HISTORIC RESOURCES CHAPTER

2015 REGIONAL MASTER PLAN
For the Rockingham Planning Commission Region

Historical Resources

CONTENTS

Cover photo credits: USS Albacore, Portsmouth, Historic Naval Ships Association (middle left), Watson Academy, Epping, by Ken Gallagher (bottom right)

Historic Resources

Introduction

The Rockingham Planning Commission (RPC) region is rich in American history, dating to its original European settlement in 1623; but also extending back into pre-history with the earliest Native American sites dating back 9,000 years. Among these resources are buildings, sites, documents, and institutions that trace the history of not just individual towns or cities, but the State of New Hampshire and the nation as a whole. These resources help to define the character of our communities, and contribute to the region's quality of life and economic vitality.

The purpose of this chapter is fourfold: 1) to identify and describe the historical resources of the Rockingham region and their significance in local, regional, state and national history; 2) to present an overview of preservation tools and techniques that communities in the region currently use or should consider; 3) to identify key issues that communities will need to address as part of local preservation efforts; and 4) to offer recommendations and action steps for the Planning Commission and communities to better identify, preserve, promote, and benefit from the region's cultural heritage.
Perspective

The pace of change altering the character of New Hampshire communities accelerated dramatically during the second half of the 20th century, particularly in Rockingham County. As the time series of land use maps in the Land Use Chapter of this plan shows, in the 1970's through the early 2000's, the region saw tremendous growth and land development. This pattern has changed somewhat in the past decade with extensive planning and land conservation efforts, and the economic downturn of the late 2000s has temporarily reduced or removed development pressure in many communities. While the region as a whole is not likely to see growth on the order of the 1980s again, development pressure is returning as the economy rebounds from the Great Recession, and indeed never really slowed in communities such as Portsmouth and Seabrook. As the supply of open land diminishes, there is also increasing emphasis on redevelopment in some communities, with implications for existing lower density historic development. More communities are facing up to the dilemma: how to allow for necessary growth while preserving traditional community character.

Change is seen and felt in the destruction of local landmarks; loss of affordable housing and open space; proliferation of strip and big box development, and increased crowding and traffic. All too often efforts at "preservation" have been reactions to a crisis rather than part of the planning process; and are often too late to be effective. Preservation is often confused with prevention. Traditionally, preservation meant conservation: the necessary maintenance and stewardship of resources. It meant patching and remaking worn-out clothes and passing them down to younger family members; it meant preserving food for use during the winter. Architecturally, it meant keeping buildings in sound repair so they could be passed on to future generations.
More recently the image of "preservation" has often been limited to house museums, monuments and battlefields, as the idea of "history" has been restricted to certain famous people or important events. But history is more than heroic events, and preservation is more than buildings.
The spaces around buildings and the landscape itself--farmland, parks, forests, river valleys and coastlines--are a legitimate aspect of each community's history and character. The landscape is a setting that has historical meaning, that either was altered or improved by our forebears and is related to how we once lived, worked or played.
Viewed in this way, much of the region's landscape has disappeared or been so changed that the links to the past are now obscured. Not only is the rural economy close to being a thing of the past, especially in the southern tier communities, but the landscape associated with that economy and way of life--farmland, meadows, productive woodland, unpaved narrow roads, stone walls, small reasonably self-contained (and self-sufficient) communities--is fast disappearing, too.
This said, in the twenty years since this Historical Resources Chapter was last updated, municipalities in the Rockingham Planning Commission region have made strides in recognizing the value of their historical resources – buildings, structures, neighborhoods, and landscapes – and the role they play in economic development and

a community's sense of itself. Seventeen of the twenty six communities in the RPC region currently have Historical resources chapters in their local master plans. An increasing number of communities have established Heritage Commissions to raise local awareness of the value of Historical resources and protect those resources. Local, regional and statewide initiatives in land conservation over the past decade have protected thousands of acres of environmentally and culturally valuable lands, and supported a resurgence of small scale farming as part of a nationwide local agriculture movement. Heritage tourism is an increasingly important component of the regional visitor industry; and as communities have looked to manage sprawl there has been increasing recognition that contemporary models of compact, mixed use development actually draw largely on traditional New England village development patterns.

About "Character"

Character is what gives a community its identity. It is part imagery, part memory, part attitude and values. Character is found in whatever gives resonance to a place; whatever references the way life has been, and is, lived there; whatever identifies the community, its history, and its resources.

Because character is expressed in so many small and large things, it is very vulnerable to change. Change is part of the life of a community. It can't be stopped, and shouldn't be. But the scale of change can be managed and the kinds of change can be influenced.

The courts have recognized the importance of the character of a place. Rulings have determined that a community can't arbitrarily bar growth from one area and allow it in another; but they have also said that municipalities may develop comprehensive plans to protect community character and those resources that give a community its strong sense of place. RSA 674:2 specifically enables communities to include a section of the local master plan addressing cultural, archaeological and Historical resources.

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This chapter draws heavily on *Preserving Community Character: A Preservation Planning Handbook for New Hampshire*, published by the New Hampshire Association of Historic District Commissions in 1988 and updated by the New Hampshire Preservation Alliance in 2006, which deals with the subject of historic preservation and municipal planning in depth and is strongly recommended to any community considering any preservation effort. (NHPA, 2006) (NHAHDC, 1988)

What the Region Said About Historical Resources

The value placed on Historical resources and community character in the region was expressed clearly in public input gathered through the planning process. The regional household telephone survey conducted by the UNH Survey Center asked several questions about historic and cultural resources. A full 90% of respondents indicated that their communities should be actively involved in protecting historic buildings and neighborhoods, second only to promoting local agriculture. Similarly, access to Cultural and Recreational Sites was identified as among the top five factors important to have in their community, with 82% of respondents identifying this as "important" or "very important".

> **A full 90 percent of survey respondents indicated communities should be actively involved in protecting historic resources.**

Historical resources were also a specific topic at three of the Community Conversations. Participants at all three meetings identified historical resources as shaping community character and a source of local pride in their towns. At all three meetings historical resources were also identified as an economic asset to communities, whether as a tourism driver or simply as a facet of what makes their towns desirable places to live and do business. Challenges identified included a lack of funding for updating historical resource inventories or rehabilitating publicly-owned historic structures; a disconnect between valuing community character broadly defined, and valuing specific older building stock (some historic) in the planning and development process; and a sense that regulation in local historic districts can be over-zealous or at times based on individual senses of aesthetics as opposed to clear

standards. Positive trends and opportunities identified include the growth in the number of communities with Heritage Commissions; the development of the New Hampshire Land and Community Heritage Investment Program (LCHIP) as a source of funding for local preservation efforts; use of innovative local regulation such as demolition review ordinances; and opportunities to do more with public education on historic resources, including making use of the internet and mobile applications.

Historical Resources Goals

Goal 1.
Historical resources and community character are routinely considered and protected as part of the planning and development review process.

Goal 2
The region's historical and cultural resources are well documented and interpreted to promote public understanding and appreciation.

Goal 3
New development and redevelopment respect and complement the historical and architectural character of communities.

Goal 4
Historic structures are rehabilitated and adaptively reused whenever possible.

Goal 5
Historical and cultural resources are leveraged to support economic development.

Historical Resources Goals	Regional Goal Promote the efficient use of land, resources and infrastructure that:				
	Creates a high quality built environment while protecting important natural and cultural resources.	Promotes positive effects of development and minimizes adverse impacts.	Promotes economic opportunities and community vitality.	Enhances the coordination of planning between land use, transportation, housing and natural resources.	Considers and incorporates climate change into local and regional planning efforts
HIST Goal 1	S	S	S	P	N/A
HIST Goal 2	S	S	S	P	N/A
HIST Goal 3	S	S	S	P	N/A
HIST Goal 4	S	S	S	N/A	P
HIST Goal 5	S	N/A	S	P	N/A

S = Goal supports the Regional Goal.
P = Goal partially supports the Regional Goal.
TBD = Goal applicability to support the Regional Goal is not yet known.
N/A = Goal does not apply to the Regional Goal.

Historical Resources Goals	NH Livability Principles					
	Traditional Settlement Patterns & Development Design	Housing Choices	Transportation Choices	Natural Resources Function & Quality	Community & Economic Vitality	Climate Change & Energy Efficiency
HIST Goal 1	S	P	N/A	N/A	S	N/A
HIST Goal 2	S	N/A	N/A	N/A	S	N/A
HIST Goal 3	S	P	N/A	N/A	S	N/A
HIST Goal 4	S	P	P	P	S	P
HIST Goal 5	S	N/A	N/A	N/A	S	N/A

S = Goal supports the NH Livability Principle.
P = Goal partially supports the NH Livability Principle.
TBD = Goal applicability to support the NH Livability Principle is not yet known.
N/A = Goal does not apply to the NH Livability Principle

Existing Conditions

The following pages offer an overview of the Rockingham region's physical, economic, and cultural development from the period of European settlement to the present day. The overview is divided into four sections, each with a description of key events and trends, along with examples of historic structures, artifacts, and other resources characterizing the period.

Historical Background and Resources in the RPC Region

The architectural heritage of Rockingham County, New Hampshire's earliest settled area, can be equated with the architectural development of the entire state (Tolles, 1979). The two earliest settlements, Portsmouth and Exeter, have excellent examples of colonial era, Georgian and Federal houses that reflect the transmission of styles from England and the European Continent. They also feature a group of public, commercial and ecclesiastical structures credited to such skilled master builders and designers as Bradbury Johnson (1766-1819), a builder-architect born in Epping; Alexander Parris of Portland, Maine (1780-1852); Exeter builder-architect Ebenezer Clifford (1746-1821), and James Nutter. Despite Portsmouth's decline as a seaport after the War of 1812, structures constructed in 19th century styles continued to be built, some under the auspices of local industrialist and financier Frank Jones. Although smaller in size, Exeter exhibits the same architectural cross-section as Portsmouth (Tolles, 1979).

In the county's more rural areas, there is a large concentration of 18th and early 19th century meeting houses, houses - mainly farmhouses - and agricultural outbuildings. Due to the decline in the agricultural economy, high style examples of late 19th and early 20th century architecture are less common outside of Portsmouth and Exeter (Tolles, 1979). The county's best preserved 19th century industrial community, Newmarket, is located on the Lamprey River near Great Bay, though is outside of the RPC planning region. Large-scale industrial development, based mainly on the textile industry in cities such as Manchester and Dover, and its accompanying residential and commercial development, is largely absent in Rockingham County, though both Exeter and Portsmouth were home to significant manufacturing enterprises, as was Derry, though the latter is outside of the RPC planning region.

Pre-European Settlement

Native American groups arrive as first settlers of the region as far back as 9,000 years ago

The earliest settlers of the Rockingham region were the Abenaki. While various tribal subdivisions or bands spanned New Hampshire, Maine, Vermont and eastern Canadian provinces, local bands included the Squamscot, near present day Exeter, and Piscataqua near present day Dover and Portsmouth. (Waldman, 2006) Depending on the season the groups lived alongside the rivers that today bear their names and fished or lived further inland and hunted.

The small group pattern changed radically in the early 1600's with the arrival of the Europeans. The Indians started living in larger groups in more permanent settlements near the newcomers. As a general rule, relations between the Indians and the settlers were good as long as local resources lasted. Once the settlers turned to farming as an economic mainstay, and sought Indian lands, however, relations soured.

As attitudes changed, and following a smallpox epidemic that killed many tribe members, inland migration took the rest of the tribes out of the seacoast. Today there is little trace of the region's Indian heritage and very limited acknowledgement of our archeological past.

Archaeological Resources and the Pre-European Settlement Period

New Hampshire contains a wide array of prehistoric sites worthy of protection. Such sites represent non-renewable resources that contain a unique record of human activity spanning well over 10,000 years. This period followed after the retreat of the glaciers through the displacement of Native peoples by European colonists.

Archaeological sites are the only source of information we have about the prehistoric period, and can also provide an important dimension for understanding more recent history. Archaeological sites balance, corroborate, or contradict the written and oral record of history.

Evidence uncovered at prehistoric sites in Rockingham County demonstrates that human habitation in the Squamscott and Piscataqua areas dates to the Early Archaic period spanning 9,000-8,000 years BP (Before Present). (Waldman, 2006)

To the 1720s - Frontier exploration and settlement, early industries and roads

Historical Background

- The region is settled initially for fishing and the fur trade. Lumber gradually becomes the economic mainstay of the region for shipbuilding and construction.
- The earliest European settlements of the region are at Pannaway (Portsmouth) and Dover Point in 1623, followed by Great Island (New Castle)
- Exeter is founded in 1630 by John Wheelwright, followed by Winnacunnet (Hampton) in 1638.

Historical Resources

- English timber framing traditions brought by settlers are adapted to take advantage of timber supplies far more abundant than in England.
- The Richard Jackson House in Portsmouth (1664) is the earliest remaining timber-frame structure in New Hampshire.
- Other wood-frame residences of era include the Gilman Garrison in Exeter (1709) and the Wentworth Coolidge Mansion in Portsmouth.
- Early brick houses remaining include the Weeks house in Greenland (c. 1710), and McPheadris-Warner House in Portsmouth (1718-1723).
- Early commercial structures are exemplified by the surviving Sheafe Warehouse in Portsmouth
- Fort Constitution is established as early as 1631 with an earthen redoubt and four "great guns" and named "The Castle". A timber block house is added in 1666, and in 1692 renamed Fort William and Mary. The first stone walls were built in 1705.
- The "King's Great Highway", leading from Exeter to Portsmouth via Stratham and Greenland, is laid out by order of the Royal Governor in 1681. Present day Routes NH108 and NH33 largely follow this corridor.

1720s-1770s - Second tier towns granted, end of the French and Indian Wars, Revolutionary War

Historical Background

- New Hampshire separates from Massachusetts Bay Colony 1642 with Portsmouth as its Capitol.
- Settlement north and west of the original four towns begins in tiers around Seacoast beginning with Chester, Nottingham, Barrington and Rochester in 1722.
- Scots-Irish settlers arrive in Londonderry in 1719 bringing the potato to North America.
- Shipbuilding and trade grow in Portsmouth and Exeter through Revolutionary era, while most of county remains agrarian.
- Gundalows become the major means of freight shipping on inland waterways
- In 1769 the New Hampshire Colony is divided into five counties: Rockingham, Strafford, Grafton, Hillsborough and Cheshire.
- The Royal Governor is overthrown in 1775 and Exeter becomes the seat of independent State government.

Historical Resources

- The Georgian Style takes hold, named for the English kings reigning during the period. It is characterized by symmetrical facades, window caps or pediments, and elaborate pilastered doorways with triangular, segmented or scrolled pediments.
- High style examples are found especially in Portsmouth and Exeter, including the Ladd-Gilman House (1721) in Exeter and the Gov. John Langdon House (1784) in Portsmouth.
- Simpler vernacular examples with center chimney are found in all communities of region.
- Scattered village centers develop around schools, grist or other mills, crossroads, as well as political village centers around meeting houses.

- Meeting Houses are constructed during this period in many communities, with examples including Hampstead (1745), Danville (1755), Sandown (1773).
- The "Lottery Bridge" over the Squamscott River connecting Stratham and Newfields is built in 1773, on the site of the present day Stratham-Newfields bridge on NH108.

1780s-1830s - Post-revolution growth, bridges and turnpikes, downturn following War of 1812

Historical Background

- The region experiences an economic upswing following the Revolutionary War.
- The mercantile economy revives, with expansion of trade with Europe and West Indies.
- Settlement expands north and west to the Merrimack and Connecticut River valleys.
- Goods from New Hampshire are increasingly shipped south to Boston via Merrimack river and canal.
- The Piscataqua River Bridge is constructed in 1794 between Durham and Newington improving connections to the north.
- The First NH Turnpike opens between Portsmouth-Concord in 1805.
- Shoemaking develops as a cottage industry in New Hampshire in collaboration with factories in Lynn and Haverhill Massachusetts. Development of other local mills follows.
- Slow economic decline of Rockingham towns begins following trade embargoes of War of 1812 and growth in Merrimack Valley cities.

