# LEBANON, NEW HAMPSHIRE

# RECONNAISSANCE SURVEY OF HISTORIC RESOURCES




# SURVEY REPORT

2016

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Prepared for the City of Lebanon Planning Department &
Lebanon Heritage Commission

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# INTRODUCTION

This document was prepared as part of an ongoing effort by the City of Lebanon and its Heritage Commission to identify and document historic resources throughout the city. This modified city-wide historic resources survey was funded through the New Hampshire and National Park Service's Certified Local Government (CLG) grant program and the city. The CLG program is a partnership between municipal governments and the state historic preservation program, to encourage and expand local involvement in preservation-related activities. Lebanon became a Certified Local Government in 2012 and became eligible for annual grant funding. This is the City's fourth CLG grant-funded preservation project.

During the recent update of the City of Lebanon's Master Plan, which had input from hundreds of Lebanon residents, creating "mixed-use," walkable neighborhoods, encouraging infill development, and preserving historic character were frequently cited objectives and priorities for new development. To achieve these goals of the Master Plan, the Heritage Commission has endeavored to continue identifying historic resources and manifestations of these elements throughout the City.

The City of Lebanon encompasses approximately 40 square miles and is comprised of multiple village nodes, which are broken up by natural features. This has allowed different areas of Lebanon to develop their own unique identity and character. Historical events, including development and fires, have altered some of the villages, in some instances to their detriment, by reducing their walkability and character.

The Master Plan encourages the redevelopment of the villages in order to preserve the remaining open spaces in Lebanon and to reduce sprawl. With redevelopment focused in the villages, it is vital that the character of existing neighborhoods is preserved. Defining traits can range from street layout, architecture, streetscape, design features, and events and activities in the area. All these features can be altered by development, impacting the existing character of the area.

In 2015, the City completed a historical survey of Crafts Avenue in West Lebanon financed in part with Federal CLG funds. The project resulted in documentation of a Crafts Avenue Historic District. Building on these efforts, and in furtherance of the Master Plan goals, the City intends to undertake additional documentation projects and neighborhood surveys.

In order to identify neighborhoods where detailed surveys should be made, the City undertook this initial step of conducting a modified city-wide survey with a broad inspection of the community. The following pages comprise that broad, reconnaissance survey effort. The survey provides an overview of the history of Lebanon and a description of the City's past preservation

efforts to introduce the fifteen Survey Area Summaries which seek to describe the entire city divided geographically into fifteen sections in terms of historic development and architectural resources. The Summaries also provide the beginnings of a written and photographic record of all of Lebanon's many neighborhoods and unique areas.

With such an overview completed, the Heritage Commission can better evaluate which areas are priorities when pursuing a more comprehensive neighborhood evaluation. While the goal is to identify potential new neighborhood character zones and historic districts, the inventory also identifies potential areas that might not meet the criteria but would otherwise have unique characteristics that would make them more appropriate as candidates for neighborhood character zones or other local preservation activities. This framework will help inform the City's future historic preservation efforts.

Within the fifteen Survey Area Summaries, the denser sections of the city are further described in terms of their unique neighborhoods and significant areas.

**Survey Consultants**

The 2016 Survey was undertaken by a team of two consultants hired by the City of Lebanon: Lyssa Papazian, Historic Preservation Consultant, and Scott Newman, 106 Associates. Both are historic preservation professionals and architectural historians meeting the professional qualification standards (36-CFR-61) of the National Park Service. Lyssa Papazian holds an M.Sc. in Historic Preservation and has worked professionally in the field for the past 24 years, first as a Senior Architectural Historian in the New Jersey State Historic Preservation Office and for the past 18 years as an historic preservation consultant in Vermont. She specializes in historic preservation planning, funding, regulation, documentation, and architectural history and has worked with a wide variety of clients including municipalities, state and county agencies, schools, museums, and other institutions, non-profits, affordable housing providers, businesses, property owners/developers, planning firms, engineers and architects. Scott Newman holds a B.A. in Environmental Economics and a M.Sc. in Historic Preservation and has been professionally engaged in historic preservation for over 25 years. He previously was the Historic Preservation Officer for the Vermont Agency of Transportation and is now in private practice offering historic preservation consulting services to private, non-profit, and government clients.

# HISTORIC OVERVIEW

Lebanon is one of the 53 municipalities in Vermont and New Hampshire bordering the Connecticut River and forming the Upper Connecticut River Valley. Though little specific mention is made in the City's history books of its Native American residents, Lebanon's natural features make it a likely place in the valley for Western Abenaki people and their ancestors to have visited, hunted, and possibly lived[1]. It is located at one of the major rapids of the river and at the confluence of two major tributaries: the White and the Mascoma Rivers. When Europeans arrived in the area in the 1760s, the name "Mascommah" was associated with the lake and river, and may have been the name of a Squakheag hunter, based further south, whose territory this was[2]. By the 1700s there may have been no more permanent native settlements in Lebanon, though the Connecticut River Valley, has been home to humans for as long as 10,000 years. A map of "Historic Indian Trails of New Hampshire[3]" shows major trails intersecting in Lebanon – one following the Eastern bank of the Connecticut and the other running south of the Mascoma River.

Lebanon's two major rivers, the Connecticut and the Mascoma, as well as the trails and later roads that followed them defined the settlement of the town[4] by Europeans and its development over the next 250 years. Transportation, water-power, industry and innovation are the themes that have shaped Lebanon's history.

The town of Lebanon was chartered in 1761. The colonial settlement period of the 1760s through the 1790s was one of subsistence farming and early mills that were located along the early travel routes of the Connecticut River itself and the roads developed out of Native American trails such as the Horse Road along the Connecticut and the Old Kings Highway traversing the hills south of the Mascoma east to west. The first established farm, the Downer/True Farm, on the Horse Road (Plainfield Road), as well as the first sawmill, gristmill, cemetery, meeting house and school along the Kings Highway were all in West Lebanon. The first bridge over the Mascoma was also in West Lebanon and as early as 1770 bricks were being made, likely near the later Densmore Brickyard on Hanover Road. So important was the Connecticut River and the western orientation to the establishment of the town that in 1778 Lebanon voted along with several other river valley towns to secede from New Hampshire and join with Vermont. It rejoined New Hampshire in 1782.

During this period the town did start to spread out from the western section. There was a 1767 tavern on one of the roads near the center of what is now downtown Lebanon. A dam was built

[1] Ewald, Richard, with Adair Mulligan. *Proud to Live Here in the Connecticut River Valley of Vermont and New Hampshire*. Charlestown, NH: Connecticut River Joint Commissions, 2003.
[2]. Chapman, Bernard. *Lebanon, New Hampshire: History in a Nutshell, 1761-1961*. Lebanon, NH: Lebanon Historical Society, 1972.
[3] Price, Chester B. "Historic Indian Trails of New Hampshire" map published in *The New Hampshire Archaeologist*, Vol. 14 (June 1967).
[4] Lebanon became a city in 1958. The word "town" is used throughout this chapter to refer to Lebanon when discussing events or conditions in the past before 1958.

on the Mascoma Lake outlet in 1778 and the small hamlet of East Lebanon with its early industry developed there. A sawmill and gristmill on the Mascoma below Hardy Hill in 1780 fueled the development of hill farms in that central north section of town. The 1780s saw the establishment of several more taverns on the few main roads and the town's first pound for stray animals was built in the newly established farming area of Storrs Hill. By 1790 there was a tannery on Trues Brook and early taverns in the southwestern part of town. Postal routes were established in 1791 and farmer Robert Colburn in the center of town sold some of his land to establish a town common (now Colburn Park) and build a meeting house in 1792. The center village developed around these. In West Lebanon, a c.1792 dam powered a group of small mills on the Connecticut at the falls above the White River.

In 1800, the Connecticut River was still the most important travel and trade route. River flatboats carried farm produce down to Massachusetts and Connecticut and returned with supplies. The trading post of Lyman Point had been established in White River Junction and was the northern terminus for the trade route. The first bridge over the Connecticut connecting White River Junction (Hartford) with Lebanon was built by Elias Lyman in 1803 as a toll bridge. Canals and locks were built at falls to the south to improve the passage of goods which had had to portage around the several falls on the Connecticut. In 1808, construction of a new lock and canal system with a large new dam at Olcotts Falls in Lebanon extended the river trade further north and increased the opportunities for rafting logs downriver from the northern forests. The hamlet on the Lebanon side of the river became a busy place.

At the same time, the overland travel routes were improving as well. The Fourth New Hampshire Turnpike, an east-west route was chartered in 1800 and constructed by 1804 following the Mascoma River and linking the Connecticut River and Lebanon with Concord and ultimately the seacoast. Spurs off this road included the White River Turnpike following the Connecticut River north from the Mascoma and the Hanover Branch which connected Hanover diagonally to the center of Lebanon. Also in 1804 the Croydon Turnpike was established which continued that diagonal from the center village southwest to Meriden. Originally these were toll roads and a few early toll houses remain as do some of the many taverns and inns that serviced these stage routes. The early improved roads along with water-power played an enormous role in guiding Lebanon's development in the 19th century. Today the same roads are still important and known as Routes 10 (White River Turnpike), 120 (Croyden and Hanover Branch Turnpikes) and 4 (Fourth New Hampshire Turnpike).

At the turn of the 19th century, the hill farming districts in town were as important as the river hamlets. In 1810 the farming area of Hardy Hill was called "The Village" while the mill enclave of East Lebanon became known as "the City" by 1830 and included one of New England's earliest carding and cloth finishing factories. Production facilities had joined the earlier saw and grist mills throughout Lebanon. In 1820, there were 6 sawmills, 2 tanneries, a linseed oil mill, cotton and woolen factories, and a hat factory. In addition the town had saddlers, blacksmiths, clothiers, merchants, doctors, lawyers, and many builders including Samuel Young and his sons Dyer and Ammi. Ammi Burnham Young (1798-1874) went on to become one of America's most notable architects and served as the first Supervising Architect of the US Treasury Department. Farmers moved beyond subsistence farming and specialized with sheep and other diverse

products because of the improved access to markets with better roads and travel routes. The three main villages of Lebanon: East, West, and Center were becoming better defined and important. The Center Village developed around the common that became the main intersection of the several turnpikes. By 1830, it had the town's first bank (built in 1829 on one side of the common – now the location of the library) and the First Congregational Church (built in 1828 on another side of the common and designed by Ammi B. Young). In addition to the nine school districts (which later became eighteen, most with their own schoolhouses), the Lebanon Academy was established on South (later School) Street in 1835.

After a devastating fire in East Lebanon in 1840 which destroyed most of the village and the industrial facilities at the mouth of Mascoma Lake, Lebanon Center became the dominant town center due largely to a shift of the industry. The water power of the Mascoma River, which falls 450' from Mascoma Lake to the Connecticut River, supported many mill privileges. The rise of the mills and shops of Lebanon Center was testament to the superior water power there versus that in East Lebanon where the shops were largely not rebuilt after the fire. In 1845 a new scythe factory was established west of Lebanon Center on the Mascoma at a dam created by Simeon Peck in 1780 to run a sawmill. An industry cluster that became known as Scytheville along what is now Mechanic Street developed there. In West Lebanon, there were many farms prospering in the rich intervale of the Connecticut River. One farmer, Roswell Sartwell, also owned a cotton and wool factory (West Lebanon Manufacturing Company). Mills utilized the water power available at the mouth of the Mascoma.

After the completion of the early turnpikes in 1804, the next watershed event in Lebanon's history was the construction of the Northern Railroad in 1848, roughly following the Fourth New Hampshire Turnpike and the Mascoma River and linking Lebanon with Concord, the seacoast and Boston on the east and with White River Junction, Vermont, and New York on the west. The construction included a wood trestle railroad bridge over the Connecticut, a stone roundhouse, repair facilities, and a freight yard in West Lebanon, three passenger stations (West Lebanon, Lebanon and East Lebanon) and a stone arch bridge (still extant at Glen Road and listed on the National Register). This new infrastructure gave the water-powered industries and merchants of Lebanon an enormous boost and stimulated the economy of West Lebanon with a major new employer. A map of 1853 shows Lebanon Center becoming more urban and busier with four dams on the Mascoma supporting a dozen shops including blacksmiths, a foundry and machine shop, tannery and carriage manufacturers. A small brickyard is shown at the northern edge of the village. The new depot and freight house defined the downtown around the common (Colburn Park) that became a park after the meeting house had been moved to one side near the station to serve as the Town Hall. In the 1860s, the legislature formally re-routed the turnpikes around the common, creating what would become east, west, north and south Park Streets. With the common a real park, the center of town and its main streets became the desirable location for the homes of the managers, mill owners, railroad executives, and professionals. A rich architectural mix of homes included Greek Revival and Italianate mansions which replaced some of the earliest houses along the common, South (School) and Pleasant (Bank) Streets. Smaller and multi-unit housing was built on side streets for the growing workforce. By the 1860s, immigrants especially from French Canada began coming to work in the mills and shops. The Carter and Churchill factory was established in Lebanon Center in 1868 to produce clothing.

Housing increased in the area around Scytheville when Simeon Peck subdivided his large farm and in West Lebanon small farms and houses extended along what is now South Main Street. More intense housing demand near the rail yard was met with several tenement blocks built specifically by the railroad to house its employees. In 1848, the dam on the Connecticut at Olcott was rebuilt by the White River Falls Corporation to power increased industrial activities which sustained the small hamlet there. In 1853, William Haskell purchased some of the old mills in East Lebanon and started a furniture company. A new slate flour mill was built on the Mascoma just west of the lake in the 1860s and took advantage of a small vein of slate. The East Lebanon hamlet had a cluster of homes, a hotel and stores.

By the mid-19th century, in the rural areas of town, a few successful farmers were buying the smaller hill farms of their neighbors, many of whom moved west looking for better economic opportunity. This consolidation led to larger and more specialized farm operations such as that of Daniel Hardy on Hardy Hill who raised mules for sale to southern plantations and was able to employ dozens. By the end of the century dairy farming and butter production became the dominant farming enterprise. Lebanon, with its excellent transportation infrastructure, was uniquely situated to distribute butter and later milk locally and regionally. Two creameries – one in West Lebanon on Bridge Street, and another in Center Lebanon on Water Street – were operating by 1890. Route 10 along the Connecticut River in West Lebanon, Route 4 east and west of Lebanon Center, Hardy Hill, Poverty Lane and Meriden Road were home to Lebanon's dairy farms which were a strong economic sector through the mid-20th century. Many current road names in these areas reflect the names of those farms.

After some serious economic hiccups including the national Panic of 1873, that all but shut down most of the town's industry, the mills with incentives of tax breaks provided by the town, recovered or were re-occupied and continued to thrive. The growth of Lebanon Center's mill district in the later 19th century was substantial. In 1886, as described in the Childs Gazetteer[5] of that year, the water power on the Mascoma in Lebanon Center was well used with two mills in operation, the large mill of the Lebanon Woolen Company (1 Foundry Street) and the Mascoma Flannel Co. mill (85 Mechanic St.), and another textile mill under construction. Along with these mills, four dams powered a flouring mill; tool companies such as Marston Drag Rake and Baxter band saws; manufacturers of building components such as stairs, sash and blinds, as well as toys and tags; a foundry and two machine shops; two saw mills; and the Kendrick & Davis Watch Key factory (Water Street). A bit further west on the Mascoma in Scytheville another dam served the scythe, snath, and rake factory. In the village were also the large Carter & Churchill overall factory and a few other shops making organs and wire novelties and mops. Collectively these businesses employed hundreds and created the demand for housing that caused Lebanon Center's neighborhoods to grow and develop.

In 1887, a devastating fire in the downtown mills destroyed a majority of the industrial buildings along the river and some of the commercial buildings. The fire was another watershed event for Lebanon because while the recovery was immediate with all the mill sites rebuilt and soon

[5] Childs, Hamilton , comp., *Gazetteer of Grafton County, New Hampshire, 1709- 1886,* Syracuse Journal Co.: Syracuse, NY, 1886, p. 406-410.

producing again, the nature of Lebanon's industry changed significantly after the fire from a mix that included many wood-based industries to one dominated by large scale woolen and textile mills. One exception to this was the Kendrick & Davis Watch Key factory which survived the fire and continued to expand. The post-fire textile mills included the Mascoma Flannel Company (Mechanic Street), Carter & Rogers (Foundry Street), the Everett Knitting Works (High Street), and Riverside Woolen Company (Lebandale Mill on Water Street). Two of the largest mills, Riverside and Mascoma Flannel, which stood opposite each other across the Mascoma were both purchased by the New Jersey-based American Woolen Company in 1899. The factories were connected by a covered bridge that is extant today though in very poor condition.

The significance to Lebanon Center of the mills in conjunction with the railroad serving them cannot be overstated. The town's population increased 48% between 1880 (3,347) and 1900 (4,965), bringing ethnic diversity to Lebanon with many coming for the mill work. The mills continued producing and anchoring the economy well into the 20th century. While the Plain and Bank Street neighborhoods were largely built-out and stable, the population increases expanded housing and new streets in the Young Street Hill and Church Street areas. Most of the immigrant mill workers lived north and west of the Mascoma River–in the Young Street Hill Neighborhood - which while dominated by French Canadian-born residents had small pockets of micro neighborhoods within it and included immigrants from Italy, Ireland, Finland, Russia, Poland and England. By 1900, a quarter of the town's 4,965 residents had at least one Canadian-born parent. The Sacred Heart Church and its school, which anchored the neighborhood at Hough Square, served both the French-Canadian and Irish populations and held masses in English as well as French.

In West Lebanon, the railroad also grew in response to an ever increasing level of traffic during the late 19th century. New neighborhoods of Maple Street and Seminary Hill/Elm Street West provided housing for the many that came to work for the railroad and the growing shops and businesses that served them in the emerging West Lebanon downtown. These neighborhoods and the railroad grew even faster after 1900. Further north along the Connecticut, the Olcott dam was again rebuilt in 1880 and this time Charles Wilder established a large paper mill there. While most of the housing and services were located on the Vermont side of the dam, the Lebanon village later known as East Wilder developed around the plant and dam and a footbridge was built across the river to connect the two.

The 1880s was also a time of increased extraction and use of Lebanon's natural resources. The slate vein in East Lebanon mentioned above, had been depleted by the mid-1870s but in 1882 a vein of copper ore was discovered near the old Kings Highway on Farnum Hill and was mined for a short period. Granite had been quarried in small quantities for local building use throughout the 19th century but in the mid-1880s, the Freeman Quarry on Quarry Hill in the northwest section of town began sending granite to major building projects elsewhere. Similarly, a large pocket of clay at the north edge of Lebanon Center had supplied local brickmaking since the late 18th century but in the 1880s Jason Densmore took the business to a new level and developed a major brickyard that became one of the regions' biggest suppliers. In the West Lebanon area, sand and gravel was extracted and continues to be today.

After the fire in Lebanon Center, the town developed its first water system with a reservoir established on Kendall Hill (now Reservoir Hill) and drew water from the Mascoma in canals to a pumping station. A water system was developed in West Lebanon in 1917 using the Boston Lot Reservoir and served White River Junction as well. In 1890 the Lebanon Power & Light company was established and began re-purposing the dams of the Mascoma to generating electricity. Water-power in the mills and shops had given way to coal-fired steam and other power sources. There were four generating stations built on the Mascoma between Center Lebanon and the mouth of the river in West Lebanon where the Powerhouse Mall today occupies the sites and buildings of this last and largest plant. The railroad was very active and had expanded and re-built the facilities at its West Lebanon rail yard with the present brick engine/round house and turntable and many other support structures. A few fatal railroad accidents in New England caused by confusion over similar station names in 1907 and 1908, led the Northern Railroad to give all stations unique names. In 1910, "West Lebanon" became "Westboro" so as not to be confused with "Lebanon." Similarly, "East Lebanon" became "Mascoma."

The textile industry was dominant around 1900 but a few other businesses emerged including the 1890s Cole and Sons machinery manufacturer that maintained its own foundry in the center of Lebanon's downtown, the Martson Rake Factory on Water Street, and the Spencer Brothers Sash and Blind Factory in Mahan Flat (relocated here from East Lebanon). In the early 20th century, the Kendrick & Davis factory began to expand into motors and electrical products and the American Excelsior Company, producing wood-based filler material, opened in a factory east of town on the Mascoma in the area known as Riverdale. In the late 1920s the Nile Machine Company on Mascoma Street became the Split Ballbearing Company to produce its newest product. In West Lebanon, a thriving mill and mercantile center had developed around the industrial activity at mouth of the Mascoma, called "Butmanville" after one of the major store and property owners.

The prosperity in Lebanon in the decades around the turn of the 20th century led to the construction of many of today's landmark buildings in the Colburn Park Historic District and elsewhere in town including the Soldiers' Memorial Building, libraries in Lebanon and West Lebanon, the Carter Community Building, Lebanon Town Hall and Opera House, and major new school and high school buildings (some not extant) including the re-building of the 1854 Ladies Tilden Academy in West Lebanon as the Seminary Hill School. Many of the small homes throughout the Young Street Hill, Crafts Avenue and Maple Street neighborhoods reflect the bungalow form and utilize the Craftsman, Queen Anne and Colonial Revival styles prevalent in the 1910s through 1940.

Accompanying the growing prosperity of Lebanon, the growth of its leisure and tourism sectors was also evident. The 19th century Chiron Springs Hotel and resort operated in the north of town (on Etna Road). Two racetracks/leisure parks (neither extant) were built one of which anchored the Riverdale neighborhood off Bank Street Extension. The no longer industrial landscape of Mascoma Lake was developed in the early 20th century with small summer cottages and hotels. The 1920s saw the beginnings of the town's regionally important skiing programs with early ski jumps and later more professionally designed jumps at Storrs Hill.

Severe floods in 1927 and 1936 on the Connecticut River and the New England hurricane of 1938 meant that many of the town's bridges and much of its infrastructure was rebuilt or replaced including the railroad and vehicular bridges over the Connecticut. Flood damage plus labor disputes led to the closing of the International Paper mill in East Wilder in 1928 and the re-purposing of the dam for hydro-electric power. In 1932, the old Peck homestead near Scytheville which had been willed to the town, opened as the Alice Peck Day Hospital on Mascoma Street, which continued to grow into a large campus providing many medical and senior care services and incorporating some of the large Victorian homes in the neighborhood. The mills and main employers in town struggled some during the depression of the 1930s but most remained open. However, after World War II, they did begin to close thus changing the opportunities for work in Lebanon Center. The rise of the automobile in the 1920s and 1930s had given some the opportunity to commute to work in neighboring towns like Hanover where Dartmouth College and the Mary Hitchcock Hospital were good potential employers. Some of the precision and emerging technology companies like Split Ballbearing and Kendrick & Davis had done well through wartime and expanded. These were joined by Thermal Dynamics (plasma-cutting technology) and Browning Engineering. An airport designed in 1937 was finally built in 1941 for the World War II effort in West Lebanon, adding to the town's transportation resources and setting the ground work for industrial and commercial expansion in decades to come. The town became the City of Lebanon in 1958 and the following year, the Lebanon Regional Airport Organization was formed at the airstrip which is municipally owned. The Wilder dam was completely replaced with a new, much larger capacity dam and power plant in 1950. A New Hampshire Army National Guard readiness center was built in 1955 on Heater Road. Modern new schools were built in Lebanon and West Lebanon in the early 1950s with federal incentives.

Creare, Inc., a company innovating in the field of fluid mechanics was founded in Hanover in 1961 and led to the creation of five other related companies in Lebanon and the Upper Valley including Hypertherm, Creonics/Allen-Bradley, and Spectra. In addition to Thermal Dynamics and Spit Ballbearing (now Timken Aeropsace), these high tech companies thrived on the proximity of Dartmouth College, the Medical School and hospital. The growth of the college and hospital since the 1960s as well as the closure of several traditional manufacturers such as textile mills and clothing makers led to huge shifts in population, housing and the workforce in Lebanon. Areas of West Lebanon and some of the more rural areas like Hardy Hill began to see suburban residential expansion. Dartmouth College, which owns large tracts of land in north Lebanon dating back to its 18th century founding, developed new housing for its graduate students and faculty by creating Sachem Village just south of the Hanover line in the area of East Wilder. The Crafts Avenue neighborhood in West Lebanon - which had been the first planned subdivision in town a generation previous to meet the housing demands for the railroad - expanded in the 1940s, 1950s and 1960s with a second wave of suburban homes to meet the new demands of Hanover and other regional employment. As the agricultural use of the rural upland areas diminished in the 20th century and the demand for more housing grew in Lebanon, especially for increasingly middle and upper middle class families with cars, the development of suburban style homes began to fill in the older hill roads especially on Hardy Hill, Mount Support, and in the former East Wilder area.

Lebanon's next major turning point was 1964 with two watershed events: the city's second downtown fire and the construction of the Interstate Highway (I-89). The mid-20th century developments described above were factors in how the City of Lebanon responded to the second devastating fire in the downtown. The 1964 fire started in an old blacksmith shop and quickly engulfed half of the business core. The reconstruction included converting Hanover Street to a pedestrian mall in 1970, a popular urban renewal concept of the time, as well as the redesign and reconstruction of the major traffic routes into and out of downtown. This included Route 120/Hanover Street with a new spur connecting the downtown to the new highway interchange, Exit 18. Mascoma Street was moved and redirected in a new flow out of downtown towards Mechanic Street and toward another highway interchange, Exit 19. Mill Street was permanently closed and is now part of the parking lots surrounding the mall behind the blocks of West Park Street. The Colonial Revival style mall incorporated a few of the older surviving buildings and built new ones to focus on retail and offices. The downtown fire was a catalyst for some, but many downtown businesses, especially hardware/supplies, service and automotive, and light industrial were already starting to relocate to roads nearer the interstate exits.

A remarkable four Interstate exits were planned for Lebanon under the leadership of Governor Lane Dwinell, a Lebanon resident, and they had a profound impact on the areas around them. Exit 20, located just over the Connecticut River from Vermont, created a shopping gateway which extended up Route 10 and down Route 12A with shopping plazas and an industrial park around the airport that replaced almost all the earlier structures and many old roads. Exit 19, located at the midway point between West Lebanon and Lebanon created a similar shopping and industrial mecca on what became known as Miracle Mile that transformed Route 4 west of Scytheville into a fully automobile-based environment. The Split Ballbearing company that started on Mascoma Street and had relocated once to Mechanic Street, built a large new plant on Miracle Mile/Mechanic Street right at the future highway interchange in 1958. Exit 18, located just north of downtown, cut off the Densmore Brickyard and the Mount Support neighborhood from the Young Street Hill Neighborhood. Between Interstate Exit 18 and a newly rebuilt Route 120 and Etna Road, the development starting in the 1960s of business, manufacturing, offices, and commercial uses was enormous and transformational. The truly sleepy area became a desirable destination for expansive new plants that could spread out in a way they couldn't in downtown centers. The technology and medical companies were drawn to the area by the hospital, college, and educated workforce. Exit 17, located east of downtown, provided easy access to rural areas along Route 4 and Meriden Road, on Hardy Hill and Storrs Hill, and in East Lebanon. The hillier roads where views were possible became the focus of higher end, larger homes. In addition to the organic growth of scattered rural residential homes using the ubiquitous style and forms of the mid to later 20th century, housing developments on new roads – some with larger lot homes - were created on the former farms of these areas starting in the 1960s and continuing to the present day.

The shift in transportation focus was complete with the interstate system and the airport. The Boston & Maine railroad – the successor to the Northern Railroad, had been in decline since World War I and in accelerated decline since World War II. It stopped passenger service in 1965 and razed the downtown Lebanon Depot and all the railroad structures were removed from East Lebanon. The only extant station building is in West Lebanon and has been moved twice and re-

purposed. Freight service continued at a reduced rate into the 1970s and finally ended mid-decade at which time the Westboro yard was abandoned. Recently the old railroad line has been transformed into the Northern Rail Trail that provides a recreation pathway across the city and linking Lebanon to other towns as well.

Starting in the 1990s, the City has protected many parcels of forested land for recreation and conservation purposes including a 436-acre parcel in the Boston Lot/Quarry Hill area (northwest) adjacent to Dartmouth's large forest tract and a 940-acre tract that comprises most of Farnum Hill (south central). The many large and small conserved sites around the City have interpretive signage educating the public about the history and natural resources of each area. Since the 1980s, Lebanon was also made efforts to identify and protect its cultural resources and has an active Heritage Commission, landmark program, and downtown historic preservation district.

Perhaps the most recent watershed event in the City's history was the decision by Dartmouth-Hitchcock Hospital to build a new Medical Center on land it had owned in the 18th century in the north of Lebanon. New office parks, technical manufacturing and a greater medical campus surrounded the new Dartmouth–Hitchcock Medical Center built starting in the 1990s with a significant expansion in the early 2000s. The development was located off of Mount Support Road/Route 120 which gives easy and quick access to Exit 18 of I-89.

# SUMMARY OF PRESERVATION ACTION TO DATE

The City of Lebanon has been actively engaged in the preservation, documentation, and recognition of its historic resources for many years from a City-wide architectural reconnaissance survey in 1984 and a Historic District Commission in 1996 to the creation of the Lebanon Heritage Commission in 2006 and becoming a Certified Local Government in 2012.

**Historic Inventories and Districts**

The 1984 Historic Resources Survey, commissioned by the Upper Valley Lake Sunapee Regional Planning Commission, identified 530 historic structures throughout Lebanon. An additional survey for the West Lebanon village area was completed in 1997 which surveyed 213 properties. Additional surveys have been done for a number of properties throughout Lebanon for regulatory and other purposes which have been reviewed by the Determination of Eligibility Committee of the New Hampshire Division for Historic Resources (NHDHR). Information on these is available at the NHDHR offices. These surveys and eligibility determinations are all listed in the fifteen Survey Area Summaries. Two of these surveys are worth noting here: The Northern Railroad Historic District was identified as a multi-municipality linear district and determined eligible in 1999 and updated in 2012; and the Westboro Rail Yard, a contributing complex/district to the Northern Railroad Historic District, was surveyed in 2004 and determined individually eligible as a separate district and also re-confirmed as contributing to the Northern Railroad Historic District in 2012.

**National & New Hampshire Registers of Historic Places**

There are three listings on the National Register of Historic Places in Lebanon: the **Stone Arch Underpass** (Glen Road, listed 1985); **Colburn Park Historic District** (listed 1986); **Spring Hill Farm** (Meriden Road, listed 2002); and one listing on the New Hampshire State Register of Historic Places: the **Dana House** (3 Seminary Hill, listed 2004).

**Local Preservation Designation**

Lebanon's Landmark Designation program was created in 1997 to identify and aid in the protection of sites and structures of significant architectural and historical value in the City. As of 2016, the following 83 buildings and structures have been designated as Historic Landmarks.

<u>Organized chronologically by listing years (* indicates that it is also listed on the National Register individually or in the Colburn Park Historic District</u>

1997

- Campbell-Carter Mansion, 1 Bank Street*
- Cooper-Dwinell House, 94 Bank Street
- Churchill House and Carriage House, 3 Campbell Street*

- Lebanon Public Library, 9 East Park Street*
- Stone Arch Underpass, Glen Road*
- Hough-Middleton House, 64 Great Brook Road
- MacLeod House, 91 Hardy Hill Road
- West Lebanon Congregational Church, 18 Maple Street
- Young-Dulac House, 55 Mascoma Street
- Rivermill Complex, 85 Mechanic Street
- Benwood Tavern, 449 Meriden Road
- Soldier's Memorial Building, 31 North Park Street*
- Lebanon City Hall, 51 North Park Street*
- Old Pine Tree Cemetery, Old Pine Tree Cemetery Road
- Lyman Whipple House, 19 Parkhurst Street
- Porter-Stearns-Wood Farm, 98 Poverty Lane
- Ascutney View Farm, 450 Poverty Lane
- Westboro Yard and Roundhouse, Railroad Avenue
- Lebanon Baptist Church, 11 School Street
- Dana House, 3 Seminary Hill (State Register, 2004)
- Seminary Hill School, 20 Seminary Hill
- Willis House, 2 South Park Street*
- Wood House, 4 South Park Street*
- Kendrick-Wood Brick House, 8 South Park Street*
- First Congregational Church, 10 South Park Street*
- Whipple-Pulsifer Building, West Park Street*

1998

- H.W. Carter & Sons Factory, 11 Bank Street
- C.C. Benton House, 14 Bank Street
- Craigen House, 21 Bank Street
- Oulette House, 26 Bank Street
- Hildreth's Hardware Building, 9 Hanover Street*
- West Lebanon Public Library, 57 Main Street
- Downer-True Farm, 423 Plainfield Road
- Kimball-Grow House, 29 School Street
- Townsend Farm at Storrs Hill, 125 Storrs Hill Road
- Walhowdon Farm, 35 Walhowdon Way

1999

- Ziba Alden House, 191 Bank Street Extension
- East Side Toll House, 219 Bank Street Extension
- Muchmore-Rodgers House, 38 Green Street
- Sprague-Chapman House, 53 Hardy Hill Road
- Buck-Fairbanks House, 8-10 High Street
- Wood-Loomis House, 28 Loomis Road
- West Side Toll House, 77 Mascoma Street

- Samuel Wood House, 241 Poverty Lane
- Ela-Tatro House, 503 Poverty Lane
- Passenger Station of Northern Railroad, 2 Spencer Street

2002

- Emery-Rice-Churchill House, 10 Abbott Street
- Albert M. Shaw House, 50 Bank Street
- Shepard-Chellis House, 64 Bank Street
- Sartwell-Small House, 516 Dartmouth College Highway
- Cutting-Dole House, 31 Elm Street
- Sartwell-Mastro House, 15 Green Street
- Barrows-Densmore Brickyard, 174 Hanover Street Extension
- Colburn-Doyle Brick House, 120, Heater Road
- Beehive House, 3, Maple Street
- Wilson-Leavitt House, 40, Mascoma Street
- Westboro Yard Sandhouse, Westboro Yard

2008

- Spring Hill Farm, 263 Meriden Road*
- Charles H. Emerson House, 29 Elm Street West
- The 1776 House and Barn, 75 Prospect Street
- The Mill Parcel, Mill Road
- Mill Workers Residence, 9-11 Mechanic Street

2009

- 22 Maple Street house, 22 Maple Street
- Palazzo House, 71 Hardy Hill Road
- The Little Store, 55 School Street
- Masonic Lodge/Unitarian Church, 25 Green Street
- Allen/Porter Farm, 9 Eagle Ridge Drive
- Old Horse Road, Cole Park

2010

- National Bank Block, 20 West Park Street*
- W. G. Walker Farmhouse, 42 Sunset Rock Road
- Richardson-Hinckley House, 26 Maple Street
- The Stickney-Hibbard House, 52 School Street
- Dairy Twirl/Bomhower Farm, 39 Mechanic Street

2012

- Barrett-Wood House, 28 Maple Street
- 274 Bank Street Extension, 274 Bank Street Extension
- Muriel's Donuts, 20 West Street
- 15 School Street, 15 School Street

2013

- 29 Crafts Avenue, 29 Crafts Avenue

- Peabody House, 7 Jenkins Road
- 10 Barrows Street, 10 Barrows Street

2014

- 89 Hanover Street, 89 Hanover Street
- Glen View, 137 North Main Street
- The Simeon S. Post House, 515 Dartmouth College Highway

**Local Design Review and Planning**

The City's Colburn Park Historic Overlay District was established in 1996 and includes 19 contributing historic buildings and Colburn Park along with the Hanover Street Mall. In 2006, the Lebanon Heritage Commission was created to supersede the City's Historic District Commission. The Heritage Commission is responsible for oversight of the Colburn Park Historic District, serves in an advisory role to the City, and provides stewardship for the Dana House in West Lebanon. The commission is also responsible for the dissemination of information regarding the City's historical resources and for conducting the landmark program. The designated City Historian is a regular member of the Heritage Commission. For properties within the Colburn Park Historic District, the Heritage Commission assumed the powers granted by the Zoning Ordinance pertaining to the historic district. As set forth in RSA 674:44-a, the commission generally advocates for "the proper recognition, use, and protection of resources, tangible or intangible, primarily man-made, that are valued for their historic, cultural, aesthetic, or community significance within their natural, built, or cultural context."

**Historical Organizations**

The Lebanon Historical Society, a private, non-profit organization established in 1958, has been active in the collection of historical information pertaining to Lebanon's past. The society worked closely with one of its founding members, Robert Leavitt, who also served as the City Historian from the position's creation in 1973 until his death in 2007. The Historical Society has a wealth of historical information and documentation - photographs, clippings, artifacts and other materials - cataloged, recorded and stored in its vault at the Marion Carter Homestead. The Lebanon Historical Society has developed a web site that provides a wealth of information on the City's history. The site is online at www.lebanonnhhistory.org.

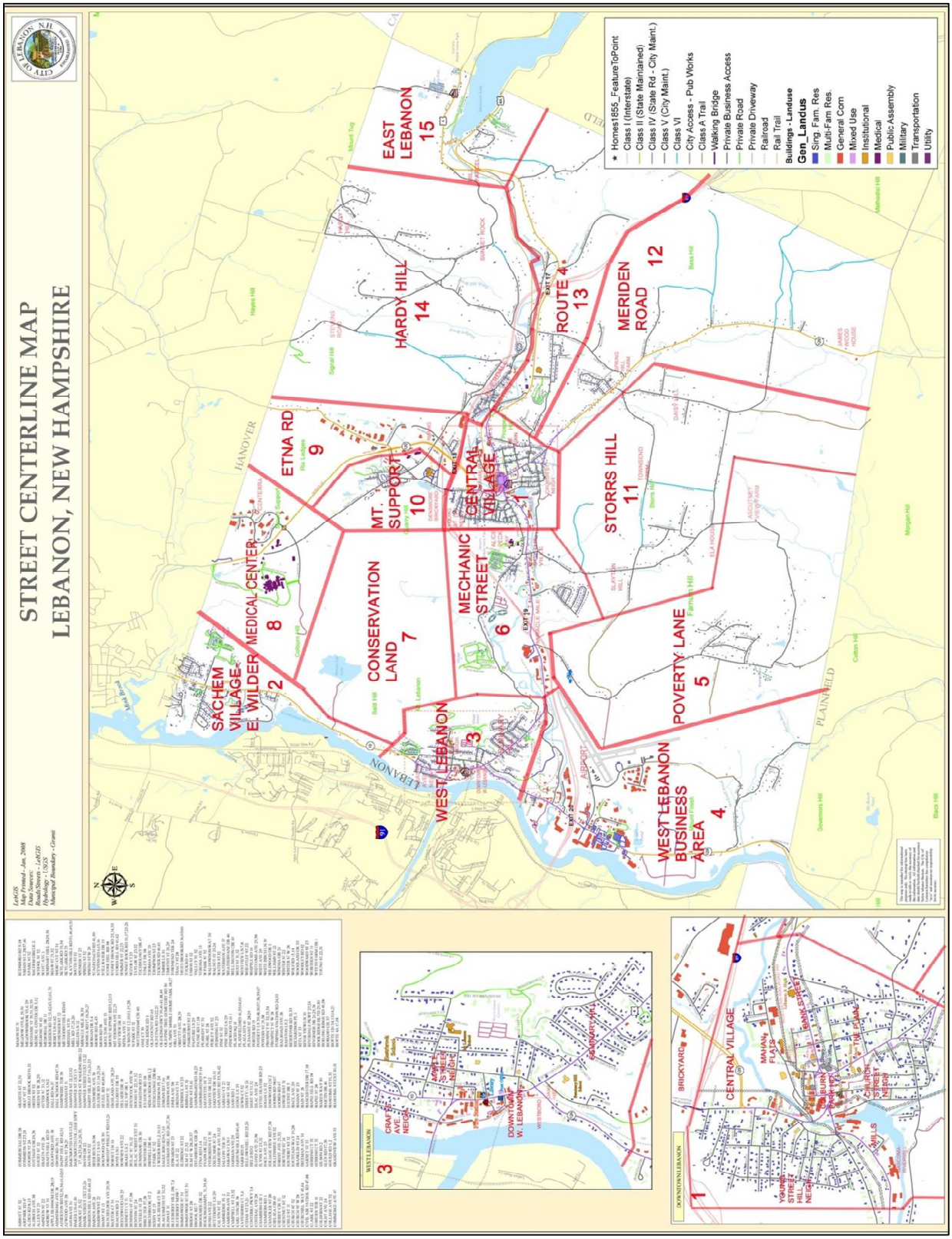
# SURVEY METHODOLOGY

From the commencement of this study, it was realized that limitations of time and resources allowed only an evaluative, not a comprehensive survey of Lebanon's hundreds and maybe thousands of historic resources. The resulting reconnaissance level survey effort sought to provide a "broad brush" inspection of areas throughout the city, to characterize the typical and unique resources found in each and to highlight those areas where more detailed study or preservation planning actions may be warranted, including conducting intensive level surveys, the creation of local historic districts or the preparation of nominations to the National Register of Historic Places.

The survey methodology was based on a three-part approach including archival research, field inspection and local input. Archival research provided an historic perspective into the evolution and physical development of the city, and allowed for the identification of historic contexts specific to Lebanon. Research sources included historic maps, local histories, and local archives. The expertise and experience of the Heritage Commission was tapped. In addition to providing information for each individual area survey form, an historic overview for the city was also prepared. As part of the field inspection component, a visual windshield survey was conducted including virtually every road and block in the city. Although the main focus of the survey was clusters of historic resources, individual buildings, structures, landscape features and monuments worthy of merit were also described, photographed and noted on the survey maps.

As detailed in the index to the survey and accompanying map, the survey breaks the city of Lebanon into a total of fifteen areas. Boundaries for the areas were based on field investigations, definitions of neighborhoods as described in historic maps and local histories, local perceptions and discussions with the Lebanon Heritage Commission. Each of the area summaries discusses the historical development of the area and identifies the major historical themes illustrated by the area. The architectural description, along with photographs, documents the kinds of properties that are represented in each particular area.

The survey utilizes an area summary format created specifically for this survey project and adapted from a 1991 reconnaissance survey of Manchester with consultation with the City and the New Hampshire Division of Historical Resources. Digital and print copies of the survey documents are on file at the Lebanon Planning Office and the New Hampshire Division of Historical Resources.




**City-wide Survey Area Map for Lebanon**

# RECOMMENDATIONS FOR FUTURE ACTION

There are literally hundreds of properties in Lebanon with potential for listing on the National Register of Historic Places. The following list cannot be considered to be all inclusive but is intended to highlight some of the most individually significant structures and districts which should be top priorities for local action. The list was compiled based on the city-wide reconnaissance survey of the city conducted in the summer and fall of 2016 and may be somewhat biased toward properties with architectural significance. Properties with historical significance which may not be obvious to the casual observer and properties with archaeological significance or the potential to yield information important in prehistory or history can and should be listed on the National Register as well but may require more research than the scope of the survey allowed. A complete summary of National Register criteria is located at the end of this section.

Individual building owners who are interested in listing their properties on the Register should be encouraged to contact the New Hampshire Division of Historical Resources. National Register listing does not restrict an individual owner's property rights unless federal funds are involved.

As might be expected, the potential for eligible historic districts is concentrated in the two primary centers of Lebanon: Lebanon Center and West Lebanon with one rural exception in East Lebanon. The rest of the survey areas in the city have very mixed integrity and a great deal of recent development mixed in with its older resources.

**POTENTIAL DISTRICTS - for more detail please see the Survey Area Summary indicated**

Multiple Survey Areas:

- **Northern Railroad Historic District/Area Form**, a multi-municipality, linear corridor that was determined an eligible historic district by NHDHR on December 1, 1999; An updated survey form was done in 2013. Included in this historic corridor is the Westboro Rail Yard [West Lebanon Survey Area (03)] found contributing in 2013.

Central Village Survey Area (01):

- **Bank Street Neighborhood Historic District** (including Bank, Parkhurst, part of Elm, and Allen Streets), with approximately 80 properties, mostly residential but includes a former school, two former factories, the former freight depot, a commercial block, and a small retail property. The period of significance is 1848 when the earliest house was moved to the neighborhood through 1966. There are two

building components in the neighborhood that may date to 1804-6. 109 Bank Street may contain one of the toll houses on the 4th New Hampshire Turnpike according to local tradition and the ell of 14 Bank Street was part of the Colburn house on the side of 1 Bank Street and was moved from there in 1848 when a main block was built onto it in this location. Neither of these components is easily recognizable as what it was originally and one was moved. The way the architecture of the neighborhood reads currently, the earliest structure represented is c.1848. This potential district contains several potentially individually eligible properties including the residence of the former Governor, Lane Dwinell (94 Bank Street, though it was not built by him).

- **The Plain Neighborhood Historic District** (boundaries to be further defined but potentially including School, Messenger, Green, Union, Elm, Shaw, Prospect, and Kimball Streets and possibly parts of Abbott, Spring and South Streets) including 100-200 properties depending on boundaries. This potential district is almost entirely residential but includes two churches and a school and at least one small retail property. The period of significance would likely be c.1819 (when the earliest home was built) to c. 1930 when the neighborhood was fully built out. Alterations to siding and windows on some properties may impact the ultimate boundaries.

- **Hough Square Area Historic District** (boundaries to be further defined but potentially including parts of High, Hanover, Hough, Light, West, and Granite Streets and Fairview Avenue) may contain as many as 100 properties anchored by the small commercial and institutional cluster at the confluence of Hanover and High Streets. The rest of the neighborhood is residential and includes houses dating from c. 1840 through the mid-20th century. Alteration will affect the boundaries and eligibility but the anchors of the 1922 Hirsch Block (59 Hanover), the 1909 Sacred Heart School (11 Eldridge Street), and the 1941 Sacred Heart RC Church (2 Hough Street) have good integrity as do many of the residential properties nearby.

- **Mascoma Street Historic District** (boundaries to be further defined but potentially including both sides of Mascoma Street from High to the campus of Alice Peck Day Hospital - in the Mechanic Street Survey Area). There are potentially 50 properties in this district including those in the Mechanic Street Survey Area. They were all originally residential but the cluster at Alice Peck Day is now used by the hospital. The period of significance is likely c. 1780 (the date of the original Peck homestead at Alice Peck Day) through 1966 but the majority of the homes were built or updated in the 1860s-1890s.

- **Mill Historic District** – (boundaries or parameters to be further defined but potentially either a discontiguous district based around the Mascoma River that could include industrial and residential and commercial properties on Mechanic, Foundry, Blacksmith, and Water Streets or potentially a smaller thematic documentation focused just on the mills of the central village that would include the four buildings or complexes: Riverside/ American Woolen/Whitman Press (10

Water Street); Kendrick- Davis Watch Key (12 Water Street); Mascoma/Rockdale complex at 85 Mechanic Street (1881, Lebanon's first woolen mill); and the Lebanon Woolen Mill/Kleen complex at 1 Foundry Street. This thematic grouping could potentially also include the remaining structures of the Scythe Factory in the Mechanic Street Survey Area further downstream on the Mascoma. A district might also include tenements and duplexes on Mechanic Street, smaller properties on Blacksmith Street and some commercial properties on Mechanic and Mascoma Streets. The period of significance for the district might be c.1860 the likely earliest date for a few houses on Blacksmith and Mechanic Streets through 1966. The thematic documentation period of significance might be 1881 (the earliest mill/factory buildings) through 1966.

West Lebanon Survey Area (03):

- **Crafts Avenue Historic District** (including Crafts Avenue, Beyerle Street, Chandler Street, and part of North Main Street) – Determined eligible by NHDHR on 9/10/2014. The Crafts Avenue neighborhood was Lebanon's first intentional subdivision and includes 46 properties with a period of significance from 1892 through 1964. It is a fairly dense residential neighborhood with detached single and multi-family homes that were developed over a 70-year period. The architecture is quite varied and rich, including examples of Queen Anne, Colonial Revival, Dutch Colonial, Craftsman, Mid-Century Modern as well as forms such as bungalow, ranch, and mid-century cottage.

- **Estabrook Circle Historic District**, limited to Estabrook Circle, developed in mid-1940 through 1955 with possibly factory-built housing. The 15 small ranch homes from a single period have a fairly good degree of integrity and easily convey the development approach of creating new, picturesque (curving) streets for new housing in the 20th century. Alterations to siding and windows on some properties may impact the eligibility.

- **Maple Street Neighborhood Historic District** (boundaries to be further defined but potentially including Maple Street, parts of Central Street, Dana Street, Green Street West, Highland Avenue, Mack Avenue, Pearl Street, Pleasant Street, Prospect Street West, Timothy Avenue, White Avenue, and Winter Street West) may contain as many as 150 properties anchored by the older Maple Street. The homes and churches reflect a period of significance of c. 1850 – c.1940 when the railroad boom created the need for this housing expansion until World War II when the railroad was having less impact. The level of integrity is good but is somewhat mixed and alterations to some properties may impact the boundaries.

- **Seminary Hill Area Historic District** including the lower section of Seminary Hill Road and most of Elm Street West, containing potentially 28 properties primarily focused on the c.1840 – c. 1940 period when the Seminary Hill School was rebuilt.

The emphasis of the period of significance is on a core of several mid-late 19th century properties near the intersection of Elm Street West and Seminary Hill.

Mechanic Street Survey Area (06):

See above under Central Village – "**Mascoma Street Historic District"** which includes the Alice Peck Day campus in the Mechanic Street Survey Area.

Hardy Hill Survey Area (14):

- **Riverdale Neighborhood Historic District** (Riverdale Parkway, part of Bank Street Extension, Cooper Street, Fortune Street & Excelsior Street) The western end of Bank Street Extension from and including the first few properties on Riverdale Parkway to the intersection of Heater Road as well as the three short streets (Cooper, Fortune & Excelsior) extending south to the railroad may retain enough integrity and contain a number of good examples of 19th and 20th century architecture to be eligible as a historic district (illustrated by the map below) with a c.1800-1950 period of significance. More research is needed to make a determination and define boundaries.

East Lebanon Survey Area (15):

- **Rural/ Agricultural Historic District** ( Dartmouth College Highway) A number of 19th century farms along Dartmouth College Highway have mixed integrity and include several barns and agricultural accessory building, As a group, in a still open agricultural landscape, they may have sufficient integrity to be eligible as a rural historic district.

Other Areas

There exist in Lebanon a number of other areas with considerable historic significance and interest and yet lesser degrees of cohesiveness and architectural significance or integrity which seem to rule out listing on the Register. For example, the East Lebanon Village area, the Young Street Hill Neighborhood (Central Village), and the Densmore Brickyard/Mount Support Neighborhood (Mount Support) are unlikely to constitute a National Register-eligible districts as a whole but may contain small districts, pockets of or scattered well-preserved historic resources and/or may be candidates for some type of local design review, guidelines, or recognition such as a character zone, particularly if redevelopment were to occur. While not constituting a high citywide priority, these historic areas would benefit from a greater sensitivity to their architectural and historic elements. The City would benefit from greater understanding of their history and

importance to Lebanon. Further study would identify specific appropriate and beneficial actions.

## INDIVIDUAL PROPERTIES

Individually eligible structures which should be considered high priorities for National Register designation (and which are outside the preceding districts unless marked by an asterisk *) are listed below. They are organized in order of Survey Area number.

### Non-Residential Properties

- *Carter Community Building at 1 Campbell Street, 1917 [Central Village Survey Area (01)]
- Split Ball Bearing (366 Mechanic Street/Miracle Mile) [Mechanic Street Survey Area (06)]
- Hall School, Hall School Road
- Carter Country Club & Golf Course by Donald Ross [Mechanic Street Survey Area (06)]
- Lebanon NHARNG Readiness Center, 174 Heater Road [Etna Road Survey Area (09)]
- 250 Bank Street Extension, 1915/c.1924 American Excelsior plant and Excelsior dam [Hardy Hill Survey Area (14)]
- Storrs Hill Ski Area [Central Village Survey Area (01)]
- the three main Mills – if not in a district or MPDF [Central Village Survey Area (01)]
- Holy Redeemer Catholic Church, 38 Maple Street, 1961 (for architecture) [West Lebanon Survey Area (03)]
- 57 Main Street (former West Lebanon Library) [West Lebanon Survey Area (03)]
- 246 North Main Street, Wilder Dam and Visitor's Center 1950 – determined eligible as a district by NHDHR on 8/12/2015 [Sachem Village/East Wilder Survey Area (02)]

### Residential Properties

Except for the potential residential historic districts described above, a comprehensive listing of all of the residential structures with individual potential for National Register listing is a large task, outside the parameters of this project. Some probable candidates are indicated on each of the individual area survey forms. It should also be noted that, because the owner's consent is required for individually listed structures, National Register listing is up to the owner's discretion. There are however, several private residences, with notable architectural integrity or with important local or state significance, and they are noted here:

- *94 Bank Street, c.1901 home of Governor Lane Dwinell (in Bank St potential HD) [Central Village Survey Area (01)]
- *39 Mascoma Street, c.1820, by Dyer Young [Central Village Survey Area (01)]
- *8-10 High Street, c.1840, likely by Ammi B. Young [Central Village Survey Area (01)]
- *Frank Churchill residence, Campbell Street (by John A Fox of Boston, 1892) [Central Village Survey Area (01)]
- Wilder Mansion, East Wilder Rd., 1892 [Sachem Village/East Wilder Survey Area (02)]
- *9 Seminary Hill Road [West Lebanon Survey Area (03)]
- *33 Maple Street [West Lebanon Survey Area (03)]
- *18 Bridge Street [West Lebanon Survey Area (03)]
- *23, 29, & 43 Crafts Avenue [West Lebanon Survey Area (03)]
- *29 Elm Street West [West Lebanon Survey Area (03)]
- 110 North Main Street [West Lebanon Survey Area (03)]
- *115 North Main Street [West Lebanon Survey Area (03)]
- *36 & 40 Crafts Avenue [West Lebanon Survey Area (03)]
- *26 Dana Street [West Lebanon Survey Area (03)]
- *6 & 12 Pearl Street [West Lebanon Survey Area (03)]
- *11 Highland Avenue[West Lebanon Survey Area (03)]
- *16 Crafts Avenue [West Lebanon Survey Area (03)]
- *153 North Main Street [West Lebanon Survey Area (03)]
- *16-18 Dana [West Lebanon Survey Area (03)]
- *6 Prospect Street West [West Lebanon Survey Area (03)]
- 4 White Street [West Lebanon Survey Area (03)]
- 123 Seminary Hill Road [West Lebanon Survey Area (03)]
- True Farm, Plainfield Road [West Lebanon Business Survey Area (04)]
- 450 Poverty Lane, Ascutney View Farm [Poverty Lane Survey Area (05)]
- 98 Poverty Lane [Poverty Lane Survey Area (05)]
- J.A. Miller House, Heater Road, [Etna Road Survey Area (09)]
- Storrs/Townsend Farm, 110 Storrs Hill [Storrs Hill Survey Area (11)]
- Ela/Tatro House, 503 Poverty Lane [Storrs Hill Survey Area (11)]
- Ephraim Wood Jr.– James Wood House, 523 Meriden Road, (altered but may be significant for Criterion A if research confirms that it was used for Underground Railroad activity) [Meriden Road Survey Area (12)]
- Daniel Hough House, 64 Great Brook Road, [Meriden Road Survey Area (12)] (c.1796)

- 363 Dartmouth College Highway, c. 1795/1830s [Route 4 Survey Area (13)]
- *7 Riverdale Parkway, 1925, Craftsman [Hardy Hill Survey Area (14)]
- *15 Riverdale Parkway, 1920, Bungalow [Hardy Hill Survey Area (14)]
- Zaddock Packard home/tavern, 42 Sunset Rock Road, 1780 [Hardy Hill Survey Area (14)]
- 9 Eagle Ridge Drive, c.1800 farmhouse & barns [Hardy Hill Survey Area (14)]
- *Ziba Alden House, 191 Bank Street Ext., 1823 [Hardy Hill Survey Area (14)]
- Post House, 515 Dartmouth College Highway, c.1810 [East Lebanon Survey Area (15)]

It should also be noted that because the overwhelming majority of the City's building stock postdates 1850, any earlier structures which retain a high level of integrity should also be considered good candidates for the Register, due to their rarity.

**Churches/Cemeteries**

According to National Register Criteria, ordinarily properties owned by religious institutions or used for religious purposes, cemeteries, and graves of historical figures are not considered eligible for the National Register. The exceptions to these rules are religious properties which derive their primary significance from architectural or artistic distinction or historical importance and cemeteries which display distinctive design features or are associated with historic events. One church, First Congregational, is listed on the National Register in Colburn Park. A number of the City's other significant religious structures could be included in the School Street/Plain district, Hough Square, or Maple Street Neighborhood district, as discussed above. The City has a number of cemeteries which may be eligible as contributing to historic districts, or which may potentially be eligible for their funerary art or for their association with the early establishment of Lebanon, such as the mid-18th century Old Pine Tree Cemetery. In many of the City's cemeteries there are small support buildings that are potentially historic and which could be thematically linked in an effort to document, understand, and preserve them.

## MULTIPLE PROPERTY LISTINGS

Within the National Register, a special type of nomination called the multiple property listing provides a flexible and efficient way to register a number of significant properties linked by a common property type or historic context. In addition to highlighting individual structures and districts of significance, the historic resources survey also identified some resources that may be individually eligible and are linked thematically and thus might benefit from a common statement of significance through the Multiple Property Documentation Form.

- 18th and 19th Century farmsteads (Meriden Road, Storrs Hill, Poverty Lane, Hardy Hill, West Lebanon Business/Plainfield Road)
- Mills of Lebanon (anchored by the complex on Foundry Street but including

remaining mills both sides of the river on Water Street, Blacksmith Street , and Mechanic Street)

- Buildings of Ammi Burnham Young (and possibly extended to include those of his builder father, Samuel and brother, Dyer)
- Mid-Century Modern Commercial & Industrial Buildings
- Mid-20th century housing subdivisions that have integrity and discrete definition such as:
  - Prospect Hill (near Central Village)
  - Estabrook Circle in West Lebanon
  - Field Road in Sachem Village-East Wilder

**OTHER RECOMMENDATIONS FOR ACTION**

- A design review/ National Main Street approach to downtown West Lebanon to restore and preserve the old-style (frame, gable-roofed detached) commercial properties could help highlight this fairly unique 19th century-style downtown and provide a way to promote and market it.
- A design/ marketing effort to highlight and celebrate the Mid-Century Modern and International style commercial properties could support restoration and preservation of them as well as promote recognition and marketing of Lebanon's important economic history of the 20th century.
- Use of the reconnaissance survey and other in-depth survey materials as a resource for interpretive materials to educate the public about areas and historic properties of Lebanon would add to the great foundation Lebanon has in its conservation area interpretation and its history publications.
- Possible continuation of the character zone project in newly identified neighborhoods could benefit preservation of the local sense of place and community, especially in those areas which may be under threat of development pressure such as the Hanover Street/Young Street Hill neighborhood and the Mount Support residential neighborhood north of the Densmore brickyard.

## THE NATIONAL REGISTER OF HISTORIC PLACES CRITERIA

The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

**A. that are associated with events that have made a significant contribution to the broad patterns of our history; or**

**B. that are associated with the lives of persons significant in our past; or**

**C. that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or**

**D. that have yielded, or may be likely to yield, information important in prehistory or history.**

**Criteria considerations (Exceptions):** Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life; or

D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from distinctive design features, or from association with historic events; or

E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G. a property achieving significance within the past 50 years if it is of exceptional importance.

## NEW HAMPSHIRE STATE REGISTER OF HISTORIC PLACES

In order to recognize, honor, and promote the state's historical, cultural, and archaeological heritage, the division of historical resources, department of cultural resources, shall maintain and administer the New Hampshire state register of historic places. Buildings, districts, sites, landscapes, structures, or objects that are meaningful in the history, architecture, archaeology, engineering, or traditions of the state may be listed in the state register.

### Criteria for Evaluation

Properties may be listed on the State Register for the story they tell. This story can be about a single event, such as a major labor strike at a factory, or about a much longer historical trend, such as the rise of textile manufacturing in the Merrimack River valley, or a number of stories that are together meaningful to a community's history, such as a mill complex that has housed a number of different industries on which a village has depended. Although the State Register recognizes that many of these types of historical resources have changed over the years to accommodate evolving technologies, styles and needs, the listed resource must retain enough of its historic fabric to illustrate its historic uses and role in the community.

Properties may also be meaningful for their associations with people who made important contributions to a community, profession, or local tradition. These types of resources could be the workshop of a popular painter, the home of successful local manufacturer, or the store of the first merchant in town. Again, these resources should retain the bulk of their historical physical fabric. One test is to question whether the person whose life the property illustrates would recognize it today.

Properties may also be listed on the State Register as well-preserved examples of local architecture, engineering, design, construction or engineering, or as long-standing focal points in a neighborhood or community. Examples could include: a well-preserved although typical example of a New Hampshire farmhouse, a town common, or the intact stone foundations of a local grist mill. These types of resources need not be extraordinary or the best example in town; they often can be common, although irreplaceable, features of the New Hampshire landscape.

Identified but unexcavated archeological sites may also be listed, as they can yield significant information about the lives, traditions and activities of New Hampshire's earliest residents. Please contact the NHDHR to discuss the nomination of an archaeological site, as different considerations may apply.

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US Census records for Lebanon, NH for 1910, 1920, 1930 and partial 1940

Maps:

- Beck & Pauli. *Lebanon, Grafton County, New Hampshire.* A birds-eye view, Brockton, MA: Geo. E Norris. 1884
- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Hurd, D.H. *West Lebanon P.O., Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.

- Norris, G.E. *West Lebanon, NH and White River Junction, VT*. Birdseye map. Troy, NY: G.E. Norris, 1889.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

Other:

- 1956 Aerial photo of Central Village area from Historic aerials.com
- Records of Lebanon Assessor's Office and Planning Department

# INDEX OF SURVEY AREAS

(Streets included in each area are listed as well)

**01 Central Village (Summary pages 38-153)**

Within which several neighborhoods are identified and discussed:

All or parts of the following streets:

**Young Street Hill Neighborhood (Photo #s 1 – 50; pages 78 – 102)**

Amsden Street, Barrows Street, Bliss Avenue, Cameron Avenue, Child Street, Clark Street, Colburn Street, Davis Drive, Downes Street, Ela Street, Eldridge Street, Fairview Street, Granite Street, Guyer Street, Hanover Street [part], High Street, Hough Street, Light Street, Mascoma Street [part], Mason Street, Route 120 [part], Summer Street, West Street, Wheatley Street, Williams Street, Winter Street, Young Street

**Mahan Flats Neighborhood (Photo #s 51 – 57; pages 103 - 106)**

Campbell Street [part], Flynn Street, Kendrick Street, Mahan Street, Spencer Street, Suzor Court, Taylor Street, Thompson Street

**Bank Street Neighborhood (Photo #s 58 – 74; pages 106 – 114)**

Allen Street, Bank Street, Elm Street [part], Parkhurst Street

**Colburn Park Historic District Neighborhood (Photo #s 75 – 82; pages 115 – 118)**

Bank Street [part], Campbell Street [part], East Park Street, Hanover Street [part]/Lebanon Mall, North Park Street, School Street [part], South Park Street, West Park Street

**Church Street Neighborhood (Photo #s 83 – 102; pages 119 – 128)**

Abbott Street, Calvin Street, Chestnut Street, Church Street, College Avenue, Davis Street, Gerrish Court, Lewis Court, Pine Street, South Street, Spring Street, Valley Street, Water Street [part]

**The Plain Neighborhood (Photo #s 103 – 139; pages 129 – 147)**

Elm Street [part], Follensbee Avenue, Forest Avenue, Green Street, Kimball Street, Messenger Street, Millen Lane, Perley Avenue, Prospect Street [part], School Street [part - both sides], Shaw Street, Union Street

**Mills Neighborhood (Photo #s 140 – 152; pages 147 – 153)**

Blacksmith Street, Brookside Drive, Clough Street, Dulac Street [part], Foundry Street, Hanover Street/Route 120 [part - both sides], Lareau Court, Mascoma Street [part], Mechanic Street [part], Water Street [part]

**02 Sachem Village – East Wilder (Summary pages 154-172)**

All or parts of the following streets:

Beacon Road, Cambridge Place, Chambers Circle, Coburn Terrace, Drake Lane, Dove Lane, East Wilder Road, Field Road, Gould Road, Haddock Lane, Indian Ridge Road, Lakeview Drive, Lily Lane, Linden Drive, North Main Street/Route 10, Oakridge Road, Pinewood Village Road, Quail Hollow, Richardson Place, Sachem Circle, Scott Avenue, Wildwood Drive, Wyeth Farm Circle, {From Hanover: Chambers Road, Dunster Drive, Faraway Lane, Gilson Road, Hilltop Drive, Lash Road, Longwood Lane}

**03 West Lebanon (Summary pages 173-250)**

Within which several neighborhoods are identified and discussed:

All or parts of the following streets:

**Downtown West Lebanon, including South Main Street/Westboro (Photo #s 1-30; pages 199-213)**

Atwood Avenue, Bridge Street, Central Avenue, Church Street West, Commercial Drive, Main Street, North Main Street, Railroad Avenue, South Main Street, Tracy Street

**Seminary Hill Neighborhood (Photo #s 31-46; pages 214-221)**

Aldrich Avenue, Armstrong Avenue, Batchelder Avenue, Birch Terrace, Carlton Drive, Crawford Avenue, Elm Street West, Part of Farman Avenue, Floyd Avenue, Hathorne Avenue, Hitchcock Avenue, Johnson Avenue, Jones Avenue, part of Old Pine Tree Cemetery Road, Powers Street, Seminary Hill, Tenley Drive, Whitcomb Avenue

**Maple Street Neighborhood (Photo #s 47-94; pages 222-245)**

Dana Street, Part of Farman Avenue, Green Street West, Highland Avenue, Mack Avenue, Maple Street, North Main Street, Orcutt Avenue, Pasture Lane, Pearl Street, Pine Tree Lane, Pleasant Street, Prospect Street, Spring Street West, Timothy Avenue, Thomas Avenue, Winter Street West, White Avenue

**Crafts Avenue Neighborhood (Photo #s 95-104; pages 246-250)**

Beyerle Street, Chandler Street, Crafts Avenue, North Main Street.

**04 West Lebanon Business Area (Summary pages 251 – 274)**

All or parts of the following streets:

Airpark Road, Airport Road, Benning Street, Chelsea Circle, Commerce Avenue, Derby Lane, Doc Lane, Dwinell Drive, Elm Street West [part], Glen Road, Hall Road, Hall School Road, Interchange Drive, Market Street, Old County Road, Plaza Heights, Romano Circle, Road around landfill, South Main Street/Plainfield Road, Technology Drive, Trues Brook Road, Waterman Avenue

**05 Poverty Lane (Summary pages 275 – 297)**

All or parts of the following streets:

Cider Road, Deer Run Lane, Foliage View Road, Hall Road, Loomis Road, Maple Hill Road, Moss Road, Old Kings Highway, Poverty Lane, Rolling Ridge Road, Stone Hill Road

**06 Mechanic Street (Summary pages 298 – 321)**

All or parts of the following streets:

Alice Peck Day Drive, Avon Avenue, Baxter Court, Black Bear Court, Bomhower Street & Extension, Buckingham Place, Dulac Street, Evergreen Court, Falcon Terrace, Freeman Avenue, Hannah Street, Lower B Street, Mascoma Street [part], Mechanic Street, Michael Street, Miracle Mile, Myra Avenue, Nottingham Circle, Old Pine Tree Cemetery Road [part], Ora Avenue, Peabody Street, Renihan Meadows, Rio Vista, Riverview Lane, Rock Ridge, Slayton Hill Road [part], Tannery Lane, Tuck Road., Wellington Circle

**07 Conservation Land (Summary pages 322 – 328)**

There are no roads in this area

**08 Medical Center (Summary pages 329 – 341)**

All or parts of the following streets:

Alta Boulevard, Cavendish Court, Centerra Parkway, Foothill Street, Hanover Road/Route 120, Lahaye Drive, Medical Center Drive, Mount Support Road, Morgan Drive, Lafayette Street, Lucent Drive

**09 Etna Road (Summary pages 342 – 360)**

All or parts of the following streets:

Etna Road, LaBombard Road, North LaBombard Road, Route 120

**10 Mount Support (Summary pages 361 – 379)**

All or parts of the following streets:

Bassy Street, Bixby Street, Dartmouth Avenue, Evans Drive, Hanover Street Extension, Heater Road, Memorial Drive, Mount Support Road, Old Etna Road, Placid Square, Verona Avenue, Wolf Road

**11 Storrs Hill (Summary pages 380 – 399)**

All or parts of the following streets:

Baker Lane, Cross Road, Daisy Hill Road, Dunsinane Drive, Farnum Hill Road/Old Kings Highway, Hetzel Road, Morse Road, Slayton Hill Road, Storrs Hill Road, Stagecoach Road, Timber Lane

**12 Meriden Road (Summary pages 400 – 424)**

All or parts of the following streets:

Atherton Road, Barden Hill Road, Churchill Way, Daisy Hill Road [part], Durkee Road, Garnet Street, Great Brook Road, Grandview Avenue, Gray Street, Kinne Street, LaPlante Road, Laro Street, , Melrose Street, Meriden Road/Route 120, Merry Lane, Methodist Hill Road, [from Meriden] , Rita St., Woodland Drive

**13 Route 4 (Summary pages 425 – 445)**

All or parts of the following streets:

Cherry Circle, Dartmouth College Highway./Route 4, Riverside Drive, Eastman Hill Road, Fellows Hills Road, Franklin Street, Hillcrest Drive, LaPlante Road [part], Ledge Lane, Moulton Avenue, Mountain View Drive, Prospect Street [part], Porter Road, Pumping Station Road, Reservoir Road, Skylark Road, Stoney Brook Road, Woodley Road

**14 Hardy Hill (Summary pages 446 – 480)**

All or parts of the following streets:

Alden Road, Bank Street Extension, Barnes Avenue, Benton Street, Blueberry Hill Drive [south side], Blueberry Mew, Brook Road, Cedar Street, Colby Avenue, Congress Street, Cooper Street, Dorothy Perley Road, Dorset Lane, Eagle Ridge Road, Excelsior Street, Farr Road, Fortune Street, Hardy Hill Road, Heater Road [part], Jefferson Place, Jenkins Road, Liberty Lane, Lilac Avenue, Lower Dorothy Perley Road, Oryan Road, Riverdale Parkway, Stevens Road, Sunset Rock Road, Townsend Terrace, Walnut Street, Westview Lane, Whipple Road, Winona Circle

**15 East Lebanon (Summary pages 481 – 505)**

All or parts of the following streets:

Braley Drive, Bocash Drive, Daniels Drive, Dartmouth College Highway/Route 4, Hewitt Drive, Hillside Drive, Ice House Road, Manchester Drive, Monica Road, NH Route 4A, Mill Road, Payne Road, Rudsboro Road, Sunset Rock Road

# Name of Survey Area #1: "Central Village"

**Location:** (Streets listed under specific neighborhood sections below)

All or parts of the following streets:

**Young Street Hill Neighborhood**

Amsden Street, Barrows Street, Bliss Avenue, Cameron Avenue, Child Street, Clark Street, Colburn Street, Davis Drive, Downes Street, Ela Street, Eldridge Street, Fairview Street, Granite Street, Guyer Street, Hanover Street [part], High Street, Hough Street, Light Street, Mascoma Street [part], Mason Street, Route 120 [part], Summer Street, West Street, Wheatley St., Williams Street, Winter Street, Young Street

**Mahan Flats Neighborhood**

Campbell Street [part], Flynn Street, Kendrick Street, Mahan Street, Spencer Street, Suzor Court, Taylor Street, Thompson Street

**Bank Street Neighborhood**

Allen Street, Bank Street, Elm Street [part], Parkhurst Street

**Colburn Park Historic District Neighborhood**

Bank Street [part], Campbell Street [part], East Park Street, Hanover Street [part]/Lebanon Mall, North Park Street, School Street [part], South Park Street, West Park Street

**Church Street Neighborhood**

Abbott Street, Calvin Street, Chestnut Street, Church Street, College Avenue, Davis Street, Gerrish Court, Lewis Court, Pine Street, South Street, Spring Street, Valley Street, Water Street [part]

**The Plain Neighborhood**

Elm Street [part], Follensbee Avenue, Forest Avenue, Green Street, Kimball Street, Messenger Street, Millen Lane, Perley Avenue, Prospect Street [part], School Street [part - both sides], Shaw Street, Union Street

**Mills Neighborhood**

Blacksmith Street, Brookside Drive, Clough Street, Dulac Street [part], Foundry Street, Hanover Street/Route 120 [part - both sides], Lareau Court, Mascoma Street [part], Mechanic Street [part], Water Street [part]

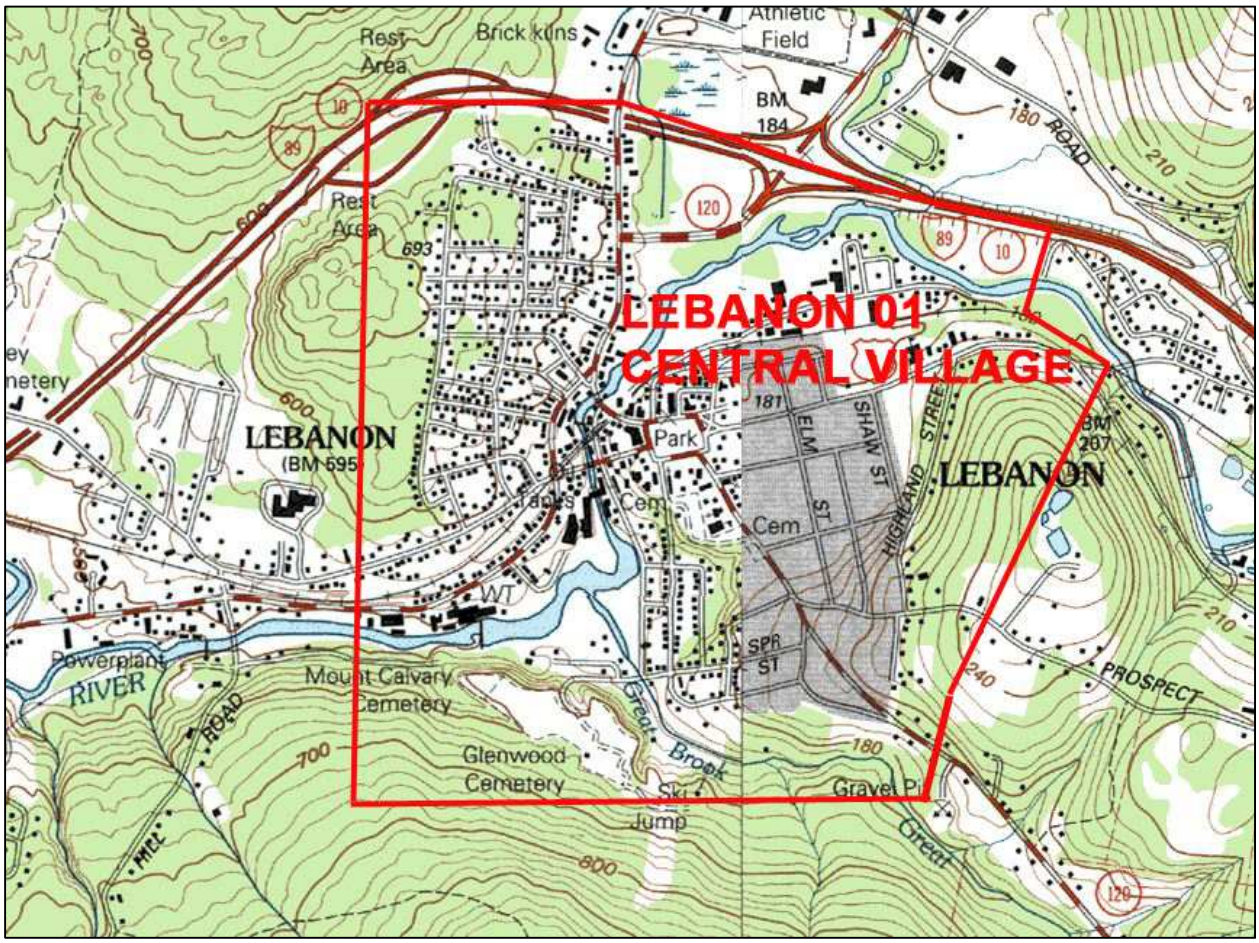
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH & Enfield, NH

**USGS scale:** 1:24,000

## Location Map




**Partial USGS maps: Seamless view of Hanover, NH & Enfield, NH quads with Survey Area outlined**

## Previous inventory numbers in this area:

A 1984 historic site survey of Lebanon included 386 properties within the Central village Survey Area. These inventory numbers are listed below under each neighborhood section. In addition subsequent surveys are noted where applicable.

### Young Street Hill Neighborhood

Mascoma Street Addresses: 29, 35, 37, 39, 40, 43, 46, 47, 49, 50, 51, 54, 55, 56, 57, 62, 63, 65, 66, 68, 69, 70, 72-74, 76, 77, 78, 80-82, 81, 84, 85, 86-88, 89, 90, 91, 92, & 94
**Survey #s LEB 218 – LEB 255**

High Street Addresses: 1, 3-5, 6, 10, 12, 14, 16, 18, & 38-40
**Survey #s LEB193 – LEB 201**

Hanover Street Addresses: 48, 59-61, 60, 61, 63, 67, 69, 71-73, 72, 74, 75-77, 76-78, 79, & 89
**Survey #s LEB 148 – LEB 162**

**Also**
**LEB-MSPA** (Mechanic Street Project Area) was surveyed in 2015 and included within the Central Village Survey Area:
1-91 Mechanic Street (both sides) (in Mills Neighborhood)
1 Foundry Street (in Mills Neighborhood)
1-15 Blacksmith Street (in Mills Neighborhood)
1-18 High Street
18 ½ - 39 Mascoma Street (Partly in Mills Neighborhood)
No determination of eligibility was made, pending more information but a likely historic district was identified on the east end of Mechanic Street by NHDHR on Apr. 22, 2015

No other streets in neighborhood were surveyed in 1984

**Mahan Flats Neighborhood**

Flynn Street Addresses: 11, 15, 17, & 19
**Survey #s LEB 110 – LEB 113**

RR Freight house at Spencer & Parkhurst, **LEB 333**
**also LEB0001 (Northern Railroad)** Freight House (2 Spencer Street) Found eligible in the eligible Northern Railroad Historic District by NHDHR on Dec. 1, 1999 but in subsequent update in 2012 is listed as non-contributing due to alterations

No other streets in neighborhood were surveyed in 1984

**Bank Street Neighborhood**

Allen Street Addresses: 3, 4, 5, 6, & 9
**Survey #s LEB 8 – LEB 12**

Bank Street Addresses: 7, 9, 10, 11, 14, 18, 21, 23, 26, 27, 30, 31, 32, 33, 34, 37, 38, 41, 43, 44, 48, 52, 56, 60, 64, 68, 72, 77, 87, 79, 81, 85, 86, 87, 90, 93, 94, 98, 99, 102, 103, 109, & 112 (Note 118 Bank Street within Survey Area was not surveyed in 1984)
Survey #s **LEB 14 – LEB 57**
Also 11 Bank Street/**LEB 17**, H. W. Carter & Sons factory/AVA Gallery, **LEB 0006**, determined individually eligible by NHDHR on Aug. 9, 2005

Campbell Street Addresses: 1 & 2
**Survey #s LEB 64 & 65**

Elm Street Addresses: 1, 2-4, 3, 5, 6-8, & 10-12
**Survey #s LEB 75 – LEB 80**

Parkhurst Street Addresses: 10, 14, 15, 16, 19, 20, 22, 23, 24, 26, 27, 28, 29, 32, 33, 35 & 37
**Survey #s LEB 334 – LEB 350**

No other streets in neighborhood were surveyed in 1984

**Colburn Park Historic District Neighborhood**

1 Bank Street, Carter Homestead, **LEB 13**

3 Campbell Street, Churchill House, **LEB 66**

9 Lebanon Mall, Hildreth Hardware Building, **LEB 329**

North Park Street Addresses: 31 (Soldiers Memorial), 39 (Rogers House), 51 (City Hall), 55-59 (Richards Block), & 67 (Mascoma Savings Bank Bldg)
**Survey #s LEB 316 – Leb 320**

East Park Street addresses: 9 (Library) & 11 (Post Office)
**Survey #s LEB 321 & 322**
Also 11 East Park Street, U.S. Post Office, **LEB 322** determined eligible as contributing resource to Colburn Park Historic District by NHDHR on Nov. 5, 1991

South Park Street Addresses: 2, 4, 8, & 10 (First Congregational Church)
**Survey #s LEB 323 – LEB 326**

West Park Street Addresses: 2 (Whipple Block) & 16-20 (National Bank Bldg.)
**Survey #s LEB 327 & LEB 328**

1 School Street, **LEB 383**

No other streets in neighborhood were surveyed in 1984

**Church Street Neighborhood**

Abbott Street Addresses: 2-4, 5-7, 6, 9, 10, 14, & 15 (Bulls Head Tavern)
**Survey #s LEB 1 – LEB 7**

Calvin Street Addresses: 4 (corner South Street)
**Survey # LEB 461**

Chestnut Street Addresses: 2, 4 & 6
**Survey #s LEB 67 - LEB 69**

School Street Addresses: 1, 3, 8, 9, 10, 14, 15, 17, 18 (Methodist Church), 19, 22 (School St. School), (Cemetery tomb), 23, 29, 37, 42, 44, 45, 46, 47, 52, 53, 56, 57, 64, 67, 70, 70, 84, 93-95, 99, 102, 103, 104, & 105 [note: 55 School St. not surveyed in 1984]
**Survey #s LEB 383 – LEB 418**

Spring Street Addresses: 5-11, 15, 16, 19, 20, 23, 24, 26, 27, 30, 33, 34, 35, 36, 39, 40, 42, 43, 45, 47, 51
**Survey #s LEB 462 – LEB 482**

South Street Addresses: 6, 7, 8, 9, 10, 11, 14, 15, 16-18, 17, 19 (corner Chestnut), 23, & 24
**Survey #s LEB 448 – LEB 460**
Also 2 South Street, **LEB0020**, determined eligible as part of a potentially eligible historic district by NHDHR on March 24, 2014

No other streets in neighborhood were surveyed in 1984

**The Plain Neighborhood**

Elm Street Addresses: 20, 21, 23, 28-30, 31, 34, 36, 37-39, 38, 4, 42, 46, 49, 52, 53-55, 56, 58, 59, 61, 62, 64, 65, 67, 69, 71 & 77
**Survey #s LEB 81 – LEB 87 & LEB 89 – LEB 108**

Corner Green & Elm, Masonic Hall (25 Green Street, **LEB 88**)
Green Street Addresses: 3, 4, 6, 7, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 24, [25 – see above under Elm Street], 28, 29, 33, 37, 38, 39, 41, 42, 45, 46, 47-49, & 52
**Survey #s LEB 121 – LEB 147**

Kimball Street Addresses: 2, 9, 14, 15, 16, 18, 29, 30, 31, & 34
**Survey #s LEB 207 – LEB 216**

Messenger Street Addresses: 15, 16, 19, 20, 24, 25, 26, & 28
**Survey #s LEB 301 – LEB 308**

Prospect Street Addresses: 3, 8, (House at Prospect & Follensbee), 25, & 27 (Prospect at Highland)
**Survey #s LEB 370 – LEB 374**

Shaw Street Addresses:1, 5, 7, 8, 9, 10, 11, 15, 17, 18-20, 19, 21, 22, 24, 27, 28, 29, 30, 32, & 34
**Survey #s LEB 426 – LEB 445**

Union Street Addresses: 3, 5, 7, 8, 11, 12, 14, 16, 17-19, 18, 20, 23, 24, 25, 28,, 30, & 31
**Survey #s LEB 484 – LEB 501**

No other streets in neighborhood were surveyed in 1984

**Mills Neighborhood**

Foundry Street Addresses: Carter & Rogers Mill (Kleen Laundry), **LEB 114**

18 Mascoma Street, Cole Building, **LEB 217**

Mechanic Street Addresses: 1, 5-7, 9-11, 26, 32, 34, 36, 39, 40, 43, 44, 48, 52, 54, 56, 60, 62-64, 68, 70, 74, 78, 80, 82, 84, 85 (Rockdale mill), 86, 88, & 92
**Survey #s LEB 266 – LEB 293**
Also:
85 Mechanic Street/Mascoma or Rockdale Mill) (**LEB 290**) was determined individually eligible by NHDHR on Oct. 9, 2002

Water Street Addresses: 10 (Riverside Mill/Whitman Press) & 12 (Kendrick & Davis/Central Supply)
**Survey #s LEB 502 & LEB 503**

**Also**

**LEB-MSPA** (Mechanic Street Project Area) was surveyed in 2015 and included within the Central Village Survey Area:

1-91 Mechanic Street (both sides)
1 Foundry Street
1-15 Blacksmith Street
1-18 High Street (in Young Street Hill Neighborhood)
18 ½ - 39 Mascoma Street (Partly in Young Street Hill Neighborhood)

No determination of eligibility was made, pending more information but a likely historic district was identified on the east end of Mechanic Street by NHDHR on Apr. 22, 2015

No other streets in neighborhood were surveyed in 1984

**LEB0001 (Northern Railroad Historic District)** Determined eligible by NHDHR on Dec. 1, 1999 – Updated with inventory 2012

-Freight House (2 Spencer Street) determined eligible in 1999 but in subsequent update in 2012 is listed as non-contributing due to alterations (in Mahan Flat neighborhood)
-1942/1969 Overhead Frame Trestle/Hanover Street (mile 138.52), not eligible (in Young Street Hill Neighborhood)
-1929 Deck plate Girder Bridge over Mascoma River (mile 138.59), eligible (in Young Street Hill Neighborhood)

**Present Use(s):** residential, commercial, industry, education, institutional, religion, government, hospitality, professional services, recreation

**Original Use(s):** residential, commercial, industry, utility, transportation, education, institutional, religion, government, hospitality, professional services, recreation

**Setting:** The Central Village Survey Area is – as the name implies –located roughly in the center of Lebanon and is a real hub of major roads though and to the city. The area has several urban residential neighborhoods of medium to heavy density as well as the city's downtown core arranged around a historic green. The Mascoma River flows through the downtown and forms a corridor where industry and light manufacturing and services continue in historic former mills. There is another area of former industry near the former railroad lines that now has mixed use. The commercial retail core includes a 1970 pedestrian mall of few blocks as well as the landscaped Colburn Park at the heart of downtown.

