

Appendix K: Cultural Resources

TABLE OF CONTENTS

2007 DEIS Memoranda of Effect

2016 Updated NHDHR Area Form for Derry, I-93 Exit 4A Interchange Study Area

2016 Updated NHDHR Area Form for Londonderry, I-93 Exit 4A Interchange Study Area

2017 NHDHR Concurrence with Phase IA Archaeological Survey Update

2018 Individual Inventory Forms and Franklin Terrace Historic Area Form

Final Determination of Effects Memo (signed 8/13/2019)

2019 Memorandum of Agreement

2007 DEIS Memoranda of Effect

Cultural Resource Memorandum of Effect

(Municipally Managed Projects)

Project Name: Derry-Londonderry Exit 4A – Alternative A Date: June 7, 2007
State No.: 13065 Federal No.(as applicable): IM-93-1(201)12

Pursuant to meetings on 8/20/1998, 8/4/2005, 3/2/2006, 3/9/2006, 6/8/2006, 10/5/2006, 4/5/2007, and for the purpose of compliance with the regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources and, when applicable, the NH Division of the Federal Highway Administration or the US Army Corps of Engineers have coordinated on the identification and evaluation of cultural resources relative to providing transportation improvements, including construction of a new interchange with Interstate 93 (I-93) (known as Exit 4A), to address existing traffic congestion and safety issues on NH Route 102 and to promote economic vitality in the Derry/Londonderry area. The project extensively reviewed different alternatives through the preparation of an environmental impact statement (EIS).

Alternative A would construct a new interchange on I-93 located approximately one mile north of the existing Exit 4. The interchange would have north and southbound on- and off-ramps, with access only to the east. An access road would connect the interchange with Folsom Road. The Alternative would require land and building acquisitions along the north side of Folsom Road then continue along Tsienneto Road to its intersection with NH Route 102.

HISTORIC RESOURCES

Along the corridor, two residential properties were determined to be eligible for the National Register of Historic Places (NRHP). These properties are located in Derry and identified as:

Number	Address	Description	Eligibility/Criteria
DER0134	76 Tsienneto Road	Palmer Homestead	Eligible (C)
DER0135	72 Tsienneto Road	E.F. Adams House	Eligible (C)

It was determined that Alternative A would have no effect on these NRHP-eligible properties.

ARCHAEOLOGICAL RESOURCES

There are no known archaeological sites that will be affected by Alternative A. However, there is one area of pre-contact Native American archaeological sensitivity along this Alternative corridor. This sensitive area is located across the eastern extent of Tsienneto Road, in the vicinity of Jeff Lane. The expected impacts on this potentially sensitive area associated with the roadway improvements could reach 0.7 acre. FHWA and NHDHR agree that the preliminary Phase I-A archaeological review and report preparation provided an acceptable level of data for determining potential impacts to archaeological resources and proceeding to a public hearing. However, additional studies and identification of mitigation will be required as the project progresses.

MITIGATION

Historic Resources

As no historic resources will be effected by this Alternative, no mitigation is proposed.

Archaeological Resources

Once an alternative has been chosen and the public hearing has been held, a Phase IB field verification and report preparation by a professional archaeologist will be completed for the Selected Alternative. Based on the findings in the Phase IB report, additional, more intense field work may be required under a Phase II site survey.

A Phase II survey would be completed once the final design stage of the project has been reached. The Phase II work would include additional field investigation and research to help determine site integrity, establish a period of occupation, function, cultural affiliation, and associated context, and to more closely define site boundaries within the project area. Field examination would involve a combined strategy of excavation using 0.5-meter by 0.5-meter tests with 1-meter by 1-meter units and trenches, as well as mapping visible features. A report would be completed to help explain the site(s) and how it compares to similar sites in the region, if they exist.

Any resources found will be reviewed by NHDHR and FHWA to determine if they are eligible for the NRHP. If the resource is found to be eligible, the project's effect on the resource will be determined. If the project is found to adversely affect an eligible resource, then a determination will be made as to whether the resource should be preserved in-place or recovered.

If after reviewing the reports and data provided in the Phase II level study, and considering the footprint of the proposed design plans, it is determined by NHDHR and FHWA that recovery of a resource is required, then a Phase III data recovery plan will be implemented.

Although excavation of resources will need to be accomplished before construction of the project is complete, monitoring may be required during construction. Depending on the sensitivity of any findings, information or actual artifacts collected within the project area may be either displayed or presented to the public via numerous public outlets, such as museums, schools, informational brochures, internet websites, and other readily available and appropriate means.

Based on a review of the project, as presented on this date, it has been determined that:

No Historic or Archaeological Properties will be Effected

There will be No Adverse Effect on Historic or Archaeological Properties

Describe any outstanding commitments: Not applicable.

There will be an Adverse Effect on Historic or Archaeological Properties or Resources

Describe the effect, measures to minimize harm and proposed mitigation: Not applicable.

In accordance with the Advisory council's regulations, we will continue to consult, as appropriate, as this project proceeds.

Wanda Ray Wilson DSHPO

NH Division of Historical Resources

William J. ...
for Federal Highway Administration

Jan ...
Project Manager

Not Applicable
US Army Corps of Engineers

CC: FHWA, NHDHR, FHWA, ACOE (↔ as applicable ↑)

Cultural Resource Memorandum of Effect

(Municipally Managed Projects)

Project Name: Derry-Londonderry Exit 4A – Alternative B Date: June 7, 2007

State No.: 13065 Federal No.(as applicable): IM-93-1(201)12

Pursuant to meetings on 8/20/1998, 8/4/2005, 3/2/2006, 3/9/2006, 6/8/2006, 10/5/2006, 4/5/2007, and for the purpose of compliance with the regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources and, when applicable, the NH Division of the Federal Highway Administration or the US Army Corps of Engineers have coordinated on the identification and evaluation of cultural resources relative to providing transportation improvements, including construction of a new interchange with Interstate 93 (I-93) (known as Exit 4A), to address existing traffic congestion and safety issues on NH Route 102 and to promote economic vitality in the Derry/Londonderry area. The project extensively reviewed different alternatives through the preparation of an environmental impact statement (EIS).

Alternative B would construct a new interchange on I-93 located approximately one mile north of the existing Exit 4. The interchange would have north and southbound on- and off-ramps, with access only to the east. An access road would travel from the interchange cross country through the Derry Business Park located near A and B Streets, cross over NH Route 28 and connect with Ashleigh Drive. The Alternative would then continue traversing cross country, requiring land and building acquisitions along the north side of London Court, cross over NH Route 28 Bypass, acquiring several residences near Scenic Drive, then continue towards Tsienneto Road to its intersection with NH Route 102.

HISTORIC RESOURCES

Along the Alternative B corridor, there are no National Register of Historic Places (NRHP)-eligible properties. Therefore, it was determined that Alternative B would have no effect on any historic properties.

ARCHAEOLOGICAL RESOURCES

Alternative B will affect no known archaeological sites. However, it could impact 1.2 acres of potentially sensitive pre-contact Native American sensitive area. This sensitive area is located across the eastern extent of Tsienneto Road, in the vicinity of Jeff Lane. FHWA and NHDHR agree that the preliminary Phase I-A archaeological review and report preparation provided an acceptable level of data for determining potential impacts to archaeological resources and proceeding to a public hearing. However, additional studies and identification of mitigation will be required as the project progresses.

MITIGATION

Historic Resources

As no historic resources will be effected by this Alternative, no mitigation is proposed.

Archaeological Resources

Once an alternative has been chosen and the public hearing has been held, a Phase IB field verification and report preparation by a professional archaeologist will be completed for the Selected Alternative. Based on the findings in the Phase IB report, additional, more intense field work may be required under a Phase II site survey.

A Phase II survey would be completed once the final design stage of the project has been reached. The Phase II work would include additional field investigation and research to help determine site integrity, establish a period of occupation, function, cultural affiliation, and associated context, and to more closely define site boundaries within the project area. Field examination would involve a combined strategy of excavation using 0.5-meter by 0.5-meter tests with 1-meter by 1-meter units and trenches, as well as mapping visible features. A report would be completed to help explain the site(s) and how it compares to similar sites in the region, if they exist.

Any resources found will be reviewed by NHDHR and FHWA to determine if they are eligible for the NRHP. If the resource is found to be eligible, the project's effect on the resource will be determined. If the project is found to adversely affect an eligible resource, then a determination will be made as to whether the resource should be preserved in-place or recovered.

If after reviewing the reports and data provided in the Phase II level study, and considering the footprint of the proposed design plans, it is determined by NHDHR and FHWA that recovery of a resource is required, then a Phase III data recovery plan will be implemented.

Although excavation of resources will need to be accomplished before construction of the project is complete, monitoring may be required during construction. Depending on the sensitivity of any findings, information or actual artifacts collected within the project area may be either displayed or presented to the public via numerous public outlets, such as museums, schools, informational brochures, internet websites, and other readily available and appropriate means.

Based on a review of the project, as presented on this date, it has been determined that:

No Historic or Archaeological Properties will be Effected

There will be No Adverse Effect on Historic or Archaeological Properties

Describe any outstanding commitments: Not applicable.

There will be an Adverse Effect on Historic or Archaeological Properties or Resources

Describe the effect, measures to minimize harm and proposed mitigation: Not applicable.

In accordance with the Advisory council's regulations, we will continue to consult, as appropriate, as this project proceeds.

Wanda Ray Wilton DSHPO
NH Division of Historical Resources

Edmund [Signature]
Federal Highway Administration

[Signature]
Project Manager

Not Applicable
US Army Corps of Engineers

CC: FHWA, NHDHR, FHWA, ACOE (⇌ as applicable ⇑)

Cultural Resource Memorandum of Effect

(Municipally Managed Projects)

Project Name: Derry-Londonderry Exit 4A – Alternative C Date: June 7, 2007

State No.: 13065 Federal No.(as applicable): IM-93-1(201)12

Pursuant to meetings on 8/20/1998, 8/4/2005, 3/2/2006, 3/9/2006, 6/8/2006, 10/5/2006, 4/5/2007, and for the purpose of compliance with the regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources and, when applicable, the NH Division of the Federal Highway Administration or the US Army Corps of Engineers have coordinated on the identification and evaluation of cultural resources relative to providing transportation improvements, including construction of a new interchange with Interstate 93 (I-93) (known as Exit 4A), to address existing traffic congestion and safety issues on NH Route 102 and to promote economic vitality in the Derry/Londonderry area. The project extensively reviewed different alternatives through the preparation of an environmental impact statement (EIS).

Alternative C would construct a new interchange on I-93 located approximately one mile south of the existing Exit 5. The interchange would have north and southbound on- and off-ramps, with access only to the east. An access road would travel from the interchange cross country to NH Route 28. The Alternative would continue south on NH Route 28 and connect with Ashleigh Drive. The Alternative would then traverse cross country, requiring land and building acquisitions along the north side of London Court, cross over NH Route 28 Bypass, acquiring several residences near Scenic Drive, then continue towards Tsienneto Road to its intersection with NH Route 102.

HISTORIC RESOURCES

There is one National Register of Historic Places (NRHP)-eligible property located along the Alternative C corridor. This property is located in Londonderry and identified as:

Number	Address	Description	Eligibility/Criteria
LON0114	79 Stonehenge Road	Reed Paige Clark Homestead	Eligible (A&C)

It was determined that Alternative C would have an adverse effect on this NRHP-eligible property. There would be negative visual impacts on the farmstead complex and its historic rural agricultural setting. In addition, land takings would be required on the property to accommodate the proposed interchange.

ARCHAEOLOGICAL RESOURCES

Alternative C will not affect any known archaeological resources. However, this alternative has the potential to impact two acres of pre-contact Native American sensitive areas in two separate locations. These locations include NH Route 28 at the Shields Brook crossing, and along Tsienneto Road in the vicinity of Jeff Lane. FHWA and NHDHR agree that the preliminary Phase I-A archaeological review and report preparation provided an acceptable level of data for determining potential impacts to archaeological resources and proceeding to a

public hearing. However, additional studies and identification of mitigation will be required as the project progresses.

MITIGATION

Historic Resources

Avoid using Alternative C and select one of the other alternatives that would not have impacts on the Reed Paige Clark Homestead.

Archaeological Resources

Once an alternative has been chosen and the public hearing has been held, a Phase IB field verification and report preparation by a professional archaeologist will be completed for the Selected Alternative. Based on the findings in the Phase IB report, additional, more intense field work may be required under a Phase II site survey.

A Phase II survey would be completed once the final design stage of the project has been reached. The Phase II work would include additional field investigation and research to help determine site integrity, establish a period of occupation, function, cultural affiliation, and associated context, and to more closely define site boundaries within the project area. Field examination would involve a combined strategy of excavation using 0.5-meter by 0.5-meter tests with 1-meter by 1-meter units and trenches, as well as mapping visible features. A report would be completed to help explain the site(s) and how it compares to similar sites in the region, if they exist.

Any resources found will be reviewed by NHDHR and FHWA to determine if they are eligible for the NRHP. If the resource is found to be eligible, the project's effect on the resource will be determined. If the project is found to adversely affect an eligible resource, then a determination will be made as to whether the resource should be preserved in-place or recovered.

If after reviewing the reports and data provided in the Phase II level study, and considering the footprint of the proposed design plans, it is determined by NHDHR and FHWA that recovery of a resource is required, then a Phase III data recovery plan will be implemented.

Although excavation of resources will need to be accomplished before construction of the project is complete, monitoring may be required during construction. Depending on the sensitivity of any findings, information or actual artifacts collected within the project area may be either displayed or presented to the public via numerous public outlets, such as museums, schools, informational brochures, internet websites, and other readily available and appropriate means.

Based on a review of the project, as presented on this date, it has been determined that:

No Historic or Archaeological Properties will be Effected

There will be No Adverse Effect on Historic or Archaeological Properties

Describe any outstanding commitments: Not applicable.

There will be an Adverse Effect on Historic or Archaeological Properties or Resources

Describe the effect, measures to minimize harm and proposed mitigation: See items listed above under Mitigation.

In accordance with the Advisory council's regulations, we will continue to consult, as appropriate, as this project proceeds.

Winda Ray Wilton DSHPO
NH Division of Historical Resources

Charles F. [Signature]
Federal Highway Administration

[Signature]
Project Manager

Not Applicable
US Army Corps of Engineers

CC: FHWA, NHDHR, FHWA, ACOE (↔ as applicable ↑)

Cultural Resource Memorandum of Effect

(Municipally Managed Projects)

Project Name: Derry-Londonderry Exit 4A – Alternative D Date: June 7, 2007

State No.: 13065 Federal No.(as applicable): IM-93-1(201)12

Pursuant to meetings on 8/20/1998, 8/4/2005, 3/2/2006, 3/9/2006, 6/8/2006, 10/5/2006, 4/5/2007, and for the purpose of compliance with the regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources and, when applicable, the NH Division of the Federal Highway Administration or the US Army Corps of Engineers have coordinated on the identification and evaluation of cultural resources relative to providing transportation improvements, including construction of a new interchange with Interstate 93 (I-93) (known as Exit 4A), to address existing traffic congestion and safety issues on NH Route 102 and to promote economic vitality in the Derry/Londonderry area. The project extensively reviewed different alternatives through the preparation of an environmental impact statement (EIS).

Alternative D would construct a new interchange on I-93 located approximately one mile south of the existing Exit 5. The interchange would have north and southbound on- and off-ramps, with access only to the east. An access road would travel from the interchange cross country to NH Route 28. The Alternative would continue south on NH Route 28 and connect with Tsienneto Road. The Alternative would then continue along Tsienneto Road to its intersection with NH Route 102.

HISTORIC RESOURCES

There are three National Register of Historic Places (NRHP)-eligible properties located along the Alternative D corridor. These properties are located in both Londonderry and Derry and identified as:

Number	Address	Description	Eligibility/Criteria
LON0114	79 Stonehenge Road	Reed Paige Clark Homestead	Eligible (A&C)
DER0134	76 Tsienneto Road	Palmer Homestead	Eligible (C)
DER0135	72 Tsienneto Road	E.F. Adams House	Eligible (C)

Reed Paige Clark Homestead: It was determined that Alternative D would have an adverse effect on the Reed Paige Clark Homestead. There would be negative visual impacts on the farmstead complex and its historic rural agricultural setting. In addition, land takings would be required on the property to accommodate the proposed interchange.

Palmer Homestead: It was determined that Alternative D would have no effect on the Palmer Homestead.

E.F. Adams House: It was also determined that Alternative D would have no effect on the E.F. Adams House.

ARCHAEOLOGICAL RESOURCES

Alternative D will not affect any known archaeological resources. However, this alternative has the potential to impact 1.5 acres of pre-contact Native American sensitive areas in two separate locations. These locations include NH Route 28 at the Shields Brook crossing, and along Tsienneto Road in the vicinity of Jeff Lane. FHWA and NHDHR agree that the preliminary Phase I-A archaeological review and report preparation provided an acceptable level of data for determining potential impacts to archaeological resources and proceeding to a public hearing. However, additional studies and identification of mitigation will be required as the project progresses.

MITIGATION

Historic Resources

Avoid using Alternative D and select one of the other alternatives that would not have impacts on the Reed Paige Clark Homestead.

Archaeological Resources

Once an alternative has been chosen and the public hearing has been held, a Phase IB field verification and report preparation by a professional archaeologist will be completed for the Selected Alternative. Based on the findings in the Phase IB report, additional, more intense field work may be required under a Phase II site survey.

A Phase II survey would be completed once the final design stage of the project has been reached. The Phase II work would include additional field investigation and research to help determine site integrity, establish a period of occupation, function, cultural affiliation, and associated context, and to more closely define site boundaries within the project area. Field examination would involve a combined strategy of excavation using 0.5-meter by 0.5-meter tests with 1-meter by 1-meter units and trenches, as well as mapping visible features. A report would be completed to help explain the site(s) and how it compares to similar sites in the region, if they exist.

Any resources found will be reviewed by NHDHR and FHWA to determine if they are eligible for the NRHP. If the resource is found to be eligible, the project's effect on the resource will be determined. If the project is found to adversely affect an eligible resource, then a determination will be made as to whether the resource should be preserved in-place or recovered.

If after reviewing the reports and data provided in the Phase II level study, and considering the footprint of the proposed design plans, it is determined by NHDHR and FHWA that recovery of a resource is required, then a Phase III data recovery plan will be implemented.

Although excavation of resources will need to be accomplished before construction of the project is complete, monitoring may be required during construction. Depending on the sensitivity of any findings, information or actual artifacts collected within the project area may be either displayed or presented to the public via numerous public outlets, such as museums, schools, informational brochures, internet websites, and other readily available and appropriate means.

Based on a review of the project, as presented on this date, it has been determined that:

No Historic or Archaeological Properties will be Effected

There will be No Adverse Effect on Historic or Archaeological Properties

Describe any outstanding commitments: Not applicable.

There will be an Adverse Effect on Historic or Archaeological Properties or Resources

Describe the effect, measures to minimize harm and proposed mitigation: See items listed above under Mitigation.

In accordance with the Advisory council's regulations, we will continue to consult, as appropriate, as this project proceeds.

Wanda Ray Wilson DSHPO
NH Division of Historical Resources

[Signature]
Federal Highway Administration

[Signature]
Project Manager

Not Applicable
US Army Corps of Engineers

CC: FHWA, NHDHR, FHWA, ACOE (⇌ as applicable ⇑)

Cultural Resource Memorandum of Effect

(Municipally Managed Projects)

Project Name: Derry-Londonderry Exit 4A – Alternative F Date: June 7, 2007

State No.: 13065 Federal No.(as applicable): IM-93-1(201)12

Pursuant to meetings on 8/20/1998, 8/4/2005, 3/2/2006, 3/9/2006, 6/8/2006, 10/5/2006, 4/5/2007, and for the purpose of compliance with the regulations of the National Historic Preservation Act and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of Historical Resources and, when applicable, the NH Division of the Federal Highway Administration or the US Army Corps of Engineers have coordinated on the identification and evaluation of cultural resources relative to providing transportation improvements, including construction of a new interchange with Interstate 93 (I-93) (known as Exit 4A), to address existing traffic congestion and safety issues on NH Route 102 and to promote economic vitality in the Derry/Londonderry area. The project extensively reviewed different alternatives through the preparation of an environmental impact statement (EIS).

Alternative F involves a minor upgrade of NH Route 102 between Londonderry Road and NH Route 28 Bypass to include a two-way center left-turn lane between Londonderry Road and NH Route 28, as well as sidewalk and roadway improvements between NH Route 28 and NH Route 28 Bypass. The entire corridor consists of roadway reconstruction (i.e., there is no portion on new alignment). This Alternative would require the removal of a majority of on-street parking from the downtown area along NH Route 102.

HISTORIC RESOURCES

There are three National Register of Historic Places (NRHP)-eligible districts and one individually-eligible property located along the Alternative F corridor. These properties are located in Derry and identified as:

Number	Address	Description	Eligibility/Criteria
Area B	NH Route 102/ Broadway	Broadway Historic District	Eligible (A)*
Area BI	Birch Street	Birch Street Historic District	Eligible (C)*
Area DV	NH Route 28 Bypass, NH Route 102, and associated side roads	Derry Village Historic District	Eligible (A)
DER0102	116 East Broadway	Gilbert and Helen Hood House	Eligible (A&B)

* This is a preliminary determination, if the districts were to be impacted, further investigations would be needed.

Broadway Historic District: It was determined that Alternative F would have an adverse effect on the Broadway Historic District. Intensifying east-west through traffic in the historic district could damage its historical and architectural character. It would disrupt its traditional

functions and values as a downtown business center, which requires convenient on-street short-term parking, low traffic speeds and a pedestrian-friendly environment, to continue its role as a focal point for economic development and heritage tourism.

Derry Village Historic District: Alternative F was determined to have no adverse effect upon the Derry Village Historic District. Potential adverse effects have been mitigated by design through the planning process.

Birch Street Historic District: The Alternative was determined to have no adverse effect upon the Birch Street Historic District. Alternative F is unlikely to introduce more intense uses or heavier traffic into the district, nor to interfere significantly with its traditional functions and values as a pedestrian mixed use neighborhood in the town center.

Gilbert and Helen Hood House: It was also determined that Alternative F would have no effect on the Hood House.

ARCHAEOLOGICAL RESOURCES

Alternative F will not affect any known archaeological resources. However, this alternative crosses an area of pre-contact Native American sensitivity along the south side of NH Route 102 between Hood Road and the limits of the corridor at the Derry Village traffic circle. It is estimated that a potential impact of 2.2 acres could occur to this sensitive area. FHWA and NHDHR agree that the preliminary Phase I-A archaeological review and report preparation provided an acceptable level of data for determining potential impacts to archaeological resources and proceeding to a public hearing. However, additional studies and identification of mitigation will be required as the project progresses.

MITIGATION

Historic Resources

Avoid using Alternative F and select one of the other alternatives that would not have impacts on historic properties.

Archaeological Resources

Once an alternative has been chosen and the public hearing has been held, a Phase IB field verification and report preparation by a professional archaeologist will be completed for the Selected Alternative. Based on the findings in the Phase IB report, additional, more intense field work may be required under a Phase II site survey.

A Phase II survey would be completed once the final design stage of the project has been reached. The Phase II work would include additional field investigation and research to help determine site integrity, establish a period of occupation, function, cultural affiliation, and associated context, and to more closely define site boundaries within the project area. Field examination would involve a combined strategy of excavation using 0.5-meter by 0.5-meter tests with 1-meter by 1-meter units and trenches, as well as mapping visible features. A report would be completed to help explain the site(s) and how it compares to similar sites in the region, if they exist.

Any resources found will be reviewed by NHDHR and FHWA to determine if they are eligible for the NRHP. If the resource is found to be eligible, the project's effect on the resource will be determined. If the project is found to adversely affect an eligible resource, then a determination will be made as to whether the resource should be preserved in-place or recovered.

If after reviewing the reports and data provided in the Phase II level study, and considering the footprint of the proposed design plans, it is determined by NHDHR and FHWA that recovery of a resource is required, then a Phase III data recovery plan will be implemented.

Although excavation of resources will need to be accomplished before construction of the project is complete, monitoring may be required during construction. Depending on the sensitivity of any findings, information or actual artifacts collected within the project area may be either displayed or presented to the public via numerous public outlets, such as museums, schools, informational brochures, internet websites, and other readily available and appropriate means.

Based on a review of the project, as presented on this date, it has been determined that:

No Historic or Archaeological Properties will be Effected

There will be No Adverse Effect on Historic or Archaeological Properties

Describe any outstanding commitments: Not applicable.

There will be an Adverse Effect on Historic or Archaeological Properties or Resources

Describe the effect, measures to minimize harm and proposed mitigation: See items listed above under Mitigation.

In accordance with the Advisory council's regulations, we will continue to consult, as appropriate, as this project proceeds.

Wanda Ray Wilson DSHPO
NH Division of Historical Resources

William D. Demmler
for Federal Highway Administration

Jan R. Paine
Project Manager

Not Applicable
US Army Corps of Engineers

CC: FHWA, NHDHR, FHWA, ACOE (↔ as applicable ↑)

2016 Updated NHDHR Area Form for Derry, I-93
Exit 4A Interchange Study Area

AREA FORM

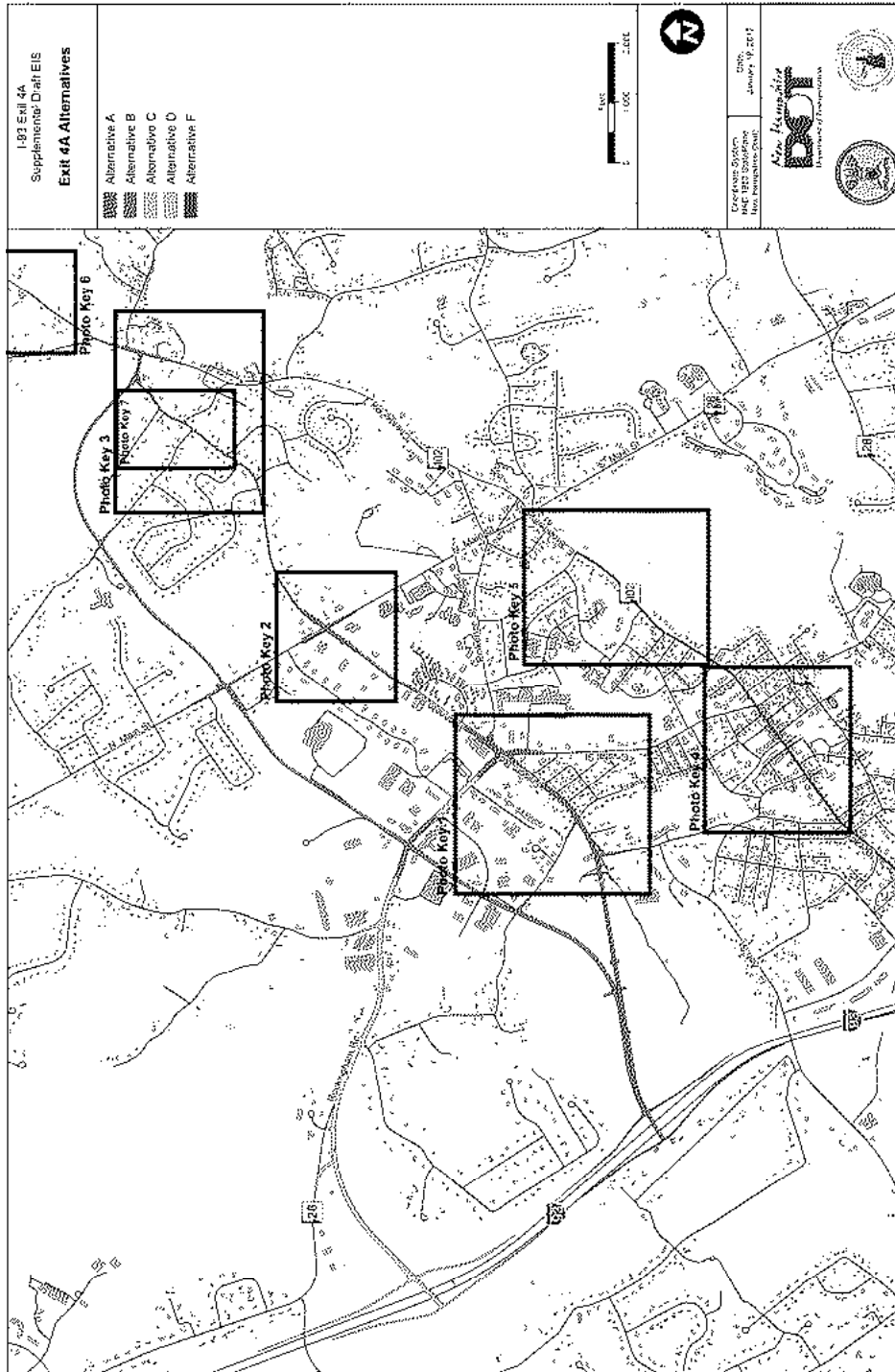
NHDHR NUMBER: DER

1. Type of Area FormTown-wide: Historic District: Project Area: **2. Name of area:** Derry, I-93 Exit 4A Interchange Study**3. Location:** West Derry, Derry Village, Beaver Lake, Folsam Road, Tsienneto Road, Chester Road**4. City or town:** Derry**5. County:** Rockingham**6. USGS quadrangle name(s):** Derry, NH;
Windham, NH**7. Dataset:** SP Feet, NAD83**8. SP Feet:** X: 1,084,828.40 Y: 153,656.91; X: 1,086,007.29 Y: 148,706.42; X: 1,079,437.18 Y: 133,957.72; X: 1,072,944.73 Y: 136,545.44; X: 1,072,065.45 Y: 144,382.69**9. Inventory numbers in this area:** DER0004-
DER0165, Area DV**10. Setting:** rural, built-up village centers**11. Acreage:** 24.5 acres**12. Preparer(s):** Lynne Monroe, Reagan Ruedig**13. Organization:** Preservation Company**14. Date(s) of field survey:** August 2016

15: Location Map:

Photo Key Areas 1-3 are Properties Dating 1958-1968 in Preferred Alternative (Photos D01-D23)

Photo Key Areas 4-7 are Previously Determined Eligible Properties in Impact Area (Photos U01-U30)



Location Map showing areas revisited for this update/addenda.

Street addresses of resources are listed in the Tables on pages:

C7 (Properties Dating 1958-1968 in Preferred Alternative)

C25-C26 (Previously Determined Eligible Properties in Impact Area)

Detail Maps/Photo Keys 1-3 begin on page C10, Detail Maps/Photo Keys 4-7 on page C27.

17. Methods and Purpose (Continuation)

The scope of work for this current phase of the project was specified at a joint meeting of FHWA, NHDOT and NHDHR on March 1, 2016.

This update was completed for the I-93 Exit 4A Interchange Study, Derry-Londonderry, NHDOT Project Number: 13065. The initial historic resources survey for the project took place from 1999-2002. Five alternative routes (see Project Map) were studied. Identification of Historic Resources included field survey of individual properties and historic districts that were done in 1999-2000. Products of that effort included 155 Individual Forms, one District Form, and a Derry Townwide Area Form. These were evaluated by the NHDHR DOE Committee in 2001 and 2002. These efforts focused on the areas potentially affected by all five alternatives. Note that no overall Project Area Form was prepared since the entire Project Area was included in, and therefore addressed fully by, the Townwide Area Form for Derry.

The project was put on hold from 2003 to 2005, after which the survey of historic properties needed to be updated to reflect current conditions. This effort was completed in 2005. The 2005 effort was intended to update the integrity and eligibility of all of the individuals and districts in Derry that had been determined eligible for the National Register in 2002 that were along the impact areas. All of these resources were field checked and assessed for integrity changes. The Derry Townwide Form was only updated relative to areas within the project area. The update to the Townwide Form was presented on Area continuation sheets and titled "Project Area Form" and included a table and updated photographs (Preservation Company 2005).

After the 2005 re-evaluation, NHDHR concluded that four of the 26 eligible properties in Derry were found to have changed to such a degree that they were no longer eligible for the National Register (see Table 1).

In 2006, Alternative A (see Project Map) was chosen as the preferred route. In 2007 a Draft EIS (DEIS) was submitted. The Final EIS (FEIS) was begun in 2009, and after funding delays the review process resumed in 2015. This necessitated yet another re-evaluation of the historic resources.

Current Work

The 2016 survey update focused on the area of Alternative A, the Preferred Alternative. The Preferred Alternative impacts Madden Road, Folsom Road, Tsienneto Road, and the intersections of Manchester and Tsienneto Roads, North Main Street and Tsienneto Road, and Chester and Tsienneto Roads (see Project Map).

Preservation Company again reviewed the survey work done in 1999-2002 and 2005 in Derry to update and complete the Section 106 evaluation for Historic Resources and complete the FEIS. The individual resources and historic districts that were determined eligible in 2002 and 2005 were reviewed in 2016 with fieldwork and research to determine if any changes had been made to compromise eligibility.

Preservation Company conducted a windshield survey to assess these eligible properties, shown in Table 1, and noted any changes in integrity. Digital photographs were taken of all of the eligible properties, and a photographic record was created and presented on the appended photo pages (U01-U30). The photographs are keyed to base maps provided by CLD Consulting Engineers.

Based on this work, NHDHR concluded that three properties in Derry (DER0036, DER0073, DER0083) were found to no longer retain sufficient integrity to meet the standards of eligibility for the National Register. For the Individual Survey Forms for these resources, black-and-white prints were made and attached to continuation sheets with scans of the 1999 or 2005 photographs provided

for comparison. A narrative re-assessment of the integrity and significance comparison was also given on the continuation sheets.

The current study of historic resources also required an evaluation of any previously unevaluated resources that had reached sufficient age to be considered for National Register eligibility (now 50 years or older, i.e., constructed between 1955 and 1968). The results of this effort are shown in Table 2. Seventeen properties in this area were found to now be of sufficient age to be considered for further study. Photographs were taken of these resources (D1-D23) and are keyed to a series of Photo Keys on base maps provided by CLD Consulting Engineers. A narrative updating the Derry Townwide Area Form (presented on Area Form continuation sheets) follows.

As per the scope outlined in a joint meeting between NHDOT and NHDHR in March 2016, attention was also given to the Wetland Mitigation Site (the “Caras Parcels” between Windham Road and Frost Road, see Caras Parcels Map) in Derry for any possible impact to historic resources. These parcels are surrounded by late twentieth century development along Berry Road to the north, Willow Street and Lilac Court to the west, Frost Street to the southeast, and Craven Terrace to the northeast. South Range Road to the east contains three parcels that were once part of a historic farm and still retain the outlines of some of the open areas that were once farmed. This land has been subdivided, and the earlier farmhouse is located at 7 South Range Road, whose parcel abuts the “Northern Caras Parcel.” Historic stone walls that were used as historic property boundaries (no longer in use) can be seen in current satellite aerial photographs within the Caras Parcels.

19. Historical Background (Continuation)1950-present Highways, Commuting, Residential Development

Residential development along Folsom Road and Tsienneto Road followed a general pattern of infill amongst earlier farmhouses and lightly populated intersections. The population growth of Derry following the construction of Interstate 93 in 1963 and the demand for housing increased dramatically as Derry became a “bedroom community” for Boston. This, along with the decline of farming in the area, led to the redevelopment of the rural farmland in this area.

Already lightly populated by the early twentieth century with a mix of farms and worker housing for nearby shoe factories, construction in the Hood’s Pond area to the west of Crystal Avenue increased as neighborhoods were cut into former open land starting in the early twentieth century. “Franklin Terrace” was the name of a proposed development by Edmund M. Warren in the area bounded by Franklin Street, Folsom Road, and Crystal Avenue, and was laid out in a plan dated to 1908 (Rockingham County Registry of Deeds, Plan #251). This proposed a dense development of approximately 156 lots and the construction of 6 streets in a grid parallel to Franklin Street. The first roads constructed were Exeter Street, Concord Avenue and Manchester Avenue, with Claremont Avenue and Laconia Avenue added in the 1950s. The lots were developed gradually over time from the 1920s through the 1980s.

The development of Barkland Acres, on the north side of Tsienneto Road, was proposed in 1965 (Plans #546, 761, 689, and 744) and accepted by the town of Derry in 1966 (Deed 1836: 67). The designed subdivision initially consisted of approximately 170 lots and included the construction of Barkland Drive, Horseshoe Drive, Birchwood Drive, and Brookview Drive. By the early 1969, lots along Scenic Road had been laid out (Plan #1537). The neighborhood developed quickly between 1965 and 1975, when most of the lots were purchased and new homes were constructed in similar sizes and styles.

Commercial development along Tsienneto Road during the mid-twentieth century was tied to the creation of the Hood Shopping Plaza and several residential areas out of the former H.P. Hood Company farmland in the late 1960s. Previously mostly rural farmland and scattered residences, Tsienneto Road between the intersections of Manchester Road and Main Street saw gradual development in the second half of the twentieth century beginning with the construction of the Knapp Brothers shoe factory at the north corner of Manchester Road and Tsienneto Road (3 Manchester Road, photos 12, 13) in 1960, near the Klev-Bro Shoe company’s new building at 22 Manchester Road constructed at the same time. Only a couple of years later, a car dealership was constructed on the southern corner of Tsienneto Road and North Main Street. By the 1970s an apartment complex to the north (Derry Country Club Estates) and the Hood Shopping Plaza commercial development to the south had been constructed; by the 1980s Sunview Condominiums had been developed next to Hood Plaza. By this time commercial development had fully encompassed the routes between Tsienneto Road and Derry Village: Crystal Avenue, Pinkerton Road, and North Main Street. The significant amount of development during this period reflects the more than tripling of the population of Derry from 1950 to 1980 (census.gov).

The area around Beaver Lake saw an increase in cabin and summer home construction during the mid-twentieth century, as well as a rise in year-round residency. The northwest corner of the lake, along Chester Road, small homes and cabins were placed on small parcels fitting in between and behind earlier lakefront properties. This area and others around the shoreline continue to be more densely developed through the early twenty-first century with the addition of more homes on subdivided parcels or new homes replacing older structures.

21. Architectural Description and Comparative Evaluation (Continuation)1950-present Ranches and Split Levels, Modern Commercial Development

The area along Folsom Road west of Crystal Avenue and east of Franklin Street was where a dense development of farmland was proposed in 1908. However, the development was not all constructed at once, and lots were independently developed slowly over time, often on the combination of two or more of the small lots originally drawn in the 1908 plan, allowing for a variety of forms, density, and styles (photos 3,4, 8-11). Several houses were added on the north side of Folsom Road, independent of "Franklin Terrace," infilling open land near earlier houses. The houses in this area were generally modest homes constructed in contemporary vernacular styles, such as Ranch houses, Raised Ranches, and Cape-style homes (photos 2, 5-7).

The development of Barkland Acres, on the north side of the eastern end of Tsienneto Road, was proposed in 1965 and built out quickly in the following ten years. The neighborhood consists of mostly two-story houses with attached garages in styles and forms typical of this time period: Raised Ranches, Split Levels, and Garrisons, all on lots of approximately one-half to one acre in size. Roads cut for the development are slightly curved and take advantage of the natural topography, and most areas between the houses and lawns are naturally landscaped with trees and shrubs (photos 15-18).

Modern commercial development began in this area with the construction of two shoe factories on Manchester Road. Both constructed around 1960, they represent the more modern, low-rise industrial structures common in the mid-twentieth century and reflecting the downsizing of the shoe manufacturing industry. The former Knapp Brothers Shoe Corporation manufacturing building at 3 Manchester Road (photos 12, 13) is now the home to a fire safety and control firm, but still retains the same general design and building footprint.

An early car dealership constructed ca. 1962 at the corner of Tsienneto and North Main Street (50 North Main Street, photo 14) was one of the earliest commercial additions to the area north of Derry Village along Tsienneto Road. Aerial photographs show a substantial expansion of the building ca. 1990 and the building was again fully renovated in the early 2000s.

Commercial and residential development continues along the main thoroughfares in Derry. Both major commercial construction and large housing developments have filled in all the former open farmland along Tsienneto Road. Large commercial development continues into the early 21st century especially along Manchester Road, near the town boundary with Londonderry, where a shopping mall, movie theater, and Wal-Mart have been recently constructed.

22. Statement of Significance (Continuation)

No additions to the National Register of Historic Places have been made in Derry since the 2002 Area Form for Derry was completed.

The areas of Derry under consideration dating from 1958 to 1968 include residential subdivisions and planned neighborhoods, commercial development along main routes, and residential infill that is consistent with the trends of the growth of the suburbs in the mid-twentieth century. The residential area south of Folsom Road, "Franklin Terrace," is a vernacular neighborhood that evolved over a significant amount of time and is not cohesive enough of a development to be recommended for a district survey. However, Barkland Acres, the residential development on the north side of Tsienneto Road, was seemingly laid out with a particular design intent for the plan of the roads and lots, and the properties were developed in a condensed time period and share a fairly consistent style of house

and lot. Many of the homes may have been designed by the same architectural firm or firms, though more research is necessary. This is an area that might be surveyed as a potentially eligible district once the period of significance, likely 1965-1975, reaches the 50-year mark to be considered for the National Register.

The former shoe factory at 3 Manchester Road, constructed ca. 1960, seems to have retained integrity, though more research is necessary to confirm the original design. It was one of the last remaining shoe manufacturing companies in Derry, and is therefore potentially of historic interest at the local level. An individual survey is recommended for this property, as it may be eligible under Criterion A as having significance tied to the shoe manufacturing industry in Derry. It may also be eligible under Criterion C for architectural style.

24. Statement of Integrity (Continuation)

Mid-twentieth century development in the areas along Folsom Road and Tsienneto Road has added to the loss of integrity in Derry as an overall historic community, as the resources added were part of infill and subdivisions covering old farm land and within earlier neighborhoods. The early and mid-twentieth century designed developments in the area retain varying degrees of integrity, as many houses have been renovated over time and have synthetic exterior materials or additions and alterations to the original structure.

48. Bibliography and/or References

Preservation Company

2002 "Project Area Form (Area DER), Derry, NH" filed at New Hampshire Department of Historical Resources, Concord, NH

2005 "Continuation Sheets for Project Area Form (Area DER), Derry, NH" filed at New Hampshire Department of Historical Resources, Concord, NH

U.S. Census Bureau

"Census of Population and Housing". www.census.gov.

Rockingham County Registry of Deeds

Deeds and Plans available through www.nhdeeds.com.

Table 1: List of Properties Dating 1958-1968

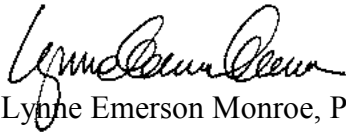
Street Address	Map-Lot	Est. Construction Date	Description/ Notes on Integrity	Photo Nos.
11 Madden Road	31/12	1958	Ranch, vinyl siding and shutters	D1
2.5 Folsom Road	35/08/A	1967	Mobile home in rear of 4 Folsom Rd	D2
7 Folsom Road	35/49	1959	Ranch, vinyl siding and shutters	D3
9 Folsom Road	35/41	1957	Ranch, front portico a later addition, vinyl siding and shutters	D4
12 Folsom Road	35/12	1959	Raised Ranch with underground garage, vinyl siding and shutters	D5
16 Folsom Road	35/13	1961	Garrison (2 nd story recently added) with cabin/bathhouse, recent freestanding garage in rear, vinyl siding and shutters	D6, D7
20 Manchester Avenue	35/48	1966	Midcentury Cape with attached garage, vinyl siding and shutters	D8
3 Manchester Road	08/269	1960	Large industrial building, former shoe factory, currently Fireye, Inc.	D12, D13
50 No. Main Street	08/73/1	ca. 1962	Car dealership, dramatically renovated and enlarged ca. 1990 and 2000.	D14
1 Horseshoe Drive	54/94	1965	Raised Ranch with underground garage, vinyl siding and windows	D15
60 Tsienneto Road	54/95	1966	Ranch with full dormer on façade, underground garage	D16
64 Tsienneto Road	54/97	1966	Raised Ranch with underground garage	D17
66 Tsienneto Road	54/98	1965	Raised Ranch with underground garage, vinyl siding and shutters	D18
83 Tsienneto Road	55/13	1960	Ranch, vinyl siding, pool added ca. 1970	D19, D20
84 Tsienneto Road	08/42/1	1960	Ranch, garage added ca. 1980, vinyl siding	D21
91 Chester Road	55/44	1959	Mobile home	D22
80 Chester Road	55/11/1	ca. 1968	Garage/auto repair shop	D23

Survey #	Street Address	Map-Lot	Acreage	2002 Determined Eligible	2005 Retained Integrity/ Eligibility?	2016 Retained Integrity/ Eligibility?	2016 Changes Noted in Windshield Survey	2016 Photo Nos.
DER0025	80 West Broadway	26-042	0.44	Eligible Individually (C)	No	--	Synthetic siding, replacement windows and doors, change to commercial use (2005)	--
DER0029	49 West Broadway	26-114	0.50	Eligible Individually (C)	Yes	Yes	No changes	U01
DER0036	60-62 West Broadway	26-146	1.64	Eligible Individually (C)	Yes	No	Vinyl siding has been added to the exterior, windows have been replaced with vinyl replacement windows in a different configuration (3/1 instead of 2/1). No other changes.	U02
DER0038	52-54 West Broadway	26-145	0.25	Eligible Individually (C)	No	--	Synthetic siding, replacement windows and doors (2005)	--
DER0044	31 West Broadway	29-141	0.26	Eligible Individually (A, C)	Yes	Yes	Windows have been replaced with combination of fixed and awning, changing the earlier double-hung style. No other changes.	U03
DER0047	32 West Broadway	29-195	0.26	Eligible Individually (A)	Yes	Yes	Use has changed to a restaurant, windows and garage doors have been replaced, awning installed. Retains sufficient form and integrity to remain eligible.	U04, U05
DER0048	29 West Broadway	29-189	0.47	NR listed (A)	Yes	Yes	No changes	U06
DER0052	Manning Street	30-051	0.72	More Information Requested	--	--	Out of impact area; more information needed if it is to be impacted.	
DER0054	1 East Broadway	30-022	0.19	Eligible Individually (A)	Yes	Yes	No changes	U07
DER0055	8 East Broadway	30-053	0.06	Eligible Individually (C)	Yes	Yes	No changes	U08
DER0062	20 East Broadway	30-059	1.26	Eligible Individually (A, C)	Yes	Yes	No changes; more information needed if the area is impacted.	U09
DER0070	44 East Broadway	30-075	0.69	Eligible Individually (C)	Yes	Yes	Vinyl siding added to the exterior, accessibility ramp added to front entrance. No other changes.	U10
DER0073	48 East Broadway	30-101	1.18	Eligible Individually (A, C)	Yes	No	Building was demolished 2005, replaced by a pharmacy.	U11
DER0075	52 East Broadway	30-103	0.59	More Information Requested	--	--	Out of impact area; more information needed if it is to be impacted.	
DER0078	58 East Broadway	30-105	0.31	Eligible Individually (A, C)	Yes	Yes	Entry doors and sidelights have been replaced. No other changes.	U12
DER0080	63 East Broadway	30-206	0.55	Eligible Individually (A, C)	Yes	Yes	No changes	U13
DER0083	69 East Broadway	30-210	0.39	Eligible Individually (C)	Yes	No	Vinyl siding added to the exterior, wood brackets and details removed, new vinyl replacement windows, new front porch constructed.	U14
DER0084	71 East Broadway	30-209	0.47	More Information Requested	--	--	Out of impact area; more information needed if it is to be impacted.	
DER0085	72 East Broadway	32-105	0.88	Eligible Individually (C)	Yes	Yes	No changes	U15
DER0089	80 East Broadway	32-099	0.43	More Information Requested	--	--	Out of impact area; more information needed if it is to be impacted.	
DER0090	81 East Broadway	32-079	0.40	Eligible Individually (C)	Yes	Yes	Vinyl replacement windows have been added. No other changes.	U16
DER0099	98 East Broadway	32-065	0.38	Eligible Individually (C)	Yes	Yes	New metal picket fence with granite posts has replaced wood fence. No other changes.	U17

Survey #	Street Address	Map-Lot	Acreage	2002 Determined Eligible	2005 Retained Integrity/ Eligibility?	2016 Retained Integrity/ Eligibility?	2016 Changes Noted in Windshield Survey	2016 Photo Nos.
DER0100	102 East Broadway	32-063	0.53	Eligible Individually (C)	Yes	Yes	Upper story windows replaced. No other changes.	U18, U19
DER0102	116 East Broadway	33-014	1.16	Eligible Individually (B)	Yes	Yes	Attached garage in rear has been redesigned, new construction Carriage House style building added in rear. No longer single family use. No other changes.	U20
DER0114	70 Chester Road	55-018	0.42	Eligible Individually (C)	No	--	Synthetic siding, change in windows and exterior details (2005)	--
DER0121	101 English Range Road	08-045	2.0	More Information Requested	--	--	Fieldwork needed to obtain information requested.	--
DER0129	102 Chester Road	12-014	3.0	More Information Requested	--	--	Out of impact area; more information needed if it is to be impacted.	
DER0132	120 Chester Road	12-023	13.77	Eligible Individually (A)	Yes	Yes	No changes	U21
DER0134	76 Tsienneto Road	08-041-001	1.52	Eligible Individually (C)	Yes	Yes	Metal roof added to main house. No other changes.	U22, U23
DER0135	72 Tsienneto Road	55-008	1.05	Eligible Individually (C)	Yes	Yes	No changes	U24
DER0141	104 East Broadway	32-064	0.42	Eligible Individually (C)	Yes	Yes	Bay window has been modified and replaced. No other changes.	U25
DER0150	55 Route 28 Bypass	08-096	2.2	Eligible Individually (C)	No	--	Building demolished (2005)	--
DER0161	North High Street and Franklin Street Ext.	31-014	12.5	More Information Requested	--	--	Building Demolished (ca. 2002)	--
DER0164	131 Chester Road	12-022	4.62	More Information Requested	--	--	Out of impact area; more information needed if it is to be impacted.	--
DER0165	124 Chester Road	12-024	19.0	More Information Requested	--	--	Out of impact area; more information needed if it is to be impacted.	--
Area DV	126 East Broadway	37-009	0.96	Contributing to NR-eligible district	Yes	Yes	Vinyl siding has been added, vinyl replacement windows on upper floor, gutters added.	U26
Area DV	128 East Broadway	37-010	0.49	Contributing to NR-eligible district	Yes	Yes	New driveway in front, new front porch with accessibility ramp, gutter added to first floor roofline.	U27
Area DV	130 East Broadway	37-030	0.24	Contributing to NR-eligible district	Yes	Yes	Vinyl replacement windows have been added to the second floor. No other changes.	U28
Area DV	130½ East Broadway	37-031	0.21	Contributing to NR-eligible district	Yes	Yes	No changes	U29
Area DV	132 East Broadway	37-032	0.55	Contributing to NR-eligible district	Yes	Yes	Synthetic shutters added to more of the windows.	U30
Area B	NH Route 102/Broadway	--	--	More Information Requested	--	--	District may be eligible; more information needed if it is to be impacted.	
Area BI	Birch Street	--	--	No determination made	--	--	District may be eligible; more information needed if it is to be impacted.	
None yet	7 South Range Road	02-146	16.16	Survey to be completed	--	--	Surveyed may be required for Wetland Mitigation Site	

PROJECT AREA FORM**NHDHR NUMBER: DER****Digital Photography Statement**

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. My camera was set to the following specifications: "fine" image quality (compression ratio 1:4) and "large" image size (3008 x 2000 pixels). These photos were printed using the following: Epson SureColor P600 photo printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.



Lynne Emerson Monroe, Preservation Company

Digital Photo Log

The photography files for this project are named: Derry2016_D01- Derry2016_D23 and Derry2016_U01- Derry2016_U30 where the photos are numbers D01-D23 (Properties Dating 1958-1968) and U01-U30 (updates to Previously Determined Eligible Properties).

Index to Photo Keys

Photo Keys 1-3 are 2016 Photos of Properties Dating 1958-1968 in Preferred Alternative (Photos D01-D23)

Photo Keys 4-7 are 2016 Photos of Previously Determined Eligible Properties in Impact Area (Photos U01-U30)

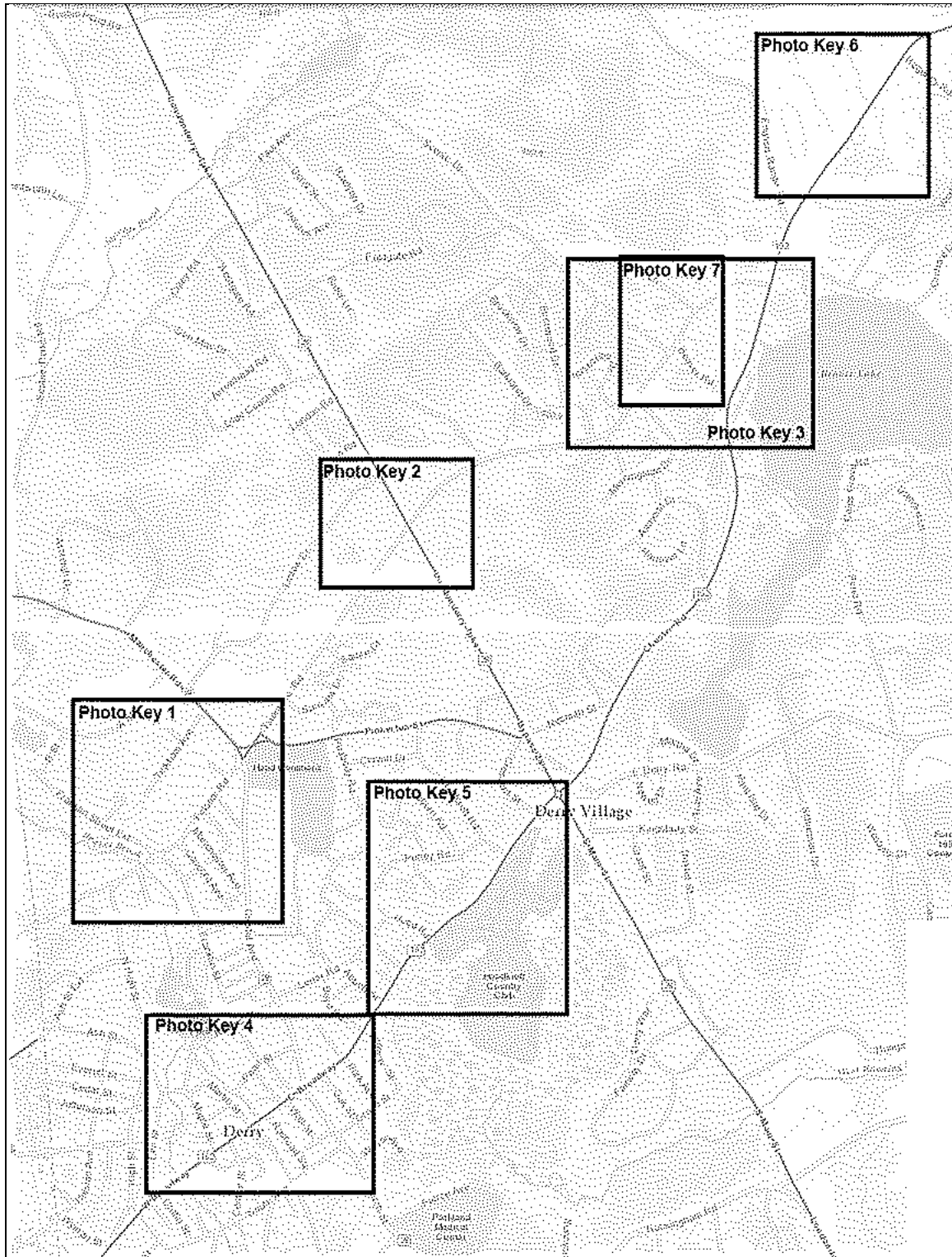


Photo Keys – Properties Dating 1958-1968 in Preferred Alternative (Photos D01-D23)

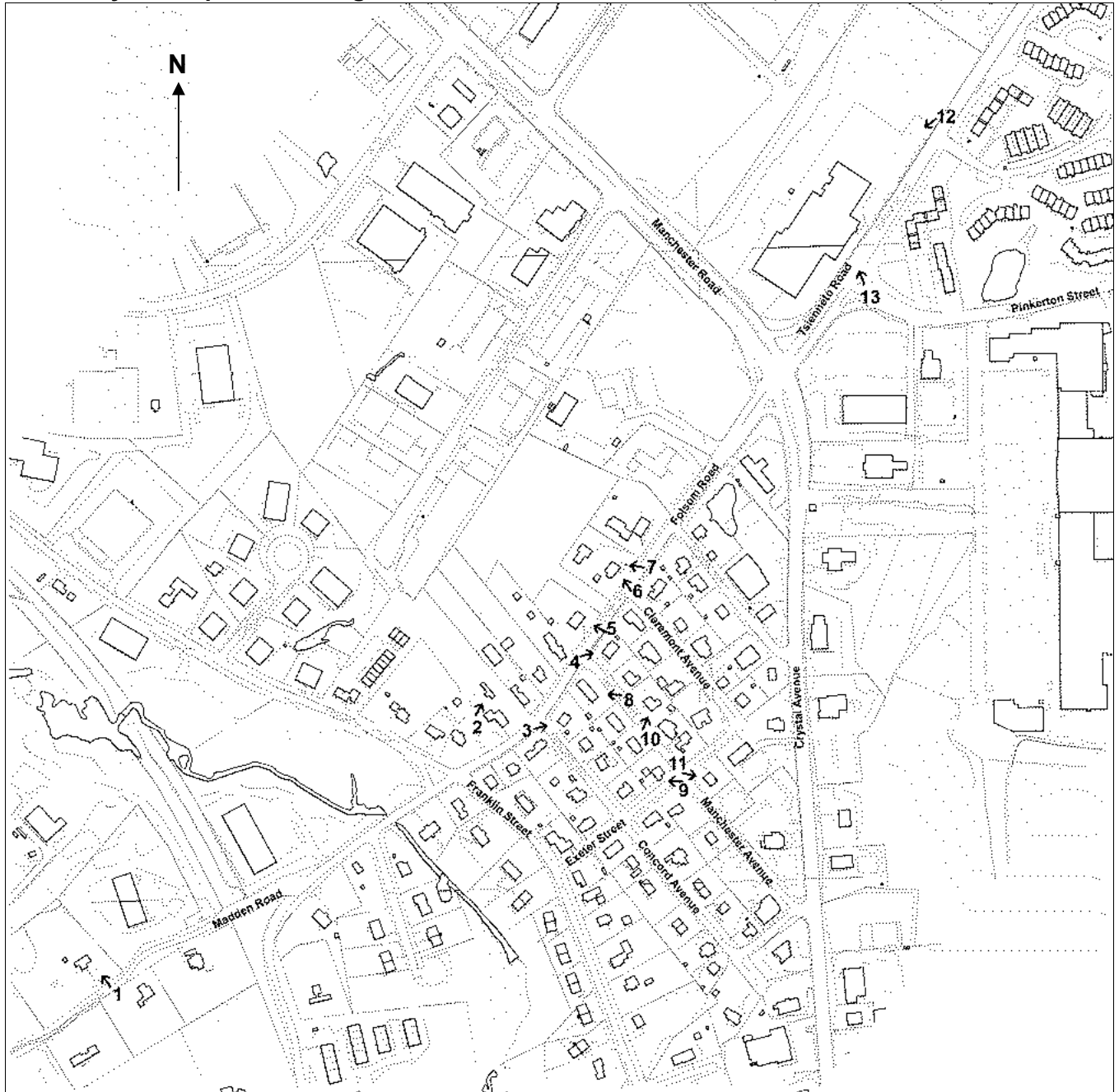


Photo Key 1 – Photos D01-D13

PROJECT AREA FORM

NHDHR NUMBER: DER



Photo Key 2 – Photo D14

PROJECT AREA FORM

NHDHR NUMBER: DER

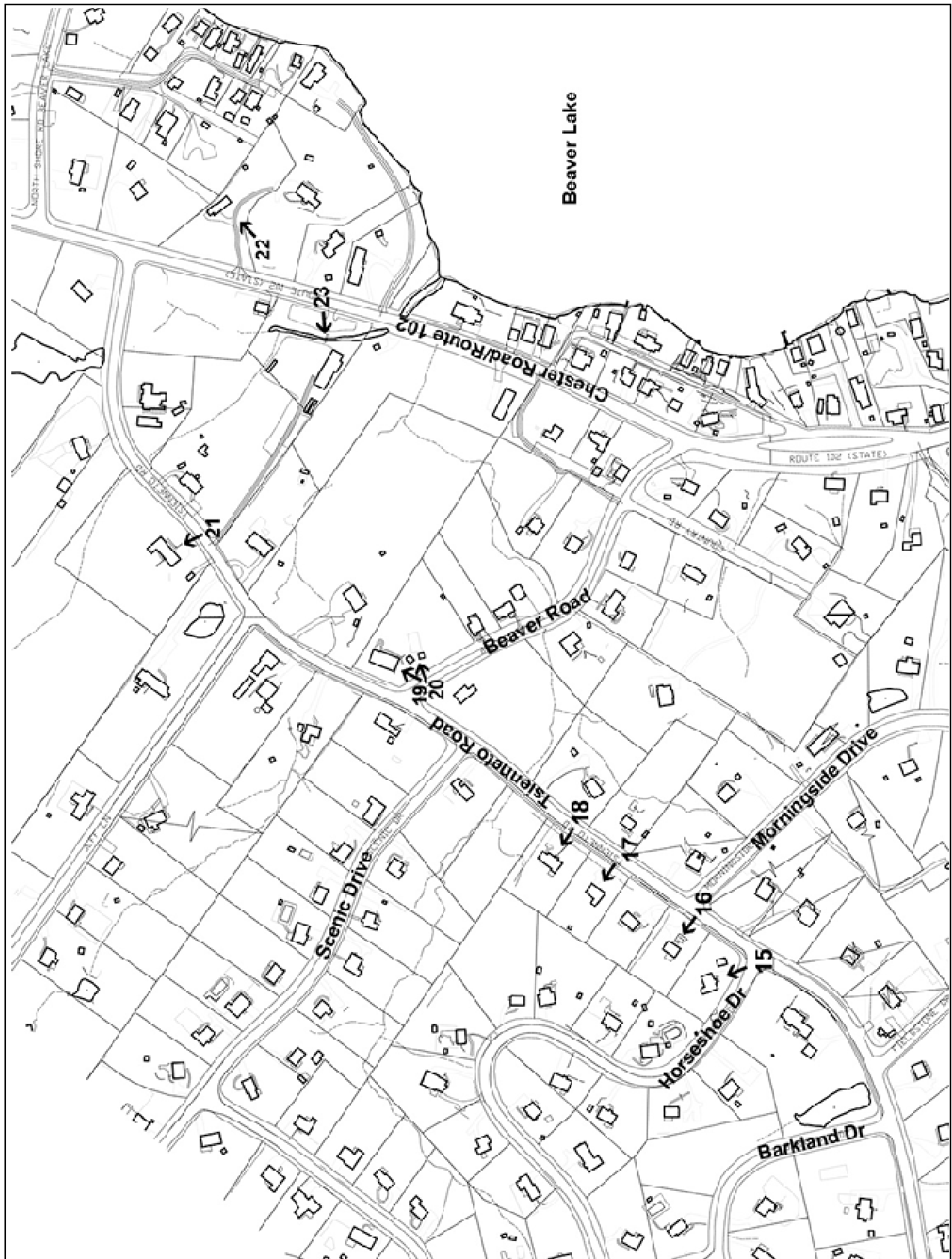


Photo Key 3 – Photos D15-D23

PROJECT AREA FORM

NHDHR NUMBER: DER

Photographs of Properties Dating 1958-1968 in Preferred Alternative (Photos D01-D23)

Date of Photography: August 2016



Photo D01: 11 Madden Road, facade
File Name: Derry2016_01

Direction: NW

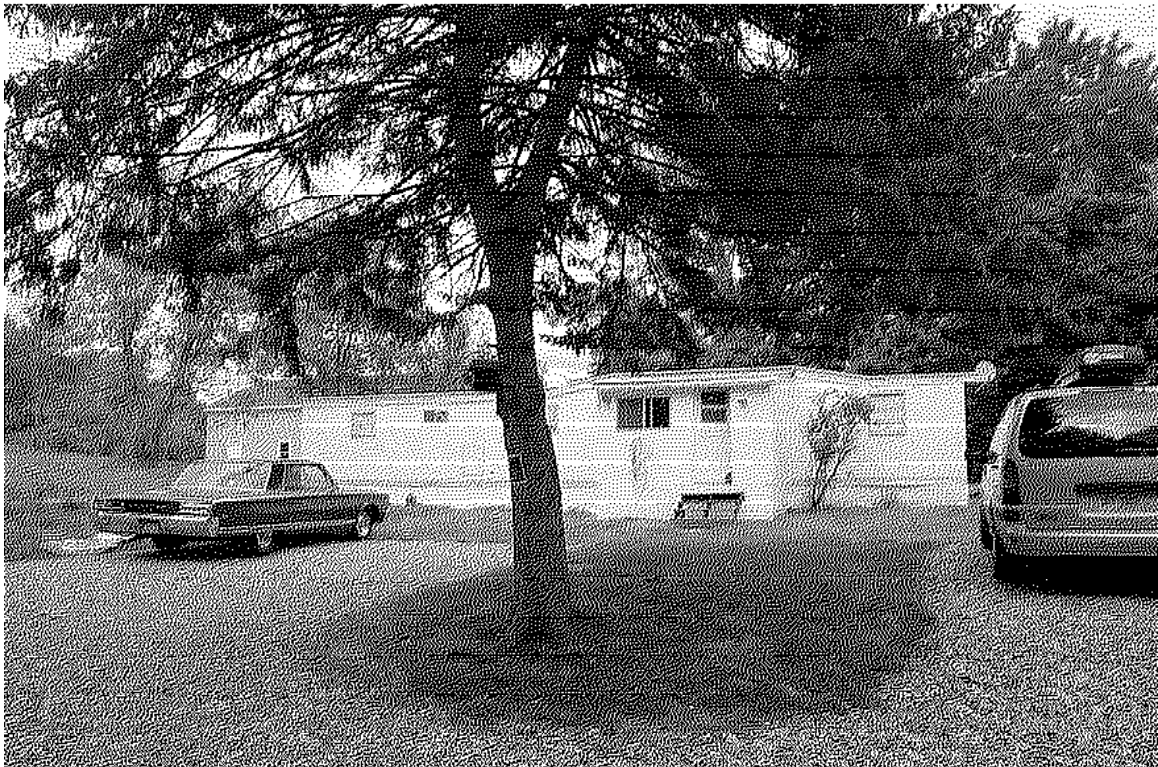


Photo D02: 2.5 Folsom Road, mobile home in rear of 4 Folsom Road.
File Name: Derry2016_D02

Direction: NE



Photo D03: 7 Folsom Road, façade and side elevation.

