

AREA FORM**ORCUTT DEVELOPMENT AREA**

1. Type of Area Form
Town-wide:
Historic District:
Project Area:
2. Name of area: Orcutt Development Area
3. Location: Madbury Road, Scotland Road, Hampshire Avenue, Lundy Lane, Wood Road
4. City or town: Durham
5. County: Strafford
6. USGS quadrangle name(s): Dover, NH
7. Dataset: SP Feet, NAD83
8. SP Feet:
X: 1,179,815.27; Y: 237,490.34
X: 1,180,128.70; Y: 238,968.30
X: 1,180,612.82; Y: 238,783.48
X: 1,180,975.25; Y: 237,365.33
9. Inventory numbers in this area:
none
10. Setting: Suburban with wooded lots, lawns, and short streets; adjacent to main town road, highway bypass and railroad corridor
11. Acreage: approximately 22 acres
12. Preparer(s): Laura B. Driemeyer
13. Organization: Preservation Company, Kensington, NH
14. Date(s) of field survey: April 2016

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ORCUTT DEVELOPMENT AREA

15. Location Map



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16. Sketch Map

Showing lot lines and street addresses



AREA FORM**ORCUTT DEVELOPMENT AREA****17. Methods and Purpose**

This form is being prepared in connection with the proposed Seacoast Reliability Project, a proposed thirteen mile electric transmission line running between Madbury and Portsmouth, New Hampshire. The Project will be located adjacent to the west side of the railroad corridor that abuts the west side of the Orcutt Development Area. Historical information about the Orcutt Development Area is based on plans filed with the Strafford County Registry of Deeds, historic maps, deed research for selected properties, city directories and various Internet sites. Fieldwork involved photographing each of the houses and streetscapes. Due to the nature of this linear transmission project, detailed descriptions of individual properties in the Orcutt Development Area are included only for those historic resources located within the ZVI, which are on the west edge of the area (west side of Scotland Road and Hampshire Avenue). This method was established at a meeting with NHDHR on April 28, 2016.

18. Geographical Context

The Orcutt Development is located in the north central part of Durham near the Madbury town line. It is north of the University of New Hampshire campus and downtown Durham, in an area that consists of large residential neighborhoods on either side of Madbury Road. The relatively flat terrain of the Orcutt Development area (except along the west side of Hampshire Avenue at its southerly half) was undeveloped into the 1950s, flanked on the west by the former Western Division of the Boston and Maine Railroad corridor built in the early 1840s, which is at a lower elevation, and Madbury Road to the east. The railroad is still an active line. Madbury Road was built in the early 1800s but it remained sparsely developed until the 1920s. On the east side of Madbury Road are additional residential neighborhoods developed separately along Emerson and Edgewood roads. Emerson Road was part of the earlier route between Durham and Madbury. Edgewood Road, the original railroad bed, was developed after the railroad tracks were rerouted further west to their current location in 1911-12.

At the north end of the historic district is the US Route 4 By-pass. 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. Originally the highway passed through downtown Durham on Main Street. Completion of the US Route 4 By-pass to the north in 1966 changed road traffic patterns in Durham with through traffic removed from Main Street but increased on Madbury Road.

Madbury Road, which became a direct route between Main Street and the US Route 4 By-pass in the 1960s, runs between Main Street, the university campus and the By-pass. The earliest development, south of the Orcutt Development Area had predominantly small to medium-sized houses regularly spaced with a regular setback and small front yards. The middle part of Madbury Road and the lower end of Edgewood Road have houses from the 1940s and later. The upper end of Madbury Road developed in the 1950s, along with those sections of Edgewood Road and Emerson Road.

These residential neighborhoods, including the Orcutt Development area, tend to be wooded, with houses sited in cleared areas with mature trees, mostly evergreens, located around the perimeter of the lots. Many of the properties have stone walls, likely created from field stones relocated at the time of the development of the lot, which add to the character of the setting. In isolated places where the terrain is slightly varied, exposed stone ledge is visible. Littlehole Creek flows from Long

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Pond across the southwest corner of the area to the southeast draining into Beard's Creek which eventually empties into Oyster River.

19. Historical Background

In the middle decades of the twentieth century and continuing up to the present Durham has experienced considerable residential development, typically in planned residential developments but also along some of its historic primary arteries. The growth of the university especially in the twentieth-century was a significant factor in creating a demand for middle-class housing near the university. The New Hampshire College of Agriculture and the Mechanic Arts had moved from Hanover to Durham in 1893. In 1923 it became the University of New Hampshire, which immediately led to an increase in the student body size, accompanied by a need for additional faculty and staff. Between 1920 and 1930 the town's population increased 62.5 percent from just 749 to 1,217 (Census 1920, 1930). This growth in turn prompted a demand for housing which accelerated even more in the decade after World War II when large numbers of returning veterans attended the school on the G.I. Bill. Durham's population has increased every decade since 1930, with the most dramatic percentage increase in the 1940s from 1,533 to 4,770, a 211.2 percent increase. Though not as dramatic, the population increased from 4,770 to 5,504, a 15.4 percent increase between 1950 and 1960 and again an additional 61.1 percent in the next ten years to 8,869 (Census 1940-1970). The significant growth propelled a demand for residential housing, ultimately leading to multiple residential developments in the vicinity of the university, including the Orcutt Development.

In the decades after the Second World War many of New Hampshire's southern towns experienced considerable suburban residential development. Much of this development is typical to the period, with former farm and woodland subdivided into individual lots, either by a developer or the long-time property owner. Often the lots were sold to individuals who commissioned a new home for their occupancy. Alternatively, the developer engaged in speculative development, erecting one or two houses at a time and then selling them. The latter entailed greater financial risk and required access to more capital to finance the construction (Jacobs 2015; Lane 2015). The Orcutt Development followed the former model, with Orcutt platting the land in phases or sections into lots and then selling them individually, undeveloped.

