

**AIRPORT ROAD
Concord, New Hampshire**

PROJECT AREA FORM



Prepared by

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for

**City of Concord
&
Jacobs Engineering Group**

January 2011

AREA FORM

AREA NAME: AIRPORT ROAD

1. Type of Area Form

- Town-wide:
- Historic District:
- Project Area:

8. UTM reference:

- A: 19/296240/4786200
- B: 19/296530/4785480

2. Name of area: Airport Road

9. Inventory numbers in this area:

none

3. Location: east side of Airport Road, south of Concord Municipal Airport buildings

10. Setting: mixed use (commercial and residential) along heavily traveled urban street

4. City or town: Concord

11. Acreage: approx. 14 acres

5. County: Merrimack

12. Preparer(s): Elizabeth Durfee Hengen

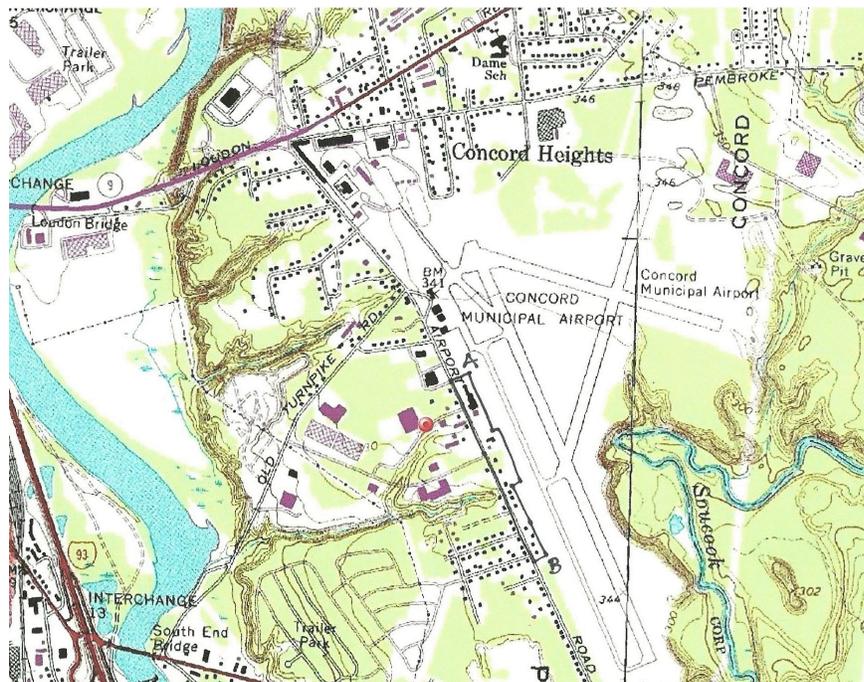
6. USGS quadrangle name(s): Concord (1985)

