Eligibility

DUR0001 Israel Demeritt House, Off Mast Road Extension NOT EXTANT

DUR0009 Morrill Hall, University of New Hampshire (1992)

DUR0010 Thompson Hall, University of New Hampshire (1996)

DUR0025 UNH Outdoor Pool NOT EXTANT (2013)

DUR0011 Thompson-Pierre Hamel Farm, 97 Newmarket Rd (2004), also contributes to district below.

Area DUR-DMDS - Newmarket and Bennett Roads Farms Historic District Area Form (2010)

Contributing to district:

Dame-Bedard Farm, 181 Newmarket Road

Hale-Stevens Farm, 1 Kathleen Way, off Newmarket Rd.,

Mooney-Beaudette Farm, 3 Bennett Road

Mooney-Moriarty Farm, 4 Bennett Road

Doe-Provost-LaRoche Farm, 37-41 Bennett Road

DUR0011 Thompson-Pierre Hamel Farm, 97 Newmarket Rd

DUR0012 Bunker-Emile Hamel Farm, 110 Newmarket Rd

DUR0013 Levi Hamel-Beliveau House, 127 Newmarket Rd

NHDHR Project Area Forms

Durham-Newmarket NH 108 Project Area Form (2004)

NEWINGTONNational Register of Historic Places

Newington Center Historic District (1987, expanded 1991)

Contributing to District:

Frink House, 272 Nimble Hill Road

Hoyt-Harvey House, 305 Nimble Hill Road,

Newington Cemetery, Nimble Hill Road

New Parsonage, 317 Nimble Hill Road

Newington Meetinghouse/Congregational Church, 316 Nimble Hill Road

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

Newington Library/Langdon Public Library, 328 Nimble Hill Road
Newington Town Hall, 336 Nimble Hill Road
Old Parsonage, 337 Nimble Hill Road
Stone Schoolhouse, 353 Nimble Hill Road
Newington Town Forest

NHDHR - Determinations of Eligibility

NWN0148 Benjamin S. Hoyt House and Barn, Nimble Hill Road (2005)
NWN0201 John Downing House and Barn, 46 Patterson Lane (2005)
NWN0204 Beane Farm, Woodbury Avenue (2005)
NWN0205 Isaac Dow House, Woodbury Avenue (2005)
NWN0224 Louis C. deRochemont House (1998)
NWN0228 Portsmouth Water Department Auxiliary Pumping Station, Arboretum Drive (2005)

NHDHR Inventory and Area Forms – Determined Not Eligible

NWN0008 Rollins Family Cemetery, rear 58 Patterson Lane (2005)
NWN0009 Dow Family Cemetery, rear 144 Old Dover Road (2005)
NWN0010 Smith Family Tomb site, Fox Run Road (2005)
NWN0011 Downing Family Cemetery, off Spaulding Turnpike (2005)
NWN0149 84 Nimble Hill Road (2005)
NWN0152 Estey House, 62 Nimble Hill Road (2005)
NWN0162 516 Shattuck Way (2005)
NWN0163 518 Shattuck Way (2005)
NWN0177 Kershaw/Johnson House, 399 Shattuck Way (2005)
NWN0181 Mary Olivia Laws House, 365 Shattuck Way (2005)
NWN0183 23 River Road (2005)
NWN0199 Wall Cottage, Patterson Lane (2005)
NWN0207 Richard P. Hoyt House, 148 Old Dover Road (2005)
NWN0209 Payn House, 140 Old Dover Road (2005)
NWN0210 138 Old Dover Road (2005)
Area NWN-SP: Sprague Energy Historic Area (2004)
Area NWN-PR: Pease Air Force Base Railroad Spur Area Form (2005)
Area NWN-NBPD: Newington Branch, Portsmouth and Dover Railroad (2010)

NHDHR Project Area Forms

Newington-Dover Spaulding Turnpike Project Area Form (2004)
Newington and Portsmouth Joint Pipeline Project Area Form (1998)

Town-wide Survey

Newington NHDHR Townwide Area Form (2005)
Newington, NH Cultural Resources Survey, Strafford Rockingham Regional Council (1981) – All Newington properties recorded on individual SRRC Forms.

Other Documentation or Designation

Historic American Building Survey Documentation: [Old] Parsonage, Newington, Rockingham County [HABS NH-19] (1936).
New Hampshire Historic Property Documentation: Louis C. deRochemont House, Shattuck Lane, Newington [NH State No. 556] (2007)
Old Town Hall and Old Stone School Historic Structure Report (2003)

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****NEWINGTON AND PORTSMOUTH**NHDHR Area Form – Determined Not Eligible

Newington Branch, Portsmouth and Dover Railroad (2010)

Pease Air Force Base Area Form (Area NWN-PAF)

PORTSMOUTHNational Register of Historic Places

There are no National Register-listed properties within the Project Area in Portsmouth

NHDHR Area Form – Determined Not Eligible

Mariner's Village [Wentworth Acres] Historic District Area Form (1994)

Historic Contexts and Themes for Potentially Eligible Resources

Buildings, structures, sites and districts in the Project Area may be eligible for the National Register of Historic Places. Most would be eligible under Criterion A, representing events or trends in the historical development of the town or region and/or under Criterion C as examples of architectural styles, periods of construction or property types. There are no known historic resources in the Project Area associated with important individuals of sufficient significance to be eligible under Criterion B. Criterion D relates mainly to archaeological resources, which are not addressed in this Project Area Form.

Historic resources in the Project Area represent a range of New Hampshire historic contexts and National Register areas of significance. Significant periods range from settlement to the present, with a concentration in the nineteenth and early twentieth century. The most important property types are residences, farm complexes, educational buildings, public buildings, village centers and railroad resources.

ARCHITECTURE

Many properties and potential historic districts in the Project Area may be eligible for the National Register in the area of architecture. The Project Area includes farmhouses from the early to late nineteenth century and early to mid-twentieth century residences and neighborhoods.

One of the earliest and most intact buildings is the Adams Homestead at 148 Nimble Hill Road in Newington (N-41). Other eighteenth century examples are 4 Bennett Road (D-44), 64 Bennett Road (D-41), 90 Bennett Road (D-37) and 345 Durham Point Road (D-70), as well as 3 Foss Farm Road (D-31), 125 Long Marsh Road (D-49) and 46 Patterson Lane (N-66). The house at 1 Fairchild Drive (D-10) has no integrity of location. The Project Area includes a number of dwellings from the early 1800s, including center chimney, double houses, and ell houses, with Federal style details. The best examples include: the eligible Kingman Farm just outside the Project Area (MAD0051), 10 Lee Road (M-02), 12 Pendexter Road (M-21), 173 Madbury Road (MAD0047, M-12), 50 Langley Road (D-56) and 28 Mill Road (in D-27). In Newington, Federal period houses include: 339 Little Bay Road (N-13), 300 Little Bay (N-12) and 133 Fox Point Road (N-21). The eligible Isaac Dow House (NWN0205) has architectural integrity but no integrity of setting. The Project Area contains a few building from in the Greek and Gothic Revivals; 55 Evans Road (M-14), 124 Perkins Road (M-18), 177 Durham Point Road (D-61) and 15 Fox Point Road (N-29). Late nineteenth century farmhouses include the Durham Point Road Area (D-62).

Durham has many good typical examples of bungalow, four-square houses, Dutch Colonials and Colonial Revival style Cape Cods in the Madbury Road and Bagdad Road neighborhood of roughly

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

sixty houses (D-11) and on Mill Road (D-27) in an area of about thirty-two buildings. There are a few individual early twentieth century houses such, as 337 Knox Marsh Road in Madbury (M-09). The Colonial Revival style is the most strongly represented architectural style in the Project Area, which has many good examples of twentieth century residences and institutional/educational buildings. The mid-twentieth century neighborhoods contain many characteristic, representative examples of modern capes, colonials, garrison colonials. The Madbury-Emerson road area (D-07) contains roughly seventy-five houses and Edgewood Road (D-09) approximately forty, all on wooded lots. There are typical examples of ranches, split-level ranches and colonials in several subdivisions in Durham and one in Newington.

University of New Hampshire buildings are significant as examples of twentieth century styles and construction techniques. The campus (D-21) includes Romanesque, Colonial Revival, Classical Revival and Modern style buildings. Residential buildings include dormitories and the fraternities and sororities. The many architect-designed UNH buildings relate to context 98. Architecture in New Hampshire, 1623-present. Architecture was taught at the University and a number of buildings were designed by the college architect. UNH also contains work of the key architects and firms working in the state from 1892 through the 1960s. The only other known architect-designed building in the Project Area is the Holy Trinity Lutheran Church (N-77, 22 Fox Run Road) adjacent to the malls and Spaulding Turnpike.

MILITARY

This was a significant area in the history of the region, but there are few related properties intact. There are no buildings extant from the French and Indian Wars period, though the approximate sites of some garrisons are known. Within the Project Area, no properties are known to be directly related to Revolutionary New Hampshire. There is little evidence of the World War I period at the former Shattuck Shipyard (now Sprague Energy) which lies just outside the Project Area and was determined not eligible for the National Register. Mariner's Village (P-09), which lacks integrity, is the only extant WWII related resource in the Project Area, though the War influenced the overall development of the area. The manifestation of the Cold War in New Hampshire, Pease Air Force Base (P-10) was documented on a NHDHR Area Form in 2009. Individual extant historic resources within Pease have not been assessed separately.

INDUSTRY

There are no extant resources within the Project Area that relate to maritime historic contexts important to area towns, such as fishing and wooden shipbuilding. Brickmaking and granite quarrying were carried out in the area, but locations of quarry sites on Durham Point have not been identified and there are no known brickyard sites with the Project Area.

22. Logging, lumbering and saw mills, 1620-present: Lumbering defined the early history of the region. There are no saw mill sites within the Project Area. Twentieth century forestry practices are illustrated by the College Woods and other UNH properties. The Newington Town Forest contributes to the Newington historic district.

44. Machine tool manufacture, 1840-present: A 1950s machine shop is located on Fox Point Road (N-20).

47. Heavy manufacturing, 1850-present: The former Simplex plant on Piscataqua Drive (N-85), dates from ca. 1953, but has been expanded. It is surrounded by modern industrial properties and power plants.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****AGRICULTURE**

The Project Area contains properties eligible for or potentially eligible for the National Register in the Area of Agriculture. Eligible properties would likely include a barn and/or other historic outbuildings associated with a farmhouse, as well as some land with evidence of historic land use and a rural setting. Only a small number of properties in the Project Area have open land currently in agricultural use. Houses and barns without land are more likely to be eligible for the National Register under Criterion C as examples of agricultural building types. The following New Hampshire contexts apply:

51. Mixed agriculture and the family farm, 1630-present: Mixed-farming on a subsistence and local scale was the primary context in the Project Area in the eighteenth and nineteenth centuries and most farm properties in the area represent this context. Relatively few properties retain associated land, but more than thirty properties in Madbury, Durham and Newington have barns. Most are nineteenth-century New England barns, including banked barns, such as: the Pendexter Farm (M-21), Woodman Farm (D-13), Durham Point Road area (D-62), 300 Durham Point Road (D-67), Pickering Farm (N-13), Frink Farm (N-16), J.S. Pickering Farm (N-35), Adams Homestead (N-41) and the Benjamin Hoyt Farm (N-44). There are also other outbuildings including sheds, poultry barns and garages. There are relatively few connected farm complexes. Open agricultural land is located mainly on Perkins Road in Madbury, Newmarket and Bennett Roads, Durham Point and Langley roads in Durham and Little Bay and Nimble Hill roads in Newmarket.

53. Grain farming and grist milling, 1650-present: There are remains of a mill site on the Oyster River associated with 74 Mill Road (D-29).

54. Orchards and cider production, 1650-present: There is little if any evidence remaining of the orchards that were located throughout the Project Area. Roselawn Farm (105 and 100-102 Perkins Road, Madbury M-19 and M-20) retains buildings from the orchard period although the orchards are now overgrown or developed. The former deRochemont cider mill at 11 Old Post Road (N-33) was remodeled for residential use.

64. Poultry farming, 1870-present: There are disused and abandoned poultry barns at Roselawn Farm in Madbury (M-19) and at 310 Durham Point Road (D-68).

65. Dairy farming for urban markets, 1880-1940: The Beane Farm in Newington (NWN0205, N-79) is an example of a dairy farm complex determined eligible under Criterion C (2005). It lacks a scenic view and integrity of setting due to adjacent commercial and highway development. The National Register eligible Newmarket and Bennett Roads Farms Historic District in Durham (D-44) documented in 2010 included dairy farms. The Dame-Bedard Farm at 181 Newmarket Road is a significant farm complex of the 1920s. The existing electric utility ROW passes through wooded land of the agricultural district. The Spinney Farm (N-18) just outside the Project Area in Newington was the last operating dairy farm in the area.

68. Horticulture in New Hampshire, 1910-present: The UNH Woodman Horticultural Farm (D-13) has been an agricultural experiment station since the early twentieth century. The Elliott Rose Company in Madbury (MAD0050, M-06) is no longer intact; only the boiler plant and stack are extant. The formerly related houses in Area MAD-ER (M-04) may have significance in other contexts, but the district does not appear to convey associations with horticulture any longer.

RECREATION

Rural and waterfront recreation was an important theme relating to the following contexts:

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

72. Boarding house tourism, 1875-1920: Colony Cove House at 253 Durham Point Road and Highland Farm/Thompsons Inn at 90 Bennett Road represent this context. The former is in the Project Area, surrounded by newer homes. The latter, just outside the Project Area, retains a rural scenic setting.

73. Summer and vacation home tourism, 1880-present: Within the Project Area, there are several former summer homes and gentleman's farms on Durham Point, including Stone House Farm (D-69), 300 Durham Point Road (D-69), Oyster River Farm at 14 Deer Meadow Road (D-52) and 15 Langley Road (D-55). Newington summer homes in the Project Area include 188 Little Bay Road (N-07). Summer cottages are located in the Colony Cove Area (D-57) in Durham and on Little Bay Road in Newington (N-02).

78. Outdoor recreation in New Hampshire: Large tracts of land, mainly owned by UNH, are used for passive recreation such as hiking, running, biking and cross-country skiing. However, these have been used for recreation mainly within the last fifty years and are not historically significant in the area of recreation at this time. The Durham Boat Club (1970s) and Great Bay Marine (1950s) are outside the Project Area. The UNH athletic facilities have all been remodeled.

TRANSPORTATION

82. Pre-automobile land travel, 1630-1920: The Project Area was influenced by early roads and turnpikes. One related extant resource at the far edge of the Project Area is the house at the corner of Main Street and Mast Road in the Thompson School (D-17), which was the location of a toll house. The house at 183 Fox Point Road was a tavern and post office (N-19). None of the ferry or bridge sites that defined the area are within the Project Area.

86. The railroads in NH, 1842-1960: The Boston and Maine Railroad Western Division (D-01) is the principal historic transportation resource in the area, which has been determined eligible for the National Register and may be affected by the project. Other railroads in the area are not eligible or not extant. The listed Newington Depot (NWN0168) is outside the Project Area. The Durham-UNH Railroad Station (D-20) could be individually eligible.

88. Automobile highways and culture, 1900-present: There is little evidence of the early 1900s White Mountains Highway or 1950s Spaulding Turnpike due to recent road and bridge construction. There are no extant historic roadside businesses in the Project Area.

89. Aviation in New Hampshire: Pease Air Force Base was determined not eligible for the National Register as an air base, but the runways and associated buildings have not been assessed purely as an aviation resource. In the same location since the 1950, they are outside the Project Area.

COMMUNICATIONS AND UTILITIES

90. Water supply, distribution and treatment in New Hampshire, 1850-present: The Portsmouth Water Department Pumping Station adjacent to the newly-rebuilt Spaulding Turnpike in Newington is eligible within this context (NWN0228, N-70). The Oyster River Reservoir and UNH Waterworks (D-25) are also related, but lack integrity of setting due to surrounding new buildings.

91. Gasoline and oil distribution in New Hampshire, 1900-present: The oil tank farms on the Piscataqua have been replaced over time. Some are in original ca. 1950 locations, but most have been replaced with new structures. Sprague Energy (N-58) was determined not eligible (2004).

93. Electricity generation and distribution in New Hampshire: The Schiller power plant dates from 1949 but has been enlarged and remodeled. The setting is defined by tall utility structures. The northern half of the PSNH area is the more recent Newington power plant. The Durham and

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

Newington Cable Switch Houses (D-72 and N-01) are the only evidence remaining of the original 1902 transmission line. The existing 34.5 kV lines in the project corridor date from 1949 and 1965.

EDUCATION

This is a significant theme in the Project Area. Individual or groups of resources on the University of New Hampshire campus in Durham may be eligible for the National Register in the Area of Education.

104. Higher education, 1770-present: The University of New Hampshire campus (D-21) could be considered as a large historic district of as many as one-hundred buildings, or individual buildings would be eligible that represent a particular period, trend or event in university history. UNH buildings have been remodeled to varying degrees inside and out, but most retain the ability to contribute to a historic district and some have been preserved and restored. They include academic buildings, several groups of historic dormitories and athletic facilities most of which have been rebuilt. The Thompson School of Applied Sciences (D-17) is distinct from the main campus, although adjacent. It has a mix of historic and recent buildings and could be considered as part of a large UNH historic district, or separately. Individual academic buildings within campus might have significance related to their profession of study.

105. Elementary and secondary education, 1770-present: There are several historic schoolhouses in the Project Area (M-11, D-62, P-07). All have been remodeled, but have characteristic form, brick construction and other details to convey their historic function; they warrant further study to determine integrity.

106. Libraries in New Hampshire: The Langdon Library in Newington contributes to the historic district (N-16) and has a compatible newly completed addition. In UNH (D-21), Hamilton Smith Hall retains integrity while Dimond Library of 1958 does not.

POLITICS AND GOVERNMENT

107. Local government, 1630-present: The two small town centers in and near the Project Area represent this context. The properties in the National Register-listed Newington Center Historic District (N-16) and the potential Madbury Center (M-01) district also have individual importance as examples of public building types. The former Madbury Fire Station (M-11), once the Center School, includes the site of the first meetinghouse. The 1950s Newington town buildings (N-24, N-42) reflect the dislocation of the town by the air force base.

111. Fighting the Depression in New Hampshire: The CCC, WPA, and other public works programs, 1929-1940: Many UNH buildings were erected between 1936 and 1940 with federal funding. The Main Street Railroad Bridge (D-19) and the National Register eligible General Sullivan Bridge (DOV0158) just outside the Project Area date from that period.

SOCIAL HISTORY

113. Historic preservation, 1899-present: Newington and Durham were early communities to adopt local historic district ordinances and list districts on the National Register, one within the Project Area and one not.

115. Social organizations in New Hampshire: The UNH fraternities and sororities (D-12) related to this context are on the far edge of the Project Area.

ETHNIC HERITAGE

126. The French-Canadians in NH, 1840-present: This context is represented by the National Register eligible Newmarket and Bennett Roads district (Area DUR-DMDS, D-44).

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****COMMUNITY PLANNING AND DEVELOPMENT**

131. Suburban/bedroom community growth in New Hampshire, ca. 1850-present: Properties and neighborhoods in the area would be eligible for the National Register within this context. In Durham in particular, large residential subdivisions were built, first along existing roads and then on adjacent new streets in the 1920s through the 1960s. Madbury Road (D-11) and Mill Road (D-27) were developed in the 1920s, followed by Edgewood Road (D-09), upper Madbury and Emerson roads (D-07). Durham's outlying large mid-twentieth century subdivisions have just reached fifty years old: Faculty (D-30), Woodridge (D-32) and Wedgewood (D-51). All are in wooded settings. The Gosling Meadows housing development in Portsmouth (P-01) is of interest as early public housing, though it is much remodeled and located adjacent to the mall parking lot.

136. Public and private cemeteries and burials: The Newington Cemetery contributes to the historic district and also has potential significance as an individual resource due to its age and use as the town cemetery for 300 years. The Mooney Cemetery contributes to the Bennett Newmarket Roads district. The multiple small cemeteries in the area vary in integrity. Most are in wooded sites without views. Some are associated with larger historic properties.

Recommendations for Further Survey

Recognizing that not all of the pre-1968 historic resources identified within the APE require determinations of National Register eligibility for the purposes of this project, Preservation Company used a number of factors in determining which properties may require further survey. The list recommended for further survey is based on an assessment of each property's potential to be affected by the Project, and by its current setting (for instance whether, due to surrounding late 20th century buildings and structures, the proposed transmission line would not change the integrity of setting). With one exception, all potential effects from the Project are indirect/visual. Thus, properties that have no visual relationship to the Project are not recommended for further survey.

Based on analysis of mapping, Project viewshed maps, Google Earth Ground-Level View/digital 3-D modeling, and fieldwork as described in the Methodology section, those properties most likely to be visually influenced by the Project were identified. The majority of properties in the one-mile wide APE have no view or visibility of the Project. In this region, long distance scenic views are limited by largely wooded topography and the extent of modern residential and commercial development.

Properties recommended for further survey include: 1) resources where the Project will be visible in a historically significant view from the historic resource; and 2), resources where the Project is substantially included in the view of the historic property when it is viewed from a public right of way. Also, those resources that were determined eligible for the National Register more than ten years ago will require updated survey pursuant to NHDHR guidelines.

The following properties in the SRP Project Area are recommended for further survey:

BOSTON AND MAINE RAILROAD WESTERN DIVISION HISTORIC DISTRICT, MADBURY AND DURHAM

The Project is located immediately adjacent to the railroad tracks for several miles. The historic district area form for the Boston to Portland Passenger Rail Study was completed in 1993. The Boston and Maine Railroad Western Division Area Form should be amended to record changes since that time and to identify contributing and non-contributing buildings and structures.

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****UNIVERSITY OF NEW HAMPSHIRE, DURHAM**

The underground segment of transmission line avoids an effect on the historic UNH campus and its key buildings, including the eligible and listed Thompson Hall and Morrill Hall. There is little or no potential visibility or views of the Project in relation to historic buildings in the campus center. The overhead transitions are north and south of Main Street in areas defined by large new buildings and parking lots. However, the extent of effects on the University would depend on the boundaries defined for eligible buildings or districts. Major buildings would likely be individually eligible for the National Register. As a potential historic district, the campus could be viewed as a whole, or divided into smaller areas by function.

NEWMARKET AND BENNETT ROADS FARMS HISTORIC DISTRICT, DURHAM

The NHDHR historic district documentation for this area was completed in 2010 (Area DUR-DMDS). There have been no substantial changes to area properties since that time and updated survey information will not be required until 2020.

LITTLE BAY UNDERWATER CABLE SWITCH HOUSES, DURHAM AND NEWINGTON

The two cable switch houses and the underground cable form a potential historic district. The associated overhead transmission line from 1902 is no longer extant in Newington or Durham. The cable switch houses (D-72 and N-01) will be affected by the Project. The Cable Switch House in Durham will need to be moved for Project construction.

PICKERING FARM, 339 LITTLE BAY ROAD, NEWINGTON

The electric utility corridor crosses the land associated with this significant early nineteenth century farm complex (N-13) with house, barn and small family cemetery (N-14). The public view of the house and barn from Little Bay Road includes the open fields extending north beyond the utility ROW where the existing distribution line is visible. This property was documented as #58 in the 1981 Newington survey and 2005 Newington Townwide Area Form.

NEWINGTON CENTER HISTORIC DISTRICT – FRINK FARM

The Project passes through the National Register listed historic district (N-16), on the open fields of the Frink Farm. The documentation for the Newington Center Historic District from 1987/1991 should be updated to record any changes within the district. These are mainly the construction of one new residence within the district and the recent addition to the library. The individual significance of the Frink Farm or other buildings in the district has not been previously assessed.

PICKERING/ROWE HOUSE, 50 OLD POST ROAD, NEWINGTON

This early eighteenth century house (N-26) was remodeled several times during its centuries of ownership by the Pickering family. In the twentieth century it was the home of local historian John Frink Rowe. The house is oriented south in the direction of the Project and has gardens and open land providing a view of the Newington historic district. This is #120 in the 1981 Newington survey and 2005 Newington Townwide Area Form.

PORTSMOUTH WATER DEPARTMENT PUMPING STATION, ARBORETUM DRIVE, NEWINGTON

The Determination of Eligibility for the pumping station and water tank, adjacent to the Project and the Spaulding Turnpike, is now more than ten years old. Updates would be required to NWN0228 although no specific alterations to the resource are evident.

23. Periods(s) of Significance

N/A

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****24. Statement of Integrity**

Individual historic resources in the Project Area retain generally high levels of architectural integrity. There are many well-preserved and minimally altered nineteenth century houses, with integrity of design, materials and workmanship in Durham, Madbury and Newington. Some buildings have replacement windows and vinyl siding, while others have more extensive alterations and additions. In Durham, residential neighborhoods retain their historic settings and subdivision plans, with some more recent infill. Most buildings and structures in the area retain sufficient integrity to warrant further survey and evaluation. Few have completely lost integrity.

University of New Hampshire historic buildings generally retain integrity. Some have been restored and others remodeled in recent years. The central campus has integrity of setting, but the edges are defined by new buildings.

Agricultural resources are intact in some places. Most represent the nineteenth and twentieth centuries. There is little evidence remaining of the early settlement and colonial periods. Newington has several historic farm complexes, some with associated open land. There are farms in Durham on Durham Point and Bennett Road. Newington has many historic barns, while historic farm houses in Durham and Madbury now lack barns or other outbuildings. In Madbury, the character of the area was changed recently by the removal of the rose greenhouses. Recent residential subdivision and commercial development have diminished the agricultural character of the region.

In Newington on Woodbury Avenue and Shattuck Way, there are few intact resources and large areas of new construction. Little remains of the historic farms or early waterfront industries. The WWI-era Shattuck Shipyard has been replaced. Extensive reconstruction of the Spaulding Turnpike in recent years has further altered the setting of the area. Pease Industrial Tradeport retains few buildings of the 1950s airbase and has large new buildings and new street patterns.

25. Boundary Justification

The Project Area for the Seacoast Reliability Project includes an area of potential indirect effects of a half-mile on all sides of the project corridor.

26. Boundary Description

N/A

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AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

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- 1996 Thompson Hall, University of New Hampshire, Durham (DUR0010)
- 1998 Portsmouth Project Area Form - Joint Pipeline Project, FERC Docket No. CP97-238-000
- 2003 Sprague Energy Area Form (Area NWN-SP)
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- 2004 DOV0158 General Sullivan Bridge over Little Bay, Dover and Newington (Richard Casella, Frank Griggs, Carol Hooper)
- 2005 NWN0148 Benjamin S. Hoyt House and Barn, NWN0168 Newington Railroad Depot/Toll House, NWN0201 John Downing House and Barn, NWN0204 Beane Farm, NWN0205 Isaac Dow House, NWN0228 Portsmouth Water Booster Station
- 2005 Patterson Lane Historic Area, Newington (Area NWN-PL)
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- 2005 Pease Air Force Base Railroad Spur Area Form, Newington (Area NWN-PR)
- 2005 US Route 1 Bypass Project Area Form
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- 2010 Newington Branch/Portsmouth-Dover Railroad Area Form, Portsmouth and Newington
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AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****Table of pre-1968 Properties in Project Area**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
M-01	Madbury	Town Hall Road, Lee Road	Madbury Town Center Area: Madbury Town Hall, Union Congregational Church, Library, cemeteries and Town Green	1861 - early 20th C.	Tax Maps 06, 07, 08	#27, #28 (1983)		001, 002
M-02	Madbury	10 Lee Road	DeMerritt Homestead/Apartments	ca. 1810	08/09	#43, #44 (1983)		003
M-03	Madbury	off Lee Road	Airmet-Tasker Cemetery		08/39			-
M-04	Madbury	Madbury and Knox Marsh roads	William H. Elliott Rose Company Historic District: includes Rowe Store, Manager's House, Reynolds Farm, Miles-Young-Elliott House, Greenhouses demolished	Early 1900s	Tax Map 08	Area MAD-ER	Y (2000 historic district)	004
M-05	Madbury	318 Knox Marsh Road	Rowe Store and Greenhouse store in Elliott Rose Company Historic District	ca. 1919	08/01-H	#54 (1983), MAD0054	Y (2000, in district)	-
M-06	Madbury	320 Knox Marsh Road	Elliott Rose Company Greenhouses (demolished) in Elliott Rose Company Historic District	N/A	08/01	MAD0050	Y (2000, in district)	-
M-07	Madbury	326 Knox Marsh Road	Manager's House in Elliott Rose Company Historic District	c. 1880	08/01-G	#53 (1983), MAD0053	Y (2000, in district)	-
M-08	Madbury	330 Knox Marsh Road	Reynolds Farm-Elliott Boarding House in Elliott Rose Company Historic District	ca. 1880	08/01-F	#52 (1983), MAD0052	Y (2000, in district)	-
M-09	Madbury	337 Knox Marsh Road		ca. 1910	07/02	#49 (1983)		006
M-10	Madbury	182 Madbury Road		ca. 1790	08/15	#45 (1983)		-
M-11	Madbury	178 Madbury Road	former Fire Station/Center School	ca. 1840/1950	08/16	#46 (1983)		007
M-12	Madbury	173 Madbury Road	Miles-Young-Elliott House in Elliott Rose Company Historic District	ca. 1817/1948	08/23	#47 (1983), MAD0047	Y (2000, in district)	008
M-13	Madbury	171 Madbury Road		ca. 1815	08/24	#48 (1983)		009
M-14	Madbury	55 Evans Road	Nathaniel Meserve House	ca. 1833	08/06	#61 (1983)		011
M-15	Madbury	off Evans Road	Hooper Cemetery		09/12			-

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
M-16	Madbury	off Miles Road	Foss Cemetery		08/20			–
M-17	Madbury	Perkins Road at Boston and Maine/Pan Am Railroad	Perkins Road Railroad Bridge	ca. 1910-1911		MAD0002	Y (1993, in district, 2009 individual) deck removed	–
M-18	Madbury	124 Perkins Road	Jackson House	ca. 1846	08/10	#62 (1983)		012, 013
M-19	Madbury	105 Perkins Road	Roselawn Farm	ca. 1850	09/18	#64 (1983)		014
M-20	Madbury	100-102 Perkins Road	part of Roselawn Farm	ca. 1940	09/18-A1			015, 016
M-21	Madbury	12 Pendexter Road	Pendexter House and barn	ca. 1820	09/39	#63 (1983)		017, 018
M-22	Madbury	15 Pendexter Road		ca. 1963	08/12			019
D-01	Madbury-Durham	Pan Am Railways	Boston & Maine Railroad Western Division Historic District	ca. 1842/ca. 1911			Y (1993)	–
D-02	Durham	8 Beech Hill Road		ca. 1870	09/14-1			020
D-03	Durham	9 Beech Hill Road		ca. 1960	09/13-3			–
D-04	Durham	145 Madbury Road		ca. 1930	01/10-2			021
D-05	Durham	US Route 4 over B&M/Pan Am Railroad	US Route 4 Bridge, Durham 097/141	ca. 1966			unknown (1993, in district)	–
D-06	Durham	1-5, 7 Pendexter Road	Pendexter Road Area	ca. 1900-1960	01/11-3 through 11-8			022, 023, 024, 025

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
D-07	Durham	95-135 Madbury Road, 1-23 Emerson Road, 1 Tom Hall Road, 2- 12 Hampshire Avenue, 2-5 Lundy Lane, 47-63 Edgewood Road, 1-8 Scotland Road	Madbury-Emerson Road Area	1930s- 1970s	Tax Map 01			026 -055
D-08	Durham	22 Emerson Road	Fitts Farm	early 20th c./ca. 1965	01/16-3			056
D-09	Durham	11-48 Edgewood Road, 6-26 Meadow Road, 4-23 Davis Avenue	Edgewood Road Area	mid- 20th C.	Tax Map 01&02			057 -064
D-10	Durham	1 Fairchild Drive		ca. 1790; moved 1980s	Tax Map 01/04- 30			065
D-11	Durham	43-92 Madbury Road, 2-12 Woodside Drive, Davis Court, 1-60 Bagdad Road	Madbury-Bagdad Road Area	early/mi d-20th C.	Tax Map 02&03			066 -071
D-12	Durham	18-22 Garrison Avenue, 22- 39 Madbury Road, 2-14 Strafford Avenue	Student Housing, Fraternity and Sorority Area	late 19th- early/mi d-20th C.	Tax Map 02			072 -075
D-13	Durham	10 Spinney Lane	Woodman Horticultural Farm	19th C./1917	09/27- 0UNH			076, 077
D-14	Durham	off Spinney Lane	Woodman Cemetery	19th C.	09/27- 0UNH			077
D-15	Durham	281 Mast Road Extension		ca. 1965	09/15			-

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
D-16	Durham	283 Mast Road Extension	Kelley House	ca. 1930, ca. 1971	09/21-1			-
D-17	Durham	Main Street, North Drive, Mast Road	Thompson School Historic Area	early/mid-20th C.	09/23-1UNH			078 -089
D-18	Durham	off Mast Road Extension	Woodman Cemetery		09/23-1UNH			090
D-19	Durham	Main Street over B&M/Pan Am Railroad	Main Street Bridge, Durham 095/121	ca. 1936			Y (1993, in district)	091, 094
D-20	Durham	3 Depot Road at B&M/Pan Am Railroad	Durham-UNH Railroad Depot and UNH Dairy Bar	1911-1912			Y (1993, in district)	092, 093, 094
D-21	Durham	Main Street, Garrison Avenue, Ballard Street, Brook Way, Quad Way, Academic Way, Library Way, College Road, Depot Road	Historic UNH Campus Area	1892-present	13/7-2UNH			095 -124
D-22	Durham	Main Street	Thompson Hall (in Historic UNH Campus Area)	1892-1893		DUR0010	Y (1996), NR (1996)	103
D-23	Durham		Morrill Hall (part of Historic UNH Campus Area)	1902-1903		DUR0009	Y (1992)	-
D-24	Durham	B&M/Pan Am Railroad over Library Way	Library Way Railroad Bridge (in Historic UNH Campus Area)	ca. 1911			Y (1993, in district)	-
D-25	Durham	Waterworks Road	Dam and water treatment plant and Oyster River Reservoir Dam	1930s	13/7-2UNH			125, 126
D-26	Durham	B&M/Pan Am Railroad over Oyster River	Oyster River Railroad Bridge	ca. 1911			Y (1993, in district)	-
D-27	Durham	6-70 Mill Road	Mill Road Historic Area	early/mid-20th C.	Tax Map 06			128 -136
D-28	Durham	Off Mill Road	McDaniel Cemetery		06/03-31			-

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
D-29	Durham	74 Mill Road	includes Chesley Mill site	ca. 1800	06/04-1			137, 138
D-30	Durham	Oyster River Rd, Hoitt Dr, Garden Lane, Faculty Rd, Valentine Hill Rd, Magrath Rd, Croghan Lane, Thompson Lane, Burnham Ave, Mill Pond Rd, Chesley Dr	Faculty Development Area	1950s-1970s	Tax Map 06			139 -146
D-31	Durham	3 Foss Farm Road	Stevens house and barn	ca. 1700	06/01-6			147, 148
D-32	Durham	87-105 Mill Road, Woodridge Road, Moharimet Way, Bartlett Road, Meserve Road	Mill Road/Woodridge Development	ca. 1965-1970s	Tax Map 07			149 -156
D-33	Durham	Off Mill Road	Davis Cemetery		07/1-1			-
D-34	Durham	Off Mill Road	West Foss Farm		14/40-0UNH			-
D-35	Durham	Off Bennett Road	East Foss Farm		15/29-0UNH			-
D-36	Durham	Off Foss Farm Rd	Stevens Cemetery (in East Foss Farm)		15/29-0UNH			-
D-37	Durham	86, 90, 98 Bennett Road, 179-191 Packers Falls Road, 1 Sullivan Falls Road	Packers Falls Area	mix of late 18th-mid 20th C.	Tax Maps 14&17			-
D-38	Durham	86 Bennett Road	Thompson Farm Land		14/34-0UNH, 14/39-0UNH			-
D-39	Durham	85 Bennett Road	Lord House	ca. 1957	17/54			-
D-40	Durham	64 Bennett Road		ca. 1810	14/36-3			159

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
D-41	Durham	62 Bennett Road	Bennett Farm	ca. 1750	14/36-4			160
D-42		Bennett Road over B&M/Pan Am Railroad	Bennett Road Railroad Bridge, 093/080	ca. 1910, rebuilt 2003			unknown (1993, in district)	161
D-43	Durham	off Cold Springs Road	Parsons Cemetery		18/56-16			–
D-44	Durham	97-181 Newmarket Road/NH 108, 3-44 Bennett Road	Newmarket and Bennett Roads Farms Historic District	18th-20th C.	Tax Maps 15&18	Area DUR-DMDS	Y (2010)	162–169
D-45	Durham	127 Newmarket Road	Levi Hamel-Beliveau House, in Newmarket and Bennett Roads Farms Historic District	ca. 1912	15/21	DUR0013	Y (2010 in district)	166
D-46	Durham	110 Newmarket Road	Bunker-Emile Hamel Farm, in Newmarket and Bennett Roads Farms Historic District	ca. 1852	15/11	DUR0012	Y (2010 in district)	167
D-47	Durham	Newmarket Road over Hamel Brook	Hamel Brook Bridge, Durham 110/095, in Newmarket and Bennett Roads Farms Historic District	1902				–
D-48	Durham	97 Newmarket Road	Thompson-Pierre Hamel Farm, in Newmarket and Bennett Roads Farms Historic District	ca. 1720/ca. 1805	15/19	DUR0011	Y (2005, 2010 in district)	168, 169
D-49	Durham	125 Longmarsh Road	Smart House	ca. 1715	16/05-1			170
D-50	Durham	229 Longmarsh Road		ca. 1940	16/09			171
D-51	Durham	Sunnyside Drive, Pinecrest Lane, Willey Road, Denbow Road, Frost Drive	Wedgewood Development Area	ca. 1966-1970s	Tax Map 08			172, 173, 174
D-52	Durham	14 Deer Meadow Road	Oyster River Farm	ca. 1910	23/19			–
D-53	Durham	26 Mathes Cove Road		ca. 1967	12/09-9			175
D-54	Durham	Off Mathes Cove Road	Mathes Cemetery		12/09-11			–

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
D-55	Durham	15 Langley Road	Mathes -Sandburg House	ca. 1861	12/11-1, 11-2			176, 177
D-56	Durham	50 Langley Road	Mathes-Langley House	ca. 1836	12/13-1			178
D-57	Durham	20-28 Colony Cove Road	Colony Cove Area	early/mid-20th c.	Tax Map 12			179, 180
D-58	Durham	38-40 Durham Point Road		ca. 1950	08/03			181
D-59	Durham	110 Durham Point Road	Seymour House	ca. 1939	16/02-1			–
D-60	Durham	129 Durham Point Road	Smart House	ca. 1800	11/39-1			182
D-61	Durham	177 Durham Point Road	Mathes-Stevens House	ca. 1840	12/10-4, 10-5			183, 184
D-62	Durham	247, 250, 253 and 260 Durham Point Road	Durham Point Historic Area, Langley House, Durham Point Schoolhouse, Colony Cove House, Mathes House	19th century	16/16-16/19, 12/14-12/16-1			185 –189
D-63	Durham	265 Durham Point Road		ca. 1958	20/16-4			–
D-64	Durham	267 Durham Point Road		ca. 1950	20/16-3			190
D-65	Durham	275 Durham Point Road		ca. 1950	20/14-2			191
D-66	Durham	280 Durham Point Road		ca. 1955	16/20			–
D-67	Durham	300 Durham Point Road	Meader Farm	ca. 1830	16/21-1			192, 193
D-68	Durham	310 Durham Point Road	collapsing barn, formerly of 300 Durham Point Road	19th century	16/21-4			–
D-69	Durham	313-315 Durham Point Road	Stone House Farm	ca. 1898	20/12-5, 20/12-7			194
D-70	Durham	345 Durham Point Road	Kent House	ca. 1720	20/11-1			195
D-71	Durham	off Durham Point Road	Fernald Cemetery		20/11-1			–