The deeds of sale, however, did include several restrictions by the Orcutts. The buildings "shall conform to good architectural design in keeping with the neighborhood, and for a period of ten years from the date of this conveyance, no building or structure shall be erected on the aforesaid lot until plans for exterior design for such building or structure shall have been submitted and approved in writing." Also the dwelling was not to cost less than \$15,000 (SCD 1958:695/492). So, though Orcutt was not doing the building himself, he was maintaining some degree of control in the type and design of the new houses. However, because the development occurred over such an extended period of time, many of the houses were no longer subject to the restrictions because of the amount of time that had elapsed.

The Orcutt Development was platted in four sections between 1954 and 1963. Section I, first platted in 1954, consisted of eight lots along Madbury Road, Lundy Lane, and Wood Road. Section II contained eleven lots at the north end of the development on Tom Hall Road, part of Hampshire Avenue, and Scotland Road. The third section included lots along the east side of Hampshire Avenue. The fourth and last section included additional lots along the west side of Hampshire Avenue. The earlier lots tended to be larger, roughly between one-half and two-thirds of an acre while those in the second area on Scotland Road were nearly all less than 0.4 acre. Development

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extended over a fifty-year period with the majority built between the mid-1950s and the late 1960s, mostly along Madbury Road, Lundy Lane, and the east end of Hampshire Avenue. The 1974 USGS map shows the area contained roughly twenty houses on all the roads except Wood Road by that time (see historic map).

Relatively little is known about Benjamin L. Orcutt (1909-1996) and his wife Rachel B. (1910-1997). Benjamin Leander Orcutt was born in New York, but by 1930 was living in Massachusetts (Census 1930). The couple's first son was born ca. 1931. By 1940 the family had moved to Dover, NH where Benjamin was a division office manager Twin State Gas and Electric (Census 1940). By the early 1950s, the family had moved to Durham though Benjamin continued to work in Dover. However, he was now an insurance agent for Mathes Brothers Co., an insurance and real estate agency. This new line of work likely inspired him to do the Orcutt Development. As of 1960 he had offices in Dover and Durham (see 1960 Dover City Directory advertisement).

20. Applicable NHDHR Historic Context(s)

131. Suburban/bedroom community growth in New Hampshire, ca. 1850-present.

21. Architectural Description and Comparative Evaluation

The Orcutt Development is a mid-twentieth-century residential neighborhood located south of the US Route 4 By-pass between the railroad corridor to the east and on Madbury Road to the west. The railroad corridor is at a lower elevation and screened by pine and hemlock woods. The area as originally platted includes Tom Hall Road, Scotland Road, Hampshire Avenue, Lundy Lane, Wood Road, and the west side of Madbury Road between Tom Hall Road and Wood Road. The Orcutt Development contains thirty-one (31) properties, with houses built between the mid-1950s and the present. Nineteen (19) of the thirty-one (31) houses in the Orcutt Development area are fifty years of age or older, primarily located on the west side of Madbury Road and on Lundy Lane with the remainder scattered on Tom Hall Road, Hampshire Avenue, and Scotland Road; the remainder (12) are less than fifty years of age, constructed between 1967 and 2012 and are nearly all on Scotland Road and Hampshire Avenue, adjacent to the railroad quarter, or on Wood Road. Of the nine properties adjacent to the railroad corridor, five (5) are less than fifty years of age; only four (4) are fifty years of age or more. The nineteen historic houses are predominantly modern Colonial Revival forms and include four capes, three colonials, three modern center chimney houses, and four Garrison Colonial houses. The other historic houses are examples of newer house forms including three split-levels, one ranch, and two contemporaries (an A-frame, and a gable-roof variation). No two houses are identical though each exhibits some characteristics common to their form. All include attached two-car garages, sometimes connected by wings or breezeways. Many also have family room or sunroom wings or screened porches also augmenting the main block. Some houses have replacement windows and replacement siding. A handful have side or rear additions augmenting the main block that in some instances have compromised the integrity of the original main block.

All the houses are centered on their lots, set back from the road. Mature trees (predominantly evergreens) are typically present along the perimeter of the property, especially along the rear and side elevations. Some of the houses on Madbury Road have planted trees or evergreen hedges along the front property line to provide screening from that well-traveled road. On a number of the lots especially along Hampshire Avenue, the lots are heavily wooded except for a cleared area around the

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house. Though the houses on Scotland Road are less densely wooded, all of the properties along the west side of Scotland Road and Hampshire Avenue are thickly wooded with mature evergreens, essentially screening the abutting railroad corridor. Paved driveways lead to the garages. Many of the properties have flower gardens.

2 Scotland Road (built 1966), Map 1, Lot 9-37

2 Scotland Road is a Colonial in the Colonial Revival style, built 1966 (**Photo 10**). The two-story, five-bay wide, center-entry house exhibits many characteristics common to modern Colonial houses including bilateral symmetry, low-pitched gable roof, exterior chimney, gable-roofed entry porch, and attached garage. Somewhat distinctive features are the paired 8/8 sash windows above molded panels to either side of the center entry. The other windows are 6/6 sash. The entry porch, supported by paneled pilasters screens the entry that features full-length side lights. The parcel is heavily wooded along the rear (western) side of the property.

6 Hampshire Avenue (built 1964), Map 1, Lot 9-35

6 Hampshire Avenue (**Photo 14**) is altered three-bay wide, modern center-chimney house with an added wrap-around porch and a two-story gable-front wing addition with two garage bays. The windows are multi-light replacements as is the exterior sheathing. The parcel is heavily wooded along the rear (western) side of the property providing screening from the railroad corridor.

8 Hampshire Avenue (built 1964), Map 1, Lot 9-34

This contemporary style house is 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 15**). The exterior is sheathed with vertical siding. The north roof slope has a centered shallow shed-roofed dormer. A breezeway connects to a one-bay garage, also clad in vertical siding. Some of the casement windows may be replacements. It is the only example of this form in the area. The house is sited on a rise in an open area but is surrounded on all sides by mature evergreens.

10 Hampshire Avenue (built 1963), Map 1, Lot 9-33

10 Hampshire is a distinctive house that combines elements of a garrison colonial and split level that has been altered (**Photo 16**). The first story is clad with stone while the upper story is sheathed with clapboards. The gable-front south half includes the entry adjacent to a picture window on the first story. The north half is side gabled with a two-story garage wing. Aside from the picture window next to the entry and a bowed bay window with multi-light sash, the other windows appear to be replacement casement windows. The house is set on a rise above the road in an open area. The perimeter is planted with a mix of mature deciduous and evergreen trees.