Historical Resources

- The Federal style succeeds the Georgian style, incorporating influences of ancient Roman architecture popular following excavations of Pompeii and Herculaneum. It kept the symmetry of the Georgian style but with more limited ornamentation
- Examples include the John Pierce House (1799) and Rundlett-May House (1806-1807) in Portsmouth and the Samuel Tenney House in Exeter (c. 1800).
- Much of Portsmouth downtown rebuilt during Federal era following major fires in 1802, 1806, 1813. The Portsmouth Athenaeum (1803-1805) also exemplifies the period.

1840s-1910s - Railroads, emerging industrial economy, early tourism, abandoned farm movement

Historical Background

- Railroads arrive in the 1840s beginning with Eastern Railway (1840), B&M Western Division (1843), Manchester & Lawrence Railroad (1849), and Concord and Portsmouth Railroad (1850).
- Local industries include shoemaking, brickyards, carriage manufacture, ice exporting, and iron and brassworks.
- By the mid-19th century Rockingham County is largely deforested by the lumber trade and cleared for agriculture.
- Agriculture shifts away from subsistence farming and toward market crops such as apples, hay, vegetables and dairy products for local consumption as well as shipping to Boston. Larger commercial farms prosper and expand.
- Summer tourism becomes an economic factor by the late 19th century, driven by a rise in leisure time and easy transportation on electric streetcars and railroads.
- Streetcar development is driven by expansion of electric power generation. The Exeter Street Railway Company builds Hampton Beach Casino in 1890s to encourage ridership. The Massachusetts Northeast Street Railway Company builds Canobie Lake Park in 1902 for similar reasons. Abenaki Country Club opens 1899.
- "Streetcar Suburb" neighborhoods develop away from town centers along streetcar lines in Exeter, Portsmouth, Hampton and other communities.
- The first historic house museums open in Portsmouth in 1907, part of the Colonial Revival Movement, influenced by growing national identity following the Centennial celebration of 1876 and reaction to industrialism and expanding immigration.

Historical Resources

- Development of railroads shifts industrial activities away from waterfronts and to new areas of town adjacent to tracks, such as the West Ends of Exeter and Portsmouth.

- Success with market crop agriculture leads to boom in barn building and expansion at larger commercial farms. Classic New England connected farm structures following the "big house, little house, back house, barn" vernacular form become an icon of regional character.
- The Greek Revival style becomes popular nationally by the late 1830s, seen as representing democracy and civic virtue, and rejecting aristocratic associations. It is relatively uncommon in the Rockingham region, and seen most clearly in church architecture such as the First Congregational Society church in Hampton Falls (c. 1838).
- Numerous architectural styles proliferate during this period, spread by pattern books and relatively inexpensive manufacture and transportation of architectural millwork in a growing industrial economy.
- These include the Gothic Revival Style, Second Empire Style, Queen Anne Style, Shingle Style and Romanesque Revival Style, and are often referred to collectively as Victorian Eclecticism. These are not widely adopted for residential architecture in the region, and are found most commonly as public buildings such as churches, libraries, schools, railroad stations, and some high style residences.
- Railroad expansion also introduces new types of structures to the built environment, including passenger depots, freight buildings, stone bridges and culverts, and signal equipment. Numerous fine examples survive.
- Tourism development brings wood-frame Grand Hotels such as the Wentworth by the Sea (1874), small clusters of vacation rental cottages lining ponds and lakes, and beachfront resorts such as the Hampton Beach Casino.

1910s-1960s - World wars, interstate highways, suburbanization and Pease Air Force Base

Historical Background

- Shipbuilding supporting the war efforts for World Wars I and II contributes to economic growth in the region, including Portsmouth Naval Shipyard as well as Shattuck Shipyard in Newington.
- The rise of the automobile leads to the Good Roads Movement and creation of a State highway system, with an initial set of three North-South Trunk Lines, following the Piscataqua, Merrimack and Connecticut Rivers.
- Highway construction expands dramatically with the initiation of the Interstate Highway system by President Eisenhower in the 1950s. I93 is built between 1961-1977. The Blue Star Turnpike opens in 1950, and is designated as I95 in 1957, though doesn't connect to I95 in Maine until 1972 with construction of the Piscataqua River Bridge.
- Pease Air Force Base opens in 1952, developing nearly half of the land area of Newington as well as portions of Portsmouth and Greenland. The base is a major employer in the region for nearly 40 years, closing in 1991 and eventually redeveloped as Pease International Tradeport.
- Widespread ownership of private automobiles and inexpensive fuel lead to major shifts land development patterns, decentralizing residential, commercial and industrial development.
- Numerous rural towns in Rockingham County develop as bedroom communities for industry in Greater Boston and Northern Massachusetts.

Historical Resources

- Residential neighborhoods of Atlantic heights, Pannaway Manor and Wentworth Acres in Portsmouth are developed to house workers at PNSY and private shipyards.
- Major bridge projects carry new highways across water barriers, including the Memorial Bridge (US1 - 1923), General Sullivan Bridge (NH16 - 1935) and Sarah Mildred Long Bridge (US1 Bypass - 1940).
- The decades prior to WWII see little development in rural Rockingham County as agricultural economies of small towns continue decline. This is reversed during the postwar era with developments of dispersed subdivisions of Colonial Revival, Ranch and Post-War Cottage style homes.
- Commercial development revives along automobile corridors such as Route 28 in Salem, Route 111 in Kingston, Windham and Salem; route 1 in Portsmouth, Rye, the Hamptons and Seabrook; Route 125 in Plaistow; and Route 108 in Exeter.
- Several good examples of mid-century modern architecture by well-known architects are at Phillips Exeter Academy, including the Academy Library (1973) by Louis Kahn, Love Gymnasium by the firm of Kallman & McKinnell (1969), and the Lewis Perry Music Building by the firm of Shepley, Bulfinch, Richardson and Abbott (1960).

- There are likely many other mid-20th century buildings in the region eligible for the National Register, significant as exemplary of architectural movements of the time, or for their relationship to the history and significant people of the region. Identifying what may be significant in the recent past is a key value of keeping local historical resources inventories up to date.
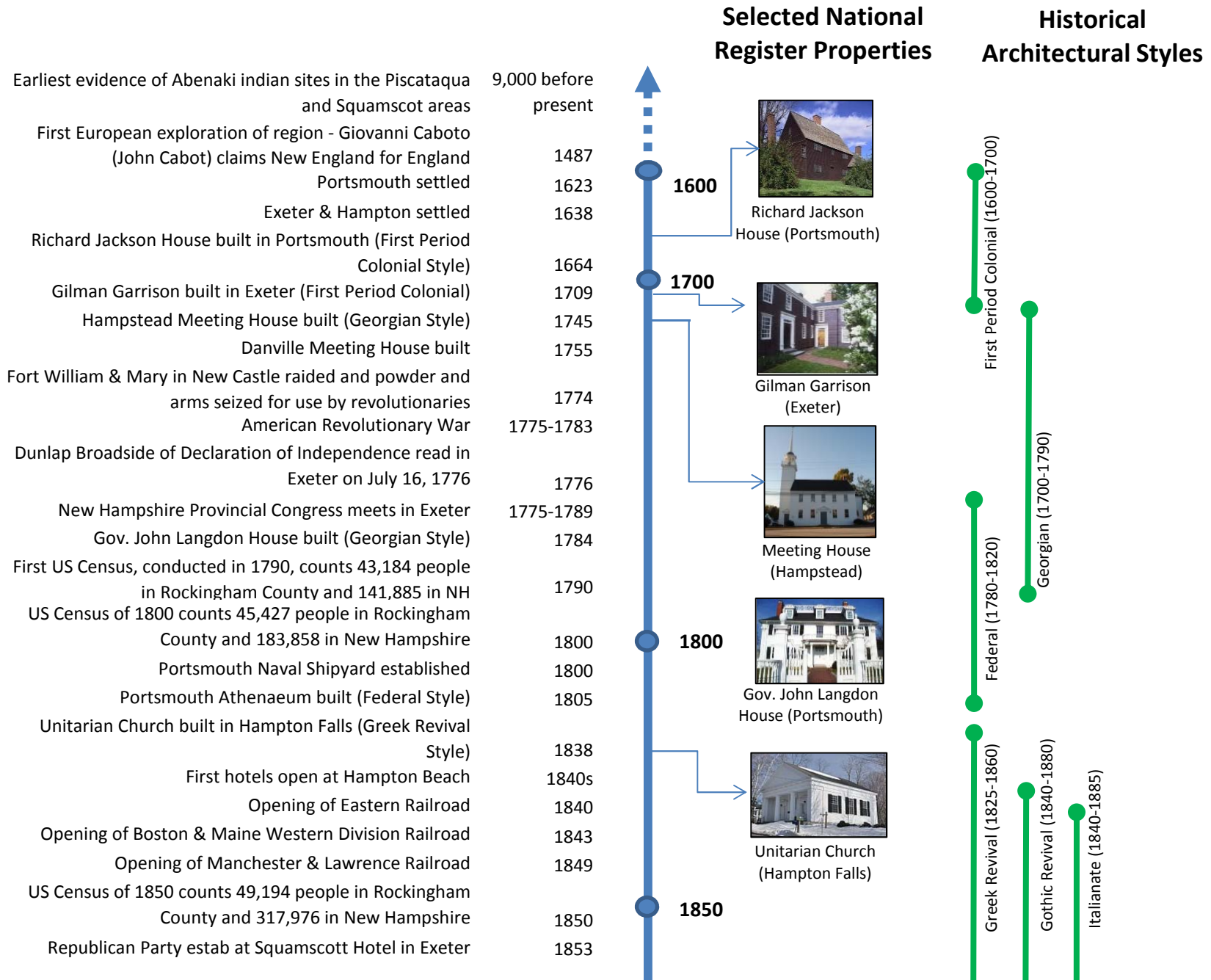
Preservation Tools

Part of the value of historical resources is in the information they provide about specific events and people, socio-ecological conditions and cultural processes in the past. The objective of a study of these resources is the identification of significant historical resources in order to protect or preserve the information they contain. Due to the nature of historic settlement and political subdivision, historical resources are typically studied in a municipal context. Although this chapter discusses the development and resources of the region as a whole, its reference is to the municipality as the individual unit of identification. The study of historical resources is separated into two parts - identification and protection – discussed on the following pages.

Identification

The identification or survey of historical resources is conducted at two levels of intensity: 1) a reconnaissance or "windshield" survey, and 2) an intensive survey. A reconnaissance level survey is a first step to identify areas or properties worthy of further study, but typically does not involve research on the histories of individual properties. Intensive level surveys include research to determine whether individual properties have historic significance worthy of designation.

Identification of historical resources on the local level is usually undertaken as part of the comprehensive planning process. Local surveys are coordinated with the New Hampshire Division of Historical Resources (DHR - see description below, under State government). Traditionally, there has been a lack of money available for survey activity at municipal, regional or state levels. The Rockingham Planning Commission was the leader in survey activity in the late 1970's and 1980's due to the availability of funding by the Comprehensive Employment Training Act (CETA). Seven towns in the Rockingham Planning Commission region have Reconnaissance Level Surveys: Atkinson, Hampstead, South Hampton, Kingston, Greenland, Newington, and Portsmouth.
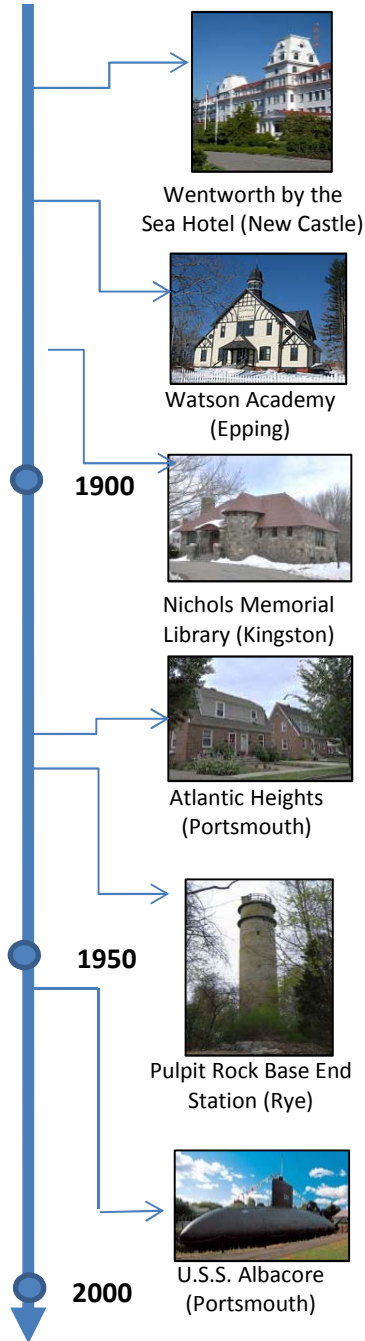
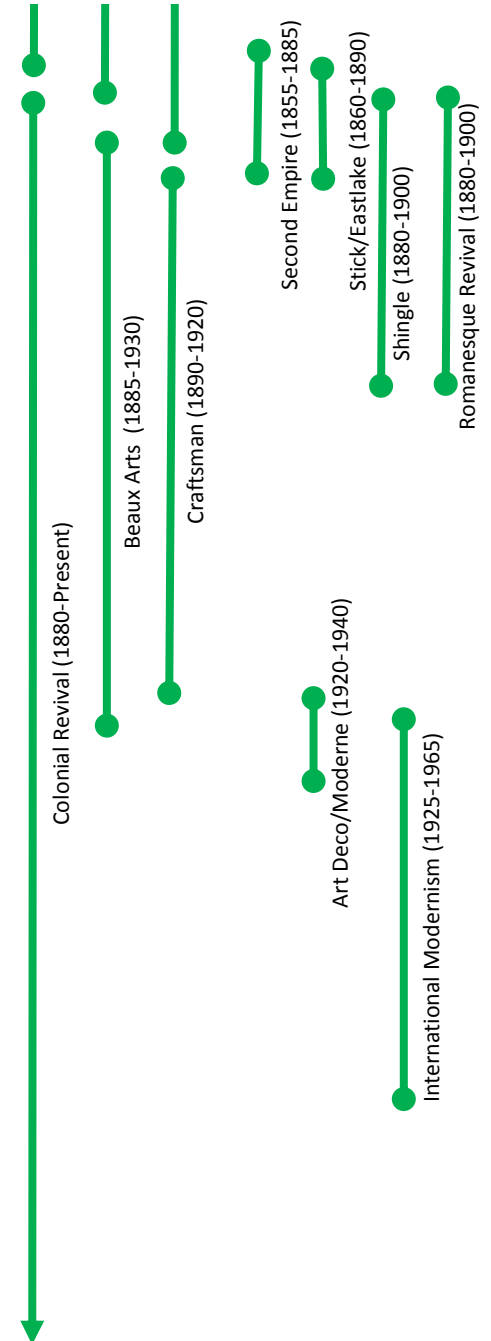# Figure HIST1 - Timeline of Regional History & Resources

Event	Year	Selected National Register Properties	Historical Architectural Styles

Earliest evidence of Abenaki indian sites in the Piscataqua and Squamscot areas — 9,000 before present

First European exploration of region - Giovanni Caboto (John Cabot) claims New England for England — 1487