File Name: Derry2016_D03

Direction: E



Photo D04: 9 Folsom Road, façade and southwest elevation.

File Name: Derry2016_D04

Direction: E

PROJECT AREA FORM

NHDHR NUMBER: DER

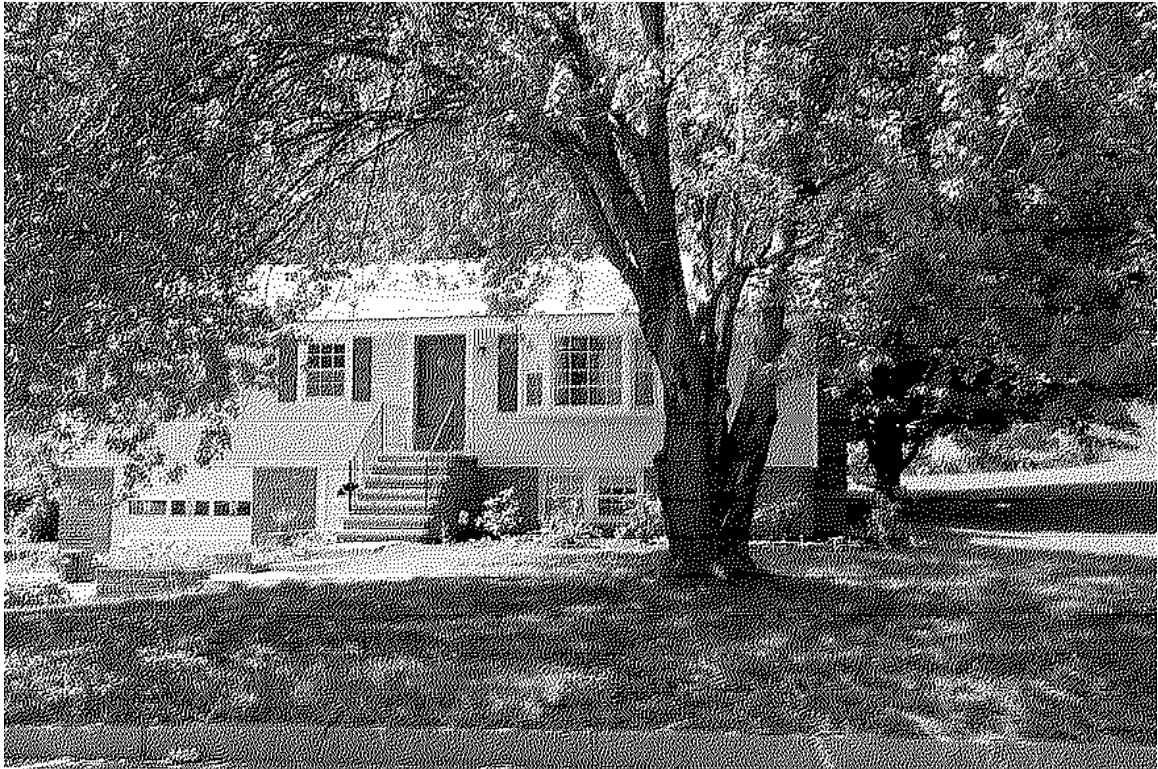


Photo D05: 12 Folsom Road, facade
File Name: Derry2016_D05

Direction: NW



Photo D06: 16 Folsom Road, facade
File Name: Derry2016_D06

Direction: NW

PROJECT AREA FORM

NHDHR NUMBER: DER

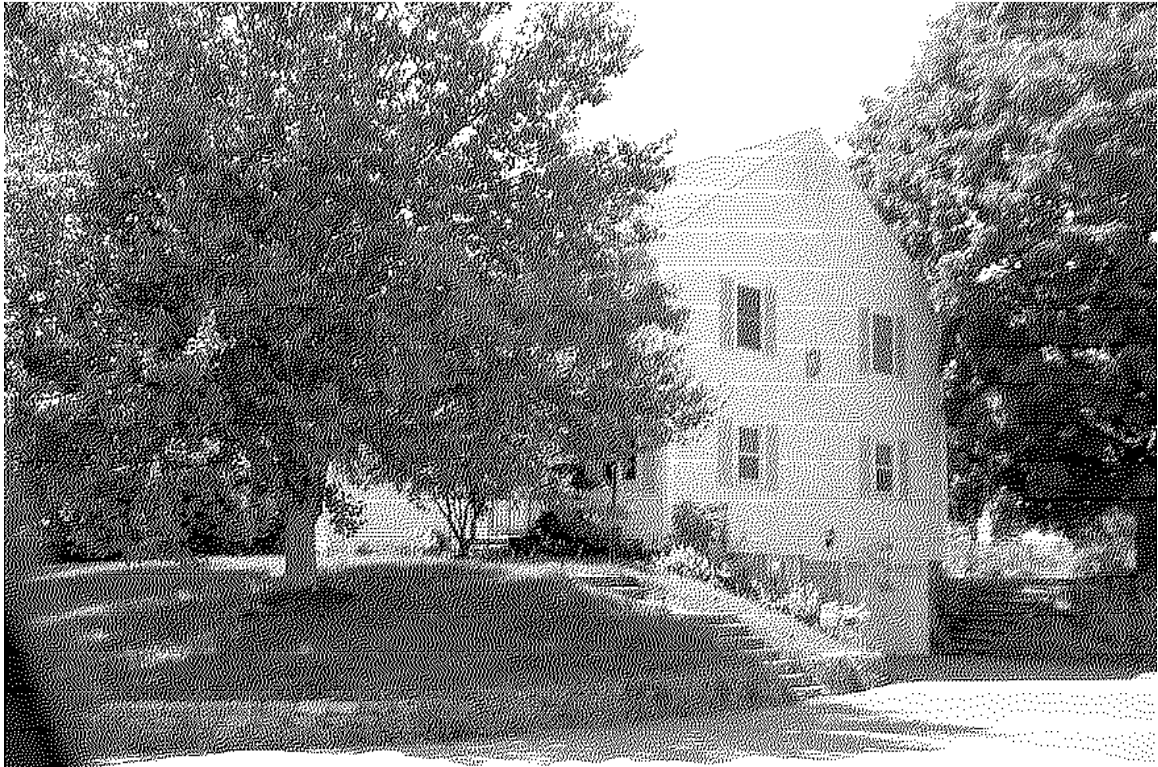


Photo D07: 16 Folsom Road, façade and northeast elevation

File Name: Derry2016_D07

Direction: NW



Photo D08: 20 Manchester Avenue, façade

File Name: Derry2016_D08

Direction: W

PROJECT AREA FORM

NHDHR NUMBER: DER



Photo D09: (Left to right) 4 Exeter Street (ca. 1975) and 6 Exeter Street (ca. 1929), representative examples of the “Franklin Terrace” neighborhood

File Name: Derry2016_D09

Direction: W



Photo D10: 17 Manchester Avenue (ca. 1976), representative example of the “Franklin Terrace” neighborhood

File Name: Derry2016_D10

Direction: NE

PROJECT AREA FORM

NHDHR NUMBER: DER



Photo D11: 11 Manchester Avenue (ca. 1960), representative example of the “Franklin Terrace” neighborhood

File Name: Derry2016_D11

Direction: E



Photo D12: 3 Manchester Road at the corner of Tsienneto Road, façade and northeast elevation and parking lot

File Name: Derry2016_D12

Direction: SW



Photo D13: 3 Manchester Road at the corner of Tsienneto Road, façade on Tsienneto Road

File Name: Derry2016_D13

Direction: N



Photo D14: 50 North Main Street at the corner of Tsienneto Road, façade

File Name: Derry2016_D14

Direction: S



Photo D15: 1 Horseshoe Drive, façade
File Name: Derry2016_D15

Direction: NW

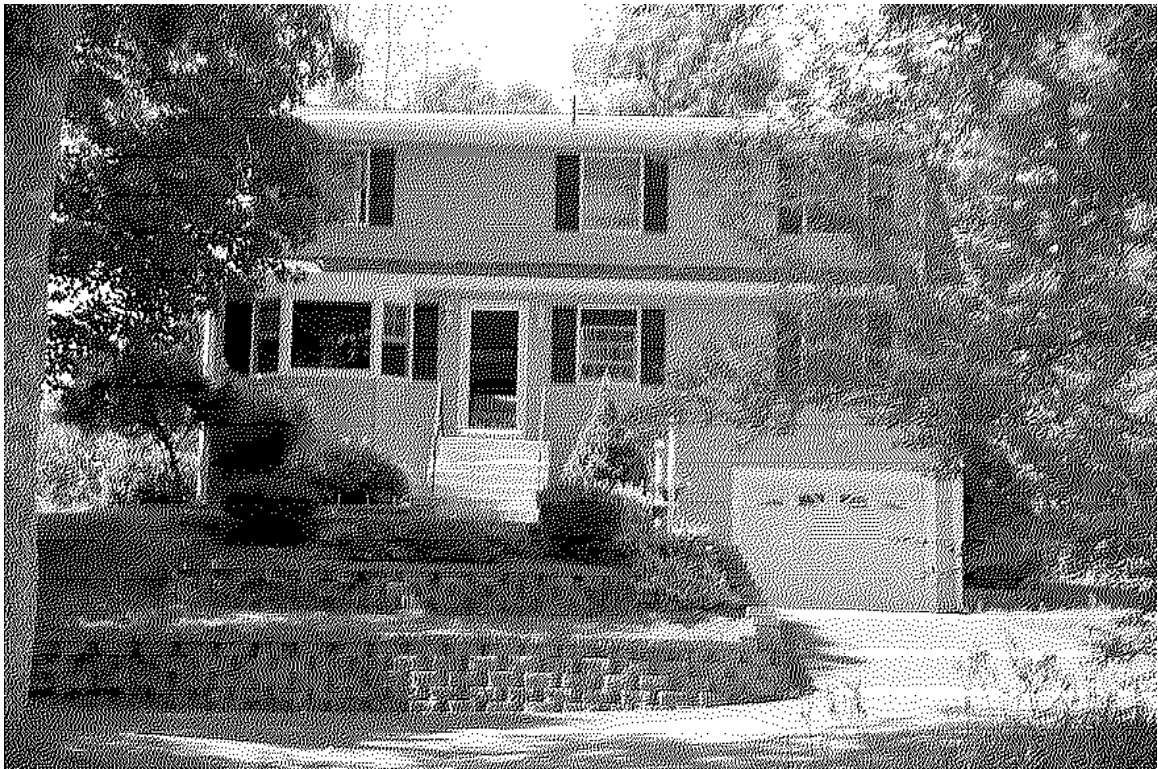


Photo D16: 60 Tsienneto Road, façade
File Name: Derry2016_D16

Direction: NW

PROJECT AREA FORM

NHDHR NUMBER: DER



Photo D17: 64 Tsienneto Road, façade
File Name: Derry2016_D17

Direction: NW

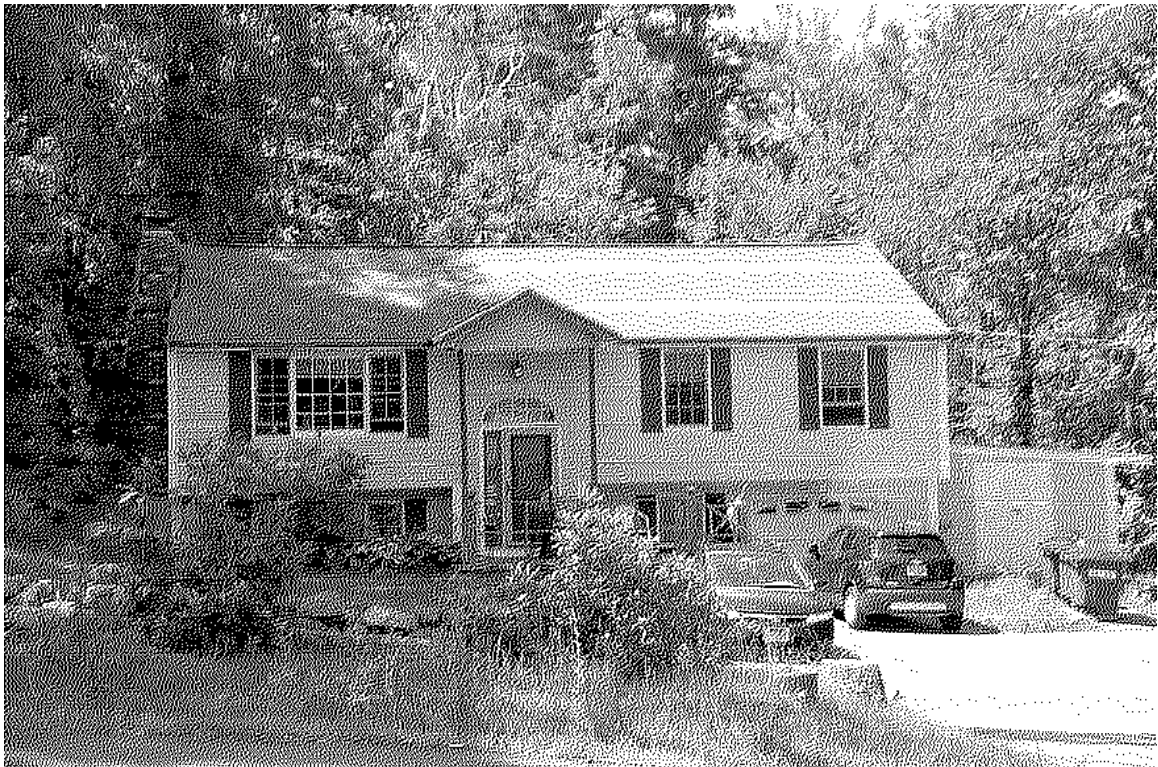


Photo D18: 66 Tsienneto Road, façade
File Name: Derry2016_D18

Direction: NW



Photo D19: 83 Tsienneto Road, southwest elevation (façade not accessible)

File Name: Derry2016_D19

Direction: NE

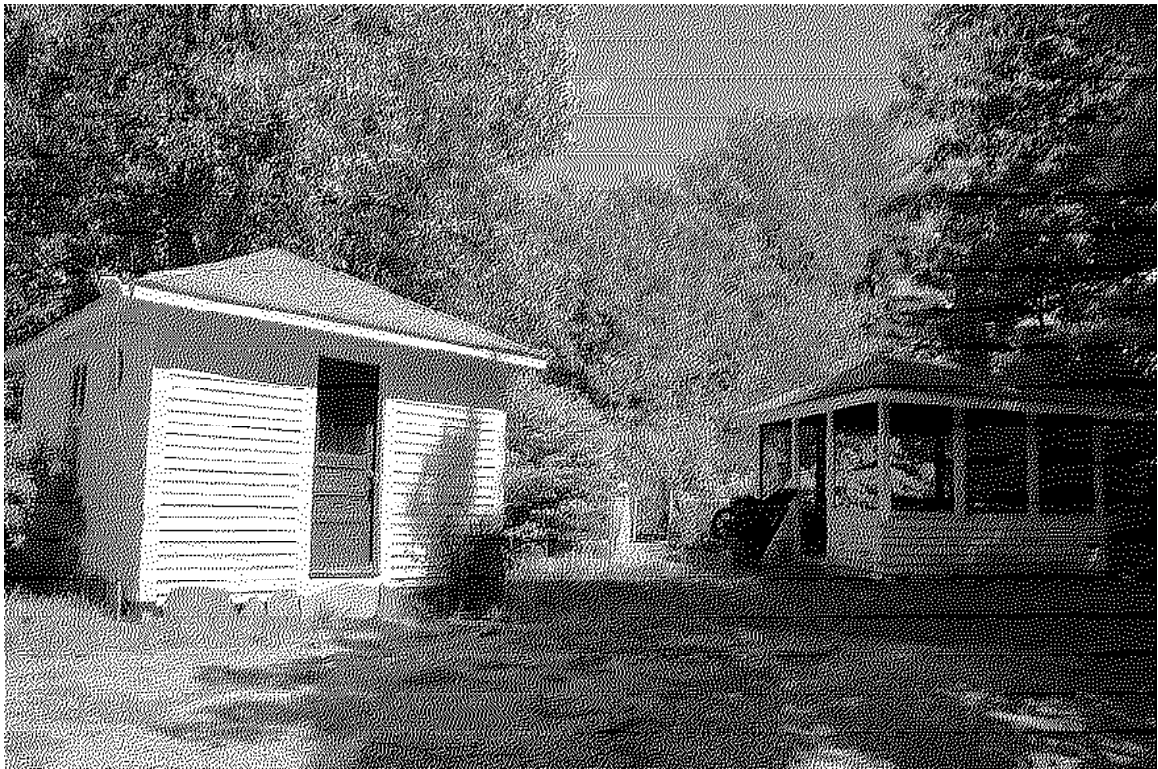


Photo D20: 83 Tsienneto Road, storage shed, pool and screen house

File Name: Derry2016_D20

Direction: NE

PROJECT AREA FORM

NHDHR NUMBER: DER



Photo D21: 84 Tsienneto Road, façade
File Name: Derry2016_D21

Direction: NW



Photo D22: 91 Chester Road, façade
File Name: Derry2016_22

Direction: NE

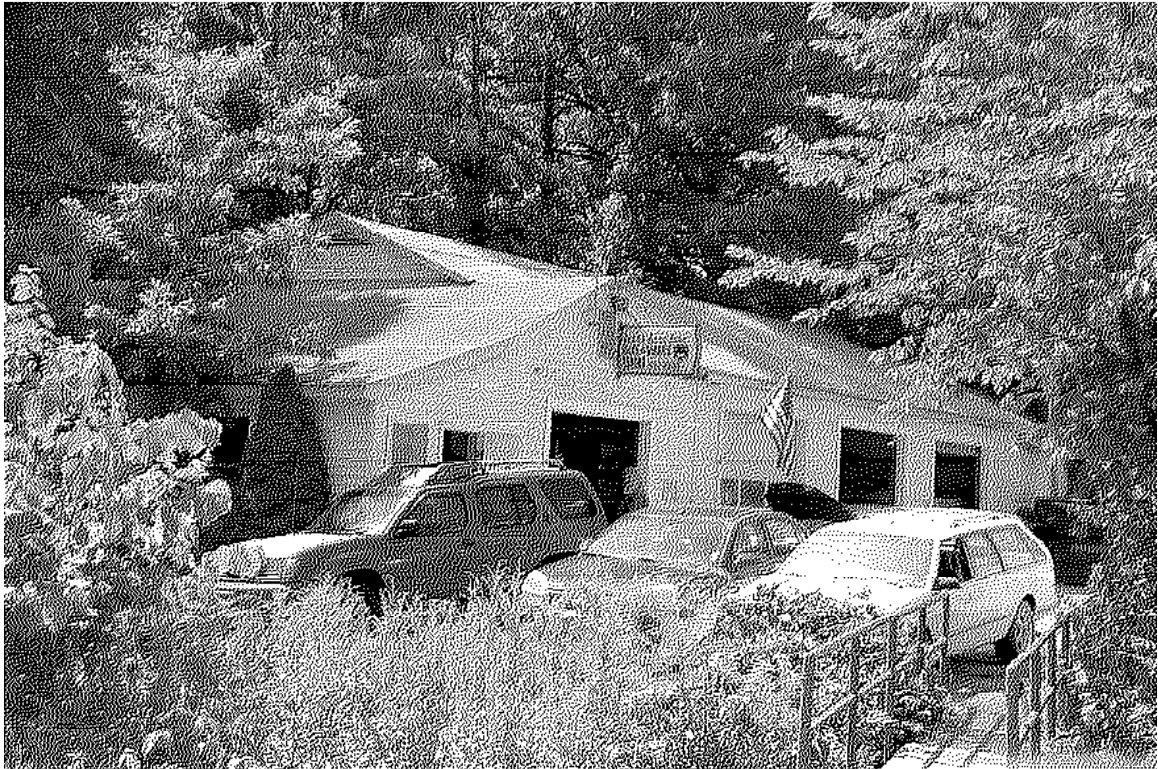


Photo D23: 80 Chester Road
File Name: Derry2016_D23

Direction: W

PROJECT AREA FORM

NHDHR NUMBER: DER

Table 2: Previously Determined Eligible Properties In Impacted Areas

Survey #	Street Address	Map-Lot	Acreage	2016 Photo Nos.	2002 DOE	Retained Integrity/ Eligibility 2016	Notes on Integrity
DER0029	49 West Broadway	26-114	0.50	U01	Eligible Individually (C)	Yes	No changes
DER0036	60-62 West Broadway	26-146	1.64	U02	Eligible Individually (C)	No	Vinyl siding has been added to the exterior, windows have been replaced with vinyl replacement windows in a different configuration (3/1 instead of 2/1). No other changes.
DER0044	31 West Broadway	29-141	0.26	U03	Eligible Individually (A, C)	Yes	Windows have been replaced with combination of fixed and awning, changing the earlier double-hung style. No other changes.
DER0047	32 West Broadway	29-195	0.26	U04, U05	Eligible Individually (A)	No	Use has changed to a restaurant, windows and garage doors have been replaced, awning installed.
DER0048	29 West Broadway	29-189	0.47	U06	NR listed (A)	Yes	No changes
DER0054	1 East Broadway	30-022	0.19	U07	Eligible Individually (A)	Yes	No changes
DER0055	8 East Broadway	30-053	0.06	U08	Eligible Individually (C)	Yes	No changes
DER0062	20 East Broadway	30-059	1.26	U09	Eligible Individually (A, C)	Yes	No changes
DER0070	44 East Broadway	30-075	0.69	U10	Eligible Individually (C)	Yes	Vinyl siding added to the exterior, accessibility ramp added to front entrance. No other changes.
DER0073	48 East Broadway	30-101	1.18	U11	Eligible Individually (A, C)	No	Building was demolished 2005, replaced by a pharmacy.
DER0078	58 East Broadway	30-105	0.31	U12	Eligible Individually (A, C)	Yes	Entry doors and sidelights have been replaced. No other changes.
DER0080	63 East Broadway	30-206	0.55	U13	Eligible Individually (A, C)	Yes	No changes
DER0083	69 East Broadway	30-210	0.39	U14	Eligible Individually (C)	No	Vinyl siding added to the exterior, wood brackets and details removed, new vinyl replacement windows, new front porch constructed.
DER0085	72 East Broadway	32-105	0.88	U15	Eligible Individually (C)	Yes	No changes
DER0090	81 East Broadway	32-079	0.40	U16	Eligible Individually (C)	Yes	Vinyl replacement windows have been added. No other changes.
DER0099	98 East Broadway	32-065	0.38	U17	Eligible Individually (C)	Yes	New metal picket fence with granite posts has replaced wood fence. No other changes.
DER0100	102 East Broadway	32-063	0.53	U18, U19	Eligible Individually (C)	Yes	Upper story windows replaced. No other changes.
DER0102	116 East Broadway	33-014	1.16	U20	Eligible Individually (B)	Yes	Attached garage in rear has been redesigned, new construction Carriage House style building added in rear. No longer single family use. No other changes.
DER0132	120 Chester Road	12-023	13.77	U21	Eligible Individually (A)	Yes	No changes
DER0134	76 Tsienneto Road	08-041-001	1.52	U22, U23	Eligible Individually (C)	Yes	Metal roof added to main house. No other changes.
DER0135	72 Tsienneto Road	55-008	1.05	U24	Eligible Individually (C)	Yes	No changes

PROJECT AREA FORM

NHDHR NUMBER: DER

Survey #	Street Address	Map-Lot	Acreage	2016 Photo Nos.	2002 DOE	Retained Integrity/ Eligibility 2016	Notes on Integrity
DER0141	104 East Broadway	32-064	0.42	U25	Eligible Individually (C)	Yes	Bay window has been modified and replaced. No other changes.
Area DV	126 East Broadway	37-009	0.96	U26	Contributing to NR-eligible district	Yes	Vinyl siding has been added, vinyl replacement windows on upper floor, gutters added.
Area DV	128 East Broadway	37-010	0.49	U27	Contributing to NR-eligible district	Yes	New driveway in front, new front porch with accessibility ramp, gutter added to first floor roofline.
Area DV	130 East Broadway	37-030	0.24	U28	Contributing to NR-eligible district	Yes	Vinyl replacement windows have been added to the second floor. No other changes.
Area DV	130½ East Broadway	37-031	0.21	U29	Contributing to NR-eligible district	Yes	No changes
Area DV	132 East Broadway	37-032	0.55	U30	Contributing to NR-eligible district	Yes	Synthetic shutters added to more of the windows.

Photo Keys – Previously Determined Eligible Properties, 2016 (Photos U01-U30)

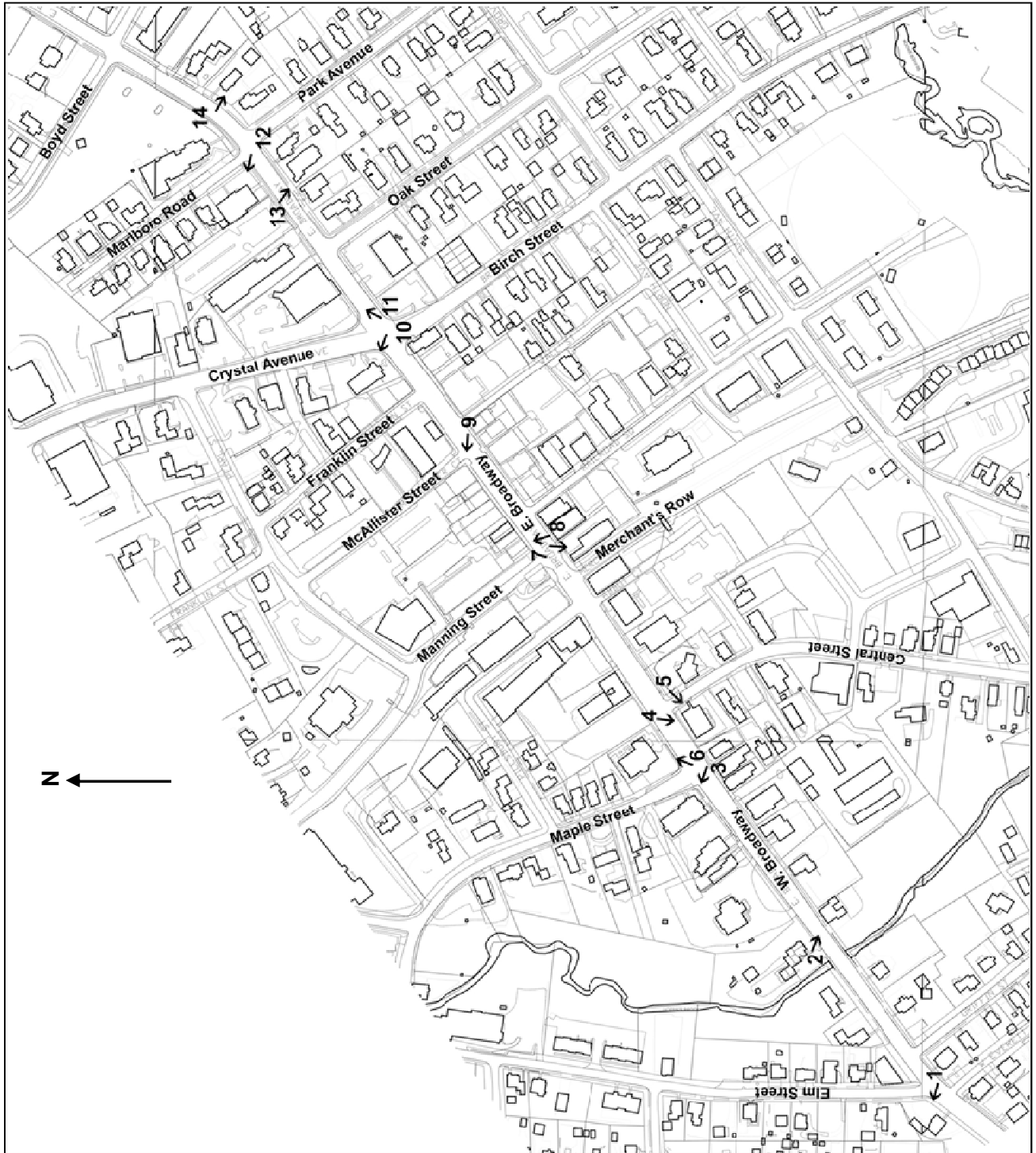


Photo Key 4 – Photos U01-U14

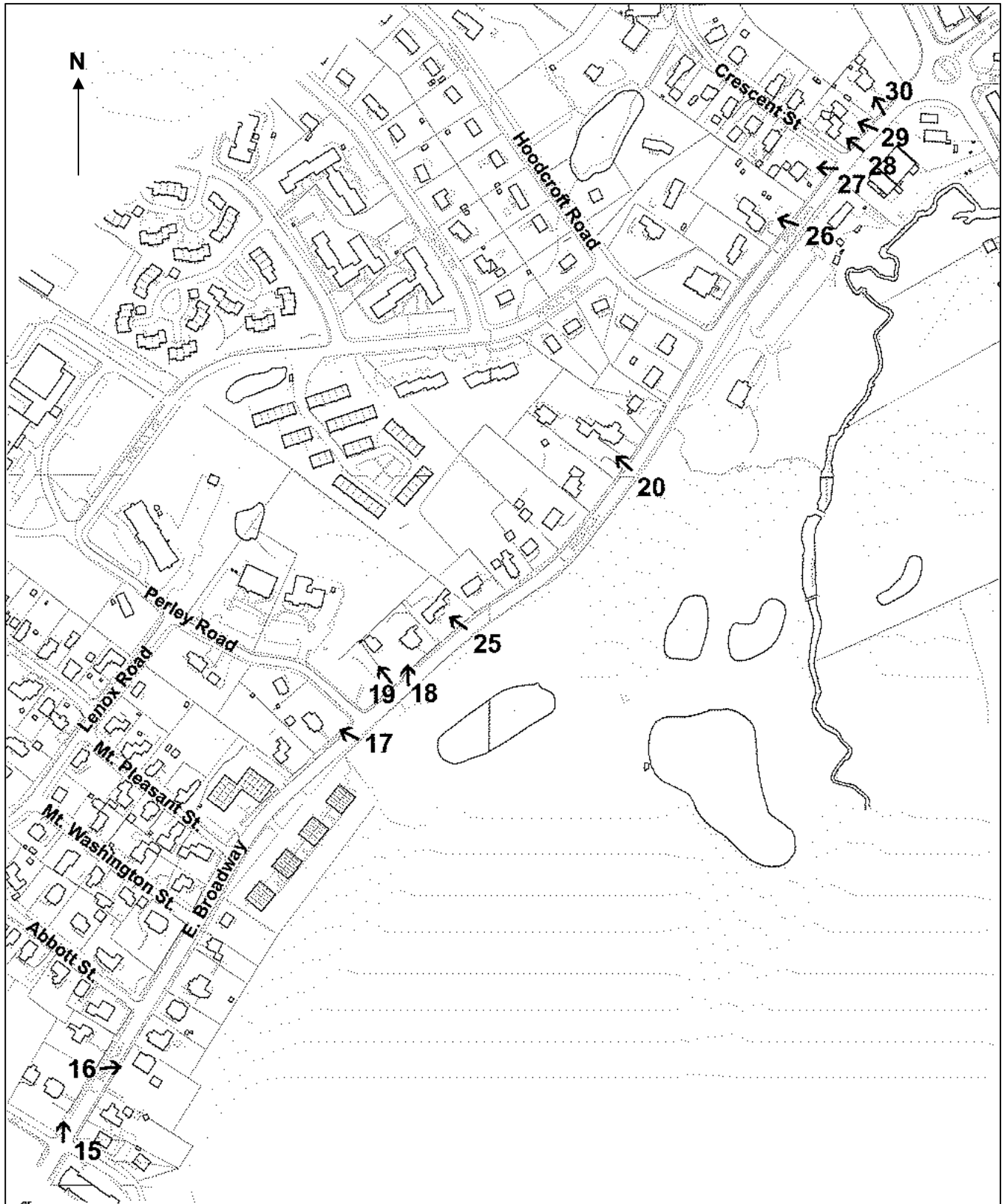


Photo Key 5 – Photos U15- U20, U25- U30



Photo Key 6 – Photo U21

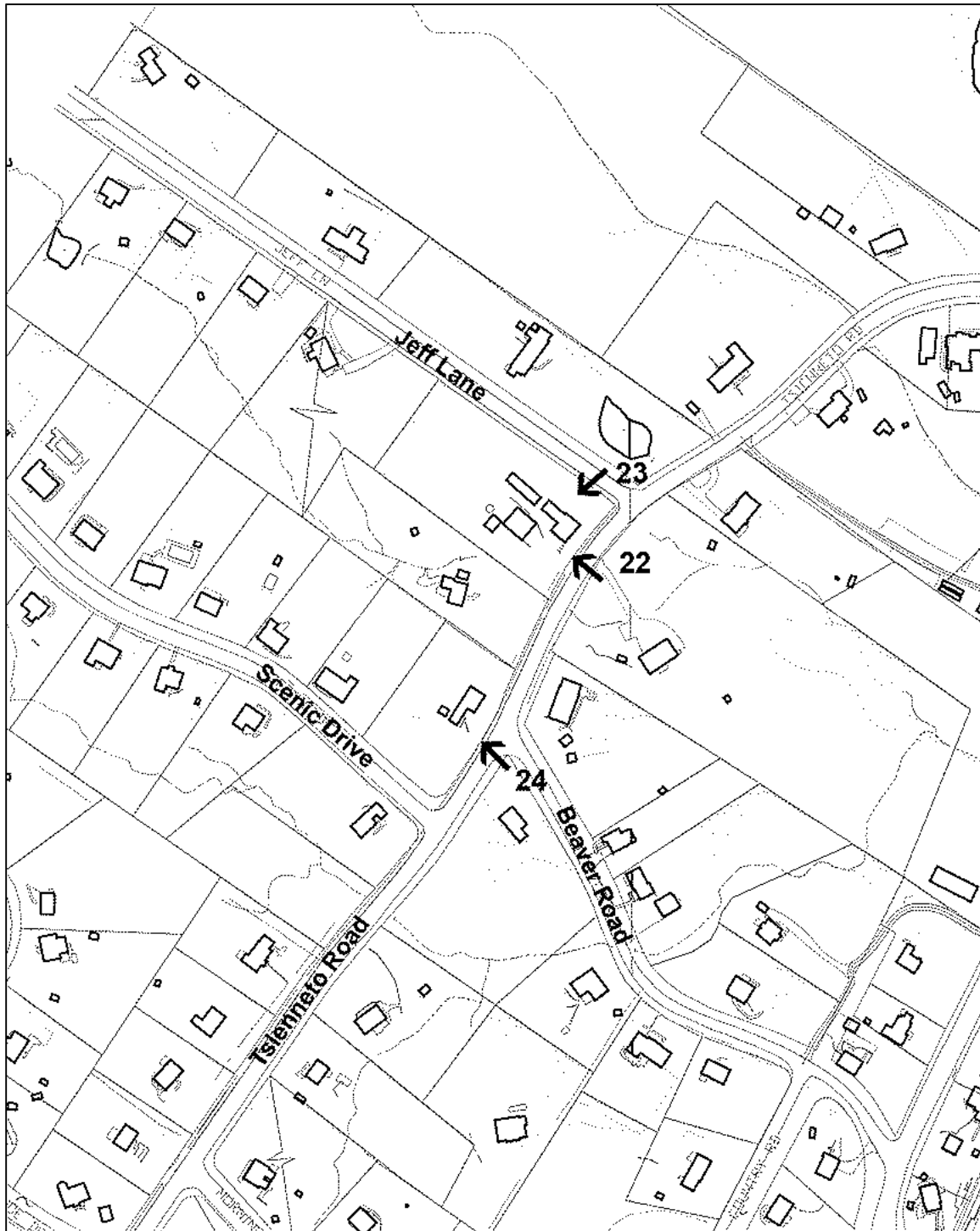


Photo Key 7 – Photos U22-U24

PROJECT AREA FORM

NHDHR NUMBER: DER

Photographs of Properties Previously Determined Eligible (Photos U01-U30)

Date of Photography: August 2016

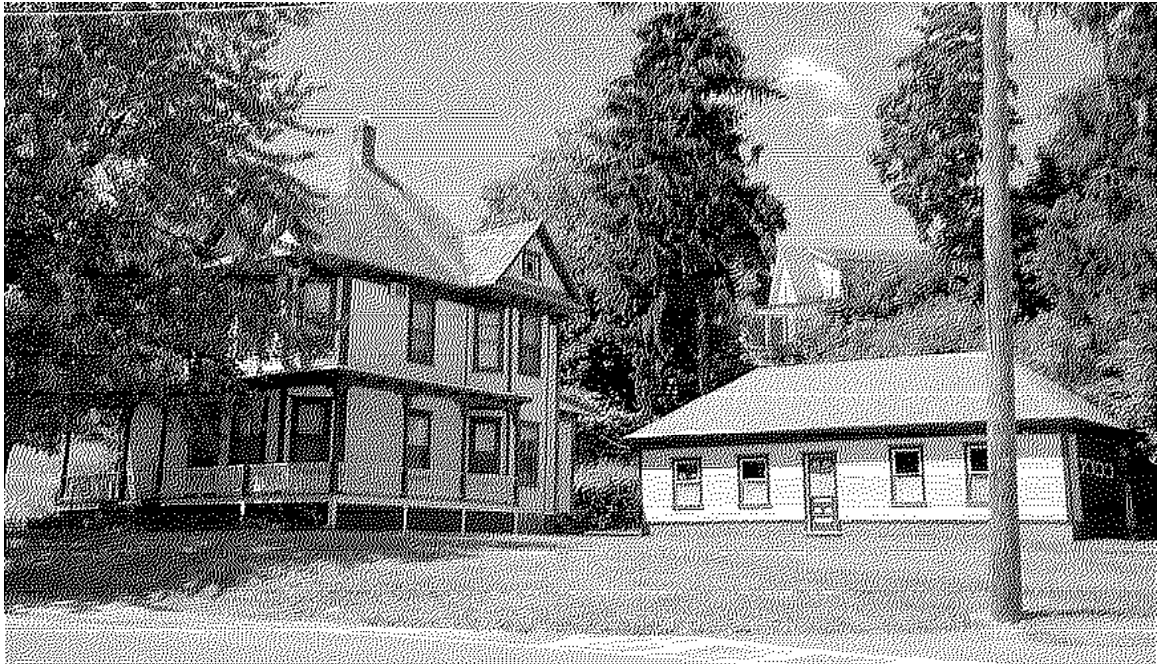


Photo U01: 49 West Broadway (**DER0029**). Façade and east elevations of the Benson/Warren House and garage. Windows and door of garage are boarded up, no other changes noted.

File Name: Derry2016_U01

Direction: NW

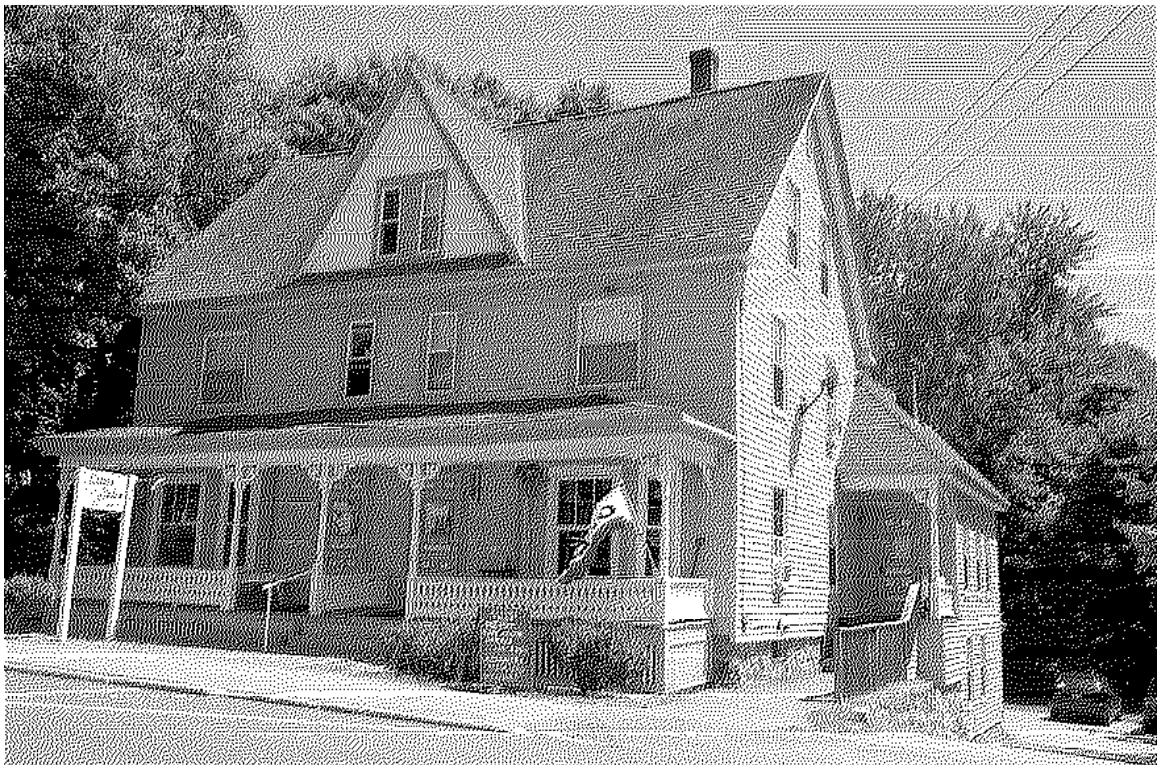


Photo U02: 60-62 West Broadway (**DER0036**). Façade and west elevation. Vinyl siding and replacement windows.

File Name: Derry2016_U02

Direction: SW



Photo U03: 31 West Broadway (**DER0044**). Façade and east elevation of the Veterans Memorial Building. Windows have been replaced, no other changes noted.

File Name: Derry2016_U03

Direction: W



Photo U04: 32 West Broadway (**DER0047**). Façade of the Central Fire Station. Building use changed to a restaurant, windows and garage doors have been replaced and/or infilled.

File Name: Derry2016_U04

Direction: SW

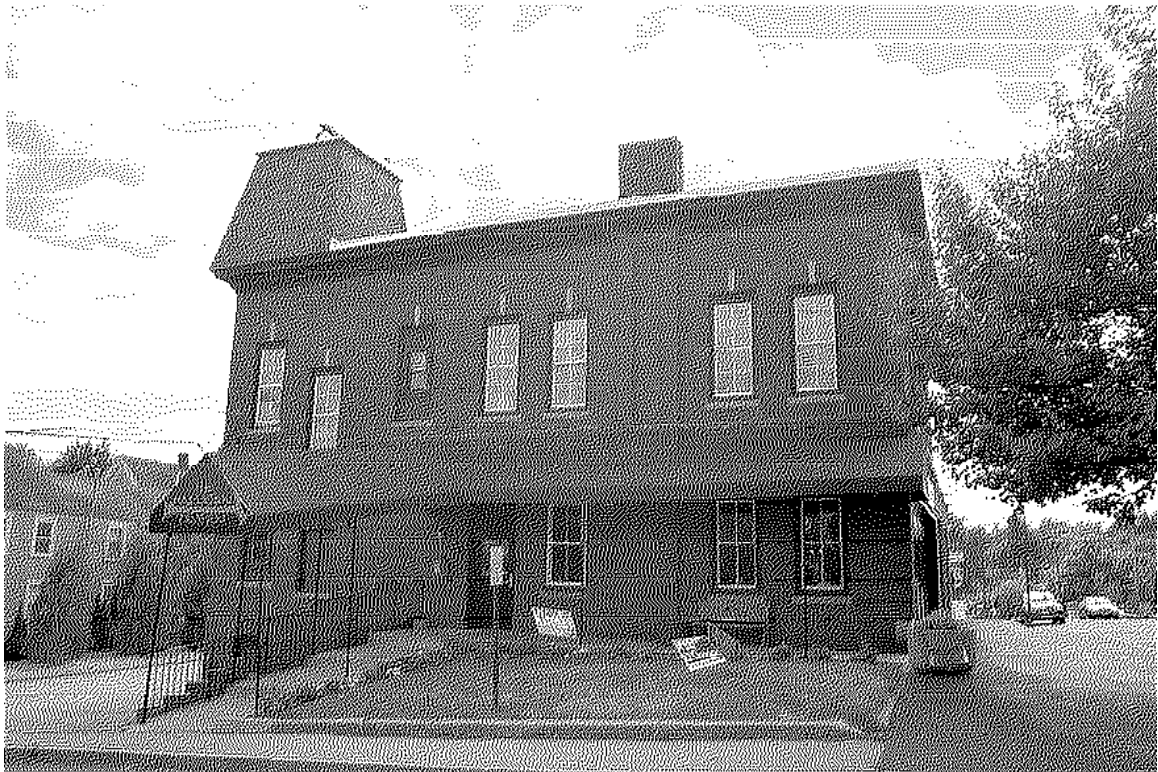


Photo U05: 32 West Broadway (**DER0047**). East elevation of the Central Fire Station. Building use changed to a restaurant, windows have been replaced and new awning installed.

File Name: Derry2016_U05

Direction: SW



Photo U06: 29 West Broadway (**DER0048**). Façade and west elevation of the Adams Memorial Building. No changes noted.

File Name: Derry2016_U06

Direction: NE



Photo U07: 1 East Broadway (**DER0054**). Façade and northwest elevation. No changes noted.

File Name: Derry2016_U07

Direction: S



Photo U08: 8 East Broadway (**DER0055**). Façade of the 8 East Broadway commercial block. No changes noted.

File Name: Derry2016_U08

Direction: N



Photo U09: 20 East Broadway (**DER0062**). Façade and east elevation of the First National Bank. No changes noted.

File Name: Derry2016_U09

Direction: W



Photo U10: 44 East Broadway (**DER0070**). Façade and east elevation of the First Baptist Church. Vinyl siding has been installed, accessibility ramp added to the front door.

File Name: Derry2016_U10

Direction: NW



Photo U11: 48 East Broadway (**DER0073**). Site of former Derry Town Hall, demolished in 2005, now a pharmacy.

File Name: Derry2016_U11

Direction: NE

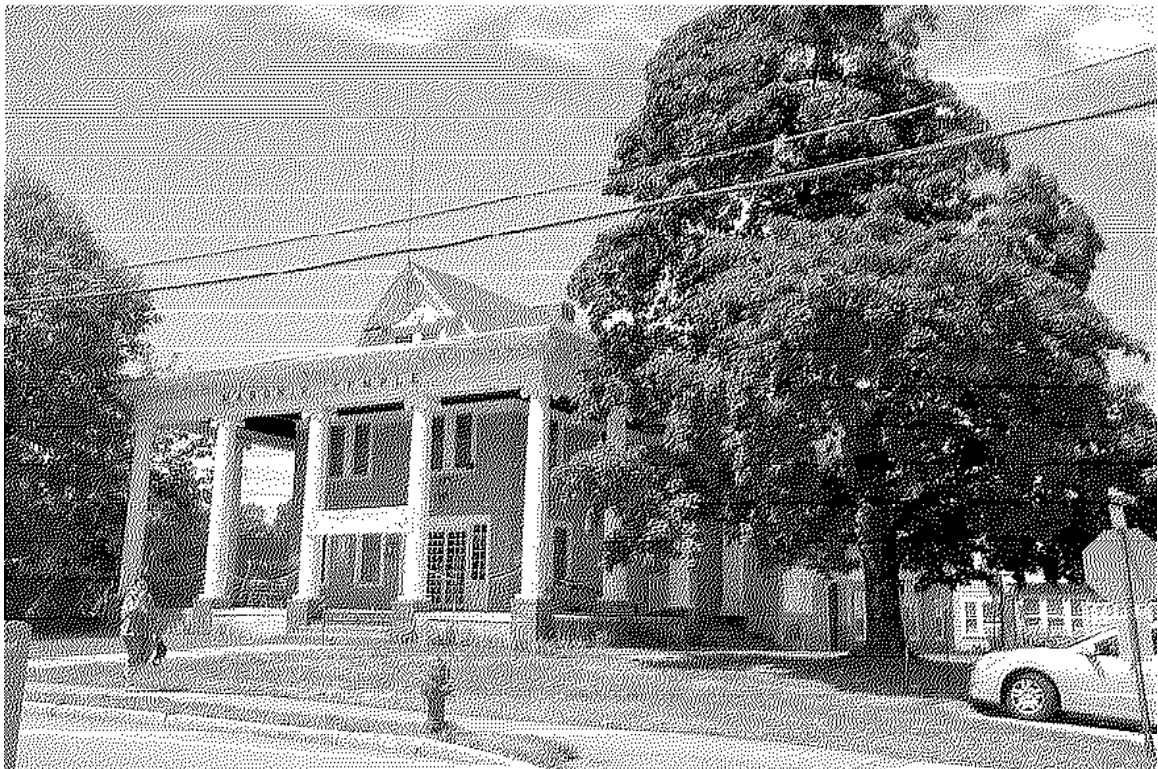


Photo U12: 58 East Broadway (**DER0078**). Façade and east elevation of the Mason Temple (former Newell House). Front door and sidelights have been replaced, no other changes noted.

File Name: Derry2016_U12

Direction: W



Photo U13: 63 East Broadway (**DER0080**). Façade and west elevation of St. Luke's Methodist Episcopal Church. No changes noted.

File Name: Derry2016_U13

Direction: NE



Photo U14: 69 East Broadway (**DER0083**). Façade and west elevation the Wheeler House. Vinyl siding and replacement windows have been added, wood trim details and brackets have been removed, new front porch constructed.

File Name: Derry2016_U14

Direction: E

PROJECT AREA FORM

NHDHR NUMBER: DER



Photo U15: 72 East Broadway (**DER0085**). Façade of the Greenough House and granite block fencing. No changes noted.

File Name: Derry2016_U15

Direction: NE

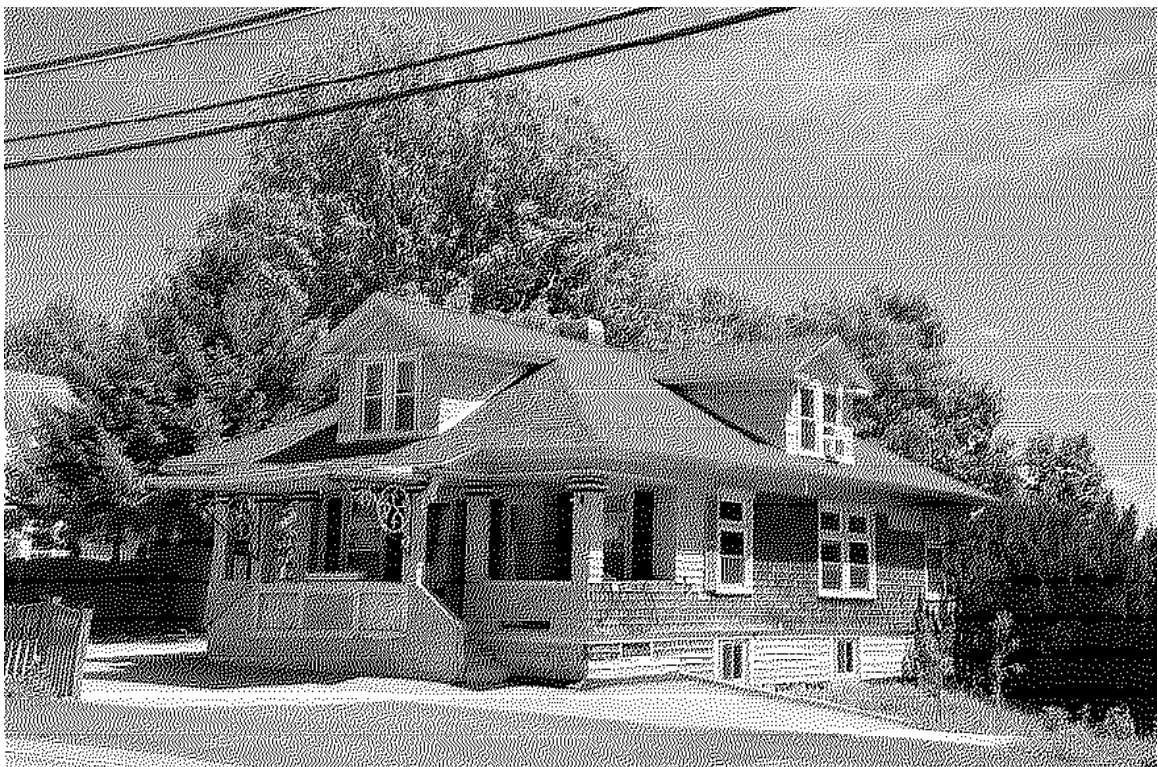


Photo U16: 81 East Broadway (**DER0090**). Façade and southwest elevation of the Abbott/Cutlip House. Vinyl replacement windows have been added, no other changes noted.