List of Buildings

Site #	Building type	Building Address(es)	Date	Photo
1	Residential	1 Tom Hall Road	1959	1
2	Residential	135 Madbury Road	1950	2
3	Residential	2 Hampshire Ave	1963	5
4	Residential	1 Scotland Road	1964	6
5	Residential	8 Scotland Road	1971	7
6	Residential	6 Scotland Road	1971	8
7	Residential	4 Scotland Road	1970	9
8	Residential	2 Scotland Road	1966	10
9	Residential	4A Hampshire Avenue	2012	12

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Site #	Building type	Building Address(es)	Date	Photo
10	Residential	4 Hampshire Avenue	2005	13
11	Residential	6 Hampshire Avenue	1964	14
12	Residential	8 Hampshire Avenue	1964	15
13	Residential	10 Hampshire Avenue	1963	16
14	Residential	12 Hampshire Avenue (outside area)	1976	17
15	Residential	7 Hampshire Avenue	1967	18
16	Residential	5 Hampshire Avenue	1999	19
17	Residential	3 Hampshire Avenue	1962	21
18	Residential	133 Madbury Road	1953	22
19	Residential	131 Madbury Road	1999	---
20	Residential	127 Madbury Road	1963	23
21	Residential	125 Madbury Road	1958	24
22	Residential	123 Madbury Road	1960	25
23	Residential	121 Madbury Road	1955	26
24	Residential	3 Lundy Lane	1955	27
25	Residential	5 Lundy Lane	1966	28
26	Residential	4 Lundy Lane	1964	30
27	Residential	2 Lundy Lane	1961	31
28	Residential	5 Wood Road	1980	---
29	Residential	3 Wood Road	1978	---
30	Residential	6 Wood Road	1980	---
31	Residential	4 Wood Road	1981	33
32	Residential	119 Madbury Road	1956	34

Comparable Properties

On the east side of Madbury Road and along Emerson and Edgewood roads is another residential area that is roughly contemporary with the Orcutt Development. Similarly it contains a collection of mid-twentieth-century Colonial Revival houses including Capes, Colonials, Garrison Colonials, and Dutch Colonials, but also some ranches. 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 exhibits 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 houses tend to have a greater degree of integrity and the area as a whole has greater integrity for its historic period with fewer modern intrusions than in the Orcutt Development area (see Comparable Properties photos).

The Faculty Development, though not a private development but rather located on land originally owned by the University, is a 1950s housing subdivision on the far side of Mill Road, bordered by the wooded riverbank of the Oyster River. This large residential neighborhood 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

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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. The houses tend to have a greater degree of integrity and the area as a whole has greater integrity for its historic period with fewer modern intrusions than in the Orcutt Development area (see Comparable Properties photos).

A third area, 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. Like many contemporary residential neighborhoods of this period in Durham, the houses are sited in the middle of wooded lots. According to the tax cards most houses date from 1966 and later. The houses tend to have a greater degree of integrity and the area as a whole has greater integrity for its historic period with fewer modern intrusions than in the Orcutt Development area (see Comparable Properties photos).

Like the Orcutt Development area, some of the houses in these areas have been modified over time, through replacement windows and siding, but the houses in each of the area tend to be built within a decade or two of each other and as a whole retain more integrity to convey their historic associations.

22. Statement of Significance

The Orcutt Development Area is not eligible for listing in the National Register of Historic Places under any Criterion.

Criterion A: The Orcutt Development Area is not eligible for listing in the National of Historic Places under Criterion A. Though the Orcutt Development's planning and initial construction related to the increased demand for housing created by the dramatic increase in the student body, faculty, and staff at the University of New Hampshire, its development was protracted, with many of the lots remaining undeveloped until after the historic period. Not until the 1970s and continuing up to the present did the area become fully developed. As a result, though initially planned as a distinguishable, unified entity, defined by original subdivision plans and building restrictions specifying "good building design" the neighborhood does not possess sufficient integrity to convey its historic associations. Other contemporary residential neighborhoods in other parts of Durham developed in a more concentrated period of time contain historic resources with greater integrity and thus able to convey their historic associations.

Criterion B: The Orcutt Development area is not eligible for listing in the National of Historic Places under Criterion B. Though associated with persons of local interest, the property lacks strong/long term associations with any persons known to have made highly significant contributions to history. Benjamin L. Orcutt, the subdivider responsible for the platting of the subdivision, did not figure prominently in suburban development in Durham or in other nearby towns, nor did he make substantial contributions to its character and the availability of housing. This neighborhood is his only known foray into suburban residential development in Strafford County.

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Criterion C: The Orcutt Development area is not eligible for listing in the National of Historic Places under Criterion C. Although some of the houses in the neighborhood are generally characteristic of house forms and styles commonly constructed in the middle decades of the twentieth century in southern New Hampshire middle-class residential neighborhoods, the houses do not embody distinctive characteristics of types, periods, and methods of construction. Nor does the neighborhood as a whole represent a significant and distinguishable entity, that would be significant even though its components lacked individual distinction. Not only do the houses lack individual distinction, but they are also not significant as a group due to intrusions of many houses less than fifty years of age. Other residential neighborhoods in Durham that developed in the 1950s and 1960s contain more representative examples of common house types of the period and retain greater integrity of design, materials, and workmanship.

23. Periods(s) of Significance

1957 to 1966 (National Register 50-year period)

24. Statement of Integrity

The Orcutt Development area does not retain sufficient integrity of feeling and association as a 1950s and 1960s small, middle-class residential development. The area was developed over a protracted period of time and includes a large number houses constructed after the historic period to the present. The alteration of many of the historic houses, especially along Hampshire Avenue, with additions and replacement siding and windows diminishes their integrity of design, materials, and workmanship. The Orcutt Development area retains integrity of location and its wooded setting.