**Acreage:** approx. 759 acres

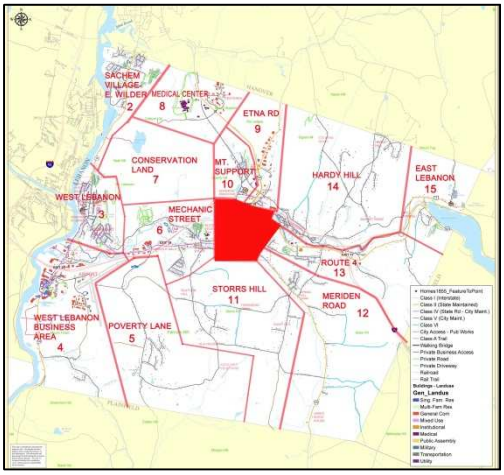
**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

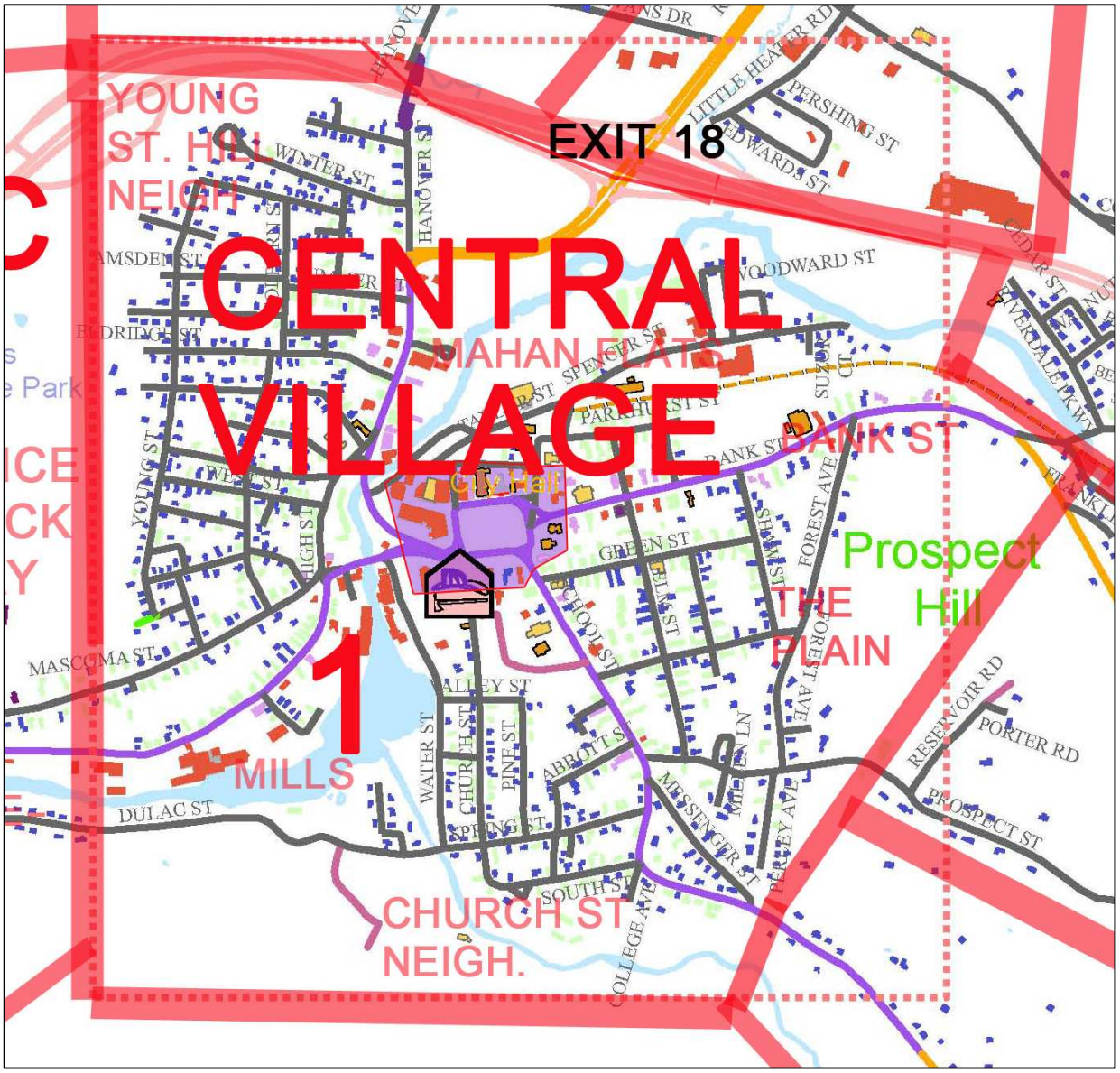
**Date(s) of field survey:** June & October 2016

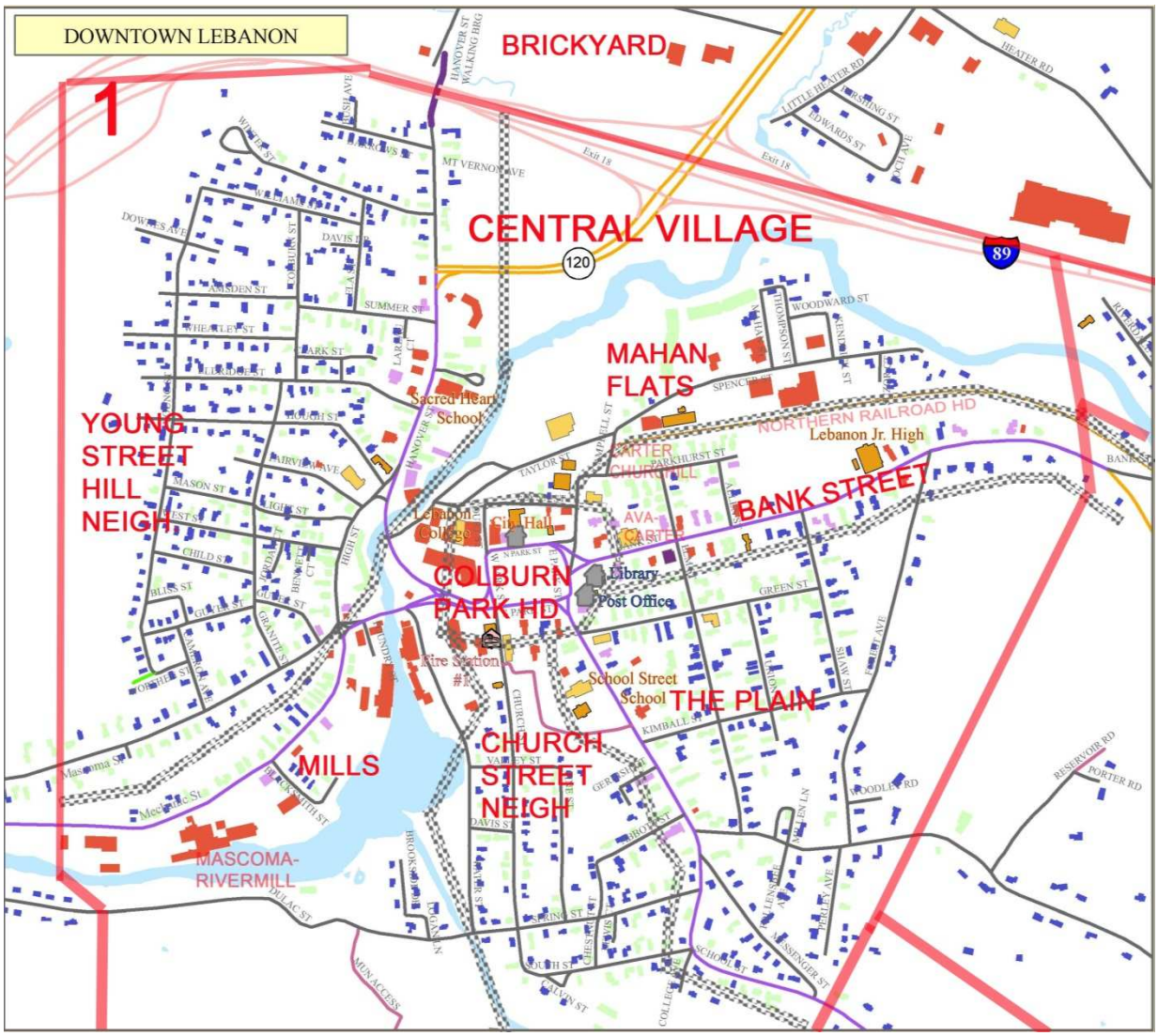
**Sketch map(s)**

Right is overview of Central Village Survey Area 01 shaded in red in map of Lebanon;

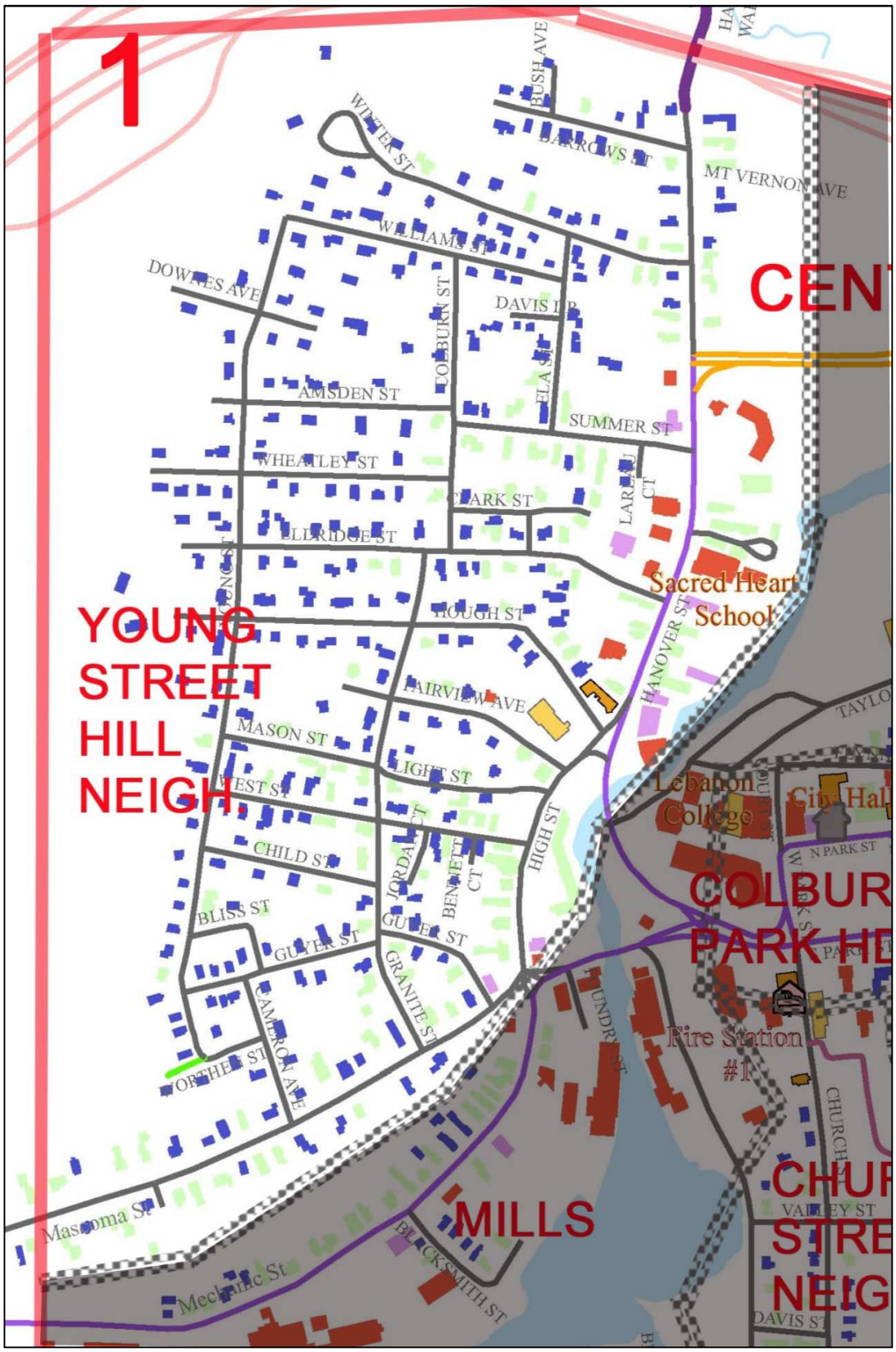



Below: map of Central Village Survey Area 01;

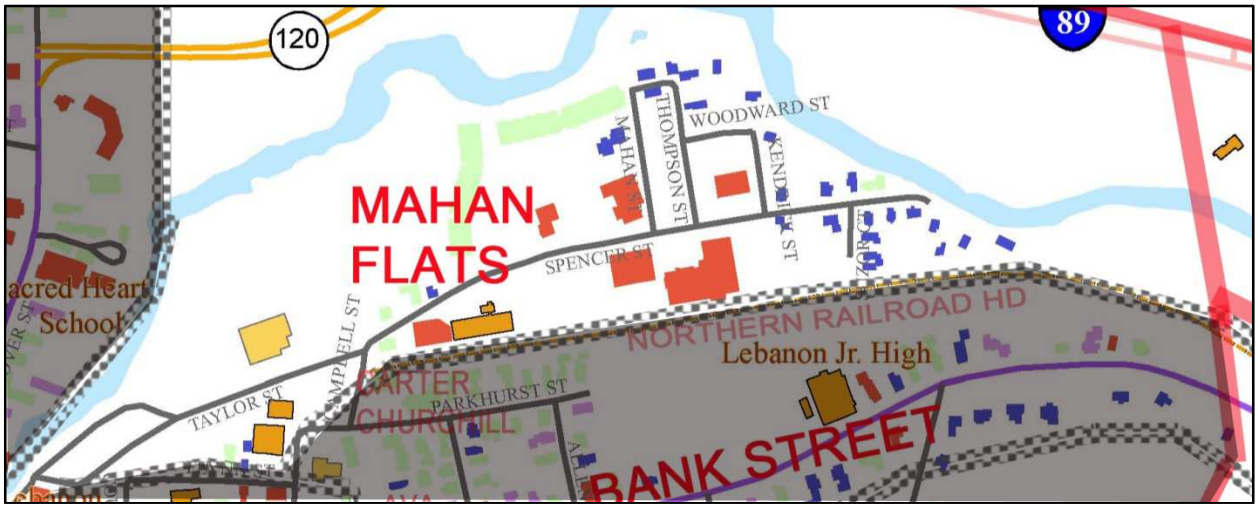




Detail sketch of Central Village Survey Area



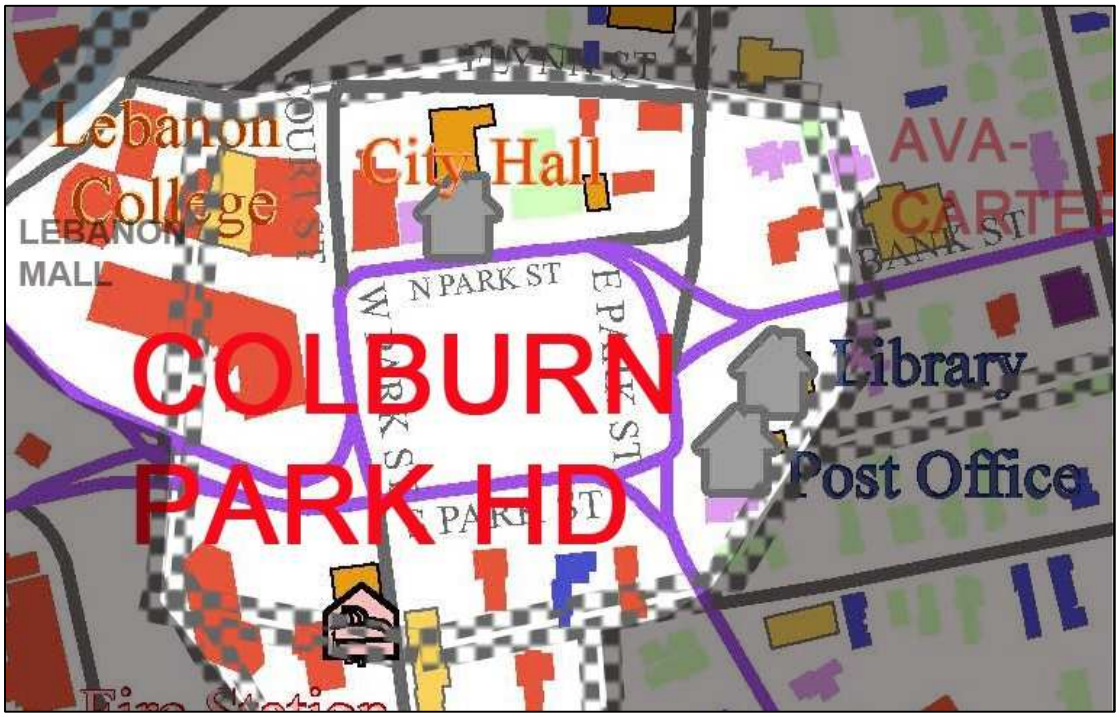

Closer view of Young Street Hill Neighborhood sketch map



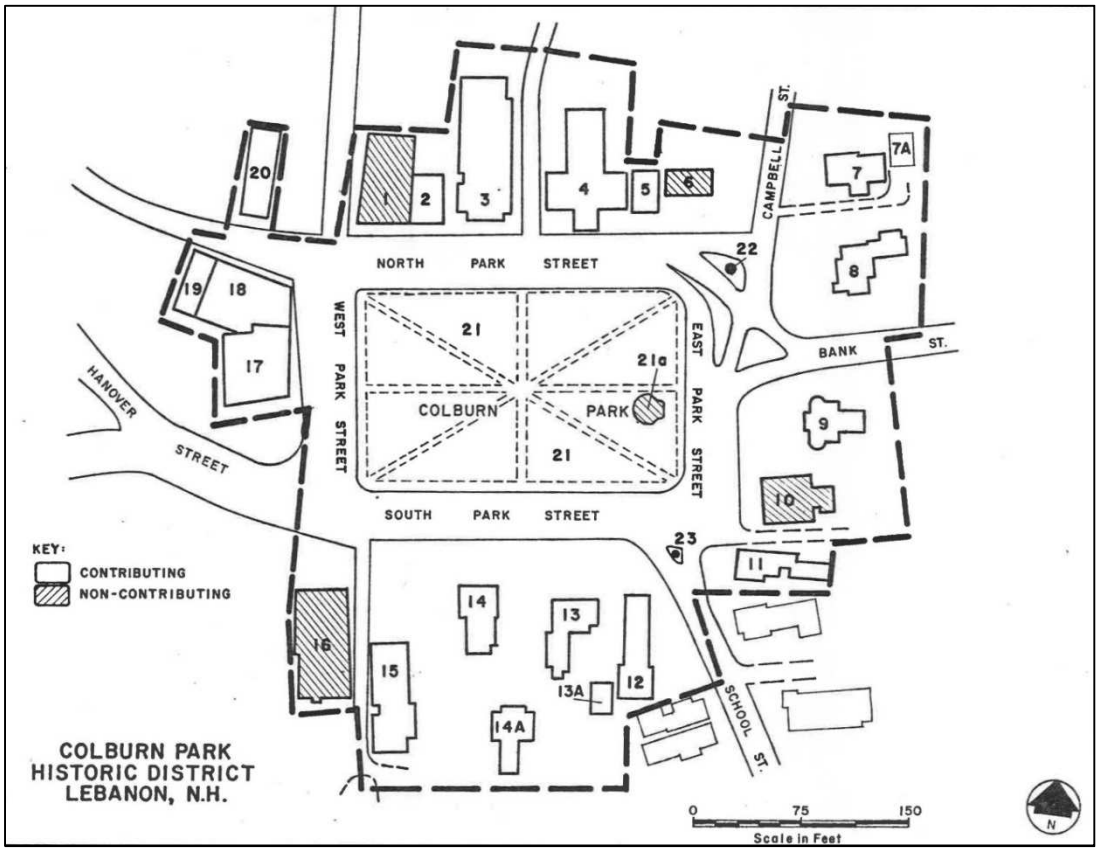

Closer view of Mahan Flats Neighborhood sketch map



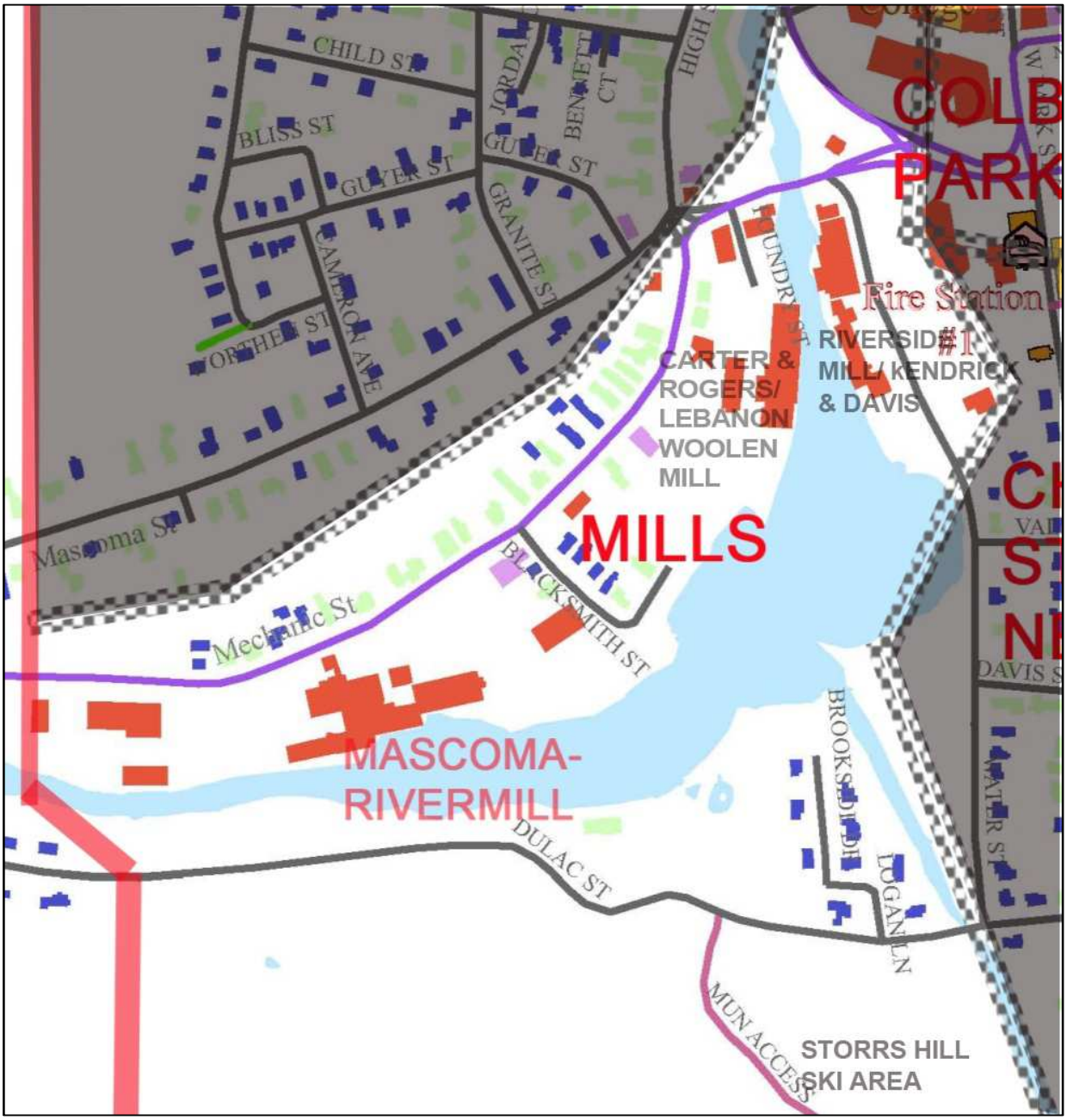

Closer view of Bank Street Neighborhood sketch map



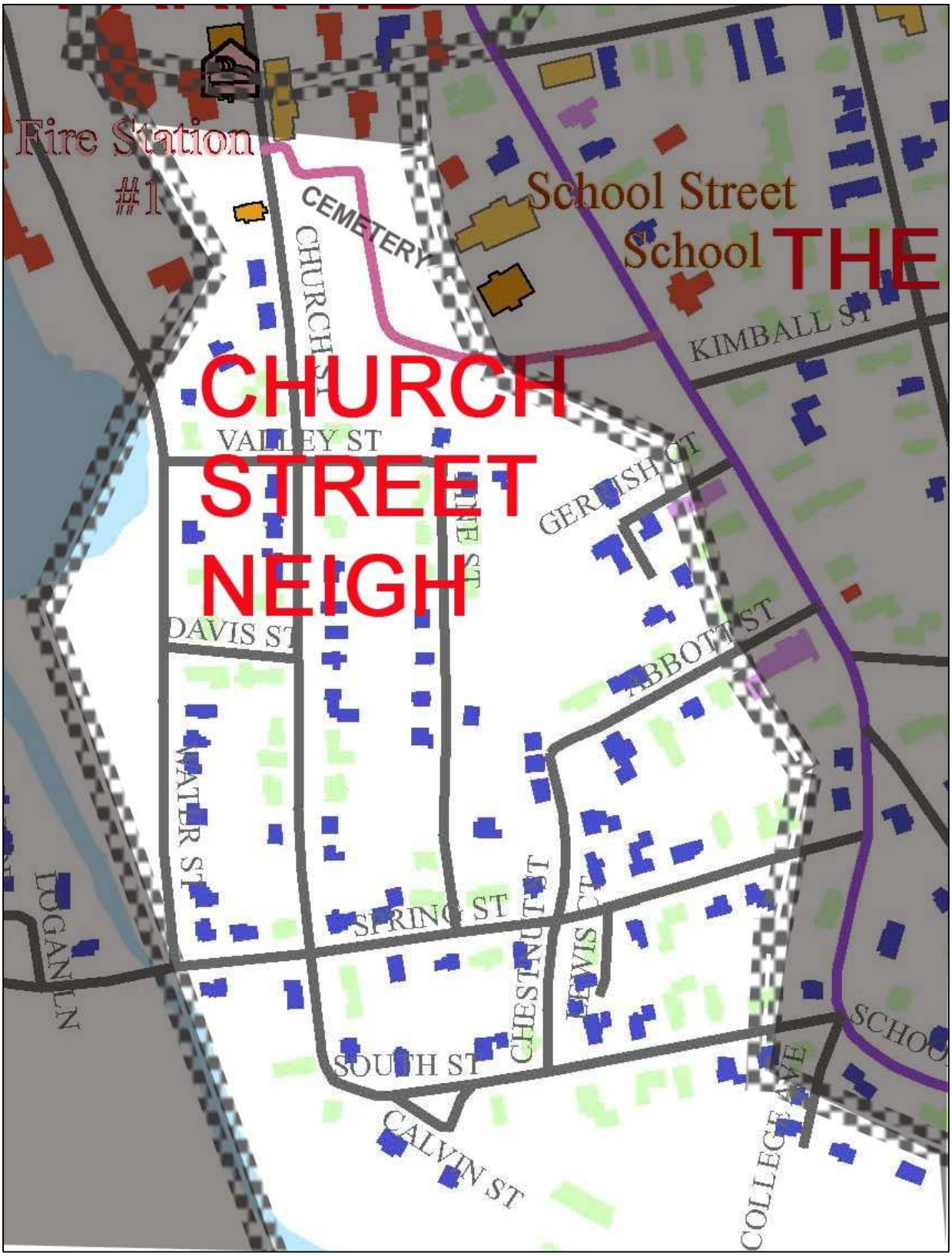
Closer view of Colburn Park Historic District Neighborhood sketch map



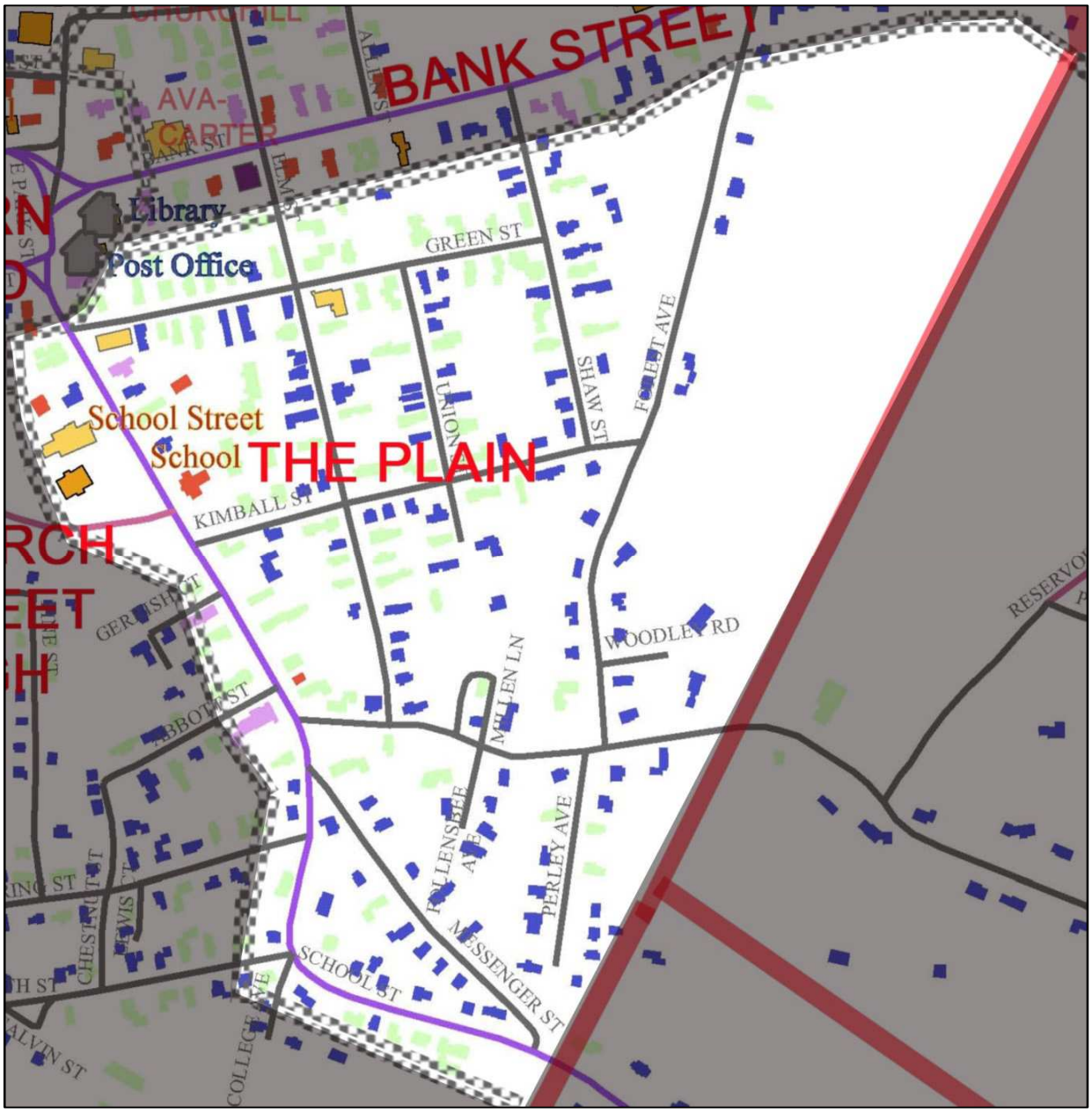
Colburn Park Historic District, National Register district map, 1985




Closer view of Mills Neighborhood sketch map



Closer view of Church Street Neighborhood sketch map




Closer view of The Plain Neighborhood sketch map

## Architectural Description

### Principal Architectural Styles & Periods of Construction

1780s-1820 - Georgian & Federal Styles
1820 - 1870 - Greek Revival & Gothic Revival Styles
1860-1900 - Italianate, Queen Anne, Eastlake, vernacular Victorian, Stick Style, High Victorian Gothic
1910s -1950 - Vernacular, Colonial & Dutch Colonial Revival, Bungalow, Craftsman
1950 - 1970s - Mid Century suburban cottage and ranch homes, utilitarian and commercial
1970s - 2010s –Post-modern and contemporary commercial

### Architectural Composition of the Area

The architecture of the Central Village Area includes the downtown core, the industrial core and most of the primary 19th century residential neighborhoods of the City. Although, settled int eh late 18th century and established by the early 19th century, development pressure and fires have caused a lot of change so that most of the remaining resources in the Central Village date from the 1850 to 1940 period. The predominant era is 1880s to 1920s. Often the earlier properties reflect changes made in this period as well. There are far fewer post World War II properties in the Central Village Area than in other parts of Lebanon but there some in the Young Street Hill area where the neighborhoods continued to expand into the 1960s.

### Young Street Hill Neighborhood

This neighborhood was greatly expanded with new streets and housing starting in 1900. Until that time, this area was really two different clusters of development and activity connected by High and Hanover Streets. At the northern end, a few streets (Barrows, Ela, Winter, and Summer) were developed off Hanover and had a range of housing in the mid to later 19th century and related closely to the Densmore Brickyard, just north of the housing cluster. Here the remaining 19th century homes include altered examples of late Greek Revival and Italianate styles. Along Hanover Street, larger homes mixed with some commercial properties (and the school/church). Some early houses, though altered, remain on the northern end of Hanover Street including one (75-77 Hanover, LEB 158) that is said to contain as its second floor the 1767 Cook's Tavern, which was raised a story sometime in the 19th or 20th century. Most of the other early homes and shops along Hanover were replaced in the late 19th century.

On the southern end, there was a group of late 18th and early 19th century homes on Mascoma and High Streets including the altered 6 High Street (c.1770s/19th century, LEB 195), 40 Mascoma Street (1805/19th century, LEB 222), the well preserved Federal style Samuel Young House at 55 Mascoma (1790, and birthplace of Ammi B. Young) and 39 Mascoma Street with fanlight (c. 1820, built by Dyer Young, brother to Ammi B. Young, LEB 221), the fine Greek Revival style duplex at 8-10 High Street (c.1840, thought to be by Ammi B. Young, LEB 196), and a simple Greek Revival style house at 4 High Street. These were joined by later 19th century homes particularly in the 1870s. Many of these later larger, homes along Mascoma and southern Hanover include good examples of the Italianate, Queen Anne, Stick Style, and Victorian Gothic styles. After the 1892 map, the area grew rapidly with many new streets creating a new grid between the earlier clusters. The homes and lots along these newer streets are modest in size and reflect the styles of the early 20th century with many examples of late Queen Anne, Bungalow,

Craftsman, and Colonial Revival styles. More infill after 1940 completed the neighborhood with examples of typical mid-century suburban cottages and ranches in Colonial Revival or Mid-Century Modern style.

Hanover Street also has a few examples of 20th century commercial architecture including the well preserved two-story, Colonial Revival style, 1922, Hirsch's Block/ 59-61 Hanover Street (LEB 149), the altered one-story, 1922 brick block at 55-57 Hanover Street (LEB 148), and an unusual c. 1920 garage sided in rusticated concrete block at 69 Hanover Street (LEB 154). Institutional architecture is well represented by the 1909 Sacred Heart School (11 Eldridge Street) and the 1941 Sacred Heart Roman Catholic Church (2 Hough Street).

**Mahan Flats Neighborhood**
This area has three characteristics, one is industrial and railroad-related as the tracks of the Northern Railroad traversing the area were the dominant feature here, another is scattered modest residential; and finally there are very large 2004 apartment complexes along the river off Spencer Street. There are several, altered simple 1880s houses in a cluster around Mahan, Thompson, Woodward and Kendrick including a c.1885 late Greek Revival style home (18 Mahan Street) that has a side hall plan with a large cross-gabled ell. There are few intact railroad related resources. The freight house at the corner of Spencer and Parkhurst is still extant though altered and a line of simple frame sheds on Suzor Court may be railroad related. Utilitarian and mid-century light industrial buildings on Spencer Street are still extant with one sporting a simple, Colonial Revival arched parapet (10 Spencer). The small residential cluster at the east end includes small bungalows and cottages that have all been altered to an extent. There is a 1985 Post-Modern style community center on Taylor Street.

**Bank Street Neighborhood**
This neighborhood has essentially two parallel streets: Bank and Parkhurst which are primarily residential and include some of the finest architecture in the city outside of Colburn Park Historic District. The earliest homes here have been moved or demolished to make way for the many large, elaborate 19th century and early 20th century homes. A c. 1806 house was moved to 14 Bank Street (LEB 18) in 1848 and is an example of late Federal style. Italianate homes of the 19th century include 1 Bank Street (the Carter Homestead, 1848, LEB 13) and 10 Bank Street (c. 1852, LEB 16) – both originally designed by Ammi B Young - and 26 Bank Street (c.1860, LEB 22), 64 Bank Street (c.1865, LEB 48), and 21 Bank Street (c.1860, LEB 20). The Queen Anne, Carpenter Gothic and Stick styles are represented in the neighborhood by 31 Bank Street (c.1870, LEB 25), 60 Bank Street (c.1860/1880, LEB 37), 72 Bank Street (c 1874, LEB 40), 93 Bank Street (c. 1875, LEB 50), 4 Allen Street (c. 1892, LEB 9), and 5 Elm Street (c. 1890, LEB 78). The Colonial Revival is well represented by the Cooper-Dwinell House, 94 Bank Street (1901, LEB 51), the exceptional I.N. Perley House at 98 Bank Street (1901, LEB 52), and more modest foursquare at 102 Bank Street (c.1920, LEB 54).

Parkhurst Street is more consistent in the dates of its houses – largely a group of late 19th century, more modest homes. Elm Street, which connects Parkhurst and Bank Streets, has smaller homes of the 19th & 20th centuries and includes a cluster of three c. 1925 duplex tenements (2-4, 6-8, & 10-12 Elm, LEB 76, 79 & 80) that may have been built by speculators or the mills themselves to house workers.

The Colonial Revival style High School at 75 Bank Street (1926, LEB 41), the Colonial Revival style Carter Community Building at 1 Campbell Street (1917, LEB 64), the Carter & Churchill Factory at 10 Parkhurst (LEB 334), the former Sayres Hotel at 14 Parkhurst (1877, LEB 335), and a few small retail stores provide some variety to the primarily residential neighborhood.

**Colburn Park Historic District**

The Colburn Park Historic District, at the core of this neighborhood, was listed on the National Register for its fine architecture, including many early and later architect-designed buildings as well as the fine landscape plan of the park itself. There are two buildings designed by Lebanon's own nationally known architect, Ammi Burnham Young that frame his career.

Examples of the Federal Style include the altered 8 South Park Street (c.1819) and 4 South Park Street (c.1830). The First Congregational Church (1828, 10 South Park Street) and the later Carter Homestead (1848/1895, 1 Bank Street) by Ammi B. Young are wonderful examples of the Federal and Italianate Styles respectively and illustrate the range used by this architect in his long career. The Greek Revival style is represented by 2 South Park Street (1842).

The brick commercial blocks of West Park Street and the Lebanon Mall are good examples of late 19th century downtown mixed use buildings using Italianate and Colonial Revival detailing in brick. On the north and east of Colburn Park are several institutional buildings that represent a range of styles. The collection includes the late Victorian 1886 Soldiers Memorial designed by Ferdinand Davis; the Neo-Classical 1911 Rogers House designed by John A. Fox, the 1909 Carter Library designed by McLean & Wright, the 1924 City Hall/Lebanon Opera House designed by Jens Frederick Larson; and the 1937 Colonial Revival U.S. Post Office designed by Louis Simon.

There are a few miscellaneous buildings just outside or formerly non-contributing to the listed historic district that are more representative of the 20th century commercial and post-1964 fire development. These include the c.1940 Gulf Station, the 1954 Lebanon Fire Station designed by Hudson & Ingram, and the 1970 Lebanon mall buildings designed by Hudson & Ingram.

**Church Street Neighborhood**

There are a few early buildings here including the c.1800 Federal Style Bulls Head Tavern (15 Abbott – moved from the corner of School Street in The Plain neighborhood) and the c. 1820 Federal style I-house (23 Spring Street). A c. 1850 fine example of a Greek Revival style high posted cape at 19 Spring Street (c. 1849, LEB 465) was moved here from Colburn Park c. 1892 to make room for the Col. Frank Churchill House there. The Church Street neighborhood developed during the late 19th century in proximity to the mills and housed the managers, owners and workers. Houses on Spring Street from the 1860s include a few examples of the gable front and wing form. The Gothic Revival Style is represented in the district by 35 Church Street with a prominent steeply peaked front cross gable. There is an example of a c.1885 duplex with Italianate detail at 2-4 Abbott that has the massing and stylistic detail of a large home of the period but contains multiple units. This is a precursor to later duplexes and apartment buildings of the 20th century that were less like single family homes. There are a number of examples of similar house-like duplexes as well as a multi-unit tenement house (5-9 Spring Street) in this neighborhood. 78 Church Street is a 1966 well preserved Mid-Century Modern ranch, unusual in this neighborhood.

**The Plain Neighborhood**

The Plain, as its name implies, is a largely flat expanse adjacent to the town center that developed over many decades in the early-19th to early-20th century. The neighborhood is diverse in house size and has both high style and vernacular examples. The larger and finer homes are found on School Street the primary and early thoroughfare anchoring the neighborhood on the west. School Street extended the desirable Bank Street and Colburn Park areas and became the home of managers and business owners such as 10 School Street, the c. 1850 Greek Revival style home of Harry Jackson who was a partner of H.W. Carter & Sons overall manufactory. Architectural examples in the neighborhood include the brick late Federal style house at 29 School Street (c. 1830, LEB 397); three transitional Federal – Greek Revival houses at 44 School Street (c.1825, LEB 400), 37 School Street (c.1819, LEB 398) and 19 School Street (c. 1845, LEB 395); and two Greek Revival houses at 23 School Street (c. 1845, LEB 396) with a front projecting pediment over a columned porch, and 53 School Street (c.1850, LEB 405). The two neighborhood churches - the First Baptist (1869, by S.S. Woodcock, 9-11 School Street, LEB 386) and the altered 1879 Unitarian Church (now a Masonic Hall) at 25 Green Street (LEB 84) are examples of the Gothic Revival Style, commonly used for 19th century churches. A rare Greek Revival style store from before 1850 was moved from Colburn Park to 6 Green Street (LEB 123) where it was remodeled for residential use and has lost some of its detail to recent alteration. The 1873 French Second Empire School Street School at 22 School Street (LEB 392) has also been altered considerably.

As the size of central village industries expanded, the neighborhood was built out to accommodate housing for skilled and unskilled workers from the mills, commerce, and railroad. Modest and small single family homes as well as duplexes joined the larger showier homes of the Victorian period. Mid to late 19th century examples include Italianate [14 Green Street, 31 Elm (1864, LEB 86), 52 School Street (1872, LEB 404 with stick style added monumental porch), 67 School Street (1885, LEB 409)], French Second Empire [58/64 School Street (1879, LEB 408), 9 Shaw Street (c.1870, LEB 430), 27 Prospect (1865, LEB 374)] Eastlake [49 Elm (1861/1891, LEB 95)] Carpenter Gothic [77 Elm (c. 1875, LEB 108)] and Queen Anne [15 Kimball Street (c.1895, LEB 210), 28 Green Street (c.1896, LEB 136), 38 Green Street (c. 1872/1900, LEB 140), 14 School Street (1892, LEB 388)]. Other styles found from the early 20th century are Shingle Style [99 School Street (c.1902, LEB 414), 15 Messenger Street (c. 1930, LEB 301), 15 Forrest Avenue, c.1900] American Foursquare [105 School Street (1917, LEB 418] Colonial Revival [18 Kimball Street (c. 1910, LEB 212), & 34 Shaw Street (1924, possible Sears house)], Dutch Colonial Revival [31 Kimball Street (c. 1925, possible Sears House, LEB 215)]; Bungalow [14 Kimball Street (c.1925, LEB 209), 9 Forrest Avenue (c. 1920)] and a c. 1900 Swiss Style cottage at 33 Perley Road. Multi-family examples include the pair of duplexes at 18-20 Shaw & 47-49 Green Street in the Stick/Eastlake style (c. 1880, LEB 435 & 146); and 28-30 Elm Street (c. 1900, LEB 850);

The lots of some houses are quite deep, allowing for the 19th century practice of extended attached ells and barns behind the main blocks. Surviving examples include 23 Elm Street (c.1850, LEB 83); 16 Messenger Street (c.1900, LEB 302); 46 School Street (c.1875, LEB 402); 47 School Street (1864, LEB 403); and 52 School Street (1872, LEB 404).

More modern additions to the neighborhood include the c. 1955 Mid-Century Modern ranch at 3 Woodley Road, a small early 20th century store at 55 School Street, and the 1992 Post-Modern/Neo-Shingle style United Methodist Church at 18 School Street that replaced the 1833/1869 Greek Revival/Gothic Revival church (burned& demolished) designed by Ammi B. Young and remodeled by Ferdinand Davis (LEB 391).

**Mills**

The Mills neighborhood has several good examples of 19th century brick textile mill and factory buildings using the American Round-Arched style[6]. The 1893-95 Riverside/ American Woolen/Whitman Press complex at 10 Water Street is quite plain except for the simple segmental window arches. The 1881 Mascoma/Rockdale/Rivermill complex (85 Mechanic Street and Lebanon's first woolen mill) is generally fairly plain as well but has exposed rafters and robust architectural detail of decorative corbelling at the eaves and slightly recessed panels around the banks of segmentally arched windows on its corner tower. The tower likely houses a stair to segregate the vertical shaft from the main mill floor as a fire precaution. Later brick additions to these complexes display the more streamlined c. 1900 century look of square topped windows framed by plain pilasters and recessed panels with wide bands at the top of shallow stepped brick. A simple brick frieze that appears striped at the flat roof eave echoes this band. An example of this is at the Rivermill complex at 85 Mechanic Street. In the 1920s and 1930s, new brick buildings in the factory complexes are even plainer and use the steel industrial windows that were developed at that time. An example is at 1 Foundry Street, at a complex which also has a landmark brick smokestack with colored bricks at the top spelling "LWM" or Lebanon Woolen Mill. The main, older mill building there is frame using heavy timber "slow-burning construction." Another frame example is the 1888 Kendrick and Davis Watch Key Factory at 12 Water Street.

Adjacent to the mills and factory buildings themselves, are houses and small commercial buildings and shops along Mechanic Street and Blacksmith Street which include examples of duplexes and boarding houses, a row of originally identical houses, some single family homes, and 20th century automobile service stations. The Cole Machine Shop at 1 Mechanic Street has been altered considerably.

**Building Locations and Landscape Features**

**Young Street Hill Neighborhood**

The Young Street Hill neighborhood is the largest neighborhood identified within the Central Village Survey Area and contains approximately 420 buildings – most of them homes and apartment buildings. There is a commercial area – Hough Square - along Hanover Street which has an older brick block, 20th century adaptations of former homes for business, a former school, Catholic Church and rectory, and 21st century retail and service buildings. The rest of the neighborhood is residential with mixed ages and sizes of homes. There are some larger homes along Hanover and Mascoma Streets and smaller houses along the side streets forming the hillside grid of the neighborhood. At the top of the grid is Young Street which was built and has homes from the mid- 20th century. The neighborhood is bound on the north by Interstate 89, on

[6] The term "American Round-Arched style" is from *The Works: The Industrial Architecture of the United States* by Betsy Hunter Bradley (New York: Oxford Univ. Press, 1999) and has been in reasonably common use.

the west by the wooded top of the hill, on the east by the Mascoma River, and on the south roughly by the former railroad.

**Mahan Flats Neighborhood**
The Mahan Flats neighborhood is a sparsely developed in-town section of Lebanon with about 50 properties that used to be more industrial. It still has some remnants of this past along with a handful of older homes and railroad sheds but is now dominated by a 2004 large 4-story apartment building development with 160 units built along the river bank which borders the neighborhood on the north. Another feature is the Northern Rail Trail which borders the neighborhood on the south. On the eastern edge, the neighborhood is adjacent to downtown Lebanon and the parking lots surrounding the mall. On Campbell Street in this section are the Carter Community Center and a 20th century Senior Center.

**Bank Street Neighborhood**
The Bank Street neighborhood includes about 80 properties, primarily on two main streets: Bank and Parkhurst as well as the connecting side streets. The neighborhood is primarily residential with both modest-sized homes and multi-family houses on Parkhurst, Allen, and Elm and larger homes along Bank Street. There are a few former factories at 11 Bank Street – the H W Carter Factory that is now adaptively re-used as the AVA Gallery arts center; 10 & 15 Parkhurst Street – the Carter & Churchill Factory buildings, now apartments; as well as a former railroad freight depot, also apartments. There is a former school and a small retail property along Bank Street. Next to the former school, is a low wetland area that corresponds to the location of a pond on older maps. Bank Street is one of the main thoroughfares heading east from the downtown.

**Colburn Park Historic District Neighborhood**
The Colburn Park Historic District and immediate neighborhood has about 27 properties, 21 of which are in the National Register-listed historic district. The district and neighborhood are anchored by the central Colburn Park which literally is the crossroads of Lebanon. The lovely, large city park has fountains, trees and paths and is a place of gathering for the residents of the city. Bordering it are East, North, West, and South Park Streets. West Park Street is commercial and is the core of Lebanon's downtown along with the adjacent pedestrian mall and Court Street. North, East and South Park Streets are primarily institutional with a few large residential properties as well. The notable properties which all front onto Colburn park are: City Hall, the Soldier's Memorial Building, a Senior Center, the Lebanon Historical Society, the Lebanon Public Library, the US. Post Office, the First Congregational Church, and the Fire Department. In addition there is a gas station on the northeast corner. All the historic major roads converge in this neighborhood. The pedestrian mall has both older commercial brick blocks and more modern brick commercial buildings. The Colburn Park Historic District and Lebanon Mall are surrounded by large parking lots on the north and west and the neighborhood is bordered on the west and north by the Mascoma River and by residential neighborhoods to the south and east.

**Church Street Neighborhood**
The Church Street neighborhood has about 127 properties and is located just south of Colburn Park and east of the Mascoma River and its mill district. It is entirely residential and includes at its center the municipally owned cemetery fronting on School Street. This cemetery was the reason that the rest of the land around it was not developed until later in the 19th century. The five-acre cemetery was established in 1798 and expanded several times. It contains headstones,

monuments and a tomb (on School Street in The Plain neighborhood) from a range of periods. The topography of the neighborhood is not level as that of the Plain is, except for parts of the cemetery. Church Street runs downhill from Colburn Park. The area at the south, downhill side is developed with a network of streets and modest homes. There is a mix of small and modest houses throughout and also several tenement blocks and apartment buildings. The houses date from the mid-19th century through the 20th century with a few older exceptions that were moved here from near Colburn Park.

**The Plain Neighborhood**

The large residential neighborhood called the Plain contains about 260 properties and is anchored on the southwestern edge by School Street, a major local road becoming Route 120 outside the downtown area. The primarily residential neighborhood has houses and a few multi-family units from throughout the 19th and 20th centuries but was mostly built out by the early 20th century. There are also three churches (one former), a school, and a few small retail /commercial properties. The houses are typically on large urban lots along the main streets giving a sense of spaciousness to the neighborhood. The neighborhood topography is largely flat, hence the name, but on the eastern and southern edges Prospect Street and Forest Avenue climb a small hill. The hill beyond Forest Avenue is wooded and forms a natural border.

**Mills**

The Mills neighborhood contains about 64 properties and with its focus on the water-powered industry of Lebanon, surrounds the Mascoma River which runs through the center of the area. Where there once were four dams, one appears extant at the mill complex at 85 Mechanic Street. This neighborhood is anchored by the mills and industrial shop properties found on Mechanic, Water, and Foundry Streets but has quite a bit of housing and commercial properties as well which are mostly on Mechanic Street. The housing includes rows of multi-unit tenements and apartment buildings and is mixed with small commercial and retail/service establishments. The primary mill complexes are the Mascoma/Rockdale Mill at 85 Mechanic Street, the Riverside Mill/Whitman Press at 10 Water Street, the Kendrick & Davis factory at 12 Water Street, and the Carter & Rogers/Kleen mill on Foundry Street. Some unusual features of this neighborhood are the remains of an enclosed steel foot bridge over the Mascoma that connects mill buildings on Foundry and Water streets, the dam noted above, and south of the mills and river, the Storrs Hill ski area with two ski jumps, a tow, a small base lodge, trails and park, as well as a large late 19th & 20th century cemetery on Spring/Dulac Street.

## Historical Background

The Central Village or Lebanon Center was the third village established in Lebanon the 18th century after the earliest settlements at West and East Lebanon. It emerged as the primary one in the 1840s after the devastating fire at East Lebanon which destroyed most of the village and the industrial facilities at the mouth of Mascoma Lake. The water power of the Mascoma River, which falls 450' from the Mascoma Lake to the Connecticut River, supported many mill seats and many of these clustered at the geographic center of Lebanon (the Central Village area) which was also the junction of the several early turnpikes that defined the development of the town. One of the very early roads was Hanover Street. According to the 1984 survey citing local historian Robert Leavitt, 75-77 Hanover Street may contain one of the earliest structures in

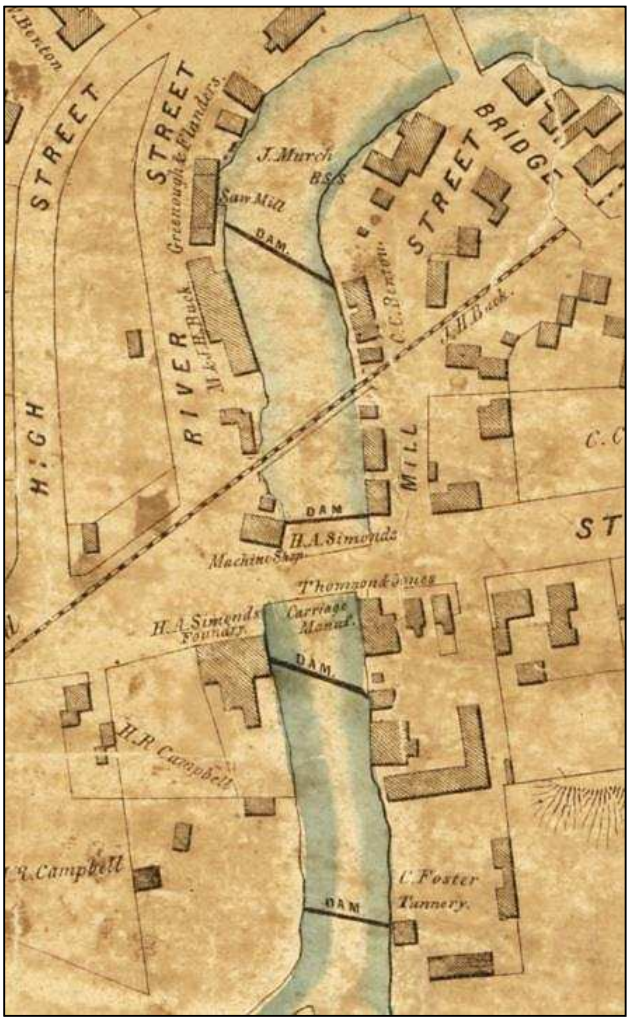
Lebanon – the Cooks Tavern of 1767. The tavern building was raised a story in the late 19th century and since altered more so its origin is no longer apparent.

The pedestrian paths that now crisscross Colburn Park are reminders that it was once a major highway junction and not a park. The early common was established around the intersection of The Fourth New Hampshire Turnpike (linking the Connecticut River to Concord and the Seacoast) and the Croyden Turnpike (connecting Hanover to points south) converged here next to the first meeting house established as a condition of Robert Colburn's 1792 sale of the common land to the town. The two highways, established in 1804 are now Bank and Mascoma Streets leading east and west and Hanover and School Streets leading roughly north and south. Bank and School Streets became the first roads in the center lined with homes, while Mascoma and Hanover were the location of early water-powered industry on the Mascoma. The National Bank of Lebanon was established on Pleasant (what is now Bank) Street in 1828 in the location of the present library.

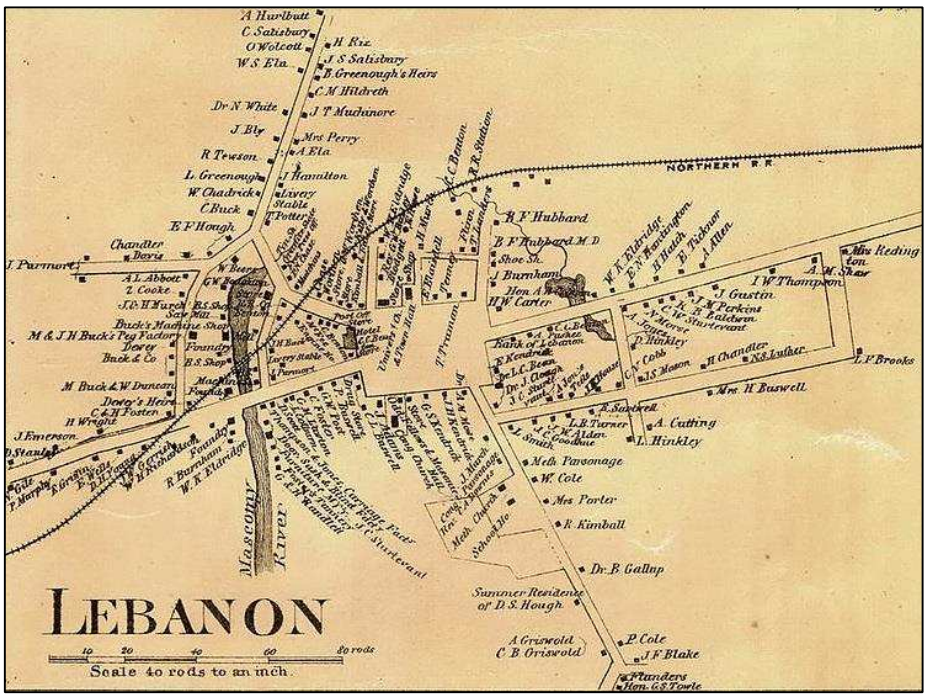
The rise of the mills and shops of Lebanon Center was testament to the superior water power here versus that at East Lebanon where the shops were largely not rebuilt after the fire. The crossroads and river defined the Central Village which grew quickly when in 1848 the railroad joined the turnpikes in providing excellent transportation options for industry and trade. A map of 1853 shows the Central Village becoming more urban and busier with four dams on the Mascoma supporting a dozen shops including blacksmiths, a foundry and machine shop, tannery and carriage manufacturers. The small brickyard is shown at the northern edge of the village. The new depot and freight house define the downtown where the common (Colburn Park) is shown as a park.




**Detail of Presdee & Edwards 1853 map of Lebanon Center with the new railroad shown as well as 4 dams on the Mascoma River. Colburn Park is shown in the place of the original crossroads intersection of all the major roads through Lebanon.**




The effort to turn the common into a fenced and landscaped green started in 1850 shortly after the early meeting house was moved to the northern edge to become the town hall. However, it was not until the 1860s that the legislature formally re-routed the turnpikes around the common, creating what would become East, West, North and South Park Streets. In 1884, the common was re-named in honor of the original lot holder – Colburn. The mid-19th century saw the fencing and landscaping of not only the common but also the cemetery in the center of the village. The area around the common became the business center as well as the most prestigious and desirable place to live. The railroad executive, H.R. Campbell hired the nationally known, Lebanon architect Ammi Burnham Young to design his large new house (now the Carter Homestead and rebuilt later in the 19th century) on the corner of the common in proximity to the new Depot and on the location of the original Colburn house. Others followed suit as can be seen on the 1853 map.

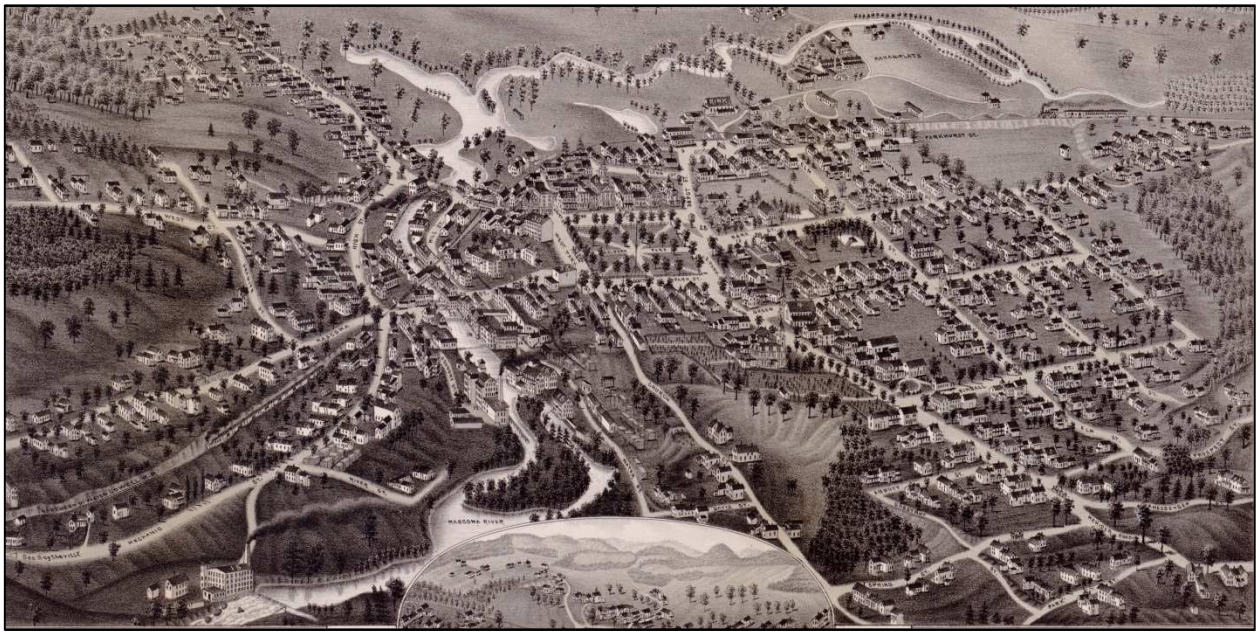



**Top: Closer detail of Presdee & Edwards 1853 map of Lebanon Center showing the four dams on the Mascoma and the industry they served, including: blacksmith shops, sawmills, machine shop, carriage manufacturer, foundry and tannery**

**Bottom:**
**Detail of 1860 Walling Map of Lebanon Center**

The town center flourished with the railroads and small industries and it became a rich mix of fine homes, workers cottages, industries, commerce, and institutions such as the meeting house/town house, a school, and several churches (including the First Congregational on South Park Street, by Ammi B Young in 1828). The Lebanon Savings Bank was established in 1869 and contributed to a vibrant small commercial center. None of the present residential neighborhoods had developed as such but Hanover, High, Pleasant (now Bank), and South (now School) Streets were lined with early homes and businesses. The area north of the railroad (Mahan Flat) was a small cluster of supporting structures and some houses.

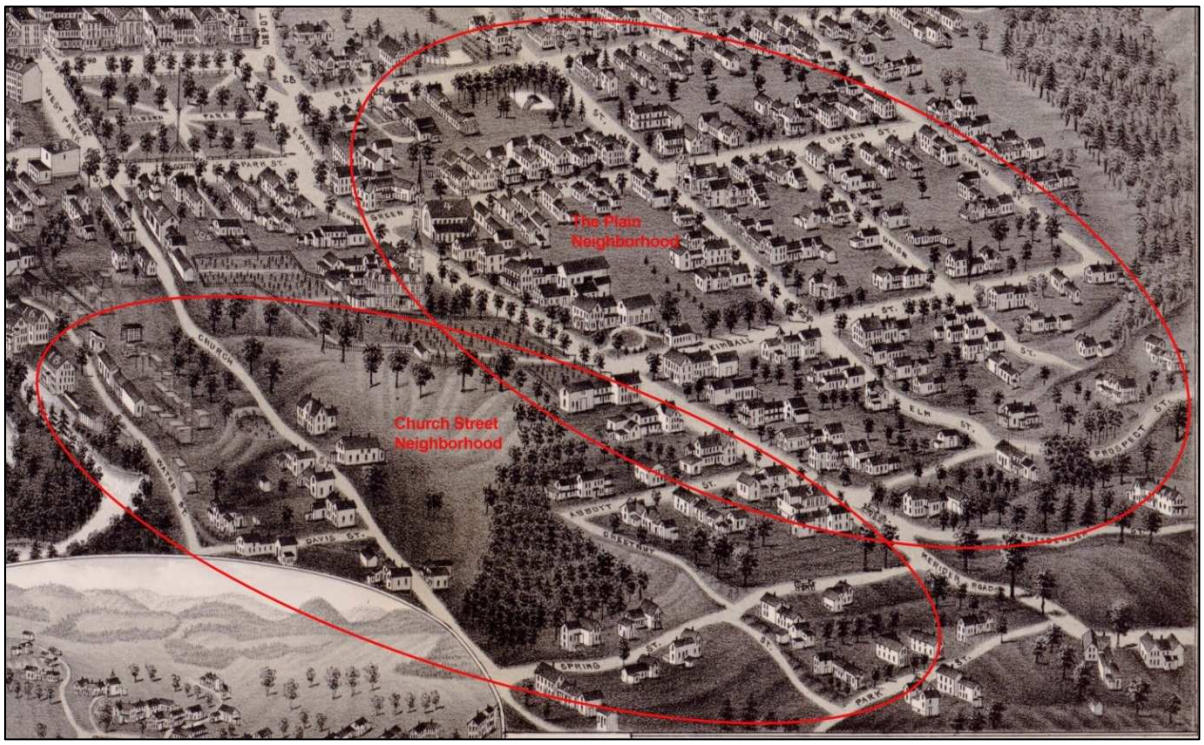
The period between the coming of the railroad around 1850 and first of two devastating downtown fires in 1887 saw considerable growth in Lebanon Center and is well illustrated in the 1884 birds-eye of the town. The street grid of the residential neighborhoods of the Plain, Bank Street, and some of the Church Street and Young Street Hill neighborhoods were built and filling with homes. Some of the earliest homes developed close to Colburn Park in the Bank Street area and the Plain neighborhood. As the most prestigious and desirable area in the later 19th century Lebanon, several of the earliest 18th century houses were moved or demolished to make way for grander new homes. These neighborhoods had large lots and fairly upscale homes which began to divide and infill later in the 19th century so that by 1900 there was quite a mix of small and large, single and multifamily in the Plain. Bank Street maintained its large homes but the streets off Bank and Parkhurst developed with smaller lots and denser housing. These neighborhoods accommodated a mix of business owners, managers, skilled workers and less skilled.



**Detail of 1884 Birds Eye View of Lebanon showing the flat topography of the Plain, Bank Street, and Colburn Park areas & the upper area of the Church Street neighborhood occupied by the cemetery while the land to the south and west falls away sharply towards the River. Young Street Hill area rises broadly to the west of High and the north of Mascoma.**

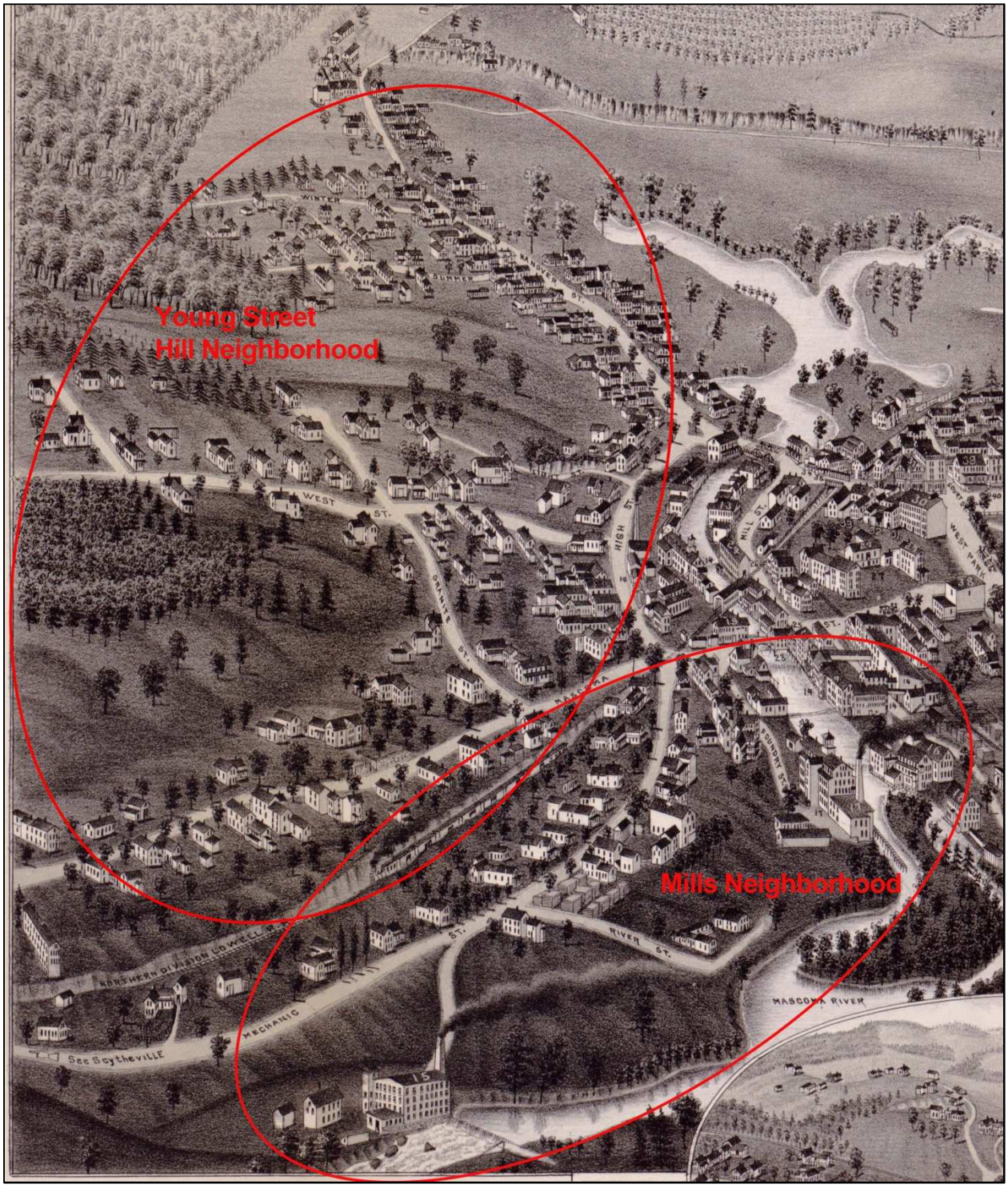
The area south of the Congregational Church on South Park Street is the location of a large cemetery and didn't develop residentially until the later 19th century and early 20th century when the area to the south and the small vale east of the cemetery began to be developed with homes

The growth of the mill district in the later 19th century was substantial. Although there had been a fairly healthy complement of industry around 1850 when the railroad arrived and shortly thereafter – as seen on the 1853 map detail, by 1872 a town resolution to offer 10-year tax abatement to anyone willing to re-activate and capitalize existing or establish new manufacturing in Lebanon, described the situation as follows: "*Whereas the town of Lebanon does possess great natural facilities and inducements for manufacturing by the large water power on the Connecticut and Mascoma rivers, **now lying idle and unoccupied**..*[7]" A few years later, in 1875, the town issued another industry incentive resolution and this time the preamble noted the water power was underused (not completely idle) and the resolution sought to specifically attract woolen mills[8]. Just ten years later in 1886, as described in the Childs Gazetteer[9] of that year, the water power on the Mascoma in Lebanon Center was far from idle with the large mill of the Lebanon Woolen Company – 1 Foundry Street) and the Mascoma Flannel Co. mill (85 Mechanic St.) in operation and another under construction. Along with these mills, four dams powered a flouring mill; tool companies such as Marston Drag Rake and Baxter band saws; manufacturers of building components such as stairs, sash and blinds, as well as toys and tags; a foundry and two machine shops; two saw mills; and the Kendrick & Davis watch key factory (Water Street). A bit further west on the Mascoma in Scytheville another dam served the scythe, snath, and rake factory.

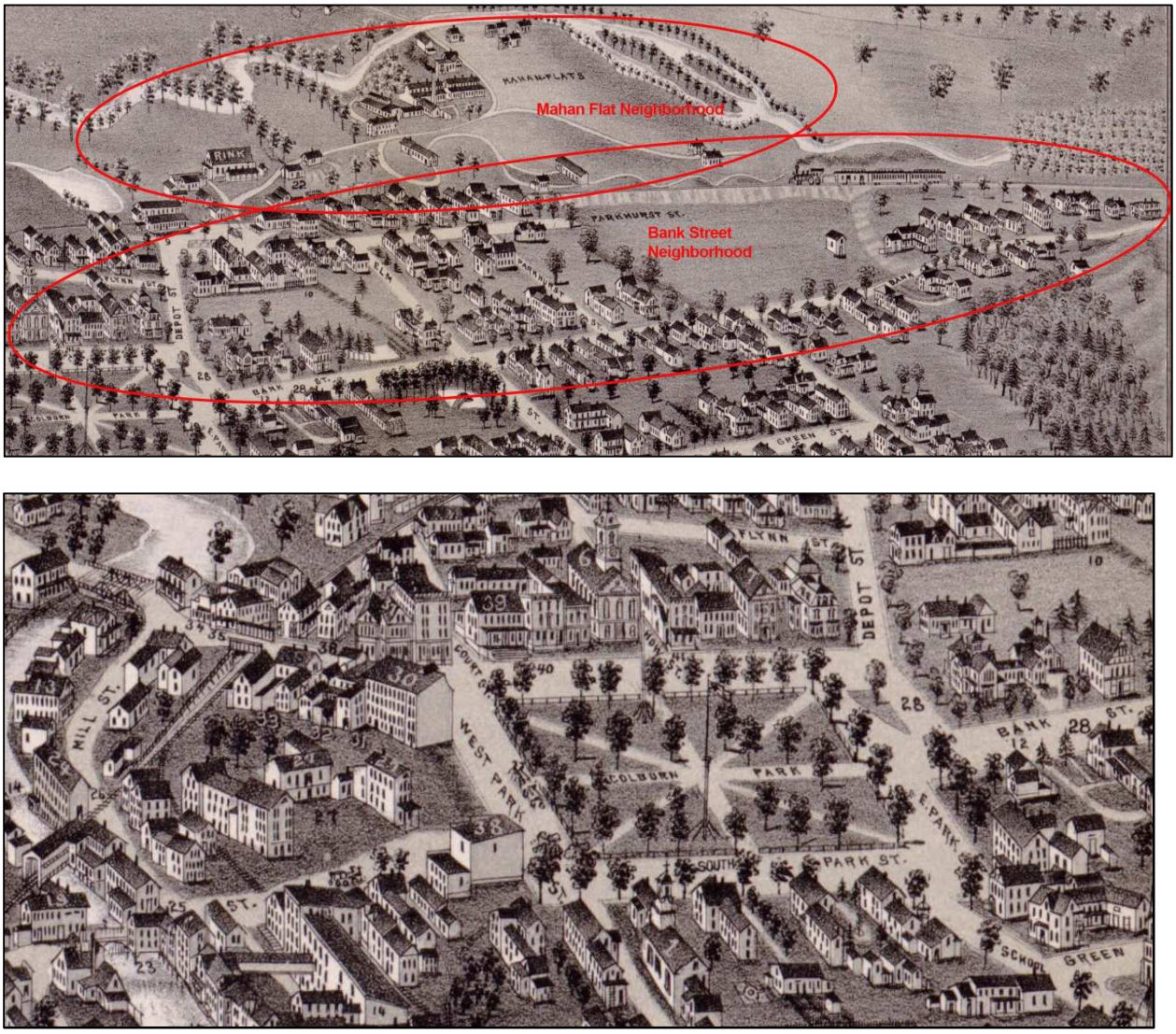



**Detail of the 1884 bird's eye view showing the filling out of the Plain and the beginning of the expansion of the southern part of Church Street neighborhood. The steep topography and cemetery of the Church Street neighborhood can be seen clearly in this illustration.**

[7] Downs, Charles A., *History of Lebanon: 1761-1887*, Rumford Printing Co.: Concord. NH, 1908, p 303
[8] Ibid
[9] Childs, Hamilton, comp., *Gazetteer of Grafton County, New Hampshire, 1709- 1886*, Syracuse Journal Co.: Syracuse, NY, 1886, p. 406-410.



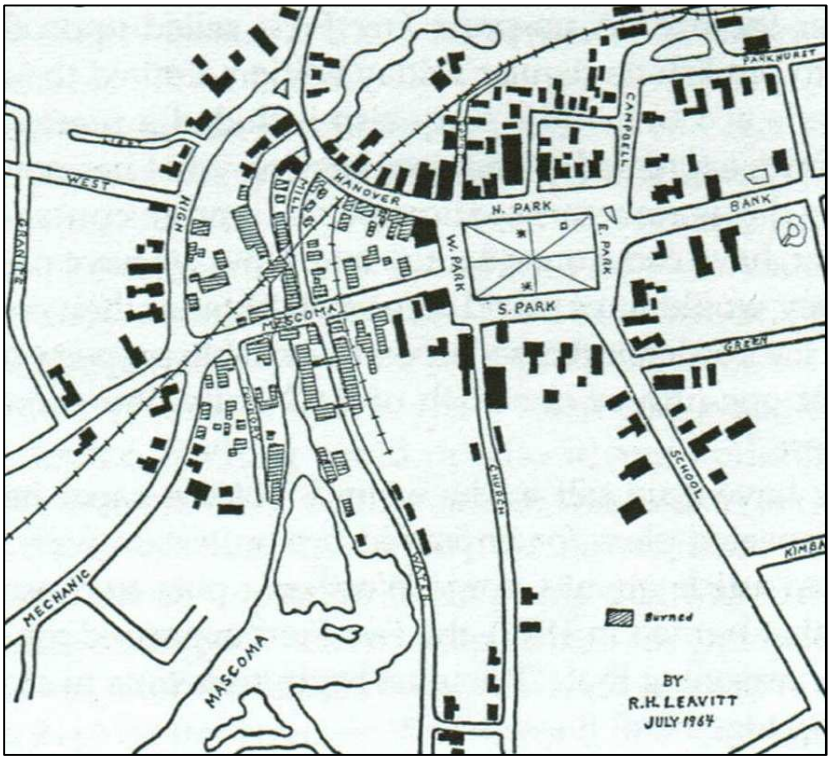

**Detail of 1884 Birdseye View of Lebanon showing the Young Street Hill and Mills neighborhoods**




**Details of 1884 birds eye view showing (top) the Bank Street and Mahan Flat areas; and (bottom) Colburn Park and the downtown core. The view shows the Mascoma lined with shops and mills – many of which would be destroyed in the 1887 fire.**

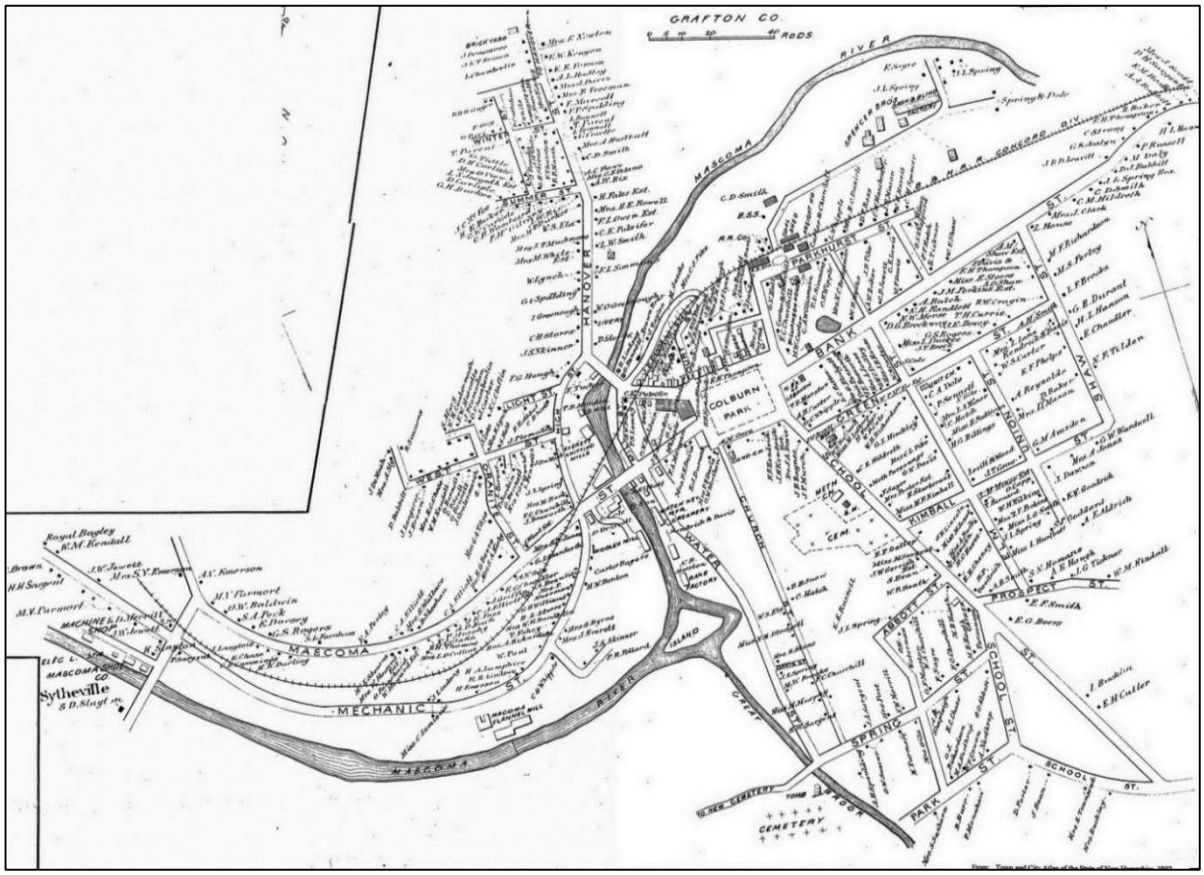
In the village were also the large Carter & Churchill overall factory and a few other shops making organs and wire novelties and mops. Collectively these businesses employed hundreds and created the demand for housing that caused the Center village's neighborhoods to grow and develop.

The 1887 fire started in one of the mills and destroyed a majority of the industrial buildings along the river and some of the commercial buildings. The recovery was immediate with all the mill sites rebuilt and soon producing again but the nature of Lebanon's industry changed significantly after the fire from a mix that included many wood-based industries to one dominated by large scale woolen and textile mills.



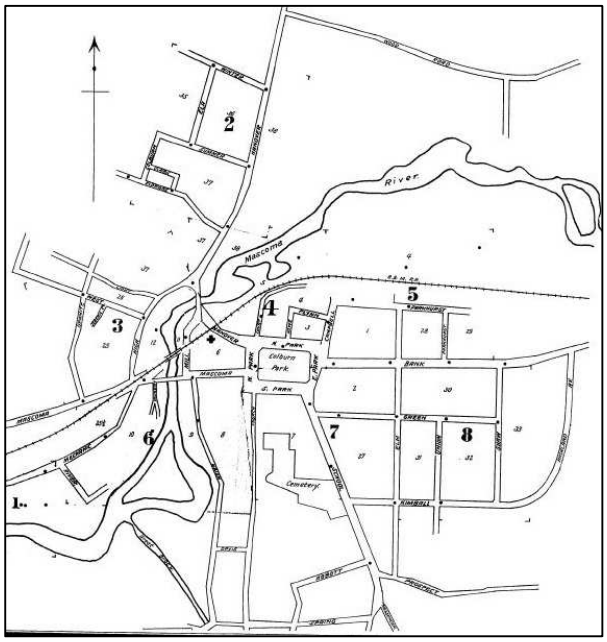

**Left:**
**Detail of map drawn by R.H Leavitt of the "Great Fire" damage in 1887 – the area in gray. Largely the mill and commercial district was burned. (In Roger Carroll's 1994 book, *Lebanon, New Hampshire 1761-1994*, p 146)**

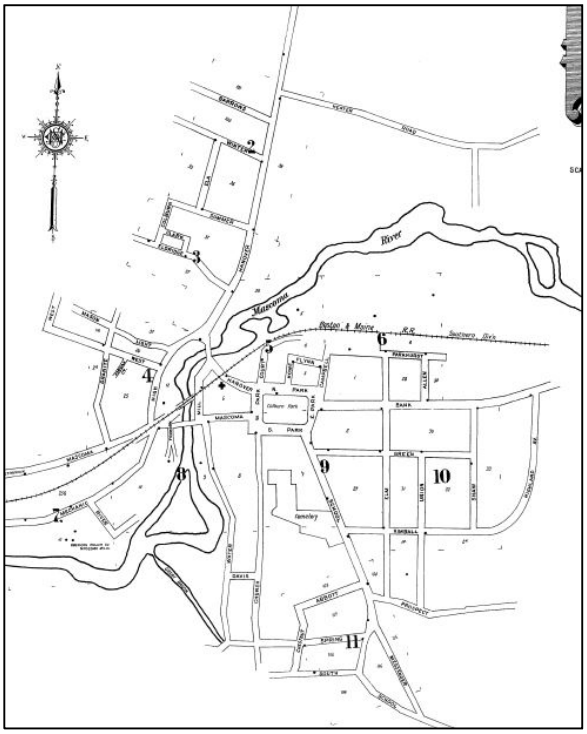
**Below:**
**Detail of 1892 Hurd map of Lebanon Center with some detail of streets shown in Mahan Flat – north of the railroad; the sparse development of lower Church Street; and fairly sparse development with few streets west of Hanover/ High Streets. Mechanic Street is also shown in more detail**



The significance to Lebanon Center of the late 19th century mills in conjunction with the railroad serving them cannot be overstated. The town's population increased 48% between 1880 (3,347) and 1900 (4,965), bringing ethnic diversity to Lebanon with many coming for the mill work. The mills continued producing and anchoring the economy well into the 20th century. This prosperous era also saw the construction of many of Lebanon's downtown landmarks, several designed by prominent architects, such as the Whipple Block (2 West Park Street, 1882 by Ferdinand Davis), Soldier's Memorial building (North Park Street, 1886 by Ferdinand Davis), the Frank Churchill House (3 Campbell St., 1892 by John A. Fox), the National Bank Block (West Park Street, 1893, by William Butterfield), the redesign after a fire of the Carter Homestead (1 Bank Street, 1895), Carter Public Library (9 east Park Street, 1908 by McLean and Wright), the Rogers House (39 North Park Street, 1911, by John A. Fox), the Carter Community Building (1 Campbell St, 1917), the City Hall (51 North Park Street, 1924 by Jens Frederick Larson of Larson & Wells) and the U.S. Post Office (11 East Park Street, 1937 by Louis Simon).

While the Plain and Bank Street neighborhoods were largely built-out and stable by 1900 – as they are seen in the 1892 map, the population increases expanded housing and created new streets in the Young Street Hill and Church Street areas after that time. The growth of the residential neighborhoods is well illustrated by the Sanborn Fire Insurance maps of the late 19th and early 20th century.

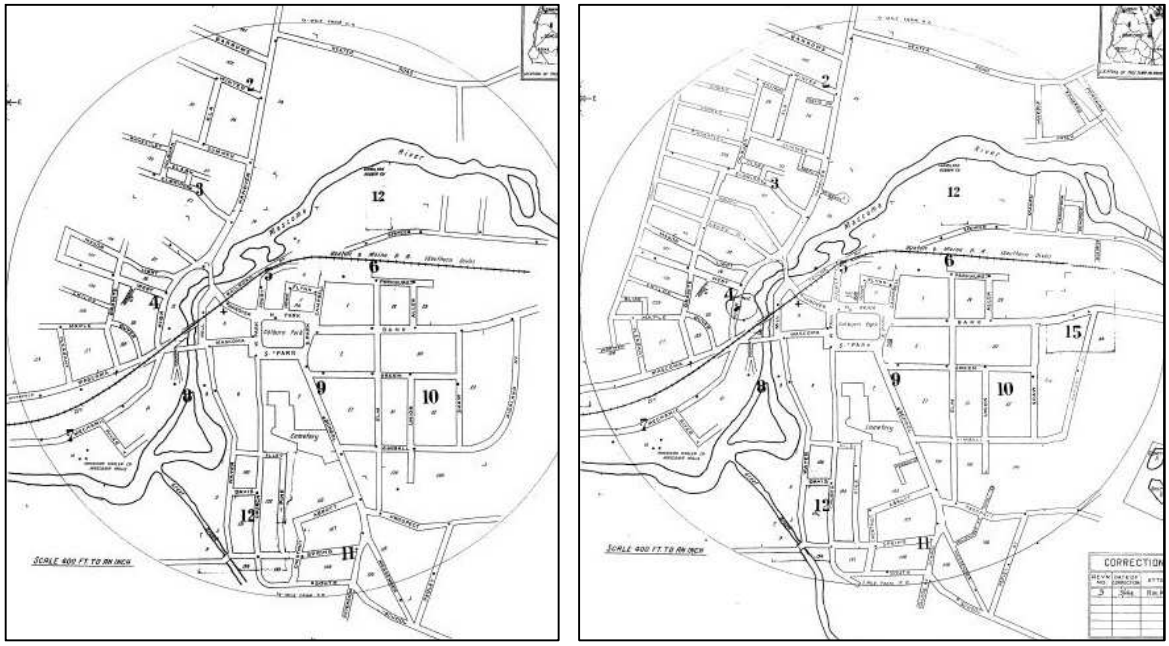



**Left: 1904 Sanborn map overview &**
**Right: 1912 Sanborn overview**

The 1904 and 1912 Sanborn maps show very little change in the street grid and development since the 1892 detailed map. The Mahan Flat area is shown in more detail on the 1892 map and was not depicted in the Sanborn overviews. However the Spencer Brothers Door Sash & Blind Factory is shown on both detail sheets (5 & 6 respectively). The 1912 Sheet 6 detail of Mahan

Flat shows the beginning of what would become Spencer Street. In 1912 the development in the southern Church Street neighborhood area of Abbott, Spring & South Streets (shown on the 1892 Hurd map) was given its own Sheet (11) and shown in detail for the first time. Some additional density of houses since 1892 is shown as well.



**Left: 1924 Sanborn overview & Right: 1949 Sanborn overview**

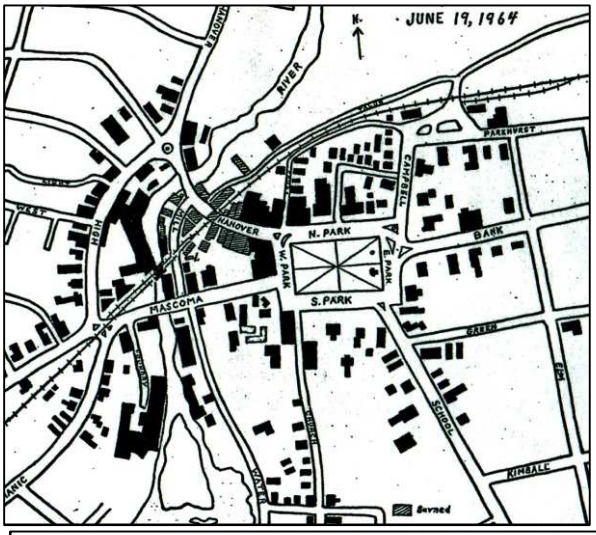
The 1924 and 1949 Sanborn maps show the infill growth in the southern portion of the Church Street neighborhood after 1912 and the considerable expansion of the grid of streets in the Young Street Hill neighborhood after 1924.

New industries also began to emerge in the first half of the 20th century in some of the older in-town shops like the invention of the split-ball bearing and the miniature precision ball bearing in Mascoma Street shops and other technically advanced innovations. These would eventually become the spark for Lebanon's post-mill economic future, but that largely developed outside the central village area. In the period after the 1949 map, central Lebanon experienced a number of significant changes. Decline of the textile industry there had started after WWII with the closing of the Mascoma Mill in 1953 and Lebanon Woolen Mill in 1962 and relocation of the expanding precision industry to Mechanic Street and Miracle Mile (Split Ball Bearing) meant the loss of the majority of jobs available right in town. The rise of the automobile had by the 1950s begun shifting employment of Lebanon residents to health care and other work outside town and construction of the interstate provided even easier access to other areas where job opportunities were increasing. The town incorporated as a city in 1958 just as the interstate highway came through.



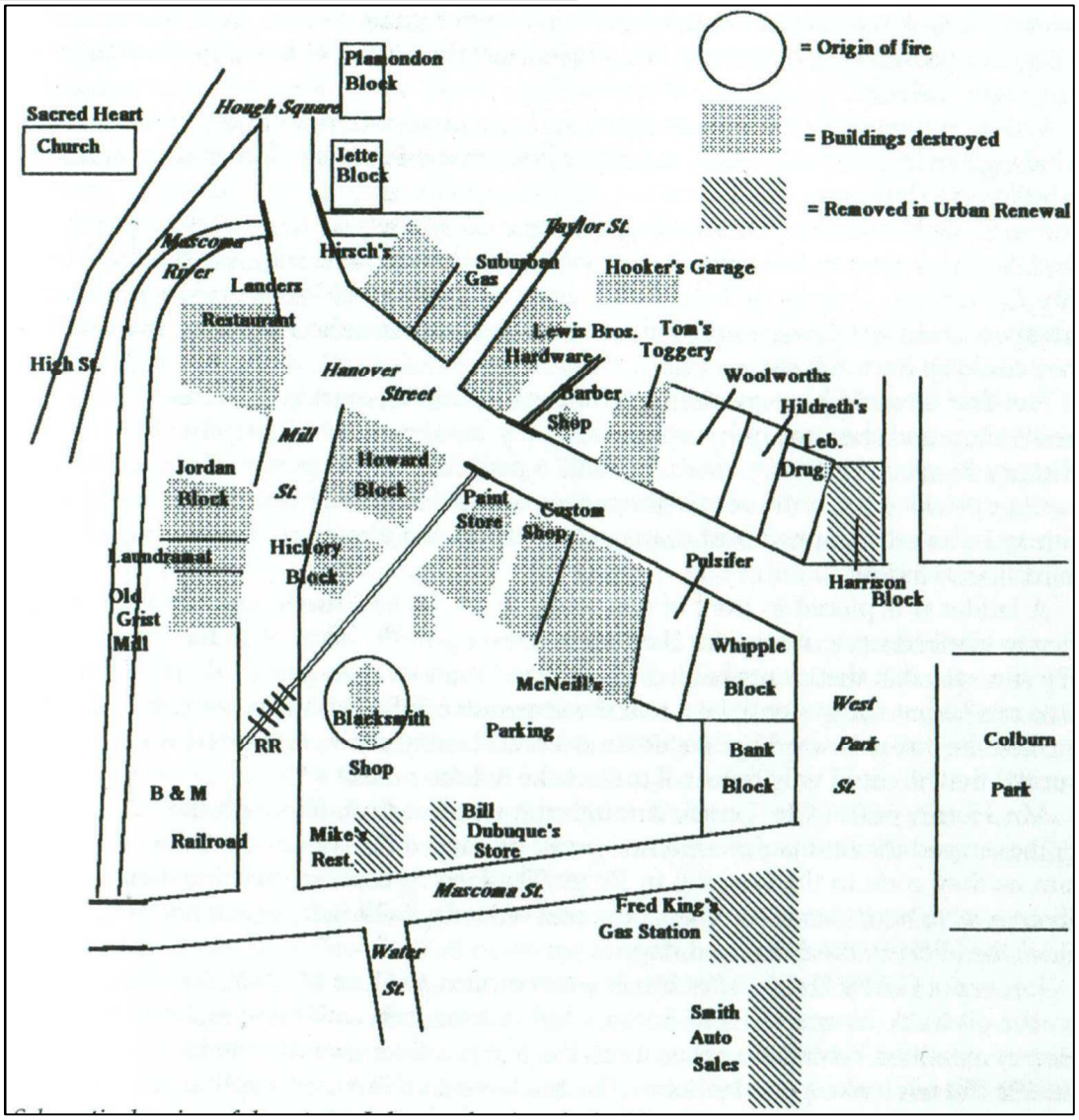
**1956 aerial of central village area before the interstate and downtown fire.**

The mid-20th century changes described above were factors in how the new City of Lebanon responded to the second devastating fire in the downtown. In 1964, a fire that started in an old blacksmith shop quickly engulfed half of the business core.




**Left: Detail of map drawn by Robert Leavitt (in his 1997 book, *Lebanon in Pictures,* p. 535) showing the fire damage of 1964. The gray shaded blocks were burned.**

**Bottom: Map diagramming the fire aftermath in Roger Carroll's 1994 book, *Lebanon, New Hampshire 1761-1994,* p. 225) This indicates not only buildings lost to the fire but also several that were removed in the reconstruction phase.**



The reconstruction included converting Hanover Street to a pedestrian mall in 1970, a popular urban renewal concept of the time as well as the redesign and reconstruction of the major traffic routes into and out of downtown including Route 120/Hanover Street with a new spur bringing 120 to the new highway interchange and its southward continuation out School Street. Mascoma Street was moved and redirected in a new flow out of downtown towards Mechanic Street. Mill Street was permanently closed and is now part of the parking lots surrounding the mall behind the blocks of West Park Street. The Colonial Revival style mall was designed by Hudson and Ingram who had designed the Colonial Revival style 1954 Lebanon Fire Station (12 South Park Street).

The railroad, which had been in decline since WWI and in accelerated decline since WWII, stopped passenger service in 1965 and razed the Lebanon Depot in the Mahan Flat area. The railroad era is still represented in a small way with a few remaining sheds in the Mahan Flat area though most of the related structures are gone or altered.

The downtown fire was a catalyst for some, but many downtown businesses, especially hardware/supplies, service and automotive, were already starting to relocate to roads nearer the interstate exits. This created changes on Mechanic and Hanover Streets. However, many of the old mill buildings on Water, Mechanic, and Foundry Streets are today occupied by a number of industrial and commercial uses. They remain a well preserved collection of industrial architecture. One building and its history reflects some of the changes in the area over 150 years. The Carter Churchill factory (10 Parkhurst in the Bank St Neighborhood) started out as a wool house across the street near the railroad freight house in 1849. It was moved to its present location and served as a Catholic Church, the Carter & Churchill factory, a theater and Moose Hall before being converted to apartments.

The Central Village area also includes the Storrs Hill ski area, established in the 1930s, which represents Lebanon's locally and regionally significant recreational history – especially in the realm of skiing. The 1954 steel, 40-meter jump at Storrs Hill was one of seven jumps designed in Lebanon by the notable local ski coach, Erling Heistad who led many Lebanon High ski teams to dominate the New England ski circuit, specializing in jumping. He founded the Lebanon Outing Club and made Storrs Hill a regular stop on the New England elite ski circuit. Another local skier and ski hill developer, Ernest Dion, refurbished and upgraded Storrs Hill in 1972 and again in the 1990s. Both Heistad and Dion are in the National Ski Hall of Fame.

## Statement of Significance

The Central Village Survey Area is significant in most of the major themes of Lebanon: commerce, transportation, industry, architecture, town planning and landscape, recreation and culture, religion, education, government, residential expansion and development. The resources and properties are concentrated here with several neighborhoods which represent different areas of significance while sharing the themes more generally. The Colburn Park Historic District, already listed on the National Register, is a focus for the architecture, government, town planning and commerce themes but there are many resources in the surrounding neighborhoods which support the architecture theme as well. There may be eligible historic districts in the Bank Street, Plain and parts of Young Street Hill neighborhoods as well as a district or thematic

potential listing for the mills. The neighborhood districts represent a range of residential property types and styles spanning decades during Lebanon's expansion eras. Mixed into the neighborhoods are the expected schools, institutions, churches and stores as well. The Mill Neighborhood has not only 19th century factories and mills but also related property types from the late 19th and first half of the 20th century like tenement or multi-unit housing, commercial properties small mechanical and light industry shops and historic infrastructure. There are also scattered throughout the Central Village Survey Area some properties that are likely individually significant for their architecture or role in the development and history of the area. The mill and industry theme, represented by the mill neighborhood is very important to an understanding of Lebanon's history and development over several centuries. The major roads still functioning as such after a few hundred years anchor the neighborhoods and reinforce Lebanon's other major development theme of transportation.

**Periods(s) of Development**

Periods significant to this area include the later 18th through mid-19th century when the early development of roads and industry made this area one of the main villages of the town. After Lebanon Center emerged as the main village of the town, the period of the 1850s - 1860s was one of great growth here with the railroad and the new industrial and social prowess it brought. The 1880s through World War II (1940) was the most important period of development for the Central Village area and the majority of the extant resources date from this time of great expansion. The period of the 1960s included the construction of the interstate which changed and shaped the Central Village area as well as the loss of in-town manufacturing and the 1964 fire that permanently altered Lebanon's commercial core.

**Statement of Integrity**

The Central Village area of Lebanon has fairly strong architectural and historic integrity compared to many of the other survey areas of the city. The area includes the listed Colburn Park Historic District which retains good integrity, a well-preserved collection of historic mill and factory buildings, and several potential districts.

Most of the resources in the Central Village Survey area are residential and the large residential neighborhoods have sub-areas of strong integrity. Though most have been altered to some extent over time, a few of the 18th and early 19th century houses retain good exterior integrity and are likely individually eligible. The homes of the mid to later 19th century and early 20th century have much higher integrity as a group particularly in the Bank Street and the Plain neighborhoods. There are likely historic districts of primarily residential properties from this period in both neighborhoods that should be further explored, defined, and documented. There is generally much more alteration found to the residential properties throughout the Church Street Neighborhood where integrity is fairly low. On the southern edge of the Young Street Hill Neighborhood there is an area of strong integrity that appears to be a potential residential historic district along Mascoma Street. This would likely extend into the Mechanic Street Survey Area, incorporating the Mascoma Street properties of the Alice Peck Day hospital complex.

The integrity of the rest of the large Young Street Hill neighborhood is quite mixed with a lot of alteration throughout but particularly to some of the oldest properties on the older streets in the northern section such as Barrows, Ela, Winter, Summer and Williams. Nevertheless, there are

historic houses with very good integrity scattered throughout the neighborhood which might be individually good examples of styles such as the Craftsman/Bungalow and Colonial Revival of the early 20th century. Further study here could identify a possible historic district – especially near the Hough Square area. A small mixed residential and commercial historic district may exist around Hough Square – the confluence of High Street, Hanover Street, and several side streets of the Young Street Hill neighborhood. This area includes two early 20th century brick commercial blocks, one of which (Hirsch Block) has very good integrity, the early to mid-20th century resources associated with the Sacred Heart Church and School, some other frame commercial properties, and many homes on High and Hanover as well as the side streets such as Hough Street, Fairview Avenue, Light Street, West Street, Guyer Street, and Granite Street. Included in this potential district area are a few older properties with good integrity on High Street including one likely by Ammi B. Young at 10 High Street that may be individually eligible as is a late Federal style house built by Ammi B. Young's brother, Dyer Young, with good integrity at 39 Mascoma Street. Another house with good integrity and significance is Ammi B. Young's birthplace, the c. 1790 55 Mascoma Street, built by his father/master builder Samuel Young.