File Name: Derry2016_U16

Direction: E



Photo U17: 98 East Broadway (**DER0099**). Façade and east elevation of the Arthur Green House. New metal fence with granite posts installed, no other changes noted.

File Name: Derry2016_U17

Direction: W



Photo U18: 102 East Broadway (**DER0100**). Façade and west elevation of the Proctor House. Upper story windows have been replaced, no other changes noted.

File Name: Derry2016_U18

Direction: N



Photo U19: 102 East Broadway (**DER0100**). Façade and southeast elevation of the Proctor House carriage barn. No changes noted.

File Name: Derry2016_U19

Direction: W



Photo U20: 116 East Broadway (**DER0102**). Façade and additions of the Gilbert and Helen Hood House. Attached garage has been renovated, new construction house added in 2006 to rear of property.

File Name: Derry2016_U20

Direction: NW



Photo U21: 120 Chester Road (**DER0132**). Façade and southwest elevation of J & F Farms building with ell additions. Vinyl siding installed and several replacement windows noted. No other changes.

File Name: Derry2016_U21

Direction: N

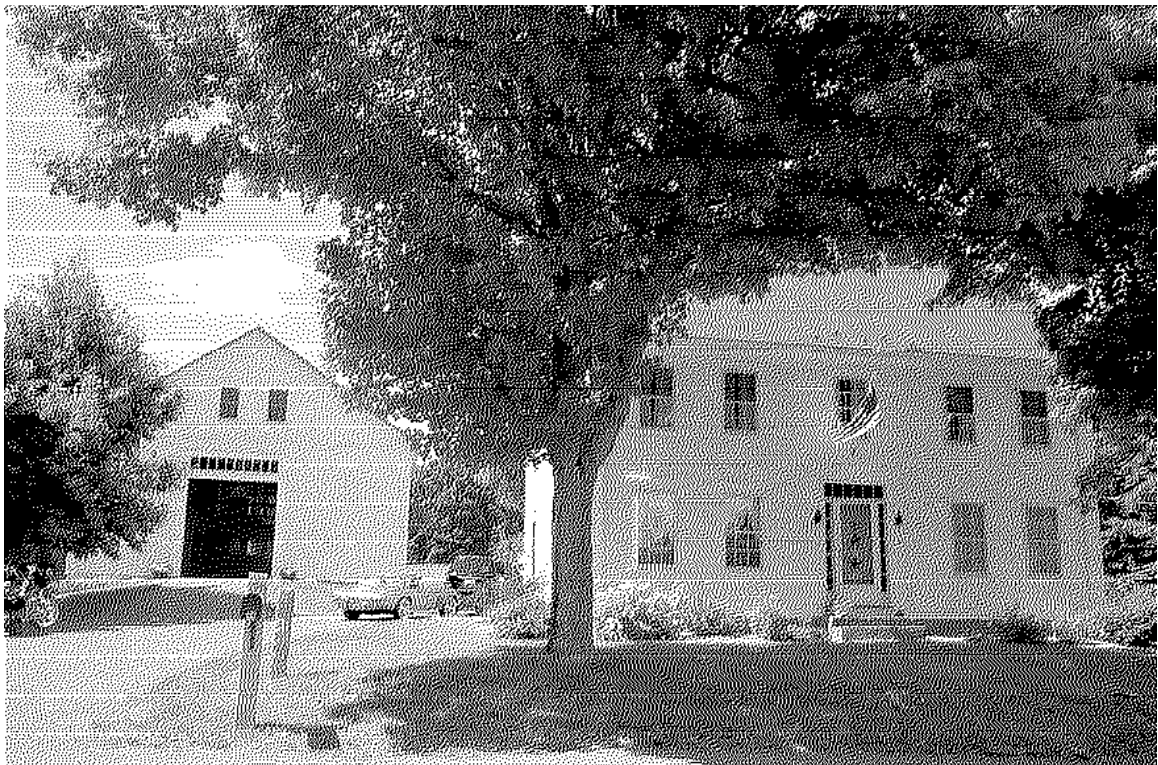


Photo U22: 76 Tsienneto Road (**DER0134**). Façade and barn of the Palmer Homestead. Metal standing-seam roof installed on the house. No other changes noted.

File Name: Derry2016_U22

Direction: NW



Photo U23: 76 Tsienneto Road (**DER0134**). Northeast elevation of the Palmer Homestead and carriage barn. Metal standing-seam roof installed on the house. No other changes noted.

File Name: Derry2016_U23

Direction: SW



Photo U24: 72 Tsienneto Road (**DER0135**). Façade of E. F. Adams House. Row of Hemlock trees removed in front, no other changes noted.

File Name: Derry2016_U24

Direction: N



Photo U25: 104 East Broadway (**DER0141**). Façade of the Amadee Cote House. Bay window has been replaced, no other changes noted.

File Name: Derry2016_U25

Direction: NW



Photo U26: 126 East Broadway (**Area DV**). Façade and northeast elevation of the Wilson House. Vinyl siding and gutters added, vinyl replacement windows on upper floor. No other changes noted.

File Name: Derry2016_U26

Direction: NW



Photo U27: 128 East Broadway (**Area DV**). Façade and northeast elevation of the Doctor Thomas Wallace House. Parking lot to the northeast enlarged, accessibility ramp added to front entry, gutter added to first floor roofline. No other changes noted.

File Name: Derry2016_U27

Direction: NW



Photo U28: 130 East Broadway (**Area DV**). Façade of the B. F. Kincaid House. Vinyl replacement windows have been added to the second floor. No other changes noted.

File Name: Derry2016_U28

Direction: NW

PROJECT AREA FORM

NHDHR NUMBER: DER



Photo U29: 130½ East Broadway (Area DV). Façade and northeast elevation of the 130½ East Broadway. No changes noted.

File Name: Derry2016_U29

Direction: NW



Photo U30: 132 East Broadway (Area DV). Façade and southwest elevation of the Joseph Bradbury Bartlett House. Vinyl shutters added to façade windows. No other changes noted.

File Name: Derry2016_U30

Direction: N

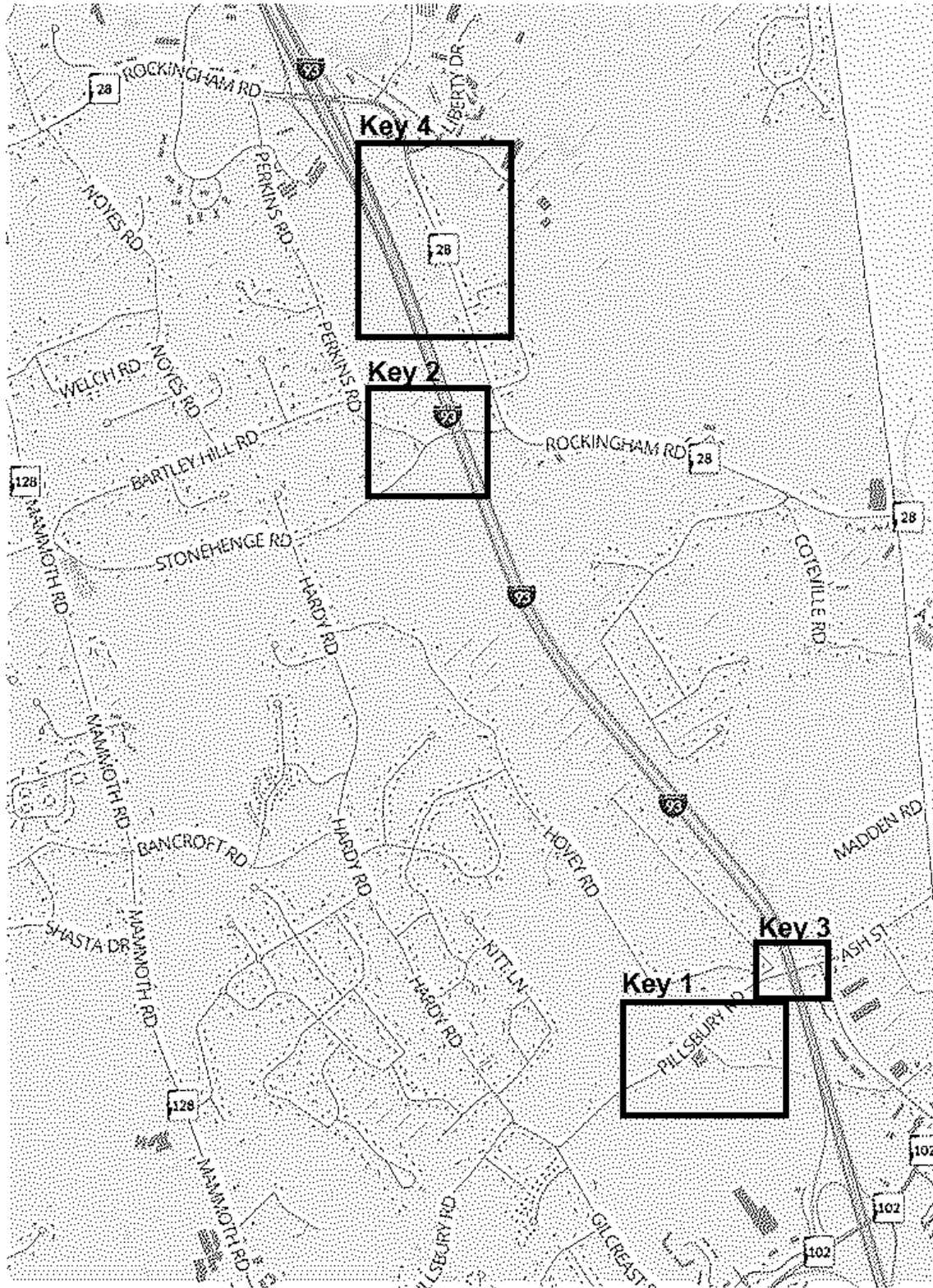
2016 Updated NHDHR Area Form for Londonderry,
I-93 Exit 4A Interchange Study Area

AREA FORM

NHDHR NUMBER: LON

1. Type of Area FormTown-wide: Historic District: Project Area: **2. Name of area:** Londonderry, I-93 Exit 4A Interchange Study**3. Location:** Pillsbury Road, Appletree Lane, Route 28/Rockingham Road (from town line to Perkins Road), Perkins Road, Stonehenge Road (abutting I-93)**4. City or town:** Londonderry**5. County:** Rockingham**6. USGS quadrangle name(s):** Derry, NH; Manchester South, NH**7. Dataset:** SP Feet, NAD83**8. SP Feet:** X: 1,064,044.92 Y: 154,879.72; X: 1,072,020.91 Y: 145,919.59; X: 1,072,978.32 Y: 137,814.10; X: 1,068,20.41 Y: 137,814.10; X: 1,068,207.41 Y: 134,374.51; X: 1,060,464.32 Y: 153,561.35**9. Inventory numbers in this area:** Area LON-WO, Area PS, LON0094-LON0100, LON0103-LON0109, LON0114, LON0116, LON0117**10. Setting:** Rural**11. Acreage:** approximately 400 acres**12. Preparer(s):** Lynne Monroe, Reagan Ruedig**13. Organization:** Preservation Company**14. Date(s) of field survey:** August 2016

15. Location Map



Location Map showing areas revisited for this update.
Street addresses of resources are listed in the Table on page A4.
Detail Maps/Photo Keys 1-4 begin on page A7.

17. Methods and Purpose (Continuation)

The scope of work for this current phase of the project was specified at a joint meeting of FHWA, NHDOT and NHDHR on March 1, 2016. This update was completed for the I-93 Exit 4A Interchange Study, Derry-Londonderry, NHDOT Project Number: 13065. The objective is to review the work done in 1999-2002, and make it current to complete the Section 106 evaluation for Historic Resources. A Townwide Area Form for Londonderry was completed in 1995 for the Bedford-Manchester-Londonderry Project DPR-F-0047-(001), 11512. Six Individual Survey Forms were completed in 1999-2000 for this project (LON0094-LON0099). Survey was completed in 2001 for the I-93 Improvement Project: Salem-Manchester 10418c that included areas and individual properties that fall within the Exit 4A Project's Area of Potential Effects (as stated in the 2007 Draft Environmental Impact Statement, Section 3.8.4.2).

In August 2016, Preservation Company conducted a windshield survey of the project area to assess the changes to the properties that had retained eligibility as of 2002. The survey focused on the eligible properties in potential impact areas located on Rockingham Road, Stonehenge Road, and Pillsbury Road; this included the Woodmont Orchard Historic District. The Ash Street Bridge (Prowse Memorial Bridge) over Interstate 93 was also surveyed. Changes in integrity are noted in the following table. Of these resources, only one property (99 Rockingham Road) was found to no longer be individually eligible for the National Register. Continuation sheets were made for this property to be appended to form #LON0103. They include current black-and-white prints with scans of the 2002 photographs provided for comparison as well as a narrative re-assessment of the integrity and significance comparison.

Digital photographs were taken of all of the eligible properties, and a photographic record was created for properties that were unchanged. This effort is presented on continuation sheets to the original Townwide Area Form and photographs are keyed to a base map taken from the Town of Londonderry MapGeo website (<https://londonderrynh.mapgeo.io>).

A table of eligible properties was prepared that shows the following information: Survey Number, Address, Map/parcel #, Acreage, 2002 DOE, 2016 Integrity/Eligibility, Notes on Integrity, and 2016 photo number.

List of Eligible Properties In Impacted Areas

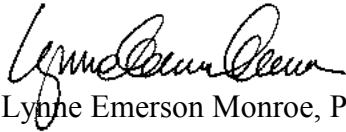
Survey #	Street Address	Map-Lot	Acreage	2002 Determined Eligible	2016 Retained Integrity/Eligibility?	2016 Changes Noted in Windshield Survey	2016 Photo Nos.
Area LON-WO	Pillsbury Road	Map 10	196.003	Eligible as a District (A,B)	Yes	Buildings have been mostly abandoned and are dilapidated, the sites are overgrown, but none had been demolished as of August 2016.	1-10
LON0100	15 Appletree Lane	10/41-1	5.0	Contributing to NR-eligible district (A)	Yes	Building uninhabited and overgrown, no changes.	5
LON0103	99 Rockingham Road	13/43	6.26	Eligible Individually (C)	No	Queen Anne style turned posts added to overhanging eave on façade, changing feeling and design.	15
LON0105	117 Rockingham Road	16/88	1.50	Eligible Individually (C as of 2005)	Yes	No changes noted.	16
LON0107	118 Rockingham Road	16/82	1.84	Not Eligible (Age)	Yes	No changes noted, should be re-evaluated if there are potential impacts now that the age threshold has been reached.	17
LON0114	79 Stonehenge Road (corner of Perkins Rd)	13/21, 22	114.39	Eligible Individually (A,C)	Yes	New storm doors added, no other changes.	11-13
LON0116	Ash Street over I-93	10/00	Bridge footprint/ approaches	Eligible Individually (2003) (C,E)	Yes	No changes.	14
LON0117	113 Rockingham Road	16/93	1.40	Eligible Individually (C)	Yes	No changes noted.	18

Digital Photo Log

The photo reference (file name) for this project is named LON_2016_01 through LON_2016_18 where the last two digits are the photo number.

Digital Photography Statement

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed using the following: Epson SureColor P600 printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.



Lynne Emerson Monroe, Preservation Company

Photo Keys

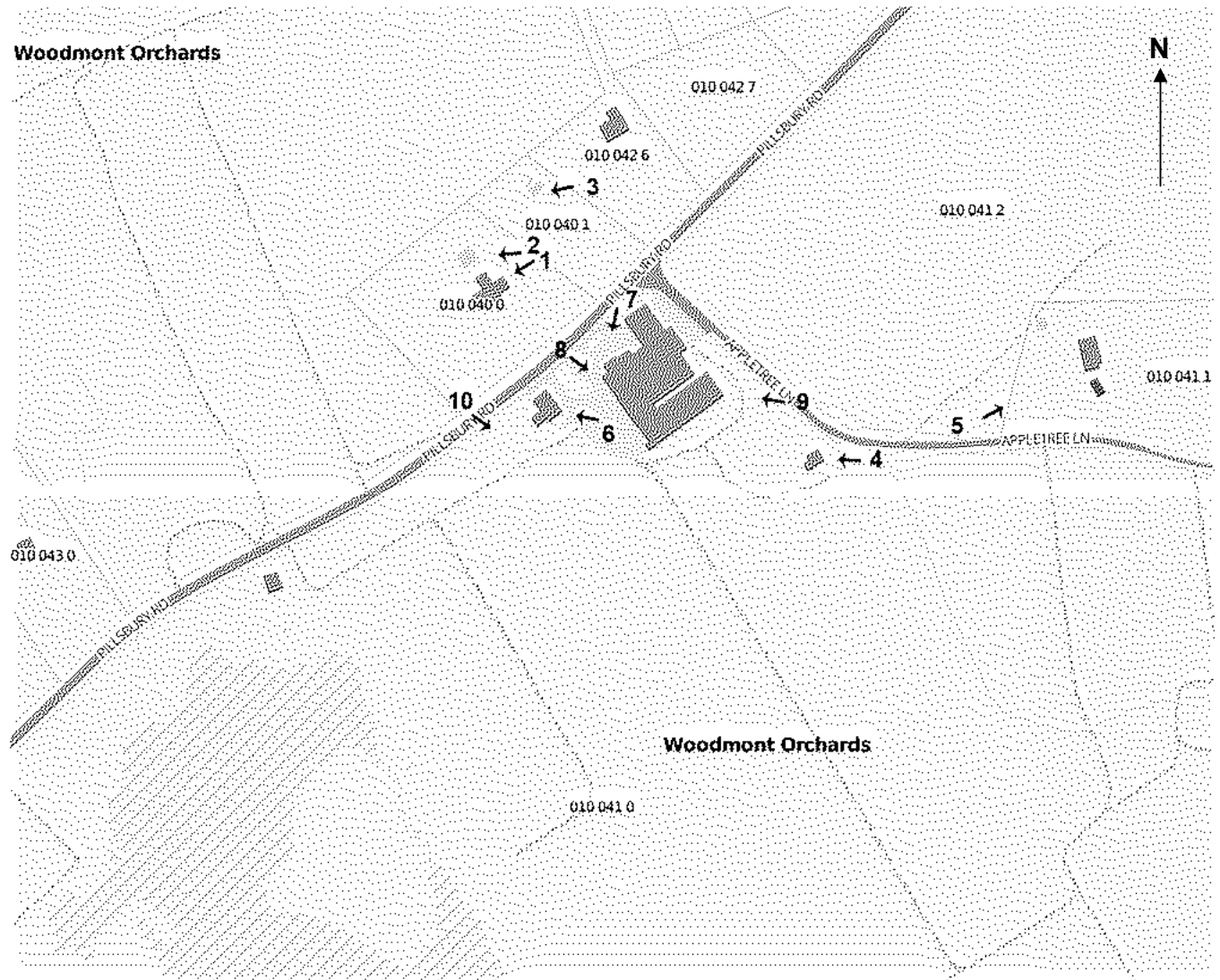


Photo Key 1 – Photos 1-10



Photo Key 2 – Photos 11-13

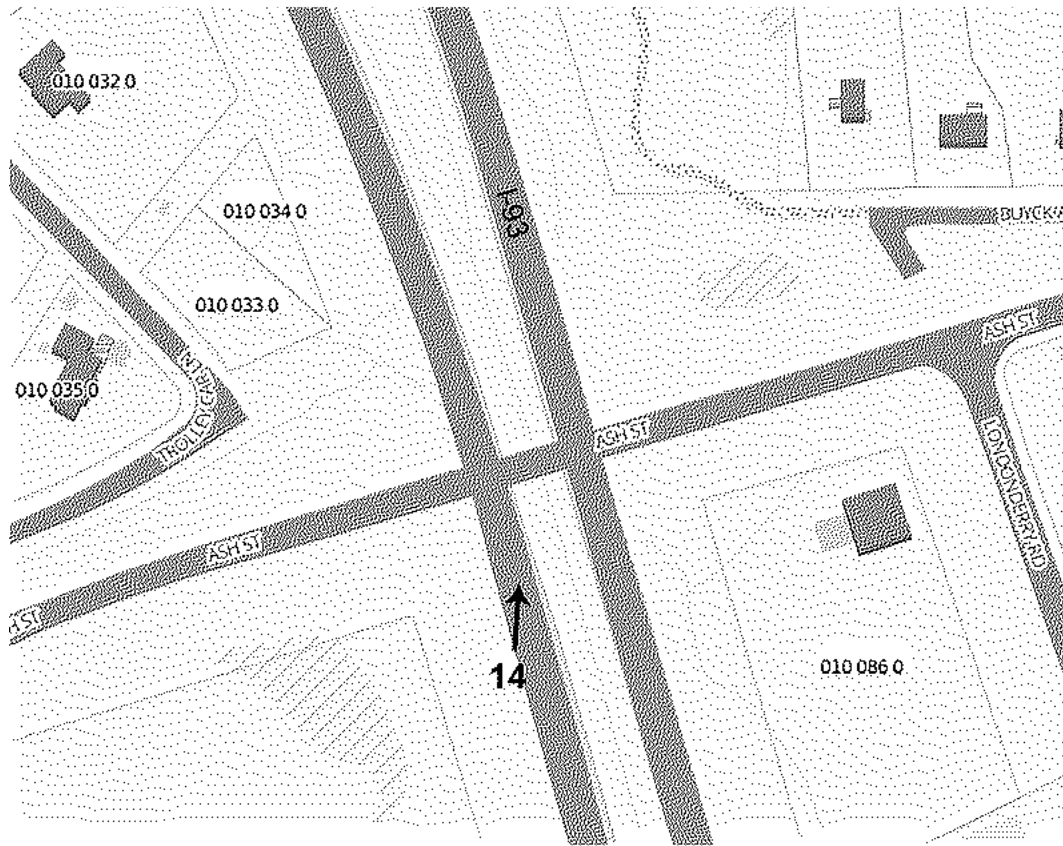


Photo Key 3 – Photo 14

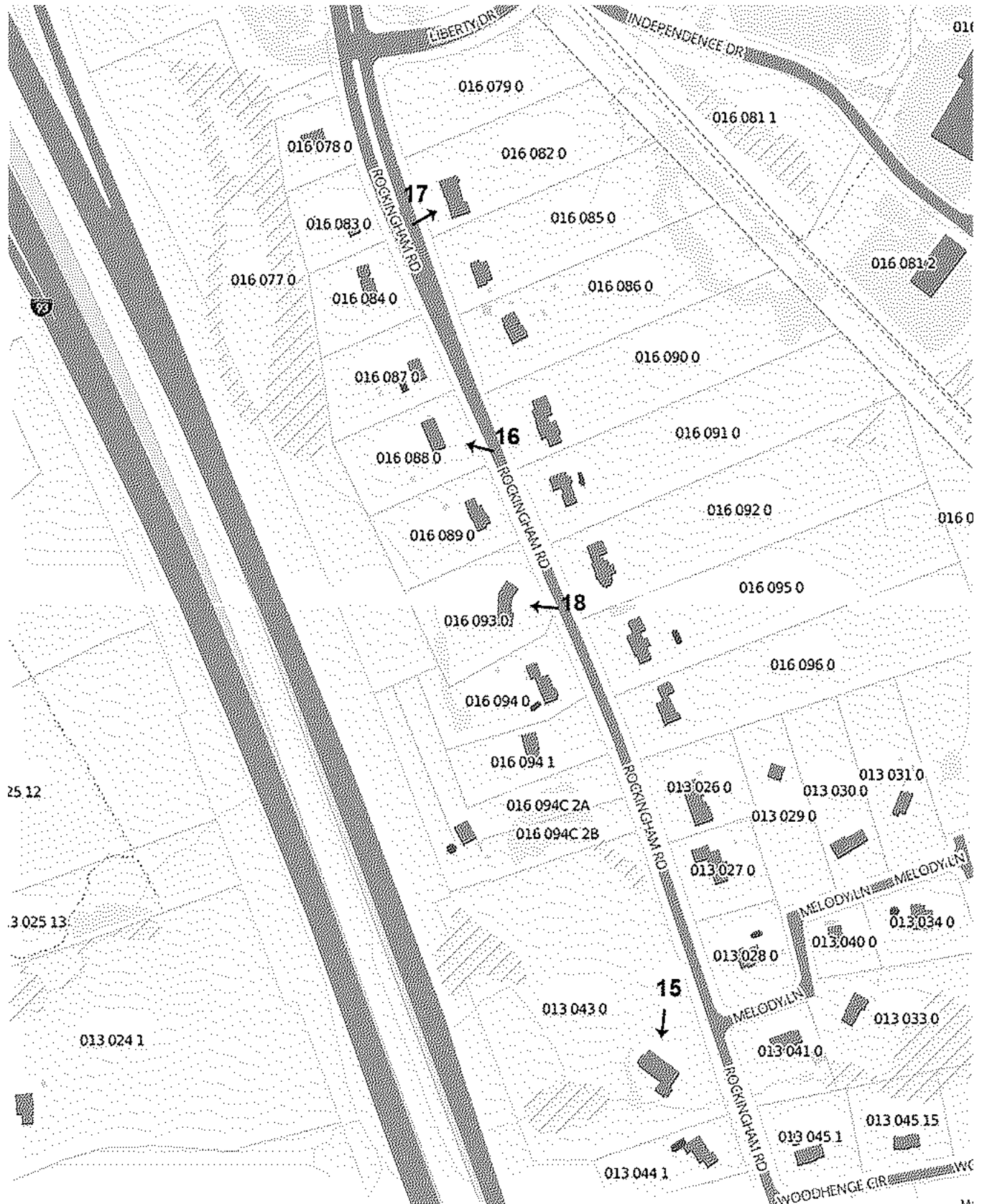


Photo Key 4 – Photos 15-18

Date of Photography: August 2016



Photo 01: Rosencrans Pillsbury House, 22 Pillsbury Rd., abandoned and overgrown (**LON-WO**, Woodmont Orchard Historic District)

File Name: LON_2016_01

Direction: SW



Photo 02: Garage, 22 Pillsbury Rd., abandoned and overgrown (**LON-WO**, Woodmont Orchard Historic District)

File Name: LON_2016_02

Direction: NW



Photo 03: Equipment Shed, 22 Pillsbury Rd., roof collapsed (LON-WO, Woodmont Orchard Historic District)

File Name: LON_2016_03

Direction: WSW



Photo 04: Woodmont House #1, 1 Pillsbury Rd., abandoned and overgrown (LON-WO, Woodmont Orchard Historic District)

File Name: LON_2016_04

Direction: W



Photo 05: Hawkes-Lievens House, 15 Appletree Ln., abandoned and overgrown (**LON-WO**, Woodmont Orchard Historic District and **LON0100**)

File Name: LON_2016_05

Direction: NE



Photo 06: Woodmont House #3, 1 Pillsbury Rd., no changes (**LON-WO**, Woodmont Orchard Historic District)

File Name: LON_2016_06

Direction: NW



Photo 07: Woodmont Packing/Equipment Shed, 1 Pillsbury Rd., no changes (LON-WO, Woodmont Orchard Historic District)

File Name: LON_2016_07

Direction: S

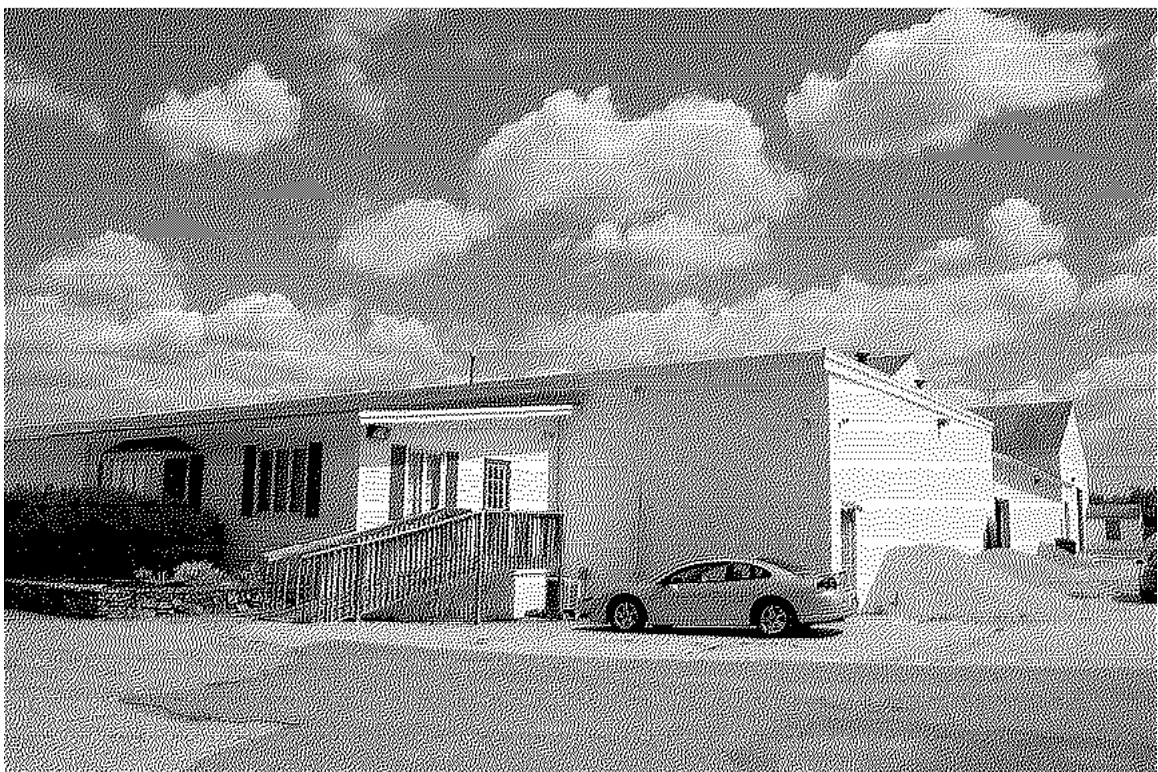


Photo 08: Woodmont Packing/Equipment Shed, 1 Pillsbury Rd., no changes (LON-WO, Woodmont Orchard Historic District)

File Name: LON_2016_08

Direction: SE

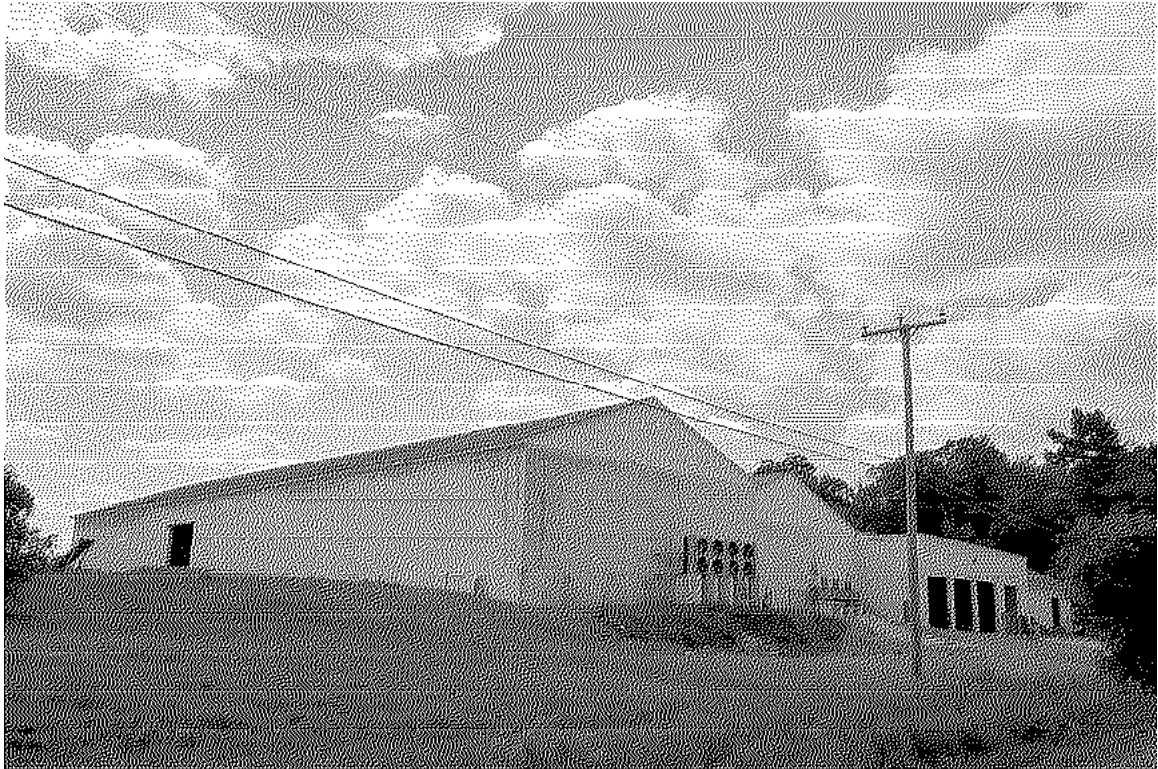


Photo 09: Woodmont Packing/Equipment Shed, 1 Pillsbury Rd., no changes (LON-WO, Woodmont Orchard Historic District)

File Name: LON_2016_09

Direction: NW



Photo 10: Landscape, off Pillsbury Rd., no changes (LON-WO, Woodmont Orchard Historic District)

File Name: LON_2016_10

Direction: SE



Photo: 11: Reed Paige Clark Homestead, Stonehenge House, 79 Stonehenge Road (LON0114)

File Name: LON_2016_11

Direction: NW



Photo 12: Reed Paige Clark Homestead, Stonehenge House, 79 Stonehenge Road (LON0114)

File Name: LON_2016_12

Direction: SSE



Photo: 13: Reed Paige Clark Homestead, Stonehenge House, 79 Stonehenge Road (LON0114)

File Name: LON_2016_13

Direction: SW



Photo 14: Ash Street Bridge (Robert J. Prowse Memorial Bridge) over Interstate 93 (LON0116)

File Name: LON_2016_14

Direction: N

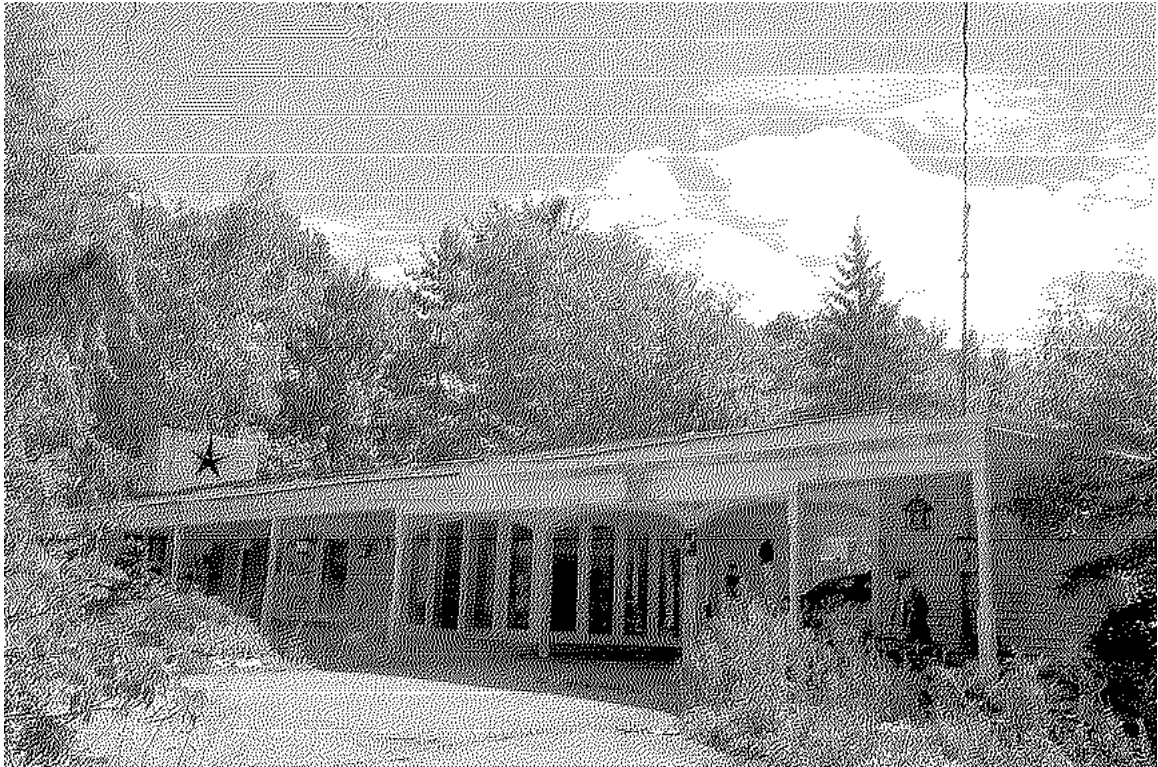


Photo 15: 99 Rockingham Road, turned columns and frieze added to overhanging eave on façade, no other changes noted (**LON0103**)

File Name: LON_2016_19

Direction: SW



Photo 16: 117 Rockingham Road, no changes (**LON0105**)

File Name: LON_2016_21

Direction: NW



Photo 17: 118 Rockingham Road, landscaping has been removed, no other changes (LON0107)
File Name: LON_2016_23 Direction: E



Photo 18: 113 Rockingham Road, no changes (LON0117)
File Name: LON_2016_26 Direction: W

2017 NHDHR Concurrence with Phase IA
Archaeological Survey Update

BUREAU OF ENVIRONMENT, NHDOT
REVIEW REQUEST TO THE NH DIVISION OF HISTORICAL RESOURCES

RECEIVED
05 2017

Date: January 3, 2017 **Return Prior to:** _____

Project: Derry-Londonderry 13065 – NHDHR Bibliography Form and Short Report, Phase IA Archaeological Survey (update), I-93 Supplemental Draft EIS, Alternatives A through F, Londonderry and Derry, New Hampshire. By VBI, December 19, 2016. RPR 2772

Other Parties _____

COMMENTS: Concur with consultant findings.

This request is forwarded to the NH DIVISION OF HISTORICAL RESOURCES for review and comment. NEPA and Sec. 106 of the NHPA require consultation with the SHPO to ensure the review of all actions covered by these acts relative to historical and cultural properties. The review should focus on the project's impacts pertinent to this act.

FOR MORE INFORMATION CONTACT:

Sheila Charles
Sheila Charles, Cultural Resources Program Specialist
scharles@dot.state.nh.us 603-271-4049

COMMENTS: Please check one. Additional comments should be included below or on a separate sheet.

CONCUR *no further review.*

CONCUR WITH CONDITION *(Indicate major reservations about the project and the specific substantive changes or modifications desired.)*

TECHNICAL COMMENTS *(No formal position, technical comments may be attached.)*

NO COMMENTS

**** NON-RECEIPT OF THIS REVIEW IMPLIES CONSENT**

PLEASE COPY AND RETURN THIS SHEET

Date: 1/12/17
Reviewer's signature: *Edna Lopez* **Title:** R+C
(Please Type or Print)

2018 Individual Inventory Forms and Franklin
Terrace Historic Area Form



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

LETTER OF TRANSMITTAL

TO: Megan Rupnik
NH Division of Historical Resources
19 Pillsbury Street
Concord, NH 03301

Date: July 2, 2018
Bureau: Environment
Project: Derry-Londonderry
Project No: 13065
IM-0931(201)
RPR 2772

WE ARE SENDING YOU [X]Attached []Under separate cover via
the following items:

Table with 3 columns: COPIES, DATE, DESCRIPTION. Rows include Individual Inventory Forms for various addresses in Derry, NH.

THESE ARE TRANSMITTED as checked below:

- For approval
For your use
As requested
For review
Approved as submitted
Approved as noted
Returned for corrections

REMARKS: Megan, please find enclosed the above area form updates for review at the next DOE meeting.

Please let me know if you have any questions.

Jill Edelman
Jill Edelman
Cultural Resources Manager
Bureau of Environment
Room 160 - Tel. 271-7968

cc. Jamie Sikora, FHWA

S:\Environment\PROJECTS\DERRY\13065\Cultural\Architectural\2018 Updates\trDHR NewInventories 7.3.2018.docx

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193

Name, Location, Ownership

- 1. Historic name: None
- 2. District or area: None
- 3. Street and number: 11 Madden Road
- 4. City or town: Derry
- 5. County: Rockingham
- 6. Current owner: Marcia Abbott

Function or Use

- 7. Current use(s): Single dwelling
- 8. Historic use(s): Single dwelling

Architectural Information

- 9. Style: Ranch style
- 10. Architect/builder: Unknown
- 11. Source: None
- 12. Construction date: ca. 1955
- 13. Source: Research, Inspection
- 14. Alterations, with dates: Vinyl siding, date unknown
- 15. Moved? no yes date: N/A

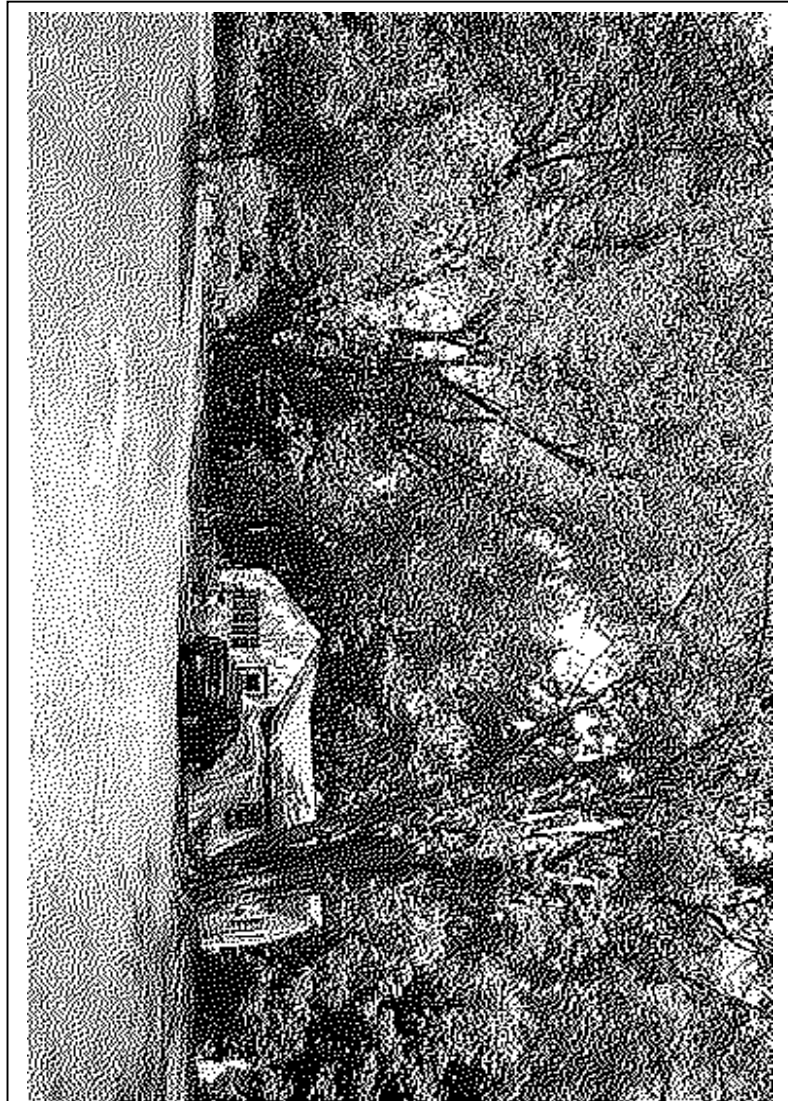
Exterior Features

- 16. Foundation: concrete
- 17. Cladding: vinyl
- 18. Roof material: asphalt shingles
- 19. Chimney material: concrete block
- 20. Type of roof: cross gable
- 21. Chimney location: rear wall
- 22. Number of stories: 1
- 23. Entry location: Façade, off-center
- 24. Windows: Casement, 1/1 double-hung, 2/2 double-hung

Replacement? no yes date: N/A

Site Features

- 25. Setting: Mixed use neighborhood
- 26. Outbuildings: Shed, storage
- 27. Landscape features: Garden, flower; mature trees
- 28. Acreage: 2.01 acres
- 29. Tax map/parcel: 31/12



35. Photo 1: Façade and gravel drive Direction: WNW

36. Date: June 2018

37. Reference (file name): Photo_June2018_164

30. State Plane Feet (NAD83): X: 1072995.949621; Y: 141803.708127

31. USGS quadrangle and scale: Derry, NH, 1:24000

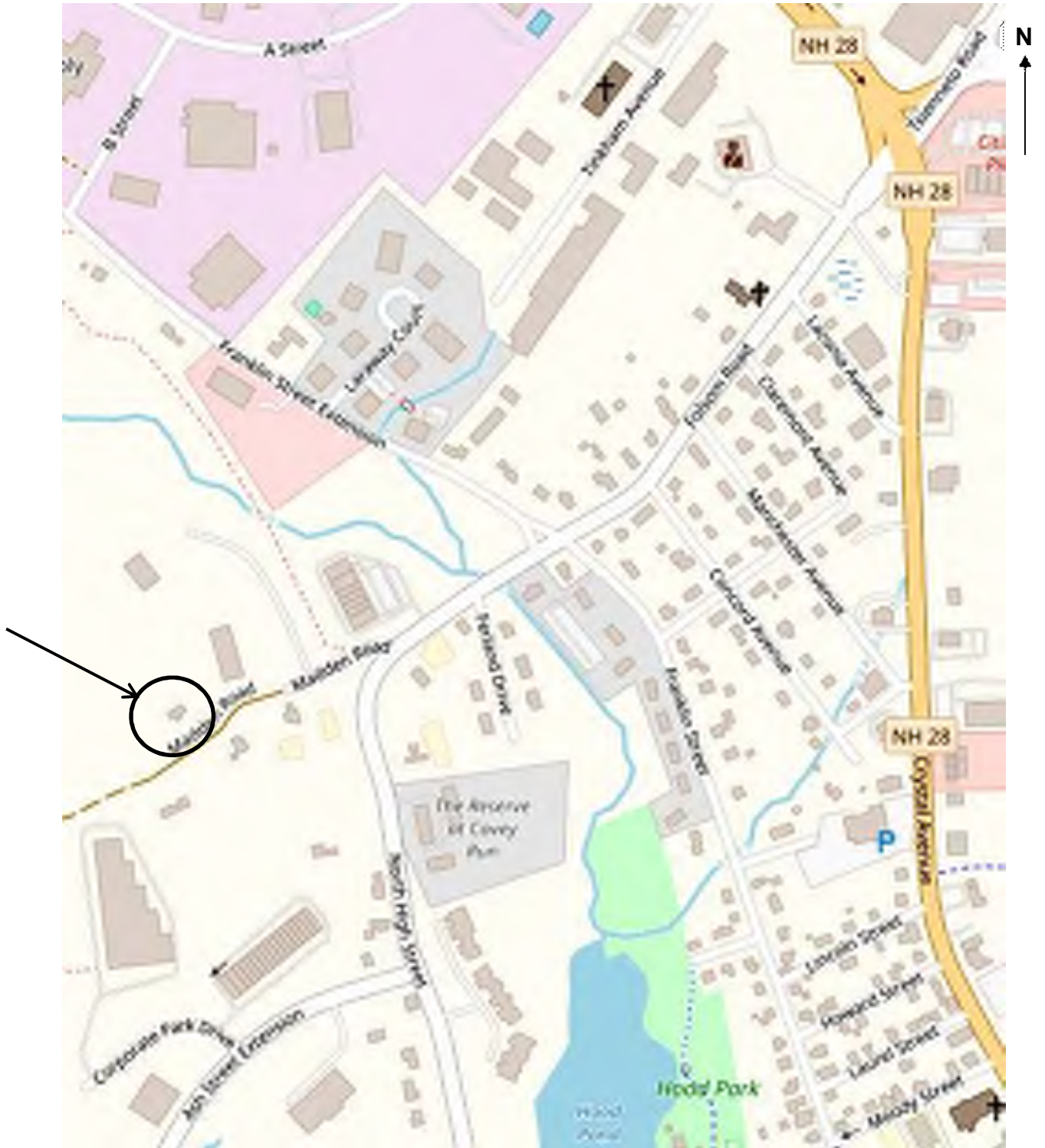
Form prepared by

- 32. Name: Reagan Ruedig, Lynne Monroe
- 33. Organization: Preservation Company, Kensington, NH
- 34. Date of survey: June 2018

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193

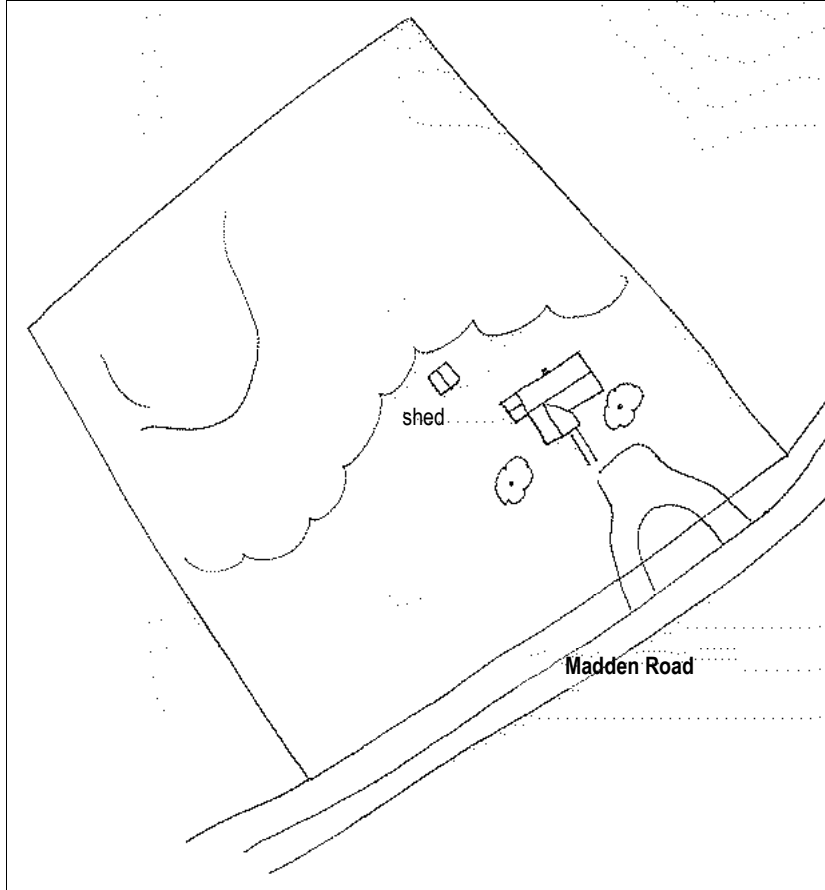
39. Location Map



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193

40. Property Map



Property map showing all buildings and surveyed area (tax map parcel)

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193

41. Historical Background and Role in the Town or City's Development

The house at 11 Madden Road was constructed in 1955 behind the older Madden farmhouse that was demolished at about the same time. The 1892 Hurd Atlas shows "J. Madden" at this location, and USGS maps and historic aerial photographs show a house fronting Madden Road until at least 1952 (see below). James Madden (ca. 1819-1896), a farmer from Ireland, lived in the old house from 1854 on land that straddled the Derry/Londonderry border (Deed 359: 356). The road known as Old Folsom Road had become Madden Road by the early twentieth century.

James Madden's son, William F. Madden (1871-1959), began to subdivide the Madden property in the 1950s. The first lot subdivided was his father's house on a lot of approximately two acres, which he sold to Nellie B. Kimball in 1952 (Deed 1241: 297). Two years later, in 1954, the Tinkham family purchased that lot (Deed 1331: 163). Wendell W. and Sylvia I. Tinkham were from Derry. Wendell was in the U.S. Navy during World War II. According to the current owner, Marcia Abbott, the Tinkhams demolished the old Madden farmhouse and constructed the smaller, 1-story house being surveyed.

In 1961, the Tinkhams sold the house to William E. and Kathleen L. Mahoney of Everett, MA (Deed 1602: 491). Their ownership was brief, as they sold it to Millard C. and Marcia E. Abbott in 1963 (Deed 1695: 86). Millard Abbott died in 1981, and Marcia Abbott is the current owner and resident.

This area of Derry lies between the tracks of the Manchester and Lawrence railroad and the Londonderry town line; it was remote farmland for much of the nineteenth and early twentieth centuries. A couple of small houses were constructed on the south side of the road in the mid-twentieth century. Development along North High Street and Folsom Road increased in the second half of the twentieth century, and by 2000 large areas of woods had been cleared for industrial warehouses located on the north and east sides of the house, though dense trees and vegetation help to screen Madden Road and maintain the earlier rural feel of the area.

42. Applicable NHDHR Historic Contexts (please list names from appendix C)

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

43. Architectural Description and Comparative Evaluation

The house at 11 Madden Road is a minimal Ranch style house with a cross-gabled roof, set back approximately 90 feet from the road. The house is clad in yellow vinyl siding, with brown asphalt shingles on the roof, and rests on a concrete foundation. The main entrance is in the front gable, set on the west side of the house, with a secondary entrance in a smaller wing addition on the west side. Adjacent to the main entry door is a row of five, six-light wooden casement windows. Elsewhere the house has 1/1 (on the façade) and 2/2 horizontal-light (on the rear) wooden double-hung windows covered with aluminum storm windows. Both doorways have modern, steel storm doors. A concrete block flue was added to the rear wall on the east end.

What trim detail might have existed originally has been thoroughly covered or removed by the addition of vinyl siding, likely installed in the 1990s. The eaves and fascia boards are squared and simple, and the doors and windows are framed with flat-stock trim. Simple window boxes are hung beneath the four double-hung windows to the east of the door on the façade. A pathway of modern brick pavers leads from the semicircular gravel driveway to the front door, and there is a concrete patio area in front of the secondary doorway on the west side of the front gable.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193

Two large silver maples, which were planted in the early 1960s, are sited at the front corners of the house. There are flower gardens in the front of the house, and a small vegetable garden to the west. There is a small wood, gabled storage shed (likely constructed at the same time as the house) northwest of the house and a modern, plastic shed to the east. The rear of the parcel is thickly wooded, and there are trees along the east edge of the property that provide a buffer from the surrounding industrial buildings.

This minimal Ranch is not typical or exemplary of the Ranch style and is not similar to any buildings in the immediate area. Derry experienced a period of major growth in the mid-twentieth century, and there are many other examples of buildings that better represent the Ranch style, such as the houses along Newell Drive and Kingsbury Road in Derry Village.

44. National or State Register Criteria Statement of Significance

Criterion A: This property is not eligible under Criterion A because it is not associated with any event that has made a significant contribution to broad patterns in history. This house was constructed during a major building boom in Derry, but it is not part of a planned development or part of that trend in the mid-twentieth century.

Criterion B: This property is not associated with a historically significant person. It is the site of the farm of James Madden, an Irish immigrant who became a local farmer in Derry in 1854, but the buildings associated with his residency are gone. It is not eligible under Criterion B.

Criterion C: This house does not represent a distinctive type of architecture or work of a master. The Ranch house is a common house type in Derry, and this house neither exhibits a fully articulated expression of the Ranch style nor does it retain sufficient integrity to communicate its original design. Therefore it is not eligible for the National Register under Criterion C.

45. Period of Significance

None

46. Statement of Integrity

The property at 11 Madden Road retains its integrity of location and setting. However, the house has lost its integrity of design, materials, and workmanship due to the addition of vinyl siding, which covers any trim details that might have existed originally. The footprint of the building has not changed and there are some original windows. Even though development has encroached on the area in the north and east, the thick buffer of trees and vegetation maintains the character of the setting of the small house on a grassy lot with mature trees surrounded by woods.