25. Boundary Justification

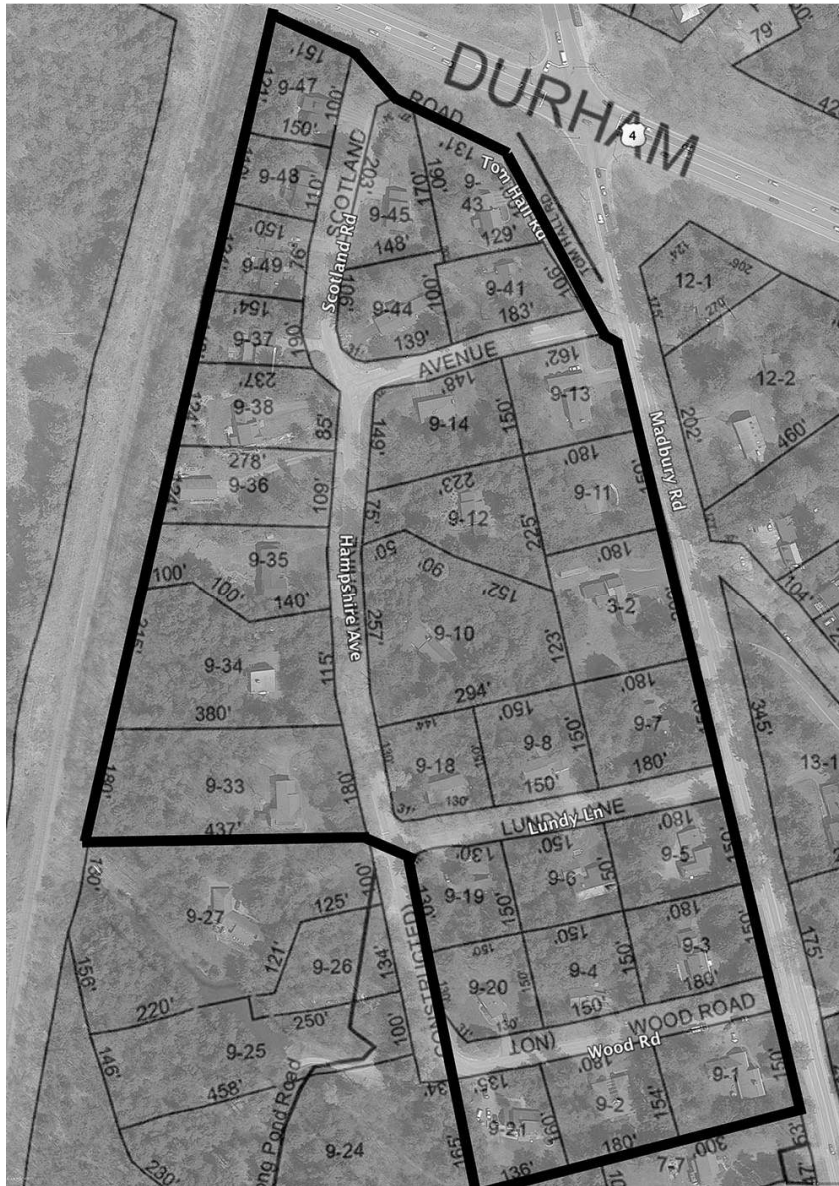
The boundary of the area surveyed (see map below) is the Orcutt Development area which is the extent of the four sections originally platted by Benjamin L. Orcutt between 1954 and 1963. The included parcels, all on the Durham Tax Map 1, include lots: 9-1 through 9-14, 9-18-9-21, 9-33 through 9-39, 9-41, and 9-43 through 9-45, 9-47 through 9-49.

This is the boundary of the entire historic Orcutt Development; it includes a group of houses along Wood Road that are not fifty years of age but on land first platted in the first section (1954).

This is not an eligible historic district due to loss of integrity and modern intrusions.

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ORCUTT DEVELOPMENT AREA



26. Boundary Description

N/A

27. Bibliography and/or References

Ames, David L., and Linda Flint McClelland.

2002 *Historic Residential Suburbs: Guidelines For Evaluation and Documentation For the National Register of Historic Places*. National Register Bulletin.

Jacobs, James A.

2015 *Building Houses in Postwar Suburbia*. Charlottesville, VA: University of Virginia Press.

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Miller, Barbara Lane

2015 *Houses For a New World: Builders and Buyers in American Suburbs, 1945-1965.* Princeton, NJ: Princeton University Press.

Preservation Company

2015-2016 Seacoast Reliability Project Area Form. On file at NHDHR, Concord, NH.

Maps

USGS Maps (<http://historicalmaps.arcgis.com/usgs/>)

Rockingham County Registry of Deeds

See text for plans

City Directories

Dover, New Hampshire, 1940s-1960 (Ancestry.com)

Online Sources

Population Census (1920-1970) (Ancestry.com)