13. Organization: Preservation Consultant

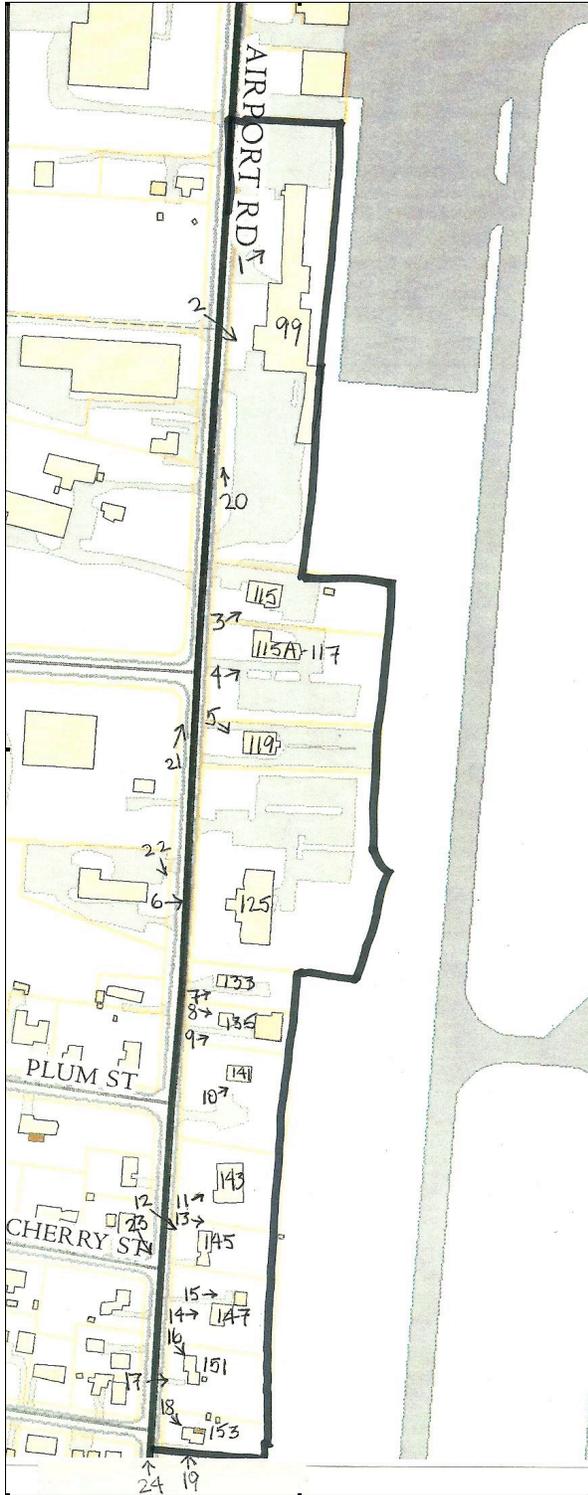
7. USGS scale: 1:24,000

14. Date(s) of field survey: September 15, 2010

15. Location map USGS quad, 1985



16. Sketch Map with Photo Key:



- KEY
- ↗ N
 - 99 Street number
 - 1 → Photo number
 - Limits of Project Area

17. Purpose and Methods

This Project Area Form analyzes the architecture and history of the properties along Airport Road that abut the Concord Municipal Airport, for which an Historic District Area Form was completed concurrently with this form and is on file at NHDHR. The purpose of these two reports is to provide evaluative information on the history and significance of these areas in order to assist the City of Concord as it plans for federal and municipal-funded, short and long term infrastructure improvements and development program at the airport. Specifically, the program calls for a new taxiway, resurfacing the existing taxiway, creating a zone north of the Terminal Building where large aircraft can be parked, erecting additional hangars adjacent to the 2006 T-hangar near the northeast corner of the property, and expanding the existing tie-down apron.

This form investigates the history and physical evolution of the above-referenced Airport Road properties. The north end of the project area is marked by 99 Airport Road; the project area extends south as far to 153 Airport Road. The research focused on survey files at NHDHR, historic maps and photographs, city directories and local histories. Some of the research undertaken for the Airport area form was pertinent to this area. In conjunction with the research, on-site fieldwork, including physical and photographic documentation of each property, was conducted.

18. Geographical Context

The project area is located on elevated land—335' above sea level—approximately 1.2 miles east of the Merrimack River. The land is part of an extensive glacial plain that is approximately 123' above the river, nearly 1,700 acres and extends between the Merrimack and Soucook rivers. Most of this plain has sandy soil that promoted a dense growth of Pitch Pines. The airport's soil is loam on sand base. Both its elevated site and the soil, which drains well, were key factors in selecting this site for the airport. Before the airport was established, tall pines and scrub covered the land.

19. Historical Background

Early Development on the Heights

Concord Heights, historically known as “The Plains” or “The Dark Plains”—so named for the dense growth of pitch pines that thrived in its sandy soil—remained largely undeveloped until the 1860s. However, its primary road system was in place far earlier. A branch of the First New Hampshire Turnpike (Old Turnpike Road), which opened in the first years of the 1800s, split off from the main turnpike and headed southwest to cross the river at present-day Manchester Street; though the road was later severed by the airport, most of it remains as today's Old Loudon Road, Branch Turnpike and Old Turnpike Road. Airport Road (called South Pembroke Road until the 1940s), and East Side Drive-Canterbury Road (called Pembroke Street) were also in place by the early 19th century. In 1840 residents successfully petitioned for a third—and free—bridge across the Merrimack River. Both Pembroke Road (called North Pembroke Road) and Loudon Road (sometimes called Free Bridge Road) were laid out to connect to it.

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The first known resident of the Heights was Thomas B. Tamblyn, who erected a house in the vicinity of the State Office Complex on Hazen Drive in 1854 and the only building shown on the 1858 map.¹ It took the opening of the Merrimack Agricultural Society's fairground in 1861 north of the project area at the junction of Pembroke and Airport roads to spark settlement.

The campgrounds was a 34-acre parcel directly south of Pembroke Road—at its intersection with Airport Road—and directly north of the present airport. Purchased, cleared and fenced by the Merrimack County Agricultural Society in 1860-61, the grounds were soon conveyed to the City of Concord, with the stipulation that the Society could continue to use and control it for its fairs, though the city could also use it for fairs, military activities and other uses. During the Civil War, it was the site of the local militia's camp ground for recruits; some 30,000 soldiers were trained there. In the 1880s, the grounds were enlarged and improved with piped water and new stables. After the Society dissolved in the early 1880s, the city entered into a 99-year lease with the State of New Hampshire for use of the land. (Ultimately, the State assumed ownership of the property.) The state hosted annual national guard camps and erected its first arsenal building in 1886. During World War I, the camp ground was greatly enlarged. After the war, its use as a camp ground ceased, but the 197th Coast Artillery, an anti-aircraft motor park and an arsenal continued to occupy the site. Today, it is used by the New Hampshire National Guard.²

Following the Civil War, two local men, Jacob Rand and James Stevens, acquired large tracts of land on the Heights, often trading them back and forth. In 1872, Stevens commissioned surveyor Benjamin Gale to plat what was likely the first subdivision in this section of Concord. It encompassed several non-contiguous clusters of lots immediately north of the project area, as well as a group of side streets directly west of the project area.³

During the final decades of the 19th century, various civic improvements came to the Heights. By the early 1870s, there were sufficient students for a one-room schoolhouse, erected that year on Pembroke Road. Further development clustered in the vicinity of the school. The 1900 Census listed approximately 120 households on the Heights. By 1910, one observer noted that a "good share" of the area was cleared, "a portion laid out into streets on which have been erected comfortable homes; also a fine schoolhouse and a neat chapel for Sunday worship." Without an electric railway, it had not yet become a populous neighborhood, though increasing automobile traffic would change that in the next decades.⁴

This "neat chapel" referred to the Immanuel Chapel (founded 1900 and stands today as the Immanuel Community Church) and the "fine schoolhouse" to the second school on the Heights.⁵ As early as 1896, the Board of Education acknowledged that "the recent building revival at the Plains leaves but little doubt about the necessity for better accommodations at no distant day." In 1902 it deemed the original school "wholly inadequate for the rapidly increasing number of children." The following year, construction began on a new school, the first Harriet P. Dame School, described as a more "substantial wooden building" of four rooms and "one of the most attractive specimens of school architecture in the

¹ Champigny, 1921.