Portsmouth settled — 1623

1600

Exeter & Hampton settled — 1638

Richard Jackson House built in Portsmouth (First Period Colonial Style) — 1664

Richard Jackson House (Portsmouth)

Gilman Garrison built in Exeter (First Period Colonial) — 1709

1700

Hampstead Meeting House built (Georgian Style) — 1745

Danville Meeting House built — 1755

Gilman Garrison (Exeter)

Fort William & Mary in New Castle raided and powder and arms seized for use by revolutionaries — 1774

American Revolutionary War — 1775-1783

Dunlap Broadside of Declaration of Independence read in Exeter on July 16, 1776 — 1776

New Hampshire Provincial Congress meets in Exeter — 1775-1789

Gov. John Langdon House built (Georgian Style) — 1784

Meeting House (Hampstead)

First US Census, conducted in 1790, counts 43,184 people in Rockingham County and 141,885 in NH — 1790

US Census of 1800 counts 45,427 people in Rockingham County and 183,858 in New Hampshire — 1800

1800

Portsmouth Naval Shipyard established — 1800

Portsmouth Athenaeum built (Federal Style) — 1805

Gov. John Langdon House (Portsmouth)

Unitarian Church built in Hampton Falls (Greek Revival Style) — 1838

First hotels open at Hampton Beach — 1840s

Opening of Eastern Railroad — 1840

Opening of Boston & Maine Western Division Railroad — 1843

Opening of Manchester & Lawrence Railroad — 1849

Unitarian Church (Hampton Falls)

US Census of 1850 counts 49,194 people in Rockingham County and 317,976 in New Hampshire — 1850

1850

Republican Party estab at Squamscott Hotel in Exeter — 1853

Historical Architectural Styles:
- First Period Colonial (1600-1700)
- Georgian (1700-1790)
- Federal (1780-1820)
- Greek Revival (1825-1860)
- Gothic Revival (1840-1880)
- Italianate (1840-1885)

Timeline Continued

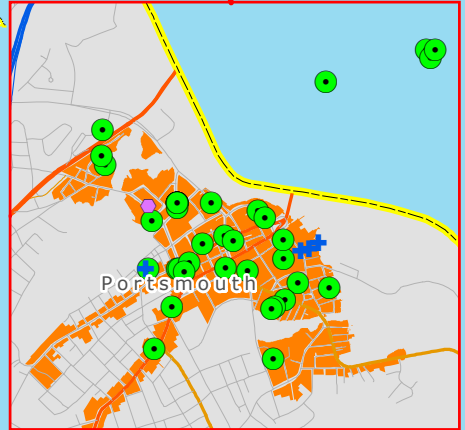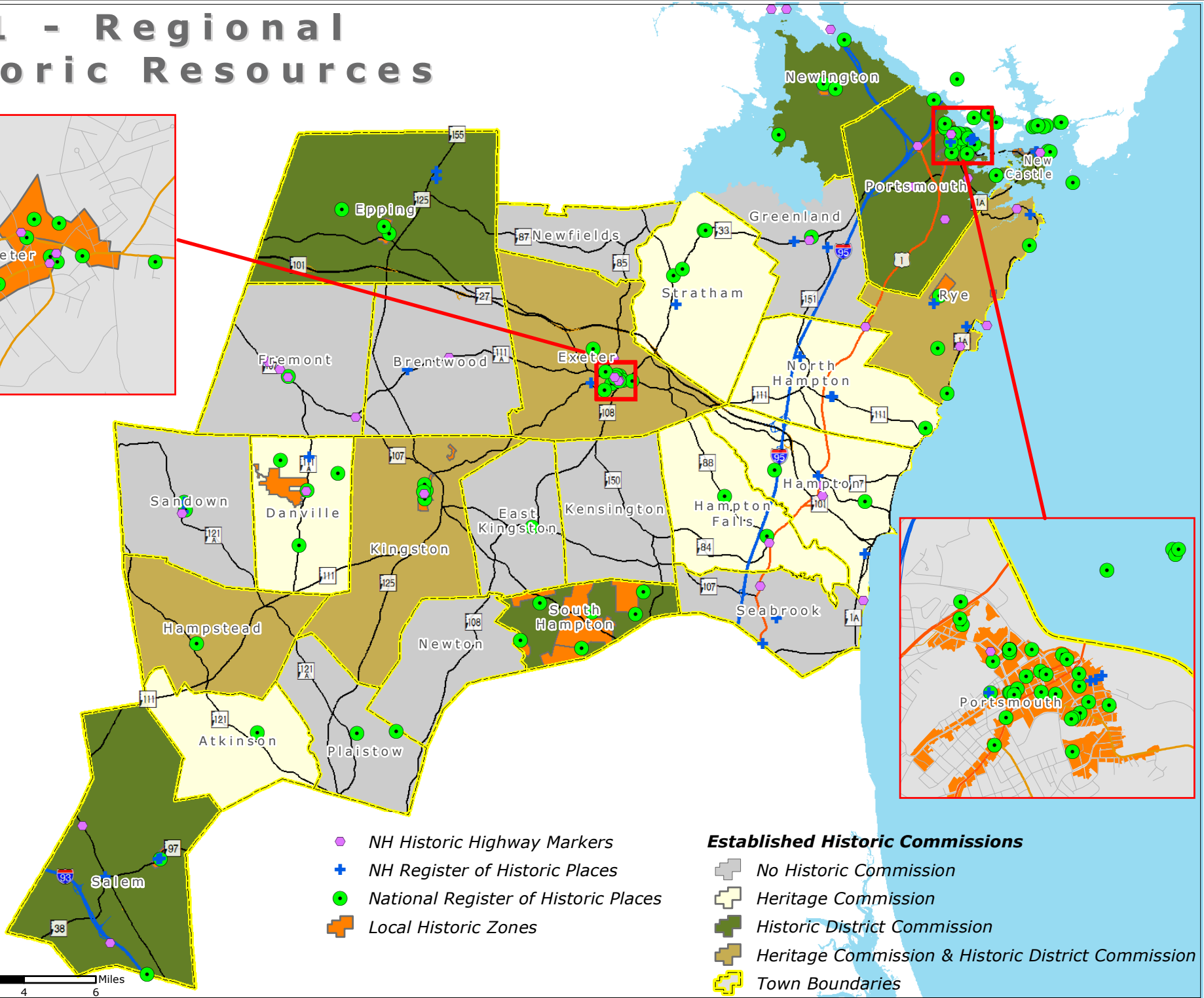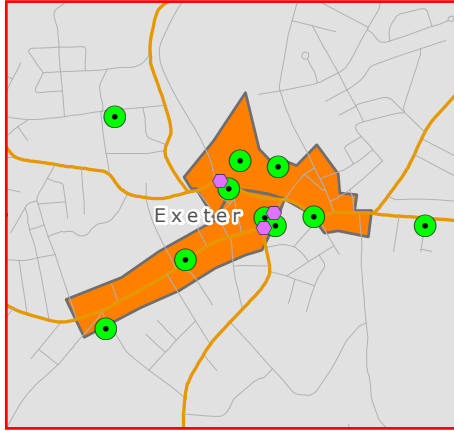| Event	Year
Wentworth by the Sea Hotel built (Second Empire Style)	1874
Current municipal boundaries finalized	1882
Watson Academy built in Epping (Stick Style)	1883
UNH relocates to Durham from Hanover	1891
Frank Jones brewery produces 250,000 barrels of ale	1896
Nichols Library built in Kingston (Richardsonian Romanesque Style)	1898
Dudley Survey completed to establish Ocean Boulevard	1899
Development of electric streetcar systems in Exeter, Hampton, Portsmouth, Seabrook, Rye, Salem	1899-1902
US Census of 1900 counts 51,118 people in Rockingham County and 411,588 in New Hampshire	1900
Hudson, Pelham & Salem Railway opens streetcar service to Salem and Canobie Lake Park	1902
Treaty of Portsmouth signed ending Russo-Japanese War	1905
First New Hampshire Primary election held	1916
American involvement in WWI	1917-1918
Atlantic Heights shipyard workers housing built	1918-1920
Completion of Gen. Sullivan Bridge	1935
Coastal fortifications upgraded around Odiorne Point	1942
American involvement in World War II	1941-1945
Portsmouth Naval Shipyard builds 32 subs in 12 months	1944
Prescott Park & Prescott Sisters Trust Established	1949
US Census of 1950 counts 70,059 people in Rockingham County and 531,000 in New Hampshire	1950
USS Albacore launched at PNSY	1953
Opening of Pease Air Force Base	1956
Interstate 93 constructed	1961-1977
USS Thresher, built at PNSY, sinks during sea trials	1963
Strawbery Banke Museum opens	1965
PEA Library designed by Louis Kahn opens	1971
Blizzard of 1978 leads to construction of berms along NH1A for storm surge protection	1978
US Census of 2000 counts 277,359 people in Rockingham County and 1.1 million in New Hampshire	2000

1900

1950

2000

NRHP Properties

Wentworth by the Sea Hotel (New Castle)

Watson Academy (Epping)

Nichols Memorial Library (Kingston)

Atlantic Heights (Portsmouth)

Pulpit Rock Base End Station (Rye)

U.S.S. Albacore (Portsmouth)

Architectural Styles

Colonial Revival (1880-Present)

Beaux Arts (1885-1930)

Craftsman (1890-1920)

Second Empire (1855-1885)

Stick/Eastlake (1860-1890)

Shingle (1880-1900)

Romanesque Revival (1880-1900)

Art Deco/Moderne (1920-1940)

International Modernism (1925-1965)

HIS1 - Regional Historic Resources

Newington

Portsmouth

New Castle

Epping

Greenland

Newfields

Stratham

Rye

Exeter

Fremont

Brentwood

North Hampton

Sandown

Danville

Kingston

East Kingston

Kensington

Hampton

Hampton Falls

Hampstead

Newton

South Hampton

Seabrook

Atkinson

Plaistow

Salem

Legend

- ⬡ NH Historic Highway Markers
- ✚ NH Register of Historic Places
- ⬤ National Register of Historic Places
- Local Historic Zones

Established Historic Commissions

- No Historic Commission
- Heritage Commission
- Historic District Commission
- Heritage Commission & Historic District Commission
- Town Boundaries

Miles
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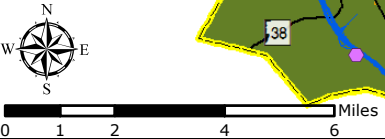
Some of the most intensive identification has been produced as part of the federal requirements of the Section 106 review process (defined below), in particular for highway projects in the I93, Route 125, Route 16, and Route 101 corridors; bridge rehabilitations such as Memorial Bridge and Sarah Mildred Long Bridge; and utility projects such as natural gas pipelines or electric power lines.

In additional to the two levels of formal historical resource surveys described above, in 2004 the RPC undertook a survey of local planning boards, conservation commissions, historic district commissions and heritage commissions to gather input on natural and historical resources most valued in their communities. This survey was part of the Regional Environmental Planning Program (REPP), and yielded a database of over 640 sites around the region including historic structures and sites, scenic views, agricultural landscapes and other natural areas.

Survey information is ideally then incorporated into a broader document called a Town-Wide Area Form that places the documented structures into the context of local political, economic, and social history. A Town-Wide Area Form typically includes a narrative history of the area divided into distinct eras of local development; mapping of surveyed resources as well as water bodies and transportation infrastructure that often shape development; a statement of significance describing why identified resources are important in the context of local, state or national history; and a statement of integrity describing the condition of the identified resources and whether they still reflect their period of historic significance. Area forms also usually include recommendations for historic designations and further research.

Protection

Protection of identified historical resources is possible through laws and programs designated by federal, state and local governments and by the stewardship of informed private property owners.

Federal Level Protection Tools

Historical resources that are listed, or eligible for listing, on the National Register of Historic Places are afforded special protection by Section 106 of the National Historic Preservation Act, and Section 4(f) of the Department of Transportation Act.

Section 106 of the National Historic Preservation Act of 1966 requires a federal agency with jurisdiction over a federal, federally-assisted, or federally-licensed undertaking to take into account the effects of the agency's undertakings on properties included in or eligible for the National Register of Historic Places and, prior to approval of an undertaking, to afford the Federal Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on the undertaking. Section 110(f) of the Act requires that federal agencies undertake such planning and actions as may be necessary to minimize harm to any National Historic Landmark that may be directly and adversely affected by an undertaking and, prior to approval of an undertaking, to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. Before the Advisory Council comments on a project, the resources and effect on those resources are evaluated by the State Historic Preservation Officer (SHPO). In New Hampshire, the State Historic Preservation Office is known as the Division of Historical Resources (DHR). See state resources below.

Section 4(f) of the Department of Transportation Act of 1966 ensures that no program or project shall be approved that requires the use of any publicly owned land as from a public park, recreation area, wildlife/waterfowl refuge, or adversely impacts an historic site of national, state or local significance unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such a program includes all possible planning to minimize harm. The language stipulating "*no feasible and prudent alternative*" establishes a stronger standard of protection for historical resources than under Section 106.

National Register of Historic Places

The National Register of Historic Places is the official list of the nation's historical resources worthy of preservation. Properties listed may be of local, state and/or national significance in terms of history, architecture, engineering, archeology or culture. Properties may be nominated individually, in groups and in districts.

Structures may qualify for the National Register based on one or more of four criteria. These include: (A) association with events that have made a significant contribution to the broad patterns of national, state or local history; (B) association with the lives of persons significant in our past; (C) embodiment of distinctive characteristics of a type, period or method of construction, or that represent the work of a master; or (D) potential to yield information important to prehistory or history (ACHP 2008). In addition to meeting one of these criteria for significance, properties must meet separate criteria for integrity or condition.

National Register listing can help to foster local pride and respect for a community's resources and character. It does not, however, provide any protection against changes by private property owners unless federal funding, licensing and/or assistance are involved. Federal agencies are obligated to take into account the effect of any proposed undertaking on resources either listed or eligible for listing in the National Register. In other instances, National Register designation is required for qualification in certain rehabilitation, certification and easement programs.

A district including buildings and setting of local, state or national significance in terms of history, architecture, engineering, archeology or culture may be listed on the National Register of Historic Places. National Register listing recognizes districts worthy of preservation and serves to foster local respect for them. It does not, however, impose any restriction or limitation on the use of private or non-federal property unless federal funds or programs are involved.

As of October 2014 there are 101 National Register of Historic Places listings in the RPC region. These include 13 National Register Historic Districts and 88 individual property listings. Of the individual listings, ten are designated as National Historic Landmarks. While a property may be listed on the National Register due to local or statewide significance, only properties of national significance in American history become National Historic Landmarks.

State Level Protection Tools

The State Division of Historical Resources (DHR) is a service agency, advisory in nature, that assists other state agencies, communities and citizens in recognizing and protecting their heritage and encourages stewardship of their architectural, archeological, historical and other cultural resources. The DHR also acts as a resource center for preservation-related information and assistance; it distributes technical literature, suggests referrals and provides some limited consultation services. At various times, the DHR offers the option of survey and planning grants to communities for preservation activities.

The DHR has established guidelines to meet the requirements of the historic preservation review process for federally licensed or funded projects. The purposes of this process are to (1) locate and identify historical, architectural and archeological resources within a project impact area; (2) apply the criteria for evaluation of significance of a resource for possible inclusion in the National Register of Historic Places if not already listed or nominated, and (3) assess the probable effects a project would have on resources listed in or eligible for the National Register. These properties are referred to as having Determination of Eligibility (DOE) status, which is the same as National Register listing without the recognition.