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
D-72	Durham	off Durham Point Road	Little Bay Cable Switch Houses potential historic district - Durham Cable Switch House	1902	20/12-1			196
N-01	Newington	off Gundalow Landing	Little Bay Underwater Cable Switch Houses potential historic district - Newington Cable Switch House	1902	22/5			197
N-02	Newington	76 Little Bay Road	Ira J. Witham Cottage	ca. 1930	09/06	#84 (1981)		198
N-03	Newington	84 Little Bay Road		ca. 1960	15/02	#78 (1981)		199
N-04	Newington	104 Little Bay Road		ca. 1966	15/03			200
N-05	Newington	116 Little Bay Road		ca. 1954	15/06			–
N-06	Newington	15 Dumpling Cove		ca. 1960	15/10			–
N-07	Newington	188 Little Bay Road	Joseph Adams/Meyers House	ca. 1760, ca. 1942	22/13	#71 (1981)		201
N-08	Newington	195 Little Bay Road		ca. 1850	23/01	#70 (1981)		202
N-09	Newington	224 Little Bay Road	Dame House	ca. 1850	23/16	#69 (1981)		203
N-10	Newington	251 Little Bay Road	Cyrus Frink House	ca. 1905, moved ca. 1952	23/15	#67 (1981)		204
N-11	Newington	275 Little Bay Road		ca. 1947	23/05	#60 (1981)		205
N-12	Newington	300 Little Bay Road	Frank Hoyt House	ca. 1809	23/08	#59 (1981)		206
N-13	Newington	339 Little Bay Road	Pickering Farm	ca. 1812	23/23	#58 (1981)		207, 208
N-14	Newington	Off Little Bay Road	Thomas Pickering Cemetery, in Pickering Farm	ca. 1825	23/21			–
N-15	Newington	2-9 Little Bay Road Extension	Little Bay Road Extension Area	ca. 1830, mid- 20th C.	23/9, 23/11, 23/13, 23/14	#61-65 (1981)		209 –212

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
N-16	Newington	Nimble Hill Road, Little Bay Road	Newington Center Historic District: includes Frink House, Cemetery, Parsonages, Congregational Church, Library, Town Hall, and Stone Schoolhouse; Town Forest	ca.1710 -1923	Tax Maps 17&24	NR (1987, 1991)	Y (1987, 1991)	213 -227
N-17	Newington	Off Nimble Hill Road	Coleman Family Cemetery		24/01			-
N-18	Newington	241 Fox Point Road	Elias Frink Farm/Spinney Farm	ca. 1850	10/18	#102 (1981)		228, 229
N-19	Newington	183 Fox Point Road	Rymes/DeRochemont House	ca. 1825	11/18	#114 (1981)		231
N-20	Newington	178 Fox Point Road	Percy DeRochemont machine shop	ca. 1951	11/20	#113 (1981)		232
N-21	Newington	133 Fox Point Road	James Hoyt House	ca. 1824	17/11	#131 (1981)		233
N-22	Newington	Off Fox Point Road	Hoyt Family Cemetery	ca. 1853	17/11			-
N-23	Newington	124 Fox Point Road		ca. 1835, moved ca. 1952	11/13	#133 (1981)		-
N-24	Newington	80 Fox Point Road	Newington Fire Station	ca. 1956	11/12			234
N-25	Newington	57 Fox Point Road		ca. 1950	17/02	#242 (1981)		235
N-26	Newington	50 Fox Point Road	Pickering House	ca. 1960	18/09	#239 (1981)		-
N-27	Newington	28 Fox Point Road	Hobbs House	ca. 1930	18/11	#237 (1981)		236
N-28	Newington	27 Fox Point Road		ca. 1961	18/07	#238 (1981)		237
N-29	Newington	16 Fox Point Road	Packard Farm	ca. 1860	18/01	#235 (1981)		238
N-30	Newington	11 Fox Point Road		ca. 1875, moved ca. 1952	18/05	#234 (1981)		239
N-31	Newington	8 Fox Point Road		ca. 1954	18/02	#232 (1981)		240
N-32	Newington	7 Fox Point Road		ca. 1805	18/04	#233 (1981)		241
N-33	Newington	11 Old Post Road	Clarence DeRochemont Cider Mill	ca. 1872/19 28	11/21	#116 (1981)		242
N-34	Newington	32 Old Post Road		ca. 1800/ca. 2010	10/16	#117 (1981)		243

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
N-35	Newington	46 Old Post Road	J. A. Pickering House	ca. 1840	16/08A	#119 (1981)		244
N-36	Newington	50 Old Post Road	Pickering-Rowe House	ca. 1710/c. 1840	17/15	#120 (1981)		245
N-37	Newington	249 Nimble Hill Road	Hammond House and Benjamin Bickford House	ca. 1934 and ca. 1710, moved ca. 1860	17/06	#126 (1981)		246, 247
N-38	Newington	248 Nimble Hill Road	James Coleman Homestead	ca. 1868	17/09	#125 (1981)		248
N-39	Newington	241 Nimble Hill Road		ca. 1864	17/05	#127 (1981)		249
N-40	Newington	233 Nimble Hill Road	Coleman House being remodeled	ca. 1838/2015	17/04	#129 (1981)		250
N-41	Newington	148 Nimble Hill Road	Adams Homestead	ca. 1717	11/11	#134 (1981)		251
N-42	Newington	133 Nimble Hill Road	Newington Elementary School	ca. 1959	11/12	#135, #136 (1981)		252
N-43	Newington	120 Nimble Hill Road		ca. 1965	11/08	#137 (1981)		–
N-44	Newington	97-105 Nimble Hill Road	Benjamin S. Hoyt House and barn	ca. 1887	12/10	#148 (1981), NWN0148	Y (2005)	253, 254
N-45	Newington	92 Nimble Hill Road		ca. 1961	12/09	#147 (1981)		255
N-46	Newington	84 Nimble Hill Road		ca. 1953 moved	12/06	#149 (1981), NWN0149	N (2005)	256
N-47	Newington	76 Nimble Hill Road		ca. 1963	12/05	#150 (1981)		–
N-48	Newington	72 Nimble Hill Road		ca. 1962	12/04	#151 (1981)		257
N-49	Newington	62 Nimble Hill Road	Estey House	ca. 1940	12/03	#152 (1981), NWN0152	N (2005)	258
N-50	Newington	57 Nimble Hill Road		ca. 1930	12/11	#154 (1981)		–
N-51		Nimble Hill Road over Flagstone Brook	Flagstone Brook Bridge, Newington 102/116	ca. 1955				–
N-52	Newington	18 Coleman Drive		ca. 1960	11/04	#144 (1981)		–
N-53	Newington	19 Coleman Drive		ca. 1965	11/09	#143 (1981)		–
N-54	Newington	24 Coleman Drive		ca. 1955	11/03	#142 (1981)		–

AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
N-55	Newington	518 Shattuck Way		ca. 1956	07/04	#163 (1981), NWN0163	N (2005)	-
N-56	Newington	516 Shattuck Way		ca. 1930	07/05	#162 (1981), NWN0162	N (2005)	259
N-57	Newington	399 Shattuck Way	Kershaw/Johnson House	ca. 1940	07/16	#177 (1981), NWN0177	N (2005)	262
N-58	Newington	372 Shattuck Way	Sprague Energy Plant	ca. 1919-1960s	07/14, 08/05	#180 (1981), NWN-Sprague	N (2005)	263, 264
N-59	Newington	365 Shattuck Way	Mary Olivia Laws House	ca. 1900	13/03	#181 (1981), NWN0181	N (2005)	266
N-60	Newington	100 Shattuck Way	Louis deRochemont Mansion	1862/1940	27/01-E	#224 (1981), NH State No. 556	Y (1998)	267
N-61	Newington	66 River Rd/Shattuck Way		ca. 1940	13/05A	#182 (1981)		268
N-62	Newington	23 River Rd		ca. 1955	19/05	#183 (1981), NWN0183	N (2005)	269
N-63	Newington	21 River Rd		ca. 1960	19/04	#184 (1981)		269
N-64	Newington	Off Spaulding Turnpike	Downing Family Cemetery	ca. 1845-1866	12/13	NWN0011	N (2005)	-
N-65	Newington	34 Patterson Lane		ca. 1960	19/06	#202 (1981)		270
N-66	Newington	46 Patterson Lane	John Downing House and barn	ca. 1738	13/11	#201 (1981), NWN0201	Y (2005)	271, 272
N-67	Newington	54 Patterson Lane		ca. 1965	13/10	#200 (1981)		273
N-68	Newington	58 Patterson Lane	Wall Cottage	ca. 1940	13/09	#199 (1981), NWN0199	N (2005)	274
N-69	Newington	off Patterson Lane	Rollins Family Cemetery	ca. 1800-1846	13/09	NWN0008	N (2005)	-
N-70	Newington	Arboretum Drive	Portsmouth Water Department, Auxiliary Pumping Station	ca. 1955	19/22	NWN0228	Y (2005)	275
N-71	Newington	Arboretum Drive over Railway Brook	Railway Brook Bridge, Newington 102/109	ca. 1955				-

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
N-72	Newington	148 Old Dover Road	Richard P. Hoyt House	ca. 1865	19/16	#207 (1981), NWN0207	N (2005)	276
N-73	Newington	off Old Dover Road	Dow Family Cemetery	ca. 1841-1856	19/13A	NWN0009	N (2005)	-
N-74	Newington	140 Old Dover Road	Payn House	ca. 1880	19/18	#209 (1981), NWN0209	N (2005)	277
N-75	Newington	138 Old Dover Road		ca. 1965	19/15	#210 (1981), NWN0210	N (2005)	277
N-76	Newington	40 Old Dover Road		ca. 1953	20/05	#221 (1981)		278
N-77	Newington	22 Fox Run Road	Holy Trinity Lutheran Church	ca. 1957	26/01	#231 (1981)		279
N-78	Newington	33 Fox Run Road		ca. 1930	26/06	#229 (1981)		280
N-79	Newington	2299 Woodbury Avenue	Beane Farm	ca. 1903	19/09	#204 (1981), NWN0204	Y (2005)	281, 282
N-80	Newington	2204 Woodbury Avenue	Isaac Dow House	ca. 1820	19/01A	#205 (1981), NWN0205	Y (2005)	283
N-81	Newington	Off Woodbury Avenue	Smith Family Tomb site	1842, demolished 1990s	26/05	NWN0010	N (2005)	-
N-82	Newington	2061 Woodbury Avenue	deRochemont House/Great Bay Services	ca. 1876	27/02	#226 (1981)		284
N-83	Newington	Off Woodbury Avenue	Richard Pickering Cemetery	ca. 1816	27/16-A			-
N-84	Newington	2001 Woodbury Avenue	Woodbury Corners plaza	ca. 1960/ c.a 2010	34/01	#249 (1981)		285
N-85	Newington	100 Piscataqua Drive	Tyco Sand and Gravel, formerly Simplex	ca. 1953	27/01	#225 (1981)		286
N-86	Newington	109 Gosling Road		ca. 1960/ca. 1980	28/01	#254 (1981)		287
N-87	Newington/ Portsmouth	165, 300, 325, 400 Gosling Road	Schiller and Newington Stations PSNH Power Plant Area	1949, 1974	28-04, 05, 06 (Newington); 214/01, 02, 03 (Portsmouth)	#250, #251, #252 (1980)		288-292

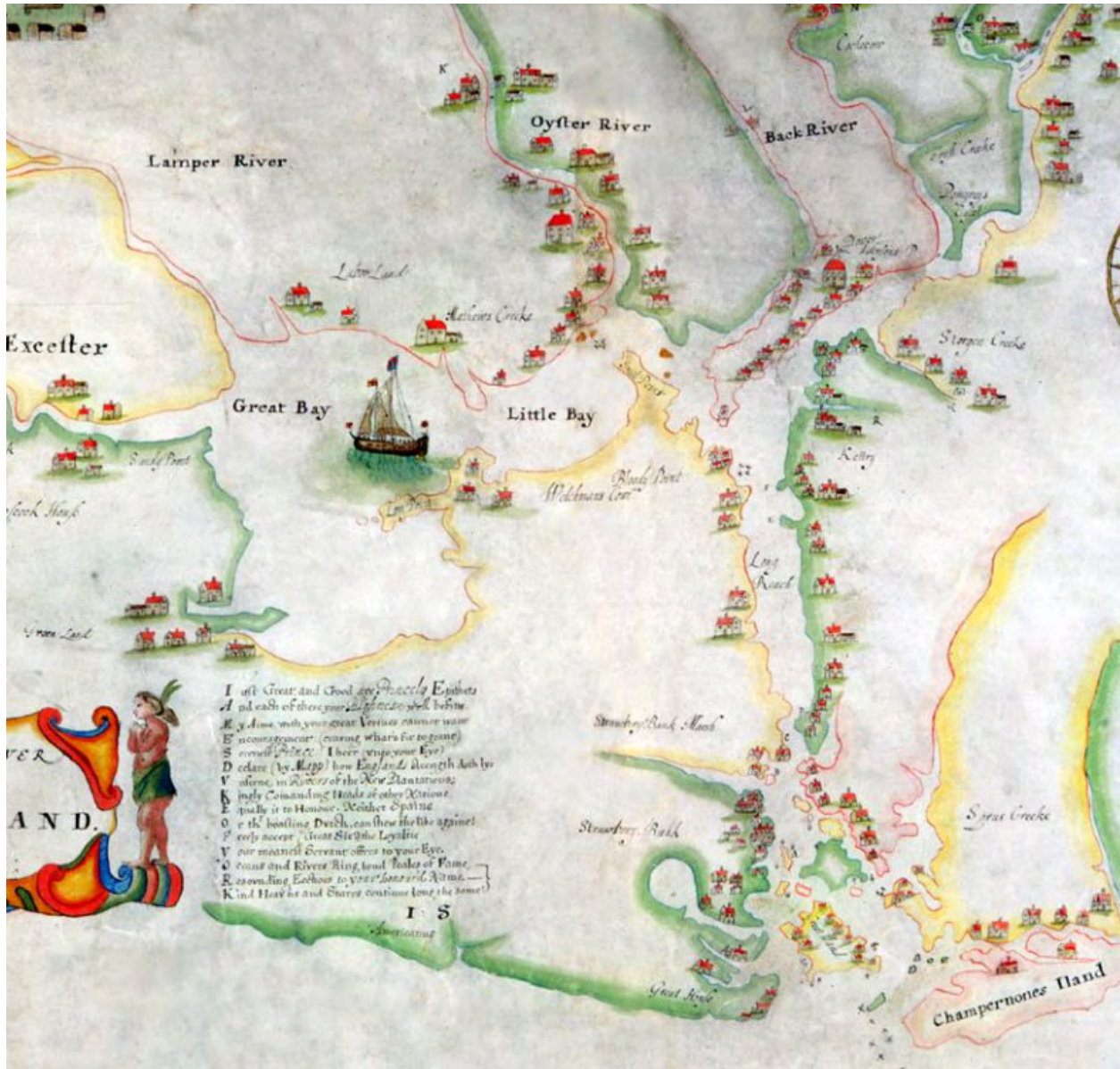
AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM**

ID	Town	Street Address	Name	Date	Tax Map/ Parcel	Survey No.	Eligibility (Date of DOE)	PHOTOS
N-88	Newington/ Portsmouth	Newington Branch RR	Newington Branch, Portsmouth and Dover Railroad	ca. 1874		Area NWN- NBPD	N (2010)	-
P-01	Portsmouth	Gosling Road, Winsor Road, Weald Road, Wedgewood Road	Gosling Meadows housing development	ca. 1958	239/12			293, 294
P-02	Portsmouth	114 Gosling Road		ca. 1961	215/03			295
P-03	Portsmouth	1850 Woodbury Avenue		ca. 1930/ c. 2000	239/09			296
P-04	Portsmouth	1725 Woodbury Avenue		ca. 1962/ca. 2000	215/10			297
P-05	Portsmouth	Off Woodbury Avenue	Oriental Gardens mobile home park	1960s	215/09			298, 299
P-06	Portsmouth	1550 Woodbury Avenue		ca. 1950	238/15			300
P-07	Portsmouth	1465 Woodbury Avenue	Woodbury Schoolhouse or Gravelly Ridge School	ca. 1853	216/03			301
P-08	Portsmouth	1338-1430 Woodbury Avenue	Old Woodbury Avenue Area	19th- 20th C.	Tax Maps 237&23 8			302, 303
P-09	Portsmouth	Spinnaker Way, Staysail Way, Dunlin Way, Osprey Drive, Blue Heron Drive, Shearwater Drive, Sanderling Way	Mariner's Village/Wentworth Acres	1941/ 1970s- 80s	Tax Maps 213, 217, 218	Area POR- MV	N (1995)	-
P-10	Portsmouth and Newington	Arboretum Drive, Newington Street, New Hampshire Avenue, International Drive	Pease Air Force Base	1951- 1956, demoliti on 1990s		Area POR- PAFB	N (2009)	-

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Historic Maps



1670 "Map of Pascataway River in New England," collection of British Library (From Durham Master Plan, <https://www.ci.durham.nh.us/planningandzoning/master-plan-adopted-2015-0>)

AREA FORM

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1794 map detail of southeastern New Hampshire, before Piscataqua Bridge built (Lewis 1794)

AREA FORM

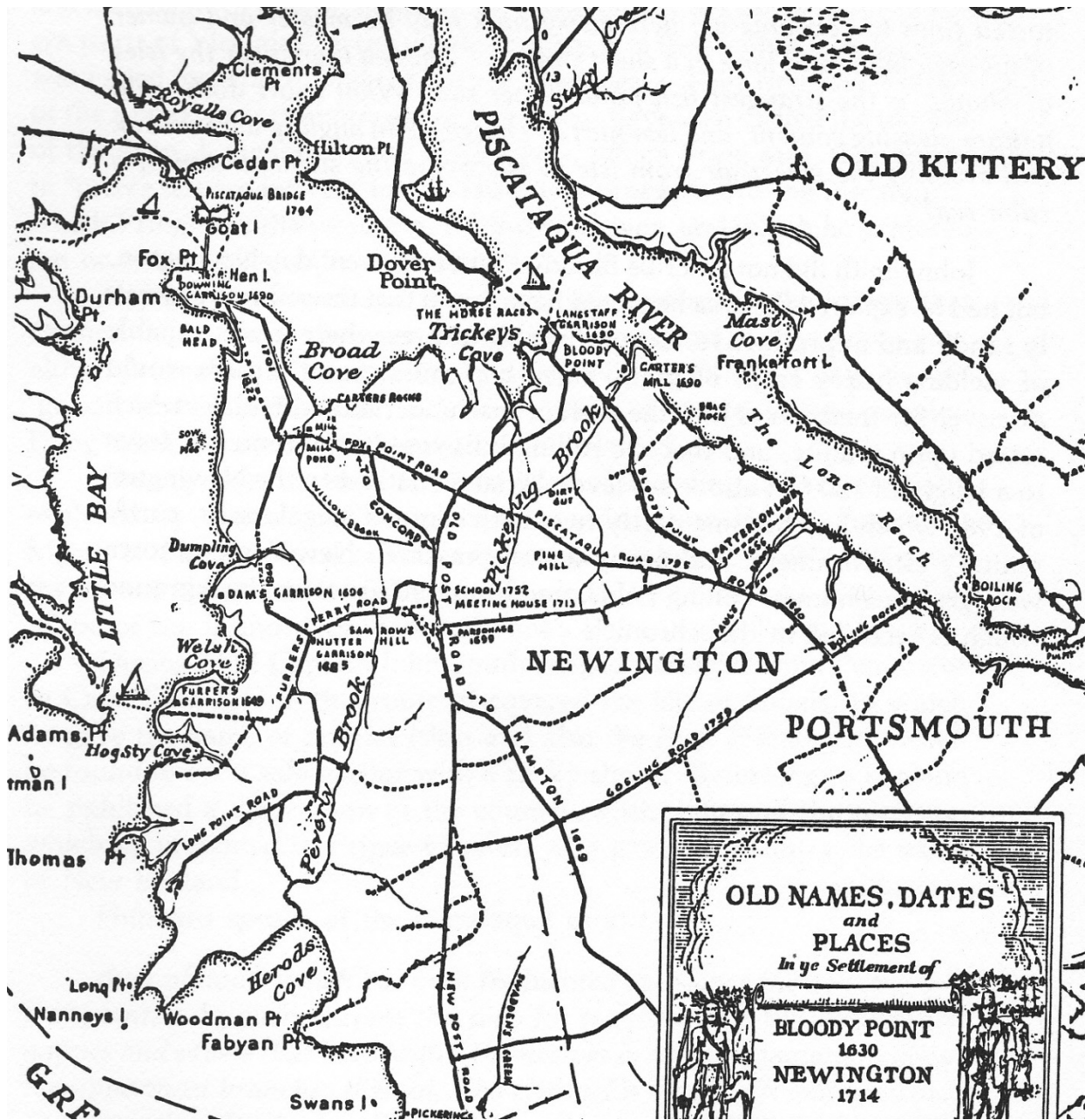
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1816 Map of New Hampshire showing the project area (Carrigain 1816)

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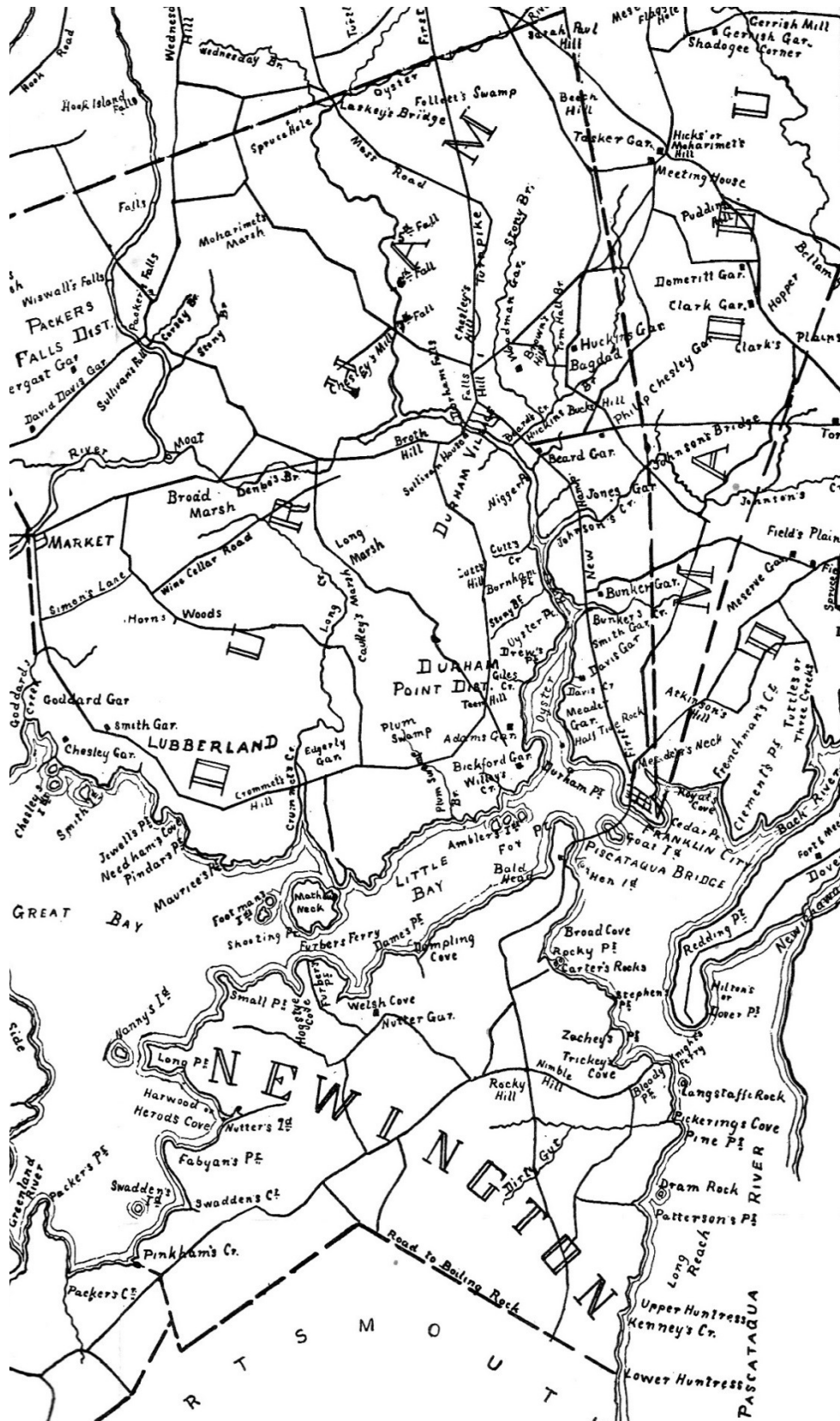
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Newington Old Names, Dates and Places (Frederick Pickering from Rowe 1987)

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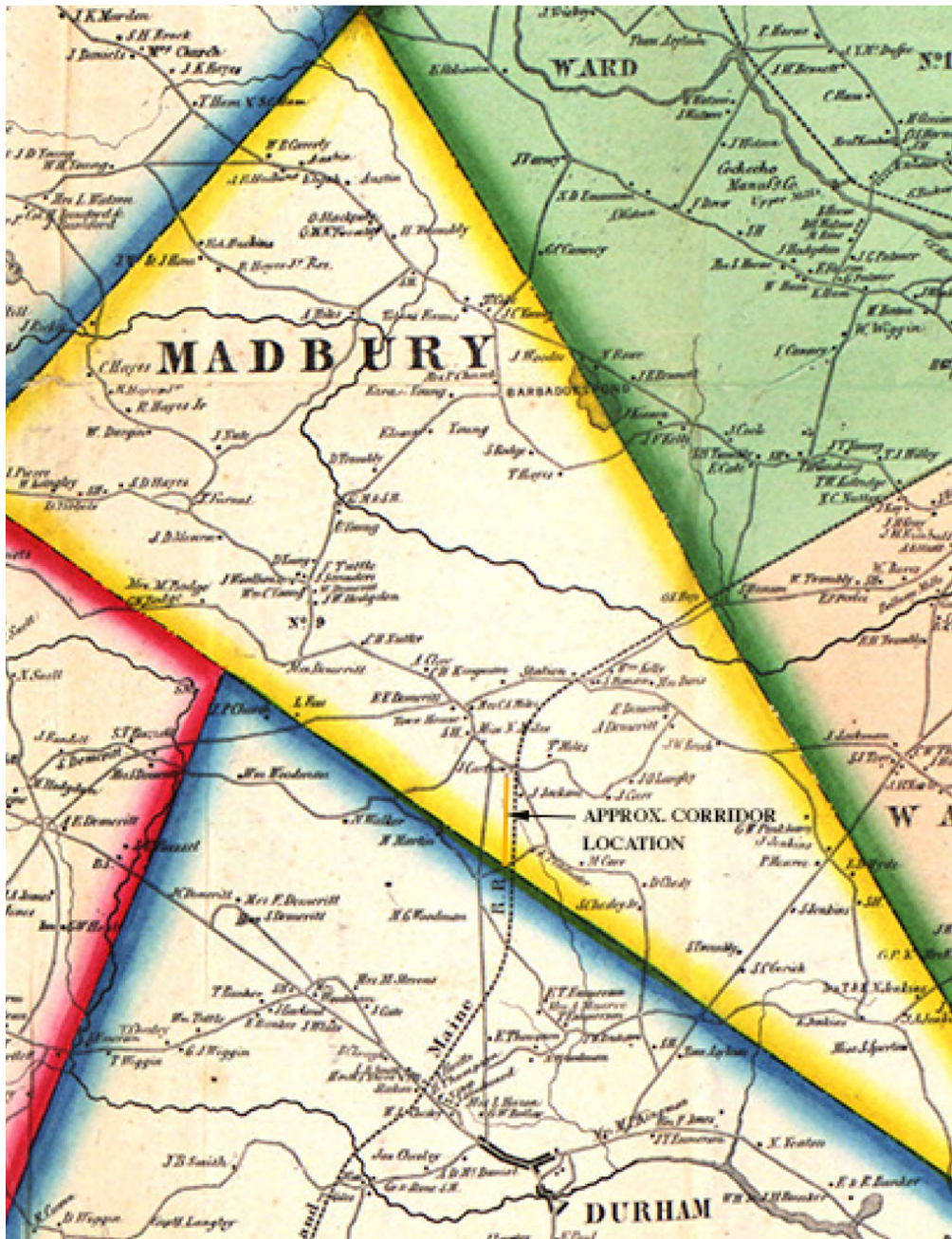
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Landmarks in Ancient Dover map (Thompson 1892)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Madbury Map of 1856 showing approximate project location (Chace 1856, from Bunker 2015)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Durham Map of 1856 showing approximate project location (Chace 1856, from Bunker 2015)

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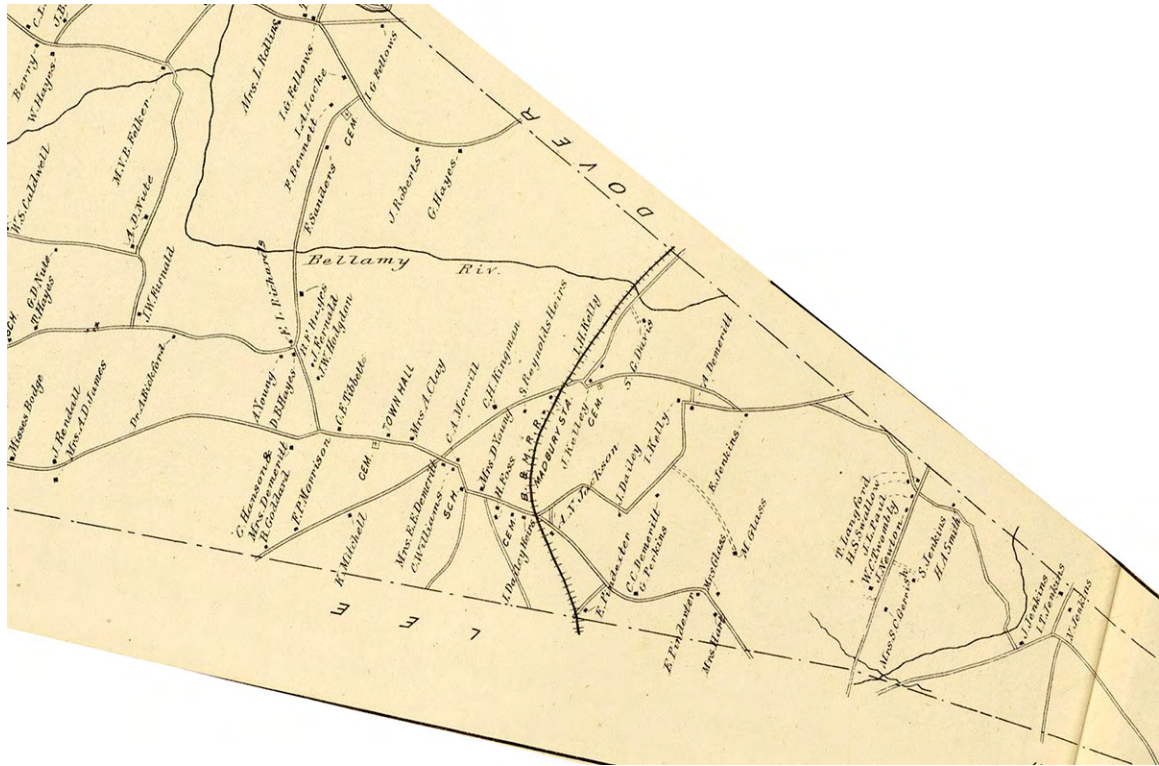
SEACOAST RELIABILITY PROJECT AREA FORM



Newington Map of 1857 showing approximate project location (Chace 1857, from Bunker 2015)

AREA FORM

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1892 Map of Madbury (Hurd 1892)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Durham Map of 1892 showing approximate project location (Hurd 1892, from Bunker 2015)

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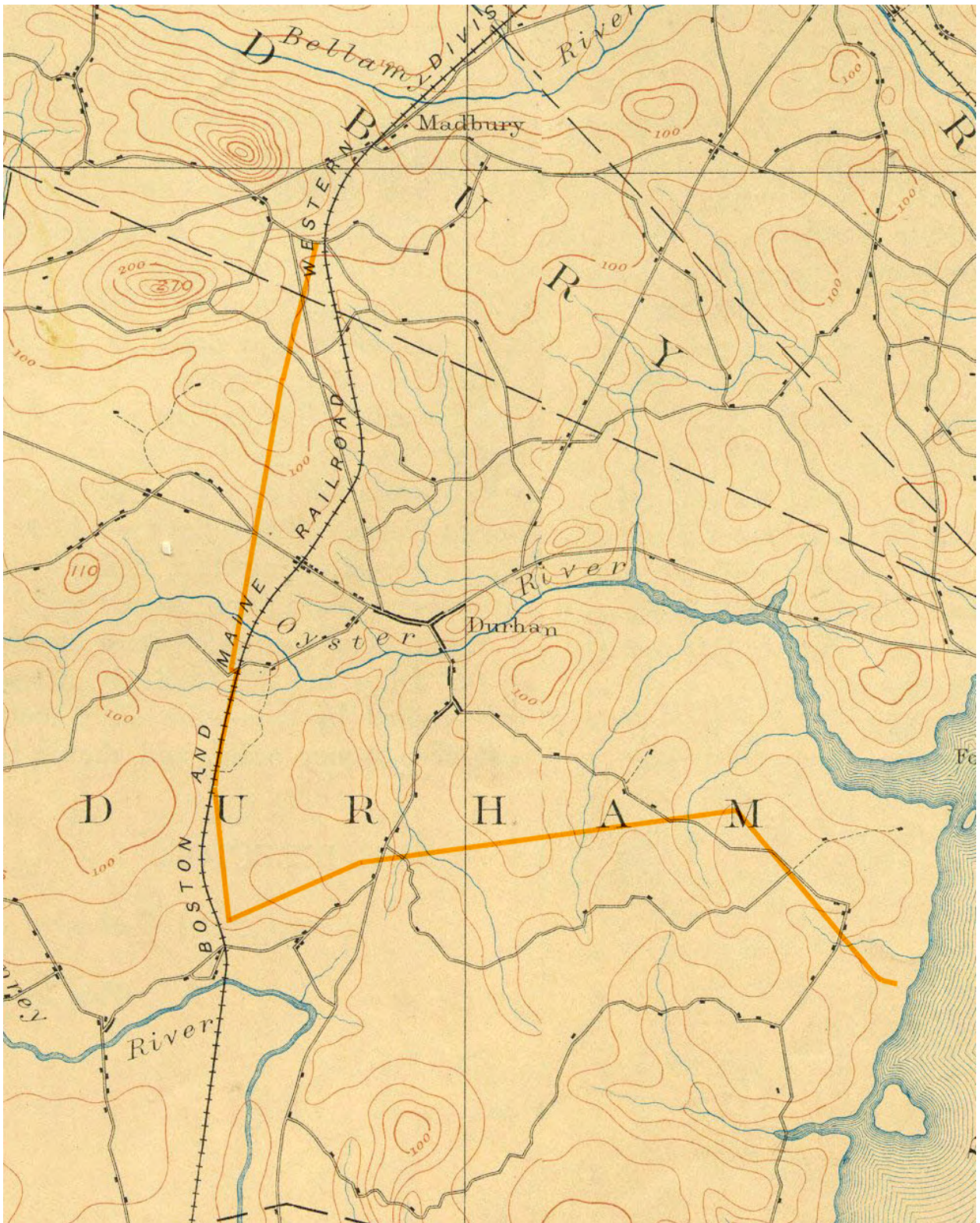
SEACOAST RELIABILITY PROJECT AREA FORM



Newington Map of 1892 showing approximate project location (Hurd 1892, from Bunker 2015)

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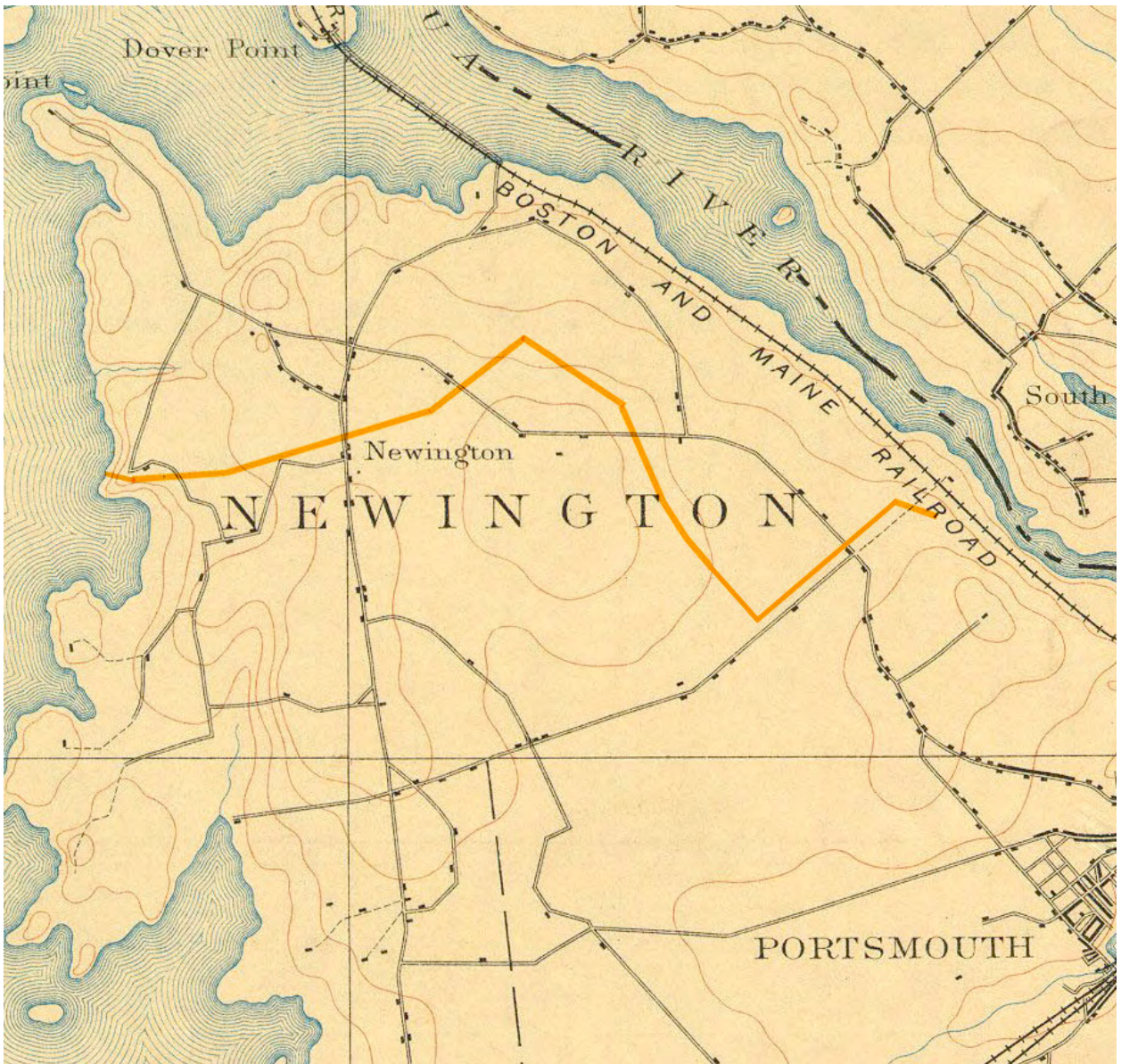
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1893 USGS Map of Madbury and Durham showing approximate project location (USGS 1893 from Bunker 2015)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



1893 USGS Map of Newington showing approximate project location (USGS 1893 from Bunker 2015)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



1918 USGS Map of Madbury and Durham showing approximate project location (USGS 1918 from Bunker 2015)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