² Lyford, 1903: 401; "New England Army Air Base," 1935: 26; Bowers, 2006.

³ 1872 Plan; Preservation Company, 2008: 5-6. Streets that were part of these subdivisions included the Grant-Greeley-Lincoln cluster, Heights-Dover-Lawrence cluster, the intersection of Airport Road and Branch Turnpike, and Cherry-Greenwich-Mulberry-Eldridge cluster, as well as a grid of streets south of Canterbury Road that was never developed.

⁴ Cook, 1910: 193.

⁵ Preservation Company, 2008: 7. The chapel was initially sponsored by the First Congregational Church.

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city.” It stood on the north side of Pembroke Road across from the earlier schoolhouse, opened in 1904 and cost \$8,000.

Other improvements and additions from the early 20th century included a privately operated waterworks (1895, taken over by the city in 1928), paving of Loudon Road (by late 1910s), electricity, a fire station, police protection, and the Pineconia Grange (founded 1914). The Heights never enjoyed train service which, according to local observer Howard Cook, impeded it from becoming “an important suburb of Concord.”⁶

By 1929 1,000 residents called the Heights home. Loudon Road, already the major travel route from Concord to Portsmouth, soon evolved into an artery for automobile-related services. As the population continued to grow rapidly, the new Dame School was proving inadequate. Though the school superintendent called for a new school in the late 1930s, the District was waiting for the outcome of a study for a new U.S. Army airbase that included the Municipal Airport as a candidate; if chosen the Heights would likely have grown exponentially. (It was not selected.)⁷

The origins of the Concord Municipal Airport go back to 1926 when a private syndicate of local citizens developed a landing field with a hangar on land immediately south of the National Guard camp grounds. It was the state’s first airport. After the city acquired it in early 1937, the airport underwent a program of major improvements and expansion. The facility attracted large crowds in its early years, particularly on Sundays, to participate in airplane rides with pilots and to observe their airborne stunts. Following World War Two, commercial air traffic increased, and industries and businesses began to locate in its vicinity.⁸

It was the automobile, however, that brought the greatest change to the Heights. Commercial development was concentrated along Loudon Road, initially between Airport Road and East Side Drive and then moving eastward. The state designated Loudon Road part of its east-west route (NH Route 202/4), and shops, gas stations and tourist cabins soon sprang up to serve the traveling public. In 1957 the road was widened to four lanes, and gradually assumed the character of a commercial strip corridor with stores, office buildings and large apartment and condominium complexes. At about the same time, the city established an industrial park northeast of the airport, as well as an industrial/business zone along Airport Road in the vicinity of the airport. In the 1960s construction began on the Hazen Drive State Office Complex north of Loudon Road. More recently, the NH National Guard completed a major expansion on the northeast corner of airport land, in conjunction with an extension of Regional Drive along the north of the airport to connect with Old Turnpike Road.

Development within the Project Area

Like the rest of the Heights, the project area was essentially undeveloped until the turn-of-the-20th century. As late as 1892, only one house stood on the east side of Airport Road, approximately midway between Loudon Road and Old Turnpike Road. It belonged to F.M. Prentiss.⁹ A second house stood on the west side of the road, but well south of the project area and near Manchester Street.

⁶ Cook, 1910: 198; *Concord Annual Reports*, 1896; 1902: 91-92; 1903: 88, 160; 1904: 91; 1905: 12-13; Compigny, 1929; Hengen, 1994: 80.

⁷ Compigny, 1929; Hengen, “Dame School,” 2010: 4. The airbase was ultimately located at Chicopee, Mass.

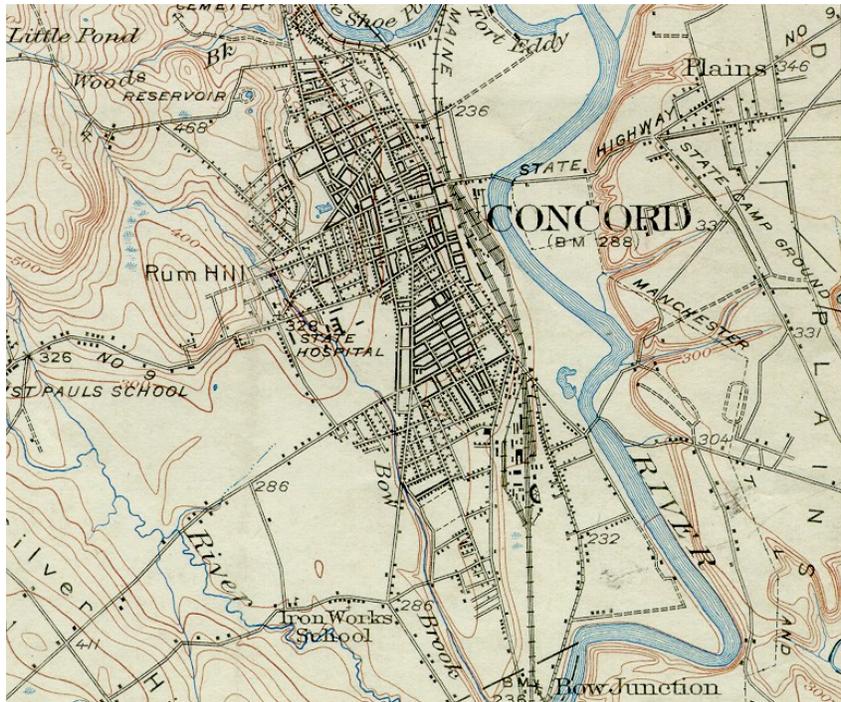
⁸ Compigny, 1929; 1902 map; Hengen, “Concord Municipal Airport,” 2010.