Local Level Protection Tools

Heritage Commissions

Heritage Commissions provide a valuable tool for municipalities to manage, recognize and protect historical resources, and have been adopted by an increasing number of communities in the region. As of 2014, ten communities in the region have Heritage Commissions. While the purview of historic district commissions is limited to the boundaries of specific designated historic districts, heritage commissions are town-wide in scope. A heritage commission's role in protecting historical resources is akin to a conservation commission's role with natural resources. It advises and assists other boards and commissions; conducts resource inventories; provides outreach to the public on local resources and their value to the community; and can acquire property in the name of the town or city and spearhead revitalization efforts. Heritage commissions may, if authorized by the town or city, assume the composition and duties of historic district commissions, or the municipality may choose to maintain separate and distinct commissions, with a separation of the regulatory role from the education and

advocacy role. If separate, the heritage commission is advisory to the historic district commission, the planning board and other local boards. The municipality may appropriate funds, and the proper handling of these or other related funds is specified. The Preserving Community Character handbook includes extensive information for municipalities interested in establishing a heritage commission.

Locally-Designated Historic Districts

A historic district may be either a locally-designated district or National Register district, or both. Historic districts of either type have the same general purpose, but they function in different ways and provide very different kinds of protection. In many cases it is most effective for significant areas to be designated as local districts and listed on the National Register. In the RPC region seven communities host National Register Historic Districts: Exeter, Newington, North Hampton, Portsmouth, Rye, Salem and South Hampton. With the exception of the Little Boars Head Historic District in North Hampton, all of these are also locally designated districts. The towns of Danville, Epping, Kingston and New Castle also have locally designated historic districts not co-listed on the National Register. In all, ten communities in the RPC region have Historic District Commissions overseeing locally designated historic districts.

Local designation of a historic district is the most comprehensive mechanism for protecting historic structures and areas. In concept, a historic district is similar to zoning. The purpose of a locally-designated historic district is to preserve the significant character of the district, while accommodating change and new construction in accordance with regulations tailored to local consensus. Within the designated bounds of a district, alteration, construction and demolition are regulated by a citizen commission (RSA 674:45-46). Historic districting is not a substitute for zoning or for community planning. The district and the ordinance must be related to a master plan and must be adopted by ballot vote of the community.

Historic districting is the most comprehensive and effective technique for protecting the character of a qualifying area. Unlike zoning which focuses on land use, a historic district focuses on exterior appearance and setting. A locally-designated district is administered by a citizen commission, which should be responsive to local concerns. Property rights are restricted within a historic district, which may seem a disadvantage. But it is this limitation of rights that conserves the resources of the area and protects property values.

Historic districting is not the best means for protecting all historical resources of a community. Widely scattered properties are difficult to include in a district. There may be opposition to the restriction of rights imposed by district regulations.

Preserving Community Character similarly provides extensive information for municipalities on locally designated historic districts, including what qualifies as an historic district, the legal process to establish a district, and elements of administering a district including developing design criteria and guidance, application processes, training, public outreach programs, enforcement and appeals.

Certified Local Government Program for Historic Preservation

The national historic preservation program operates as a partnership between the federal and state governments. Local governments (counties and incorporated cities and towns) have the option to manage much of this program locally. "Certified Local Governments" are assigned responsibility for review and approval of nominations of local properties to the National Register of Historic Places and become eligible to apply for earmarked matching funds. In the RPC region Exeter, Kingston and Newington are Certified Local Governments.

To be certified, a local government must, at a minimum, enforce appropriate state or local legislation for designation and protection of historic properties; establish an adequate and qualified historic preservation review commission; maintain a system for surveying and inventorying historic properties, and provide for adequate public participation in the local historic preservation program. Qualified governments are certified by the State Historic Preservation Office and the Secretary of the Interior.

Other Local Regulatory & Management Tools

Preserving Community Character details other local, state and federal strategies that a municipality might implement toward protecting the historical resources that define its character. The advantages and disadvantages of these techniques are described in Preserving Community Character and in Historic Preservation and Master Planning manuals. Briefly summarized, these strategies include:

- **Zoning** - Carefully established zoning regulations can insure that the use, type, density, height and setback of new development are reasonably sympathetic with surrounding uses and structures. Zoning controls can help preserve the appearance and character of a community. Unsympathetic zoning can actually encourage the decline of historic properties if it establishes requirements that are incompatible with the community's historical resources.

- **Site Plan Review** - allows for site-specific control of development. It gives a municipality regulatory control over major development that does not involve subdivision. Significant control over visual characteristics of a proposed project is possible.

- **Form Based Code -** A form-based zoning code is a local land development regulation that uses physical form, rather than separation of uses, as the organizing principle for the code. A form-based code is a mechanism for promoting compatibility of new development with existing historic development patterns from the standpoint of massing, height and setbacks.

- **Demolition Review Ordinances** - Demolition review ordinances, also referred to as demolition delay ordinances, create a waiting period for issuance of a demolition permit for potentially historic buildings. The intent is to allow time to document a building and determine its historic significance. The ordinance typically applies only to buildings at least 50 years old, consistent with the National Register age threshold. If the building is found to be significant, the ordinance provides a limited window of time in which a Heritage Commission or other body may work with the property owner to find an alternative solution to demolition – whether adaptive reuse, purchase, or moving the structure. If no alternative solution can be agreed upon the demolition is allowed to move forward.

- **Innovative Land Use Controls** - RSA 675:2-5 grants municipalities significant creativity in designing controls that respect and preserve community character. These include phased development, intensity and use incentives, transfer development rights, planned unit development, cluster development, impact zoning, performance standards, and others described in Appendix E.

- **Building Code Provisions for Historic Structures** - Amending the local building code to exempt historic structures from certain code requirements can be a significant protection for historical resources.

- **Easements, Covenants and Deed Restrictions** - For a municipality, easements, covenants and deed restrictions are cost-effective mechanisms for protecting the character of the community and the resource base. Property remains in private ownership and the recipient is not burdened with full acquisition costs, maintenance, taxes or insurance obligations. It is advantageous to the property owner because by donating restrictions in perpetuity to a qualifying receiver, the property owner may take a charitable deduction on federal income taxes.

- **Acquisition** – Acquisition can be either public or private. All levels of government can be involved in acquisition of property for conservation and preservation purposes. Heritage commissions are now authorized to acquire property. Through acquisition, important properties can be protected permanently. Fee simple acquisition combined with brokering can be used to transfer properties to safe ownership without the costs of actual possession.

- **Stone Wall Protection** - Stone walls, which contribute in such an important way to the scenic and historic character of the New Hampshire landscape, are protected by several statutes.

- **Roadside Tree Protection** - RSA 231:139-156 provides protection against insensitive roadside clearing or removal of roadside trees, banks and hedges that "add to the beauty of the roadside."

- **Agricultural Zoning Districts** - These districts may help to preserve the large tracts of land necessary for farming. If combined with cluster development, agricultural zoning can protect a community's remaining farmland and still accommodate growth.

- **Capital Improvements Program** - Public costs associated with maintaining and enhancing historical resources including town-owned structures can be programmed over time, together with identifying sources of revenue.

Funding & Incentive Programs

- **Estate Planning Advice** - Heritage commissions, conservation commissions, planning boards and local non-profit preservation or conservation organizations can stimulate private initiatives by offering advice on estate planning to members of the community who own sizeable tracts of land, farms, or large older single-family houses. Through estate planning, substantial property value, which could be exposed to estate taxes, can be reduced, so that taxation that often forces development can be avoided.

- **Acquisition** can be either public or private. All levels of government can be involved in acquisition of property for conservation and preservation purposes. Heritage commissions are now authorized to acquire property. Through acquisition, important properties can be protected permanently. Fee simple acquisition combined with brokering can be used to transfer properties to safe ownership without the costs of actual possession.

- **New Hampshire Land & Community Heritage Investment Program (LCHIP) -** Established in 2000, LCHIP is an independent state authority that provides matching grants to New Hampshire communities and non-profits to protect and preserve the state's most important natural, cultural and historic resources. Funding comes through a combination of fees on real estate transactions at the County Registry of Deeds, and proceeds from the sale of conservation license plates (moose plates). Through 2013, LCHIP has made 240 grants to 141 communities, conserving more than 260,000 acres of land and 142 historic structures and sites. Grants have totaled $27 million in state funding and leveraged over $237 million in total project value.

- **Local and Regional Land Trusts** have played a major role in land conservation, including historic agricultural landscapes, over the past two decades. Land trusts conduct independent fund-raising, but also often help cobble together a mix of funding from sources such as the US Department of Agriculture or local municipal land conservation funds, and the play an ongoing management role, overseeing easements on secured land.

- **Current Use Taxation** helps preserve open landscapes and land uses integral to a community's character by taxing qualifying land at its value as a woodlot or farm instead of its value as potential house lots. Tax relief to owners of undeveloped land is provided in recognition of the public benefit of preserving the land. If land that has been in Current Use designation is sold, it is subject to a Land Use Change Tax (LUCT) to recoup back revenue. Most communities in the region channel LUCT revenues toward conservation purposes.

- **Tax Increment Financing** can effectively stimulate private investment in rehabilitation of properties that contribute to a community's character.

- **Community Development Block Grant Programs** are substantial and accessible sources of funding for projects stressing the reuse of historic structures. They provide a way to keep housing affordable and inhabitable and can be used to address preservation concerns while averting gentrification. (Add note about CDBG access)

- **Revolving Funds** are self-replenishing loan pools that can be used for building rehabilitation and conservation of open space and critical historical and natural resources. Revolving funds can be self-perpetuating if capital is recycled through the sale of rehabilitated property.

- **Federal Tax Incentives for Rehabilitation of Historical Buildings** - Since 1976, the Internal Revenue code has contained incentives to stimulate capital investment in income-producing historical buildings and revitalization of historical communities. Investment tax credits provide some incentives for developers and investors to rehabilitate older buildings instead of undertaking new construction. When these credits were sufficient, the program accounted for significant preservation efforts in New Hampshire and nationally.

- **New Hampshire's Community Revitalization Tax Relief Incentive**, passed by the State Legislature 2006 as RSA 79-E, provides tax incentives for the substantial rehabilitation of historic structures by allowing that for a defined period as determined by the local governing body the assessed value of the property shall not increase to reflect the value of the rehabilitation investment. Historic status is defined as listing on or eligibility for the National or State Registers of Historic Places.

- **Scenic Road Designation** can stimulate local pride in and respect for landscape areas that contribute to the character of a community. Designation as a State or National Scenic Byway can also bring with it access to funding for interpretive activities and other projects that improve public access to and appreciation for historic and cultural resources.

Key Issues and Challenges

Communities in the region face a range issues and challenges in implementing efforts to maintain, enhance, and benefit from their historic and cultural resources. One critical challenge is building and maintaining public support for these efforts, which involves ensuring that the public both perceives the value to the community of historic and cultural resources, and understands the measures proposed to protect them.

Another issue with which communities grapple is that of what resources receive recognition as being significant and worthy of recognition and/or protection. Is the full extent of the region's cultural, physical, and economic development represented by those buildings and structures currently listed on the National Register of Historic Places or included within local historic districts, or are there additional places that should be recognized? The following paragraphs address these challenges, and suggest approaches for their resolution.

What Do We Preserve?

The buildings in local historic districts in the region date predominantly to the 18th and 19th centuries; and from the early 19th Century forward, most listed properties represent high-style residential, commercial, and civic architecture. They are a remarkable collection of buildings that represent important aspects of local, state, and national history – but they do not necessarily represent the full scope of historically significant places in the region that demonstrate the variety of ways in which residents earned a living and went about their daily lives.

The definition of historic significance as recognized by the National Register of Historic Places is substantially more inclusive than many people realize, and is broader than the concept of significance that is reflected in most local historic districts.

A key difference between the National Register and most New Hampshire historic districts has to do with building age. While most of the buildings in local historic districts date to the 19th century or earlier, buildings as young as 50 years are eligible for the Register provided they meet other criteria for historic significance. The history of the region did not end in 1900. The Register includes not just places of national significance, but also places significant in state and local history. This is not limited to high style architecture designed by professional architects, but can include more modest buildings such as mills, structures associated with railroads, outbuildings, and even agricultural landscapes. In fact, much of what community members identify as the character of the region is not based on high style buildings but on vernacular structures such as traditional New England connected farm buildings, barns or stone walls. This importance could be linked to a specific remarkable

event, or to broad trends and patterns in the local development, such as industrialization in the 19th century, or suburbanization in the 20th century. Beyond this, towns are not bound by the requirements of the National Register in deciding what buildings are important to their local history and character, and can make their own determinations of historical value.

One barrier to such an approach is that many buildings from the later 19th Century or early 20th Century have not captured the public's imagination as have buildings dating to the Colonial era. Ultimately what receives recognition as significant is determined by what citizens see as historic; so while buildings from the more recent past may be eligible for the National Register, actual designation as a local historic district is a community decision.

Some have argued that such a comprehensive approach to significance means that virtually anything over 50 years old could be defined as historic, with the result that nothing old could be changed. However, preservation is not about slowing or stopping development, but about recognizing the value of what is already here, integrating new development in ways that maintain the character of communities, and leveraging community heritage as an economic asset. A first step toward addressing both of the concerns noted above is developing historical resources chapters for local master plans that make a clear statement of the value communities place on their historical resources and identify ways that historical resources are considered in the planning and development process.

A second key step is completing what the N.H. Division of Historic Resources calls Town-Wide Area Forms, which takes historical resources survey information and puts it in the context of local geography and the political, economic, social, and cultural trends that have shaped that community.

These documents identify major events and periods in a town's economic, social, and political history, from pre-European contact to the present day, and how these shaped the built environment. For example, the arrival of the railroad by the 1840s to a community like Exeter completely changed the town's orientation and industrial landscape, with factories moving from the river to alongside the railroad tracks. Similarly, broad ownership of automobiles by the mid-20th century opened up the hinterlands for residential development and contributed to the deindustrialization of downtowns and a gradual shift for many communities towards being bedroom communities for larger regional employment centers.

The context statement identifies types of resources associated with different aspects of local history. When coupled with a comprehensive historic resource inventory, it provides a context in which to evaluate the significance of individual resources or groups of resources in the development of the Town. It aids in the prioritization process, helping to identify which buildings are the best examples of their types, and are worthy of recognition and preservation.

Education and Awareness

Ultimately, the decision of what elements of a community's history are recognized, celebrated, and preserved depends on people's understanding of what is here and why it is of value. Twenty two of the twenty six communities in the region have Historical Societies that engage in some level of educational outreach. A growing number of communities have established Heritage Commissions, which go beyond the regulatory role of Historic District Commissions and often engage in community outreach, resource inventories and even property management. There is a broad a range of organizations and initiatives in the region with a shared goal of raising awareness of local and regional history and cultural resources. These include local historical societies and heritage commissions and the various museums and self-guided and occasional guided walking tours and interpretive brochures they offer; Historic New England (formerly the Society for the Preservation of New England Antiquities or SPNEA) and the four historic properties they maintain and interpret in the region; other private non-profit museums and interpretive centers in the region such as the American Independence Museum, Strawbery Banke Museum, the Portsmouth Athenaeum and the Gundalow Company; and events like the American Independence Festival or local Old Home Days. At the same time, opportunities exist to broaden these efforts in both the public and private sector.