47. Boundary Discussion

The tax parcel (Map 31, lot 12) was used as the boundary of the area surveyed for this form. This property is not eligible for the National Register, so an eligible boundary discussion is not necessary.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193

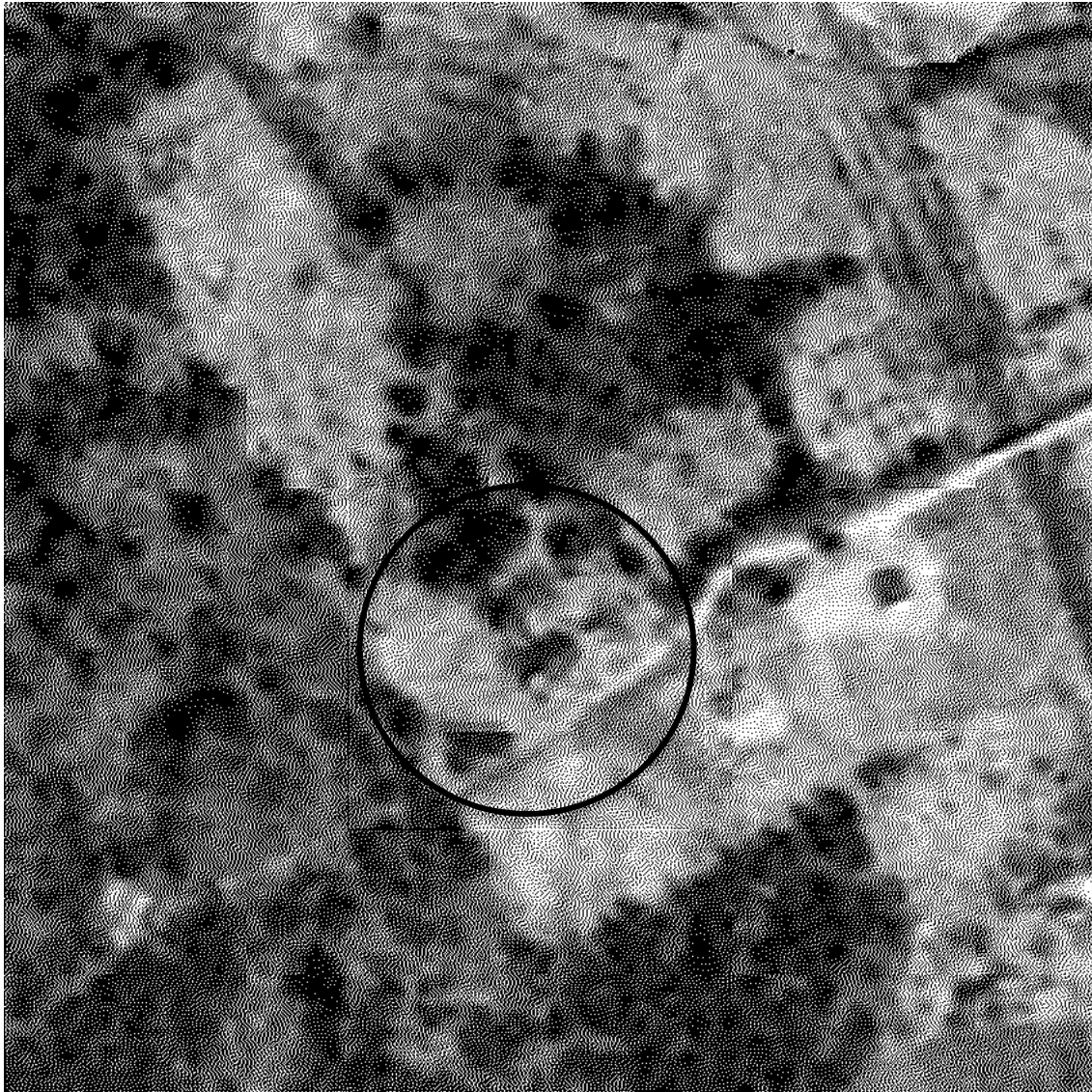
Historic Maps



Detail of 1892 D.H. Hurd Atlas of Derry, arrow showing the location of J. Madden on what is now Madden Road

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193



Historic aerial photograph from 1952 showing Madden Road (the earlier James Madden farmhouse circled)

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193



Historic aerial photograph from 1965 showing Madden Road (11 Madden Road circled)

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0193



Detail of 1968 USGS map of Derry, NH quadrangle, arrow showing location of 11 Madden Road

INDIVIDUAL INVENTORY FORM

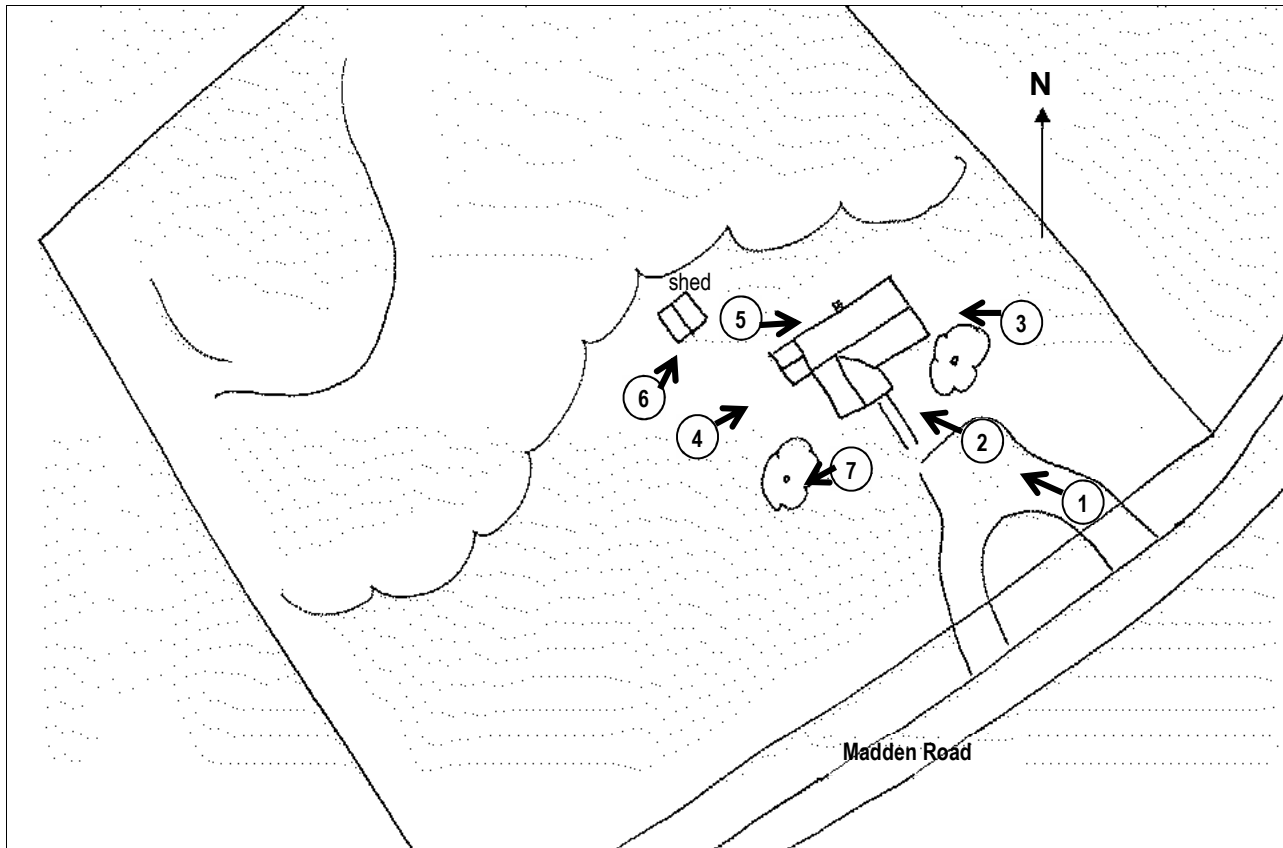
NHDHR INVENTORY DER

Digital Photography Statement

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed using the following: Epson SureColor P600 printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.

Lynne Emerson Monroe, Preservation Company

Photo Key



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER

Current Photographs

Date taken: June 2018



Photo 2) Front door on façade
Reference (file name): Photo_June2018_175

Direction: WNW

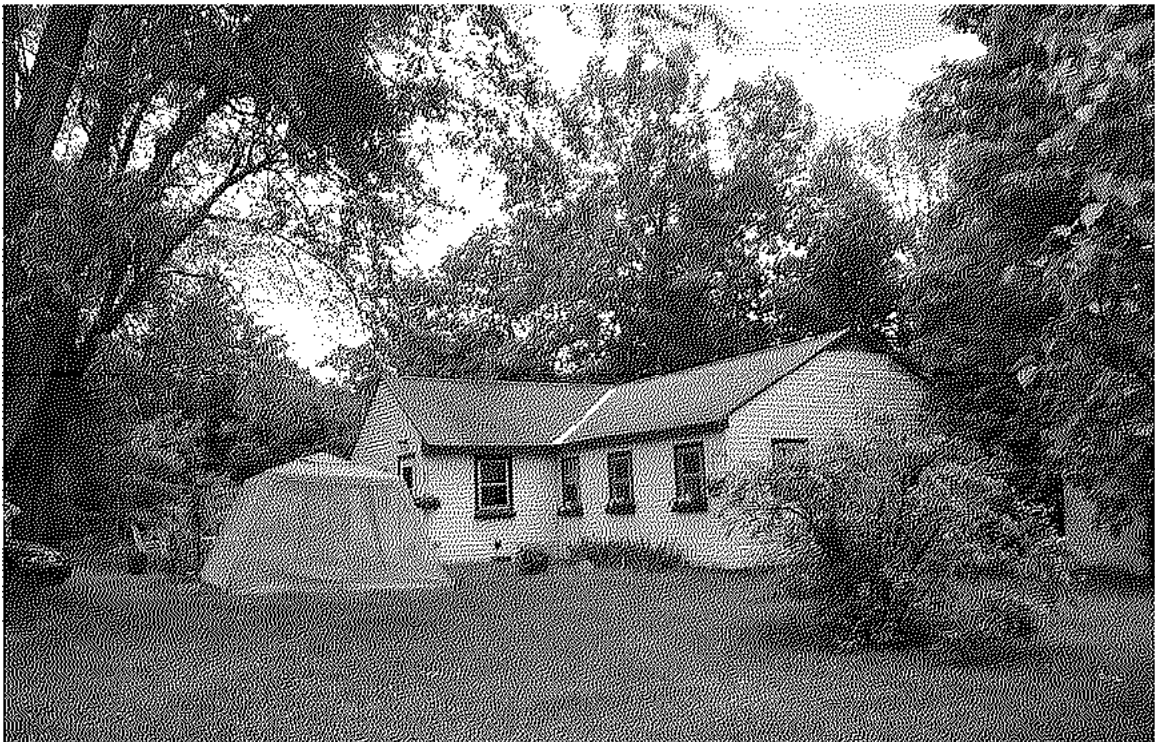


Photo 3) Façade and east elevation
Reference (file name): Photo_June2018_173

Direction: W

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER



Photo 4) West elevation
Reference (file name): Photo_June2018_168

Direction: NE



Photo 5) North (rear) and west elevations
Reference (file name): Photo_June2018_169

Direction: ESE

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER



Photo 6) Shed in rear of house
Reference (file name): Photo_June2018_167

Direction: N



Photo 7) Side yard looking west
Reference (file name): Photo_June2018_165

Direction: W

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

Name, Location, Ownership

- 1. Historic name: None
- 2. District or area: N/A
- 3. Street and number: 2 Ferland Drive
- 4. City or town: Derry
- 5. County: Rockingham
- 6. Current owner: Ronald S. and Christine M. Randall

Function or Use

- 7. Current use(s): Single dwelling
- 8. Historic use(s): Single dwelling

Architectural Information

- 9. Style: Ranch style
- 10. Architect/builder: Unknown
- 11. Source: N/A
- 12. Construction date: 1967
- 13. Source: Research, Inspection
- 14. Alterations, with dates: Vinyl siding and replacement windows, dates unknown
- 15. Moved? no yes date: N/A

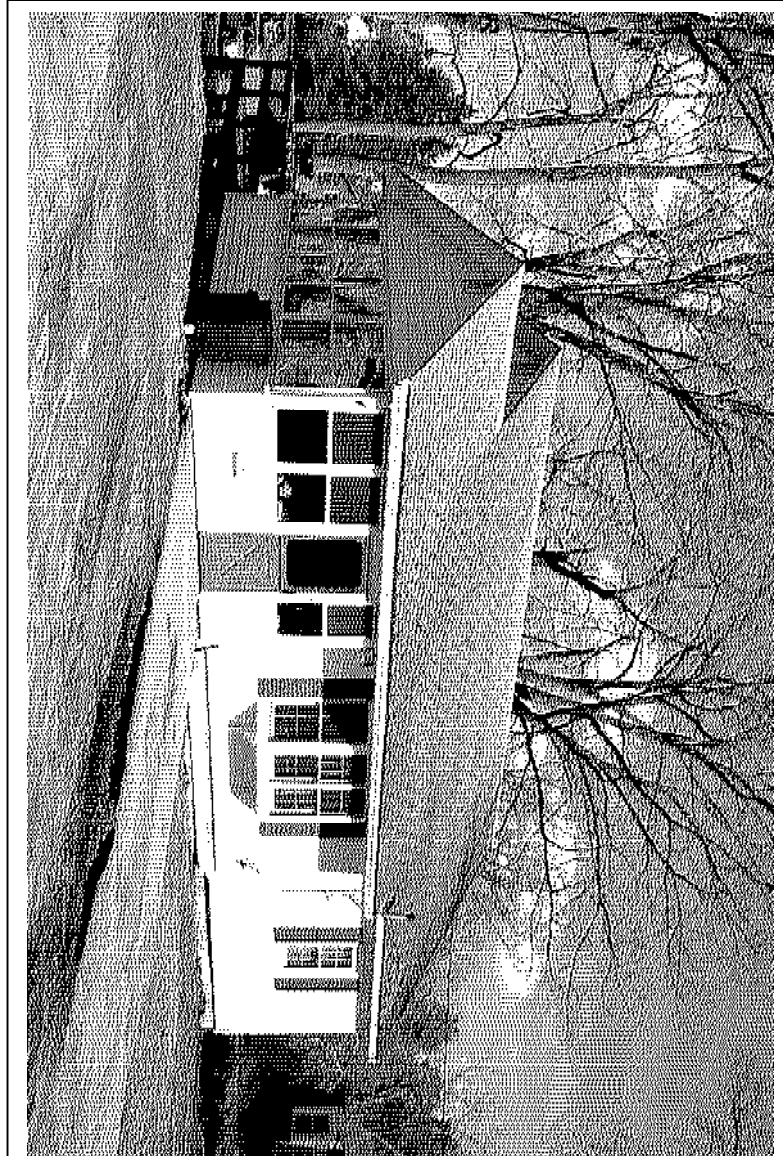
Exterior Features

- 16. Foundation: concrete, poured
- 17. Cladding: vinyl
- 18. Roof material: asphalt shingles
- 19. Chimney material: brick
- 20. Type of roof: gable
- 21. Chimney location: rear wall
- 22. Number of stories: 1½
- 23. Entry location: façade, off-center
- 24. Windows: 6/6 double-hung, 2/2 double-hung, casement, picture

Replacement? no yes date: unknown

Site Features

- 25. Setting: City/town neighborhood
- 26. Outbuildings: Shed, storage
- 27. Landscape features: Stream
- 28. Acreage: 0.56 acres
- 29. Tax map/parcel: 31/15



- 35. Photo 1: Façade and north elevation Direction: SE
- 36. Date: April 2018
- 37. Reference (file name): Photo_April2018_717

30 State Plane Feet (NAD83): X: 1073982.172922; Y: 142095.274250

31. USGS quadrangle and scale: Derry, NH, 1:24000

Form prepared by

- 32. Name: Reagan Ruedig, Lynne Monroe
- 33. Organization: Preservation Company, Kensington, NH
- 34. Date of survey: June 2018

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

39. Location Map

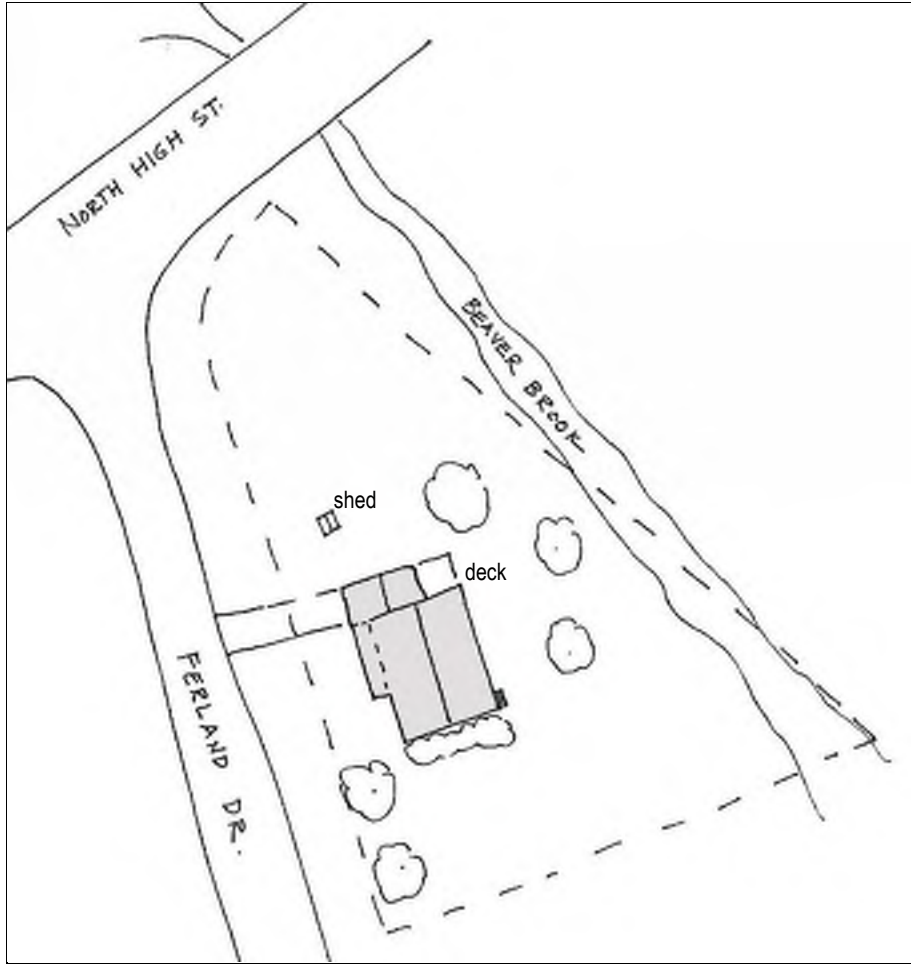


© OpenStreetMap contributors

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

40. Property Map



Property map showing all buildings, setting and tax map/parcel (dashed line)

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0194****41. Historical Background and Role in the Town or City's Development**

The house at 2 Ferland Drive was constructed in 1967 by a local builder, Roland Ferland, who subdivided and developed Ferland Drive.

Roland J. Ferland (1929-2004) and his wife, Pauline, moved to Derry from Sanford, Maine, in 1955 and purchased 97 North High Street (Deed 1353: 224, Photo 13).¹ Ferland became a builder in the region, his company was called the Roland Ferland Construction Company. In the mid-twentieth century, Derry experienced a rapid rise in population, and Ferland took advantage of the associated building boom. His company built utilitarian homes, duplexes, and multifamily units primarily in Derry but also in Windham and Hudson (David J. Ferland interview, 2018). Research indicates that he was most active in the 1970's building primarily individual homes and duplexes or clusters of two or three as infill, rather than full neighborhoods. Although he was not a prominent builder, he served as president of the New Hampshire Home Builders Association in 1976 (Lambert Funeral Home Obituary 2004).

In 1962 Ferland purchased the three-acre lot adjoining his property at 97 North High Street and shortly thereafter filed plans for a road and four lots (Deed 1621: 302, Plan 852, see below). The subdivision plan includes the old house where he lived at 97 North High Street as Lot 1, lots 2 and 3 on Ferland Drive, and a fourth lot (not numbered) south of Lot 1. Over time, his family and business located on Ferland Drive.

In 1967-68 Ferland built houses at 1 Ferland Drive, (on the fourth, unnumbered lot, Photo 7) and 2 Ferland Drive (on Lot 2, Photos 1-6). The Ferland family, including three young children, moved into the new house at 1 Ferland Drive, and Roland Ferland's mother in law, Elise Barrieau, lived in 2 Ferland Drive. Roland and Pauline maintained ownership of this house until his daughter and son-in-law, Jacqueline and Paul Kramer, bought it in 1996 (Deed 3152: 1505; David J. Ferland interview, 2018). Eventually the family moved across the street into the larger house at 4 Ferland Drive (Photos 8, 9). In 1974, the lots further south on Ferland Drive were subdivided and developed (Plan 4523), creating 3 and 6 Ferland Drive (Photos 10, 11), which were constructed as apartment buildings. In 2004, the Kramers sold the house at 2 Ferland Drive to Ronald and Christine Randall, the current owners (Deed 4351: 2662). 5 Ferland Drive was constructed much later, in 2014, after the Ferland family had left the area (Photo 12).

In the late 1970s and early 1980s, Roland Ferland also purchased and developed lots nearby on Franklin Street, where there is now a row of multi-unit buildings named "Brookview Manor Court" (76-90 Franklin Street, 99 North High Street, see plan D-9948). These are split/bi-level buildings, a common type of the era seen throughout Derry and southern New Hampshire (Photos 14, 15). In 2001 Roland Ferland and his son, David, developed "Water View Estates" at 71 North High Street along Hood Pond (Plan 29779). Deeds indicate that Ferland had developed or renovated single or double lots in various other places in Derry, but most of his development was concentrated in the area near Ferland Drive. He built similar buildings in the nearby towns of Windham and Hudson (David J. Ferland interview, 2018).

42. Applicable NHDHR Historic Contexts (please list names from appendix C)

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

¹ The Ferlands lived at 97 North High Street for thirteen years. It is a 1½ story sidehall, ca. 1888, that was surveyed in 1999 and found not eligible in 2002, DER0160.

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0194****43. Architectural Description and Comparative Evaluation**

The house at 2 Ferland Drive is a Ranch in the minimal Traditional style. It is sited facing west, with the façade on the long side facing Ferland Drive; the land drops to the rear allowing a full story facing Beaver Brook. The house rests on a poured concrete foundation and is clad in white vinyl siding with a gabled, asphalt shingle roof. Green vinyl shutters flank the windows on three elevations excepting the rear, and there is a wide brick chimney on the south end of the east, (rear) wall. There is a smaller wing enclosing a porch on the north elevation; with a low gabled roof that shares the western slope of the main roof. The eave line on the façade projects over the porch and bay window and recesses over the remaining bay.

The windows display a combination of vinyl double-hung windows (date unknown) on the first floor level and original 2/2 horizontal-light double-hung sash protected by storm windows on the rear, basement level. The façade has a central bay window with 6/6 windows supported by two brackets and a single 6/6 window to the south. The north elevation contains a large, vinyl picture window with simulated divided lights. There is single casement window on the rear, first floor level. The porch has a series of 1/1 storm windows on three sides.

The main entrance is through the enclosed porch on the north side, with a second door into the living space and another accessing a wood deck. The basement door on the rear elevation is located at ground level.

The paved driveway runs directly from the street to the face of the enclosed porch with a gravel parking area just to the north. A modern storage shed, added ca. 2010, is located to the north of the house, facing the gravel parking area.

Other Houses on Ferland Drive

The other houses on Ferland Drive that were built by Roland Ferland are different types, forms, and styles. They are now all multi-unit residences, though 1 and 4 Ferland Drive were originally single-family houses.

- 1 Ferland Drive, built in 1967, (Photo 7) is a simple, Twentieth-century Cape with no Colonial Revival detail. It has vinyl siding and shutters and the eaves extend. The attached garage now has a basement apartment.
- 4 Ferland Drive, built in 1968 (Photos 8, 9) has the form of a ranch but with a cross-gable and integrated two-car garage but an above ground level under the rear pile. The gambrel roof of the cross-gable section on the north end extends to the ground, like a barn. The integral two-bay garage on the south end has applied cross-battens mimicking barn doors. It is sided with a combination of vertical wood siding and wood shingles.² There are two driveway areas: an asphalt drive at street level connecting directly to the garage doors, and another concrete driveway on the south side that is sloped steeply to the lower ground level at the rear of the house, a full story in height. The concrete area extends to 6 Ferland Drive, and substantial concrete retaining walls were built to support the yards at each side. This wide drive was for the purpose of parking the trucks and machinery associated with Roland Ferland Construction Company.

² According to Roland Ferland's son, 4 Ferland Drive was named the "Home of the Year", year unknown, by the Nashua Local Group of the NH Homebuilders Association. The NHHA didn't become a statewide organization until 1973 (Sharon Wayman interview, 2018). The unusual design was created by Roland Ferland (David J. Ferland interview, 2018).

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0194**

- 3 and 6 Ferland Drive added after 1973 were constructed as apartment buildings. 6 Ferland Drive, built in 1974 (Photo 10), is a cross-gabled Ranch clad in green aluminum siding, white shutters and replacement windows. The driveways on each side slope to the above grade basement level, and there are concrete retaining walls lining the edges to support the front yard.
- 3 Ferland Drive (Photo 11) built in ca. 1975 combines a number of forms common to housing of the period: bi-level split-level ranch with a “wounded dove” shallow cross-gable, garrison overhang between the stories. It is clad in red aluminum siding with white shutters and replacement windows. Both 3 and 6 Ferland Drive are under ownership and management of Brookview Manor Court, Inc., which also owns the apartment buildings developed by Ferland at 76-90 Franklin Street.
- 5 Ferland Drive (Photo 12) is a two-story, two-family building with a lower garage level constructed in 2014. It sits on a large, irregular parcel that contains wetlands behind the apartment buildings along Franklin Street. There was previously a circular turnaround at the end of Ferland Drive on this lot as well as a mobile home or storage containers (see 2008 satellite photograph).

Ferland’s development of apartment buildings along Franklin Street, Brookview Manor Court, is a series of split-level or two-story, multi-family buildings with brick lower and a vinyl-sided upper stories. Each has a central entrance in a shallow projection on the façade (Photos 14, 15).

44. National or State Register Criteria Statement of Significance

2 Ferland Drive is not eligible for the National Register because it does not retain integrity necessary for eligibility status, nor does it individually meet any of the Criteria. Because it was constructed on a lot that was originally a family subdivision, the surrounding properties were also identified and considered as a possible district. However, the development of the Ferland land does not demonstrate a particular aspect of the historic context or theme for Derry, nor does the group as a whole represent a cohesive neighborhood that exemplifies local patterns or architectural distinction.

Criterion A: The house at 2 Ferland Drive was built by a local homebuilder and was one of the first houses he constructed as part of his own land development. This house was built for his family, not as part of his later subdivisions. He developed several lots in the immediate area between 1967 and 1975, and while they are of local interest, they are not collectively of sufficient age to interpret the trend in Derry. There are several more notable subdivisions and neighborhoods in Derry from this era that more clearly exemplify the post-World War II building boom. Therefore, 2 Ferland Drive is not eligible for the National Register under this Criterion as an example of this trend of home construction at the end of the twentieth century in Derry, New Hampshire.

Criterion B: The house at 2 Ferland Drive is not eligible under this Criterion as it is not associated with a historically significant person. Roland J. Ferland was a local homebuilder who developed a number of lots on the area between North High Street and Franklin Street. He also built a number of houses and multi-family dwellings in the region that are not significant architecturally. Although he served as president of the New Hampshire Home Builders Association for one year, his work is not distinctive as a whole.

Criterion C: The house at 2 Ferland Drive does not represent a distinctive style of architecture or work of a master. The Ranch form house is a common house type in Derry, and this

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

house neither exhibits a fully articulated expression of the Ranch style nor does it retain sufficient integrity to communicate its original design. Therefore, this property is not eligible for the National Register under Criterion C.

45. Period of Significance

None

46. Statement of Integrity

The house at 2 Ferland Drive retains integrity of location and setting. However, its integrity of materials and workmanship has been lost by the installation of vinyl siding, shutters, and replacement windows as well as the enclosure of the porch. Any original design details have been removed or covered, and only four original windows remain on the rear. The integrity of design remains in that the footprint and general massing of the building has not changed. The property retains integrity of feeling as it remains residential, but the association with the Ferlands is now gone as the property was sold out of the family in 2004.

47. Boundary Discussion

The tax parcel (Map 31, lot 15) was used as the boundary of the area surveyed for this form (see Property Map). This property is not eligible for the National Register, so an eligible boundary discussion is not necessary.

48. Bibliography and/or References

Ferland, David J.

2018 Telephone interview, June 28

Lambert Funeral Home

2004 Obituary of Roland J. Ferland (<http://lambertfuneralhome.tributes.com/obituary/show/Roland-J.-Ferland-570612>)

Pettis, Emily et al.

2012 *NCHRP Report 723: A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing*. Transportation Research Board: Washington, D.C.

Sharon Wayman, New Hampshire Builders Association

2018 Telephone interview, July 2

Deeds

Rockingham County Registry of Deeds

Book 1075, page 337 4/18/1947

Book 1353, page 224 5/7/1955

Book 1621, page 302 3/26/1962

Plan 852 11/1965

Book 1850, page 132 12/20/1967

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

Book 2212, page 1869	10/25/1973
Plan D-4523	12/1973
Plan D-9948	10/1980
Book 3152, page 1505	04/30/1996
Plan 29779	09/2001
Book 4351, page 2662	08/25/2004

Historic Maps

United States Geological Service
1968, 1985 Derry, NH quadrangle (www.usgs.com)

Electronic Resources

Ancestry.com: www.Ancestry.com
NETRonline: www.historicaerials.com
Google Earth: www.google.com/earth

Surveyor's Evaluation

NR listed: individual
within district

Integrity: yes
no

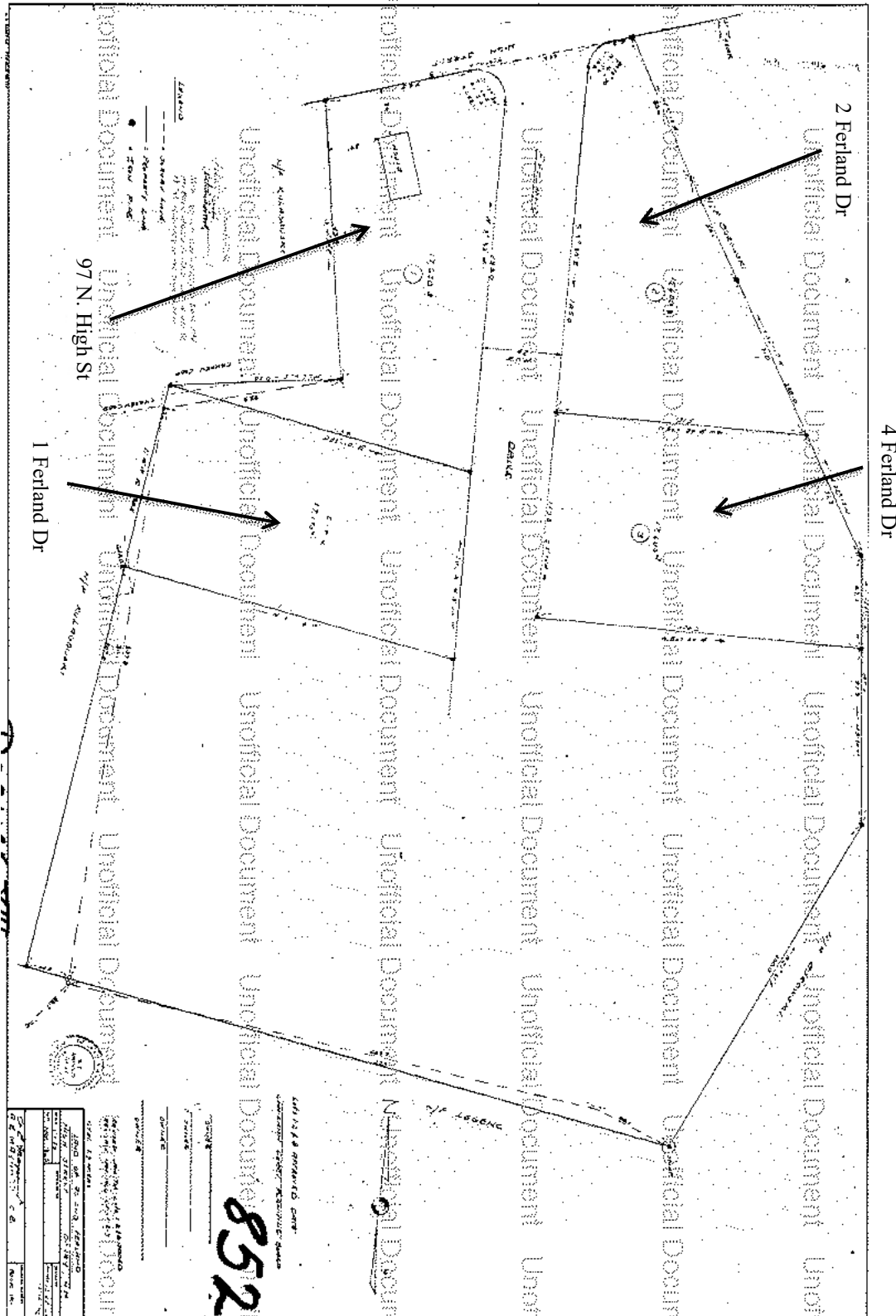
NR eligible: individual
within district
not eligible
more info needed

NR Criteria: A
B
C
D
E

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

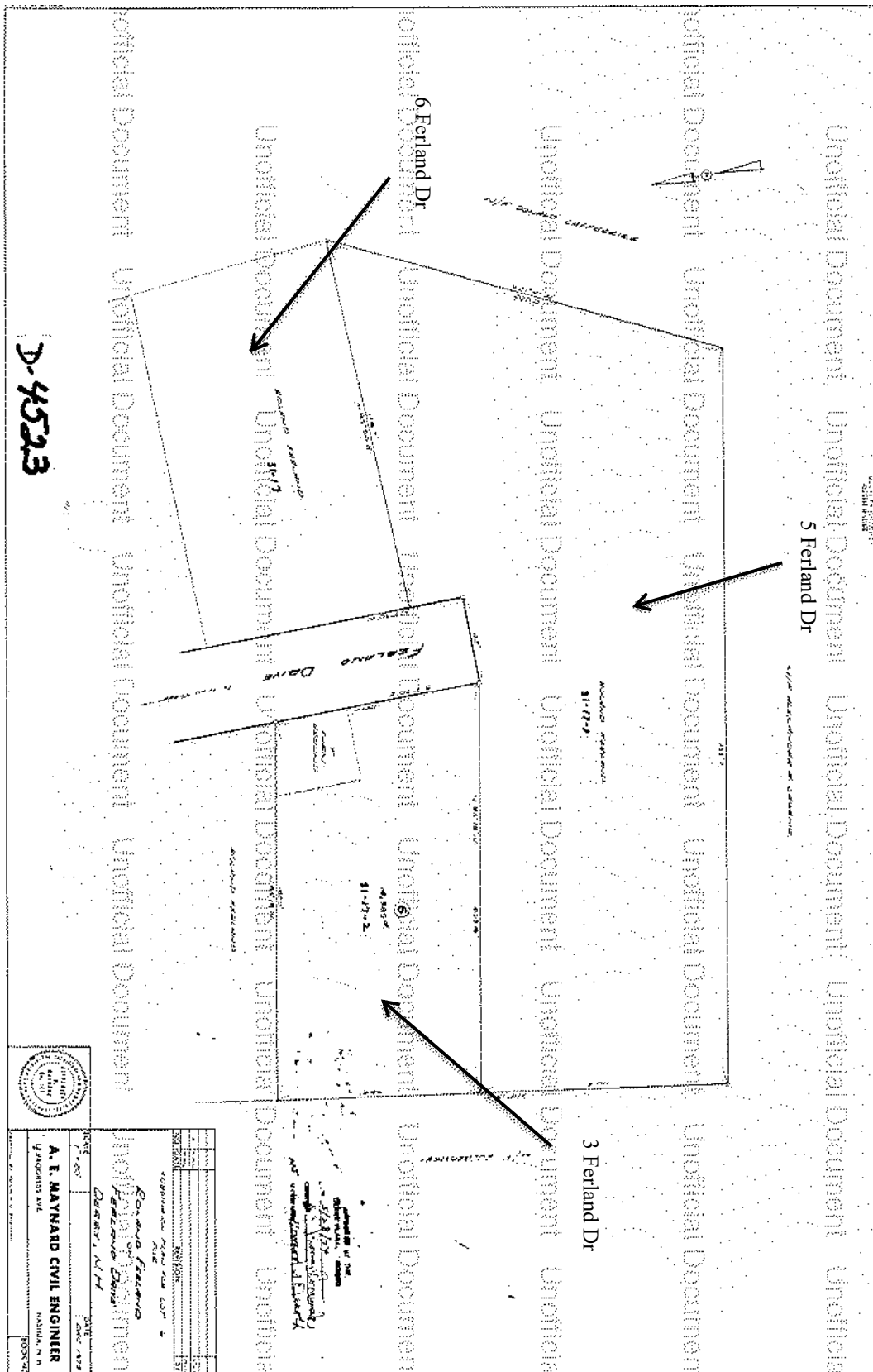
Plans



Rockingham County Registry of Deeds, Plan 852 (1966) showing the subdivision of lots and the creation of Ferland Drive. Lot 1 is 97 North High Street, Lot 2 is 2 Ferland Drive, Lot 3 is 4 Ferland Drive, and the fourth unnumbered lot is 1 Ferland Drive.

INDIVIDUAL INVENTORY FORM

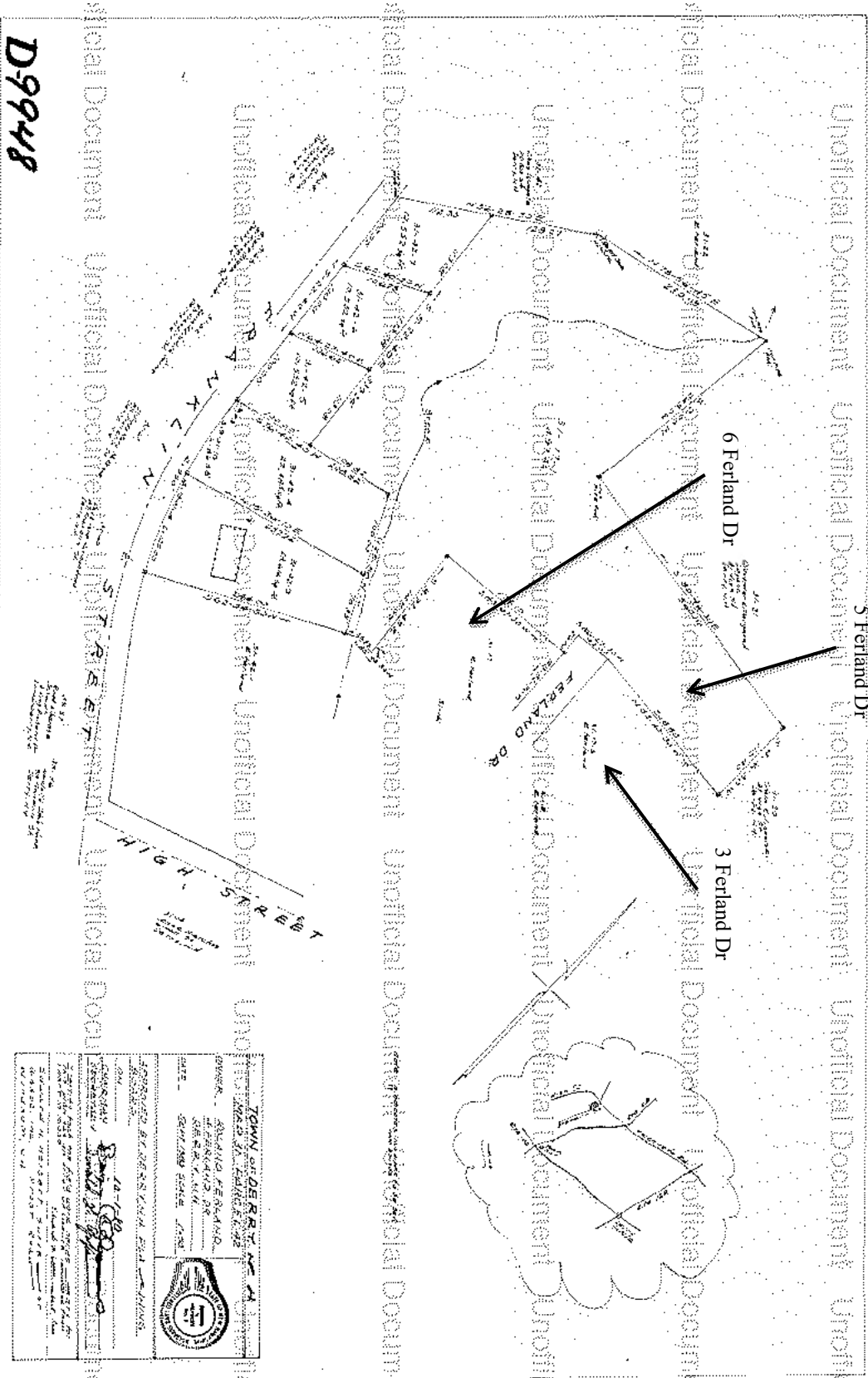
NHDHR INVENTORY DER0194



Rockingham County Registry of Deeds, Plan 4523 (1973) showing the subdivision of lots on the southern end of Ferland Drive.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

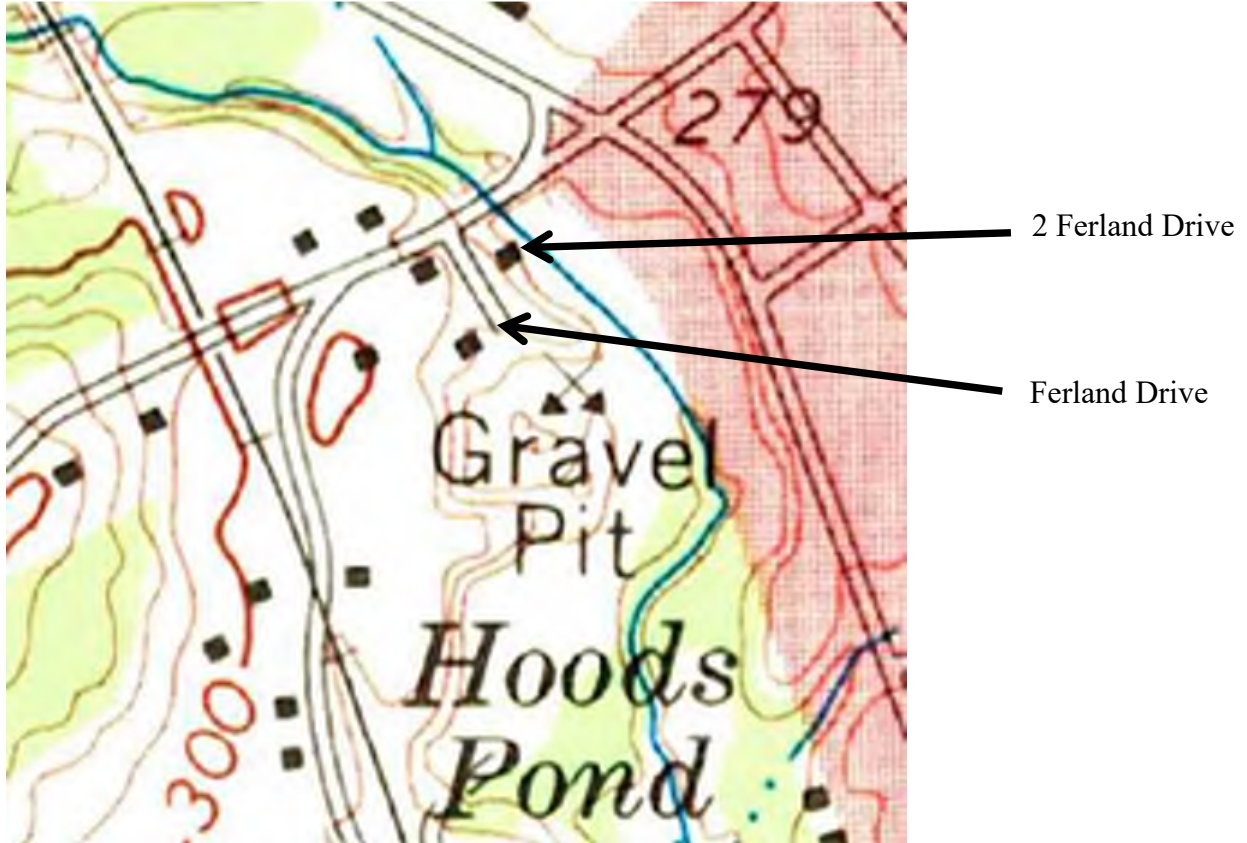


Rockingham County Registry of Deeds, Plan 9948 (1980) showing subdivision of lots along Franklin Street that are now part of Brookview Manor Court.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

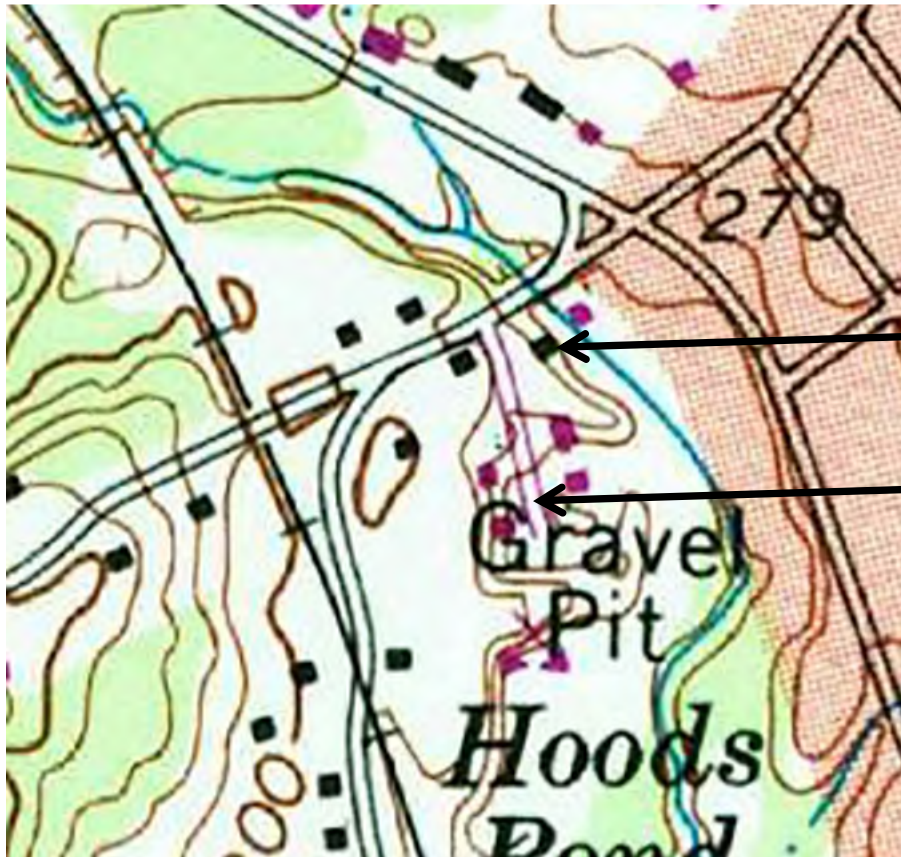
Historic Maps



1968 USGS map, Derry NH quadrangle

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



2 Ferland Drive

Ferland Drive

1985 USGS map, Derry NH quadrangle

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



Google Earth satellite photograph dated 2008, showing houses along Ferland Drive, the circular turnaround at the south end (arrow), and apartment buildings along Franklin Street (circled).

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194




Google Earth satellite photograph dated 9/2017, showing houses along Ferland Drive, the 2014 duplex building at 5 Ferland Drive (arrow), and apartment buildings along Franklin Street (circled).

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

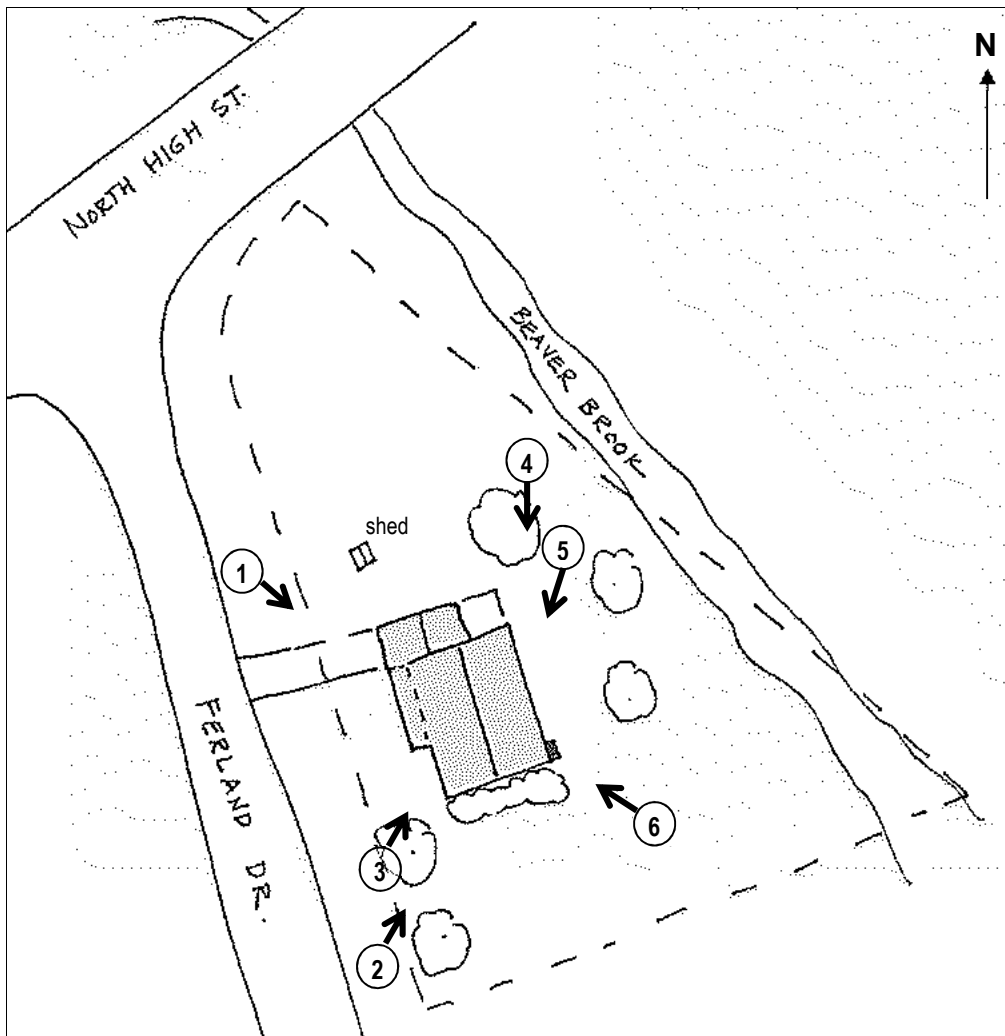
Digital Photography Statement

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed using the following: Epson SureColor P600 printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.



Lynne Emerson Monroe, Preservation Company

Photo Key – 2 Ferland Drive

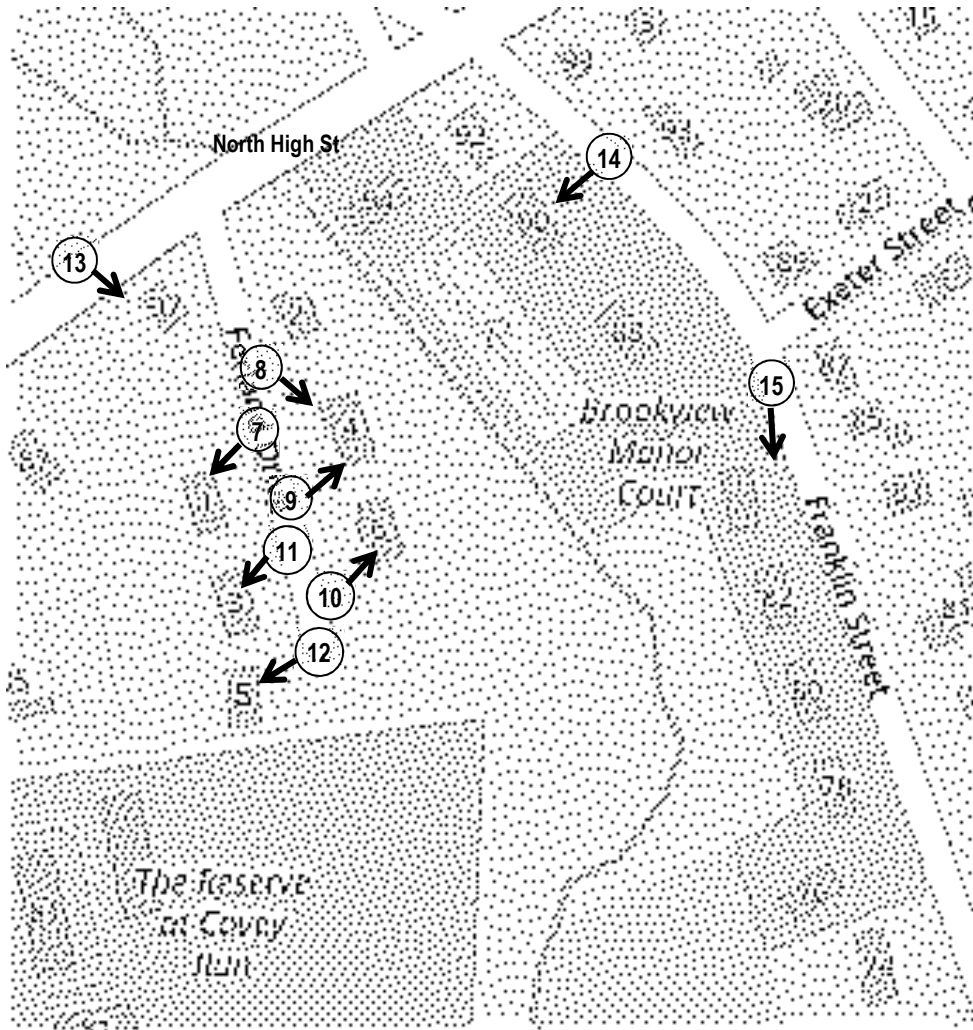


Photos 1-6 of 2 Ferland Drive

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

Photo Key – Neighboring Properties



Photos 7-13 of neighboring properties

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

Current Photographs – 2 Ferland Drive

Date taken: June 2018



Photo 2) Façade and south elevation with street frontage; shed in background
Reference (file name): Photo_June2018_176

Direction: NE



Photo 3) Façade and south elevation
Reference (file name): Photo_June2018_182

Direction: NE

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



Photo 4) North elevation

Direction: S

Reference (file name): Photo_June2018_179



Photo 5) West (rear) elevation

Direction: SSW

Reference (file name): Photo_June2018_180

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



Photo 6) North and west elevation
Reference (file name): Photo_June2018_181

Direction: NW

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194

Current Photographs – Neighboring Properties

Date taken: June 2018



Photo 7) 1 Ferland Drive, façade
Reference (file name): Photo_June2018_394

Direction: SW

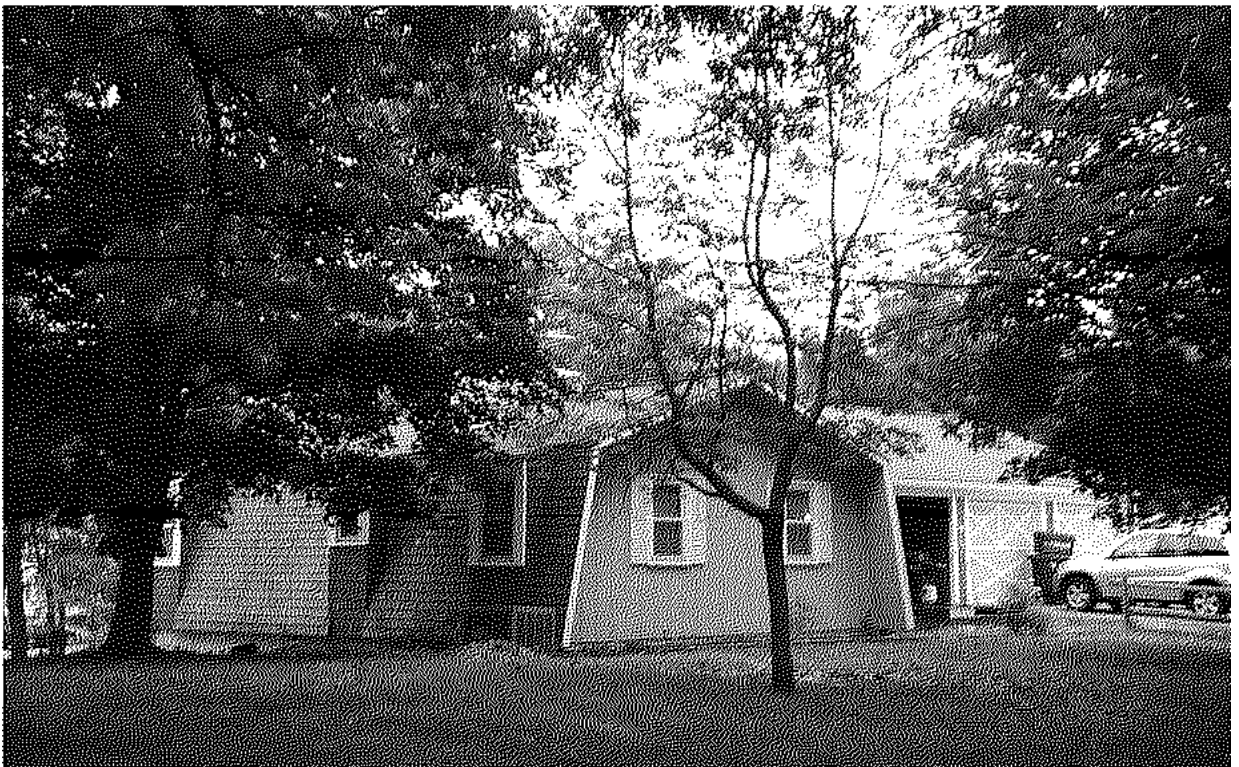


Photo 8) 4 Ferland Drive, facade
Reference (file name): Photo_June2018_384

Direction: SE

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



Photo 9) 4 Ferland Drive, garage and driveway
Reference (file name): Photo_June2018_386

Direction: NE



Photo 10) 6 Ferland Drive, façade and driveway
Reference (file name): Photo_June2018_387

Direction: NE

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



Photo 11) 3 Ferland Drive, façade and north elevation
Reference (file name): Photo_June2018_393

Direction: NW



Photo 12) 5 Ferland Drive, façade
Reference (file name): Photo_June2018_391

Direction: WSW

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



Photo 13) 97 North High Street, façade and west elevation
Reference (file name): Photo_June2018_397

Direction: SW



Photo 14) 90 Franklin Street, façade
Reference (file name): Photo_June2018_406

Direction: SW

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0194



Photo 15) 80-84 Franklin Street
Reference (file name): Photo_June2018_405

Direction: S

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195

Name, Location, Ownership

- 1. Historic name: Donald Ross House
- 2. District or area: N/A
- 3. Street and number: 12 Folsom Road
- 4. City or town: Derry
- 5. County: Rockingham
- 6. Current owner: Charles J Goddard, Jr.