1918 USGS Map of Newington showing approximate project location (USGS 1918 from Bunker 2015)

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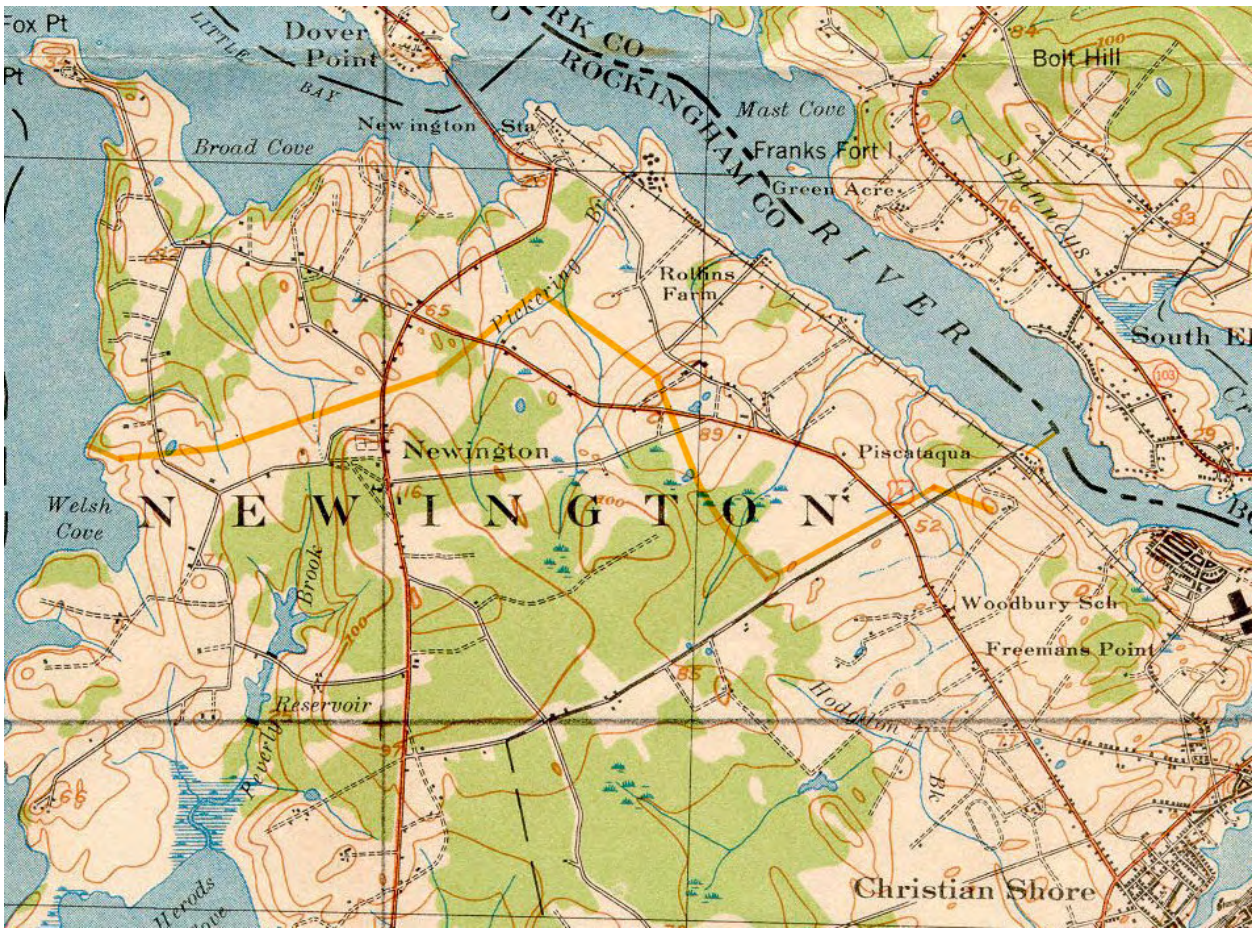
SEACOAST RELIABILITY PROJECT AREA FORM



1941 USGS Map of Madbury and Durham showing approximate project location (USGS 1941 from Bunker 2015)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



1941 USGS Map of Newington showing approximate project location (USGS 1941 from Bunker 2015)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



1956 USGS Map of Madbury and Durham showing approximate project location (USGS 1956 from Bunker 2015)

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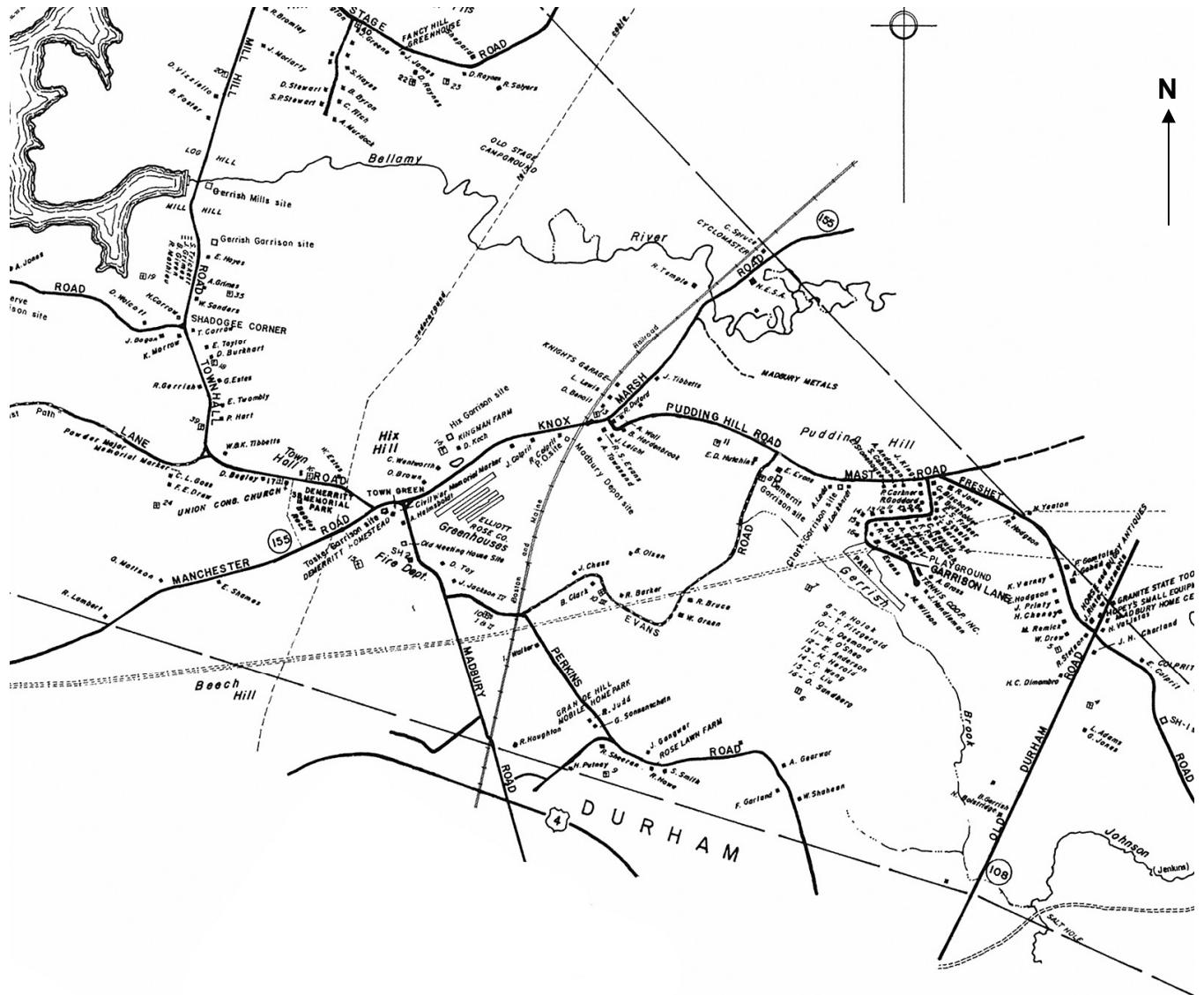
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1956 USGS Map of Newington showing approximate project location (USGS 1956 from Bunker 2015)

AREA FORM

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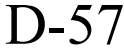

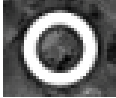



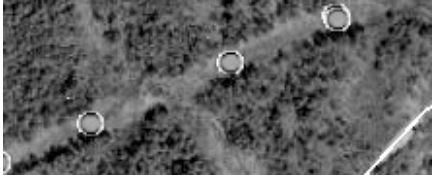
1880 Madbury map detail (<http://townofmadbury.com/MapCollection.html>)

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Project Mapping

Key to Project Area Maps

	Project ID
	Pre-1968 resource or area of resources that have not been surveyed
	Resource that has been surveyed and determined eligible
	Resource that has been surveyed and determined not eligible
	National-Register- or State-Register-Listed resource
	Areas – thick white line outlined; type indicated by symbol Black line is edge of APE and Project Area Thin white lines are roads
	Project Structures

AREA FORM

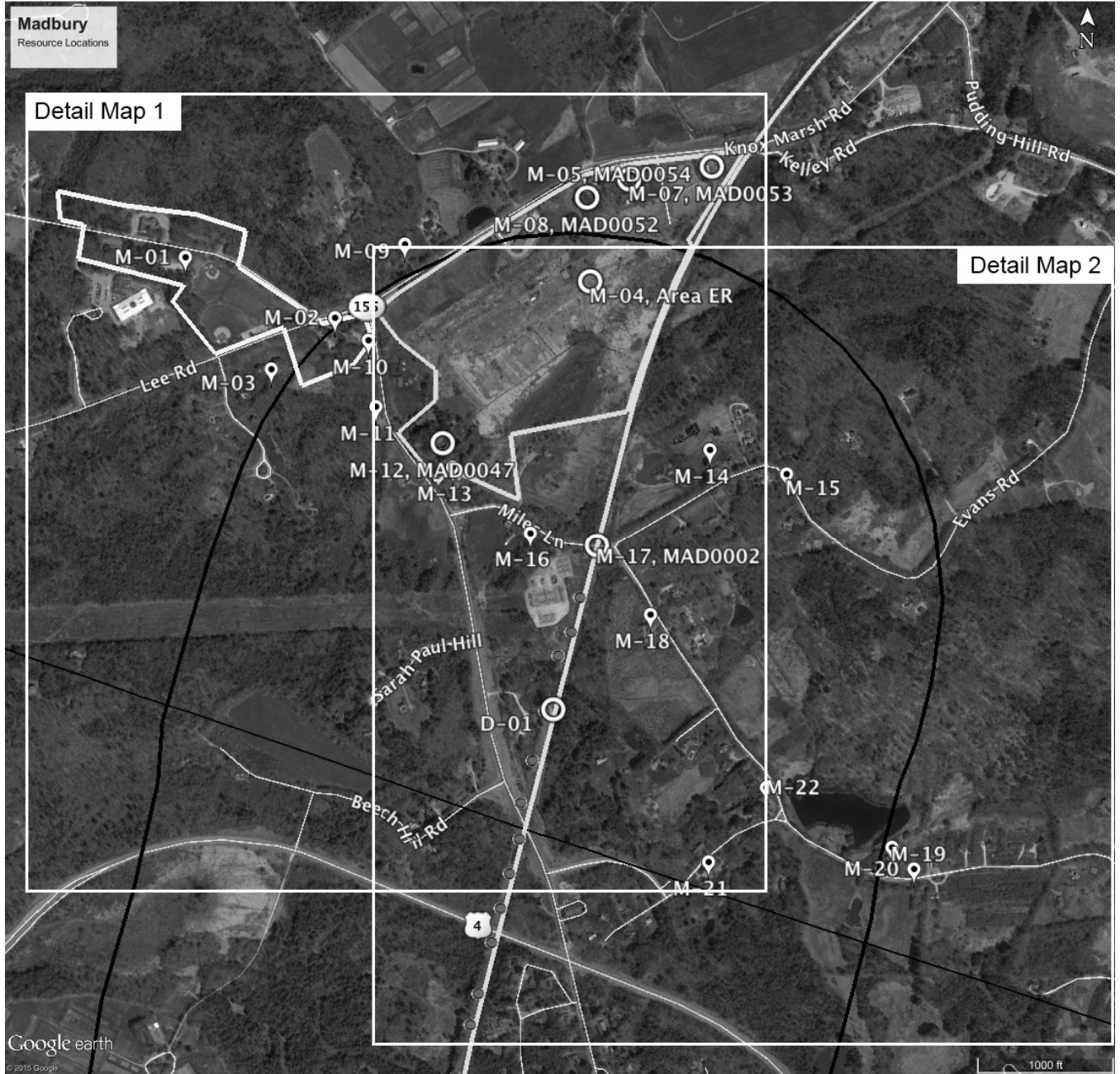
SEACOAST RELIABILITY PROJECT AREA FORM

Project Area Maps



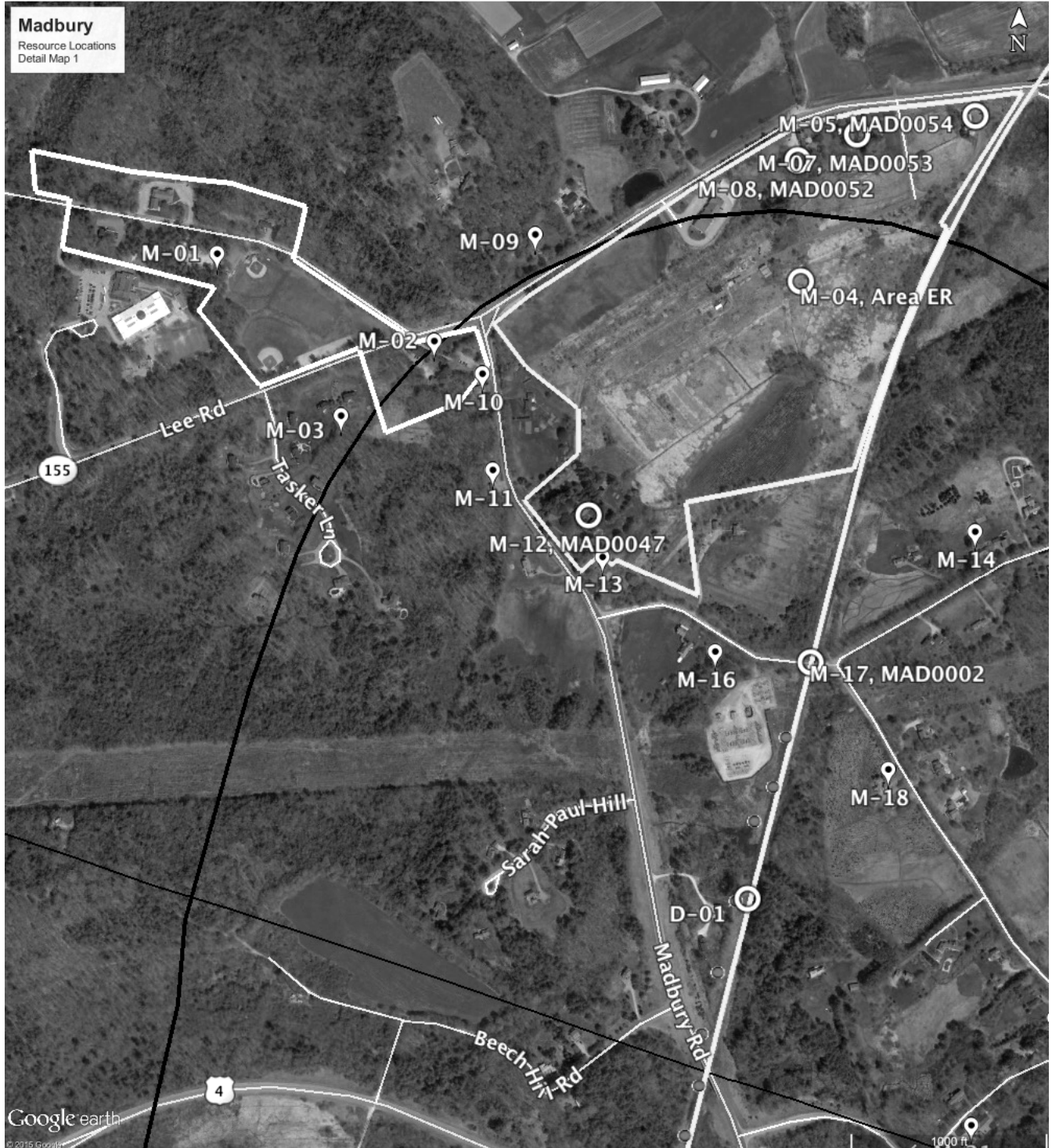
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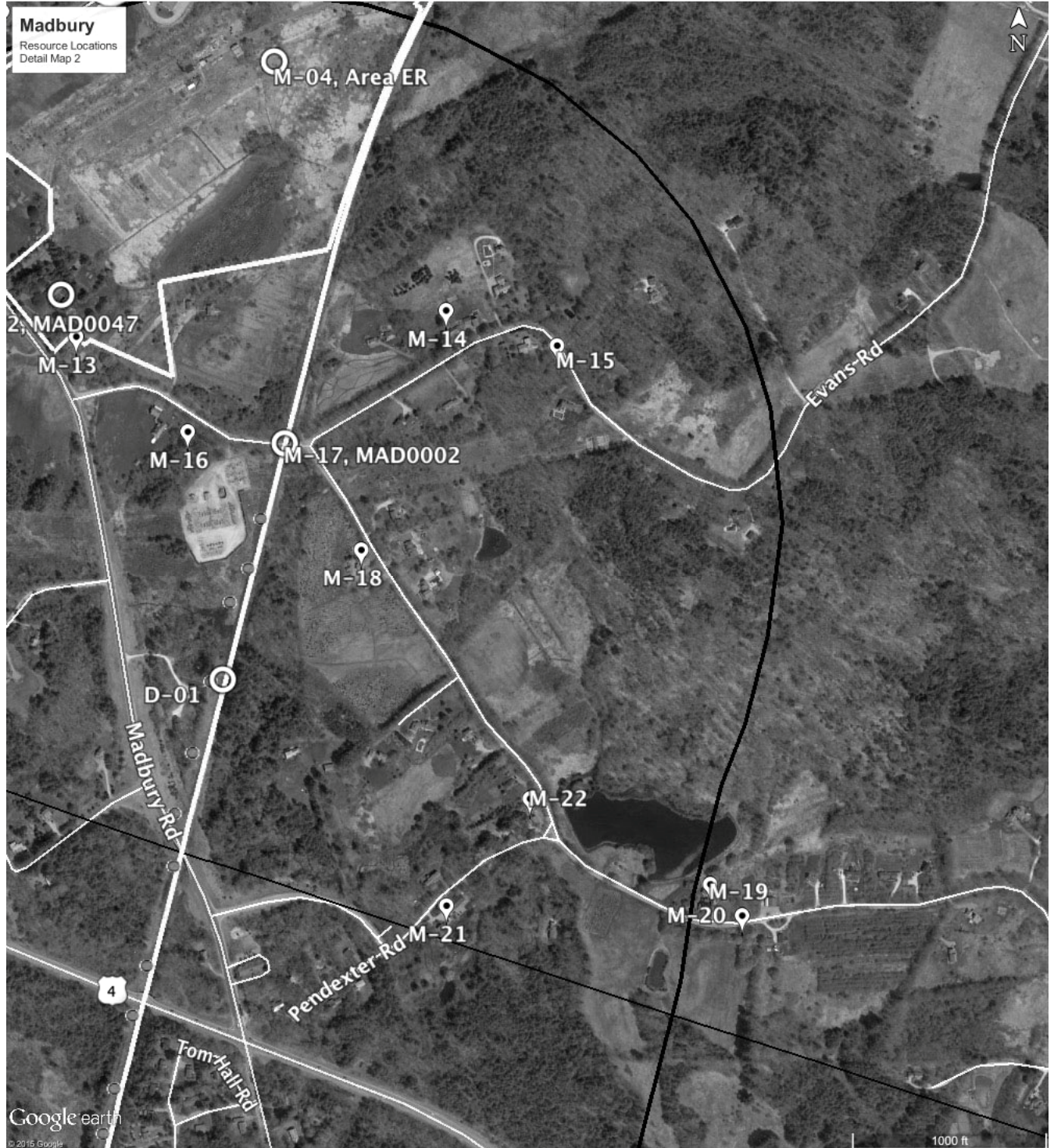
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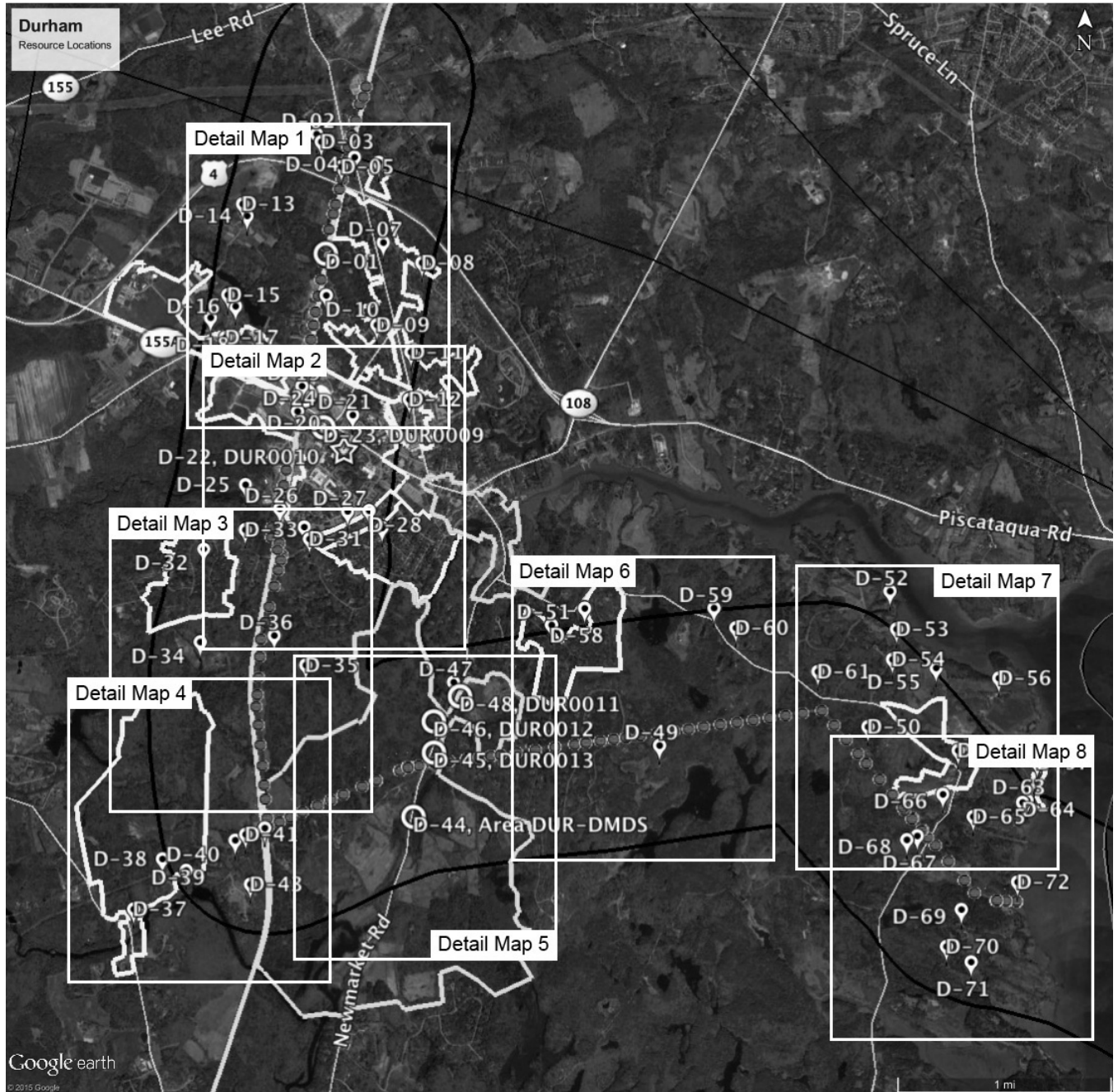
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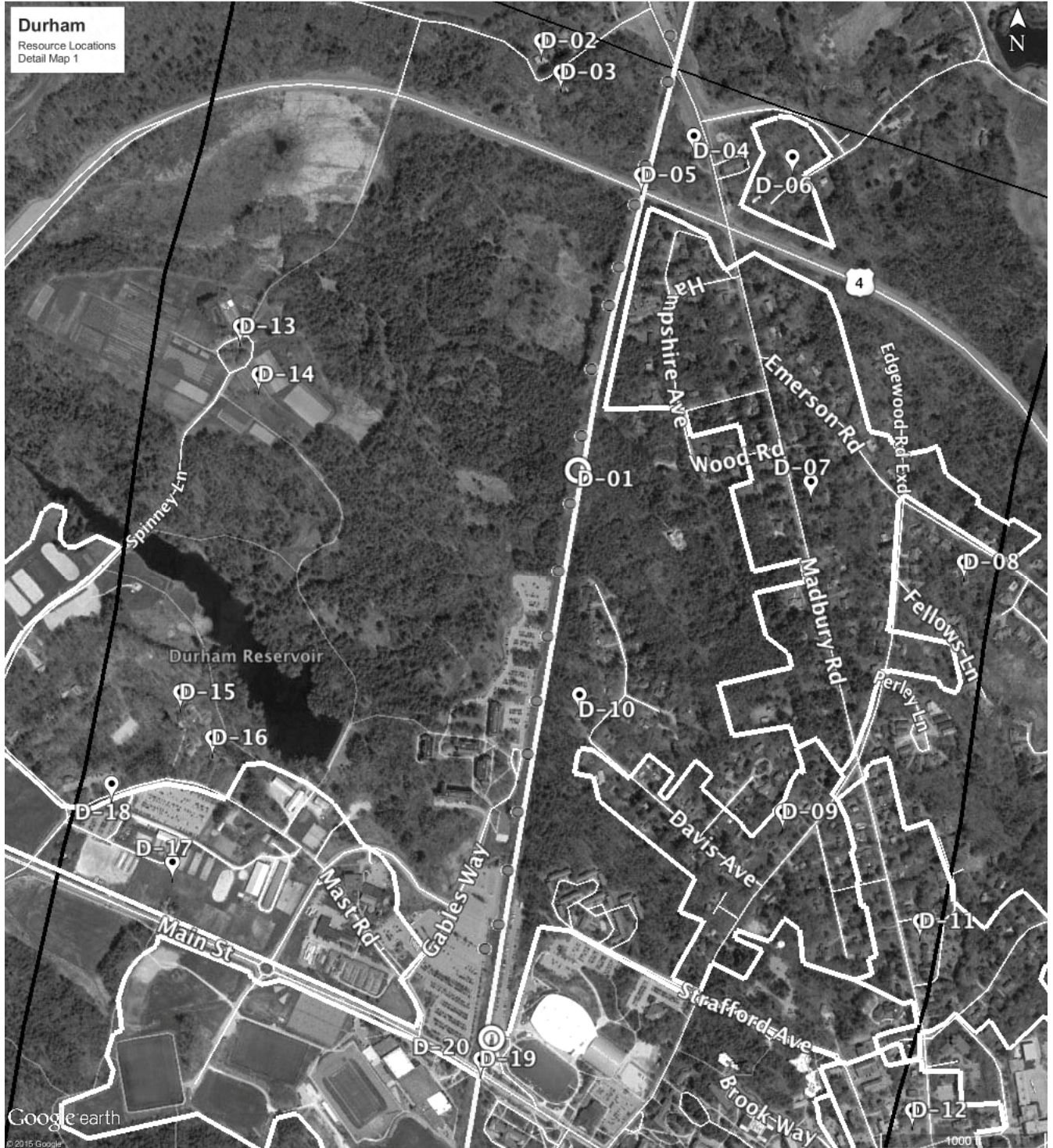
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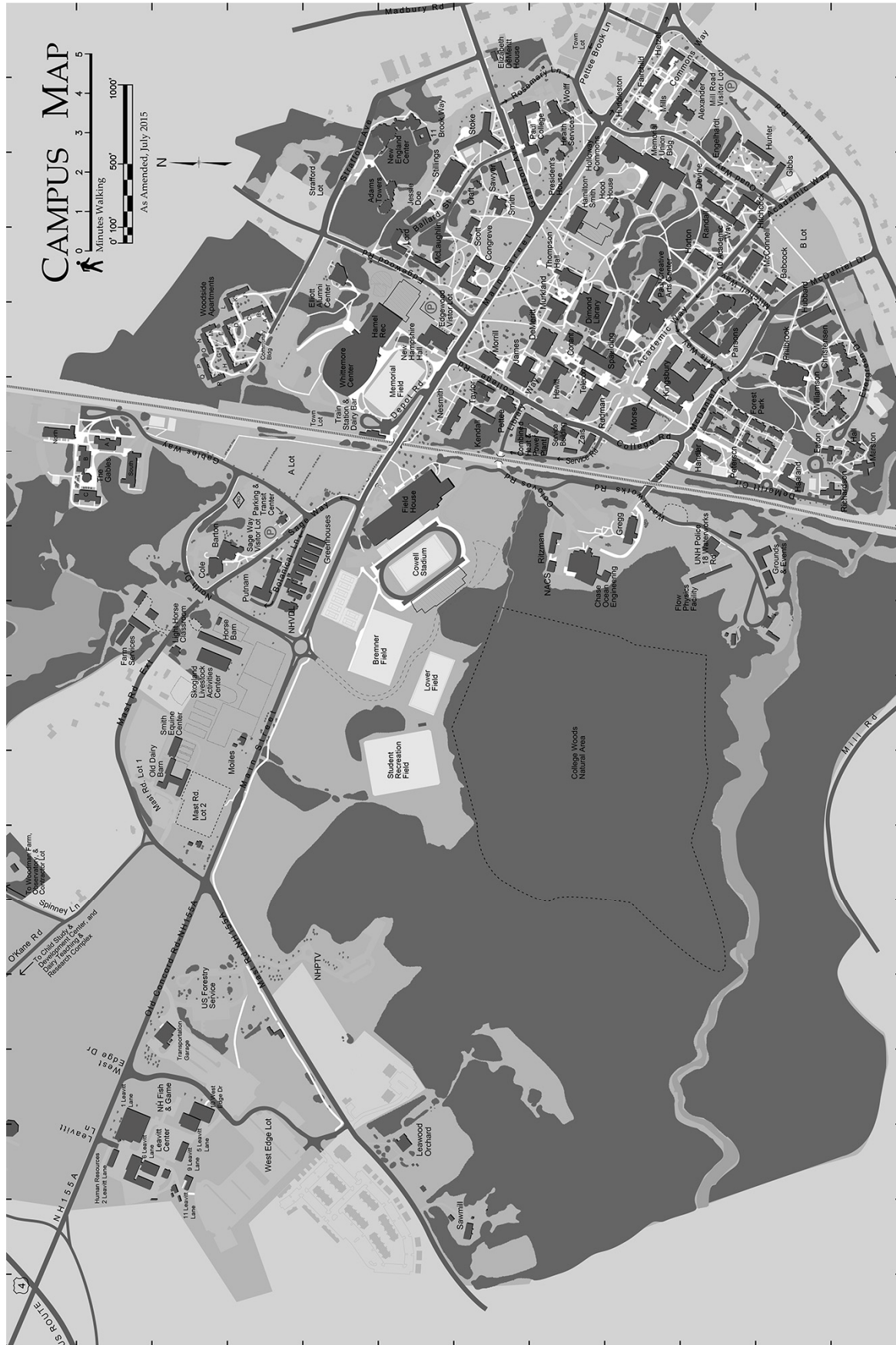
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see also UNH campus map and list of building beginning next page

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AREA FORM**SEACOAST RELIABILITY PROJECT AREA FORM****UNH BUILDINGS**

(<http://www.library.unh.edu/find/archives/buildings>)

Central Campus

New England Center 1967-68, 1988, 2010
 Elliott Alumni Center ca. 1976
 Woodside Apartments 1984
 The Gables Apartments 1991
 Whittemore Center and Hamel Rec 1995
 Memorial Field 1921/2002
 New Hampshire Hall 1906/1940
 Durham-UNH Railroad Station 1911-12
 Fieldhouse 1937/1968
 Cowell Stadium 1936/2015
 Nesmith Hall 1893/1932/1939
 Taylor Hall, Dairy Building 1910
 Pettee Hall 1938/1999
 Kendall Hall 1970
 Heating Plant 1927-29
 Service Building 1939/ca. 1985
 Zais Hall, ROTC 1948
 Morrill Hall 1902
 James Hall 1929, 2008 additions
 Hewitt Hall 1893
 Demeritt Hall rebuilt 2008.
 Murkland Hall 1926-27
 Conant Hall 1893
 Thompson Hall 1892-93
 Diamond Library 1957/1998
 Hamilton Smith Hall 1907/1937-38
 Hood House 1931-32
 Holloway Commons 2003
 Memorial Union Building 1957
 Presidents House 1904
 Paul College 2013
 Health Services 1989
 Rudman Hall 1995
 Morse Hall 1985
 Spaulding Hall 1960
 Kingsbury Hall 1950
 Paul Creative Arts Center
 Parsons Hall 1966, 2010
 Horton Hall 1966
 McConnell Hall 1967

Residence Halls: "The Hills"

Smith Hall 1908
 Congreve Hall 1930, 1938, 1940
 Scott Hall 1933
 Sawyer Hall 1951
 Stoke Hall 1964
 Stillings Dining Hall 1963
 Jessie Doe Hall 1963
 McLaughlin Hall 1955
 Lord Hall 1958
 Residence Halls: "The Valley"
 Fairchild Hall 1915-16
 Huddleston Hall Dining Commons 1919
 Hetzel Hall 1927
 Alexander 1951
 Mills 2002
 Hitchcock 1959
 Randall 1959
 Devine 1966
 Gibbs Hall 1946
 Hunter Hall 1946
 Englehart Hall 1946

Residence Halls: "The Timbers"

Babcock Hall Graduate student housing 1967
 Philbrook Dining Hall 1969
 Hubbard Hall 1967
 Christiansen Hall 1969
 Williamson Hall 1969
 Forest Park Apartments ca. 1961
 Richardson, Marston, Eaton and Hall Mini-dorms
 1974
 Haaland Hall 2007
 Peterson Hall 2007
 Handler Hall 2007

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Waterworks and Colovos Roads

Ritzman Hall 1960

Chase Ocean Engineering 1996

Gregg Hall 2001

UNH Police ca. 2005

Flow Physics Facility ca. 2010

Grounds and Events 1980s

Waterworks 1930s

Thompson School of Applied Sciences

Greenhouses ca. 1950

Putnam 1938

Parking and Transit Center 1930s

Barton Hall 1969

Cole Hall 1987

Farm Services, various

Horse barns 1980s

Old Dairy Barn 1930s

Woodman House ca. 1800

Moiles House, ca. 1900

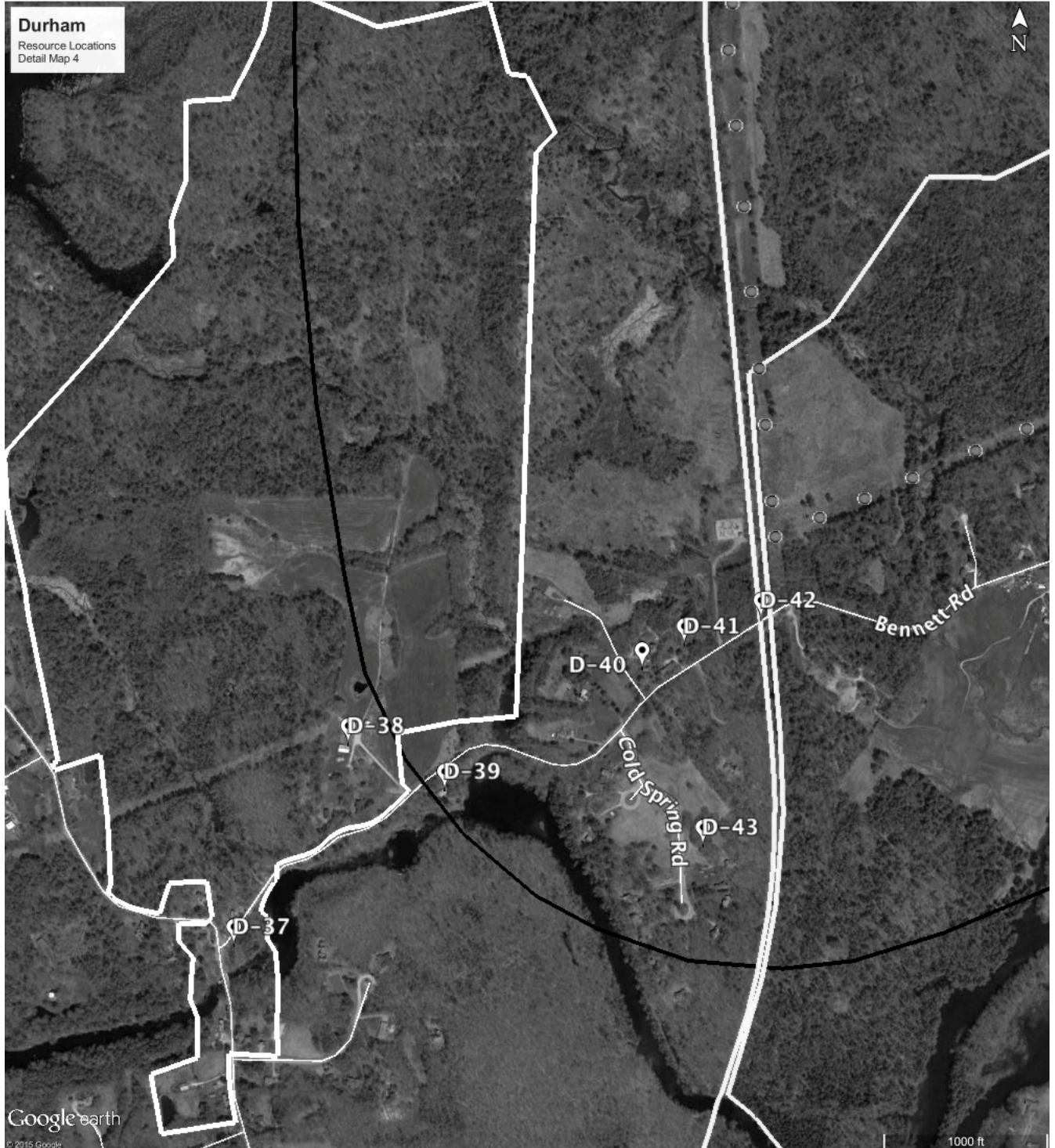
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SEACOAST RELIABILITY PROJECT AREA FORM



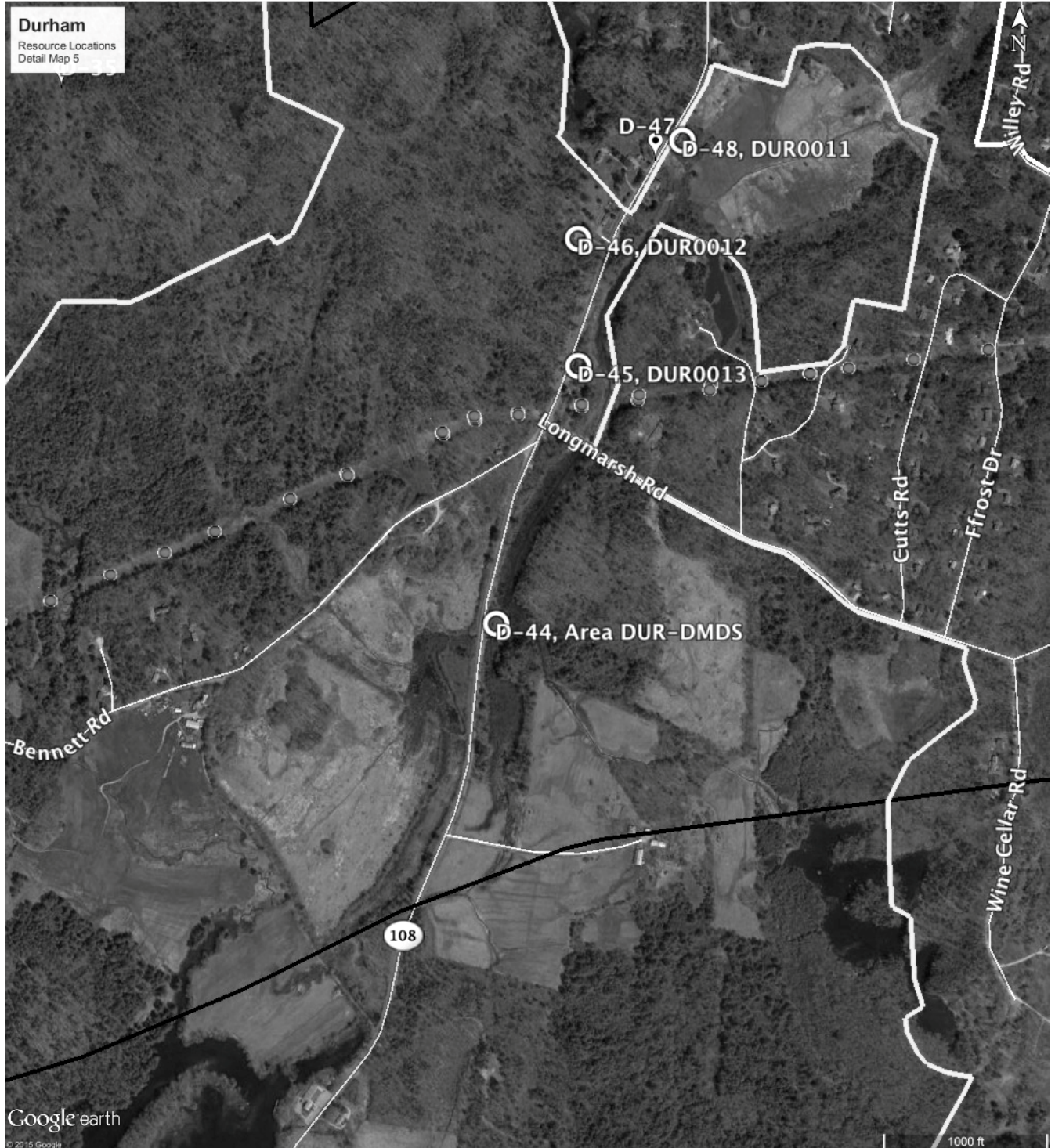
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SEACOAST RELIABILITY PROJECT AREA FORM



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SEACOAST RELIABILITY PROJECT AREA FORM