Examples discussed in local master plans include additional outreach efforts such as specific outreach targeting planning board, conservation commission and select board members; information and interpretive programming related to historical resources on municipal websites and the local public access cable stations; and better

dissemination of guides produced by the N.H. Division of Historic Resources for owners of historic properties on the benefits and implications of historic designation and tips on maintaining historic properties. Completing these projects will require resources in the form of both funding and time from volunteers, but initial low-cost outreach efforts can be undertaken to spur public interest and additional volunteer resources. (NHDHR, 2012)

Redevelopment, Densification, and Tear-Downs

While the economic downturn of the late 2000s temporarily reduced development pressure in many communities, and the region as a whole is not likely to see growth on the order of the 1980s again, development pressure is returning as the economy rebounds from the Great Recession. Land conservation efforts of the past 15-20 years have protected a great deal of open space in the region (as much as 25% in a few communities), much of it with historic and cultural significance as agricultural landscapes. As the supply of open land diminishes, though, there is increasing emphasis on redevelopment. Particularly in communities with high land values, this may mean teardown of older low density development such as modest beach cottages or small scale tourist motels, and replacement with larger, denser, and more expensive construction. In some cases the individual buildings removed may have little historic significance, and the new development boosts the local tax base and provides new housing or community amenities that on balance are positive. Over time, though, this changes the landscape and sense of a place. Weighing such trade-offs is a central role of municipal planning. A key step toward ensuring decisions on these trade-offs are well informed is ensuring that cities and towns have up to date historic resource inventories, and through their master planning processes have discussed what aspects of local history most shape community character and are important to residents to protect.

Historical Resources and Sustainability

Old buildings are often seen as inefficient from an energy standpoint, leading in some cases to teardowns and replacement by new construction with newer energy efficiency technology. Indeed most buildings prior to the mid-20th century lacked insulation in walls and roofs. The N.H. Preservation Alliance and N.H. Division of Historic Resources frequently offer workshops on weatherizing old buildings.

More broadly though, a characteristic of older buildings that is often overlooked by energy efficiency advocates and the building industry is the high level of embodied energy present in old buildings. Simply defined, embodied energy is the energy required to extract, process, manufacture, transport, and install building materials. (Curtis, 2008) The N.H. Climate Action Plan highlighted this, noting that the typical house in New Hampshire contains about 1.5 billion Btu of embodied energy – enough to drive an average automobile for over 25 years (New Hampshire Department of Environmental Services, 2009) When older buildings are preserved and reused this embodied energy is conserved, new material needs are minimized, and huge carbon emissions from new construction avoided. When older buildings are torn down and replaced, the original building materials go to a landfill, and an enormous amount of new energy is required to cut, mill, transport and assemble new timber; mine, process, and transport components of new concrete and steel; and manufacture windows, electrical systems and other components of new construction. In focusing only on the operating efficiency of buildings the huge energy capital cost of new building is missed.

> **Embodied Energy** is the energy required to extract, process, manufacture, transport, and install building materials.

According to the U.S. Energy Information Administration, commercial buildings constructed prior to 1920 have an average energy consumption of 80,127 BTUs per square foot. For the more efficient buildings built since 2000, that number is 79,703 BTUs – a difference of only 0.5 percent. The energy efficiency of buildings constructed during the second half of the 20th Century was much worse, reaching 100,000 BTUs—reflecting the cheap oil and electricity of that era. (Curtis, 2008), (U.S. Energy Information Agency, 2003)

Before sustainability became a watchword, traditional builders had little choice but to design with energy efficiency in mind, including siting to maximize solar gain and guard against winter storms, using natural ventilation, and placing chimneys at the center of houses to use their thermal mass for heating.

Beyond these technical aspects of energy efficiency, historical resources are in and of themselves key components of community sustainability – creating the character and sense of place in a community, adding economic value and fostering a sense of community pride and stewardship.

Funding

Funding for historic preservation work, whether inventories or brick and mortar rehabilitation, is a perennial challenge. The major source of funding for historic resource inventory work has traditionally been major infrastructure projects such as highway expansions or utility corridors that are required to evaluate impacts to historical resources as part of the National Environmental Policy Act (NEPA) process.

A major source of State funding for historic and cultural resource protection has been the New Hampshire Land and Community Heritage Investment Program (LCHIP). Established in 2000, LCHIP is an independent state authority that provides matching grants to New Hampshire communities and non-profits to protect and preserve the state's most important natural, cultural and historic resources. LCHIP receives a small portion of its funding through the conservation license plate ("moose plate") program, but since 2008 the bulk of LCHIP funding has come from $25 fees charged on four types of documents that are recorded at Registry Offices in the state's ten counties. These fees yield approximately $4 million annually. These funds have been raided by the Legislature to cover General Fund shortfalls in some years, though are fully allocated to LCHIP in the FY14-FY15 State Budget. Legislation to ensure these fee revenues are used for their intended purpose, to fully fund LCHIP, should be a policy priority.

At the federal level the range of funding available for preservation initiatives has diminished significantly over the past 20-30 years. During the 1990s-2000s federal funds for historic preservation and heritage tourism projects were available through programs like Transportation Enhancements and Scenic Byways, which are now gone. Small grant programs continue to exist through the National Trust for Historic Preservation, as well as technical assistance through the National Park Service Rivers, Trails and Conservation Assistance Program. The federal historic preservation tax credit program still exists as well, though benefits are less extensive than in the 1980s. Other funding and financial incentive programs are described in greater detail in the Preservation Tools section on pages 19-20.

Federal tax credits as well as state and local grants leverage private dollars, and have played a key role in public-private partnerships to save and adaptively reuse historic buildings. Well known examples of adaptive reuse in the RPC region and surrounding area include revitalization of the Newmarket Mills as mixed residential, retail, office and manufacturing space, rehabilitation of the façade of the old Exeter Fire House on Water Street as part of conversion to a restaurant, and adaptive reuse of the 1810 Portsmouth Academy, later Portsmouth Public Library, as the Discover Portsmouth Center.

Historical Resources Recommendations

The following are recommendations for better identifying, protecting, and benefiting from the rich historical and cultural resources of the region. Some target action by municipalities, some by the Rockingham Planning Commission, and some by coalitions of interested parties.

Recommendation 1

Include a chapter on historic and cultural resources in municipal master plans that: recognizes community character; includes provisions for updating resource inventories; and considers the economic and community development potential of protecting local heritage.

Actions
- Update and maintain historical resources data in the RPC Geographic Information System.
- Encourage the NH Division of Historic Resources to prioritize digitalization of their historical resources inventory data and make these data available to municipalities, regional planning commissions and other state agencies.
- Assist communities as resources allow with development of local Master Plan historical resources chapters.

Recommendation 2

Establish Heritage Commissions and/or Historic District Commissions as local champions for the identification, recognition, protection, and management of historic and cultural resources.

Actions
- Assist communities on request with the process of establishing Heritage Commissions and/or Historic District Commissions.
- Develop Town-Wide Area Forms in those communities that currently lack them, that address historical resources extending into the 20th century.

Recommendation 3

Expand and promote local and regional educational initiatives focusing on local history to further public understanding of and appreciation for historic resources.

Actions
- Encourage collaboration between schools and heritage education organizations, particularly efforts making use of local historical resources as teaching tools, as part of 4th grade New Hampshire history or other curricula.
- Utilize local access cable, town websites, mobile applications, markers and other media to convey information on local history and historical resources to residents and visitors.

Recommendation 4

Expand local use of innovative land use policies to promote rehabilitation and continued use of historic properties, and ensure new development and redevelopment complement community character.

Actions
- Support communities in the implementation of policies such as demolition delay and review ordinances, preservation easements, or form based code.
- Support inclusion of allowances for traditional agricultural use in land conservation easements.

Recommendation 5

Promote local and regional efforts to use historic and cultural resources as economic development tools, including Scenic Byways and local Main Street programs and other heritage tourism initiatives.

Actions
- Continue technical assistance to Scenic Byway initiatives in the region, including the NH Coastal Scenic Byway, American Independence Byway, and Robert Frost/Old Stage Coach Scenic Byway.
- Assist communities as requested with development of Main Street Programs.

Recommendation 6

Encourage expansion of funding available for historical resources inventory, conservation, rehabilitation, and education initiatives.

Actions
- Be proactive in seeking federal, state and private sector funding to support efforts to protect and promote historic and cultural resources and community character.
- Advocate at the state level for maintaining and expanding funding for the NH Land and Community Heritage Investment Program (LCHIP).
- Encourage local initiatives to dedicate proceeds from the Land Use Change Tax (LUCT) to conservation and preservation purposes.

Recommendation 7

Build capacity at the Rockingham Planning Commission to assist communities with historic and cultural resources planning

Actions
- Educate RPC staff and commissioners on historic and cultural resource issues; designate one staff planner as a historic preservation coordinator.
- Participate in biennial regional networking meetings of local Heritage Commissions
- Maintain contact with identified historic preservation organizations by membership in order to keep abreast of workshops, conferences and publications.
- Maintain close communication with the New Hampshire Division of Historic Resources (DHR) and disseminate materials as developed for and by DHR to communities involved.
- Digitize copies of the historical resources reconnaissance surveys conducted by RPC in the 1970s and 1980s.

Recommendation 8

Build community level capacity for the protection and management of historic and cultural resources.

Actions
- Encourage and help publicize public program and workshops on issues related to historic preservation directed at both municipalities and private property owners.

Historical Resources Goals and Recommendations Matrix

	HIST Goal 1	HIST Goal 2	HIST Goal 3	HIST Goal 4	HIST Goal 5
Recommendation 1	S	P	P	P	P
Recommendation 2	S	S	S	S	S
Recommendation 3	P	P	S	P	P
Recommendation 4	S	S	P	S	P
Recommendation 5	P	P	P	P	S
Recommendation 6	P	P	S	S	S
Recommendation 7	S	S	S	S	S
Recommendation 8	S	S	S	S	S

S = Recommendation supports the Historical Resources Goal.
P = Recommendation partially supports the Historical Resources Goal.
N/A = Recommendation foes not apply to a goal
TBD = Unknown if recommendation will support the Historical Resources Goal due to lack of information or unknown future conditions.

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Appendices

Appendix A - Historical Background and Resources of the Rockingham Region

Appendix B - Rockingham Region Properties on the National Register of Historic Places

Appendix C - Historical Resources Recommendations in Local Master Plans

Appendix D - NH Architecture: Common Historic Styles and Building Types (NHPA)

Appendix E - Historical Resources, Documentation and Institutions by Community

Appendix A

Historical Background & Resources of the Rockingham Region

The architectural heritage of Rockingham County, New Hampshire's earliest settled area, can be equated with the architectural development of the entire state. (Tolles, 1979) The two earliest settlements, Portsmouth and Exeter, have excellent examples of colonial era, Georgian and Federal houses that reflect the transmission of styles from England and the European Continent. They also feature a group of public, commercial and ecclesiastical structures credited to such skilled master builders and designers as Bradbury Johnson (1766-1819), a builder-architect born in Epping; Alexander Parris of Portland, Maine (1780-1852); Exeter builder-architect Ebenezer Clifford (1746-1821), and James Nutter. Despite Portsmouth's decline as a seaport after the War of 1812, structures constructed in 19th century styles continued to be built, some under the auspices of local industrialist and financier Frank Jones. Although smaller in size, Exeter exhibits the same architectural cross-section as Portsmouth. (Tolles, 1979)

In the county's more rural areas, there is a large concentration of 18th and early 19th century meeting houses, houses -- mainly farmhouses -- and agricultural outbuildings. Due to the decline in the agricultural economy, high style examples of late 19th and early 20th century architecture are less common outside of Portsmouth and Exeter. (Tolles, 1979) The county's best preserved 19th century industrial community, Newmarket, is located on the Lamprey River near Great Bay; though is outside the RPC planning region. Large-scale industrial development, based mainly on the textile industry in cities such as Manchester and Dover, and its accompanying residential and commercial development, is largely absent in Rockingham County.

Pre-European Settlement

Native American groups arrive as the first settlers of the region as far back as 9,000 years ago.

The earliest settlers of the Rockingham region were the Abenaki. While various tribal subdivisions or bands spanned New Hampshire, Maine, Vermont and eastern Canadian provinces, local bands included the Squamscot, near present day Exeter, and Piscataqua near present day Dover and Portsmouth. (Waldman) Depending on the season the groups lived alongside the rivers that today bear their names and fished or lived further inland and hunted. (Waldman, 2006)

The small group pattern changed radically in the early 1600's with the arrival of the Europeans. The Indians started living in larger groups in more permanent settlements near the newcomers. As a general rule, relations between the Indians and the settlers were good as long as local resources lasted. Once the settlers turned to farming as an economic mainstay, and sought Indian lands, however, relations soured.

As attitudes changed, and following a smallpox epidemic that killed many tribe members, inland migration took the rest of the tribes out of the seacoast. Today there is little trace of the region's Indian heritage and very limited acknowledgement of our archeological past.

Archaeological Resources and the Pre-European Settlement Period

New Hampshire contains a wide array of prehistoric sites worthy of protection. Such sites represent non-renewable resources that contain a unique record of human activity spanning well over 10,000 years. This period followed after the retreat of the glaciers through the displacement of Native peoples by European colonists.

Archaeological sites are the only source of information we have about the prehistoric period, and can also provide an important dimension for understanding more recent history. Archaeological sites balance, corroborate, or contradict the written and oral record of history.

Evidence uncovered at prehistoric sites in Rockingham County demonstrates that human habitation in the Squamscott and Piscataqua areas dates to the Early Archaic period spanning 9,000-8,000 years BP (Before Present). (Waldman, 2006)

To the 1720s
Frontier exploration and settlement, early industries and roads

Historical Background

Rockingham County, and the state of New Hampshire, was first settled at the seacoast by men who made their fortunes through lumber, fishing, fur trading and land speculation. As early as 1600, English fishermen were fishing on the offshore banks, using the Isles of Shoals for seasonal shelter and drying racks for their catches. Although the colony was formed to take advantage of the lucrative fishing and fur trades, lumber quickly became the economic mainstay. The region was densely covered by vast stands of pine, oak and other hardwoods. In the 17th century, England was largely deforested, and the Crown was desperate to locate new sources of lumber, particularly to build ships for the Royal Navy. In addition to the great stands of timber, the area's rivers supplied both transportation and water power for saw mills, making New Hampshire a very valuable colony.

In 1623, two "plantations" or permanent settlements were established at Pannaway, now Rye, by David Thompson, and at Dover Point by Edward Hilton. A third village was established on "Great Island," now New Castle, along with two agricultural clusters on the mainland, at Strawbery Banke and Sagamore Creek, both in what is today Portsmouth. By the 1680's, Portsmouth was the largest of the earliest settlements, a linear maritime community with wharves, shops and homes lining the river banks. (Candee 1992)

Settlement further south in Rockingham County was more influenced by its proximity to Puritan communities in Massachusetts. In 1630 John Wheelwright, a Puritan minister from Newburyport, founded the town of Exeter at the falls of the Squamscott River. Exeter soon became influential in the lumber industry, although more conservative in its religious and social predilections than the mercantile community of Portsmouth (Dow, 1893). In 1638, another Massachusetts minister, Steven Batchelor from Newbury, founded the settlement of Winnacunnet on the Taylor River, now the town of Hampton. The only other Rockingham County town settled in the 17th century was Plaistow, then part of Haverhill, Massachusetts.

Historical Resources

In the mid-17th and early 18th centuries, dwellings, churches and mills were constructed almost exclusively of wood in the seacoast region. The earliest English settlers brought with them English timber framing traditions. Given the abundance of both timber and saw mills, added to these building techniques were "logg" or garrison construction, which employed thick planks of wood dovetailed at the corners, and use of vertical planks instead of studs and sheathing between corner posts. (Candee, 1992). The earliest extant timber-framed building in both Maine and New Hampshire is the c.1664 Richard Jackson House on Northwest Street in Portsmouth. The two-story, hall and parlor, central brick chimney house is framed with one inch thick vertical boards running from sill to plate, sheathed on the exterior with clapboards. The Gilman Garrison in Exeter is the only surviving logg building in the study area; it was built in the early 18th century as both a home and fortified structure protecting the nearby Gilman family sawmills. The Capt. John Sherburne House (c.1695-1703) at Strawbery Banke Museum in Portsmouth is another early example of a timber-frame hall and parlor house.