⁹ 1892 map. There is no listing for F.M. Prentiss in city directories of the period, but there is an entry for John M. Prentiss in 1891-92; he was a laborer residing off South Pembroke Road (earlier name for Airport Road), near the state camp grounds, which would place him in the house labeled that of F.M. Prentiss.

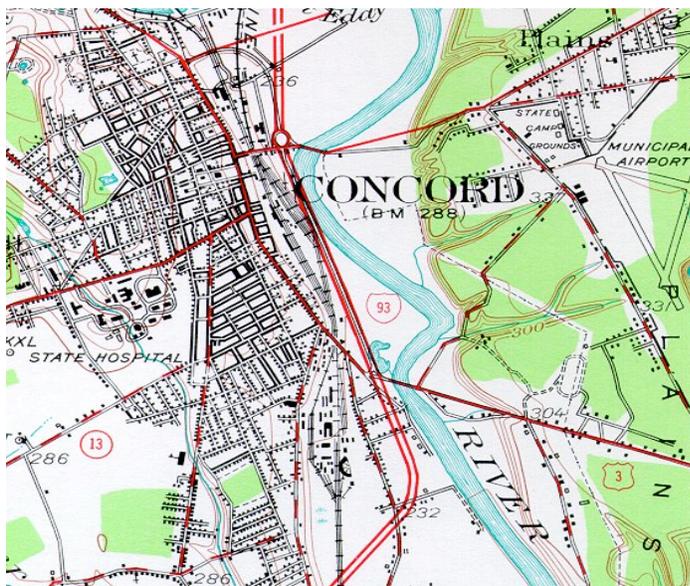
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The first building constructed within the project area may well be the house still standing at 133 Airport Road, erected ca. 1900 (photo #7, 22). Over the ensuing three decades of the 20th century, the project area, still mirroring other parts of the Heights, evolved as a sparsely developed residential neighborhood. By the end of the 1930s, all but one of the extant dwellings was in place, as well as residences that have since been demolished.



Detail, 1927 USGS, showing concentrated development along Loudon and Pembroke Roads, as well as lower Airport Road, but minimal development within project area



Detail, 1949 USGS map, showing dense residential growth within project area



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Based on the surviving houses and footprints of those no longer standing, this was a neighborhood of modest, vernacular, single-family houses on small lots—not unlike other streets on the Heights. About a dozen dwellings stood within the project area by 1950 (of which five remain). The majority of the houses were gable-front buildings, some with rear ells or small outbuildings, such as sheds and garages. It does not seem that there were any barns, and city directories do not point to farming as an activity in the project area.

The occupants of these dwellings has been remarkable stable. All of the extant houses were owner-occupied. Three of the six houses saw no change in family ownership between the mid-1930s and the late 1950s. The Scanlon family resided at 133 Airport Road from at least 1932 through 1959, as did the Chases at 151 Airport Road and their next door neighbors, the Sinottes. In more recent times, the ownership of 135 Airport Road has remained in the same family since at least the early 1950s. 145 Airport Road, built in 1959, had not changed hands as of 1986, and 147 Airport Road, purchased by the Michaud family in the early 1950s, was still in that family as recently as 2008.

Between 1932 and 1959, virtually all of the residents crossed the Merrimack River to find employment.¹⁰ The occupants of both 151 and 153 Airport Road, Harold W. Chase and Joseph E. Sinotte, worked in local foundries during the 1930s-50s and for a period in the same one, Concord Foundry and Machine Company. Martin Bengsch, who lived at 147 Airport Road in the 1930s, was a bookkeeper at NH State Hospital. A later owner, John R. Michaud, worked at the railroad shops in the South End and later at Sears, Roebuck. Harold Mahoney, who owned 135 Airport Road from at least 1932-53, was a truck driver, employed by the NH Highway Department for a while. His neighbor, Francis S. Scanlon at 133 Airport Road, was a mechanic during the 1930s; Mary A. Scanlon, a widow, worked downtown at SS Kresge Co. in the 1950s. Also during the 1950s, Henry F. Severance, owner of 135 Airport Road, traveled to Walter B. Chase's gas and oil business on South Main Street. Owners of houses within the project area that are no longer standing were similarly employed; jobs included railroad worker, carpenter, and leather worker at Page Belting Company. A rare exception was Raymond G. Fitts, who was commuting to Manchester Sand and Gravel in Hooksett when he built 145 Airport Road in 1959.¹¹

By 1944, a small business district was in place directly across from the airport, but the rest of Airport Road, including all of the project area, was still in residential use. The first non-residential building within the project area was erected by Northeast Electronics ca. 1959, the same year the last dwelling was constructed. The industrial plant stood immediately south of the airport hangars, at 99 Airport Road (photo #1, 2, 20). The land, formerly part of the airport, was sold by the city to the Concord Regional Development Corporation in 1955 as part of a concerted effort to attract industrial development close by the airport. Everhard Hendrik Bartelink, the founder of Northeast Electronics, actually leased space in the basement of the airport's Terminal Building before building his own facility. The plant was among the first to be built in what later became an industrial area around the airport.¹²

¹⁰ Since there was no known public transportation between the Heights and downtown, it is assumed that most residents walked to work, as few would have owned cars.