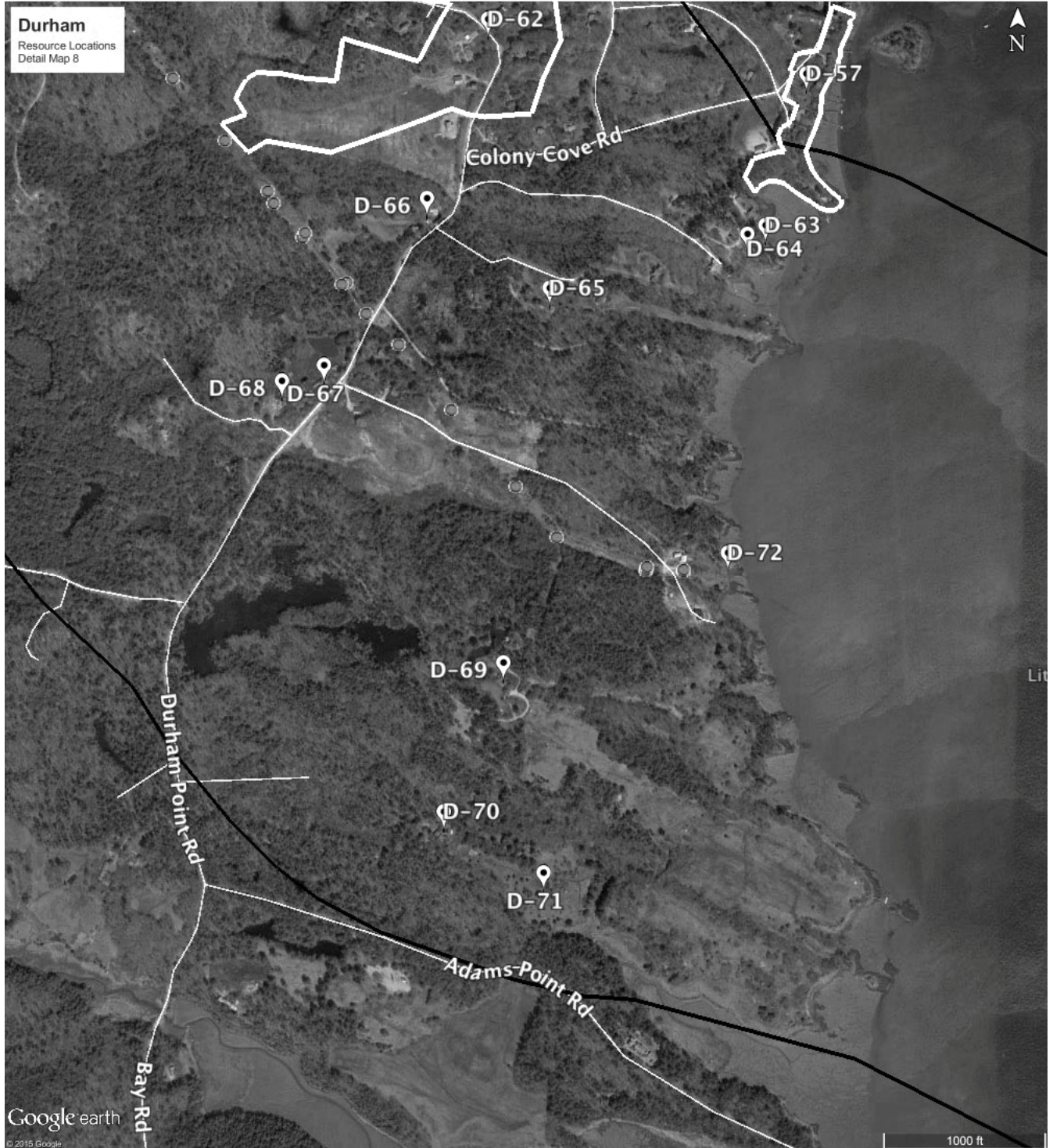
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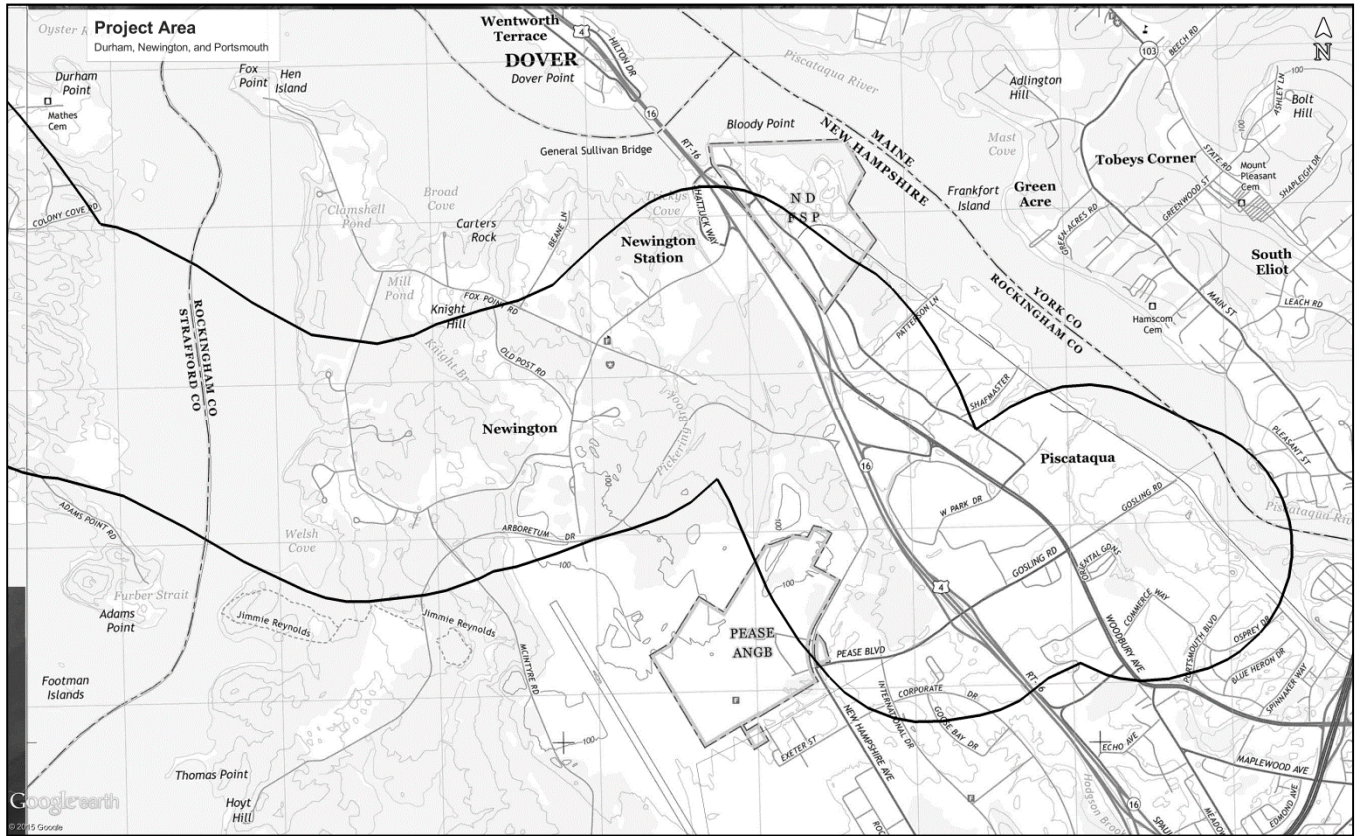
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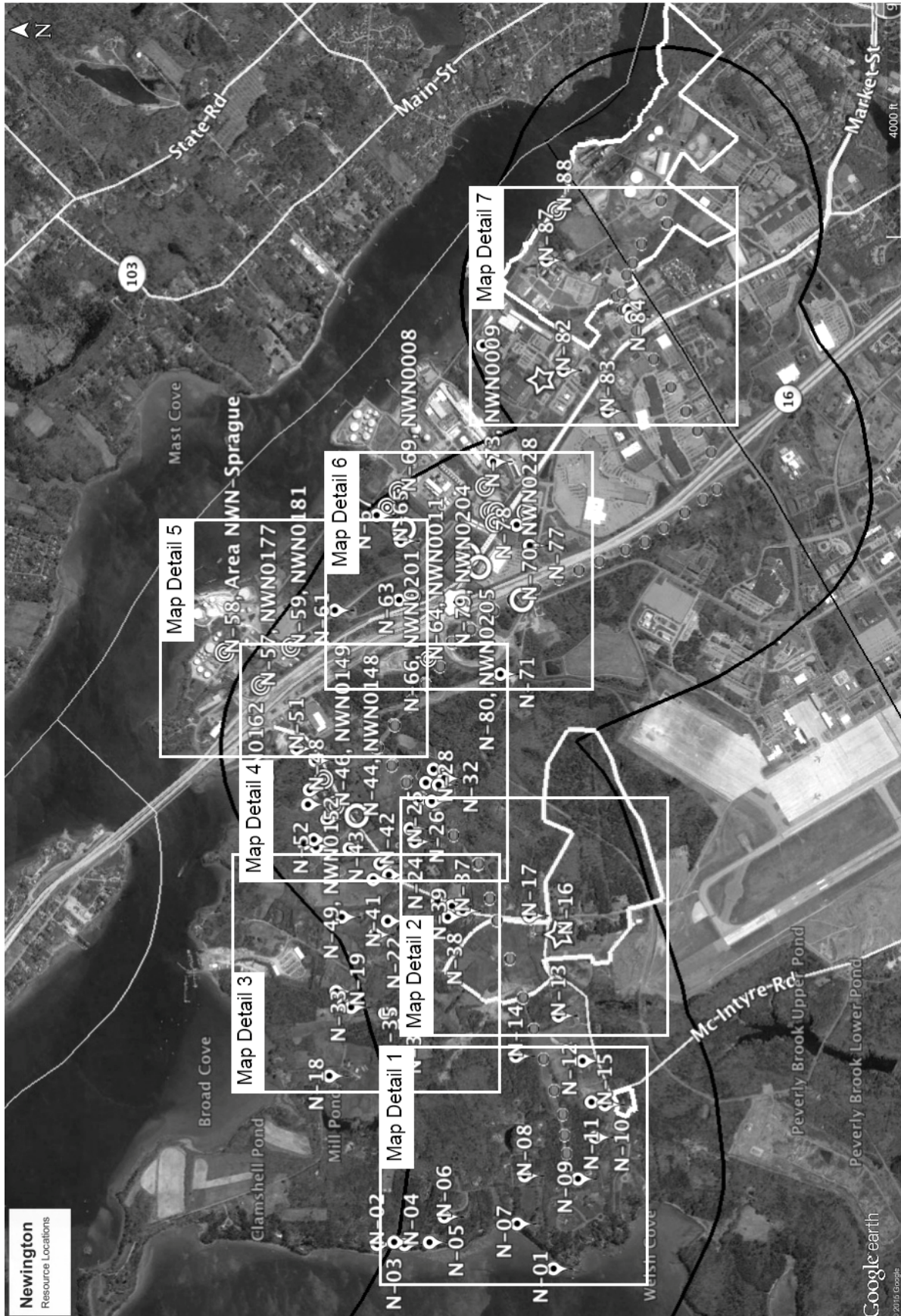
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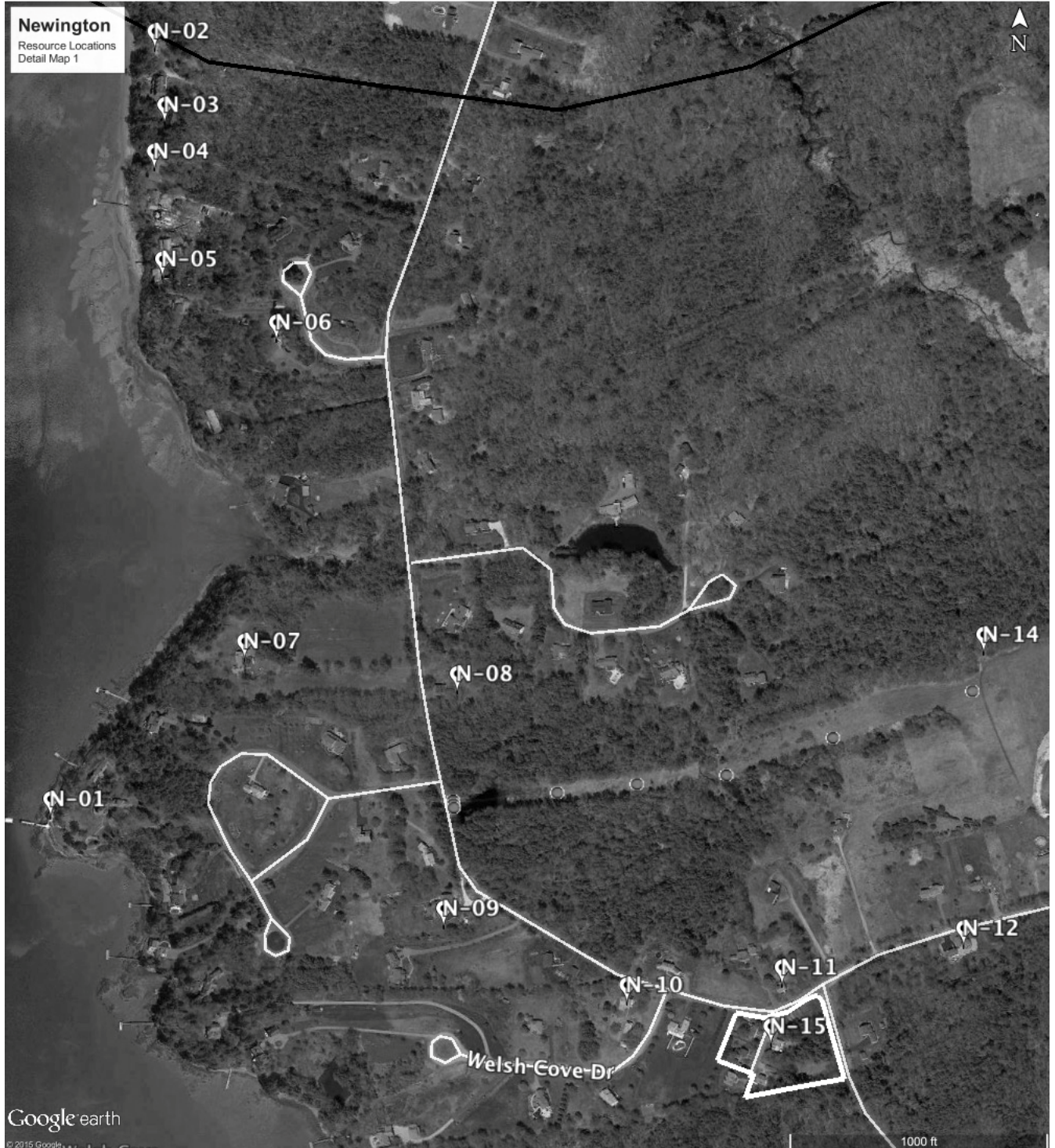
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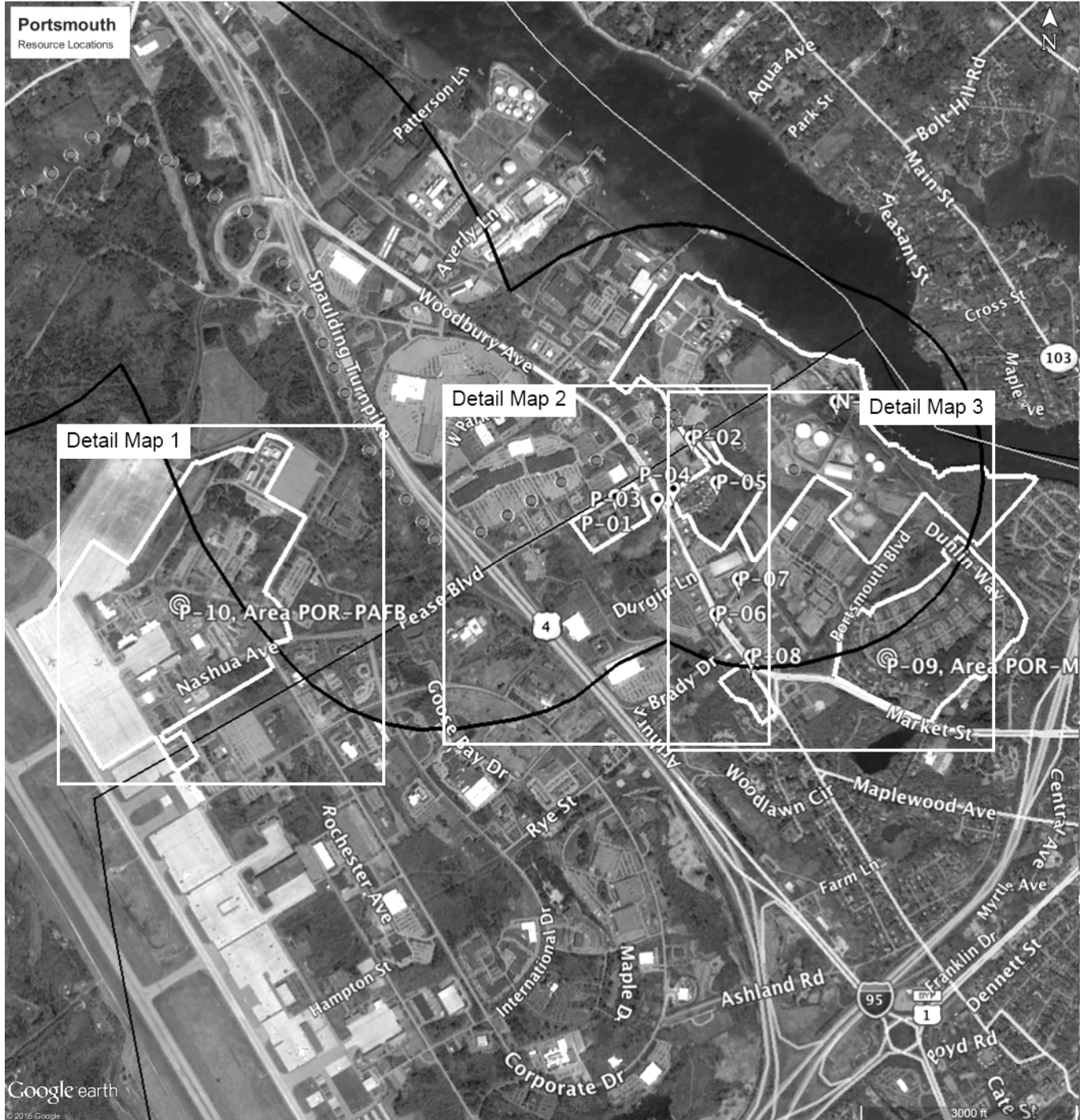
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SEACOAST RELIABILITY PROJECT AREA FORM



AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



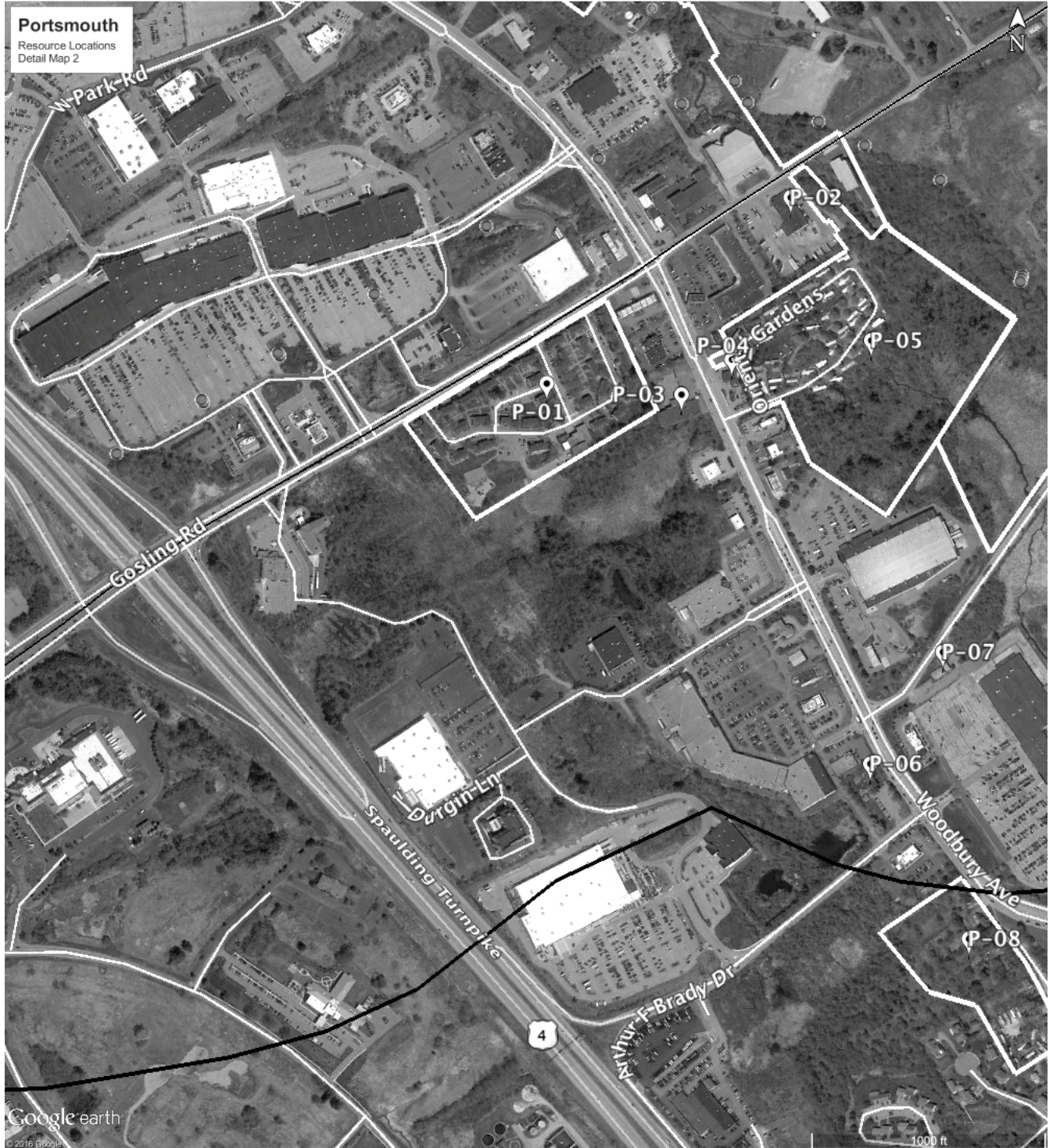
AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



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SEACOAST RELIABILITY PROJECT AREA FORM



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SEACOAST RELIABILITY PROJECT AREA FORM



AREA FORM





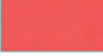
SEACOAST RELIABILITY PROJECT AREA FORM

Key to Viewshed Map Symbols

<p>D-57</p>	<p>Project ID</p>
	<p>Pre-1968 resource or area of resources that have not been surveyed</p>
	<p>Resource that has been surveyed and determined eligible</p>
	<p>Resource that has been surveyed and determined not eligible</p>
	<p>National-Register- or State-Register-Listed resource</p>
	<p>Areas – yellow or turquoise line outlined; type indicated by symbol</p> <p>Black line is edge of APE and Project Area</p> <p>Thin white lines are roads</p>
	<p>Project Structures</p>

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

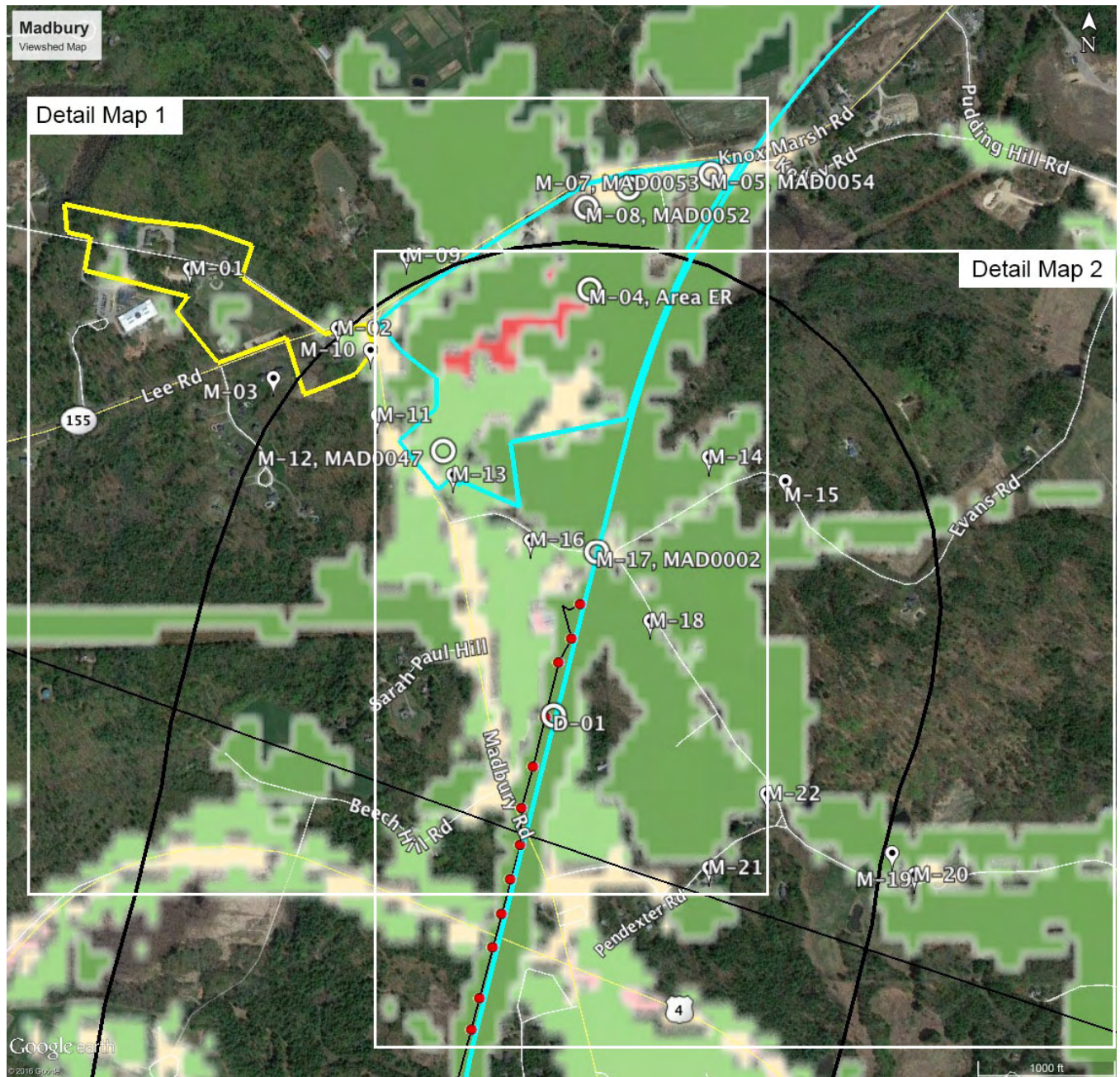
<p>Areas With Potential Visibility*</p> <ul style="list-style-type: none">  Other Areas  Developed, Open Space  Developed, Low Intensity  Developed, Medium Intensity  Developed, High Intensity 	<p>Key to viewshed map shading (LandWorks)</p> <p>*Classifications are based on the MRLC National Land Cover Database classification system. Most developed areas (low to high intensity) will typically have filtered or no views of the project due to intervening structures.</p>
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Viewshed mapping is generated from the top of each structure and accounts only for deciduous, coniferous and mixed forest cover at an assumed height of 40 feet. This viewshed does not account for the screening effects of buildings, structures, site-specific vegetation, actual tree heights and density, variations in eye sight, and atmospheric and weather conditions. No all structures (or portions of structures) will be visible. Therefore, the viewshed map will often overstate potential visibility. It does not and cannot represent actual conditions on the ground. Viewshed mapping is based on best available data at the time from Ever Source, NHGRANIT, and USGS. Mapping is only as accurate as the original source. LandWorks does not guarantee the accuracy of this information.

AREA FORM

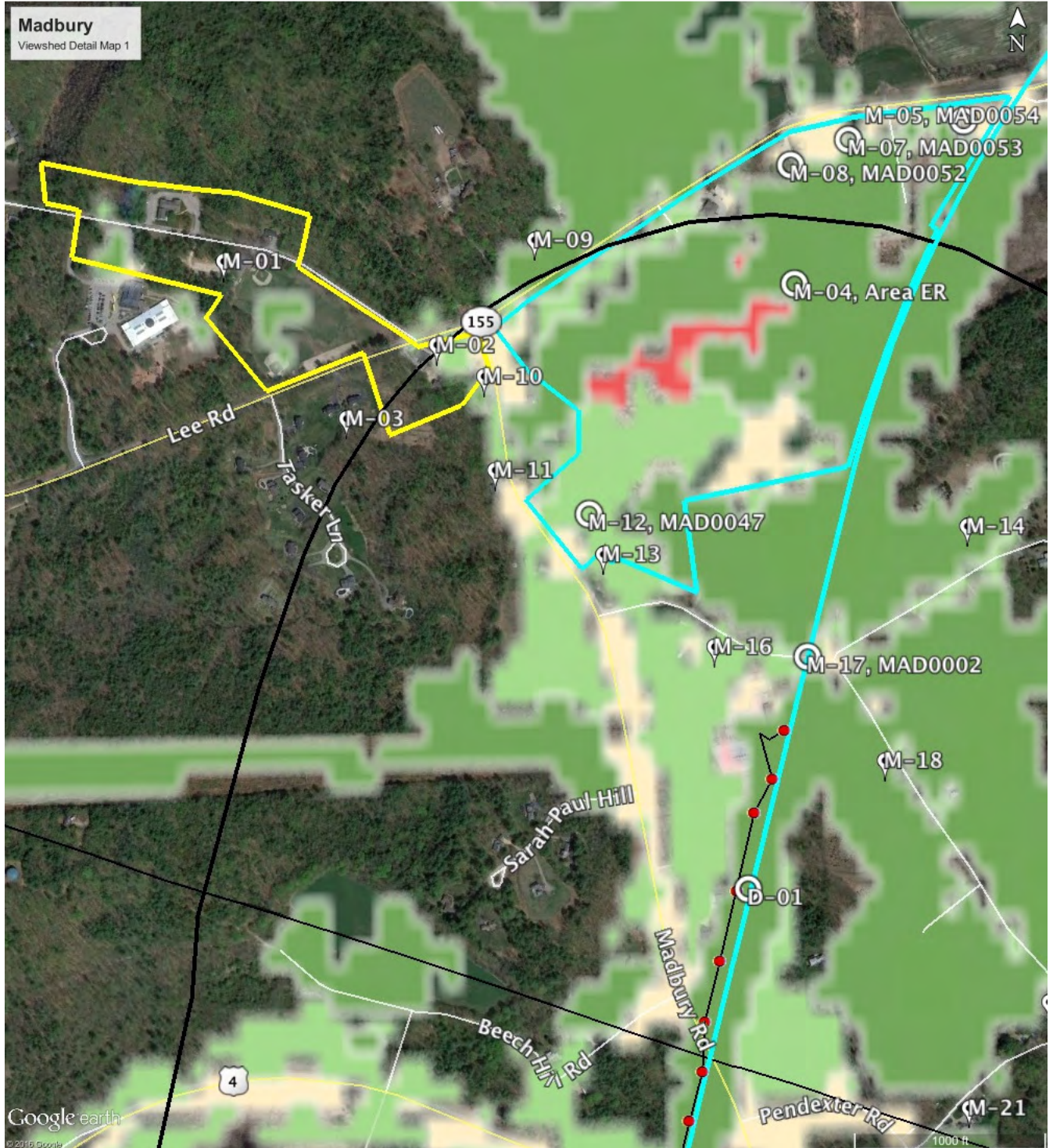
SEACOAST RELIABILITY PROJECT AREA FORM

Viewshed Maps



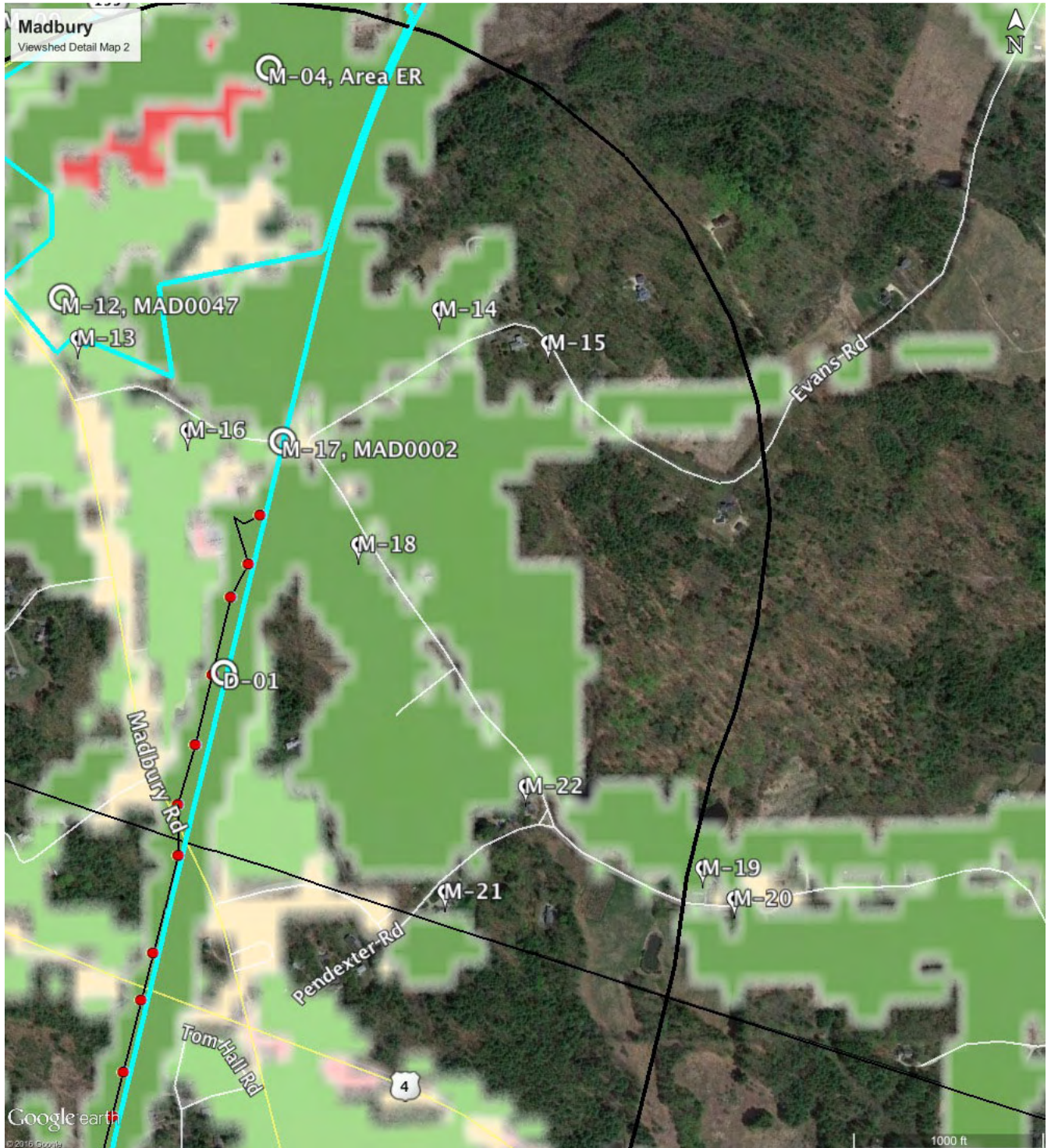
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SEACOAST RELIABILITY PROJECT AREA FORM



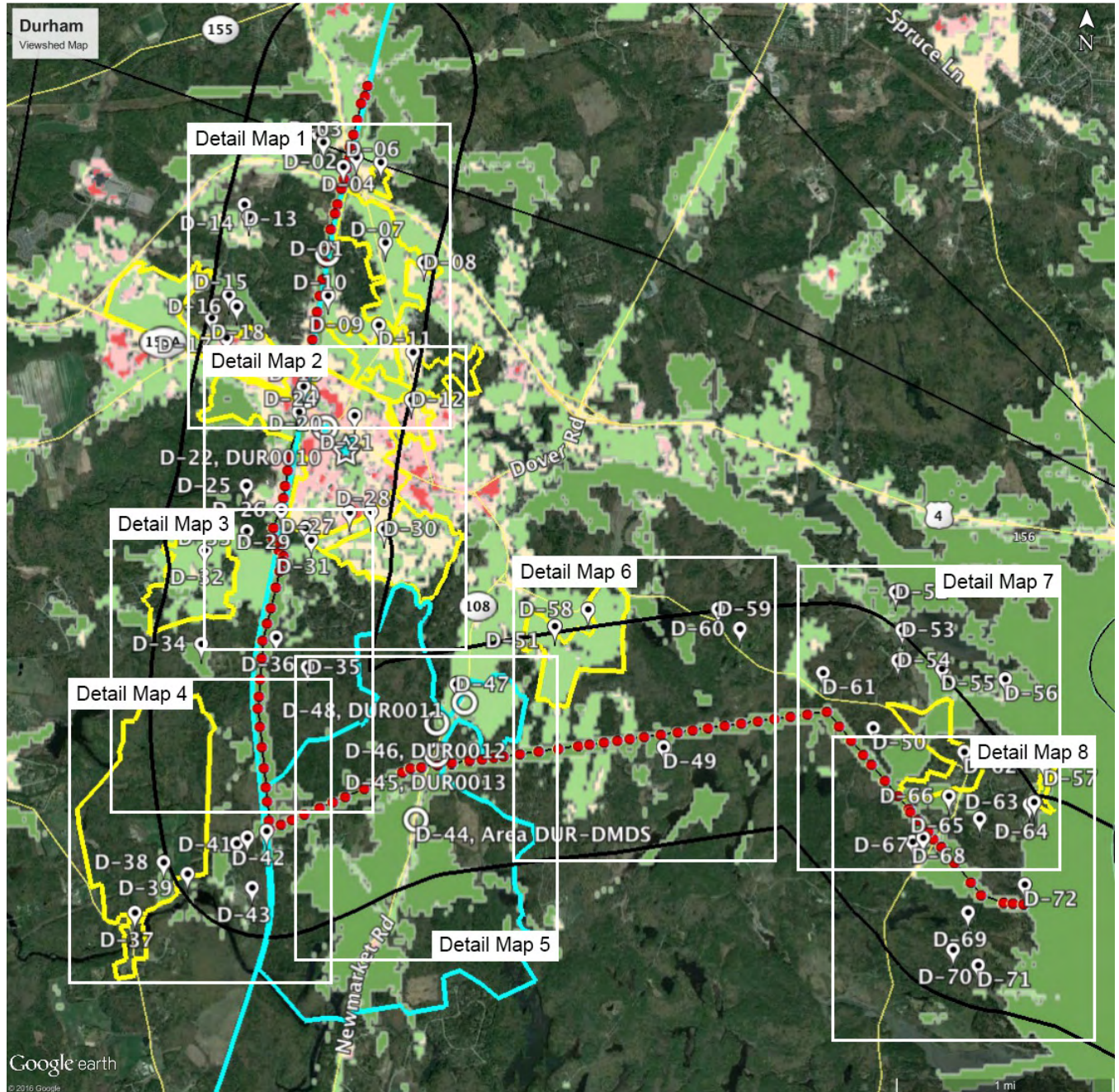
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SEACOAST RELIABILITY PROJECT AREA FORM