An unusual house from this early period is the Wentworth-Coolidge Mansion in New Castle, built in three stages, probably about 1650, 1700 and 1750. An assemblage of at least four, and possibly five, pre-existing buildings, linked with awkward passages and transitions, the house served as the official residence of Governor Benning Wentworth and was the center of social life when Portsmouth's maritime aristocracy was at its height. The interior was lavishly finished and furnished, and the 18th century gentleman's farm with gardens, orchards, fields and pastures eventually covered more than 100 acres (Candee, 1992). The house fell into decline in the early 19th century, but was then restored during the colonial revival period by J. Templeman Coolidge beginning in 1885; it served as an icon of the earliest phases of the colonial revival movement throughout New England (Tolles, 1979). Today it is owned and maintained by the State of New Hampshire.

Two early brick houses on the seacoast introduced a floor plan that remained popular through the mid-19th century: the five bay, center entry 2-1/2 story house. The basic plan varied in depth -- two to four bays -- by the addition of ells and wings, the placement and number of chimneys, and type of roof. The Weeks House on Route 101 in rural Greenland was constructed c.1700-1705 in the 5x2 bay center hall plan (Tolles 1979). The Macpheadris-Warner House on Daniel Street in Portsmouth is the oldest surviving example of an early 18th century brick urban residence in this county. Constructed under the supervision of John Drew, a London-trained

joiner, the Warner House is an important early example of the transfer of provincial classical brick design to America (Candee, 1992). The other common house type from this period was the 1-1/2 story, five bay cape with a center chimney, also known as a hall and parlor house. No known examples of the hall and parlor form dating from before 1720 survive in Rockingham County.

The Sheafe Warehouse on the Piscataqua River in Portsmouth, which may date as early as 1705, is a last survivor of a once-widespread Piscataqua mercantile building form (Tolles, 1979). The vertical plank structure originally sat on a crib of logs with its overhanging upper story projecting above the river, but has since been moved onto a concrete foundation and restored. The nearby Shaw Wharf and Warehouse date from late 18th century (Candee, 1992).

A third type of 17th century building was the construction of fortifications to protect the mouth of the Piscataqua River. As early as 1632, four "great guns" were put in place at the site of today's Fort Constitution Coast Guard Station in New Castle. A timber blockhouse was erected in 1666, and a breastwork followed in 1692. Many of the late 18th century improvements remain in place, including the west portcullis gateway, brick magazine and sentry room (Tolles, 1979).

1720s-1770s
Second tier towns granted, end of the French and Indian Wars, Revolutionary War

Historical Background

The four early settlements of Portsmouth, Exeter, Hampton and Dover first were politically under the jurisdiction of the Massachusetts Bay Colony. New Hampshire was named a separate province in 1697 with its own lieutenant governor. The exact boundaries between the two colonies remained in dispute until 1742, when New Hampshire was completely separated from Massachusetts, the boundaries were clarified, and a New Hampshire governor was appointed. Portsmouth was named the colonial state capital, and a court house was constructed in the 1750's at what is today Market Square. (The courthouse has been taken down and disassembled and is now in storage in Concord.) In 1769, the colony was divided into five counties: Rockingham, Strafford, Grafton, Hillsborough and Cheshire (Hazlett, 1915). (In the first half of the 19th century, five more counties were added through the subdivision of the initial five.)

In the early 18th century, the New Hampshire provincial government began a campaign to expand the settled territory beyond the original four towns. Groups of proprietors were granted a township and hired surveyors to explore the granted territory, create a map and divide the land into lots. Settlement north and west of the original four towns occurred in tiers or semi-circles around the seacoast. The first tier of towns, granted in 1722, were Chester, Nottingham, Barrington and Rochester (Garvin D. B., 1988). Much of the hinterland remained unsettled until after the French and Indian wars in the early 1760's.

All of the towns in Rockingham County were set apart from the four original settlements or parts of Massachusetts, with the exception of Candia, Derry, Londonderry, Northwood, Nottingham and Windham. The chart below illustrates the evolution of town boundaries through 1883, when the area assumed its current political configuration (U.S. Census Bureau, 1940).

Exeter --   Settled and granted 1638,
        part became Newmarket in 1727,
        part of Newmarket became **Newfields** in 1849,
        known as South Newmarket 1840-1895,
        part of Newfields to Newmarket in 1852, from Newmarket in 1883.
        part became **Epping** in 1741.
        part became **Brentwood** in 1742,
        part of Brentwood became **Fremont**/Poplin in 1764,
        part of Fremont became part of Danville in 1783.

Hampton -- Settled 1638, incorporated 1639,
>part became **Kingston** in 1694,
>part became **East Kingston** in 1738,
>parts of East Kingston to South Hampton in 1824, Newton in 1845.
>part became **Sandown** in 1756.
>part became **Danville** in 1760, known as "Hawke" until 1836,
>Danville annexed parts of Fremont in 1783 and parts of Hampstead in 1877.
>part annexed to Plaistow in 1831.
>part became **Hampton Falls** in 1718,
>annexed part of South Hampton in 1742,
>part became **Kensington** in 1737.
>parts became **Seabrook** in 1768 and 1816,
>Seabrook annexed parts of Hampton Falls in 1816 and parts of
>South Hampton in 1822.
>part became **North Hampton** in 1738.
>part became **Newton** in 1749, known as "Newtown" until 1846,
>part of South Hampton annexed in 1749 and of East Kingston in 1845.

Portsmouth -- Settled 1623, incorporated in 1653, part of Newington annexed in 1821,
>part became **New Castle** in 1693.
>part became **Rye** in 1693,
>Rye annexed parts of Portsmouth, Hampton and New Castle in 1726, more of New Castle in 1791.
>Gosport, Isle of Shoals, annexed in 1876.
>part became **Greenland** in 1704,
>Greenland annexed parts of Portsmouth in 1721, of Stratham in 1805, 1847

Hampstead   -- Part of Haverhill, Mass., until 1749, known as "Timberlane,"
>annexed part of Atkinson in 1859, part to Danville in 1877.

Newington -- Part of Dover (Strafford County) until 1713, part to Portsmouth in 1821.

Plaistow --   Part of Haverhill, Mass., until 1759, part of Kingston annexed in 1831,
>part became **Atkinson** in 1767.

Salem --   Part of Haverhill and Methuen, Mass., until 1750.

South Hampton -- Part of Amesbury and Salisbury, Mass., until 1742,
>parts to Hampton Falls in 1742, to Newton in 1749, to Seabrook in 1882,
>part of East Kingston annexed in 1824.

Stratham --   Part of Squamscott Patent (Hampton) until 1715,
>parts to Greenland in 1805 and 1847.

Windham -- Part of Londonderry until 1752, parts of Londonderry annexed in 1777, 1778 and 1805.

Another in the settlement of Rockingham County was the migration of a group of Scotch-Irish emigrants to Londonderry in 1719. The Scotch-Irish were descendants of Scottish Presbyterians who settled in northern Ireland about 1612, after the British monarch James the First forced the native Catholic Irish off millions of acres of land and encouraged Protestant settlement with liberal land grants (Parker, 1974). The native Irish did not welcome the immigrants, and the group emigrated to Massachusetts in 1718. Massachusetts Bay awarded

the group a 12 mile square township called Nutfield, which was later divided into the towns of Londonderry, Derry and Windham, and parts of Manchester, Hudson and Salem. The settlement grew rapidly, and by the 1730's Londonderry accounted for one-tenth of the state's population.

With the exception of Portsmouth and Exeter, towns in Rockingham County developed agrarian economies based on self-sufficient farming. As virgin forests were cleared for agricultural land, lumbering became the secondary mainstay of the early economies in Atkinson, Plaistow, East Kingston, South Hampton, Brentwood, Epping, Fremont, Greenland, Kensington, Kingston, Newton, Hampstead, Danville, Hampton, Seabrook, Rye, North Hampton, and Hampton Falls. The vast salt marshes along the coast were useful for grazing livestock, and salt hay was an important early annual crop. Fish were harvested for food and fertilizer, as well as seaweed. Integral to the development of these agricultural communities was the construction of water-powered saw and grist mills along any stream with sufficient fall. By the Revolution, the local industrial base had expanded to include clothe, planing, fulling, shingle, carding and cardboard mills on small inland waterways. By the mid-1720's, the Scotch-Irish in Londonderry and neighboring communities had gained a reputation for producing an excellent grade of linen and selling it throughout the colonies and in international markets as well. This unusual flax production was among the only industries in the state, beside the mast trade, allied wood products, and grist and cider mills. The Scotch-Irish also introduced the potato, which was successfully assimilated into the region's agricultural economy.

By Revolutionary War, Portsmouth's population had reached about 5000. The city served as the major port of northern New England, exporting lucrative cargoes of dried fish, hides and all types of lumber products. Politically, the city had quickly become the center of the royal government under an oligarchy of merchant families clustered around the political dynasty of the Wentworth family. Wealthy merchants built and furnished large Georgian-style homes, patterned after their British counterparts, and invested their capital in trade and land speculation. The city's residents concern for lavish display prompted Puritan John Adams to criticize their habits as "the pomps and vanities and ceremonies of that little World, Portsmouth" (Jobe, 1993).

During the Revolution, the emphasis of the region's economy shifted from the international timber trade to internal transportation and shipbuilding. Although Exeter, Newfields and other inland ports on the Piscataqua River system built large seagoing vessels, few returned after they were launched. Traveling the inland waterways were gundalows -- large, broad-beamed and heavy sailing barges, built to sail in shallow water with stepped masts that could be lowered under bridges. Gundalows carried bricks, granite, cord wood and later cotton and raw materials to the towns and cities in the Piscataqua basin.

After the royal government was overthrown in 1775, Exeter became the unofficial seat of the new independent state government. It remained the seat of the state government during the struggle to build a new government after the Revolution. After the turn of the century, as political and economic power shifted to the Merrimack Valley, the state government moved to Concord.

Historical Resources

In the 18th century, a new style of architecture derived from the work of the Italian architect Andrea Palladio (1518-1580) was introduced to Great Britain in the 18th century. The publication of numerous architectural guidebooks for the use of craftsmen and builders facilitated the transfer of the Palladian or Georgian style to the colonies, particularly to the Anglo Seacoast region (Tolles, 1979). The **Georgian** style was characterized by classical moldings, symmetrical facades, window caps or pediments and elaborate pilastered doorways with triangular, segmental and scrolled pediments. On the interior, classical cornice moldings, wall paneling and stairway balustrades were carved and turned in a variety of combinations.

The largest Georgian dwellings in Portsmouth and Exeter were double houses, with two or four chimneys and an elaborate center hall with a grand staircase (Tolles, 1979). Individual examples in Exeter include the Edward Sewall Garrison, listed on the National Register of Historic Places in 1980, and the c.1721 and 1747 Ladd-Gilman House on Water Street, built as a two-story hall and parlor plan brick house and enlarged to its current configuration in 1747 when it was sheathed with clapboards (Tolles, 1979).

A large number of center hall Georgian style houses survive in Portsmouth. A list of the better known examples includes the c.1730 Joshua Peirce House on Gates Street; c.1740 Tobias Lear House on Hunking Street; the

John Paul Jones House, built 1758-59 on State Street; c.1765 Jacob Wendell House on Pleasant Street; c.1760 Captain Thomas Shaw House on Marcy Street, and the c.1760 Wentworth-Gardner House on Mechanic Street. The c.1750 double pile Capt. John Clark House, c.1762 Chase House, 1761 Stoodley's Tavern and c.1770 Joshua Wentworth House are all located at Strawbery Banke Museum in Portsmouth (Candee, 1992; Tolles, 1979). The Moffatt Ladd House at 154 Market Street was one of the first three-story residences with a shallow hip roof in Portsmouth. The Gov. John Langdon House was built in 1785 on Pleasant Street, based on plates in Abraham Swan's A Collection of Designs in Architecture (London:1757) and The British Architect (London:1745). The interior finish, attributed to Exeter designer Ebenezer Clifford, is a lavish display of rococo carving. The Capt. Thomas Thompson House, a smaller scaled version of the Langdon House, was built simultaneously next door.

In every town in rural Rockingham County, a large number of more vernacular center entry houses survive. Built on large self-sufficient farms in the agricultural towns that subdivided from the original four towns, these houses largely lacked the elaborate finish and carving of the more urban examples in Portsmouth and Exeter. Wood predominated as a building material, and ornamentation was limited to minimal entry treatments, such as a transom or entablature. These early farmsteads included many small, wood frame outbuildings necessary to accommodate subsistence farming. These were generally gable or shed roof barns and sheds used for poultry, livestock, vegetables, washing, smoking, and shoe piece work. The small shoe shops were usually placed near the road for easy pick up and delivery. Several survive in the rural communities. A large number of settlement farms in their early agricultural context remain standing in such towns as Kensington, South Hampton, Danville, Hampton Falls, Brentwood and Stratham.

In each of the region's rural towns, several small village centers developed around early school districts, small industrial ventures such as grist and saw mills, and at major crossroads. Examples of scattered village development have been identified by the local survey process in the towns of South Hampton, Greenland and Hampstead. In many areas, village centers declined in importance and usefulness as school districts consolidated and small-scale local industries were replaced by manufacturing in large urban centers. Political village centers developed around the town meetinghouses or churches, and later libraries. Several well-preserved examples of meetinghouses dating from this era, known as second period meeting houses, exist in the region. These include the Hampstead Meeting House, crudely finished in 1745; the Sandown Meeting House on Phillips Road, and the Old Meeting House on Route 111A in North Danville, built in 1760.

1780s-1830s
Post-revolution growth, bridges and turnpikes, downturn following War of 1812

Historical Background

Although the seacoast experienced a depression in the years following the Revolution due to interruptions in trade caused by the war, the 1790's and the first decades of the 19th century were a time of national and regional upswing in commerce, education, industry, transportation and architecture. The Seacoast's mercantile economy revived in the 1790's, when trade with Europe and the West Indies quadrupled annually over the decade. Stores and warehouses lined the waterfront in Portsmouth, and the city's population grew rapidly, from 4,720 in 1790 to close to 7,000 in 1810 (Candee, 1992).

Following the Revolutionary War, as settlement in New Hampshire rapidly spread north and west to the Merrimack and Connecticut river valleys, the need for better roads and bridges into the wilderness quickly became apparent. Much of the trade from these areas was funneled down the Merrimack River and canal system to Boston, an easier transportation route than the overland trek by bad roads to Portsmouth. Ferries had been used as early as 1640 to cross the water obstacles of the Great Bay/Piscataqua basin, which largely cut Portsmouth and the seacoast off from the developing hinterlands. To partially answer these needs, the Piscataqua River bridge was constructed by subscription in 1794, connecting the towns of Newington and Durham at Goat Island. The bridge was chosen as the starting point of the First New Hampshire Turnpike, which opened from Portsmouth to Concord in 1805.

Turnpikes throughout the state followed, but only the First New Hampshire Turnpike connected the seacoast with towns to the north and west. The internal road system had largely coalesced after 200 years of settlement. The Concord, Londonderry and Lawrence, Massachusetts Turnpike opened in 1806 as the most direct route

between Concord and Boston, passing diagonally through Salem and the eastern part of Windham. New industries developed to support travel on the improved roads, including stage lines, taverns and blacksmiths, and towns such as Kingston, Brentwood and Atkinson served as way stations on stage lines.