¹¹ City directories, 1932-1959. Prior to 1932 directories lack a street index, so that unless the name of the occupant is known, identifying occupations through the directories is not possible.

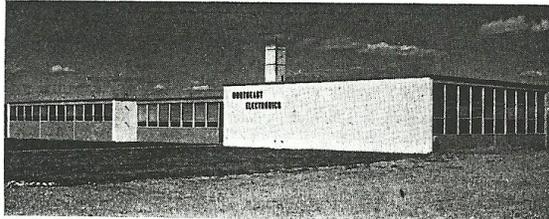
¹² Brereton, 1986: 11.

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NORTHEAST ELECTRONICS CORPORATION

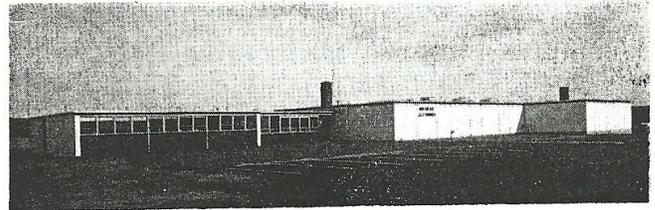
AIRPORT ROAD Tel. CA 5-6641 CONCORD, N. H.



Serving The Communications Industry

NORTHEAST ELECTRONICS CORPORATION

AIRPORT ROAD Tel. 224-7466 CONCORD



Serving The Communications Industry

These two images of the Northeast Electronics plant, from 1962 and 1963 respectively, illustrate the expansion of the facility only a few years after it was first constructed at 99 Airport Road. *From Concord City Directories*

No further development occurred in the project area for twenty years, despite bursts of population growth elsewhere on the Heights.

Beginning in the late 1970s and continuing into the 2000s, commercial (office) buildings began to replace single-family dwellings. Undoubtedly, airplane noise and increased vehicular traffic along Airport Road, an important connector street between Loudon Road (Route 202) and Manchester Street (Route 3) made the area far less appealing for housing. By the same token, both sides of Airport Road became attractive for commercial and industrial development. In several instances within the project area, two lots were merged to either accommodate a large office building or provide a large parking lot. The first new building to go up during this development wave was 115A-117 Airport Road (photo #4), built in 1979 for office use. The project merged two lots, removing the building that stood on each (at least one of which was a dwelling), building the existing building on the north lot and creating a large parking lot on the southern lot.

Between 1986 and 1996, four additional office buildings were constructed, causing the removal of no fewer than five houses. Two of these projects—125 and 141 Airport Road—also merged small lots previously occupied by single-family houses. The final office building to be erected—and the newest building in the project area—was built in 2003 on a vacant lot flanked by another commercial building to the north and a dwelling to the south. By then, only six residences remained standing in the project area.

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The oldest building, a dwelling at 133 Airport Road (photo #7, 22), was constructed ca. 1900. Two buildings, both dwellings, were built in the 1920s (135 & 147 Airport Road, photo #8, 9, 14), and two more in the 1930s (151 & 153 Airport Road, photo #16-19, 23, 24). The final extant dwelling to be erected in the project area went up in 1959 (145 Airport Road, photo #12, 13). By contrast, all six of the office buildings were built between 1979 and 2003; more than half of them occupy the site of a former residence. The sole industrial building, 99 Airport Road, was erected ca. 1959 (photo #1, 2, 20).

The residential buildings are modest, vernacular dwellings. All but one (147 Airport Road, photo #14, 15, 23) is only minimally set back from the road, and most of the lots have little road frontage. Their rear lot lines follow a continuous straight line and separate the properties from airport land to the east; the airport taxiway runs parallel and close to the rear lot lines. None of the dwellings represents a particular architectural style. The gable-front form was used for the two oldest dwellings: 133 Airport Road (ca. 1900, photo #7) and 135 Airport Road (built 1920, photo #8, 9). The former has a full-width, shed-roof façade porch, brick ridge chimney, and shallow one-story rear ell. The latter appears to have been substantially altered. The other 1920s house, 147 Airport Road (built 1925, photo #14) is a one-story, side-gable building. The two 1930s dwellings include a cape with attached garage at 151 Airport Road (photo #16, 17) and a two-story, side-gable house next door at 153 Airport Road erected ca. 1932 (photo #18, 19). The most recent dwelling, 145 Airport Road, was erected in 1959; it is a ranch with a breezeway leading to an attached garage (photo #12, 13).

Few of the houses have avoided exterior alterations. Three have replacement vinyl siding. The only dwellings with original window sash are the relatively recently built 145 Airport Road, which has 2/2 horizontal sash and at least one tripartite window; and 151 Airport Road, which has 6/1 sash (as well as some replacement 1/1). The fenestration has been dramatically changed on 147 Airport Road. The roofs of 135 and 153 Airport Road appear to have been raised, and 153 Airport Road also has a major rear addition. Three of the six dwellings retain a relative degree of integrity: 133 Airport Road (ca. 1900, photo #7), despite replacement siding and sash; 145 Airport Road (1959, photo #12); and 151 Airport Road (1930s, photo #16, 17), though the connecting link between the main house and attached garage has been altered.