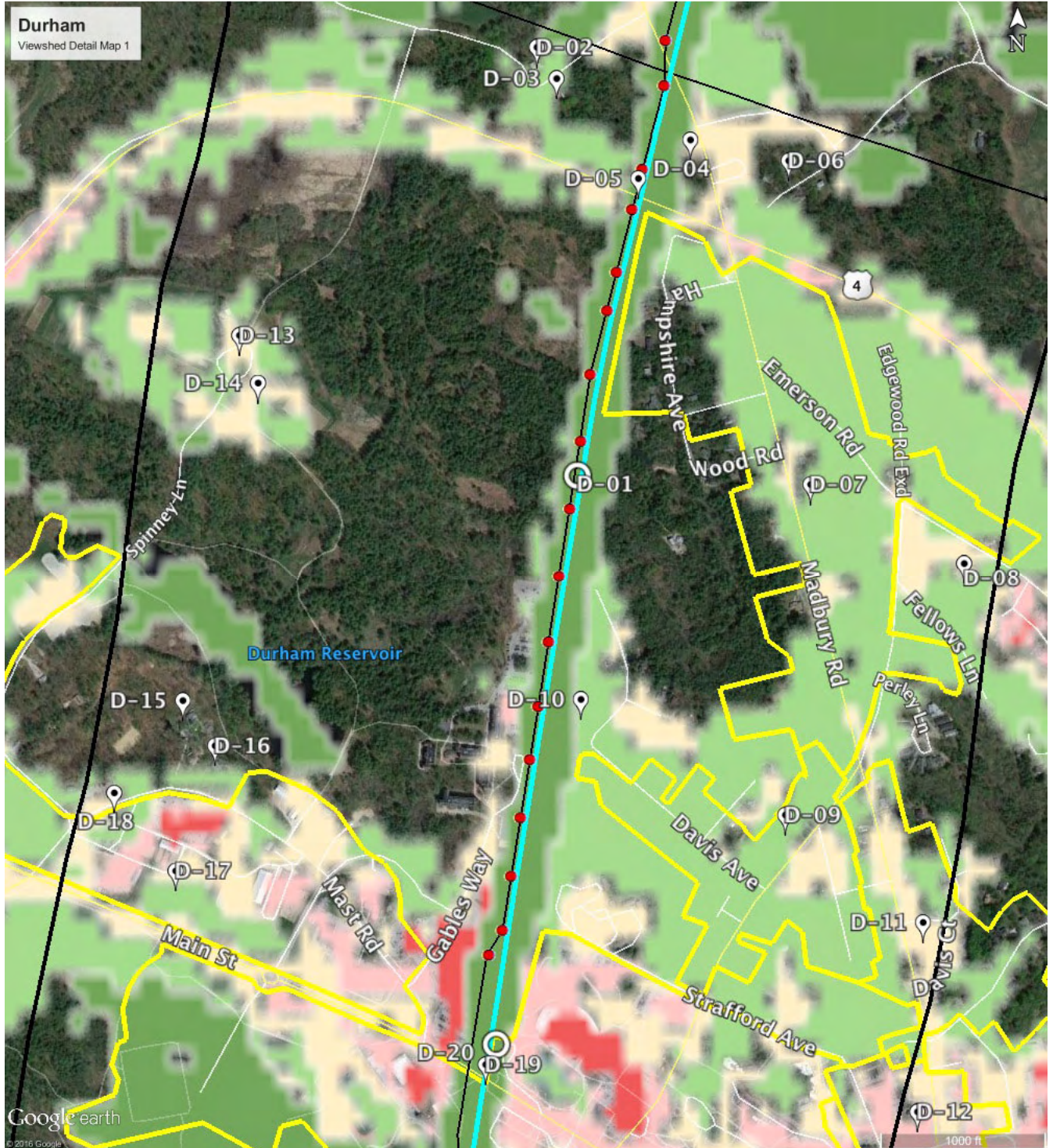
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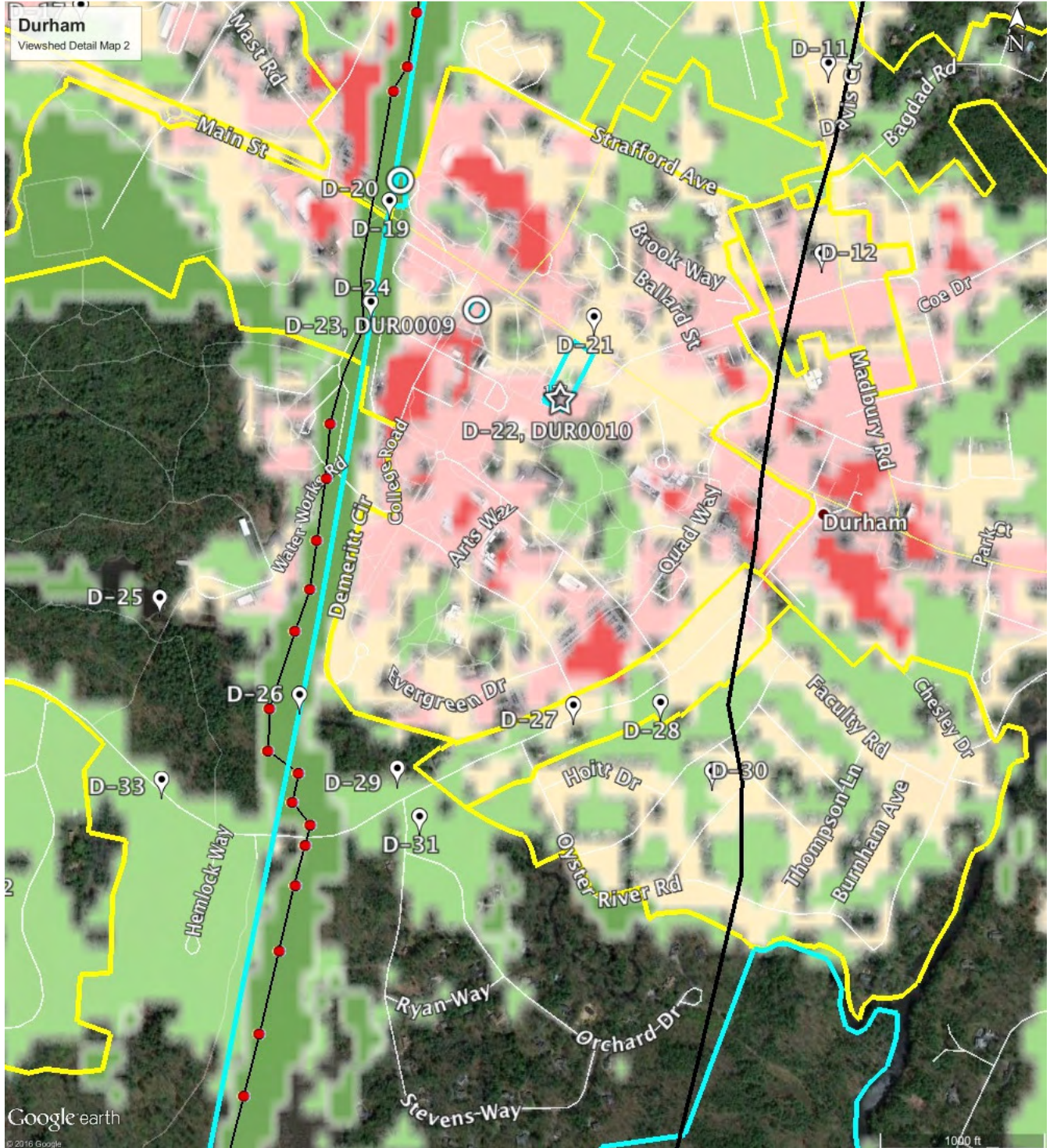
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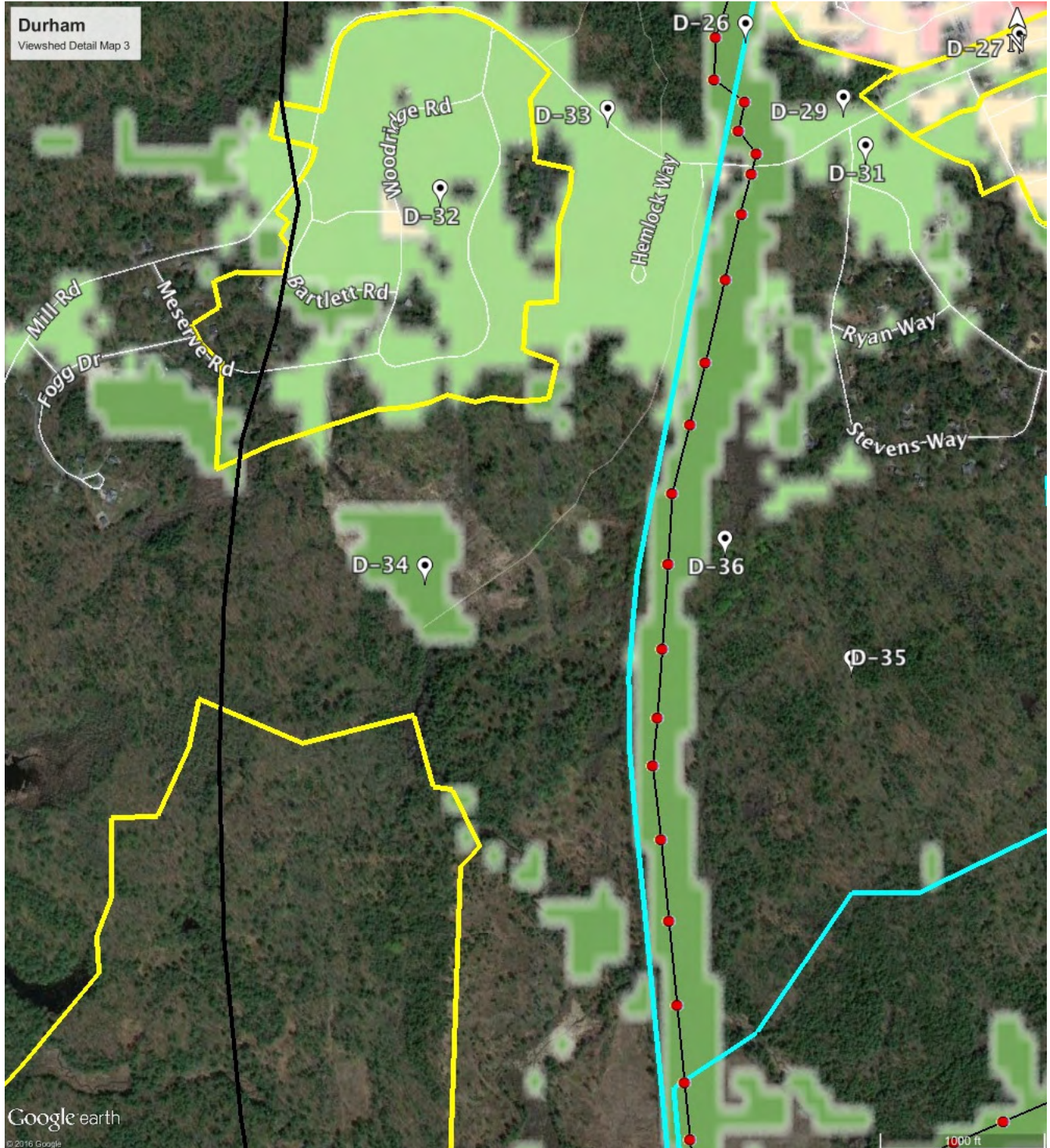
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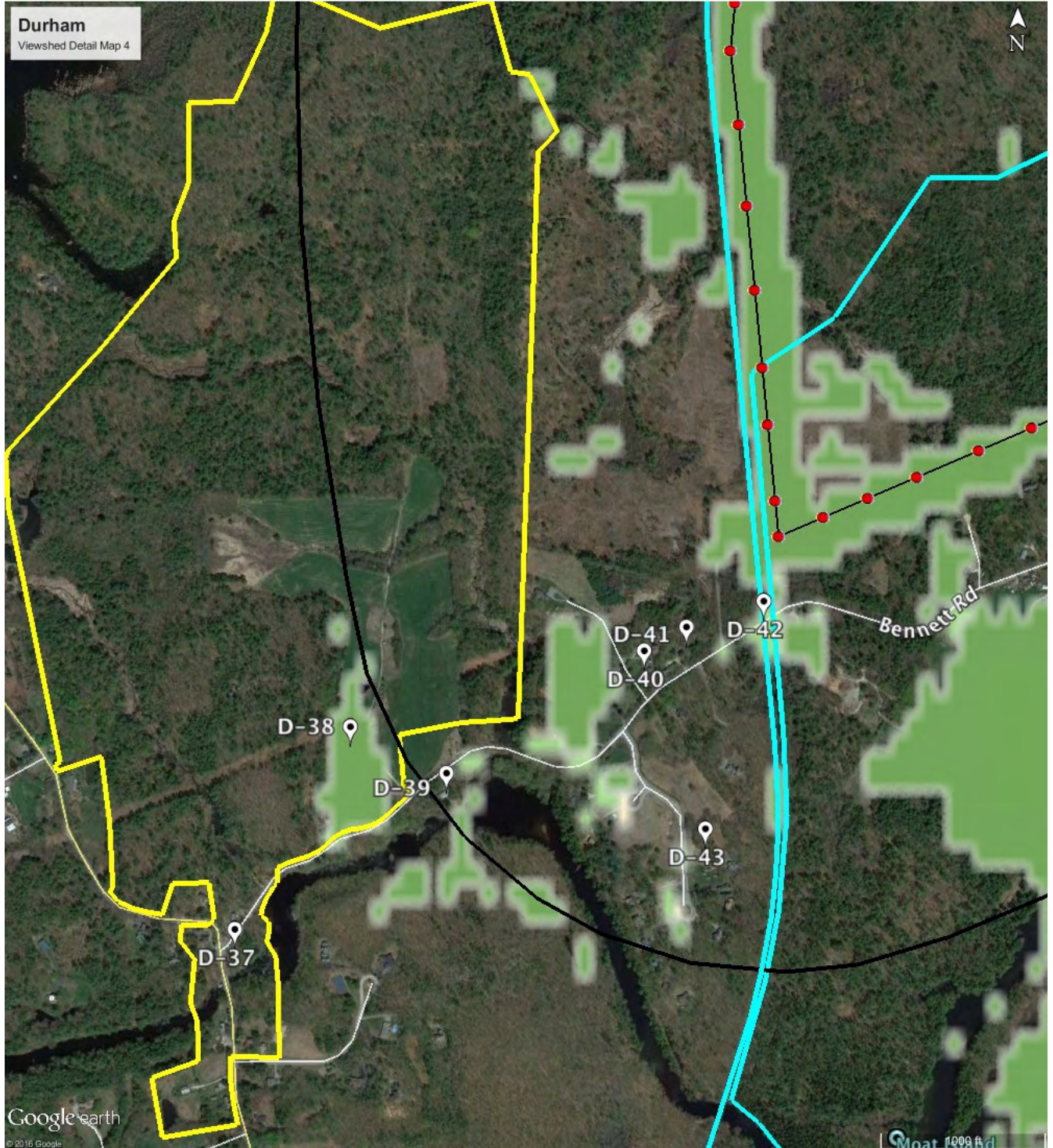
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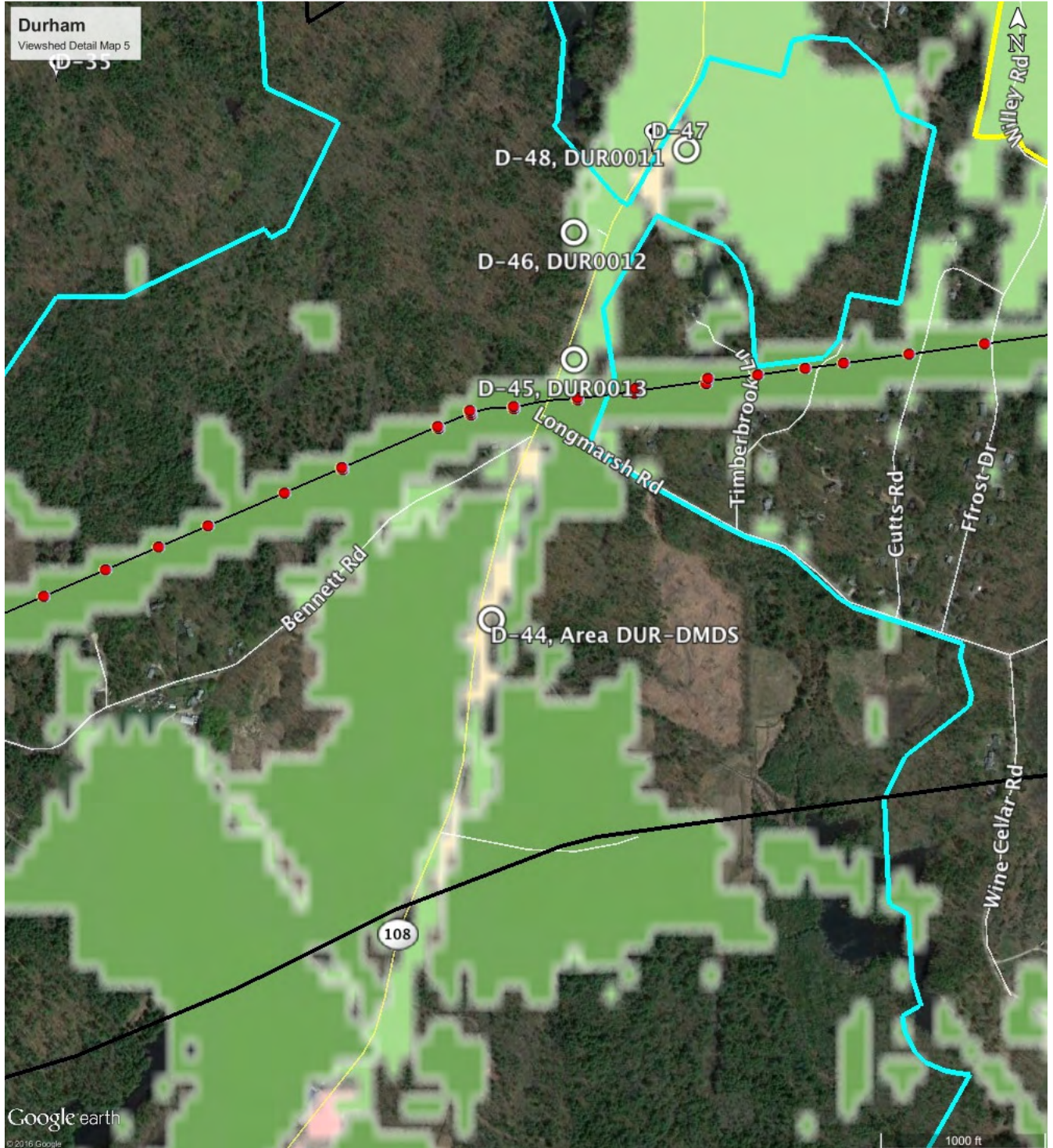
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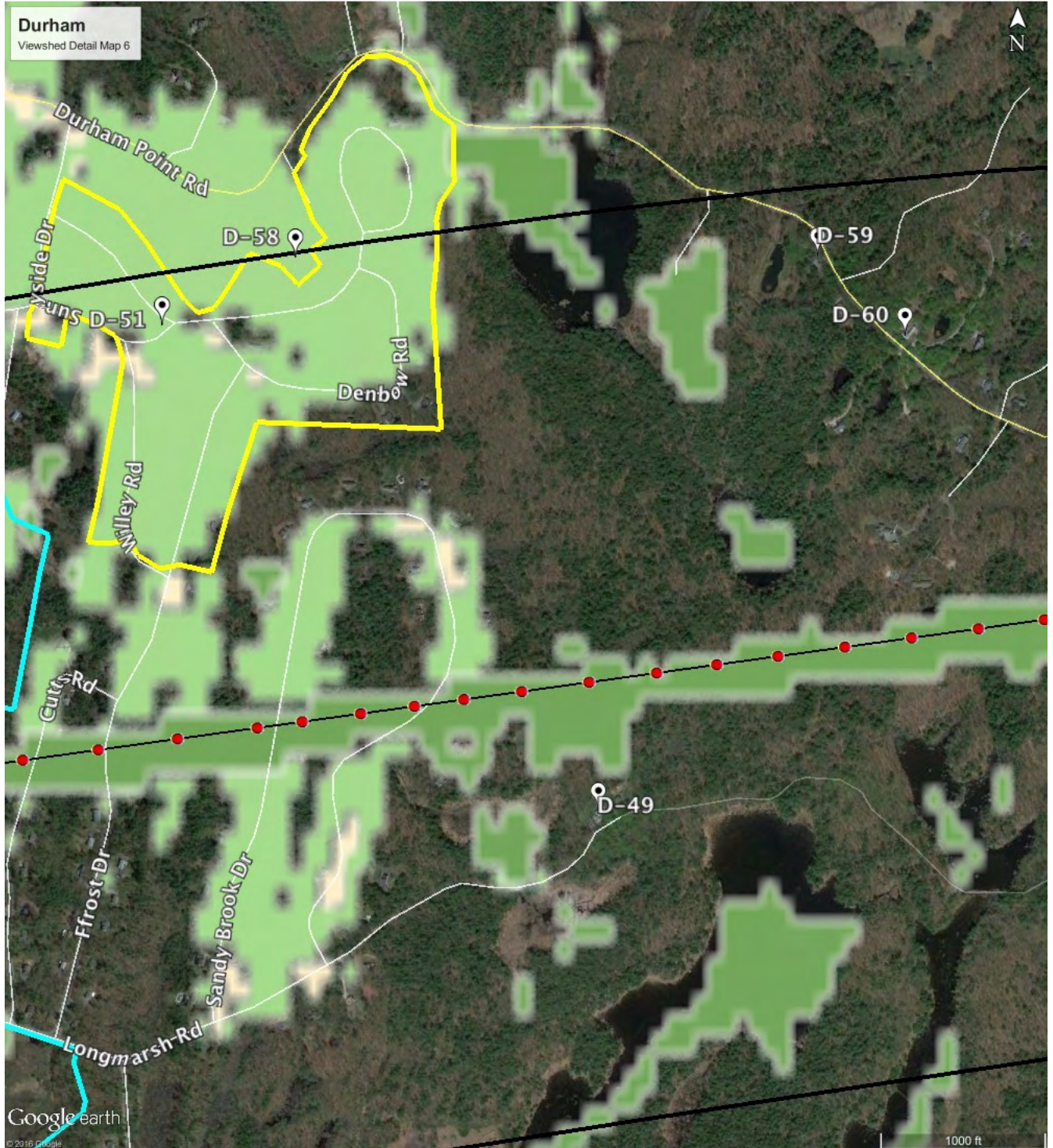
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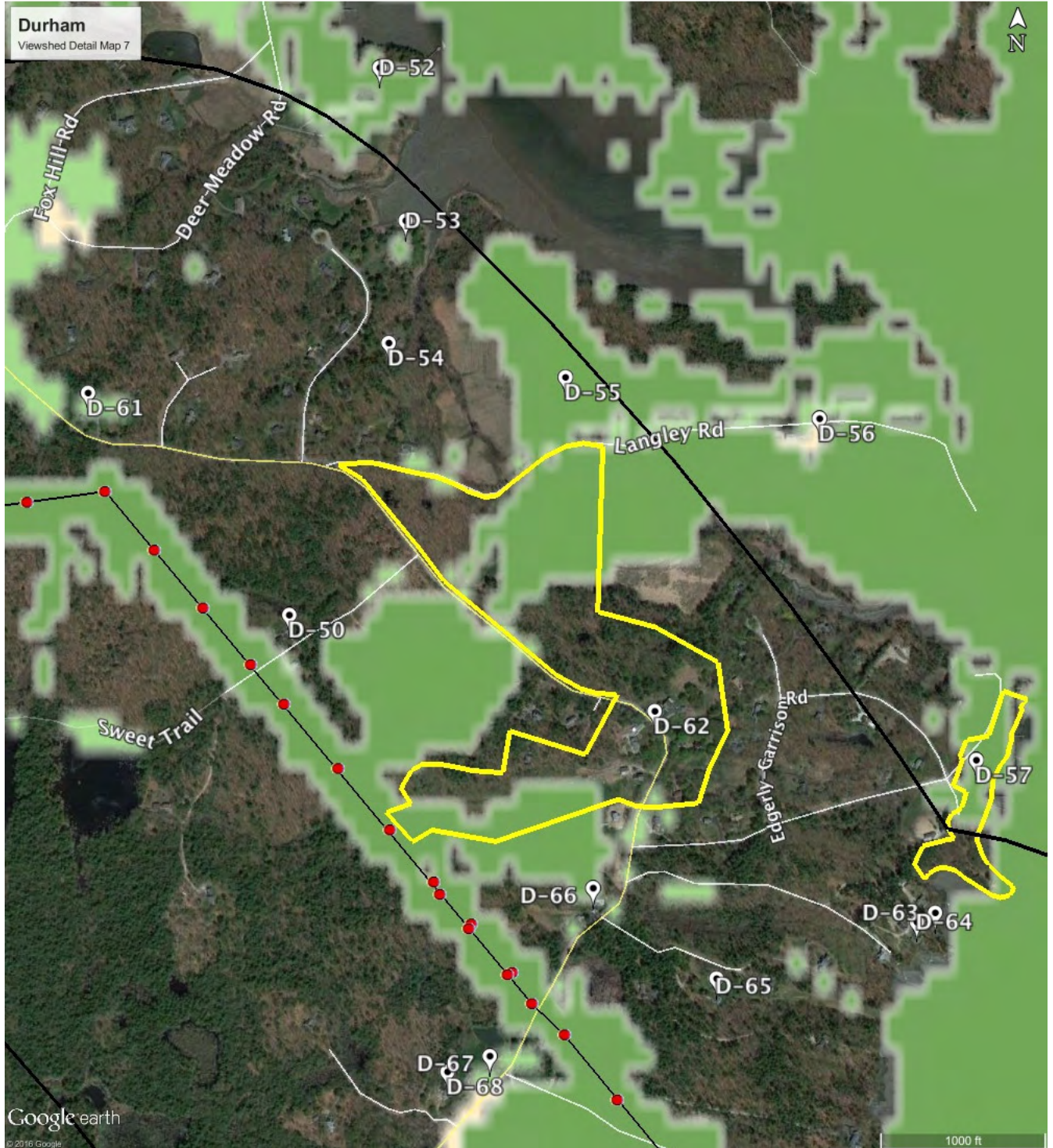
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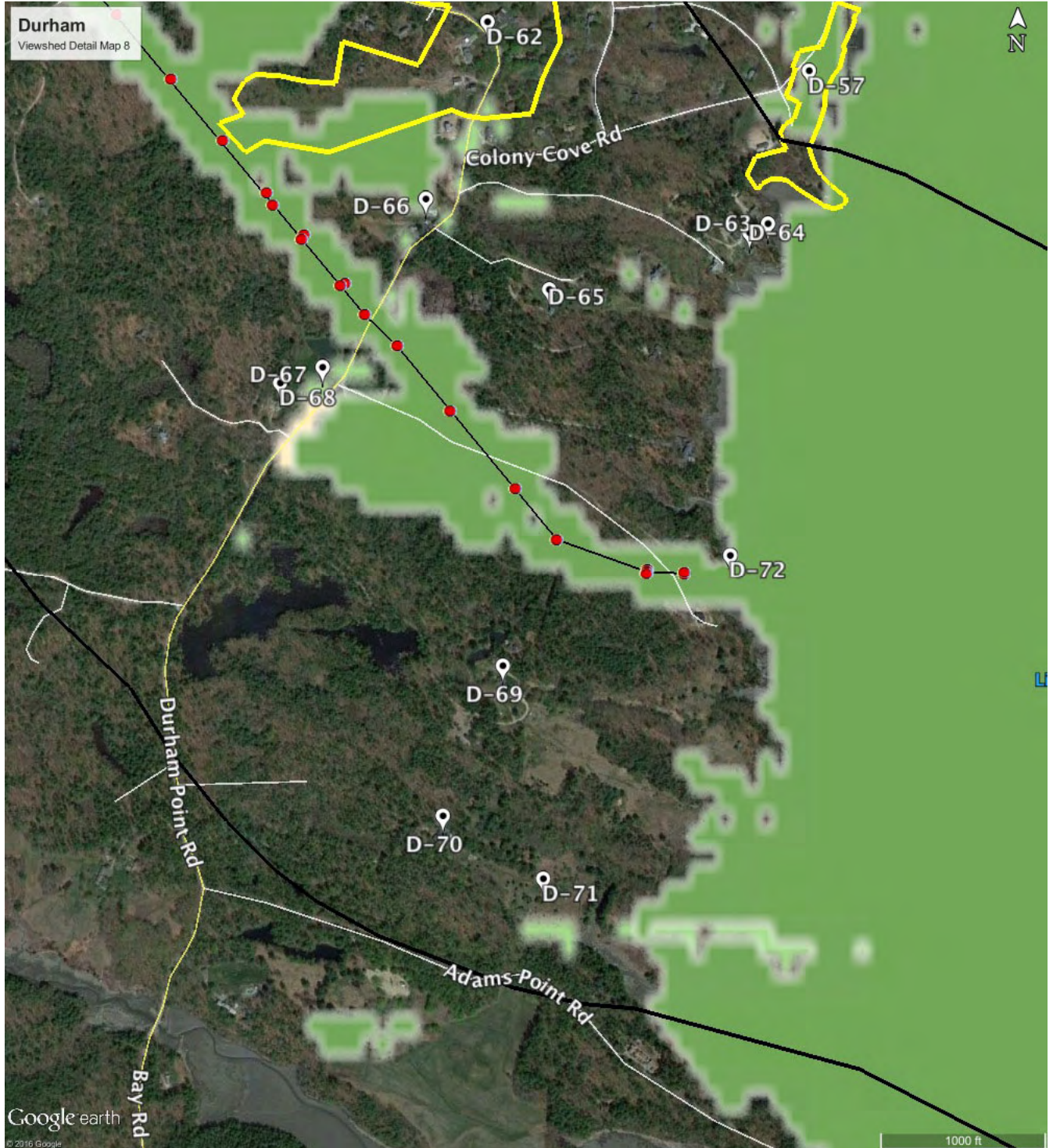
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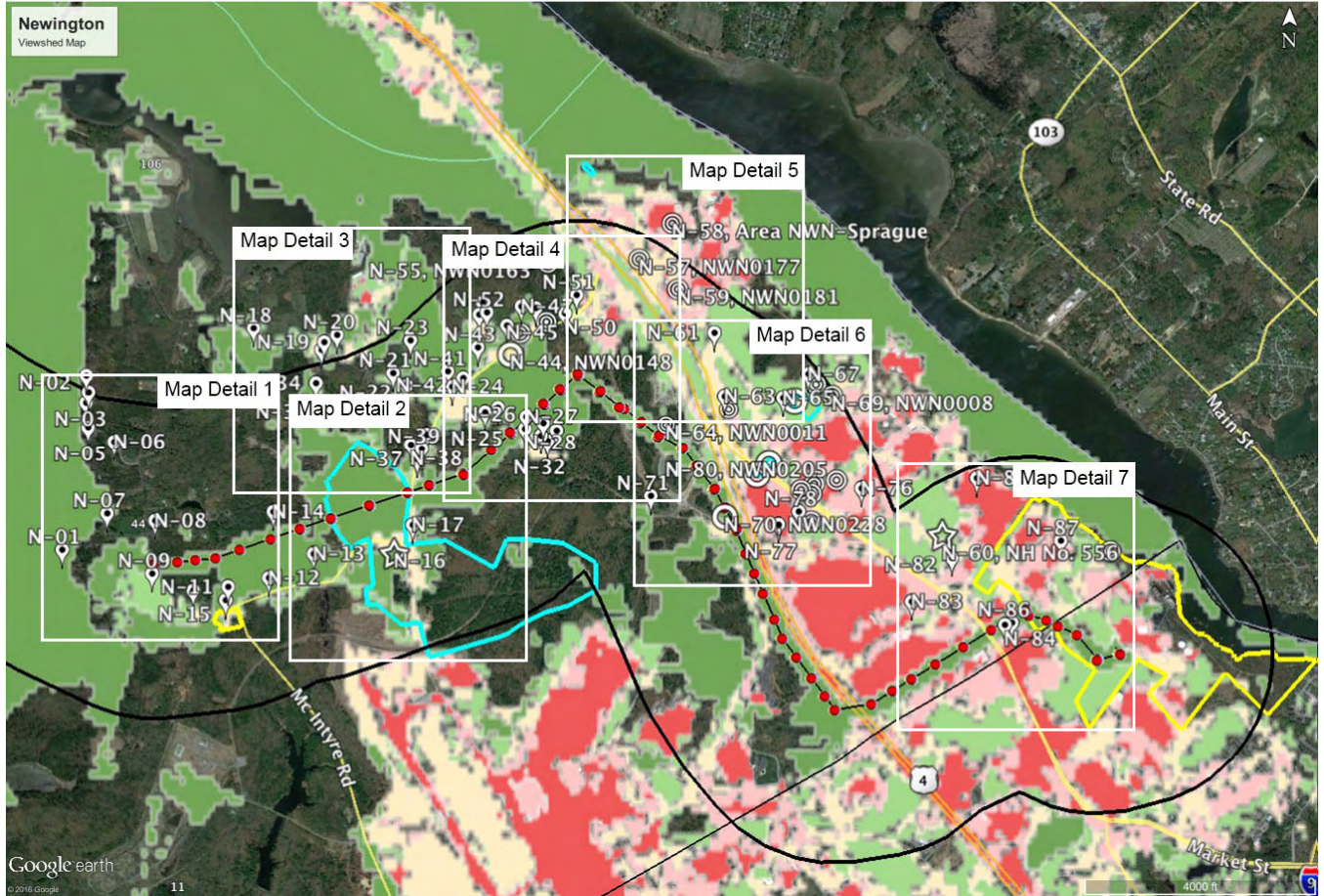
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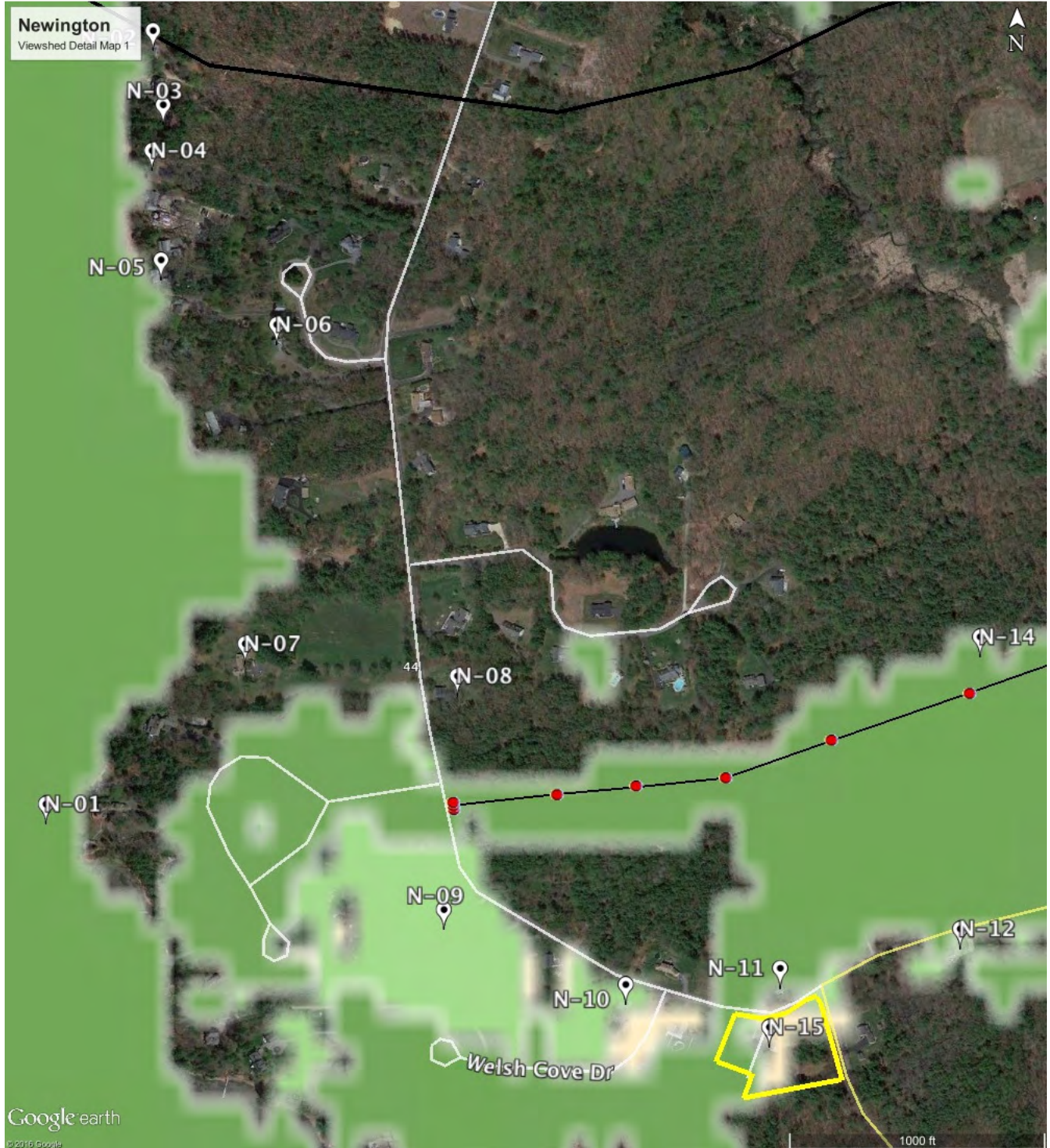
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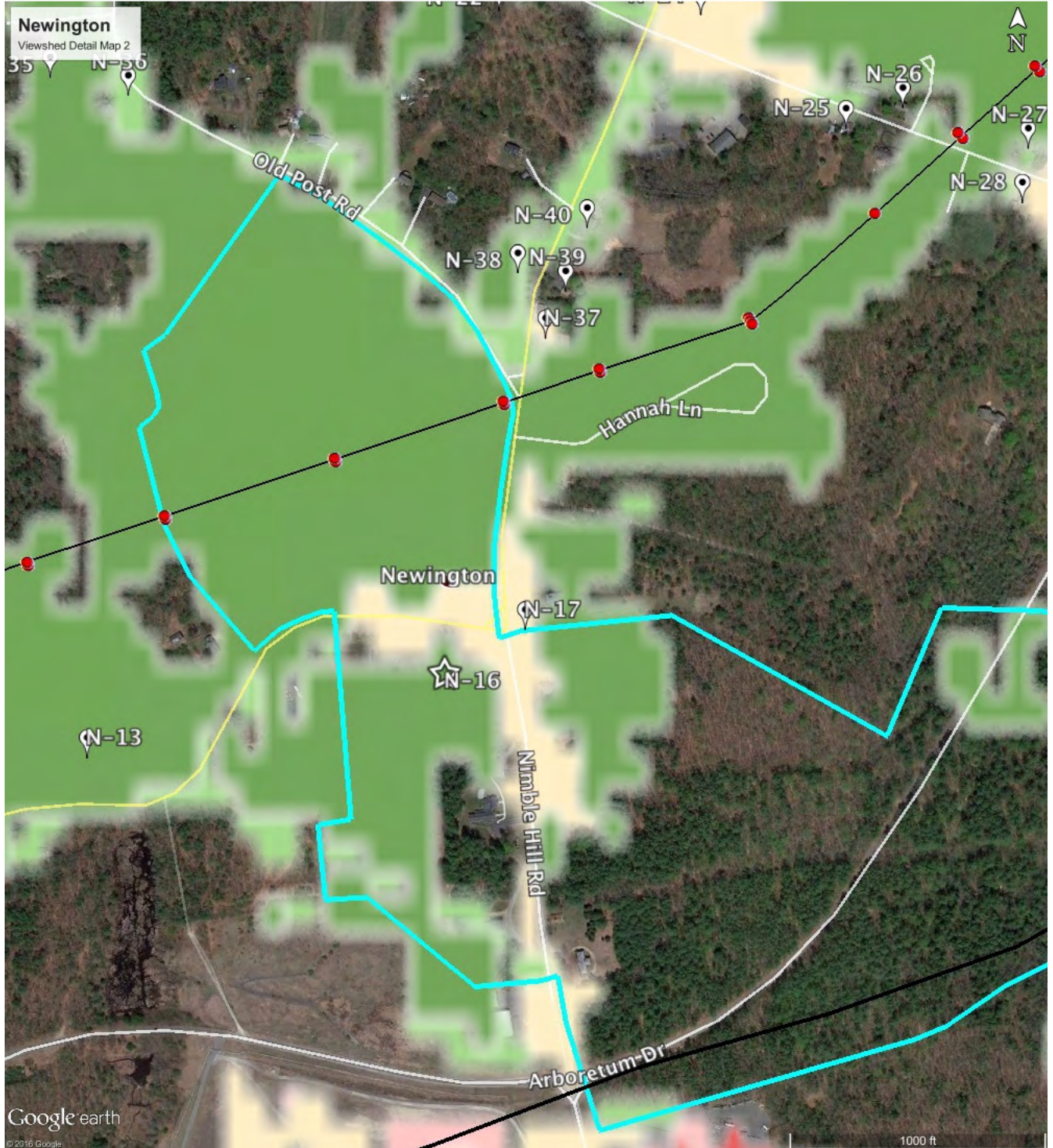
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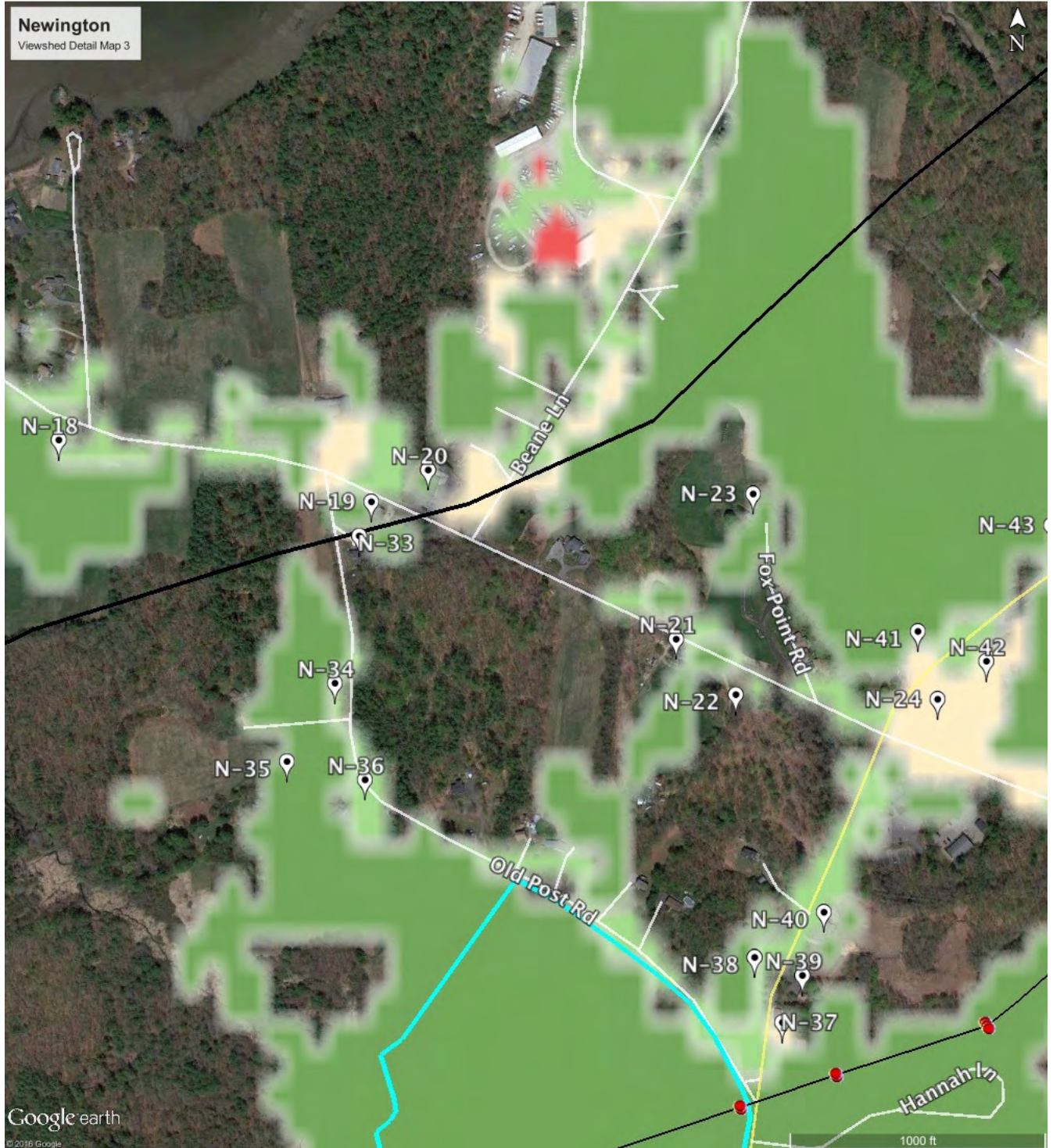
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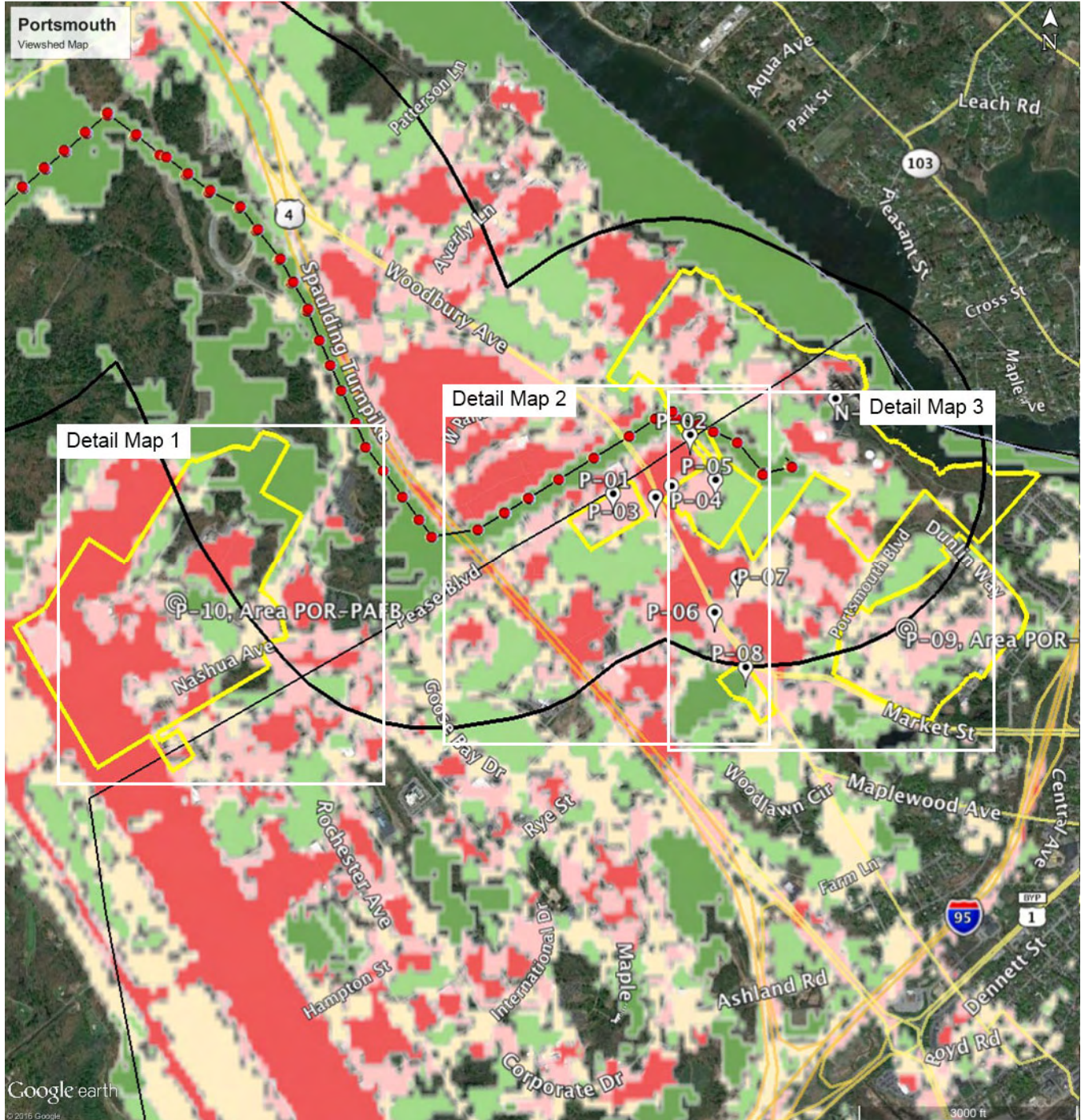
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SEACOAST RELIABILITY PROJECT AREA FORM