Small-scale local manufacturing increased during this period with the expansion of transportation routes and larger markets. In the 1830's, farmers discovered a new cash crop -- shoemaking. Working with suppliers from shoe factories in Lynn and Haverhill, Massachusetts, New Hampshire farmers did the finish work on shoes, largely in small home shops. Shoes were trucked to Hampton or Dover, then sent south by wagon, boat and later rail. Shoe outwork and its support industry, tanning, were particularly prevalent in the towns of Fremont, Kensington, Kingston, Epping and South Hampton. In addition to saw and grist mills and shoe making, other local industries included a warp and yarn, cotton and plow factory in Brentwood; woolen, plaster and box mills in West Epping; carriage and furniture making and later coopering in Fremont. By 1840, a total of twenty-two small manufacturers and tradesmen worked in the town of South Hampton, producing bricks, shoes and lumber-related products such as pails and carriage parts. (Monroe, 1991d)

The opening decades of the 19th century proved to be the peak in population and economic expansion throughout much of Rockingham County. Following the War of 1812 and its trade embargoes, commerce began a slow decline in Portsmouth. Increased competition from Boston, Newburyport and Portland cut into the town's profitable shipping trade. Lumbering operations relocated further inland. The move of the state capital to Concord, a lack of a substantial industrial base and limited access to markets in the interior further eroded the town's position of prominence (Jobe, 1993). As the interior of New Hampshire opened for settlement and urban centers such as Manchester and Lowell expanded, many of the agricultural towns in Rockingham suffered population losses. Brentwood, Greenland, Kensington, Newington, New Castle, Sandown, Stratham and Windham all declined in population after the first quarter of the 19th century (U.S. Census Bureau, 1940)

Historical Resources

In the 1780's, the Georgian style was superseded by a new style, the **Federal**, popularized by British designers such as Robert and James Adam and again introduced to this country through English architectural pattern books. Adorned with light and delicate classical details, Federal-period houses are rectangular and usually have low-pitched hip roofs, screened by a turned balustrade. Center entries are often flanked by sidelights and topped by a fanlight (Tolles, 1979). Floor plans were opened up by the placement of chimneys against the outer walls, staircases in the rear of the center hall, and the removal of kitchens and other working areas to an ell or wing. The two- or three-story brick or wood main block with a roof or gable roof is the most commonly found Federal form in Rockingham County. Another variation appears in a small number of wooden houses that have brick gable ends with paired chimneys (Tolles, 1979). In smaller examples of the Federal form, the center entry house is only one bay deep, with working areas in a rear ell.

The earliest known example of a Federal style house on the seacoast was the Woodbury Langdon House on State Street in Portsmouth, a three story brick house built c.1785 but no longer standing. In 1799 the John Peirce Mansion on Middle Street in Portsmouth introduced the Federal style of Boston and Salem to northern New England and established the west end of the city as a fashionable residential neighborhood. A number of large Federal style houses followed in the west end, including the c.1800 Langley Boardman House; the 1807-09 wood Larkin House; c.1810 Long-Ladd House, and the c.1815 brick Larkin-Rice House, built with privateering profits from the War of 1812. The largest example of a Federal house in Portsmouth is the Rundlet-May House, built in 1806-1807 on an artificial terrace above Middle Street. The house is notable for its U-shaped connected accessory building and the survival or its original landscape plan.

A similar row of Federal houses is located on Front Street in Exeter. The Sleeper, Gardner and Perry-Dudley Houses, all three-story center hall houses, were built between 1809 and 1826 (Tolles, 1979). An unique example of the Federal style is the Dr. Samuel Tenney House at 65 High Street, designed by either Bradbury Johnson or Ebenezer Cilfford about c.1800. The facade -- three central bays topped with a raised clerestory roof -- may have been derived from James Paine's Noblemen and Gentlemen's Houses (London 1765). The entry is framed by fluted Doric pilasters, which support a full Doric entablature and a pediment with wood tracery in the tympanum, similar to designs in William Paine's The Practical Builder (London 1774; Boston 1792).

Many examples of Federal style homes were built throughout rural Rockingham County, particularly along expanding stage coach routes and village centers. The rural examples are more vernacular that their urban counterparts and differed proportionally from their more massive Georgian predecessors. These vernacular examples were built in two and three story forms with end chimneys and shallow hip roofs; the most common type of ornamentation was a semi-elliptical fanlight above the center entry. Small farmhouses dating from the 18th century were often updated with the addition of a large Federal main block during the prosperous opening decades of the 19th century.

The first three decades of the 19th century saw the construction of many neoclassical churches inspired by the architectural pattern books of Asher Benjamin and others. These public buildings differ from second period examples in having square towers incorporated within the body of the church and pedimented porches supported by columns or pilasters. Many later churches blend Federal, **Greek Revival**, **Gothic Revival** or **Italianate** elements (Tolles, 1979). Ebenezer Clifford and Bradbury Johnson cooperatively designed the First Parish Meeting House in Exeter between 1798 and 1800. The two-story church with gable roof is oriented laterally to the street, as were older meeting houses. Centered on the facade are a three stage tower and two-story pavilion decorated with Doric pilasters and entablatures. Fremont Meeting House on Route 107, erected in 1800, is also similar to its second period predecessors in form. Built in 1800 by the Society for the Propagation of the Gospel among the Indians and Others in North America, the Gosport Chapel at the Isles of Shoals is a stone, single-story structure with a square tower on the south gable end (Tolles, 1979). Two well-known examples in Portsmouth are the brick St. John's Church, built in 1807 on Chapel Street; and the Granite Unitarian Church on State Street, built 1824-1826.

Much of Portsmouth's downtown streetscape was rebuilt during the Federal era following the destruction of three major fires in 1802, 1806 and 1813. Streets were widened and replacement construction was in more fireproof materials such as brick and composite roofs of tar and gravel. In 1814, the state provided legal authority to mandate brick building throughout the urban core to avoid the future destruction of fires (Candee, 1992). The masonry blocks along Market and neighboring streets illustrate a full range of New England commercial building types of the first half of the 19th century. The centerpiece of new construction was the Portsmouth Athenaeum, built 1803-1805, by Bradbury Johnson, assisted by master mason Daniel Blasdel, joiner James Nutter and carver William Dearing (Tolles, 1979). Later additions to the downtown were in the Italianate style, such as the 1854 brick North Church at Market Square, designed by Boston architects Towle and Foster (Candee, 1992). The only other towns in the study area that developed commercial downtowns were Exeter and Epping; in both cases, commercial construction coincided with industrial expansion, beginning in the 1840's.

Industrial architecture in Rockingham County began with plain wood-frame grist, saw and fulling mills that once could be found along most streams and rivers; few survive today. In the 19th century, wood, stone and brick mill buildings were erected as textile factories, powered by both water and steam. The earliest were of modest size with clerestory roofs, outside stair towers and bell cupolas. These were superseded by larger structures, mainly of more fire-proof brick, with pitched roof, dormer windows and skylights. After the Civil War, still larger factories with low-pitched or flat roofs were constructed in such large textile centers as Manchester and Dover, outside of Rockingham County (Tolles, 1979). The largely unaltered textile mills of the Newmarket Manufacturing Company on the Lamprey River in Newmarket are the best example in the state of granite mills, built c.1822.

1840s-1910s
Railroads, emerging industrial economy, early tourism, abandoned farm movement

Historical Background

Beginning in the 1840's, the railroad arrived in Rockingham County and opened new transportation and market routes, marking the end of the turnpike as the primary route of travel. As had the turnpikes, the line of the railroads largely followed north-south paths. In 1840 the Eastern Railroad opened from Portsmouth, south through Greenland, North Hampton, Hampton, Hampton Falls, Seabrook and on through Essex County to Boston

(Hazlett, 1915). Three years later, the Boston and Maine Railroad began operation through the largely agricultural towns of Atkinson, Plaistow, Newton, East Kingston, Exeter, Newfields, Newmarket, Durham, Madbury, Dover, Rollinsford and South Berwick, Maine.

In 1849, the Manchester and Lawrence Railroad began operation with tracks through Windham, Salem and Canobie Lake. The first east-west railroad line opened in 1850; Concord and Portsmouth Railroad traveled from Concord to West Epping, Epping, Rockingham Junction at Newmarket, Stratham, Greenland and Portsmouth. In 1872, the cities of Portsmouth and Dover were linked with the Portsmouth and Dover Branch Railroad. The Nashua and Rochester Railroad, constructed in 1874, linked the cities of Worcester and Portland, passing through Windham, Hampstead, Sandown, Fremont, and Epping.

The small scale industrial development established in the early 19th century continued to expand in several towns. In Newfields, a brass works, iron foundry, the Squamscott Machine Company, Fifield's Machine Shop, and a tannery were all clustered near the railroad depot. (Monroe, 1991c)Established factories such as the Exeter Manufacturing Company on the banks of the Squamscott River were joined by a burst of industrial activity near the newly established railroad in the west end of Exeter. The Exeter Machine Works opened in 1864, followed by the Rockingham Machine Company, Exeter Brass Works, the R.E. Prescott Company, Lamson's Pottery, Exeter Marble Works and Gale Brothers Shoe. By the 1890's, Gale Brothers was the largest employer in town, with a work force of 700 (Monroe, 1991b). In Portsmouth, the presence of the railroad opened the west end of the city to industrial and residential expansion. Among the largest industries were the Eldredge Brewery, established 1858, the Frank Jones Brewery in 1870's, the Portsmouth Shoe Company in 1886 and Morley Button Factory in 1891. An interesting support industry to the Frank Jones Brewery in Portsmouth was the production of large amounts of barley in Brentwood.

The smaller towns in the study area were affected by the presence of the railroad as well. In towns such as Newton and Kingston, small villages developed around the passenger and freight depots (Hurd, 1882). Atkinson, Plaistow and East Kingston served as early railroad bedroom communities, with residents commuting to factories in Haverhill, Lowell and Lawrence, Massachusetts. Atkinson, East Kingston, Seabrook, Kingston and Newton residents continued to turn out piece work for Haverhill and Lynn shoe factories, which were shipped by rail. Large and small shoe factories opened near the railroads in East Kingston, Epping and Hampton. The shoe industry continued well into the third quarter of the 20th century in Epping (Hartford, 1975). Ice was shipped by rail from the towns of Hampton and East Kingston. In addition to shoe finishing operations, tanneries, sawmills, carriage manufacturing were the largest industries in Kingston. In 1870 alone, the town produced more than 600 wagons and 200 carriages (Rockingham Planning Commission, 1983). In the 1880's, businesses in Newton included a carriage manufactory, five shoe contractors, several manufacturers of shoes, blacksmiths and house contractors (Hurd, 1882). Shoe manufacturing the most important industry in Salem; F.P. Woodbury Shoe Company, Evans Artificial Leathers and W.H.H. Kelly Shoe Factory all operated there, as well as smaller shops and home outwork. During the mid-19th century, extensive brickyards developed in Fremont, Epping, Exeter, East Kingston, Newington, Newfields, South Hampton. These yards supplied bricks for mill buildings and commercial blocks in urban centers such as Manchester, Lowell and Boston. In some areas, brick making lasted through the first quarter of the 20th century.

By the mid-19th century, most of Rockingham County had been deforested by the lumber trade and cleared for agriculture and pasture. The emphasis shifted from self-sufficient farming to specialty crops, market gardening, the production of dairy and orchard produce and later poultry to feed the growing populations of nearby industrial cities. Milk, eggs and cheese were transported to urban centers such as Boston and Haverhill both by rail and by individual farmers with milk routes. The production of hay, both for local and urban consumption, increased through the end of the 19th century. Farms across New Hampshire produced just under two million pounds or more of maple products in the 1870's and 1880's. Despite the growing food needs of nearby cities, large numbers of farms in Rockingham County and throughout the state went out of production during the second half of the 19th century; the land returned to forest and town populations declined. The agrarian towns of Atkinson, East Kingston, Greenland, Hampstead, Hampton Falls, Kensington, Kingston, New Castle, Newfields, Newington, North Hampton, Rye, Sandown, South Hampton, Stratham and Windham all suffered population losses between 1850 and 1910 (U.S. Census Bureau, 1940)

In an effort to improve the sagging economy, in 1889 the state appointed a Commission of Immigration to bring about the "re-peopling of rural districts." Statistics published by the Commission listed 1,342 abandoned farms in the state, and an advertising campaign was launched aimed at attracting both future farmers and affluent city dwellers interested in buying "a pleasant and beautiful home for the whole or some part of the year." The program was apparently successful; in 1902, 849 farms were being used as summer homes across the state (Strafford Rockingham Regional Council, 1980).

Summer tourism took several forms and proved to be the best incentive for the region's late 19th century economy, partially aided by a new form of transportation, the electric street car. Beginning in 1899, street cars connected the towns of Portsmouth, Greenland, Rye, North Hampton, Exeter, Hampton Beach and points south. Other electric railroads in the county were the Haverhill, Plaistow and Newton Railway Company; the Hudson, Pelham and Salem Street Railway Company; Manchester and Derry Street Railway, and the Chester and Derry Railroad Association (Hazlett, 1915).

Oceanfront hotels had opened as early as 1819 in Hampton, particularly at Boar's Head. As elsewhere along the Atlantic coast in New England, many of these large wood-frame buildings burned and were quickly replaced with other hotels. Later in the 19th century, the character of Hampton Beach changed rapidly, as summer homes and businesses were built, leveling the dunes. The owners of the Exeter Street Railway Company built the Hampton Beach Casino in the 1890's to encourage ridership. In 1876, the town of Gosport on the Isles of Shoals was annexed to Rye, including the popular summer destinations of the Appledore and Oceanic hotels. In 1899, the Abenaqui Golf Club was organized on the mainland in Rye, and by 1915, three hotels and five boarding houses had opened in town (Hazlett, 1915). The Wentworth-by-the-Sea Hotel opened in New Castle in the 1870's, one of the few grand, wood-frame hotels still standing today.

Further inland, visitors to cottages and summer boarding houses along lakes in Kingston, Salem and Windham arrived by train. Amusement areas such as the Granite State Grove were established on the shores of Canobie Lake; crowds of day visitors took the electric street railway from Nashua, Lawrence, Methuen and Haverhill. In 1905, Rockingham Park horse track was built in Salem by a group of New York promoters. The state outlawed gambling in 1906, and the track lay idle until after World War I when it was used for automobile and motorcycle racing. After gambling was legalized in 1933, Rockingham Park was again used for horse racing and has become one of the state's largest sources of revenue.

In addition to natural scenic beauty, visitors were attracted to the Piscataqua region by its colonial history, romanticized and popularized by such late 19th century writers as Thomas Bailey Aldrich and Sarah Orne Jewett, architect Arthur Little and photographer Emma Coleman. In 1907, the first historic house museum opened in Portsmouth, the Thomas Bailey Aldrich Memorial, followed by the Moffatt-Ladd House, Wentworth-Gardner House, John Paul Jones House and the Warner House.

In Epping, the Hedding Campground opened in the 1860's; tent meetings were held through 1921 in an effort to convert people to Christianity, specifically Methodism. In the late 19th century, the draw of the campground began to change, cottages were built, and the campground flourished as a middle class vacation spot. In 1881, 18,000 people came to Hedding on a single day, via a separate spur and depot on the Concord and Portsmouth Railroad, and by 1882, the Hedding Association owned about 200 acres (Monroe, 1991a).

Historical Resources

Following the building explosions of the Georgian and Federal periods, much of New Hampshire was slow to adopt the Greek Revival style, and examples are not widespread in Rockingham County. **Greek Revival** style houses are often temple-like rectangular blocks oriented gable end to the street and have columned porches or porticos, low-pitched roofs without dormers, flat-headed windows and doors and heavy entablatures under the eaves (Tolles 1979). Buildings were often painted white to simulate the marble of classical antiquity. Just as the center hall plan remained popular through the Georgian, Federal and Italianate styles, the sidehall end house plan continued to be built through the 1920's with a variety of stylistic ornamentation.