Function or Use

- 7. Current use(s): Single dwelling
- 8. Historic use(s): Single dwelling

Architectural Information

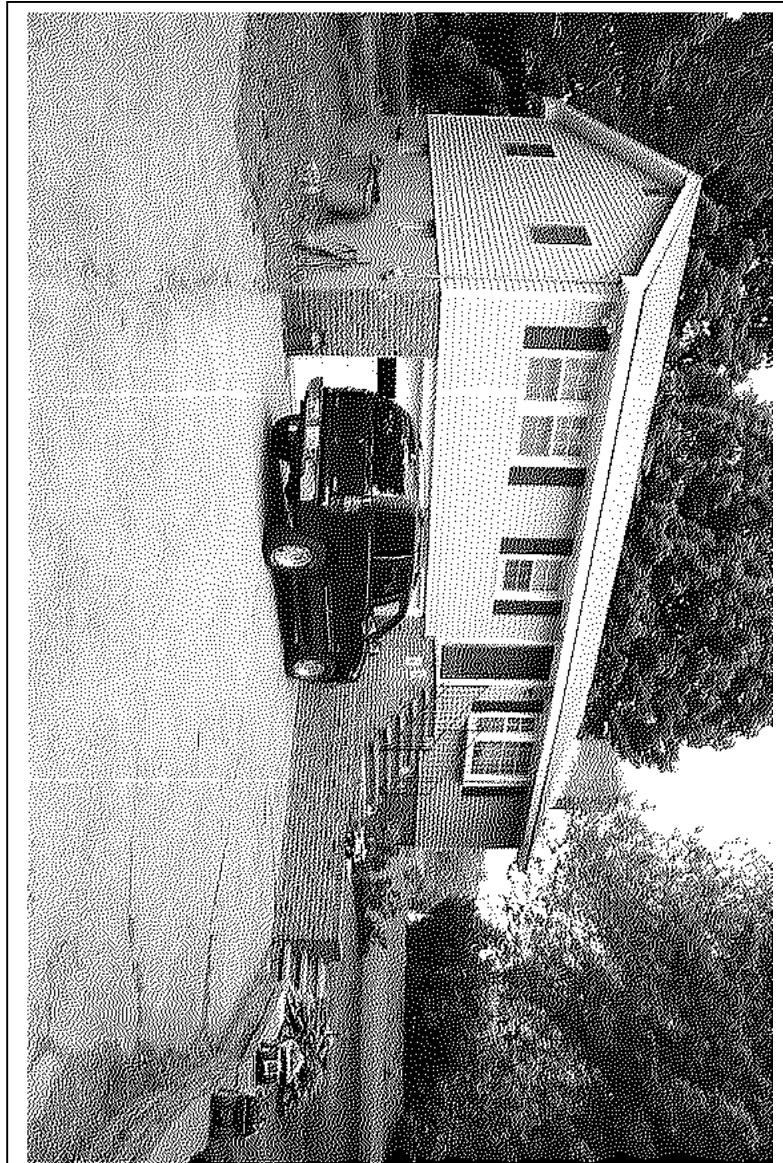
- 9. Style: Raised Ranch
- 10. Architect/builder: Unknown
- 11. Source: N/A
- 12. Construction date: ca. 1964
- 13. Source: Research, Inspection
- 14. Alterations, with dates: Exterior renovation 2013
- 15. Moved? no yes date: N/A

Exterior Features

- 16. Foundation: concrete block, plain
- 17. Cladding: vinyl
- 18. Roof material: asphalt shingles
- 19. Chimney material: brick
- 20. Type of roof: gable
- 21. Chimney location: one end, single exterior
- 22. Number of stories: 1½
- 23. Entry location: Façade, center
- 24. Windows: 6/6 double-hung, bay
Replacement? no yes date: 2013

Site Features

- 25. Setting: Developing mixed-use road
- 26. Outbuildings: None
- 27. Landscape features: Garden, flower; Pool
- 28. Acreage: 0.63 acres
- 29. Tax map/parcel: 35/12



35. Photo 1 Façade and west elevation Direction: N
36. Date: June 2018
37. Reference (file name): Photo_June2018_185

30. State Plane Feet (NAD83): X: 1074585.702306; Y: 142842.979311

31. USGS quadrangle and scale: Derry, NH, 1:24000

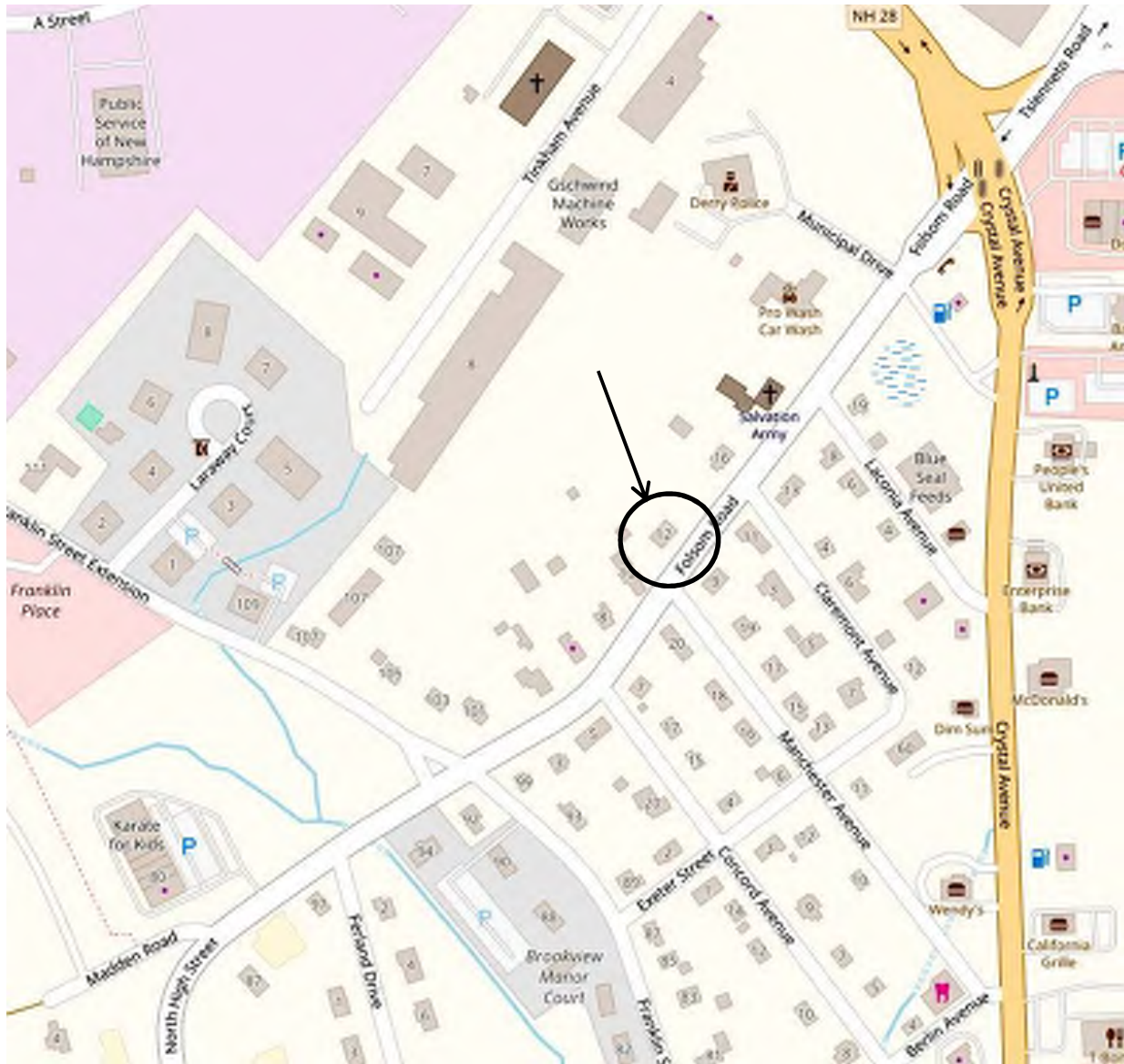
Form prepared by

- 32. Name: Reagan Ruedig, Lynne Monroe
- 33. Organization: Preservation Company, Kensington, NH
- 34. Date of survey: June 2018

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195

39. Location Map

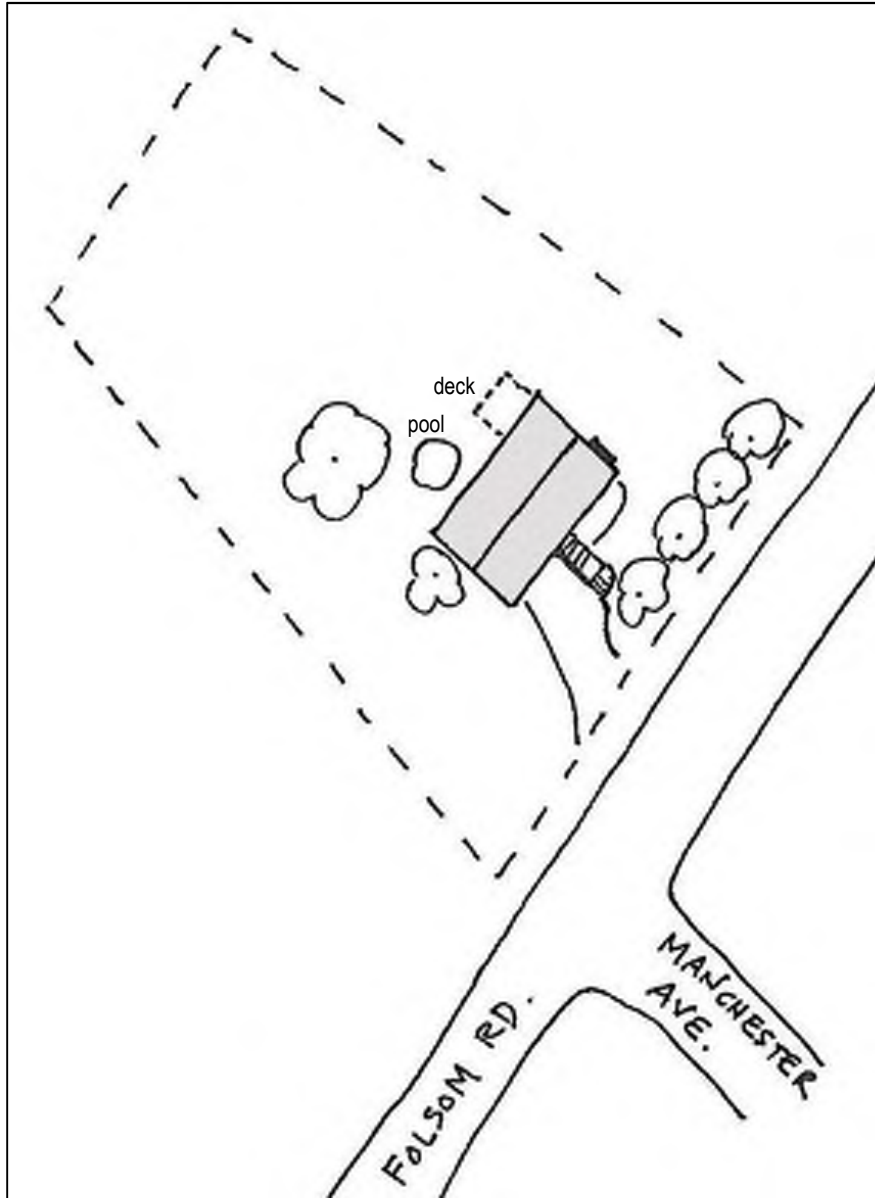


© OpenStreetMap contributors

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195

40. Property Map



Sketch map showing all buildings, landscape features, and tax map/parcel (dashed line)

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0195****41. Historical Background and Role in the Town or City's Development**

The house at 12 Folsom Road was constructed in 1964 on land that was developed by the Ross family. Eugene W. Ross (1860-1943) and his son, Bert E. Ross (1882-1957) moved to Derry from Cambridge, MA in 1907 to work in the dairy business. They had been employed by the H.P. Hood Dairy Co. in Boston, and moved to Derry, (the home of H.P. Hood), to start their own dairy business. In 1909 they rented (and purchased ten years later) the John Folsom farm at the corner of Folsom and Manchester Roads, and established the E.W. Ross & Son dairy business, bottling and delivering milk (Holmes 2012).

The five-point intersection of Folsom Road, Manchester Road, Crystal Avenue, Tsienneto Road, and Pinkerton Street became known as Ross's Corner. The Ross family dairy business was very successful in the early twentieth century and was one of six commercial dairy farms in Derry. By the time Eugene Ross died in 1943, however, local dairy businesses were beginning to decline due to competition from larger regional and national companies (Holmes 2012). Bert died in 1957, and his son Herbert W. Ross (1911-1993) took on the family business, then known as Ross Corner Dairy.

Herbert took the land and farms that the family owned and subdivided part of the former Folsom farm field on the north side of Folsom Road. The first lot, now 16 Folsom Road, was sold to Earl and Viola Pelletier, Herbert's daughter, in 1962 (Deed 1637: 370). In 1963 Herbert's son, Donald W. Ross (1936-2015), purchased a subdivided lot on the western edge of the property (Deed 1669: 116, see Plan 1656). Donald and his wife, Joanne, had their house, 12 Folsom Road, constructed the following year. The house at 18 Folsom Road was the residence of Herbert Ross and his wife, Katherine and was constructed in 1970.

Herbert Ross attempted to streamline the operations of the dairy business, but it continued to decline. Ross Corner Dairy Company auctioned off the farm buildings, land, and operation equipment in 1970 (Nashua Telegraph, 18 June 1970). Reduced production continued with packaging by Turner Dairy in Salem. Products were still distributed at a warehouse on Folsom Road (Holmes 2012). Donald Ross took over the business in 1973 but could not keep up with commercial competition. Ross Corner Dairy went out of business in 1981.

The land formerly associated with the Ross dairy farm (and the Folsom farm before that) was fully subdivided and sold off in the 1970s and 1980s. The town of Derry owns the lot that once had the farm buildings on the northwest corner of Folsom and Manchester Roads (Map/lot 35/14-2), and the police station was constructed there in 1985. The car wash at 20 Folsom Road (Map/lot 35/14-5) was constructed in ca. 1975. The three Ross family houses along Folsom Road have sold out of the family. Herbert's house at 18 Folsom was sold in 1997 (Deed 3199: 891) after Herbert's death in 1993 and is now home to an office for the Salvation Army. 16 Folsom was sold by the Pelletier family in 2002 (Deed 3768: 2729) and has been renovated with the addition of a full second floor. 12 Folsom Road, the property being surveyed, was recently sold in 2015 following Donald Ross's death (Deed 5602: 1757).

42. Applicable NHDHR Historic Contexts (please list names from appendix C)

56. Local-scale dairy farming, 1800-present

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

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195

43. Architectural Description and Comparative Evaluation

The house at 12 Folsom Road, constructed ca.1964, is a Raised Ranch with one and a half stories above grade and an integrated garage at the lower level. The lower level is constructed of brick-faced concrete block, while the upper level is clad in vinyl siding, installed in 2013. The low-pitched gable roof has asphalt shingles, and a wide exterior chimney is placed on the east end gable wall. The main entry door is centered on the façade at the upper level, reached by a flight of brick stairs with cast-concrete treads and black iron handrails. A secondary entry at the basement level is located just to the west of the brick stairs, and the single garage door is adjacent on the west side. The front door, as well as the overhead garage door, are original to the house. The lower-level entry door is a vinyl replacement with a fan light.

The windows were replaced with vinyl 6/6 replacement windows in 2013-2014 (see Google Streetview image below). Red vinyl shutters were added to the facade at the same time. The façade has a paired set of double-hung windows and a single double-hung window on the western half, and a bay picture window with paired double-hung windows below at ground level on the eastern half. The west elevation has two double-hung windows symmetrically placed with two awning windows below at the top of the concrete block basement wall. The rear, north elevation has a sliding glass door at the east end and two double-hung windows in the center of the elevation, with two awning windows at the lower level. The east elevation has no openings other than a small vent window just underneath the peak of the gable, same on the west elevation.

The house is sited approximately 40 feet from the road, with a row of four maple trees at the edge of the front yard. The wide, paved driveway is angled from the road to the garage door, with a gravel parking area off of it on the west side. A low, cast concrete block retaining wall edges the curve of the driveway on the east edge of the drive, leading to low brick steps and a taller brick-faced concrete block retaining wall attached to the house by the door at the lower level. A small flower garden bed is planted along the front of the house on the eastern half. The back yard has two large maple trees and an above-ground swimming pool.

Previous to the exterior renovations, the house had wide wood clapboards, original wood 6/6 double-hung windows, and white shutters. The front stairs had no handrails, and the lower-level door was a 9-light wood door.

This house is fairly typical of Ranch style homes built in the mid-twentieth century in the area, but it is not a distinctive example and has lost integrity of original materials. Derry experienced a period of major growth in the mid-twentieth century, and there are many other examples of buildings that better represent the Ranch style, such as the houses along Newell Drive and Kingsbury Road in Derry Village.

44. National or State Register Criteria Statement of Significance

Criterion A: This house was constructed during a major building boom in postwar Derry, but it is not part of a planned development, nor does it singularly represent a significant aspect of the broad pattern of history in Derry or the greater region. There are many other developments in the town of Derry that more are more representative of population growth starting in the mid-twentieth century. Therefore, it is not eligible under Criterion A.

Criterion B: This property is associated with the Ross family, which owned and operated a successful dairy operation at nearby Ross's Corner. It was built by Donald Ross, a

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0195**

great-grandson, who was head of family dairy business in its final days. His significance to the family business does not rise to a level to grant individual eligibility to this house for its association with him.

Criterion C: This house does not represent a distinctive type of architecture or work of a master. The Raised Ranch house is a common house type in Derry, and this house neither exhibits a fully articulated expression of the Ranch style nor does it retain sufficient integrity to be eligible for the National Register under Criterion C.

45. Period of Significance

None

46. Statement of Integrity

This property retains integrity of location and setting, as it has not been moved and the setting of Folsom Road and the surrounding neighborhood has not substantially changed since 1964. However, the house has lost integrity of workmanship and materials with the loss of the original wide-lap clapboard and its replacement with narrow vinyl siding and trim boards, as well as the loss of original windows and their replacement with vinyl windows. Because of this, it has diminished integrity of design, though there have been no major additions or changes to the form of the house itself or the property. The property retains integrity of feeling as a residence, but its association has been diminished as it and the neighboring properties have been sold out of the family.

47. Boundary Discussion

The tax parcel (Map 35, lot 12) was used as the boundary of the area surveyed for this form. This property is not eligible for the National Register, so an eligible boundary discussion is not necessary.

48. Bibliography and/or References

Holmes, Rick

2012 "Gone are the days when milk came right to your door," *Derry News*, Derry, NH: 6 December 2012. [www.derrynews.com, accessed 28 June 2018]

Obituary: Donald Ross

2015 "Donald's Story," *Derry News*, Derry, NH: 20 August 2015. [www.derrynews.com, accessed 28 June 2018]

Pettis, Emily et al.

2012 *NCHRP Report 723: A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing*. Transportation Research Board: Washington, D.C.

Deeds

Rockingham County Registry of Deeds

Book 739, page 54 6/26/1919

Book 1448, page 62 10/11/1957

Book 1637, page 370 8/14/1962

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195

Book 1669, page 116	5/6/1963
Book 1961, page 18	3/19/1968
Plan 1656	11/1969
Plan 1931	08/1970
Plan 9524	04/1980
Book 2710, page 2604	10/28/1987
Book 2384, page 1133	12/9/1987
Book 4184, page 456	09/22/1993
Book 3199, page 891	2/12/1997
Book 3768, page 2729	5/7/2002
Book 5602, page 1757	03/19/2015
Book 5607, page 1489	04/07/2015
Book 5642, page 1074	08/03/2015

Surveyor's Evaluation

NR listed: individual
 within district

Integrity: yes
 no

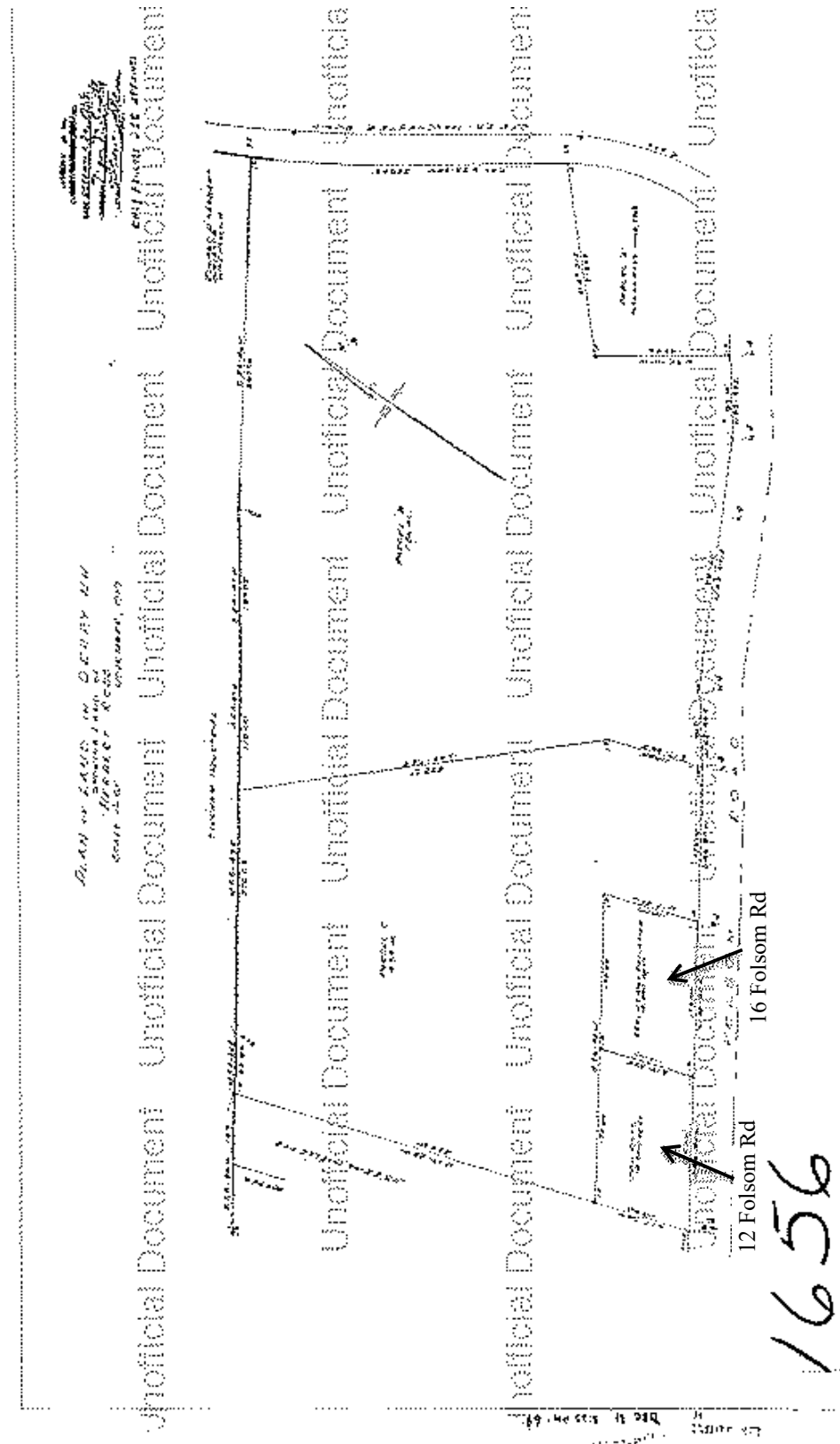
NR eligible:
 individual
 within district
 not eligible
 more info needed

NR Criteria: A
 B
 C
 D
 E

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195

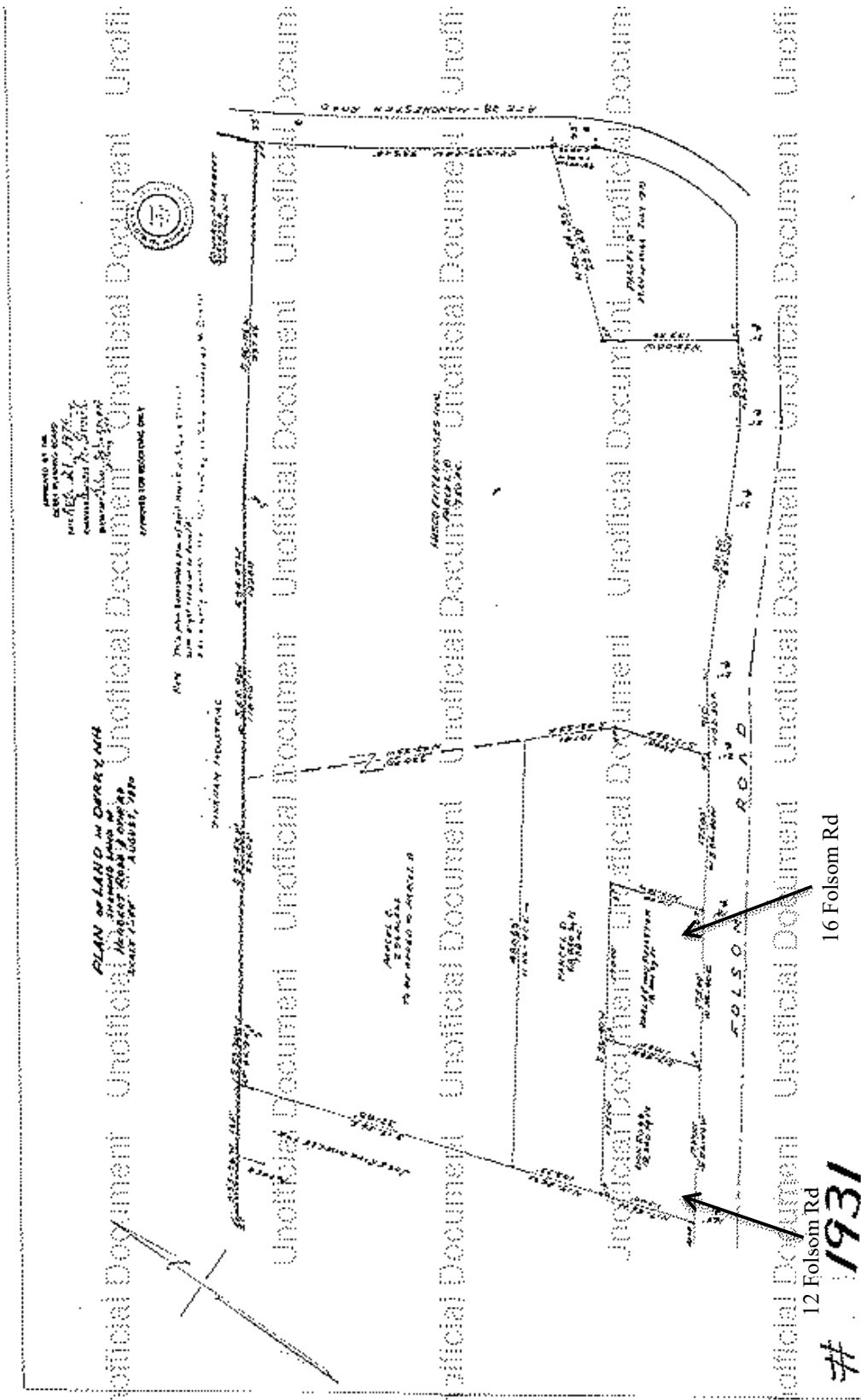
Plans



Plan 1656 (11/1969)

INDIVIDUAL INVENTORY FORM

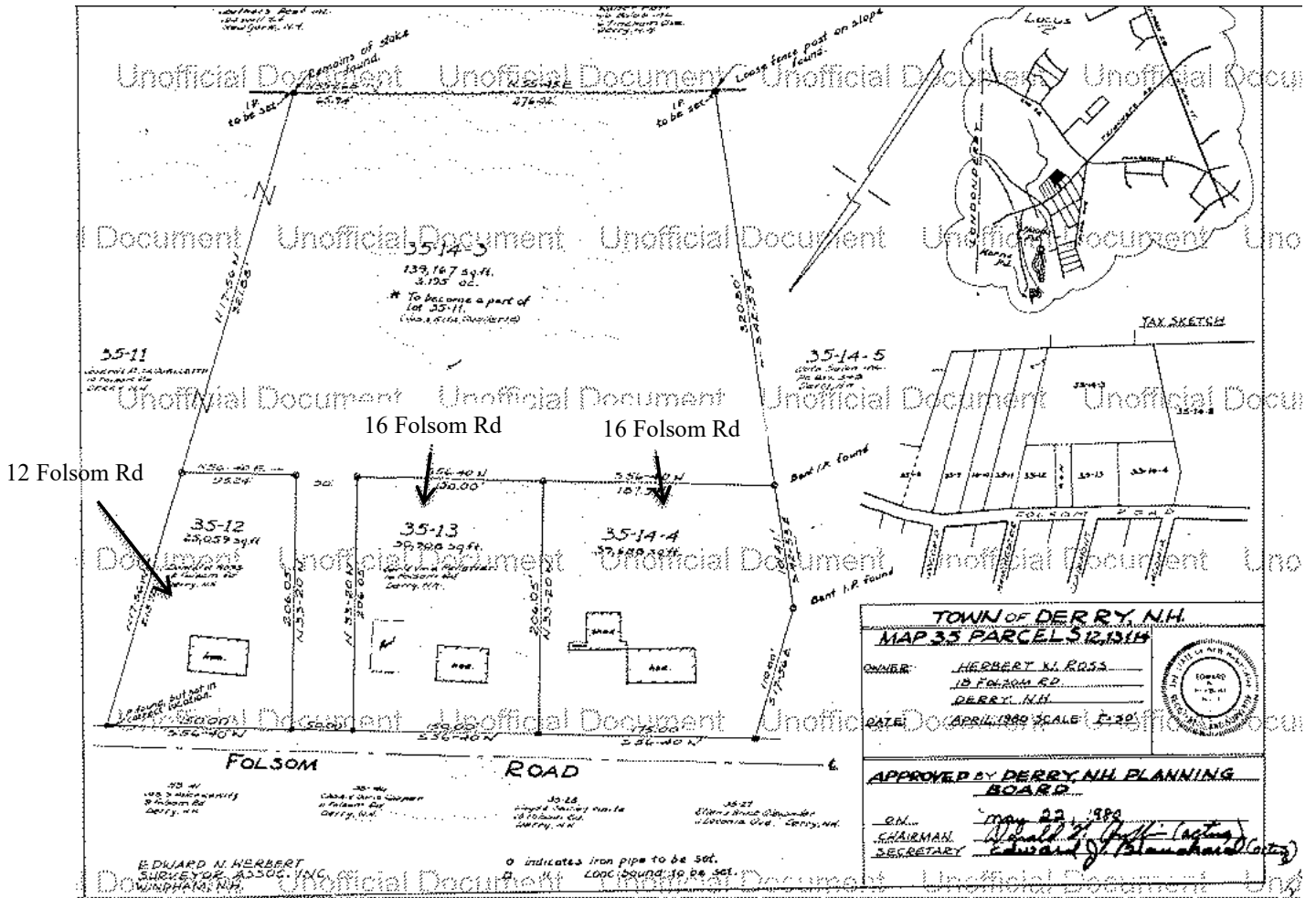
NHDHR INVENTORY DER0195



Plan 1931 (8/1970)

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195



Plan 9524 (04/1980)

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195



Google Streetview image dated September 2013, showing original siding on the façade and vinyl replacement siding on the west elevation.

INDIVIDUAL INVENTORY FORM

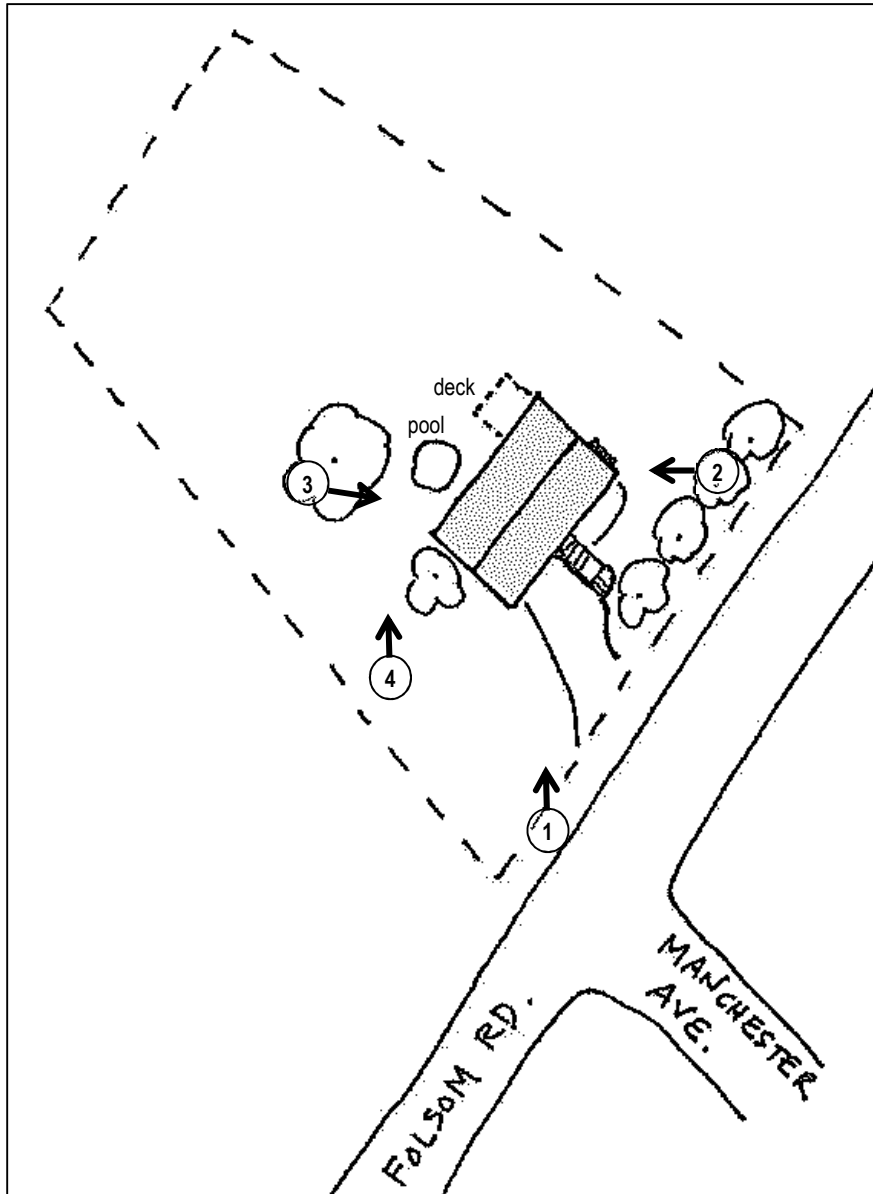
NHDHR INVENTORY DER0195

Digital Photography Statement

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed using the following: Epson SureColor P600 printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.

Lynne Emerson Monroe, Preservation Company

Photo Key



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195

Current Photographs

Date taken: June 2018



Photo 2) Façade and east elevation
Reference (file name): Photo_June2018_190

Direction: W

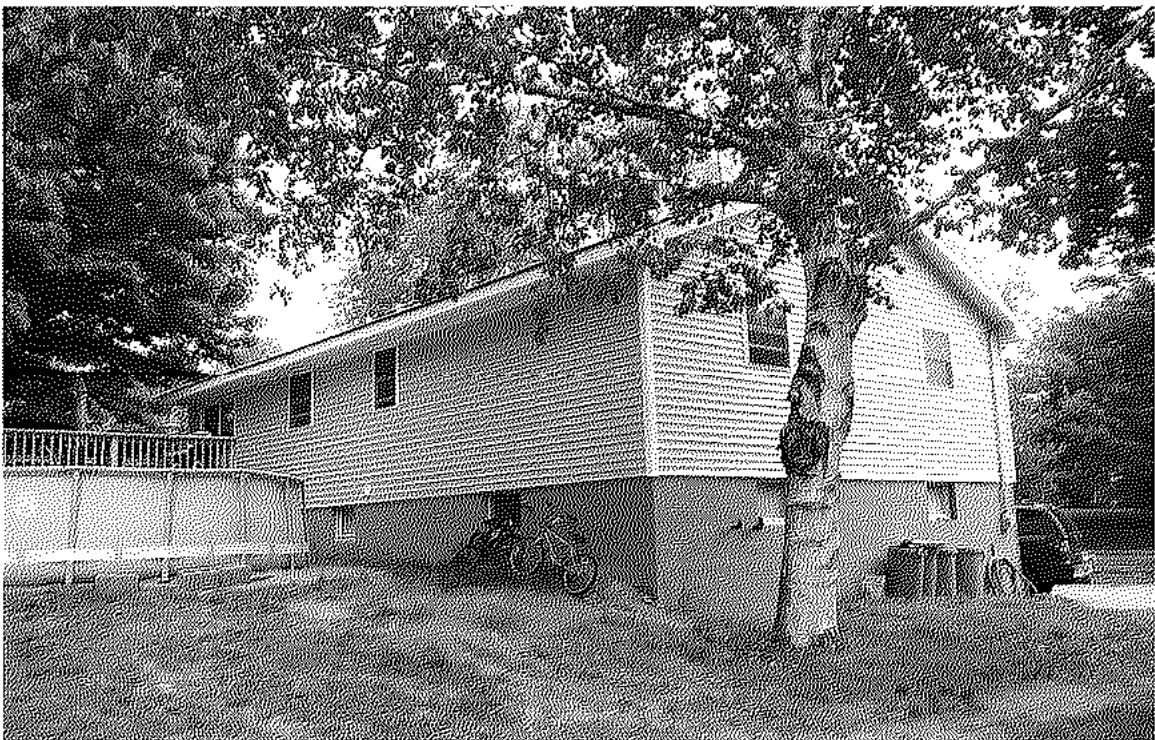


Photo 3) West and north (rear) elevations
Reference (file name): Photo_June2018_187

Direction: ESE

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0195



Photo 4) Rear yard

Reference (file name): Photo_June2018_186

Direction: N

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

Name, Location, Ownership

1. Historic name: Knapp Brothers Shoe Manufacturing
2. District or area: None
3. Street and number: 3 Manchester Road
4. City or town: Derry
5. County: Rockingham
6. Current owner: Fireye Inc.

Function or Use

7. Current use(s): Office, manufacturing facility
8. Historic use(s): Office, Manufacturing facility

Architectural Information

9. Style: Modern Movement
10. Architect/builder: Fletcher-Thompson, Inc.
11. Source: newspaper article 5 May 1960
12. Construction date: 1960
13. Source: newspaper article 5 May 1960
14. Alterations, with dates: enclose loading/garage bays, NE elevation ca. 2000
15. Moved? no yes date: N/A

Exterior Features

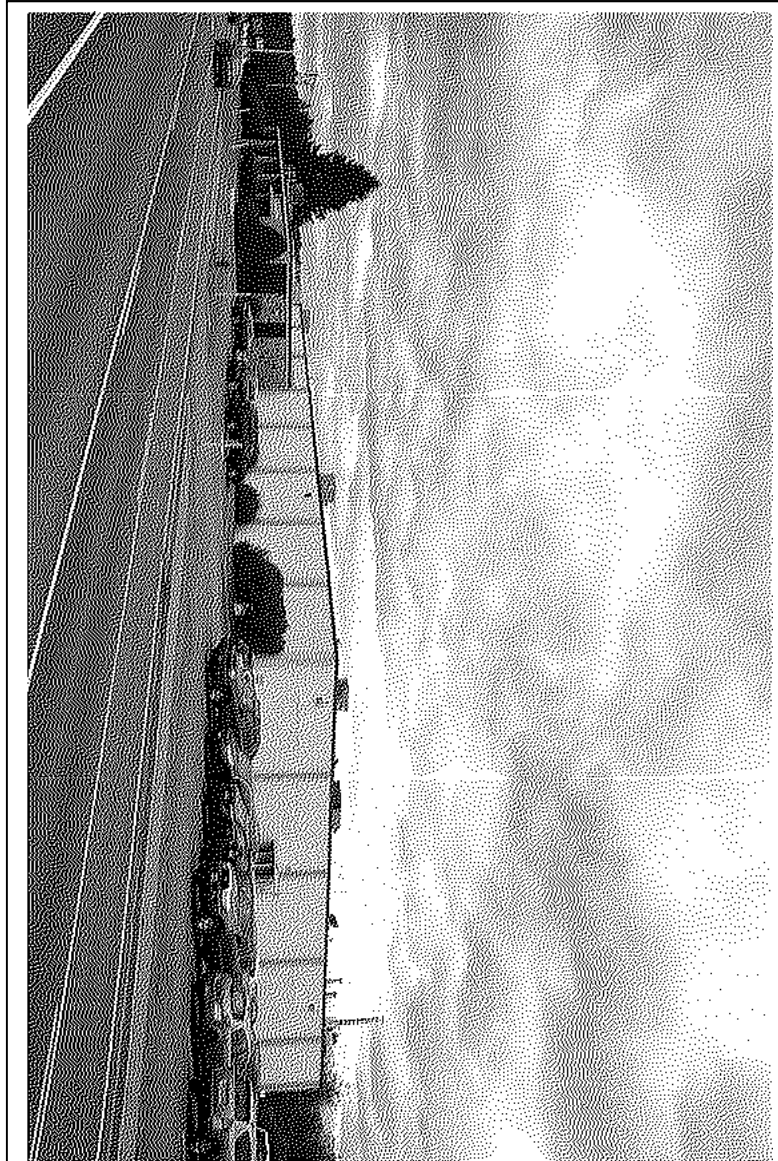
16. Foundation: concrete, poured
17. Cladding: Other-pre-cast concrete
18. Roof material: unknown
19. Chimney material: does not apply
20. Type of roof: flat
21. Chimney location: does not apply
22. Number of stories: 1

23. Entry location: facade, off-center
24. Windows: other

Replacement? no yes date: N/A

Site Features

25. Setting: Other
26. Outbuildings: does not apply
27. Landscape features: mature trees, other
28. Acreage: 8.97 acres



35. Photo 1

Direction: W

36. Date: June 2018

37. Reference (file name): Photo_June2018_287

29. Tax map/parcel: 08/269

30. State Plane Feet (NAD83): X: 1075490.394874; Y: 144051.444189

31. USGS quadrangle and scale: Derry, NH, 1:24000

Form prepared by

32. Name: Laura B. Driemeyer

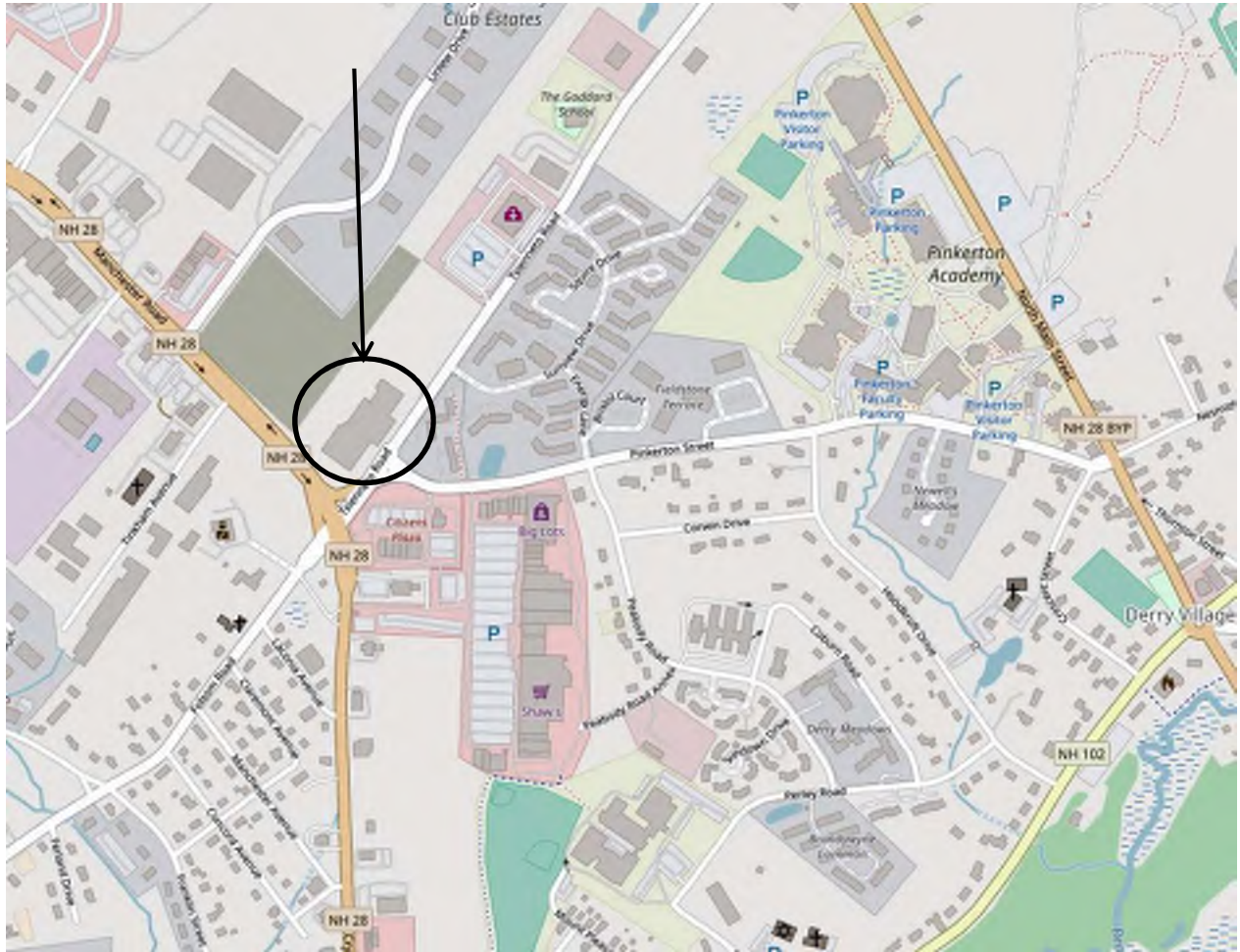
33. Organization: Preservation Company, Kensington, NH

34. Date of survey: June 2018

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

39. Location Map

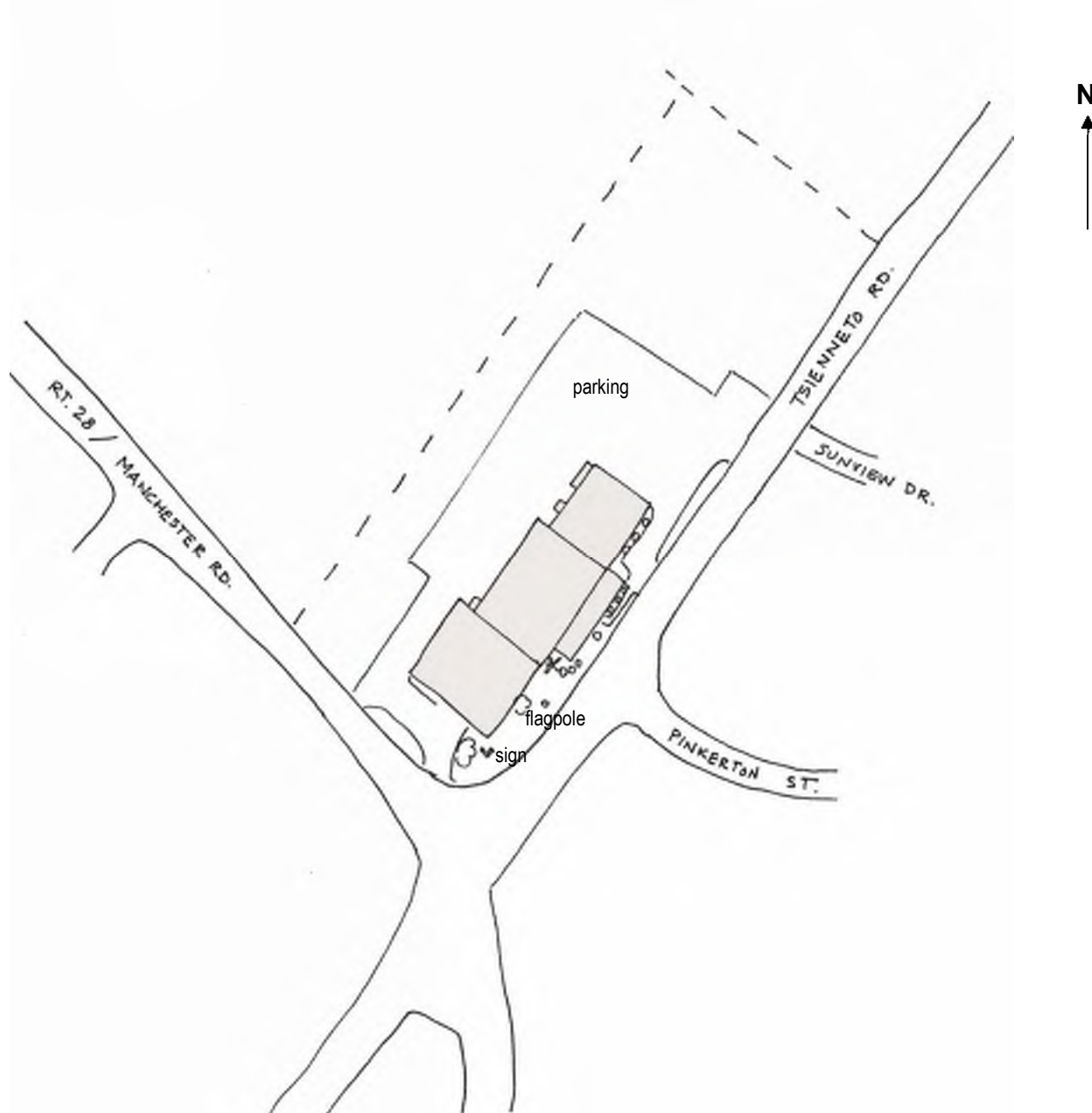


© OpenStreetMap contributors

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

40. Property Map



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

41. Historical Background and Role in the Town or City's Development

3 Manchester Road was built in 1960 by the Derry Realty Corporation on land they had acquired the previous year (Deed 1959; *Nashua Telegraph* 5 May 1960). The new building with a “clean modernistic appearance” was constructed as a new shoe factory that would be occupied by the Knapp Brothers Shoe Manufacturing Corporation, manufacturers and sellers of men’s shoes. The building consisted of a one-story front office wing roughly centered on a large rectangular manufacturing section, all erected using tilt-up construction. The building remained in use as a shoe factory until 1983, under several different entities, who continued to manufacture Knapp shoes. In 1983 the building was acquired by the Electronics Corporation of America (ECA), a Cambridge, Massachusetts, manufacturers of products that managed power systems in an industrial setting (Deed 1983; Cambridge Historical Commission). In 1988 Fireye Inc., originally a part of ECA, and a manufacturer of flame safeguard controls and burner management systems, acquired the property and continues to occupy it largely as first designed with office and manufacturing uses (Deed 1988).

Derry, New Hampshire, had a long association of shoe manufacturing, dating back to the mid-nineteenth century when the railroad came through the town. Shoe manufacturing remained a major part of the local economy into the 1980s though the method of manufacture changed significantly over that period. In the second half of the nineteenth century shoe manufacturing transitioned from predominantly outwork from factories (in nearby Massachusetts cities in the case of Derry), with much of the work done by Derry residents in their homes throughout the village. By 1850 the town had a large number of small shoe shops, with twenty-nine employing just one man. By the end of the nineteenth century, shoe manufacturing was centralized in large manufacturing facilities with steam power. In Derry, several shoe factories were erected or existing buildings were converted to that use. Several more were erected in the first quarter of the twentieth century, during the height of Derry’s shoe industry. They were occupied by a series of companies whose financial successes appear to have been short lived (Preservation Company 2002, 36). As of 1915, however, the five big shops employed a total of 1,800 people, making more than 20,000 pairs of shoes a day (Preservation Company 2002, 37; Hazlett 1915, 283). The shoe industry in Derry recovered partially in the post-World War II period, but was limited due to competition from southern mills that had access to cheaper labor and power (Preservation Company 2002, 43).

In 1959, the Derry Realty Corporation acquired a parcel on Route 28 at what was then known as Ross’ Corner, upon which they erected the new office and manufacturing facility that would be occupied by the Knapp Brothers Shoe Manufacturing Company.¹ The Bridgeport, Connecticut, architectural firm Fletcher-Thompson, Inc. designed the building. William C. Pahl Construction Company of Syracuse, New York, was the builder (*Nashua Telegraph* 5 May 1960). A 1960 *Nashua Telegraph* article indicated the building would be of “a clean modernistic appearance.” Shoe making machinery was to be installed beginning in September 1960 with manufacturing to begin the following month (*Nashua Telegraph* 5 May 1960).

The Knapp Brothers Shoe Manufacturing Corporation had been established in Brockton, Massachusetts, by two Knapp brothers, Clarence E. (ca. 1892-1972) and Elwin D. (died 1969). Clarence E. had founded a shoe business in 1920 in the Pacific Northwest, with the then novel idea of selling directly to the consumer. In 1939, he and his brother moved east to establish a shoe manufacturing company, the Knapp Brothers Shoe Manufacturing Company. In the initial years, they occupied a former factory in Brockton, Massachusetts. During World War II they acquired the Barker

¹ The Realty Company had acquired the land from Herbert W. Ross at which time the land included a barn where he housed his cattle, likely dairy cows (Deed 1959).

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

Shoe Company of Lewiston, Maine, and also operated a large factory there, manufacturing civilian and military shoes. They subsequently added the Derry factory and an additional one in Brockton (*Boston Globe* 4 October 1972). According to Clarence E. Knapp's obituary, the company became one of the ten largest shoe manufacturers and largest direct shoe sales companies in the world (*Boston Globe* 4 October 1972).² In Derry it remained an important employer through the 1970s.

In 1970, two shoe manufacturing businesses owned by New York University (Knapp Brothers Shoe Manufacturing Corp. of Brockton and the King-Size Co.) were sold to a management group which established a new corporation, known as Knapp King-Size Corp. As of 1970, Knapp was the "world's largest direct selling shoe firm." It distributed its shoes through 12,000 salesmen and thirty-eight retail shoe stores. It was a major manufacturer of safety footwear of industrial locations. King-Size, a major mail-order firm, specialized in footwear and apparel for tall and big men (*Boston Globe* 6 June 1970). It remained in operation in Derry at the Manchester Road facility until the end of 1981 (www.upi.com/Archives/1981/12/01/The-Derry-Shoe-Co-will-gradually-shut-down-this/4339376030800/).

The construction of the Knapp facility coincided with the construction of at least one other new factory, just to the northwest, the new Klev-Bro Shoe Factory (built ca. 1958) also on Manchester Road. Like the Knapp factory, that facility closed in the 1980s, essentially ending the long history of shoe manufacturing in Derry. But in the case of the Knapp factory, a new type of business moved into the building, one that became a part of the local economy but on a much smaller scale than shoe manufacturing.

Since 1983 the building has been the site of the manufacture of burner management systems. In that year, Electronics Corporation of America (ECA) acquired the property. The company, which originated in Waltham, Massachusetts, subsequently established new research headquarters in Cambridge, Massachusetts, in 1955 where they remained for many years. As of 1986, Electronics Corp of America was the third largest local employer in Derry with 110 employees (Preservation Company 2002). In 1991, the property was sold to a new entity, Fireye Inc. (originally a part of ECA) and they continue to manufacture the same type of burner management system products that had been produced in the building since its acquisition by ECA. Since that time some alterations have been made to the northeast end of the manufacturing space, most notably the enclosure of four loading bays/garages and the addition of an employee's entrance. Other electronics manufacturing facilities in Derry in this period included Hadco Printed Circuit (built 1969, demolished early 2000s), on the property just north of 3 Manchester Road.

Fletcher-Thompson, Inc. of Bridgeport, Connecticut, the architectural firm that designed the building, was established in 1907 by E. Leslie Fletcher. Two years later, Charles L. Thompson joined the practice and in early 1910 it was incorporated as the Fletcher Thompson Engineering Company, changing its name to Fletcher Thompson Inc. four years later. For many decades the practice specialized in industrial engineering. Beginning in 1916 two generations of the Phelan family played instrumental roles in guiding the expansion of the firm, up to the present day, that also included the acquisition of several other firms. The firm has increased its breadth of services for a range of mostly large private and public clients such as major commercial developers, colleges and universities, healthcare institutions, leading corporations, and local, county, and state governments.

² The brothers had actually sold the company to New York University in the late 1940s though they had a ten-year employment contract as part of the sale and remained secured creditors. The ownership transfer was intended to benefit New York University ("Knapp Brothers Shoe Mfg. Corp. v. United States," Case No. 321-52, United States Court of Claims, 12 July 1956 (www.leagle.com/decision/19561041142fsupp8991873)).

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0196**

(www.fletcherthompson.com/about_history.aspx). Engineering remains an important component of their design work. They are known to have used tilt-up construction in other buildings contemporary with 3 Manchester Road, such as a 50,000 square-foot plant in Glens Falls, New York, for the Union Bag-Camp Paper Corporation in 1958-1959 and a warehouse addition in Montville, Connecticut, in 1961 (*New York Times* 15 September 1958; 5 February 1961).

The William C. Pahl Construction Company of Syracuse, New York, is known mostly for their large concrete construction projects in western New York. Other known work contemporary with 3 Manchester Road includes the Imperial Gardens Apartments in Syracuse (a twelve-story high-rise apartment building, built 1960), and Sadler Hall at Syracuse University (a brick-faced multistory student housing with dining hall, completed 1960).

42. Applicable NHDHR Historic Contexts (please list names from appendix C)

Mid-twentieth-century shoe manufacturing

Late twentieth-century electronics manufacturing

43. Architectural Description and Comparative Evaluation

3 Manchester Road is a large, rectangular, one-story building located on a flat 8.97-acre parcel. The flat-roofed building consists of two parts, the front office section and a larger, higher height manufacturing section to the rear (**Photos 1-3**). The six-bay office section is the more decorative of the two sections and includes four bays with curtain walls, a bay with the modified glass entry screened by an original concrete canopy, and a multi-colored masonry-faced bay with the name of the company. The masonry continues along the easterly elevation of the office section to either side of some additional curtain wall sections.

The construction method of multiple tilt-up concrete panels separated by concrete piers is particularly evident on the large industrial space to the northwest of the office section (**Photos 5-7**). Pedestrian and loading openings are in scattered locations on the southwesterly and northwesterly elevations and include a raised delivery doorway, large ground level garage door, and pedestrian doors including one accessed by concrete steps. The greatest number of alterations have occurred on the northeast elevation. At present an added pedestrian entrance is located in the second bay, providing access to the employee parking lot (**Photo 1**). The double-leaf metal doors are screened by a metal canopy. Historically this elevation included loading dock/garage door openings in four of the five bays. Evidence of them can be seen on the panels. The exterior of all the concrete panels is now covered with a painted cementitious material.

The building is notable for its tilt-up construction, a method that consists of large pre-cast concrete wall sections. The wall components were cast on site and then lifted into place with a crane. After placement of the walls they were then braced and tied in with the roof structure (www.tilt-up.org/construction).

Though this building method was first “conceptualized” in the early 1900s, its use did not become common place until the development of the mobile crane in the late 1940s (Concrete Contractor).

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

Since that time the method has seen some innovations and refinements and remains in use for a variety of building types (Concrete Contractor; www.tilt-up.org/construction).³

On the interior, the office space has been updated with the addition of new three-quarter height cubicle walls and drop ceilings with integrated overhead lighting.⁴ Original features include the regularly spaced piers and banks of full-height interior glass windows along the wall of individual offices that span the northwesterly wall of the office space (**Photo 8**). The large, open manufacturing space has been updated with new lighting and flooring but retains its historic interior steel framing comprised of posts, I-beams supporting the roof, in addition to exposed piping (**Photo 9**).

A possibly original square masonry signage base is located just south of the southerly corner of the building (**Photo 4**). Modern signage sits atop it with the name of the company. It is located within a landscaped, slightly elevated piece of ground that includes some mature shrubs and a smaller shade tree. Additional landscaping along much of the front side of the building includes large expanses of lawn and some mature shrubs and conifers. The other three sides of the building are flanked by asphalt paving used for parking and access to the loading and garage bays. Beyond the paved areas to the northwest and northeast are areas of a mix of shrubs and trees with some cut grass in places.

The property is located on the northeast corner of Tsienneto and Manchester roads, a heavily trafficked intersection. In the vicinity is a mix of commercial and small-scale industrial development, mostly dating to the last quarter of the twentieth century, along with a variety attached multifamily housing of the same period.

Comparative Evaluation

The most direct comparable in Derry is the former Klev-Bro shoe factory built just before the Knapp factory, located just to the northwest at 22 Manchester Road (see comparable photograph on page 17). Like the Knapp factory, this modern, low-rise building is one story with office space on the front (though not nearly centered but rather located towards the southerly end) and the former manufacturing space to the rear. Though the building is no longer in manufacturing use as it has been subdivided for occupancy by multiple small business it retains its historic footprint, exterior materials, and much of its historic fenestration that distinguishes the two sections: large window openings for the former industrial space and regular three-part windows on the office section.

44. National or State Register Criteria Statement of Significance

The Knapp Brothers Shoe Factory, 3 Manchester Road (constructed 1960), is eligible for listing in the National Register of Historic Places under Criterion A for its associations with shoe manufacturing in Derry and under Criterion C for its Architecture.

Criterion A: The Knapp Brothers Shoe Factory, 3 Manchester Road (constructed 1960), is eligible for listing in the National Register of Historic Places under Criterion A for its associations with shoe manufacturing in Derry. Its construction in 1960 represents the final stage of shoe manufacturing in Derry and its importance in the local economy. Shoe manufacturing in Derry dates to at least the mid-nineteenth century and it evolved over time as the manufacture moved from small one-person shops or outwork in people's

³ Well-known early examples are the houses constructed by Thomas Edison in 1908 in the newly created village of Union, New Jersey (Concrete Contractor).

⁴ According to the Assessor Records, the industrial area totals approximately 57, 630 square feet while the office area totals nearly 9,000 square feet.

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0196**

homes to large factories powered by steam and/or water. 3 Manchester Road illustrates the final phase, incorporating manufacturing and office space within a single building as the company not only manufactured shoes but also sold the shoes directly to customers. The facility is representative of the scale and method of shoe manufacturing in New England in the mid-twentieth century.

Though not of sufficient age at this time for its association with electronics manufacturing once it becomes of sufficient age, that association would likely contribute to its significance as that became an important component of the local economy in Derry beginning in the 1980s, though at a considerably small scale. The property remains in use for manufacturing purposes with associated office space up to the present. Its transition to an electronics manufacturing space is representative of changes in the local economy beginning in the late twentieth century.

Criterion B: The Knapp Brothers Shoe Factory, 3 Manchester Road (constructed 1960), is not eligible for listing in the National Register of Historic Places under this criterion as it does not convey associations with individual persons that make it eligible under this criterion.

Criterion C: The Knapp Brothers Shoe Factory, 3 Manchester Road (constructed 1960), is eligible for listing in the National Register of Historic Places under Criterion C for its Architecture as a representative example of a mid-twentieth century manufacturing and office building in the modernist style that employs tilt-up construction, a common construction method of the period for industrial buildings. Stylistically, the building embodies a number of characteristic modernistic elements particular on the office section such as a low profile and contrasting building materials such as the curtain walls and masonry facing.