**Potentially Individually Eligible Properties throughout the Central Village Survey Area**
(an * indicates they are also in a potential historic district)

Federal style

- 55 Mascoma Street (Samuel Young House, c. 1790, built by master builder S. Young & birthplace of A. B. Young, LEB 230)
- 14 Bank Street (c. 1806, LEB 18) *
- 39 Mascoma Street (c.1820 built by Dyer Young – brother to Ammi, LEB 221)
- First Congregational Church (1828, 10 South Park St., by Ammi B. Young/Colburn Park HD)
- 15 Abbott (Bulls Head Tavern, c.1800, LEB 7)
- 23 Spring Street (c. 1820, LEB 467)
- 29 School Street (c. 1830, LEB 397)
- 44 School Street (c.1825, LEB 400)*
- 37 School Street (c.1819, LEB 398)*

Greek Revival style

- 8-10 High Street (c.1840, thought to be by Ammi B. Young, LEB 196)*
- 4 High Street*
- 2 South Park Street (1842/Colburn Park HD)
- 19 Spring Street (c. 1849, LEB 465)
- 23 School Street (c. 1845, LEB 396)*
- 53 School Street (c.1850, LEB 405)*

Gothic Revival style

- First Baptist Church (1869, by S.S. Woodcock, 9-11 School Street, LEB 386)*

Italianate style

- 64 Bank Street (c.1865, LEB 38)*
- 21 Bank Street (c. 1860, LEB 20)*

- 31 Elm Street (1864, LEB 86)*
- 52 School Street (c.873, LEB 404)

Queen Anne/ Victorian including Carpenter Gothic & Stick styles

- 31 Bank Street (c.1870, LEB 25)*
- 72 Bank Street (c 1874, LEB 40)*
- 93 Bank Street (c. 1875, LEB 50)*
- 5 Elm Street (c. 1890, LEB 78)*
- 4 Allen Street (c. 1892, LEB 9)*
- Pair of multi-unit matching houses at 47-49 Green (1886, LEB 146) & 18-20 Shaw (c. 1880, LEB 435)
- 14 School Street (c.1892, LEB 388)*
- 38 Green Street (c. 1870, LEB 140)*

Bungalow/Craftsman style

- 14 Kimball Street (c.1925, LEB 209)*
- 9 Forrest Avenue (c. 1920)*
- 7 Child
- 51 Mascoma Street *
- 69 Mascoma Street *
- 39 Eldridge Street
- 48 Granite Street

Colonial Revival & Dutch Colonial Style

- Cooper-Dwinell House, 94 Bank Street (1901, LEB 51)*
- I.N. Perley House at 98 Bank Street (1901, LEB 52) *
- 34 Shaw Street (1924, possible Sears House, LEB 445)*
- 5 Shaw Street (c.1925, possible Sears House, LEB 427)*

Mid-Century Modern/Suburban

- 3 Woodley Road, 1955
- 78 Church Street, 1966

Industrial

- Mascoma/Rockdale/Rivermill, 85 Mechanic Street (1881 – 1952, LEB0290, determined individually eligible by NHDHR on October 9, 2002)*
- American Woolen/Riverside Mill/Whitman Press, 10 Water Street (1893-95, LEB 502)*
- Kendrick & Davis/Central Supply, 12 Water Street (1888, LEB 503)*
- Carter & Rogers/Kleen Laundry, 1 Foundry Street (1888, LEB 114)*

**Colburn Park Historic District** (listed on the National Register)

The Colburn Park Historic District retains very good integrity. It has been protected by a local design review district and although there are altered properties, these were altered when it was listed.

**Potential Historic Districts**

- **Bank Street Neighborhood Historic District** (including Bank, Parkhurst, part of Elm, and Allen Streets), with approximately 80 properties, mostly residential but includes a former school, two former factories, the former freight depot, a commercial block, and a small retail property. The period of significance is 1848 when the earliest house was moved to the neighborhood through 1966. There are two building components in the neighborhood that may date to 1804-6. 109 Banks Street may contain on of the toll houses on the 4th New Hampshire Turnpike according to local tradition and the ell of 14 Bank Street was part of the Colburn house on the side of 1 Bank Street and was moved from there in 1848 when a main block was built onto it in this location. Neither of these components is easily recognizable as what it was originally and one was moved. The way the architecture of the neighborhood reads currently, the earliest structure represented is c.1848. This potential district contains several potentially individually eligible properties including the residence of the former Governor, Lane Dwinell (94 Bank Street, though it was not built by him).

-**The Plain Neighborhood Historic District** (boundaries to be further defined but potentially including School, Messenger, Green, Union, Elm, Shaw, Prospect, and Kimball Streets and possibly parts of Abbott, Spring and South Streets) including 100-200 properties depending on boundaries. This potential district is almost entirely residential but includes two churches and a school and at least one small retail property. The period of significance would likely be c.1819 (when the earliest home was built) to c. 1930 when the neighborhood was fully built out. Alterations to siding and windows on some properties may impact the ultimate boundaries.

- **Hough Square Area Historic District** (boundaries to be further defined but potentially including parts of High, Hanover, Hough, Light, West, and Granite Streets and Fairview Avenue) may contain as many as 100 properties anchored by the small commercial and institutional cluster at the confluence of Hanover and High Streets. The rest of the neighborhood is residential and includes houses dating from c. 1840 through the mid-20th century. Alteration will affect the boundaries and eligibility but the anchors of the 1922 Hirsch Block (59 Hanover), the 1909 Sacred Heart School (11 Eldridge Street), and the 1941 Sacred Heart RC Church (2 Hough Street) have good integrity as do many of the residential properties nearby.

- **Mascoma Street Historic District** (boundaries to be further defined but potentially including both sides of Mascoma Street from High to the campus of Alice Peck Day Hospital - in the Mechanic Street Survey Area). There are potentially 50 properties in this district including those in the Mechanic Street Survey Area. They were all originally residential but the cluster at Alice Peck Day is now used by the hospital. The period of significance is likely c. 1780 (the date of the original Peck homestead at Alice Peck Day) through 1966 but the majority of the homes were built or updated in the 1860s-1890s.

- **Mill Historic District** – (boundaries or parameters to be further defined but potentially either a discontiguous district based around the Mascoma River that could include industrial and residential and commercial properties on Mechanic, Foundry, Blacksmith, and Water Streets or potentially a smaller thematic documentation focused just on the mills of the central village that

would include the four buildings or complexes: Riverside/ American Woolen/Whitman Press (10 Water Street); Kendrick- Davis Watch Key (12 Water Street); Mascoma/Rockdale complex at 85 Mechanic Street (1881, Lebanon's first woolen mill); and the Lebanon Woolen Mill/Kleen complex at 1 Foundry Street. This thematic grouping could potentially also include the remaining structures of the Scythe Factory in the Mechanic Street Survey Area further downstream on the Mascoma. A district might also include tenements and duplexes on Mechanic Street, smaller properties on Blacksmith Street and some commercial properties on Mechanic and Mascoma Streets. The period of significance for the district might be c.1860 the likely earliest date for a few houses on Blacksmith and Mechanic Streets through 1966. The thematic documentation period of significance might be 1881 (the earliest mill/factory buildings) through 1966.

**Applicable NHDHR Historic Context(s)**

- Mixed agriculture and the family farm 1630-present
- Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present.
- The railroads in NH, 1842-1960
- Automobile highways and culture, 1900-present.
- Commerce, industry and trade in New Hampshire village and town centers, 1630-present
- Wood products mills and shops in New Hampshire
- Locally capitalized textile mills in NH, 1720-1920
- NH textile mills capitalized by out-of-state interests, 1826-1920
- Hand tool manufacturing, 1800-1920.
- Precision machine shops, 1820-present
- Winter recreation and the ski industry, 1890-present.
- Theaters, opera houses, and movie houses in New Hampshire.
- Suburban/bedroom community growth in New Hampshire, c.1850-present

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Maps:

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- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☒ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☒ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |

**Photographs are arranged by neighborhood and then by street name alphabetically within each neighborhood.**

- Young Street Hill Neighborhood
  Photos 1 - 50
- Mahan Flats Neighborhood
  Photos 51 - 57
- Bank Street Neighborhood
  Photos 58 - 74
- Colburn Park Historic District Area
  Photos 75 - 82
- Church Street Neighborhood
  Photos 83 -102
- The Plain Neighborhood
  Photos 103 - 139
- Mills Neighborhood
  Photos 140 - 152

**Young Street Hill Neighborhood**



Photo 1 description: 16 Barrows Street, c.1920
Direction: south Date taken: October 2016 File name: Barrows 16.jpg Stored: LHPC



Photo 2 description: Child Street & Granite with rear of 24 Granite, c.1880
Direction: east Date taken: October 2016 File name: Child 5.jpg Stored: LHPC



Photo 3 description: 7 Child Street, c. 1920
Direction: south Date taken: October 2016 File name: Child 7 (2).jpg Stored: LHPC



Photo 4 description: 10 & 12 Child Street, duplex, c. 1900
Direction: north Date taken: October 2016 File name: Child 12.jpg Stored: LHPC



Photo 5 description: Clark Street with #s 1 and 3
Direction: east Date taken: October 2016 File name: Clark 1 &3.jpg Stored: LHPC

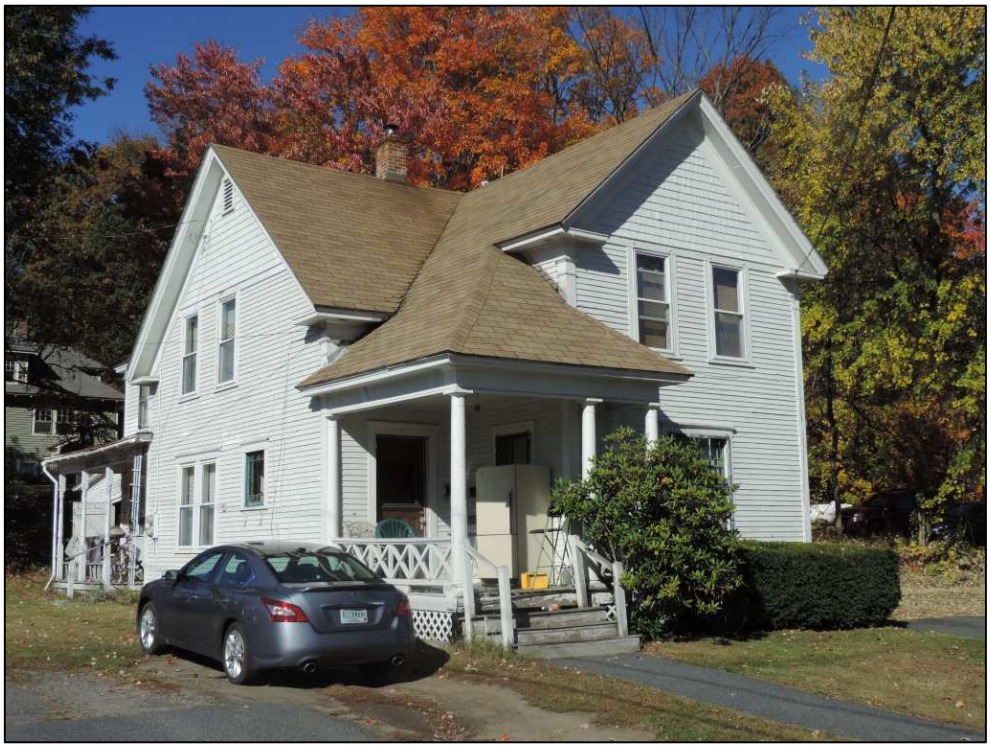


Photo 6 description: 8 Colburn Street, at corner of Wheatley Street
Direction: west Date taken: Oct. 2016 File name: Colburn 8.jpg Stored: LHPC




Photo 7 description: Intersection of Colburn & Williams Streets
Direction: north Date taken: Oct. 2016 File name: Colburn view from 18.jpg Stored: LHPC



Photo 8 description: 18 Colburn Street at corner Amsden, c.1930
Direction: west Date taken: Oct. 2016 File name: Colburn 18.jpg Stored: LHPC



Photo 9 description: Ela Street with 11, 17, & 19 looking toward Williams Street
Direction: north Date taken: Oct. 2016 File name: Ela view from 11.jpg Stored: LHPC




Photo 10 description: 11 Eldridge Street, Sacred Heart School, 1909
Direction: north Date taken: Oct. 2016 File name: Eldridge Sacred Heart (2).jpg Stored: LHPC



Photo 11 description: 24, 26, 28, & 32 Eldridge Street
Direction: west Date taken: Oct. 2016 File name: Eldridge view (2).jpg Stored: LHPC



Photo 12 description: 49 & 47 Eldridge Street; Direction: northeast
Date taken: Oct. 2016 File name: Eldridge view below Young.jpg Stored: LHPC



Photo 13 description: Corner Eldridge & Young Streets with 70 Young & 84 Eldridge
Direction: west Date taken: Oct. 2016 File name: Eldridge (above Young).jpg Stored: LHPC



Photo 14 description: 39 Eldridge Street, c.1910
Direction: north Date taken: Oct. 2016 File name: Eldridge 39.jpg Stored: LHPC



Photo 15 description: 17, 13 & 11 Fairview Avenue with Sacred Heart RC Church in distance
Direction: northeast Date taken: Oct. 2016 File name: Fairview from 17.jpg Stored: LHPC



Photo 16 description: 29 Fairview Avenue (above Young), c.1919
Direction: north Date taken: Oct. 2016 File name: Fairview 29.jpg Stored: LHPC



Photo 17 description: Granite Street from near Mascoma with # 8 on left & # 5 on right
Direction: north Date taken: Oct. 2016 File name: Granite view.jpg Stored: LHPC



Photo 18 description: Granite Street at Fairview Avenue with 25 Fairview on left & 48 Granite beyond; Direction: north Date taken: Oct. 2016 File name: Granite view (3).jpg Stored: LHPC



Photo 19 description: 44, 42 & 40 Guyer Street at corner of Young Street
Direction: northeast Date taken: Oct. 2016 File name: Guyer view from 44.jpg Stored: LHPC



Photo 20 description: 9 & 13 Guyer on left & 12 & 14 Guyer on right
Direction: northwest Date taken: Oct. 2016 File name: Guyer view from 9.jpg Stored: LHPC




Photo 21 description: Hough Square with 60 & 62 Hanover St. on left and 63 & 59 Hanover St. on right; Direction: north Date taken: Oct. 2016 File name: Hanover from 59.jpg Stored: LHPC




Photo 22 description: 59 Hanover Street, Hirsch's Block, 1922
Direction: northeast Date taken: Oct. 2016 File name: Hanover 59.jpg Stored: LHPC




Photo 23 description: 55 -57 Hanover Street, c. 1910
Direction: east Date taken: Oct. 2016 File name: Hanover 55.jpg Stored: LHPC



Photo 24 description: Hanover Street from Route 120 intersection to end
Direction: north Date taken: Oct. 2016 File name: Hanover view from 120.jpg Stored: LHPC



Photo 25 description: 62 Hanover Street, c. 1895
Direction: west Date taken: Oct. 2016 File name: Hanover 62.jpg Stored: LHPC



Photo 26 description: 72 & 74 Hanover Street, c.1880
Direction: northwest Date taken: Oct. 2016 File name: Hanover 72.jpg Stored: LHPC



Photo 27 description: 75 -77 Hanover St., c.1767/c.1870/20th century
Direction: east Date taken: Oct. 2016 File name: Hanover 75 & 77.jpg Stored: LHPC



Photo 28 description: 3 High Street (former Grange Hall), c. 1900
Direction: east Date taken: Oct. 2016 File name: High 3.jpg Stored: LHPC



Photo 29 description: High Street with #s10 (Duplex likely by A.B. Young), 12 & 14
Direction: north Date taken: Oct. 2016 File name: High view (2).jpg Stored: LHPC




Photo 30 description: 16 High Street, Mayflower Hotel/mill boarding house, c. 1898
Direction: northwest Date taken: Oct. 2016 File name: High16.jpg Stored: LHPC



Photo 31 description: 40 High Street, c 1930
Direction: west Date taken: Oct. 2016 File name: High 40 (2).jpg Stored: LHPC



Photo 32 description: Sacred Heart Roman Catholic Church from Hough Square, 2 Hough Street, 1941; Direction: north Date taken: Oct. 2016 File name: Hough 2 (3).jpg Stored: LHPC



Photo 33 description: 2 Hough Street (Sacred Heart Rectory), 1941
Direction: west Date taken: Oct. 2016 File name: Hough 2 rectory.jpg Stored: LHPC



Photo 34 description: (l. to r.) 13, 11, & 9 Hough Street, all c. 1950
Direction: northwest Date taken: Oct. 2016 File name: Hough view.jpg Stored: LHPC



Photo 35 description: 8 Hough Street, c. 1928
Direction: southwest Date taken: Oct. 2016 File name: Hough 8.jpg Stored: LHPC



Photo 36 description: 39 Mascoma Street, (built by Dyer Young),c.1820
Direction: northwest Date taken: Oct. 2016 File name: Mascoma 39.jpg Stored: LHPC



Photo 37 description: 46 Mascoma Street, c. 1870
Direction: southeast Date taken: Oct. 2016 File name: Mascoma 46.jpg Stored: LHPC



Photo 38 description: 51 Mascoma Street, 1927
Direction: north Date taken: Oct. 2016 File name: Mascoma 51.jpg Stored: LHPC



Photo 39 description: 55 Mascoma Street, (by Samuel Young, birthplace of A. B. Young), c.1790/19th c.; Direction: north Date taken: Oct. 2016 File name: Mascoma 55.jpg Stored: LHPC



Photo 40 description: 69 Mascoma Street, c. 1925
Direction: north Date taken: Oct. 2016 File name: Mascoma 69.jpg Stored: LHPC



Photo 41 description: 78 Mascoma Street, c. 1900
Direction: south Date taken: Oct. 2016 File name: Mascoma 78.jpg Stored: LHPC



Photo 42 description: 80 & 82 Mascoma Street, duplex, c. 1900
Direction: south Date taken: Oct. 2016 File name: Mascoma 80 & 82.jpg Stored: LHPC



Photo 43 description: 90 Mascoma Street, c. 1895
Direction: south Date taken: Oct. 2016 File name: Mascoma 90.jpg Stored: LHPC



Photo 44 description: 94 Mascoma Street, c. 1895
Direction: south Date taken: Oct. 2016 File name: Mascoma 94.jpg Stored: LHPC



Photo 45 description: 19 Mason Street, near corner of Granite, c. 1895
Direction: north Date taken: Oct. 2016 File name: Mason 19.jpg Stored: LHPC



Photo 46 description: 14 Summer Street, c. 1895
Direction: south Date taken: Oct. 2016 File name: Summer 14.jpg Stored: LHPC



Photo 47 description: 25 Summer Street, c. 1890
Direction: north Date taken: Oct. 2016 File name: Summer 25.jpg Stored: LHPC



Photo 48 description: West Street – on left #s 9, 5 & 3; on right #s 6, 10, & 12
Direction: east Date taken: Oct. 2016 File name: West view (2).jpg Stored: LHPC



Photo 49 description: Wheatley Street (l. to r.) #s12, 14 & 16
Direction: southwest Date taken: Oct. 2016 File name: Wheatley view (2).jpg Stored: LHPC



Photo 50 description: Williams Street, on left #s 11, 9, 7, & 5
Direction: east Date taken: Oct. 2016 File name: Williams view (4).jpg Stored: LHPC

**Mahan Flat Neighborhood**



Photo 51 description: 15 Flynn Street, c. 1865
Direction: north Date taken: Oct. 2016 File name: Flynn 15.jpg Stored: LHPC



Photo 52 description: Mahan Street with edge of Emerson Place Apartment complex on left and 21 & 23 Mahan on right; Direction: north Date taken: Nov. 2016 File name: Mahan view.jpg Stored: LHPC



Photo 53 description: 18 Mahan Street with Emerson Place Apartment complex behind
Direction: northwest Date taken: Oct. 2016 File name: Mahan 18.jpg Stored: LHPC



Photo 54 description: 10 Spencer Street, c. 1910
Direction: east Date taken: Oct. 2016 File name: Spencer 10 (2).jpg Stored: LHPC



Photo 55 description: 20 Spencer Street, c. 1955
Direction: west Date taken: Oct. 2016 File name: Spencer 20 (4).jpg Stored: LHPC



Photo 56 description: 55 Spencer Street, c. 1900
Direction: north Date taken: Oct. 2016 File name: Spencer 55.jpg Stored: LHPC



Photo 57 description: 4 Suzor Court, c. 1850/20th c.
Direction: east Date taken: Oct. 2016 File name: Suzor Cr 4 (2).jpg Stored: LHPC

**Bank Street Neighborhood**



Photo 58 description: 4 Allen Street, c. 1870
Direction: west Date taken: Oct. 2016 File name: Allen 4.jpg Stored: LHPC



Photo 59 description: 11 Bank Street, H.W. Carter & Sons Factory/Ava Gallery, c.1884/2000s
Direction: northeast Date taken: Oct. 2016 File name: Bank 11 AVA.jpg Stored: LHPC



Photo 60 description: 14 Bank Street, 1806/1848
Direction: south Date taken: Oct. 2016 File name: Bank 14.jpg Stored: LHPC




Photo 61 description: 21 Bank Street, c. 1860
Direction: north Date taken: Oct. 2016 File name: Bank 21.jpg Stored: LHPC




Photo 62 description: 26 Bank Street, c. 1860
Direction: south Date taken: Oct. 2016 File name: Bank 26.jpg Stored: LHPC



Photo 63 description: 43 Bank Street, c. 1930
Direction: north Date taken: Oct. 2016 File name: Bank 43.jpg Stored: LHPC



Photo 64 description: 60 Bank Street, c. 1865/1895
Direction: south Date taken: Oct. 2016 File name: Bank 60.jpg Stored: LHPC



Photo 65 description: Bank Street view with 75 Bank Street, Lebanon Jr. High School, 1926
Direction: northeast Date taken: Oct. 2016 File name: Bank view w JHS.jpg Stored: LHPC

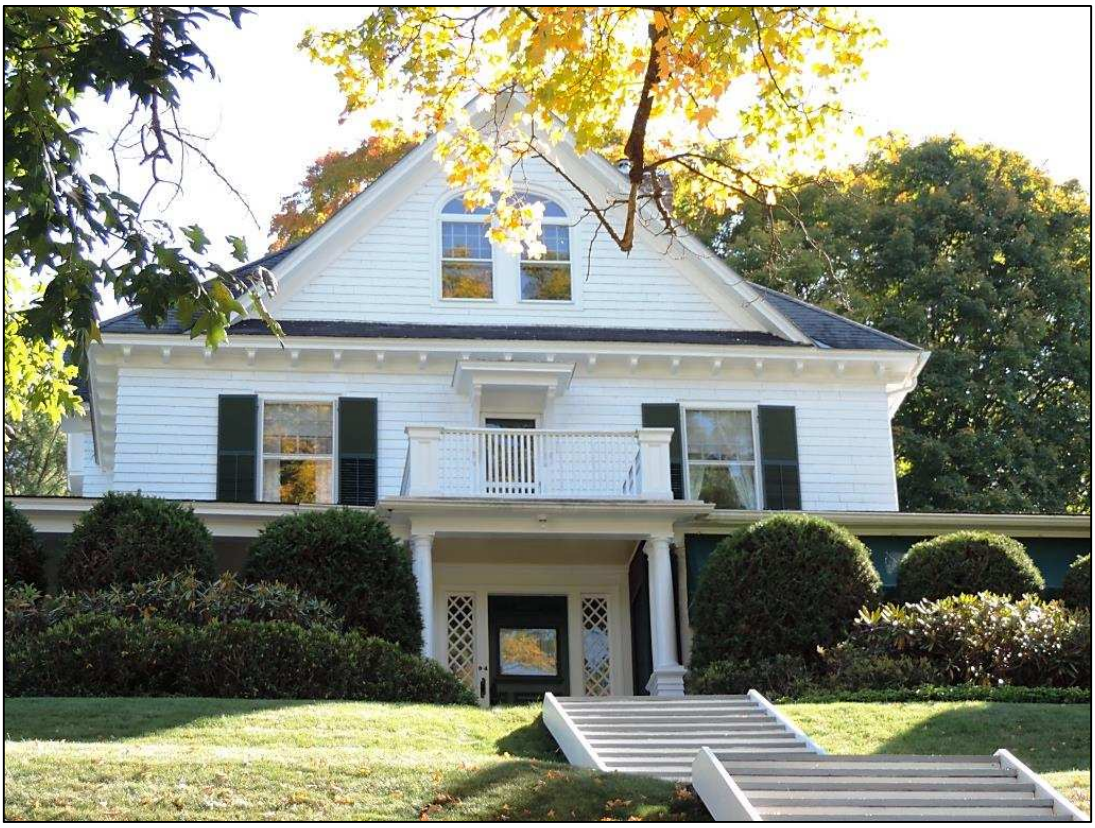


Photo 66 description: Cooper-Dwinell House, 94 Bank Street, 1901
Direction: south Date taken: Oct. 2016 File name: Bank 94.jpg Stored: LHPC



Photo 67 description: I. N. Perley House, 98 Bank Street, 1901
Direction: south Date taken: Oct. 2016 File name: Bank 98.jpg Stored: LHPC



Photo 68 description: 103 Bank Street, c. 1890
Direction: north Date taken: Oct. 2016 File name: Bank 103.jpg Stored: LHPC



Photo 69 description: Carter Community Center, 1 Campbell Street, 1917
Direction: northeast Date taken: Oct. 2016 File name: Campbell 1 (3).jpg Stored: LHPC



Photo 70 description: Elm Street view toward Parkhurst with #s 2 & 4 on left and 5 on right
Direction: north Date taken: Oct. 2016 File name: Elm view from 5.jpg Stored: LHPC




Photo 71 description: 10 Parkhurst Street (Carter & Churchill Fcty/Cath.Ch.), 1849-1884/20th c.
Direction: south Date taken: Oct. 2016 File name: Parkhurst 10.jpg Stored: LHPC



Photo 72 description: 14 Parkhurst Street (Sayre's Hotel), 1877
Direction: south Date taken: Oct. 2016 File name: Parkhurst 14.jpg Stored: LHPC



Photo 73 description: 27 Parkhurst Street, c. 1875
Direction: north Date taken: Oct. 2016 File name: Parkhurst 27.jpg Stored: LHPC



Photo 74 description: 33 Parkhurst Street, c.1870
Direction: north Date taken: Oct. 2016 File name: Parkhurst 33.jpg Stored: LHPC



Photo 75 description: 11 East Park Street, US Post Office, 1937
Direction: east Date taken: Oct. 2016 File name: East Park USPS.jpg Stored: LHPC



Photo 76 description: North Park Street view with #s 51 (City Hall), 39 (Rogers House), 31 (Soldiers Memorial) & 1 (Gulf Station)
Direction: northwest Date taken: Oct. 2016 File name: North Park view.jpg Stored: LHPC



Photo 77 description: West Park Street view with #s 2 (National Bank Block), Whipple Block & 1 Court Street; Direction: northwest Date taken: Oct. 2016 File name: West Park view.jpg Stored: LHPC



Photo 78 description: 2 South Park Street, 1842
Direction: south Date taken: Oct. 2016 File name: South Park 2.jpg Stored: LHPC



Photo 79 description: 4 South Park, carriage barn, c. 1840-70
Direction: south Date taken: Oct. 2016 File name: South Park 4 carriage barn.jpg Stored: LHPC

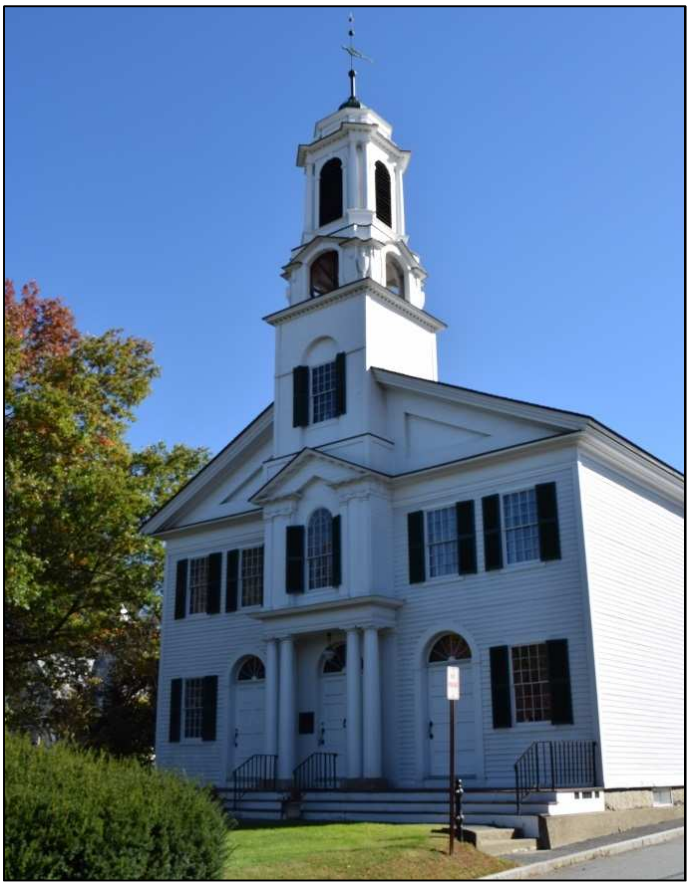


Photo 80 description: 10 South Park Street, First Congregational Church by A.B. Young, 1828;
Direction: south Date taken: Oct. 2016
File name: South Park First Cong Ch.jpg Stored: LHPC




Photo 81 description: 3 Campbell Street, c. 1892
Direction: east Date taken: Oct. 2016 File name: Campbell 3.jpg Stored: LHPC



Photo 82 description: Colburn Park
Direction: southwest Date taken: Oct. 2016 File name: Colburn Park NEC.jpg Stored: LHPC

**Church Street Neighborhood**



Photo 83 description: 2& 4 Abbott Street, duplex, c. 1885
Direction: south Date taken: Oct. 2016 File name: Abbott 2.jpg Stored: LHPC

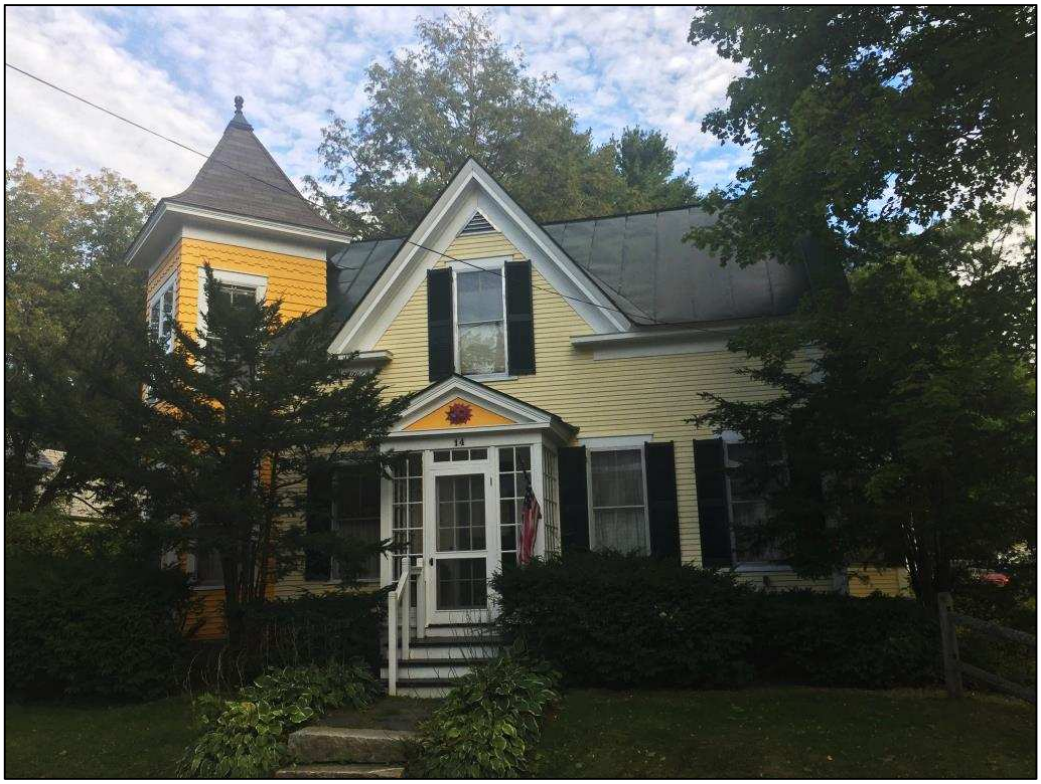


Photo 84 description: 14 Abbott Street, c.1850/1919
Direction: south Date taken: Oct. 2016 File name: Abbott 14.jpg Stored: LHPC



Photo 85 description: 15 Abbott Street, Bulls Head Tavern, c. 1800 (moved in later 19th century from corner of School Street)
Direction: north Date taken: Oct. 2016 File name: Abbott 15.jpg Stored: LHPC



Photo 86 description: 7 Chestnut Street, c.1920
Direction: southeast Date taken: Oct. 2016 File name: Chestnut 7.jpg Stored: LHPC



Photo 87 description: Chestnut Street view from 7 Chestnut
Direction: north Date taken: Oct. 2016 File name: Chestnut view from 7.jpg Stored: LHPC




Photo 88 description: 35 Church Street, at corner with Valley Street, c.1850
Direction: northeast Date taken: Oct. 2016 File name: Church 35.jpg Stored: LHPC



Photo 89 description: 44 Church Street, c. 1900
Direction: west Date taken: Oct. 2016 File name: Church 44.jpg Stored: LHPC



Photo 90 description: 48 Church Street, c.1890
Direction: west Date taken: Oct. 2016 File name: Church 48.jpg Stored: LHPC



Photo 91 description: 57 & 59 Church Street, c. 1900
Direction: east Date taken: Oct. 2016 File name: Church 57 & 59.jpg Stored: LHPC



Photo 92 description: 78 Church Street, 1966
Direction: west Date taken: Oct. 2016 File name: Church 78.jpg Stored: LHPC



Photo 93 description: Pine Street view with (l. to r.) #s 16 & 14
Direction: north Date taken: Oct. 2016 File name: Pine view from 16.jpg Stored: LHPC



Photo 94 description: 11 South Street, c.1860
Direction: north Date taken: Oct. 2016 File name: South 11.jpg Stored: LHPC



Photo 95 description: South Street view from College/School intersection
Direction: east Date taken: Oct. 2016 File name: South St view from College.jpg Stored: LHPC



Photo 96 description: 5-11 Spring Street, c.1891
Direction: north Date taken: Oct. 2016 File name: Spring 5 7 9 11.jpg Stored: LHPC



Photo 97 description: 19 Spring Street, c. 1849, moved from Common/Colburn Park in 1892
Direction: north Date taken: Oct. 2016 File name: Spring 19.jpg Stored: LHPC



Photo 98 description: 23 Spring Street, (c.1826/1845, Congregational Parsonage moved from School Street)
Direction: north Date taken: Oct. 2016 File name: Spring 23.jpg Stored: LHPC Stored: LHPC



Photo 99 description: 40 Spring Street, c. 1860
Direction: south Date taken: Oct. 2016 File name: Spring 40.jpg Stored: LHPC



Photo 100 description: 47 & 49 Spring Street, duplex, c.1900
Direction: south Date taken: Oct. 2016 File name: Spring 47 & 49.jpg Stored: LHPC



Photo 101 description: Spring Street view with #s 34 & 36 on left and 35 on right
Direction: west Date taken: Oct. 2016 File name: Spring view from 33.jpg Stored: LHPC



Photo 102 description: 53 & 55Water Street, at corner of Davis Street
Direction: south Date taken: Oct. 2016 File name: Water view from 53.jpg Stored: LHPC

**The Plain Neighborhood**



Photo 103 description: 28 & 30 Elm Street, duplex, c. 1880
Direction: west Date taken: Oct. 2016 File name: Elm 28 & 30.jpg Stored: LHPC



Photo 104 description: 31 Elm Street, c. 1864/1890s
Direction: east Date taken: Oct. 2016 File name: Elm 31(2).jpg Stored: LHPC



Photo 105 description: 49 Elm Street, c. 1890
Direction: east Date taken: Oct. 2016 File name: Elm 49.jpg Stored: LHPC



Photo 106 description: 69 Elm Street, c.1920
Direction: east Date taken: Oct. 2016 File name: Elm 69.jpg Stored: LHPC



Photo 107 description: 77 Elm Street, c. 1860
Direction: east Date taken: Oct. 2016 File name: Elm 77.jpg Stored: LHPC



Photo 108 description: 3 Forest Avenue – garage, c.1920
Direction: east Date taken: Oct. 2016 File name: Forest 3 (2).jpg Stored: LHPC



Photo 109 description: 15 Forest Avenue, 1906
Direction: east Date taken: Oct. 2016 File name: Forest 15 (2).jpg Stored: LHPC



Photo 110 description: 78 Forest Avenue, c.1947
Direction: west Date taken: Oct. 2016 File name: Forest 78.jpg Stored: LHPC



Photo 111 description: 4-6 Green Street, (Wareham Morse Store, c. 1850, moved from corner of Colburn Park, now duplex & altered)
Direction: north Date taken: Oct. 2016 File name: Green 6.jpg Stored: LHPC



Photo 112 description: 14 Green Street, c.1860
Direction: north Date taken: Oct. 2016 File name: Green 14.jpg Stored: LHPC



Photo 113 description: 21 Green Street, c. 1885
Direction: south Date taken: Oct. 2016 File name: Green 21.jpg Stored: LHPC



Photo 114 description: 25 Green Street, (Unitarian Church/Masonic Lodge), 1879
Direction: south Date taken: Oct. 2016 File name: Green 25.jpg Stored: LHPC



Photo 115 description: 38 Green Street, c. 1870
Direction: south Date taken: Oct. 2016 File name: Green 38.jpg Stored: LHPC



Photo 116 description: 14 Kimball Street, c.1925
Direction: south Date taken: Oct. 2016 File name: Kimball 14.jpg Stored: LHPC



Photo 117 description: 31 Kimball Street, c. 1925 (possible Sears house)
Direction: north Date taken: Oct. 2016 File name: Kimball 31.jpg Stored: LHPC



Photo 118 description: 24 Messenger Street, c.1930
Direction: southwest Date taken: Oct. 2016 File name: Messenger 24.jpg Stored: LHPC



Photo 119 description: 28 Messenger Street, c. 1925
Direction: south Date taken: Oct. 2016 File name: Messenger 28.jpg Stored: LHPC



Photo 120 description: 33 Perley Avenue, c.1900
Direction: east Date taken: Oct. 2016 File name: Perley 33.jpg Stored: LHPC



Photo 121 description: 27 Prospect Street, c. 1865/1900
Direction: north Date taken: Oct. 2016 File name: Prospect 27.jpg Stored: LHPC



Photo 122 description: 40 Prospect Street, c.1890
Direction: south Date taken: Oct. 2016 File name: Prospect 40.jpg Stored: LHPC



Photo 123 description: 3 School Street, c. 1870
Direction: east Date taken: Oct. 2016 File name: School St 3.jpg Stored: LHPC



Photo 124 description: 9-11 School Street, 1st Baptist Church, 1869 (by S.S. Woodcock, built by J.T. Muchmore & Sons)
Direction: east Date taken: Oct. 2016 File name: School St 1st Bapt 9-11.jpg Stored: LHPC



Photo 125 description: 10 & 8 School Street, c. 1860 & c. 1900
Direction: northwest Date taken: Oct. 2016 File name: School St 10 & 8.jpg Stored: LHPC



Photo 126 description: 14 School Street, c. 1892
Direction: west Date taken: Oct. 2016 File name: School St 14.jpg Stored: LHPC



Photo 127 description: 23 School Street, c. 1840
Direction: east Date taken: Oct. 2016 File name: School 23.jpg Stored: LHPC



Photo 128 description: School Street cemetery with school beyond; Direction: northwest Date taken: Oct. 2016 File name: School St Cemetery (3) with school beyond.jpg Stored: LHPC



Photo 129 description: School Street cemetery, vault/tomb building, 1920; Direction: west
Date taken: Oct. 2016 File name: School St Cemetary Blg (2).jpg Stored: LHPC



Photo 130 description: 29 School Street, c.1830
Direction: east Date taken: Oct. 2016 File name: School 29.jpg Stored: LHPC



Photo 131 description: 52 School Street with rear ell and attached barn, c. 1875, from Abbott St.
Direction: northeast Date taken: Oct. 2016 File name: School 52 (4).jpg Stored: LHPC



Photo 132 description: 53 School Street, c.1850
Direction: east Date taken: Oct. 2016 File name: School 53.jpg Stored: LHPC

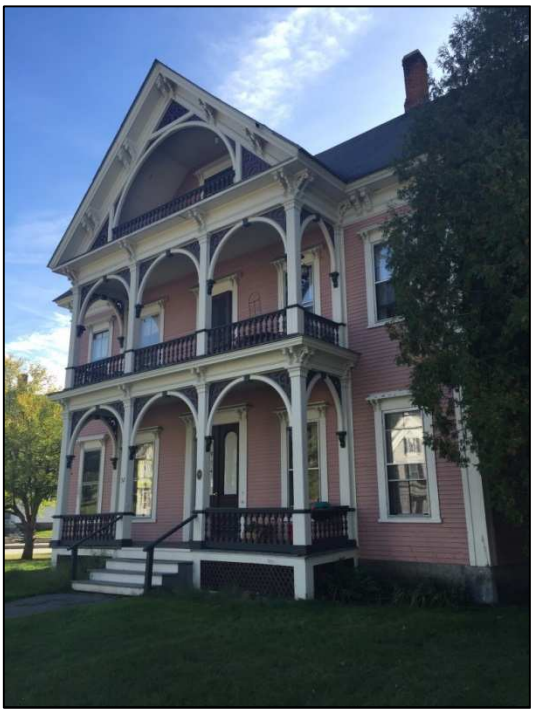


Photo 133 description: 52 School Street c. 1875
Direction: west Date taken: Oct. 2016 File name: School 52 jpg Stored: LHPC




Photo 134 description: 55 School Street, c.1920
Direction: east Date taken: Oct. 2016 File name: School 55.jpg Stored: LHPC



Photo 135 description: 99 School Street, c. 1920
Direction: east Date taken: Oct. 2016 File name: School 99.jpg Stored: LHPC



Photo 136 description: 9 Shaw Street, c.1860
Direction: east Date taken: Oct. 2016 File name: Shaw 9.jpg Stored: LHPC



Photo 137 description: 18 Shaw Street, c. 1880 (Originally on site of 47-49 Green and twin to it)
Direction: west Date taken: Oct. 2016 File name: Shaw 18c.jpg Stored: LHPC



Photo 138 description: 34 Shaw Street, 1924, possible Sears House
Direction: west Date taken: Oct. 2016 File name: Shaw 34.jpg Stored: LHPC



Photo 139 description: Union Street view with #s18,16, 14, 12, & 8
Direction: north Date taken: Oct. 2016 File name: Union view from 18.jpg Stored: LHPC

**Mills Neighborhood**



Photo 140 description: Blacksmith Street from Mechanic Street; Direction: southeast Date taken: Oct. 2016 File name: Blacksmith view from 5.jpg Stored: LHPC



Photo 141 description: 1 Foundry Street (carter & Rogers/Kleen Laundry) , c. 1888-c.1940
Direction: south Date taken: Oct. 2016 File name: Foundry 1 (21).jpg Stored: LHPC




Photo 142 description: 6 Mechanic Street, c.1940
Direction: west Date taken: Oct. 2016 File name: Mechanic 6.jpg Stored: LHPC



Photo 143 description: 7 & 9 Mechanic Street, duplex, c. 1890
Direction: east Date taken: Oct. 2016 File name: Mechanic 7 & 9.jpg Stored: LHPC



Photo 144 description: Mechanic Street view with #s 48,44, 40 etc on left and 43 & 39 on right
Direction: northeast Date taken: Oct. 2016 File name: Mechanic view from 45.jpg Stored: LHPC

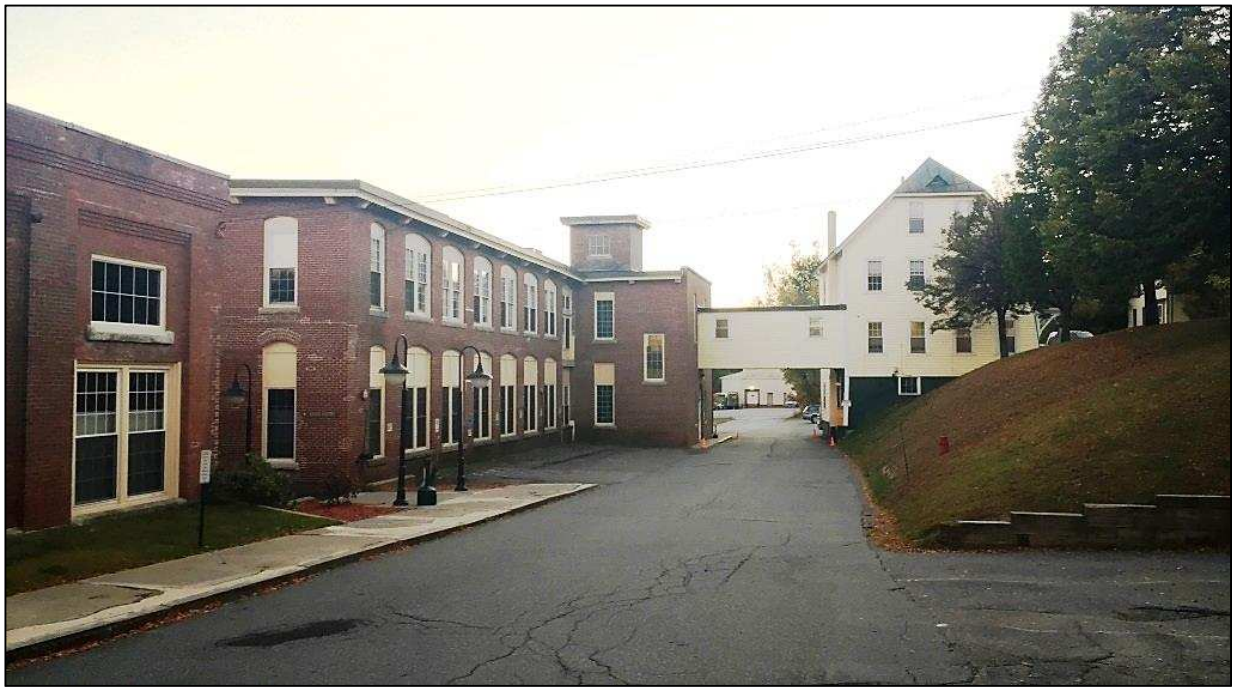


Photo 145 description: 85 Mechanic Street (Mascoma/Rockdale/Rivermill), 1881 – 1952
Direction: southwest Date taken: Oct. 2016 File name: Mechanic 85 (4).jpg Stored: LHPC

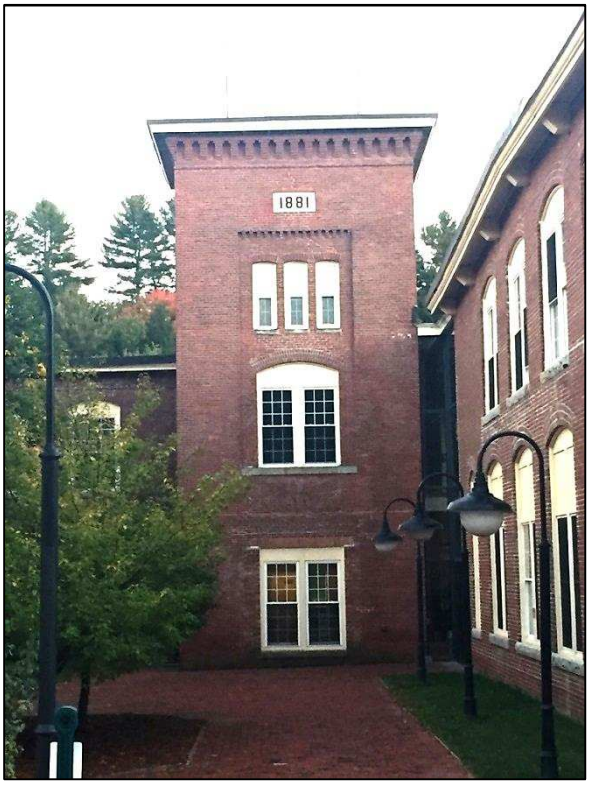





Photo 146 (left) & 147 (right) description: Tower & dam at 85 Mechanic Street Mascoma/Rockdale/Rivermill); Direction: south Date taken: Oct. 2016 File names: Mechanic 85 (6).jpg & Mechanic 85 (24).jpg Stored: LHPC



Photo 148 description: 10 Water Street (Am.Woolen/Riverside Mill/Whitman Press) 1893-95
Direction: northwest Date taken: Oct. 2016 File name: Water 10 (4).jpg Stored: LHPC



Photo 149 description: Bridge at 10 Water Street connecting to 1 Foundry Street, c. 1900
Direction: west Date taken: Oct. 2016 File name: Water 10 (5).jpg Stored: LHPC



Photo 150 description: 12 Water Street (Kendrick & Davis/Central Supply), 1888
Direction: southwest Date taken: Oct. 2016 File name: Water 12 (2).jpg Stored: LHPC




Photo 151 description: 21 Water Street, 1920
Direction: east Date taken: Oct. 2016 File name: Water 21 (6).jpg Stored: LHPC

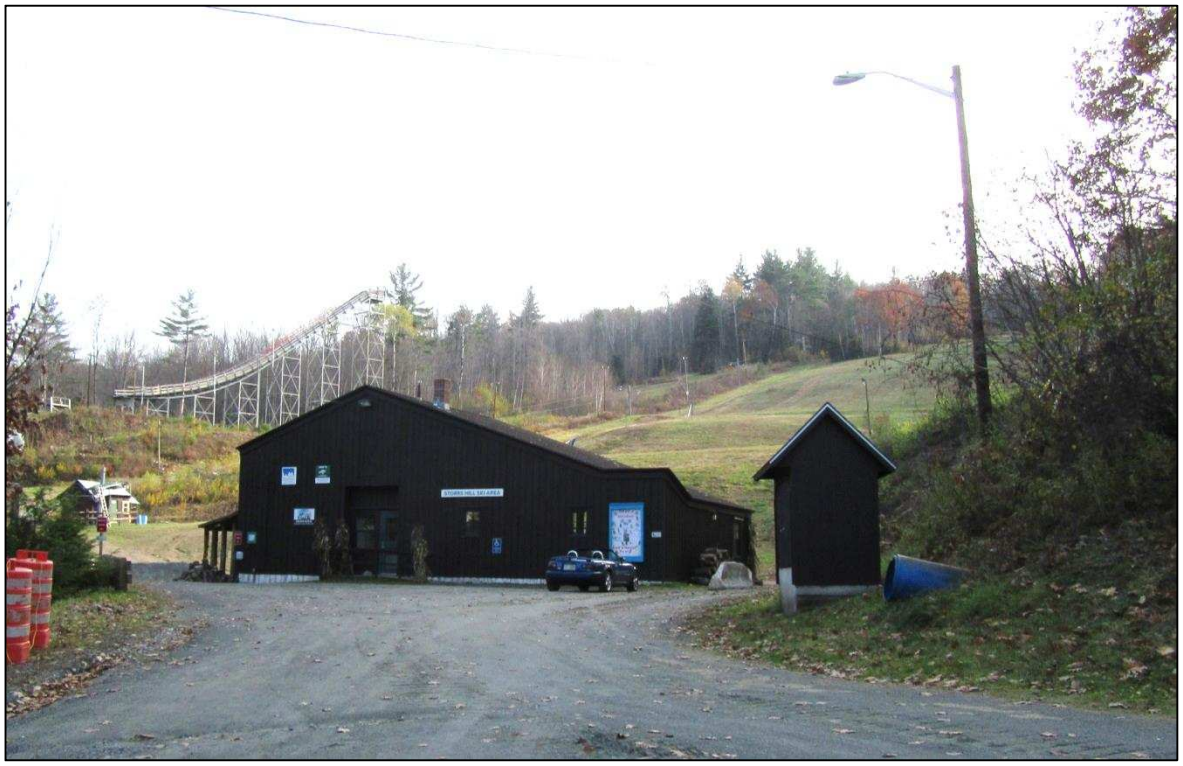


Photo 152 description: Storrs Hill Ski Area with 1972/1996 base lodge and 1954/1990s 40-meter steel jump, off of Dulac/Spring Street
Direction: south Date taken: Oct. 2016 File name: Mechanic 85 (4).jpg Stored: LHPC

# **Name of Survey Area #2:**"Sachem Village – East Wilder"

**Location:** All or parts of the following streets:

Beacon Road, Cambridge Place, Chambers Circle, Coburn Terrace, Drake Lane, Dove Lane, East Wilder Road, Field Road, Gould Road, Haddock Lane, Indian Ridge Road, Lakeview Drive, Lily Lane, Linden Drive, North Main Street/Route 10, Oakridge Road, Pinewood Village Road, Quail Hollow, Richardson Place, Sachem Circle, Scott Avenue, Wildwood Drive, Wyeth Farm Circle, {From Hanover: Chambers Road, Dunster Drive, Faraway Lane, Gilson Road, Hilltop Drive, Lash Road, Longwood Lane}

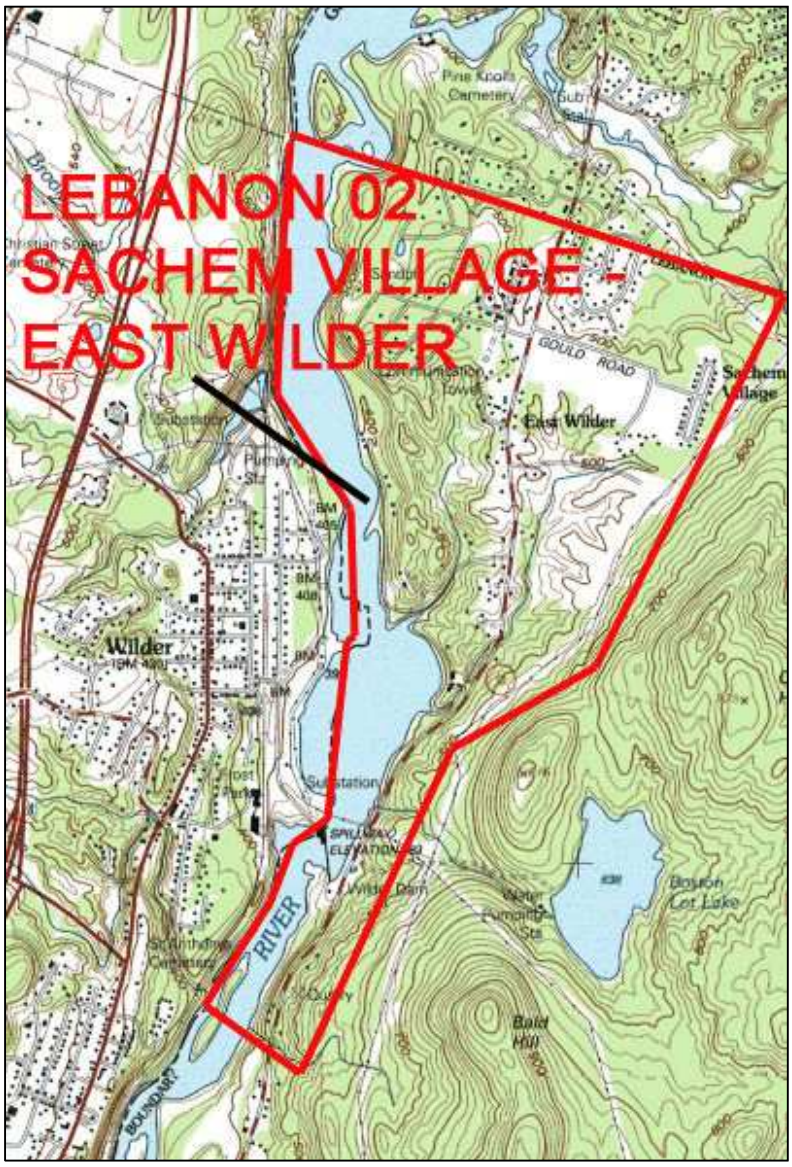
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):**Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Hanover, NH with Survey Area outlined**

**Previous inventory numbers in this area:**

**Wilder Hydroelectric Project Historic District Form – LEB-WH**, (Determined to be eligible as a historic district by NHDHR on 8/12/2015,

**Present Use(s):** Suburban residential, utility, recreational, hospitality, commercial, religion

**Original Use(s):** residential, farming, industry, utility

**Setting:** The Sachem Village- East Wilder Survey Area in Lebanon's northwest corner is a fairly linear stretch of local highway with mid to later 20th century housing developments near the Hanover border on characteristically serpentine or cul-de-sac style roads. There are also playing fields near the housing. The Wilder dam and hydroelectric plant dominates the narrow southern portion of the area where housing along the main road is sparse with a few commercial properties as well. The area is bordered on the west by the Connecticut River and on the east by the undeveloped wooded Conservation Area/ Survey area 7.

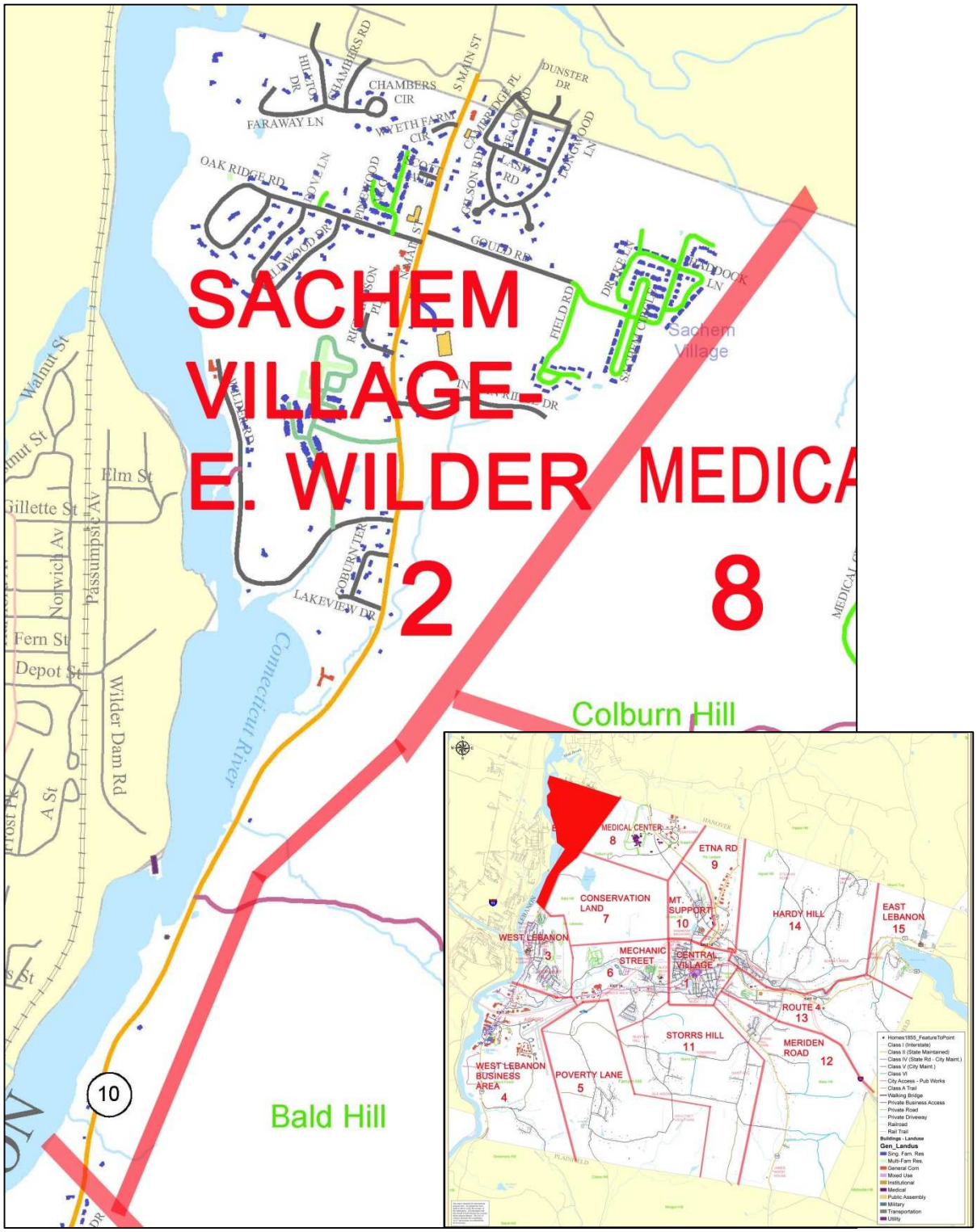
**Acreage:** approx. 862 acres

**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

**Date(s) of field survey:** June & October 2016

**Sketch map(s)**




At left: map of Sachem Village-East Wilder Survey Area 02;
Inset on right is overview of Sachem Village-East Wilder Survey Area 02 shaded in red in map of Lebanon

## Architectural Description

### Principal Architectural Styles & Periods of Construction

1830 – 1850 - Greek Revival
1860s-1900 – Shingle
1910s -1950 - Vernacular, Colonial Revival
1950 - 1970s - Mid Century suburban cottage and ranch homes
1980s - 2000s - Large, single family homes on large rural lots – Colonial Revival

### Architectural Composition of the Area

The Sachem Village – East Wilder survey area is small section at the northwest corner of Lebanon that is named in part because its identity comes from the Sachem Village housing development that began in 1955 but has expanded considerably in 2008. Other suburban housing developments followed Sachem Village to provide modest housing for a growing workforce over the border in Hanover in the mid-to late 20th century. The area today has only one older farmstead from its agricultural past, a fine 1835 Greek Revival classic cottage at 367 North Main Street. Notably at 36 East Wilder Road is the 1892 Wilder Mansion, a well preserved great example of a Shingle Style home with an original Shingle Style carriage barn. This was built as a summer house by Charles Wilder, a major area industrialist whose paper business transformed the area on both sides of the Connecticut River. A few houses were built in the 1920s through 1940s but almost all have been altered.

The 1950 Wilder Dam, a new hydroelectric dam and facility that replaced the earlier dams of the paper mills, include a Colonial Revival powerhouse and a rustic cabin-like visitor's center (These have been determined eligible as a district by NHDHR on 8/12/2015). The remaining housing from the 1950s includes simple, barracks-like duplexes on Field Road - the original Sachem Village development; a 1950 motel, altered in the 1970s; and several scattered homes. More subdivision housing reflects the typical suburban ranches and cottages of the 1960s and 1970s. 2000s housing in newer subdivisions now dominates the area and uses 20th century Colonial and modern styles with town homes, single family and multi-family units.

### Building Locations and Landscape Features

The Sachem Village – East Wilder survey area is small section at the northwest corner of Lebanon along the Connecticut River and bordering Hanover. Much of it is essentially linear along Route 10/ North Main Street. This north-south corridor is largely characterized by sparse suburban housing and a few commercial properties in the section just north of the West Lebanon village and by increased housing density and newer construction at the northern end near the Hanover line.

Close to the Hannover line, many new roads have been created since the mid-1950s when Sachem Village was developed in 1955 on Field Road. There are 1960s homes along Indian Ridge Road; c.1970 developments on Gilson Road, Longwood Lane, Beacon Road, Cambridge Place, and Lash Road – all accessed from Hanover only; 1967-1980s development on Oak Ridge Road including the 1977 Pinewood Village; the 2006 & 2008 expansions of Sachem Village on

Haddock Lane, Drake Lane, and Sachem Circle; and the 2008 Quail Cottage condominiums off North Main Street.

In addition to the developments listed above, there are more individual homes on East Wilder Road and Faraway Lane from the 1960s through the 2000s. Along with the later housing is the 1892 Wilder Mansion at 36 East Wilder Road on a bluff overlooking the Connecticut River to the south and west. On the northern end of North Main, amongst the new housing development, there is a church built in 1988 that is part of the Christian Academy (405 North Main).

A major feature of the survey area is the 1950 Wilder Hydroelectric dam and plant at 246 North Main Street with a 1950 visitor's center and other resources that have been found eligible by NHDHR as a historic district.

The survey area is bordered along much of the eastern edge by a very large Lebanon Conservation parcel and large tracts of wooded hills owned by Dartmouth College. A small road off North Main Street leads into the conservation parcel where a reservoir and water pumping station exists and still serves the city. It includes the Connecticut River on the west and a few wooded islands as well as potentially the remains of former dams and locks, though these may be underwater if extant at all.

## Historical Background

The northwest corner of Lebanon, like the rest of West Lebanon, was a place of early settlement c.1780. The Connecticut River was the first highway into the area followed in the 1760s by a path known as the "horse road[10]" following the river north from Fort Number 4 in Charlestown. The path was improved into a real road collectively by the proprietors of Lebanon, Hanover, Norwich, and Lyme. Eventually, this became the White River Turnpike (now Route 10/North Main) and was an early and important connection between Lebanon and Hanover and the major east –west turnpikes that traversed Lebanon before 1810.

The establishment of Dartmouth College by Ebenezer Wheelock in 1769 just to the town's north in Hanover also included the contribution of 1,475 acres in Lebanon along the Hanover line. According to Roger Carroll in *Lebanon, New Hampshire 1761-1994*[11], several Lebanon NH proprietors who were members of Wheelock's church congregation in Lebanon, Connecticut, donate d the acreage but insisted that the school itself not be built in Lebanon. The influence of the college in Hanover and the eventual history of the large Lebanon tract it owns have played an important role in the history of Lebanon and especially in the Sachem Village-East Wilder and the Medical Center Survey Areas where the Dartmouth tracts are located.

By 1792, the settlement at the falls on the Connecticut in the Sachem Village-East Wilder Survey Area had about eight dwellings, grist mill, store and tavern according to one history[12]. An important factor in the early history of this survey area is the lock and canal system established

[10] Carroll, Roger, *Lebanon 1761-1994*, (Lebanon Historical Society, 1994), p. 7
[11]. Ibid, p. 280
[12] Barrett, Frank (Jay), unpublished history of the Wilder Mansion and area, in the files of NHDHR, (2008)

on the falls of the Connecticut River here in 1808, extending the river barge traffic of goods north. An 1886 history reported[13]: "About one and a half miles above West Lebanon on the Connecticut river within the territory of Lebanon are situated the Olcott falls. Early in the [19th] century the Connecticut River was used for transportation and to facilitate the passage of boats a canal and locks were built around these falls."

Mills Olcott of Hanover had the locks built to facilitate his own lumber trade and other river navigation for flatboats carrying goods. It took 4 years and the locks were finally completed in 1808. According to Roger Carroll in his 1994 history, Olcott operated them at a profit for 35 years[14]. An 1890 image shows the remains of the stone lock walls[15]. The first dam on the Connecticut in this location was likely 1806 when James Wheelock (son of Dartmouth's founder) and Col. Aaron Kinsman built it to help power their group of mills including a saw and grist mill[16].

Carroll writes that the area languished after 1845 (when Mills Olcott died) until Charles Wilder built his paper mill in 1882. The area had enjoyed prominence when the river was a major highway but by 1848, the railroad located further south changed the economic geography for early trade and industry here. The falls of the river were further developed as water power by the 1848 White River Falls Corporation which improved the dam and maintained several mills. Freshets in the 1850s and 60s wiped out much of the infrastructure though. A small village of Olcott Falls is shown on the 1860s map and includes a saw mill, school and handful of houses. All the assets of the White River Falls Corp. were sold in 1880 to the new Olcott Falls Company.

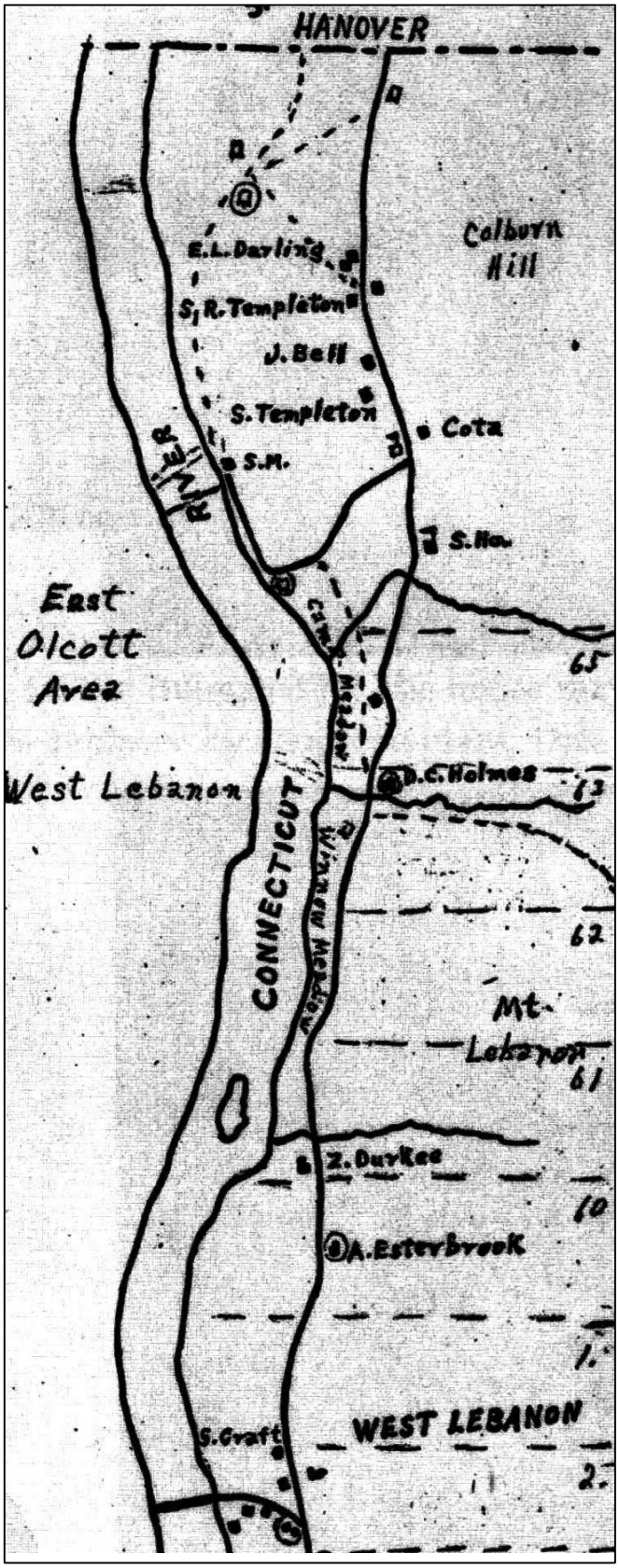
In 1886 an account written of Olcott Falls stated: "At this point the river is narrow and affords great advantages for the use of its water power. Recently a dam has been built securing a head of some thirty five feet and affording a magnificent water power. Buildings have already been erected and occupied"[17] This refers to the 1882 construction of the paper mill facilities and major new dam built by Charles Wilder who had purchased the Olcott Falls Company. The buildings in brick included paper and pulp mills on the Vermont side of the dam.

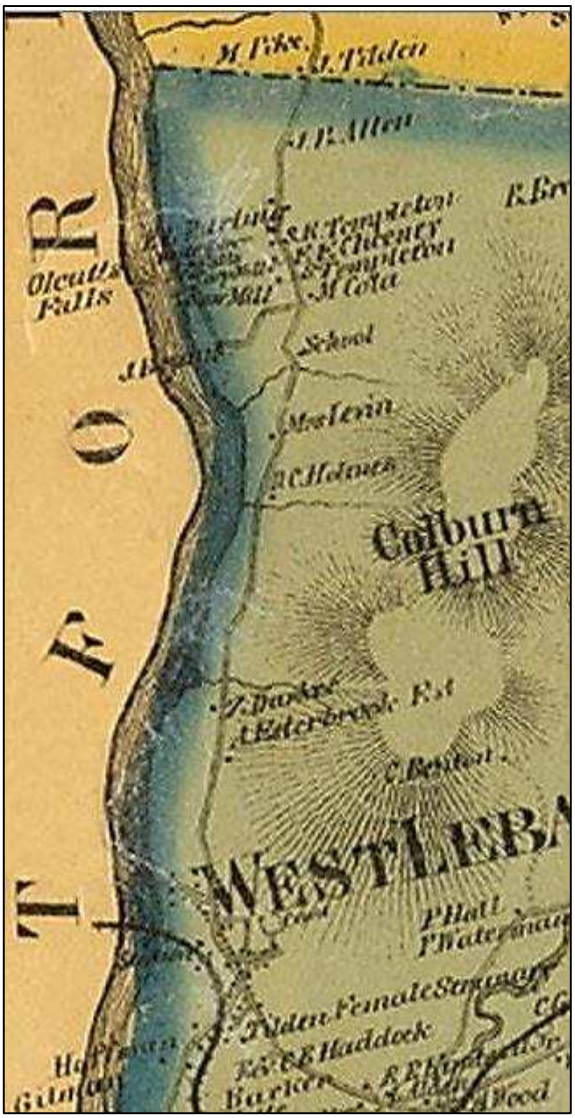
In 1890 Wilder built a new pulp mill on the New Hampshire side of the dam and a steel and wood foot bridge across the river to access the paper mill complex on the Vermont side. The log drives feeding the pulp mill and the expanding paper operation created a new area boom. The map of 1892 shows the cluster in Olcott Falls with about a dozen homes, the Olcott Pulp Company and a schoolhouse.

In 1892, Wilder built a large summer home on a bluff overlooking the river, mill and dam[18]. The Wilder Mansion at 36 East Wilder Road is remains as a well preserved great example of a Shingle Style home with an original Shingle Style carriage barn.

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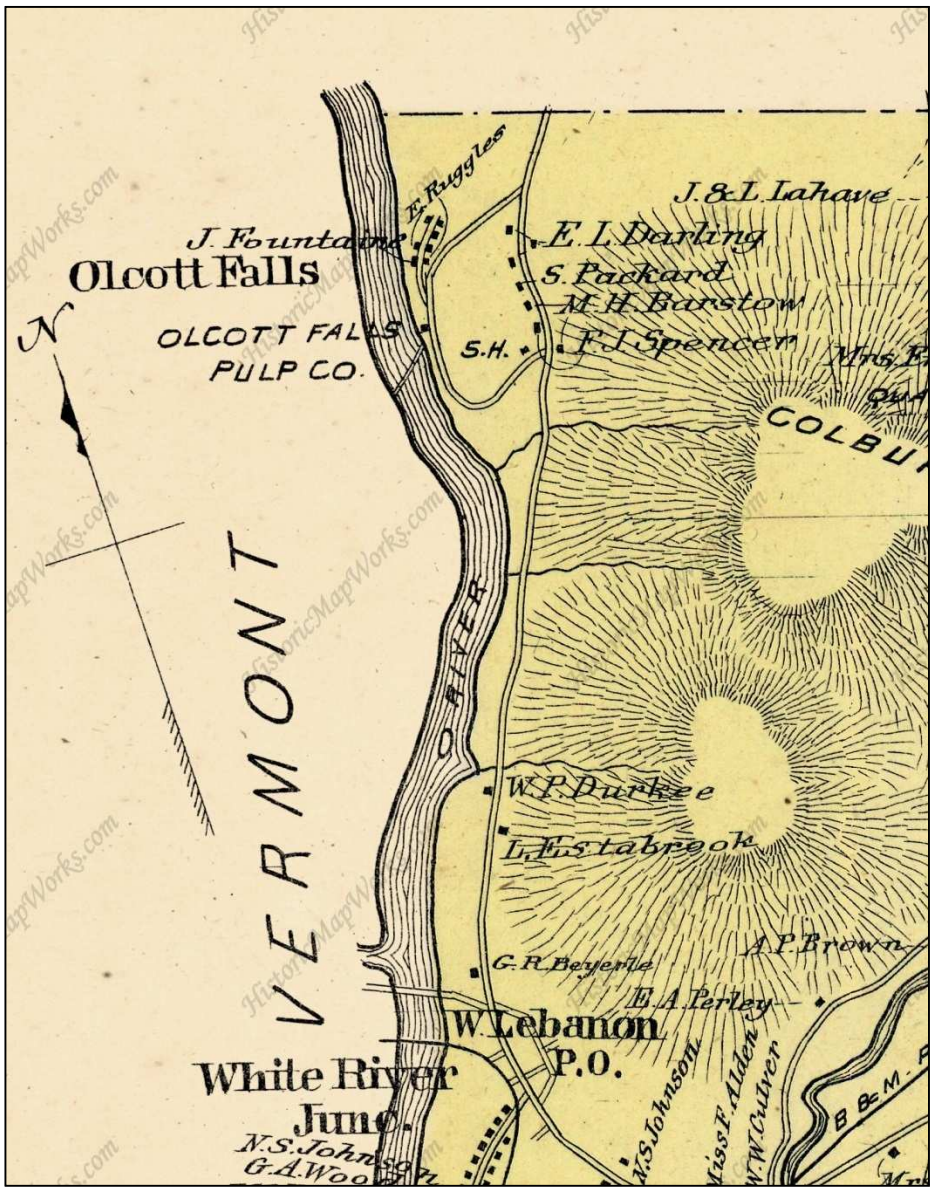
[13] Hamilton Childs' *Gazetteer of Grafton County, NH*, 1886, p. 405
[14] Ibid, p.40
[15] Leavitt, Robert H., *Lebanon, New Hampshire in Pictures*, (Lebanon Historical Society, 1997) p. 69
[16] Barrett, Frank (Jay), unpublished history of the Wilder Mansion and area, (2008)
[17] Childs' Gazetteer, p. 405
[18] Barrett (2008)




**Left: Detail of 1855 map of West Lebanon, redrawn by Robert Leavitt;**

**Above: Detail of 1860 map**




**1892 map detail**

In 1897 Charles Wilder died and a bequest in his will provided for building a new iron suspension vehicular (horse carriage) bridge to connect the Vermont and New Hampshire communities on the condition that Olcott, Vermont change its name to Wilder which it did. After that Olcott Falls, New Hampshire became known as East Wilder.

The only remaining buildings from this era are the Wilder Mansion (not yet shown on the 1892 map) and a c.1835 home at 367 North Main that is likely one of the two properties labeled "S.Packard" or "M.H. Barstow" on the 1892 map. (Possibly "S.R. Templeton" or "J. Bell" on 1855 map)

The paper mill, eventually owned after 1899 by International Paper, operated successfully until closed in 1928, However, stating in 1910, International Paper began building electric generators at the site, at first to power the mill, and by 1923 to sell excess power into the local grid. In 1926, a new concrete dam was built south of the old 1882 dam, flooding it, and serving the generating needs of the site. The Olcott Falls Power Company continued to generate electricity after the paper mill closed and added a new generator in 1937. It was sold in 1942 to the Bellows Falls Hydro-Electric Company and became part of the New England Power Associates properties. Over a number of years the planning for a new, 2000'-wide dam that would raise the water level a dramatic 15 feet encountered local opposition and even went to court. But by1950, all the old dams and mills were demolished and the new dam for the Wilder Station was built three quarters of a mile downstream from the earlier dams[19]. The impoundment extends 45 miles upstream. In addition to the dam which, when built, was the 4th largest in the New England Power Association system, a large Colonial Revival style Powerhouse, and a rustic styled visitors center were built. All of these and other structures on site are extant and were determined eligible as a district by NHDHR on July 13, 2015.

The bulk of housing development associated with the paper mill is on the Vermont side in the village of Wilder. There are a few scattered houses in East Wilder dating from the early 20th century. By the time the hydroelectric facility was developed in the place of the paper mill, automobile commuting was more common and there does not appear to be any housing associated directly with the power plant. The mid-20th century was a period of growth throughout Lebanon and Hanover and housing for people commuting north was created in the 1960s and 1970s in small suburban developments. There are 1960s homes along Indian Ridge Road; c.1970 developments on Gilson Road, Longwood Lane, Beacon Road, Cambridge Place, and Lash Road – all accessed from Hanover only; and 1967-1980s development on Oak Ridge Road including the 1977 Pinewood Village.

Sachem Village was developed in 1955 by Dartmouth College on some of its Lebanon land to provide rental housing for married and graduate students in its expanding programs and Tuck School of Business. The barrack-like homes were arranged on the new Field Road next to a large playing field and park developed from a former potato field. The style of the one-story, very plain duplexes is consistent with their adaptive use of former World War II barracks as other graduate student housing in Hanover. Dartmouth was one of many colleges that had V-5 and V-12 Naval officer programs during the war and temporary housing that went with it. As the graduate programs have expanded and more housing was needed, Sachem Village was significantly expanded in the 2000s with a number of new roads and larger lot homes – single, townhome, duplexes and triplexes. The development includes community facilities and recreational features like the playing fields and tennis courts.

## Statement of Significance

This area is significant in the areas of hydropower, water supply and distribution, and suburban development of the 20th century but also for its rich and varied industrial history of the 19th

[19] The 20th century history is from Barrett (2008)

century. The area would not constitute a single historic district but it does contain the Wilder Dam Historic District (determined eligible by NHDHR on July 13, 2015) and possibly the early (1955) portion of Sachem Village. Coburn Terrace should be looked at to see whether it has sufficient integrity to be a small district of mid-century modern ranch housing. No other smaller areas appear to remain with sufficient integrity of architecture or significance to be eligible as an historic district. There is one exceptional example of Shingle Style architecture - the Wilder Mansion at 36 East Wilder Road that appears individually eligible and significant for architecture. One remaining 19th century property has some integrity and may still convey the period of early 19th century agriculture and early industry in the area but it has lost its context. A 20th century motel is associated with the theme of transportation in the automobile era and the mid-century housing developments are associated with the theme of suburban expansion especially in Lebanon as it relates to the expansion of opportunities in Hanover and Dartmouth.

**Periods(s) of Development**

Periods significant to this area include the later 18th through mid-19th century when the early river navigation and water powered small mills brought house s, farms and a small hamlet to this area; the 1880-1928 period when the development and flourishing of the paper mill here brought prosperity and more employment; the post-industrial, power-generation period of 1920s through the 1950s when the present Wilder dam was built; and the mid-20th through the early 21st centuries when the post-war need for housing in Lebanon caused many new homes to be built within the survey area and Dartmouth to develop its long-held Lebanon land for housing.

**Statement of Integrity**

The area in general has lost most of its 19th century character but retains fairly good integrity for its 20th century character in the 1950 Wilder Dam complex and a few mid-century housing developments. Many of the older 20th century properties scattered throughout are altered. A few North Main Street and other 1950s-1970s houses have ok integrity and represent common mid-century house styles and types. One notable exception is the 1892 Wilder Mansion (36 East Wilder Road) which appears to have great integrity including its setting – though the view shed has changed with the 1950 dam. A few examples:

- 246 North Main Street, Wilder Dam and Visitor's Center 1950 – determined eligible as a district by NHDHR on 8/12/2015
- 367 North Main Street, 1835 partial integrity though much enlarged with additions and surrounded by a new housing development
- 36 East Wilder Road, Wilder Mansion, 1892, very good integrity
- Field Road of Sachem Village, 1955, several identical duplexes, good integrity
- 1960s & 1970s homes on Indian Ridge and Oak Ridge include a few good examples of fairly common suburban ranches that appear to have partial integrity
- Sunset Motel and house, 1950 & 1975, 305 North Main Street, partial integrity
- 353 North Main Street, 1955, Colonial Revival cottage, good integrity
- Coburn Terrace, 1960, Mid-century modern ranches, some good integrity

**Applicable NHDHR Historic Context(s)**

Mixed agriculture and the family farm, 1630-present
River and canal navigation, 1790-1890
Paper manufacturing and making in New Hampshire.
Suburban/bedroom community growth in New Hampshire, c.1850-present
Water supply, distribution and treatment in New Hampshire, 1850-present.
Hydropower in New Hampshire.

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Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

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Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.

*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon Historical Society (1961)

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☒ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: 367 North Main Street, c.1835
Direction: west Date taken: Oct. 2016 File name: N Main St 367 (2).jpg Stored: LHPC




Photo 2 description: 36 East Wilder Road, Wilder Mansion & Carriage Barn, 1892,
Direction: north Date taken: 2006 * File name: 71 Poverty Lane.jpg Stored: LHPC
* Note that this is the assessor's photo. The house is not visible from the public road as it is down a long wooded driveway. However 2015 pictometry and an interview confirms it still has this level of integrity.

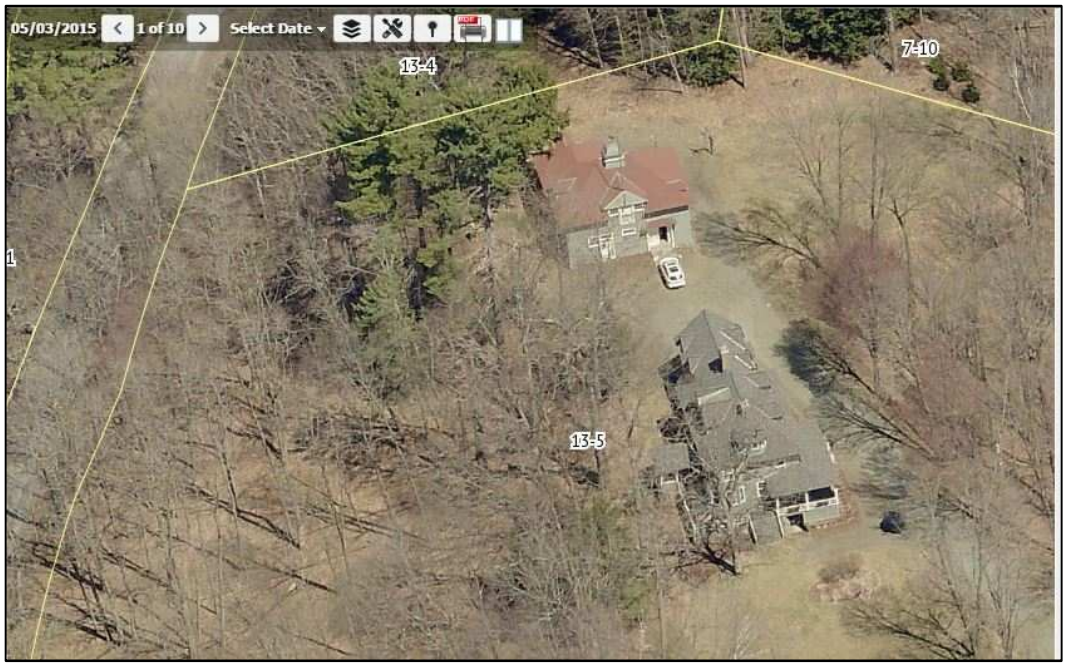



Photo 3 description: 36 East Wilder Road, Wilder Mansion & Carriage Barn, 1892
Direction: aerial/pictometry Date taken: 2015 File name: 36 E Wilder pictometry 2015.jpg
Stored: LHPC



Photo 4 description: 203 North Main Street, 1950
Direction: west Date taken: Oct. 2016 File name: NMain St 203.jpg Stored: LHPC



Photo 5 description: 328 North Main Street, 1950
Direction: east Date taken: Oct. 2016 File name: N Main st 328.jpg Stored: LHPC



Photo 6 description: 353 North Main Street, 1950
Direction: west Date taken: Oct. 2016 File name: N Main St 353.jpg Stored: LHPC




Photo 7 description: Wilder Dam, 249 North Main Street, 1950
Direction: southwest Date taken: Oct. 2016 File name: N Main St 249 (4).jpg Stored: LHPC



Photo 8 description: Wilder Dam Visitors Center, 249 North Main Street, 1950
Direction: southwest Date taken: Oct. 2016 File name: N Main St 249 (3).jpg Stored: LHPC



Photo 9 description: 420 (1955) & 418 (1930) North Main Street
Direction: east Date taken: Oct. 2016 File name: N Main St view at 421.jpg Stored: LHPC



Photo 10 description: 305 North Main Street, 1950 & 1975
Direction: west Date taken: Oct. 2016 File name: N Main St 305 (3).jpg Stored: LHPC



Photo 11 description: Sachem Village: Field Road, 1955
Direction: north Date taken: Oct. 2016 File name: Field Rd SubD.jpg Stored: LHPC



Photo 12 description: Sachem Village: Sachem Circle, 2006
Direction: east Date taken: Oct. 2016 File name: Sachem Circle view (2).jpg Stored: LHPC



Photo 13 description: 10 Coburn Terrace, 1960
Direction: west Date taken: Oct. 2016 File name: Coburn Terrace 10.jpg Stored: LHPC



Photo 14 description: Indian Ridge view, 1960-61
Direction: east Date taken: Oct. 2016 File name: Indian Ridge view.jpg Stored: LHPC



Photo 15 description: 11 Oak Ridge, 1978 (typical)
Direction: west Date taken: Oct. 2016 File name: Oak Ridge Rd typ.jpg Stored: LHPC



Photo 16 description: 1 Lakeview Drive, 1960
Direction: south Date taken: Oct. 2016 File name: Lakeview Dr 1.jpg Stored: LHPC

# Name of Survey Area #3: "West Lebanon"

**Location:** All or parts of the following streets:

Aldrich Avenue, Apple Blossom Drive, Armstrong Avenue, Atwood Avenue, Batchelder Avenue, Beyerle Street, Birch Terrace, Bridge Street, Carlton Drive, Central Avenue, Chandler Street, Church Street West, Commercial Drive, Cottage Circle, Crafts Avenue, Crafts Hill, Crawford Avenue, Dana Street, Elm Street West, Estabrook Circle, Farman Avenue, Floyd Avenue, Fountain Way, Green Street West, Hampshire Terrace, Hathorne Avenue, Highland Avenue, Hitchcock Avenue, Johnson Avenue, Jones Avenue, Mack Avenue, Main Street, Maple Street, North Main Street, Old Pine Tree Cemetery Rd [part]), Orcutt Avenue, Pasture Lane, Pleasant Street, Powers Street, Prospect Street West, Railroad Avenue, Seminary Hill, South Main Street, Spring Street West, Stillwater Drive, Tenley Drive, Timothy Avenue, Thomas Avenue, Tracy Street, Westboro Woods Lane, Whitcomb Avenue, White Avenue, Winter Street West

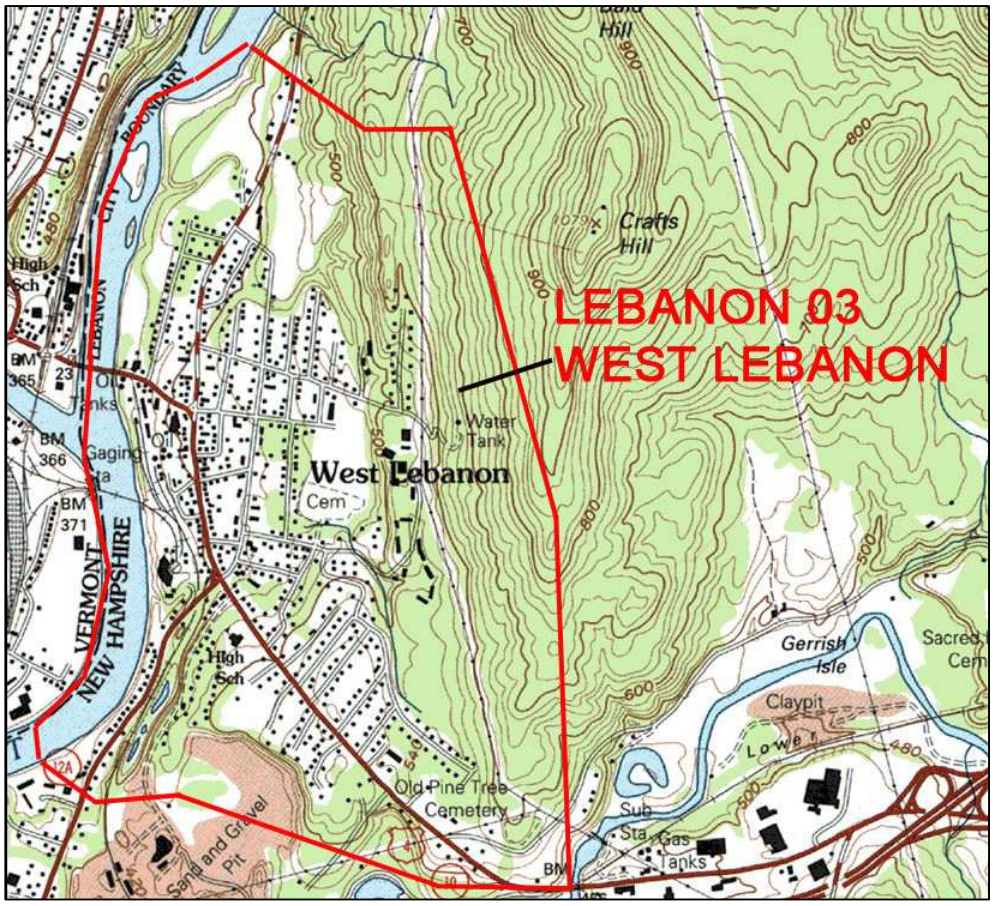
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**USGS map: Hanover, NH – detail with Survey Area outlined**

**Previous inventory numbers in this area:**

Northern Railroad Area Form including
WB (Westboro Rail Yard District/**LEB-WR**), Determined eligible, 2/26/2003

South Main Street Area Form (**LEB-SM**), Determined not eligible 9/12/2007

Dana House, 31 Elm Street (**LEB0003)**, Determined eligible for NH Register 10/13/2004 (when relocation in 1988 gains significance may be eligible for NR)

23 Bridge Street (**LEB -0013)**, Determined eligible 3/25/2009

22 Bridge Street **(LEB – 0014)**, Determined not eligible 3/25/2009

Lebanon NH Bridge No. 058/127, Route 4 bridge over Connecticut River (**LEB0324)**, Determined eligible 7/8/2009, demolished 2015

Richardson House, 3 Seminary Hill Road (**LEB0017)**, Determined not eligible individually nor within any eligible district 11/29/2011

Crafts Avenue Neighborhood Historic District Area Form (**LEB-CA),** Determined eligible, 9/10/2014

In addition to the above list, a 1997 survey of West Lebanon was undertaken by the City which provided individual survey forms (without numbers) for 213 properties on the following streets: Atwood Avenue, Bridge Street, Central Street, Church Street, Commercial Drive, Crafts Avenue, Dana Street, Highland Avenue, Main Street, North Main Street, Maple Street, Pearl Street, Prospect Street, Railroad Avenue, Seminary Hill, and Tracy Street

**Present Use(s):** urban and suburban residential, small downtown commercial and retail, civic and educational activities

**Original Use(s):** urban and suburban residential, farming, small downtown commercial and retail, civic and educational activities, railroad yard

**Setting:** The West Lebanon survey area is one of the two main town centers of Lebanon and is located on its western edge. It is bordered by the Connecticut River and has bridge connections to White River Junction, Vermont. It is characterized by its small, urban downtown with shops and services, surrounded by urban and suburban residential streets that climb the hills just east of downtown. These range from 19th century, single family residential streets with a few 18th century homes remaining among them to newer suburban housing developments from the 20th and early 21st centuries.