Historic outbuildings are limited to a couple of garages and a shed. The oldest garage is a detached, one-bay, gable-front structure associated with—and probably contemporaneous with—147 Airport Road (photo #15); it features double doors hung on strap hinges. Both 145 and 151 Airport Road have attached single-bay garages that are also likely original to the property; the former has an early overhead door with glazed and solid panels (photo #12), while the latter has double doors hung on strap hinges (photo #17). The garage at 135 Airport Road (somewhat visible in photo #9) is a large, four-bay structure that was built within the past thirty years. A small, mid-20th century shed is found behind 145 Airport Road (photo #13) and a fairly modern shed behind 153 Airport Road (photo #19).

The industrial building (photo #1, 2, 20), which stands at 99 Airport Road, is the oldest of the non-residential properties, as well as the largest structure in the project area. It is a one-story, flat-roof, lengthy, concrete-block building that occupies the entire northern third of the project area. The northern section is a lower office wing, with a band of metal windows at the eave. Both the mid-section, which appears to be the manufacturing portion, and the southern portion, which with its loading platform at the far end likely functions as a warehouse, have mostly blank walls.

The six commercial buildings were all erected between 1979 and 2003. Four stand side-by-side and the remaining two are flanked by dwellings. All of these buildings have deeper setbacks from the road than

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the residences, and most occupy wider lots (typically created by merging two formerly residential lots) to accommodate on-site parking. Each building is of wood-frame construction and two stories or lower in height. (Photo #3-6, 10, 11)

Table of Properties

Map/lot#	Address ¹³	Date Built ¹⁴	Integrity Y/N ¹⁵	Brief Description & History	Photo #
110/G1/15	99 Airport Road	ca. 1959	Y	One-story, concrete-block industrial plant <i>History:</i> Northeast Electronics purchased this lot, formerly part of the airport property, from the city. It was one of the first industrial buildings erected in the vicinity of the airport. Previously, the company rented space in the basement of the airport terminal.	1, 2, 20
110/G1/14	115 Airport Road	1990	-	Split-level office building with moderately deep setback, clad with wood shingles and clapboards. <i>History:</i> This office building replaced a dwelling.	3
110/G1/13	115A-117 Airport Road	1979	-	Split-level office building with moderately deep setback, clad with brick and vinyl siding. <i>History:</i> This building occupies two merged lots, one of which had a small structure on it.	4
110/G1/11	119 Airport Road	1996	-	1-story, hip-roof office building with moderately deep setback, Colonial Revival features expressed in vinyl. <i>History:</i> This office building replaced a dwelling.	5
110/G1/9	125 Airport Road	1984	-	1-story office building consisting of multiple gable-roof masses, clapboard siding. <i>History:</i> This structure stands on two merged lots, each of which once accommodated a single-family dwelling.	6, 22

¹³ Airport Road was originally South Pembroke Road. When the street name changed ca. 1940, the buildings initially retained their South Pembroke Road address. Sometime between 1953 and 1955, the lots were renumbered.

¹⁴ Post-1950 dates are based on assessors' records; earlier dates are based on exterior visual analysis and city directory entries

¹⁵ Integrity is evaluated only for buildings more than 50 years old. None of the resources with integrity have sufficient architectural distinction or historical significance to be eligible for the National Register.

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110/G1/8	133 Airport Road	ca. 1900	Y	<p>1 ½ story, gable-front, sidehall-plan dwelling with full-width façade porch; brick ridge chimney; replacement vinyl siding & 1/1 sash; rear 1-story ell.</p> <p><i>History:</i> The oldest building in the project area, this was in the Scanlon family between at least 1932 and 1959. Francis S. Scanlon was a mechanic. Mary A. Scanlon, widow of Francis X., worked as a clerk at SS Kresge Co. on North Main North Main Street..</p> <p><i>Previously 203 Airport Road and 203 South Pembroke Road.</i></p>	7, 22
110/G1/7	135 Airport Road	1920	N	<p>1 ½ story, gable-front dwelling; replacement vinyl siding, 1/1 sash & blinds; two concrete-block chimneys (one is exterior); enclosed shed-roof side porch. The roof of the house appears to have been raised. Rear four-bay garage post-dates 1982, replacing earlier outbuildings.</p> <p><i>History:</i> The earliest known owner of this property is Henry F. and Barbara L. Severance, who were here by the early 1950s; the house remains in the family. In 1953 Severance was employed at the Walter B. Chase gas and oil business on South Main Street.</p> <p><i>Previously 205 Airport Road and 205 South Pembroke Road.</i></p>	8, 9, 22
110/G1/6	141 Airport Road	1989	-	<p>1 ¾ story office building with clapboard siding, poured-concrete foundation.</p> <p><i>History:</i> This commercial building was constructed on two merged lots, the northern of which had a gable-front dwelling that was demolished.</p>	10
110/G1/5	143 Airport Road	2003	-	<p>1 ½ story, side-gable office building with vinyl siding; entry located in recessed outer corner of projecting gabled pavilion.</p> <p><i>History:</i> This is the only commercial building in the project area that was erected on an undeveloped lot.</p>	11