The building also embodies a distinctive method of construction, tilt-up construction. Though developed in the early twentieth-century, this construction method was first popularized in the post-war period with the development of mobile cranes. This method entails casting large concrete panels on site that are then lifted into place on the existing foundation and tied in with the roof framing and other structural members. This method of construction remains readily visible on the exterior and interior of the building.

45. Period of Significance

1960-1968: The Period of Significance under Criterion A extends from the building's construction in 1960 to the fifty-year cutoff date for eligibility. The building was in continuous use as a shoe factory until 1983 and since that time has remained in continuous industrial and office use up to the present time.

1960: The Period of Significance under Criterion C is 1960 for its construction method and design.

46. Statement of Integrity

3 Manchester Road retains integrity of design, materials, and workmanship. With the exception of the northeast elevation where the loading/garage bays were enclosed ca. 2000, the fenestration pattern, including the curtain wall windows on the office section is otherwise intact, as is the historic footprint. The main entrance appears to have been modified but this does not significantly alter the integrity of design and materials. The original tilt-up construction method is readily apparent and intact on the

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

manufacturing section. The building retains integrity of feeling and association as a mid-twentieth-century manufacturing space with attached office space. The building retains integrity of location. The immediate setting of the building has evolved considerably since its initial construction but this does not diminish the building's significance. At the time of its completion in 1960 only one other similar industrial and office building was present, located to the northwest on Manchester Road (see comparable). Otherwise the setting was rural, with a few scattered farmsteads. Though the Hoods Commons was developed on the former Hood Dairy Farm on the just southeast of 3 Manchester Road in 1969, the most extensive amount of commercial, residential, and small-scale industrial occurred by 1974 and 1992.

47. Boundary Discussion

Part A

The boundary of the area surveyed for this form was the tax parcel Map 8, Lot 269 as shown on the map below (dashed line).



Part B

The property's eligible boundary would include the entire tax parcel as it is the remaining portion of the original approximately 9.38-acre parcel acquired by the Derry Realty Corporation in 1959 and developed with the current building, occupied initially by the Knapp Brothers Shoe Manufacturing Corporation. The entire parcel contributes to the property's significance as a shoe factory and office. A small portion of the original parcel was acquired by the NHDOT in 1982 in connection with road expansion along the easterly side of NH Route 28 and northerly side of Tsienneto (Plan of Derry MG-M-5119(001)-C-2422-A on file with NH Dept of Public Works and Highways).

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0196****48. Bibliography and/or References**

Preservation Company

2002 "Townwide Area Form (Area DER), Derry, NH" filed at New Hampshire Division of Historical Resources, Concord, NH

2005 "Continuation Sheets for Project Area Form (Area DER), Derry, NH" filed at New Hampshire Division of Historical Resources, Concord, NH

Newspapers

"New Plant Going Up," *New York Times*, 15 September 1958

Nashua Telegraph 5 May 1960, p. 28

"Building Cost Cut by Not Using Fill," *New York Times*, 5 February 1961

"N.Y.U. sells Knapp, King-Size," *Boston Globe*, 6 June 1970, p. 11

Clarence E. Knapp, obituary, *Boston Globe*, 4 October 1972, p. 42

Websites

Cambridge Historical Commission, "The Electronics Corporation of America Collection," (CHC006)

[https://www.cambridgema.gov/~media/Files/historicalcommission/pdf/findingaids/fa_eca.pdf?la=en] Accessed June 2018.

Concrete Contractor, "Tilt-up Construction: History and Uses"

[<http://www.concretecontractor.com/tilt-up-concrete/construction-history/>]. Accessed June 2018.

"Knapp Brothers Shoe Mfg. Corp. v. United States," Case No. 321-52, United States Court of Claims, 12 July 1956 [www.leagle.com/decision/19561041142fsupp8991873]. Accessed June 2018.

Tilt-Up Concrete Association [<http://www.tilt-up.org/>]. Accessed June 2018.

Rockingham County Registry of Deeds (online)Deeds

1959 Book 1532, Page 57

1970 Book 2018, Page 72

1970 Book 2018, Page 78

1983 Book 2451, Page 1502

1991 Book 2896, Page 600

Plans

1959 "Plan of Land in Derry, N.H. Showing Land of Herbert W Ross", Plan No. 02818

1983 "Improvements, Plan of Land, Knapp King-Size Corp., Derry, N.N. Prepared for Electronics Corporation of America", Plan No. D-11754

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

Surveyor's Evaluation

NR listed: individual
within district

Integrity: yes
no

NR eligible: individual
within district
not eligible
more info needed

NR Criteria: A
B
C
D
E

INDIVIDUAL INVENTORY FORM

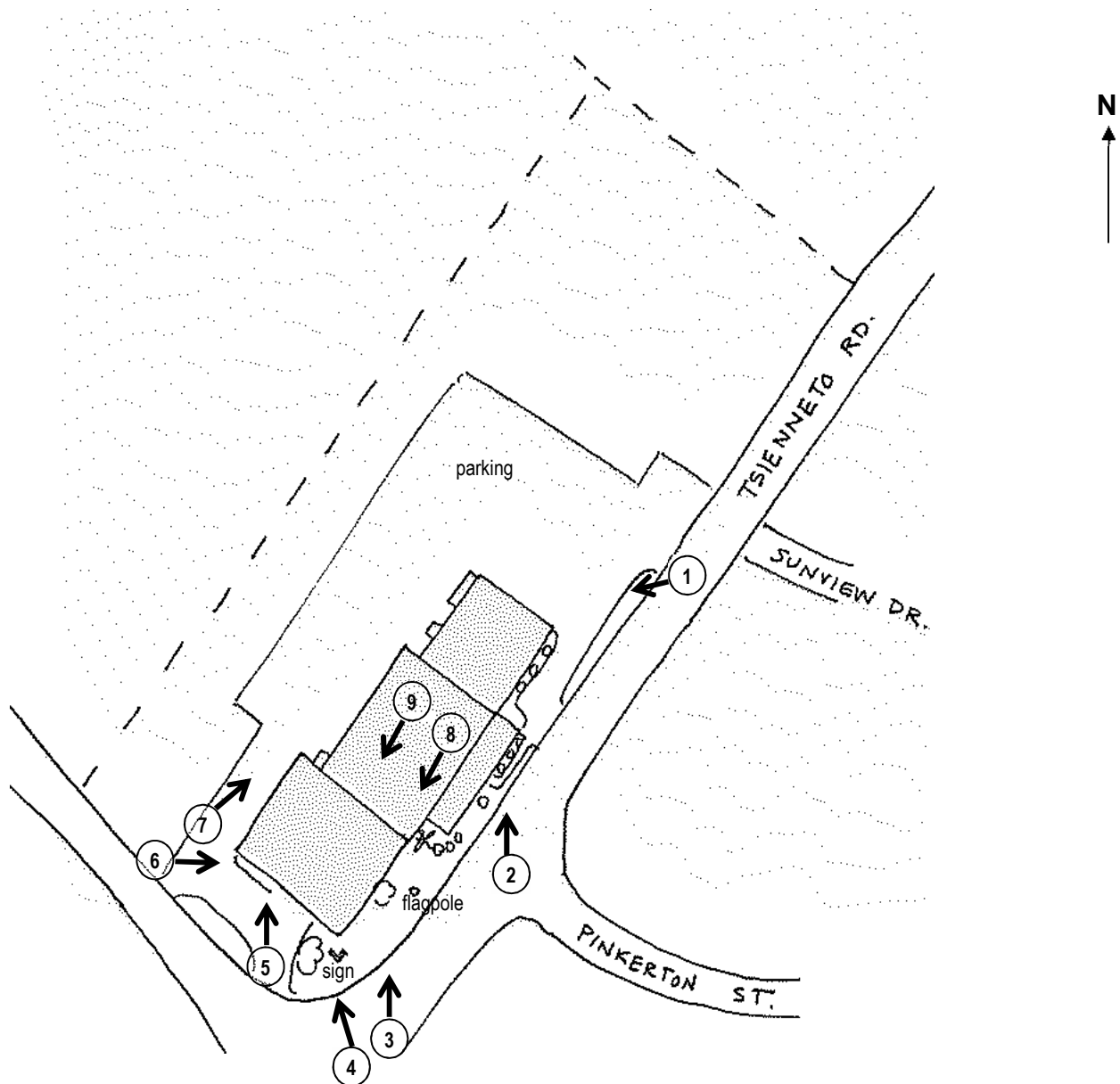
NHDHR INVENTORY DER0196

Digital Photography Statement

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed using the following: Epson SureColor P600 printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.

Lynne Emerson Monroe, Preservation Company

Photo Key



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

Current Photographs

Date taken: June 2018



Photo 2) Façade, office section

Direction: N

Reference (file name): Photo_June2018_285



Photo 3) Façade (south east elevation) of manufacturing and office sections

Direction: N

Reference (file name): Photo_June2018_284

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196



Photo 4) Sign

Direction: NNW

Reference (file name): Photo_June2018_280

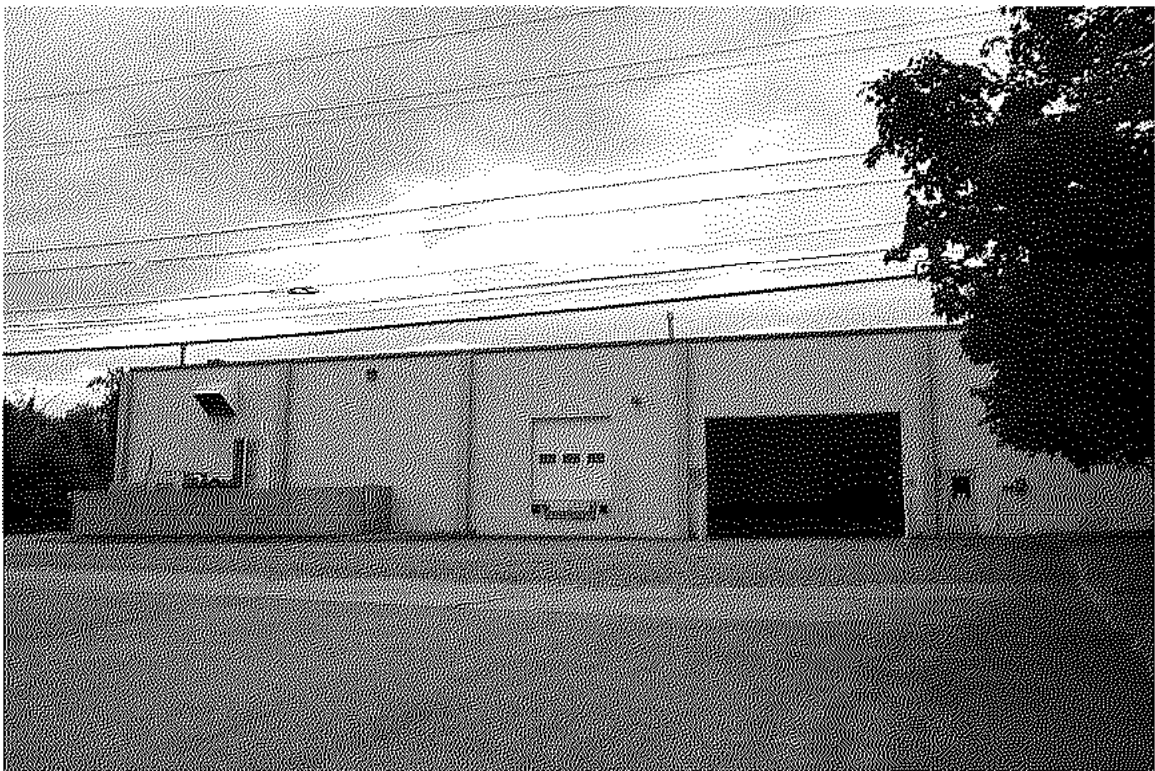


Photo 5) Southwest elevation of manufacturing section

Direction: NNE

Reference (file name): Photo_June2018_281

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196



Photo 6) Northwest and southwest elevations of southwesterly part of manufacturing section

Direction: E

Reference (file name): Photo_June2018_282



Photo 7) Northwesterly elevation of manufacturing section

Direction: NE

Reference (file name): Photo_June2018_283

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196



Photo 8) Interior, office section
Reference (file name): Photo_June2018_274

Direction: SW



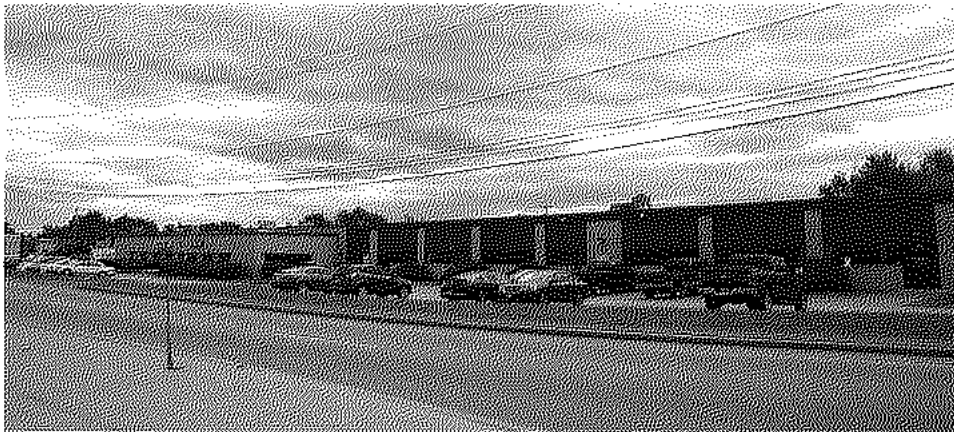
Photo 9) Interior, industrial section
Reference (file name): Photo_June2018_276

Direction: SW

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0196

Comparable Property



Klev Bros. shoe factory at 22 Manchester Road, built ca. 1958

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197

Name, Location, Ownership

- 1. Historic name: Jake's Auto Body
- 2. District or area: None
- 3. Street and number: 80 Chester Road
(Route 102)
- 4. City or town: Derry
- 5. County: Rockingham
- 6. Current owner: John G. DeGroot

Function or Use

- 7. Current use(s): Other: auto repair
- 8. Historic use(s): Other: auto repair

Architectural Information

- 9. Style: Other
- 10. Architect/builder: Jacob DeGroot
(builder)
- 11. Source: DeGroot 2018
- 12. Construction date: 1961
- 13. Source: Research, Inspection
- 14. Alterations, with dates: 1968/9,1981,1989
- 15. Moved? no yes date: N/A

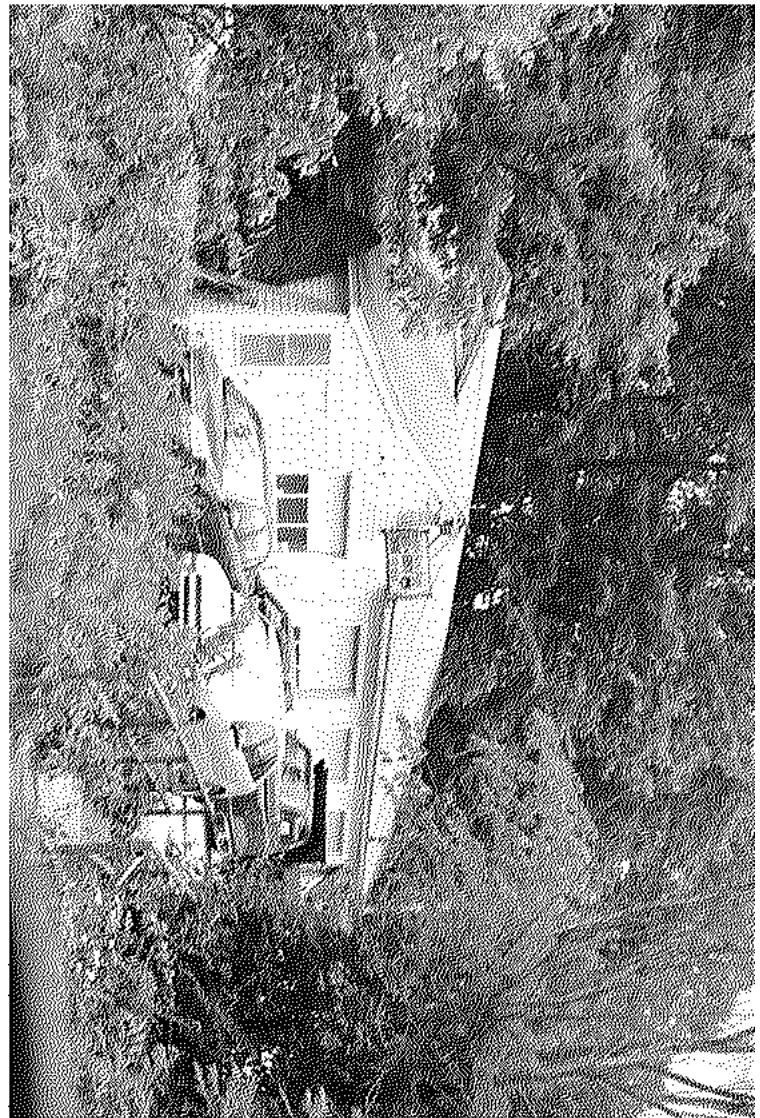
Exterior Features

- 16. Foundation: concrete, poured & block
- 17. Cladding: vinyl
- 18. Roof material: asphalt shingles
- 19. Chimney material: block
- 20. Type of roof: gable
- 21. Chimney location: exterior
- 22. Number of stories: 1
- 23. Entry location: façade, off-center
- 24. Windows: 1/1 double-hung

Replacement? no yes date: N/A

Site Features

- 25. Setting: Developing mixed use road
- 26. Outbuildings: None
- 27. Landscape features: Stream with bridge
- 28. Acreage: 1.15 acres
- 29. Tax map/parcel: 55/011/001



35. Photo 1: Façade and footbridge Direction: W

36. Date: June 2018

37. Reference (file name): Photo_June2018_342

30. State Plane Feet (NAD83): X: 1081670.291262; Y: 149153.456948

31. USGS quadrangle and scale: Derry, NH, 1:24000

Form prepared by

32. Name: Carol Hooper, Reagan Ruedig, Lynne Monroe

33. Organization: Preservation Company, Kensington, NH

34. Date of survey: June 2018

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197

39. Location Map

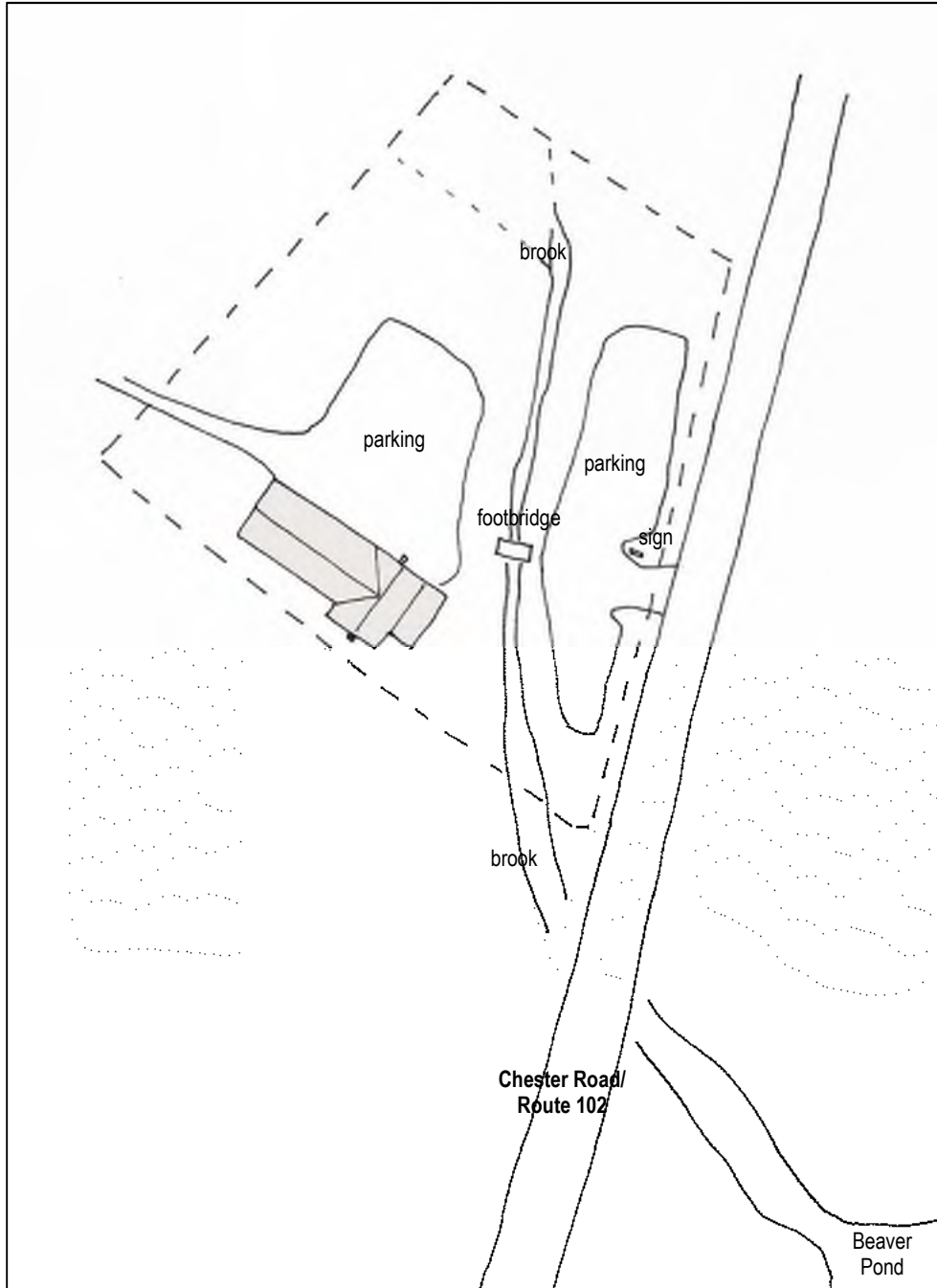


© OpenStreetMap contributors

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197

40. Property Map



Sketch map showing buildings, landscape features and tax map/parcel (dashed line)

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0197****41. Historical Background and Role in the Town or City's Development**

Jake's Auto Body (80 Chester Road), is located in central Derry on the west side of Chester Road (NH Route 102) just west of Beaver Lake. A small part of the existing building was constructed ca. 1961 by Jacob (Jake) DeGroot Sr. (1919-2010)¹, and the building with its subsequent (1968-1989) additions has been in continuous use as an auto repair shop run by the DeGroot family (DeGroot 2018; *Nashua Telegraph* 1967).

The 1.15-acre lot upon which the garage is located was part of a larger lot purchased by Jacob DeGroot's father, Garrit DeGroot (1889-1976) in 1946.² That lot ran from Route 102 north to Tsienneto Road. According to family sources Jacob sent the money to buy at least a portion of the property to his father while he was still in the service in Germany (DeGroot 2018). Garrit transferred part of the land he had acquired in 1946 (the part on Tsienneto Road) to Jacob in 1947 after he returned from Germany and soon thereafter Jacob constructed the house at 91 Tsienneto Road. (It remains in the family today.)

Jacob DeGroot had been a wrecker driver during World War II and did similar work when he returned for a variety of automobile dealers in the Derry area (DeGroot 2018). In 1953, Jacob purchased the remaining eastern part of the lot his father had acquired in 1946 and in 1961 he received a permit to build on what was to become the site of the garage (*Nashua Telegraph* 1967). The first part of Jake's Auto Body was small – a roughly 32' x 20' building with a single vehicle bay. During the early years of the business, Jacob continued to work for automobile dealers during nights and weekends to supplement his income (DeGroot 2018). As the business grew, in 1968/9 DeGroot added on the long, three-vehicle-bay center section of the building, which roughly tripled its size.³ The concrete block foundations of this part of the building were salvaged from the garage on the Robert Frost Farm, which DeGroot demolished before the property was sold to the state in 1965 (DeGroot 2018). The end section of the garage toward Tsienneto Road was added in 1981, and an office addition was added onto the front (*i.e.*, toward Chester Road/Route 102) in 1989 (DeGroot 2018).

Since 1987 the property has been owned by Jacob DeGroot's son, John G. DeGroot, who took over the business when his father retired. The use of the building, however, has remained unchanged over the years (DeGroot 2018). The business continues to do car repair/mechanical services, auto body repair and paint, and also sells used cars as it did in the 1960s (DeGroot 2018; *Nashua Telegraph*). Jake's Auto Body prospered in Derry's growth period after the completion of Interstate 93 in 1963, generally benefiting from the increase in population and vehicles/commuters in the town. However, for the most part, over time the garage remained a smaller local operation with nearby Derry clients. Because of its location in a residential neighborhood, it generally did not attract passing traffic.

42. Applicable NHDHR Historic Contexts (please list names from appendix C)

88. Automobile highways and culture, 1900-present

¹ According to his obituary, Jacob Degroot was involved with veteran's issues and helped found the Boys Club of Greater Derry. He was also a fire warden with the East Derry fire department.

² Garrit DeGroot, as well as his wife Teuntje (1891-1975), were natives of the Netherlands. Garrit immigrated to the U.S. in 1915 and worked as an engineer and later fireman for the railroad in Massachusetts. The family moved to Derry in the late 1930s or early 1940s when they purchased property on Tsienneto. Garrit apparently farmed his land (DeGroot 2018).

³ The building permit for the addition dates to August 1968, so it is possible the construction continued into the next year.

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197

43. Architectural Description and Comparative Evaluation

Jake's Auto Body, is located in central Derry on the west side of Chester Road (NH Route 102) just west of Beaver Lake. The building is set back roughly 100' from the road to accommodate a stream that runs diagonally through the lot; at the southern lot line the stream crosses the road and empties into Beaver Lake. The small part of the lot on the east side of the stream along Chester Road is used for parking. Although there is a footbridge over the stream from Chester Road, vehicle access to the garage is from Tsienneto Road, over an access easement on the 91 Tsienneto Road lot to the west. The garage lot is partially wooded with much of the open space used for parked cars. The area on the south side of the garage is heavily vegetated with a mixture of trees and bushes and is largely inaccessible.

Jake's Auto Body is a single story rectangular wood frame building. Roughly 100' long by 30' wide, the building has a generally east/west orientation, with entrances on the north side of the building. Garage doors – all replacements of a recent vintage – are rolling metal overhead doors with three fixed rectangular windows in the center of the door. The building has vinyl siding which replaced T-111 siding on the earlier portions of the building. Foundations are a combination of poured concrete and concrete block.

As mentioned above, the building has four sections (three additions date from between 1968/9 and 1989). Going from east to west, the easternmost (*i.e.*, closest to Route 102) section of the building is a shed-roofed office that was a 1989 addition to the original section of the building. The office addition has two double-hung 1/1 vinyl windows on the east (road) elevation and one on the north elevation. A concrete block exterior chimney is located in this section. The main entrance to the building is in this section on the north elevation; it has a vinyl single door of recent vintage. The small gabled roof original (1961) section of the building (second section in from the east/Chester Road side) consists of a single garage bay. This section of the building has a north/south orientation with the gabled entrance to the north. A sign ("Jake's Auto Body Sales & Service Towing") is located on the gable. The next section, the long 1968/9 three-vehicle-bay extension, also has a gabled roof, however with an east/west orientation. Vehicle bays on this section are higher than that on the original section. The westernmost (1981) section of the building is roughly square and continues the roof orientation of the center section (although slightly lower). There are no vehicle bays on this section.

Comparative Property

A comparable property to Jake's Auto Body in Derry is the Space Town Auto Body at 66 Scobie Pond Road which was built ca. 1958 (photo). This large (approximately 70' by 80') gable roofed garage has pre-fabricated wood walls, a metal roof and three early or original overhead bay doors. The building's one minor addition for handicapped access does not detract significantly from integrity. Overall the building displays a significantly higher level of integrity than Jake's Auto Body.

44. National or State Register Criteria Statement of Significance

Criterion A: Jake's Auto Body did generally benefit from mid-twentieth century changes in Derry tied to suburban growth and improvements in transportation, such as nearby I-93. However it remained largely a local operation and it does not in particular exemplify these themes. There are other Derry garages/auto body businesses that better illustrate

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0197**

the contexts. It is of some interest as a long-standing business in the community but does not rise to the level of significance required for the National Register under this Criterion.

Criterion B: Jake's Auto Body is not eligible under this Criterion as it is not associated with a person of historical significance.

Criterion C: Jake's Auto Body does not embody the distinctive characteristics of a type, period, or method of construction, nor is it the work of a master. In a general sense, with a series of automotive bays the building does conform to the service garage or automotive repair building type, but due to its later additions and alterations it does not clearly demonstrate the type and it does not retain sufficient integrity to communicate its original design. There are other Derry garages/auto body businesses that retain integrity and better illustrate the type. Therefore, this property is not eligible for the National Register under Criterion C.

45. Period of Significance

1961-1989

46. Statement of Integrity

The property retains integrity of location, setting, and association. However, the building was constructed in four stages over the period from 1961 to 1989 so the majority of the fabric of the building actually dates from after 1968/9, as does the massing. Thus significant elements of the building's integrity have been compromised. In particular, the replacement of original siding with vinyl siding and the newer vinyl replacement garage/bay doors compromise the building's integrity of materials.

47. Boundary Discussion

The boundary of the area surveyed corresponds to Derry lot 55/011/001 shown on the Property Map on page 3.

48. Bibliography and/or References

DeGroot, John

2018 Interviews with Lynne Monroe and Carol Hooper 6/2018.

Nashua Telegraph

1967 "Derry News from Town Hall" 12/21/1967 p.6.

1968 "Derry Zoning Board Grants Requests." 8/12/1968 p.12

Peabody Funeral Homes Website

Accessed 2018 Obituary for Jacob "Jake" De Groot Sr.

<http://www.currentobituary.com/member/obit/87395>

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197

Other Images



Google Earth satellite photograph, dated April 2016, showing access road from Tsienneto Road and parked cars on property

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197


Comparative Property



Space Town Auto Body, 66 Scobie Pond Road, Derry (1958)
Town of Derry tax card/GIS photo
<http://gis.vgsi.com/derrynh/Parcel.aspx?Pid=10323>

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY DER0197****Digital Photography Statement**

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed using the following: Epson SureColor P600 printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.

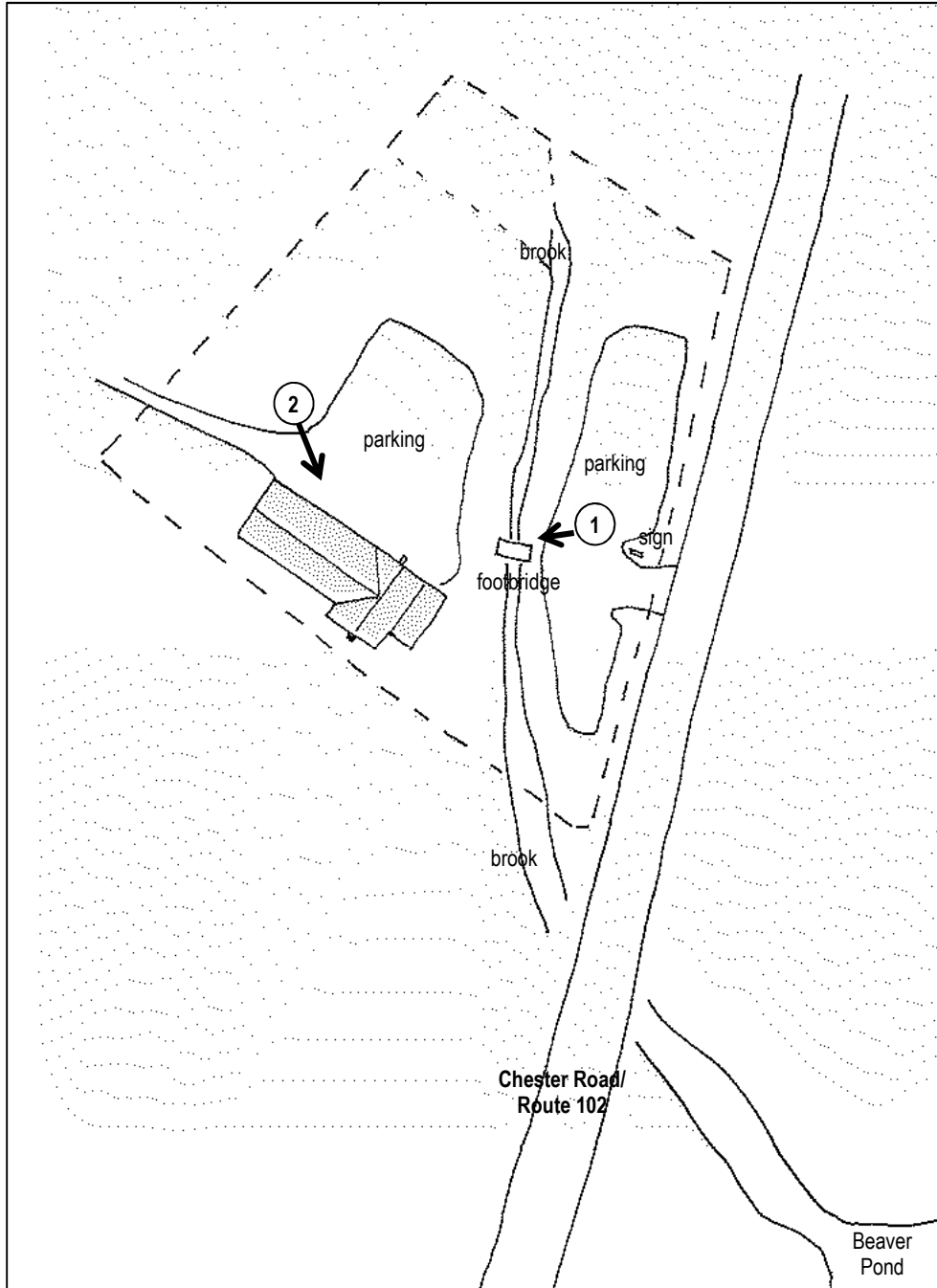

Lynne Emerson Monroe, Preservation Company

Lynne Emerson Monroe, Preservation Company

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197

Photo Key



INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY DER0197

Current Photographs

Date taken: June 2018



Photo 2) Garage bays on façade. Original section of building (with sign) and office addition to left, 1968/69 addition to right. (1981 addition not in view.) Direction: SE
Reference (file name): Photo_June2018_327

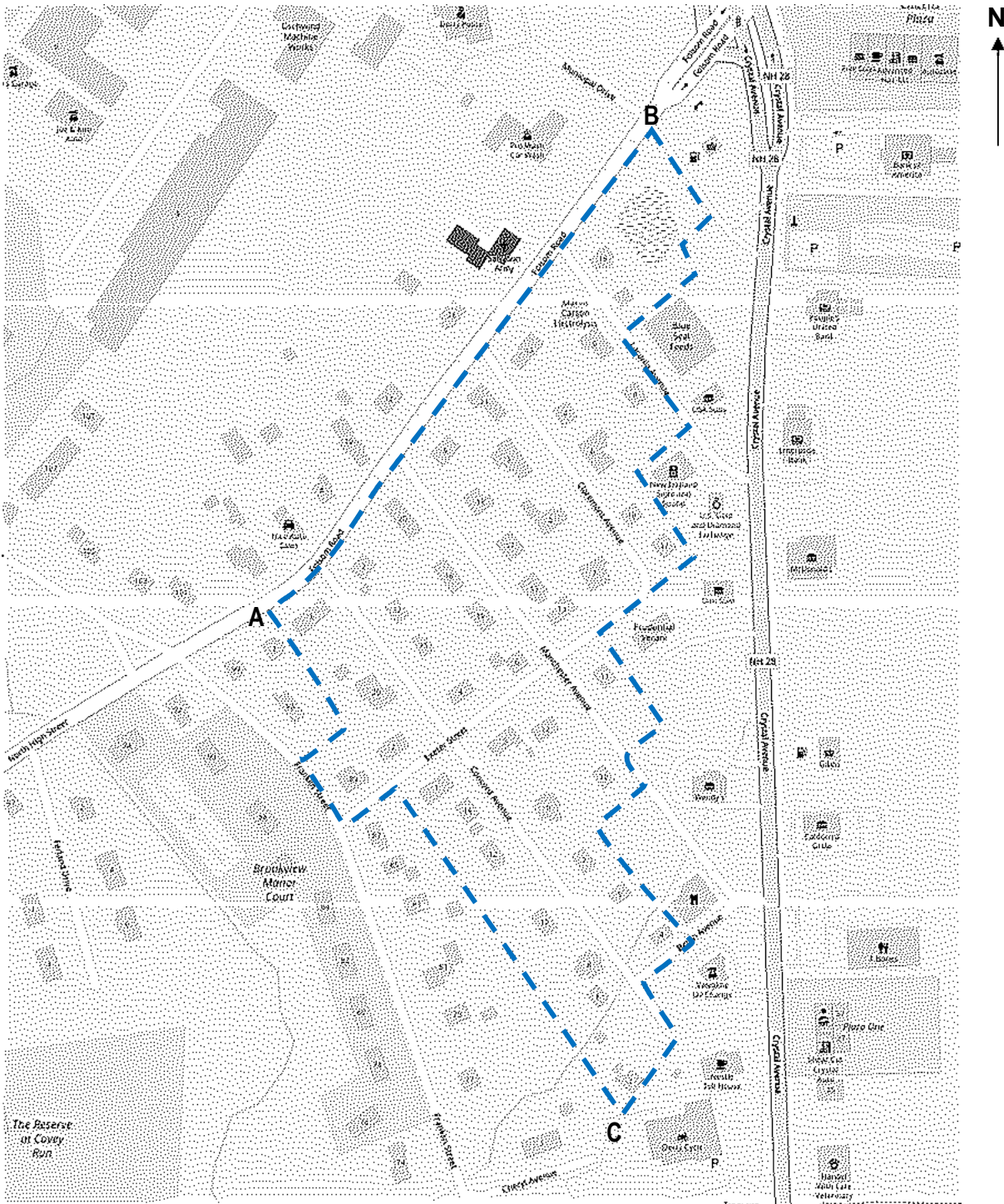
AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

1. Type of Area Form
Town-wide:
Historic District:
Project Area:
2. Name of area: Franklin Terrace Historic Area
3. Location: Between Folsom Road, Franklin Street and Crystal Avenue
4. City or town: Derry
5. County: Rockingham
6. USGS quadrangle name(s): Manchester, NH
7. Dataset: SP Feet, NAD83
8. SP Feet: (shown on location map)
A: X: 1074370.309378; Y: 142440.614174
B: X: 1075082.602857; Y: 143345.893529
C: X: 1075074.425043; Y: 141504.987565
9. Inventory numbers in this area:
DER0152 – 19 Folsom Road
10. Setting: Densely settled residential area of four blocks adjacent to modern commercial strip
11. Acreage: approximately 15 acres
12. Preparer(s): Kari Laprey, Reagan Ruedig
13. Organization: Preservation Company
14. Date(s) of field survey: June 2018

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

15. Location Map



16. Sketch Map

See large-format Sketch Map included

AREA FORM**FRANKLIN TERRACE HISTORIC AREA****17. Methods and Purpose**

This area form was prepared for the Exit 4A Project, 2018, for which properties built prior to ca. 1968 were inventoried. Franklin Terrace is a residential neighborhood built over nearly a century on a subdivision platted in 1908. Properties at the northern end of the area are potentially impacted by the proposed project (specifically 19 Folsom Road, 11 Folsom Road and 8 Laconia Avenue). A single house in the area, 19 Folsom Road, was previously documented for the New Hampshire Division of Historic Resources (NHDHR) as DER0152. The Franklin Terrace subdivision is a definable area, identified as a possible historic district. However, the neighborhood does not have integrity for a specific historic period, because it developed gradually, with nearly a third of the construction taking place in the past fifty years and most of the older homes substantially remodeled. The area contains a total of forty-five residential properties. Twenty-six of the properties that are more than fifty years old retain some integrity, i.e. the original form and type is evident. All but one or two of those have been remodeled with new siding, windows, doors, etc. Six other pre-1968 houses have large additions obscuring their original form and thirteen houses were built in the past fifty years.

All residential buildings within the Franklin Terrace subdivision plan were photographed with photo locations keyed to the sketch map. The district maps are based on Town of Derry GIS mapping. Estimated construction dates are based on Derry tax assessments, adjusted in some cases based on research. Properties are identified by street address, with tax parcel numbers cross referenced in the text and property table. Properties are arranged roughly geographically. Streets are presented from west to east, with addresses in order from south to north. All the residential buildings in the area platted in 1908 are included. Lots on the eastern edge of the subdivision, fronting on Crystal Avenue/NH 28, developed separately from the neighborhood with commercial buildings on larger parcels. The adjacent residential streets bordering Franklin Terrace on the west and south were subdivided independently, though they were built up during the same time frame. The mid-twentieth century houses on the northwest side of the Folsom Road were not part of the Franklin Terrace subdivision plan and those in the project area are surveyed individually. Only one property fronting on Franklin Street was part of the subdivision. Other homes on either side of Franklin Street date from the early 1900s through the 1980s.

Historic background research sources were historic maps, local histories, population, census and birth and death records. Limited deed research was carried out for a few properties to determine construction dates of the earliest homes and identify basic patterns of ownership and development. The deed references are given in the text to aid future researchers. Due to the limited potential for eligibility and for effects by the current project, the architectural descriptions of each resource are presented in a table of properties, with detailed discussion only of those few impacted resources.

18. Geographical Context

Franklin Terrace is in western Derry, about a half-mile north of the village of West Derry and three-quarters of a mile west of Derry Village. Interstate-93 is a mile to the west, just over the Londonderry line. The neighborhood is about 1.5 miles from Exit 4, the I-93/NH 102 interchange, and under three miles from Exit 5. Downtown Manchester is roughly a twelve-mile drive.

The grid of streets occupies relatively flat land on the eastern side of Shields Brook, which flows north-south towards Beaver Brook. Shields Brook is dammed to create Hood's Pond, which has a small public park on the north edge of West Derry village. Derry's topography is uneven but gently rolling at an overall low elevation of only about 200-300 feet above sea level.

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

The Franklin Terrace subdivision fills a triangular area between converging main roads. Crystal Avenue/NH 28, which borders the neighborhood on the east, runs north—south on the direct route between Manchester and West Derry. Franklin Street runs north-northwest to south-southeast parallel to Shields Brook, about 0.1 to 0.2 of a mile west of Crystal Avenue. Folsom Road across the northwest edge of the historic area runs southwest from the junction of Crystal/NH 28, Rockingham Road/NH 28 and Tsienneto Road. Folsom Road connects to the upper end of High Street on the far side of Shields Brook and continues as Madden Road in Londonderry where it dead-ends at I-93. Four parallel residential streets, called Concord, Manchester Claremont and Laconia avenues, run southeast from Folsom Road toward Crystal Ave, roughly parallel to Franklin Street. A cross street, Exeter Street, connects Franklin Street, Concord Manchester and Claremont. A shorter cross street, Berlin Avenue, bounds the area on the southeast.

19. Historical Background

The Franklin Terrace subdivision was laid out in 1908 with streets named for New Hampshire cities and towns. The sale of lots to investors began immediately, but construction took place very slowly from the 1920s through the 1960s and beyond. The development of the neighborhood relates to the growth of West Derry, formerly Derry Depot, in the early 1900s and the population boom of the 1950s-60s period. During the same periods, adjacent lots along the older roads, Franklin Street and Folsom Road, were developed and Crystal Avenue/NH 28 became a commercial strip.

1720-1908 Farmland on Folsom Road, Crystal Avenue and Franklin Street

Until the early twentieth century this was a rural area with scattered farmhouses and large tracts of open land. The overall pattern of property lines and roads in the vicinity relates to the original land divisions. The roads developed as part of the local and regional transportation routes. Folsom Road/Madden Road dates from the 1720's when Londonderry, including Derry was settled and it was the road to the first meetinghouse. The four-way intersection with Tsienneto Road, the early route to Chester, and Pinkerton Street and Manchester Road, which formed the main route through Londonderry to Manchester, was known as Folsom's Corner and then Ross' Corner for the owners of the farmhouse that stood in the western quadrant of the junction until the 1980s. A district schoolhouse was located on the southeast corner of the intersection (Chace 1857). The primary north-south road through town was the Londonderry Turnpike (now Bypass 28 and NH 28) established in the early 1800s through the small mill hamlet of Derry Village.

After the Manchester and Lawrence Railroad was built through the southwest corner of town in 1849, Derry Depot or West Derry grew up around the station to become the primary town center. A commercial downtown developed along East and West Broadway and large shoe factories were built near the railroad. Industry resulted in population growth and Derry became the third largest community in Rockingham County in the late nineteenth century. Between 1890 and 1900 the town saw an increase of nearly a thousand people to over 3,500. New residential streets were laid out. Crystal Avenue was built as a more direct route between West Derry and the road to Manchester (Norris 1887). It became the location of St. Thomas Aquinas Roman Catholic Church completed in 1888. A parallel north-south road, Franklin Street, connected Folsom Road and West Broadway in the 1890s (Hurd 1892; USGS 1903). At the end of the century, a few isolated homes were located in the area, with open land surrounding them (Bailey 1898). Around 1900, a series of short residential cross streets were platted between the lower ends of Franklin Street and Crystal Avenue. Lincoln,

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

Howard and Laurel streets were developed during a relatively short time with over a dozen 1½-story gable fronts and other small houses (USGS 1905; Sanborn 1921).

Derry experienced a population boom of over forty percent in the first decade of the 1900s. A prophetic statement in a 1902 article about the town declared, “The topography of Derry is such that it can and does grow in all directions, with practically its whole surface available for building purposes” (Cheney 1902:3 73). As street railways brought the first suburban development to the region, West Derry was connected to Manchester via the electric railway completed in 1907.

1908 Edmund M. Warren Subdivision

In 1908, a 21.2-acre tract of land between Crystal Avenue and a highway (Folsom Road) was acquired by George Barnes of Providence, RI, who mortgaged some of it to George Knowles (1850-1933) of Boxford, MA (Deed 630:447). It was sold in the spring of 1908 to real estate developer Edmund M. Warren of Providence, RI, who laid out a subdivision of 156 lots in April 1908 (Plan 521). This was one of two Derry subdivisions in which he was involved that year; plans for Hillside Park were drawn up in May. Edmund M. Warren (1869-1936) was a farmer’s son from Island Falls, Aroostook County, Maine. He and his wife Mary A. White lived in East Providence, RI, until they divorced in 1911 and he moved to West Springfield, MA, according to censuses and directories. The Edmund M. Warren Realty Company, owners, developers and managers of real estate, did business in the New England states and New York.

The individual lots in the subdivision were roughly 0.1 acre. Most were combined in twos or threes for about 0.23 or 0.34 acre house lots. Deeds included restrictions including a ten-foot setback, no dwelling less than 1½ stories or costing less than \$1,000. Warren sold the first lots in 1908, but deed research of selected properties suggests that the first construction did not take more than a dozen years after the lots were platted and, in many cases, they were not developed for decades. The value and return on these investments is unknown because these and subsequent deeds were recorded for \$1 and “other valuable considerations.” Examples of the first lot owners included Mrs. Stella Madden, a stitcher in the shoe factory who lived on Central and purchased four lots on Crystal Avenue in 1908, which she owned until 1946, then there were still no buildings on them (Deed 638:438; Deed 1060:294). Another shoe stitcher, Elisabeth Tanner, bought two lots on Concord that were not developed until 1998 (Deed 637:243). Thomas Cote, a machinist who lived on East Broadway, acquired lots on Concord Street where no house was built until after his estate sold the lots in 1957 (Deed 638:427).

1909- 1944 New England Land Company (Otis Perry)

In 1909, Warren transferred all his real estate holdings to New England Land Company, including land in Derry, Goffstown, Manchester and elsewhere (Deed 641:172). New England Land Company was based in Portland, ME. The main shareholder was real estate agent Otis Perry (1872-1944) who was from the same town as Warren in Aroostook County, ME. Perry lived on Commonwealth Avenue in Boston during the 1910s and later in Lexington, MA, according to directories and census. Otis Perry also became the assignee of the mortgage held by George Knowles (Deed 679:424).

Lots were sold off gradually in the 1910s and 20s. The first few houses were built at the southern end of the area closest to the downtown and existing residential streets. Development remained slow, as Derry’s population growth came to an end. North of Exeter Street, there was no construction through the 1940s. However, increased mobility soon brought potential builders to outlying areas as automobiles superseded the railroad and streetcar. The street railway ceased to operate in 1926. NH Route 28 was established as a state road ca.1915 following a series of older roads including Birch

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

Street, Crystal Avenue and Manchester Road through West Derry. Crystal Ave. north of the Catholic Church had several filling stations and shops, none of which are extant (Preservation Company 2002).

The 1931 Sanborn map shows five houses in this area. The recently remodeled one-story house at 2 Concord is said to date from 1920. 4 Berlin Ave. was a one-story house built after 1928 when lot 46 was purchased by Myer Miller (1880-1946) a cigar maker from New York City. A house on the site of 6 Concord Ave. was built in the 1920s on lots (6-7) purchased by Ida Chase from New England Land Company in 1920 (Deed 794:193). Her husband Asa Chase was a laborer and her son worked in the shoe factory (Census 1930). A one-story house also stood on the site of 5 Concord Street in the 1930s-50s (Sanborn 1950). 9 Concord (lots 38-39) was originally built ca. 1920. From 1935, a house on the site of 6 Concord was owned by widow Mary Joyce who worked in the shoe factory, as did her eldest children (Deed 906:246; Census 1940). Truck driver Earl Geer was the owner of a bungalow at 8 Concord (lots 8-9 and 10) built ca. 1939.

Many parcels were purchased but remained undeveloped. Lots on Claremont Ave. and Folsom Road were bought from New England Land Company by Agnes Dors in 1912 (Deed 668:336). She and her husband were Polish immigrants who lived in Manchester where he was a machinist in a shoe factory. It wasn't until 1947 that she sold the lots to her son who built a house at 19 Folsom Road (Deed 1080:231). John A. Wall (1855-1922) who worked in the shoe factory purchased lots in 1912, which he owned until 1921 while renting elsewhere in town (Deed 668:168). Louis P. Laronde who lived elsewhere on Franklin Street acquired multiple lots in the area in 1940 that he owned for nearly a decade (Deed 1144:291).

The whole area was listed as Franklin Terrace in the 1940 census and there were nine houses. Nearly all were owner-occupied, single-family homes. Several residents worked in shoe factories. Men were employed at the time in road construction, probably in WPA projects and as truck driver, sign painter and bookkeeper (Census 1940).

1944-1969 New England Land Company (Albert and Margaret Perry)

The New England Land Company holdings passed to Albert O. Perry (1900-1952) who lived in Exeter. During the 1940s, more lots were sold, mainly in pairs. All deeds were recorded for \$1 and other valuable considerations. Margaret Perry (1903-2007), became president of New England Land Company in the 1950s and continued to sell off several groups of two or three lots each year as Derry's population grew again. By 1957, all lots had been sold. Margaret Perry, the sole surviving stockholder, president and director, dissolved the New England Land Company, which had no remaining liabilities or assets. Subsequent deeds of 1979 and 1986 confirmed transfer of any remaining right she might have (Deed 2346:566; Deed 2649:1141).

Robert Fortier (1897-1972) and his wife Catherine, who lived on Crystal Avenue where he had an automobile business, acquired multiple lots from New England Land Company and other interim owners in the 1940s-50s and sold them again in subsequent years. Automobile ownership allowed some residents to commute farther for work. A small ranch was built at 11 Folsom ca. 1947 for Oscar Warren who worked on a Londonderry poultry farm according to the census (Deed 1060:94). The altered house at 8 Laconia dates from ca. 1948, built for Alden and Dorothy Whitney on two lots bought in 1947 (Deed 1153:188). They owned it for nearly ten years. 19 Folsom Road (DER0152) was built ca. 1950 and was the home of George and Celia Dors for many years (Chase 1965). He worked for the telephone company as an installer according to city directories. Area residents continued to work in the shoe factories, such as Raymond Sweezy (1913-1972) who lived at 2 Concord Ave from 1957. The original part of 89 Franklin was built ca. 1951 for George and Anne Devine (Deed 1231:303). He was employed at the shoe factory and rented a house in West Derry previously (Census

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

1940). The historic shoe factories closed and burned, but in 1960, a new modern shoe factory was built on Manchester Road just north of this neighborhood.

Growth in the region was influenced by the construction of Interstate-93 between Massachusetts, Manchester, Concord and points north in the early 1960s. The interstate passes through the southwestern-most corner of Derry with an interchange at Route 102 just over the Londonderry line at edge of West Derry village. Between 1960 and 1970, Derry's population boomed by sixty-seven percent. Ten new homes were built in the neighborhood during that period.

1969-present Construction on Remaining Lots in Last Fifty Years,

By the end of the 20th century, much of the land that had once been pasture and field, which had reforested during the first half of the 20th century, was the location of tracts of houses. According to the master plan, there were over 9,000 dwelling units in town in 1985. Some 3,251 units had been built between 1970 and 1980, many in multi-family buildings (Preservation Company 2002).

The last undeveloped farmland was east and north of this neighborhood where there is recent large-scale commercial and industrial activity. Hood Plaza was built on the corner of Crystal Ave. and Pinkerton Street at the end of the 1960s. Multiple free-standing stores and restaurants were constructed on Crystal Avenue beginning in the 1980s, filling in vacant land and replacing older business. Only a couple of mid-twentieth century buildings remain extant.

New home construction in Derry took place primarily in new subdivisions, but infill of older neighborhoods continued until maximum density was reached. In Franklin Terrace over a dozen houses were built in the 1970s-90s period. A few houses were converted to two-family use. Most properties have changed hands multiple times in the last fifty years. Tax records indicate the area is now a mix of owner-occupied and rental properties.

20. Applicable NHDHR Historic Context(s)

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

21. Architectural Description and Comparative Evaluation

The Franklin Terrace subdivision is a grid of short parallel streets with forty-five residential properties on small lots. Homes date from the 1920s to the 1990s and are a mix of small capes, cottages and bungalow-type houses, many small, minimal ranch houses and more recent raised ranches and two-story houses. All have been updated in the past few decades with new siding and windows. Of the thirty-two homes in the area that are greater than fifty years old, five houses date from the 1910s-30s, three were built in the 1940s, fourteen in the 1950s and ten in the 1960s. Thirteen houses were built within the past fifty years.

The four parallel streets of varying lengths fill a roughly triangular area. Franklin Terrace was laid out in a total of 156 lots, which were typically about 0.1 acre. When sold, most lots were grouped in twos or threes, so when the area reached its fully-built state, the forty-five homes were about evenly spaced along the streets, with three to five properties in each block. Fronting on Crystal Avenue at the east edge of the subdivision, lots were irregularly shaped and when developed in the late twentieth century, were combined into triangular parcels creating a jagged edge along the border between the residential neighborhood and backs of the commercial properties.

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

This is predominantly a single-family area, with small houses of two or three bedrooms. Three of the houses were built as duplex/two families and two or more of the older homes have been converted for two family use. Nearly all of the buildings are one or 1½ stories except for some of the newest ones. Roofs are gable or hip. All buildings are wood frame construction, on concrete block and poured concrete foundations. Vinyl siding and 1/1 windows are nearly ubiquitous, and roofs are asphalt shingled. The homes have few stylistic architectural details. Three-part picture windows are the only common feature, but most have been replaced. The front entries are unadorned. Most have new doors and new small wooden decks or concrete steps. There are few outbuildings including new sheds and detached garages, only one of which appears to be original. The rectangular, flat lots include front lawns, back yards, short paved driveways and some mature trees. Foundation plantings are popular. Some houses have modern retaining walls of concrete or stone or new fencing.

The five oldest houses in the neighborhood date from the 1920s-30s, but all have been remodeled. Three have large additions that obscure the appearance of the original building. The Bungalow was a common local house type from the 1910s. 6 Exeter (Photos 26-27) is an example of a small Bungalow with hip roof and dormers, though it lacks the characteristic front porch. 8 Concord (Photo 7) has a clipped gable roof and front porch, so the original Bungalow form is evident despite additions on both sides. 9 Concord (Photo 8) began as a one-story house, enlarged into a two-family home with a two-story addition in the mid-twentieth century. The original form of the 1930s house at 2 Concord Ave. (Photo 3) is not evident due to expansion and remodeling. The small house at 4 Berlin Ave. (Photo 2) was enlarged by the addition of a second story. Other early twentieth century, one-story houses stood on the sites of 6 Concord and 5 Concord (Sanborn 1950).

There was construction of only about three more homes during the 1940s according to the tax card dates. The post-WWII, a population boom began and about fourteen houses were built in this area in the 1950s and ten in the 1960s. All were small one and 1½-story houses with little architectural detailing or ornament.

Several 1½-story capes characterized by a center entry and a three or five-bay façade include 5 Folsom (Photos 20-21) and 12 Claremont (Photo 48), as well as 20 Manchester Ave. (Photo 35) which has brand new siding. A more altered version is at 8 Laconia, which has added dormers, oriel windows and new front entry (Photos 51-52). The least altered house in Franklin Terrace is a 1½-story cottage, with a gable front and side entry at 19 Folsom (Photos 53-54). It retains wooden clapboards and the original 6/1 windows. One house has a gambrel roof suggesting the Dutch Colonial style, but no other features (Photo 11).

About twenty of the houses in the area are classified as ranches due to their one-story rectangular form. The most common small ranch type in the area is the side-gabled form with low-pitched gable roof. Three or four-bay facades are asymmetrical with a three-part picture window but no other details or ornament. Examples of this type are 1, 2, 3 and 4 Exeter Street (Photos 12-15), 7, 9, 11 and 13 Folsom Road (Photos 22, 36-37, 38-39 and 41-42), 12, 13 and 18 Manchester Ave. (Photos 25, 28-29, 33) and 4 Laconia Ave. (Photo 49). Two slightly larger ranches have hip roofs. 3 Claremont (Photo 42) has all new siding and windows, while 7 Claremont (Photo 46) retains “form stone” siding, which was popular in Derry during the 1950s-60s, a stone chimney and picture windows. 6 Claremont (Photo 45) and 10 Manchester (Photo 23) are ranches with low shed roofs and overhanging eaves. Other ranch houses have been altered by large additions, including 16 Manchester Ave. (Photo 31) and 89 Franklin Street (Photo 1). Garages were fairly common in the mid-twentieth century; six of the ranches have attached garages, three have car ports.

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

Late twentieth century houses are a mix of types, all on small parcels like the earlier homes. The raised ranch form with entry at ground level, living space above and finished basement below was popular in Derry and this area has four raised ranches built in the 1970s (12 and 15 Concord, 17 and 19 Manchester, Photos 10, 16, 32, 34). Other houses built in recent decades are a duplex with Mansard roof (Photo 6), two-story houses at 5 and 6 Concord Ave. (Photo 4, 7) and capes at 4 Claremont and 17 Concord (Photos 17 and 43).

Property Descriptions

Three properties with potential effects under the Exit 4A Project are described below.

11 Folsom Road (35-40) ca. 1947 ranch with ell, Photos 38-39

A small ranch is located on the corner of Folsom Road and Claremont Ave. The house faces Folsom with ell and driveway on Claremont. The one-story house has low-pitched gable roofs. The windows are 1/1 replacements and the walls, trim and shutters are vinyl. The four-bay façade has new casement windows. A concrete block chimney is inset in the gable end wall. The ell may be an addition. It has board and batten siding. The windows and doors of the back entry and garage are modern. Added to the end of the ell is a smaller one-story section with overhanging roofs on both sides. The side and back yard is enclosed by palisade fence. There is an inground pool. The small front yard is flat lawn with a mature tree near the corner.