**Acreage:** approx. 880 acres

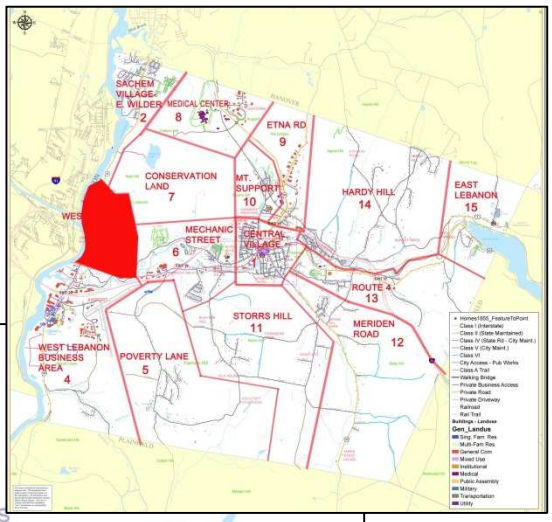
**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

**Date(s) of field survey:** May, August & November 2016

**Sketch map(s)**

At right: overview of West Lebanon Survey Area 03 shaded in red in map of Lebanon;

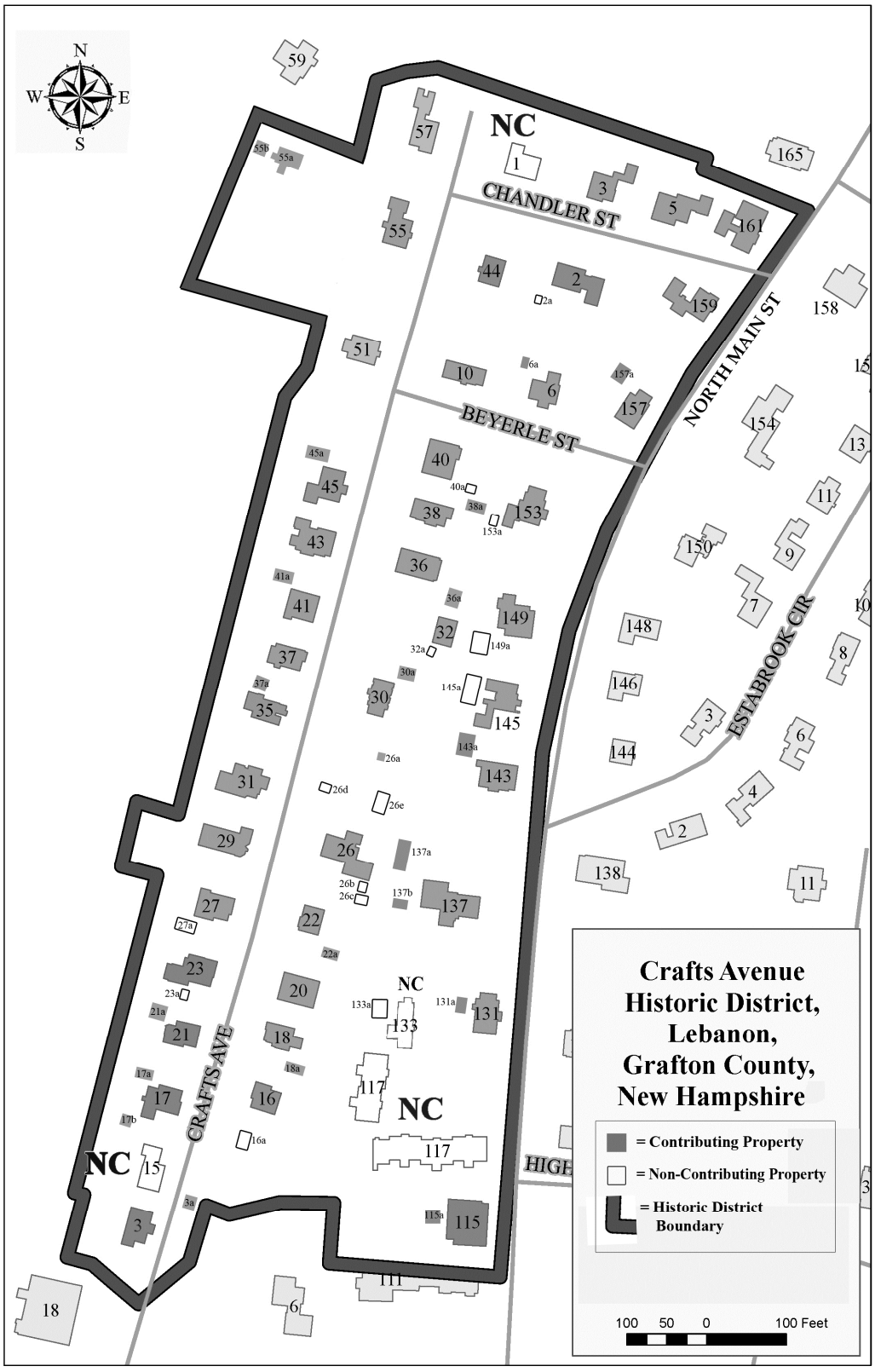



Below is map of West Lebanon Survey Area 03






**Inset for West Lebanon sketch map**




**Map of Crafts Avenue Historic District from LEB- CA Area Form, 2014**

## Architectural Description

### Principal Architectural Styles & Periods of Construction

18th Century – vernacular colonial
1820 - 1860s - Greek Revival Style
1860s-1900 – Italianate, Queen Anne, Eastlake, High Victorian Gothic
1900 -1950 - Vernacular, Colonial Revival, Dutch Colonial Revival, Craftsman, Bungalow, American Foursquare
1950 - 1970s - Mid Century suburban cottage and ranch homes, Mid-Century Modern style
1980s - 2010s – Traditional and contemporary single family homes on suburban lots, Post-modern

### Architectural Composition of the Area

The West Lebanon survey area is an urban/suburban section of Lebanon in a west central region of the city, bordering the Connecticut River and Vermont. It was one of the earliest sections of town to be settled and was used for farming, water-powered industry, and general commerce until the coming of the railroad in 1848. While a few pre-railroad buildings exist that exemplify the colonial vernacular, Greek Revival, and Gothic Revival styles, the overwhelming character of the downtown and especially the residential neighborhoods is that of post-railroad construction representing all the major styles of the late 19th and early 20th centuries. These include Italianate, Queen Anne, Eastlake, High Victorian Gothic, Colonial Revival, Dutch Colonial Revival, Craftsman, Bungalow and American Foursquare. The downtown, immediately adjacent Maple Street neighborhood and the southern portion of the Crafts avenue neighborhood were all fairly well built-out by World War II. However the growth in this part of Lebanon continued postwar and into the later 20th century by expanding outward and infilling new streets off main thoroughfares (Estabrook Circle, c.1950s), the northern portion of Crafts Avenue area (1940s-1960s), and several single-street developments off Seminary Hill such as Orcutt Avenue (1940s-1960s), Whitcomb Avenue (c.1950s), and Batchelder Avenue (1950-1965).

The area contains what may be the earliest surviving house in Lebanon – the 1765 Dana House, an early, simple cape at 31 Elm Street West (LEB0003, determined eligible for the New Hampshire register but not yet for the national register by NHDHR on 10/13/2004). The house was originally on the 100-acre Dana farm along the Connecticut River in the present South Main Street area and was relocated in 1988 to its present location by the Lebanon Historical Society. A transitional Federal/Greek Revival style, side hall c. 1840 farm house (Roswell Sartwell House) is extant at 105 North Main Street with pediment and reeded door surround with corner blocks. Another good example of the Greek Revival (though altered with some material changes) is a c. 1840 classic cottage at 3 Seminary Hill with broad entablature and returns at the eave and classical door surround. A non-residential example is the Greek Revival style Congregational Church, designed in 1849 by Moses Wood at 18 Maple Street – now altered. Somewhat altered examples of later Greek Revival, side hall plan houses are at 15 & 23 Tracy and more intact examples at 22 & 26 Maple Street. A steeply gabled house at 9 Seminary Hill is dated by the assessors at 1800 but its vernacular Gothic Revival style character suggests it is more likely mid-19th century. Another c.1850 Gothic Revival house, though expanded and altered, is 19 Maple Street with a very steep gable wall dormer centered on the façade. A once high style Gothic Revival house at 26 Pleasant Street has steeply peaked dormers containing tear drop shaped

recessed porches and adorned with scrolled barge boards. Shown on the 1889 Birdseye view and labeled W. Turner on the 1892 map, it has been altered and is now surrounded by the 1975 Village Green development. Its origin and design deserve further investigation. A fine example of Italianate style is 33 Maple Street with a shallow hipped roof, scroll-bracketed cornice, heavy label window lintels and a double leaf door with arched glazed panels.

The post-Railroad boom development is best represented by the many homes built in the 1890s – early 20th century that expanded the Maple Street neighborhood and created the Crafts Avenue neighborhood. Notable in the area is some fluidity of style, mixing architectural features and details from different national trends in one building. An example of this is a c.1912 house at 16 Crafts Avenue that combines aspects of Shingle, Dutch Colonial and Queen Anne in an eclectic design. Local builders offering their own designs and interpreting and customizing common plans may be the reason and deserves more study. There are several good examples of the Queen Anne, Italianate Victorian, and Victorian Gothic styles such as 99, 137 & 143 North Main Street; 18 Bridge Street; 17, 23, 29, 35 (mixing Shingle style) & 43 Crafts Avenue; 47 & 61 Maple Street, 22-24 Tracy Street, and 29 Elm Street West. Another expression of the intense housing boom of the turn of the 20th century are the many duplexes including a notable number on Dana Street.

One of the earliest properties in the Survey Area, the c. 1840 Roswell Sartwell House at 105 North Main Street, with its attached rear ells and barn, is the only remaining example of the area's early agricultural history. A simple Italianate/Queen Anne, c.1870 farmhouse at 111 North Main Street is a good example of connected architecture in a town setting with attached rear offset ells, sheds and barn. As the 1889 Norris birds-eye view of West Lebanon shows, this section of North Main Street remained fairly open and still agricultural until c.1900.

Shingle style and Craftsman/Bungalow style homes from the 1910s-1930s are found throughout the Crafts Avenue and Maple Street neighborhoods. 115 N Main Street, c.1910, is a wonderful example of a large Craftsman/Bungalow style home and the free combination of several new materials including rusticated concrete block, cast cobblestone concrete, and stamped tin imitating stone. Good examples of modest and small Bungalow homes include 26 Dana Street, 110 North Main Street, 6 Pearl Street, 12 Pearl Street, 11 Highland Avenue, and 36 & 40 Crafts Avenue.

There are Colonial Revival and Dutch Colonial style homes ranging from c.1900 to just prior to World War II and include several Colonial Revival American Four Squares; as well as early suburban ranch and cottage types. Colonial Revival examples include 18 Crafts Avenue (c.1907), 38 Crafts Avenue (c.1927), 153 North Main Street (c. 1928 which combines Bungalow features), and 30 Crafts Avenue (c.1936). Colonial Revival American Four Squares include 149 North Main Street (c. 1900), 41 & 45 Crafts Avenue (c.1910), 6 Prospect Street West (c. 1912), and c. 1900 duplexes at 16-18 Dana and 7-9 Highland Avenue.

Dutch Colonial examples include 31 Crafts Avenue (c.1900, combined with Queen Anne style), 16 Crafts Avenue (c. 1912), 37 Crafts Avenue (c.1910, combined with Shingle style); 26 Crafts Avenue (c. 1920), 32 Crafts Avenue (c. 1930), and 5 Timothy Avenue (c. 1940).

The housing expansion in West Lebanon continued after World War II with many new streets added or existing streets extended such as Mack Avenue or Crafts Avenue, plus infill on existing streets. This housing represents the styles of the mid-20th century in suburban ranch and cottage form. Many of these served commuters to Hanover and elsewhere and so typically featured an attached or detached garage. Mack Avenue, which had started with homes from the 1910s through 1940, extended after World War II with new homes using the Dutch Colonial, Colonial Revival and cottage types typical of national home catalogs. Timothy Avenue which had a few homes from c. 1940, continued to develop into the 1950s with good examples of suburban ranch and cottages, several executed in brick. In the Crafts Avenue neighborhood, Crafts Avenue was extended, Beyerle and Chandler developed, and North Main Street infilled with several good examples of Colonial Revival style suburban ranches and cottages including 44 Crafts Avenue (1944), 131 North Main Street (1945), 157 North Main Street (1947), and 55 Crafts Avenue (1949). In the 1950s and 1960s, new housing there also included Mid-Century Modern vernacular ranches such as 5 Chandler Street (1960), 161 North Main Street (1960), and homes on Estabrook Circle (1950-60). There is a somewhat grander example of a Mid-Century Modern ranch at 4 White Avenue (c. 1960s) and the possibly architect-designed 123 Seminary Hill Road (1951). Many of the homes of the post- World War II period were manufactured homes built by local firms representing national companies like National Homes, Liberty, Aladdin, and Gunison. Local firms also advertised their own designs based on those national models[20].

In addition to the large collection of residential architecture in the urban neighborhoods, the downtown has examples of commercial architecture from the 19th century and 20th centuries including altered Late Greek Revival style at 50 Main Street, Colonial Revival/Queen Anne at 35 Main Street, altered Colonial Revival at 31 Main Street, and Mid-Century Modern commercial at 162 North Main Street. West Lebanon's downtown, although heavily altered over time, still has the form of a commercial center of the 19th century with a cluster of detached homes and home-scale commercial buildings, largely of frame. These have been altered with first floor storefront additions and material changes and are interspersed with late 20th century commercial/office buildings including some that are designed for shopping centers and strip development.

The Colonial Revival Institutional style is represented by the 1908 former West Lebanon Library at 57 Main Street by architect, George Poland and the primarily 1940s Seminary Hill School at 20 Seminary Hill Road. The institutional Mid-Century Modern style is represented by the former Holy Redeemer Catholic Church at 38 Maple Street designed by architect Edward Lewis of Fleck & Lewis and by the altered 1952 Mt. Lebanon Elementary School.

**Building Locations and Landscape Features**

The West Lebanon survey area is a densely developed town center along the Connecticut River which plays a dominant role in the character and history of the area. It is bordered on the east by several hills (Crafts Hill, Mt. Lebanon, Seminary Hill) on which the residential growth of the 19th and 20thc centuries was concentrated. This was and is a major crossroads and so the two primary roads – Main Street (South/Route 12A & North/ Route10 and originally established as the White River Turnpike) and Seminary Hill (Route 4 and originally the 4th New Hampshire

[20] Manning Directories for the 1930s through the 1960s.

Turnpike) are still very important. The river crossings of the railroad and the Route 4 bridge (Bridge Street) are also very important. Development and commerce concentrated along these major streets from the 18th century through today. The Westboro Railroad Yard, located near the Seminary Hill/Main Street intersection, and which once played such a crucial role in the development and daily life of this area, is now in ruins and largely invisible to the main streets.

**The Survey Area has four main subsections or neighborhoods:**

**Downtown West Lebanon Neighborhood**
Downtown West Lebanon is centered on South Main Street, Main Street, and North Main Street and also includes Atwood Avenue, Bridge Street, Central Avenue, Church Street West, Commercial Drive, Railroad Avenue, and Tracy Street.

Within the Downtown West Lebanon section is the commercial core with detached commercial buildings that are often residential in scale or origin clustered on Main Street between Seminary Hill and Bridge Street. The library, fire station, and former library are located here. South of the downtown core is the South Main Street area with moderately dense residential development. South Main Street, once called Mill Street, extends south from Seminary Hill sandwiched between the Connecticut River and the bed of the Northern Railroad. It is a residential neighborhood comprised of groups of closely spaced buildings from the mid-nineteenth to early twentieth centuries with typical alterations.

West of both South Main Street and Main Street is the Westboro Rail Yard. The rail yard is a 15-acre property including 6 remaining resources, most of which are in a state of ruin with no roofs. These include the engine house, apparently infilled turntable pit, smokestack, sand house, and bunk house as well as a railroad tenement and the former depot that lie outside the present rail yard property and are privately owned.

**Seminary Hill Neighborhood**
The Seminary Hill neighborhood is centered on Seminary Hill and also includes Aldrich Avenue, Armstrong Avenue, Batchelder Avenue, Birch Terrace, Carlton Drive, Crawford Avenue, Elm Street West, Part of Farman Avenue, Floyd Avenue, Hathorne Avenue, Hitchcock Avenue, Johnson Avenue, Jones Avenue, part of Old Pine Tree Cemetery Road, Powers Street, Tenley Drive, and Whitcomb Avenue.

Adjacent to the Seminary Hill Neighborhood are also the discrete developments of Cottage Circle, and Westboro Woods.

The Seminary Hill neighborhood is a linear residential neighborhood focused on the early Seminary Hill/4th New Hampshire Turnpike that descends the large hill from the central village and Miracle Mile to the east. The oldest houses in the neighborhood are found on this street and also on Elm Street West coming off it to the south. The area developed later in the 19th and 20th centuries with the construction of short streets coming off Seminary Hill to the north and south and parallel with the hill. The neighborhood has primarily detached single and multi-family homes that were developed primarily in the late 19th and through the 20th century. The area includes a modern church (1970 West Lebanon Baptist Church, 114 Seminary Hill), a school – c.

1856/1940 Seminary Hill School at 20 Seminary Hill, the Dana House (c.1765 on Elm Street West), and Lebanon's oldest cemetery – Old Pine Tree.

**Maple Street Neighborhood**
Maple Street neighborhood is centered on Maple Street and also includes Dana Street, Part of Farman Avenue, Green Street West, Highland Avenue, Mack Avenue, part of North Main Street, Orcutt Avenue, Pasture Lane, Pearl Street, Pine Tree Lane, Pleasant Street, Prospect Street, Spring Street West, Timothy Avenue, Thomas Avenue, Winter Street West, and White Avenue.

Adjacent to the Maple Street Neighborhood are the discrete developments of Estabrook Circle, Village Green, Meadowbrook Village, Pasture Lane, and the Apple Blossom Area

The Maple Street neighborhood is a fairly dense residential neighborhood with detached single and multi-family homes that were developed primarily in the later 19th century. The area includes churches (West Lebanon Congregational, 18 Maple Street; Olivet Baptist Church, 44 Maple Street, the former Holy Redeemer Catholic Church at 38 Maple Street; and the Providence Presbyterian – formerly a Seventh Day Adventist Church at 99 Maple Street), a public school - Mt Lebanon Elementary at 5 White Avenue and the former Seventh Day Adventist school (now a residence) at 101 Maple Street.

**Crafts Avenue Neighborhood**
The Crafts Avenue neighborhood is centered on Crafts Avenue and also includes Beyerle Street, Chandler Street, and part of North Main Street.

The Crafts Avenue neighborhood was an intentional subdivision and development and includes 46 properties. It is a fairly dense residential neighborhood with detached single and multi-family homes that were developed primarily between 1890 and the early 1960s. There are sidewalks in places and large street trees on Crafts Avenue.

## Historical Background[21]

### Introduction
Two broad time periods reflect the patterns of history in West Lebanon: Early settlement to 1848, and 1848 to the present. These two periods are defined by the significant date of 1848 - when the Northern Railroad (later the Boston and Maine Railroad) came to Lebanon. The first period represents the town before the arrival of the railroad, when it was a quiet farming community, but also was associated with early mill settlement on the Mascoma River just south of West Lebanon village. The second period is a boom period of growth and development after the railroad arrived and opened up this area of the state to commerce, trade, and an influx of railroad workers and their families.

In general, growth and development occurred from south to north in West Lebanon. The earliest settlement was located in the rich farmland of the intervale along the Mascoma River where the

[21] Historical Background section was adapted from the Survey Report of the 1997 *Historic Resource Survey of West Lebanon Area* by Liz Pritchett Associates with additional sources.

Powerhouse Mall now stands. Next, a crossroads village grew up at the junction of the Fourth New Hampshire and White River Turnpikes, between Seminary Hill and Bridge Street. Finally, during the post 1848 period, a boom of residential growth continued into the middle of the 20th century. New housing infilled vacant lots between Seminary Hill and Bridge Streets and spread northerly and easterly along extensions of existing streets such as Maple and Dana, and new streets such as Crafts Avenue and Highland Avenue were laid out, resulting in a well-developed residential grid by the 1920s.

**Early Settlement to 1848**

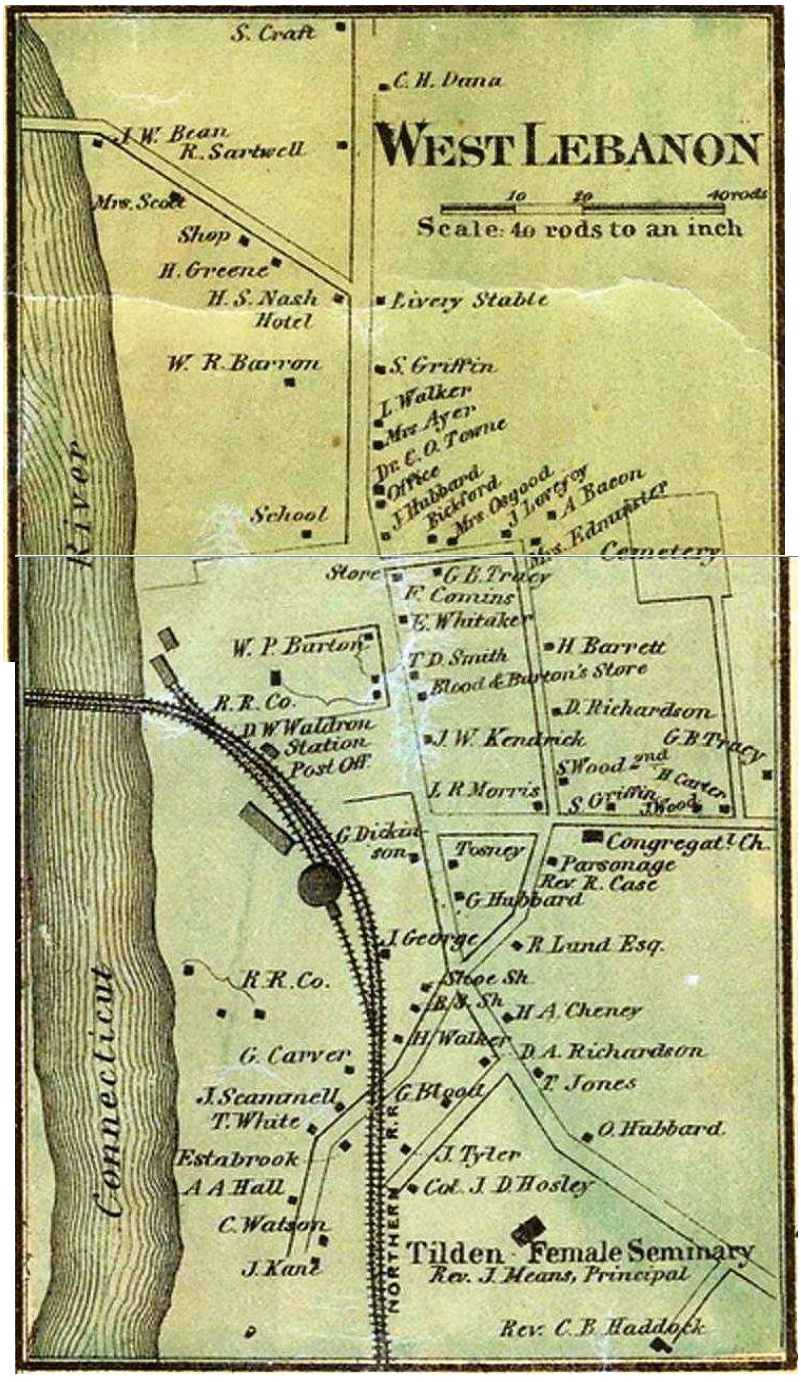
During the first period when West Lebanon was a crossroads farming village, small diversified farms dotted the east bank of the Connecticut River. Among the earliest settlers was Jonathan Dana, the first owner of a mill site on the Mascoma River, where the Powerhouse Mall now stands. Dana's house, believed to have been built in 1765 by his father, formerly occupied a 100 acre parcel of land along the Connecticut River between West Lebanon village and the mill site. The intact cape type house was moved in the 1990s to its current site on Elm Street West off Seminary Hill. Also during the early period, sheep farmer, Roswell Sartwell, owned a cotton and wool factory called the West Lebanon Manufacturing Company, and lived in one of the earliest extant structures in the West Lebanon Survey area, the c. 1840 vernacular Federal/Greek Revival style farmhouse with attached barn at 105 North Main Street. Other extant structures associated with early milling activities dating from the pre-railroad days in West Lebanon are two vernacular dwellings at 15 and 23-25 Tracy Street, which appear to date from the late 1840s (or early 1850s), and apparently were owned by Joseph Wood Jr., who had a mill on the Mascoma River, and Samuel Bickford, owner of a machine shop. Among the significant Greek Revival houses dating from the mid-nineteenth century that may predate the railroad are the classic cottage at 3 Seminary Hill, and the two well-articulated 2-story houses at 22 and 26 Maple Street. South Main Street also includes some pre-railroad houses that may relate to milling activity on the Mascoma.

**1848 To the Present**

When the Northern Railroad (later the Boston & Maine) arrived in 1848, West Lebanon was the end of the line for this railroad. The same year a railroad bridge was completed to White River Junction in Vermont, itself an important railroad junction just across the Connecticut. West Lebanon would soon change from a modest, agricultural and commercial center to a magnet for industry and manufacturing. Along the bank of the river a thriving rail yard emerged with a stone round house, passenger depot, sidings to the west, and cattle pens to the north. Main Street developed into a prosperous commercial center just east of the yards. The railroad carried passengers and freight. Twice daily trains departed south to Concord, two more northward to Vermont. Freight hauling consisted mainly of lumber, grain, paper products and livestock.

After 1850 the railroad became the town's primary employer. West Lebanon had more railroad workers than Lebanon and East Lebanon (Mascoma) combined. To meet the housing needs of the workers, the company built tenements in the rail yard itself. By 1860, six buildings were constructed. Only one, known as the “east tenement” and dated c. 1850 in surveys of the Westboro complex, appears to be extant at 16 Railroad Avenue, north of the rail yard. It is still used as multi-unit residential and shares first floor space with a laundromat and other commercial venture. Two others once existed on or near Railroad Avenue but have been

removed. There were also three, now gone, at the south end of the yard by the bunk house. A popular but unproven story tells that these tenements served as barracks for Union soldiers on the way to the front during the Civil War.

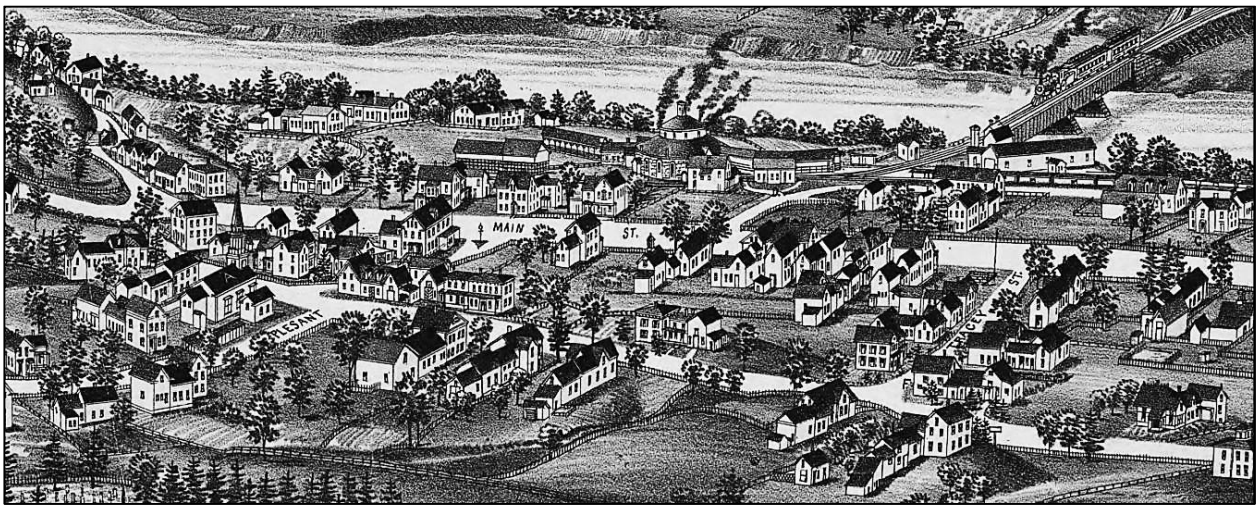



**1860 Map of West Lebanon village**

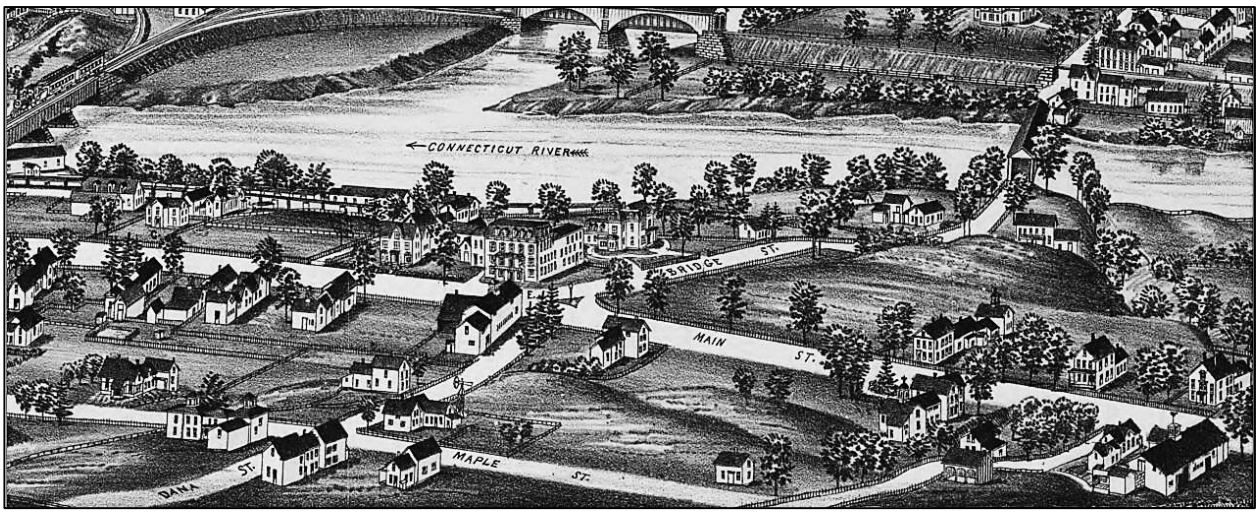
In 1964, passenger service ended for the Boston & Maine. Freight service declined to only two trains a day in the early 1970s. The Westboro yard was abandoned by the B & M in the late 1970s.

Unfortunately, the abandoned rail yard now is the site of deteriorating structures that have continued to languish after an evaluation by NHDHR in 2003 found the complex in very poor condition but still eligible for listing on the National Register because of its importance statewide. This opinion was reiterated in 2013 as part of an updated evaluation of the multi-municipality Northern Railroad Historic District. Many structures are now without roofs and in partial collapse. Some resources extant in 2003 have been lost. Most date from the turn of the century, but include one remaining c. 1850 tenement house in altered condition. The rest that are extant include the 1890 brick engine house (which replaced the stone round house built in 1848), c. 1900 sand shed, 1936 bunkhouse, and the 1892/1929 three-span, deck plate girder railroad bridge over the Connecticut River – the longest of its type in the state.

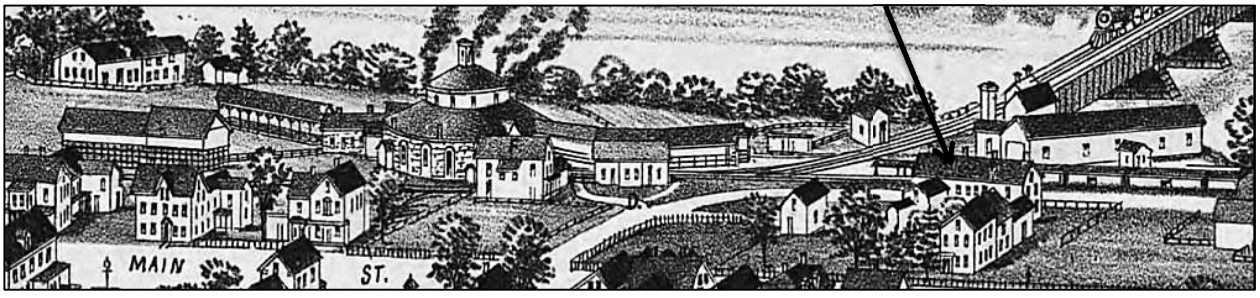
The 1898 depot was moved in the 1950s a short distance from its original site, and once again in the 2000s a bit further north to 4 Railroad Avenue. Although altered and adaptively re-used commercially, it has retained some of its historic materials and has not lost all its integrity.



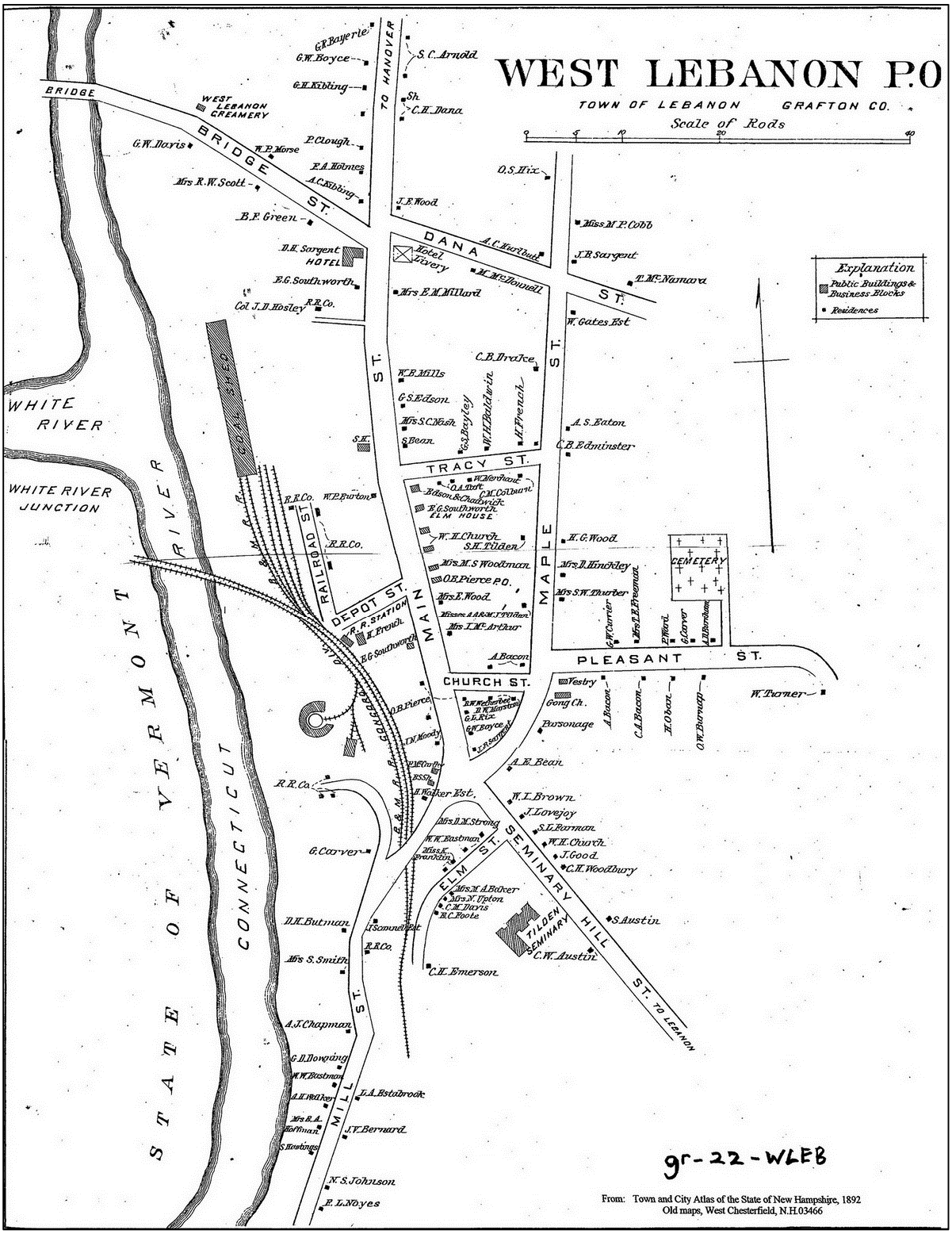

**Detail of 1889 Norris Birdseye view of West Lebanon showing Main and Maple Streets from Seminary Hill & Mill/S. Main Street on the left to Tracy on the right; the stone roundhouse of the Westboro rail yard is in the top center of the view with the railroad bridge to White River Junction**



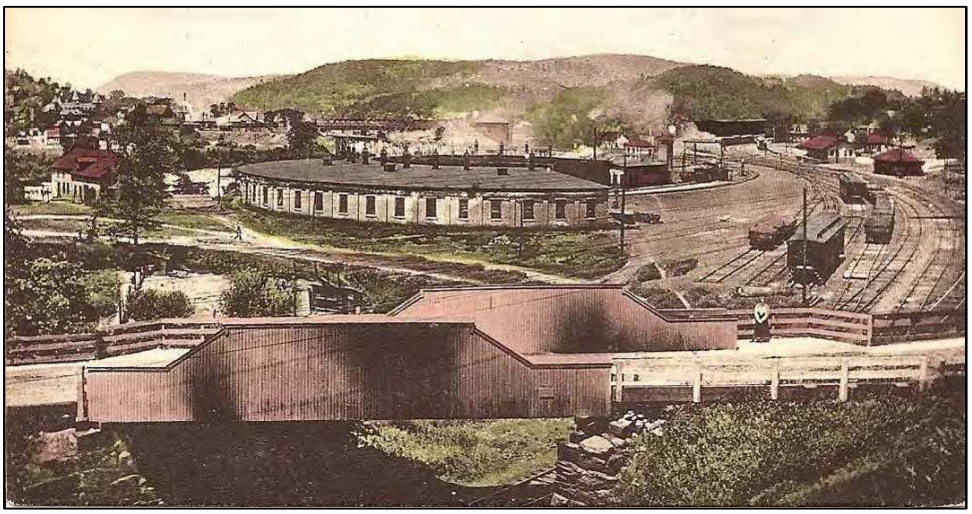

**Detail of 1889 Norris Birdseye view of West Lebanon showing Main Street and Maple Streets north of the view detail above with the intersection of Bridge and Dana Streets, the wooden vehicular bridge to White River Junction, and North Main Street farms extending on the right; At the center of the view is the large Sargent's Hotel at the Bridge & Main intersection across from its livery stable.**




**Closer detail of 1889 Norris Birdseye view of West Lebanon showing the West Lebanon Rail Yard (later re-named Westboro); Of the structures depicted, only the "East Tenement" – indicated with an arrow - is extant**




**1892 Hurd map of West Lebanon Village showing the 19th century character of the Downtown & Maple Street neighborhoods; Main and Maple Streets still remain fairly open and as can be seen on the 1889 birds-eye view, with considerable green space. The concentration of commercial development on Main Street is clustered on the east side of the street near Tracy Street.**



**c. 1910 post card showing the present brick engine house of the Westboro Rail Yard and the predecessor to the South Main Street bridge in the foreground, looking north (from 2003 Westboro Rail Yard Survey)**




**c. 1915 view of the freight house and Westboro depot, looking north (from 2003 Westboro Rail Yard Survey)**







**Left: Undated view of the 1892/1929 Connecticut River, deck plate girder, three-span railroad bridge; Right: 1961 view of the sand house and sand filler equipment at Westboro Yard. Sand was carried in the engines and sprayed on the tracks for traction in northern, hilly territory where wet leaves and ice caused slippage on hills. (Both images from 2003 Westboro Rail Yard Survey)**

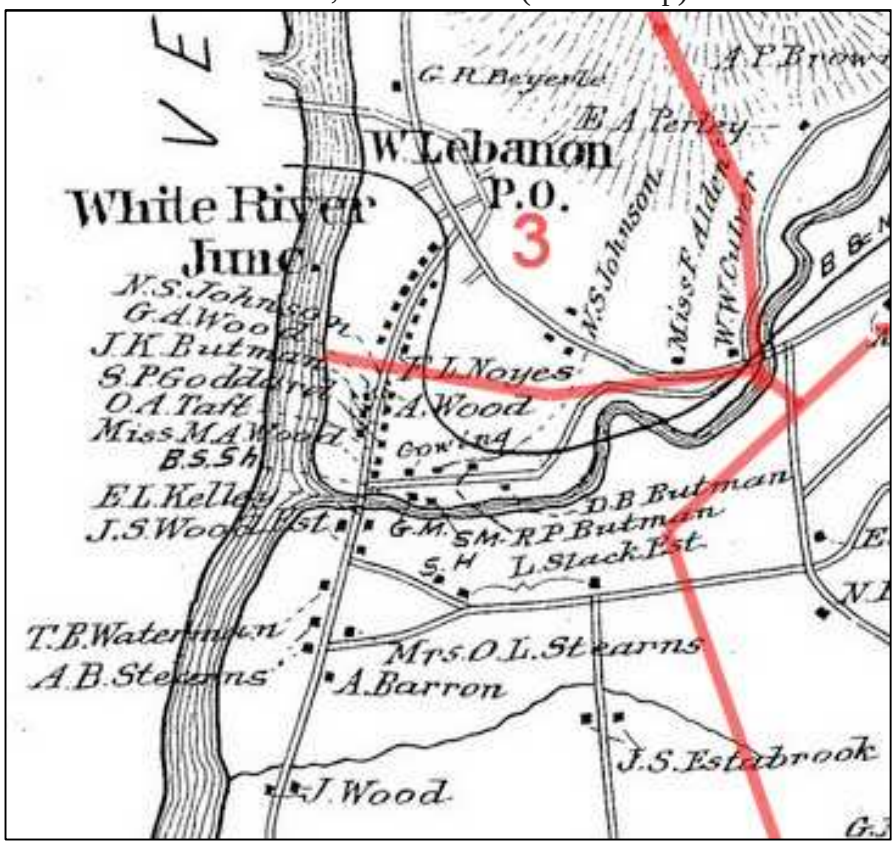
According to the 2003 Survey form for the Westboro Rail Yard Historic District, the current continuous deck plate girder railroad bridge on stone abutments and piers over the Connecticut River was erected at this location in 1892 and "reconstructed" in 1929. It is the third bridge to connect the two important railroad junctions of West Lebanon and White River Junction. The first was built in 1848 and designed by Henry R. Campbell, a railroad engineer who may also have designed as part of the same line the 1848 stone arch railroad bridge listed on the National Register at Glen Road in West Lebanon. A three-span wood lattice and arch bridge replaced it in ca. 1870 and was reinforced in 1888 but replaced in 1892 with a steel deck plate girder. The present 496' bridge was reconstructed after damage from the devastating 1927 flood.

A few fatal railroad accidents caused by confusion over station names in1907 and 1908, led the Northern Railroad to give all stations unique names. In 1910, "West Lebanon" became "Westboro" so as not to be confused with "Lebanon." Similarly, "East Lebanon" became "Mascoma."

**Post 1848 Residential Housing**

Throughout the second half of the 19th century and into the first half of the 20th century, single and multi-family homes were built in West Lebanon, first along Main Street, Seminary Hill and the southern end of Maple Street. Farmland was sold and subdivided for the new structures built among the earlier Greek Revival and few Federal style dwellings in town.

As can be seen on the 1892 West Lebanon detail map, Mill Street (now South Main Street) extended south along the Connecticut River and connected West Lebanon Village to the mills and stores of Butmanville, further south (off the map) near where the Powerhouse Mall and confluence of the Mascoma are today (and in Survey Area 04 – "West Lebanon Business Area").




**Annotated detail of the larger 1892 map of Lebanon showing part of Survey Area 3 and the Butmanville Area below it**

By the later 19th century, the area between the old King's Highway and the village center of West Lebanon was one of intense commercial and industrial activity, especially illustrated by the larger 1892 map at left.

The name Butman appears on several properties. The grist mill and sawmill locations as well as "R.P. Butman" are the water powered mills in the present location of Powerhouse mall and which may relate to the two older brick structures there. This is the area that became known as "Butmanville." Many of the houses that line Mill Street (South Main Street) in the larger map are still extant, though altered. Mill Street was also one of the main access points to the Westboro Railyard which dominated the economic life of West Lebanon. At least one of the houses shown on the map near the northern end of Mill Street (shown on the 1892 West Lebanon village map) was that of David H. Butman, a carriage maker. By about 1920, the Mill Street/South Main Street area, like the Maple Street neighborhood, had filled in with many more houses. On South Main Street, there are small, c.1900 houses with very similar, basic massing and some in groups of two or three that appear to have been originally identical. The increase in railyard traffic drove the residential expansion here as elsewhere in West Lebanon. Small closely spaced homes here housed many railroad employees and others who provided services, like blacksmiths and carpenters. The area of South Main Street today has lost some of the earlier density and most houses there have been altered to some extent.

Soon after 1900 Crafts Avenue was laid out as a housing subdivision on farmland owned and developed by George Beyerle who lived on North Main Street. Originally part of the Craft estate (a large, riverside early 19th century farm), this 30 acre parcel was sold in 1892 to piano tuner and salesman, George Beyerle. Beyerle, a relative new-comer to West Lebanon, had a piano shop on Main Street and lived on Pleasant Street. Beyerle subdivided the parcel into 89 lots and laid it out with new streets north of Bridge Street and between North Main Street and the Connecticut River. He initiated the development in 1893 by building his own large home within his new subdivision on North Main Street. He called his house "Glen View" in reference to a deep ravine nearby that was referred to as "The Glen."

A c.1894 sales brochure map (Fig. 2) and 1910 plat map (Fig. 3), both in the City files show that several of the lots were already sold and labeled with lot owner names as early as 1894. The main street in the new neighborhood was the north-south Crafts Avenue. Originally, between about 1895 and 1900, the lots along the west side of Crafts Avenue nearer the river were developed first with 13 large homes built on generous lots. The houses all have about the same set-back from the public way giving a uniform appearance to the streetscape. The houses were each unique and represented the breadth of Queen Anne style with some incorporating Italianate Victorian details, while others are embellished by Shingle, Colonial Revival or Dutch Colonial features.

At the same time, Beyerle was developing Crafts Avenue, other new streets were laid out west of Main Street such as Dana Avenue, Highland Avenue, Mack, Pearl and Prospect Streets. These new streets created a grid for new housing in the Maple Street neighborhood. Many duplexes were built on the new streets. Most homes were owned or leased by employees of the railroad. These mostly modest structures,, like those on Crafts Avenue and North Main Street, represent significant architectural trends from the 19th to 20th century in their Queen Anne, Italianate, and Colonial Revival details.

After World War II, the housing expansion continued, with fewer West Lebanon residents depending on the railroad and more commuting to Lebanon Center or Hanover for work in

industry, education, health care and emerging high tech businesses. The northern lots of the Crafts Avenue neighborhood were sold and built on with homes using the typical styles and forms of the day including Colonial Revival and Mid-Century Modern suburban ranches and cottages. Similar development occurred in the Maple Street neighborhood with northern expansion of earlier streets and some new ones but the largest expansion occurred in the Seminary Hill neighborhood where many new streets were laid off of Seminary Hill creating cul-de-sac and some connecting new roads lined with modest suburban homes of the 1940s, 1950s and 1960s.

**Transportation**

The significant railroad history and resources of West Lebanon are discussed under "1848 To the Present" above. In addition to rail-related transportation, road-related transportation is a significant theme associated with West Lebanon. The village evolved as a settlement crossroads at the junction of the White River Turnpikes and the Fourth New Hampshire Turnpike that extended along Seminary Hill (formerly called Hubbard Hill) to the New Hampshire coast and Boston. A wooden vehicular toll bridge (for horses and carriages) across the Connecticut was built in 1802 by the Lyman Bridge Company which operated it until the two towns paid to free the bridge in 1879[22]. The wooden structure was destroyed by flood in 1896 and replaced by a three-span steel truss bridge that was also destroyed by flood in 1936. A three-span, riveted truss bridge was built in 1936 that incorporated two High Pratt trusses and one Warren Pony truss. This bridge was replaced in 2015 with the present modern highway bridge, the fourth at this historic crossing.

The southwest corner of Bridge and Main Streets was the site of a tavern for many years, known as Dana Tavern in the 1700s. Associated livery facilities were also located at this intersection. During the 19th and early 20th century, a large mansard roofed inn on the southwest corner had a succession of owners and numerous names, such as the West Lebanon Inn, Sargent's and others.

By the 1950s the inn had been torn down and the corner was dominated by automobile related structures - a filling station, auto service garage and storage facility. In the 1980s and 1990s, all historic structures at this corner were demolished to make room for new commercial buildings including a gas station and convenience store, which continues the historic function of this corner as a service stop for travelers. A large Victorian residence, the Kibling house, was demolished on the northwest corner to make way for another gas station and convenience store in 2001.

During the early decades of the 20th century, gas and service stations were common along Main Street in West Lebanon though all of these early automotive resources appear to have been demolished. The former Miller Auto (80 Main Street, now the location of the 2011 Kilton Library) had a gas station at the corner of Tracy and Main Streets. Sanel Auto Parts (98 Main Street) was the location of a used car dealership around 1918. A gas station, formerly at 167 North Main Street but now demolished, was built around 1930, on the increasingly important transportation route to Hanover which became a commuter road in the 1920s when residents of

[22] Peterson, Nadine & Richard Casella, *Draft National Register Nomination form for Lebanon New Hampshire Bridge No. 058/127*, also listed as Survey form LEB0324, 2009.

Lebanon began to motor to work at Dartmouth College and Mary Hitchcock Hospital. Also in this section of North Main Street (173 North Main, now demolished) was the former Bailey Brothers auto supply business, which was the oldest auto parts business in Lebanon, founded in 1932 by Clifton and Hugh Bailey. The c. 1930 gas station mentioned above, which was still extant as a residence when it was surveyed in 1997, had the signature porte cochere of early gas stations. The residential use of a car-port - the automotive equivalent of the earlier carriage porte cochere, is found on three homes in the vicinity of the gas station at 146, 148 and 158 North Main Street, all of which were built around the same time, c. 1930. A c. 1955 former service station at 25 Main Street and the still operating 1960 brick garage/service station at 38 Railroad Avenue are still extant and represent the next, mid-century, generation of automotive resources.

**Commerce/Trade**

In the 1890s, West Lebanon's Main Street commercial core was a mixture of detached residences and stores plus a school, hotel and hotel livery. The early 20th century and the growth of the village adapted many of the former residences to commercial and retail uses. Unlike many New England commercial cores and that of Lebanon Center, West Lebanon downtown did not replace these structures with brick commercial blocks or further urbanize its business center. The detached, frame-dominated small scale character of the 19th century is still apparent today as the majority of the structures in the downtown core blocks of Main Street between Seminary Hill and Bridge Street are older structures altered or added to. Some have been replaced and there are visual holes in the streetscape where new buildings have been set back from the street and service/gas stations were created. A few intact early commercial structures remain and continue their original function. Defelice Family Furniture (35 Main Street), formerly Kibling's Daylight Store was built in 1900 as a furniture store. 50 Main Street was built in the 1850s as a store and is still used that way. For many years, it contained the Red Cross Pharmacy, a well-known establishment on Main Street that was probably frequented by most residents of town for either their health care needs, or to visit its soda fountain. The pharmacy was located in 50 Main Street from the 1870s until the early 1990s. The c. 1930 31 Main Street was built as a store with a typical commercial facade and parapet fronting a gable roofed building and now contains a restaurant (Shryl's Diner). 7 and 21 Main Street are examples of 19th century residences that are now multi-unit apartment buildings and thus continue residential use in the downtown. The Four Aces Diner on Bridge Street is a 1950s diner car (found eligible by NHDHR on March 25, 2009) that is enclosed within a 1986 building but retains its interior integrity.

The large, extended series of buildings at 12 Railroad Avenue, along the former tracks, appear to have replaced earlier historic storage and freight buildings but the brick 18 Commercial Avenue and the metal-sided 10 Commercial Avenue, also along the tracks, appear to be older and may be some of the few remaining commercial/industrial buildings relating to the rail yard.

**Industry**

Little remains of former thriving industrial activity in West Lebanon except for a few buildings which housed the operations. Some of the railroad related ones are noted under the "1848 To the Present," and "Commerce/Trade" sections above. In the 19th century, there were carriage makers, blacksmiths, bakers, machinists, shoemakers, soap makers, harness shops, and businesses for the manufacture of sleigh runners and carriage tops. According to a 2007 Survey by the Preservation Company of the South Main Street Area, the Butman family owned 18 and 22 South Main from

the late nineteenth century. David H. Butman (b. 1839) was a carriage maker, and 22 South Main was likely his shop, though altered, and may be one of the only former shops remaining.

One of the most successful industries was that of farrier, Charles Dana, who became known for manufacturing his patented ear tags that were used by farmers to keep track of sheep and cattle. Unfortunately the sites of these light, early industries have been lost to demolition or alteration so that little or nothing remains of the buildings that formerly embodied these enterprises. One of the few remaining light industrial buildings, a c. 1930 former ice cream factory at 30 Main Street has been adapted to commercial/office use and has been quite altered though still retains its trademark parapet. A large sand and gravel operation still operates at the end of Elm Street West and has auxiliary buildings from the late 20th century.

**Government**

Each of the historic structures that were located on the west side of Main Street during the 19th century, which were associated with local, state or federal government, have been replaced with modern buildings. The 1973 brick and concrete block fire station (63 Main Street) replaces a former frame building that for many decades served the town's fire protection needs. The post office was until recently in a detached 1955, one story building (43 Main Street) though a number of other buildings on Main Street have housed the town's post office and also served other functions as apartments and stores. It is currently no longer on Main Street and is now located on Benning Street in the West Lebanon Business Survey Area (4). The twin-towered 19th century high school anchored the west side of Main Street until it was demolished in the 20th century.

**Education**

Three of the most important current buildings in West Lebanon - the former West Lebanon Library, Seminary Hill School, and the new Kilton Library - are associated with education. The former West Lebanon Library (57 Main Street), a Colonial Revival building built in 1908, is one of the most distinguished structures in the project area. The library was sold to a private owner when the new, Kilton Library was built in 2011 across Main Street (80 Main Street).

Seminary Hill School (20 Seminary Hill) is another good example of the institutional Colonial Revival style, and is significant for its historic associations with education since it was built in originally 1854 as the Tilden Female Seminary. It served as the New Hampshire, and later Rockland, Military Academy in the 1880s through 1914. It was remodeled in 1915 to serve as the West Lebanon High School to address overcrowding in the High School on Main Street. It was remodeled again after fire in 1940. Since the West Lebanon High School merged with the Lebanon High School in 1962, the building has been used for various purposes by the school district including an elementary school and district offices.

A fourth property, the former Estabrook School (101 Maple Street), was built c. 1937 as the school for the Seventh Day Adventist Church next door, and is an example of an educational facility serving the varied populace of Lebanon during its continued growth due to the impact of the railroad. It is now a multi-family residence.

**Religion**

The oldest and most stylistically significant ecclesiastical structures in the project area are the Greek Revival style West Lebanon Congregational Church designed by Moses Wood, and its parsonage; both were built on Maple Street in 1849 on land donated by Oren Hubbard. In 1936 the Seventh Day Adventist Church, a Colonial Revival style building, was constructed at the north end of Maple Street. The church at 99 Maple Street is now owned by Providence Presbyterian. The Mid-Century Modern style Holy Redeemer Catholic Church, was built in 1961 at 38 Maple Street to replace the Catholic Church once on the west side of Main Street. Itis no longer used as a church. Its rectory was a former, c. 1929, single family dwelling at 8 Prospect Street West. The Olivet Baptist Church is located at a c. 1987 building at 44 Maple Street. For a time it operated out of the old rail depot when it was moved to Railroad Avenue.

**Statement of Significance**

The West Lebanon Survey Area, as one of the two main town centers, is significant in many of the major themes of Lebanon: early agriculture, commerce, transportation, light industry, architecture, religion, education, government, and residential expansion and development. Resources and properties are fairly concentrated here with three residential neighborhoods which represent different, though overlapping periods and types of residential expansion. The downtown area is important for many of the broader themes and includes the Westboro Yard, of statewide significance as perhaps the only remaining large rail yard in New Hampshire. The Crafts Avenue neighborhood has architectural significance as an intentional suburb of the early to mid-20th century with great architectural variety but yet with a cohesive visual character that clearly conveys its history as a development. It is also significant as a collection of homes and an arrangement of tree-lined streets that convey the needs and preferences of the emerging middle class in Lebanon. Initially this was a walkable neighborhood with few carriage barns or stables whose residents worked nearby in the rail yards of West Lebanon or White River Junction or other businesses there as managers, engineers, clerks, shopkeepers, and highly-skilled railroad workers. Later, the small houses with small garages of the mid-20$^{th}$ century were added to serve the needs of a new middle class that could afford a car to commute to neighboring towns for employment in the hospitals, schools and industries that came to replace the railroads in local economic importance. Although what sets Crafts Avenue apart is its early subdivision origin, the other neighborhoods of West Lebanon, especially Maple Avenue and the area adjacent to Seminary Hill, share this architectural legacy and significance related to the changing economy and demographics of West Lebanon. The importance of the post-war housing boom in West Lebanon is well represented in Crafts Avenue and on a few discrete streets off Seminary Hill and in the Maple Street area as well as Estabrook Circle. A number of the streets developed during this period have houses that are fairly ubiquitous architecturally and have mixed integrity.

There are also a few properties that are likely individually significant for their architecture or role in the development and history of the area. The major roads still serving the community after a few hundred years as well as the historic railroad bridge reinforce West Lebanon's other major development theme of transportation.

## Periods(s) of Development

Periods significant to this area include the mid-18th to the early 19th century when the area was important as a cross roads and agricultural area but there are very few resources from this early period. Periods represented by more extant resources include the mid to later 19th century when the early development of the railroad impacted the area and created the first residential expansion; the early 20th century as a period of intensified residential and commercial expansion; and the post-World War II period when a different type of suburban residential expansion impacted the area's development.

## Statement of Integrity

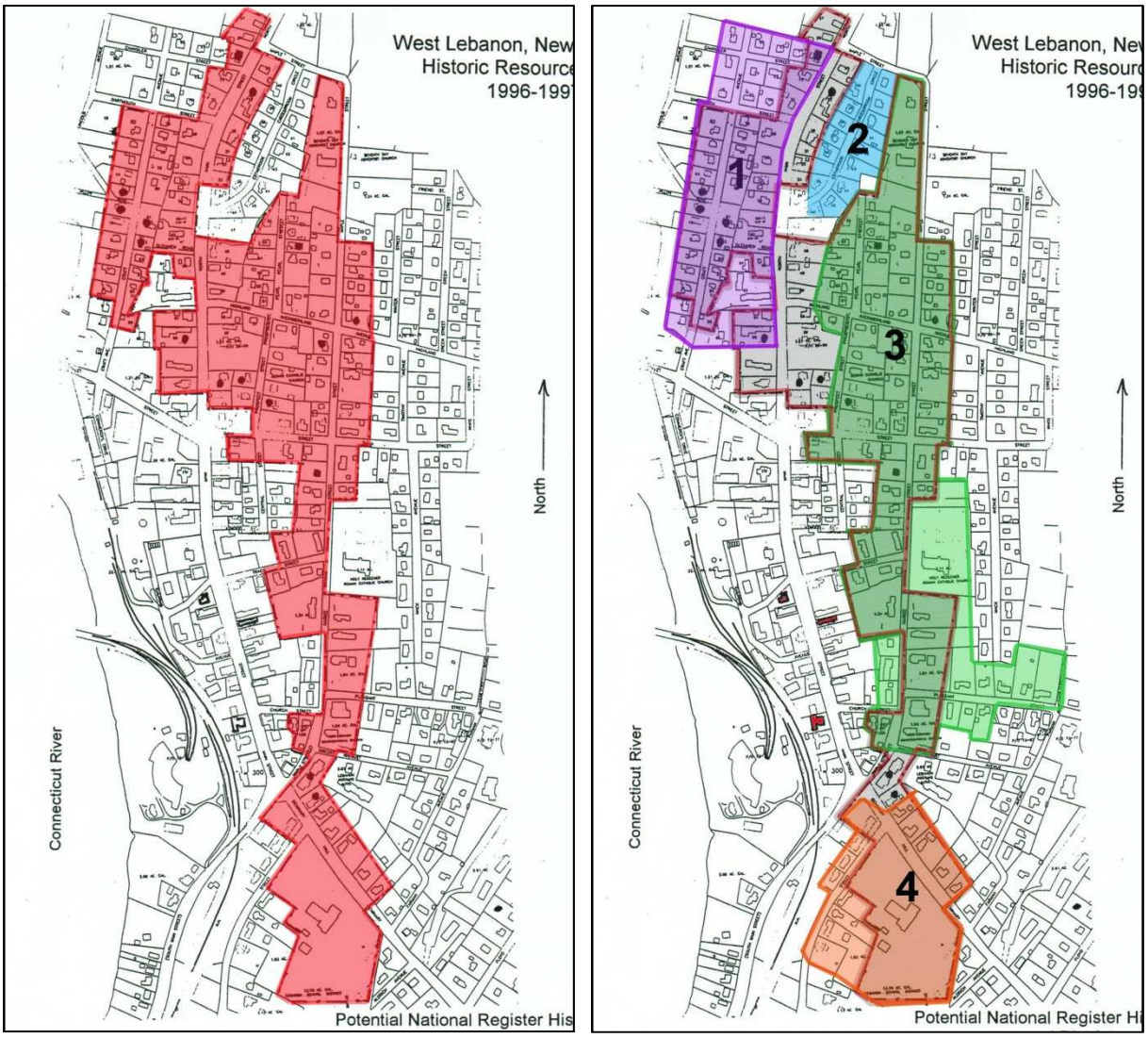
The West Lebanon Survey area has mixed architectural and historic integrity with several potential residential historic districts as well as large areas of heavily altered historic resources such as the downtown commercial core, seriously deteriorated historic resources in the Westboro Yard area, and several large housing developments on new streets of the 1970s through 2000s. Very few older, mid-19th century properties remain and those tend to be altered such as the Greek Revival 3 Seminary Hill Road, which was determined not individually eligible by NHDHR on 12/14/2011 and the c. 1850 Estabrook House at 11 South Main Street which was determined not eligible by NHDHR on 9/12/2007. Some of the older properties could contribute to a potential district, however. The West Lebanon survey area includes the Crafts Avenue Historic District, determined eligible by NHDHR on September 10, 2014 which continues to have strong architectural integrity.

Areas of West Lebanon Survey Area that have diminished integrity are the downtown, commercial core along Main Street between Seminary Hill and Bridge Streets; the area of South Main Street which has experienced alteration and loss and was found not eligible as a potential historic district by NHDHR (9/12/2007); and the eastern sections of Seminary Hill Road which has an eclectic mix of housing from many periods and includes many modern, ubiquitous and altered properties.

In the downtown commercial core, a few properties may be individually eligible and others may be restorable – through removal of intrusive commercial alterations. The Westboro Rail Yard complex, though determined eligible in 2003 despite its very poor condition, has lost several more resources such as all but one of the 1850-1860 tenement houses, possibly the turntable pit though it may simply be infilled and buried, the c. 1911/1930s/1977 freight house which was either replaced or severely altered with new construction, the fan room, and the c. 1900 Section House/ office. The two primary remaining brick structures – the 1890/1929 engine house and the 1936 bunkhouse have lost most of their roofs and appear in danger of structural collapse. The frame c.1900 sand house is recognizable but in very poor condition. Only the brick smokestack appears in fair condition. Although it was re-affirmed in 2013 as eligible to contribute to the Northern Railroad Historic District, it is possible that the site as a complex is no longer individually eligible for listing under Criteria C due to the physical loss of so much structure and so many contributing resources. Further examination may determine whether it is still eligible as its own district under Criterion A for its statewide importance as the terminus of the line and

only remaining example of a large railyard in the state, its tremendous local importance as the main economic driver of West Lebanon; and/or under Criterion D, as a ruin.

The 1997 survey of West Lebanon had identified a large potential historic district focused primarily on the 19th and early 20th century residential neighborhoods including the southern portion of Crafts Avenue. Several smaller districts appear to be eligible in 2016 that correlate roughly but not exactly to the earlier recommended boundaries.




**Left: Annotated detail of the 1997 Survey Report recommendation map. The shaded area (red) indicates the area proposed as a potential historic district;**

**Right: An overlay on the same annotated detail map of currently recommended potential historic districts including # 1- the Crafts Avenue Historic District (in purple) and determined eligible by NHDHR; # 2 – Estabrook Circle Historic District (in blue); #3 Maple Street Neighborhood Historic District (in green); and #4 Seminary Hill Historic District (in orange)**

As already noted, the Crafts Avenue Historic District has been identified as a discrete and eligible historic district focused on the 1892 subdivision of the Craft estate. The remaining main portion of the large district proposed in 1997 appears potentially eligible as a Maple Street Historic District that is centered on Maple Street and the period c. 1850 – c. 1940. Portions of the streets intersecting or parallel to Maple could also be included such as Dana, Highland, Pleasant, Prospect, Mack, Timothy, and others. The collection appears to be a distinguishable entity that has sufficient integrity and conveys a strong sense of the areas' historic development with the architecture that reflected periods of economic growth. An intensive examination is needed to confirm the overall integrity and boundaries. The western (lower) portion of Seminary Hill Road and Elm Street West appear potentially eligible as a separate Seminary Hill Area historic district primarily focused on the c.1840 – c. 1940 period with an emphasis on a core of several mid-late 19th century properties. The downtown core of Main Street was not recommended for eligibility in 1997 and it remains compromised in integrity and does not appear eligible in 2016. Another potential historic district, noted in the 1997 survey but not yet 50 years old at that time is the Estabrook Circle Historic District, a 1950s discrete suburban housing development.

**Potentially Individually Eligible Properties throughout the Central Village Survey Area**
(an * indicates they are also in a potential historic district)

Although many individual properties are mentioned in the architecture and history sections as examples of styles or types, only those with apparent very good architectural integrity are listed here as having potential for individual eligibility.

Gothic Revival style: 9 Seminary Hill Road*

Italianate style: 33 Maple Street *

Queen Anne/ Victorian style including Italianate/Victorian:

- 18 Bridge Street
- 23, 29, & 43 Crafts Avenue*
- 29 Elm Street West*

Bungalow/Craftsman style

- 110 North Main Street
- 115 North Main Street*
- 36 & 40 Crafts Avenue*
- 26 Dana Street*
- 6 & 12 Pearl Street*
- 11 Highland Avenue*

Colonial Revival & Dutch Colonial Style

- 16 Crafts Avenue*
- 153 North Main Street*
- 16-18 Dana*
- 57 Main Street (former West Lebanon Library)
- 6 Prospect Street West*

Mid-Century Modern

- 4 White Street
- 123 Seminary Hill Road
- Holy Redeemer Catholic Church, 38 Maple Street

**Potential Historic Districts**

- **Crafts Avenue Historic District** (including Crafts Avenue, Beyerle Street, Chandler Street, and part of North Main Street) – Determined eligible by NHDHR on 9/10/2014.
The Crafts Avenue neighborhood was Lebanon's first intentional subdivision and includes 46 properties with a period of significance from 1892 through 1964. It is a fairly dense residential neighborhood with detached single and multi-family homes that were developed over a 70-year period. The architecture is quite varied and rich, including examples of Queen Anne, Colonial Revival, Dutch Colonial, Craftsman, Mid-Century Modern as well as forms such as bungalow, ranch, and mid-century cottage.

-**Estabrook Circle Historic District**, limited to Estabrook Circle, developed in mid-1940 through 1955 with possibly factory-built housing. The 15 small ranch homes from a single period have a fairly good degree of integrity and easily convey the development approach of creating new, picturesque (curving) streets for new housing in the 20th century. Alterations to siding and windows on some properties may impact the eligibility.

- **Maple Street Neighborhood Historic District** (boundaries to be further defined but potentially including Maple Street, parts of Central Street, Dana Street, Green Street West, Highland Avenue, Mack Avenue, Pearl Street, Pleasant Street, Prospect Street West, Timothy Avenue, White Avenue, and Winter Street West) may contain as many as 150 properties anchored by the older Maple Street. The homes and churches reflect a period of significance of c. 1850 – c.1940 when the railroad boom created the need for this housing expansion until World War II when the railroad was having less impact. The level of integrity is good but is somewhat mixed and alterations to some properties may impact the boundaries.

- **Seminary Hill Area Historic District** including the lower section of Seminary Hill Road and most of Elm Street West, containing potentially 28 properties primarily focused on the c.1840 – c. 1940 period when the Seminary Hill School was rebuilt. The emphasis of the period of significance is on a core of several mid-late 19th century properties near the intersection of Elm Street West and Seminary Hill.

-**Northern Railroad Historic District/Area Form**, a multi-municipality, linear corridor that was determined an eligible historic district by NHDHR on December 1, 1999; An updated survey form was done in 2013. Included in this Survey Area is the Westboro Rail Yard found contributing in 2013.

**Applicable NHDHR Historic Context(s)**

Early exploration and settlement in the interior of NH, 1623-1770
The sheep craze, 1820-1870
The railroads in NH, 1842-1960
Pre-automobile land travel, 1630-1920
Automobile culture, 1920-present
Elementary and secondary education, 1770-present
Suburban/bedroom community growth in New Hampshire, c. 1850-present

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Cheney, G. A. "At the Meeting of the Valleys: West Lebanon on the Connecticut." The Granite Monthly, June, 1907, Vol. XXXIX, No. 6. (New Series, Vol. 2, No. 6) (Lebanon Historical Society)

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Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *West Lebanon P.O., Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Norris, G.E. *West Lebanon, NH and White River Junction, VT*. Birdseye map. Troy, NY: G.E. Norris, 1889.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover Quadrangle for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☒ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |

**Downtown West Lebanon Neighborhood**




Photo 1 description: Downtown West Lebanon and Main Street from Seminary Hill Direction: northwest Date taken: August 2016 File name: Downtown W Leb from Sem Hill.jpg Stored: LHPC



Photo 2 description: View of Atwood Avenue; Direction: west Date taken: Nov. 2016 File name: Atwood view (3).jpg Stored: LHPC




Photo 3 description: 8 Bridge Street, c. 1895
Direction: north Date taken: Nov. 2016 File name: Bridge 8.jpg Stored: LHPC




Photo 4 description: 18 Bridge Street, c. 1920
Direction: northeast Date taken: Nov. 2016 File name: Bridge 18.jpg Stored: LHPC



Photo 5 description: Commercial Dr. view w/10 Commercial Dr. (c. 1945) on left and 23 Bridge St. in distance; Direction: north Date taken: Nov. 2016 File name: Commercial 10 view.jpg Stored: LHPC



Photo 6 description: 18 Commercial Drive, c. 1960
Direction: southwest Date taken: Nov. 2016 File name: Commercial 18.jpg Stored: LHPC



Photo 7 description: Central Street view
Direction: southwest Date taken: Nov. 2016 File name: Central view (3).jpg Stored: LHPC



Photo 8 description: Church Street West view from Main Street
Direction: west Date taken: Aug. 2016 File name: Church St w from main.jpg Stored: LHPC




Photo 9 description: South Main Street view with #s 11 (on left) & 24, 22, & 18 on right from bridge over railroad tracks; Direction: south Date taken: 2013 File name: 2013 google view of S Main (4).jpg Stored: LHPC



Photo 10 description: 22 South Main, Butman Shop, c. 1870; Direction: north Date taken: 2013 File name: 2013 google view of 22 S Main.jpg Stored: LHPC



Photo 11 description: South Main Street view with #s 40, 36, 34, 32, & 30 – groups of two and three that may be originally identical; Direction: northwest Date taken: 2013 File name: 2013 google view of S Main (5).jpg Stored: LHPC



Photo 12 description: 3, 7,& 21 Main Street; Direction: northwest Date taken: Nov. 2016 File name: Main from Seminary Hill with 3 7 & 21.jpg Stored: LHPC



Photo 13 description: 7 (c.1890) & 21 (c. 1860) Main Street
Direction: southwest Date taken: Nov. 2016 File name: Main 7 & 21.jpg Stored: LHPC




Photo 14 description: Main Street view with #s 31 on left and 36, 34, 32, 30 & 28 on right
Direction: north Date taken: Nov. 2016 File name: Main view (2).jpg Stored: LHPC



Photo 15 description: 50 (c.1850), 36, 34, 32 & 30 Main Street
Direction: southeast Date taken: Nov. 2016 File name: main st 50 - 30.jpg Stored: LHPC




Photo 16 description: 35 Main Street, c.1900 with former Post Office, 43 Main St. on right
Direction: northwest Date taken: Nov. 2016 File name: Main St 35.jpg Stored: LHPC



Photo 17 description: Main Street view with #55 (c. 1870); Direction: northwest
Date taken: Nov. 2016 File name: Main St view with 55.jpg Stored: LHPC




Photo 18 description: 57 Main Street, 1908, former West Lebanon Library
Direction: west Date taken: Nov. 2016 File name: Main st 57.jpg Stored: LHPC



Photo 19 description: Main Street view with Fire Sta. (1973, 63 Main St.) & former library (1908, 57 Main St.); Direction: southwest Date taken: Nov. 2016 File name: Main St view from 88.jpg Stored: LHPC



Photo 20 description: 12 Railroad Avenue (location of former historic freight house on left) with end of "East Tenement" building (16 Railroad Avenue on left)
Direction: north Date taken: Nov. 2016 File name: Railroad view (2).jpg Stored: LHPC



Photo 21 description: 16 Railroad Avenue, "East Tenement" building, c. 1865 (Google image)
Direction: southeast Date taken: 2013 File name: 16 Railroad Ave google (4).jpg Stored: LHPC



Photo 22 description: 4 Railroad Street, re-located former Westboro Depot, 1898/1950s/2013
Direction: northeast Date taken: Nov. 2016 File name: Railroad 4.jpg Stored: LHPC



Photo 23 description: Railroad Street view with #38 (1961) on left and back of former library (57 Main St.) on right; Direction: east Date taken: Nov. 2016 File name: Railroad view (3).jpg Stored: LHPC



Photo 24 description: Tracy Street view with 16 Tracy St
Direction: southwest Date taken: Nov. 2016 File name: Tracy view (2).jpg Stored: LHPC



Photo 25 description: 22-24 Tracy Street, c. 1895
Direction: northeast Date taken: Nov. 2016 File name: Tracy 22-24.jpg Stored: LHPC



Photo 26 description: Westboro Rail Yard with engine house (1890/1929) on left, smokestack (c.1893), and sand house (c. 1900) on right
Direction: northwest Date taken: Nov. 2016 File name: Westboro (18).jpg Stored: LHPC



Photo 27 description: Westboro Rail Yard – engine house (1890/1929) and area of turntable pit
Direction: north Date taken: Nov. 2016 File name: Westboro (10).jpg Stored: LHPC



Photo 28 description: Westboro Rail Yard – engine house (1890/1929)
Direction: northeast Date taken: Nov. 2016 File name: Westboro (5).jpg Stored: LHPC



Photo 29 description: Westboro Rail Yard – engine house (1890/1929) & ruin of fan room
Direction: west Date taken: Nov. 2016 File name: Westboro (7).jpg Stored: LHPC



Photo 30 description: Westboro Rail Yard –Bunk House, 1936
Direction: east Date taken: Nov. 2016 File name: Westboro (7).jpg Stored: LHPC

**Seminary Hill Neighborhood**



Photo 31 description: 8 Batchelder Avenue, c 1950
Direction: southeast Date taken: Nov. 2016 File name: Batchelder 8.jpg Stored: LHPC



Photo 32 description: Crawford Avenue view with #s 9 (c.1960) & 11 (c.1956)
Direction: east Date taken: Nov. 2016 File name: Crawford view(3).jpg Stored: LHPC



Photo 33 description: Elm Street West looking at Seminary Hill with 5 Seminary Hill (c. 1855), 7 Seminary Hill (c. 1865) and Dana House (corner Seminary Hill & Elm Street West, c.1765) on right; Direction: north Date taken: Aug. 2016 File name: Dana hse Elm St w.jpg Stored: LHPC



Photo 34 description: 18, 14, & 2 Elm Street West, (c.1860 - c. 1890)
Direction: northwest Date taken: Nov. 2016 File name: Elm 18 (2).jpg Stored: LHPC



Photo 35 description: 11, 15, & 19 Elm Street West, c. 1860, 1890s
Direction: southwest Date taken: Aug. 2016 File name: Elm st w 11 15 & 19.jpg Stored: LHPC



Photo 36 description: 27 Elm Street West, c.1920
Direction: west Date taken: Nov. 2016 File name: Elm 27.jpg Stored: LHPC



Photo 37 description: 29 Elm Street West, c. 1890 ("C.H. Emerson" on 1892 map)
Direction: northeast Date taken: Nov. 2016 File name: Elm 29 (3).jpg Stored: LHPC



Photo 38 description: Elm Street West, with #s 43 & 51, c.1900
Direction: north Date taken: Nov. 2016 File name: Elm w view.jpg Stored: LHPC



Photo 39 description: Farman Avenue view with # 4 on left and # 3 on right, c.1910
Direction: south Date taken: Nov. 2016 File name: Farman 4 & 3.jpg Stored: LHPC



Photo 40 description: Floyd Avenue with #s17 & 19, c. 1955
Direction: northwest Date taken: Oct. 2016 File name: Floyd view.jpg Stored: LHPC



Photo 41 description: 3 Seminary Hill, c. 1840
Direction: south Date taken: Aug. 2016 File name: Seminary Hill 3.jpg Stored: LHPC



Photo 42 description: 9 Seminary Hill, c. 1850
Direction: north Date taken: Nov. 2016 File name: Seminary Hill 9.jpg Stored: LHPC



Photo 43 description: 20 Seminary Hill, c. 1854/1940, Seminary Hill School
Direction: southwest Date taken: Nov. 2016 File name: Seminary Hill 20.jpg Stored: LHPC



Photo 44 description: Seminary Hill #s 23, 27, & 31, c. 1890
Direction: northeast Date taken: Nov. 2016 File name: Seminary Hill view from 23.jpg Stored: LHPC



Photo 45 description: 43 Seminary Hill, c. 1910
Direction: north Date taken: Nov. 2016 File name: Seminary Hill 43.jpg Stored: LHPC



Photo 46 description: 123 Seminary Hill, 1951 (google view)
Direction: north Date taken: 2013 File name: 123 Seminary Hill google 2013.jpg Stored: LHPC

**Maple Street Neighborhood**



Photo 47 description: Dana Street with duplexes 16-18 (c. 1920) and 12-14 (c. 1885)
Direction: southwest Date taken: Nov. 2016 File name: Dana view 16-18.jpg Stored: LHPC



Photo 48 description: 30, 28 & 26 Dana Street (c. 1910, 1900)
Direction: southwest Date taken: Nov. 2016 File name: Dana view (2).jpg Stored: LHPC



Photo 49 description: 9 Dana Street, duplex, c. 1910
Direction: north Date taken: Nov. 2016 File name: Dana 9.jpg Stored: LHPC




Photo 50 description: 26 Dana Street, c.1900
Direction: south Date taken: Nov. 2016 File name: Dana 26.jpg Stored: LHPC



Photo 51 description: 9, 13 & 15 Farman Avenue, c. 1900-1920
Direction: northwest Date taken: Nov. 2016 File name: Farman from 3.jpg Stored: LHPC



Photo 52 description: 19 & 23 Farman Avenue, c. 1900
Direction: northwest Date taken: Nov. 2016 File name: Farman view.jpg Stored: LHPC



Photo 53 description: 12 & 8 Green Street West, c. 1930
Direction: northeast Date taken: Nov. 2016 File name: Green St view 12 & 8.jpg Stored: LHPC



Photo 54 description: Intersection of Highland Avenue & Pearl Street with (l. to r.) 7-9 Highland Ave. (duplex), 3 Pearl Street, & 13 Highland Ave., c. 1900
Direction: west Date taken: Nov. 2016 File name: Highland view from 13.jpg Stored: LHPC



Photo 55 description: 5, 7, & 9 Mack Avenue, c. 1920-30
Direction: northeast Date taken: Nov. 2016 File name: Mack view from 9.jpg Stored: LHPC



Photo 56 description: 18 Maple Street at Orcutt Avenue, Congregational parsonage, 1849
Direction: southeast Date taken: Nov. 2016 File name: Maple 18 Parsonage.jpg Stored: LHPC



Photo 57 description: 18 Maple Street, West Lebanon Congregation Church, 1849
Direction: northeast Date taken: Nov. 2016 File name: Maple 18.jpg Stored: LHPC



Photo 58 description: 22 Maple Street, c. 1850
Direction: east Date taken: Nov. 2016 File name: Maple 22.jpg Stored: LHPC



Photo 59 description: 33 Maple Street, c. 1870
Direction: west Date taken: Nov. 2016 File name: Maple 33.jpg Stored: LHPC



Photo 60 description: 26 Maple Street, c. 1850
Direction: southeast Date taken: Nov. 2016 File name: Maple 26.jpg Stored: LHPC



Photo 61 description: 52 Maple Street, c. 1880
Direction: southeast Date taken: Nov. 2016 File name: Maple 52.jpg Stored: LHPC



Photo 62 description: 38 Maple Street, former Holy Redeemer Catholic Church, 1961
Direction: northeast Date taken: Nov. 2016 File name: Maple 38.jpg Stored: LHPC



Photo 63 description: 61 Maple Street, c. 1895
Direction: west Date taken: Nov. 2016 File name: Maple 61.jpg Stored: LHPC



Photo 64 description: 84 Maple Street, c. 1920
Direction: east Date taken: Nov. 2016 File name: Maple 84.jpg Stored: LHPC



Photo 65 description: 90 & 88 Maple Street, c. 1900
Direction: southeast Date taken: Nov. 2016 File name: Maple 90 & 88.jpg Stored: LHPC



Photo 66 description: 101 Maple Street, formerly Seventh Day Adventist/Estabrook School, 1937; Direction: west Date taken: Oct. 2016 File name: Maple 101.jpg Stored: LHPC



Photo 67 description: 99 North Main Street, c. 1895
Direction: northwest Date taken: Nov. 2016 File name: N Main 99.jpg Stored: LHPC



Photo 68 description: 105 North Main Street, c. 1840
Direction: northwest Date taken: Nov. 2016 File name: N Main 105.jpg Stored: LHPC




Photo 69 description: 105 North Main Street – attached barn, 19th century
Direction: northwest Date taken: Nov. 2016 File name: N Main 105 (2).jpg Stored: LHPC



Photo 70 description: 110 North Main Street, 1920; Direction: east Date taken: Nov. 2016 File name: N Main 110.jpg Stored: LHPC




Photo 71 description: 111 North Main Street, c.1870, with connected ells and barns
Direction: northwest Date taken: Nov. 2016 File name: N Main 111.jpg Stored: LHPC




Photo 72 description: 138, 132, 128, & 126 North Main, c.1890-1910; Direction: northeast
Date taken: Nov. 2016 File name: N Main view from 115.jpg Stored: LHPC



Photo 73 description: 148 North Main Street, c. 1930 with porte-cochere extension of porch
Direction: east Date taken: Nov. 2016 File name: N Main 148.jpg Stored: LHPC



Photo 74 description: 158 North Main Street, c. 1930 with porte-cochere
Direction: east Date taken: Nov. 2016 File name: N Main 158.jpg Stored: LHPC



Photo 75 description: 162 North Main Street, c. 1966
Direction: east Date taken: Nov. 2016 File name: N Main 162 (2).jpg Stored: LHPC



Photo 76 description: 2 (c. 1965) & 4 (c.1960) Orcutt Avenue
Direction: south Date taken: Nov. 2016 File name: Orcutt view from 6.jpg Stored: LHPC



Photo 77 description: 6 Pearl Street, c. 1900
Direction: northeast Date taken: Nov. 2016 File name: Pearl 6.jpg Stored: LHPC



Photo 78 description: 12 Pearl Street, c. 1920
Direction: east Date taken: Nov. 2016 File name: Pearl 12.jpg Stored: LHPC



Photo 79 description: 3 & 5 Pearl Street, c. 1910
Direction: southwest Date taken: Nov. 2016 File name: Pearl view from 12.jpg Stored: LHPC



Photo 80 description: 6 Pleasant Street, c. 1870
Direction: south Date taken: Nov. 2016 File name: Pleasant 6.jpg Stored: LHPC



Photo 81 description: 10 Pleasant Street, 1874
Direction: south Date taken: Nov. 2016 File name: Pleasant 10.jpg Stored: LHPC




Photo 82 description: 15, 17, & 19 Pleasant Street at entrance to West Lebanon Cemetery
Direction: west Date taken: Nov. 2016 File name: Pleasant view (2).jpg Stored: LHPC



Photo 83 description: 26 Pleasant Street, c. 1850
Direction: south Date taken: Nov. 2016 File name: Pleasant 26.jpg Stored: LHPC



Photo 84 description: West Lebanon Cemetery, Pleasant Street
Direction: north Date taken: Nov. 2016 File name: W Leb Cemetery (6).jpg Stored: LHPC



Photo 85 description: West Lebanon Cemetery buildings, Pleasant Street
Direction: north Date taken: Nov. 2016 File name: W Leb Cemetery (3).jpg Stored: LHPC



Photo 86 description: 6 Prospect Street West, c. 1900
Direction: west Date taken: Nov. 2016 File name: Prospect w 6.jpg Stored: LHPC



Photo 87 description: 11 Prospect Street West, c. 1920
Direction: northwest Date taken: Nov. 2016 File name: Prospect w 11.jpg Stored: LHPC



Photo 88 description: 14 & 10 Prospect Street West, c. 1900-1920
Direction: east Date taken: Nov. 2016 File name: W Prospect view from 6.jpg Stored: LHPC



Photo 89 description: 5 Timothy Avenue, c. 1930
Direction: west Date taken: Nov. 2016 File name: Timothy 5.jpg Stored: LHPC



Photo 90 description: 10 & 8 Timothy Avenue, c. 1940-50
Direction: east Date taken: Nov. 2016 File name: Timothy view from 10.jpg Stored: LHPC



Photo 91 description: 4 White Avenue, 1955
Direction: west Date taken: Nov. 2016 File name: White 4.jpg Stored: LHPC



Photo 92 description: 5 White Avenue, Mt. Lebanon Elementary School, 1952
Direction: east Date taken: Nov. 2016 File name: White 5.jpg Stored: LHPC



Photo 93 description: 10 Winter Street West, c. 1930
Direction: east Date taken: Nov. 2016 File name: Winter w 10.jpg Stored: LHPC




Photo 94 description: 4 & 2 Estabrook Circle, c. 1950
Direction: east Date taken: Nov. 2016 File name: Estabrook view.jpg Stored: LHPC

**Crafts Avenue Neighborhood**



Photo 95 description: 10 (1942) & 6 (c.1945) Beyerle Street,
Direction: northeast Date taken: Nov. 2016 File name: Beyerle View from 10.jpg Stored: LHPC



Photo 96 description: 2 Chandler Avenue, c. 1960
Direction: southwest Date taken: Nov. 2016 File name: Chandler 2.jpg Stored: LHPC



Photo 97 description: 20 & 18 Crafts Avenue, c. 1910
Direction: southeast Date taken: Nov. 2016 File name: Crafts view 20 & 18.jpg Stored: LHPC



Photo 98 description: 17, 21, & 23 Crafts Avenue, c. 1895
Direction: southwest Date taken: Nov. 2016 File name: Crafts view (5).jpg Stored: LHPC



Photo 99 description: 29 (c.1895) & 31 (c.1900)Crafts Avenue
Direction: southwest Date taken: Nov. 2016 File name: Crafts view (3).jpg Stored: LHPC



Photo 100 description: 40, 38 & 36 Crafts Avenue, c. 1930
Direction: northeast Date taken: Nov. 2016 File name: Crafts 40-36.jpg Stored: LHPC



Photo 101 description: 43 (c.1900) 45 (c.1912) & 51 (c. 1939) Crafts Avenue
Direction: northwest Date taken: Nov. 2016 File name: Crafts view.jpg Stored: LHPC



Photo 102 description: Crafts Avenue view with 55 on right, 1949
Direction: southwest Date taken: Nov. 2016 File name: Crafts view near 55 (2).jpg Stored: LHPC



Photo 103 description: 115 North Main Street, c. 1910
Direction: west Date taken: Nov. 2016 File name: N Main 115.jpg Stored: LHPC



Photo 104 description: 137 North Main Street, Beyerle House/Glen View, c. 1893
Direction: west Date taken: Nov. 2016 File name: N Main 137 (2).jpg Stored: LHPC

# Name of Survey Area # 4: "West Lebanon Business Area"

**Location:** All or parts of the following streets:

Airpark Road, Airport Road, Benning Street, Chelsea Circle, Commerce Avenue, Derby Lane, Doc Lane, Dwinell Drive, Elm Street West [part], Glen Road, Hall Road, Hall School Road, Interchange Drive, [part], Market Street, Old County Road, Plaza Heights, Romano Circle, Road around landfill, South Main Street/Plainfield Road, Technology Drive, Trues Brook Road, Waterman Avenue

**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH & N. Hartland, VT

**USGS scale:** 1:24,000

**Location Map**




**Seamless view of partial USGS maps: Hanover, NH & N. Hartland VT with Survey Area outlined**

**Previous inventory numbers in this area:**

Trues Brook Rd Bridge (066/059) **LEB 0018** (Determined not eligible by NHDHR on 3/19/2014)

**Route 12A/South Main Street Area Form** (no number) 1994 (no determination made)

Lebanon Airport, **LEB-LEB** (determined not eligible by NHDHR on 7/25/2012)

Stone Arch Underpass/Glen Rd. – NR#85002190, listed on the National Register on 9/12/1985 (Surveyed in 1984 for Lebanon Historic Resource Survey as well)

**Northern Railroad Historic District Area Form** (determined eligible by NHDHR in 1999, updated survey form in 2013

**Present Use(s):** Commercial and retail, transportation, municipal landfill, residential, extraction/industrial, agricultural

**Original Use(s):** residential, farming, industry, commercial, transportation

**Setting:** The West Lebanon Business Area survey area comprises the southwestern corner of Lebanon bordering the Connecticut River on the west and Plainfield, NH on the south. It has bridge connections to White River Junction, Vermont and includes an interchange of I-89. It is characterized by several distinctly different settings including modern commercial strip development, industrial operations, agricultural, and both historic and modern patterned areas of rural residential.

**Acreage:** approx. 2656 acres

**Prepared by**: Lyssa Papazian & Scott Newman

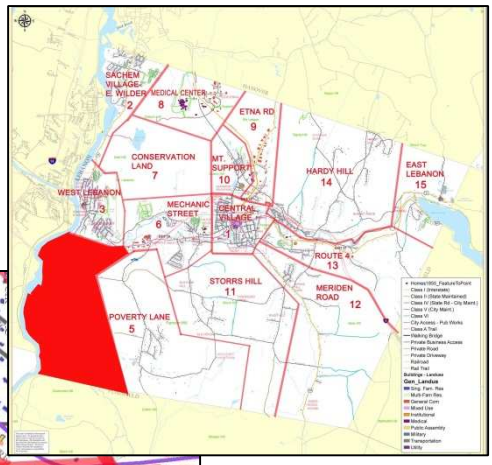
**For:** City of Lebanon: Lebanon Heritage Commission

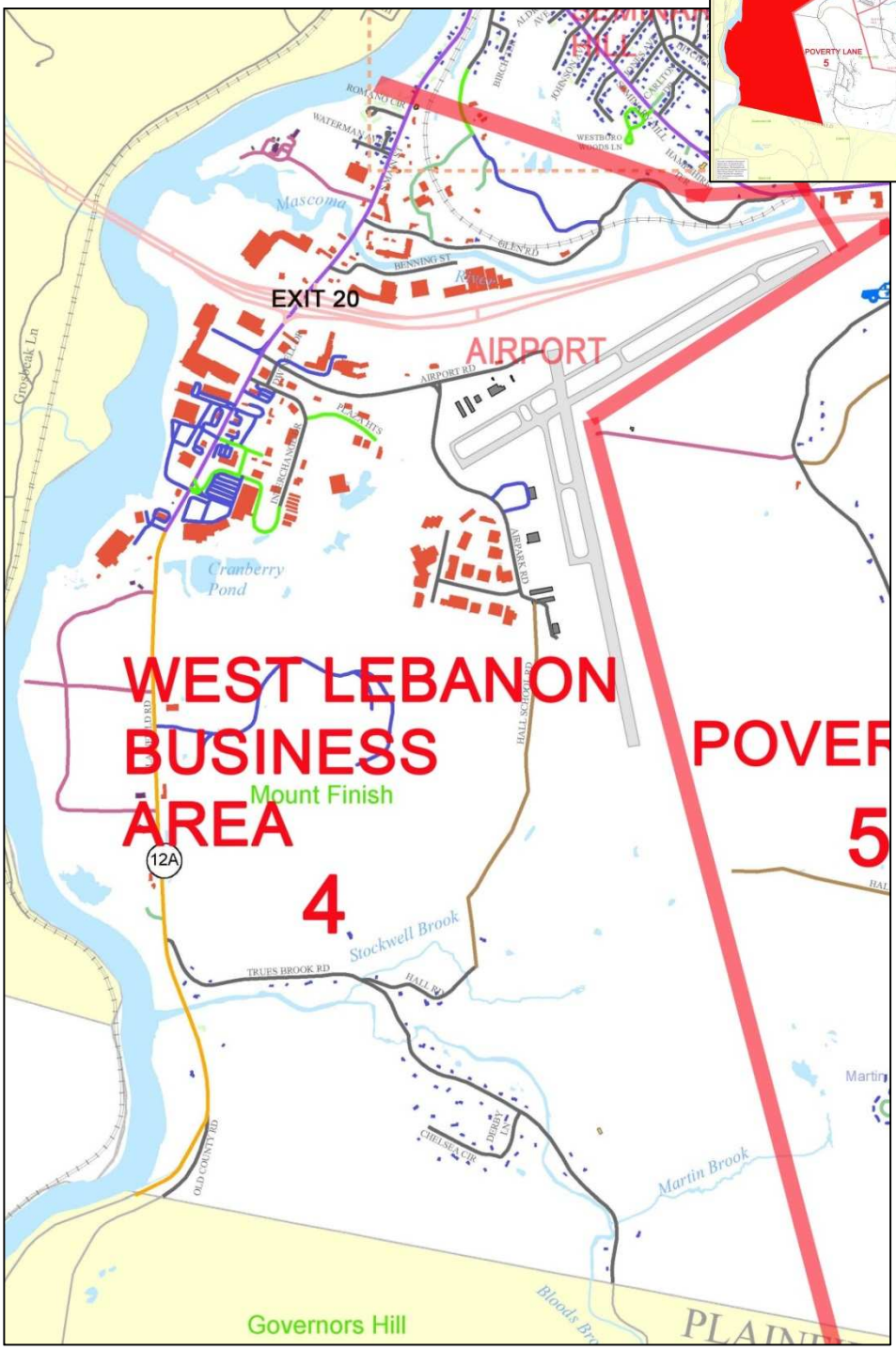
**Date(s) of field survey:** May & August 2016

**Sketch map(s)**

At right: overview of West Lebanon Business Area Survey Area 04 shaded in red in map of Lebanon;

Below is map of West Lebanon Business Area Survey Area 04



## Architectural Description

### Principal Architectural Styles & Periods of Construction

1820 - 1860s - Greek Revival
1860s-1900 - Queen Anne, vernacular Victorian, utilitarian
1930s -1950 - Vernacular, Colonial Revival
1950 - 1980s – 20th Century suburban cottage and ranch homes
1980s - 2010s - Single family homes on suburban and rural lots – Colonial Revival and Contemporary
1960s -2010s – Modern, Mid-century modern, and Contemporary commercial/office/industrial including national chain store design

### Architectural Composition of the Area

The West Lebanon Business survey area has only one older 19th century house (the Downer/True Farm, 423 Plainfield Rd.) that is a c.1840 Greek Revival side hall home with a recessed entry flanked by pilasters and peaked window lintels that appears to have been expanded and updated with Victorian/ Queen Anne features and additions in the 1880s. It is the site of a very early, c.1763 farm and so the rearmost cape-style ell may be older than the house. The house is across the road from two c.1880s or earlier gable front bank barns (428 Plainfield Rd) which both have distinctive wooden cupolas for ventilation.

The Hall School (on Hall School Rd) is an example of an early c.1870 one room school house, unmodified by later requirements for schools such as banks of windows. There are two older, English style field barns that may be early 19th century remnants of farms that are no longer extant on Hall/Hall School Road.

Two early 19th century, gable roofed, brick and frame buildings (c. 1825, federal style with arched window recesses & c.1830 with brick parapet ends) remain within the Powerhouse Mall complex off Glen Road as well as the c.1900, 2-story, flat roofed former Electric Power Station (#4). These were rehabilitated as retail spaces in 1986.

The 1848 stone arch railroad bridge on Glen Road is a rare surviving example of bridge masonry of the mid-19th century. In addition to the arch bridge, the Northern Railroad Historic District Area form, determined eligible by NHDHR in 1999 and updated in 2013, has identified a few remaining contributing railroad resources through this Survey Area along what is now the Northern Rail Trail including two Deck Plate Girder bridges (1910 & 1929) over the Mascoma River, and some markers.

There are some 1960s commercial and industrial buildings primarily on Benning Street but these do not appear to be good examples of modernist, international, or mid-century modern styles due to alterations or utilitarian original design. However, there is a small mid-century-modern concrete office building at Pike Industries at 338 Plainfield Road that is a better example of the style. The 1941 Airport (LEB-LEB) has mostly altered or modern, 1970s and later structures, hangars, tower and passenger building and has been determined not eligible as a historic district by the NHDHR on 7/25/2012.