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110/G1/4	145 Airport Road	1959	Y	<p>1-story dwelling (ranch) on poured-concrete foundation with asbestos-shingle siding and primarily 2/2 (horizontal) sash. Single-bay gable-front garage that is likely contemporaneous with house and has early glazed and solid paneled overhead door; garage is attached to house via breezeway. Small gable-front, wood-shingled shed (ca. 1958) with narrow, vertical-board double doors in rear corner of lot.</p> <p><i>History:</i> Raymond G. Fitts is the likely first owner of this house. He worked at Manchester Sand and Gravel in Hooksett. The family still owned the house in 1986.</p>	12, 13, 23
110/G1/3	147 Airport Road	1925	N	<p>1-story, side-gable dwelling with deep setback on poured-concrete foundation; clapboard siding, altered fenestration (ca. 1960s), off-center brick chimney on rear slope, entrance inset in northwest corner. Early 20th c. one-bay, gable-front garage with clapboard siding and double doors hung on strap hinges.</p> <p><i>History:</i> By 1933 this was owned by Martin and Mildred Bengsch, who may be the original occupants. Bengsch was a bookkeeper at NH State Hospital on the other side of town. After a period of ownership by Harris L. Stevens, the house passed to John R. and Arline Michaud in the early 1950s, at which time Michaud worked at the B&M Railroad shops. He was later employed by Sears, Roebuck on South Main St. The house was still in that family as recently as 2008.</p> <p><i>Previously 217 Airport Road and 217 South Pembroke Road</i></p>	14, 15, 23

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110/G1/2	151 Airport Road	1930s ¹⁶	Y	<p>1 ½ story dwelling (cape) on poured-concrete foundation with clapboard siding, original 6/1 and replacement 1/1 sash. Attached single-bay garage with double doors on strap hinges may be contemporaneous with house; its connecting piece to the main block has altered fenestration. According to assessors’ data, there is a small metal shed directly behind the house.</p> <p><i>History:</i> This was owned by Harold W. & Doris Chase by 1939 and through at least 1959. Chase was employed at Concord Foundry and Machine Co. throughout that time.</p> <p><i>Unnumbered until it received its Airport Road address.</i></p>	16, 17, 24
110/G1/1	153 Airport Road	ca. 1932 ¹⁷	N	<p>Two-story (but roof appears raised), side-gabled dwelling on poured-concrete foundation with aluminum siding, shed-roof porches on façade and south wall, replacement 1/1 sash; rear addition with clapboard and wood-shingle siding, bowed windows, and roof skylights. Small, non-historic, gambrel-roof shed on north property line.</p> <p><i>History:</i> This was owned by Joseph E. & Victoria M. Sinotte by 1933 and through at least 1959. Sinotte worked at the Ford & Kimball Foundry and later at Concord Foundry and Machine Co. (as did his neighbor at 151 Airport Road).</p> <p><i>Unnumbered until it received its Airport Road address.</i></p>	18, 19, 24

Comparables

The project area is similar to other major roads on the Heights that were initially residential in character, but have become increasingly commercial and/or industrial over the course of the second half of the 20th century. For instance, Pembroke Road retains earlier dwellings between Grover Street and Branch Turnpike, but it is largely commercial or institutional at its east and west ends. Similarly, East Side Drive retains a few earlier residences interspersed with substantial post-World War Two residential and non-residential development. Old Turnpike Road and Loudon Road, other early roads, are now nearly entirely industrial and commercial in character, as is Manchester Street.

Residential areas that date from the beginning of the 20th century to the onset of World War Two—the period during which the Airport Road project area evolved—are scattered throughout the Heights, but only a few could be considered a defined neighborhood with concentrations of houses and little or no

¹⁶ Assessors’ records state 1948, but the house appears earlier, and city directories indicate a building stood here by 1939.

¹⁷ Assessors’ records state 1948, but the house appears earlier, and city directories indicate a building stood here by 1933.

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non-residential construction. The best example of such a neighborhood is the Grant/Greeley Streets area (see project area form on file at NHDHR), together with the above-mentioned contiguous section of Pembroke Road and the side streets between it and Loudon Road. While there are other residential clusters on the Heights, they post-date World War Two.

22. Statement of Significance

The project area has not been surveyed previously, nor have any resources within it been determined eligible for, or are listed on, the National or New Hampshire Registers of Historic Places. It does, however, abut Concord Municipal Airport, which has been found eligible for the National Register as part of the same survey effort that produced this area form.

The project area represents the evolution of a relatively sparsely developed, early 20th century residential area along an early and well-traveled route. As use of the adjacent municipal airport increased, both automobile and commercial traffic increased along Airport Road. In the 1950s, the city began to designate industrial zones in the vicinity of the airport. The northern end of the project area is within one of those first zones, and 99 Airport Road, built ca. 1959, was one of the first industrial buildings purposefully sited adjacent to the airport.

While the history of the airport has been thoroughly developed in the companion form to this one, the scale and nature of the associated industrial development, of which 99 Airport Road is an early example, remain to be studied. Such research would aid in understanding the level of significance that 99 Airport Road may have with respect to Concord's mid-20th century industrial history.

The residential section of this project area has been sufficiently compromised such that further survey work is not recommended. The commercial buildings are of too recent construction to merit further survey work or analysis.

23. Periods(s) of Significance

n/a

24. Statement of Integrity

The Airport Road project area lacks overall integrity. Merged lots and larger-scale commercial construction within the past thirty-five years have altered the street, setback and density patterns, as well as the scale, established by three decades of residential development that ended by the Second World War. Nearly half of the existing buildings are less than thirty years old and commercial in function and character. Of the six residences, three lack design integrity, due to altered fenestration and rooflines. The remaining three retain integrity of location, design, materials and workmanship. Where once there was a continuous row of residences, there now are small groups of residences interrupted by late 20th century commercial buildings. The setting, feeling and association of the area have been compromised by this large-scale commercial development.