28. Surveyor's Evaluation

NR listed: district
 individuals
 within district

Integrity: yes
 no

NR eligible: district
 not eligible

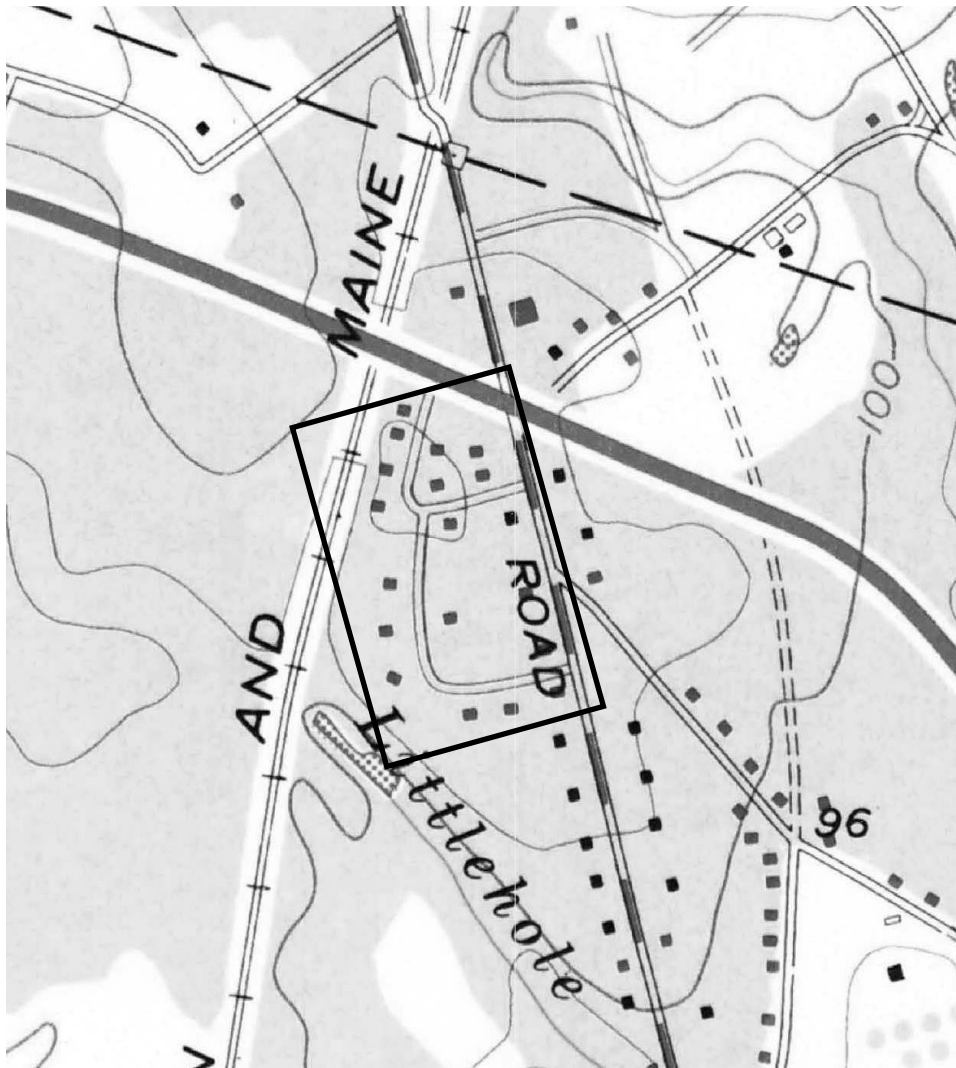
more info needed

NR Criteria: A
 B
 C
 D
 E

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

of noncontributing resources: _____

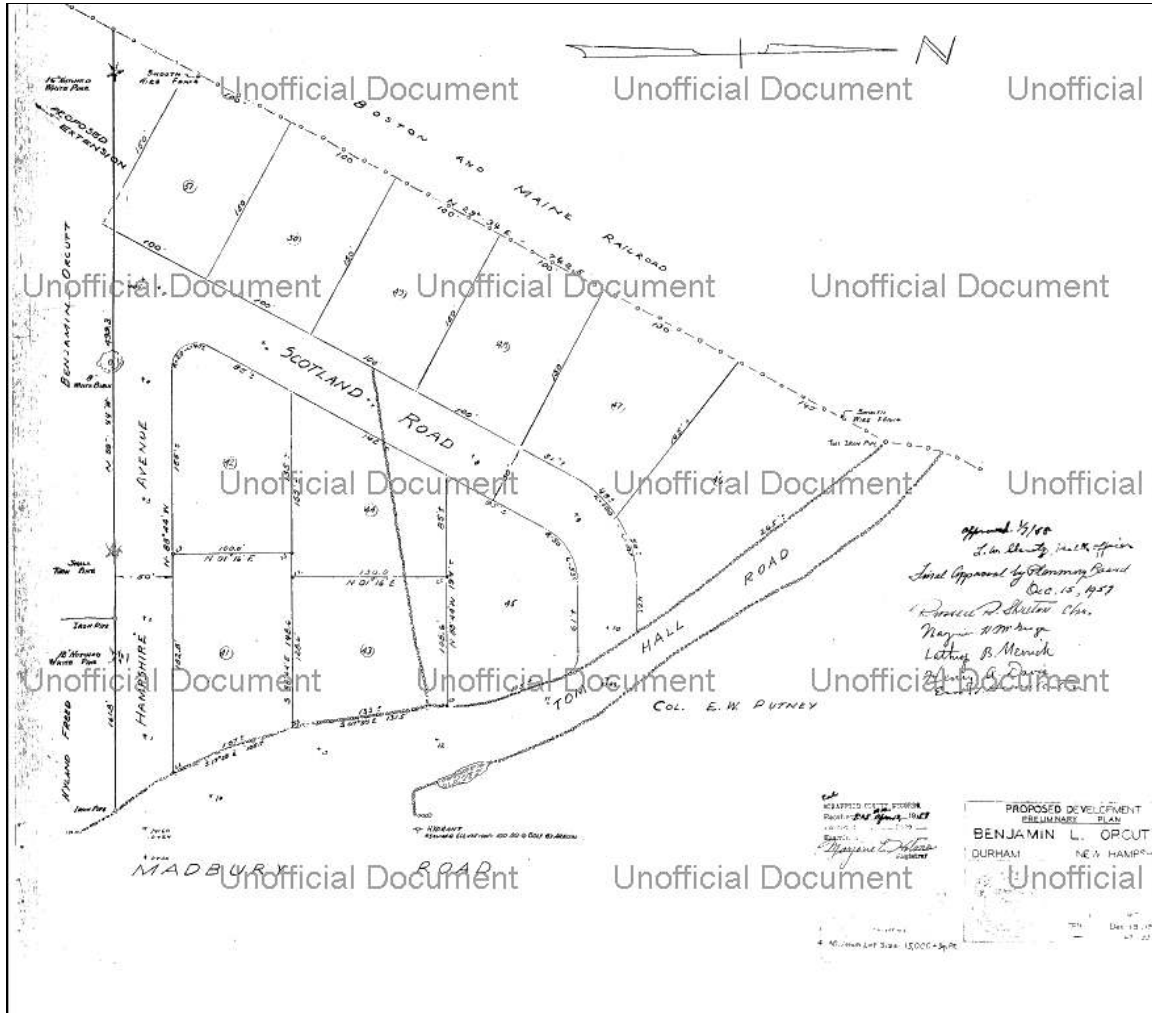
Historic Map and Plans



USGS 1974, showing extent of development in the Orcutt Development Area by that time (nineteen houses), on Scotland Road, Hampshire Avenue, Lundy Lane, and the west side of Madbury Road.