The scattered homes in the survey area represent mid-century to late 20th century modern suburban designs, though most from the 1950s and 1960s have been altered. One home from 1933 is a simple Colonial Revival cape on Hall road.

The industrial apparatus of the Pike Industries/Lebanon Crushed Stone and Carroll Concrete include a 20th century cement plant and aggregate crusher at 338 Plainfield Road that may include some historic industrial structures. The shopping plaza and retail development along Route 12A is typical of national chain store design from the 1970s through the 2010s.

**Building Locations and Landscape Features**

A large portion of the area - around Exit 20 of the Interstate – from Romano Circle off South Main Street and heading southward for about a mile - is one of modern shopping centers, malls, and extensive commercial strip development. Just east of this commercial area and south of I-89 is the airport and adjacent business park - areas of modern commercial and industrial development as well as the very long open space corridors of the two crossing runways themselves forming a broad high plain surrounded by hills. Just south of the main commercial areas on Plainfield Road/Route 12A (the southern extension of South Main Street) is a large industrial crushed stone, cement, asphalt, and gravel operation opposite the town's landfill and recycling center. There is also a mini-golf operation and manicured open landscaping between the shopping centers and the landfill on the west side of Route 12A.

The southern section of the Survey Area on Plainfield Road/Route 12A south of the gravel operation and landfill is rural residential and anchored by one former farmstead with barns and surrounding fields across the road. Now the barns and house are divided into two properties. On the west side of Route 12a are the large older barns with cupolas and a 1996 house at 428 Plainfield Road. The farmhouse formerly associated with the older barns is directly across Plainfield Road from them at 423 Plainfield Road and has a 1996 set of outbuildings. The fields in cultivation along the river adjacent to the farm are in state ownership. This is the True Farm on the 1892 map (and the house is still owned by the True family) which means that it is also the location (at the mouth of the brook) of the town's first settled farm – the Downer Farm. The house is c.1840 and looks to have been updated in the 1880s which may be when the two large barns were built. No remaining buildings clearly date to the 18th century but it is possible that the rearmost cape-like ell is older than the main block. The two properties taken together still convey the historic context of the former farm and have good integrity. The newer buildings on both properties are built away from the historic cluster of barns and farmhouse.

Trues Brook Road and Old County Road head southeast from Route 12a. Old County Road turns to gravel, is heavily wooded, and has no buildings before the Plainfield line. Trues Brook Road is part of an historic east-west route that once connected West Lebanon with Poverty Lane and points further east. The road follows Trues Brook, crossing it several times with small concrete deck highway bridges. There is a 2-acre city conservation parcel along it and an interpretive panel at the trail head describing the trail to the rocky gorge and falls. The small houses along the road include a few from the 1950s, but primarily they are from the 1970s through the 2000s. An older looking farm setting at 53 Trues Brook Road has only buildings from c.2000. There is a late 1980s housing development off Trues Brook Road on Derby Lane and Chelsea Circle.

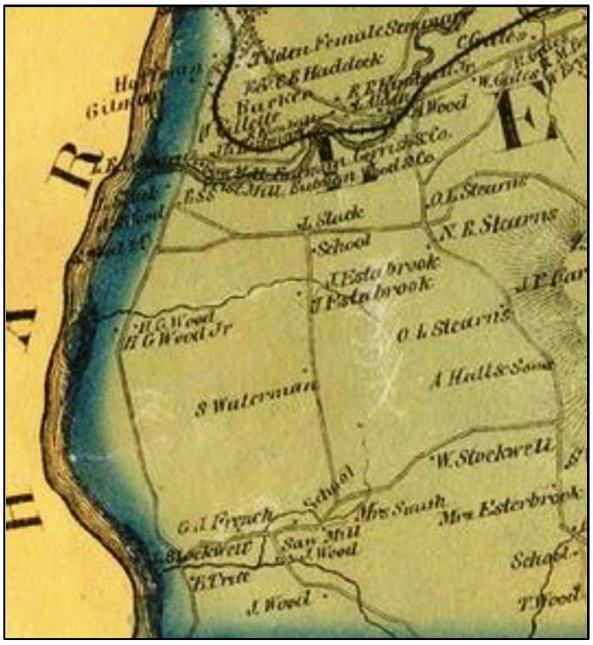
Hall Road, off Trues Brook Road to the northeast continues the old east-west route while Trues Brook Road heads southeast. Hall Road turns north into Hall School Road which eventually becomes a trail but once connected to the Kings Highway. Two of Lebanon's oldest farms were on this road but it has largely been disrupted by the airport and the older properties demolished. The old road is now a trail along the airport border from the north and the end of Hall School Road from the south. The Hall School building, c.1870, is still located on the southern end of Hall School Road in an agricultural setting where two older barns may be the remnants of one of the Stockwell farms listed on the 1892 map. The school is a small gable roofed one room clapboard building with few windows and a chimney and appears to have good integrity. There is also a 1933 simple cape house on Hall Road though the rest of the houses in that area are from the 1980s and 90s.

At the northern portion of the Survey Area, where the Mascoma River flows to the Connecticut is the Powerhouse Mall which has as its centerpiece the c.1900 brick former buildings of Power Station #4 as well as two older c.1825 and 1830 buildings. These have integrity of materials and design but have lost their feeling and association being surrounded by very large newer buildings built in 1986 and 1988 and which are designed to evoke 19th century factory structures with clerestory monitors. Two roads that head east on either side of the Mascoma are Benning Street on the south which begins at a shopping center ends in a cul-de-sac at a fairly utilitarian 1966 industrial complex; and Glen Road on the north which is part of a historic east-west route. Glen Road is the access to the Powerhouse Mall and has small commercial properties along it. Across from the mall is a property (27 Glen Road) that may be fronted by an older component with early 19th century cape massing, clapboard siding, cornice returns, brick chimney and 12/12 windows though it could be a reproduction as the rear ell appears 20th century and the assessor lists it as 1975. Glen Road passes under the Northern Railroad line through the National Register Listed Stone Arch Bridge. Near the railroad line is a dam that is in a historic location but may have been rebuilt in 1997. Glen Road has a few 20th century homes and then meets Mechanic Street/Miracle Mile at its northeastern end. A long driveway off the Glen Road leads northwest through the property of Twin State Sand and Gravel, including both active and inactive gravel and sand pits, and ends up connecting to Elm Street West (in Survey Area 3/West Lebanon).

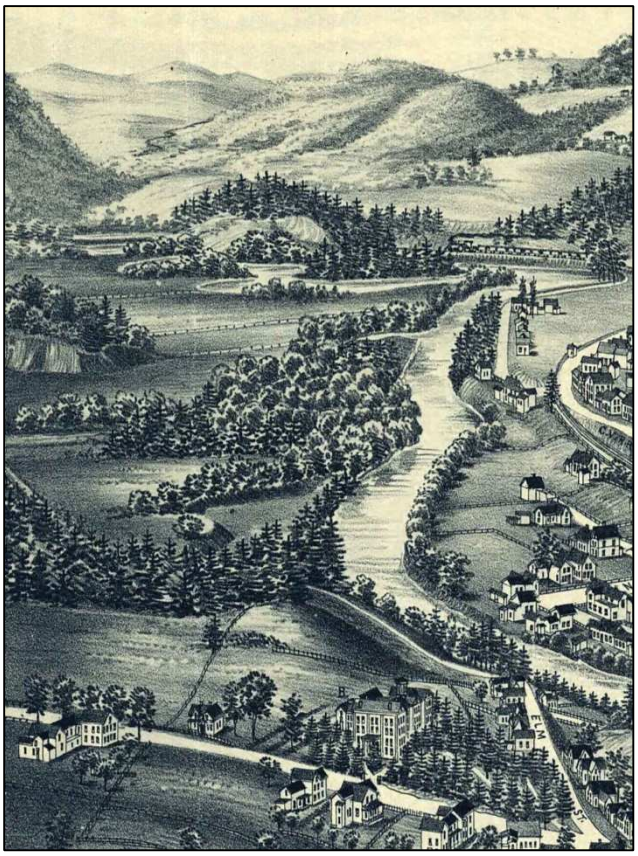
## Historical Background

The southwest corner of Lebanon along the Connecticut River was an area occupied early by farms that benefitted from the rich soils of the river intervale. It was served in the mid-18th century by a trail along the Connecticut that started at Fort No. 4 in Charlestown to the south. Lebanon's first permanent settler in 1763, William Downer with his wife and 8 children, lived here in the intervale near the Plainfield line at the mouth of the Trues Brook. In the 1760s the location of the western New Hampshire terminus of the early east-west King's Highway intersected with the river trail and became the location for Joseph Wood's 18th century crossroads tavern (the second in town). According to Robert Hayes Leavitt: *"The King's Highway' was planned by the Colonial government in the 1760s or earlier. It is shown on early grant maps as a straight line without regard for geography. When it was little more than a path, it was used by the surveyors to lay out the grant lots. When built as a road it kept to the original line but avoided impossible obstacles by going around them. All the earliest settlements are located on this road. Its width is given as seven or nine rods, a road wide enough, as someone*

*suggested 'for the king and his court,' perhaps to account for its name. Its route is known through Lebanon, Enfield and Hartford, VT. Only small portions are still in use.*" (*Lebanon, New Hampshire in Pictures*, Vol. 1, p.12) In the West Lebanon Business Area, the old Kings Highway is no longer extant but would have crossed through what is now the airport and the core of the shopping centers south of the interstate. A remnant exists in a trail just east of the airport in the Poverty Lane Survey Area (Lebanon 05). The old tavern as well as all other historic buildings in the Kings Highway area are now gone. However, the first settled farm is still extant at 423 & 428 Plainfield Road with buildings from later occupants in the 19th century – the True family. The area of the farm was originally part of 1000 acres granted to Benning Wentworth, colonial governor in both Lebanon and Plainfield. The farm is next to the True's Brook, entering the area from the south in Plainfield, and which was originally called "Sawmill Brook" on an 18th century proprietors map and subsequently "Blood Brook", "Downer Brook", "Hinckley Brook", and now "True's Brook." There was an early sawmill on this brook known as the Stockwell mill as well as a small cluster of houses and a school. A north-south road connecting the old King's Highway and the east-west road coming across near Trues Brook had two early (18th century) farms: the Waterman and Esterbrook places. Neither of these is extant and the road is now an old trail alongside the airport. A remnant of the road on the south is Hall road and Hall School Road on which there is still the old Hall District schoolhouse (c.1870) and two barns likely once part of the late 19th century Stockwell Farm.




**Above left: Detail of an 1860 Walling wall map of Grafton County showing the southwest corner of Lebanon. At the top of the detail the railroad, river and turnpike, all form a substantial east-west corridor for trade and economic activity while the broad area to the south is large farms.**

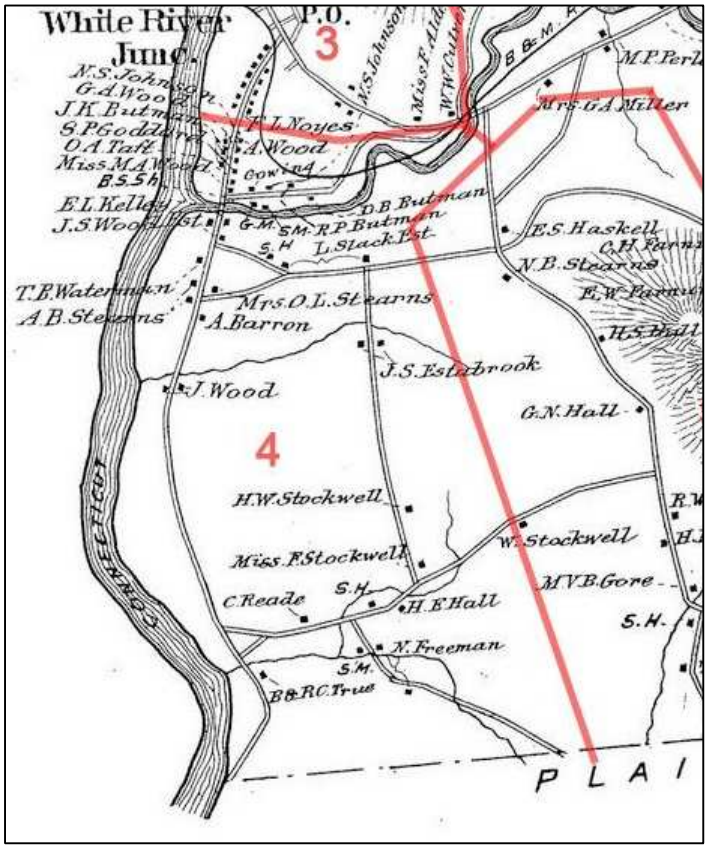


**Above right: Detail of the 1889 Norris birds eye view of West Lebanon and White River Junction. The view is looking widely west from West Lebanon but because of the panoramic distortion, this detail is looking south at the bucolic Lebanon side of the river towards the Plainfield line.**

Further north of the True farm and former King's Highway, this survey area includes the mouth of the Mascoma River flowing into the Connecticut, an early transportation and water power hub, that continued as an important crossroads with the 4th NH Turnpike, the White River Turnpike heading north, and an 18th century bridge to Vermont, later in the 19th century as a railroad junction, and in the 20th century as the location of Lebanon's airport and interstate highway. The Mascoma had grist and sawmills, a blacksmith shop, and taverns near the outlet into the Connecticut and on the early highways in an area that was later to become known as Butmanville for the later 19th century owners of some key businesses there.

The 1860 map of Lebanon and an 1889 Birdseye view of West Lebanon and White River Junction show the southern portion of the area as one of a few farms and broad fields, while on the map the Butmanville area is well developed. The mills, now mostly gone, were in the vicinity now occupied by the Powerhouse shopping mall, anchored by the historic power house (#4 Electric Power Station) on the Mascoma.

The 1848 stone arch railroad bridge on Glen road is a rare survivor of the construction of the railroad in West Lebanon. According to the National Register Nomination, the bridge was built under the direction of Northern Railroad engineers. The designer of the bridge is not known for certain but may have been H.R. Campbell, chief engineer of the Northern Railroad who superintended construction of numerous bridges in the area from about 1848-1859.




By the later 19th century, the area between the old King's Highway and the village center of West Lebanon was one of intense commercial and industrial activity, especially illustrated by the 1892 map. The name Butman appears on several properties. The Grist mill and sawmill locations as well as "R.P. Butman" are the water powered mills in the present location of Powerhouse mall and which may relate to the two older brick structures there. This is the area that became known as "Butmanville." The houses that line South Main Street in this map are largely still extant in the adjacent Survey area (West Lebanon, #3) but with the exception of the older Powerhouse Mall buildings, the True Farm, and the Hall School house, all of the buildings indicated on this map have been demolished and replaced with 20th and 21st century construction.

**Detail of 1892 map with survey areas indicated**

The Powerhouse # 4 that is the centerpiece of the Powerhouse Mall was the 4th in a chain of four Electric generating stations built in the 1890s along the Mascoma and may be the only one still extant. The dam on Glen Road is the location of the Station #3. Only the dam rebuilt in the 1990s is extant.

The construction of the airport in 1941 (LEB-LEB) and the interstate in the 1960s dramatically changed the area from one of water powered industry, small village, agriculture and rural homes to a retail/commercial/industrial dominated sector. Originally designed in 1937, the airport's first runway was constructed in 1941 by the federal government as part of a nationwide network of emergency runways that could be used for defense purposes. In 1944, the federal government deemed the airport unnecessary for defense purposes and turned the facility over to the City. Commercial carrier services commenced in 1948. From 1959 to 1976, the Lebanon Regional Airport Authority administered the facility. The City has directly operated the local airport since 1976. Many changes and alterations to earlier structures there have occurred since the 1970s. The adjacent office/industrial park on Airpark Road, Commerce Avenue, and Technology Drive was developed in the 1980s and all the office buildings and production facilities there were built in the late 1980s and 1990s.

Route 12a has developed along with the Interstate exit 20. Early commercial buildings replaced the older homes and 19th century structures in the 1960s and 70s only to be replaced again in the 1980s through 2010s with the present large shopping centers, parking lots, big box stores and some smaller shopping centers.

**Statement of Significance**

This area is dominated by the extensive shopping and commercial district along Route 12a which do not appear to have historic significance at the present time. The Lebanon Airport (LEB-LEB) has historic significance to the 20th century development of the city and the survey area but has lost its architectural integrity so that it was determined not eligible for listing on the National Register by the NHDHR on 7/25/2012.

The one listed property, the stone arch railroad bridge retains its integrity and is part of the linear multi-municipality transportation historic district of the Northern Railroad which was determined eligible by NHDHR in 1999. An updated 2013 survey of its resources has indicated there are a number of contributing resources within this survey area including two trestle bridges over the Mascoma near the stone arch bridge. Other related resources also exist in the West Lebanon Survey Area (#3 – the Westboro Railyard and the Connecticut River Railroad bridge). The 1848 Arch bridge nomination states: *"Skillfully built of loose stone blocks, the Stone Arch bridge is the only one of Lebanon's railroad bridges to survive, relatively unchanged after over 125 years of heavy traffic. According to railroad historian Edgar Mead, the bridge is among the most historically interesting and valuable bridge structures in western New Hampshire. A unique structure, there are not known to be any similar stone arch railroad bridges of this age and proportion in the area. * (* Letter from Edgar Mead to Lisa Mausolf dated January 17, 1985 (Upper Valley-Lake Sunapee Council files). The author of numerous books on railroads, Mr. Mead is a director of the National Railway Historical Society.)"

Important and potentially eligible resources exist in the True Farm (423 & 428 Plainfield Road/Route 12a) with its house, fields and barns, though now under separate ownership; the infrastructure complex at the Crushed Stone and Gravel operation if over 50 years old (338 Plainfield Road/Rte. 12a); the dam on Glen Road; the Hall District School (Hall School Rd); older field barns on Hall School Road; and possibly the remaining early 19th century and c.1900 buildings of the Powerhouse mall.

## Periods(s) of Development

Periods significant to this area include the 1760s when the first settlement in Lebanon was made here at the True Farm; the later 18th through mid-19th century when the early farmsteads and taverns were built and water power developed on the Mascoma River and Trues Brook; the mid-19th century with the coming of the railroad and the period following when commercial and residential activity concentrated in the Butmanville area; and the mid-20th century when the airport and interstate were built and gave rise to commercial, industrial, high technology, and more rural residential development which continues today.

## Statement of Integrity

The area in general has lost its historic integrity almost completely with a handful of individual exceptions such as the True Farm, the Hall School the Stone Arch Bridge and some other railroad resources. The southernmost section of Route 12a retains its agricultural character and provides context for the important early farm there with good integrity. More research is needed to determine whether potentially historic properties are eligible including the Powerhouse Mall buildings, the two barns on Hall School Road, the Glen Road dam/Power Station 3, and the Pike Industries structures for concrete, gravel and crushed stone. These are listed below with notes on integrity.

- **Northern Railroad Historic District/Area Form**, multi-municipality, linear corridor: Determined an eligible historic district by NHDHR on December 1, 1999; Updated survey form done in 2013, Included in this Survey Area are about 10 remaining railroad features that were extant and considered contributing in 2013 and include several bridges
- Stone Arch Underpass/Glen Rd. – NR#85002190, listed on the National Register on 9/12/1985 (Surveyed in 1984 for Lebanon Historic Resource Survey as well), good integrity
- True Farm, 423 & 428 Plainfield Road/Route 12a, good integrity
- Hall School, Hall School Road, good integrity
- Barns, Hall School Road, good integrity
- Pike/Lebanon Crushed Stone and Gravel operation, (338 Plainfield Road/Rte. 12a) needs further research
- Power Station 3 Dam and associated structures on Glen Road, needs further research
- Power Station 4/Powerhouse mall early and c.1900 buildings, needs further research

## Applicable NHDHR Historic Context(s)

Early exploration and settlement in the interior of NH, 1623-1770
Mixed agriculture and the family farm 1630-present

Logging, lumbering and saw mills, 1620-present
Grain farming and grist milling, 1650-present
Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present.
World War II in NH
Automobile highways and culture, 1900-present.
Aviation in New Hampshire
Hydropower in New Hampshire.
Electricity generation and distribution in New Hampshire
Commerce, industry and trade in New Hampshire village and town centers, 1630-present.

**Bibliography and/or References**

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*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon Historical Society (1961)
*250th Anniversary Supplement to Lebanon, New Hampshire History in a Nutshell 1961-2011*, Lebanon Historical Society (2011)

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Norris, G.E. *West Lebanon, NH and White River Junction, VT*. Birdseye map. Troy, NY: G.E. Norris, 1889.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☒ | district | ☐ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☒ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: Glen Road Stone Arch Bridge, 1848
Direction: southwest Date taken: Aug. 2016 File name: Stone Arch Bridge.jpg Stored: LHPC




Photo 2 description: Dam on Glen Road, 19th century location/c.1997
Direction: west Date taken: Aug. 2016 File name: Dam on Glen rd.JPG Stored: LHPC



Photo 3 description: Dam on Glen Road, 19th century location/c.1997
Direction: northeast Date taken: Aug. 2016 File name: Dam Glen Rd 2.JPG Stored: LHPC



Photo 4 description: Downer/True Farm, 423 Plainfield Rd., c. 1763/c.1840/c.1880s
Direction: northeast Date taken: Aug. 2016 File name: Plainfield Rd True Farm 423.JPG
Stored: LHPC



Photo 5 description: True Farm barns, 428 Plainfield Road, c.1880s
Direction: northwest Date taken: Aug. 2016 File name: Plainfield Rd True farm 428.jpg Stored: LHPC



Photo 6 description: True Farm barns, 428 Plainfield Road, c.1880s
Direction: west Date taken: Aug. 2016 File name: True Farm barns.JPG Stored: LHPC



Photo 7 description: Hall District School, Hall School Road, c.1870
Direction: northeast Date taken: Aug. 2016 File name: Hall District school.JPG Stored: LHPC



Photo 8 description: Hall School Road with barn, c.1900
Direction: north Date taken: Aug. 2016 File name: Hall School Road.JPG Stored: LHPC



Photo 9 description: Hall School Road – airport end
Direction: south Date taken: Aug. 2016 File name: Airport/Hall School Rd.JPG Stored: LHPC




Photo 10 description: Powerhouse mall, c.1825/1830/1900/1986
Direction: north Date taken: Aug. 2016 File name: Powerhouse mall 1.JPG Stored: LHPC



Photo 11 description: Powerhouse Mall, Glen Road entrance, c.1825/1830/1900/1986
Direction: southwest Date taken: Aug. 2016 File name: Powerhouse mall 3.JPG Stored: LHPC



Photo 12 description: 27 Glen Road, date unknown (c.1840/1975?)
Direction: north Date taken: Aug. 2016 File name: Glen Rd 27.JPG Stored: LHPC




Photo 13 description: 82 Benning Street, c. 1966
Direction: east Date taken: Aug. 2016 File name: Benning St 82.JPG Stored: LHPC



Photo 14 description: Lebanon Airport, 1941/1970s-2010s
Direction: east Date taken: Aug. 2016 File name: Airport 1.JPG Stored: LHPC



Photo15 description: Lebanon Airport, 1941, 1970s-2010s
Direction: southwest Date taken: Aug. 2016 File name: Airport 2.JPG Stored: LHPC



Photo 16 description: Lebanon Airport, 1941, 1970s-2010s
Direction: north Date taken: Aug. 2016 File name: Airport 3.JPG Stored: LHPC



Photo17 description: Airport Business Park, Technology Drive, 1980s
Direction: north Date taken: Aug. 2016 File name: Technology Drive.JPG Stored: LHPC




Photo 18 description: Route 12a/Plainfield Rd, 1970s-2010s
Direction: north Date taken: Aug. 2016 File name: Route 12a 1.JPG Stored: LHPC




Photo19 description: Route 12a/Plainfield Rd, 1970s-2010s
Direction: south Date taken: Aug. 2016 File name: Route 12a 2.JPG Stored: LHPC



Photo 20 description: Route 12a/Plainfield Rd – Home Depot with Mini-golf, 1990s-2010s
Direction: southwest Date taken: Aug. 2016 File name: Route 12a 3.JPG Stored: LHPC



Photo 21 description: 338 Plainfield Rd, Pike Industries/Lebanon Crushed Stone/Carroll Concrete plant, date unknown
Direction: southeast Date taken: Aug. 2016 File name: Plainfield Rd 338 1.JPG Stored: LHPC




Photo 22 description: 338 Plainfield Rd, Pike Industries/Lebanon Crushed Stone/Carroll Concrete plant, date unknown
Direction: east Date taken: Aug. 2016 File name: Plainfield Rd 338 2.JPG Stored: LHPC



Photo 23 description: Old County Road & Plainfield Road
Direction: south Date taken: Aug. 2016 File name: Old County Rd.JPG Stored: LHPC



Photo 24 description: 105-117Trues Brook Rd, 1970s
Direction: west Date taken: Aug. 2016 File name: Trues Brook Rd 117.JPG Stored: LHPC



Photo 25 description: Derby Road, typical home, 1986-88
Direction: southeast Date taken: Aug. 2016 File name: Derby Rd typical.JPG Stored: LHPC



Photo 26 description: 16 & 17 Hall Rd, 1995 & 1933
Direction: south Date taken: Aug. 2016 File name: Hall Rd 16 &17.JPG Stored: LHPC

# Name of Survey Area #5: "Poverty Lane"

**Location:** All or parts of the following streets:

Cider Road, Deer Run Lane, Foliage View Road, Hall Road, Loomis Road, Maple Hill Road, Moss Road, Old Kings Highway, Poverty Lane, Rolling Ridge Road, Stone Hill Road

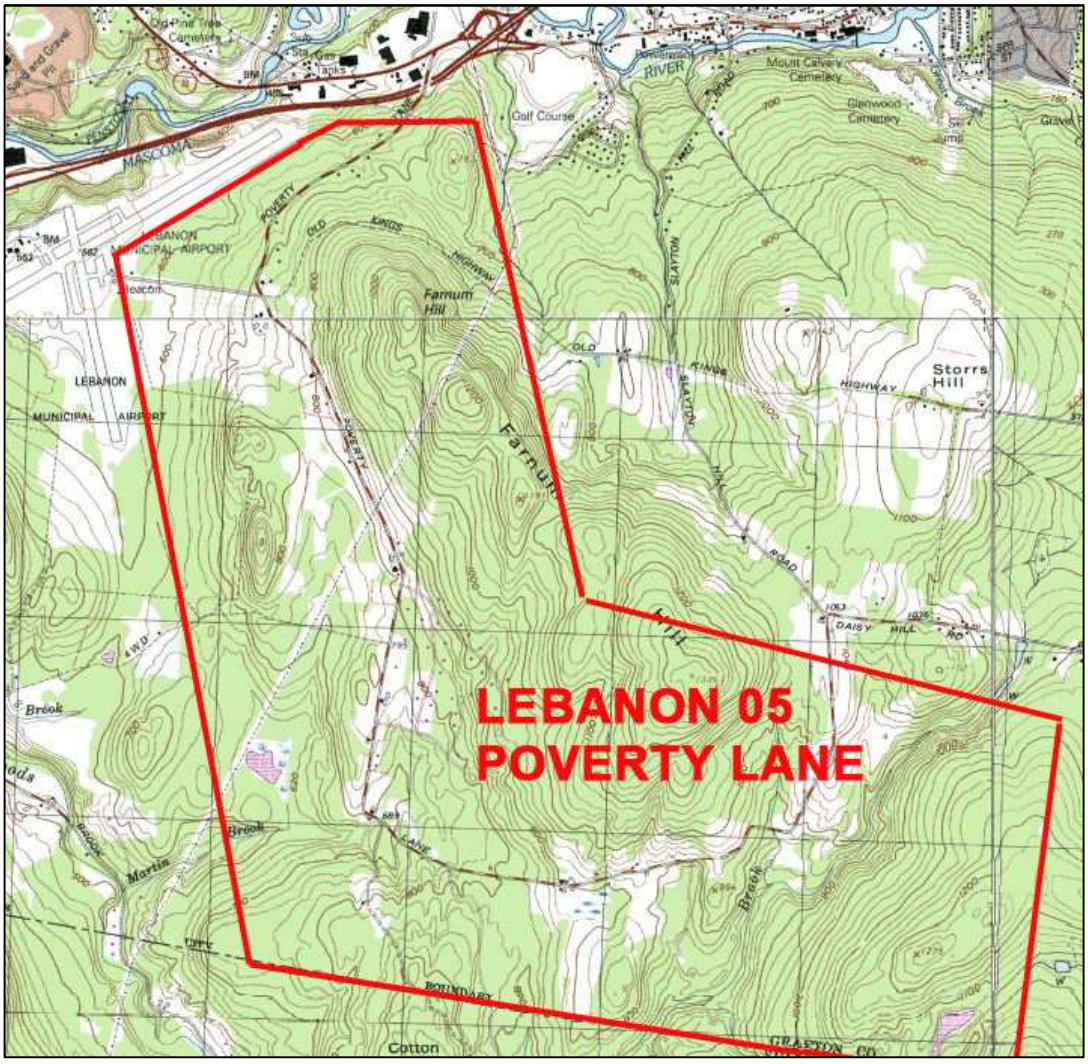
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Hanover, NH with Survey Area outlined**

**Previous inventory numbers in this area:**

N.B. Stearns Hse., 83 Poverty Lane (at Old Kings Highway), **LEB – 358** (c. 1850)

Nathaniel Porter-Stearns Hse, 98 Poverty Lane, **LEB 359**, 1792 (Poverty Lane Orchards)

162 Poverty Lane, **LEB 360**, c. 1840 plus barn & shed

Arunah Hall House, 198 Poverty Lane, **LEB 361**, c. 1840 with barn across road (now a separate property, 192 Poverty Lane)

241 Poverty Lane "Longley Heys Farm", **LEB0011**, Farm Recon Form - Federal style c. 1790, 20c barn – Also **LEB 362** "Longley Acres/R Wood Hse"

287 Poverty Lane, 188-31; **LEB 363** - O.S. Martin Farm aka "Old School Farm", c 1820 with barn

Thomas Wood House, c.1780-1800, 28 Loomis Road, **LEB 364**

O.S.Martin Farm/Illsley Farm, (gone?), **LEB 365**, c. 1855

Hebard – Gates –Adams House, **LEB – 366** (c. 18th c & 1830,Ascutney View Farm, 450 Poverty Lane)

**Present Use(s):** Rural and Suburban residential

**Original Use(s):** residential, farming,

**Setting:** The Poverty Lane survey area is a rural and wooded area with some small suburban housing in a few small developments and also scattered along country roads with a several widely spaced 19th century farmsteads.

**Acreage:** approx. 3080 acres

**Prepared by**: Lyssa Papazian & Scott Newman

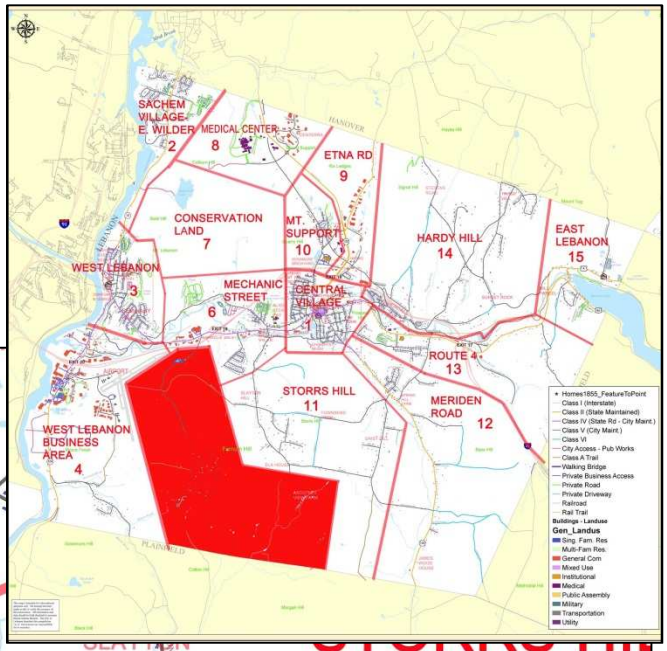
**For:** City of Lebanon: Lebanon Heritage Commission

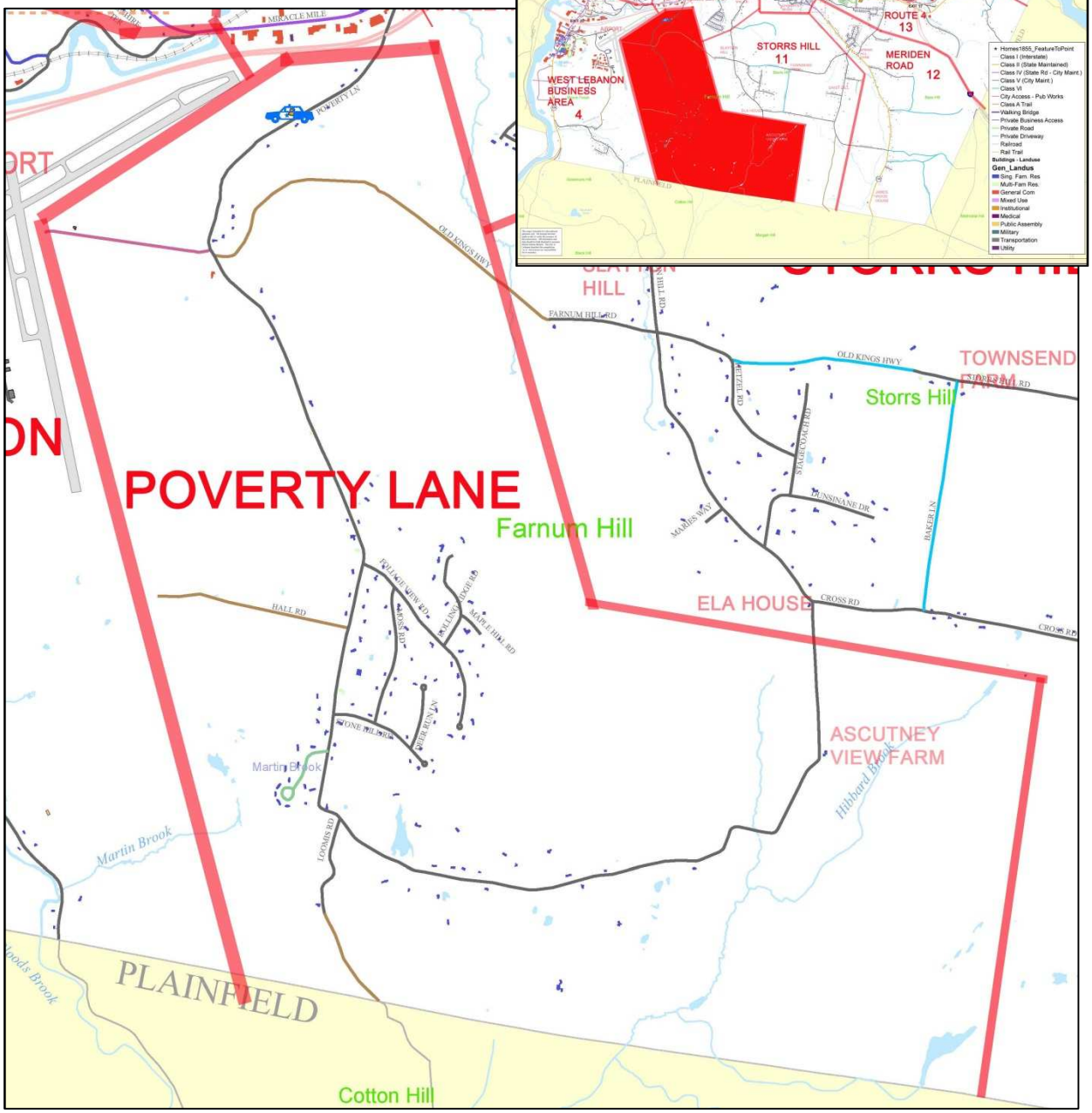
**Date(s) of field survey:** June & September 2016

**Sketch map(s)**

At right: over view of Poverty Lane Survey Area 5 shaded in red in map of Lebanon;

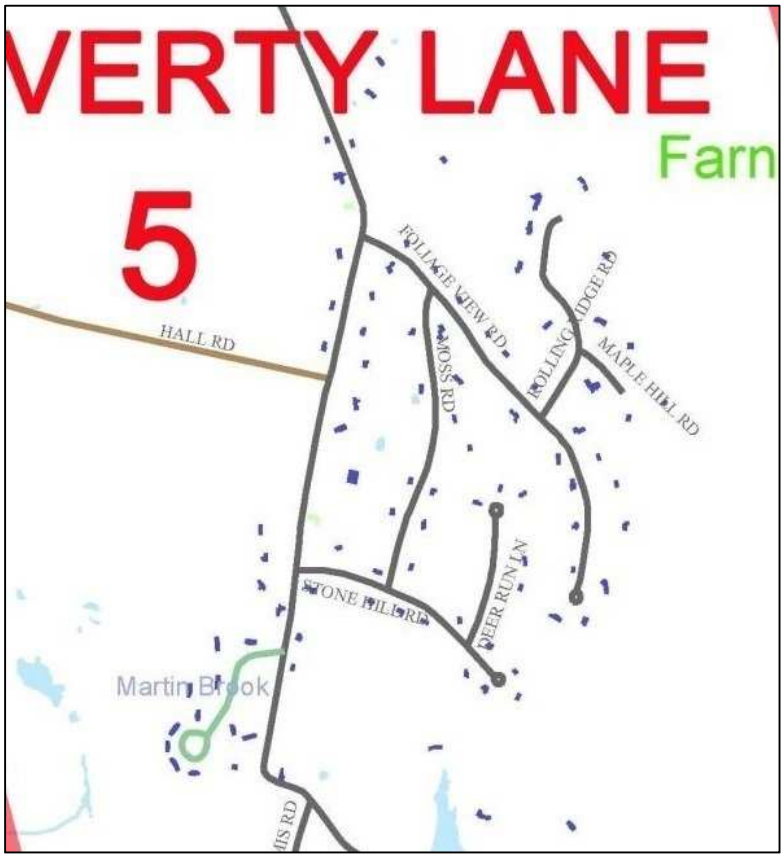
Below is map of Poverty Lane Survey Area 5



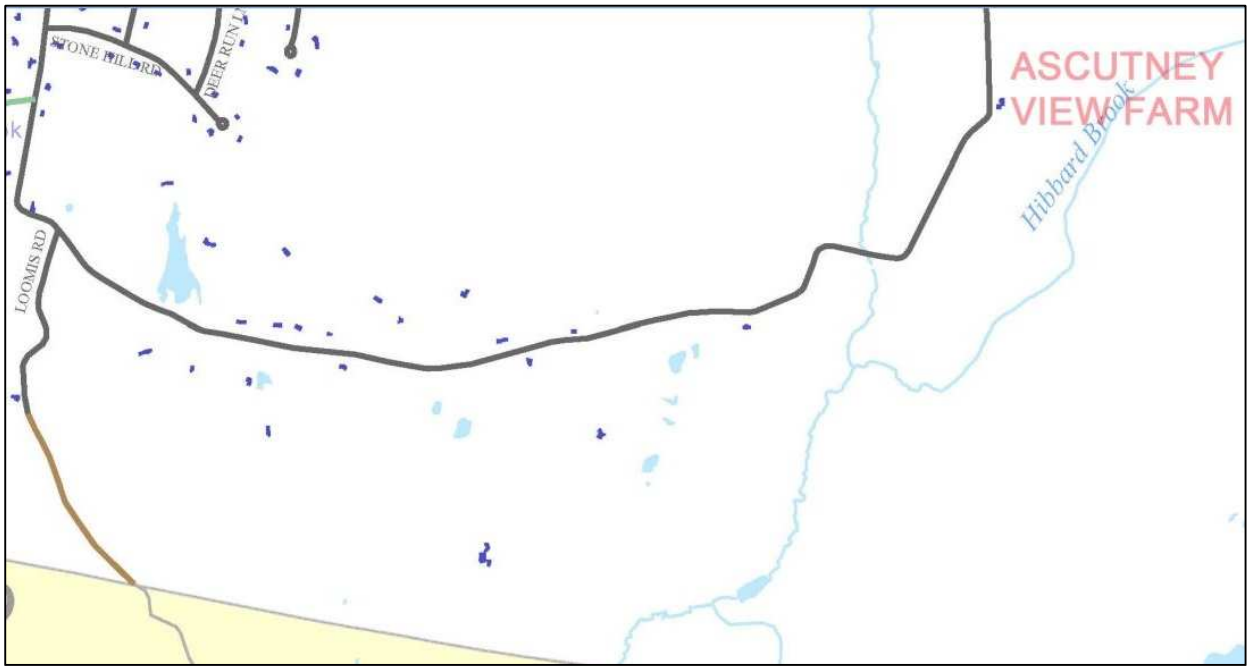



**Detail of northern portion of Survey Area 5**




**Detail of central portion of Survey Area 5**

**SURVEY AREA #: LEBANON 05 AREA NAME: "POVERTY LANE"**
**SUMMARY**




**Detail of southern portion of Survey Area 5**

## Architectural Description

### Principal Architectural Styles & Periods of Construction

1780s-1820 - Georgian & Federal Styles
1820 - 1860s - Greek Revival Style
1910s -1950 - Vernacular, Colonial Revival
1950 - 1970s - Mid Century suburban cottage and ranch homes
1980s - 2010s - Large, single family homes on large rural lots – Colonial Revival

### Architectural Composition of the Area

The Poverty Lane survey area is a rural section of Lebanon in a south central region of the city. It is characterized primarily by a variety of residential land uses and building types ranging from older farmsteads to fairly recent large lot new homes on newly constructed roads. In general this area has scattered rural residential properties among which are a few 18th and 19th century houses with various degrees of alteration. Most homes in the area date from the mid to late 20th century are not architecturally notable or unusual.

Of note architecturally are two originally identical or very similar Federal style Georgian Plan homes each has a Palladian window from the 1780-1790 period built by Samuel Young, the father of noted architect Ammi B. Young. These are the R. Wood (LEB 362, 241 Poverty Lane c. 1790) and the Thomas Wood (LEB 364, 28 Loomis Road, c.1780) homes. Other older homes include the 1792 Nathaniel Porter/Stearns House at 98 Poverty Lane, a hipped roof simple Federal Style two-story center hall plan house. Two gable fronted one-story houses are dated to c. 1790 though the form suggests the Greek Revival style and later date. These are 260 Poverty

Lane which has been altered with large shed dormers and 287 Poverty Lane (1792) altered with additions. 287 Poverty Lane has a detached barn bearing a sign that reads "Old School Farm." This small eaves fronted barn looks like it could have originally been a small early district school from its massing and windows. A 19th century school house was indicated in the vicinity of this farm on the 1892 map. There are some vernacular Greek Revival capes and one outstanding Greek Revival house at the Ascutney View Farm (450 Poverty Lane, LEB 366) This farmhouse is dated 1776 by the assessors and this may reflect the date of part of the house but the 1 ½-story main block is a c. 1830 temple fronted house with broad entablature, projecting gable over a recessed porch with Doric columns, and center entry. There is a small suburban, simple Colonial Revival brick home from 1928 (33 Poverty Lane) that appears to have good integrity. Its type and materials are not that common in Lebanon, though it is not an uncommon style and type for the period nationally.

This once primarily agricultural area has a few farmsteads that remain visually intact with 19th and 20th century barns and surrounding open land though some of them may no longer be in agricultural use. The Poverty Lane Orchards (98 Poverty Lane, LEB 359) has a fine collection of barns and agricultural outbuildings including an equipment shed attached to the rear ell of the house, a 19th century gable fronted bank barn with ells and wings, a second large 19th century gable fronted bank barn with prominent hipped roof cupola, and a 20th century five bay equipment shed. A fine 19th century gable fronted barn with a high drive mow has been sensitively converted into a residence at 192 Poverty Lane. Its former c.1840 farmhouse is still across the street at 198 Poverty Lane (LEB 361). 241 Poverty Lane (LEB0011 & LEB 362) still has a fine c. 1900 ground level stable barn with a large hipped roof cupola. The Ascutney View farm (450 Poverty Lane, LEB 366) has lost its main dairy barn but still has a few 20th century barns and sheds as well as its concrete stave silo.

**Building Locations and Landscape Features**

Poverty Lane, a long looping road, is the primary road of the area and surrounds Farnum Hill, a north-south ridge that is the center of the survey area. Farnum Hill, is now a 940-acre conservation parcel that has been publicly owned since the late 1990s and possibly since 1982.

Although the Poverty Lane Survey Area contains over 3000 acres, a large piece of this is in the central conservation parcel of Farnum Hill and undeveloped. All the buildings are along Poverty Lane or short roads immediately off of it so it is essentially linear for the purposes of discussing buildings.

At the northern end of Poverty Lane near Mechanic Street, there is a brick 1928 home (33 Poverty Lane) as well as scattered small homes from the mid to later 20th century and Lebanon's 1992 police station building.

Further south on Poverty Lane is the crossroads intersection with the former Kings Highway where two historic farms remain with fairly good integrity from the late 18th and mid-19th centuries (98 Poverty Lane, 1792, LEB 359 and 83 Poverty Lane, c1850, LEB 358). Both are still agricultural and owned by the Poverty Lane Orchards and Farnum Hill Cider. This is one of

only a handful of active agricultural operations remaining in Lebanon in 2016. From here south are again scattered small homes from the mid to later 20th century.

Near the center of the survey area on Poverty Lane is another historic crossroads with the former Hall road that once lead to W. Lebanon. The Longley Heys farm at 241 Poverty Lane is on the east side of the road just south of that intersection. Around it on Poverty Lane are a series of new roads and new condominium housing developments including Martin Brook, Deer Run, Foliage View, Stone Hill all from the 1970s and 1980s. These are single family homes on large lots in a mix of styles typical of suburban development of the period including split level ranches, and Colonial Revival style homes.

South of the modern housing cluster along Poverty Lane are three late 18th century houses. 260 Poverty Lane is dated c.1790 by the Lebanon Assessors though it doesn't match any properties surveyed in 1984. Another older house is at 287 Poverty Lane and known as the "Old School Farm." The house, c.1792/1820 has been altered with additions and it has a detached barn bearing the "Old School Farm" sign which looks like it could have originally been a small early district school from its massing and windows. A 19th century school house was indicated in the vicinity of this farm on the 1892 map. Finally, another c.1780 older home is off Poverty on Loomis Rd (#28 Loomis, an old road to Meriden).

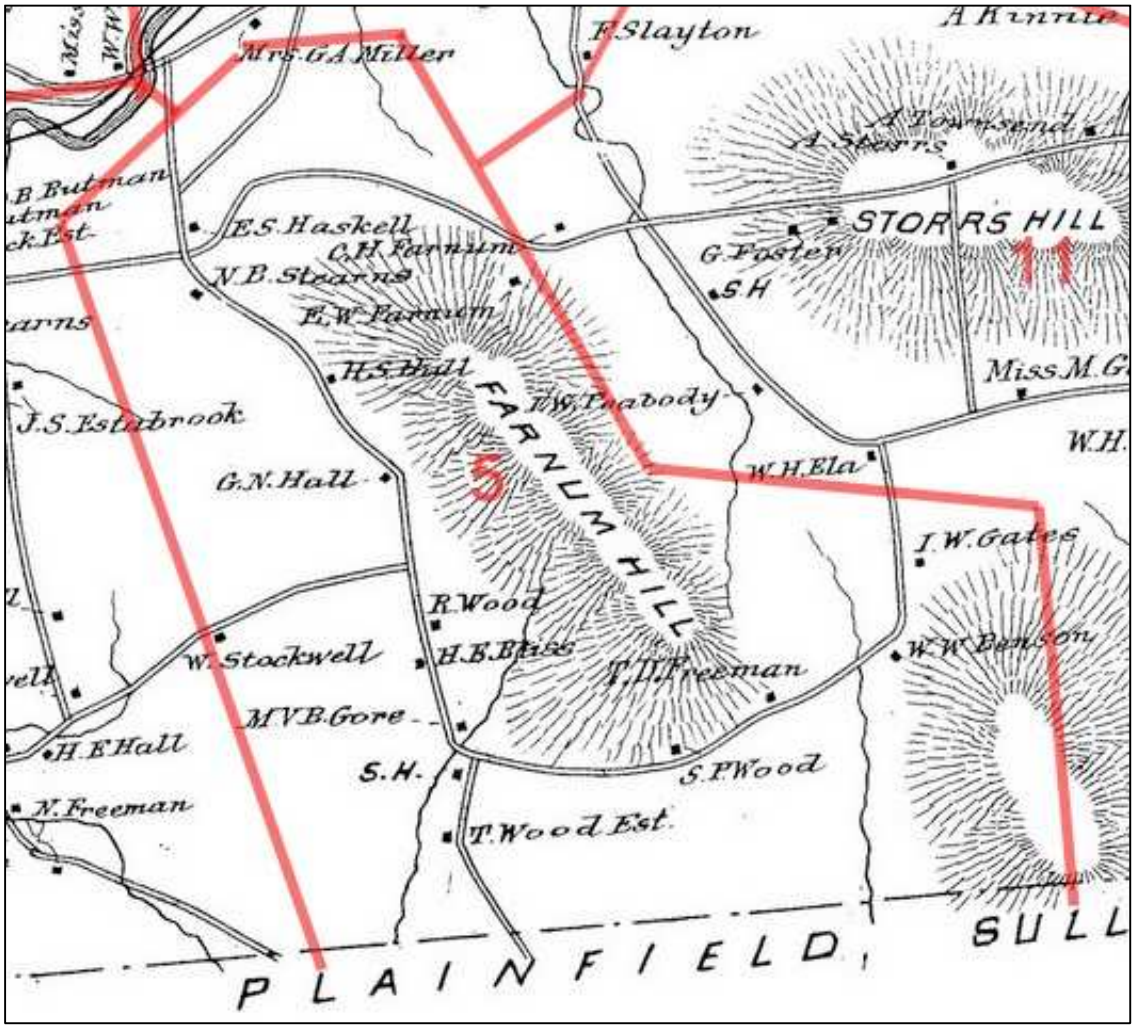
As Poverty Lane swings northward again there are a few more scattered rural homes from the mid to late 20th century as well as an 18th century farmstead with an outstanding c.1830 Greek Revival style house at Ascutney View Farm. This farm is still surrounded by pasture and fields and was a formidable dairy operation throughout the 20th century. The concrete stave silo still stands but the large former gambrel roofed older barn surveyed in 1984 does not. A small modern barn and paddock houses some livestock still kept at the place. This is another of the very few remaining agricultural properties in town with any context or use. The last property on Poverty Hill Road is at the intersection with Slayton Hill Road and is an historic farm that is in the adjacent Survey Area 11 (Storrs Hill).

## Historical Background

According to the maps in Roger Carroll's *Lebanon: 1761-1994* of "probable" early roads and settlements, Poverty Lane was established by 1776 as one of several rural roads that formed a rough grid pattern in the south half of the town. By the 1892 map, some sections of the old roads were no longer shown and so the grid was eroded. Today even more sections are unused.

Farnum Hill is at the center of this Survey Area and, according to Robert Hayes Leavitt, was originally called Aspinwall Hill named for an early settler. That homestead became the Farnum homestead in 1849 and so by the 1892 map below the hill became known as Farnum Hill. It was once crossed at the northern end by the early east-west road - King's Highway which connected Storrs hill and points east to West Lebanon and the Connecticut River. Leavitt writes: *"'The King's Highway' was planned by the Colonial government in the 1760s or earlier. It is shown on early grant maps as a straight line without regard for geography. When it was little more than a path, it was used by the surveyors to lay out the grant lots. When built as a road it kept to the original line but avoided impossible obstacles by going around them. All the earliest settlements*

*are located on this road. Its width is given as seven or nine rods, a road wide enough, as someone suggested 'for the king and his court,' perhaps to account for its name. Its route is known through Lebanon, Enfield and Hartford, VT. Only small portions are still in use.*" (*Lebanon, New Hampshire in Pictures*, Vol. 1, p.12). The deviation for topography, Leavitt notes, is apparent here as the old road looped north around the steeper parts of Farnum Hill. Today, it is still shown as a trail but access to the former Farnum homestead is now only from Slayton Hill Road to the east on a short piece of the former Kings Highway called now Farnum Hill Road. Thus the homestead and Farnum Hill Road are in Survey Area 11 (Storrs Hill).



**1892 map detail annotated to show the Survey Area 5 boundaries**

Another abandoned east-west route crossed Farnum Hill Ridge at the southern end as shown on the Torbert survey of roads in 1776 (Carroll, p.44). The part crossing over Farnum Hill ridge was abandoned by the 1892 map but there are remnants on the east (Cross Road in Survey Area 11) and on the west (a trail labeled Hall Road and which formerly connected to the passable Hall road in Survey Area 4.)

The primary road in this survey area is, of course, Poverty Lane which loops around the base of the Farnum Hill ridge as seen in the 1892 map. This entire road is still extant and there are several early homes and farms left on it.

The 1892 map showed only 14 farms and one school house within Survey Area 5/Poverty Lane. Most of the farms are hill farms including the E.W. Farnum place on the northeast side of Farnum Hill. There were two houses in the Farnum family near the former Kings Highway (the main homestead is now on the end of Farnum Hill Road in Survey Area 11) and three in the Wood family near the southern loop of Poverty Lane. One of the houses shown on the 1892 map, the transitional Georgian/Federal style c. 1780 Thomas Wood House (LEB 364), is extant at what is now 28 Loomis Road. Along with a near match dating to c.1790 (241 Poverty Lane, LEB 362 & LEB0011) this house is said to have been built by Samuel Young the father of the noted 19th century architect, Ammi B. Young. The Carroll history notes that several early immigrants established hill farms in this area in the 18th century. During the 19th century many of these were sheep farms and later more diversified operations. Like Hardy Hill, this area in the 19th century was one of agricultural consolidation as the concentration of a few families throughout this area suggests. A few remaining farmers bought smaller early farms (particularly hill farms) and combined the land into larger holdings as many early settlers moved west.

The 1792 hip roofed Federal style Nathanial Porter-Stearns farm (98 Poverty Lane, LEB 359), now the Poverty Hill Orchard, remains with good integrity and surrounded by historic agricultural buildings of 19th and 20th century vintages, including also the c.1850 NP Stearns house across Poverty Lane (83 Poverty Lane, LEB 358). Hall road (a trail in Survey Area 5) once led to West Lebanon where an extant part of Hall Road continues and connected Hall family homes on Poverty Lane with other Hall family homes further west. The 1892 map shows a schoolhouse near the intersection of what is now Poverty Lane and Loomis Road. It may be extant if re-used nearby as a small barn on the property of 287 Poverty Lane which has a large sign on the barn reading “Old School Farm.” The small massing with steep gable and a few 12/12 windows on the gable end with well-worn thin clapboard siding suggests what the sign hints at.

Intriguingly, according to Leavitt, there was an “old Poverty Lane children’s cemetery east of Martin brook.” (p.53) while there was a school house near this area where Loomis Road is now on the 1892 map, there is no indication of a cemetery.

As the agricultural use of the area diminished in the 20th century and the demand for more housing grew in Lebanon, the development of suburban style homes began to fill in the rural roads. In addition to the organic growth of scattered rural residential homes using the ubiquitous style and forms of the mid to later 20th century, there is the one condominium development of the 1970s-1980s with added serpentine roads climbing picturesque hills that is more typical of more upscale housing that increases throughout Lebanon in the last quarter of the 20th century and continues today.

## Statement of Significance

This area is very large and would not constitute a single historic district nor does it contain any smaller area with sufficient integrity of architecture or significance to be eligible as an historic district. However, there are several older homes that were surveyed in 1984 and which appear to retain integrity and may be individually eligible for their architecture, type and representation of Lebanon's agricultural past. The area is significant as one of the primary agricultural sections of Lebanon with many large 19th century farms that were consolidated from the smaller farms of settlers moving west. The area has architectural significance in the work of an important early builder, Samuel Young.

## Periods(s) of Development

Periods significant to this area include the later 18th through mid-19th century when the early farmsteads were built and flourished here; and the post-agricultural period of the mid-20th through the early 21st centuries when the post-war need for housing in Lebanon caused many new homes to be built within the survey area and the agricultural use of the land to change. This period also includes the conservation efforts that preserved the core of the Area – Farnum Hill - which will have a long lasting impact on its rural character.

## Statement of Integrity

While the area in general has lost much of its agricultural context, there are individual potentially historic properties that are still surrounded by open fields and are even still in agricultural use with their historic outbuildings and barns. A few of the 18th and 19th century houses previously surveyed retain good exterior integrity, while most have been altered to some extent over time. They are noted below along with a few others.

- 33 Poverty Lane, c.1928, Colonial Revival early brick suburban home, good integrity
- 98 Poverty Lane (LEB 359, Poverty Lane Orchards, possibly with 83 Poverty Lane LEB 358 as well), good integrity
- 241 Poverty Lane (LEB 363/LEB0011), c.1790 built by Samuel Young, an important early builder, diminished integrity due to extensive additions.
- 260 Poverty Lane, 1790 (possibly the old Martin Farm, per Leavitt)
- 287 Poverty Lane, c.1792/1820, Old School Farm, altered house and altered former school (possibly)
- 450 Poverty Lane, c.1776/1830 (LEB 366, Ascutney View), good integrity
- 28 Loomis Road, c.1800 (LEB 365), built by Samuel Young, an important early builder, not accessible from public road but good integrity per recent assessor photograph
- 162 Poverty Lane, LEB 360, c. 1840, much altered
- 198 Poverty Lane, Arunah Hall House, LEB 361, c.1840 much altered. (However the barn, now a separate property 192 Poverty Lane has better exterior integrity.)

## Applicable NHDHR Historic Context(s)

Mixed agriculture and the family farm 1630-present
Suburban/bedroom community growth in New Hampshire, c.1850-present
The land conservation movement in New Hampshire

**Bibliography and/or References**

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

Childs, Hamilton. *Gazetteer of Grafton County, N. H. 1709-1886*. Syracuse, N. Y.: Syracuse Journal Company, 1886.

Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.

*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon Historical Society (1961)

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☐ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: 33 Poverty Lane, c.1928
Direction: east Date taken: Sept. 2016 File name: 33 Poverty Lane.jpg Stored: LHPC



Photo 2 description: 71 Poverty Lane, c.1960
Direction: east Date taken: Sept. 2016 File name: 71 Poverty Lane.jpg Stored: LHPC



Photo 3 description: 98 Poverty Lane, 1792 (Poverty Lane Orchards, LEB 359)
Direction: west Date taken: Sept. 2016 File name: 98 Poverty Lane.jpg Stored: LHPC



Photo 4 description: 98 Poverty Lane, 1792
Direction: east Date taken: Sept. 2016 File name: 98 Poverty Lane 2.jpg Stored: LHPC



Photo 5 description: 98 Poverty Lane, barn, 19th century
Direction: east Date taken: Sept. 2016 File name: 98 Poverty Lane Barn 1.jpg Stored: LHPC




Photo 6 description: 98 Poverty Lane, barn, 19th century
Direction: west Date taken: Sept. 2016 File name: 98 Poverty Lane Barn 2.jpg Stored: LHPC



Photo 7 description: 98 Poverty Lane, shed, 20th century
Direction:_____Date taken: Sept. 2016__File name: 98 Poverty Lane Barn 3.jpg Stored: LHPC



Photo 8 description: 136 Poverty Lane, c.1960
Direction: west__Date taken: Sept. 2016__File name: 136 Poverty Lane.jpg Stored: LHPC



Photo 9 description: 162 Poverty Lane, c.1840
Direction: west Date taken: Sept. 2016 File name: 162 Poverty Lane.jpg Stored: LHPC



Photo 10 description: 198 Poverty Lane, c.1840 (LEB 361)
Direction: west Date taken: Sept. 2016 File name: 198 Poverty Lane.jpg Stored: LHPC



Photo 11 description: 192 Poverty Lane, (former barn to 198, LEB 361)
Direction: southwest Date taken: Sept. 2016 File name: 192 Poverty Lane.jpg Stored: LHPC



Photo 12 description: 241 Poverty Lane, c.1790 (LEB0011, LEB 363)
Direction: east Date taken: Sept. 2016 File name: 241 Poverty Lane.jpg Stored: LHPC



Photo 13 description: 241 Poverty Lane, c.1790
Direction: north Date taken: Sept. 2016 File name: 241 Poverty Lane2.jpg Stored: LHPC



Photo 14 description: 241 Poverty Lane, barn c.1900
Direction: east Date taken: Sept. 2016 File name: 241 Poverty Lane barn.jpg Stored: LHPC



Photo 15 description: 260 Poverty Lane, c.1790
Direction: west Date taken: Sept. 2016 File name: 260 Poverty Lane.jpg Stored: LHPC



Photo 16 description: 266 Poverty Lane (typical of Martin Brook condominiums), c.1980
Direction: west Date taken: Sept. 2016 File name: 266 Poverty Lane Martin Brook Example.jpg Stored: LHPC



Photo 17 description: 287 Poverty Lane, c.1792/1820
Direction: east Date taken: Sept. 2016 File name: 287 Poverty Lane.jpg Stored: LHPC




Photo 18 description: 287 Poverty Lane, barn, 19th century (possible converted early school)
Direction: west Date taken: Sept. 2016 File name: 287 Poverty Lane barn.jpg Stored: LHPC



Photo 19 description: 325 Poverty Lane, c.1970
Direction: east Date taken: Sept. 2016 File name: 325 Poverty Lane.jpg Stored: LHPC




Photo 20 description: Poverty Lane from 328 Poverty Lane
Direction: Date taken: Sept. 2016 File name: Poverty Lane view from 328.jpg Stored: LHPC



Photo 21 description: 450 Poverty Lane, c.1776/1830 (LEB 366)
Direction: west Date taken: Sept. 2016 File name: 450 Poverty Lane.jpg Stored: LHPC



Photo 22 description: 450 Poverty Lane, c.1960
Direction: southwest Date taken: Sept. 2016 File name: 450 Poverty Lane area.jpg Stored: LHPC



Photo 23 description: 450 Poverty Lane, barn and silo
Direction: south Date taken: Sept. 2016 File name: 450 Poverty Lane silo.jpg Stored: LHPC

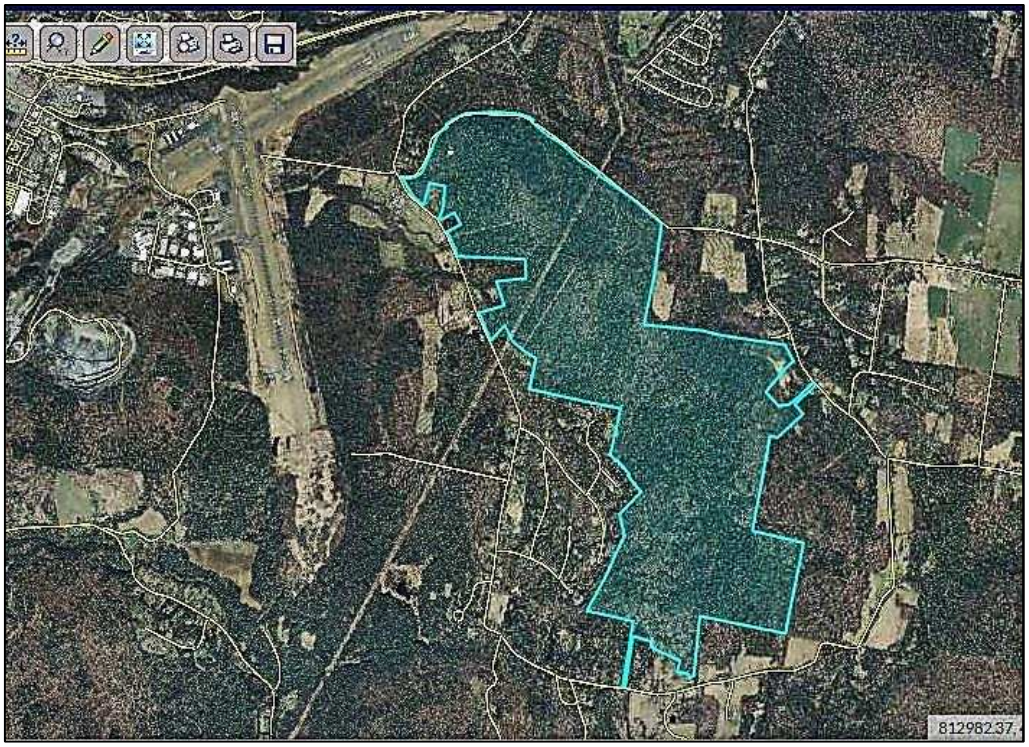


Photo 24 description: City of Lebanon Conservation Land: Farnum Hill
Direction: Date taken: unknown File name: aerial of conservation land.jpg Stored: LHPC

# Name of Survey Area #6: "Mechanic Street"

**Location:** All or parts of the following streets:

Alice Peck Day Drive, Avon Avenue, Baxter Court, Black Bear Court, Bomhower Street & Extension, Buckingham Place, Dulac Street, Evergreen Court, Falcon Terrace, Freeman Avenue, Hannah Street, Lower B Street, Mascoma Street [part], Mechanic Street, Michael Street, Miracle Mile, Myra Avenue, Nottingham Circle, Old Pine Tree Cemetery Road [part], Ora Avenue, Peabody Street, Renihan Meadows, Rio Vista, Riverview Lane, Rock Ridge, Slayton Hill Road [part], Tannery Lane, Tuck Road., Wellington Circle

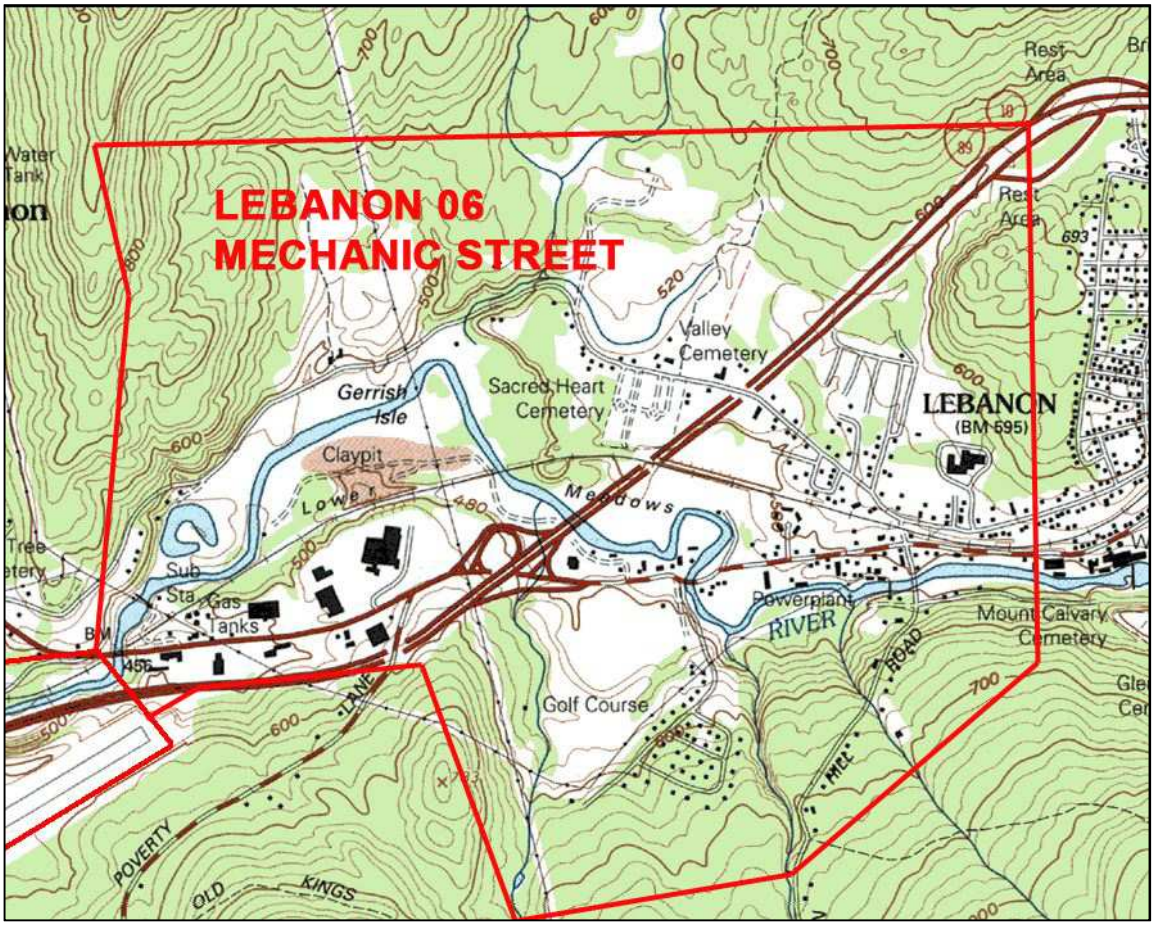
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Hanover, NH with Survey Area outlined**

**Previous inventory numbers in this area:**

95 Mascoma Street, **LEB 254**

103 Mascoma Street, **LEB 255**

106 Mascoma Street, **LEB 256**

110 Mascoma Street, **LEB 257**

112 Mascoma Street, **LEB 258**

115 Mascoma Street, **LEB 259** (now part of Alice Peck Day campus)

116 Mascoma Street, **LEB 260**

117 Mascoma Street, **LEB 261** (now part of Alice Peck Day campus)

127 Mascoma Street, **LEB 262**, 1780 Peck Homestead (now part of Alice Peck Day campus)

131 Mascoma Street, **LEB 263**, "Hub Crest", (now part of Alice Peck Day campus)

141 Mascoma Street, **LEB 264**, (now part of Alice Peck Day campus)

149 Mascoma Street, **LEB 265**, c. 1820/c. 1875

Stephen Slayton House, 28 Slayton Hill Road **LEB – 446 & LEB0015**, (Note: more information requested by NHDHR before DOE is possible – 3/24/2010

Mechanic Street Project Area Form, **LEB-MSPA***

* The entire portion of Mechanic Street within the Mechanic Street Survey Area was surveyed in 2015 are part of the Mechanic Street Project Area. More information was requested by NHDHR before a DOE is possible, 4/22/2015. However, a great deal of information has been gathered on this form about the resources in the area. The DHR cover sheet to the request for more information did recommend the following:

"*For the purposes of assessment under this project area form, the approximately 1.5-mile stretch of Mechanic Street in question has been divided into three sections: the western end, the central area at Slayton Hill Road where the Scytheville community existed, and the eastern end. Each section had a distinct development pattern and retains different levels of integrity regarding the evolution of its built environment, which is reflected in the consultant's recommendations for future survey.*

*Western End: The character of this area transitioned over time from an agricultural to auto-related to large commercial. Most resources date to post-1965 or lack integrity. One exception is the 1923 Carter Country Club with a Donald Ross-designed golf-course. This individual property is recommended for survey.*

*Middle Section: Historically the community of Scytheville existed here, as a water-powered industrial area with associated residences. The consultant notes that the area no longer appears to retain many resources associated with these themes, including its dam. Due to lack of integrity, no survey is recommended in this area.*

*Eastern End:* [NOTE – NOT IN MECHANIC STREET SURVEY AREA, 2016]"

**Present Use(s):** Suburban residential, commercial, light industry, cemetery, health care, institutional, religion

**Original Use(s):** industry, utility, residential, farming, education, health care, commercial

**Setting:** The Mechanic Street survey area is a central corridor in Lebanon that includes Exit 19 of I-89 around which is the Miracle Mile, a commercially developed stretch of Route 4 with some light industrial off of it, The second major street of the Survey Area is Mascoma with mixed commercial and residential development that transitions to Old Pine Tree Road as it heads west and is more entirely suburban residential with two cemeteries. Off Mascoma Street are the Alice Peck Day Hospital campus and a large mobile home park. South of Mechanic Street is the Lebanon Country Club and more suburban residential development.

**Acreage:** approx. 1196 acres

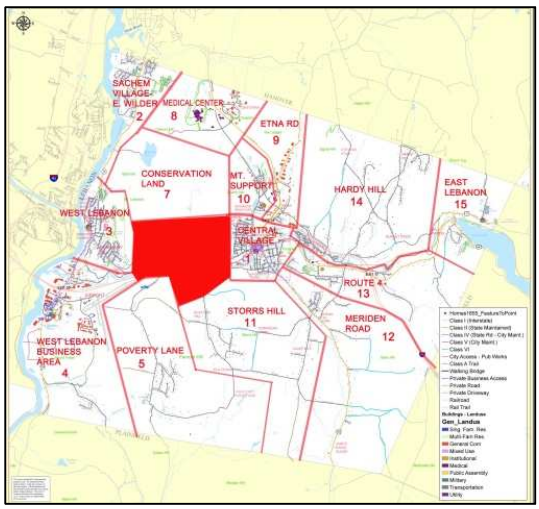
**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

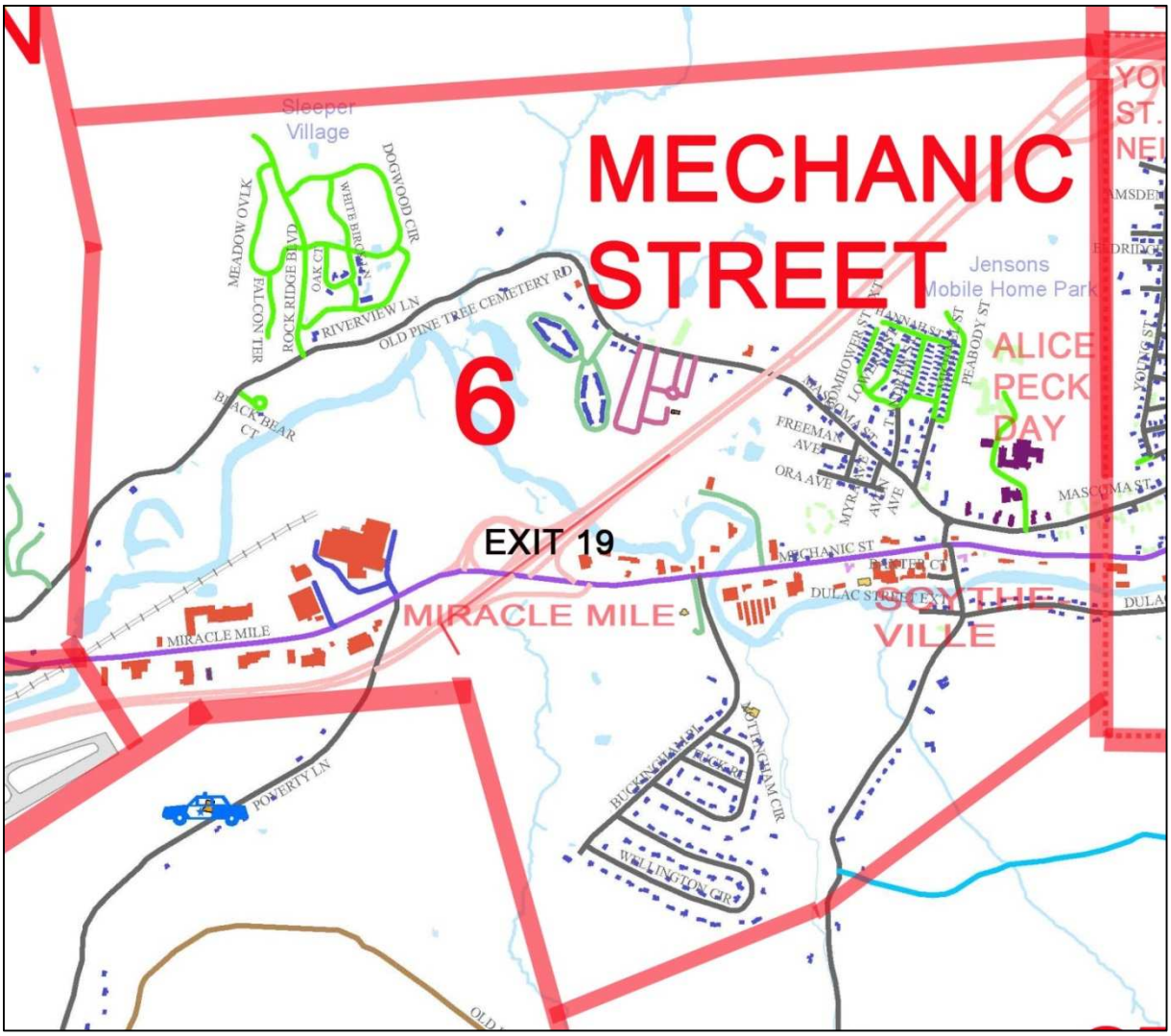
**Date(s) of field survey:** June, September & October 2016

**Sketch map(s)**

At right: overview of Mechanic Street Survey Area marked in red on map pf Lebanon




Below: Detailed map of Mechanic Street Survey Area



## Architectural Description

### Principal Architectural Styles & Periods of Construction

1780 – 1820 – Georgian & Federal
1830 – 1860 - Greek Revival
1860s-1900 – late Greek Revival, Queen Anne, vernacular Victorian
1890s -1950 – Vernacular and utilitarian, Colonial Revival
1950 - 1970s - Mid Century suburban cottage and ranch homes
1950-1970 - International style, Mid-Century Modern commercial
1960s - 2010s – Commercial and light industrial including national chain store design

### Architectural Composition of the Area

The Mechanic Street survey area is a fairly heavily developed central section of Lebanon. It is characterized both by its commercial and its residential areas which have different kinds of architecture and resources.

The commercial center along Mechanic Street/Route 4/Miracle Mile is a mixture of older and quite recent commercial architecture including some small national chains with signature designs like Dunkin Donuts. Mixed in with heavily altered or modern retail and service buildings are a few gable roofed 19th century frame mill and shop structures such as 178 Mechanic, 208 Mechanic, and the large gable building at the rear of the Dulac complex at 14 Baxter Court. Although there was an industrial and commercial development boom here in the 1950s and 1960s, few properties retain integrity from this period. One is the 1958 International style Split Ball Bearing Plant, now Timken, at 336 Mechanic Street. The Bridgeman's Furniture store at 387 Mechanic Street, built in 1952 is an example of Mid-Century Modern commercial that was altered by a 1970s "mansard" roof cloaking the original sleek flat roof line. 179 Mechanic Street built in 1963 uses a similar sleek, flat roofed modern style with a thin flat canopy though the windows may have been altered. 364 Miracle Mile is a 1964 service and gas station with a possibly original Colonial Revival style building but which has been altered with a new gas canopy.

The residential styles of the 19th century are represented in the Mechanic Street Survey Area by a few scattered houses amongst newer development along Mascoma Street, Mechanic Street, Old Pine Tree Cemetery Road and Slayton Hill Road. The oldest surviving homes appear to be the c.1780 Peck Homestead on the Alice Peck Day campus (10 Alice Peck Day Dr.) that has been much altered and added to and a c.1800 cape at 320 Mascoma. There are a number of homes from the 1840s-1860s that have basic Greek Revival form and a few details though most have been altered. The Stephen Slayton House, 1845 (LEB0015) may be the highest style Greek Revival example with a front portico but has been altered. Another example is 194 Mechanic Street, c.1850. There are a few vernacular Victorian homes as well and these have also experienced alteration such as 162 Mechanic Street, c1900. Some more homes date from the early 20th century including a nice example of a foursquare bungalow at 123 Mechanic St, 1912 and the 1925 Colonial Revival style Cater Country Club building at 257 Mechanic Street. Better represented in the area are the suburban homes of the 1950s – 1980s on both older and newer streets such as along Old Pine Tree Cemetery Road, Slayton Hill Road, Tannery Hill, and Dulac Street.

A few examples of grander homes from the late 19th century in Victorian and Queen Anne styles exist at the Alice Peck Day Hospital Complex (10 Alice Peck Day Dr.) and front Mascoma Street like the converted former Peck home on the hospital campus.
The third schoolhouse from the Peck District appears to be extant at 155 Mascoma Street, a one story, hipped roof building with the massing of a simple two-room school building. It likely dates to the early 20th century.

The Carter Country Club, 1925 includes a golf course reportedly designed by noted golf architect Donald Ross, one of ten courses known to be designed by him in New Hampshire.

**Building Locations and Landscape Features**

The Mechanic Street Survey Area in the west central portion of Lebanon is characterized by its transportation and power corridors including the former railroad, turnpike and highway and the Mascoma River.

The portion along Mechanic Street itself is largely heavily commercial with some light industrial/tech and residential uses present on the street. Mechanic Street, known at its western end as "Miracle Mile" enters the survey area over a highway bridge adjacent to a railroad bridge, both over the Mascoma River at a point where a dam still exists and a power station and former mills once did. Miracle Mile has primarily mid-late 20th century commercial development including the large 1958 plant of Split Ball Bearing Co., now Timken at 366 Mechanic and several retail and automotive establishments. The road transitions to being called Mechanic Street at the exit 19 interchange of the highway. Off the south side of Mechanic Street and the southern edge of the Survey Area is the 253-acre Carter Country Club (257 Mechanic Street) with a small 1925 Colonial Revival style office building and notable golf course reportedly designed by noted golf architect Donald Ross. On Miracle Mile is the Bicentennial marker of West Lebanon-Lebanon boundary as well as a driveway leading south to the modern Buckingham Place housing development where there is also a 1987 church – the Lebanon Assembly of God.

East of the interchange is the area once known as Scytheville, a19th century mill hamlet though not much in evidence today. A cluster of older mill and shop buildings still exist on 14 Baxter Place (behind Dulac Home center) and in the vicinity of the Slayton Hill Road Intersection. The 1845 Slayton House still exists on 28 Slayton Hill Road in the midst of more recent 20th century housing on that road, Tannery Hill, and on Dulac Street. Mechanic Street in this area has more modern retail and services with some older homes mixed in, many of them re-purposed to commercial uses and altered.

The northern portion of the survey area includes Mascoma Street at the eastern end which transitions to Mascoma Street Extension and then to Old Pine Tree Cemetery Road at the western end. This road enters the survey area from the west over a bridge over the Mascoma and also crosses the interstate on a bridge. Old Pine Tree Cemetery Road, once an agricultural area still has a great deal of open space which is now preserved in the Sacred Heart and Lebanon

cemetery as well as the Upper Valley Jewish Community cemetery established in 1994. Off of Old Pine Tree Cemetery Road and Mascoma Extension are several new housing developments of the 1970s-2000s such as Renihan Meadows and Sleeper Village.

As it becomes Mascoma Street the road becomes denser with mostly altered 19th century and early 20th century homes interspersed with more recent infill. At the corner of Peabody Street a likely former district school house of the early 20th century is now a residence. North of Mascoma Street on the eastern end of the survey area are the large Jenkins Mobile Home park with its own network of streets and the Alice Peck Day Hospital campus which includes older homes fronting Mascoma adaptively re-used as administration or other related uses.

In the Mascoma River are one dam and the remnants of another at the two locations of the early 20th century power stations 1 and 2 (at Scytheville and near Glen Road respectively).

## Historical Background

The core of this Survey Area is the 4th New Hampshire Turnpike, now Mechanic Street/Miracle Mile/ Route 4, which was established in 1800 and connected the Connecticut River to Salisbury and eventually Concord. Also running through the center of the area is the Mascoma River with small falls providing water power at multiple points, and the railroad which was built in 1848. The town's first mill in 1762 (not extant) was located on one of the falls of the Mascoma at a location where a dam still exists today, and reportedly sawed the lumber for the town's first bridge over the river (Hubbard's Bridge, 1767) near the intersection of Glen Road. The dam here was last used as part of a chain of 4 dams rebuilt and repurposed after 1890 from driving manufacturing to powering electric power stations. Power Station Number 2 was located here and one small frame building remains that may have been part of that.

The town of Lebanon's first main settlements were in East Lebanon and West Lebanon (largely west of the survey area) with very little developed in the center village area until well into the 19th century. The Mechanic Street Survey area centers around a manufacturing cluster on the Mascoma known as Scytheville where the Slayton Hill Road intersects Mechanic Street. Simeon Peck had settled here in the late 18th century with a homestead and large property extending from Mascoma Street (where Alice Peck Day hospital now is located as well as the old, 1780 homestead) to the Mascoma where the family operated a sawmill and clover seed mill at a small falls and dam that became after 1890 Power Station Number 1. Remnants of the dam still exist here.

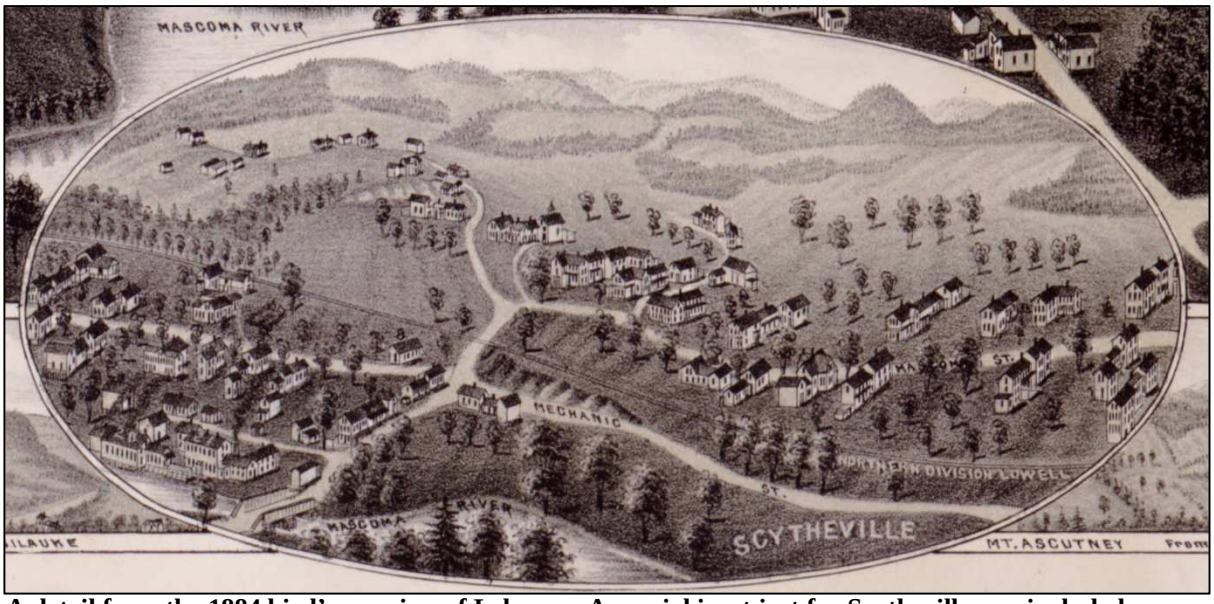



**Detail of an 1860 map of Lebanon with the Scytheville area circled**

About 1845 Stephen Slayton moved his scythe business to the dam here, at a point just west of Slayton Hill Road. His house is still extant from this period at 28 Slayton Hill Road. A second scythe shop was built in 1852 here by George and Leonard Stearns. Both were served by the new railroad built through there.
Around this time the Peck family divided their large holdings into smaller lots on which houses were built in the 1850s and 1860s on Mechanic and Mascoma Streets.

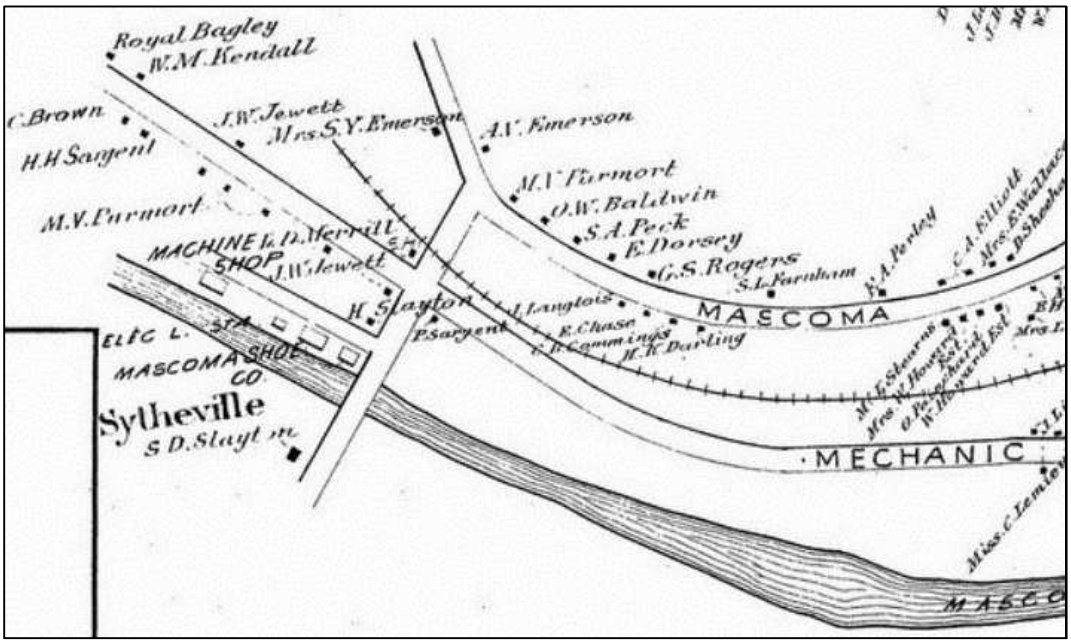
The shops, producing tools and handles in metal and wood, employed dozens of men. Numerous houses and a school district were established here. The school buildings were located in three different locations near the railroad underpass connecting Mechanic and Mascoma Streets. The third Peck schoolhouse may still be extant 155 Mascoma Street at Peabody, now a residence.

In the 1880s the shops at Scytheville were thriving and were joined by the Baxter Machine Company which re-located to the old scythe shops after the 1887 fire in the center village. The scythe shop/Baxter Machine complex (14 Baxter Street) included after 1890, a brick power house for the 1st electric station established at the dam, and became Dulac woodworking and later building supply in the 20th century and is still owned by the Dulac family.



**A detail from the 1884 bird's eye view of Lebanon. A special inset just for Scytheville was included.**

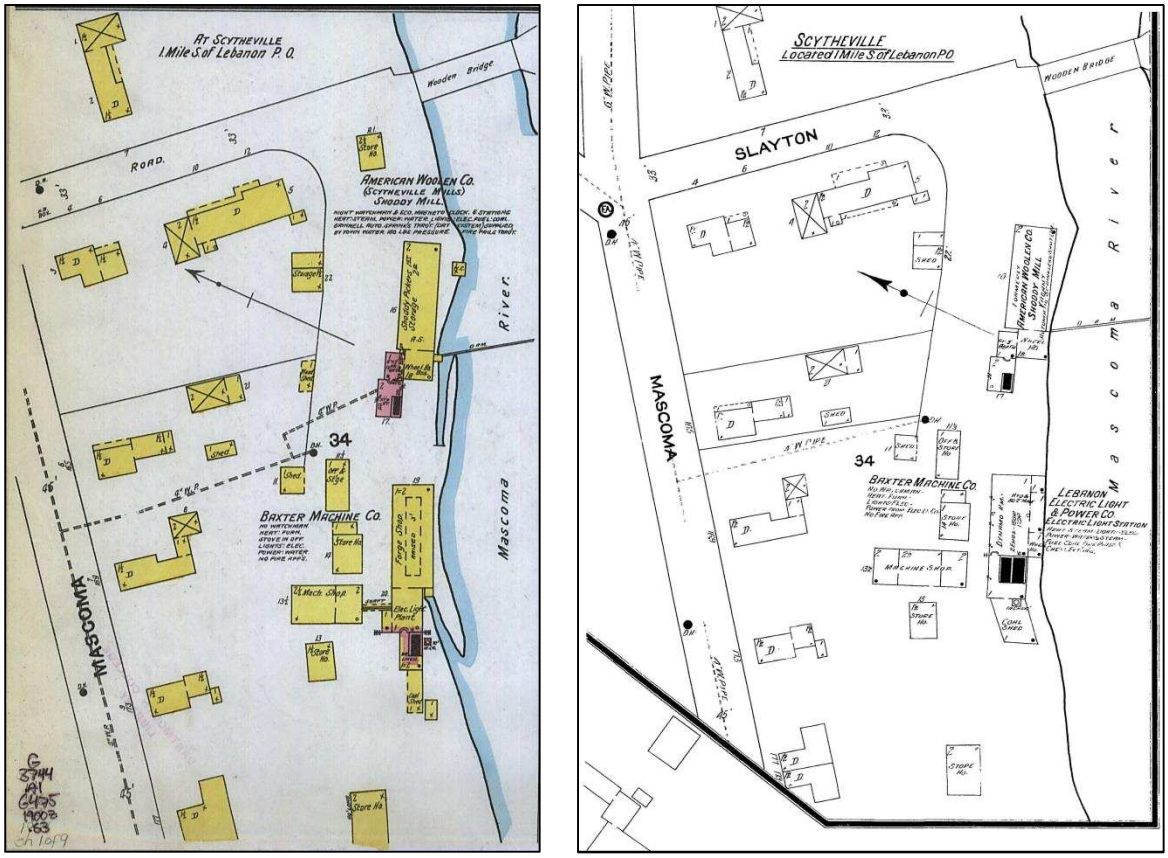
The separate inset detail on the 1884 bird's eye view map of Lebanon shows how important and distinctive the village had become.




**Detail of 1892 map of Lebanon center**

The 1892 map of Lebanon center provides a bit more detail of the area as an extension of the downtown mill district with various businesses using the old scythe shops. By 1904 Baxter Machine and American Woolen Company occupied the building and by 1912, one of the buildings along the river edge had been converted into an electric station by Lebanon Light & Power, founded in1890, which eventually changed the use of the river through this area and through West Lebanon. Two of the four power stations developed by them were in this survey area (at Scytheville/Slayton Hill Rd and at the bridge near the Glenn Road/Miracle Mile intersection) but the only apparently remaining buildings from the electric project are at the Powerhouse mall in West Lebanon, formerly Power Station 4.

The area along Mechanic Street remained one of industry and commerce as well as residences through the mid-20th century until the major change of the interstate construction in the 1960s with an interchange right on Mechanic Street. The 1924 Sanborn map shows a pattern of homes fronting the street with industry behind along the river. That began to change with the growing presence of modern light manufacturing and the technology sector that characterizes much of the 20th century in Lebanon. An important development in this area was the re-location to a simple, sleek building on Mechanic Street in 1952 (either it not extant or quite altered) of the Split-Ball Bearing Company that had started in the late 1920s on Mascoma Street. The company had flourished during World War II and with incentives provided by Lebanon Industrial Development Association, stayed in Lebanon when it needed to expand and modernize. When it outgrew that building, the company constructed a large new plant in 1958 using the International style to give its new facility an ultra-modern look. The building is now home to Timken Aerospace (336 Mechanic Street) and retains great integrity. The impact of the interstate on the area, with an interchange positioned right next to the Split Ball Bearing Plant, was one of rapid change and alteration to buildings. While some of the earlier residential and even shop structures may still exist, additions, alterations and replacement kept pace with the growth and retail demands that followed the highway and re-purposed many of the formerly residential properties




**Left: Detail from 1904 Sanborn map of Scytheville area showing the shops as American Woolen Company's shoddy mill and Baxter Machine;**

**Right Detail from 1912 Sanborn Map showing the machine shop along the river as an electric generating station. Note: "Mascoma" street on both maps is actually what is now known as "Mechanic Street."**

On Mascoma Street and its extension west to Old Pine Tree Cemetery Road, the cluster of residences shown on the 1892 map were joined by 20th century infill and growth that also accelerated after the 1960s with the highway opening up commuting opportunities. The housing here is typical of the range of periods from the 1850s to present day. A major change on Mascoma Street occurred around 1930 when the Peck family homestead (first established there in the 18th century) was converted into a cottage hospital. The conversion was stipulated by the will of Alice Peck Day for whom it is named, and last of the Peck family to live on the property. The house was renovated and added onto to become the hospital which then grew during the 20th century and 2000s by adding new detached buildings and creating a campus off Mascoma Street that includes a medical center and nursing home. Nearby older homes were also incorporated in to the campus.