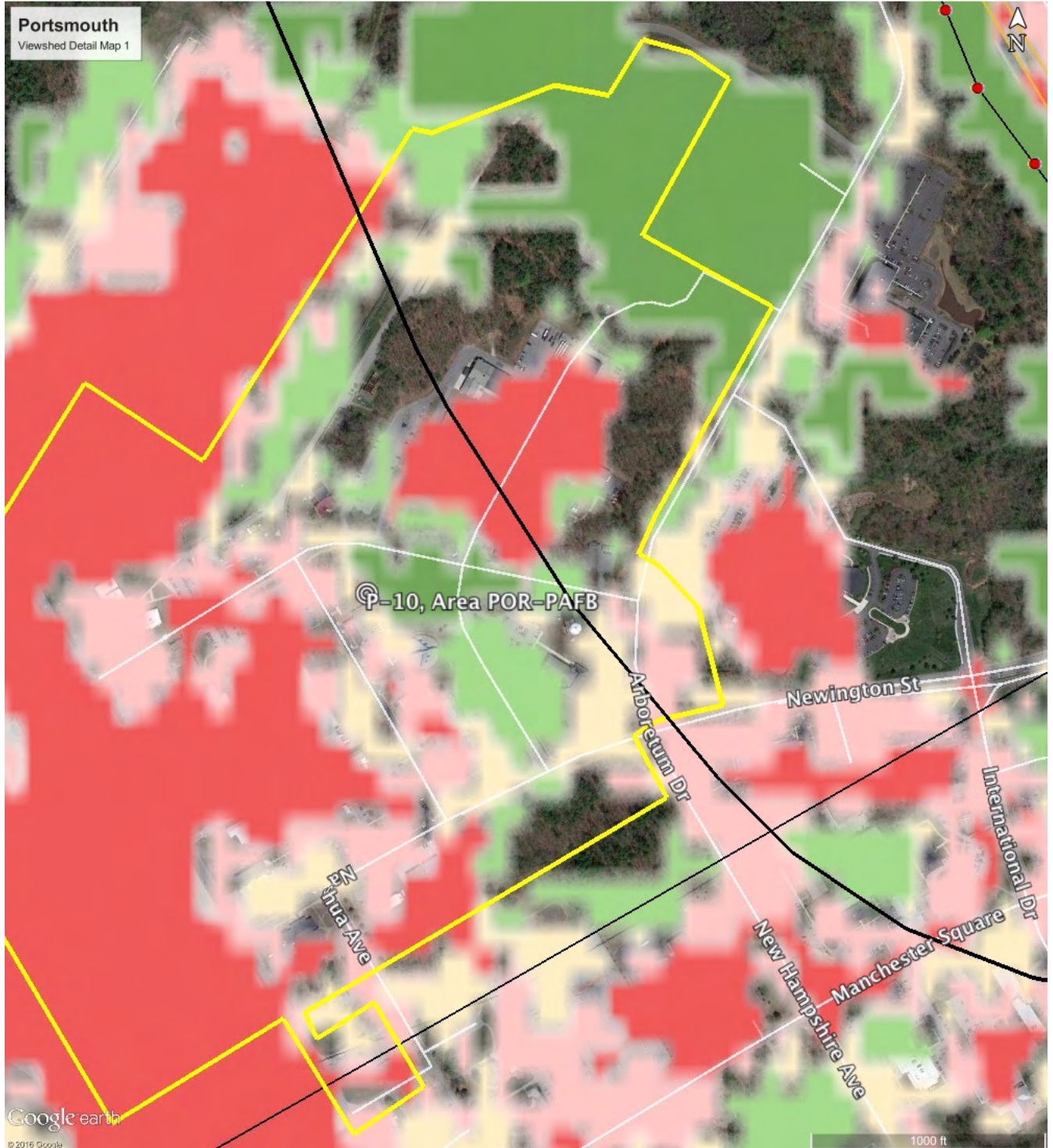
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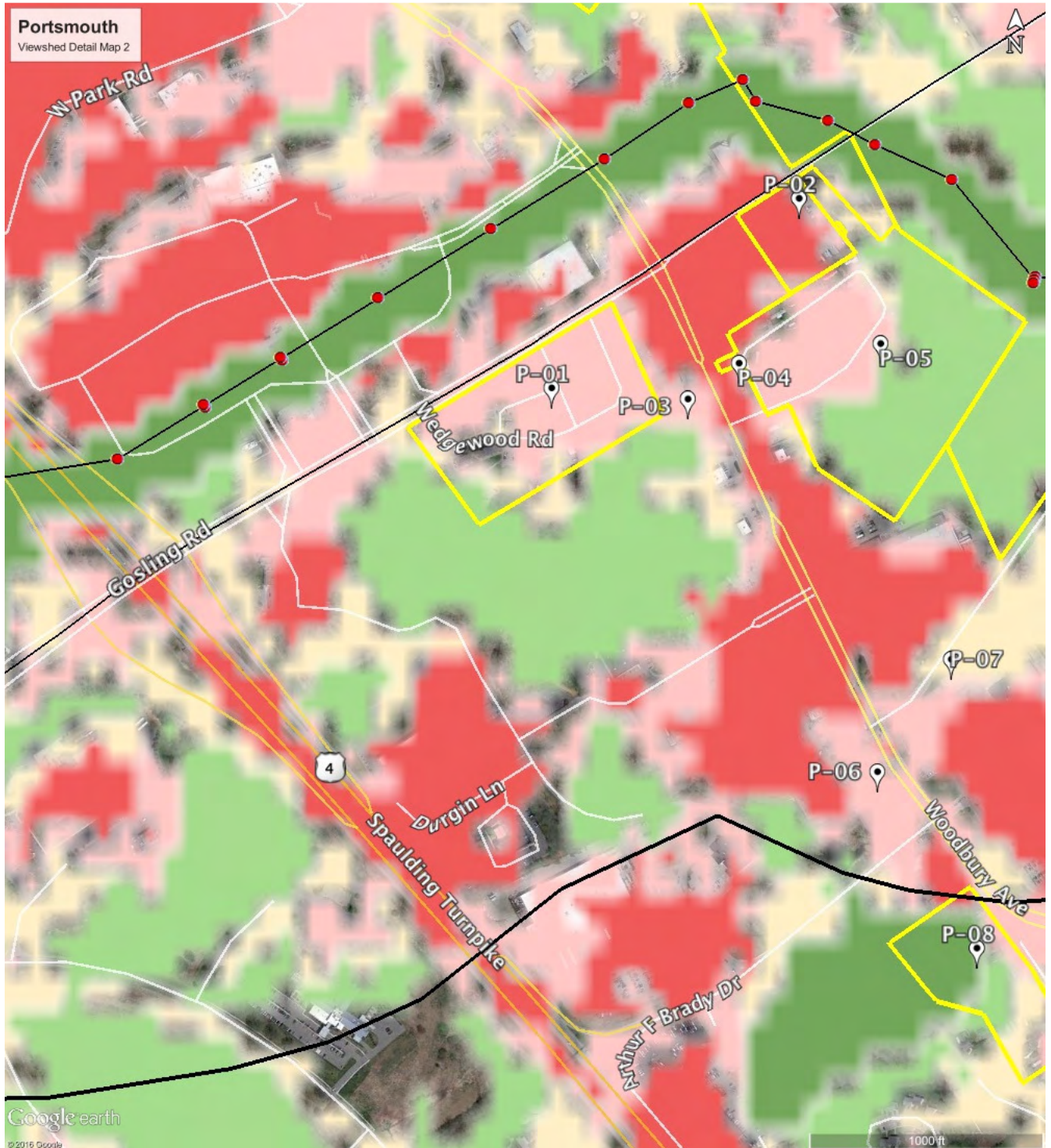
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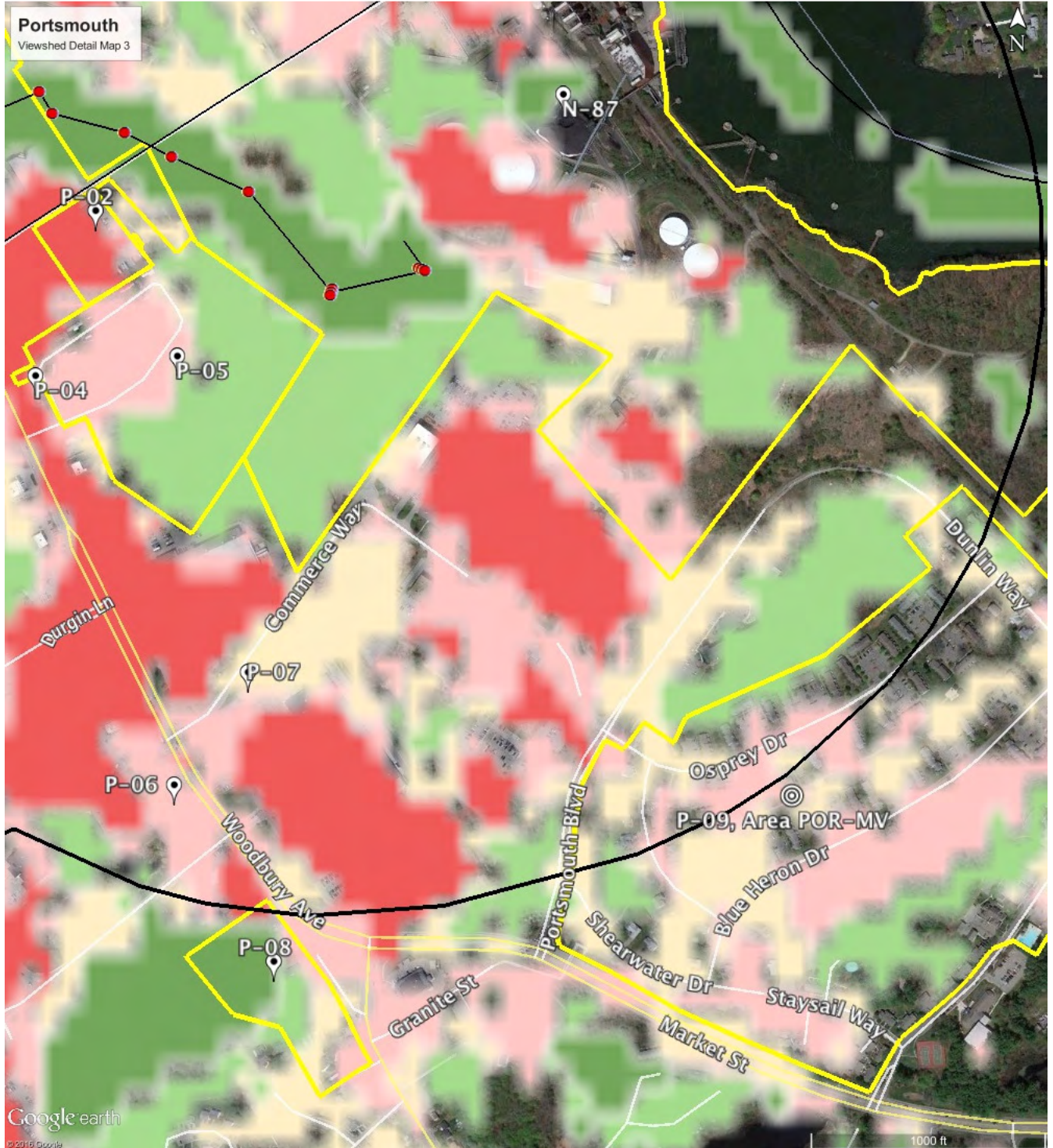
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Photography

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Madbury..... P-2


Durham P-14

Newington..... P-116

Portsmouth P-175

Digital Photography Statement

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. My camera was set to the following specifications: “fine” image quality (compression ratio 1:4) and “large” image size (3008 x 2000 pixels). These photos were printed using the following: HP Photosmart Pro B9280 printer using HP Vivera pigment inks on HP Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.



Lynne Emerson Monroe, Preservation Company

Digital Photo Log

The digital photo image files for this project are named: SRP_001 through SRP_303 where the last three digits are the photo number.

Current Photographs

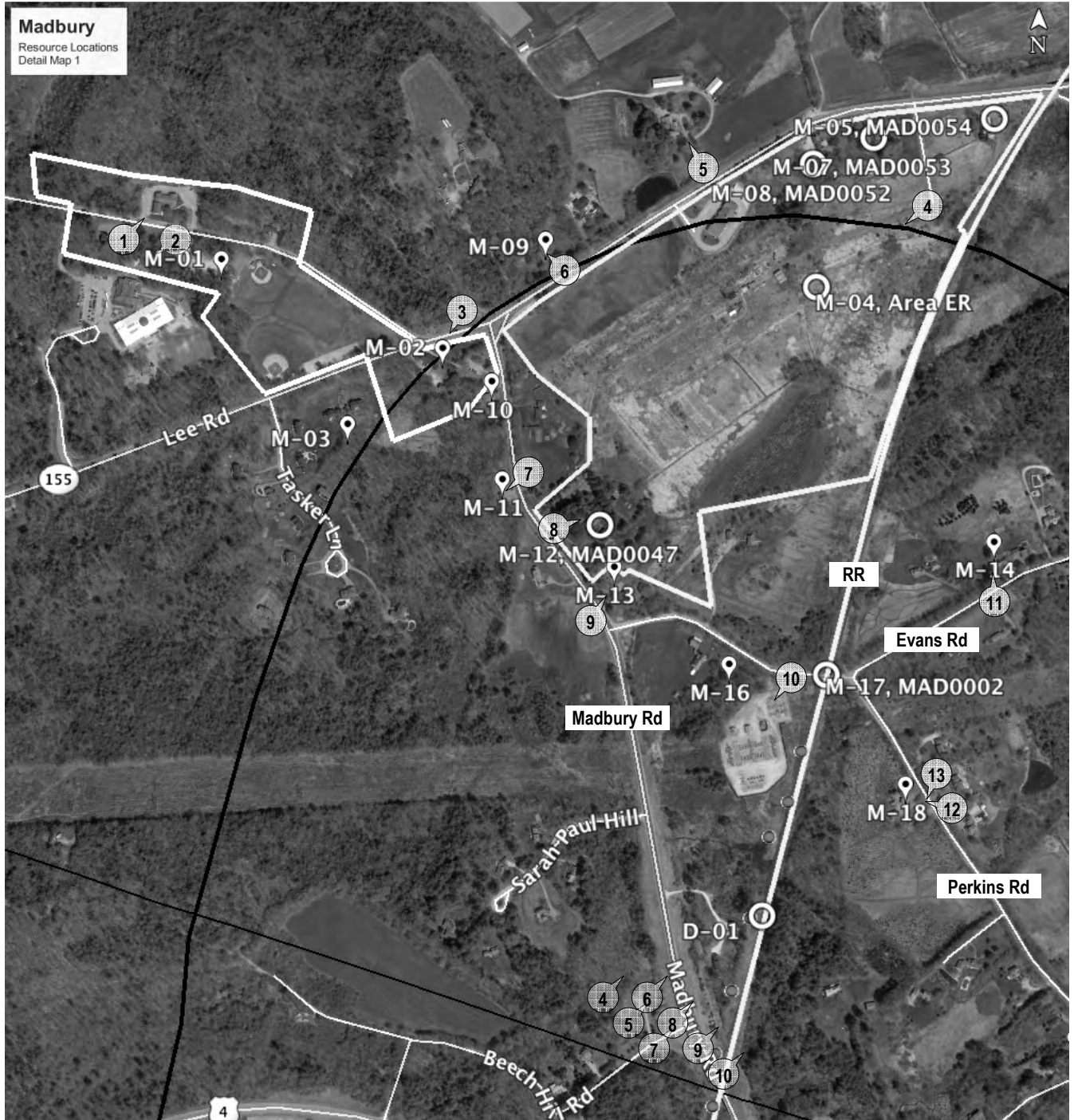
Dates taken: 2015 and 2016

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

MADBURY

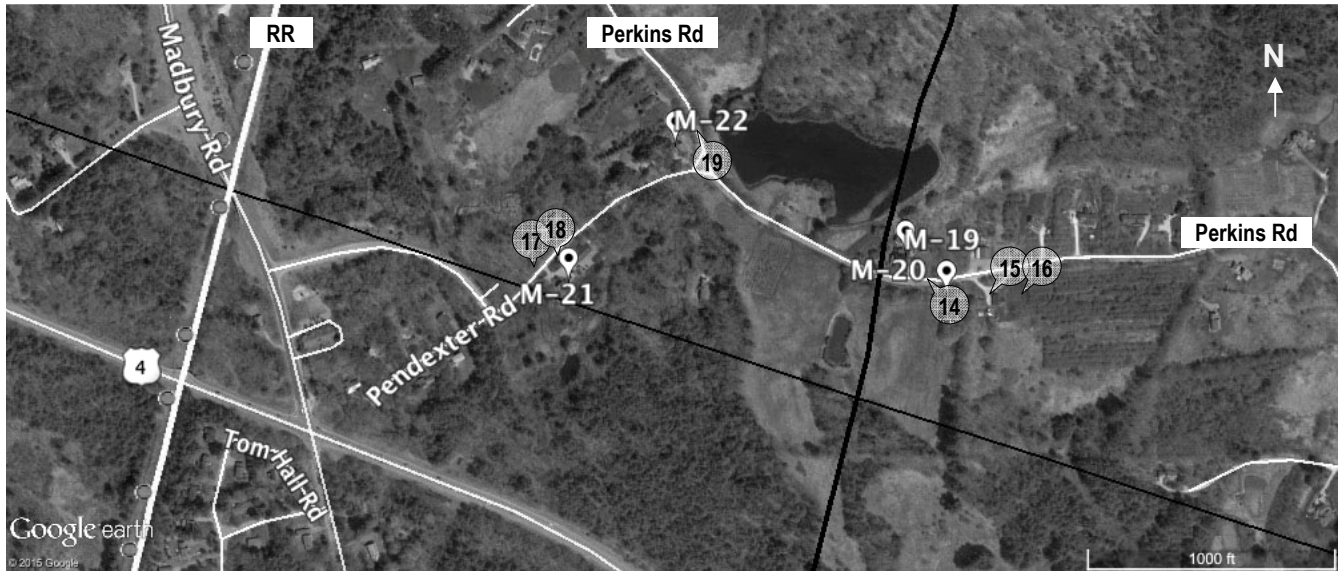
Madbury Photo Keys



IDs M-01 through M-19
Photos 1-13

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



IDs M-20 through M-22

Photos 14-19

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Madbury Photographs



Photo 001) 13 Town Hall Road – Madbury Town Hall
ID: M-01, photo taken November 2015

Direction: NE



Photo 002) 18 Town Hall Road – Union Congregational Church
ID: M-01, photo taken November 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 003) 10 Lee Road – Demerritt Homestead and apartments
ID: M-02, photo taken November 2015

Direction: SW



Photo 004) off Nicco Road – Elliott Greenhouses boiler stack (MAD0050)
ID: M-04, photo taken November 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 005) 333 Knox Marsh Road – UNH Kingman Farm, (#51, MAD0051)
Outside Project Area, photo date November 2015

Direction: NNW



Photo 006) 337 Knox Marsh Road (#49)
ID: M-09, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 007) 178 Madbury Road – Old Madbury Fire Station/Center Schoolhouse
ID: M-11, photo taken November 2015

Direction: SW



Photo 008) 173 Madbury Road (MAD0047)
ID: M-12, photo taken November 2015

Direction: ENE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 009) 171 Madbury Road
ID: M-13, photo taken November 2015

Direction: NE



Photo 010) Miles Road – Madbury Substation
Photo taken November 2015

Direction: SSW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 011) 55 Evans Road
ID: M-14, photo taken November 2015

Direction: N



Photo 012) 124 Perkins Road
ID: M-18, photo taken November 2015

Direction: WNW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 013) 124 Perkins Road outbuilding
ID: M-18, photo taken November 2015

Direction: SW



Photo 014) 105 Perkins Road – Roselawn Farm
ID: M-19, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 015) 100-102 Perkins Road, Roselawn Farm
ID: M-20, photo taken November 2015

Direction: SE



Photo 016) Perkins Road – Garage, Roselawn Farm
ID: M-20, photo taken November 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 017) 12 Pendexter Road
ID: M-21, photo taken November 2015

Direction: ENE



Photo 018) 12 Pendexter Road
ID: M-21, photo taken November 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 019) 15 Pendexter Road
ID: M-22, photo taken November 2015

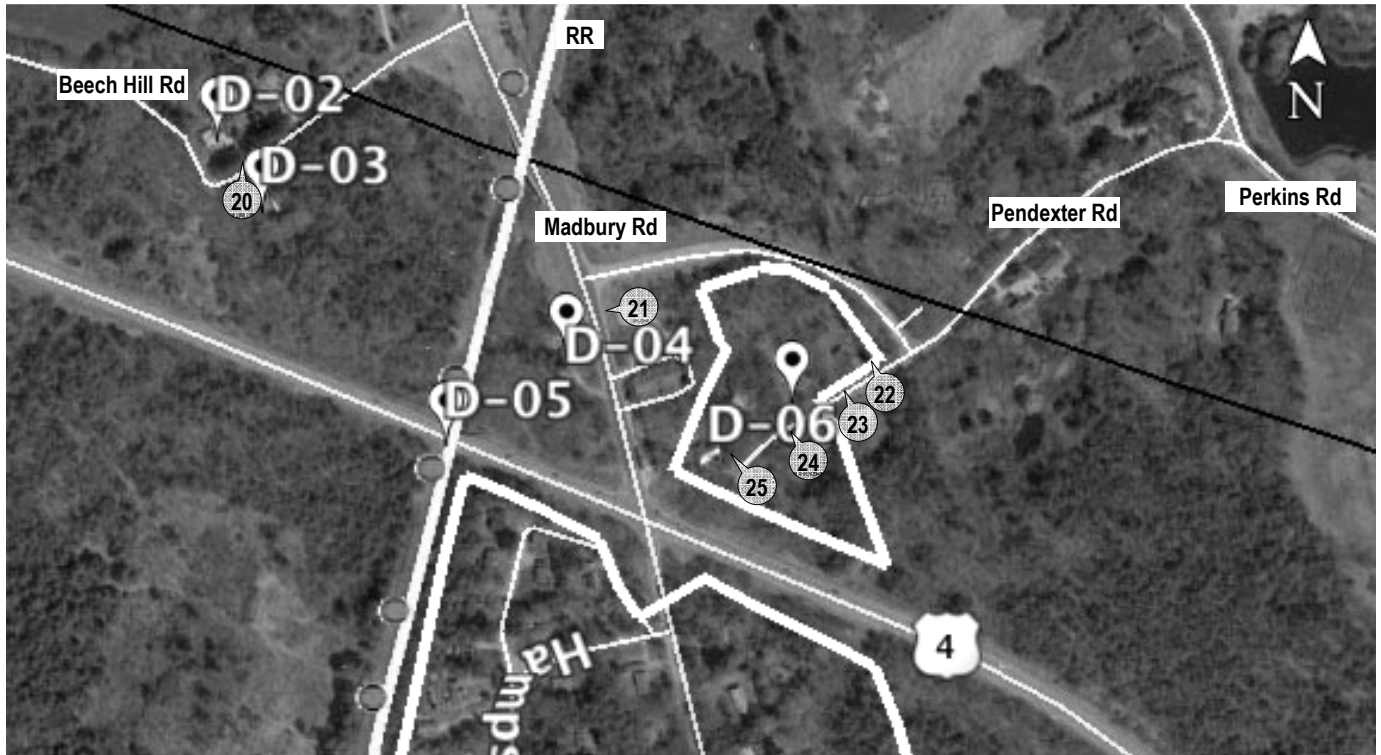
Direction: NNW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

DURHAM

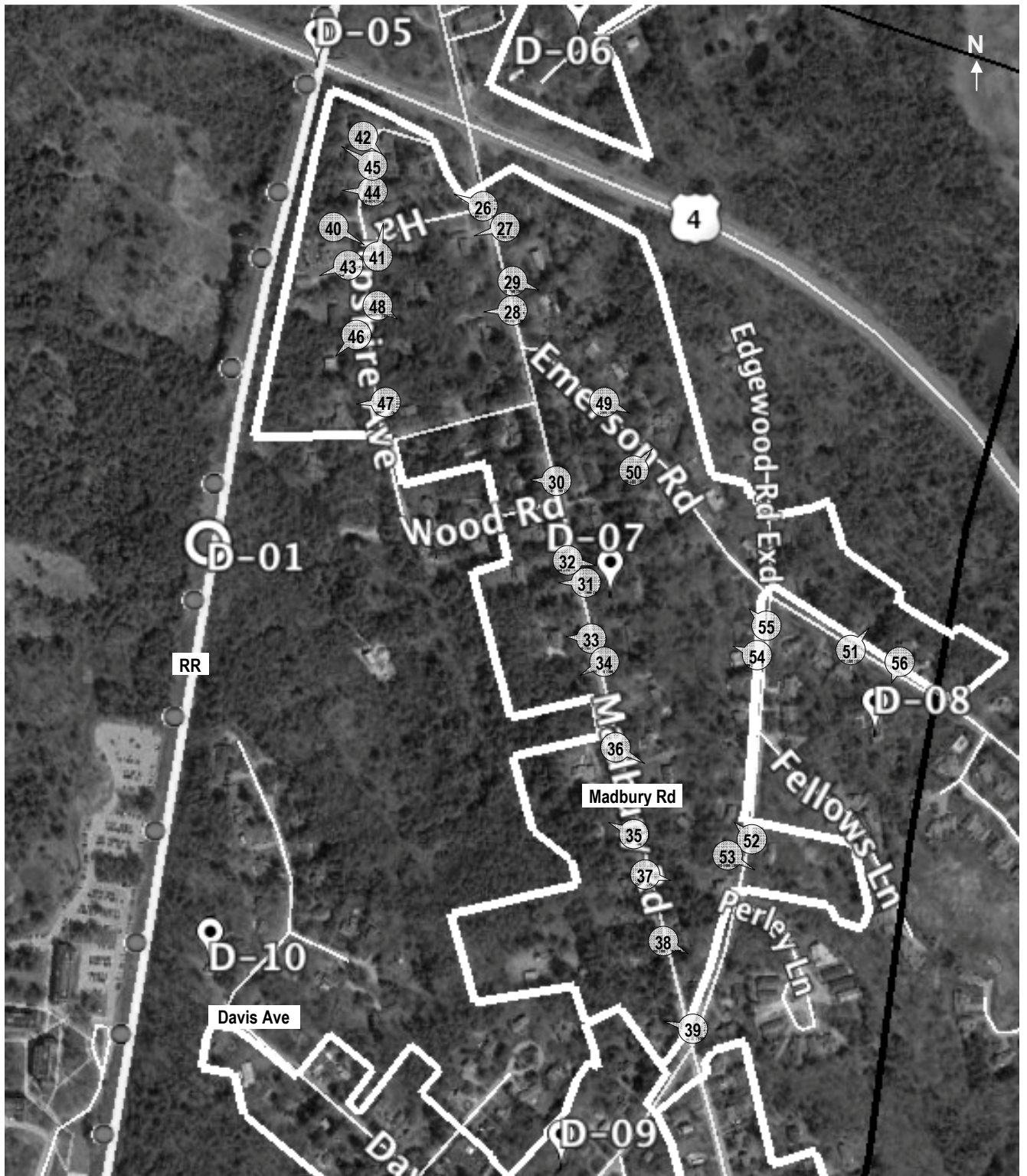
Durham Photo Keys



IDs D-01 through D-06
Photos 20-25

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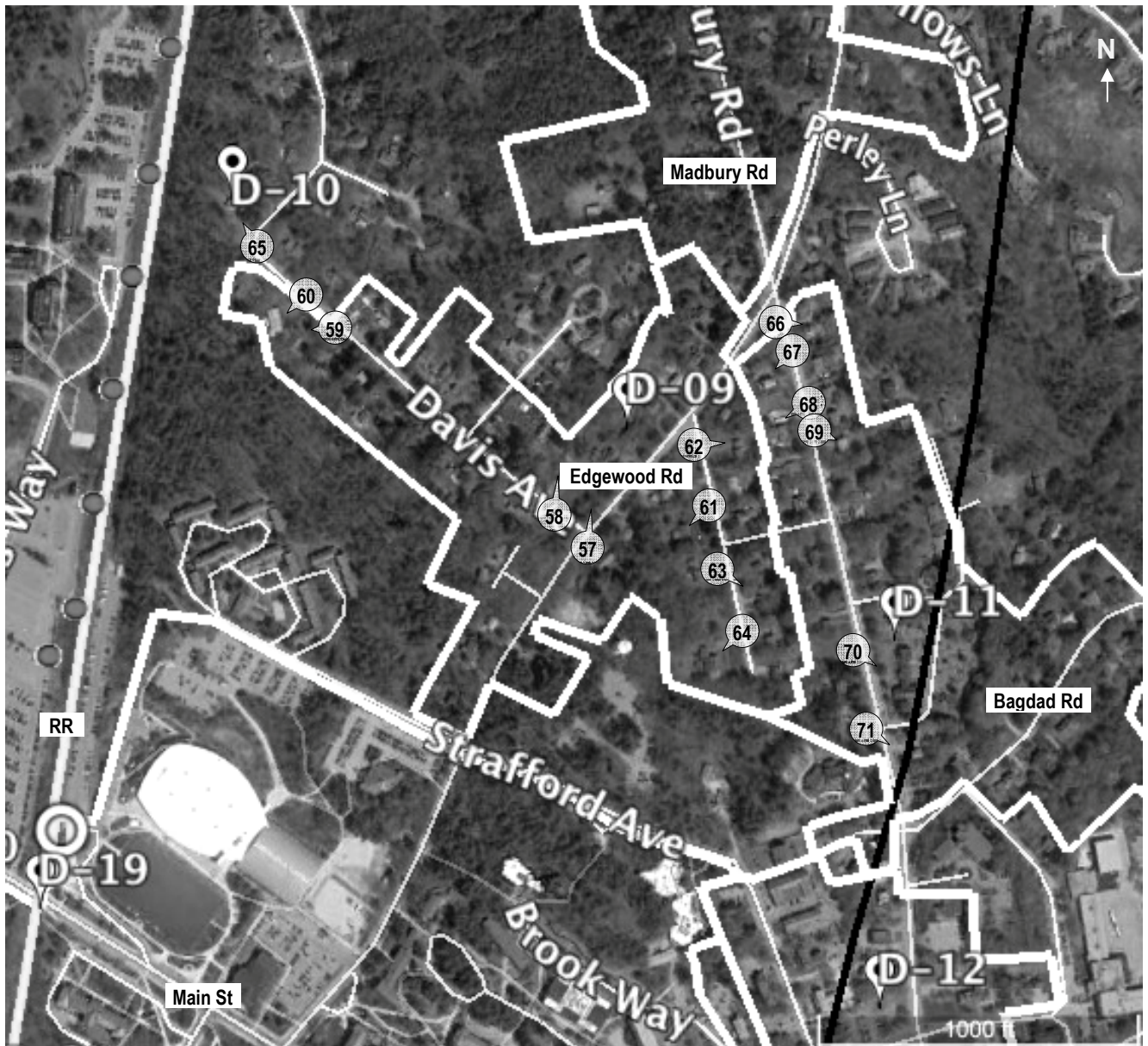
SEACOAST RELIABILITY PROJECT AREA FORM



IDs D-07 through D-08
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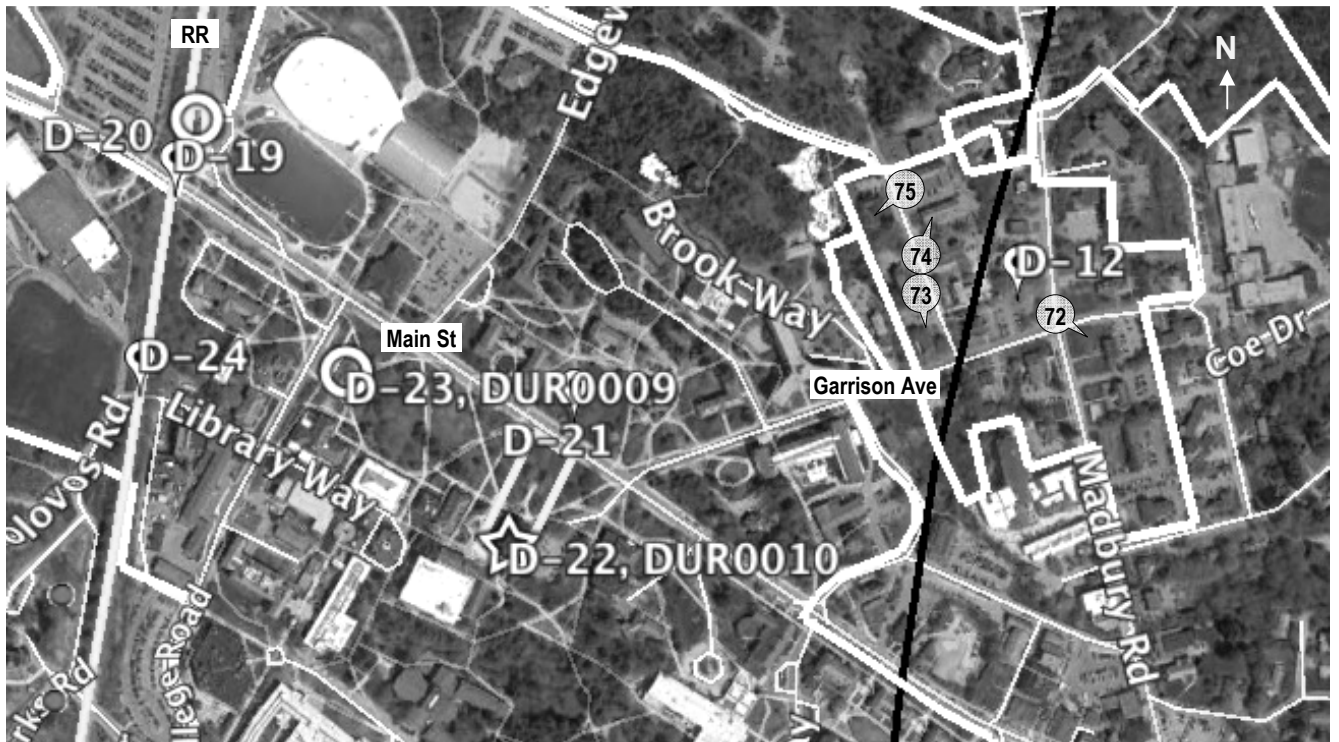
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IDs D-09 through D-11
Photos 57-71