AREA FORM

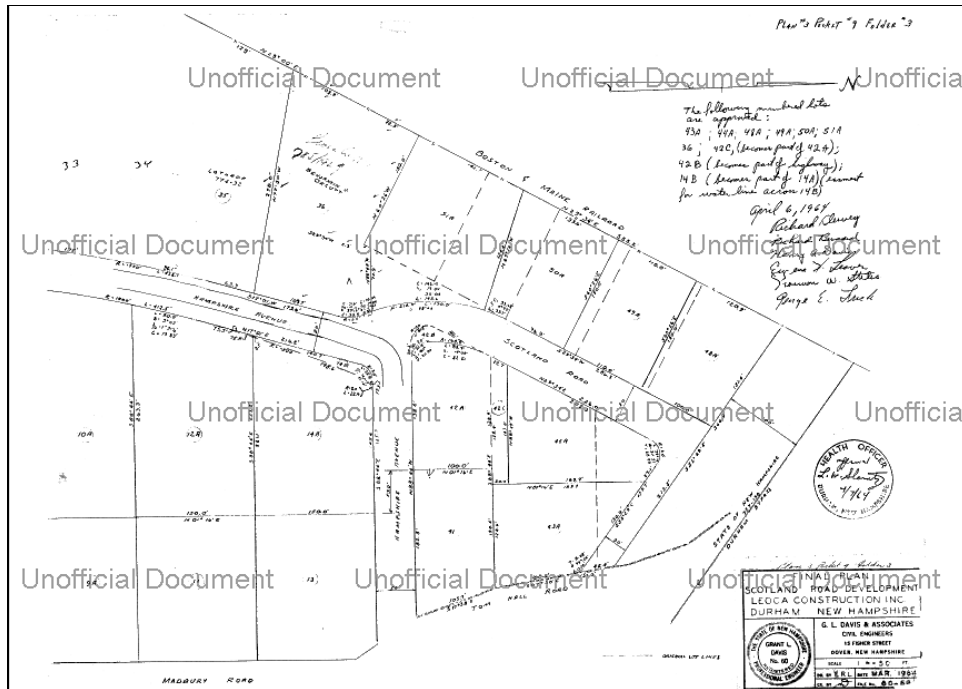
ORCUTT DEVELOPMENT AREA



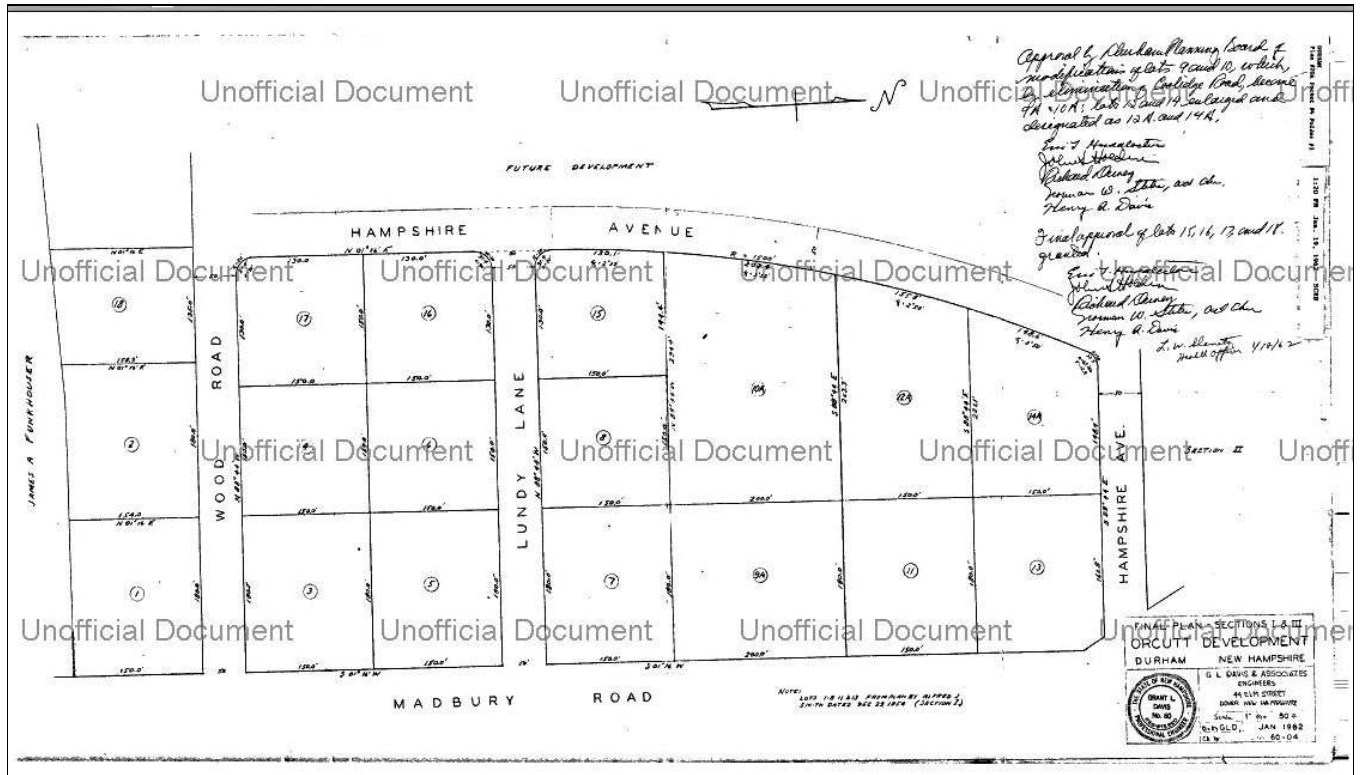
“Proposed Development, Preliminary Plan, Benjamin L. Orcutt, 19 Dec. 1957” (SCD Plan 3-2-25)