The Greek and **Gothic Revival** styles had the greatest impact on church architecture constructed or remodeled in the mid 19th century (Tolles, 1979). The first Congregational Society church on Route 88 in Hampton Falls was built in 1838. It is a Greek Revival single story building, with a temple facade, full Doric entablature, portico

supported by two Doric columns and two antae decorated with recessed trefoils, screen two identical entries with heavy entablatures. Local tradition records that itinerant Italian painters did the frescoed walls and ceilings on the interior (Tolles, 1979). The 1837 Congregational Church on Emery's Lane in Stratham combines motifs from several styles -- a Federal cupola and pediment fan, Greek Revival corner pilasters and tower details, as well as a Gothic Revival pointed doorway, window and belfry arches (Tolles, 1979).

Buildings in the **Italianate** style or with Italianate elements are more common in the region. Among the prominent features of this style are asymmetrical facades and temple and wing floor plans, low-pitched or flat roofs, projecting eaves with wooden brackets, round and flat-headed windows with hoods, towers, verandas, bay windows and balustraded balconies. Several public buildings built in the Italianate style in downtown Portsmouth include the North Congregational Church at Market Square (1854-55); the Portsmouth High School/City Hall on Daniel Street built c.1858 by local carpenter William Tucker; the c.1866 Old South Meeting House in the South End, and the U.S. Custom House and Post Office, built 1857-1860 on Pleasant Street. This massive granite rectangular Italianate edifice was designed by Ammi Burnham Young (1798-1874), the first supervising architect in the U.S. Treasury Department. In an attempt at fireproofing, the building was constructed with wrought iron beams supporting brick floor vaults; columns and stairways are cast iron.

The 2-1/2 story Amos Tuck House at 89 Front Street in Exeter is an example of the temple and wing form, with a flat-pitched gable roof with paired eave brackets, a flush-boarded facade, and a simple columned entrance porch. It was built in 1853 for Amos Tuck, a prosperous Exeter lawyer, congressman, naval officer and railroad developer. In 1855, Boston architect Arthur Gilman (1821-1882) designed the Exeter Town Hall in the Italianate style. The 4x12 bay two-story brick building is topped with a hip roof with gable pavilions centered on the north and south elevations. The imposing structure has a balustraded Ionic portico on the east elevation, and arched first and second floor windows. Crowning the structure is an octagonal cupola with engaged Ionic columns, arched windows and an octagonal dome topped by the statue of Justice.

The **Second Empire** style, mainly characterized by the mansard roof, made its initial appearance before 1860, but did not flourish until the 1870's, particularly in urban areas such as Portsmouth and Exeter (Tolles, 1979). In nearly every other town in Rockingham County, there are a few examples of the Second Empire Style. Many Georgian or Federal era houses were updated with the addition of a Second Empire roof. The Moses-Kent House on Pine Street in Exeter was built about 1870 for Henry C. Moses, a wood dealer in Exeter and Boston. The house is an excellent example of Victorian eclecticism: a Second Empire mansard roof and off-center tower, an Italianate bracketed cornice and rusticated wall surfaces, and Renaissance Revival porches. The house's landscape was designed by Frederick Law Olmsted (1822-1903) (Tolles, 1979).

Ale maker and industrialist Frank Jones is responsible for several late 19th century building projects in the seacoast, most notably, his own home, Maplewood Farm, built in 1867-1876 in the Italianate and Second Empire styles on Woodbury Avenue in Portsmouth. The surrounding thousand-acre estate, enclosed by stone walls, included exotic trees and plants, vegetable gardens, greenhouses, fish ponds, statuary, fountains, tennis courts, croquet lawns and a race track. Jones also financed the purchase and expansion of the Wentworth-by-the-Sea Hotel in New Castle in 1879; the construction of the Second Empire style brick Jones-Sinclair House at 241 Middle Street for his son in 1865; his brick brewery complex beginning in the 1870's off Islington Street; and the reconstruction of the Rockingham Hotel on State Street in 1884-85.

The seacoast has only occasional traces of other architectural styles popular in mid to late 19th century America (Tolles, 1979). The **Queen Anne, Shingle** and **Romanesque Revival** styles, popular elsewhere after the Civil War, are not broadly represented, largely due to a lack of economic expansion in Rockingham County during this period. Existing houses were often updated with the addition of a Queen Anne style veranda, supported by turned posts and sawn brackets. Exceptions include South Danville and the town center of Newton, where a large number of Queen Anne style buildings were constructed after a fire destroyed much of the area in 1887.

Although agriculture was largely in decline in Rockingham County during the second half of the 19th century due to competition from markets in the mid-West, those farms that remained in operation often adopted the progressive building technique of connecting residential and working buildings, creating the model of a "big house, little house, back house, barn." Connected farm buildings were considered more efficient than the English tradition of separate work buildings scattered throughout agricultural fields. The connected farm buildings were

in an L- and U-shape, creating separate front and barn yards, usually with southern and eastern exposures. The front yard was attractively landscaped, and the facades of the connected buildings were painted and trimmed with architectural ornamentation, presenting the tidy appearance of a prosperous farm. The Towle Farm on Towle Farm Road in Hampton, the Beane dairy farm on Dover Road in Newington, and a number of farms along Route 101 in Stratham are all good examples of late 19th century connected farm buildings. (Monroe, 1991f)

One interesting resource in the study area is the county farm in Brentwood, which offers examples of late 19th century brick institutional building. In 1868, Rockingham County Convention purchased the 160 acre Thyng farm and the D.W. Ladd farm as the county farm, and Brentwood became the seat of county activities. The county farm complex contains several significant structures, including hospital, county jail, county home, farm buildings and one cemetery. It is surrounded by expanses of open land still in farming operation.

The construction of railroads and street car lines throughout Rockingham County after 1840 introduced new types of historical resources, including freight and passenger depots, signals, bridges and roundhouses in a variety of architectural styles. Among the rail-related buildings that remain standing in the county include the Powwow River flag stop shelter, now moved to the East Kingston depot; the Romanesque Revival stone passenger station, built 1890-91 in Exeter; the Rockingham Junction passenger depot and freight house and nearby saloon and eating house in Newfields; wood-frame depots in North Hampton and Plaistow; and the brick Exeter, Hampton and Amesbury electric railroad power station on Exeter Road in Hampton. The East Kingston is a well-preserved example of a rural depot village that developed in response to the railroad; the Italianate style passenger depot, freight house, the Powwow River shelter, storage shed, and general store and several residences.

Late 19th century tourism was cause of much new construction in the late 19th and early 20th century. The Camp Hedding Association began construction of its Epping campground in 1862. The area currently includes 126 cottages -- small wood-frame vernacular buildings sided with shingles or clapboards with modest ornamentation -- about five large public buildings, including a recreation center, post office and Chataqua Hall, at least one spring and several archeological sites. Similar types of cabins and cottages lined the shores of Cobbett Pond, Canobie Lake and Shadow Lake in Windham and Salem and Great and Country ponds in Kingston. The Wentworth-by-the-Sea Hotel in New Castle was built in 1874 as an 82-room house and expanded throughout the turn of the century in the Second Empire and Colonial Revival styles. It remains the only Victorian wood frame summer hotel on the northern New England Atlantic coast. Beachfront properties in Hampton were rapidly developed in the late 19th/early 20th centuries. The largest attraction was the Casino at Hampton Beach, a large wood Stick style building that housed an auditorium and amusements. More vernacular examples of historical resources along the oceanfront are fish houses on Atlantic Avenue in North Hampton and beach cabanas on Route 1A in Rye.

Public buildings, such as church, libraries and schools, were among the few buildings constructed in late 19th century architectural styles. The stone and timber St. Andrews-by-the-Sea Church on Church Road in Rye was built in 1878, funded by summer residents of Rye and Little Boar's Head and designed by the Boston architecture firm of Walter T. Winslow and George H. Wetherell. The round west stained glass window was laid out by architect Charles A. Platt and executed by Tiffany and Company (Tolles, 1979). The Phillips Church in Exeter, an English Gothic Revival church, was designed by Cram, Goodhue and Ferguson of New York City. The L-shaped building has an off-center tower, uncoursed stone walls, tower crenellations, pointed-arch ventilators, pointed-arch windows with stained glass and simple belt courses. The Sanborn Seminary on Route 107 in Kingston is an example of academic High Victorian Gothic architecture. The building has polychrome wall and roof materials, stone belt courses set against brick; pointed window arches; high stories; steep-pitched dormer and tower roofs; complex roof lines; tall corbelled chimneys; and wrought iron finials and crestings.

Small public library buildings were constructed throughout the region and the country in the late 19th and early 20th centuries, prompted by the philanthropic example of Andrew Carnegie. One example on the National Register is the Nichols Memorial Library in Kingston, designed by Henry Hyde Dwights and Howland Shaw Chandler of Boston. The building is sheathed with weather faced granite, with oiled cypress trim, red slate roof, and the solid massing characteristic of the Romanesque designs of Boston architect Henry Hobson Richardson.

1910s-1950s:
World wars, interstate highways, suburbanization and Pease Air Force Base

Historical Background

After decades of slow growth, large numbers of workers poured into the seacoast era to work at private shipyards such as the Shattuck Shipyard in Newington, the Portsmouth Naval Shipyard and for the defense industry during World Wars I and II. The character of this section of Newington changed radically during the early to mid-20th century as more industries were developed along the Piscataqua River. In Portsmouth, neighborhoods such as Atlantic Heights, Pannaway Manor and Wentworth Acres were constructed to house war-time workers, and much of the city's older housing stock was divided into several apartments to house the overflow.

A significant agricultural business in Rockingham County was poultry. By the 1940's in Kingston, poultry was an international million dollar business, employing about 200 people in town. A slump in the industry just before 1960 caused the decline of the Kingston enterprise. Housing subdivisions were built on the former breeding farmlands. Poultry farming peaked in Salem in the 1950's, followed by a quick and complete decline in the 1960's.

Between 1903 and 1905, the state legislature passed laws that created the post of state highway engineer, called for a highway survey of the entire state, designated certain roads as state highways, and established regular state highway appropriations (Garvin D. B., 1988). A system of three "trunk lines" was proposed, running from the Massachusetts border in the Piscataqua, Merrimack and Connecticut river valleys and converging in the White Mountains. Many roads that had been under-utilized during the railroad era were widened and paved, eventually causing the demise of railroading in the state (Monroe, 1992a). Transportation around Great Bay remained a problem through the early 20th century. A 1923 article in Engineering News Record described Portsmouth as still being remarkably shut off by waters from the state to the north and west, even though "It is on the natural route from these parts of the state to the beach resorts at Hampton and south to Boston, Providence and resorts at Cape Cod and Narragansett Bay" (Anonymous, 1934) As part of the Piscataqua trunk line system (today's Route 16), the General Sullivan Bridge completed in 1935 replaced the old Boston and Maine Railroad and highway bridge between Newington and Dover.

The construction of Pease Air Force Base in 1952 radically altered the historical character of the town of Newington. The strategic air base occupied parts of Portsmouth and Greenland and nearly half of Newington's land area, including some of the town's best farmland and many homes. It bisected the northern and southern parts of town, forcing residents to travel through Portsmouth to reach the other side of Newington. A public road was put through the base in 1972 to alleviate this difficulty. Following the end of the Cold War and the down-sizing of the country's military operations, the air base closed in 1991.

Despite the increase in the defense industry, much of the region's economy remained depressed until the 1960's, when economic growth was spurred by a new interstate highway system, including Route 95 through the seacoast towns and Route 93 through Salem and Windham. The state's favorable tax rate and proximity to new technology-based industries in Massachusetts brought a new wave of settlement, which resulted in extensive new building to accommodate the unprecedented increase in population. Much of the region's former agricultural land has now been reforested or subdivided for suburban neighborhoods. Much has fast become a bedroom community for Merrimack Valley industrial prosperity, increasing suburban character. [Note about speed and intensity of land development]

Historical Resources

A singular architectural phenomenon in Rockingham County during this period was the construction of the Searles School and "Stanton Harcourt"/Searles Castle on Route 111 in Windham, both designed in the Tudor Gothic style by Boston architect Henry Vaughan (1845-1917) for millionaire Edward F. Searles. Searles consolidated many older farms and built a medieval stone castle, Shingle style stable and carriage house, surrounded by granite walls on a high hill overlooking Route 111. The influence of the stone architecture can be seen in the extent of other early 20th century stone work in the area.

During the first four decades of the 20th century, little construction occurred in rural Rockingham County as towns continued to decline due to the loss of farms and population. Most of the scattered early 20th century historical resources in these areas are small simple, vernacular dwellings that represent no major architectural styles. On a limited scale in more populated areas, automobile suburbs in the **Colonial Revival** and **Bungalow** styles developed in such areas as the west end of Exeter; on the street car line along Hampton Road, and on the edges of the urban core of Portsmouth on Woodbury Avenue, Lafayette Road and Islington Street (Monroe, 1991e). A limited number of civic buildings such as schools, libraries and post offices were built most often in the Colonial Revival style (Tolles, 1979). The largest residential developments during this period were Atlantic Heights, Pannaway Manor and Wentworth Acres, built during World Wars I and II with federal funding to house defense workers. Atlantic Heights, designed by Boston architects Kilman & Hopkins and built in 1918-1919, contained 278 brick and wood Colonial Revival residences in 150 single family homes and duplexes and eight dormitories laid out along winding streets, a design promoted by the English Garden City movement. The Atlantic Heights development was designated as a National Historic District in 2006. Built in 1941 by the federal Defense Homes Corporation, the 159 Colonial Revival ranches and capes in Pannaway Manor line curvilinear streets and cul-de-sacs. Also built in the early 1940's, Wentworth Acres differed in the use of "garden-style" apartments and duplexes constructed around courtyards.

The stagnant built environment of Rockingham County changed rapidly after the construction of Interstates 93 and 95 and the expansion of high technology industries in northern Massachusetts and in the Merrimack Valley. Huge tracts of unused farmland were subdivided into house lots, and formerly agricultural towns such as Salem, Atkinson, Windham, Stratham, Hampstead and South Hampton grew rapidly as bedroom communities for the first time in 100 years. The accompanying commercial development centered around automobile corridors such as Route 28 in Salem; Route 111 in Kingston, Windham and Salem; Route 1 in Portsmouth, Rye, the Hamptons and Seabrook; Route 125 in Plaistow; and most recently, Woodbury Avenue in Portsmouth. Much of the initial strip development was in the form of small-scale structures such as gas stations and convenient stores, fast food restaurants and shopping plazas. Many former farm houses have been adaptively reused as commercial and office buildings with varying amounts of sensitivity. With the advent of recreational shopping, larger-scaled plazas, malls and later big-box complexes have been built along much of Route 1 from Seabrook to Portsmouth, Woodbury Avenue in Portsmouth and Newington, Route 125 in Plaistow and Epping, Route 28 in Salem, and Route 33 in Greenland. Generally these structures are out of scale with surrounding older neighborhoods and development patterns, and have been built at the expense of historic structures and landscapes.

Several good examples of mid-century modern architecture can be found at Phillips Exeter Academy. The academy library on Front Street was built from 1971 to 1973 from designs by Philadelphia architect Louis I. Kahn. The brick, steel, glass, concrete and Italian travertine marble square box appears to have five stories, but in fact has nine separate levels. The George H. Love Gymnasium was designed in 1968 by the firm Kallman and McKinnell, architects of Boston City Hall. The building appears to be turned inside out, with exterior roof trusses, interior flying buttresses, and columns tapered toward the bottom rather than the top (Tolles, 1979). Shepley, Bulfinch, Richardson and Abbott of Boston designed the Lewis Perry Music Building, a rectangular white limestone and glass building with a flat-roof.