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ID D-12
Photos 72-75

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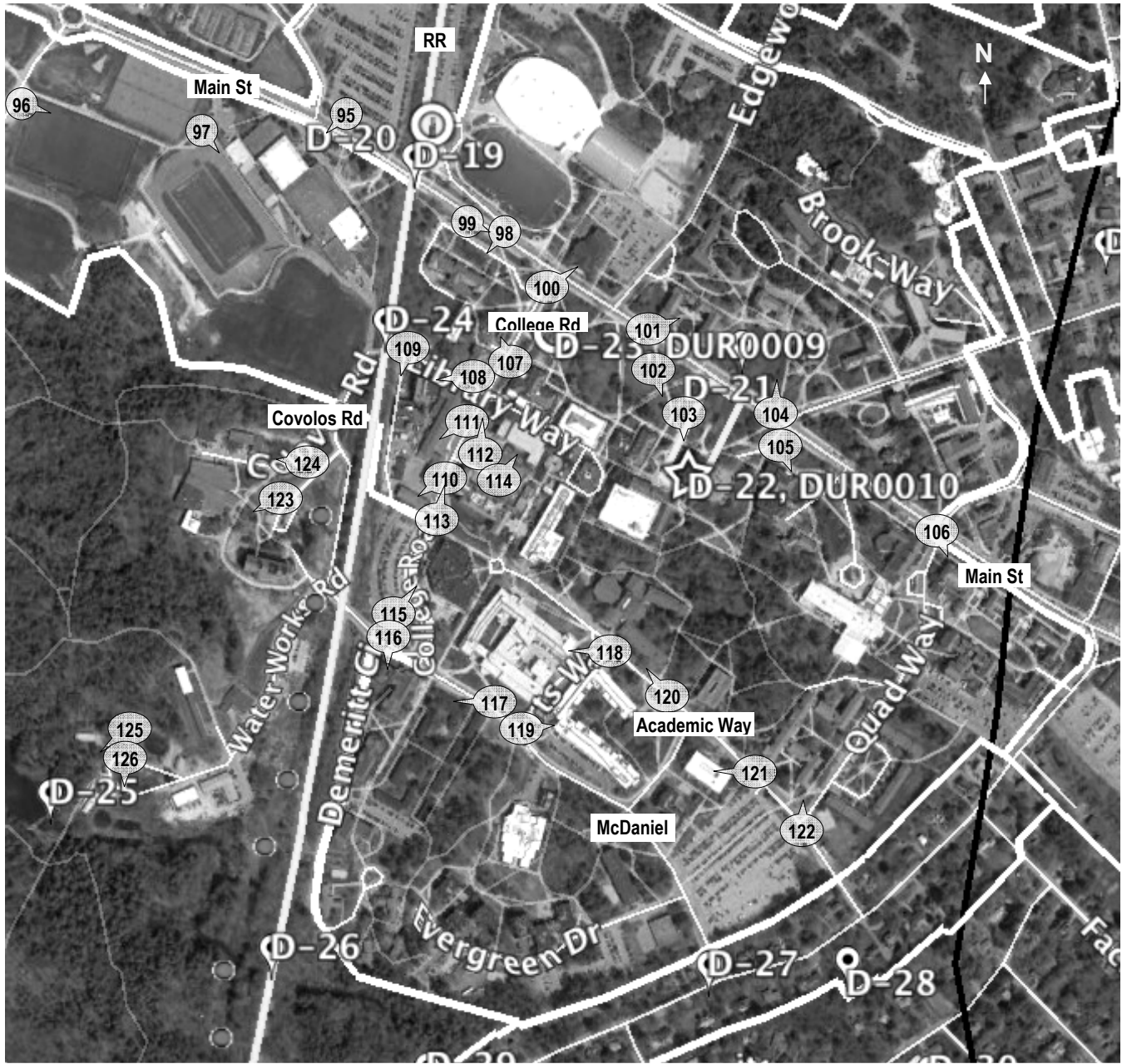
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IDs D-13 through D-20
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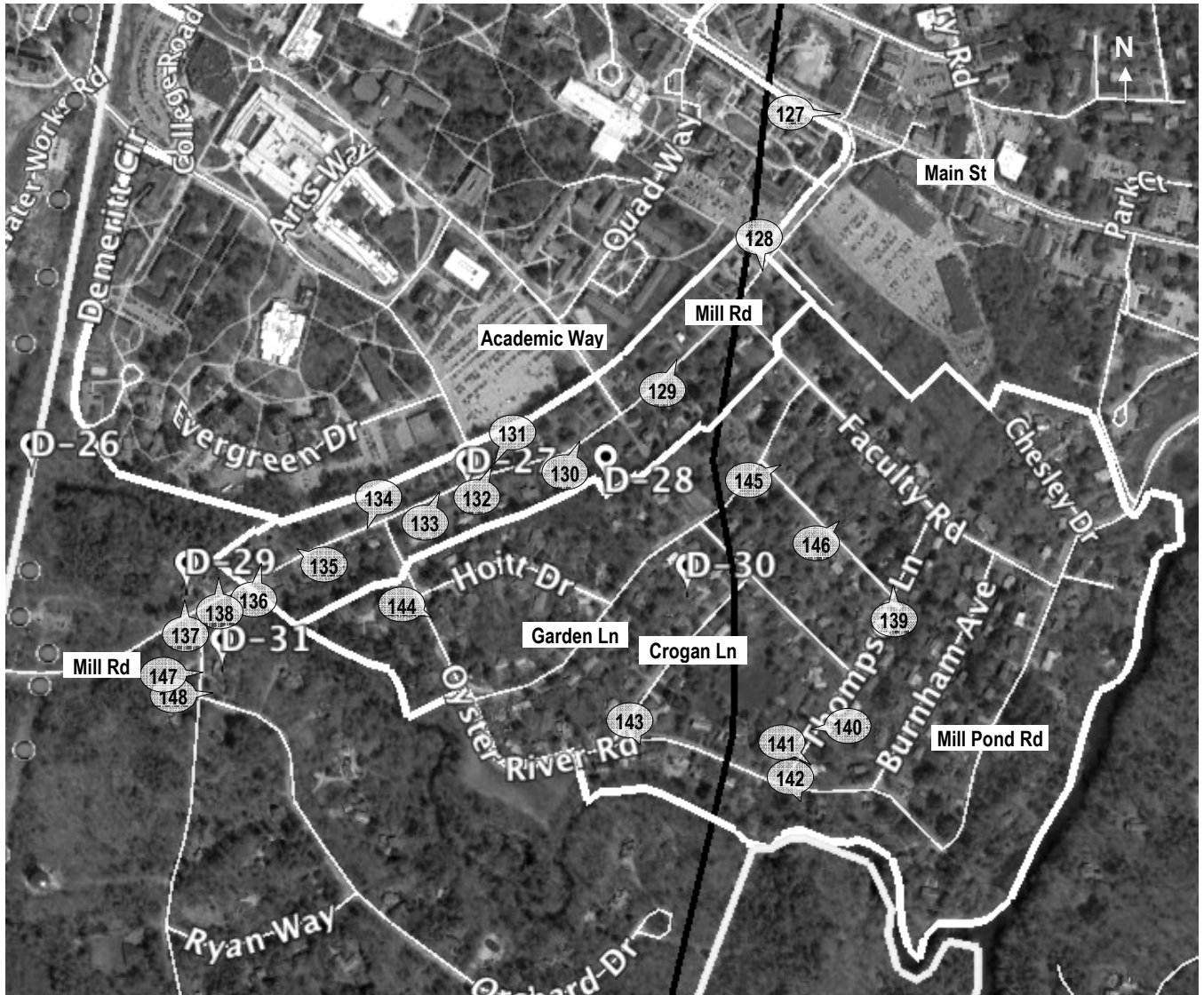
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IDs D-21, 25
Photos 95-126

AREA FORM

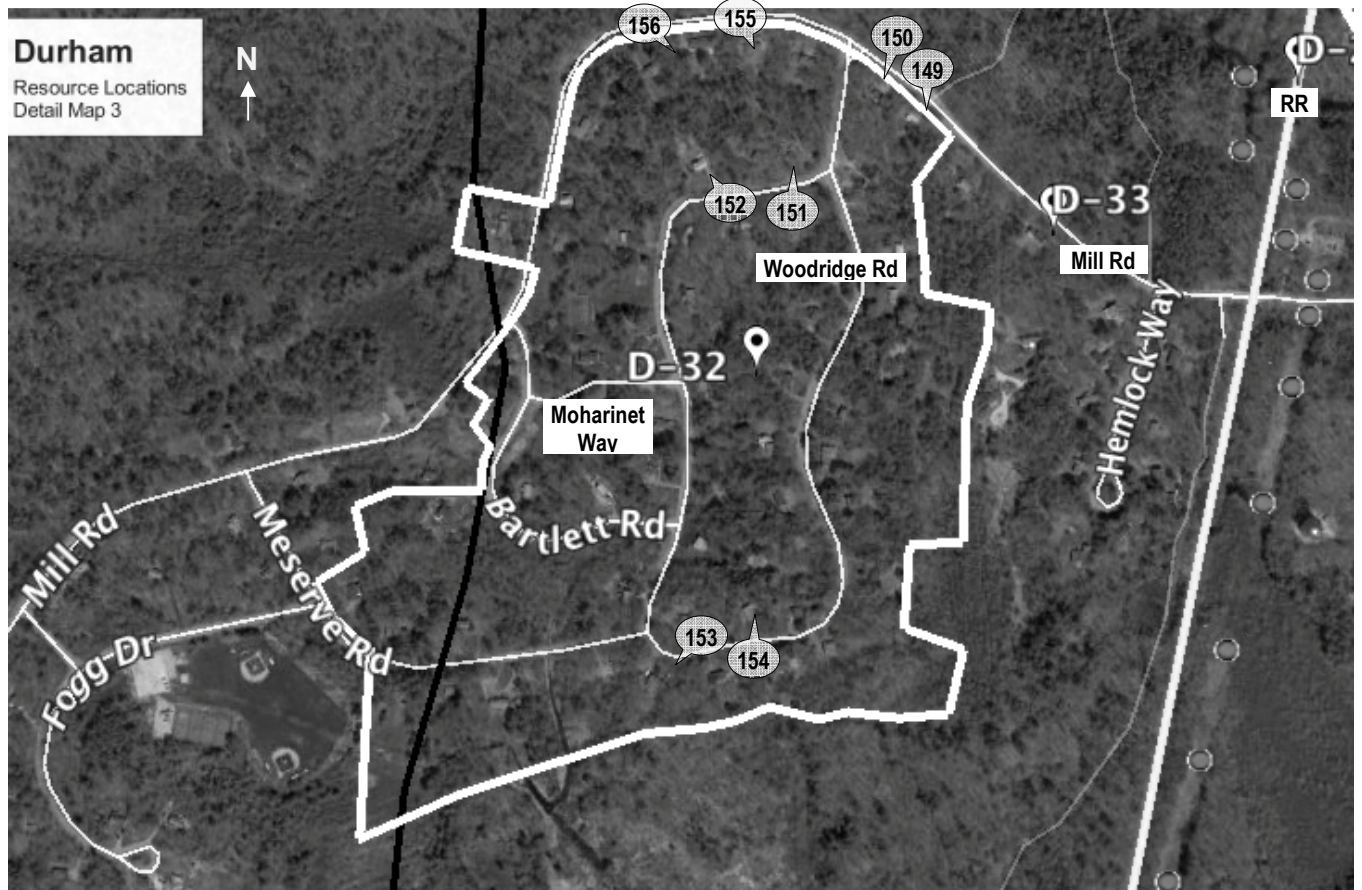
SEACOAST RELIABILITY PROJECT AREA FORM



IDs D-27 through D-31
Photos 127-148

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ID D-32
Photos 149-156

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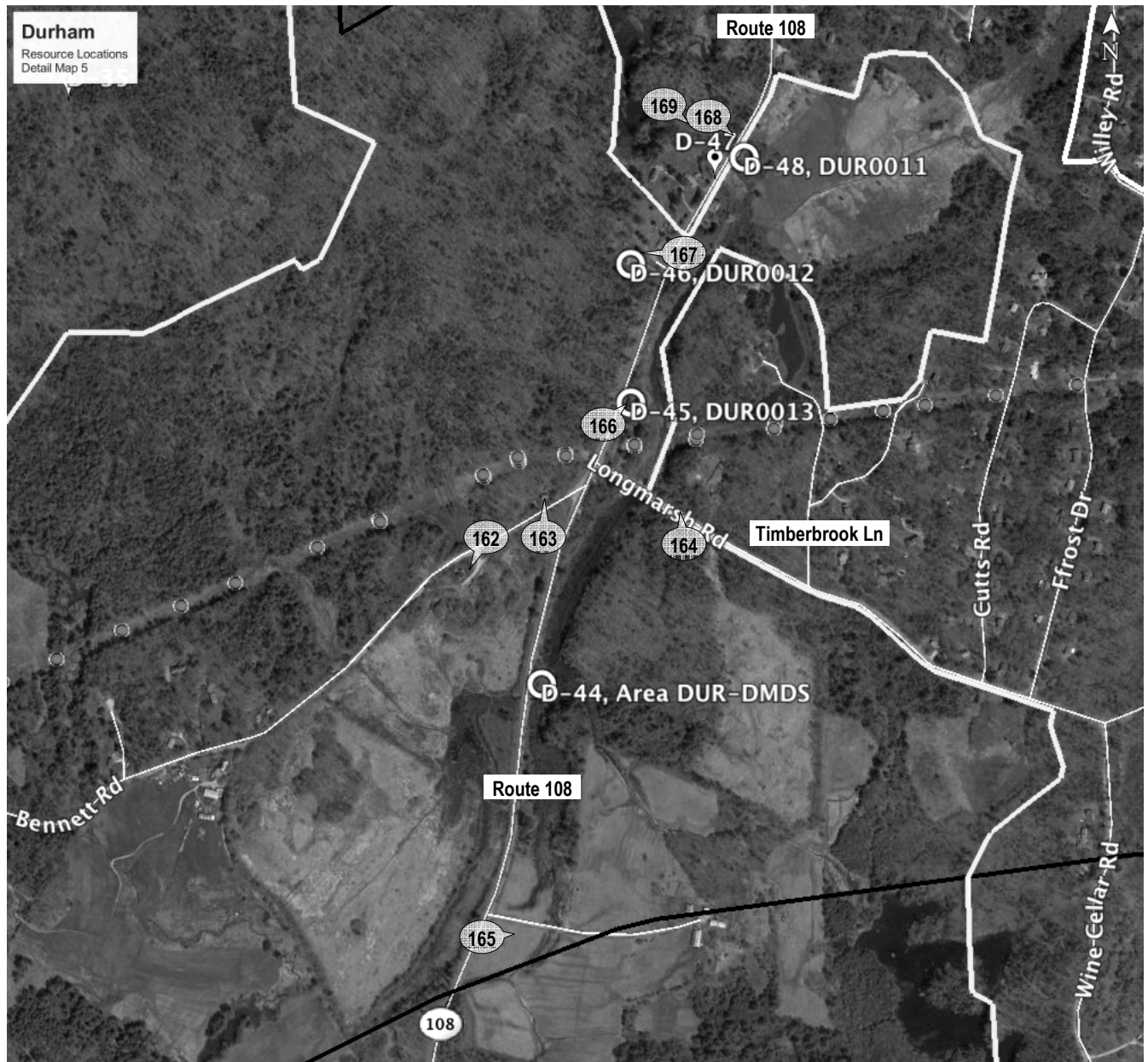
SEACOAST RELIABILITY PROJECT AREA FORM



IDs D-40-42
Photos 157-161

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IDs D-44-48
Photos 162-169

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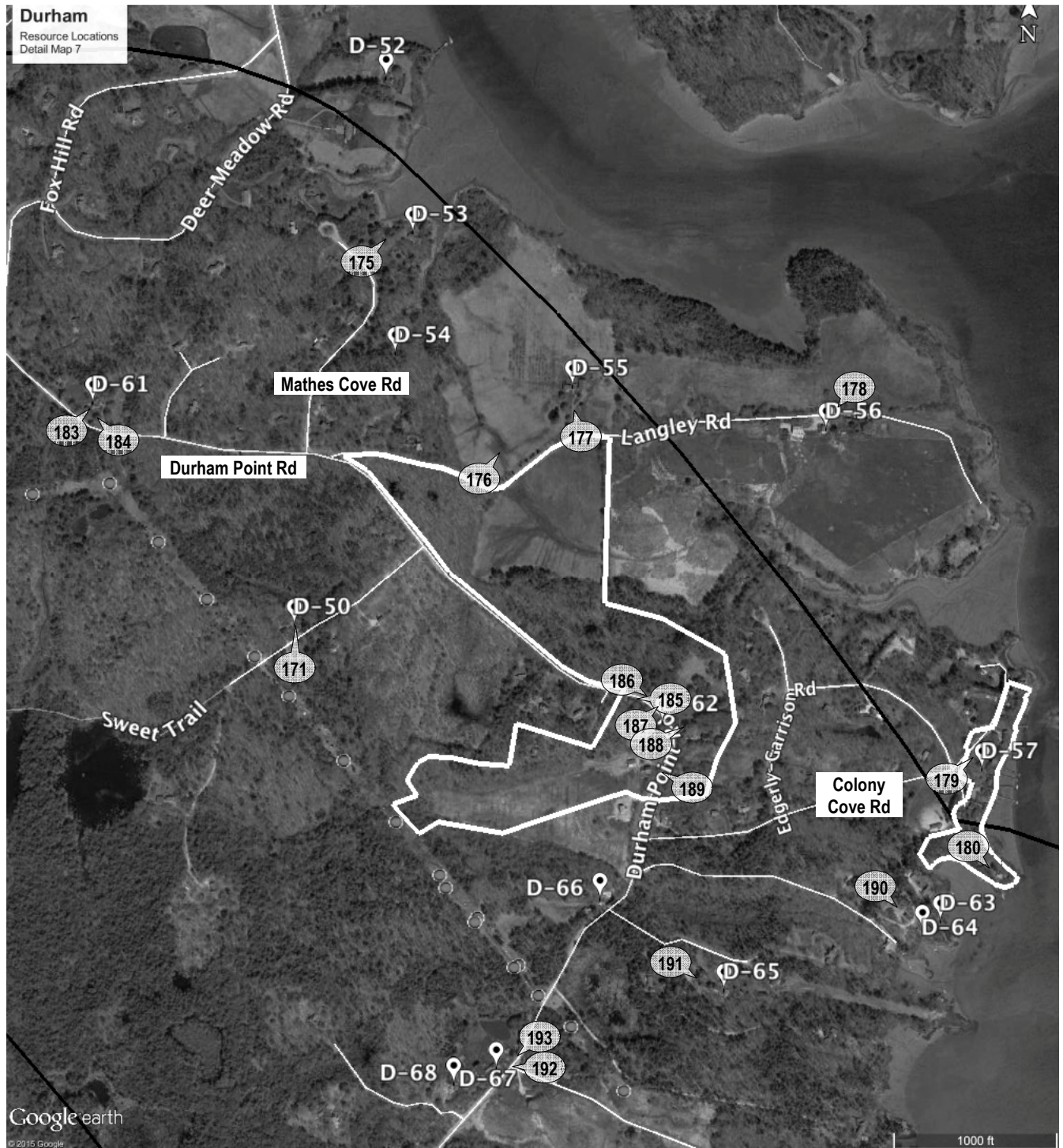
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IDs D-50, D53 through D-57, D-61 through D-67
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IDs D-69 through D-72
Photos 194-196

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Durham Photographs



Photo 020) 8 Beech Hill Road
ID: D-02, photo taken November 2015

Direction: N



Photo 021) 145 Madbury Road
ID: D-04, photo taken November 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 022) Pendexter Road Area – 7 Pendexter Road
ID: D-06, photo taken November 2015

Direction: NW



Photo 023) Pendexter Road Area – 5 Pendexter Road
ID: D-06, photo taken November 2015

Direction: NNW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 024) Pendexter Road Area – 3 Pendexter Road
ID: D-06, photo taken November 2015

Direction: NW



Photo 025) Pendexter Road Area – 1 Pendexter Road
ID: D-06, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 026) Madbury Road-Emerson Road Neighborhood – 135 Madbury Road and 1 Tom Hall Road
Direction: NW

ID: D-07, photo taken November 2015



Photo 027) Madbury Road-Emerson Road Neighborhood – 133 Madbury Road
Direction: WSW

ID: D-07, photo taken November 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 028) Madbury Road-Emerson Road Neighborhood – 127 Madbury Road
ID: D-07, photo taken November 2015

Direction: W



Photo 029) Madbury Road-Emerson Road Neighborhood – 124 Madbury Road
ID: D-07, photo taken November 2015

Direction: ESE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 030) Madbury Road-Emerson Road Neighborhood – 118 Madbury Road
ID: D-07, photo taken November 2015

Direction: ENE



Photo 031) Madbury Road-Emerson Road Neighborhood – 115 Madbury Road
ID: D-07, photo taken November 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 032) Madbury Road-Emerson Road Neighborhood – 114 Madbury Road
ID: D-07, photo taken November 2015

Direction: **X**



Photo 033) Madbury Road-Emerson Road Neighborhood – 113 Madbury Road
ID: D-07, photo taken November 2015

Direction: WNW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 034) Madbury Road-Emerson Road Neighborhood – 111 Madbury Road
ID: D-07, photo taken November 2015

Direction: WSW



Photo 035) Madbury Road-Emerson Road Neighborhood – 108 Madbury Road
ID: D-07, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 036) Madbury Road-Emerson Road Neighborhood – 102 Madbury Road
ID: D-07, photo taken November 2015

Direction: SE



Photo 037) Madbury Road-Emerson Road Neighborhood – 98 Madbury Road
ID: D-07, photo taken November 2015

Direction: ESE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 038) Madbury Road-Emerson Road Neighborhood – 96 Madbury Road
ID: D-07, photo taken November 2015

Direction: SE



Photo 039) Madbury Road-Emerson Road Neighborhood – 95 Madbury Road
ID: D-07, photo taken November 2015

Direction: WNW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 040) Madbury Road-Emerson Road Neighborhood – 3 Hampshire Avenue
ID: D-07, photo taken November 2015

Direction: SE



Photo 041) Madbury Road-Emerson Road Neighborhood – 2 Hampshire Avenue
ID: D-07, photo taken November 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 042) Madbury Road-Emerson Road Neighborhood – 1 Scotland Road
ID: D-07, photo taken November 2015

Direction: SE



Photo 043) Madbury Road-Emerson Road Neighborhood – 2 Scotland Road
ID: D-07, photo taken November 2015

Direction: WSW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 044) Madbury Road-Emerson Road Neighborhood – 4 Scotland Road
ID: D-07, photo taken November 2015

Direction: W



Photo 045) Madbury Road-Emerson Road Neighborhood – 6-8 Scotland Road
ID: D-07, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 046) Madbury Road-Emerson Road Neighborhood – 8 Hampshire Avenue
ID: D-07, photo taken November 2015

Direction: SW



Photo 047) Madbury Road-Emerson Road Neighborhood – 10 Hampshire Avenue
ID: D-07, photo taken November 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 048) Madbury Road-Emerson Road Neighborhood – 7 Hampshire Avenue
ID: D-07, photo taken November 2015

Direction: SE



Photo 049) Madbury Road-Emerson Road Neighborhood – 5 Emerson Road
ID: D-07, photo taken November 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 050) Madbury Road-Emerson Road Neighborhood – 7 Emerson Road
ID: D-07, photo taken November 2015

Direction: SE



Photo 051) Madbury Road-Emerson Road Neighborhood – 17 Emerson Road
ID: D-07, photo taken November 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 052) Madbury Road-Emerson Road Neighborhood – 49 Edgewood Road
ID: D-07, photo taken November 2015

Direction: WNW



Photo 053) Madbury Road-Emerson Road Neighborhood – 48 Edgewood Road
ID: D-07, photo taken November 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 054) Madbury Road-Emerson Road Neighborhood – 59 Edgewood Road
ID: D-07, photo taken November 2015

Direction: WNW



Photo 055) Madbury Road-Emerson Road Neighborhood – 61 Edgewood Road
ID: D-07, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 056) 22 Emerson Road – Fitts Farm
ID: D-08, photo taken November 2015

Direction: SSW



Photo 057) Edgewood Road Area – Edgewood Road north of Davis Avenue
ID: D-09, photo taken January 2016

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 058) Edgewood Road Area – Davis Avenue
ID: D-09, photo taken January 2016

Direction: N



Photo 059) Edgewood Road Area – Davis Avenue
ID: D-09, photo taken January 2016

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 060) Edgewood Road Area – Davis Avenue
ID: D-09, photo taken January 2016

Direction: SW



Photo 061) Edgewood Road Area – Meadow Road
ID: D-09, photo taken January 2016

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 062) Edgewood Road Area – Meadow Road
ID: D-09, photo taken January 2016

Direction: E



Photo 063) Edgewood Road Area – Meadow Road
ID: D-09, photo taken January 2016

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 064) Edgewood Road Area – Meadow Road
ID: D-09, photo taken January 2016

Direction: SW



Photo 065) 1 Fairchild Drive
ID: D-10, photo taken January 2016

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 066) Madbury-Bagdad Road Area – Madbury Road
ID: D-11, photo taken January 2016

Direction: E



Photo 067) Madbury-Bagdad Road Area – Madbury Road
ID: D-11, photo taken January 2016

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 068) Madbury-Bagdad Road Area – Madbury Road
ID: D-11, photo taken January 2016

Direction: WSW



Photo 069) Madbury-Bagdad Road Area – Madbury Road
ID: D-11, photo taken January 2016

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 070) Madbury-Bagdad Road Area – Madbury Road
ID: D-11, photo taken January 2016

Direction: SE



Photo 071) Madbury-Bagdad Road Area – Madbury Road
ID: D-11, photo taken January 2016

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 072) Fraternity, Sorority, and Student Housing Area – Madbury Road at Garrison Avenue

Direction: SE

ID: D-12, photo taken January 2016



Photo 073) Fraternity, Sorority, and Student Housing Area – Garrison Avenue at Strafford Avenue

Direction: S

ID: D-12, photo taken January 2016

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 074) Fraternity, Sorority, and Student Housing Area – Strafford Avenue
ID: D-12, photo taken January 2016

Direction: NE



Photo 075) Fraternity, Sorority, and Student Housing Area – Strafford Avenue
ID: D-12, photo taken January 2016

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

University of New Hampshire



Photo 076) UNH Woodman Horticultural Farm – 10 Spinney Lane
ID: D-13, photo taken August 2015

Direction: N



Photo 077) UNH Woodman Horticultural Farm, Woodman cemetery
ID: D-14, photo taken August 2015

Direction: SSE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 078) UNH Thompson – School Greenhouses from Mast Road Extension
ID: D-17, photo taken June 2015

Direction: W



Photo 079) UNH Thompson School – Putnam Hall, Mast Road Extension
ID: D-17, photo taken June 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 080) Mast Road Extension – UNH Transit and Visitor Center
ID: D-17, photo taken June 2015

Direction: N



Photo 081) UNH Thompson School – Cole and Barton Halls, Mast Road Extension
ID: D-17, photo taken June 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 082) UNH Thompson School from Main Street-North Drive rotary
ID: D-17, photo taken June 2015

Direction: NW



Photo 083) UNH Thompson School – Skogland Livestock Activities Center and Horse Barn

Direction: NE

ID: D-17, photo taken June 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 084) UNH Thompson School – Greenhouses from Main Street
ID: D-17, photo taken December 2015

Direction: NE



Photo 085) UNH Thompson School – Old Dairy Barn
ID: D-17, photo taken December 2015

Direction: ENE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 086) UNH Thompson School – Smith Equine Center from Main Street
ID: D-17, photo taken June 2015

Direction: NE



Photo 087) UNH Thompson School – Spinney Lane and Mast Road Extension – Mast Road Apartments

Direction: NNE

ID: D-17, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 088) UNH Thompson School – Light Horse Classroom, Mast Road Extension Direction: SW
ID: D-17, photo taken December 2015



Photo 089) UNH Thompson School – Farm Services Buildings, Mast Road Extension Direction: N
ID: D-17, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 090) Woodman Cemetery
ID: D-18, photo taken December 2015

Direction: N



Photo 091) Main Street Bridge over Railroad, Boston and Maine Railroad Western Division Historic District

ID: D-19, photo taken June 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 092) Durham UNH Railroad Station Boston and Maine Railroad Western Division Historic District

Direction: NW

ID: D-20, photo taken June 2015



Photo 093) Durham-UNH Railroad Station, from Main Street Bridge

Direction: NNE

ID: D-20, photo taken June 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 094) Durham-UNH Railroad Station and Main Street Bridge
ID: D-20 (and bridge D-19), photo taken June 2015

Direction: SSW



Photo 095) UNH – 145 Main Street – Fieldhouse/Lundholm Gymnasium
ID: D-21, photo taken January 2016

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 096) UNH – Stadium and Field House
ID: D-21, photo taken June 2015

Direction: ESE



Photo 097) UNH – Stadium and football field
ID: D-21, photo taken June 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 098) UNH – 131 Main Street – Nesmith Hall
ID: D-21, photo taken June 2015

Direction: SSW



Photo 099) UNH – Nesmith Hall
ID: D-21, photo taken June 2015

Direction: ESE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 100) UNH – 124 Main Street – New Hampshire Hall
ID: D-21, photo taken December 2015

Direction: NE



Photo 101) UNH – Main Street – Congreve Hall
ID: D-21, photo taken December 2015

Direction: ENE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 102) UNH – Quadrangle Main Street – Thompson Hall, Murkland Hall
ID: D-21, photo taken December 2015

Direction: SE



Photo 103) UNH – Main Street – Thompson Hall (DUR0010, on National Register)
ID: D-22, photo taken December 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 104) UNH – Main Street – Smith Hall to right; Scott to left
ID: D-21, photo taken December 2015

Direction: N



Photo 105) UNH – Main Street – Hamilton Smith Hall
ID: D-21, photo taken December 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 106) UNH – Main Street – Fairchild Hall
ID: D-21, photo taken December 2015

Direction: SE



Photo 107) UNH – College Road – Taylor Hall
ID: D-21, photo taken December 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 108) UNH – Library Way – Service Building and Heating Plant
ID: D-21, photo taken June 2015

Direction: W



Photo 109) UNH – Rear of Heating Plant, railroad tracks at right
ID: D-21, photo taken June 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 110) UNH – College Road – Zais Hall
ID: D-21, photo taken January 2016

Direction: SW



Photo 111) UNH – College Road – Service Building
ID: D-21, photo taken January 2016

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 112) UNH – College Road – Service Building
ID: D-21, photo taken January 2016

Direction: N



Photo 113) UNH – College Road – Zais Hall to left, Rudman right
ID: D-21, photo taken December 2015

Direction: NNE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 114) UNH – College Road – Hewitt Hall
ID: D-21, photo taken December 2015

Direction: NE



Photo 115) UNH – College Road – Morse Hall
ID: D-21, photo taken June 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 116) UNH – Handler Hall, railroad tracks at right
ID: D-21, photo taken June 2015

Direction: S



Photo 117) UNH – McDaniel Drive – Forest Park Apartments
ID: D-21, photo taken December 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 118) UNH – Academic Way – Kingsbury Hall
ID: D-21, photo taken December 2015

Direction: W



Photo 119) UNH – McDaniel Drive – Parsons Hall
ID: D-21, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 120) UNH – Academic Way – Paul Creative Arts
ID: D-21, photo taken January 2016

Direction: NW



Photo 121) UNH – Academic Way – McConnell Hall
ID: D-21, photo taken December 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 122) UNH – corner of Academic Way and Quad Way – Hitchcock Hall
ID: D-21, photo taken December 2015

Direction: N



Photo 123) UNH – Colovos Road – Chase Ocean Engineering
ID: D-21, photo taken December 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 124) UNH – 22 Colovos Road – Ritzman Hall
ID: D-21, photo taken December 2015

Direction: W



Photo 125) Waterworks Road – Waterworks
ID: D-25, photo taken December 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 126) Waterworks Road – Waterworks
ID: D-25, photo taken December 2015

Direction: S



Photo 127) Main Street – Downtown Durham
Outside Project Area, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 128) Mill Road Historic Area – 15 and 17 Mill Road
ID: D-27, photo taken December 2015

Direction: S



Photo 129) Mill Road Historic Area – 20, 18, 14 Mill Road
ID: D-27, photo taken December 2015

Direction: NNE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 130) Mill Road Historic Area – 28 Mill Road
ID: D-27, photo taken December 2015

Direction: NNE



Photo 131) Mill Road Historic Area – Mill Road
ID: D-27, photo taken December 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 132) Mill Road Historic Area – 48 Mill Road corner McDaniel Drive
ID: D-27, photo taken December 2015

Direction: NE



Photo 133) Mill Road Historic Area – 50 Mill Road
ID: D-27, photo taken December 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 134) Mill Road Historic Area – 63 Mill Road
ID: D-27, photo taken December 2015

Direction: SSW



Photo 135) Mill Road Historic Area – 68 Mill Road
ID: D-27, photo taken December 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 136) Mill Road Historic Area – 70 Mill Road
ID: D-27, photo taken December 2015

Direction: NNE



Photo 137) 74 Mill Road
ID: D-29, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 138) 74 Mill Road – Mill Site
ID: D-29, photo taken December 2015

Direction: N



Photo 139) Faculty Housing Development – Thompson Lane
ID: D-30, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 140) Faculty Housing Development – 13 Garden Lane
ID: D-30, photo taken December 2015

Direction: E



Photo 141) Faculty Housing Development – 17 Thompson Lane
ID: D-30, photo taken December 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 142) Faculty Housing Development – 46 Oyster River Road
ID: D-30, photo taken December 2015

Direction: SSE



Photo 143) Faculty Housing Development – 34 Oyster River Road
ID: D-30, photo taken December 2015

Direction: SSE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 144) Faculty Housing Development – 15 Oyster River Road
ID: D-30, photo taken December 2015

Direction: ESE



Photo 145) Faculty Housing Development – 5 Valentine Hill Road
ID: D-30, photo taken December 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 146) Faculty Housing Development – 17 Valentine Hill Road
ID: D-30, photo taken December 2015

Direction: NE



Photo 147) 3 Foss Farm Road – Stevens House
ID: D-31, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 148) 3 Foss Farm Road – Stevens House and barn
ID: D-31, photo taken December 2015

Direction: E



Photo 149) Mill Road/Woodridge Development – 87 Mill Road
ID: D-32, photo taken December 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 150) Mill Road/Woodridge Development – 89 Mill Road
ID: D-32, photo taken December 2015

Direction: SSW



Photo 151) Mill Road/Woodridge Development – 2 Woodridge Road
ID: D-32, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 152) Mill Road/Woodridge Development – 44 Woodridge Road
ID: D-32, photo taken December 2015

Direction: NW



Photo 153) Mill Road/Woodridge Development – 33 Woodridge Road
ID: D-32, photo taken December 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 154) Woodridge/Mill Road Development – 21 Woodridge Road
ID: D-32, photo taken December 2015

Direction: N



Photo 155) Mill Road/Woodridge Development – 93 Mill Road
ID: D-32, photo taken December 2015

Direction: SSE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 156) Mill Road/Woodridge Development – 95 Mill Road
ID: D-32, photo taken December 2015

Direction: SE



Photo 157) 90 Bennett Road – Thompson Inn (Highland Farm)
ID: Outside Project Area, photo taken December 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 158) 90 Bennett Road – Thompson Inn (Highland Farm)
ID: Outside Project Area, photo taken December 2015

Direction: NNE



Photo 159) 64 Bennett Road
ID: D-40, photo taken January 2016

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 160) 62 Bennett Road
ID: D-41, photo taken November 2015

Direction: NNE



Photo 161) Bennett Road Railroad Bridge, B&M Railroad Western Division Historic District

Direction: N

ID: D-42, photo taken August 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 162) Newmarket-Bennett Road Farms Historic District – 3 Bennett Road, Mooney-Beaudette Farm

Direction: SW

ID: D-44, photo taken August 2015



Photo 163) Newmarket-Bennett Road Farms Historic District – 4 Bennett Road, Mooney-Moriarty House

Direction: N

ID: D-44, photo taken November 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 164) Newmarket-Bennett Road Farms Historic District – Longmarsh Road – Mooney Cemetery
Direction: NNW

ID: D-44, photo taken August 2015



Photo 165) Newmarket-Bennett Road Farms Historic District – 181 Newmarket Road, Dame-Beddard Farm
Direction: ENE

ID: D-44, photo taken August 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 166) Newmarket-Bennett Road Farms Historic District – 127 Newmarket Road (DUR0013)

Direction: NE

ID: D-45, photo taken August 2015



Photo 167) Newmarket-Bennett Road Farms Historic District – 110 Newmarket Road (DUR0012)

Direction: W

ID: D-46, photo taken January 2016

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 168) Newmarket-Bennett Road Farms Historic District – 97 Newmarket Road – Thompson-Pierre Hamel Farm (DUR0011) Direction: SE

ID: D-48, photo taken January 2016



Photo 169) Newmarket-Bennett Road Farms Historic District – 97 Newmarket Road – Thompson-Pierre Hamel Farm (DUR0011) Direction: SE

ID: D-48, photo taken January 2016

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 170) 125 Longmarsh Road
ID: D-49, photo taken November 2015

Direction: NNE



Photo 171) 229 Longmarsh Road
ID: D-50, photo taken November 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 172) Wedgewood Development – 29 Pinecrest Lane
ID: D-51, photo taken November 2015

Direction: SE



Photo 173) Wedgewood Development – 33 Pinecrest Lane
ID: D-51, photo taken November 2015

Direction: ESE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 174) Wedgewood Development – 2 Denbow Road
ID: D-51, photo taken November 2015

Direction: SW



Photo 175) 26 Mathes Cove Road
ID: D-53, photo taken November 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 176) 15 Langley Road
ID: D-55, photo taken November 2015

Direction: NE



Photo 177) 15 Langley Road
ID: D-55, photo taken November 2015

Direction: NNW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 178) 50 Langley Road
ID: D-56, photo taken November 2015

Direction: SW



Photo 179) Colony Cove Area – 28 and 26 Colony Cove Road
ID: D-57, photo taken November 2015

Direction: ENE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 180) Colony Cove Area – 20 Colony Cove Road
ID: D-57, photo taken November 2015

Direction: SE



Photo 181) 38 and 40 Durham Point Road
ID: D-58, photo taken November 2015

Direction: SSE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 182) 129 Durham Point Road
ID: D-60, photo taken November 2015

Direction: E



Photo 183) 177 Durham Point Road
ID: D-61, photo taken November 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 184) 177 Durham Point Road
ID: D-61, photo taken November 2015

Direction: NW



Photo 185) Durham Point Historic Area – 250 Durham Point Road – Durham Point Schoolhouse

Direction: W

ID: D-62, photo taken November 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 186) Durham Point Historic Area – 247 and 253 Durham Point Road
ID: D-62, photo taken November 2015

Direction: SSE



Photo 187) Durham Point Historic Area – 247 Durham Point Road – Langley House
ID: D-62, photo taken November 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 188) Durham Point Historic Area – 253 Durham Point Road – Colony Cove House Direction: NE
ID: D-62, photo taken November 2015



Photo 189) Durham Point Historic Area – 260 Durham Point Road
ID: D-62, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 190) 267 Durham Point Road
ID: D-64, photo taken November 2015

Direction: SE



Photo 191) 275 Durham Point Road
ID: D-65, photo taken November 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 192) 300 Durham Point Road
ID: D-67, photo taken November 2015

Direction: WSW



Photo 193) 300 Durham Point Road barns
ID: D-67, photo taken November 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 194) 313-315 Durham Point Road – Stone House Farm
ID: D-69, photo taken November 2015

Direction: NNE



Photo 195) 345 Durham Point Road
ID: D-70, photo taken November 2015

Direction: NNE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 196) Off Durham Point Road – Cable Switch House
ID: D-72, photo taken September 2015