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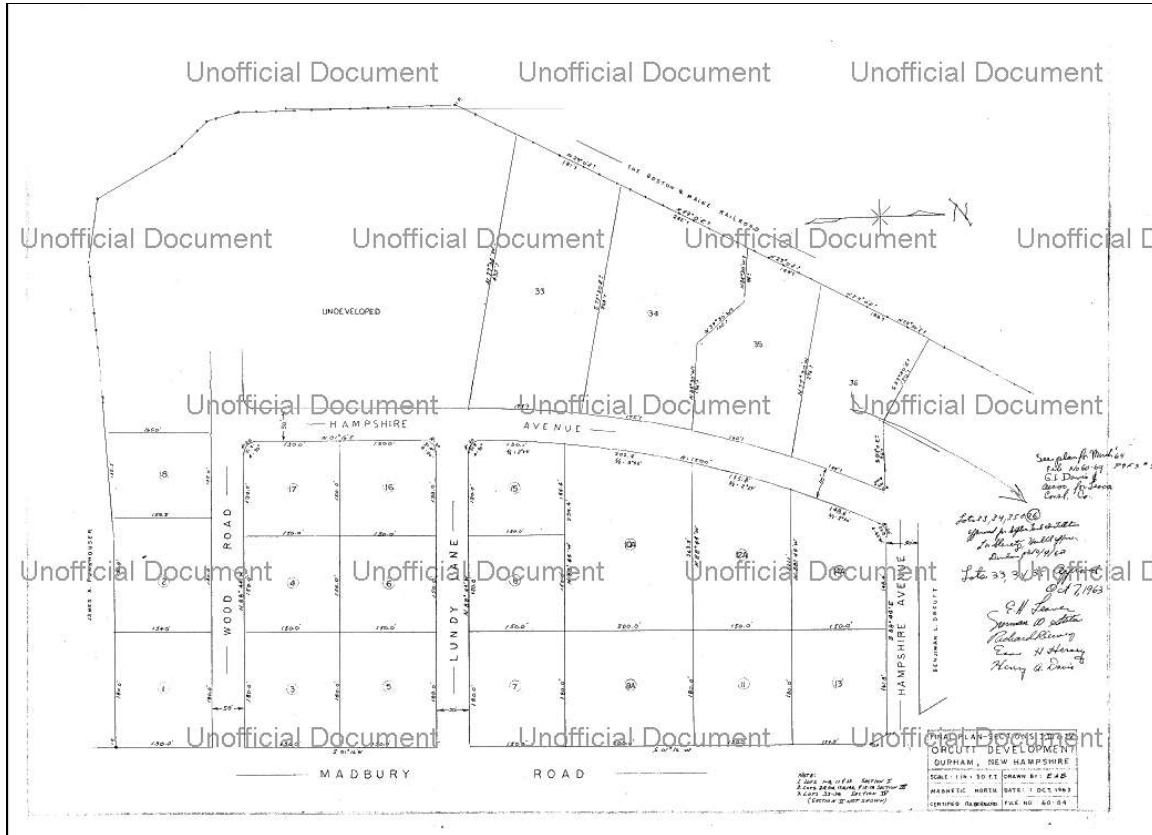
“Scotland Road Development, Leoca Construction Inc.,” done for Orcutt (SCD Plan 9-3-3)



“Final Plan, Sections I & III, Orcutt Development, Jan. 1962” (SCD Plan 4-3-20A)

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“Final Plan—Sections I, III, & IV, Orcutt Development, 1 Oct 1963” (SCD Plan 9-3-4)

AREA FORM

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Historic Image


INSURANCE—REAL ESTATE

320 1960—MANNING'S DOVER DIRECTORY—1960

**BEN ORCUTT
INC.
MATHES BROS. CO.**

AGENTS AND BROKERS FOR

Fireman's Fund Ins Co.
Niagara Fire Ins. Co.
Granite State Fire Ins. Co.
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Middlesex Fire Ins. Co.
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Massachusetts Bonding & Ins. Co.



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MICHAEL J. NADEAU

MODERN APARTMENTS DOVER, N. H.	87 GROVE ST. SH 2-2520
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APARTMENTS—REAL ESTATE

1960—MANNING'S DOVER DIRECTORY—1960 321

MODERN APARTMENTS



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87 GROVE ST. Tel. SH 2-2520 DOVER, N. H.

or

BEN ORCUTT
REAL ESTATE and INSURANCE
130 WASHINGTON ST.
DOVER, N. H.

(Dover City Directory 1960)

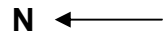
AREA FORM

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Other Images



Aerial view of the Orcutt Development (Google)



Comparable Properties

All are from the Seacoast Reliability Project Area Form (Preservation Company 2015-2016)



Madbury Road-Emerson Road Neighborhood – 118 Madbury Road, Durham



Madbury Road-Emerson Road Neighborhood – 49 Edgewood Road, Durham

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Madbury Road-Emerson Road Neighborhood – 48 Edgewood Road, Durham



Faculty Housing Development – 13 Garden Lane, Durham

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Faculty Housing Development – 46 Oyster River Road, Durham



Faculty Housing Development – 17 Valentine Hill Road, Durham

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Wedgewood Development – 29 Pinecrest Lane, Durham



Wedgewood Development – 33 Pinecrest Lane, Durham

AREA FORM

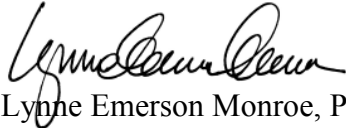
ORCUTT DEVELOPMENT AREA



Wedgewood Development – 2 Denbow Road, Durham

AREA FORM**ORCUTT DEVELOPMENT AREA****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: Epson SureColor P600 photo printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.