## Statement of Significance

The Mechanic Street area has a great deal of significance as a focal point of industry in Lebanon that has spanned 200 years but has very few of the once considerable resources left to tell this

story. The 19th century history of early mills and the development of Scytheville, which flourished here for a century, are no longer apparent in the commercial development that dominates Mechanic Street. The dams and any other extant remnants of water power may have significance as part of the electricity-generating system from the early 20th century that changed the use of river long central to Lebanon's economy. Mechanic Street today has significance primarily for its 20th century development history that includes mid-century industrial, automotive, and retail resources and the adaptation of earlier residences and shops into 20th century businesses serving the commuting and local public. The Split Ball Bearing plant (336 Mechanic) is significant as an early hub of Lebanon's tech sector and also is significant for its architecture as a great example of the International style. Some of the mid-century design remaining amongst the commercial properties on Mechanic Street may be architecturally significant as well.

The residential sections of the survey area on Mascoma, its extension and Old Pine Tree Cemetery Road have some architectural significance in a few 19th and early 20th century examples of homes and a 20th century district schoolhouse. The Alice Peck Day campus (10 Alice Peck Day Drive) includes an 18th century and several 19th century homes as well as later medical buildings and is potentially significant as a historic district representing the development of a cottage hospital, which was an important national movement in healthcare. The house-based type helped create the "cottage" feel that was a goal for providing a comforting atmosphere to patients. More research can be done to understand its role locally as possibly the first or an early hospital. The same early 20th century era produced the Carter Country Club which may have significance in the area of design as the work of noted golf course architect Donald Ross, and as part of a broader movement of developing parks and recreational facilities. In addition, the Mechanic Street area includes a part of the former railroad line – now the Northern Rail Trail – which includes bridges/overpasses that may have significance as part of the entire Northern Railroad line corridor which was determined an eligible historic district by the NH Division for Historic Resources on 12/1/1999. There is potential for there to be archaeological resources associated with the early mill development and settlement of this area.

## Periods(s) of Development

Although the area included some of the earliest development in Lebanon – the first mill and bridge and an early homestead (now the Alice Peck Day hospital), it is not clear if any resources remain intact or at all from this era. The periods of development relevant to the resources that remain here are the mid-late19th century when Scytheville was established and flourished; the early 20th century when the electric generation system, Alice Peck Day Hospital, a two-room school, and the Carter Country club were established; and the mid-20th century when the tech industry and highway related commercial development transformed Mechanic Street and Miracle Mile and increased the development of housing infill throughout the area.

## Statement of Integrity

There is very spotty integrity through this survey area due to the many waves of change it experienced especially in recent decades. As the NHDHR comments on the recent Mechanic Street Project Area Form indicate, the Carter Country Club and its landscape may potentially be

eligible but there does not appear to be enough architectural integrity in the important Scytheville area for it to qualify as a historic district nor do the dams likely possess enough integrity to be eligible. In addition to the areas evaluated by the Project Form, there may be potential for a historic district at the Alice Peck Day Hospital campus. There may also be an historic district extending from this Alice Peck Day grouping on both sides of Mascoma heading east and including the eastern end of Mascoma Street which is in the Central Village Survey Area. The rest of Mascoma Street, west of Alice Peck Day and Old Pine Tree do not appear to retain enough integrity of any one period to be eligible as a district.

In the survey area, there are also a few individual resources that appear to retain good integrity and others with enough integrity to convey their history and should be evaluated further for eligibility. These include several 19th century former shop or mill buildings along Baxter or Mechanic Street, a few 19th century homes without too much alteration, the possible former schoolhouse (155 Mascoma), a few early 20th century homes, the dam and dam remnants at two locations in the Mascoma ( for archaeological potential), two railroad bridges, the 20th century commercial properties at 179 and 387 Mechanic (Bridgemans) and the exceptional International style Split Ball Bearing plant at 366 Mechanic Street (Timken). It is possible that other 19th century shops and especially 20th century automotive or retail buildings are buried under more modern alterations and could be restored.

**Applicable NHDHR Historic Context(s)**

Locally capitalized textile mills in NH, 1720-1920.
Logging, lumbering and saw mills, 1620-present.
Wood products mills and shops in New Hampshire.
Hand tool manufacturing, 1800-1920.
Machine tool manufacture, 1840-present.
Precision machine shops, 1820-present.
Outdoor recreation in New Hampshire
Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present.
The railroads in NH, 1842-1960.
Automobile highways and culture, 1900-present
Hydropower in New Hampshire.
Electricity generation and distribution in New Hampshire.
Medicine and hospitals in New Hampshire.
Architecture in New Hampshire, 1623-present.

**Bibliography and/or References**

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

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Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☒ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☒ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |




Photo 1 description: Miracle Mile (Route 4/Mechanic Street) view of Miracle Mile Plaza
Direction: east Date taken: Sept. 2016 File name: Miracle Mile Plaza viewt.jpg Stored: LHPC




Photo 2 description: Bridgmans Furniture store, 1952, 337 Mechanic Street Direction: detail
Date taken: Sept. 2016 File name: Mechanic 337 Bridgmans.jpg Stored: LHPC



Photo 3 description: Split Ball Bearing Plant, 336 Mechanics Street (now Timken), 1958
Direction: northwest Date taken: Sept. 2016 File name: Timken 2.jpg Stored: LHPC



Photo 4 description: Carter Country Club golf course, 1925 (257 Mechanic Street)
Direction: aerial Date taken: 2015/pictometry File name: Carter CC pictometry 2 2015 jpg
Stored: LHPC



Photo 5 description: 213 Mechanic Street 1960 example of mid-century building under recent additions Direction: south Date taken: Sept. 2016 File name: Mechanic 213.jpg Stored: LHPC



Photo 6 description: 214 Mechanic, 1890, (Dulac Home)
Direction: northeast Date taken: Sept. 2016 File name: Mechanic 214.jpg Stored: LHPC



Photo 7 description: 208 Mechanic, c.1860/1890 with large rear shop, Direction: north
Date taken: Sept. 2016 File name: Mechanic 208.jpg Stored: LHPC



Photo 8 description: 194 Mechanic, c.1860
Direction: north Date taken: Sept. 2016 File name: Mechanic 194.jpg Stored: LHPC



Photo 9 description: 178 Mechanic Street, rear shop, c.1860
Direction: north Date taken: Sept. 2016 File name: Mechanic 178 (3).jpg Stored: LHPC



Photo 10 description: 7 Slayton Hill Road (at Mechanic Street), c.1860
Direction: east Date taken: Sept. 2016 File name: Slayton Hill 7.jpg.jpg Stored: LHPC




Photo 11 description: 14 Baxter Court (at Mechanic), c.1840s – 20th century (scythe shop site)
Direction: south Date taken: Sept. 2016 File name: Baxter 14.jpg Stored: LHPC



Photo 12 description: Dulac Street from Slayton Hill Direction: east Date taken: Sept. 2016
File name: Dulac Street view from Slayton Hill.jpg Stored: LHPC



Photo 13 description: Tannery Hill, 1950s homes
Direction: north Date taken: Sept. 2016 File name: Tannery Hill view.jpg Stored: LHPC



Photo 14 description: 123 Mechanic Street, 1912
Direction: south Date taken: Sept. 2016 File name: Mechanic 123.jpg Stored: LHPC



Photo 15 description: 130 Old Pine Tree Cemetery Road, c 1860
Direction: north Date taken: Sept. 2016 File name: Old Pine Tree 130.jpg Stored: LHPC



Photo 16 description: 320 Mascoma Street, 1800
Direction: south Date taken: Sept. 2016 File name: Mascoma 320.jpg Stored: LHPC



Photo 17 description: 198 Mascoma, 1920
Direction: south Date taken: Sept. 2016 File name: Mascoma 198.jpg Stored: LHPC



Photo 18 description: 156 Mascoma Street, 1901
Direction: south Date taken: Sept. 2016 File name: Mascoma 156.jpg Stored: LHPC



Photo 19 description: 155 Mascoma, c.1920 (possible former Peck School)
Direction: south Date taken: Sept. 2016 File name: Mascoma 198.jpg Stored: LHPC




Photo 20 description: Alice Peck Day Hospital: Homestead Building, 10 Alice Peck Day Dr./fronting Mascoma Street, 1780/1932 Direction: northwest Date taken: Oct. 2016 File name: APD Homestead (3).jpg Stored: LHPC




Photo 21 description: Alice Peck Day Hospital: Harvest Hill, 10 Alice Peck Day Dr./fronting Mascoma Street, c.1890 Direction: northeast Date taken: Oct. 2016 File name: APD Harvest Hill.jpg Stored: LHPC



Photo 22 description: Alice Peck Day Hospital: Administration Building, 10 Alice Peck Day Dr./fronting Mascoma Street, c.1890 Direction: north Date taken: Oct. 2016 File name: APD Adminsitration.jpg Stored: LHPC

# Name of Survey Area #7: "Conservation Land"

**Location:** All or parts of the following streets:

N/A – no roads in this section only forest

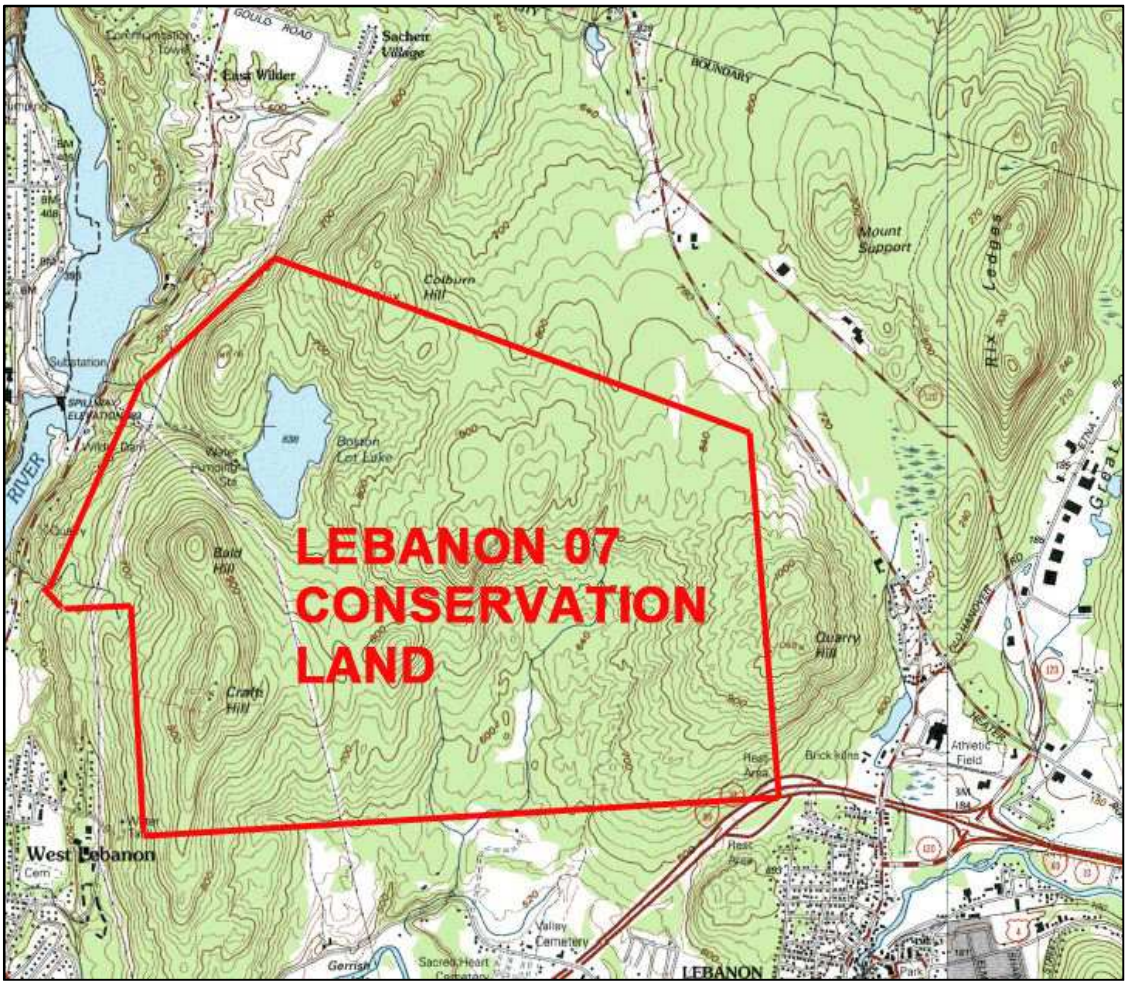
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Hanover, NH with Survey Area outlined**

**Previous inventory numbers in this area:** n/a

**Present Use(s):** conservation, recreation

**Original Use(s):** unknown

**Setting:** The Conservation Land survey area is located in the northwestern part of Lebanon a short distance from the Connecticut River on mountainous, forested terrain. There are trials but no public roads through the area. There is a small body of water – Boston Lot Lake and a nearby pumping station and trail to that coming from Route 10 to the west.

**Acreage:** approx. 1878 acres

**Prepared by**: Lyssa Papazian & Scott Newman

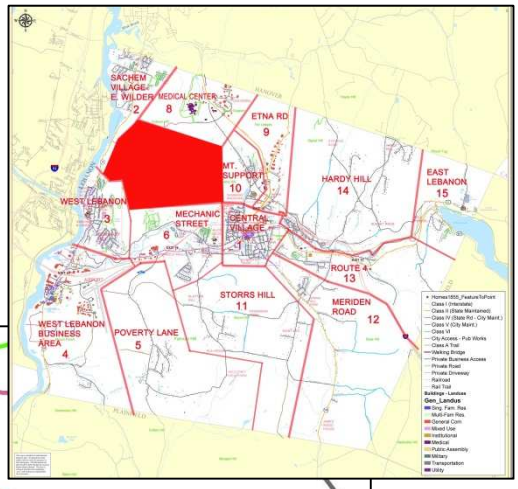
**For:** City of Lebanon: Lebanon Heritage Commission

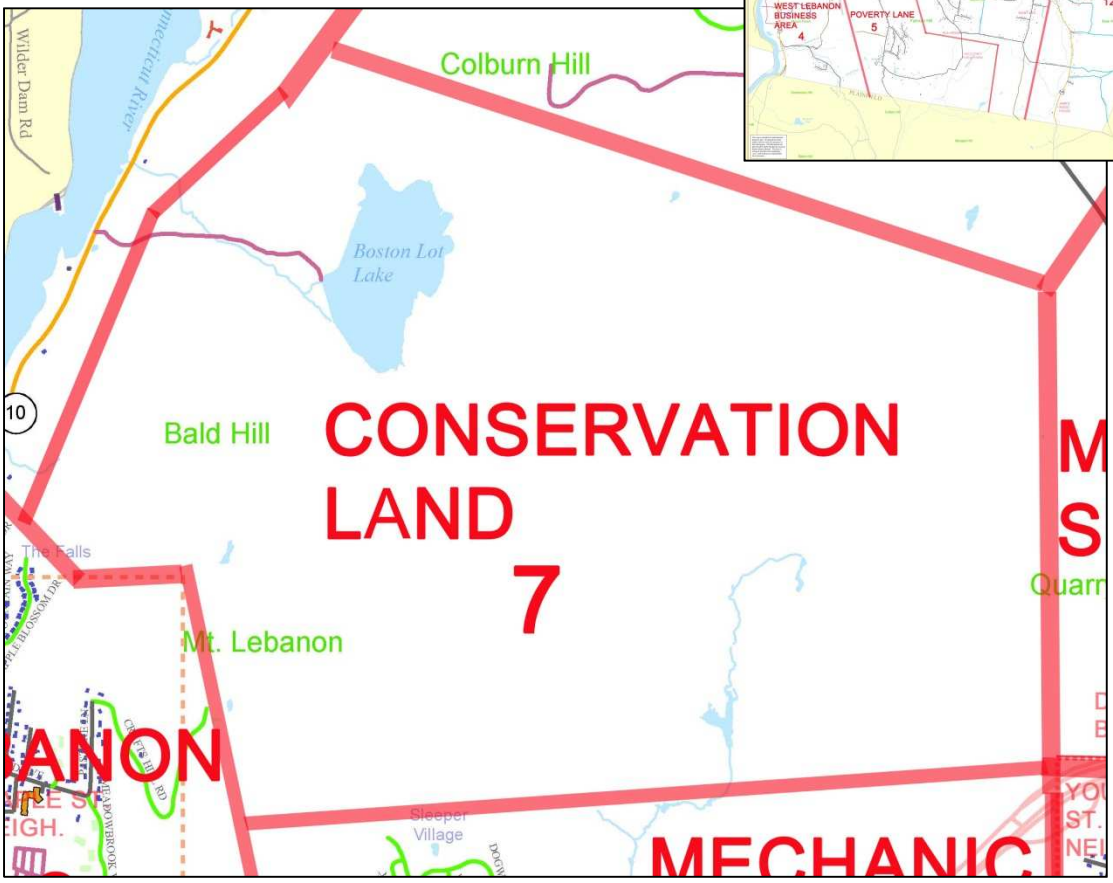
**Date(s) of field survey:** June & September 2016

**Sketch map(s)**

At right: overview of Conservation Land Survey Area 7 shaded in red in map of Lebanon;

Below is a map of Conservation Land Survey Area 7



## Architectural Description

### Principal Architectural Styles & Periods of Construction

none

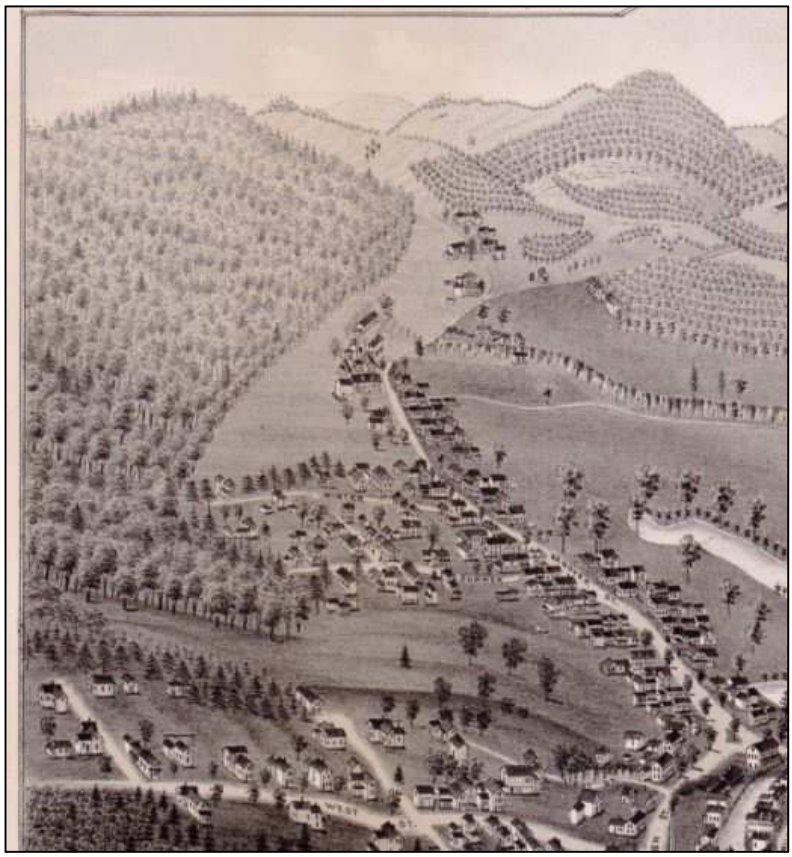
### Architectural Composition of the Area

The Conservation Land is undeveloped with no structures other than a pumping station.

### Building Locations and Landscape Features

The entire survey area is one large, publicly owned conservation parcel which is largely wooded and has a small lake (Boston Lot Lake) that drains west to the Connecticut River. Another stream heads in a north south direction on the eastern side of the area. The parcel includes parts of Colburn Hill, Bald Hill, Mt. Lebanon, and Quarry Hill. There is a water pumping station at Boston Lot Lake.

## Historical Background



**A detail of the 1884 Birds-eye view of Lebanon showing at the upper left edge the very hilly forest that is part of the Conservation Land survey area (by Beck & Pauli)**

As can be seen on the 1884 Birdseye view of Lebanon the entire northern portion of the town was very sparsely populated and had very few roads. The Conservation Land parcel appeared to be completely uninhabited. As the very hilly interior, this region was not developed. The 1860 map shows only the Freeman Quarry on the northeastern side of the area.




**Left: Detail of the 1860 Walling map**

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**Annotated detail of 1892 map showing the Conservation Land Survey Area**

**SURVEY AREA #: LEBANON 07 AREA NAME: "CONSERVATION LAND"**

**SUMMARY**

The 1892 map shows no development as well. According to Bernard Chapman in his *Lebanon New Hampshire: History in a Nutshell* (1961, p.23), the Freeman Quarry, located roughly in the adjacent survey area (Medical Center/08), had started very early on in the towns' settlement phase and was still going strong, supplying granite to the new Rollins Chapel at Dartmouth College in 1884.

Roger Carroll writes in *Lebanon 1761-1994*, "West Lebanon residents and those in White River Junction began receiving water from West Lebanon in 1917, when the Hartford Water Company tapped into the thirty-six acre Boston Lot Reservoir on the hill east of Wilder Dam. This source was discontinued in the early 1960s." (p.95)

In recent decades, the town has conserved a 436-acre parcel of this land. A modern water supply tank has been built at the top of one of the hills and is accessed from the Dartmouth–Hitchcock Medical Center area. This parcel is one of many that the town has conserved and uses for recreation. They have interpretive signage educating the public about the history and natural resources of each area.

## Statement of Significance

This area has only a modern water tank and a water pumping station. The outlet and overflow structures of the Boston Lot Reservoirs could date to the 1917 project of the Hartford Water Company to draw water from Boston Lot Reservoir and should be further investigated. The tank and current equipment are not of historic significance. Upon further research, the location of the former quarry and its operation may indicate that there is some archaeological significance in this survey area related the quarry. The history of the parcel's present recreational use and the role of the Lebanon Conservation Commission in protecting it will become significant in the future.

## Periods(s) of Development

Periods significant to this area include the 1917 – 1960 period when the Boston Lot Reservoir was a water supply to West Lebanon and the recent period when it became a conservation parcel and used publicly for recreation and water supply.

## Statement of Integrity

The area has no historic integrity except for the potential for archaeology.

## Applicable NHDHR Historic Context(s)

Granite quarrying and stone cutting, 1790-present.
Water supply, distribution and treatment in New Hampshire, 1850-present
The land conservation movement in New Hampshire

**Bibliography and/or References**

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- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☐ | A | ☐ |
| individuals | ☐ | district | ☐ | B | ☐ |
| | | not eligible | ☐ | C | ☐ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☐ |
| | no | ☒ | more info needed | ☒ |

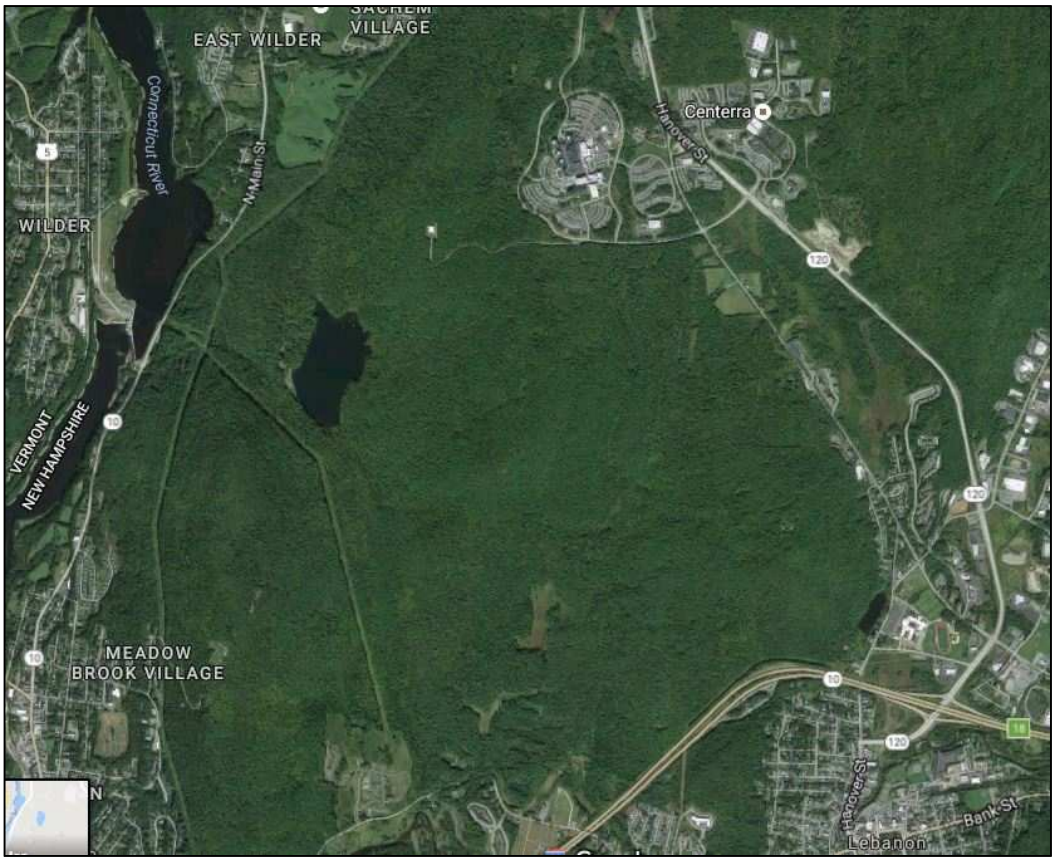



Photo 1 description: Google Earth view of the Conservation Land area
Direction: Date taken: 2016 File name: Conservation land google.jpg Stored: LHPC




Photo 2 description: Google view of Water Tower and access road from Dartmouth-Hitchcock Medical Center; Direction: aerial Date taken: 2016 File name: water tower.jpg Stored: LHPC

# Name of Survey Area #8: "Medical Center"

**Location:** All or parts of the following streets:

Alta Boulevard, Cavendish Court, Centerra Parkway, Foothill Street, Hanover Road/Route 120, Lahaye Drive, Medical Center Drive, Mount Support Road, Morgan Drive, Lafayette Street, Lucent Drive

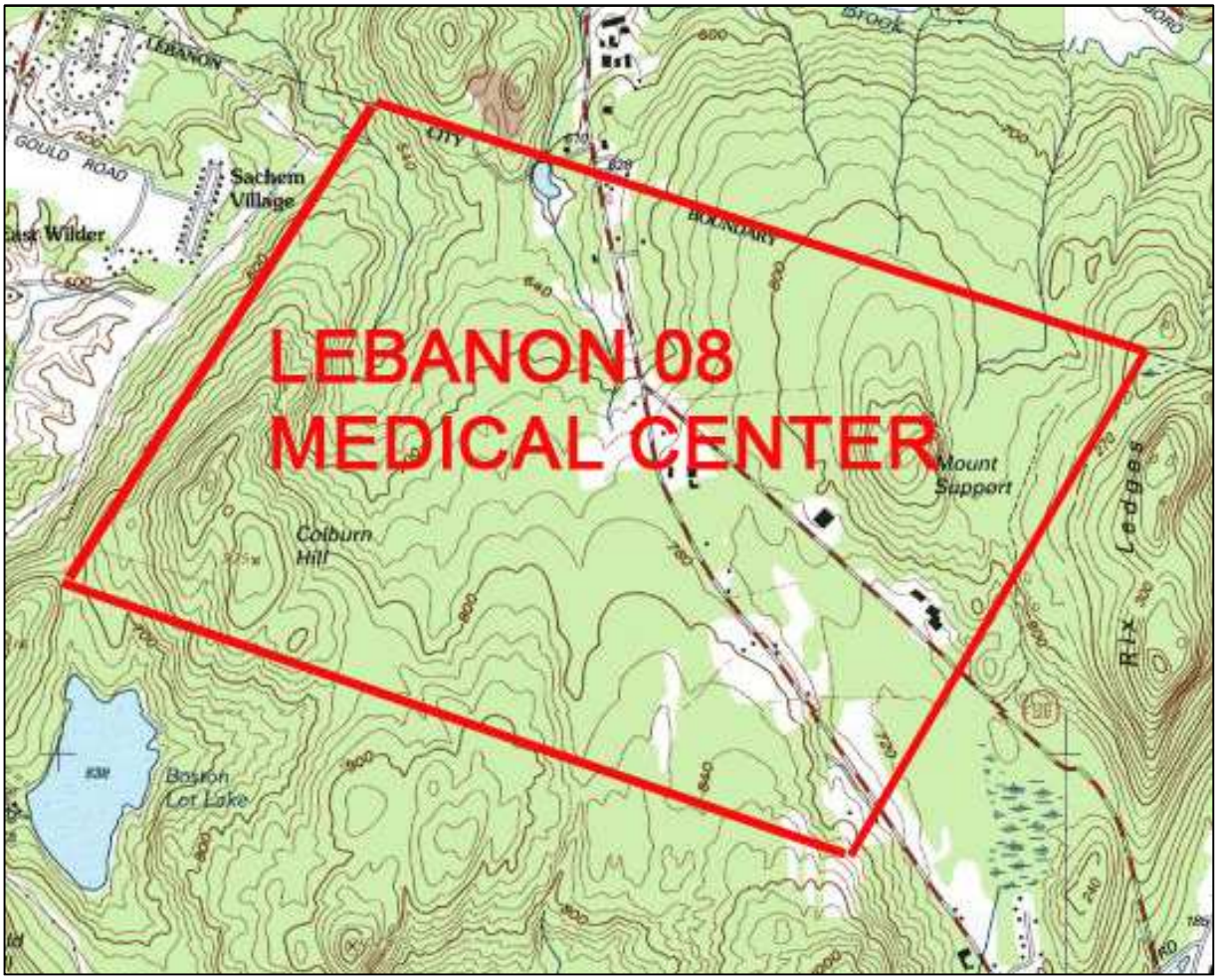
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Hanover, NH with Survey Area outlined**

**Previous inventory numbers in this area:**

Freeman House, 229 Mt. Support Road, **LEB 313, c. 1875** (gone?)

House, Mt. Support Rd near junction with Route 120, **LEB 314**, c.1830 and later (gone?)

Lahaye Farm, 244 Mt. Support Road, **LEB – 315**, before 1892 (gone?)

**Present Use(s):** institutional, commercial, business/manufacturing, residential

**Original Use(s):** residential, farming, quarrying

**Setting:** The Medical Center survey area is located in the northwestern part of Lebanon and border Hanover to the north. The area is almost entirely institutional, industrial and commercial development of the late 20th and early 21st centuries centering on two primary heavily used roads. The form of much of the development is office parks and campus style development with some very recent residential condominium complexes.

**Acreage:** approx. 1110 acres

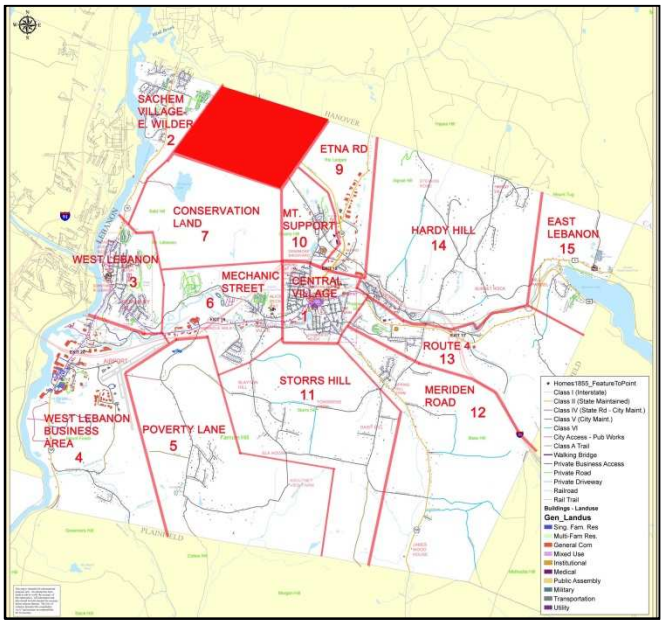
**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

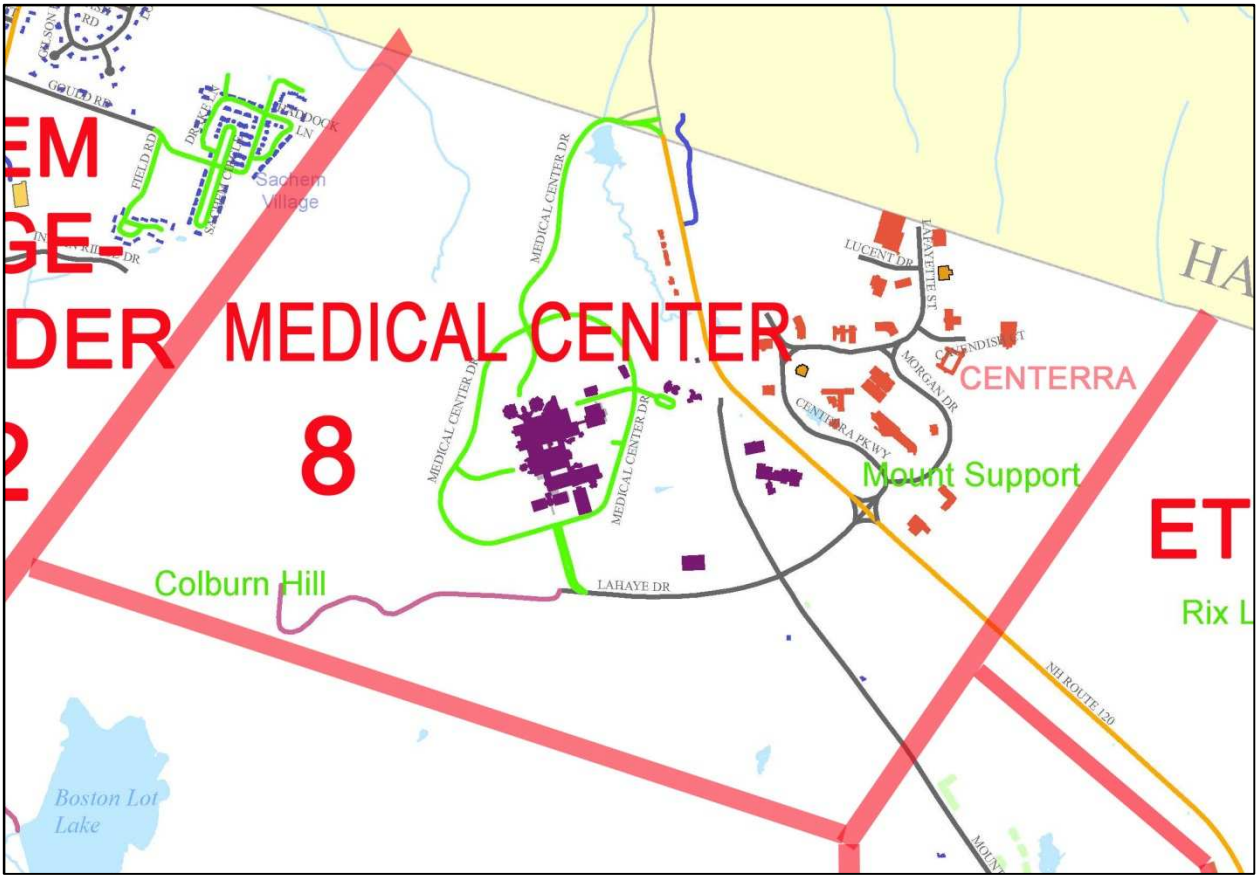
**Date(s) of field survey:** June & September 2016

**Sketch map(s)**

At right: overview of Medical Center Survey Area 8 shaded in red in map of Lebanon;




Below is a map of Medical Center Survey Area 8



## Architectural Description

### Principal Architectural Styles & Periods of Construction

1950 - 1970s - Mid Century commercial and multi-unit housing
1980s - 2010s – Contemporary commercial, residential, and institutional buildings

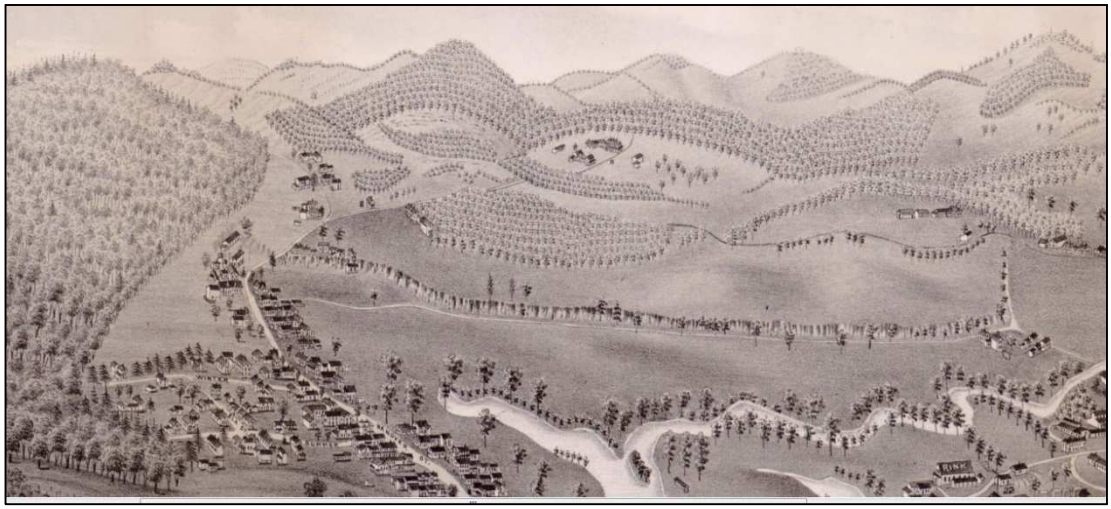
### Architectural Composition of the Area

The Medical Center area is in the northwestern west of Lebanon on the border with Hanover. The area changed dramatically in 1990 -2001 when the new Dartmouth-Hitchcock Medical Center was developed there. The few remaining 19th century houses surveyed in 1984 appear to be gone and with the exception of a handful of very vernacular apartment building and commercial properties from the mid-century period, all the architecture reflects a 21st century contemporary style applied to institutional, commercial and industrial/office buildings. There are also some post-modern uses of bold color and shapes in some of the commercial buildings as well as new condominium developments for housing which use more romantic contemporary styles like neo-Adirondack style at the Quarry Hill Condominiums.

### Building Locations and Landscape Features

Along with the construction and expansion between 1990 & 2001 of the large new Dartmouth Hitchcock Medical Center, the entire survey area is one large institutional and commercial/tech/manufacturing neighborhood of campus-like developments that extend to either side of the principal road – Route 120. The older Mt. Support Road continues to up from the southeast and meets Route 120 near the main modern intersection of Lahaye Drive (leading to the hospital and medical center campus to the west) and Centerra Parkway (leading to a high tech office and industrial park to the east). Mt. Support Road and Route 120 have very few buildings but instead give access to the modern service road networks built to either side. The area was once very rural and remains heavily wooded around these recent developments with trail systems and large tracts of conserved land owned by the City of Lebanon and Dartmouth College.

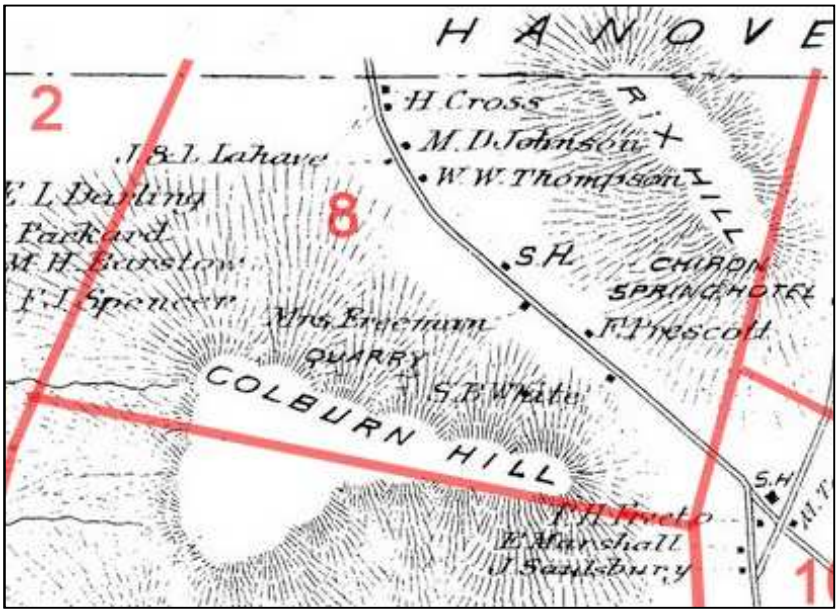
## Historical Background



**A detail of the 1884 Birds-eye view of Lebanon showing at the upper edge the very hilly and empty region of the Medical Center and Etna Road Survey areas (by Beck & Pauli)**

As can be seen on the 1884 Birdseye view of Lebanon the entire northern portion of the town was very sparsely populated and had very few roads.






The road to Hanover, part of the early Croydon Turnpike, and later Route 120/Mt Support had some homes and businesses clustered but the region was largely either heavily wooded or mountainous open pasture.

The 1892 map shows only eight farms, a school house and on the foothills of Colburn Hill, a granite quarry near "Mrs. Freeman." Although a hill further southeast of this is called "Quarry Hill," the Freeman quarry is shown on this map. According to Bernard Chapman in his *Lebanon New Hampshire: History in a Nutshell* (1961, p.23), the Freeman Quarry had started very early on in the towns' settlement phase and was still going strong, supplying granite to the new Rollins Chapel at Dartmouth College in 1884.

**Top: Close up birds-eye detail of buildings along the Road to Hanover;**
**Bottom: Annotated detail of 1892 map showing the Medical Center Survey Area**

The area continued to be fairly sparsely populated. Even after the construction in the 1960s of the interstate and its interchange at the south end of Route 120, which was also re-constructed at the time, there were some suburban/rural small homes built on the road to Hanover but not very

many. The area of the former quarries appears to be wooded and part of a very large tract of Dartmouth College land.

Although three of the 19th century houses pictured on the 1892 map had survived to be surveyed in 1984, they all appear to be gone now as do all but a few mid-20th century buildings. In their place are the extensive office parks, technical manufacturing and medical campus that were built between 1990-2001 when the new Dartmouth–Hitchcock Medical Center was built & expanded on Dartmouth College forest land in this northern section of Lebanon.

## Statement of Significance

The Survey Area has historical significance in the areas of agriculture, hospitality and quarrying but has no intact resources to reflect this history. This area's buildings were almost entirely built since 2000 and so would not be eligible for the National Register for quite some time. The quarrying history remnants may be more extant and with more research may be potentially of archaeological significance.

## Periods(s) of Development

Periods significant to this area include the later 18th through late 19th century when the granite quarry was active. More research will be needed to know when they closed. The main story of this area really began in the 1990s and is certainly still unfolding as the effect of the Medical Center and the technology hub draws more related businesses and services here.

## Statement of Integrity

The area has no integrity.

Properties surveyed in 1984 have not been found:

- Freeman House, 229 Mt. Support Road, **LEB 313, c. 1875** (gone?)
- House, Mt. Support Rd near junction with Route 120, **LEB 314**, c.1830 and later (gone?)
- Lahaye Farm, 244 Mt. Support Road, **LEB – 315**, before 1892 (gone?)

## Applicable NHDHR Historic Context(s)

Mixed agriculture and the family farm 1630-present
Suburban/bedroom community growth in New Hampshire, c.1850-present
Granite quarrying and stone cutting, 1790-present.
Medicine and hospitals in New Hampshire
Commerce, industry and trade in New Hampshire cities, 1630-present.
The land conservation movement in New Hampshire

## Bibliography and/or References

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

Childs, Hamilton. *Gazetteer of Grafton County, N. H. 1709-1886*. Syracuse, N. Y.: Syracuse Journal Company, 1886.

Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.
*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon Historical Society (1961)

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Maps:

- Beck & Pauli. *Lebanon, Grafton County, New Hampshire.* A birds-eye view, Brockton, MA: Geo. E Norris. 1884
- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☐ | A | ☐ |
| individuals | ☐ | district | ☐ | B | ☐ |
| | | not eligible | ☐ | C | ☐ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☐ |
| | no | ☒ | more info needed | ☒ |



Photo 1 description: Mount Support Road, looking north
Direction: north Date taken: Sept. 2016 File name: Mount Support view from 402.jpg Stored: LHPC



Photo 2 description: 402 Mount Support Road, 1986
Direction: east Date taken: Sept. 2016 File name: Mount Support 402.jpg Stored: LHPC



Photo 3 description: 461 Mount Support Road, 1994
Direction: north Date taken: Sept. 2016 File name: Mount Support 461.jpg Stored: LHPC



Photo 4 description: Route 120 looking east at 296 Centerra Pkwy
Direction: east Date taken: Sept. 2016 File name: Route 120 at 296 Centerra.jpg Stored: LHPC



Photo 5 description: Route 120 with 24 Foothill Street
Direction: east Date taken: Sept. 2016 File name: Rt 120 (24 Foothill St) (2).jpg Stored: LHPC




Photo 6 description: Centerra entrance sign
Direction: east Date taken: Sept. 2016 File name: CENTERRA.jpg Stored: LHPC



Photo 7 description: Centrerra typical internal service road
Direction:south Date taken: Sept. 2016 File name: Centerra view.jpg Stored: LHPC



Photo 8 description: 36 La Haye Drive, c.2000s
Direction: Date taken: Sept. 2016 File name: LaHaye 36.jpg Stored: LHPC



Photo 9 description: Dartmouth-Hitchcock Medical Center, 2001
Direction: west Date taken: Sept. 2016 File name: DHMC (4).jpg Stored: LHPC



Photo 10 description: Dartmouth-Hitchcock Medical Center, 2001
Direction: east Date taken: Sept. 2016 File name: DHMC (8).jpg Stored: LHPC



Photo 11 description: LaHaye trail – dead end
Direction: west Date taken: Sept. 2016 File name: Lahaye Trail Dead End View.jpg Stored: LHPC

# Name of Survey Area #9: "Etna Road"

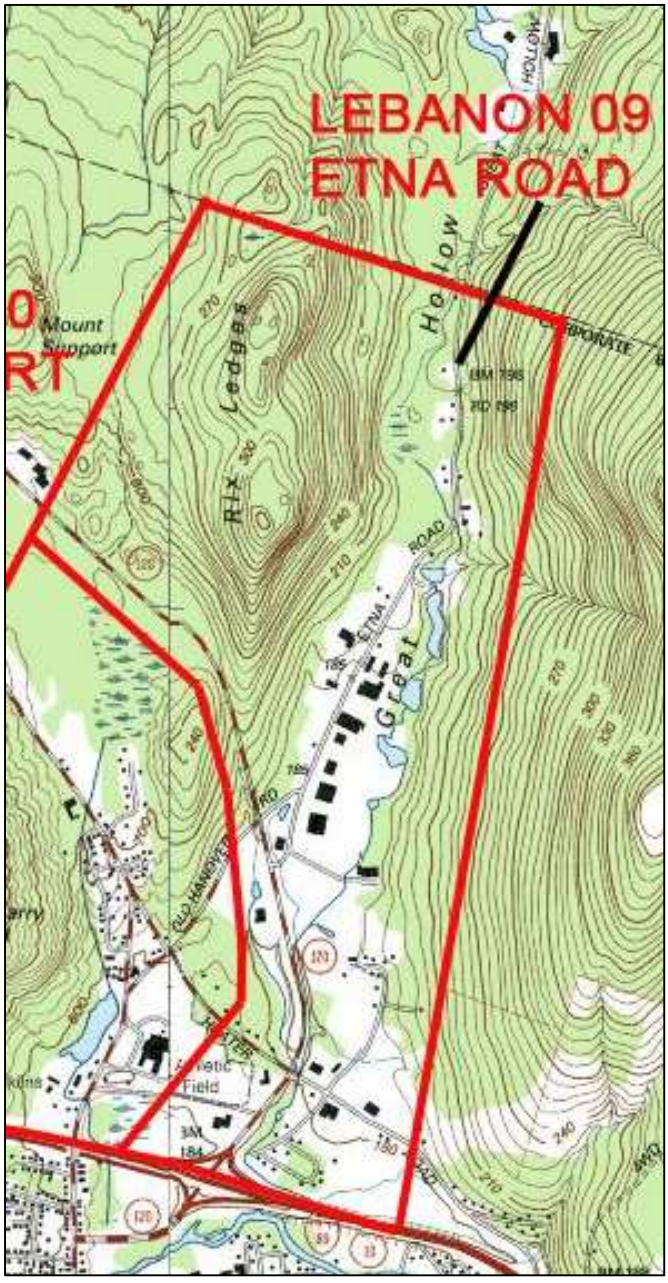
**Location:** All or parts of the following streets:
Etna Road, LaBombard Road, North LaBombard Road, Route 120

**City or town:** Lebanon
**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH
**USGS scale:** 1:24,000

**Location Map**

**Partial USGS map: Hanover, NH with Survey Area outlined**



**Previous inventory numbers in this area:**

J.A. Miller House, Heater Road, **LEB 192, c. 1820**

Hall –La Bombard Farmstead, 25 & 34 La Bombard Road, **LEB0016**, c. 1895 and barn (Determined not eligible by NHDHR on 5/12/2010)

Lebanon NHARNG Readiness Center, 174 Heater Road, **LEB0007**, 1955 (Determined eligible by NHDHR on 12/4/2005)

**Present Use(s):** Commercial and industrial, military

**Original Use(s):** residential, farming, hotel

**Setting:** The Etna Road survey area is located in the northcentral part of Lebanon and borders Hanover to the north. The area is almost entirely institutional, industrial and commercial development of the late 20th and early 21st centuries centering on two primary heavily used roads. The form of much of the development is a traditional series of commercial buildings along a main thoroughfare. Beyond the commercial development, at the northern end the road is lined with small rural residential development of the mid to later 20th century. On the southern end there is institutional and industrial development around an interchange of I-89. With some scattered residential.

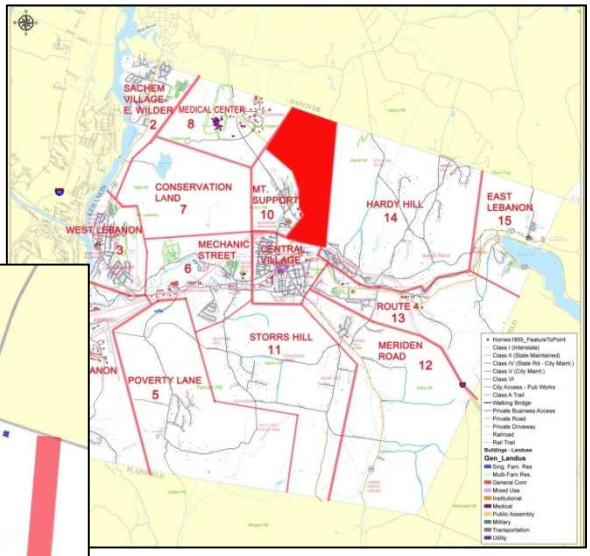
**Acreage:** approx. 1043 acres

**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

**Date(s) of field survey:** June & September 2016

**Sketch map(s)**




At right: overview of Etna Road Survey Area 9 shaded in red in map of Lebanon;

Below is a map of Etna Road Survey Area 9



## Architectural Description

### Principal Architectural Styles & Periods of Construction

1820 - 1860s - Greek Revival Style
1910s -1950 - Vernacular, Colonial Revival
1950 - 1970s - Mid Century suburban cottage and ranch homes
Mid-century Modern institutional/commercial/industrial design
1960s International style industrial design
1980s - 2010s – Modern commercial and institutional buildings

### Architectural Composition of the Area

The Etna Road survey area is a formerly rural section of Lebanon at the northern border with Hanover. The area around the I-89 Interchange (#18) at the south end has a mixture of pre- and post-highway development in some offices and plants.

The industrial and commercial development along Route 120 and Etna Road ranges from mid-century modern/International style in the one story flat roofed simple, streamlined design of 56 Etna Road (Fresian Medical, 1965) to post-modern commercial/office design like the 1975 FW Webb building, at 55 Etna and Dog Day Care at 77 Etna . There are two other 1960s office/plants near the exit at 68 and 76 Etna Road which may be more recently updated. The 1955 mid-century modern style of the NHARNG Readiness Center (174 Heater Road, LEB0007), designed by New Hampshire architect Irving W. Hersey, is well-preserved. There is a 1969 Mid-Century Modern style car dealership at 51 Heater Road. Scattered on the north end of Etna Road and in other locations are some fairly ubiquitous suburban homes from the 1950s through 70s.

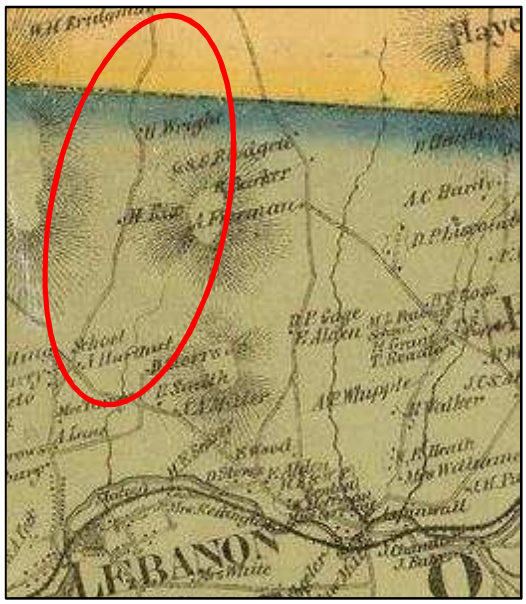
There is one great example of a brick Greek Revival house at 120 Heater Rd, the 1820 J.A. Miller House (LEB 192). A former 19th century farmstead, the Hall-LaBombard farm, has been altered and has lost its agricultural context. There is a c.1900 gambrel roofed barn remaining at 150 Heater Road near the south end the survey area, but it has also lost its context and is now renovated into an Elks hall. The c.1900 former Chiron Springs Hotel at 115 Etna Road is a Colonial Revival style large house that has been converted into an office park with two large newer buildings on site. The 1884 and 1890 views of the hotel suggest that this building if it did serve as the hotel replaced the Second Empire earlier building. It has lost its context and may be altered more recently.

### Building Locations and Landscape Features

The survey area has a concentration of commercial development near the I-89 exit 18 interchange in the south and then commercial development with office and manufacturing facilities along Etna Road heading north where the character of the road turns suburban residential near the Hanover line. Route 120 which is an important highway through the service are and connecting it to the Dartmouth–Hitchcock Medical Center, has no development on it within the Survey Area and is surrounded by woods except at the south end where it crosses Etna and Heater roads. Heater Road has mixed development with some major plants, like the 2012

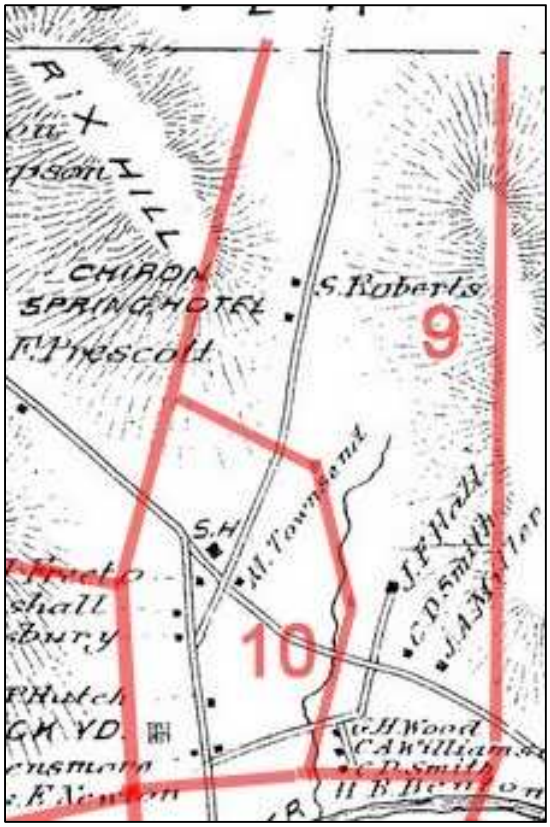
Hypertherm facility at 71 Heater Road, the NHARNG Readiness Center at 174 Heater Road as well as the rare (for this area) surviving c.1820 brick Miller House at 120 Heater Road. A large undeveloped area of the Rix Ledges remain wooded in the northwest of the Survey Area and there is a swampy area in the northeast portion according to the USGS map.

## Historical Background




According to the maps in Roger Carroll's *Lebanon: 1761-1994* of "probable" early roads and settlements, there were no roads in this area until the 19th century and then only one leading to Etna. The 1860 map (at left) shows Etna Road with two residents: H. Wright and H. Rix. The hills in this area are known as Rix Hill by the 1892 map. Currently they are called Rix Ledges.

In his *Lebanon in Pictures*, Robert Hayes Leavitt reported that the Chiron Spring Hotel shown on the 1892 map was "where people came to drink the mineral waters of the ancient Mink Brook, which once flowed into the Mascoma but mainly now into the Connecticut. The east end of the old hotel still stands in the north part of the Industrial Park." (p.597)

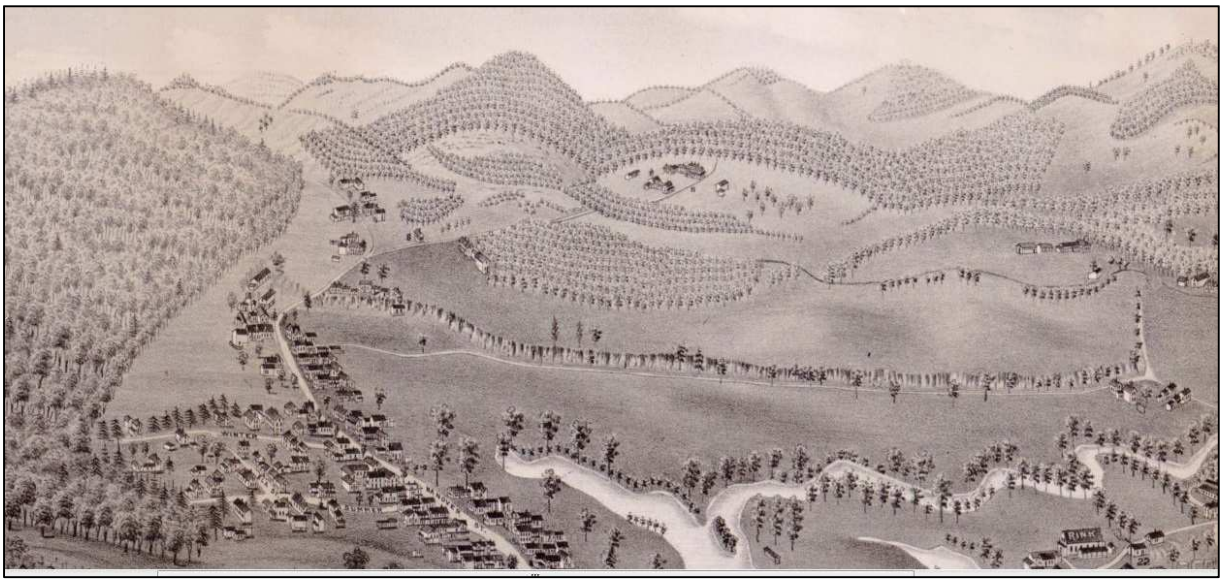


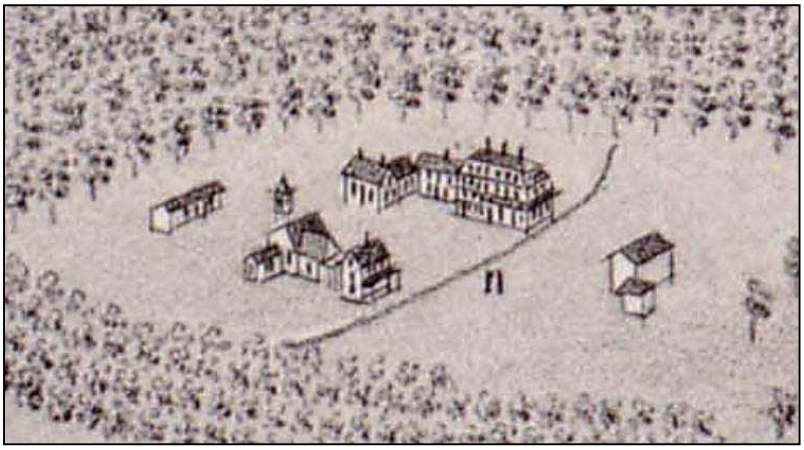

What is now called the Chiron Springs Office Park at 115 Etna Road has a large Colonial Revival house that is listed in the assessor records as c.1900. This may be the remains of the hotel that once appeared in an 1884 birdseye view and a c. 1890 photo as Second Empire style.

The 1892 map showed the development of Mt. Support Road to Hanover. Next to the hotel was S. Roberts. Further to the south, nearer the town center, were the houses of J. F. Hall, C.D. Smith and J.A Miller. The c.1820 Miller house was surveyed in 1984 (LEB 192) and still retains great integrity. The Hall farm still survives on La Bombard road but is altered.

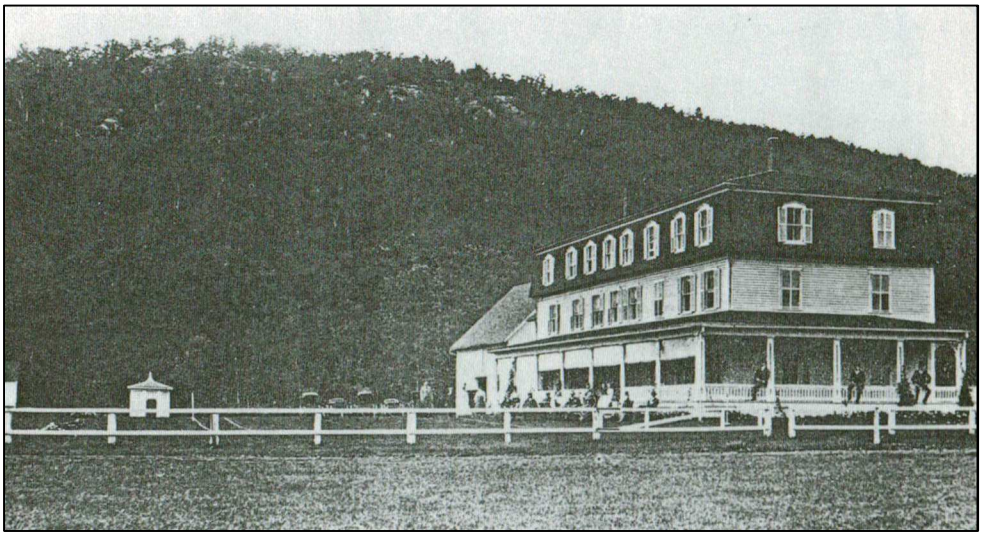
**Top: Detail of Walling's 1860 wall map with Etna Road indicated**

**Bottom: 1892 map detail annotated to show the Survey Area 9 & 10 boundaries**





**Top and left center: Details of the 1884 Birds-eye view of Lebanon showing the general area of Etna Road Survey District and the Chiron Springs Hotel (Beck & Pauli)**



**Bottom: c.1890 view of the Chiron Springs Hotel, published in Leavitt, p.597**

Before the Interstate was constructed on the southern edge of the survey area in the 1960s, the NHARNG Readiness Center was built on Heater Road in 1955. It is very similar to others that were built in New Hampshire around the same time.

Four Interstate exits were planned for Lebanon under the leadership of Governor Dwinell, a Lebanon resident and included Exit 18 here. After the 1964 downtown fire that destroyed the core of the business area, Route 120 was also reconstructed. Between the interstate and Route 120, the development starting in the 1960s of business, manufacturing, offices, and commercial uses in the survey area was enormous and transformational. The truly sleepy area became a desirable destination for expansive new plants that could spread out in a way they couldn't in downtown centers.

The technology and medical companies were drawn to the area by the hospital, college, and educated workforce and continued a long Lebanon tradition of entrepreneurial innovation and invention here. The Split Ball bearing company that started on Mascoma Street expanded and built a new plant on Mechanic Street right at the future highway interchange in 1958, now part of Timken. Creare, Inc., a company innovating in the field of fluid mechanics was founded in Hanover in 1961 and led to five other related companies being created in Lebanon and the Upper Valley including Hypertherm, which has several plants/office buildings in the Etna Road area including its new 2012 plant at 71Heater Road. Creonics/Allen-Bradley and Spectra are other related new companies that located in the Etna Road area. The growth of the college and hospital since the 1960s as well as the closure in the 1980s of several traditional manufacturers such as clothing maker Carter and Sons and Currier and Co. led to huge shifts in population, housing and the workforce in Lebanon. The effects of housing and real estate pressure from a highly skilled workforce are felt throughout the city's residential neighborhoods but is also clearly at play in the commercial real estate development on Heater Road, Etna Road and Route 120.

Many plants and office parks were built just after or anticipating the interstate construction in the mid-1960s. The trend has continued and was further amplified on Route 120 by the development in the 1999-2001of the new Dartmouth Hitchcock Medical Center in Lebanon (Survey Area 8).

## Statement of Significance

This area has very little that is well over fifty years old and those few that remain have often been altered and have certainly lost their rural context. One notable exception is the c. 1820 brick J.A. Miller House at 120 Heater Road (LEB 192) which retains very good integrity and could be individually eligible. A c.1892 property at 169 Etna Road and a c.1900 remnant of the former Chiron Springs Hotel at 115 Etna Road appear to be altered or may not be as old as they are listed as. More research would need to be done to determine integrity. There do not appear to be any eligible districts based on 19th century or early 20th century properties. The well-preserved 1955 NHARNG Readiness Center (174 Heater Road, LEB0007) has been determined individually eligible by NHDHR on 12/14/2005 and is significant for its association with the state's expansion of the National Guard during the Cold War. The many small homes of the 1950s -1960s that are just becoming fifty years old now and with typical common alterations, lack significance in architecture and do not appear to comprise a potential district. As all the

1960s plants become fifty years old, a small historic district might become eligible with more research to determine how much architectural integrity they have. At least, the 1965 Fresians Medical Building at 56 Etna Road may be eligible now as a good example of International style commercial/industrial design.

Another property surveyed that has been determined not eligible by NHDHR on 5/12/2010 due to alteration, is the Hall –La Bombard Farmstead, 25 & 34 La Bombard Road, **LEB0016**, c. 1890 and barn.

## Periods(s) of Development

Periods significant to this area include the later 19th century when the Chiron Springs Hotel was operating and the 1949 to the present era when massive post-war development was spurred here by the growth of Dartmouth College and hospital, the interstate and other highway construction and the growth of technology companies. The small scattered housing development of the northern end of Etna Road also occurs during this period.

## Statement of Integrity

With one individual architectural exception (Miller House), the area in general has lost its 19th century rural character. However, the era of commercial/industrial growth of the mid -20th century may still be captured by a few of the earlier commercial and institutional developments at the southern section of the survey area near Exit 18. A list of some properties mentioned with integrity notes follows:

- J.A. Miller House, Heater Road, LEB 192, c. 1820, good integrity
- Hall –La Bombard Farmstead, 25 & 34 La Bombard Road, LEB0016, c. 1895 and barn, altered (Determined not eligible by NHDHR on 5/12/2010)
- Lebanon NHARNG Readiness Center, 174 Heater Road, LEB0007, 1955 good integrity, (Determined eligible by NHDHR on 12/4/2005)
- 115 Etna Road, c. 1900, altered
- 169 Etna Road, c. 1892, altered
- 56 Etna Road, 1965, good integrity

## Applicable NHDHR Historic Context(s)

Mixed agriculture and the family farm 1630-present
Summer resort/grand hotel tourism, 1840-1940
Suburban/bedroom community growth in New Hampshire, c.1850-present
Commerce, industry and trade in New Hampshire cities, 1630-present
Post-World War II industrial expansion in New Hampshire.

## Bibliography and/or References

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

Childs, Hamilton. *Gazetteer of Grafton County, N. H. 1709-1886*. Syracuse, N. Y.: Syracuse Journal Company, 1886.

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*250th Anniversary Supplement to Lebanon, New Hampshire History in a Nutshell 1961-2011*, Lebanon Historical Society (2011)

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Mausolf, Lisa. *Mid-20th Century Architecture in NH:1945-1975*. Report prepared for NH Employment Security, December 2012.

Maps:

- Beck & Pauli. *Lebanon, Grafton County, New Hampshire.* A birds-eye view, Brockton, MA: Geo. E Norris. 1884
- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☐ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: 169 Etna Road, c.1892
Direction: west Date taken: Sept. 2016 File name: Etna 169.jpg Stored: LHPC



Photo 2 description: 163 Etna Road, c.1950
Direction: west Date taken: Sept. 2016 File name: Etna 163.jpg Stored: LHPC




Photo 3 description: 125 Etna Road, 1989
Direction: west Date taken: Sept. 2016 File name: Etna 125.jpg Stored: LHPC




Photo 4 description: 115 Etna Road, c.1900/1986 (Former Chiron Springs Hotel site)
Direction: west Date taken: Sept. 2016 File name: Etna 115.jpg Stored: LHPC



Photo 5 description: 115 Etna Road, c.1900/1986 (Former Chiron Springs Hotel site)
Direction: west Date taken: Sept. 2016 File name: Etna 115 (2) 1.jpg Stored: LHPC



Photo 6 description: 109 Etna Road, 1985
Direction: west Date taken: Sept. 2016 File name: Etna 109.jpg Stored: LHPC




Photo 7 description: 90 Etna Road, 1997
Direction: east Date taken: Sept. 2016 File name: Etna 90.jpg Stored: LHPC




Photo 8 description: 56 Etna Road, c.1965
Direction: east Date taken: Sept. 2016 File name: Etna 56.jpg Stored: LHPC



Photo 9 description: 55 Etna Road, 1975
Direction: west Date taken: Sept. 2016 File name: Etna 55.jpg Stored: LHPC



Photo 10 description: Etna Road looking north from 56
Direction: north Date taken: Sept. 2016 File name: Etna view from 56.jpg Stored: LHPC




Photo 11 description: Route 120 South of Etna Road
Direction: south Date taken: Sept. 2016 File name: RT 120 S of Etna Comm Dev.jpg Stored: LHPC



Photo 12 description: Heater Road East from Route 120 with c.1900 Elks Lodge/barn on left
Direction: east Date taken: Sept. 2016 File name: Heater Rd View E from RT 120.jpg
Stored: LHPC



Photo 13 description: 71 Heater Road, Hypertherm, 2014
Direction: Date taken: Sept. 2016 File name: Heater 71.jpg Stored: LHPC



Photo 14 description: 120 Heater Road, c1820
Direction: north Date taken: Sept. 2016 File name: Heater 120.jpg Stored: LHPC



Photo 15 description: 174 Heater Road, NHARNG Readiness Center, 1955
Direction: north Date taken: Sept. 2016 File name: Heater 174.jpg Stored: LHPC



Photo 16 description: 174 Heater Road, NHANG garage, 1955
Direction: Date taken: Sept. 2016 File name: Heater 174 garage.jpg Stored: LHPC




Photo 17 description: 33 La Bombard Road, 1965
Direction: northeast Date taken: Sept. 2016 File name: LaBombard 33.jpg Stored: LHPC




Photo 18 description: 41 La Bombard Road, 1990
Direction: Date taken: Sept. 2016 File name: LaBombard 41.jpg Stored: LHPC



Photo 19 description: 52 N La Bombard,  Lane, 1979
Direction: east  Date taken: Sept. 2016  File name: NLaBombard 52.jpg Stored: LHPC

# Name of Survey Area #10: "Mt. Support"

**Location:** All or parts of the following streets:

Bassy Street, Bixby Street, Dartmouth Avenue, Evans Drive, Hanover Street Extension, Heater Road, Memorial Drive, Mount Support Road, Old Etna Road, Placid Square, Verona Avenue, Wolf Road

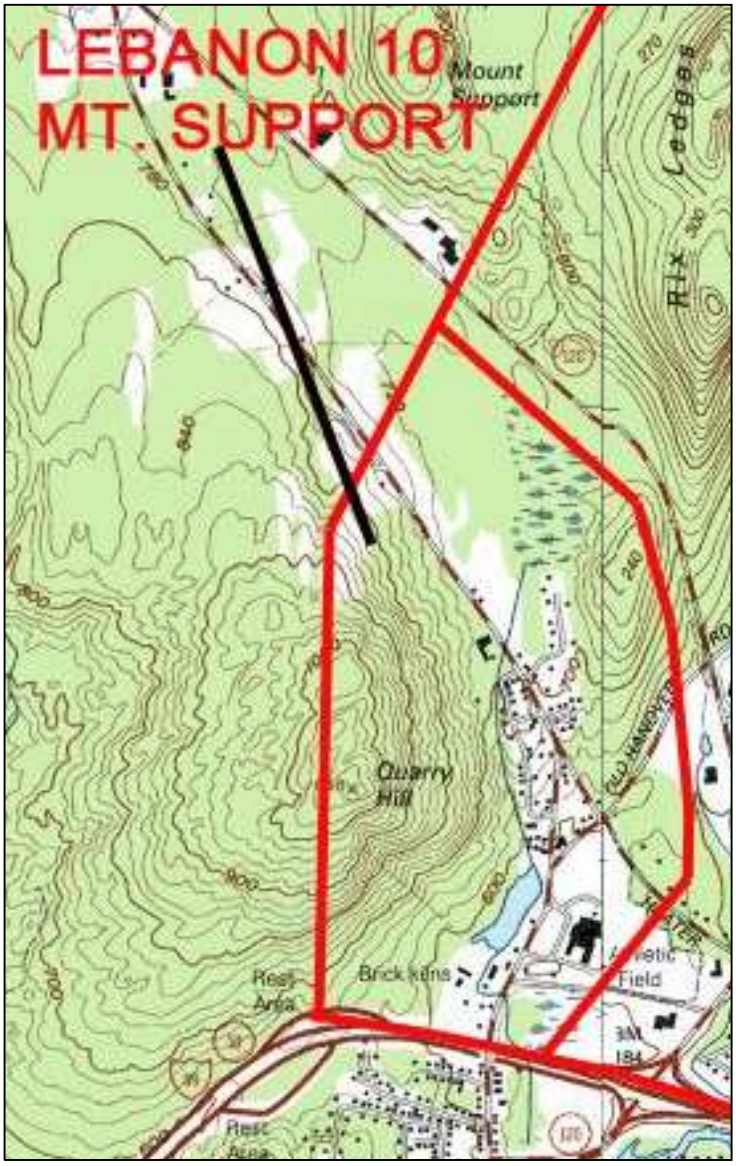
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):**Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Hanover, NH with Survey Area outlined**

**Previous inventory numbers in this area:**

"Burning Log", 166 Hanover Street Extension, **LEB 186,** c.1850 barn (altered)

Densmore Brickyard, 174 Hanover Street Extension, **LEB 187**, 1883-20th century (some gone, some in ruins)

Hanover Street house, part of 174 Hanover Street Extension, **LEB 188**, c.1890

Hanover Street School, 190 Hanover Street, **LEB 189,** 1907

Hatch Farm, Hanover Street & Evans Road, **LEB 190**, c. 1850

M. Townsend House, Corner Heater Rd. and Old Etna RD, **LEB 191,** by 1892 (gone or refers to 248 Hanover Street Extension, c1880)

J. Salisbury House, 238 Hanover St (Mt. Support Rd.), **LEB 310**, c.1800

House, Mt. Support Rd. at Dartmouth Ave, **LEB 311**, (304 Hanover St. Extension), c.1860

212 Heater Road, **LEB0010**, 1954 (demolished)

**Present Use(s):** Suburban residential, education, commercial,

**Original Use(s):** residential, industrial, farming,

**Setting:** The Mt. Support Survey Area is located near the north central part of Lebanon, between an I-89 interchange and two modern institutional, industrial, and commercial developed areas (Medical Center/Survey Area 8 to the northwest and Etna Road/Survey Area 9 to the northeast). The small discrete neighborhood of Mt. Support is a mixed area that includes a core of suburban 19th century and 20th century residential development around a road that was once a main route north but has been bypassed by the current Route 120 (in Survey Area 9). The Mt. Support area includes a few commercial properties, a former industrial site, and a large elementary/high school surrounded by athletic fields. Its west edge is an undeveloped/wooded hilly area.

**Acreage:** approx. 497 acres

**Prepared by**: Lyssa Papazian & Scott Newman

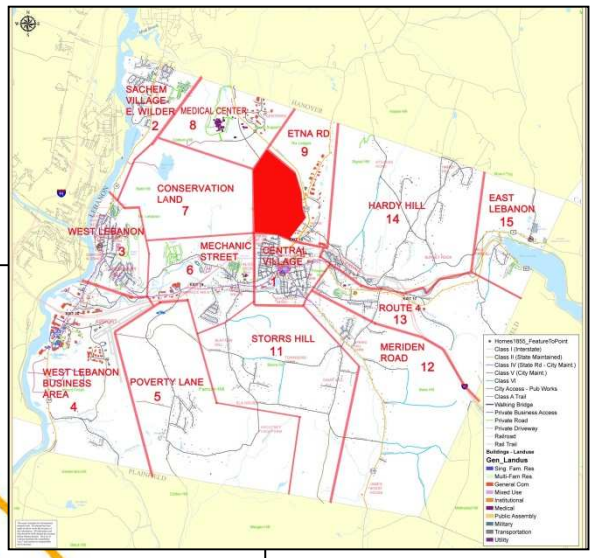
**For:** City of Lebanon: Lebanon Heritage Commission

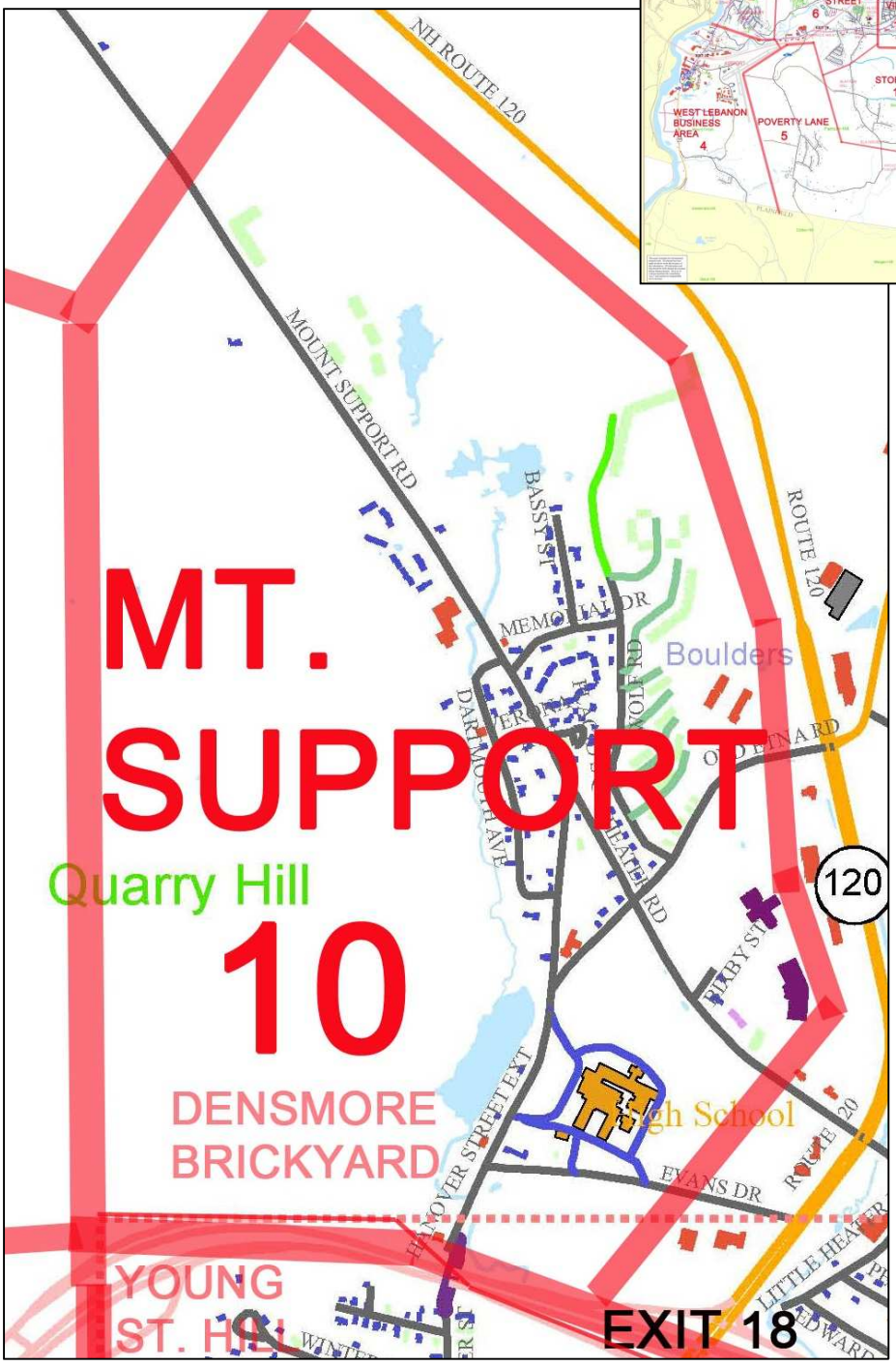
**Date(s) of field survey:** June & September 2016

**Sketch map(s)**

At right: overview of Mt. Support Survey Area 10 shaded in red in map of Lebanon;

Below is map of Mt. Support Survey Area 10



## Architectural Description

### Principal Architectural Styles & Periods of Construction

1780s-1820 – vernacular cape/Federal
1820 - 1860s - Greek Revival Style
1860s-1900 – late Greek Revival, vernacular Victorian
1910s -1950 - Vernacular, Colonial Revival
1940 - 1960s - Mid Century suburban cottage and ranch homes & commercial
1980s - 2010s – multi-family condominiums, town-homes, and apartments

### Architectural Composition of the Area

The Mt. Support survey area, just north of the central village, is mixed architecturally. There are small residential neighborhoods that include a few older, early farmhouses along the main road surrounded by later housing and clusters of mid-20th century housing on newer streets. The earlier properties include a c.1800 vernacular cape (J. Salisbury House, 238 Hanover Street, LEB 310) and Greek Revival examples at 343 Mt. Support (1842), Hatch Farm at the corner of Hanover Street & Evans Road (1850, LEB 190), 304 Hanover Street Extension (1860, LEB 311), 229 Mt Support (LEB 313, c1875) and 8 Dartmouth Street (1870). There is an example of a simple c. 1900 vernacular cottage at 7 Dartmouth Street and a simple 2-story duplex from c.1890 associated with the Densmore Brickyard (174 Hanover Street Extension, LEB 188). Near the former brickyard there is a c.1850 large bank barn (166 Hanover Street Extension, LEB 186) that is now used commercially and much altered.

There are a number of early to mid-20th century houses and buildings in brick here near Hanover Street Extension due to the proximity of the Densmore Brickyard (174 Hanover Street Extension, LEB 187). These include the fine 1906 brick Colonial Revival style Hanover Street District School (190 Hanover Street Extension, LEB 189), 1940 & 1949 brick Colonial Revival Style cottages at 194 & 200 Hanover Street Extension respectively, a 1940 mid-century modern brick ranch house at 2 Memorial Drive, and the 1950 Mid-Century Modern style brick Hanover Street Elementary and High School complex and detached garage at 195 Hanover Street Extension.

The residential cluster north of the former brickyard represents waves of development architecturally including the former farms of the early to late 19th century as well as smaller homes in the c. 1900 period after the expansion of the brickyard in c.1883, more were added in the 1940s through the 1960s and then a more recent wave from the 1980s to present. Very few of the older homes remain unaltered from their original construction. The area was partially cut off from the central village along Hanover Street by the interstate and now is accessed primarily off Route 120 and on Mount Support/Heater Road which are in the adjacent Survey Area Etna Road/9. Consequently there is little commercial development here. Nevertheless, there is one 1930s automotive service station at the once more heavily trafficked corner of Hanover Street Extension and Old Etna Road and there is one example of mid-century commercial architecture in a 1964 office building (325 Mt. Support Road).

### Building Locations and Landscape Features

This small Survey Area was largely defined by the Densmore Brickyard at the southern edge as well as the transportation corridor of Mount Support that traverses the Survey Area diagonally.

The earlier agricultural use of the area is only seen in a few 19th century former farmhouses on or near Hanover Street Extension. A clay bed on the northwest side of Hanover Street (now Hanover Street Extension) had been tapped for brickmaking as early as 1806 and after years of excavation, a large pond marks the location of clay pit. The area around and north of the Brickyard (174 Hanover Street Extension) is a residential cluster characterized by 20th century housing spanning a number of decades and with, not surprisingly, a high number of brick buildings. Side roads were built off the two main roads that crossed here (Hanover Street Extension and Heater/Mount Support Road) and include Dartmouth Avenue, Memorial Drive, Wolf Road, and Bassy Street.

The reconstruction in the 1960s of Route 120 (now running through the adjacent survey area, Etna Road/9) took the main traffic to Hanover and Dartmouth off Mount Support road and at the same time the construction of the Interstate cut off Hanover Street from the central village. This created a quiet residential neighborhood that has a distinct identity and character today but which has grown some with newer condominium developments. In the 1980s Wolf Road was developed with several condominium developments: Stone Run Farm, Wolf Run, The Boulders, and Ivy Place which each creates its own micro-neighborhood off an area that had evolved more organically as one neighborhood. There is another condominium development further north off Mount Support Road. Just north of this at 343 Mount Support Road on a still rural large lot, is one of the former farms, c1842.

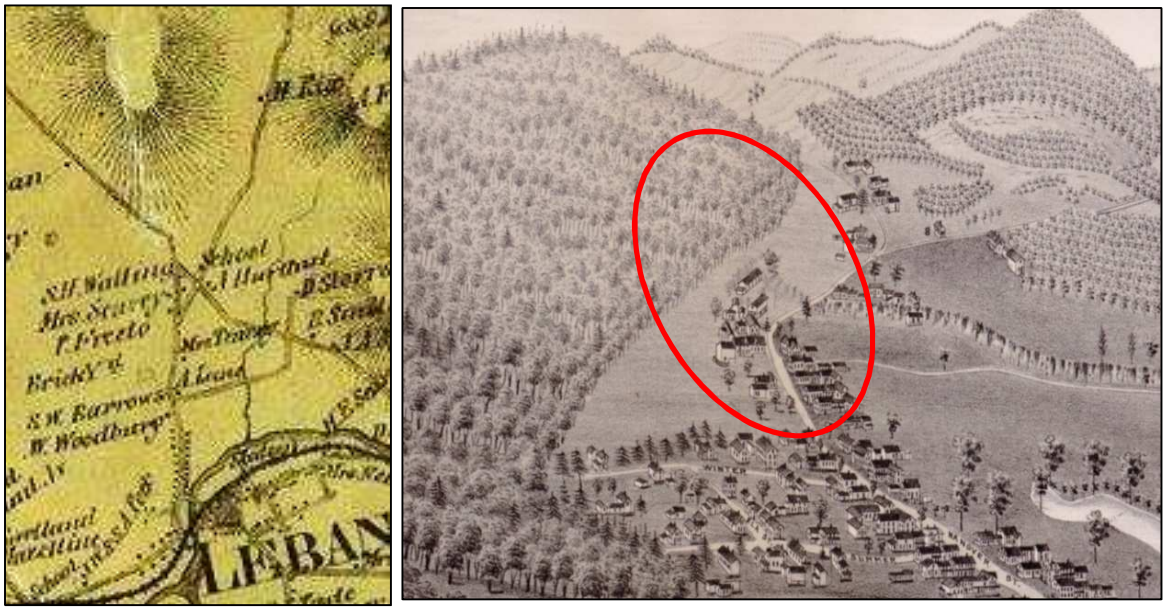
At the western edge of the survey area is Quarry Hill, named for the Freeman granite quarry that active for most of the 19th century and was located in the adjacent survey area (Medical Center, Area 8). At the southeastern end of the survey area, near where the main roads converge and the exit 18 interchange (all in the adjacent survey area of Etna Road/9), is the large mid-20th century elementary and high school complex surrounded by playing fields. There is one commercial auto shop at the juncture of Hanover Street extension and Old Etna Road and one office building further out Mount Support Road.

## Historical Background

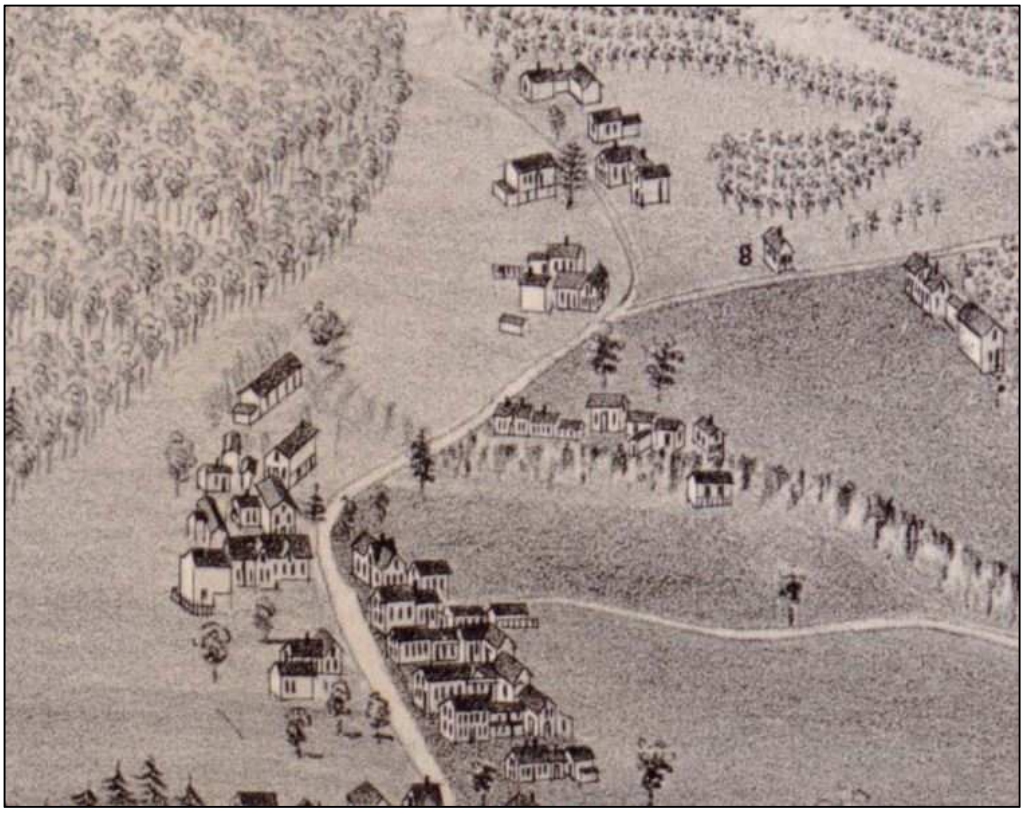
This small survey area was once a crossroads of the major routes connecting the central village to Hanover and Etna, including principally the Hanover Spur of the 4th New Hampshire Turnpike built around 1800 and the later Etna Road. Despite being at a crossroads, the Survey Area did not seem to contain any early taverns worth a mention in the various town histories. A notable tavern just to the southeast (in Survey Area 14/Hardy Hill) was the brick Benton House at Heater Road and Bank Street - where the Hanover Spur (Heater Road) met the 4th New Hampshire Turnpike. In this area the former turnpike changes names from Heater Road to Mount Support Road and is joined by the Hanover Street Extension, once coming up from the south and central village directly.

The defining historical theme of this survey area was the seam of clay on the northwest sid eof Hanover Street (now Hanover Street Extension) that was tapped as early as 1806 by Comfort Goff. Samuel Barrows bought out Goff in 1810 and developed the Hanover Street brickyard at 174 Hanover Street Extension (LEB 187) into a thriving business that was eventually taken over by his son and then son-in-law. Barrows lived in an early brick house that appears to have been

where the interstate is now. Jason Densmore bought the brickyard in 1881 and likely expanded the business as some accounts indicate it was established in 1883.