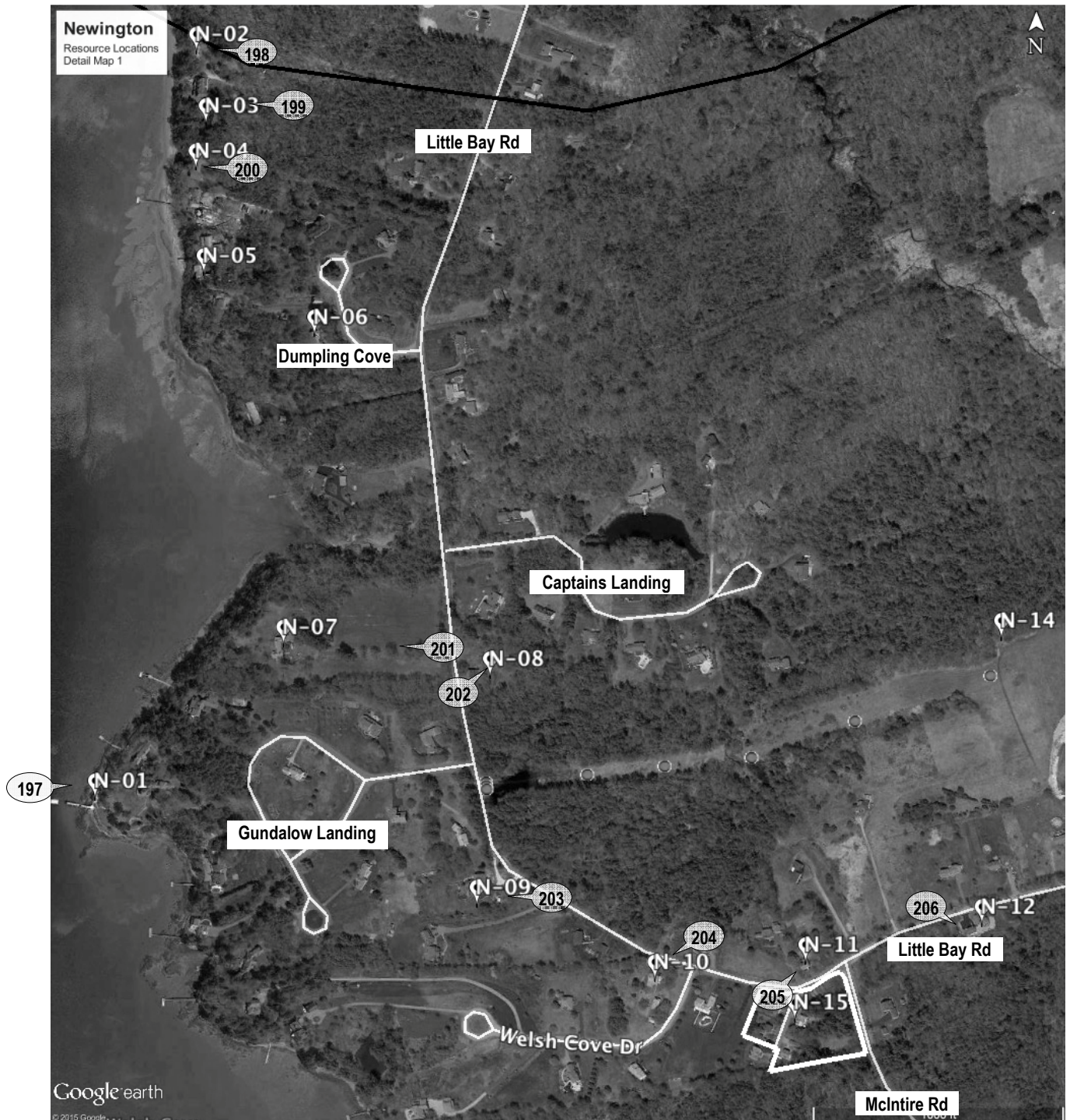
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AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

NEWINGTON

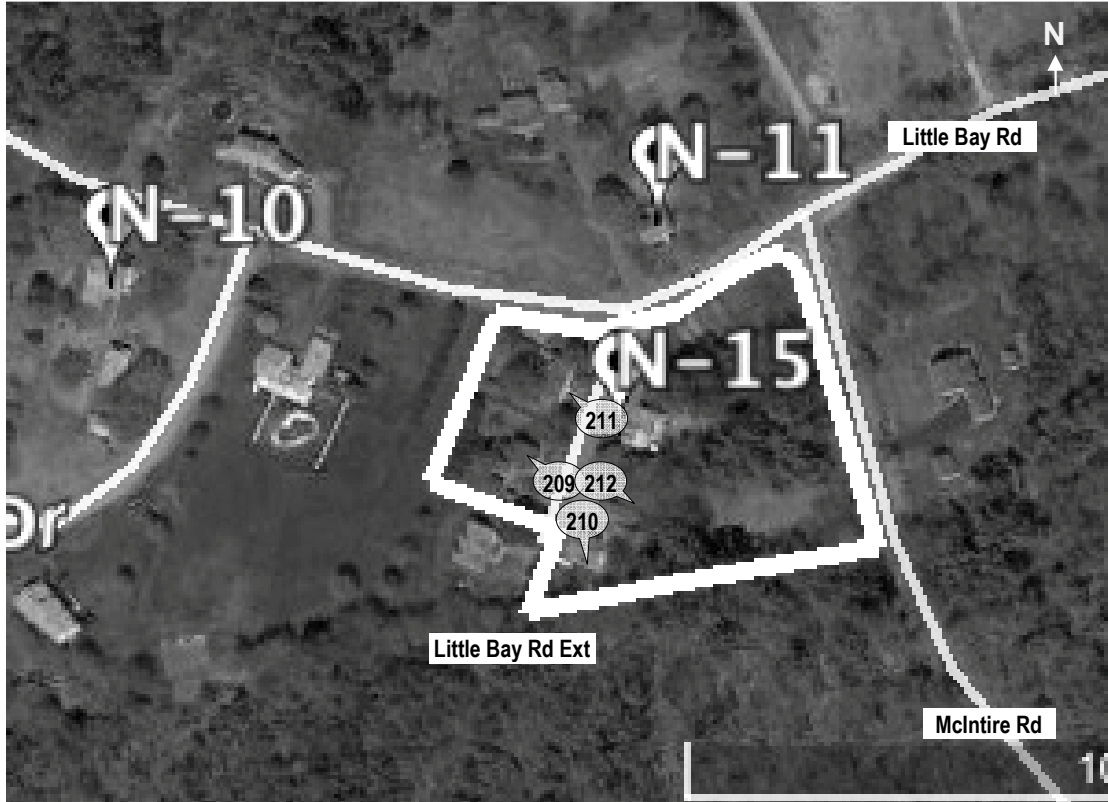
Newington Photo Keys



IDs N-01 through N-12
Photos 197-206

AREA FORM

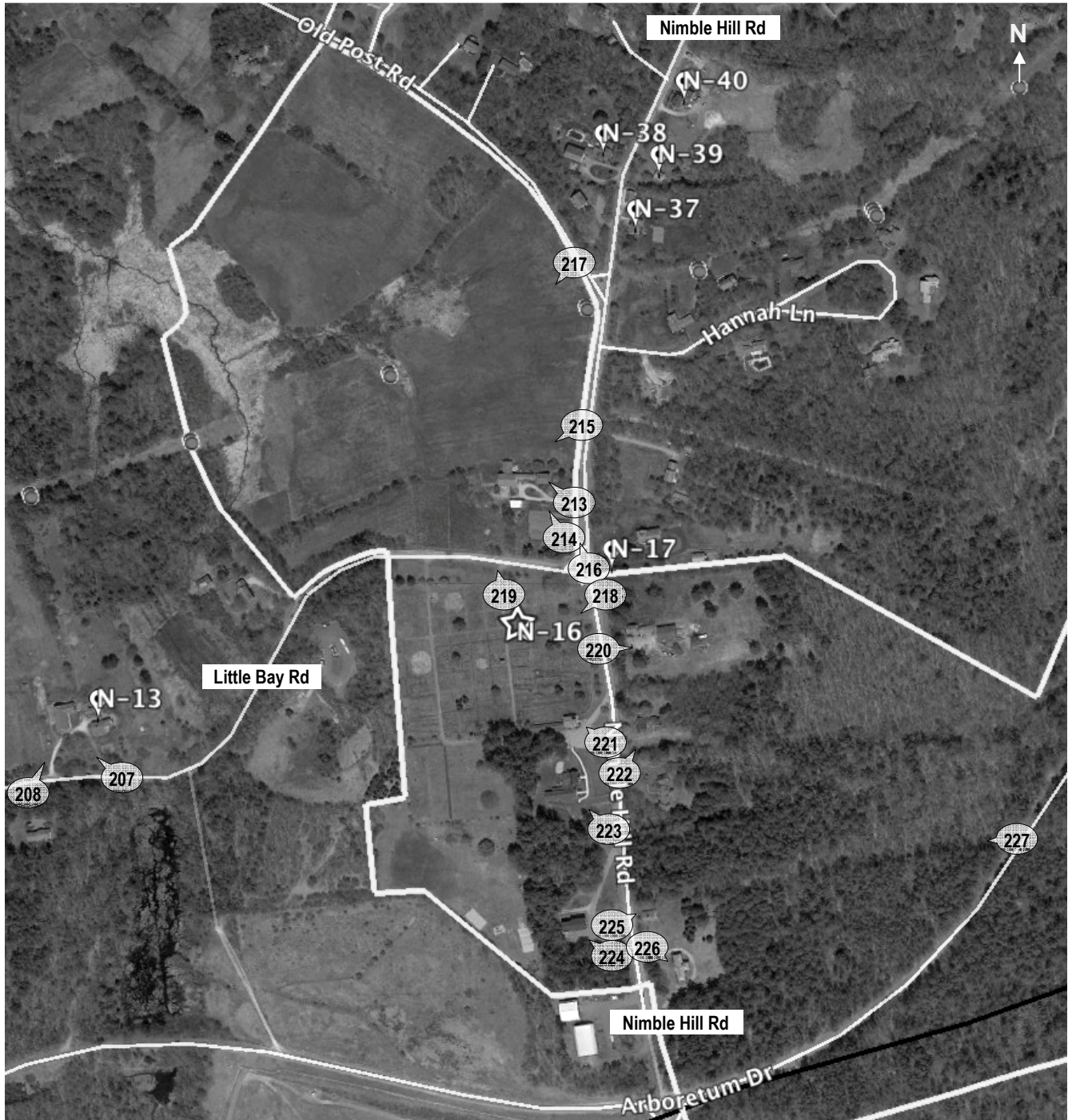
SEACOAST RELIABILITY PROJECT AREA FORM



ID N-15 (Little Bay Road Extension)
Photos 209-212

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

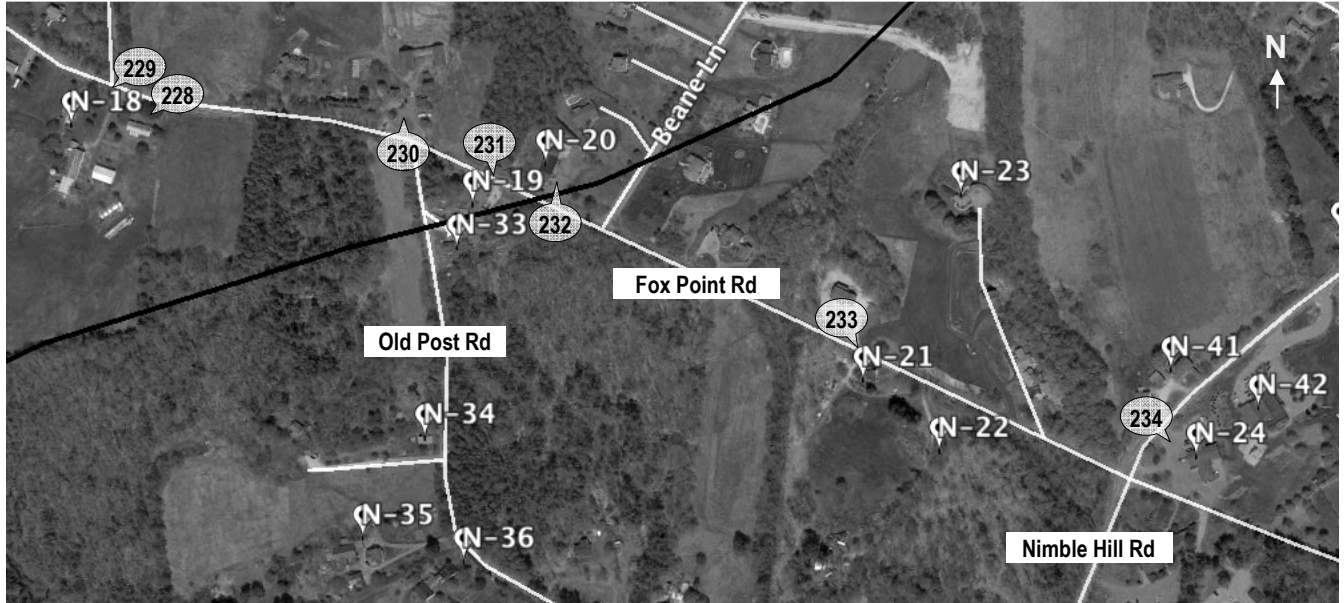


IDs N-13, N-16

Photos 207-208, 213-227

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



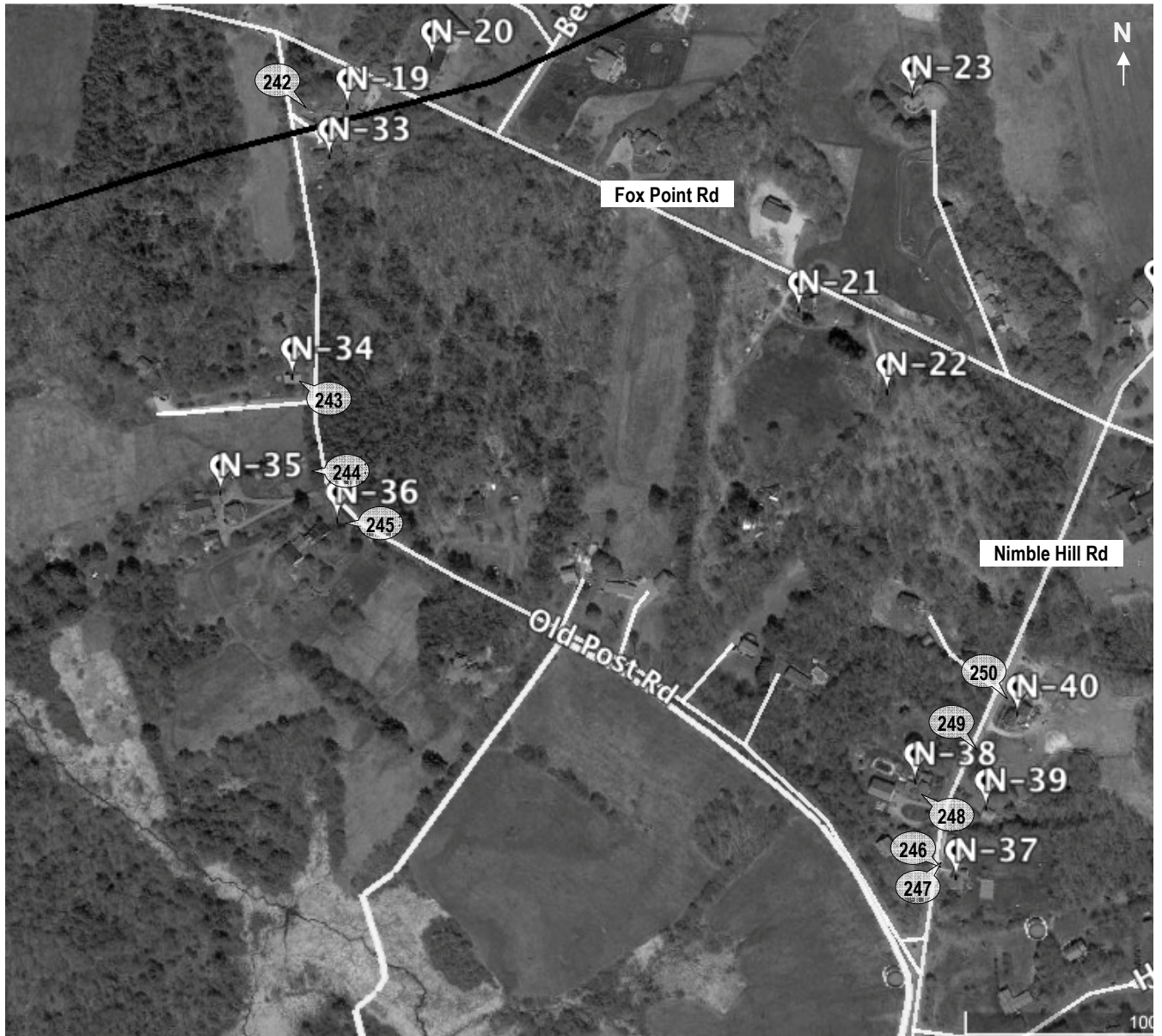
IDs N-18 through N-24
Photos 228-234



IDs N-25 through N-32
Photos 235-241

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



IDs N-33 through N-40
Photos 242-250

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



IDs N-41 through N-56
Photos 251-259

AREA FORM

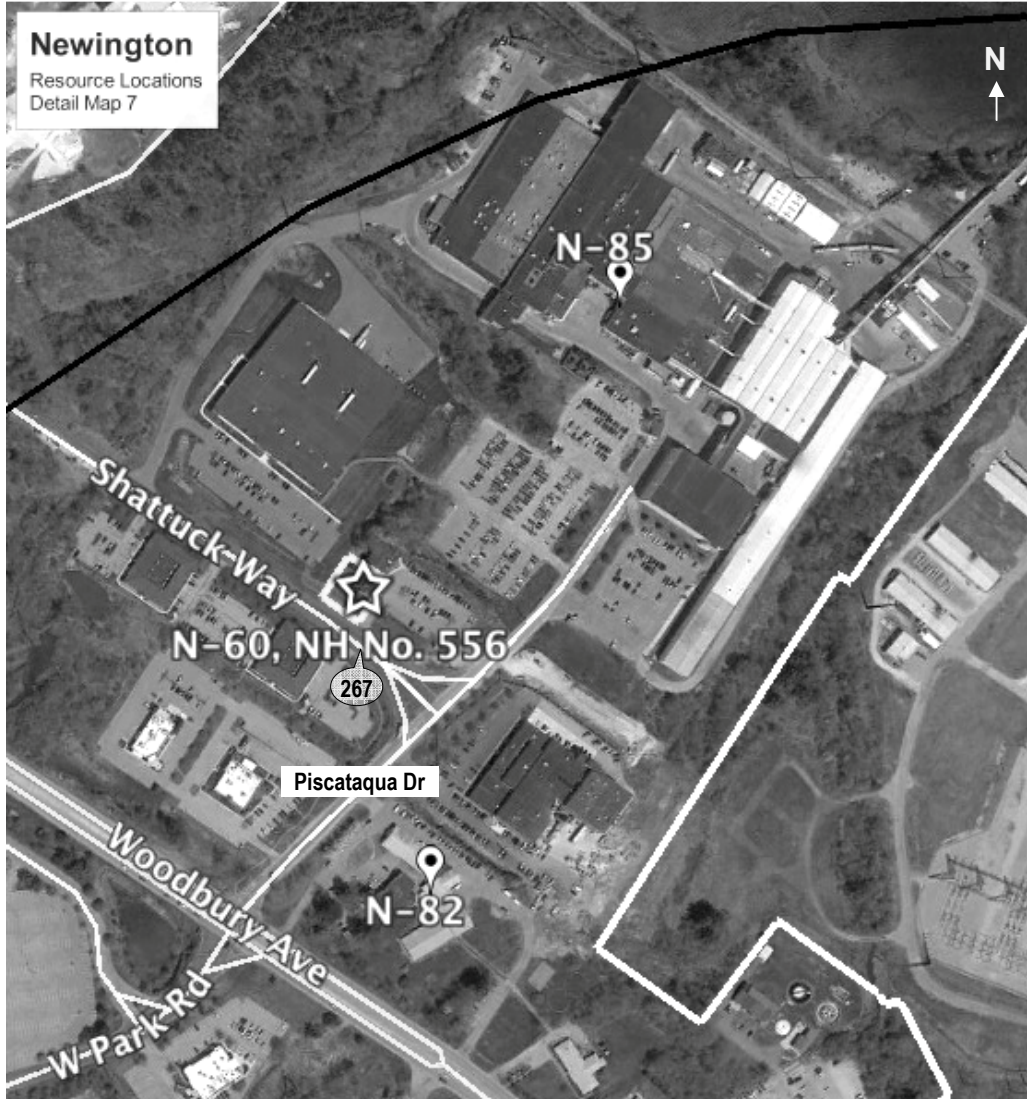
SEACOAST RELIABILITY PROJECT AREA FORM



IDs N-57 through N-59
Photos 260-266

AREA FORM

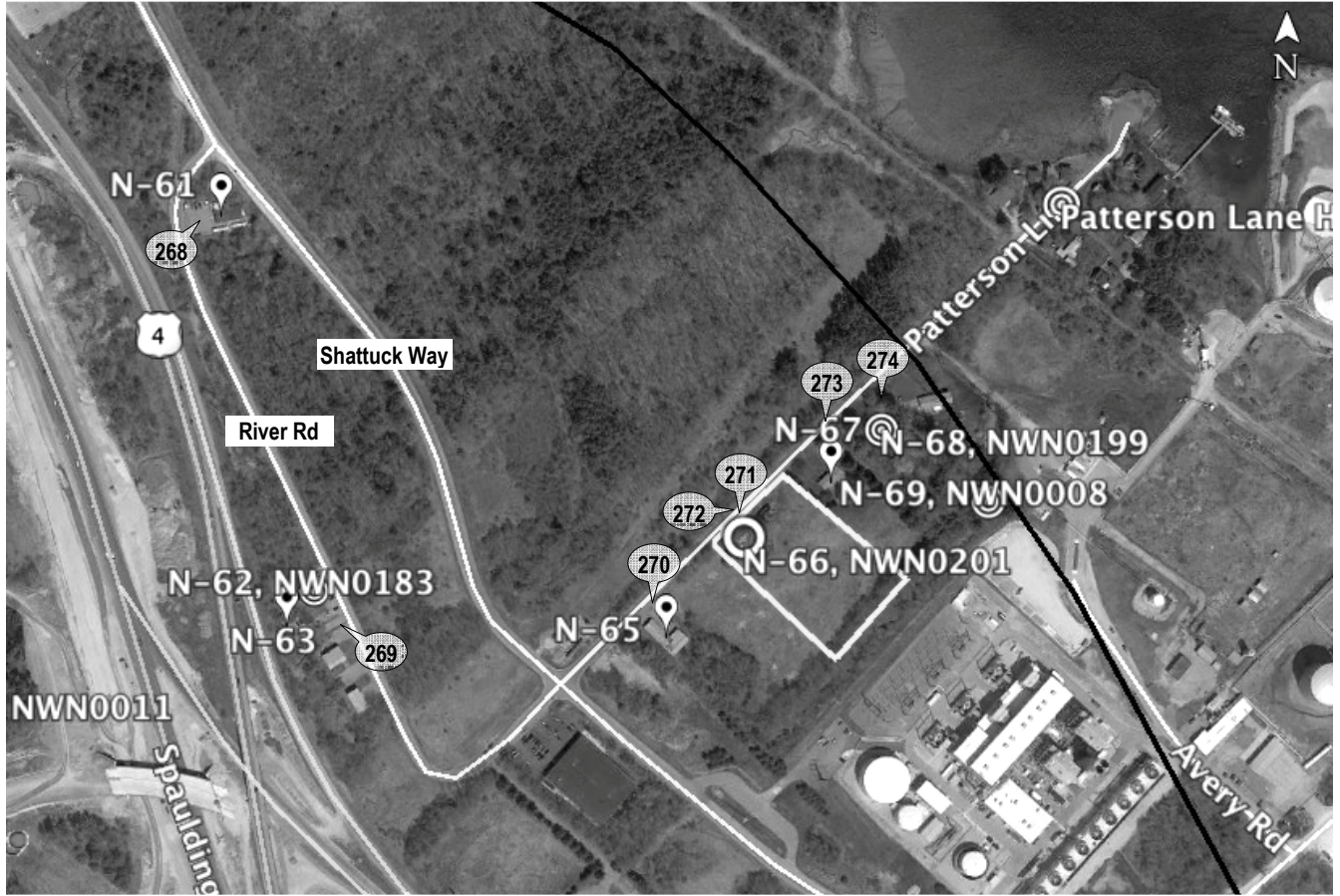
SEACOAST RELIABILITY PROJECT AREA FORM



ID N-60
Photo 267

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



IDs N-61 through N-68
Photos 268-274

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



IDs N-70 through N-80
Photos 275-283

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



IDs N-82 through N-87

Photos 284-292

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Newington Photographs



Photo 197) Newington Cable Switch House, Gundalow Landing, from Durham Point Direction: E
ID: N-01, photo taken November 2015



Photo 198) 76 Little Bay Road – Ira J. Witham Cottage (#84) Direction: W
ID: N-02, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 199) 84 Little Bay Road (#78)
ID: N-03, photo taken December 2015

Direction: W



Photo 200) 104 Little Bay Road
ID: N-04, photo taken December 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 201) 188 Little Bay Road – Joseph Adams/Meyers House (#71)
ID: N-07, photo taken December 2015

Direction: W



Photo 202) 195 Little Bay Road (#70)
ID: N-08, photo taken December 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 203) 224 Little Bay Road – Dame House (#69)
ID: N-09, photo taken December 2015

Direction: W



Photo 204) 251 Little Bay Road – Cyrus Frink House (#67)
ID: N-10, photo taken December 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 205) 275 Little Bay Road (#60)
ID: N-11, photo taken December 2015

Direction: NE



Photo 206) 300 Little Bay Road – Frank Hoyt House (#59)
ID: N-12, photo taken November 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 207) 339 Little Bay Road – Pickering Farm (#58)
ID: N-13, photo taken November 2015

Direction: NW



Photo 208) 339 Little Bay Road – Pickering Farm (#58)
ID: N-13, photo taken November 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 209) 2 Little Bay Road Extension (#65)
ID: N-15, photo taken December 2015

Direction: NW



Photo 210) 5 Little Bay Road Extension (#64)
ID: N-15, photo taken December 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 211) 6 Little Bay Road Extension (#63)
ID: N-15, photo taken December 2015

Direction: NW



Photo 212) 9 Little Bay Road Extension (#62)
ID: N-15, photo taken December 2015

Direction: SW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 213) Newington Center Historic District – 272 Nimble Hill Road – Frink Farm (#57)

Direction: WNW

ID: N-16, photo taken August 2015



Photo 214) Newington Center Historic District – 272 Nimble Hill Road – Frink Farm (#57)

Direction: NW

ID: N-16, photo taken August 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 215) Newington Center Historic District – 272 Nimble Hill Road – Frink Farm (#57) Fields

Direction: SSW

ID: N-16, photo taken September 2015



Photo 216) Newington Center Historic District – 272 Nimble Hill Road – Frink Farm (#57) Fields

Direction: NW

ID: N-16, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 217) Newington Center Historic District – 272 Nimble Hill Road – Frink Farm (#57) Fields

Direction: SW

ID: N-16, photo taken September 2015



Photo 218) Newington Center Historic District – Newington Town Cemetery

Direction: SW

ID: N-16, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 219) Newington Center Historic District – Newington Town Cemetery
ID: N-16, photo taken August 2015

Direction: NNW



Photo 220) Newington Center Historic District – 305 Nimble Hill – Hoyt-Harvey House (#55)

ID: N-16, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 221) Newington Center Historic District – 316 Nimble Hill Rd – Newington Congregational Church (#54) Direction: NW
ID: N-16, photo taken December 2015



Photo 222) Newington Center Historic District – 317 Nimble Hill – New Parsonage (#53) Direction: NE
ID: N-16, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 223) Newington Center Historic District – 328 Nimble Hill – Langdon Library (#52)

Direction: NW

ID: N-16, photo taken December 2015



Photo 224) Newington Center Historic District – 336 Nimble Hill – Old Town Hall (#51)

Direction: NW

ID: N-16, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 225) Newington Center Historic District – 337 Nimble Hill – Old Parsonage (#50)

Direction: ENE

ID: N-16, photo taken December 2015



Photo 226) Newington Center Historic District – 353 Nimble Hill – Stone School (#48) Direction: SE

ID: N-16, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 227) Newington Center Historic District – Newington Town Forest at Arboretum Drive

Direction: W

ID: N-16, photo taken November 2015



Photo 228) 241 Fox Point Road – Elias Frink Farm/Spinney Farm (#102)

Direction: SW

ID: N-18, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 229) 241 Fox Point Road – Elias Frink Farm/Spinney Farm (#102)
ID: N-18, photo taken December 2015

Direction: SW



Photo 230) 200 Fox Point Road – Coleman Homestead (#115)
Out of Project Area, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 231) 183 Fox Point Road – Rymes/DeRochemont House (#114)
ID: N-19, photo taken December 2015

Direction: S



Photo 232) 178 Fox Point Road – Percy DeRochemont machine shop (#113)
ID: N-20, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 233) 133 Fox Point Road – James Hoyt House (#131)
ID: N-21, photo taken December 2015

Direction: SE



Photo 234) 80 Fox Point Road – Newington Fire Station
ID: N-24, photo taken December 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 235) 57 Fox Point Road (#242)
ID: N-25, photo taken December 2015

Direction: S



Photo 236) 28 Fox Point Road (#237)
ID: N-27, photo taken June 2015

Direction: NNW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 237) 27 Fox Point Road (#238)
ID: N-28, photo taken December 2015

Direction: SW



Photo 238) 16 Fox Point Road – Packard House (#235)
ID: N-29, photo taken June 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 239) 11 Fox Point Road, moved ca. 1952 (#234)
ID: N-30, photo taken June 2015

Direction: SE



Photo 240) 8 Fox Point Road (#232)
ID: N-31, photo taken December 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 241) 7 Fox Point Road (#233)
ID: N-32, photo taken December 2015

Direction: S



Photo 242) 11 Old Post Road – Clarence DeRochemont Cider Mill (#116)
ID: N-33, photo taken December 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 243) 32 Old Post Road – E. Pickering House (#117)
ID: N-34, photo taken December 2015

Direction: NW



Photo 244) 46 Old Post Road – J. A. Pickering House (#119)
ID: N-35, photo taken December 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 245) 50 Old Post Road – Pickering/Rowe House (#120)
ID: N-36, photo taken December 2015

Direction: W



Photo 246) 249 Nimble Hill Road – Hammond House (#126)
ID: N-37, photo taken December 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 247) Bickford House, outbuilding of 249 Nimble Hill Road (#127)
ID: N-37, photo taken December 2015

Direction: NE



Photo 248) 248 Nimble Hill Road – James Coleman Homestead (#125)
ID: N-38, photo taken November 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 249) 241 Nimble Hill Road
ID: N-39, photo taken December 2015

Direction: SE



Photo 250) 233 Nimble Hill Road – Coleman House being remodeled (#129)
ID: N-40, photo taken December 2015

Direction: SE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 251) 148 Nimble Hill Road – Adams Homestead (#134)
ID: N-41, photo taken December 2015

Direction: N



Photo 252) 133 Nimble Hill Road – Newington Elementary School
ID: N-42, photo taken December 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 253) 97-105 Nimble Hill Road – Benjamin S. Hoyt House (#148, NWN0148) Direction: SE
ID: N-44, photo taken August 2015



Photo 254) 97-105 Nimble Hill Road – Benjamin S. Hoyt House and Barn (NWN0148) Direction: ESE
ID: N-44, photo taken August 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 255) 92 Nimble Hill Road (#147)
ID: N-45, photo taken December 2015

Direction: N



Photo 256) 84 Nimble Hill Road – moved from Pease (#149, NWN0149)
ID: N-46, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 257) 72 Nimble Hill Road (#151)
ID: N-48, photo taken December 2015

Direction: W



Photo 258) 62 Nimble Hill Road – Estey House (NWN0152)
ID: N-49, photo taken December 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 259) 516 Shattuck Way – (NWN0162)
ID: N-56, photo taken December 2015

Direction: SW



Photo 260) 24 Bloody Point Road – Newington Depot and Toll House (NWN0168)
Outside Project Area, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 261) 22 Bloody Point Road – Holden House/Alex Johnson Conference Center (#169, part of Area NWN-Sprague) Direction: N
Outside Project Area, photo taken December 2015



Photo 262) 399 Shattuck Way – Kershaw/Johnson House (NWN0177) Direction: W
ID: N-57, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 263) 372 Shattuck Way – Sprague Energy Plant (Area NWN-SP)
ID: N-58, photo taken December 2015

Direction: N



Photo 264) 372 Shattuck Way – Sprague Energy Plant (#178, Area NWN-SP)
ID: N-58, photo taken December 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 265) 436 Shattuck Way (NWN0172)
Outside Project Area, photo taken December 2015

Direction: NE



Photo 266) 365 Shattuck Way – Mary Olivia Laws House (NWN0181)
ID: N-59, photo taken December 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 267) 100 Shattuck Way, Louis deRochemont Mansion (#224, NH State No. 556) Direction: N
ID: N-60, photo taken December 2015



Photo 268) 66 River Road at Shattuck Way (#182) Direction: NE
ID: N-61, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 269) 21 River Road (#184) and 23 River Road (#183, NWN0183)
ID: N-62 and N-63, photo taken December 2015

Direction: NW



Photo 270) 34 Patterson Lane (#202)
ID: N-65, photo taken December 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 271) 46 Patterson Lane – John Downing House (NWN0201)
ID: N-66, photo taken December 2015

Direction: S



Photo 272) 46 Patterson Lane – John Downing Barn (#201, NWN0201)
ID: N-66, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 273) 54 Patterson Lane – Ranch (#200)
ID: N-67, photo taken December 2015

Direction: S



Photo 274) 58 Patterson Lane – Wall Cottage (NWN0199)
ID: N-68, photo taken December 2015

Direction: S

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 275) Arboretum Drive, Portsmouth Water Department, Auxiliary Pumping Station (NWN0228)

Direction: W

ID: N-70, photo taken December 2015



Photo 276) 148 Old Dover Road – Richard P. Hoyt House (NWN0207)

Direction: E

ID: N-72, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 277) 138 Old Dover Road to left (NWN0210) and 140 Old Dover Road to right (NWN0209)

Direction: NE

ID: N-75 and N-74, photo taken December 2015



Photo 278) 40 Old Dover Road – Allard warehouse/moving company

Direction: NE

ID: N-76, photo taken December 2015

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 279) 22 Fox Run Road – Holy Trinity Lutheran Church (#231)
ID: N-77, photo taken December 2015

Direction: N



Photo 280) 33 Fox Run Road (#229)
ID: N-78, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 281) 2299 Woodbury Avenue, Beane Farm (NWN0204)
ID: N-79, photo taken December 2015

Direction: N



Photo 282) 2299 Woodbury Avenue, Beane Farm (NWN0204), house and barn
ID: N-79, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 283) 2204 Woodbury Avenue, Isaac Dow House (NWN0205)
ID: N-80, photo taken December 2015

Direction: W



Photo 284) 2061 Woodbury Avenue – Great Bay Services, deRochemont House (#226)

ID: N-82, photo taken December 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 285) 2001 Woodbury Avenue, Woodbury Corners Plaza
ID: N-84, photo taken December 2015

Direction: N



Photo 286) 100 Piscataqua Drive – Tyco Plant, formerly Simplex Cable (#225)
ID: N-85, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 287) 109 Gosling Road
ID: N-86, photo taken December 2015

Direction: W



Photo 288) 300 Gosling Road (Portsmouth) – Schiller Power Plant office
ID: N-87, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 289) Gosling Road (Newington) – Schiller
ID: N-87, photo taken December 2015

Direction: NE



Photo 290) Schiller Power Plant “meeting room”
ID: N-87, photo taken December 2015

Direction: NE

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 291) Schiller Station (Portsmouth)
ID: N-87, photo taken December 2015

Direction: SE



Photo 292) Piscataqua Station (Newington)
ID: N-87, photo taken December 2015

Direction: N

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

PORTSMOUTH

Portsmouth Photo Keys



IDs P-01, P-03, P-04
Photos 293-294, 296-297

AREA FORM

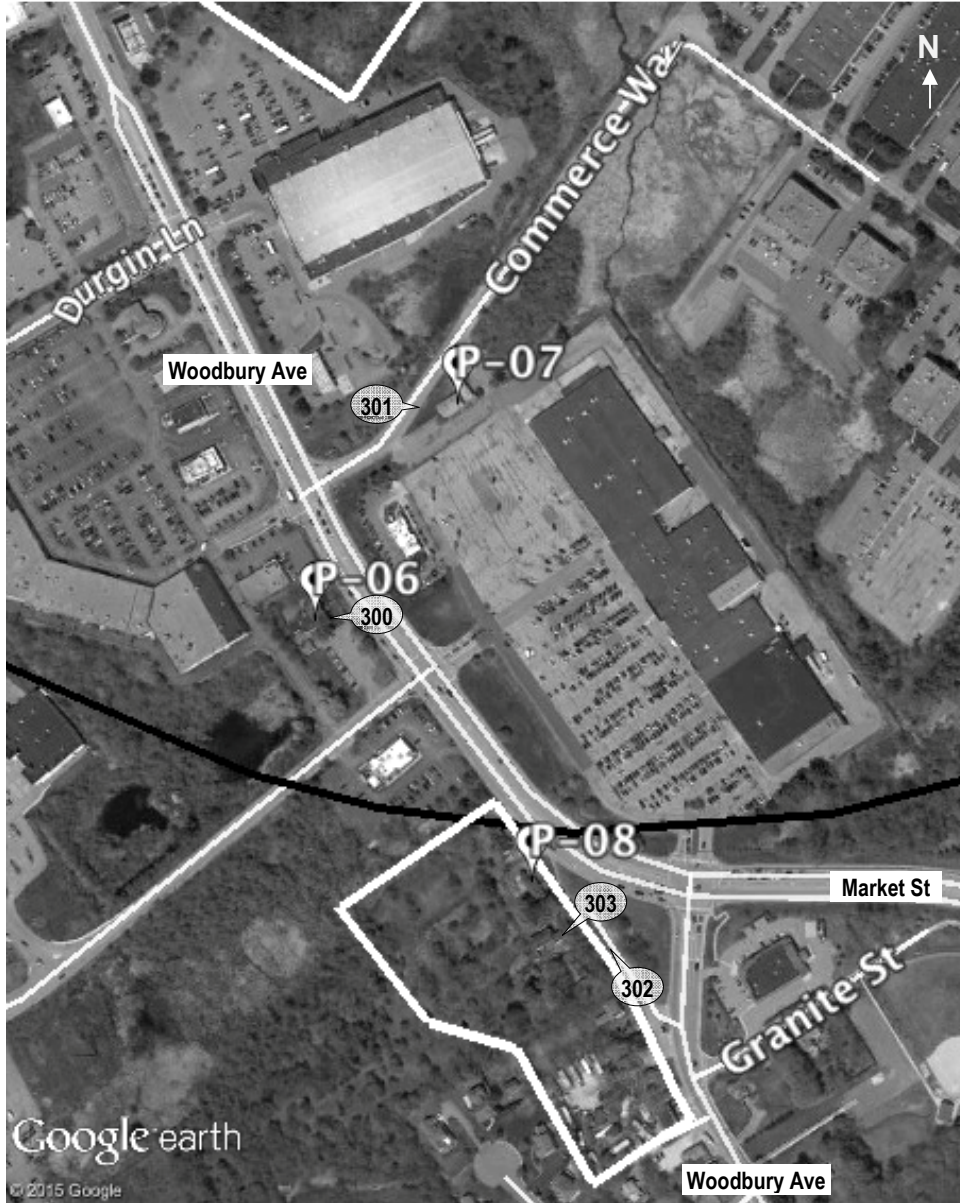
SEACOAST RELIABILITY PROJECT AREA FORM



IDs P-03, P-05
Photos 295, 298-299

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



IDs P-06 through P-08
Photos 300-303

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM

Portsmouth Photographs



Photo 293) Gosling Road – Gosling Meadows
ID: P-01, photo taken December 2015

Direction: WSW



Photo 294) Gosling Road – Gosling Meadows
ID: P-01, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 295) 114 Gosling Road – Ryder Truck
ID: P-02, photo taken December 2015

Direction: SE



Photo 296) 1850 Woodbury Avenue – Sleepy's mattress
ID: P-03, photo taken December 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 297) 1275 Woodbury Avenue – car wash
ID: P-04, photo taken December 2015

Direction: NNW



Photo 298) Oriental Gardens Area
ID: P-05, photo taken December 2015

Direction: E

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 299) Oriental Gardens Area
ID: P-05, photo taken December 2015

Direction: N



Photo 300) 1550 Woodbury Avenue
ID: P-06, photo taken December 2015

Direction: W

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 301) 1465 Woodbury Avenue – Woodbury Schoolhouse
ID: P-07, photo taken December 2015

Direction: E



Photo 302) Maplewood Avenue neighborhood
ID: P-08, photo taken December 2015

Direction: NW

AREA FORM

SEACOAST RELIABILITY PROJECT AREA FORM



Photo 303) Maplewood Avenue neighborhood
ID: P-08, photo taken December 2015

Direction: SW