Lynne Emerson Monroe, Preservation Company

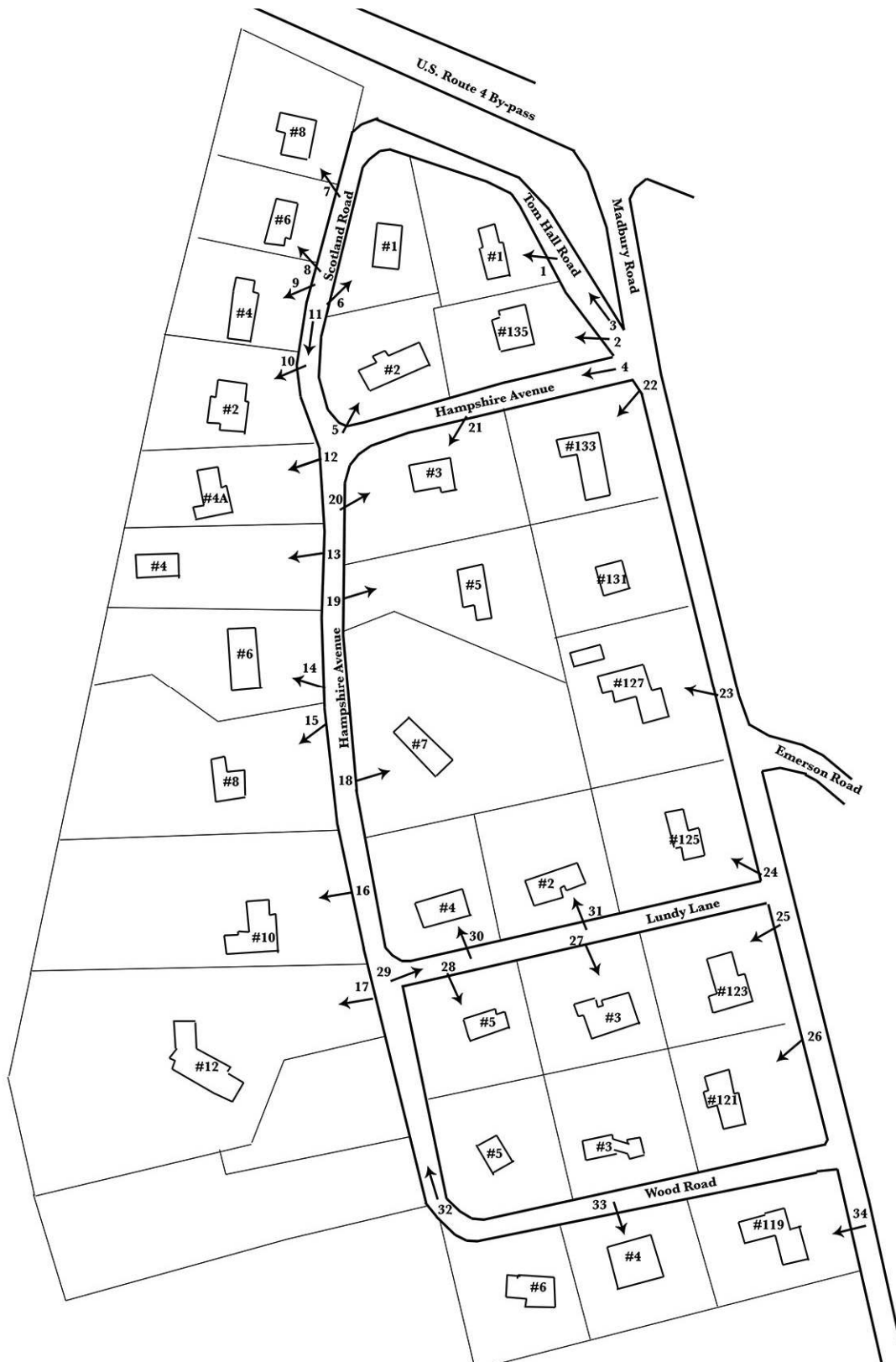
Digital Photo Log

The photos for this project are named: OrcuttDev_01 through OrcuttDev_34 where the last two digits are the photo number.

AREA FORM

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Photo Key



AREA FORM

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Current Photographs

Date taken: April 2016 except where noted (Photo 23, November 2015)



Photo 1) Tom Hall Road

Direction: NW



Photo 2) 135 Madbury Road

Direction: W

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Photo 3) Intersection of Tom Hall, Hampshire Ave., and Madbury Road

Direction: N



Photo 4) Hampshire Avenue from Madbury Road

Direction: W

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Photo 5) 2 Hampshire Avenue

Direction: N



Photo 6) 1 Scotland Road

Direction: ENW

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 7) 8 Scotland Road

Direction: NW



Photo 8) 6 and 8 Scotland Road

Direction: NW

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 9) 4 Scotland Road

Direction: W



Photo 10) 2 Scotland Road

Direction: W

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 11) Looking south on Scotland Road from in front of 4 Scotland Road

Direction: S



Photo 12) 4A Hampshire Avenue

Direction: W

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 13) 4 Hampshire Avenue

Direction: W



Photo 14) 6 Hampshire Avenue

Direction: W

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 15) 8 Hampshire Avenue

Direction: WSW



Photo 16) 10 Hampshire Avenue

Direction: SW

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 17) 12 Hampshire Avenue (outside area)

Direction: W



Photo 18) 7 Hampshire Avenue

Direction: E

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 19) 5 Hampshire Avenue

Direction: E



Photo 20) Hampshire Avenue at intersection with Scotland Road

Direction: ENE

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 21) 3 Hampshire Avenue

Direction: SW



Photo 22) 133 Madbury Road

Direction: SW

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 23) 127 Madbury Road
Date taken: November 2015

Direction: W



Photo 24) 125 Madbury Road

Direction: NW

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 25) 123 Madbury Road

Direction: SSW



Photo 26) 121 Madbury Road

Direction: SW

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 27) 3 Lundy Lane

Direction: S



Photo 28) 5 Lundy Lane

Direction: S

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 29) Lundy Lane at corner of Hampshire Ave

Direction: NNE



Photo 30) 4 Lundy Lane

Direction: N

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 31) 2 Lundy Lane

Direction: NNW



Photo 32) Hampshire Avenue near corner of Wood Road

Direction: N

AREA FORM

ORCUTT DEVELOPMENT AREA



Photo 33) 4 Wood Road

Direction: S



Photo 34) 119 Madbury Road

Direction: W