8 Laconia Avenue (35-27) ca. 1948 remodeled cape, Photos 51-52

This house is oriented toward Laconia Ave. with driveway and parking along Folsom Road and a small home business in the back ell. The 1½-story cape has a center entry and 3-bay façade. There are large shed dormers on the front roof slopes that appear to be a modern addition. The entry is sheltered by a gable hood. The entry trim and oriel windows on the façade are new. All other windows have 1/1 replacement sashes. The siding, trim and shutters are vinyl. The foundation is concrete. An asphalt walk leads to the front door, which has new concrete steps. A side entry is through a gabled portico. The one-story ell has sliding glass doors and a new deck. A modern shed stands beside the parking lot near Folsom Road. There is a sign for the home business on the corner and front lawn along Laconia Ave.

19 Folsom Road, DER0152, (32-20) ca. 1950 cottage, Photos 53-54

The Dors House, inventoried in 2000, is a small Colonial Revival cottage, built c.1950 on the southeast side of Folsom Road. The 1½-story house is oriented laterally to the street, with a gable wall dormer and central entry pavilion on the facade. The wood frame structure is supported by a concrete block foundation. The walls are sheathed in clapboards and the roof in asphalt shingles. The eaves are close cropped with a molded raking cornice. Windows have flat trim and contain double-hung 6/1 sash. The entry, into the small enclosed pavilion, is framed by channeled boards with corner blocks. The front of the house is blocked from view by large cedars. Open lawn surrounds the house, shaded by tall pines in the rear. The 0.8 acre parcel is located on the corner of Folsom and Laconia Street. The driveway and a two car garage with novelty siding and overhead doors on its front gable, are located on Laconia Street. The property is located at the upper end of Folsom Road at the edge of the commercial area around the intersection of Crystal Avenue.

AREA FORM**FRANKLIN TERRACE HISTORIC AREA****List of Properties**

All properties in the area are listed with descriptions in the following table. Address, photo and tax numbers are cross-referenced. The integrity assessment is based on whether the house retains its original form and massing. Nearly all properties have been remodeled to some degree.

Street Address	Tax Map-Lot	Estimated Date	Description	50+ years with some Integrity		Photo Nos.
				Yes	No	
89 Franklin St	35-58	1951	Ranch, 3 bays, with large addition of equal size, with basement garage bays, new siding and windows, new front deck		X	1
4 Berlin Ave	31-51	1930	Small two-story house with porch, saltbox roof, second story added (per Sanborn map), new siding and windows		X	2
2 Concord Ave	31-53	1920/ 2017	One-story house with large new brand-new addition, original form unknown, new siding, windows, doors		X	3
5 Concord Ave	31-50	2000	Two-story gable front with porch. Site of earlier house		X	4
6 Concord Ave	31-55	1992	Two-story, side gable. Site of ca. 1920s house, shed		X	5
7 Concord Ave	31-49	1973	Duplex with mansard roof, brick veneer, carports		X	6
8 Concord Ave	31-56	1939	Bungalow with clipped gable, enclosed front porch - original form still evident despite side additions, new siding and windows	X		7
9 Concord Ave	31-48	1920	1½-story gable front Bungalow/cottage, now a two-family. Large mid-20 th c. two-story addition envelops back of house. Asbestos siding, new windows. Attached garage has original windows.		X	8
10 Concord Ave	31-56-1	1986	Duplex, two-story garrison form		X	9
12 Concord Ave	31-57	1979	Raised ranch, new siding and windows		X	10
14 Concord Ave	31-58	1953	1½-story gambrel, shed dormers, enclosed porch, new siding and windows, detached garage (modern)	X		11

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

Street Address	Tax Map-Lot	Estimated Date	Description	50+ years with some Integrity Yes/No		Photo Nos.
1 Exeter St	31-59	1958	Ranch, 4 bays and carport, new siding, windows, doors	X		12
2 Exeter St	35-52	1967	Ranch 3 bays, and basement garage, sun room, new siding, windows	X		13
3 Exeter St	31-47	1964	Ranch, 4 bays plus attached garage, new siding and windows, "form stone"	X		14
4 Exeter St	35-45-1	1975	Ranch, 4 bays, new siding and windows		X	15
15 Concord Ave	35-51	1976	Raised Ranch, new siding, windows and doors		X	16
17 Concord Ave	35-50	1998	Cape, 3 bays, dormers		X	17
20 Concord Ave	35-53	1964	Ranch with cross gable, brick chimneys, new siding, windows, detached garage	X		18-19
5 Folsom Rd	35-54	1949	Cape with breezeway and garage, aluminum siding, picture window, old windows	X		20-21
7 Folsom Rd	35-49	1959	Ranch, 4 bays, new vinyl siding and windows, new bay window, small modern shed	X		22
10 Manchester Ave	31-45	1961	Ranch, two units, flat roof, stone chimney, new siding and windows, setting includes parking, access to business to southeast	X		23
11 Manchester Ave	35-43	1960	Small Ranch, one story, 4 bays, picture window, new door and windows	X		24
12 Manchester Ave	31-46	1945	Ranch, 4 bays with extension, new windows	X		25
6 Exeter St	35-45	1929	Bungalow, hip roof and dormers, stone foundation, detached garage	X		26-27
13 Manchester Ave	35-42-1	1955	Cabin/ranch, 1 story, wood clapboards, picture window, side addition, new shed	X		28-29
15 Manchester Ave	35-42	1955	Two family, two-stories with two-story porch, carport	X		29-30
16 Manchester Ave	35-46	1959	Ranch, 4 bays, attached garage converted/enclosed, new siding, windows and doors		X	31

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

Street Address	Tax Map-Lot	Estimated Date	Description	50+ years with some Integrity Yes/No		Photo Nos.
17 Manchester Ave	35-38-1	1976	Raised ranch with basement garage, new siding, windows and front entry		X	32
18 Manchester Ave	35-47	1954	Ranch, 4 bays, with carport, concrete block foundation, new siding, windows, doors	X		33
19 Manchester Ave	35-41-1	1976	Raised ranch, basement garage new siding, windows, front entry		X	34
20 Manchester Ave	35-48	1966	Cape with attached garage, added bay window, new vinyl siding, windows, shed, pool, split-rail fence		X	35
9 Folsom Rd	35-41	1957	Ranch, 4+ bays, brick chimneys, new front entry, new siding and windows, new retaining wall	X		36-37
11 Folsom Rd	35-40	1947	Project impacts. Ranch, 4 bays, new siding, windows and doors, attached garage in added ell, in-ground pool	X		38-39
13 Folsom Rd	35-28	1955	Ranch, 3 bays with breezeway and attached converted garage, new siding and windows, older front steps with wrought iron railing, metal awning, small shed	X		40-41
3 Claremont Ave	35-39	1965	Ranch, hip roof, 4 bays plus garage, new siding and windows, new front deck	X		42
4 Claremont Ave	35-29	1987	Cape, 5 bays, new siding, windows and door		X	43
5 Claremont Ave	35-38	1964	Ranch, gable front, mixed siding and windows, new front door and deck, detached 2-car garage	X		44
6 Claremont Ave	35-30	1970	Ranch/Modern with shed roof, chimney, attached garage plus carport, new siding, windows front entry and deck		X	45
7 Claremont Ave	35-37	1965	Ranch, hip roof, stone chimney, original picture windows, "form stone" siding	X		46

AREA FORM**FRANKLIN TERRACE HISTORIC AREA**

Street Address	Tax Map-Lot	Estimated Date	Description	50+ years with some Integrity Yes/No		Photo Nos.
10 Claremont Ave	35-31-1	1954	Small one-story cottage with front porch, new siding, windows and doors	X		47
12 Claremont Ave	35-31	1965	Cape with rear shed dormer, 3 bays, picture window, new siding, windows and doors, new decks	X		48
4 Laconia Ave	35-25	1956	Ranch, 3 bay, new siding, windows and door	X		49
6 Laconia Ave	35-26	1969	Ranch, 4 bays plus carport, brick chimney - top removed, new siding, windows and doors	X		50
8 Laconia Ave	35-27	1948	Project impacts. Cape remodeled with full shed dormers, new siding, windows, new front entry, added oriel windows, business in ell, modern outbuilding		X	51-52
19 Folsom Rd	35-20	1950	Project impacts. Previously surveyed - DER0152 Cape/cottage, Colonial Revival, retains integrity - original clapboards, 6/1 windows, detached 2-car garage with novelty siding	X		53-54

Comparative Evaluation

Derry has extensive areas of residential subdivisions on all sides of the village of West Derry. There are grids of short side streets for several blocks north and south of Broadway with a mix of late nineteenth and early twentieth century homes. The outer edges of the village were divided in the early 1900s. Residential streets immediately south of Franklin Terrace between Franklin Street and Crystal Avenue, Lincoln, Howard and Laurel streets, date from around 1900 and have a more consistent collection of small early 1900s homes, including 1½-story side halls and bungalows and houses with clipped gable and gambrel roofs. The Highlands, laid out in 1902 off Hillside Ave. on the western edge of West Derry, developed over a long period like Franklin Terrace. Another 1908 subdivision by the same developer as Franklin Terrace, Hillside Park, is located on both sides of Hillside Avenue near the Londonderry line. It too has a mix of old and new homes and lacks integrity for the early twentieth century period.

AREA FORM**FRANKLIN TERRACE HISTORIC AREA****22. Statement of Significance**

In 2000, a single house in Franklin Terrace, DER0152 at 19 Folsom Road, was determined not to be individually eligible for the National Register of Historic Places. There has been no other historic resources survey in the area.

The Franklin Terrace Historic Area does not meet the criteria for listing in the National Register or NH State Register as a historic district, because it is not a significant and distinguishable entity. The subdivision plan is the unifying element that defines the area. The neighborhood does not retain integrity for a specific historic trend or period due to the ongoing development. The houses were built over time, with substantial new construction within the last fifty years. The neighborhood is not significant as a collection of small homes for representing the evolution of building types or construction techniques, due to the universal remodeling of all but the newest buildings with modern siding, windows and doors. Forty-five percent of the forty-five houses in the Franklin Terrace subdivision are less than fifty years old or lack integrity due to additions altering their form and massing. While twenty-five houses retain some degree of integrity, the cumulative changes have resulted in a loss of nearly all character-defining features.

23. Periods(s) of Significance

N/A

24. Statement of Integrity

The 1908 subdivision retains integrity of location and the design of the parallel streets and grid of small house lots. However, the area does not have the spatial organization it acquired during the historic period due to subsequent construction. The area did not achieve its current density until the 1980s-90s. The buildings do not represent a specific period and the feeling is that of a mixed age neighborhood. Nearly a third of the houses are less than fifty years old.

Most houses retain their basic original form and overall design, but half a dozen houses, including several of the oldest ones, have large-scale additions that alter the overall massing. A very small percentage retain any visible historic materials or features. The materials and workmanship of nearly all of the houses over fifty years old have been lost to vinyl siding and trim and replacement of windows and doors. Even the buildings of the 1970s have replacement siding and windows. Front entries have been reconfigured and picture windows replaced. The cumulative changes result in an overall lack of integrity of design.

The setting within the neighborhood changed gradually as more homes were built and the relationship between the older buildings was changed by recent infill. Several of the earlier homes were replaced. The surrounding setting was altered in the late twentieth century by the large-scale commercial development of Crystal Avenue on one edge of the area. The streets themselves are the only historic landscape characteristics. All built features such as walls and fencing are modern. There are some mature trees, but most of the foundation plantings, gardens and outbuildings are not old.

25. Boundary Justification

N/A

AREA FORM**FRANKLIN TERRACE HISTORIC AREA****26. Boundary Description**

The surveyed area is defined by the residential neighborhood within the subdivision known as Franklin Terrace. The area is shown on the 1908 plat plan. The northwest bound of the subdivision is Folsom Road. On the southwest, the boundary is the back of properties on the east side of Franklin Street, except for 89 Franklin located on lots platted in the 1908 subdivision. The neighborhood includes residential streets, Concord, Manchester, Claremont and Laconia avenues Commercial properties at the end of those streets and fronting on Crystal Avenue/NH 28 are not included. Although part of the subdivision plan, they developed as part of a growing commercial strip on Route 28, with larger groups of lots and larger commercial buildings, most from the late twentieth century. See boundary on both Location Map and Sketch Map.

27. Bibliography and/or References

Cheney, G.A.

1902 "Derry: Its Interesting Past and Prosperous Present," *The Granite Monthly*, vol. XXXIII, December, 1902.

Derry Historical Research Committee

1977 *From Turnpike to Interstate*. Canaan, NH: Phoenix Publishing.

Newell, Harriett Chase

1965 *Outlying Districts of Derry, New Hampshire*. Littleton, N.H.: The Courier Printing Company, Inc.

Preservation Company (Lynne Monroe, T. Kirker Hill, Kari Laprey)

2000 DER0152 Individual Inventory Form on file at New Hampshire Division of Historical Resources, Concord, NH.

Preservation Company

2002 "Townwide Area Form (Area DER), Derry, NH" filed at New Hampshire Division of Historical Resources, Concord, NH.

Preservation Company

2005 "Continuation Sheets for Project Area Form (Area DER), Derry, NH" filed at New Hampshire Division of Historical Resources, Concord, NH.

Public Member Trees, Ancestry.com (<http://search.ancestry.com/search/db.aspx?dbid=1030>).

U.S. City Directories, Ancestry.com (<http://search.ancestry.com/search/db.aspx?dbid=2469>).

U.S. Federal Census Collection, Ancestry.com (<http://search.ancestry.com/search/group/usfedcen>).

AREA FORM**FRANKLIN TERRACE HISTORIC AREA****Historic Maps**

Bailey, O.H.

1898 *Derry, New Hampshire*. Derry, NH: Charles Bartlett
(<https://collections.leventhalmap.org/search/commonwealth:4m90f426h>).

Chace, J. Jr.

1857 *Rockingham County, New Hampshire*. Philadelphia: Smith and Coffin
(<https://www.loc.gov/item/2012593011/>).

Hurd, D. H. & Co.

1892 *Town and City Atlas of the State of New Hampshire*. Boston: Hurd & Co.
(<http://www.davidrumsey.com>).

Norris, George E.

1887 *Derry Depot, N.H: Rockingham County*. Brockton, MA: G.E. Norris
(<https://collections.leventhalmap.org/search/commonwealth:cj82m044r>).

Sanborn maps

1931, 1950 Derry, NH (<http://sanborn.umi.com/>)

USGS

1903? Manchester, NH Quadrangle (<http://docs.unh.edu/NH/mnch05se.jpg>)

1953 Manchester, NH Quadrangle (<http://docs.unh.edu/NH/mnch53ne.jpg>)

Rockingham County Registry of Deeds

(<http://www.nhdeeds.com/rockingham/RoHome.html>)

1908	Book 630, Page 447	1939	Book 956, Page 18
1908	Plan 251	1940	Book 963, Page 371
1908	Book 637, Page 243	1943	Book 1004, Page 403
1908	Book 638, Page 427	1946	Book 1060, Page 94
1908	Book 638, Page 438	1946	Book 1060, Page 294
1909	Book 641, Page 172	1947	Book 1080, Page 231
1909	Book 641, Page 322	1947	Book 1153, Page 188
1910	Book 652, Page 10	1948	Book 1096, Page 424
1912	Book 668, Page 131	1949	Book 1144, Page 291
1912	Book 668, Page 168	1949	Book 1152, Page 483
1912	Book 669, Page 45	1951	Book 1221, Page 142
1914	Book 679, Page 424	1951	Book 1231, Page 303
1920	Book 794, Page 193	1955	Book 1357, Page 341
1925	Book 794, Page 192	1957	Book 1432, Page 442
1927	Book 822, Page 245	1961	Book 1589, Page 387
1929	Book 480, Page 279	1972	Book 2157, Page 297
1929	Book 851, Page 78	1979	Book 2344, Page 1085
1932	Book 873, Page 307	1983	Book 2446, Page 1713
1932	Book 883, Page 65	1986	Book 2649, Page 1141
1935	Book 906, Page 246	1998	Book 3351, Page 199.
1939	Book 952, Page 207		

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

28. Surveyor's Evaluation

NR listed: district
 individuals
 within district

Integrity: yes
 no

NR eligible: district
 not eligible

more info needed

NR Criteria: A
 B
 C
 D
 E

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

of noncontributing resources: _____

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

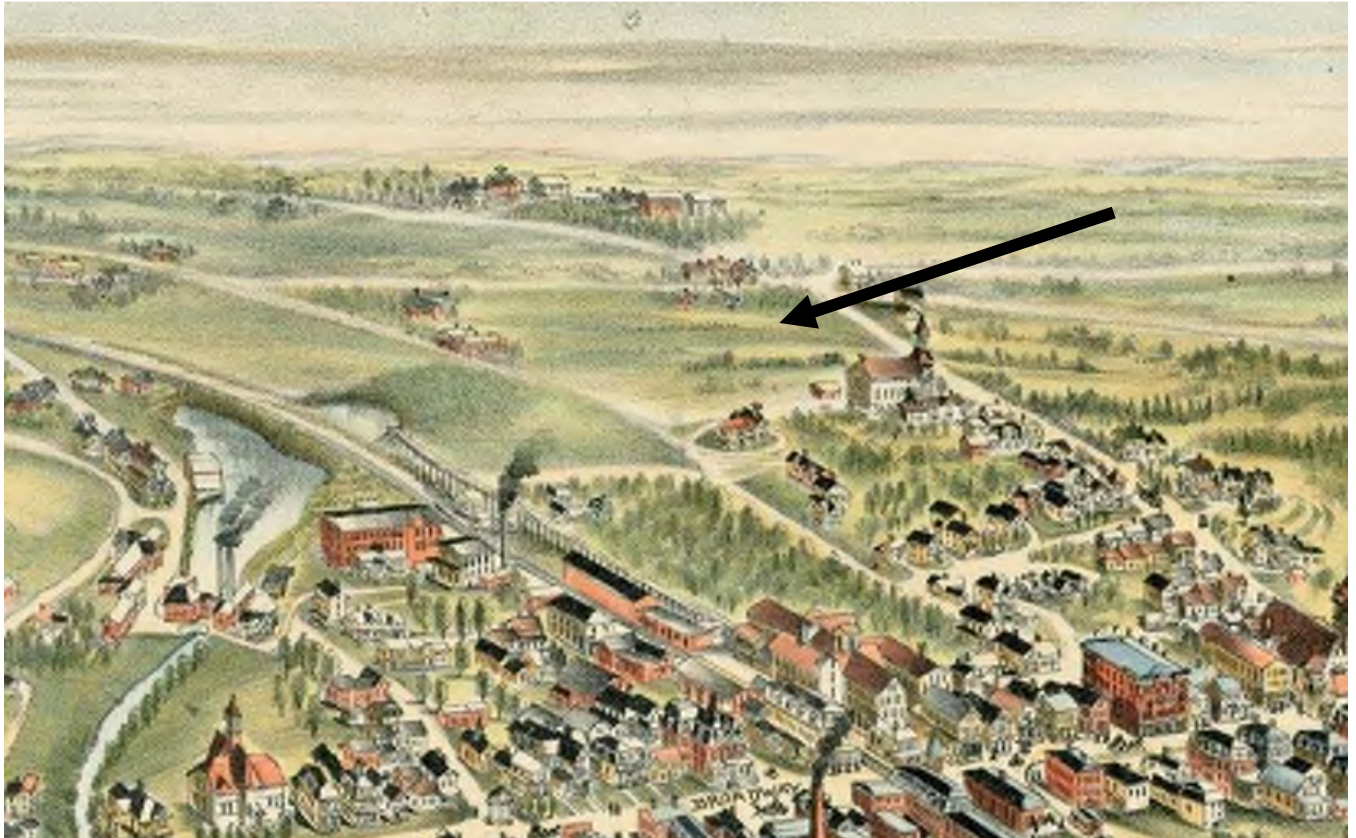
Historic Maps and Images



Detail of 1892 D.H. Hurd atlas of Derry shows Folsom Road and Crystal Ave. in vicinity of future subdivision

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Detail of Birdseye View of Derry, 1898 inn vicinity of future subdivision shows Franklin Street, Folsom Road and Crystal Ave.

AREA FORM

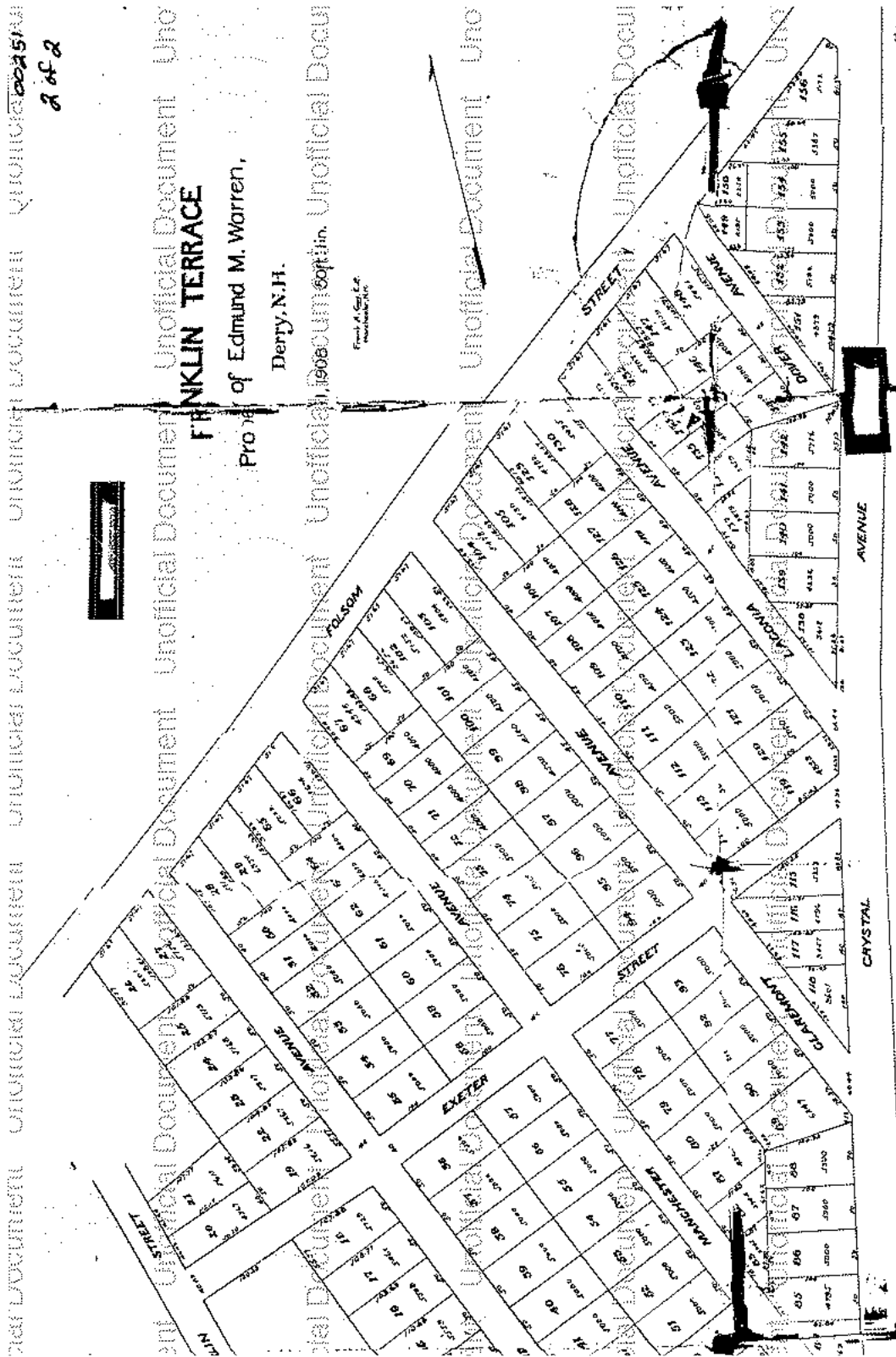
FRANKLIN TERRACE HISTORIC AREA



1905 USGS map shows West Derry shows streets between Franklin Street and Crystal Avenue south of future site of Franklin Terrace subdivision

AREA FORM

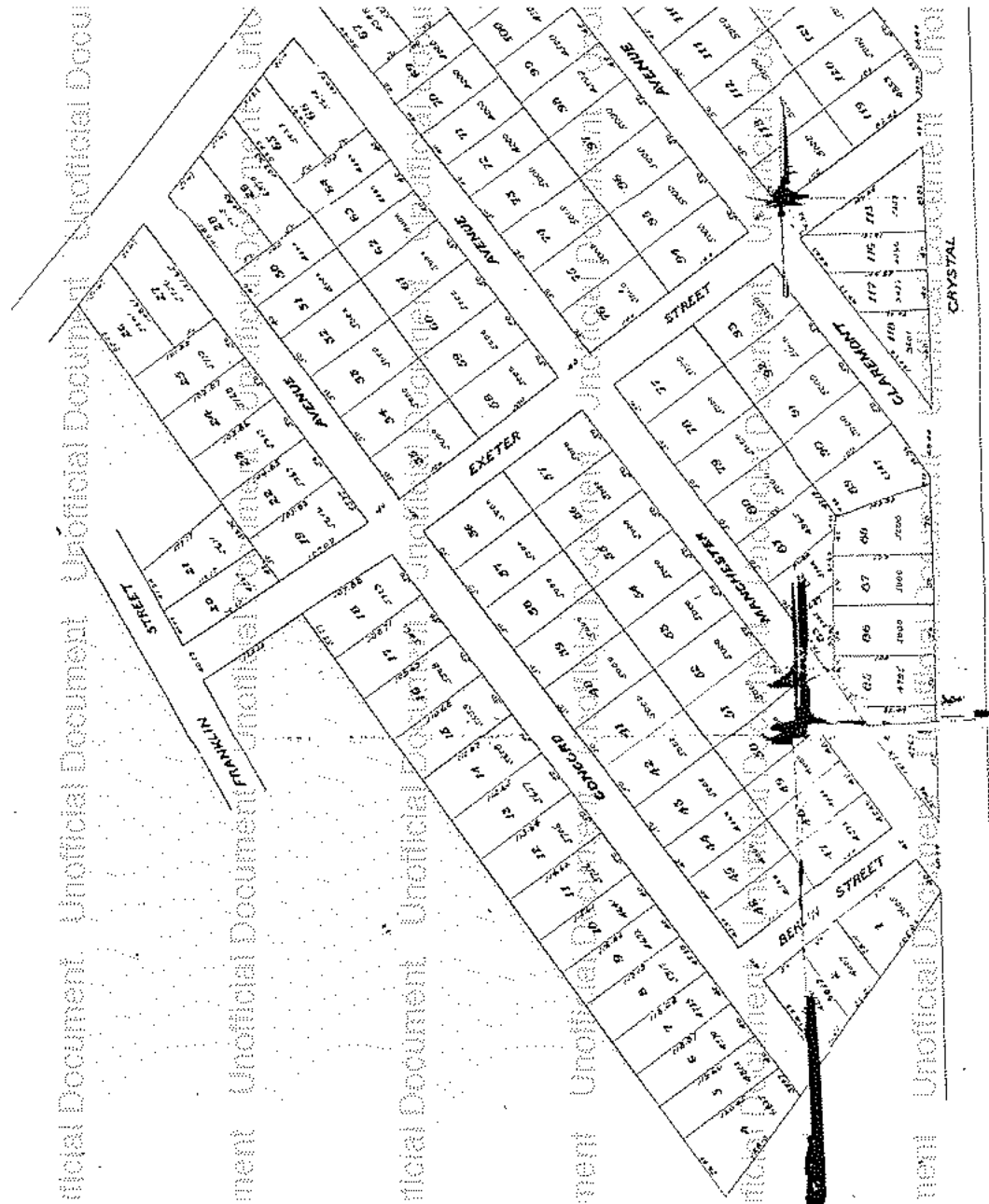
FRANKLIN TERRACE HISTORIC AREA



Franklin Terrace subdivision of northern streets and lots, Rockingham County Registry of Deeds, Plan 251, page 2

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Franklin Terrace subdivision plan of southern streets and lots - Rockingham County Registry of Deeds, Plan 251, page 1

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

EDMUND M. WARREN REALTY CO.

IF YOU OWN REAL ESTATE that you would like converted into cash, send full description and price of the property you wish to dispose of. If you wish to purchase any kind of property anywhere, tell us what you want and where you want it. Probably we can save you time and money.

We transact business in thirty cities and towns in the New England States and N. Y. State. Bank reference upon application. Write today.

No Charge for Information.

Owners, Managers and Developers of Real Estate

87 Weybosset Street, Rooms 38 and 39

PROVIDENCE, R. I.

Telephone Connection

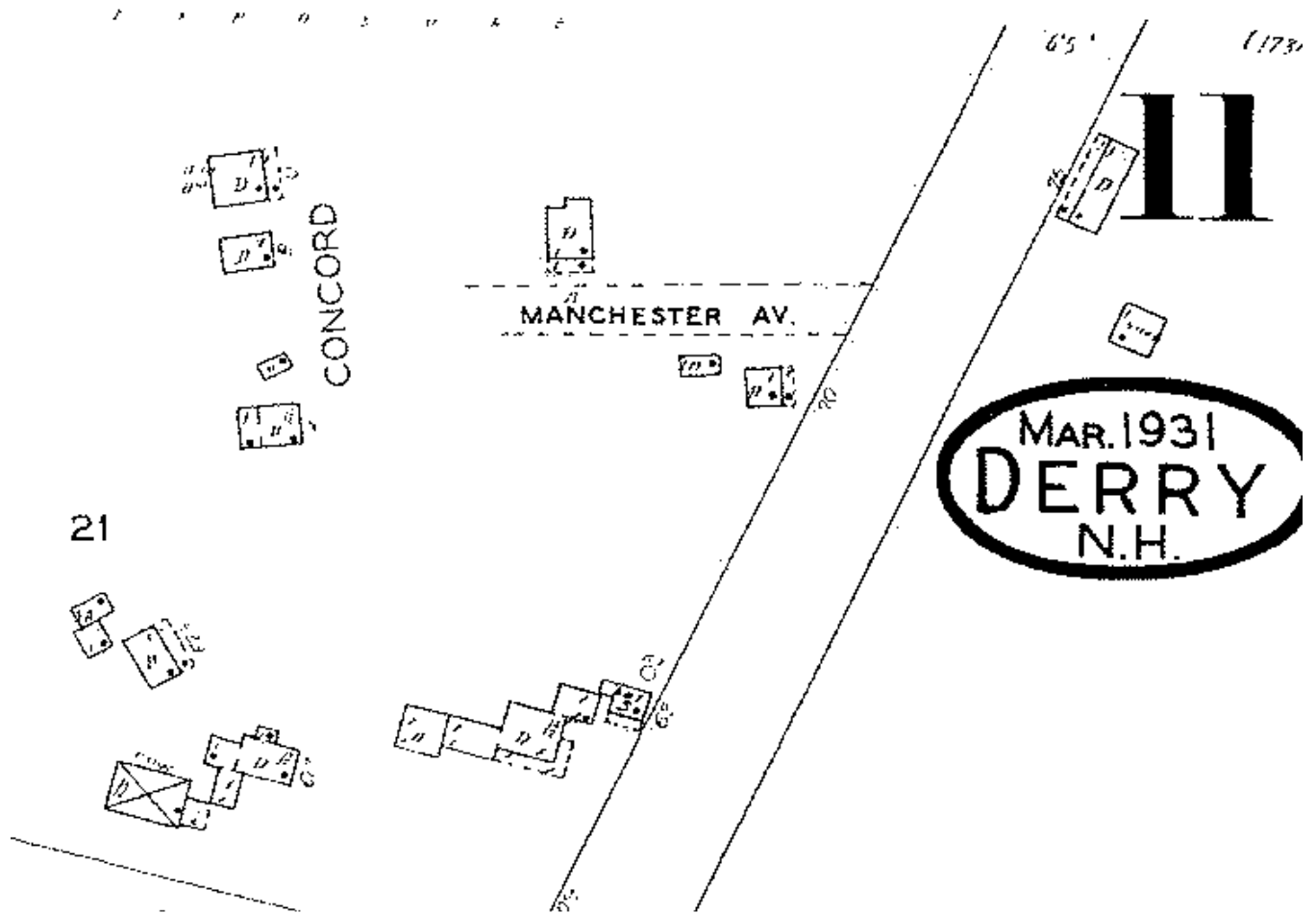
BRANCH OFFICES: { No. 1 Beacon Street, Boston, Mass.
Burnside Building, Worcester, Mass.
Atkinson Building, Lewiston, Me.
Arcade Building, Utica, N. Y.

CHOICE BUILDING LOTS IN EDGEWOOD FOR SALE Terms to Suit You

Advertisement from the Providence, RI Directory, 1904

AREA FORM

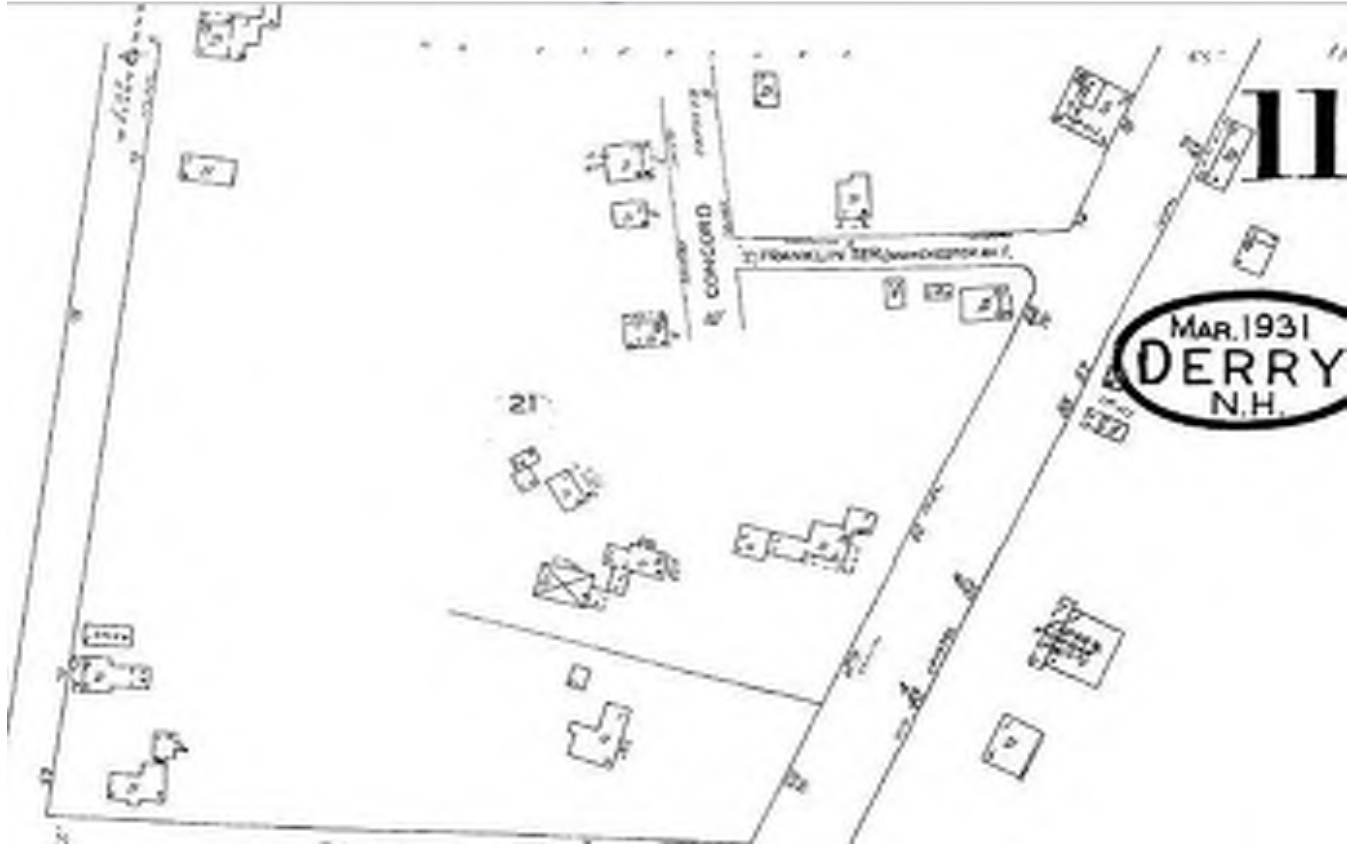
FRANKLIN TERRACE HISTORIC AREA



Detail of 1931 Sanborn Fire Insurance Company Map, Derry shows first homes in subdivision, south end of Concord Avenue at Crystal Avenue

AREA FORM

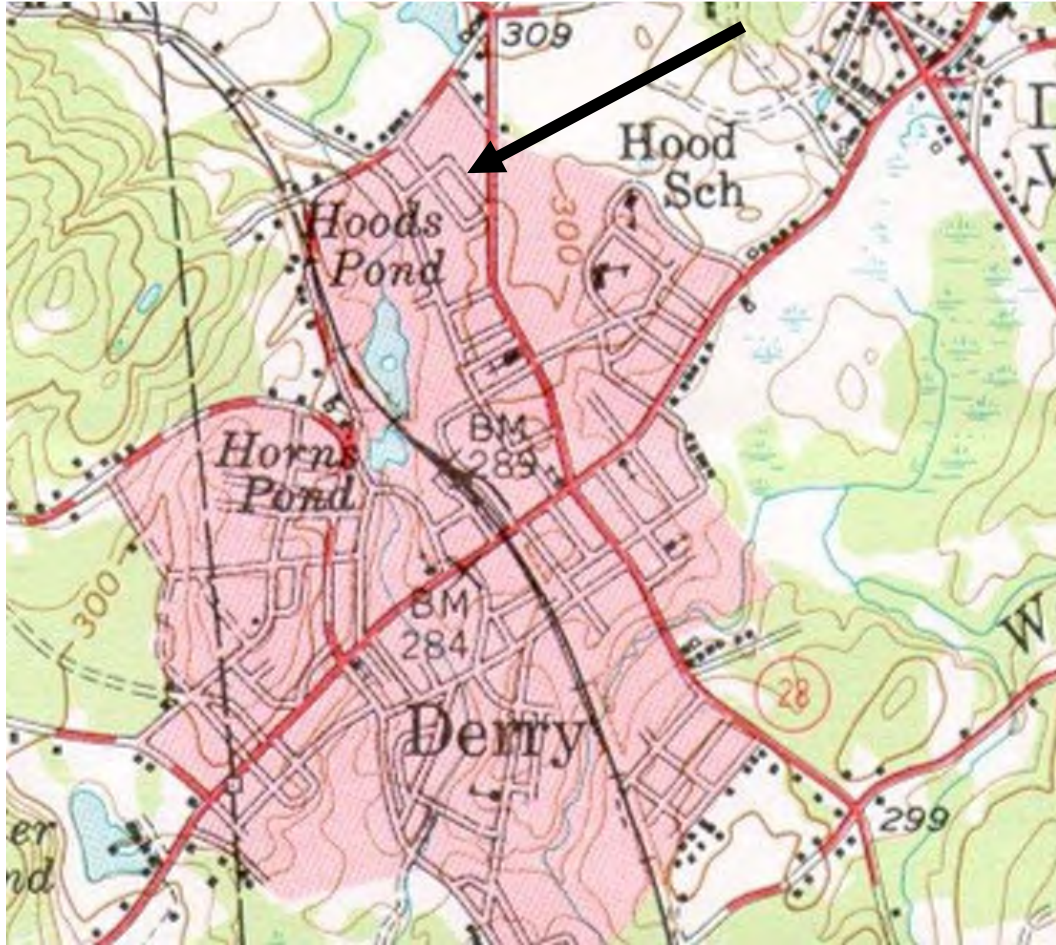
FRANKLIN TERRACE HISTORIC AREA



Detail of 1931, revised 1950 Sanborn Fire Insurance Company Map, Derry showing southern end of Concord Avenue between Franklin and Crystal

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



1953 USGS map shows Concord Ave., the lower end of Manchester Ave. and Laconia Ave.

AREA FORM

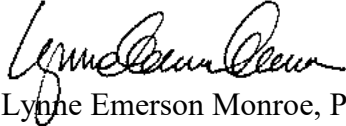
FRANKLIN TERRACE HISTORIC AREA



1965 aerial photograph of Franklin Terrace and surrounding area (NETRonline)

AREA FORM**FRANKLIN TERRACE HISTORIC AREA****Digital Photography Statement**

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. My camera was set to the following specifications: "fine" image quality (compression ratio 1:4) and "large" image size (3008 x 2000 pixels). These photos were printed using the following: Epson SureColor P600 photo printer on Epson Ultra Premium Photo Paper, glossy. The digital files are housed with Preservation Company in Kensington, NH.

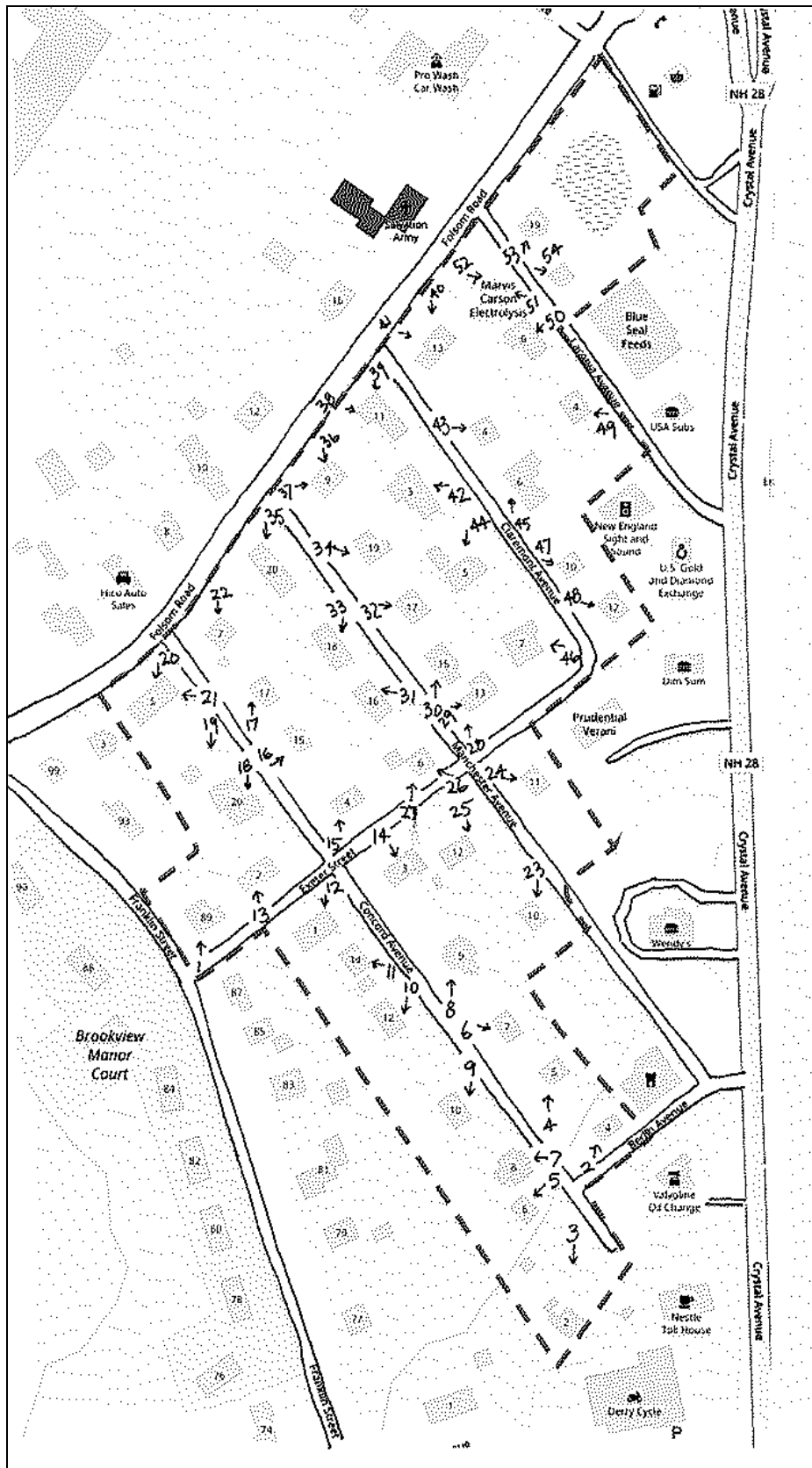


Lynne Emerson Monroe, Preservation Company

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

Photo Key



AREA FORM

FRANKLIN TERRACE HISTORIC AREA

Current Photographs

Date taken: June 2018



Photo 1) 89 Franklin Street (map-lot 35-58)
Reference (file name): Photo_June2018_214

Direction: N



Photo 2) 4 Berlin Avenue (map-lot 31-51)
Reference (file name): Photo_June2018_236

Direction: N

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

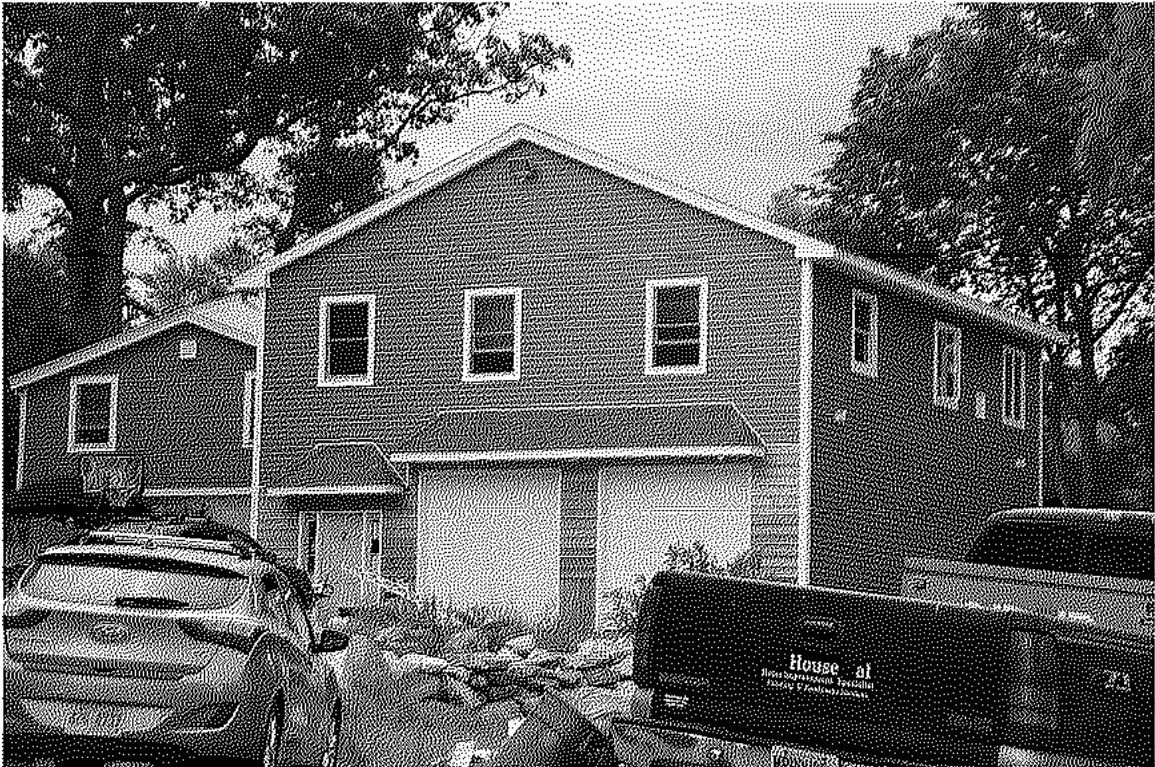


Photo 3) 2 Concord Avenue (map-lot 31-53)
Reference (file name): Photo_June2018_237

Direction: S



Photo 4) 5 Concord Avenue (map-lot 31-50)
Reference (file name): Photo_June2018_235

Direction: N

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 5) 6 Concord Avenue (map-lot 31-55)
Reference (file name): Photo_June2018_238

Direction: SW



Photo 6) 7 Concord Avenue (map-lot 31-49)
Reference (file name): Photo_June2018_234

Direction: E

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 7) 8 Concord Avenue (map-lot 31-56)
Reference (file name): Photo_June2018_239

Direction: W



Photo 8) 9 Concord Avenue (map-lot 31-48)
Reference (file name): Photo_June2018_233

Direction: N

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 9) 10 Concord Avenue (map-lot 31-56-1)
Reference (file name): Photo_June2018_241

Direction: S



Photo 10) 12 Concord Avenue (map-lot 31-57)
Reference (file name): Photo_June2018_242

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 11) 14 Concord Avenue (map-lot 31-58)
Reference (file name): Photo_June2018_243

Direction: W



Photo 12) 1 Exeter Street (map-lot 31-59)
Reference (file name): Photo_June2018_229

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 13) 2 Exeter Street (map-lot 35-52)
Reference (file name): Photo_June2018_223

Direction: N



Photo 14) 3 Exeter Street (map-lot 31-47)
Reference (file name): Photo_June2018_228

Direction: SE

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 15) 4 Exeter Street (map-lot 35-45-1)
Reference (file name): Photo_June2018_224

Direction: N



Photo 16) 15 Concord Avenue (map-lot 35-51)
Reference (file name): Photo_June2018_232

Direction: NE

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 17) 17 Concord Avenue (map-lot 35-50)
Reference (file name): Photo_June2018_231

Direction: N



Photo 18) 20 Concord Avenue (map-lot 35-53)
Reference (file name): Photo_June2018_244

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 19) 20 Concord Avenue, outbuildings
Reference (file name): Photo_June2018_245

Direction: S

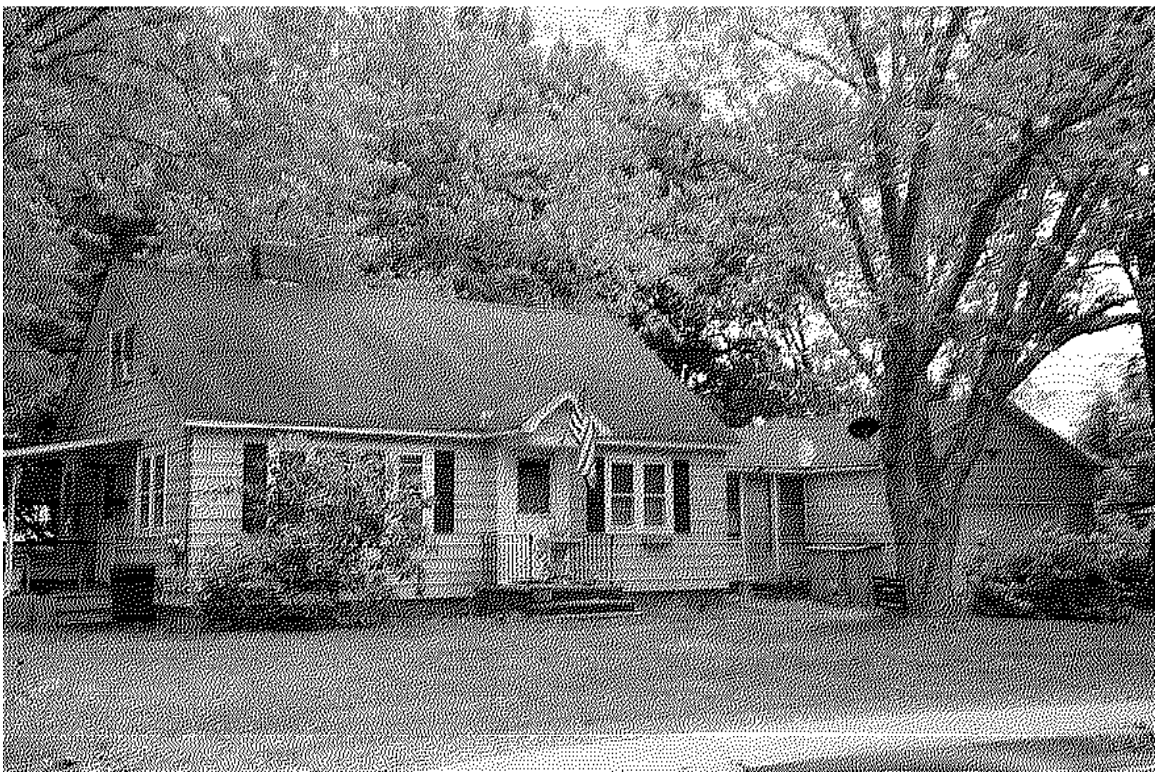


Photo 20) 5 Folsom Road (map-lot 35-54)
Reference (file name): Photo_June2018_210

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 21) 5 Folsom Road, rear
Reference (file name): Photo_June2018_246

Direction: W

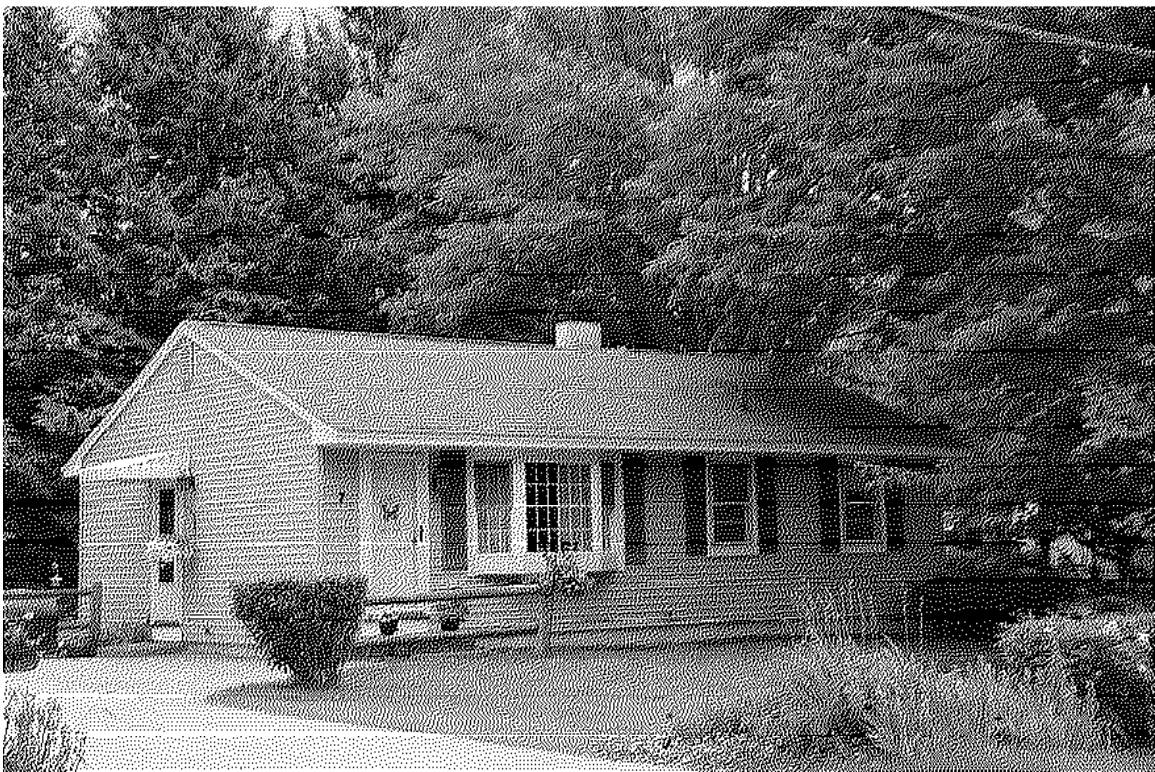


Photo 22) 7 Folsom Road (map-lot 35-49)
Reference (file name): Photo_June2018_209

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 23) 10 Manchester Avenue (map-lot 31-45)
Reference (file name): Photo_June2018_256

Direction: S



Photo 24) 11 Manchester Avenue (map-lot 35-43)
Reference (file name): Photo_June2018_255

Direction: E

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 25) 12 Manchester Avenue (map-lot 31-46)
Reference (file name): Photo_June2018_227

Direction: S



Photo 26) 6 Exeter Street (map-lot 35-45)
Reference (file name): Photo_June2018_226

Direction: W

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 27) 6 Exeter Street

Reference (file name): Photo_June2018_225

Direction: N

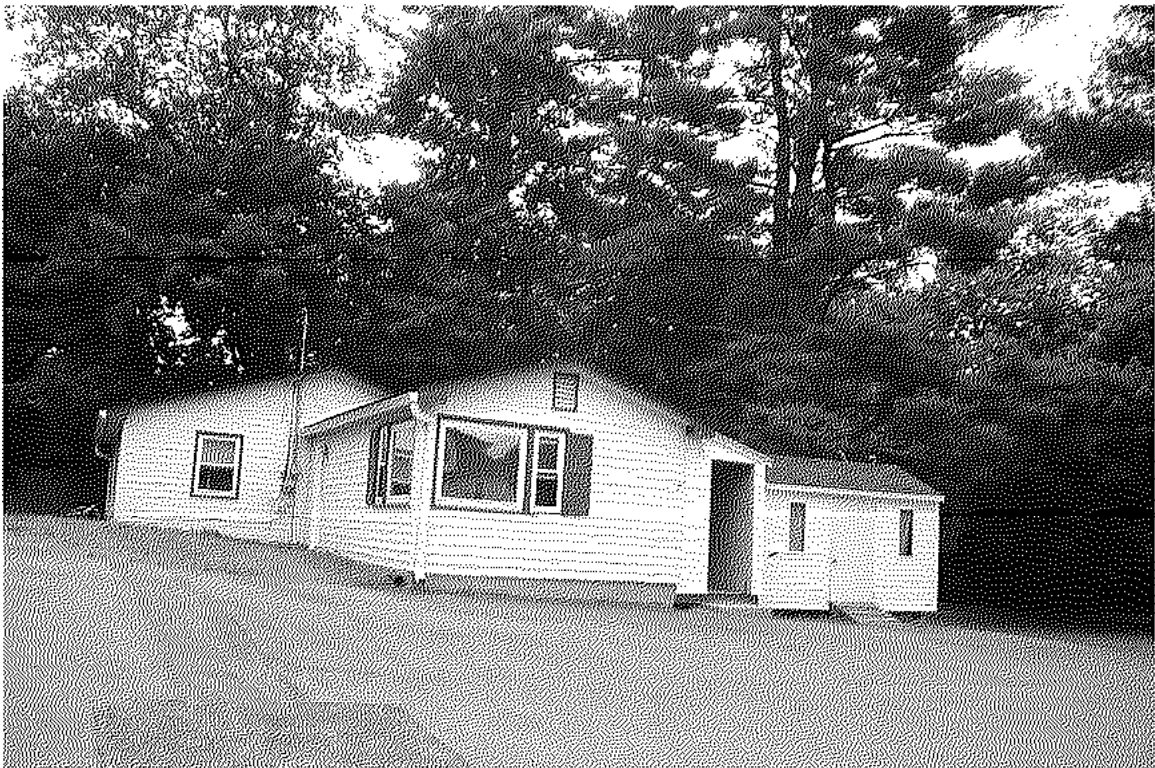


Photo 28) 13 Manchester Avenue (map-lot 35-42-1)

Reference (file name): Photo_June2018_253

Direction: E

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 29) 13-15 Manchester Avenue (map-lots 35-42-1 and 35-42)