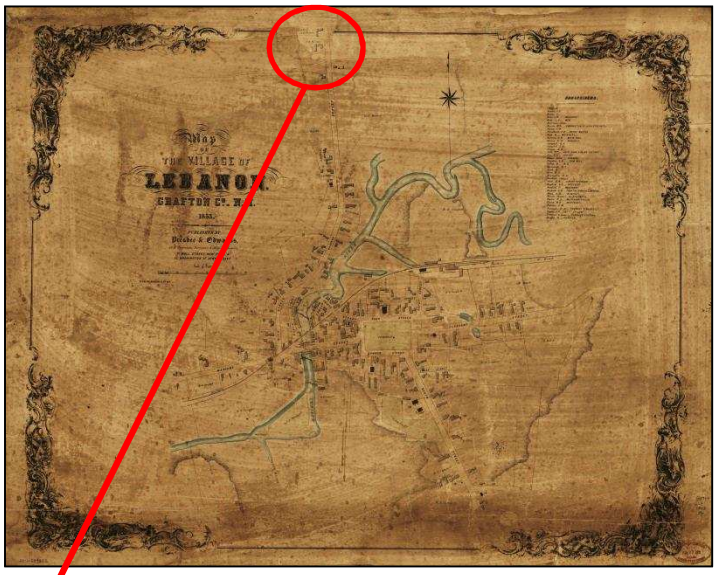


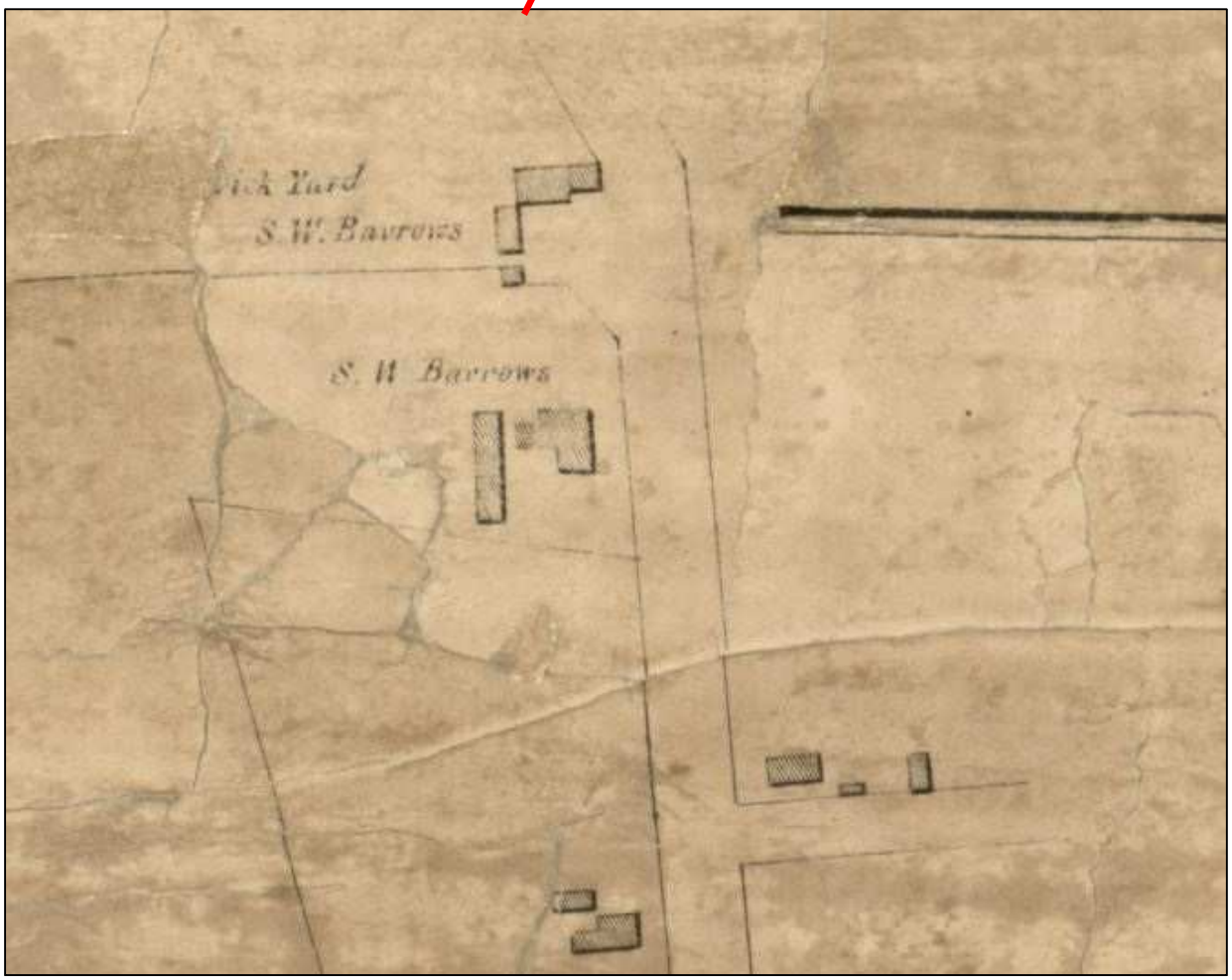
**Early maps (1860, left) and views (1884 bird's eye, right) of this survey area show a sparsely occupied hilly region of a few farms.**



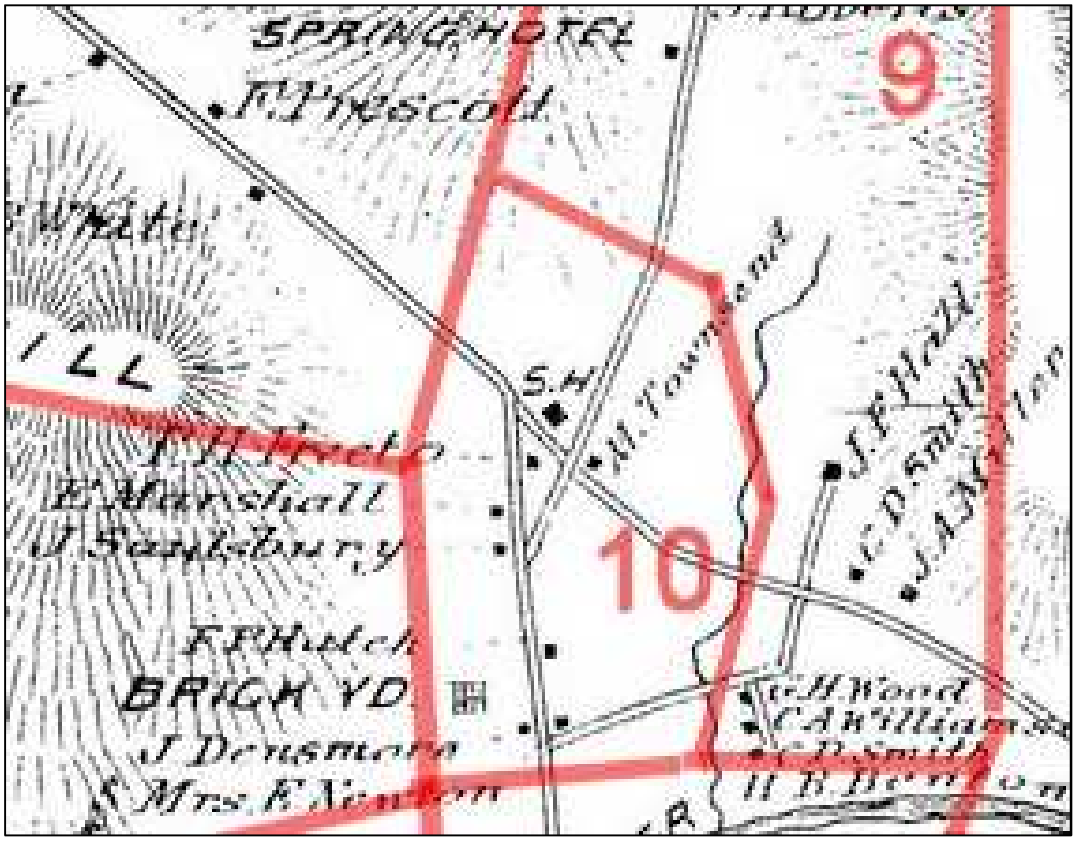
**Left: Closer detail of the 1884 bird's eye view above showing the Hanover Street Extension in the foreground and near the center right the district schoolhouse (labeled "8") near the Hanover Street Extension and Etna Road (now "Old Etna Road") intersection. The Densmore Brickyard is not labeled but would be located in the foreground cluster on the northwest side of Hanover Street Extension.**

**The 1852 Presedee and Edwards map of the Village of Lebanon (left) shows the Barrows brickyard almost off the map at the northern edge. The detail below show the somewhat damaged indication of the brickyar dand Barrow's house.**



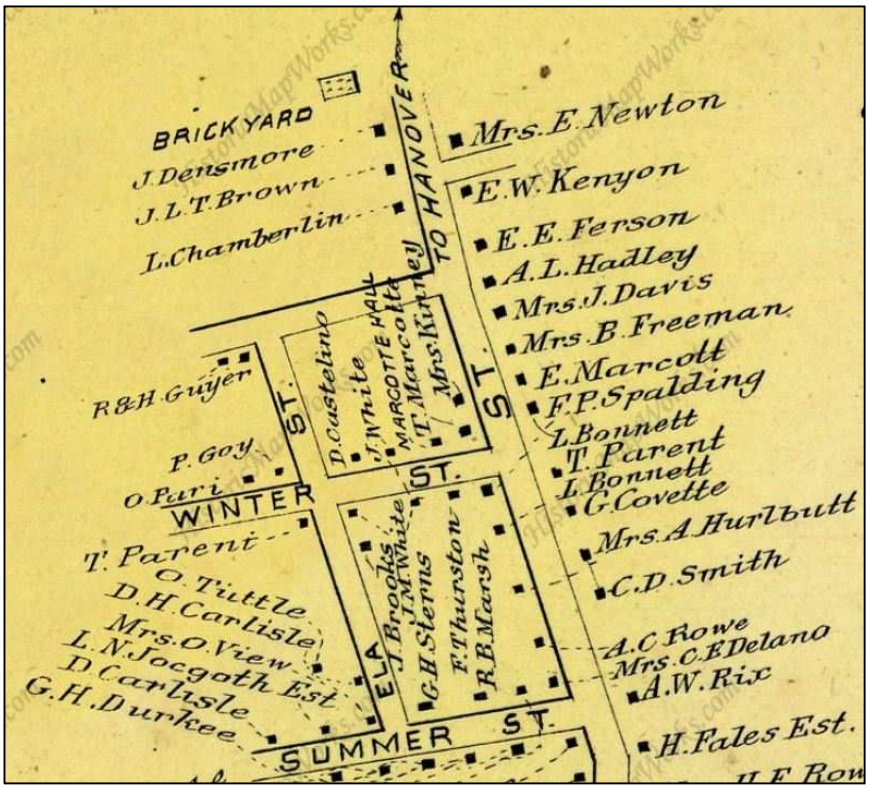
A small cluster of 7 farms, the district schoolhouse and the brickyard were all that are shown in the area on the 1892 map, only 9 years after it had become the Densmore Brickyard. However by the turn of the 20th century the production and workforce had increased and residential development nearby had started to increase.




**1892 map detail annotated to show the Survey Area 10 boundaries**

The brickyard was a major industry, fueled by the area's prosperity and development, that flourished well into the late 20th century and employed many people. It clearly had an influence on the development of adjacent neighborhoods extending the center village with more development of homes on streets off Hanover Street including Winter, Ela, and Summer and then the addition of more streets in that neighborhood as well as north of the brickyard along Hanover Street extension with the addition of Dartmouth Avenue around 1900.

The earlier agricultural use of the area is only seen in a few 19th century former farms on or near Hanover Street Extension. The character of the area today is the result of the brickyard influence from the number of homes to the large number built in brick. The fine brick school, built in brick in 1906 next door to the brickyard and on land given by the Densmore Company is a testament to that influence. When a large new school and high were built nearby in 1950 they were also of brick.



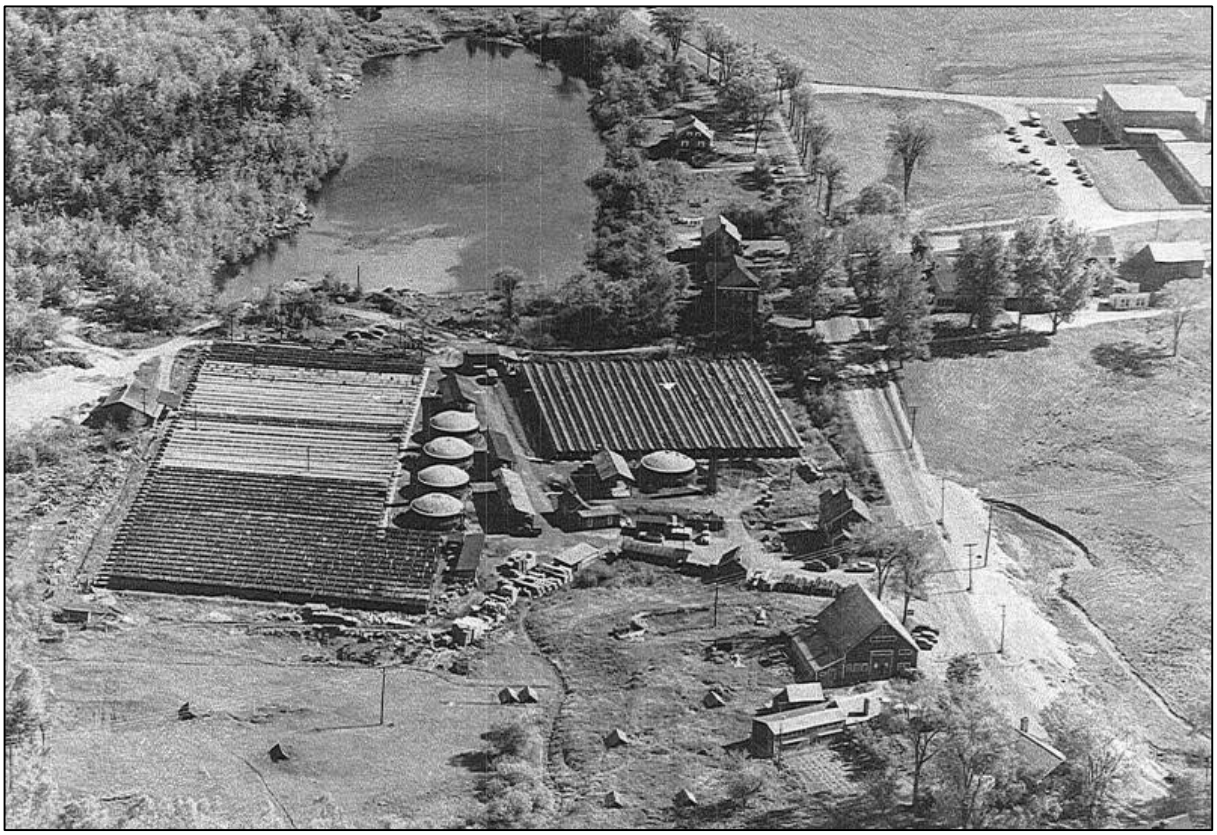

**Detail of the 1892 map inset of Lebanon Center just including the brickyard at the northern edge and showing its historic relationship to Hanover Street and the center village**

The Densmore Brick Company[23], formed in 1881 when it acquired an existing small brick company that had been established at clay deposits as early as 1806. Although a number of local buildings were made of Densmore bricks, it did not play a major role in the reconstruction of downtown Lebanon after the major 1887 fire. This was due to timing. As a seasonal industry, brickmaking throughout the year was limited and at the time of the fire the Densmore Company had just sent its entire stock to Randolph Vermont after it had a major fire the previous fall. There was not enough time in the year to meet the demand right in Lebanon.

The Densmore property eventually comprised over 130 acres and included the clay deposits and large pond that formed in the clay pit over time as it was excavated. There were different seams of clay on the property with different color characteristics. The company made hand struck and sand struck bricks that were loaded by hand into large round beehive kilns built in the 1940s to innovate and increase the output. The company became, along with Drury Brick Co. in Vermont a major brick producer in New England. Lebanon City Hall and Soldier's Memorial building were made with Densmore brick as were several building at Dartmouth including the Baker Library, Hopkins Center and Memorial Field. The Woodstock Inn and Colby-Sawyer College in

[23] Information on Densmore Brick Company from "*When Lebanon Made Bricks*," an article by Nicola Smith, Valley News, Friday, October 18, 2013 as well as from *Lebanon 1761-1994* (Lebanon Historical Society, 1994) by Roger Carroll p.147.

New London also used Densmore Brick. The kilns had switched from coal fired to gas and in the 1970s the rising oil prices were a major factor in the company closing in 1974.



**1952 aerial view of the Densmore Brickyard (printed in the Valley News in 2013) showing the round kilns, the drying racks, and several of the buildings on the property including in the foreground the large bank barn still extant as Comcast. Also in the view are the old Hanover Street school adjacent to the brickyard and the new Hanover Street school at the upper right edge of the picture.**

A Densmore family house – likely the old brick Barrows house - was located about where the interstate now is but the old bank barn is still extant and used by Comcast (166 Hanover Street Extension, LEB 186). Today the brickyard grounds include the ruins of the kilns and a few other structures.

The survey area is bordered on the west by Quarry Hill on which the Freeman granite quarry operated in the 19th century. The quarry and its structures were located in the adjacent Survey Area Medical Center/8. Today the Quarry Hill area is wooded and part of a very large tract of Dartmouth College land.

## Statement of Significance

The area has significance for the Densmore Brickyard, an important Lebanon and regional industry that helped shape its economy and local residential development. The area, though small, would not constitute a single historic district nor does the distinct residential neighborhood developed north of the brickyard appear to have sufficient integrity of architecture to be eligible

as an historic district. Many of the individual houses of the 19th and 20th centuries have been altered. However, while the brickyard complex appears to be partly in ruins, more investigation may reveal more integrity remaining. A potential historic district or multiple property documentation form based on the yard, its immediately associated buildings and especially the nearby brick homes and 1907 school deserves further study. There is also architectural significance in both the use of locally made bricks for house forms not typically found in brick, and for the few good examples of Colonial Revival and Mid Century Modern design.

**Periods(s) of Development**

Periods significant to this area include the early to mid-19th century when a few early farmsteads were built here and the brickyard was established and initially operated as a small operation; and the period from 1881 (the era of the expanded Densmore brick operation) to 1974 when it closed, including the mid-later 20th century when the post-war need for housing in Lebanon caused many new homes and a new school and businesses to be built within the survey area.

**Statement of Integrity**

The area has lost its 19th century agricultural context for the few earlier resources. The continuity of the Densmore Brickyard neighborhood to the central village residential area to the south has been lost due to the interstate construction and this may impact the potential for a larger neighborhood historic district here. However, as noted above, the brickyard itself and immediately adjacent brick buildings and associated structures may have enough integrity to be a district. (See aerial image below)

Most of the houses from the 19th and 20th centuries have been altered but a few remain with enough apparent integrity to potentially be eligible individually. There are also a few examples of Mid-Century Modern design that also may be or become eligible. These are noted below.

- Densmore Brickyard, 174 Hanover Street Extension, **LEB 187**, 1883-20th century (some gone, some in ruins)
- Hanover Street house, part of 174 Hanover Street Extension, **LEB 188**, c.1890, worth investigating further
- Hanover Street School, 190 Hanover Street, **LEB 189,** 1906, good integrity
- J. Salisbury House, 238 Hanover St (Mt. Support Rd.), **LEB 310**, c.1800, somewhat altered
- 343 Mount Support Road, c.1842
- 7 Dartmouth Avenue, c.1900
- 194 Hanover Street Extension, Colonial Revival, 1940
- 200 Hanover Street Extension, Colonial Revival, 1949
- 2 Memorial Drive, Mid Century Modern ranch, 1940
- Hanover Street School (Elementary & High School), 195 Hanover Street Extension, 1950




**A 2013 aerial from the Lebanon Assessors indicate with outlines which resources on the 130-acres property were still considered structures at that time as opposed to ruins. Three of the five kilns were still considered structures.**

## Applicable NHDHR Historic Context(s)

Mixed agriculture and the family farm 1630-present
Suburban/bedroom community growth in New Hampshire, c.1850-present
Elementary and secondary education, 1770-present.
Automobile highways and culture, 1900-present.
Brick making for local and regional markets, 1650-1920.

**Bibliography and/or References**

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

Childs, Hamilton. *Gazetteer of Grafton County, N. H. 1709-1886*. Syracuse, N. Y.: Syracuse Journal Company, 1886.

Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.

*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon Historical Society (1961)

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Smith, Nicola "*When Lebanon Made Bricks*," Valley News, Friday, October 18, 2013

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|---|
| | district | ☐ | individuals | ☒ | A | ☒ |
| | individuals | ☐ | district | ☒ | B | ☐ |
| | | | not eligible | ☐ | C | ☒ |
| | | | | | D | ☐ |
| | | | | | E | ☐ |
| Integrity: | yes | ☒ | Partial Integrity | ☒ | | |
| | no | ☐ | more info needed | ☒ | | |



Photo 1 description: former Densmore Brickyard property,174 Hanover Street Extension, LEB 186 Direction: aerial/pictometry Date taken: May 2015 File name: pictometry brickyard 2015.jpg Stored: LHPC




Photo 2 description: 166 Hanover Street Extension, c.1850/2000s
Direction: south Date taken: Oct. 2016 File name: HSE 166.jpg Stored: LHPC



Photo 3 description: 190 Hanover Street Extension, 1906 (LEB 189)
Direction: west Date taken: Oct. 2016 File name: HSE 190.jpg Stored: LHPC



Photo 4 description: 194 Hanover Street Extension, 1940
Direction: west Date taken: Oct. 2016 File name: HSE 194.jpg Stored: LHPC



Photo 5 description: 200 Hanover Street Extension, 1949
Direction: west Date taken: Oct. 2016 File name: HSE 200.jpg Stored: LHPC



Photo 6 description: 2 Memorial Drive, 1940
Direction: east Date taken: Oct. 2016 File name: Memorial 2.jpg Stored: LHPC




Photo 7 description: 238 Hanover Street Extension, c.1800
Direction: west Date taken: Oct. 2016 File name: HSE 238 (2).jpg Stored: LHPC



Photo 8 description: 7 Dartmouth Avenue, c.1900
Direction: east Date taken: Oct. 2016 File name: Dartmouth 7.jpg Stored: LHPC



Photo 9 description: View of Dartmouth Avenue Direction: north
Date taken: Oct. 2016 File name: Dartmouth view from 10.jpg Stored: LHPC




Photo 10 description: 237 Hanover Street Extension, 1950
Direction: north Date taken: Oct. 2016 File name: HSE 237.jpg Stored: LHPC



Photo 11 description: 195 Hanover Street Extension, Hanover Street School, 1950
Direction: east Date taken: Oct. 2016 File name: HSE 195.jpg Stored: LHPC



Photo 12 description: 273 Heater Road, 1930
Direction: west Date taken: Oct. 2016 File name: Heater 273.jpg Stored: LHPC

# Name of Survey Area #11: "Storrs Hill"

**Location:** All or parts of the following streets:

Baker Lane, Cross Road, Daisy Hill Road, Dunsinane Drive, Farnum Hill Road/Old Kings Highway, Hetzel Road, Morse Road, Slayton Hill Road, Storrs Hill Road, Stagecoach Road, Timber Lane

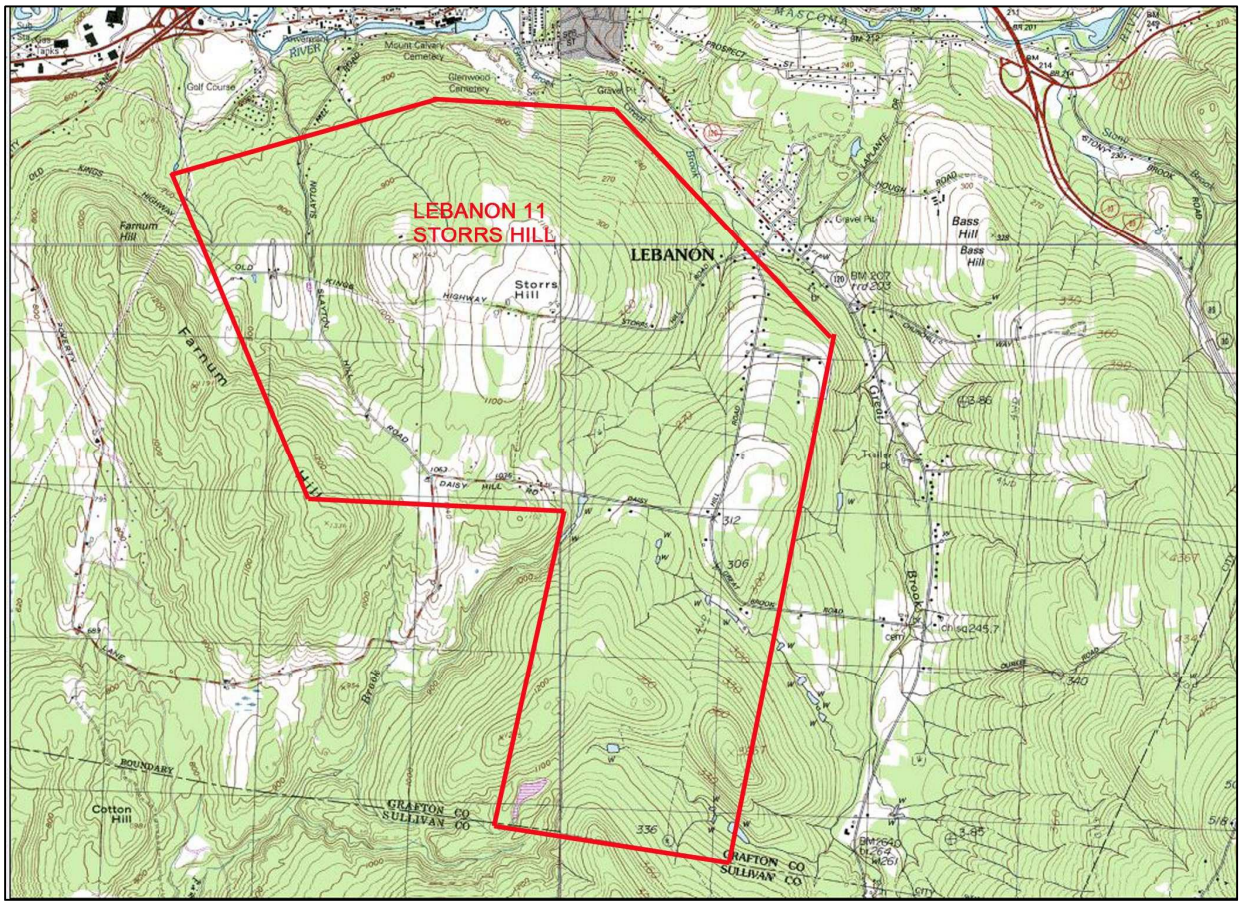
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Enfield, N. Grantham, Hanover, N. Hartland

**USGS scale:** 1:24,000

## Location Map




**Seamless view of partial USGS maps: Enfield, N. Grantham, Hanover, & N. Hartland with Survey Area outlined**

**Previous inventory numbers in this area:**

Storrs/Townsend Farm **LEB – 483**

Ela/Tatro House **LEB – 367**

Ziba Storrs Farm **LEB- 369**

John Howe House **LEB 309** (poss. gone or moved/renovated to 10 Great Brook Rd)

George Gallup House**, LEB – 72**

Amos Walley House, **LEB – 73**

**Present Use(s):** rural residential

**Original Use(s):** rural residential, farming

**Setting:** The Storrs Hill survey area is a rural section of Lebanon in a south central region of the city. It is characterized primarily by a variety of residential land uses and building types ranging from older farmsteads to fairly recent large lot new homes on newly constructed roads.

**Acreage:** approx. 3300 acres

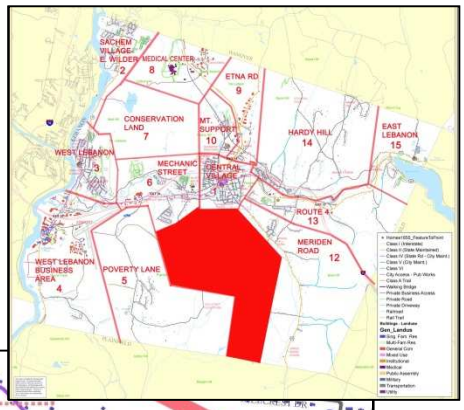
**Prepared by**: Lyssa Papazian & Scott Newman

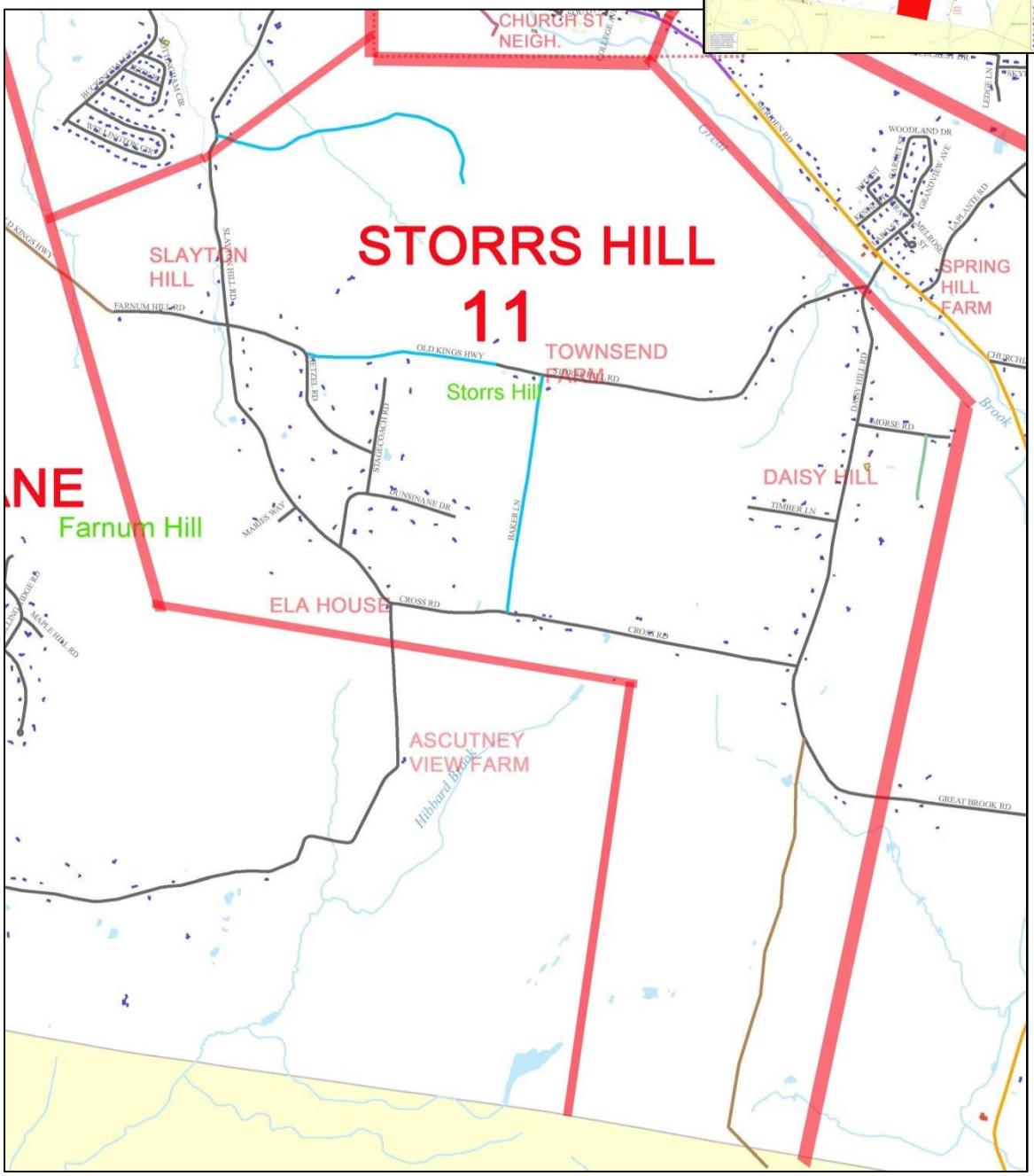
**For:** City of Lebanon: Lebanon Heritage Commission

**Date(s) of field survey:** June & September 2016

**Sketch map**

At right: overview of Storrs Hill Survey Area 11 shaded in red in map of Lebanon;




**SURVEY AREA #: LEBANON 11 AREA NAME: "STORRS HILL"**

**SUMMARY**

## Architectural Description

### Principal Architectural Styles & Periods of Construction

1780s-1820 - Georgian & Federal Styles
1820 - 1860s - Greek Revival Style
1860s-1900 - Queen Anne, Eastlake, vernacular Victorian
1910s -1950 - Vernacular, Colonial Revival
1950 - 1970s - Mid Century suburban cottage and ranch homes
1980s - 2010s - Large, single family homes on large rural lots – Colonial Revival and Post-modern

### Architectural Composition of the Area

The Storrs Hill survey area is a rural section of Lebanon in a south central region of the city. It is characterized primarily by a variety of residential land uses and building types ranging from older farmsteads to fairly recent large lot new homes on newly constructed roads.

There are several farms and houses from the 18th and 19th century in this Survey Area. Some retain good integrity and some have been altered in small or large ways. There is the 1784, 2-story, Georgian Plan Storrs/ "Bicentennial"/Townsend Farm (110 Storrs Hill Road, LEB 483) with its early massing and architectural evolution over the 19th century and still retains an agricultural setting. Another example of 18th century architecture is the altered c. 1796 house at 10 Great Brook Road. A potentially early house updated in the 19th century is the simple two story Georgian plan, c.1800/1860 George Gallup House (LEB 72) at 42 Daisy Hill Road with a large gambrel roofed c.1900-1940 ground level stable barn. There is c. 1830 Transitional Federal- Greek Revival style 2-story Ziba Storrs Farm (LEB 369, 20 & 22 Farnum Hill Rd) and a wonderful c.1840-50 Greek Revival stone cape (Ela/Tatro farmhouse, LEB 367, 503 Poverty Lane) which has two older barns, and some open fields.

There are few later 19th century resources remaining. The c.1890, Eastlake/Queen Anne style Amos Walley House (LEB 73) at 6 Morse Road has lost most of its architectural integrity in recent remodeling. A simple, vernacular/Queen Anne c. 1900 home at 61 Slayton Hill Road has better integrity. One small, one-story 19th century house at 22 Farnum Hill Road is identified by its owner as the old copper mine office.

### Building Locations and Landscape Features

The area includes Storrs Hill Road, once part of the Old Kings Highway that connected through to the east which now ends at the Storrs/ "Bicentennial"/Townsend Farm (110 Storrs Hill Road, LEB 483). The 242-acre farmstead property is at the top of Storrs Hill with good integrity and still surrounded by open fields with older barns. There is another older house (80 Storrs Hill) on this farm property listed as c.1800 and which corresponds to the "A. Townsend" property on the 1892 map. The rest of Storrs Hill Road is typical of many of the older roads in the Storrs Hill survey area widely scattered early-20th – early 21st century rural or suburban housing, many down long driveways and not visible to the road.

The Slayton Hill neighborhood centered on Slayton Hill Road in the northwest portion of the area is a similar mix of 20th, 21st, and a few 19th century homes, including the c. 1830 Transitional Federal- Greek Revival style plus vernacular 2-story Ziba Storrs Farm (LEB 369) on Farnum Hill Rd/Old Kings Highway off Slayton Hill Road; a c. 1850 Greek Revival farmstead at 28 Slayton Hill Road (LEB 446 – actually part of Survey Area 6 – Mechanic Street), and a c. 1900 home at 61 Slayton Hill Road. A smaller, one-story 19th century house at 22 Farnum Hill Road is identified by its owner as the old copper mine office. Also off of Slayton Hill Road are several modern roads including Maries' Rd, Hetzel, Dunsinane, and Stagecoach which are lined with mid-20th century to 21st Century modern homes in a more suburban concentration.

Where Slayton Hill Road intersects with Cross Road and Poverty Lane, is the historic Ela/Tatro farmhouse (LEB 367), a c.1840-50 stone cape with great integrity, older barns, and some open fields.

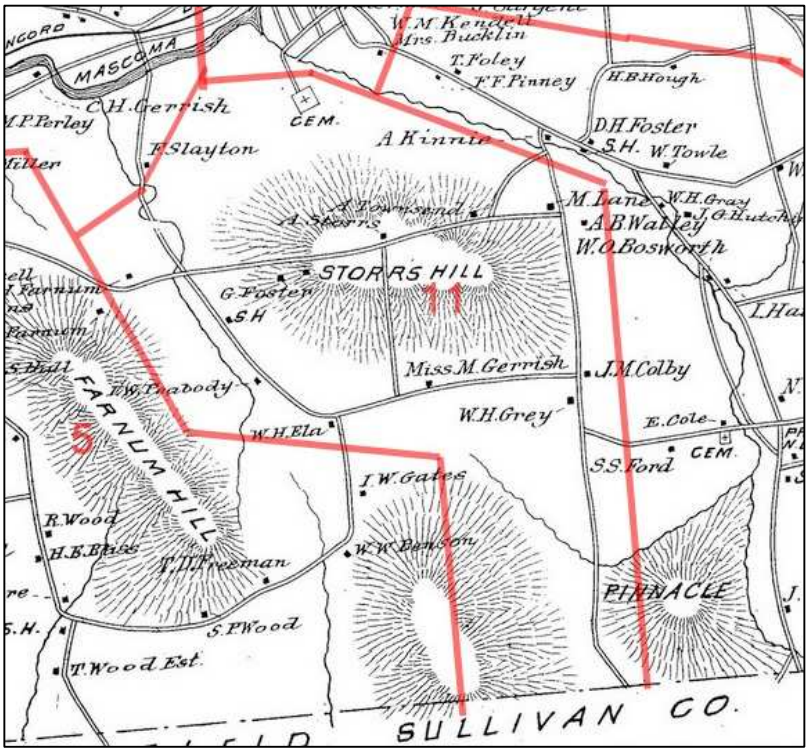
Cross Road connects to Daisy Hill Road and is lined by more recent rural residential homes – most not visible from the road. The Daisy Hill Neighborhood is generally a more modern collection of large rural homes centered on Daisy Hill Road as well as Timber Lane and Morse Road. There are a few older homes on Daisy Hill Road at the former intersection with the Old Kings Highway (now a fragment remaining here as Morse Road) including the two story Georgian plan, simple and well preserved c.1800/1860 George Gallup House (LEB 72) at 42 Daisy Hill Road with a barn and the c.1890, Eastlake/Queen Anne style Amos Walley House (LEB 73) at 6 Morse Road which has lost most of its architectural integrity in recent remodeling. There is a modern church on Daisy Hill Road for the Jehovah's Witnesses just south of Morse Road. According to the assessor's records 10 Great Brook Road is an early house c.1796, though has been updated. It is strikingly similar to the John Howe House surveyed as being on Morse Road in 1984 (LEB 309), which wasn't found on Morse Road. It seems possible it was re-located and altered or simply was incorrectly located in 1984. The footprint is different and the house has only two windows on the façade rather than the four shown in the earlier survey.

There are large wooded tracts of the Storrs Hill survey area with no roads – especially the southern portion near the Plainfield border.

## Historical Background

According to Robert Hayes Leavitt: "*'The King's Highway' was planned by the Colonial government in the 1760s or earlier. It is shown on early grant maps as a straight line without regard for geography. When it was little more than a path, it was used by the surveyors to lay out the grant lots. When built as a road it kept to the original line but avoided impossible obstacles by going around them. All the earliest settlements are located on this road. Its width is given as seven or nine rods, a road wide enough, as someone suggested 'for the king and his court,' perhaps to account for its name. Its route is known through Lebanon, Enfield and Hartford, VT. Only small portions are still in use.*" (*Lebanon, New Hampshire in Pictures*, Vol. 1, p.12) In the Storrs Hill Area, the Old Kings Highway crosses through the northern section and the remnants still in use are Morse Road, Storrs Hill Road, and Farnum Road. Three 18th century properties remain on it. Also located on the King's Highway on Storrs Hill was the "pest

house.[24]" Nearby on Old Kings Highway between Farnum Hill and Storrs Hill was the location of the town's second Meeting House in 1782 and its first pound in 1781[25].




In the 19th century, this area was sparsely settled with large farms. On the 1892 map (at left), there were 12 farms listed within the Storrs Hill survey area including the 1784 Storrs/LEB 483 (settled by Nathanial Storrs in 1770), Townsend (c.1800 at 80 Storrs Hill Rd), c.1840-50 Ela/LEB 367, and c. 1860 Kinnie (Gallup)/LEB 72 houses. There was a district schoolhouse on the east side of Slayton Hill Road between Old Kings Highway and Daisy Hill Road. The Storrs house and farm (LEB 483) as well as a farmhouse (LEB 446) on Slayton Hill Road were both briefly used to house orphans in the 19th century.

**Annotated detail of the 1892 map showing the Storrs Hill Survey Area**

The Ela house was likely built by William S. Ela who was a builder and had a successful contracting business from 1830 to 1857 employing five to ten men. He was a founder and president of the Lebanon Savings bank and also president later of the National Bank of Lebanon[26]. The 1892 map and 1884 Gazetteer information show his son William H. Ela farming the property. The c.1830 Elihu Hyde/Ziba Storrs house (LEB 369) on the Old Kings Highway (Farnum Road) had its two story section added by the Mascoma Mining Company to serve as a boarding house for men working the copper vein west of the house in the mid-1880s[27]. A vein of copper was discovered on Farnum Hill in 1882, when the mining company formed[28]. However, it was unprofitable and closed by the 1892 map. A small house at 22 Farnum Road is identified by the owner as the old mine office. Charles Baxter made furnaces, bandsaws, jigsaws and planers on Water Street starting in 1872 and later on Storrs Hill. He employed twenty to thirty men. The business later became Dulac's Building Supply.[29]

[24] Leavitt, Vol. 1, p. 14
[25] *Lebanon, New Hampshire History in a Nutshell 1761-1961,* Lebanon Historical Society pp. 4 & 6
[26] Childs Gazetteer of Grafton County, New Hampshire [1884], p.424
[27] Leavitt, Vol. 1, p.16
[28] *Lebanon, New Hampshire History in a Nutshell 1761-1961,* Lebanon Historical Society, p. 22
[29] Carroll, Roger, *Lebanon 1761-1994* [Lebanon Historical Society, 1994], p.110

As the agricultural use of the area diminished in the 20th century and the demand for more housing grew in Lebanon, the development of suburban style homes began to fill in the rural roads. The schoolhouse and meeting house are not extant. There are no above ground remnants of the mining operation.

## Statement of Significance

This area is very large and would not constitute a single historic district nor does it contain any smaller area with sufficient integrity of architecture or significance to be eligible as an historic district. However, there are several older homes that were surveyed in 1994 and which appear to retain integrity and may be individually eligible for their architecture, type and representation of Lebanon's agricultural past. The area has significance in the areas of agriculture and mining, as well the care of orphans in the 19th century.

## Periods(s) of Development

Periods significant to this area include the later 18th through mid-19th century when the early farmsteads were built; the 1880s during which time the copper mine was active and had an impact on the demographics and economy of the area; and finally the post-agricultural period of the mid-20th through the early 21st centuries when the post-war need for housing in Lebanon caused many new homes to be built within the survey area.

## Statement of Integrity

While the area in general has lost its agricultural context, there are individual potentially historic properties that are still surrounded by open fields and have their historic outbuildings and barns. Several of the 18th and 19th century houses previously surveyed retain good integrity. A number of older homes have undergone many alterations and have lost too much integrity, such as the previously surveyed 6 Morse Road (LEB 73) and the un-surveyed 192 Slayton Hill Road (c.1900/2000s). Some are still potentially eligible and are noted below along with integrity notes on other properties:

- Storrs/Townsend Farm LEB – 483, 110 Storrs Hill & Townsend Farm, 80 Storrs Hill , good integrity
- Ela/Tatro House, LEB – 367, 503 Poverty Lane, good integrity
- Ziba Storrs Farm, LEB- 369, 20 Farnum Hill & 22 Farnum Hill, good integrity
- George Gallup House, LEB – 72, 42 Daisy Hill Road, good integrity
- John Howe House LEB 309, Podgum Lane (top of Slayton Hill) (poss. gone or moved/altered as 10 Great Brook Road)
- Amos Walley House, LEB – 73, 6 Morse Rd, altered

There do not appear to be any areas or collections of resources eligible as a historic district.

## Applicable NHDHR Historic Context(s)

Mixed agriculture and the family farm 1630-present
Mineral mining, 1770-present
Suburban/bedroom community growth in New Hampshire, c.1850-present

**Bibliography and/or References**

Carroll, Roger, *Lebanon 1761-1994* [Lebanon Historical Society, 1994]

Child, Hamilton *Gazetteer of Grafton County, N.H.* Syracuse, NY: Syracuse Journal Printing Company. [Google books], 1886.

Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.

*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon, NH: Lebanon Historical Society, 1961.

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1994

Maps

D.H. Hurd & Co. *Town and city atlas of the state of New Hampshire. Compiled from government surveys,county records and personal investigations.* Lebanon, Grafton Co." Boston: D.H. Hurd & Co., 1892.

USGS "Historic USGS Maps of New England & NY." [University of New Hampshire Library Digital Collections Initiative, http://docs.unh.edu/nhtopos/nhtopos.htm].

Walling, H.F. *Topographical Map of Grafton County, NH*. New York: Smith, Mason & Co, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☐ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: 110 Storrs Hill, Storrs-Townsend Farm, c.1784 and barns
Direction: north Date taken: Sept. 2016 File name: Storrs Hill 110 4.jpg Stored: LHPC



Photo 2 description: 80 Storrs Hill Road, A. Townsend Farm, c.1800
Direction: north Date taken: Sept. 2016 File name: Storrs Hill 80 2.jpg Stored: LHPC



Photo 3 description: 135 Storrs Hill Road, c. 1928
Direction: __Date taken: Sept. 2016__File name: Storrs Hill 135.jpg Stored: LHPC



Photo 4 description: 136 Storrs Hill Rd, 1992
Direction: southwest__Date taken: Sept. 2016__File name: Storrs Hill 136.jpg Stored: LHPC



Photo 5 description: Old Kings Highway looking east
Direction: east Date taken: Sept. 2016 File name: Old Kings Hwy view from 11.jpg Stored: LHPC



Photo 6 description: 20 Farnum Hill Road, Hyde/Ziba Storrs House, c.1830
Direction: north Date taken: Sept. 2016 File name: Farnum Hill 20.jpg Stored: LHPC



Photo 7 description: 20 Farnum Hill, barn
Direction:south Date taken: Sept. 2016 File name: Farnum Hill 20 3.jpg Stored: LHPC



Photo 8 description: 20 Farnum Hill, barn
Direction: Date taken: Sept. 2016 File name: Farnum Hill 20 2.jpg Stored: LHPC



Photo 9 description: 22 Farnum Hill Rd., c.1850 (poss. former copper mine office)
Direction: Date taken: Sept. 2016 File name: Farnum Hill 22 (copper mine office).jpg
Stored: LHPC



Photo 10 description: 8 Old Kings Highway, 1979
Direction: north Date taken: Sept. 2016 File name: Farnum Hill 8.jpg Stored: LHPC



Photo 11 description: 61 Slayton Hill Road, c.1900
Direction: east Date taken: Sept. 2016 File name: Slayton Hill 61.jpg Stored: LHPC



Photo 12 description: 192 Slayton Hill Road, c.1800/ c. 2000s
Direction: southwest Date taken: Sept. 2016 File name: Slayton Hill 192.jpg Stored: LHPC



Photo 13 description: 112 Slayton Hill Road, 1953
Direction: south Date taken: Sept. 2016 File name: Slayton Hill 112.jpg Stored: LHPC



Photo 14 description: 503 Poverty Lane, Ela- Tatro Farm, c. 1840-50
Direction: west Date taken: Sept. 2016 File name: Poverty Lane 503_1.jpg Stored: LHPC



Photo 15 description: 502 Poverty Lane, barn
Direction: west Date taken: Sept. 2016 File name: Poverty Lane. 503_3jpg Stored: LHPC



Photo 16 description: 503 Poverty Lane, barn
Direction: east Date taken: Sept. 2016 File name: Poverty Lane 503 barn.jpg Stored: LHPC



Photo 17 description: Cross Road looking east
Direction: east Date taken: Sept. 2016 File name: Cross scene.jpg Stored: LHPC



Photo 18 description: 39 Cross Road, 1935
Direction: Date taken: Sept. 2016 File name: Cross 39.jpg Stored: LHPC



Photo 19 description: 47 Cross, 1953
Direction: _____Date taken: Sept. 2016 File name: Cross 47.jpg Stored: LHPC



Photo 20 description: 86 Cross, 1975
Direction:____Date taken: Sept. 2016 File name: Cross 86.jpg Stored: LHPC



Photo 21 description: 10 Great Brook Road, c.1786/ (per assessor record) – note: compare to LEB 309 – possibly same house
Direction: west Date taken: Sept. 2016 File name: Great Brook 10.jpg Stored: LHPC



Photo 22 description: 83 Daisy Hill Road, 2009 (Typical of most homes near or on Daisy Hill)
Direction: east Date taken: Sept. 2016 File name: Daisy Hill 83.jpg Stored: LHPC



Photo 23 description: 42 Daisy Hill Road, Gallup House, c. 1860 with barns
Direction: west Date taken: Sept. 2016 File name: Daisy Hill 42.jpg Stored: LHPC



Photo 24 description: Timberlane Road, typical of newer residential development streets with houses well away from the road
Direction: west Date taken: unknown File name: Timberlane.jpg Stored: LHPC

# Name of Survey Area #12: "Meriden Road"

**Location:** All or parts of the following streets:

Atherton Road, Barden Hill Road, Churchill Way, Daisy Hill Road [part], Durkee Road, Garnet Street, Great Brook Road, Grandview Avenue, Gray Street, Kinne Street, LaPlante Road, Laro Street, , Melrose Street, Meriden Road/Route 120, Merry Lane, Methodist Hill Road, [part - from Meriden] , Rita St., Woodland Drive

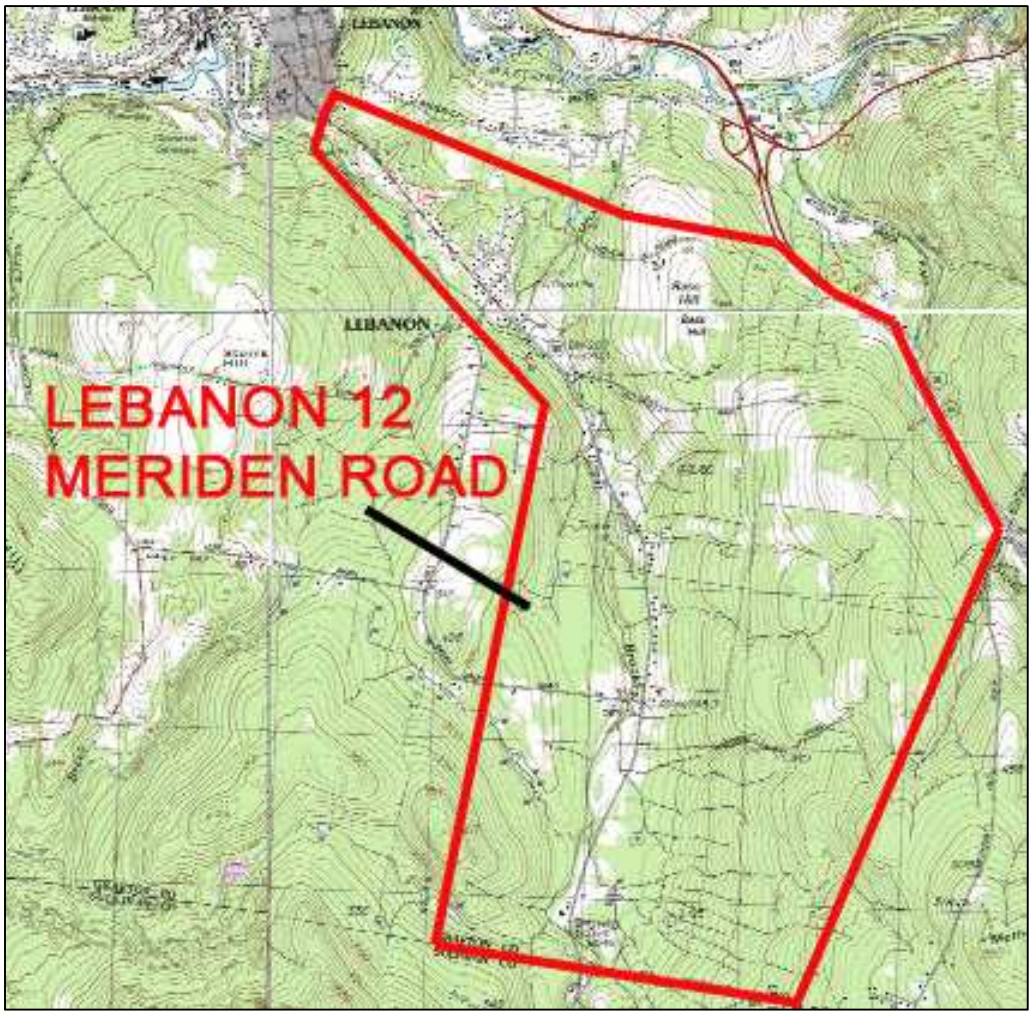
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Enfield Center , NH with Survey Area outlined**

**Previous inventory numbers in this area:**

Jabez Hough House, 51 Churchill Way, **LEB-70,** (c.1790)

Alva Bosworth House, End of Churchill Way, **LEB-71,** (c.1790s – gone)

Osgood True House, 109 Great Brook Road, **LEB-118,** (c.1792) & barns

Daniel Hough House, 64 Great Brook Road, **LEB-119,** (c.1796)

Porter- Howe-Foster House, 263 Meriden Road, **LEB-294,** (c.1799/1812) – Spring Hill Farm– listed on the National Register of Historic Places on 6/13/2002

Kinne House, 244 Meriden Road, **LEB-295,** (c. 1790)

Wells House, 427 Meriden Road, **LEB-296,** (c.1870)

Daniel Bosworth House, 341 Meriden Road, **LEB-297,** (c. 1800/1860)

Daniel Bosworth House (2), 336 Meriden Road, **LEB-298,** (c. 1790)

Benwood Tavern, Ben Wood House, 449 Meriden Road, **LEB-299,** (c.1792)

Ephraim Wood Jr. – James Wood House, 523 Meriden Road, **LEB -300** (c.1825/1850)

Samuel Speed House, 160 Meriden Road/School St, **LEB 424**, 1895

**Present Use(s):** Rural and Suburban residential

**Original Use(s):** residential, farming,

**Setting:** The Meriden Road survey area is a rural and wooded area with some small suburban housing in a few small developments and also scattered along country roads with several widely spaced 19th century farmsteads. The density of the development on Meriden Road intensifies on the northwestern end where it transitions to School Street but remains primarily residential.

**Acreage:** approx. 3388 acres

**Prepared by**: Lyssa Papazian & Scott Newman

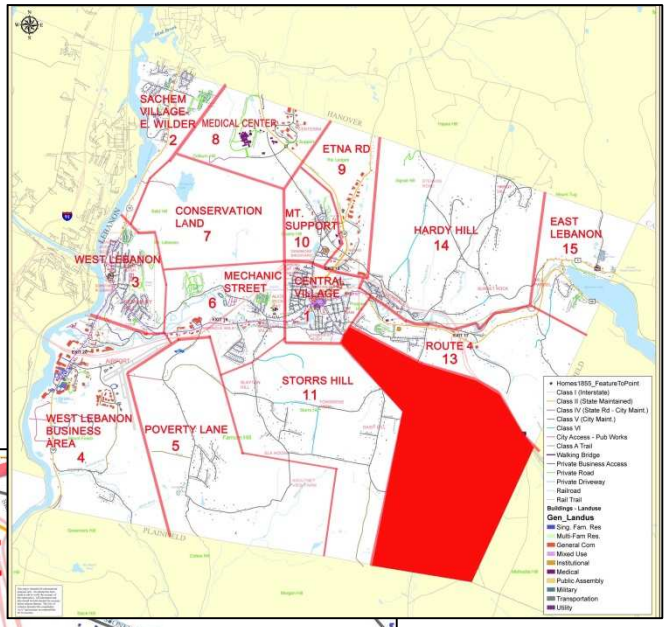
**For:** City of Lebanon: Lebanon Heritage Commission

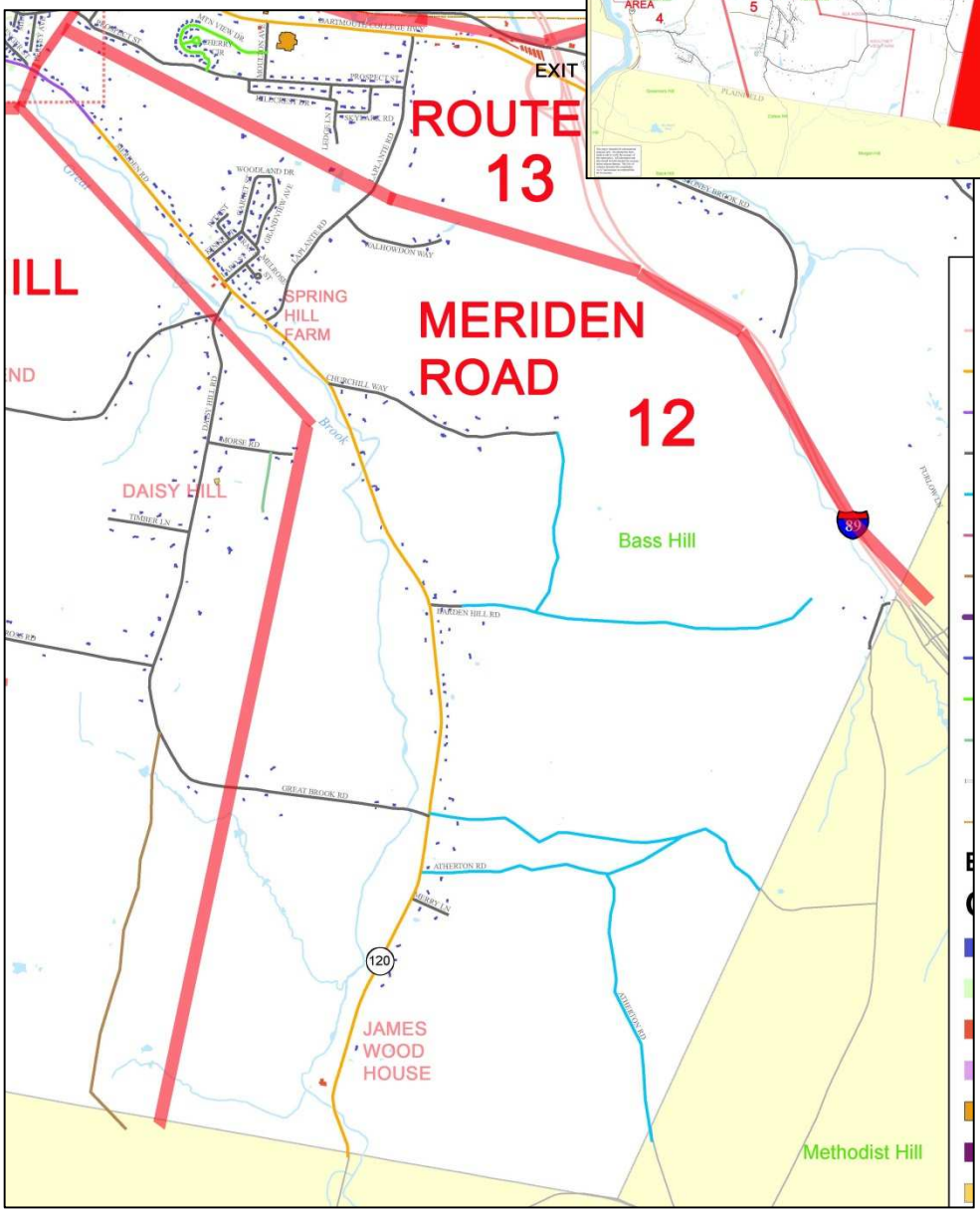
**Date(s) of field survey:** June & September 2016

**Sketch map(s)**

At right: over view of Meriden Road Survey Area 12 shaded in red in map of Lebanon;

Below is map of Meriden Road Survey Area 12




**SURVEY AREA #: LEBANON 12 AREA NAME: "MERIDEN ROAD"**

**SUMMARY**

## Architectural Description

### Principal Architectural Styles & Periods of Construction

1790 -1820 - Georgian & Federal
1820 - 1860s - Greek Revival & Gothic Revival
1860s-1900 - Queen Anne, vernacular Victorian & Italianate
1910s -1950 - Vernacular, Colonial & Dutch Colonial Revival
1950 - 1990s - Mid Century and later suburban cottage and ranch homes, mid-century modern commercial
1980s - 2010s - Single family homes on large rural lots – Colonial Revival

### Architectural Composition of the Area

The Meriden Road survey area transitions from suburban to rural in the southeast corner of Lebanon. It is characterized primarily by a variety of residential land uses and building types ranging from 18th century farmsteads with barns to fairly recent new homes on newly constructed roads. In general this area has predominantly small to medium sized Mid-century homes typical of pre- and post-World War II suburban development and include bungalows, ranch houses (249 Meriden Road, 1940 & 197 Meriden Road, 1968) and Colonial or Dutch Colonial Revival cottages (140 School Street, 1930, 103 Great Brook Road, 1940s & 248 Meriden Road, 1958) - many with prominent attached garages, raised ranch homes (183 Meriden Road), and larger, 20th century Colonial two-story houses and capes.

There are also a number of 18th and 19th century farmhouses and former taverns, some with outbuildings intact but most of these have been heavily altered. Among these are several examples of early Georgian and Federal style such as a cape (51 Churchill Way/LEB-70), center hall plan (109 Great Brook Road/LEB-118), and I-house plan (64 Great Brook Road/LEB-119); a Gothic Revival style cottage (341 Meriden/LEB-297); Georgian style taverns (449 Meriden Road/LEB-299 & maybe 244 Meriden Road/LEB-295); and a Greek Revival Side hall plan (523 Meriden Road/LEB-300). There are simple later 19th century houses displaying modest Italianate and Victorian detail (174 Meriden Road, 178 Meriden Road, & 219 Meriden Road).

Accompanying these older properties there are several barns including an English style 19th century barn (301 Meriden Road), 19th century gable fronted bank barn (321 Meriden Road), an early 20th century gambrel roofed ground level stable barn (109 Great Brook Road/LEB-118) as well as modern farm buildings with 20th century silos and equipment sheds (35 Walhowdon Road). The best preserved examples of original architecture are the Spring Hill Farm's (263 Meriden Road/NR) brick c.1812 Federal Style house and 64 Great Brook Road (LEB-119). Many of the others have been resided with vinyl and have lost detail and original windows. There are new roads and housing developments that are characterized by late 20th century home design.

There is also an example of a 1955 Mid-Century Modern style commercial building at 240 Meriden Road that has been slightly altered.

**Building Locations and Landscape Features**

The more densely developed housing nearer Lebanon's center village along School Street and Meriden Road includes a mix of early 20th century homes and late 19th century houses. As Meriden Road continues to the southeast, the housing is less dense and the periodic 18th and 19th century homes are interspersed with small housing from the 1950s through the 1980s. The newer and larger housing of the last 30 years tends to be found on new roads and discrete developments off the main roads. There is also some very large undeveloped forest and field acreage that gives the majority of Meriden Road its rural character.

## Historical Background

Meriden Road is a portion of the old Croydon Turnpike which is now Route 120 running diagonally through Lebanon from northwest to southeast. It was chartered in 1804, the second turnpike in town after the east-west 4th New Hampshire Turnpike. As a main stage route to Meriden and Hanover, there were inns and taverns along the route. An early one from c.1792 was Benwood, a hotel and tavern built by Benjamin Wood that is still standing at 449 Meriden Road (LEB-299). It was known for having fine stenciling on its walls. The Kinne House (LEB-295) at the intersection of Daisy Hill and Meriden Roads is a large hip-roofed simple Georgian style building at a cross roads that has the look, massing and location of an early tavern, though it has not been identified as such in the Lebanon published histories or in the earlier survey. It has also been identified as the "old Humphrey Wood homestead" in *Lebanon, New Hampshire in Pictures*, by Robert Hayes Leavitt (p. 886).

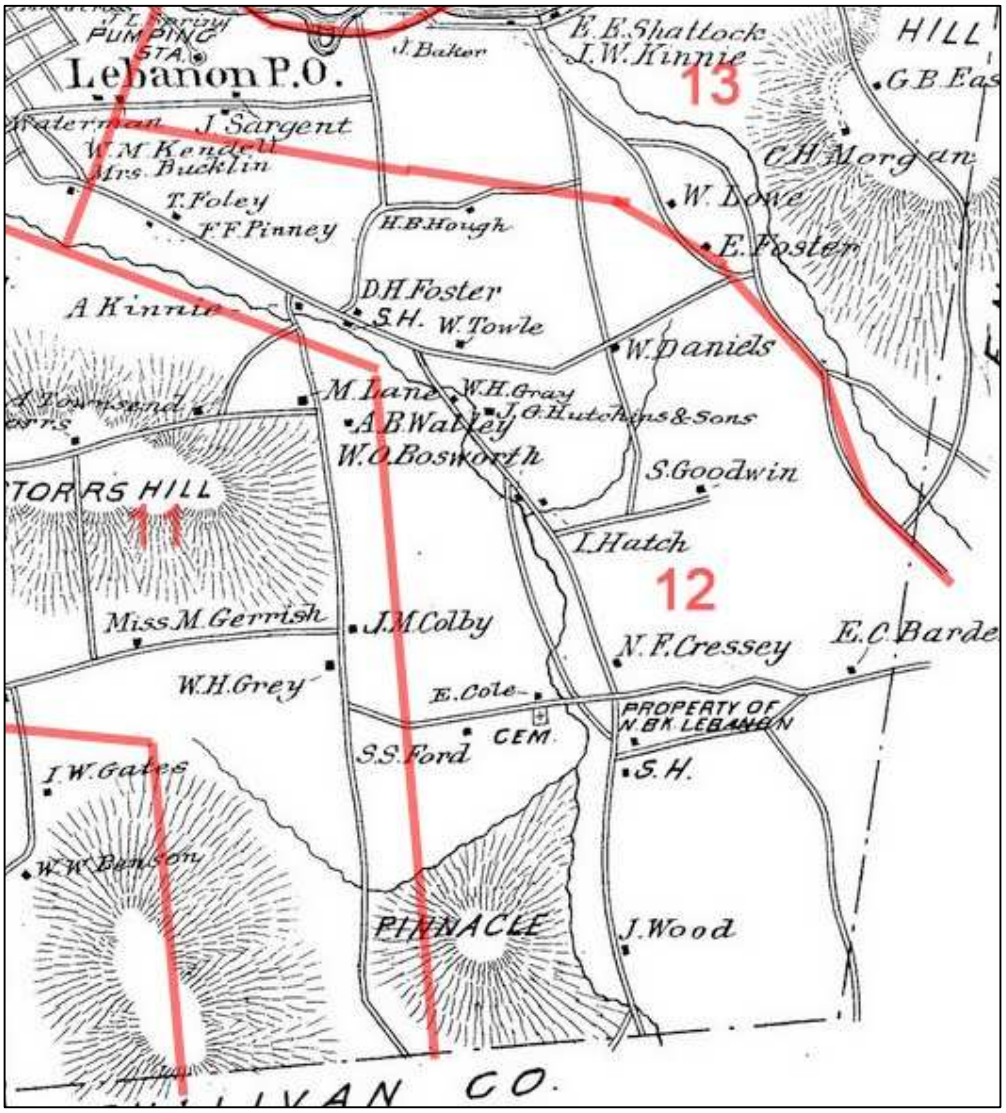



Osgood True established the town's first tannery on the Great Brook in 1790 (a house and outbuildings associated with him are extant at 109 Great Brook Rd./LEB 118). Meriden Road was the location briefly of the town poor farm which was established by 1860 as shown on an early map and burned in 1866. A county poor farm was established in another town after that.

An area on the map shows an intersection of the Croyden Turnpike (Meriden Road) with an east-west route that was more prominent on earlier maps and included what is now Great Brook Road.

**Detail of an 1860 Grafton County map showing the Meriden Rd. area**

There were two roughly parallel roads heading east, the remnants of which are likely Durkee Road and Merry Lane. Also two roads head north from this intersection and come back together. More research will be needed to determine why so many roads were built here.




**Detail of the 1892 map annotated with the survey area.**

The curious road configuration is also shown on the later 1892 map. The 1892 map showed fewer farms in the Meriden Road Survey Area than in 1860 with only 19 farms, two schoolhouses, a cemetery, and one property intriguingly labeled "property of N. Bk. Lebanon" in the intersection noted above.

Most of the current housing in the Meriden Road Survey Area was built after that map, in the 20th century, and most of that post-1950. The contrast illustrates the major transition in this area and Lebanon in general of agricultural use to primarily rural and suburban residential use in the second half of the 20th century. Few if any of the remaining historic barns, including the collection of c.1930 stables and sheds at Spring Hill Farm (LEB-294, 263 Meriden Rd – NR) are still in agricultural use.

Neither of the two schoolhouses indicated on the 1892 map is apparent though one, the old Hough District School still existed as a house on Meriden Road in 1997 when it was noted in Leavitt's book but without a specific location. The map shows the area of Great Brook Road,

which connects to Daisy Hill Road and the early farms of Storrs Hill to the west, had two early Georgian style homes from the 1790s that are still extant today (Osgood True, 109 Great Brook Road/LEB-118 with barns & Daniel Hough House, 64 Great Brook Road, LEB-119) as well as the Cole cemetery with historic headstones dating to the early 19th century. The map shows a single farm south of Great Brook Road labeled "J. Wood.". According to Leavitt, James Wood "is recorded as operating a station on the 'Underground Railway' here [at his home] in Civil war times." (p. 892) The Greek Revival style 1825/1850 house, 523 Meriden Road (LEB-300) is extant today but has been somewhat altered.

The Meriden Road Survey Area had always been entirely agricultural and residential. It did not contain any water powered industry or village centers with the only exception of the tavern. As the agricultural use of the area diminished in the 20th century and the demand for more housing grew in Lebanon, the development of suburban style homes began to fill in the rural roads. In addition to the organic growth of scattered rural residential homes using the ubiquitous style and forms of the mid to later 20th century, there is one development of the 1960s-1970s with an added side grid of streets off Meriden Road with small homes and modest lots on Laro, Kinne, Rite, and Gray. There is an extension of this development of larger lots and slightly larger homes heading up the hill to the east in the 1970s and 1980 with Garnet, Grandview and Woodland Drive. Three farms or former farms – Walhowdon, Spring Hill and Cole properties on Great Brook control a significant amount of acreage around the farmsteads.

## Statement of Significance

This area is fairly large and would not constitute a single historic district nor does it contain any smaller area with sufficient integrity of architecture or significance to be eligible as an historic district. However, there are a few older homes that were surveyed in 1984 and which appear to retain integrity and may be individually eligible for their architecture, type and representation of Lebanon's agricultural past. The area's important role in Lebanon's early transportation and agricultural history is represented by a few of the remaining 19th century resources including farms, barns, and taverns. The mid to later 20th century history of the city is somewhat better represented in the variety of housing built here after World War II that transformed this area from one of farms to one serving the larger commuting population. There are many expected changes to these typical suburban ranches and cottages so that their architectural integrity is mixed.

## Periods(s) of Development

Periods significant to this area include the later 18th through mid-19th century when the Croydon Turnpike focused early taverns and farmsteads here; and the post-agricultural period of the mid-20th through the early 21st centuries when the post-war need for housing in Lebanon caused many new homes to be built within the survey area and the agricultural use of the land to change.

## Statement of Integrity

While the area in general has lost much of its agricultural context, there are individual potentially eligible historic properties that are still surrounded by open fields with their historic outbuildings

and barns. A few of the 18th and 19th century houses previously surveyed appear to retain good exterior integrity, but most have been altered to some extent over time. These are listed below and also those which have lost integrity due to alteration are noted. In addition there are a few mid-20th century houses that appear to be good examples of suburban homes with good integrity.

- Jabez Hough House, 51 Churchill Way, **LEB-70,** (c.1790), ok integrity with nice gambrel roof bank barn
- Osgood True House, 109 Great Brook Road, **LEB-118,** (c.1792) & barns, altered though may have been the location of an early tannery
- Daniel Hough House, 64 Great Brook Road, **LEB-119,** (c.1796), good integrity
- Porter- Howe-Foster House, 263 Meriden Road, **LEB-294,** (c.1799/1812) – Spring Hill Farm– listed on the National Register of Historic Places on 6/13/2002, good integrity
- Kinne House, 244 Meriden Road, **LEB-295,** (c. 1790) – has new 1/1 windows, altered doorways
- Wells House, 427 Meriden Road, **LEB-296,** (c.1870), good integrity
- Daniel Bosworth House, 341 Meriden Road, **LEB-297,** (c. 1800/1860), altered house & barns
- Daniel Bosworth House (2), 336 Meriden Road, **LEB-298,** (c. 1790)
- Benwood Tavern, Ben Wood House, 449 Meriden Road, **LEB-299,** (c.1792), altered
- Ephraim Wood Jr.– James Wood House, 523 Meriden Road, **LEB -300** (c.1825/1850), vinyl siding and new windows (but may be significant for Criterion A if research confirms that it was used for Underground Railroad activity)
- Samuel Speed House, 160 Meriden Road/School St, **LEB 424**, 1895, altered
- 301 Meriden Road, c.1880 with attached bank barn, good integrity on barn and possibly on house
- 103 Great Brook, 1947 (nice example of mid-century ranch with stone and clapboard siding)
- 321 Meriden Road, c.1850, house is altered slightly but ok and good integrity on barn
- 35 Walhowdon Way, Wetherill Hough-Clement Hough Homestead, large farm from c.1850/1880/20th century with intact agricultural setting should evaluated further for integrity as a farmstead
- 249 Meriden Road, 1940 good integrity
- 140 School Street, 1930 good integrity
- 103 Great Brook Road, 1940s good integrity
- 248 Meriden Road, 1958 good integrity
- 240 Meriden Road, 1955, commercial, good integrity

## Applicable NHDHR Historic Context(s)

Mixed agriculture and the family farm 1630-present
Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present
Tanneries and leather board manufacturing in New Hampshire
The anti-slavery movement in New Hampshire.
Suburban/bedroom community growth in New Hampshire, c.1850-present

**Bibliography and/or References**

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Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
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- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☒ | district | ☐ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: 140 School Street, 1930
Direction: south Date taken: Sept. 2016 File name: School 140.jpg Stored: LHPC



Photo 2 description: 160 Meriden Road, c.1895 (LEB-424)
Direction: south Date taken: Sept. 2016 File name: Meriden 160.jpg Stored: LHPC



Photo 3 description: 178 Meriden Road, c. 1830/1890
Direction: south Date taken: Sept. 2016 File name: Meriden 178.jpg Stored: LHPC



Photo 4 description: 240 Meriden Road, 1955
Direction: south Date taken: Sept. 2016 File name: Meriden 240.jpg Stored: LHPC



Photo 5 description: 248 Meriden Road, 1958
Direction: south Date taken: Sept. 2016 File name: Meriden 248.jpg Stored: LHPC



Photo 6 description: 249 Meriden Road, c. 1940
Direction: north Date taken: Sept. 2016 File name: Meriden 249.jpg Stored: LHPC



Photo 7 description: 263 Meriden Road, Spring Hill Farm , c.1799/1812 (NR & LEB 294)
Direction: north Date taken: Sept. 2016 File name: Meriden 263.jpg Stored: LHPC



Photo 8 description: 301 Meriden Road c. 1880.
Direction: east Date taken: Sept. 2016 File name: Meriden 301jpg Stored: LHPC



Photo 9 description: 321 Meriden Road, barn, c.1850-1880
Direction: east Date taken: Sept. 2016 File name: Meriden 321 (3).jpg Stored: LHPC



Photo 10 description: 341 Meriden Road, c.1850 (LEB-297)
Direction: east Date taken: Sept. 2016 File name: Meriden Road 341.jpg Stored: LHPC



Photo 11 description: Meriden Road with barn of 341 (LEB-297)
Direction: south Date taken: Sept. 2016 File name: Meriden view from 341 (2).jpg
Stored: LHPC



Photo 12 description: 341 Meriden Road, barn, c.1890/late 20th century (LEB-297)
Direction: east Date taken: Sept. 2016 File name: Meriden 341 (2).jpg Stored: LHPC



Photo 13 description: 397 Meriden Road, 1958 (typical of mid-century scattered rural housing)
Direction: east Date taken: Sept. 2016 File name: Meriden 397.jpg Stored: LHPC



Photo 14 description: 414 Meriden Road,.1986 (example of a 20th Century Colonial home)
Direction: east Date taken: Sept. 2016 File name: Meriden 414.jpg Stored: LHPC



Photo 15 description: 449 Meriden Road, c.1792 (LEB-299) Benwood Tavern
Direction: east Date taken: Sept. 2016 File name: Meiden 449.jpg Stored: LHPC



Photo 16 description: 519 Meriden Road (typical of recent construction), c.1997
Direction: east Date taken: Sept. 2016 File name: Meriden 519 Example.jpg Stored: LHPC



Photo 17 description: 523 Meriden Road, c.1825/1850, Wood House, (LEB-300)
Direction: east Date taken: Sept. 2016 File name: Meriden 523.jpg Stored: LHPC



Photo 18 description: 64 Great Brook Road, c.1796 (LEB-119)
Direction: south Date taken: Sept. 2016 File name: Great Brook Rd 62 (3).jpg Stored: LHPC



Photo 19 description: 109 Great Brook Road, c.1792 (LEB-118)
Direction: north Date taken: Sept. 2016 File name: Great Brook Rd 109.jpg Stored: LHPC



Photo 20 description: 109 Great Brook Road, barn c.1900 (LEB-118)
Direction: north Date taken: Sept. 2016 File name: Great Brook Rd 109 (2).jpg Stored: LHPC

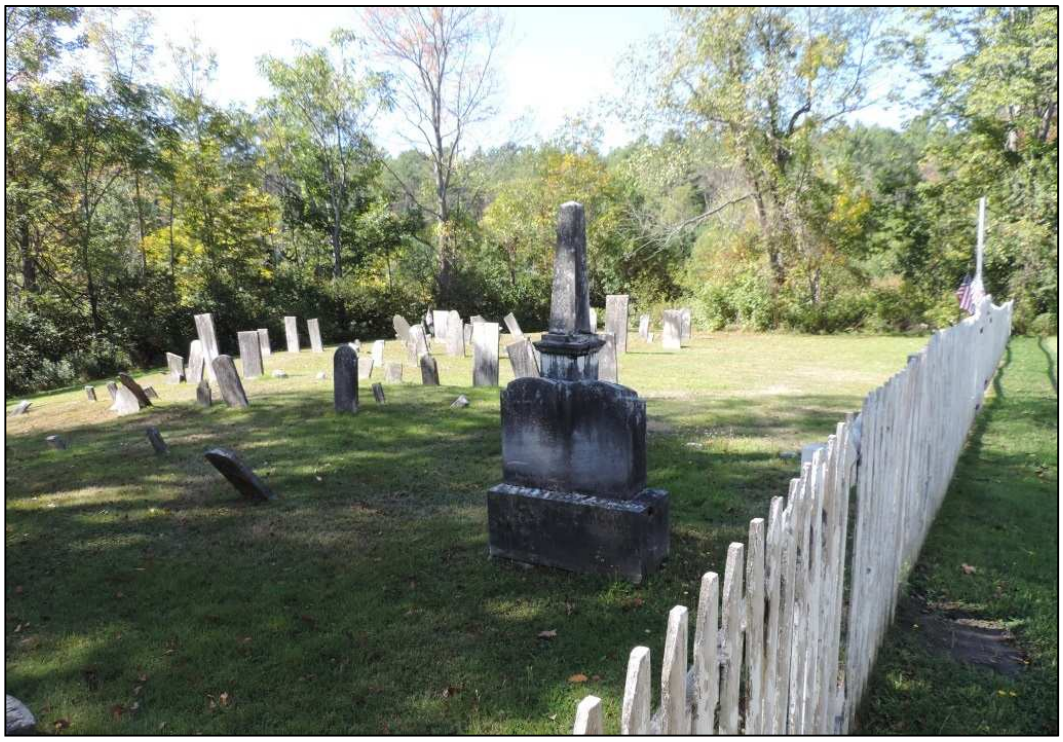


Photo 21 description: Cole Cemetery across from 109 Great Brook Road, 19th century
Direction: southwest Date taken: Sept. 2016
File name: Cole Cemetery across from 109 (2).jpg Stored: LHPC



Photo 22 description: 103 Great Brook Road, 1940s
Direction: north Date taken: Sept. 2016 File name: Great Brook Rd 103.jpg Stored: LHPC



Photo 23 description: 4 Bardon Hill Road, c. 1900 (example of altered older property)
Direction: south Date taken: Sept. 2016 File name: Bardon Hill 4.jpg Stored: LHPC



Photo 24 description: 58 Churchill Way, 1989 (typical of recent homes)
Direction: south Date taken: Sept. 2016 File name: Churchill Way 58.jpg Stored: LHPC



Photo 25 description: 51 Churchill Way, c. 1790 (LEB-70)
Direction: north Date taken: Sept. 2016 File name: Churchill Way 51.jpg Stored: LHPC



Photo 26 description: 50 Churchill Way, barn c. 1900 (LEB-70)
Direction: east Date taken: unknown File name: Churchill Way 50 (2).jpg Stored: LHPC



Photo 27 description: 102 Laplante 102, 1940 (typical of altered mid-20th century home)
Direction: northwest Date taken: Sept. 2016 File name: Laplante 102.jpg Stored: LHPC



Photo 28 description: 35 Walhowdon Way, c.1850/1880, Walhowdon Farm
Direction: south Date taken: Sept. 2016 File name: Walhowdon 35.jpg Stored: LHPC



Photo 29 description: 35 Walhowdon Way, barns and silos, c. 1920-1940s, Walhowdon Farm
Direction: south Date taken: Sept. 2016 File name: Walhowdon 35 (6).jpg Stored: LHPC



Photo 30 description: Laro Street view (typical of 1960s-80s development)
Direction: south Date taken: Sept. 2016 File name: Laro Dev view (2).jpg Stored: LHPC



Photo 31 description: 14 Grandview Avenue, 1987 (typical of 1980s development on new road)
Direction: northwest Date taken: Sept. 2016 File name: Grandview 14.jpg Stored: LHPC



Photo 28 description: 8 Merry Lane, 1988 (typical of new housing on older roads)
Direction: south Date taken: Sept. 2016 File name: Marry Lane 8.jpg Stored: LHPC

# Name of Survey Area #13: "Route 4"

**Location:** All or parts of the following streets:

Cherry Circle, Dartmouth College Highway./Route 4 [part], Riverside Drive[part], Eastman Hill Road, Fellows Hills Road, Franklin Street, Hillcrest Drive, LaPlante Road [part], Ledge Lane, Moulton Avenue, Mountain View Drive, Prospect Street [part], Porter Road, Pumping Station Road, Reservoir Road, Skylark Road, Stoney Brook Road, Woodley Road

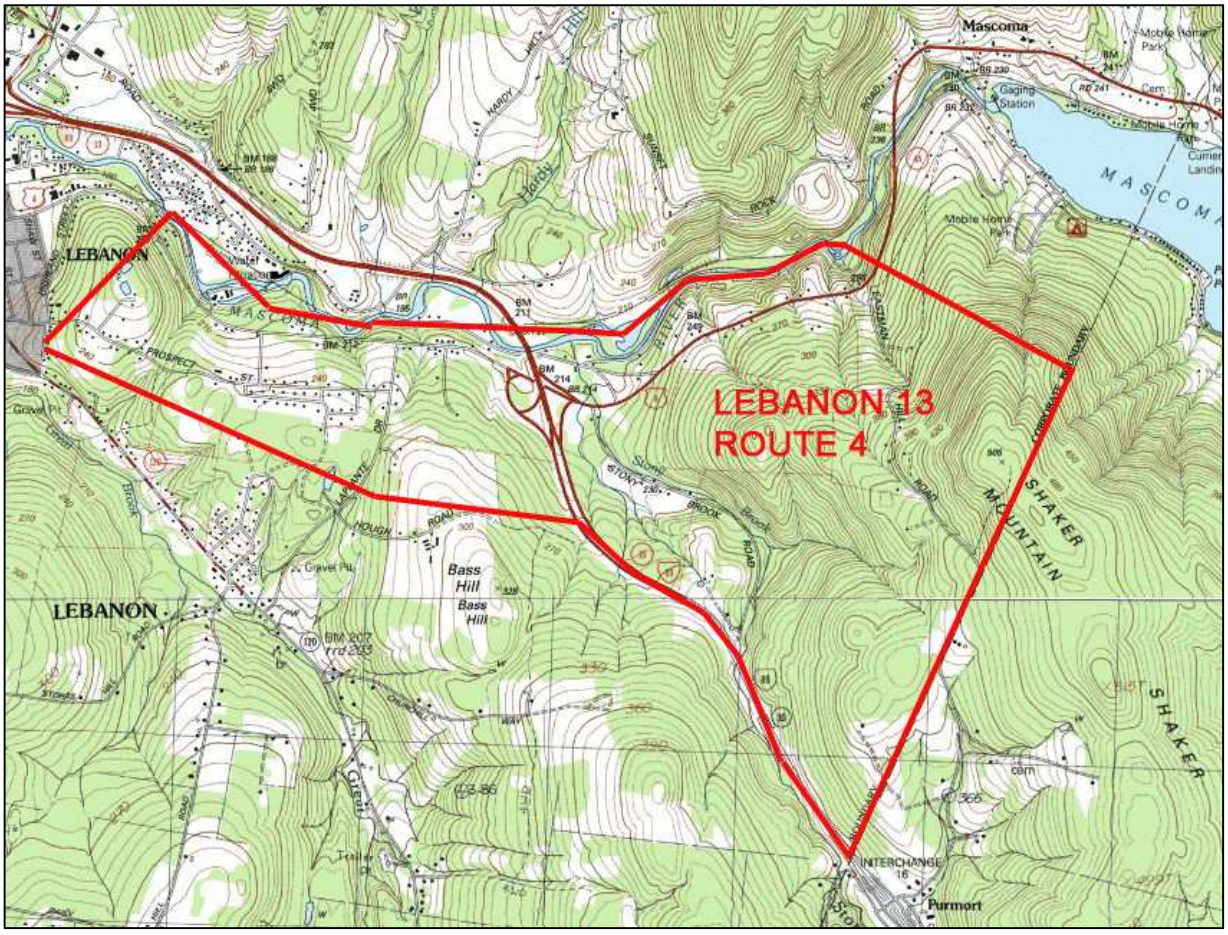
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Enfield Center , NH with Survey Area outlined**

**Previous inventory numbers in this area:**

House, 5 Eastman Hill Road near Route 4, **LEB 74**

**Present Use(s):** Rural and Suburban residential

**Original Use(s):** residential, farming,

**Setting:** The Route 4 survey area is both suburban at its northwestern end and also rural and wooded at its eastern and southern ends. There is suburban housing and a few housing developments on a handful of roads with a few 19th century farmsteads and homes. The density of the residential development on Route 4/ Dartmouth College Highway and Prospect Streets is higher west of the Exit 17 interchange. East and southeast of the interchange the former agricultural, large lot character of Route 4 and other roads is still present though becomes heavily wooded near the border with Enfield.

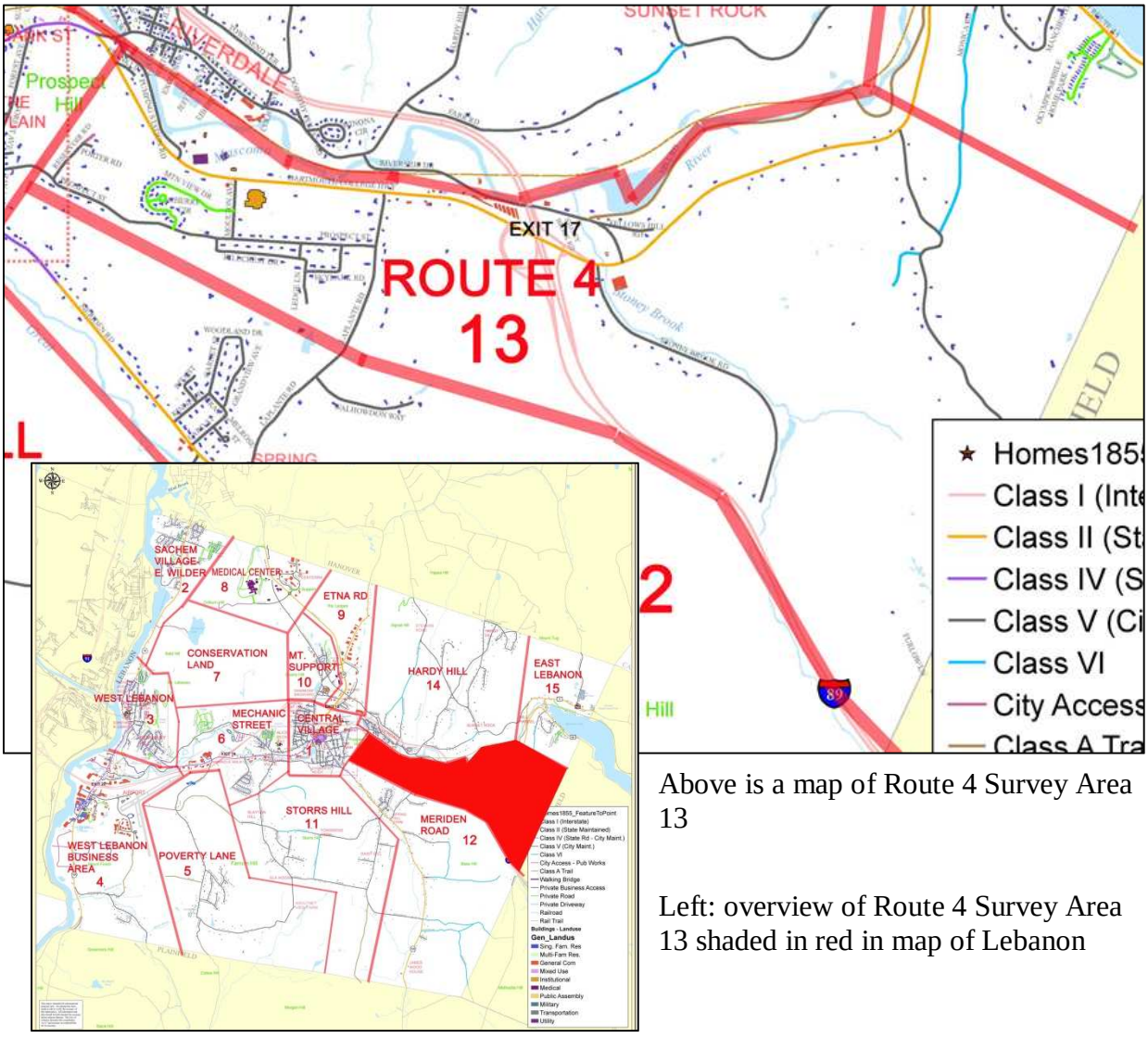
**Acreage:** approx. 1724 acres

**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

**Date(s) of field survey:** June & October 2016

**Sketch map(s)**




Above is a map of Route 4 Survey Area 13

Left: overview of Route 4 Survey Area 13 shaded in red in map of Lebanon

## Architectural Description

**Principal Architectural Styles & Periods of Construction**

1790 -1820 - Georgian & Federal
1820 - 1860s - Greek Revival & Gothic Revival
1860s-1900 - Queen Anne, vernacular Victorian & Italianate
1910s -1950 - Vernacular, Colonial & Dutch Colonial Revival
1950 - 1990s - Mid Century and later suburban cottage and ranch homes, mid-century modern commercial
1980s - 2010s - Single family homes on large rural lots – 20th century Colonial

**Architectural Composition of the Area**

The Route 4 survey area transitions from suburban to rural in the east central part of Lebanon. It is characterized primarily by a variety of residential land uses and building types that are primarily mid- to late 20th century. There are two properties remaining that date from the late 18th century. On Prospect Hill, 75 Prospect is a simple hall and parlor plan cape. East of interchange 17, 363 Dartmouth College Highway (Route 4) has an unusual gable fronted cape form featuring Greek Revival features including a prominent pediment frieze, slightly projecting gable, and recessed center entry that suggests this portion of the house was built after 1830. A curious house at 5 Eastman Hill Road was surveyed in 1984 (LEB 74) but not dated and is listed on the assessor's database as built in 1946. However, it has the massing and fenestration of a much earlier house and possibly a tavern though with a two story gable pavilion added. It is a two-story, three by five bay, gable roofed frame building with central chimney and cornice returns.

There are two remaining c.1840 homes with very simple Greek Revival elements that were once farmsteads in the rural area at 128 Stoney Brook Road and 55 Eastman Hill Road (altered though its form suggests it is older than the 1890 assessor's date) and a c.1850 house near the center village at 59 Prospect that has been altered. Prospect Hill has a few c. 1900 houses including a simple gable front and wing house at 103 Prospect Street Extension, an altered c.1900 small house at 140 Bank Street Extension, and an altered two-story side gabled house with center entry dated to c.1910 by the assessor, though its form suggests it could be older and its location corresponds to a house on the 1892 map ("WM Kendall").

All of the properties mentioned above are surrounded by newer housing developments in both concentrated form such as the c. 2010 Prospect Hills development on serpentine Mountain View Drive and Cherry Circle or more scattered large lot housing from the 1970s -2010s along the rural roads. Prospect Hill also has a lot of mid-20th century development along Prospect Street Extension (1940-1960s) and on Hillcrest Drive (1960s) and Skylark Road (1970s). There are also a few scattered examples of vernacular 1920s and 1930s homes such as the altered 1924 small cottage at 32 Pumping Station Road. A 1958 ranch at 79 Prospect Street is a good example of Mid-Century Modern suburban housing.

There is also an example of a 1930 commercial building at 263 Dartmouth College Highway that has been altered and modern commercial building from 1940 at 65 Riverside Drive.

The Lebanon Pumping station at 65 Pumping Station Road is a complex of several buildings that appears to include an altered 1880 brick building with a hexagonal end pavilion as well as a 1960 brick structure that may have some integrity.

**Building Locations and Landscape Features**

Located in the east central part of Lebanon the Route 4 survey area, more than any of the other survey areas, is a main transportation route connecting the center village to East Lebanon and Enfield and is bisected diagonally by Interstate 89 with Interchange 17 located in the center. While the interstate served to reinforce the transportation route character of Route 4, it also served to isolate some of the older roads that once connected, such as Stoney Brook Road. In many ways this is a survey area between others with clearer place identity and so with the exception of the Prospect Hill neighborhood which extends from center village neighborhoods

on the west end and late 20th century rural development along older roads, there are no other hubs or centers of farming or any other activity. The hilliness of most of the terrain here has meant that farming did not flourish here in the 19th century but that the views and access to the interstate have made it an attractive location for late 20th century upscale rural home development.

West of Interchange 17 the area is fairly suburban in character with medium density housing development on Prospect Street Extension which, as the name implies, extends directly from older neighborhoods of the central village and had newer streets developed off of it in the 1950s and 60s. Route 4/Dartmouth College Highway comes off of Bank Street in the Central village and has the character of a linear transportation route with scattered housing but without any apparent clusters or sense of neighborhood. The new middle school was built there in 2012 at the intersection with Moulton Avenue may connect the area more to the residential neighborhoods on Prospect Hill above it. The westernmost corner of the survey area has the city reservoir at the top of Prospect Hill and on Pumping Station Road, assorted pumping station buildings from the 1880s to 2000s.

East of Interchange 17, the area is much more rural with newer suburban style housing mixing along the roads with widely spaced older farms. The eastern portion of the survey area bordering Enfield is quite hilly. Stoney Brook Road used to be a main route to the south east and was replaced by the interstate. Eastman Hill Road is an older road that still does connect southeast to Enfield. Both of these roads had one or two 19th century properties – Stoney Brook ends now at a c.1840 hill farm, and were further developed in the 1980s and 1990s with large rural homes. In particular, the historic road in the vicinity of Stoney Brook Road was where the interstate now runs. Stoney Brook is what is left of an older short loop off that main road south that had no properties on it on the 1892 map.

## Historical Background

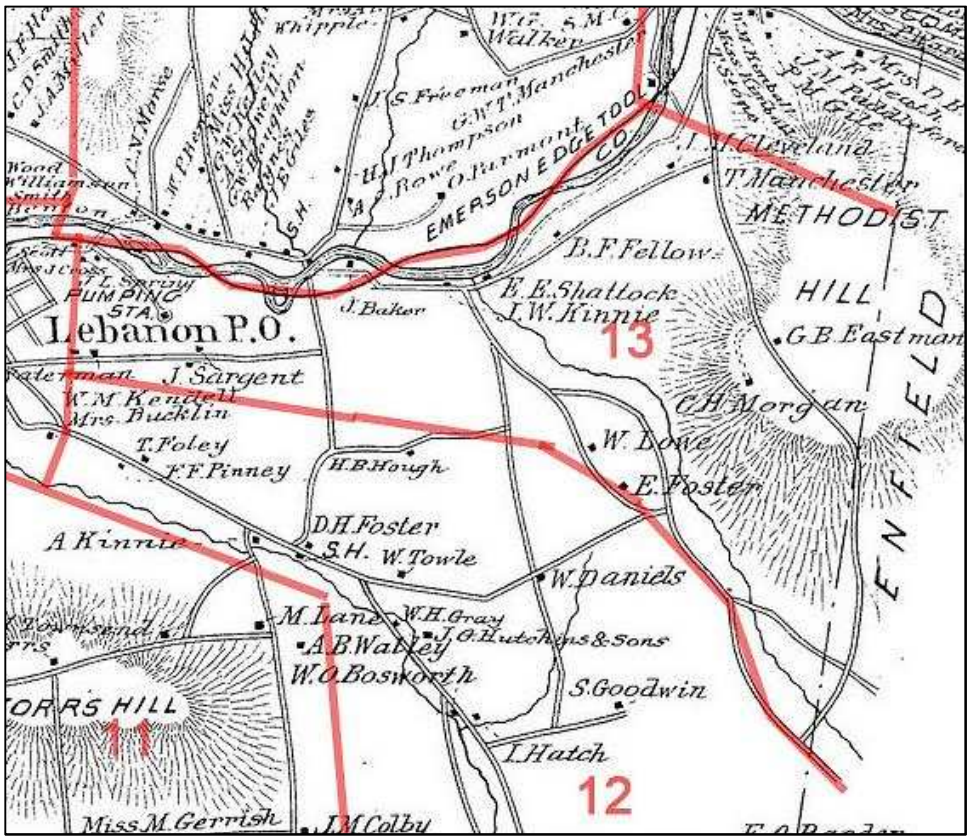
Route 4 in the Survey area and as it continues west through Lebanon is a portion of the east-west 4th New Hampshire Turnpike established in 1800 that connected the Connecticut River to Concord. As a main trade and travel route, there were inns and taverns along the route.




**Detail of 1860 map with Survey Area indicated**

An early one was located near the junction of Route 4 and Eastman Hill Road (labeled "J.B. Smith" on the 1860 map) but was demolished about 1965 according to town historian Robert Leavitt[30]. However, a suspiciously tavern-looking building near that location is extant at 5 Eastman Hill Road (LEB 74). The Northern railroad following the Mascoma River and 4th NH Turnpike in 1848 is at the northern edge of the survey area.

The 1860 & 1892 maps show that the survey area was a fairly sparsely populated rural area between the center village and the developed village of East Lebanon. One simple cape at 75 Prospect Street has been identified by the assessors as built in c.1779 and appears to correspond to the property labeled "Mrs. White" on the 1860 map and "Waterman" on the 1892 map. The 1892 map does show the 1887 pumping station on Prospect Hill (originally Kendall Hill and later called Reservoir Hill) from the important establishment of the town's first public Water Works. A canal and the pumping station in an original octagonal brick structure, brought water from the Mascoma River to the reservoir. The swift establishment of the water system was a response the to the devastating 1887 downtown fire.




Some development spread from the downtown neighborhoods onto Prospect Hill Extension in the c. 1900 and early 20th century period but most of the current housing on Prospect Hill and throughout the Route 4 Survey Area was built after that time in the mid to late 20th century, and continues today.

**Detail of the 1892 map annotated with the survey area.**

[30] In *Lebanon New Hampshire In Pictures* (Lebanon Historical Society, 1997), Leavitt captions an older photo of a hipped roof center hall building: "The old Manchester home close to the junction of Route #4 and the Eastman Hill Road. It was a Tavern at one time. It was razed shortly after this picture was taken in 1964. Photo by R. H. Leavitt" Although the house at 5 Eastman Hill Road does not resemble this one except as a large 2-story building, it is curious that it resembles a tavern and sits directly across the street from the known location of an early tavern. Perhaps it was moved and altered and not razed? More research may reveal more about its history.

The area experienced the residential development pressure felt in Lebanon in general in the second half of the 20th century. The presence of the interstate which replaced one of the area's earlier roads – Stoney Brook and its interchange made this hilly rural area a natural bedroom community for middle and upper middle class commuters who could afford a large lot with a view. On the western end nearer the center village, the area experienced mid-20th century development which added some new streets off Prospect in the 1950s and 1960s.

The Route 4 Survey Area had been largely agricultural and residential but did include the early Packard mill site (not extant) on the Mascoma near the present Packard Covered Bridge. However water power did not play a large role in this area as it did to the east in East Lebanon.

## Statement of Significance

This area would not constitute a single historic district though with more research, it may contain an area with sufficient integrity of architecture for the 1960s period to be eligible as an historic district. The early history of the area is not much in evidence but may be represented by one or two remaining early farmhouses. These include the c.1779 cape at 75 Prospect Street; a c.1795/1830s cape farmhouse at 363 Dartmouth College Highway (which also may be significant as an unusual house form); an 1840 farm at 128 Stoney Brook Road; and an 1860 house at 71 Riverside Drive. In addition, the establishment of the reservoir on Prospect Hill and pumping station in 1887 is significant to the development of Lebanon as a city and there appear to be resources remaining from that early period and from its continued development.

## Periods(s) of Development

Periods significant to this area include the later 18th through mid-19th century when early taverns and farms clustered along the 4th New Hampshire Turnpike; the 1887 development of the water system; and the post-agricultural period of the mid-20th through the early 21st centuries when the post-war need for housing in Lebanon caused many new homes to be built within the survey area in particular response to the interstate and interchange construction in the 1960s.

## Statement of Integrity

The area in general has lost much of its earlier context both residential and agricultural. However there appear to be limited areas of integrity for mid-20th century housing on Prospect Hill that could hold together as a district. There are potentially eligible individual historic properties that should be further explored for integrity. Almost all the older 18th, 19th and early 20th century properties have been altered. A mid-20th century commercial property may retain integrity. There is one railroad bridge at Pumping Station Road within this Survey Area that was identified as contributing to the Northern Railroad Historic District (Determined eligible by NHDHR in 1999 and updated in 2013) A list of properties mentioned with integrity notes follows:

- 5 Eastman Hill Road, c. 1800/1946, (LEB 74), should be explored further
- 128 Stoney Brook Rd, 1840 at end, partial integrity
- 55 Eastman Hill Road, c.1840, altered
- 59 Prospect Street, c1850, altered

- 60 Prospect Street, 1942, partial integrity
- 74 Prospect Street, 1946, partial integrity
- 75 Prospect Street, c.1779, partial integrity
- 79 Prospect Street, 1958, good integrity
- 98 Prospect Street Extension, c.1860/1910, altered
- 103 Prospect Street Extension, 1900, partial k integrity
- Prospect Street Ext. development from 1960s – 1970s, should be explored further
- 32 Pumping Station Rd., 1924, altered
- 65 Pumping Station Road, 1880 & 1960, altered but some integrity and should be explored further
- 140 Bank St Ext, 1900 - altered
- 263 Dartmouth College Hwy, 1930 (altered commercial)
- 65 Riverside Drive, 1940 commercial, should be explored further
- 71 Riverside Drive, c.1860 altered
- 363 Dartmouth College Hwy, 1795/1830s, good integrity

**Applicable NHDHR Historic Context(s)**

Mixed agriculture and the family farm 1630-present
Water supply, distribution and treatment in New Hampshire, 1850-present.
Suburban/bedroom community growth in New Hampshire, c.1850-present
Commerce, industry and trade in New Hampshire village and town centers, 1630-present.

**Bibliography and/or References**

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

Childs, Hamilton. *Gazetteer of Grafton County, N. H. 1709-1886*. Syracuse, N. Y.: Syracuse Journal Company, 1886.

Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.

*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon Historical Society (1961)

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.

- Sanborn Fire Insurance Maps. “Lebanon, NH”. New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor’s Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☒ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |




Photo 1 description: 65 Pumping Station Road, 1887 Direction: northeast
Date taken: Oct. 2016 File name: Pumping Station 65(2).jpg Stored: LHPC



Photo 2 description: Thru-plate Girder railroad bridge over Mascoma at Pumping Station Rd., 1914 Direction: north Date taken: Oct. 2016 File name: Pumping Station RR bridge.jpg Stored: LHPC



Photo 3 description: 32 Pumping Station Road, 1924
Direction: west Date taken: Oct. 2016 File name: Pumping Station 32.jpg Stored: LHPC



Photo 4 description: 180 Dartmouth College Highway, 1930
Direction: south Date taken: Oct. 2016 File name: DCH 180.jpg Stored: LHPC



Photo 5 description: 263 Dartmouth College Highway, 1930
Direction: north Date taken: Oct. 2016 File name: DCH 263.jpg Stored: LHPC



Photo 6 description: 363 Dartmouth College Highway, 1795/1830s
Direction: north Date taken: Oct. 2016 File name: DCH 363.jpg Stored: LHPC



Photo 7 description: 378 Dartmouth College Highway, 1959
Direction: south Date taken: Oct. 2016 File name: DCH 378.jpg Stored: LHPC



Photo 8 description: 3 Moulton Road, Middle School, 2012.
Direction: southeast Date taken: Oct. 2016 File name: Moulton 3.jpg Stored: LHPC



Photo 9 description: 59 Prospect Street, c.1850
Direction: north Date taken: Oct. 2016 File name: Prospect 59.jpg Stored: LHPC



Photo 10 description: 60 Prospect Street, 1942
Direction: south Date taken: Oct. 2016 File name: Prospect 60.jpg Stored: LHPC



Photo 11 description: 74 Prospect Street, 1946
Direction: south Date taken: Oct. 2016 File name: Prospect 74.jpg Stored: LHPC



Photo 12 description: 75 Prospect Street, 1779
Direction: north Date taken: Oct. 2016 File name: Prospect 75.jpg Stored: LHPC



Photo 13 description: 79 Prospect Street, 1958
Direction: north Date taken: Oct. 2016 File name: Prospect 79.jpg Stored: LHPC



Photo 14 description: Prospect Extension with 103 Prospect Ext. on left (c.1900)
Direction: east Date taken: Oct. 2016 File name: Prospect view from 98.jpg Stored: LHPC



Photo 15 description: Mountain View Drive from Prospect Direction: north
Date taken: Oct. 2016 File name: Mountain View Drive view (new).jpg Stored: LHPC



Photo 16 description: Hillcrest with ranch development from mid-1960s Direction: east
Date taken: Oct. 2016 File name: Hillcrest view (ranches) (2).jpg Stored: LHPC




Photo 17 description: 65 Riverside Drive, 1940
Direction: northwest Date taken: Oct. 2016 File name: Riverside 65.jpg Stored: LHPC



Photo 18 description: 71 Riverside Drive, 1860
Direction: north Date taken: Oct. 2016 File name: Riverside 71.jpg Stored: LHPC



Photo 19 description: 67 Stoney Brook Road, 1940 Direction: north
Date taken: Oct. 2016 File name: Stoney Brook 67 (typical house).jpg Stored: LHPC



Photo 20 description: Stoney Brook Road with 128 Stoney Brook Road, 1840
Direction: south Date taken: Oct. 2016 File name: Stoney Brook View.jpg Stored: LHPC



Photo 21 description: 128 Stoney Brook Road, barns, c.1840-1900 Direction: south
Date taken: Oct. 2016 File name: Stoney Brook 128 (end of road) (3).jpg Stored: LHPC

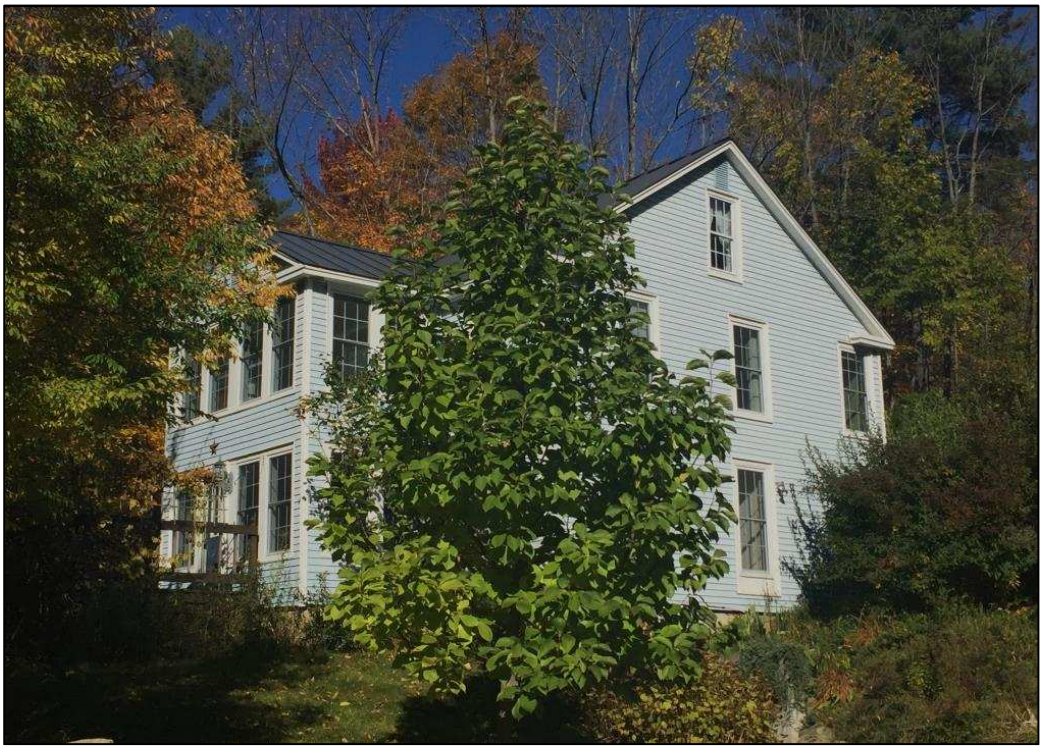


Photo 22 description: 5 Eastman Hill Road, c. 1800?/1940
Direction: east Date taken: Oct. 2016 File name: Eastman Hill 5.jpg Stored: LHPC



Photo 23 description: 55 Eastman Hill Road, c. 1840
Direction: east Date taken: Oct. 2016 File name: Eastman Hill 55.jpg Stored: LHPC

# Name of Survey Area #14: "Hardy Hill"

**Location:** All or parts of the following streets:

Alden Road, Bank Street Extension, Barnes Avenue, Benton Street, Blueberry Hill Drive [south side], Blueberry Mew, Brook Road, Cedar Street, Colby Avenue, Congress Street [part], Cooper Street, Dorothy Perley Road, Dorset Lane, Eagle Ridge Road, Excelsior Street, Farr Road, Fortune Street, Hardy Hill Road, Heater Road [part], Jefferson Place, Jenkins Road, Liberty Lane, Lilac Avenue, Lower Dorothy Perley Road, Oryan Road, Riverdale Parkway, Stevens Road, Sunset Rock Road [part], Townsend Terrace, Walnut Street, Westview Lane, Whipple Road, Winona Circle

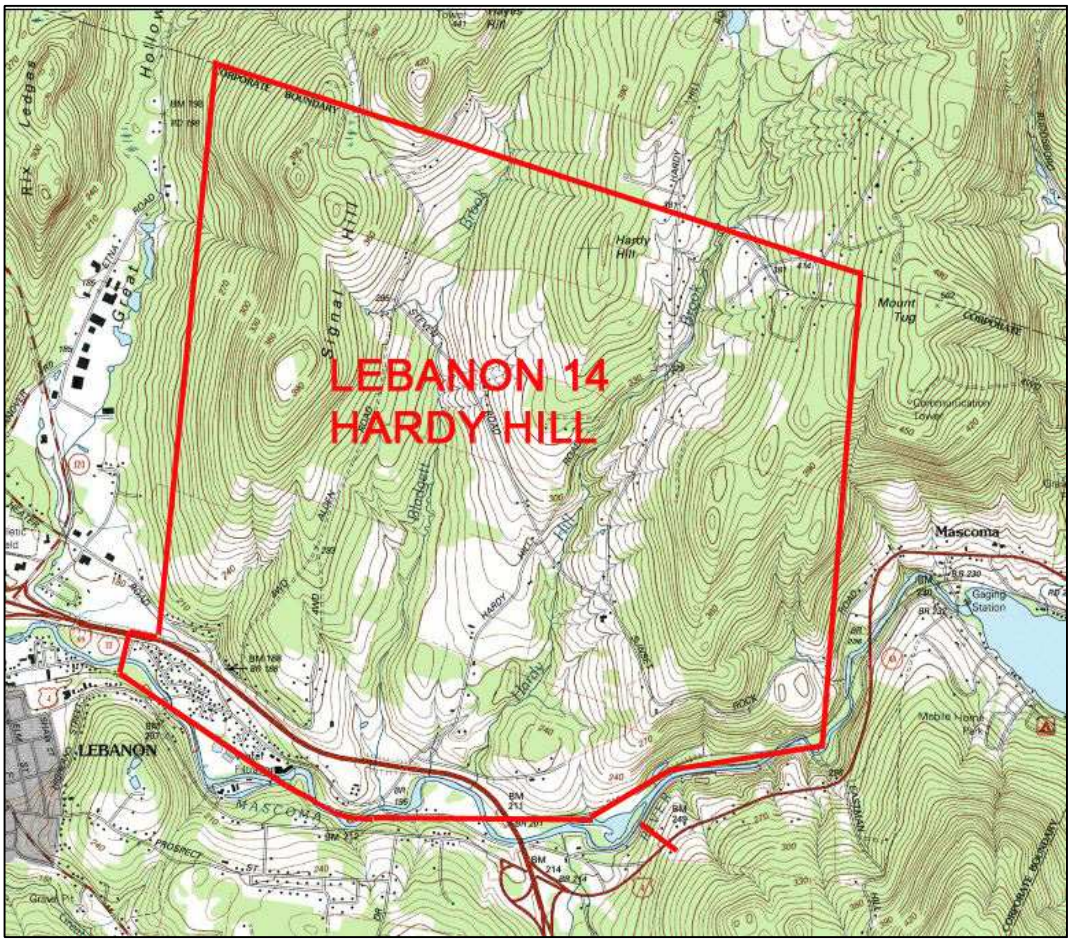
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):** Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Hanover, NH with Survey Area outlined**

**Previous inventory numbers in this area:**

Shaker House, 151 Bank Street (Extension), **LEB –58** (c. 1800/moved in c.1914)

D. Storrs House, 179 Bank Street (Extension), **LEB –59** (c. 1840)

Howard Benton House, 190 Bank Street (Extension), **LEB –60** (c.1850)

Ziba Alden House, 191 Bank Street (Extension), **LEB –61** (1823, Wayside Inn)

Dr. Percival House, 215 Bank Street Extension, **LEB-62**, c.1840

4th NH Turnpike Toll House, 219 Bank Street (Extension), **LEB –63** (c. 1800)

**Present Use(s):** Rural and Suburban residential**,** industry

**Original Use(s):** residential, farming, industry, education, village commerce

**Setting:** The Hardy Hill survey area is mostly a rural and wooded area with hills that includes some of Lebanon's scenic roads but also includes a more densely developed area around Bank Street extension and the residential Riverdale neighborhood. The Northern Rail Trail is included in and forms the southern edge of this survey area which also includes the Interstate and parts of the Mascoma River near the southern edge.

**Acreage:** approx. 3271 acres

**Prepared by**: Lyssa Papazian & Scott Newman

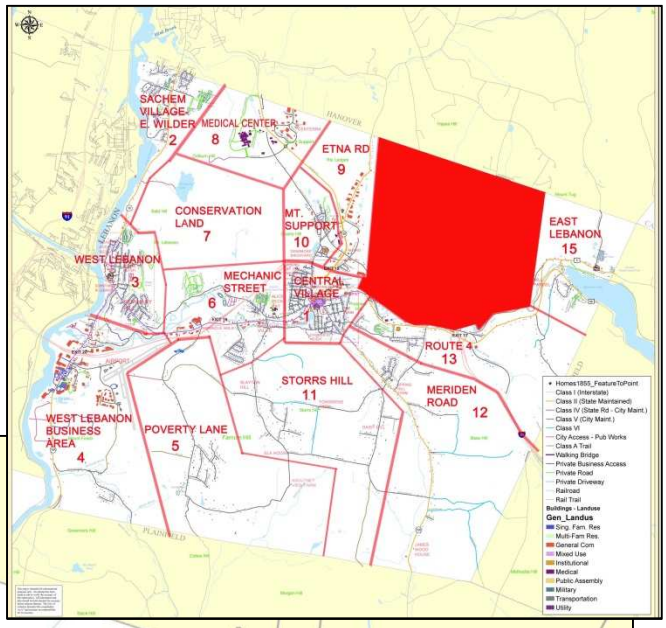
**For:** City of Lebanon: Lebanon Heritage Commission

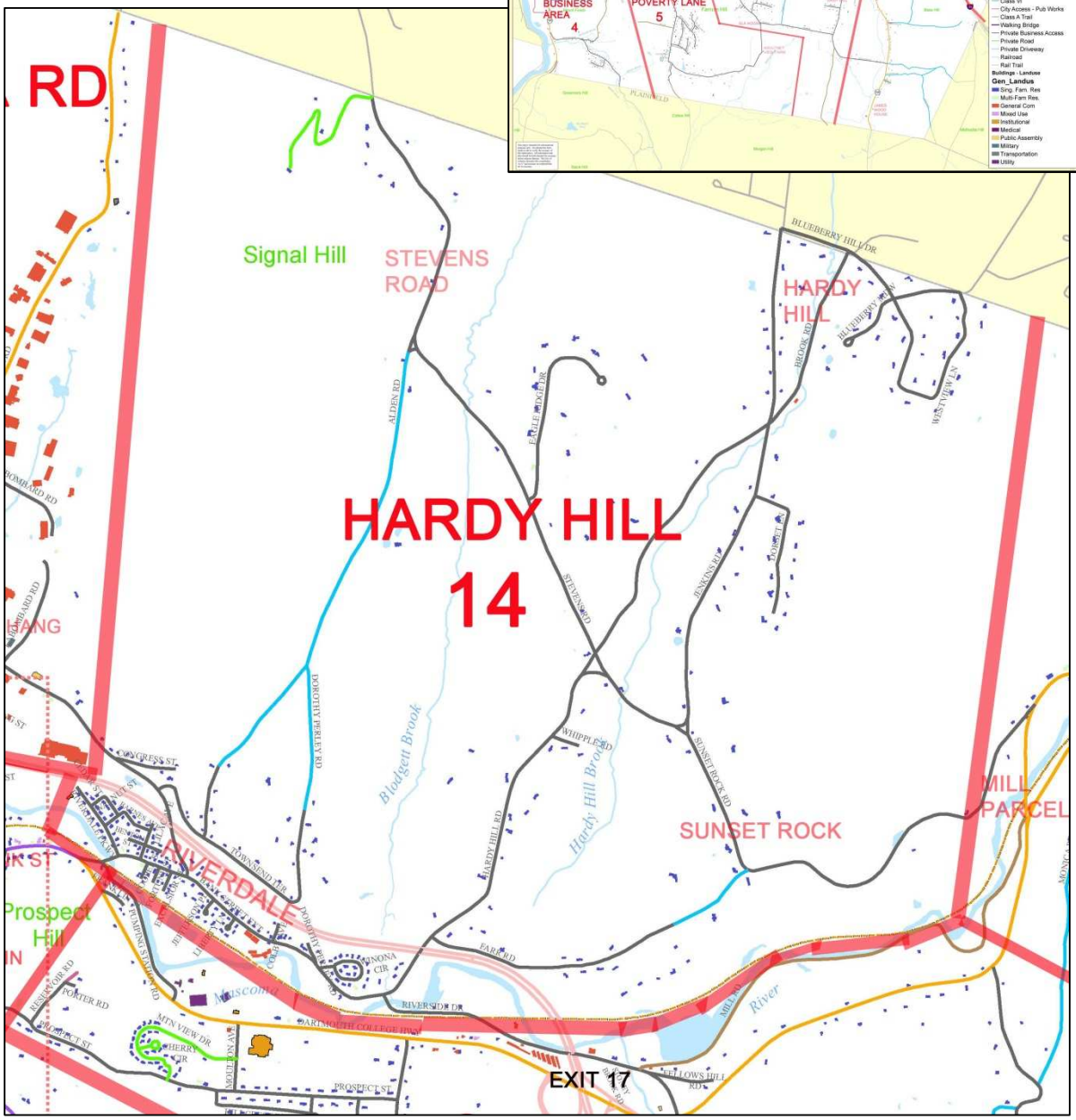
**Date(s) of field survey:** June & September 2016

**Sketch map(s)**

At right: over view of Hardy Hill Survey Area 14 shaded in red in map of Lebanon;

Below is map of Hardy Hill Survey Area 14




**SURVEY AREA #: LEBANON 14 AREA NAME: "HARDY HILL"**

**SUMMARY**

## Architectural Description

### Principal Architectural Styles & Periods of Construction

1780s-1820 - Georgian & Federal Styles
1820 - 1860s - Greek Revival and Gothic Revival
1860s-1900 – Vernacular, Victorian
1920s -1940s - Vernacular, Colonial Revival, Craftsman, Bungalow
1945 - 1970s - Mid Century suburban cottage and ranch homes
1980s - 2010s - Large, single family homes on large rural lots – 20th century Colonial

### Architectural Composition of the Area

The Hardy Hill survey area has a range of residential architecture with examples from the late 18th and early 19th centuries such as the early taverns (Ziba Alden House, 191 Bank Street Extension/LEB 61, 1823 Federal Style brick center hall & Zaddock Packard home/tavern, 42 Sunset Rock Road, 1780 Georgian style double house), an early toll house (219 Bank Street Extension/LEB 63, c. 1800 cape, altered), a very simple two story house reportedly built by the Shakers in 1800 and moved here in 1914 (151 Bank Street Extension/LEB 58, altered), simple c.1780 cape and barn at 274 Bank Street Extension; a c. 1791 plank Federal style cape (52 Hardy Hill Road), a c.1790 Dutch Colonial (91 Hardy Hill Road) and Federal Style center hall farm houses (9 Eagle Ridge, c. 1800/1860 ; 71 Hardy Hill Road, c.1810; and 23 Riverside Drive, 1823). There are also some good and some altered examples of the Greek Revival style (D. Storrs House, 179 Bank Street Extension/LEB 59, c.1840, and 40 Hardy Hill Road, c. 1850) and the Gothic Revival style (Daniel Hardy House ,229 Hardy Hill Road, c. 1850, altered) and a fine example that incorporates both Greek and Gothic Revival elements at 190 Bank Street Extension (Howard Benton House/LEB 60, c. 1820/1850). There is some local question about whether this could have been designed by Ammi B. Young that deserves further research.

The buildings added through the rest of the 19th century that remain in the area are very simple, vernacular homes such as 60 Hardy Hill Road, c. 1890, and a variety of farm buildings. There are several good examples of barns including a c.1800 English Barn at 274 Bank Street Extension; a farm complex with a large gable front bank barn with other attached and detached 19th and 20th century barns and sheds at 9 Eagle Ridge Road; a 19th century English Barn turned bank barn at 14 Stevens Road; large 20th century ground level stable barns at 71 Hardy Hill Road and 1 Dorset Road; and a small gambrel roof c. 1900-20 stable at 40 Hardy Hill Road.

The beginning of the 20th century brought growth to the southern part of the survey area, including the c.1924 American Excelsior plant (250 Bank Street Extension, a fairly simple example of brick industrial architecture) as well as concentrated small scale residential development in the Riverdale neighborhood. This housing includes some very good examples of Craftsman (7 Riverdale Parkway, 1925), Bungalow (10 Cooper Street, 1920, 6 Riverdale Parkway, 1927, 15 Riverdale Parkway, 1920, 169 Bank Street Extension, c.1935), Colonial Revival/vernacular (8 Cooper St, 1940 cottage, 5 Riverdale Parkway, 1930 house, and 174 Bank Street Extension, 1933) and Foursquare (164 Bank Street Extension, c.1920). On the property of 6 Riverdale Parkway a large detached one and a half story shed appears to be the building

identified by Robert Leavitt (p.566) as the former ticket office of the Riverdale trotting park in his *Lebanon, New Hampshire in Pictures*.

After World War II, infill growth intensified especially after the building of the interstate in the 1960s and with it many examples of postwar suburban houses – many likely popular factory-built housing. The northern portion of Riverdale Parkway and its adjacent network of streets have examples of these homes. There are also more rural examples in the former farming area of Hardy Hill, Jenkins, and Stevens Roads. There is at least one home built in 1966 that uses the sleeker Mid-Century Modern style and may even be architect designed at 71 Jenkins (note: a c.1970 ranch on the property of 60 Hardy Hill Road and 39 Westview, 1974 also use MCM style). The rural hill neighborhoods continued to develop with many new houses and new streets in the 1970s through the 2000s characterized by suburban styles as well as 20th Century Colonial styles.

**Building Locations and Landscape Features**

The Hardy Hill survey area has a fairly dense suburban section as well as a more rural section and is located in the central north region of Lebanon. It is characterized primarily by a variety of residential land uses and building types ranging from older farmsteads and taverns to fairly recent large lot new homes on newly constructed roads. There is a section of more concentrated development that took place in the 1920 – 1970 period and added new streets in the Riverdale neighborhood along Bank Street Extension. There is also one early 20th century manufacturing plant located along the Mascoma River off Bank Street Extension that may have been a factor in the neighboring residential growth.

The Interstate, Mascoma River and the Northern Rail trail are all prominent features at the southern edge of the Survey Area. Early buildings are found throughout the large Survey Area but many, many more mid to late 20th and early 21st century development dominate the landscape. The former agricultural areas still have some sections of open field and lands particularly on the lower portions of Hardy Hill and Jenkins Road but a lot of the former farmland is now wooded. At the northern part of the Hardy Hill neighborhood with several newer roads, the newer homes are often down long driveways and largely invisible to the public way.

While there was an early mill cluster on the Mascoma below Hardy Hill, only one industrial property remains from c. 1924 at 250 Bank Street Extension. The new Packard Hill timber framed covered bridge was built in 1991 in the location of an earlier covered bridge carrying Riverside Drive over the Mascoma. Riverside Drive is a road with some early properties on it as well as newer development that connects Bank Street Extension to the Dartmouth College Highway.

**Historical Background**

The Hardy Hill survey area includes at its southern edge Bank Street Extension, a part of the 4th New Hampshire Turnpike that was established as a main east-west route from the Connecticut River to Salisbury in 1800. The survey area has as its southeast corner the junction between the

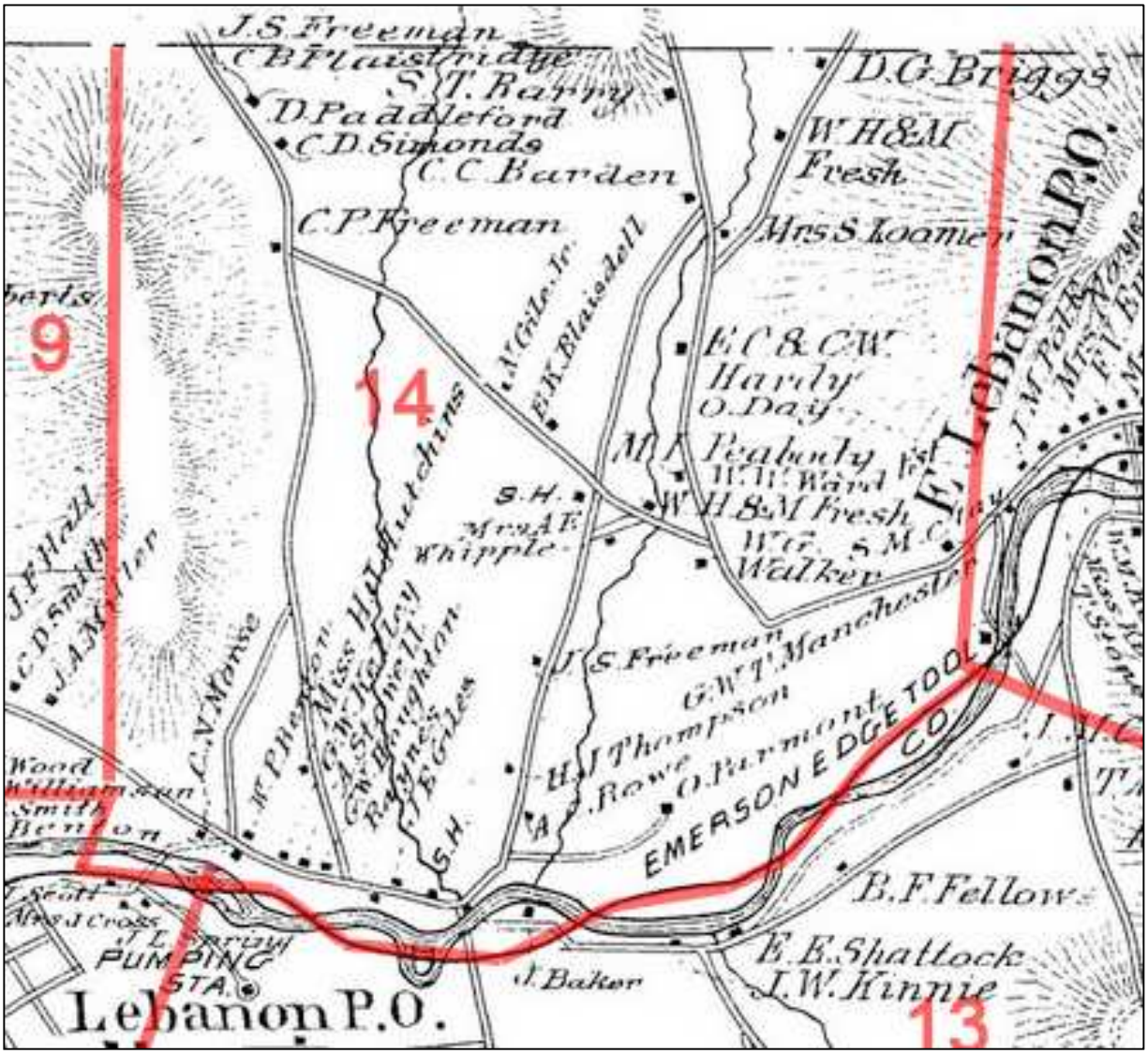
main 4th New Hampshire Turnpike and what was known as its "Hanover Branch" which followed what is now Heater Road and later connected to the Croydon Turnpike continuing the north-south diagonal to Meriden in Plainfield (Route 120/Meriden Road). The 4th New Hampshire Turnpike had two toll houses, one of which was in the Riverdale area and is still extant at 219 Bank Street Extension (LEB 61). The road was later made free in 1840. According to the discussion of taverns in Roger Carroll's *Lebanon: 1761-1994,* "The brick house that sits at the junction of Heater Road and Bank Street Extension (191 Bank Street Extension, LEB 63) was….an inn, built and run in 1823 by Uriah Amsden, and Sumner Clapp kept an inn in the Hardy Hill area on what is now Stevens Road, which was then a main road from East Lebanon to Etna." (p.47) [Note it is possible that the large Federal style center hall house at 9 Eagle Ridge Drive was this tavern but more research is needed.]




**Detail of 1860 map**

Along with West Lebanon, Hardy Hill was one of the parts of Lebanon that experienced early settlement so that by 1780 the area had more residents than the center village. The grist and sawmill of Ichabod Packard on the Mascoma supplied much needed lumber to the homes being built on the hill above. Signal Hill in the northwest section of the survey area was a part of the chain of signal hills and mountains used during the Revolutionary War. Signal fires were lit atop the hills to indicate that the Redcoats were coming. That area was later used for farming and is now a Lebanon Conservation area.

Hardy Hill was named for the 1803 farm of Daniel Hardy (229 Hardy Hill Road) near the Hanover border. According to *Lebanon, New Hampshire: History in a Nutshell 1761-1961,* Hardy expanded his holdings by buying many of his neighbors' hill farms as they moved west and prospered raising mules for southern plantations. (p.9)



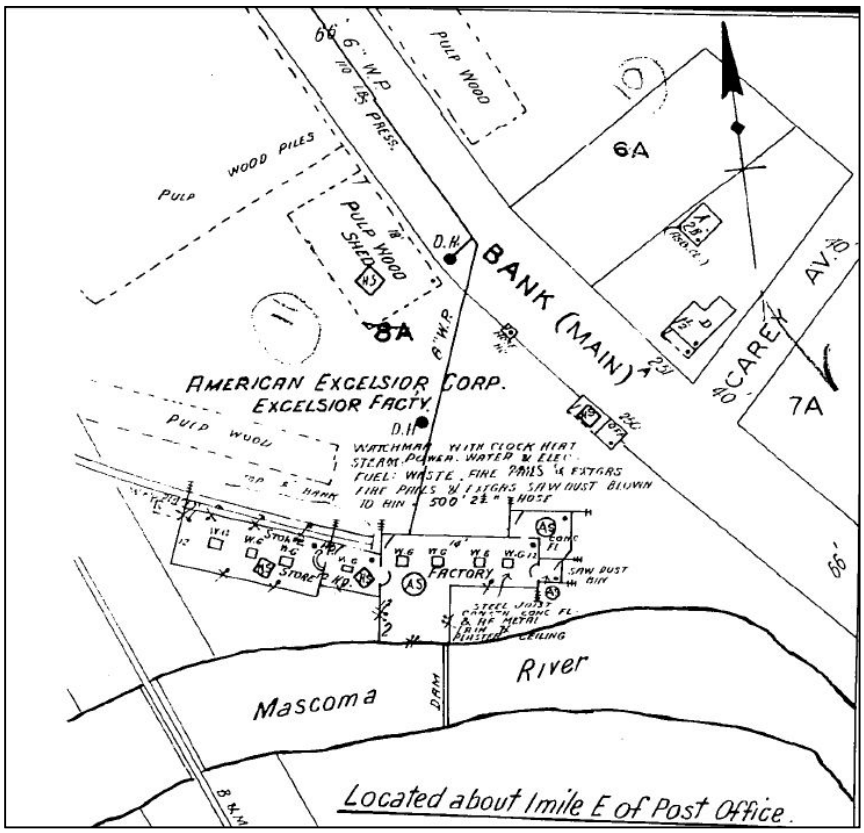

**1892 map detail annotated to show the Hardy Hill Survey Area 14 boundaries**

The 1892 map of Lebanon showed 29 houses and farms and two school houses within Survey Area 14/Hardy Hill. 9 of these are in a cluster on Bank Street Extension, 3 are at the northern end of Stevens Road near the Enfield border, and the rest are distributed along Hardy Hill, Jenkins, Brook, and Sunset Rock Roads which form a neighborhood network at the center of the Hardy Hill Survey area. These roads are in a very similar configuration today with the exception of Stevens Road which no longer connects directly to Bank Street Extension. Most of the farms shown on the 1892 map are hill farms with the exception of the Bank Street Extension cluster

which included an early turnpike tavern and tollhouse and was a logical focus for 19th century growth.

Anchored by several late 18th and early-mid 19th century homes, the area of Bank Street Extension around the Heater Road intersection and heading east and west to the Mascoma River crossings became known as "Riverdale" around 1874. Roger Carroll writes that this name was coined by some of the women who lived there including Mary A. Storrs (179 Bank Street Extension). The cluster included the Baker schoolhouse (no longer extant) near the base of Hardy Hill Road. A half mile trotting park was built in 1897 off the western end of Bank Street Extension with the present Riverdale Parkway as its entrance and operated until about 1918.

The American Excelsior Company, the only industry of any size located in the Riverdale area, opened in c.1915 along the Mascoma River. Wood excelsior was stranded wood fibers manufactured from aspen trees – for use as protective packaging in wood crates and as filling material for bedding and furniture products. The 1949 Sanborn was the first map to include the area of the factory at the farther outskirts of the central village area and showed wood pulp piles on the site and also across Bank Street Extension. The brick building (250 Bank Street Extension) has a date painted on it of 1924 but parts of it might have been earlier. The dam shown on the 1949 map is still extant near this site. The factory buildings were later used by the Kendrick & Davis (then K& D) company in about 1971 when it re-organized and re-located there.




**Detail from Sheet 11 of the Sanborn Map of Lebanon for 1949**

In the 1900-1940 period several new homes were built on the Riverdale Parkway and in the Riverdale section of Bank Street Extension. There was an early filing station and garage as well as a store that have not survived. The Riverdale area remained largely a linear village neighborhood but three short side streets were added between Bank Street Extension and the railroad tracks. A handful of infill homes were built and small lots created on these streets:

Cooper, Excelsior & Fortune starting in 1900 through the 1940s. After World War II, infill construction in this area intensified with a suburban network of new streets added off Riverdale Parkway and off Bank Street Extension directly. The presence down the road of the American Excelsior plant and proximity to the Central Village was likely a factor in this growth. After the construction in the 1960s of the interstate partly on the old trotting park grounds, the area began to reach capacity in developed lots with short cul-de-sac developments right off the main road. This suburban infill in the post-war/post-interstate era filled a growing demand in Lebanon for more and more housing as the interstate opened up commuting possibilities. As the areas closer to town and the interstate filled up, the mid-late 20th century demand for housing impacted the more rural parts of the survey area too.

As the agricultural use of the rural upland areas diminished in the 20th century and the demand for more housing grew in Lebanon especially for increasingly middle and upper middle class families with cars, the development of suburban style homes began to fill in the older hill roads especially on Hardy Hill, Stevens and Jenkins where views made these roads highly desirable. Near the Hanover border and with two roads connecting to Etna and Hanover centers, the area was attractive to people working in Hanover and Dartmouth College seeking a rural setting. In addition to the organic growth of scattered rural residential homes along the two main roads north – Hardy Hill and Stevens, using the ubiquitous style and forms of the mid to later 20th century, development of more upscale homes on the picturesque hills created new roads like Blueberry Hill, Blueberry Meadow, Westview Lane, Eagle Ridge, and Dorset. Winona Circle at the base of Hardy Hill, off Bank Street Extension, is another example of a 1980s cul-de-sac development. This trend of the last quarter of the 20th century continues today.

**Statement of Significance**

This area is very large and diverse and would not constitute a single historic district. The more rural sections around Hardy Hill and Stevens Road have older resources that represent the important agricultural heritage of the area but now are predominantly characterized by the newer housing infill around these properties. The Riverdale section of the Bank Street Extension with the Riverdale Parkway is a significant area of development around the important transportation corridor of the 4th New Hampshire Turnpike/Route 4 & Hanover Extension that developed over 150 years yet has spotty architectural integrity. The western end of Bank Street Extension from and including the first few properties on Riverdale Parkway to the intersection of Heater Road as well as the three short streets (Cooper, Fortune & Excelsior) extending south to the railroad may retain enough integrity and contain a number of good examples of 19th and 20th century architecture to be eligible as a historic district (illustrated by the map below) with a c.1800-1950 period of significance. More research is needed to make a determination and define boundaries. The intense extended development that occurred in the area after World War II with new streets off Riverdale Parkway (such as Cedar, Benton & Barnes) and cul-de-sac streets off Bank Street Extension (such as Colby or Jefferson Place) is significant in representing this period of enormous residential growth in Lebanon and in illustrating the suburban homes and development patterns that were ubiquitous in mid-20th century America. The houses here typically retain their overall characteristic ranch or small cottage massing but most have been altered in details and materials so that they are not likely to be eligible for the National Register. However, with

further research it is possible that the potential Riverdale Historic District boundaries should be expanded to include some of these streets.




**Area of possible Riverdale Historic District**

Within the areas mentioned above – Riverdale and the Hardy Hill/Stevens Road neighborhoods - some older homes appear to retain integrity and may be individually eligible for their architecture, type and historic importance such as the location of an early tavern, toll house or key farm or as a representation more generally of Lebanon's agricultural past.

## Periods(s) of Development

Periods significant to this area include the later 18th through mid-19th century when the establishment of the 4th New Hampshire Turnpike, Hanover Extension influenced the development here and was the period of establishment of the Hardy Hill farming community; the early 20th century when the area experienced growth along Bank Street Extension and brought its one industry (American Excelsior); the post war, mid-20th century when the residential infill here intensified and construction of the interstate changed traffic and development patterns; and the post-agricultural period of the mid-20th through the early 21st centuries when the post-war need for housing in Lebanon caused many new homes to be built within the rural sections of the survey area.

## Statement of Integrity

While the Hardy Hill upland areas in general have lost their agricultural context, the landscape is still fairly rural and open in a number of places where there are individual potentially historic properties with agricultural outbuildings. A few of the 18th and 19th century houses retain good exterior integrity, while most have been altered to some extent over time. The more developed areas along Bank Street extension have spotty integrity but a potential Riverdale historic district may be eligible at the western end (see Statement of Significance above) for the earlier period up to c.1940 but integrity for the development postwar and post-interstate is weaker.

Several older homes listed below including a few surveyed in 1984 appear to retain integrity and may be individually eligible for their architecture, type and historic importance such as the location of an early tavern, toll house or key farm or as a representation more generally of Lebanon's agricultural past. Those with limited integrity are also noted.

- Shaker House, 151 Bank Street (Extension), LEB –58 (c. 1800/moved in c.1914, altered)
- D. Storrs House, 179 Bank Street (Extension), LEB –59 (c. 1840)
- Howard Benton House, 190 Bank Street (Extension), LEB –60 (c.1850, good integrity)
- Ziba Alden House, 191 Bank Street (Extension), LEB –61 (1823, Wayside Inn, good integrity)
- Dr. Percival House, 215 Bank Street Extension, LEB-62, c.1840, altered
- 4th NH Turnpike Toll House, 219 Bank Street (Extension), LEB –63 (c. 1800, altered)
- Zaddock Packard home/tavern, 42 Sunset Rock Road, 1780, good integrity
- 274 Bank Street Extension, c.1780 cape and barn, good integrity
- 53 Hardy Hill Road, c.1791, Sprague House, altered plank Federal style cape
- 91 Hardy Hill Road, c.1790 Dutch Colonial
- 9 Eagle Ridge Dr., c. 1800, Federal Style center hall farm house with barns – good integrity
- 71 Hardy Hill Road, c.1810, Federal Style center hall farm house with newer barn
- 23 Riverside Drive, 1823, Federal style center hall, good integrity
- 1 Dorset Lane, c. 1810/c. 1840, poss. Greek Revival with 20th cent. barn, more information needed to evaluate
- 14 Stevens Road, c. 1800 Alden/Hurlbutt house, cape and farm, altered
- 40 Hardy Hill Road, c. 1850 with barn, altered
- 229 Hardy Hill Road, c. 1803/1850, Daniel Hardy House, altered but home to dominant farmer of the early 19th century
- The following are within a potentially eligible Riverdale Historic District but should also be evaluated for individual eligibility for architecture or history
    - 7 Riverdale Parkway, 1925, Craftsman,
    - 6 Riverdale Parkway, 1927, Bungalow, altered but with interesting history related to trotting park ticket office on site.
    - 15 Riverdale Parkway, 1920, Bungalow
    - 169 Bank Street Extension, c.1935/45, Bungalow
    - 174 Bank Street Extension, 1933, Colonial Revival cottage
- 250 Bank Street Extension, 1915/c.1924 American Excelsior plant and Excelsior dam, somewhat altered
- 71 Jenkins, 1966, Mid-Century Modern ranch

## Applicable NHDHR Historic Context(s)

Mixed agriculture and the family farm 1630-present
Taverns, inns, hotels, motels, motor courts and bed and breakfasts, 1623-present
Suburban/bedroom community growth in New Hampshire, c.1850-present
Wood products mills and shops in New Hampshire

**Bibliography and/or References**

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

Childs, Hamilton. *Gazetteer of Grafton County, N. H. 1709-1886*. Syracuse, N. Y.: Syracuse Journal Company, 1886.

Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.

*Lebanon, New Hampshire History in a Nutshell 1761-1961*, Lebanon Historical Society (1961)

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☒ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: Bank Street Extension view (possible Riverdale HD) Direction: northeast
Date taken: Sept. 2016 File name: Bank St. Ext. view from 151 looking east.jpg Stored: LHPC



Photo 2 description: 5 Riverdale Parkway, c.1930 (possible Riverdale HD)
Direction: north Date taken: Sept. 2016 File name: Riverdale Parkway 5.jpg Stored: LHPC



Photo 3 description: 6 Riverdale Parkway, 1927 (possible Riverdale HD) Direction: southwest Date taken: Sept. 2016 File name: Riverdale Parkway 6(2).jpg Stored: LHPC



Photo 4 description: 6 Riverdale Parkway, shed/old track ticket office (possible Riverdale HD) Direction: northwest Date taken: 2016 File name: Riverdale Parkway 6 (3).jpg Stored: LHPC



Photo 5 description: 7 Riverdale Parkway, 1925 (possible Riverdale HD)
Direction: east Date taken: Sept. 2016 File name: Riverdale Parkway 7.jpg Stored: LHPC



Photo 6 description: 15 Riverdale Parkway, 1920 (possible Riverdale HD) Direction: southeast
Date taken: Sept. 2016 File name: Riverdale Parkway 15.jpg Stored: LHPC



Photo 7 description: 151 Bank Street Extension, Shaker House/LEB 58, c.1800/1912 (possible Riverdale HD) Direction: north Date taken: Sept. 2016 File name: Bank St. Ext. 151.jpg Stored: LHPC




Photo 8 description: 161 Bank Street Extension, 1946 (possible Riverdale HD) Direction: north Date taken: Sept. 2016 File name: Bank St. Ext. 161.jpg Stored: LHPC



Photo 9 description: 164 Bank Street Extension, c.1920 (possible Riverdale HD)
Direction: south Date taken: Sept. 2016 File name: Bank St. Ext 164.jpg Stored: LHPC



Photo 10 description: 169 Bank Street Extension, c.1935/45 (possible Riverdale HD)
Direction: south Date taken: Sept. 2016 File name: Bank St. Ext 169.jpg Stored: LHPC



Photo 11 description: 174 Bank Street Extension, 1933 (possible Riverdale HD)
Direction: south Date taken: Sept. 2016 File name: Bank St. Ext 174.jpg Stored: LHPC



Photo 12 description: 179 Bank Street Extension, D. Storrs Hse./LEB 59, c. 1840 (possible Riverdale HD) Direction: north Date taken: Sept. 2016 File name: Bank St. Ext 179.jpg Stored: LHPC



Photo 13 description: 190 Bank Street Extension, c.1850, H. Benton House/LEB 60 (possible Riverdale HD) Direction: south Date taken: Sept. 2016 File name: Bank St. Ext 190.jpg Stored: LHPC



Photo 14 description: 191 Bank Street Extension, 1823, Z. Allen House/LEB 61, former tavern (possible Riverdale HD)
Direction: north Date taken: Sept. 2016 File name: Bank St. Ext 191.jpg Stored: LHPC



Photo 15 description: 8 Cooper Street, 1940 (possible Riverdale HD)
Direction: east Date taken: Sept. 2016 File name: Cooper 8.jpg Stored: LHPC



Photo 16 description: Riverdale Parkway 1960s-70s development view from earlier section
Direction: northwest Date taken: Sept. 2016 File name: Riverdale Parkway View north from 20s section to post war section.jpg Stored: LHPC



Photo 17 description: 219 Bank Street Extension, c.1800, 4th NH Tpk Toll House/LEB 63 (outside possible Riverdale HD)
Direction: north Date taken: Sept. 2016 File name: Bank St. Ext 219.jpg Stored: LHPC



Photo 18 description: 250 Bank Street Extension, American Excelsior factory, 1924
Direction: north Date taken: Sept. 2016 File name: Bank St. Ext. 250 (14).jpg Stored: LHPC



Photo 19 description: Excelsior Dam from Northern Rail Trail, c. 1920s
Direction: south Date taken: Sept. 2016 File name: Bank St. Ext. 250 (16).jpg Stored: LHPC



Photo 20 description: 250 Bank Street Extension, American Excelsior plant, 1924
Direction: south Date taken: Sept. 2016 File name: Bank St. Ext. 250 (8).jpg Stored: LHPC



Photo 21 description: 5 Benton Street, 1945, (Example of good postwar integrity but with material alterations) Direction: north Date taken: Sept. 2016 File name: Benton 5.jpg Stored: LHPC



Photo 22 description: Bank Street Extension from Riverside Drive Direction: west
Date taken: Sept. 2016 File name: Bank St. Ext. View west from Cvd Bridge.jpg Stored: LHPC



Photo 23 description: Riverside Drive with Northern Rail Trail on left, 15 (1900) & 23 Riverside (1823) on right Direction: west Date taken: Sept. 2016 File name Riverside view showing 23 and old RR line.jpg Stored: LHPC



Photo 24 description: 71 Hardy Hill Road, c. 1810 with barns
Direction: north Date taken: Sept. 2016 File name: Hardy Hill 71 (6).jpg Stored: LHPC



Photo 25 description: 71 Hardy Hill Rod, barn, c.1900
Direction: south Date taken: Sept. 2016 File name: Hardy Hill 71 (4).jpg Stored: LHPC



Photo 26 description: 60 Hardy Hill Road, c. 1890
Direction: east Date taken: Sept. 2016 File name: Hardy Hill 60 (2).jpg Stored: LHPC



Photo 27 description: 53 Hardy Hill Road, c.1791 (Sprague plank house)
Direction: west Date taken: Sept. 2016 File name: Hardy Hill 53.jpg Stored: LHPC



Photo 28 description: 40 Hardy Hill Road, barn, c.1900-1920
Direction: east Date taken: Sept. 2016 File name: Hardy Hill 40 (2).jpg Stored: LHPC



Photo 29 description: 54 Hardy Hill Road, 1954 (example of typical altered mid-century infill)
Direction: east Date taken: Sept. 2016 File name: Hardy Hill 54.jpg Stored: LHPC



Photo 30 description: 91 Hardy Hill Road, c.1790, Dutch Colonial
Direction: west Date taken: Sept. 2016 File name: Hardy Hill 91.jpg Stored: LHPC



Photo 31 description: 229 Hardy Hill Road, Daniel Hardy House, c1850
Direction: west Date taken: Sept. 2016 File name: Hardy Hill 229.jpg Stored: LHPC




Photo 32 description: Whipple Road from Hardy Hill Road, 2009 (typical of 21st century upscale development and open land on lower Hardy Hill) Direction: southeast Date taken: Sept. 2016
File name: Whipple Road View from Hardy Hill.jpg Stored: LHPC



Photo 33 description: 71 Jenkins Road, 1966
Direction: west Date taken: Sept. 2016 File name: Jenkins 71 (2).jpg Stored: LHPC




Photo 34 description: 7 Jenkins Road, 1855 or earlier
Direction: north Date taken: Sept. 2016 File name: Jenkins 7.jpg Stored: LHPC




Photo 35 description: 1 Dorset Lane, barn, 20th century
Direction: east Date taken: Sept. 2016 File name: Dorset 1 (3).jpg Stored: LHPC




Photo 36 description: 39 Westview Lane, 1974 (example of Mid-Century Modern design)
Direction: west Date taken: Sept. 2016 File name: Westview Lane 39.jpg Stored: LHPC



Photo 37 description: 14 Stevens Road, c.1800
Direction: east Date taken: Sept. 2016 File name: Stevens Rd 14.jpg Stored: LHPC



Photo 38 description: 14 Stevens Road, barn, 19th century
Direction: east Date taken: Sept. 2016 File name: Stevens Rd 14 (4).jpg Stored: LHPC



Photo 39 description: 9 Eagle Ridge Drive (at Stevens Rd.), c. 1800/1860
Direction: north Date taken: Sept. 2016 File name: Eagle Ridge 9.jpg Stored: LHPC



Photo 40 description: 9 Eagle Ridge Drive, barns, 19th century
Direction: south Date taken: Sept. 2016 File name: Eagle Ridge 9 (6).jpg Stored: LHPC



Photo 41 description: 15 Sunset Rock Road, c1900
Direction: northwest Date taken: Sept. 2016 File name: Sunset Rock Rd 15.jpg Stored: LHPC



Photo 42 description: 42 Sunset Rock Road, c. 1780 (early tavern)
Direction: west Date taken: Sept. 2016 File name: Sunset Rock Rd 42.jpg Stored: LHPC



Photo 43 description: 151 Sunset Rock Road, c. 1850
Direction: north Date taken: Sept. 2016 File name: Sunset Rock Rd 151.jpg Stored: LHPC



Photo 44 description: 151 Sunset Rock Road, barn, 19th century
Direction: north Date taken: Sept. 2016 File name: Sunset Rock 151 (3).jpg Stored: LHPC



Photo 45 description: 23 Farr Road, 1954
Direction: north Date taken: Sept. 2016 File name: Farr Rd 23.jpg Stored: LHPC



Photo 46 description: 52 Farr Road, 1955
Direction: south Date taken: Sept. 2016 File name: Farr Rd 52.jpg Stored: LHPC

# Name of Survey Area #15: "East Lebanon"

**Location:** All or parts of the following streets:

Braley Drive, Bocash Drive, Daniels Drive, Dartmouth College Highway/Route 4, Hewitt Drive, Hillside Drive, Ice House Road, Manchester Drive, Monica Road, NH Route 4A, Mill Road, Payne Road, Rudsboro Road, Sunset Rock Road)

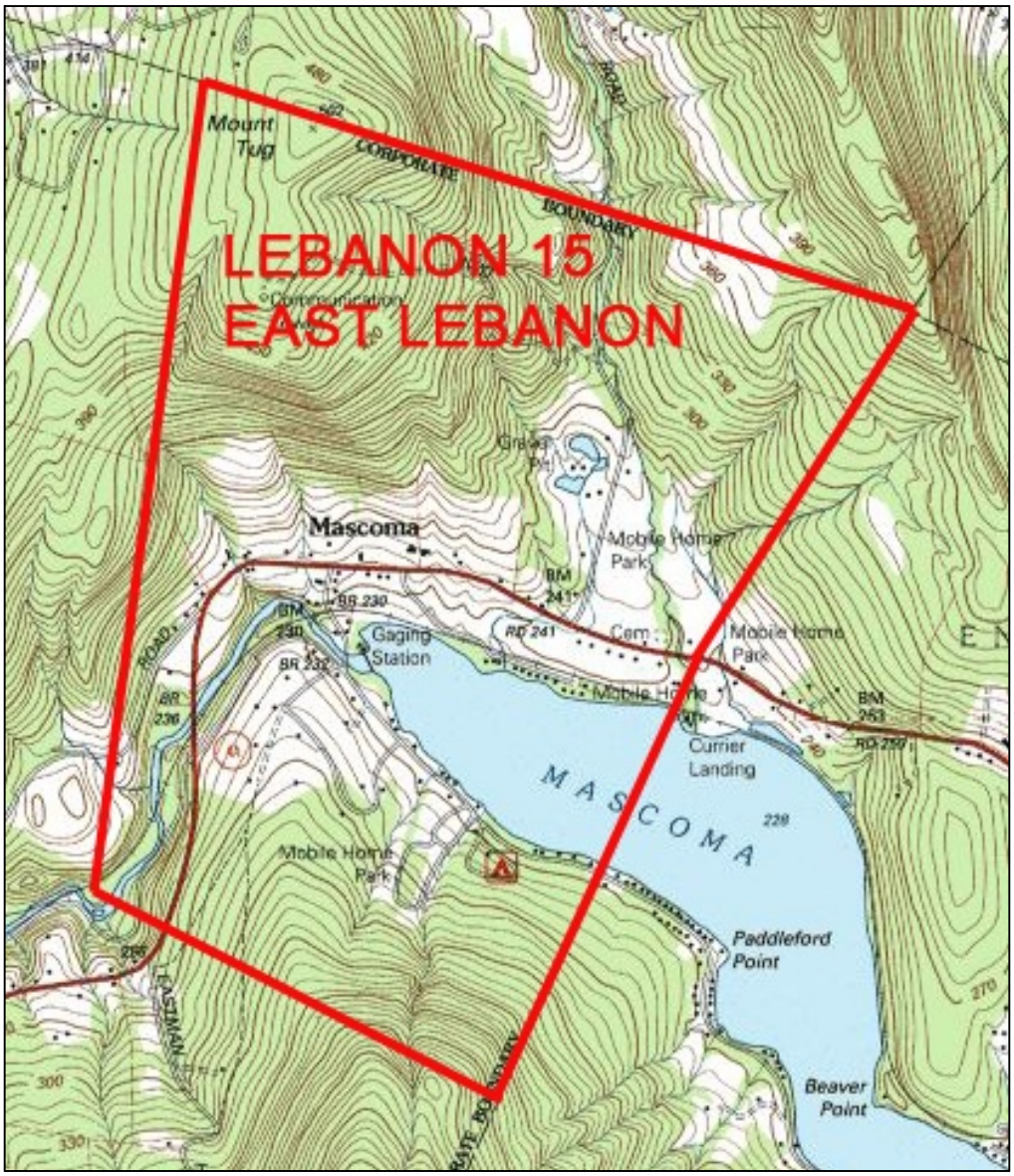
**City or town:** Lebanon

**County:** Grafton

**USGS quadrangle name(s):**Hanover, NH

**USGS scale:** 1:24,000

**Location Map**




**Partial USGS map: Enfield Center, NH with Survey Area outlined**

**Previous inventory numbers in this area:**

**Northern Railroad Historic District/Area Form**, multi-municipality, linear corridor: Determined an eligible historic district by NHDHR on December 1, 1999; Updated survey form done in 2013, Included in this Survey Area are about 10 remaining railroad features that were extant and considered contributing in 2013 and include several bridges

E. Emerson (1892), 22 Payne Road, SE Corner Payne Road & Dartmouth College Highway/Route 4, **LEB 351**, c.1925/1930

Wood House, 541 Dartmouth College Highway, **LEB 375**, c. 1855

Greeley House, "Route 4 –Spaulding", **LEB 376**, early 1800s, not located

Bagley/Hardy O. Day (1892), 511 Dartmouth College Highway, **LEB-377**, c.1830/1870

Post House, 515 Dartmouth College Highway, **LEB 378**, c.1810

Sartwell House, 520 Dartmouth College Highway, **LEB-379**, c.1790s (demolished)

Noyes House (1892), 523 Dartmouth College Highway, **LEB 380**, c.1800/1850

C. B. Plastridge (1892), 571 Dartmouth College Highway, **LEB-381**, 1843/c.1885

J. P. Barber (1892), barn – 1st West of Enfield on Route 4/Dartmouth College Highway, **LEB 382**, appears to be site of LeBrun Mobile Home Park at 695 Dartmouth College Hwy., large barn is gone though a few older smaller barns appear extant but survey form reported no related outbuildings

Lebanon Bridge 192/128, Payne Road over Mascoma, **LEB0019**, 1938 (Determined not eligible by NHDHR, 12/24/2013)

**Present Use(s):** Rural and Suburban residential, religion

**Original Use(s):** residential, farming, industry, hospitality, transportation, religion, education

**Setting:** The East Lebanon Survey Area is a rural region of central east Lebanon surrounding the Dartmouth College Highway/Route 4 that borders Enfield and contains the western half of Mascoma Lake. It has gently rolling hills around the lake that are fairly open and former agricultural properties along Dartmouth College Highway. There is a cluster of houses at the lake outlet in the vicinity of a historic town center as well as suburban clusters on roads off Route 4a, several large modern mobile home parks, and an RV campground.

**Acreage:** approx. 1126 acres

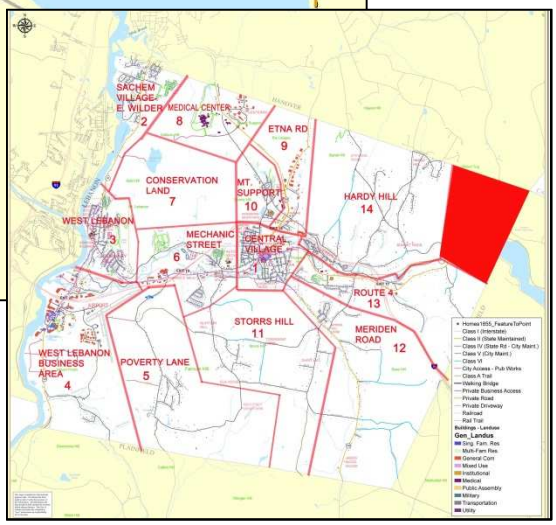
**Prepared by**: Lyssa Papazian & Scott Newman

**For:** City of Lebanon: Lebanon Heritage Commission

**Date(s) of field survey:** June & October 2016

**Sketch map(s)**




Left is a map of East Lebanon Survey Area 15

Below: overview of East Lebanon Survey Area 15 shaded in red in map of Lebanon

**SURVEY AREA #: LEBANON 15** **AREA NAME: "EAST LEBANON"**

**SUMMARY**

## Architectural Description

### Principal Architectural Styles & Periods of Construction

1800 -1820 – Federal, vernacular
1820 - 1860s - Greek Revival
1900 -1950 – Vernacular cottages, commercial
1950 - 1970s - Mid Century and later suburban cottage and ranch homes as well as mobile homes in parks
1970s - 2010s - Single family homes on large rural lots – 20th century Colonial

### Architectural Composition of the Area

The East Lebanon Survey Area is largely now rural and suburban and had an early village center with industry, rural commerce, and a railroad station but aside from the reconstructed dam on the Mascoma, there appears few if any remaining resources associated with this period of early industry. The Northern Railroad Historic District Area form, determined eligible by NHDHR in 1999 and updated in 2013, has identified a few remaining contributing railroad resources through this area along what is now the Northern Rail Trail including a 1946/2004 Overhead Frame Trestle over Payne Road, two 1912 Thru Plate Girder Bridges over the Mascoma River, two Deck Plate Girder bridges (1912 & 1929) over the Mascoma River, and some markers and culverts.

There is one saltbox cape at 516 Dartmouth College Highway identified as 1778 by the assessors that has been altered somewhat and is accompanied by a late 19th century stable barn. There are a number of farms and houses from the 19th century in this Survey Area but all have been altered in small or large ways. There is a particularly fine Federal style I-house at 515 Dartmouth College Highway (LEB 378, c.1810 Post House) which the 1984 survey form called "one of the best examples of the Federal style in Lebanon displaying an elaborate triglyphs cornice, without comparison in the area," despite the fact that it had vinyl siding covering some of its trim. Today, it appears the clapboards may have been re-exposed. There are a few 19th century capes that are simple or have Greek Revival massing and details and have been altered with additions or dormers including one of brick at 589 Dartmouth College Highway (1858). There is an altered large three story building, c.1840 (20 Payne Road) on the north end of Payne road that has the massing of an early tavern and may have been one of the village inns. There are two 1860 homes on Payne Road that retain their massing and some details. One (18 Payne Rd.) is a two story center hall, late Federal/Greek Revival with a shallow hipped roof and the other (16 Payne Rd.) is an unusual Gothic Revival 1 ½ story plus attic that has a very steep roof with a three story gable end and an entrance on the one story eave side.

Several older farms along Dartmouth College Highway have intact collections of 19th and 20th century barns. The Post House (515 Dartmouth College Highway) mentioned above has a large 19th century English style barn attached to its ell. It is across the road from a 19th -20th century eave fronted stable barn at 516 Dartmouth College Highway. The 1855 Wood House at 541 Dartmouth College Highway also has a two-story barn attached to the rear of the ell. The largest farm on the road at 571 Dartmouth College Highway has a nice example of an 1843 Greek Revival farmhouse with a two-story shop/second residence building and a large 19th century

gable roofed dairy barn. The barn has a high drive mow, a gable wall dormer and a large bracketed, hipped roof ventilator. One small store property (Mascoma Village Store at 558 Dartmouth College Highway) is dated 1900 by the assessors and retains some original features like massing, siding, a low parapet and former large bay openings now infilled. It has been altered with a shed roof overhang attached to the front façade but still appears like an early shop or garage building.

In the mid to later 20th century a lot more houses were built here on both sides of the lake – on Ice House, Route 4A and Monica roads. There are a few lakeshore summer properties on Route 4a from the 1940s and 1950s that have been altered and include a 1950 motel (125 Route 4a) and a 1955 restaurant (83 Route 4a). Three mobile home parks were established in 1960, 1965, and 1971. A c. 1965 campground off Route 4a has an unusual permanent building that includes a kind of rounded A-Frame as a component.

**Building Locations and Landscape Features**

The East Lebanon Survey Area is fairly small and compact focusing on the former village of East Lebanon and the west end of Mascoma Lake. There remains a cluster of older houses on Payne Road near the lake outlet and dam. The vicinity of the lake has fairly open land and there are vistas from either side.

Dartmouth College Highway is the main route through this area. There are large farm properties spread out along Dartmouth College Highway and on the eastern end scattered smaller homes mostly from the 1970s, a 1976 fire station, a large 1986 church (Church of Jesus Christ of Latter Day Saints) and a country store/gas station in a c.1900 small shop building. The small, fenced lot of the Mascoma Cemetery, started in 1807[31], is set back from the road near the church property on the north side of Dartmouth College Highway. Near the border with Enfield, Rudsboro Road heads north with a few houses and a mobile home park Several remaining 19th century properties are located along Dartmouth College Highway in addition to the farms. Payne Road at the west end of the lake connects Route 4/Dartmouth College Highway to Route 4A.

Small 20th century homes fill in roads on either side of the lake shore including Ice House Road with homes from the 1960s and 1970s replacing the former Mascoma train station and related railroad infrastructure and Route 4A which has a number of summer lake cottages as well as year-round homes. There is a large mobile home park (Olympic) as well as a large camper park (Goyttte's) on the south shore of the lake and two mobile home parks on the north shore, one off Rudsboro Road (LeBrun's with multiple internal streets) and a smaller one at 695 Dartmouth College Highway (Currier's) on the Enfield border.. Also on the southern shore is a 1970s cul-de-sac housing development on Hillside Drive and a 1990s subdivision on Manchester Drive.

The former railroad – now the Northern Rail Trail – extends through the area as well and is adjacent to a city-owned conservation site at the western edge of the Survey Area. The Mill Site the remains and ruins of the last operating mills in East Lebanon. There were resources along the

[31] Carroll, Roger, *Lebanon 1761-199,* (Lebanon Historical Society, 1994), p.9

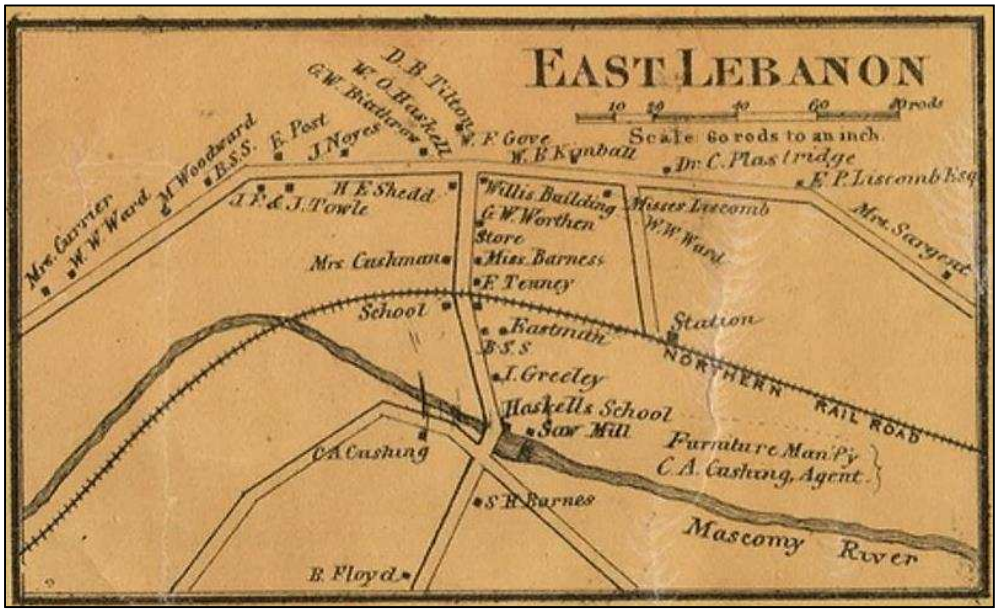
Northern Railroad line within Survey Area 15 that were identified in 2013 as contributing to the Northern Railroad Historic District (Determined eligible in 1999) including several bridges.

## Historical Background

The Dartmouth College Highway/Route 4 in the Survey area is a portion of the east-west 4th New Hampshire Turnpike established in 1800 that connected the Connecticut River to Concord. As a main trade and travel route, there were inns and taverns along the route. An early one was located near the junction of Route 4 and Payne Road (a large building there may be the former inn – 20 Payne Road). Others existed in the village but have all been demolished. The Northern railroad following the Mascoma River and 4th NH Turnpike in 1848 and served East Lebanon. The station there was later re-named "Mascoma" to avoid dangerous confusion with the Lebanon station. After the railroad ceased operations in the 1960s, the station and any railroad buildings were removed.

A dam was built on the Mascoma Lake outlet and a sawmill and gristmill were built there in 1778 by Elisha Payne. The village of East Lebanon soon grew up around those as a thriving early center of business. His c. 1780 house was on Route 4 opposite Payne Road but was destroyed by fire.

By 1831 it had a post office (renamed "Mascoma" in 1910 like the rail station, and discontinued in 1955) and had been nicknamed "the City." According to *Lebanon New Hampshire: History in a Nutshell 1761-1961* (Lebanon Historical Society, 196, p13), the first carding and cloth finishing mill in New England was built in East Lebanon by Scots James Ralston and Thomas Rea in the 1790s. In 1836 the legislature incorporated the Mascomy Manufacturing Company, for the "manufacturing of cotton and woolen goods, or cotton yarns" and this joined the other mills in East Lebanon.




**The 1860 East Lebanon village map showing a saw mill and furniture manufacturer, two black smiths, a store, railroad station and school in the post-fire center. In addition there were inns on Route 4. None of these remains today with the possible exception of 20 Payne Road which might have been used as an Inn.**

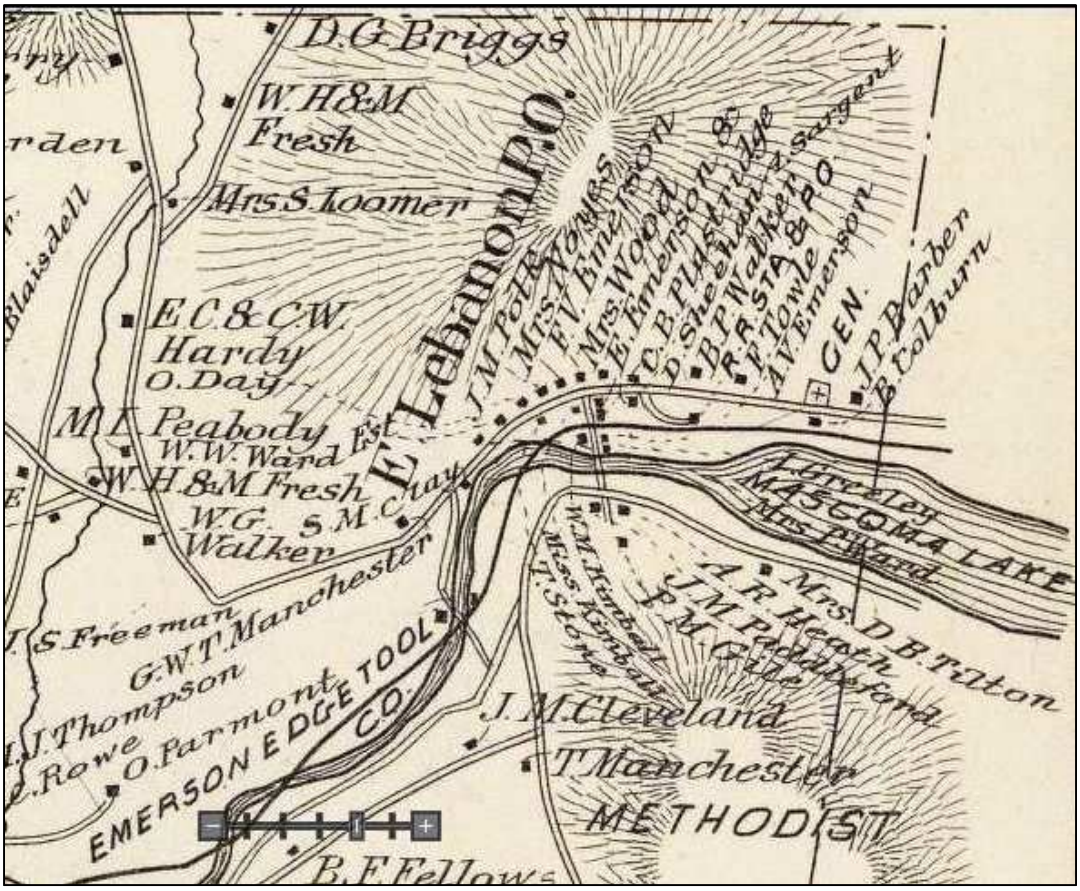
However, all the woolen, cotton, lumber and grist mills were destroyed in a catastrophic fire in 1840. Most of them at the time were owned by James Willis under the company East Lebanon Manufacturing Company. The fire had started in one of the mills and destroyed them all plus a large warehouse. Willis, who had no insurance, did not rebuild and sold his water rights to the Mascoma Improvement Company. The village never regained its prominence after that as business and industry had started to gravitate to the center village by then.
In 1853, William Haskell purchased some of the former mills including a sawmill and started the Wm. O. Haskel & Son school furniture business that flourished until it closed in 1877. West of the village on the Mascoma and railroad line, another mill was built in the late 1860s to manufacture slate "flour" from a nearby vein of slate. The Lebanon Slate mill was the first of three mills to occupy the site now owned by the city as the Mill Parcel conservation site.



**This early view of the East Lebanon village shows the shores of the lake surrounded by farmland. A few of these buildings still remain today;**

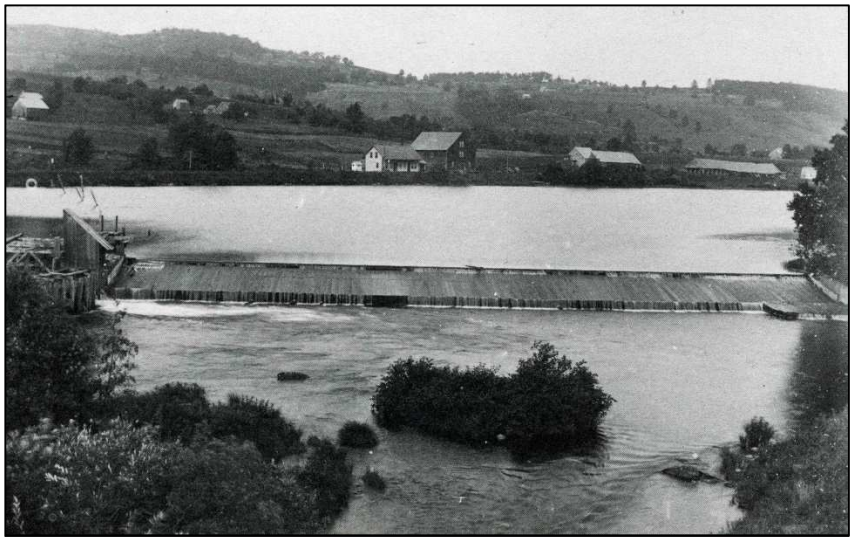
It operated from about 1868 until about 1875 when the vein of better quality slate played out. In 1880, Albro Emerson bought the mill and moved his Edge Tool manufacturing business there. Emerson Edge Tool made scythes, axes and other tools until it was sold in 1908. The next buyer of the mill established the Hambleton Bobbin Co. there and though the mill burned down the following year, rebuilt and made bobbins in the new factory until about 1918. In 1919 Hambleton moved the operation to Mahan Flat off Spencer Street in the Center Village. The East Lebanon site was idle after that and the buildings eventually fell down or were demolished though foundations of dam and buildings remain. The 5.3 acre conservation site is adjacent to and a feature on the recreational Northern Rail Trail.

After the industry left the village of East Lebanon and in the early 20th century the picturesque lake became an attraction for summer recreation. Small camps and cottages were built and a few remain on the gently inclined shores of the lake – particularly on the south side giving fine views. It became common for Lebanon residents to have a summer cabin on the lake. Route 4A began to be developed this way and when the automobile replaced the railroad as the main means of transportation, little motor cottages and gas stations were built here in the 1930s. Most are gone now but a few cottages and business properties remain and have been joined by newer cottages and permanent homes. Mobile home parks were established on both sides of the lake in 1960 (Olympic), 1965 (Curriers) and the largest, LeBruns, in 1971 and a large RV camp (Goyette's) developed in about 1965 on the south shore provides easy summer recreation access.




**Detail of the 1892 map showing the Emerson Edge Tool site and the village of East Lebanon**

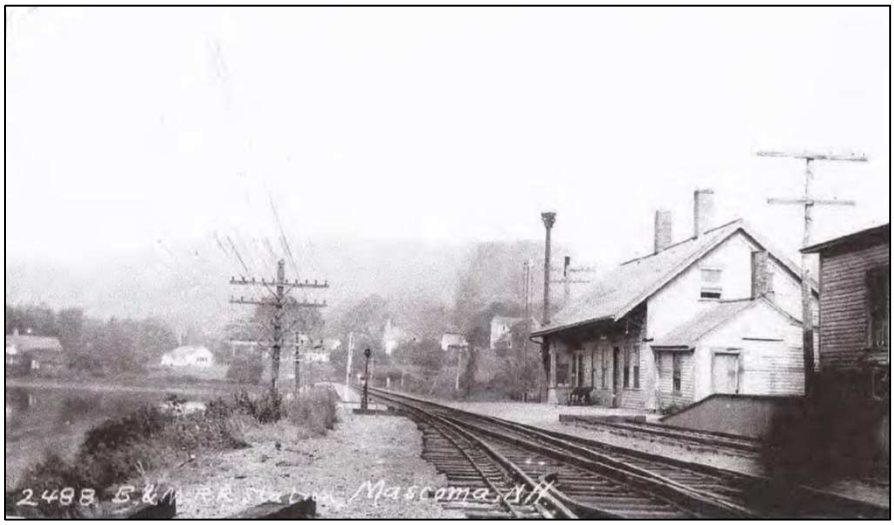
The dam at the outlet of the lake has been maintained and appears to be have been rebuilt in the 20th century. The once covered bridges over the Mascoma and railroad have also been replaced on Payne Road.



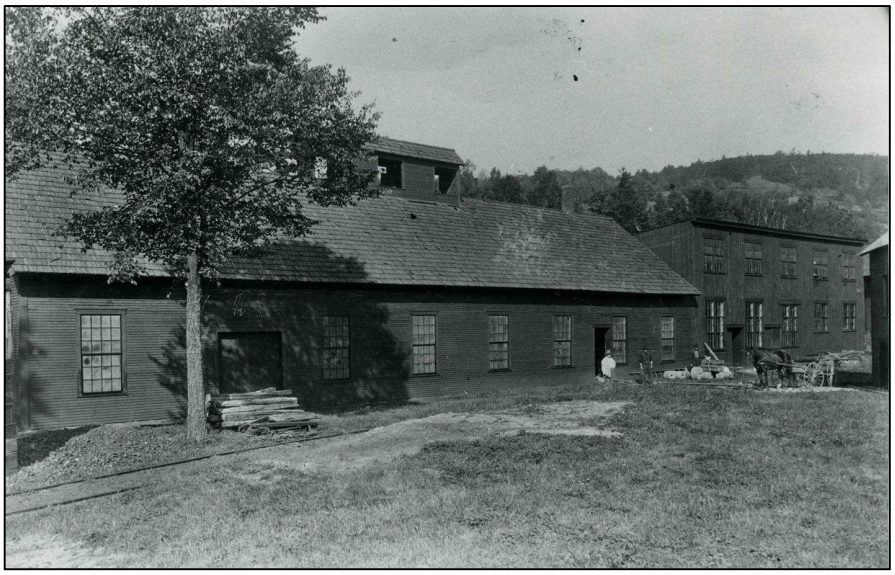
**The dam in 1888, looking northeast. The railroad station can be seen on the far shore in the center**



**Historic view looking southeast of Mascoma Station & structures along railroad (now Ice House Road) with barns and house of 571 Dartmouth College Highway in foreground, no date** *(from Northern Railroad survey*)




**Historic view looking west on tracks of Mascoma Station, no date** *(from Northern Railroad survey*)



**Historic view of Emerson Edge Tool buildings along railroad siding, no date. (now ruins on the Lebanon Mill Parcel)** *(from "The Mills of East Lebanon – with Special Emphasis on Lebanon's Mill" Parcel, PowerPoint presentation by Robert Welsch, 2009)*

## Statement of Significance

The East Lebanon village area is significant for its role in early settlement, industry, and transportation history of Lebanon but very few resources remain from this period. The farms remaining are significant as part of the Lebanon's rich agricultural history. The survey area would not constitute a single historic district though with more research, it may contain a smaller area with sufficient integrity to be eligible as a rural/agricultural district along Dartmouth College Highway. The early history of the area is still represented by several older houses and farms though none of the industrial history of the area is evident in the former village. A few houses may be significant architecturally. The archaeological potential of the Mill site should be further explored. The area has significance for its early to mid-20th century recreational residential development along the lake, particularly on Route 4a but there are few if any unaltered resources from this period. Later mid-20th century housing development is an important theme here as well especially with the notable concentration of mobile home parks – all developed around 1960. However, as an architectural type there is not likely to be sufficient unique significance or integrity remaining.

## Periods(s) of Development

Periods significant to this area include the 1780 through mid-19th century when early taverns and farms clustered along the 4th New Hampshire Turnpike and the early village and industrial center of East Lebanon thrived; the later 19th and early 20th century when the Slate/Edge Tool/ Bobbin mill site flourished; the early to mid-20th century when recreational development occurred around Mascoma Lake; and the post-agricultural period of the mid-20th through the early 21st centuries when the post-war need for housing in Lebanon caused many new homes to be built within the survey.

**Statement of Integrity**

The area in general has lost much of its earlier village, industrial and railroad context but may have sufficient integrity in residential and farm architecture. The area buildings in general exhibit a great deal of alteration with siding, windows and in some cases massing changes. While the still somewhat open landscape and intact massing of a few houses on Payne Road may still convey some of the village history there doesn't appear to be enough integrity for a district. However, while a number of farms along Dartmouth College Highway have mixed integrity, as a group in a still open agricultural landscape and with many barns and agricultural accessory buildings intact, they may have sufficient integrity to be eligible as a rural historic district. There does not appear to be enough integrity along Route 4a for an eligible historic district associated with early 20th century lake recreation but it is possible that a few individual properties may have integrity. The mid-20th century housing also has mixed integrity but a there may be a few intact examples.

A list of properties mentioned with integrity notes follows:

- **Northern Railroad Historic District/Area Form**, multi-municipality, linear corridor: Determined an eligible historic district by NHDHR on December 1, 1999; Updated survey form done in 2013, Included in this Survey Area are about 10 remaining railroad features that were extant and considered contributing in 2013 and include several bridges
- Wood House, 541 Dartmouth College Highway, **LEB 375**, c. 1855, partial integrity
- Post House, 515 Dartmouth College Highway, **LEB 378**, c.1810, good integrity
- 516 Dartmouth College Highway, 1778, somewhat altered with barn
- Bagley/Hardy O. Day House, 511 Dartmouth College Highway, **LEB-377**, c.1830/1870, some alterations
- Noyes House, 523 Dartmouth College Highway, **LEB 380**, c.1800/1850, somewhat altered
- 558 Dartmouth College Highway, c. 1900/later 20th century, needs more research
- C. B. Plastridge House, 571 Dartmouth College Highway, **LEB-381**, 1843/c.1885, good integrity
- 599 Dartmouth College Highway, c.1850, ok integrity/some alterations
- E. Emerson House, 22 Payne Road, SE Corner Payne Road & Dartmouth College Highway/Route 4, **LEB 351**, c.1925/1930, altered
- Lebanon Bridge 192/128, Payne Road over Mascoma, **LEB0019**, 1938 (Determined not eligible by NHDHR, 12/24/2013)
- 20 Payne Road, c.1840, possible early inn or tavern but altered
- 18 Payne Road, 1860, partial integrity
- 16 Payne Road, 1860, partial integrity
- 17 Payne Road, 1935, partial integrity
- Mill Site – Emerson Edge Tool ruins, 1868-1919, archaeological potential

**Applicable NHDHR Historic Context(s)**

Mixed agriculture and the family farm 1630-present
Suburban/bedroom community growth in New Hampshire, c.1850-present

Summer and vacation home tourism, 1880-present
Commerce, industry and trade in New Hampshire village and town centers, 1630-present.

**Bibliography and/or References**

Carroll, Roger. *Lebanon 1761 – 1994*. W. Kennebunk, Me.: Phoenix Publishing for the Lebanon Historical Society, 1994.

Childs, Hamilton. *Gazetteer of Grafton County, N. H. 1709-1886*. Syracuse, N. Y.: Syracuse Journal Company, 1886.

Leavitt, Robert Hayes. *Lebanon, New Hampshire In Pictures, Vols. 1 &2*. Lebanon, NH: Lebanon Historical Society, 1997.

*Lebanon, New Hampshire History in a Nutshell 1761-1961,* Lebanon Historical Society (1961)

Mausolf, Lisa *Historic Resource Survey of Lebanon*, 1984

Welsch, Robert. *The Mills of East Lebanon – with Special Emphasis on Lebanon's Mill Parcel*. PowerPoint presentation at AVA Gallery, Lebanon, N.H. February 16, 2009.

Maps:

- Eaton, W.C. *Map of the Town of Lebanon, Grafton County, NH*. Philadelphia: E.M. Woodford, 1855
- Hurd, D.H. *Town of Lebanon, Grafton Co*. Boston: D.H. Hurd & Co., 1892.
- Sanborn Fire Insurance Maps. "Lebanon, NH". New York: Sanborn, 1884, 1889, 1894, 1904, 1912, 1924, & 1924 corrected to 1949.
- *USGS Maps: Hanover and North Hartland Quadrangles for years: 1906 & 1908 (Dartmouth Libraries)*
- Walling. *Topographical Map of Grafton County*. New York: H.F. Walling, 1860.

**Surveyor's Evaluation**

| NR listed within AREA: | | NR eligible within AREA: | | NR Criteria: | |
|---|---|---|---|---|---|
| district | ☐ | individuals | ☒ | A | ☒ |
| individuals | ☐ | district | ☒ | B | ☐ |
| | | not eligible | ☐ | C | ☒ |
| | | | | D | ☐ |
| | | | | E | ☐ |

| Integrity: | | | | |
|---|---|---|---|---|
| | yes | ☐ | Partial Integrity | ☒ |
| | no | ☐ | more info needed | ☒ |



Photo 1 description: Dartmouth College Hwy with 558 (store) on left & 541 (Wood Hse) on right
Direction: west Date taken: Oct. 2016 File name: DCH view from 571.jpg Stored: LHPC



Photo 2 description: Dartmouth College Hwy with 599 in distance
Direction: east Date taken: Oct. 2016 File name: DCH view from 589.jpg Stored: LHPC



Photo 3 description: Dartmouth College Hwy with 516 on left & 515 (LEB 378) on right
Direction: west Date taken: Oct. 2016 File name: DCH view showing 515 & 516.jpg Stored: LHPC



Photo 4 description: 511 Dartmouth College Hwy, 1830/1870
Direction: south Date taken: Oct. 2016 File name: DCH 511.jpg Stored: LHPC



Photo 5 description: 515 Dartmouth College Hwy, c.1810
Direction: north Date taken: Oct. 2016 File name: DCH 515.jpg Stored: LHPC



Photo 6 description: 523 Dartmouth College Hwy, c.1800/1850
Direction: north Date taken: Oct. 2016 File name: DCH 523.jpg Stored: LHPC



Photo 7 description: 529 Dartmouth College Hwy, 1960 (typical of mid-century infill)
Direction: north Date taken: Oct. 2016 File name: DCH 529.jpg Stored: LHPC



Photo 8 description: 541 Dartmouth College Hwy, c. 1855 (LEB 375)
Direction: north Date taken: Oct. 2016 File name: DCH 541.jpg Stored: LHPC



Photo 9 description: 571 Dartmouth College Hwy, 1843/c.1885 (LEB 381)
Direction: north Date taken: Oct. 2016 File name: DCH 571(5).jpg Stored: LHPC



Photo 10 description: 571 Dartmouth College Hwy, 1843/c.1885 (LEB 381)
Direction: north Date taken: Oct. 2016 File name: DCH 571.jpg Stored: LHPC




Photo 11 description: 558 Dartmouth College Hwy, 1900/later 20th c.
Direction: south Date taken: Oct. 2016 File name: DCH 558.jpg Stored: LHPC



Photo 12 description: 660 Dartmouth College Hwy, 1968 (typical of 1960s 1970s ranch)
Direction: south Date taken: Oct. 2016 File name: DCH 660.jpg Stored: LHPC



Photo 13 description: 667 Dartmouth College Hwy, (Church of Latter Day Saints) 1986
Direction: north Date taken: Oct. 2016 File name: DCH 667.jpg Stored: LHPC




Photo 14 description: Mascoma Cemetery, 1807 off Dartmouth College Hwy Direction: north
Date taken: Oct. 2016 File name: DCH Mascoma Cemetery.jpg Stored: LHPC



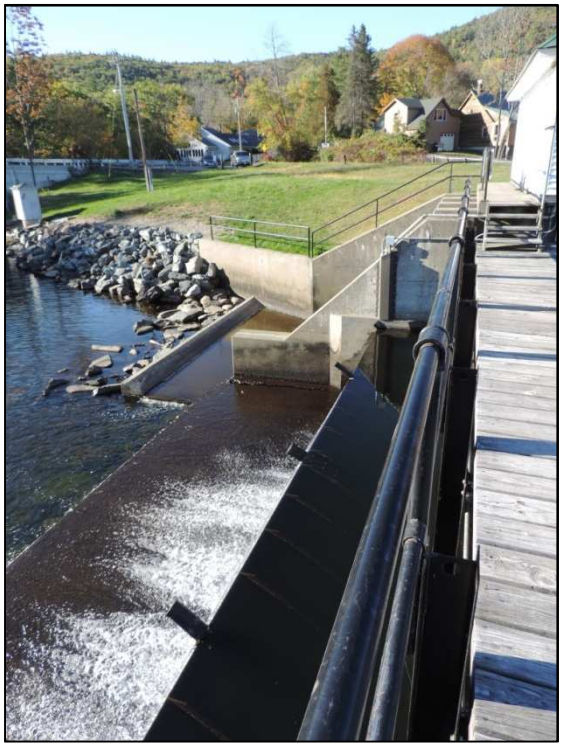
Photo 15 description: Payne Road with 20 Payne Road, c.1840, on left and its barn on right
Direction: south Date taken: Oct. 2016 File name: Payne view from DCH.jpg Stored: LHPC



Photo 16 description: 16 Payne Road, 1860
Direction: east Date taken: Oct. 2016 File name: Payne 16.jpg Stored: LHPC



Photo 17 description: 18 Payne Road, 1860
Direction: east Date taken: Oct. 2016 File name: Payne 18.jpg Stored: LHPC





Right: Photo 18b description: Mascoma Lake Dam, control shed, 20th cent.
Direction: north Date taken: Oct. 2016 File name: Mascoma dam.jpg Stored: LHPC

Left: Photo 18a description: Mascoma Lake Dam, 18th c./late 20th c.
Direction: south Date taken: Oct. 2016 File name: Mascoma dam (4).jpg Stored: LHPC



Photo 19 description: Route 4a with 83 Route 4a (1955) on right
Direction: west Date taken: Oct. 2016 File name: Rt 4A view.jpg Stored: LHPC



Photo 20 description: 78 Route 4a, 1860
Direction: southwest Date taken: Oct. 2016 File name: Rt 4A 78.jpg Stored: LHPC



Photo 21 description: 73 Route 4a, 1987 (typical of lakeshore development)
Direction: north Date taken: Oct. 2016 File name: Rt 4A 73.jpg Stored: LHPC



Photo 22 description: 61 Route 4a, 1960 (typical of mid-century cottage)
Direction: north Date taken: Oct. 2016 File name: Rt 4A 61.jpg Stored: LHPC



Photo 23 description: Mascoma Lake with Ice House Road (typical of late 20th c. lakeshore development) Direction: north Date taken: Oct. 2016 File name: Ice House Rd view from Rt 4A.jpg Stored: LHPC



Photo 24 description: 60 (1970) & 56 (1960) Ice House Road
Direction: west Date taken: Oct. 2016 File name: Icehouse view (3).jpg Stored: LHPC



Photo 25 description: 80 (1960), 76 (1970) & 72 (1948) Ice House Road
Direction: west Date taken: Oct. 2016 File name: Icehouse view (2).jpg Stored: LHPC



Photo 26 description: Older barns/sheds at Currier Mobile Home Park off Dartmouth College Highway, c.1900
Direction: north Date taken: Oct. 2016 File name: DCH Currier Mobile Home Park (2).jpg Stored: LHPC