Direction: N

Reference (file name): Photo_June2018_254

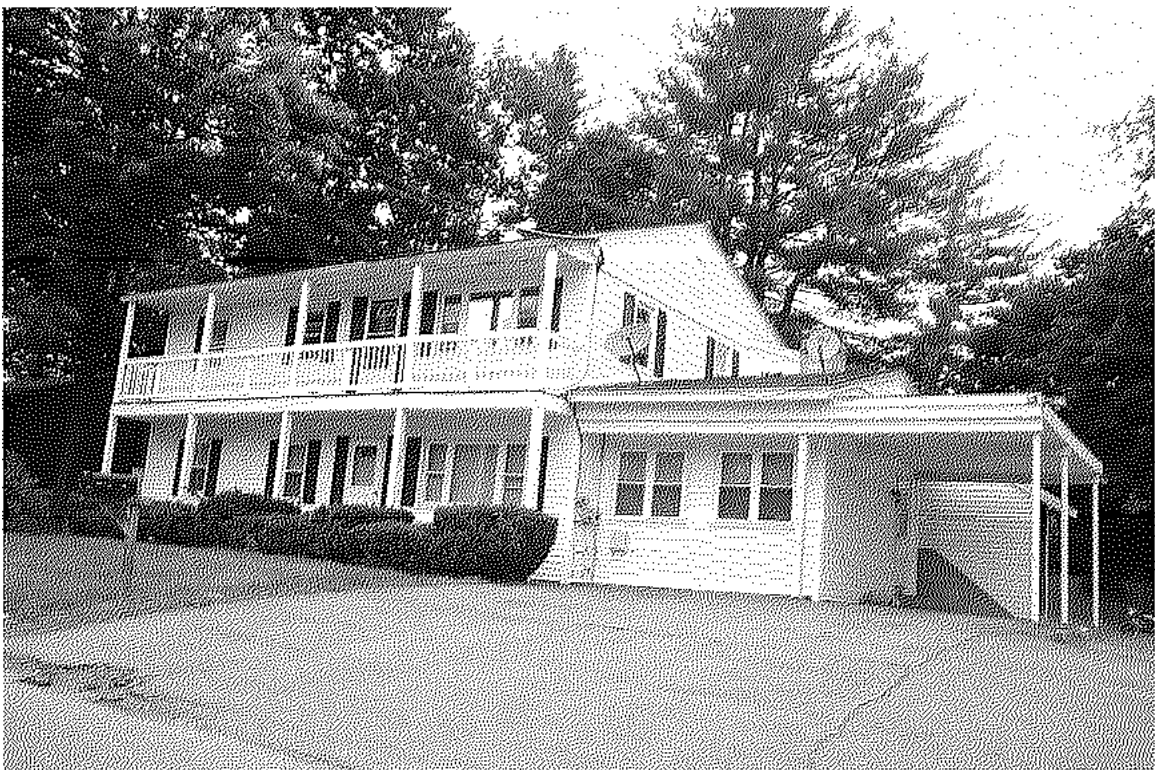


Photo 30) 15 Manchester Avenue (map-lot 35-42)

Direction: N

Reference (file name): Photo_June2018_252

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 31) 16 Manchester Avenue (map-lot 35-46)
Reference (file name): Photo_June2018_257

Direction: W

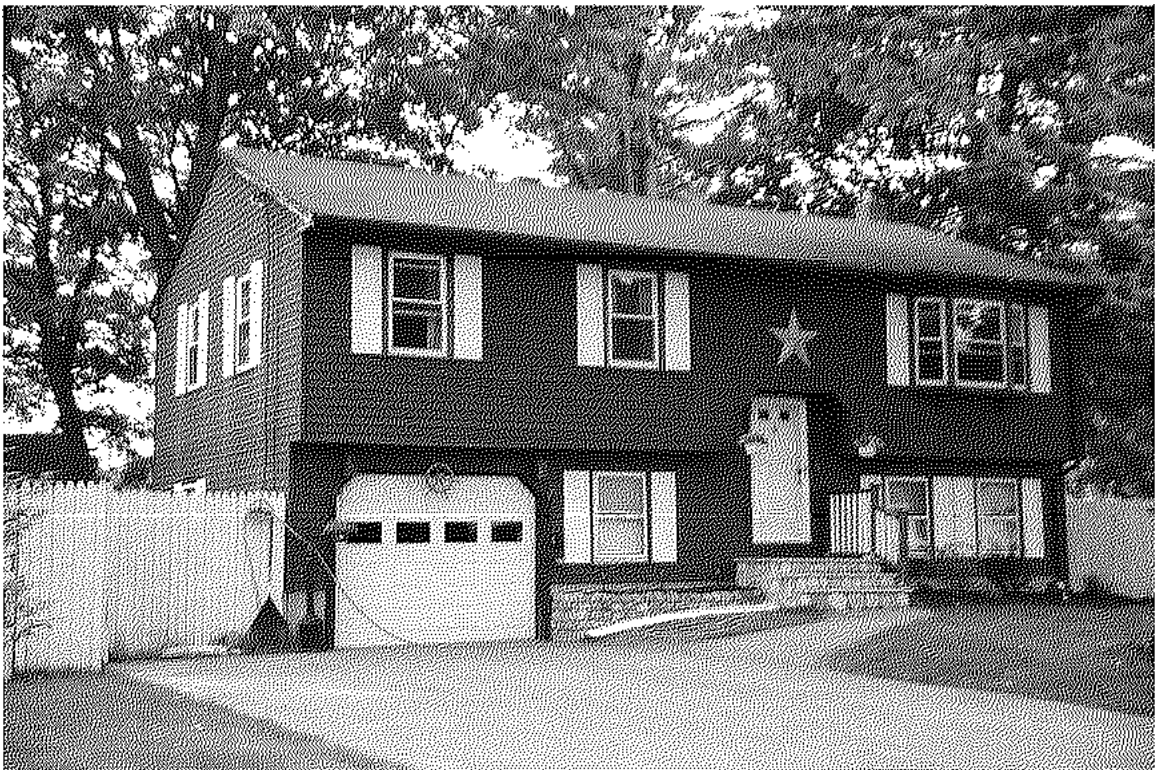


Photo 32) 17 Manchester Avenue (map-lot 35-38-1)
Reference (file name): Photo_June2018_250

Direction: E

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

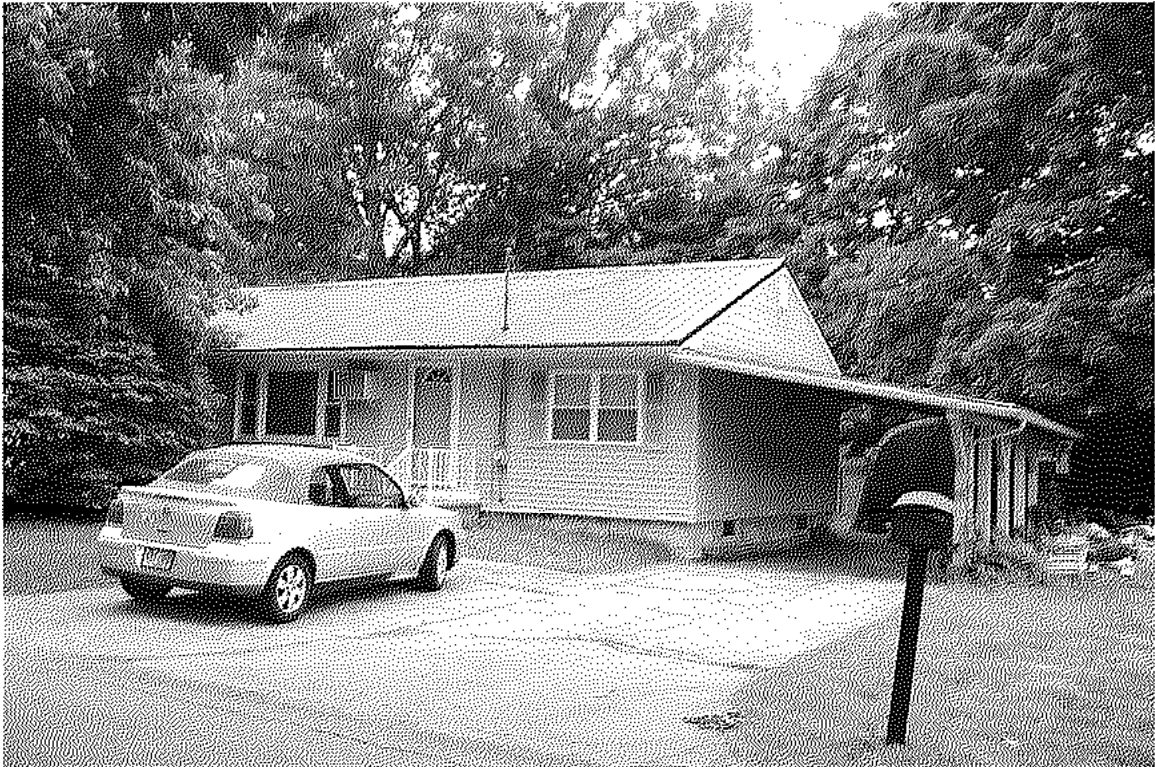


Photo 33) 18 Manchester Avenue (map-lot 35-47)
Reference (file name): Photo_June2018_258

Direction: S



Photo 34) 19 Manchester Avenue (map-lot 35-41-1)
Reference (file name): Photo_June2018_249

Direction: E

AREA FORM

FRANKLIN TERRACE HISTORIC AREA

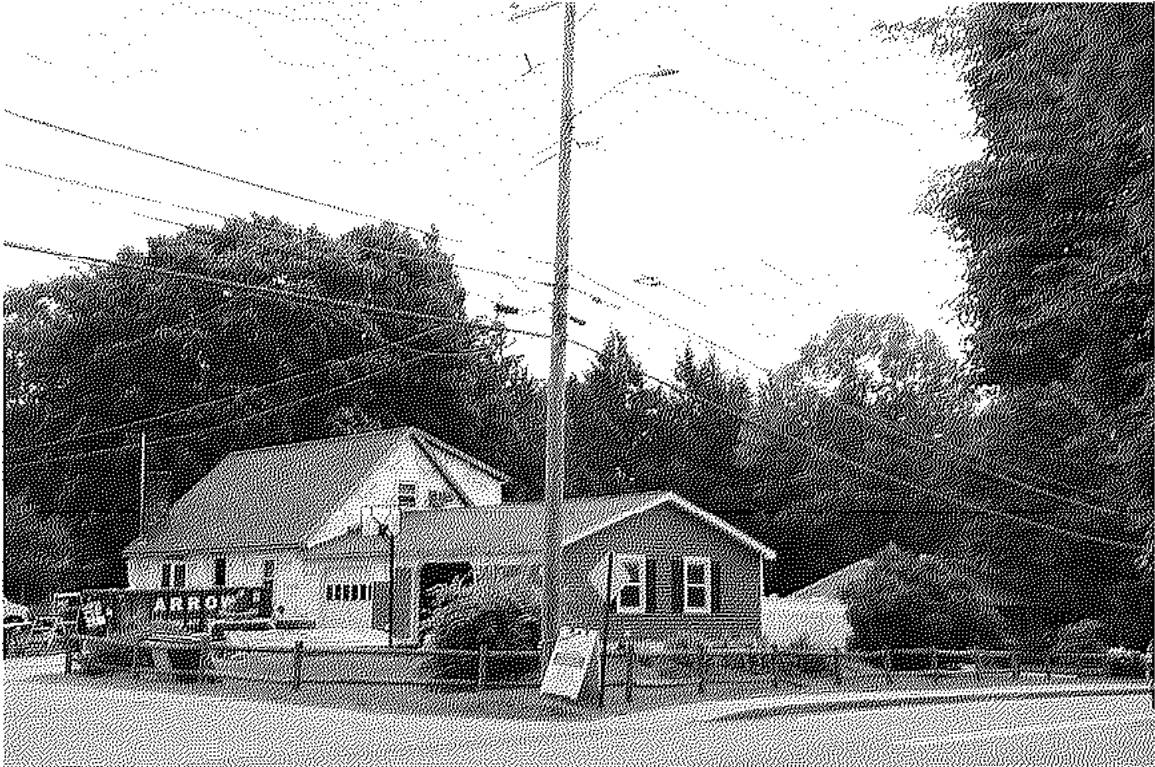


Photo 35) 20 Manchester Avenue (map-lot 35-48)
Reference (file name): Photo_June2018_191

Direction: S



Photo 36) 9 Folsom Road (map-lot 35-41)
Reference (file name): Photo_June2018_208

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 37) 9 Folsom Road
Reference (file name): Photo_June2018_193

Direction: E

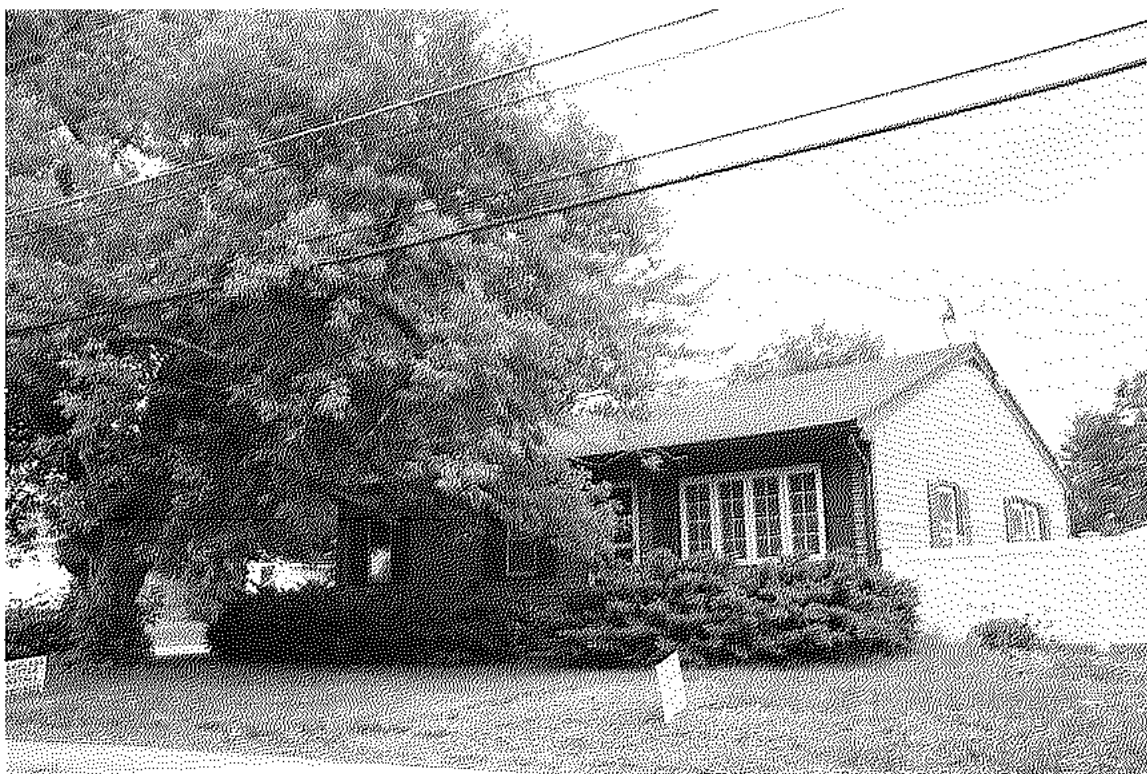


Photo 38) 11 Folsom Road (map-lot 35-40)
Reference (file name): Photo_June2018_206

Direction: E

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 39) 11 Folsom Road
Reference (file name): Photo_June2018_204

Direction: S

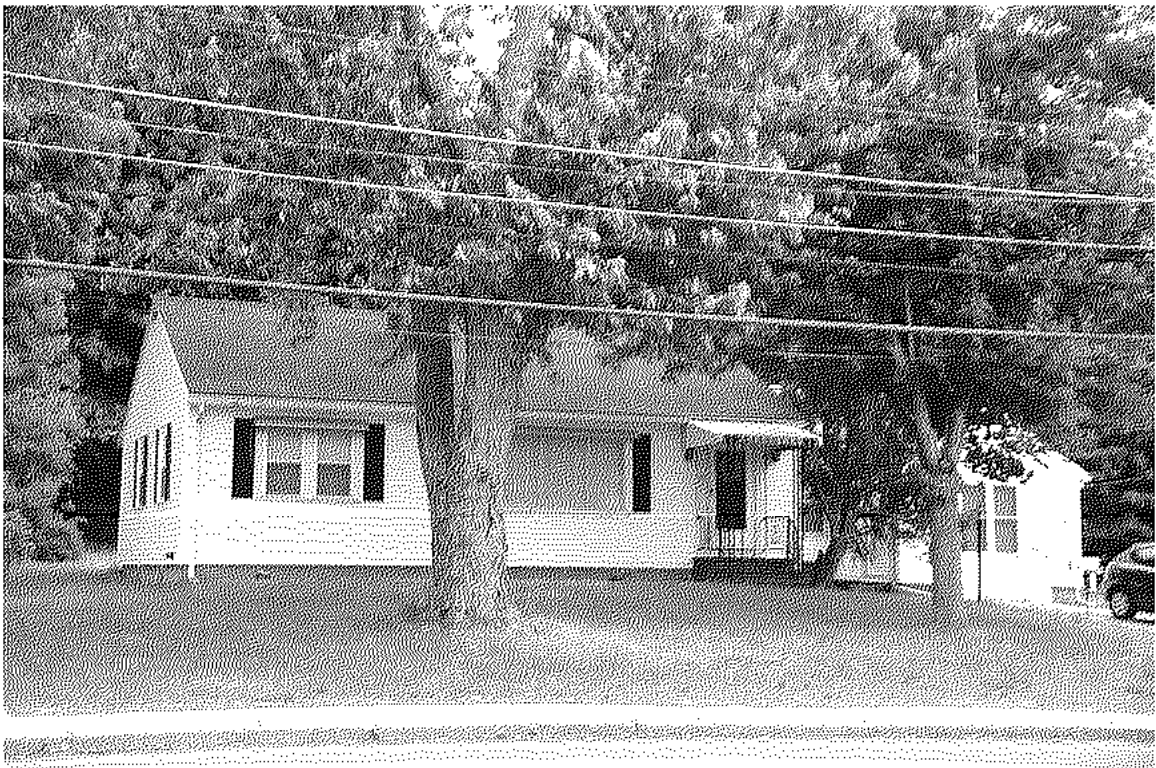


Photo 40) 13 Folsom Road (map-lot 35-28)
Reference (file name): Photo_June2018_203

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 41) 13 Folsom Road
Reference (file name): Photo_June2018_205

Direction: E



Photo 42) 3 Claremont Avenue (map-lot 35-39)
Reference (file name): Photo_June2018_266

Direction: W

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 43) 4 Claremont Avenue (map-lot 35-29)
Reference (file name): Photo_June2018_259

Direction: E

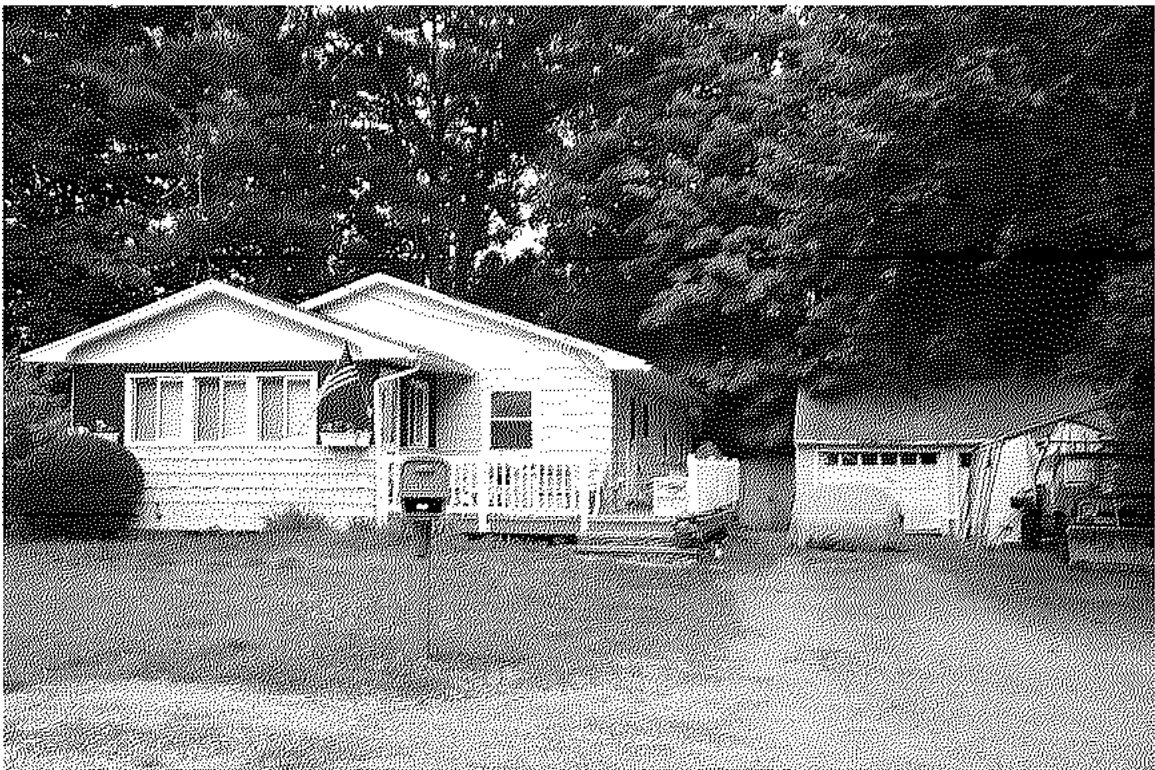


Photo 44) 5 Claremont Avenue (map-lot 35-38)
Reference (file name): Photo_June2018_265

Direction: S

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 45) 6 Claremont Avenue (map-lot 35-30)
Reference (file name): Photo_June2018_260

Direction: N

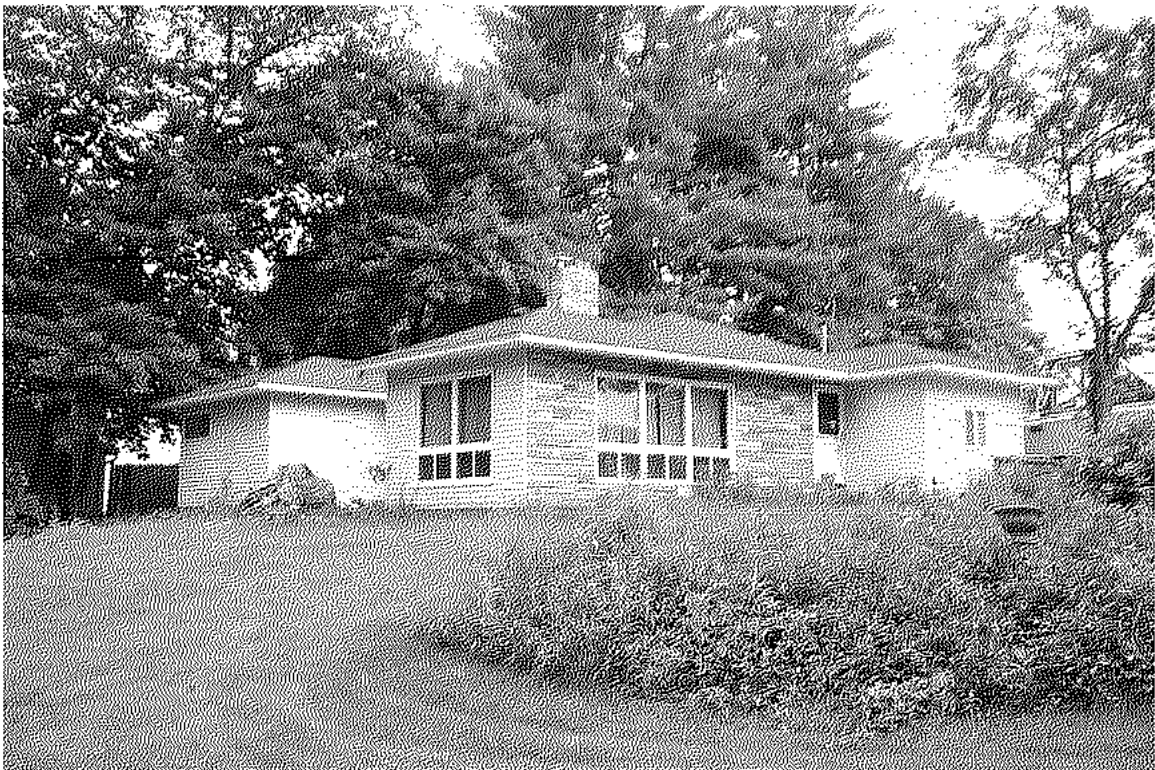


Photo 46) 7 Claremont Avenue (map-lot 35-37)
Reference (file name): Photo_June2018_264

Direction: W

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 47) 10 Claremont Avenue (map-lot 35-31-1)
Reference (file name): Photo_June2018_262

Direction: E



Photo 48) 12 Claremont Avenue (map-lot 35-31)
Reference (file name): Photo_June2018_263

Direction: E

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 49) 4 Laconia Avenue (map-lot 35-25)
Reference (file name): Photo_June2018_269

Direction: W



Photo 50) 6 Laconia Avenue (map-lot 35-26)
Reference (file name): Photo_June2018_271

Direction: SW

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 51) 8 Laconia Avenue, façade (map-lot 35-27)
Reference (file name): Photo_June2018_272

Direction: W



Photo 52) 8 Laconia Avenue, side elevation facing Folsom Road
Reference (file name): Photo_June2018_202

Direction: SE

AREA FORM

FRANKLIN TERRACE HISTORIC AREA



Photo 53) 19 Folsom Road, side elevation (map-lot 35-20)
Reference (file name): Photo_June2018_267

Direction: NE

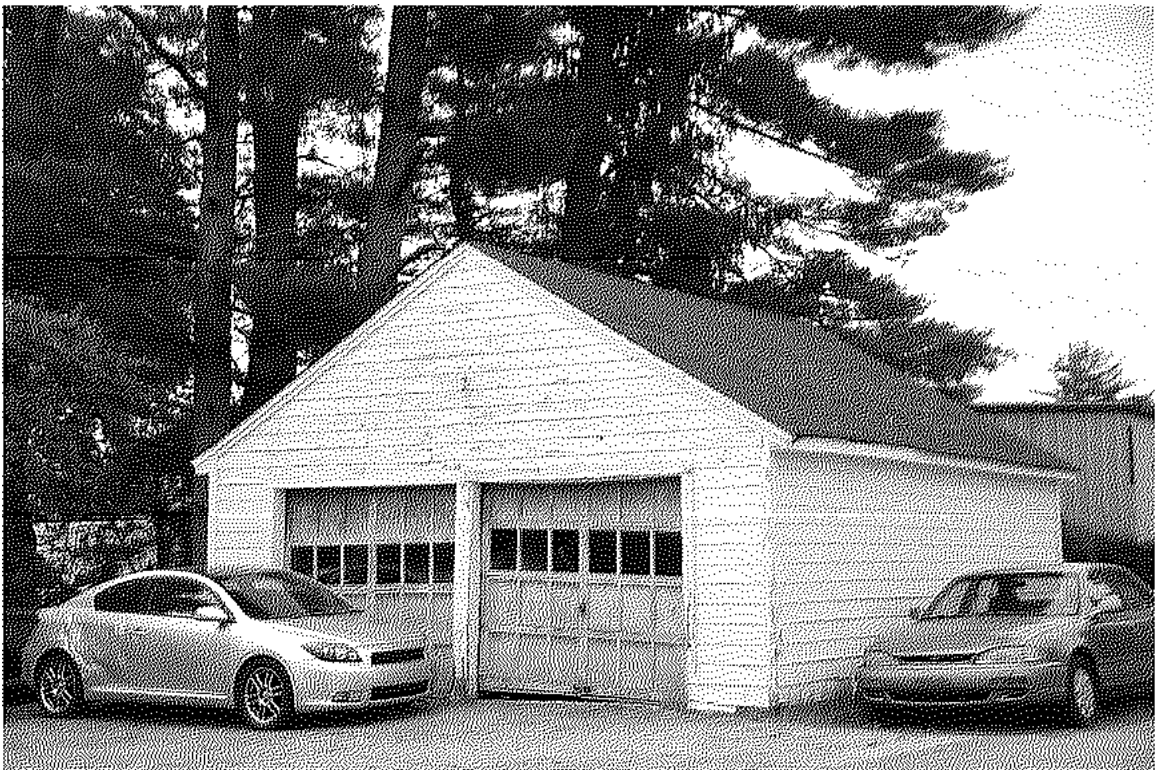


Photo 54) 19 Folsom Road, garage
Reference (file name): Photo_June2018_268

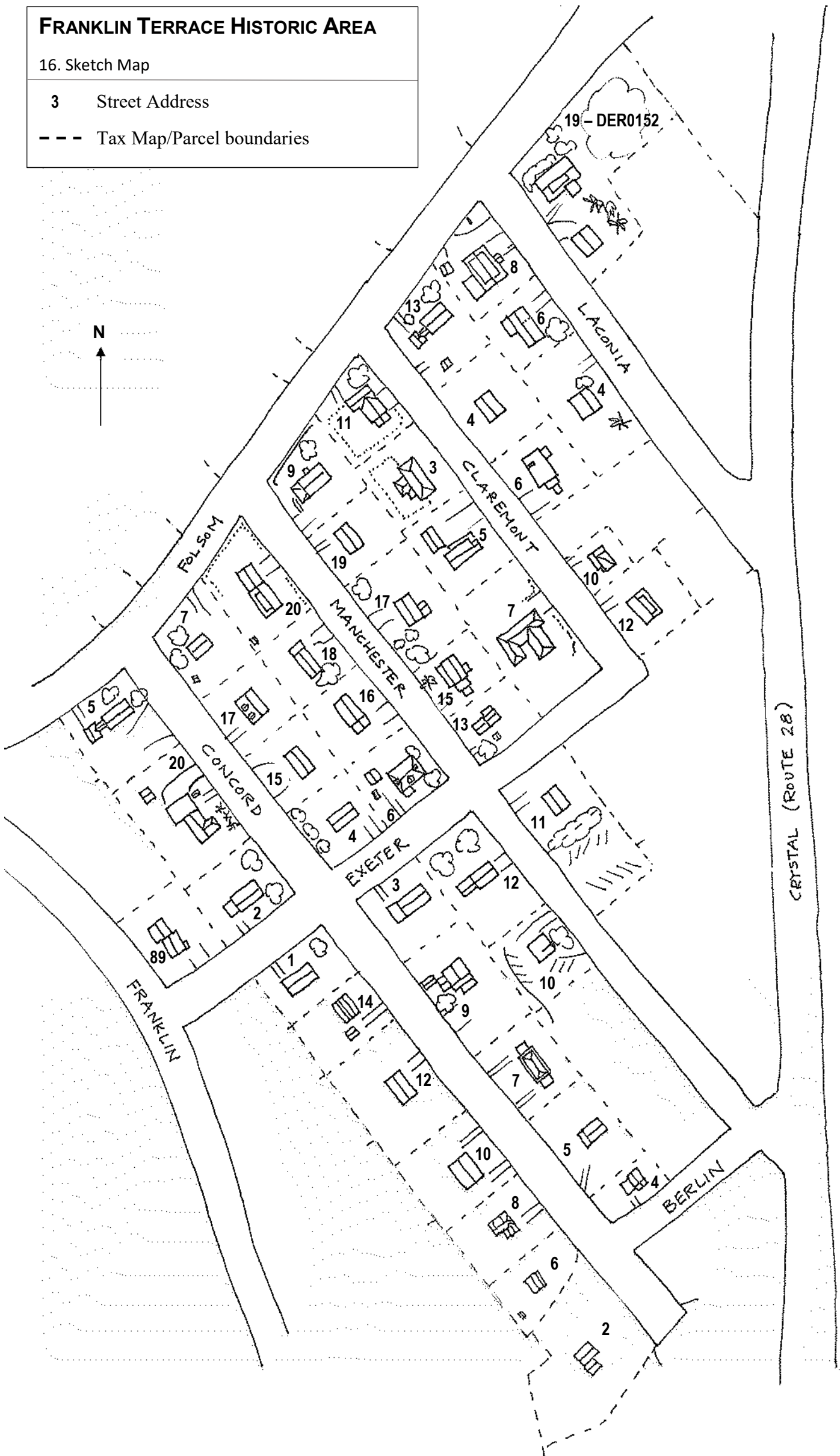
Direction: ESE

FRANKLIN TERRACE HISTORIC AREA

16. Sketch Map

3 Street Address

--- Tax Map/Parcel boundaries



Final Determination of Effects Memo
(signed 8/13/2019)



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

DERRY-LONDONDERRY
IM-0931(201)
13065
RPR 2772

Adverse Effect Memo

Pursuant to meetings and discussions, and for the purpose of compliance with regulations of the National Historic Preservation Act, as amended, and the Advisory Council on Historic Preservation's *Procedures for the Protection of Historic Properties* (36 CFR 800), the NH Division of the Federal Highway Administration and the NH Division of Historical Resources have coordinated the identification and evaluation of historic and archeological resources with plans to reduce congestion and improve safety along NH 102 from I-93 easterly through downtown Derry and to promote economic vitality in the Derry-Londonderry area.

Project Description:

The preferred alternative (Alternative A) includes a corridor that is approximately 3.2 miles in length between the new, proposed I-93 Exit 4A interchange and eastern Derry. There would be approximately 1 mile of roadway construction on a new alignment and 2.2 miles of existing roadway reconstruction. It would originate from the southern I-93 Exit 4A interchange location and travel southeast along new alignment through a wooded area to Folsom Road, near its intersection with North High Street and Madden Road. This alternative would continue to follow Folsom Road to Ross' Corner (Manchester Road/NH 28) and continue on Tsienneto Road across NH 28 Bypass to its intersection with NH 102, adjacent to Beaver Lake. Specific improvements are outlined as follows:

I-93 Exit 4A to Ross' Corner

The section would contain a minimum of five lanes with additional lanes at intersections as required, mostly new construction.

Ross' Corner Reconstruction

Ross' Corner would require an additional eastbound through, left-turn lane and right-turn lane and an additional westbound through-lane to handle the traffic added by Alternative A. The intersection of Tsienneto Road and Pinkerton Street would also require additional through-lanes and would be signalized. The close proximity of NH 102 and Pinkerton Street will require that the signals are coordinated.

Tsienneto Road from Ross' Corner to NH 28 Bypass

The portion is an existing three-lane roadway (one lane in each direction with a middle turn lane) with 2 to 6 foot wide shoulders. The project will provide 5 foot wide shoulders on both sides and a new sidewalk along the north side from Pinkerton Street to NH 28 Bypass.

NH 28 Bypass/Tsienneto Road Intersection Reconstruction

This intersection would require an additional through-lane in each direction on Tsienneto Road and a new exclusive right turn lane eastbound to NH 28 Bypass.

Tsienneto Road from NH 28 Bypass to NH 102

Improvements will involve construction of 11-foot lanes with 5-foot wide shoulders, curbing on both sides and a sidewalk along the north side, modification of horizontal and vertical curves to bring the alignments into conformance with design standards, and collection of stormwater with the provision of treatment at outfalls wherever feasible.

Tsienneto Road/NH 102/North Shore Road Intersection Reconstruction

This intersection would need to be signalized, with added through lanes in both directions on NH 102, and an added left turn lanes at the Tsienneto and North Shore Road intersections. The close proximity of North Shore Road and Tsienneto Road will require that the signals are coordinated.

Identification:

Above Ground Resources

Based on a review pursuant to 36 CFR 800.4 of the architectural and/or historical significance of resources in the preferred alternative APE, we agree that the following resources are eligible for listing on the National Register of Historic Places:

- DER0134 – Palmer Homestead, 76 Tsienneto Road, Derry
- DER0135 – E.F. Adams House, 72 Tsienneto Road, Derry
- DER0196 – Knapp Brothers Shoe Manufacturing, 3 Manchester Road, Derry
- Manchester & Lawrence Railroad Historic District

Detailed descriptions of the resources are on file at the New Hampshire Division of Historical Resources in Concord, New Hampshire. Additional resources were identified as part of this project; however, resources that fall outside of the preferred alternative project limits were not reviewed for effects.

Archaeological Resources:

A Phase IA Archaeological Sensitivity Assessment was completed by Monadnock Archaeological Consulting, LLC in November 1999. This initial survey identified areas of potential sensitivity and recommended further investigation of impacted areas. An additional Phase IA Archaeological Sensitivity Assessment was completed by Victoria Bunker, Inc. in December 2016 on Alternatives A through F and two parcels that were being considered for potential wetlands mitigation sites, but are no longer. The 2016 Phase IA Assessment on Alternatives A through F noted that no new sites had been identified since the 1999 assessment. While there are no known archaeological sites that will be affected, the Preferred Alternative crosses two areas of pre-contact Native American archaeological sensitivity: 1) sensitive area P7 across the eastern extent of Tsienneto Road, in the vicinity of Jeff Lane; and 2) sensitive area P6 at the approach of the NH 102 intersection with Tsienneto Road (a total of 0.7 acres of encroachment, see Figure 1). A Phase IB survey will be conducted during the design-build phase, as outlined in the mitigation section of this memo.

Public Consultation:

Throughout the environmental process, a number of meetings were held with federal and state resource agencies. Regular Cultural Resources meetings have occurred with NHDHR and FHWA. Cultural Resources Agency meetings were held on April 5, 2007, June 7, 2007, February 11, 2016, October 13, 2016 and July 12, 2018.

Three public information meetings were held on with the communities on September 27, 2016, May 24, 2018, and July 25, 2018. A Public Hearing was held on December 5, 2018.

All project information has been posted on the project website: <http://www.i93exit4a.com>

Four Consulting Parties have been identified:

- Mr. Chris McCarthy, property owner in Derry
- Ms. Colleen Madden, property owner in Derry
- Mr. Mark Connors, concerned citizen
- Cowasuck Band of Pennacook-Abenaki People

As requested by a Consulting Party at a Cultural Resources Agency meeting, the Tsienneto Road alignment was shifted towards the south to minimize impacts to two existing historic properties. One letter was received by a Consulting Party; however, their comments did not discuss any historic resources and the content of the letter was limited to the issue of the taking of their commercial property.

Determination of Effect:

Applying the criteria of effect at 36 CFR 800.5, we have determined that the project will have an adverse effect on the Manchester & Lawrence Railroad Historic District (M&L) due to the modern intrusion within the National Register boundary of the rail corridor and consequent realignment of the historic corridor. The road shift of North High Street for safe realignment and intersection with the new Exit 4A corridor will result in further modern intrusion into the linear M & L corridor. The profile for Exit 4A corridor road will accommodate the installation of a pedestrian/bicycle culvert, approximately 20 feet wide by 12 feet high, that would accommodate the proposed realigned right-of-way (ROW) for the potential future expansion, by others, of the Derry Rail Trail adjacent to the M&L corridor.

There will be no adverse effect to the following historic properties:

- DER0134 – Palmer Homestead, 76 Tsienneto Road, Derry – This project will necessitate road widening and upgrades along Tsienneto Road as well as the intersection with Jeff Lane. The proposed back of sidewalk will match the existing back of sidewalk along the Tsienneto Road frontage, as a result of an alignment shift in this area to the south. No ROW would be acquired from the 1.52-acre parcel, and no permanent easements are anticipated. A temporary construction easement for slope work will be needed. The construction easement is anticipated to be about 150 square feet (0.003 acre). While the stone wall would be temporarily impacted during construction, it will be reconstructed in accordance with NHDOT's 2017 Stone Wall Policy.¹ The policy calls for stone walls to be rebuilt “‘in-kind’ with careful duplication of blending of existing stones and

¹ <https://www.nh.gov/dot/org/projectdevelopment/environment/units/program-management/documents/StonewallGuidelinesFinalApril2017.pdf>

additional stones, and duplication of special features of the original wall, such as lintels, gate posts, openings, copings, markers, etc.". The project will introduce a slight increase in noise due to an increase in traffic, but this will not diminish the integrity of the design, materials and workmanship, which are contributing features of the property under Criterion C.

- DER0135 – E.F. Adams House, 72 Tsienneto Road, Derry - The proposed project will add a 1 to 3 foot high retaining wall along the back of the sidewalk, and the front edge of the yard will be regraded. The texture and design of the wall will be chosen to match similar conditions along the same road. No ROW would be acquired from the 1.05 acre parcel; however, a permanent sight line easement of about 955 square feet (0.02 acre) will be acquired. The clearing of brush at the corner of Tsienneto Road and Scenic Drive associated with this permanent easement will not affect the integrity of setting, as this is not a formal hedge. A temporary easement of about 2,650 square feet (0.06 acre) will be needed for driveway, parking lot, and slope work. Additional plantings within the easement areas will be coordinated with the property owner during the ROW process. There will be an increase in traffic and associated noise, but will not diminish the contributing aspects of the property's significance for the National Register.
- DER0196 – Knapp Brothers Shoe Manufacturing, 3 Manchester Road, Derry – This project will necessitate road widening and upgrades along Tsienneto Road and at the intersection with Manchester Road. Approximately 17 feet of widening will be required in the area of the right turn lane and 10 feet in the area of the additional through lane. About 11,910 square feet (0.27 acre) of the 8.96-acre parcel would be acquired to accommodate the road widening. A permanent easement of approximately 68,500 sf (1.57 acres) will be needed to accommodate a stormwater treatment basin. The majority of this area (66,000 sf) will be in the undeveloped eastern section of the parcel and 2,500 sf will be located in the existing parking area to provide maintenance access to the basin. In addition, the project would require a temporary easement of about 8,300 square feet (0.19 acre) for driveway, parking lot, and slope work. The back curb, up to 18 inches high is proposed along the back of sidewalk to minimize impacts to this property. The proposed project will not introduce visual elements that diminish the integrity of this property. There will be an increase in traffic and associated noise, but the setting and location are not contributing aspects of the property's significance for its National Register eligibility. The business sign and raised landscaped bed in which the sign sits will not be impacted as part of this project.

Mitigation Measures:

Mitigation will be recorded in a Memorandum of Agreement. Possible mitigation measures for the impacts to the Manchester & Lawrence Railroad may include the following:

1. Install an interpretive panel discussing the significance of the Manchester & Lawrence railroad
2. Work with the town and their heritage commission on the look of the new underpass (faux stone vs. smooth concrete, possibility of stamping above the trail opening with the name of the rail trail or historic railroad name, etc.)
3. Update the M&L historic district area form.

To mitigate for potential impacts to areas of pre-contact Native American archaeological sensitivity across the eastern extent of Tsienneto Road and at the approach of the NH 102 intersection with Tsienneto Road,

the Towns have committed to completing Phase IB field work during the design-build phase. Additionally, any investigations determined necessary based on the Phase IB, (e.g. Phase II, Phase III) will be conducted. FHWA and NHDHR will be consulting throughout all necessary phases of archaeology.

All final mitigation stipulations will be formalized in a Memorandum of Agreement.

Section 4(f) Evaluation Concerning Historic Resources:

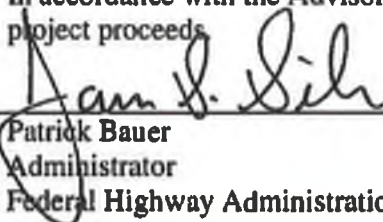
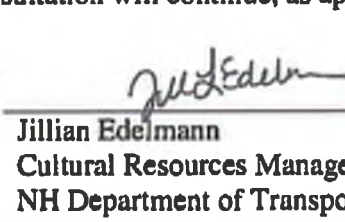
No 4(f) applies to the Palmer Homestead, as it meets the conditions of temporary occupancy exemption as listed in 23 CFR 774.13(d).

A finding of *de minimis* 4(f) impact applies to the E.F. Adams House and Knapp Brothers Shoe Manufacturing, as proposed easements and ROW acquisition would result in no adverse effects under Section 106.


Finally, a Programmatic 4(f) applies to the M&L Railroad Historic District. NHDHR and NHDOT agree with FHWA's finding that this undertaking is a Net Benefit to the M&L Railroad Historic District under Section 4(f) due to its measures to minimize harm to the historic district by allowing the continuity of the M&L Railroad, even if off-alignment.

NHDHR's signature represents concurrence with Section 4(f) impacts outlined in this memorandum, and in accordance with 23 CFR 774.3. Parties to the Section 106 process have been consulted and their concerns have been taken into account. Therefore, the requirements of Section 4(f) have been satisfied.

In accordance with the Advisory Council's regulations, consultation will continue, as appropriate, as this project proceeds.

for	 _____ Patrick Bauer Administrator Federal Highway Administration	8/12/2019 _____ Date	 _____ Jillian Edelmann Cultural Resources Manager NH Department of Transportation	8/8/19 _____ Date
-----	------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------

Concurred with by the NH State Historic Preservation Officer:



 Nadine Miller
 Deputy State Historic Preservation Officer
 NH Division of Historical Resources

8/13/19

 Date

cc: Jamie Sikora, FHWA
 Keith Cota, NHDOT
 Marc Laurin, NHDOT
 John Butler, NHDOT
 Marika Labush, NHDHR

Kevin Smith, Town of Londonderry
 David Caron, Town of Derry
 JoAnne Fryer, Fuss & O'Neill
 Kerri Snyder, WSP
 Leo Tidd, WSP

2019 Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION,
THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION,
THE TOWN OF DERRY,
AND THE
NEW HAMPSHIRE STATE HISTORIC PRESERVATION OFFICER
REGARDING THE DERRY-LONDONDERRY 13065 PROJECT**

WHEREAS, the New Hampshire Department of Transportation (NHDOT) and the towns of Derry and Londonderry plan to request approval and federal-aid highway funds from the Federal Highway Administration (FHWA) for a new Interstate Access point/Interchange, pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, 54 U.S.C. § 306108; and

WHEREAS, the undertaking consists of the NHDOT creating a new interstate interchange between exits 4 and 5 in the town of Derry and Londonderry. The new corridor will be approximately 3.2 miles, including about one mile of new roadway construction, and 2.2 miles of existing roadway reconstruction; and

WHEREAS, FHWA has defined the undertaking's area of potential effects (APE) as shown in Attachment A; and

WHEREAS, FHWA has determined that the undertaking will have an adverse effect on the Manchester-Lawrence Railroad Historic District which is eligible for listing in the National Register of Historic Places, and has consulted with the New Hampshire State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, FHWA has consulted with four Consulting Parties (Chris McCarthy, Derry property owner; Colleen Madden, Derry property owner; Mark Connors, concerned citizen; Cowasuck Band of Pennacook-Abenaki People) regarding the effects of the undertaking on historic properties; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP has chosen *not* to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, FHWA, NHDOT and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FHWA/NHDOT shall ensure that the following measures are carried out:

- I. **Interpretive Signage** – NHDOT will work with the Town and the Derry Heritage Commission, to develop an interpretive panel that will focus on the history of the Manchester-Lawrence Railroad, and its association to the town of Derry. The panel's content and material will be prepared by a 36 CFR 61-qualified architectural historian. NHDOT will be provided 15 days to review the initial draft of the panel. The SHPO will be provided an

opportunity to review one (1) draft of the panel's content with a review period of thirty (30) days. Upon approval of the panel by NHDOT, it will be fabricated and installed at a location to be determined in consultation with the Town of Derry, preferably along the rail trail near the new crossing. Digital copies of the panel will be provided to NHDOT and the Town of Derry.

II. **Rail Trail Underpass Aesthetic Treatment** – NHDOT, and its consultant, will work with the Town of Derry on the aesthetic treatment to the newly constructed underpass headwalls. The concrete will be stamped with a faux-stone design that will be chosen in consultation with the Town. The style of lighting will be chosen in consultation with the Town.

III. **Archaeological Resources and Stonewalls** –NHDOT commits ensuring all phases of archaeology will be completed at the sensitive locations prior to any ground disturbing activities. Should National Register eligible sites be identified and potentially impacted, NHDOT will ensure that an Archaeological Discovery Plan be completed. This plan will be written by the archaeologist on the project and will outline the steps for both the archaeologist and contractor pertaining to the sites. All archaeological studies shall be completed in accordance with the Secretary of the Interior's Standards as outlined in 36 CFR 800, the Guidelines for Archaeological Documentation (48 FR 44720-44726).

Stonewall assessments, per the NHDOT Stonewall Policy, will be completed on all stonewall segments within the APE that may be impacted. Treatments options per the policy will be coordinated with the Town and any impacted property owners.

IV. **DURATION**

This MOA will expire if its terms are not carried out within seven (7) years from the date of its execution. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with the Amendment Stipulation below.

V. **POST-REVIEW DISCOVERIES**

If properties are discovered that may be historically significant or unanticipated effects on historic properties found, NHDOT shall contact the signatories to this agreement. Should human remains be uncovered, NH RSA 227-C. IV shall be followed.

If unanticipated archaeological sites or features are discovered, that portion of the project shall stop immediately. The resident engineer shall notify the NHDOT Cultural Resources Program Specialist/Archaeologist or Cultural Resources Program Manager and the State Archaeologist at the NH SHPO so that the proper steps may be taken by these agencies to determine proper procedures. Regulation 36 CFR 800.13 (b) states that if historic properties are located after the conclusion of the Section 106 process as "post review discoveries," for example those arising during construction, the federal agency official shall ensure that every reasonable effort will be taken to avoid, minimize, or mitigate the effect of the project on the properties. In such situations in which the NHDOT must recover archaeological remains in a short time period and they do not involve human remains, the identified features and artifact concentrations shall be recovered following the guideline for Phase III excavations as closely

as possible. Construction monitoring of the affected area may follow this recovery if the type of archaeological site, deposit, landscape, vegetation, and project allows this approach to be effective.

VI. MONITORING AND REPORTING

Each year following the execution of this MOA until it expires, is terminated or completed, NHDOT shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

VII. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VIII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

IX. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all


signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA] shall notify the signatories as to the course of action it will pursue.

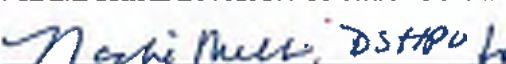
Execution of this MOA by FHWA, NHDOT SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES:

NH FEDERAL HIGHWAY ADMINISTRATION

By:  Date: 10/29/19
For: Patrick A. Bauer
Division Administrator

NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

By:  DSTHPD for Date: 10/25/19
Benjamin Wilson
NH State Historic Preservation Officer

NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION

By:  Date: 10/29/19
For: Peter E. Stamnas
Director of Project Development








TOWN OF DERRY

By:  Date: 10/24/19
David Caron
Administrator

**I-93 Exit 4A
Supplemental Draft EIS**

Page 1 of 3

-  Historic Resources APE
- Historic Resources**
-  Historic Building
-  Historic District
-  Former Manchester and Lawrence Railroad ROW
-  Other Historic Resource

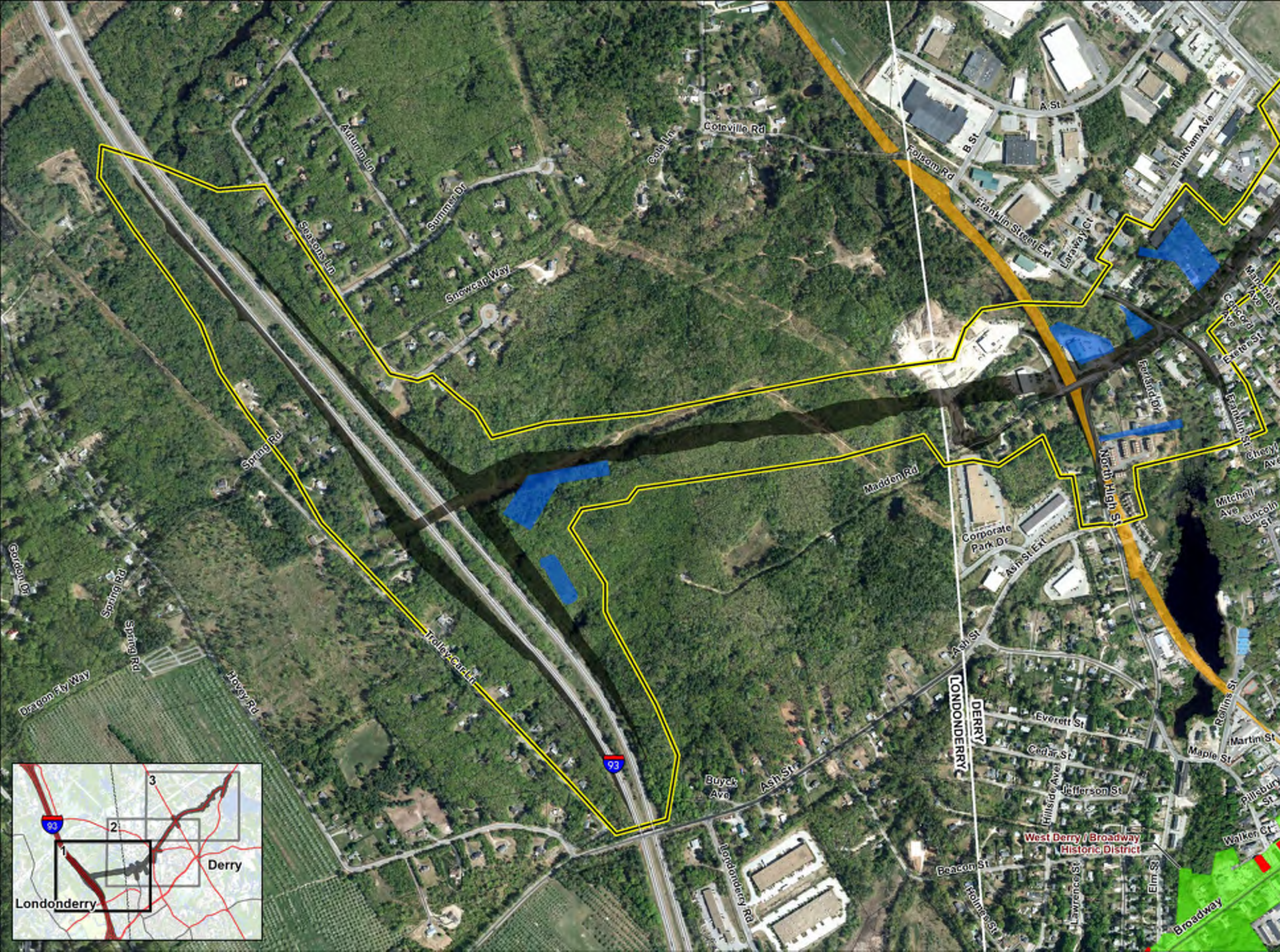
- Road**
-  Interstate
-  Major Road
-  Local Road
-  Alt A Footprint
-  Stormwater Easement
-  Parcels
-  Town Boundaries

Sources:
 CLD Engineers
 Town of Derry GIS
 Town of Londonderry GIS
 State of New Hampshire
 New Hampshire DOT









Coordinate System:
 NAD 1983 StatePlane
 New Hampshire (feet)

Date:
 February 27, 2019



-  Historic Resources APE
- Historic Resources**
-  Historic Building
-  Historic District
-  Former Manchester and Lawrence Railroad ROW
-  Other Historic Resource

Road

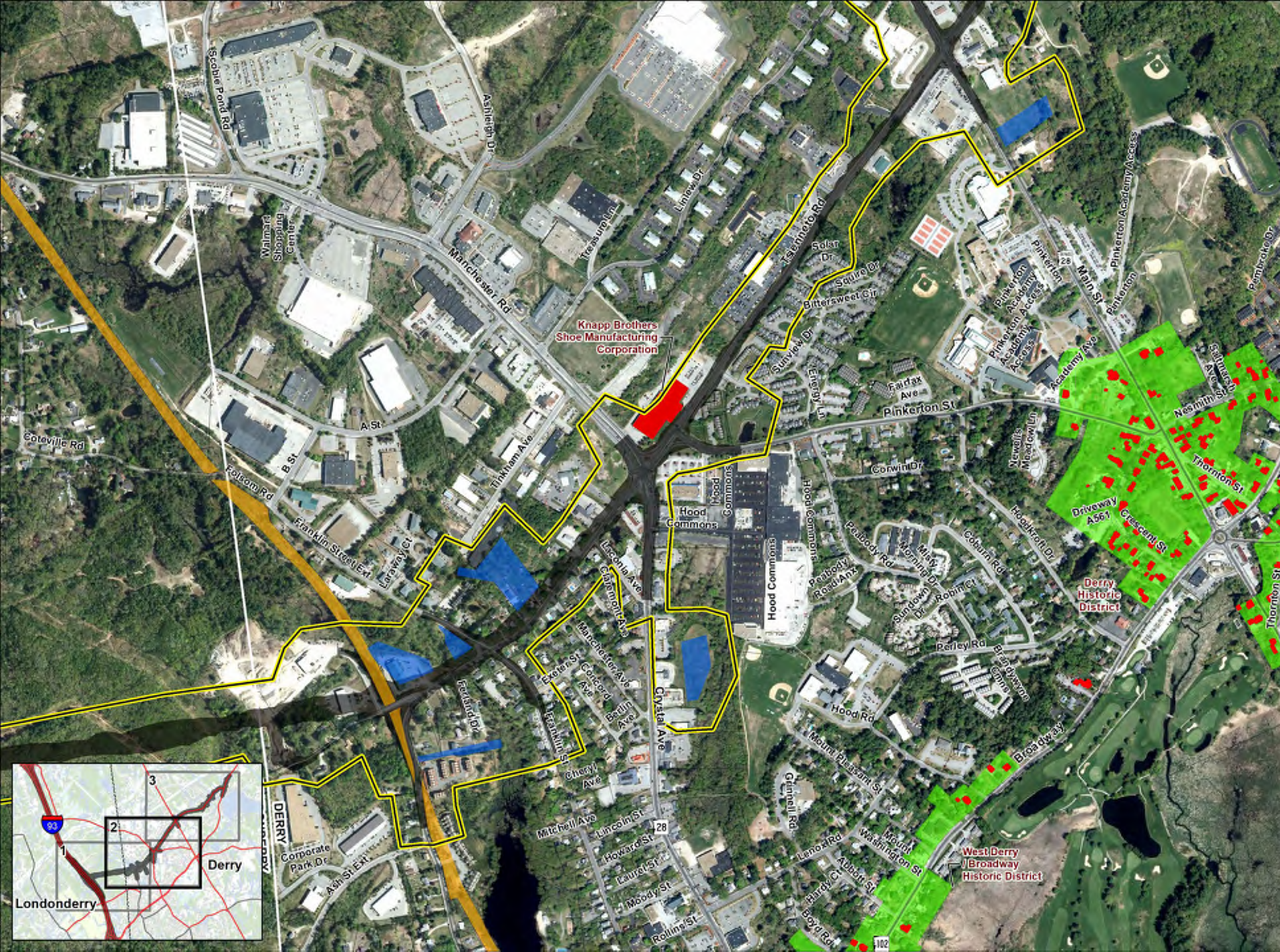
-  Interstate
-  Major Road
-  Local Road
-  Alt A Footprint
-  Stormwater Easement
-  Parcels
-  Town Boundaries

Sources:
CLD Engineers
Town of Derry GIS
Town of Londonderry GIS
State of New Hampshire
New Hampshire DOT



Coordinate System:
NAD 1983 StatePlane
New Hampshire (feet)








Date:
February 27, 2019



I-93 Exit 4A Supplemental Draft EIS

Page 3 of 3

-  Historic Resources APE
- Historic Resources**
-  Historic Building
-  Historic District
-  Former Manchester and Lawrence Railroad ROW
-  Other Historic Resource

- Road**
-  Interstate
 -  Major Road
 -  Local Road
 -  Alt A Footprint
 -  Stormwater Easement
 -  Parcels
 -  Town Boundaries

Sources:
 CLD Engineers
 Town of Derry GIS
 Town of Londonderry GIS
 State of New Hampshire
 New Hampshire DOT



Coordinate System:
 NAD 1983 StatePlane
 New Hampshire (feet)

Date:
 February 27, 2019