25. Boundary Justification

n/a

26. Boundary Description

n/a

AREA FORM

AREA NAME: AIRPORT ROAD

27. Bibliography and/or References

Bowers, Martha and Amy Dixon, "State Military Reservation," 2006. Area Form on file at NH Division of Historical Resources.

Champigny, Lillia M. and John G. Blodgett, "Concord Heights, Its History." *Concord Monitor and N.H. Patriot*, September 10, 1929. Republished in "Immanuel Community Church, 1900-1975."

Concord, City of, *Annual Reports of the Receipts and Expenditures of the City of Concord*. 1896-1910.

Concord City Directories, 1920-55.

Cook, Howard M., *Wayside Jottings*. Concord, NH: Edson C. Eastman, 1910.

Hengen, Elizabeth Durfee & Gary Samson, *Capital Views: A Photographic History of Concord, 1850-1930*. Concord, NH: New Hampshire Historical Society & Heritage Concord, Inc., 1994.

Hengen, Elizabeth Durfee, "Concord Municipal Airport," 2010. Area form on file at NH Division of Historical Resources and Concord Public Library.

Hengen, Elizabeth Durfee and Sarah Dangelas Hofe, "Dame School," 2010. Inventory form on file at NH Division of Historical Resources and Concord Public Library.

Lyford, James O., ed., *History of Concord, NH*. Concord: Rumford Press, 1903, 2 vols.

"New England Army Air Base. Considerations governing the selection of sites, with particular reference to Concord Plains, N.H." A Report to the State Planning and Development Commission, 1935. On file at Concord Planning Department.

Brereton, Charles, *New Hampshire Notables*. Portsmouth, NH: Peter E. Randall Publisher, 1986.

Preservation Company, "Grant and Greeley Streets Project Area," 2008. Area Form on file at NH Division of Historical Resources.

Maps & Plans

1858 *Map of Merrimack County*. Surveyed by H.F. Walling. Published by Smith & Peavey.

1872 "Plan of House Lots Situated in the City of Concord, NH." Drawn for Mr. James Stevens. MCRD 209/324-25.

1892 *Town and City Atlas of the State of New Hampshire*. Boston: D. H. Hurd.

1902 Commissioners Map of Concord, N.H. Prepared by Will B. Howe, City Engineer.

1927 USGS map

1939 (revised to February 1, 1954) Map of Concord, N.H. Prepared by Office of the City Engineer

AREA FORM

AREA NAME: AIRPORT ROAD

1949 USGS map

1986 City of Concord Assessors' Map

28. Surveyor's Evaluation: N/A

NR listed: district
individual prop.
within district

Integrity: yes
no

NR eligible: district
not eligible
more info needed

NR Criteria: A
B
C
D

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

I, Elizabeth Durfee Hengen, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer: Concord Camera. The negatives or digital files are housed in my office: 25 Ridge Road, Concord, NH 03301.

AREA FORM

AREA NAME: AIRPORT ROAD

Date of photographs: September 2010

Digital File Name: Concord Airport



Photo 1 description: 99 Airport Road, north end of building (office wing), southwest (front) elevation
Direction: N



Photo 2 description: 99 Airport Road, middle and south ends of building, southwest (front) elevation
Direction: E

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 3 description: 115 Airport Road
Direction: Southwest and southeast elevations



Photo 4 description: 115A-117 Airport Road, southwest (front) and southeast elevations
Direction: N

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 5 description: 119 Airport Road, southwest (front) and northwest elevations
Direction: E



Photo 6 description: 125 Airport Road, southwest (front) elevation
Direction: NE

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 7 description: 133 Airport Road, southwest (front) and southeast elevations
Direction: NE



Photo 8 description: 135 Airport Road, southwest (front) and northwest elevations
Direction: E

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 9 description: 135 Airport Road, southwest (front) and southeast elevations
Direction: NE



Photo 10 description: 141 Airport Road, southeast (front) elevation
Direction: N

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 11 description: 143 Airport Road, southwest (front) and southeast elevations
Direction: N



Photo 12 description: 145 Airport Road, southwest (front) and northwest elevations
Direction: E

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 13 description: 145 Airport Road, northwest elevation and rear shed
Direction: NE



Photo 14 description: 147 Airport Road, southwest (front) elevation
Direction: NE

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 15 description: 147 Airport Road, garage
Direction: E



Photo 16 description: 151 Airport Road, southwest (front) and northwest elevations
Direction: E

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 17 description: 151 Airport Road, southwest (front) and southeast elevations
Direction: N



Photo 18 description: 153 Airport Road, southwest (front) and northwest elevations
Direction: E

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 19 description: 153 Airport Road, southeast elevation, showing later rear addition and modern shed
Direction: NW



Photo 20 description: Airport Road, north terminus of project area and showing 99 Airport Rd at right
Direction: NW

AREA FORM

AREA NAME: AIRPORT ROAD



Photo 21 description: Airport Road, showing landscaping and setbacks for commercial properties at 115-119 Airport Road
Direction: N



Photo 22 description: Airport Road, showing left to right: #125, 133 & 135
Direction: SE



Photo 23 description: Airport Road, south terminus of project area, showing 145 at far left
Direction: SE



Photo 24 description: Airport Road, looking down road from south terminus of project area (#153 at far right)
Direction: NW

NH Division of Historical Resources
Determination of Eligibility (DOE)

Date received: January 19, 2011 Inventory #: CON-AR
Date of group review: January 26, 2011 Area: Airport Road
DHR staff: Laura Black
Property Name: Airport Road Town/City: Concord
Address: 99-153 Airport Road; odd numbers County: Merrimack
Reviewed for: R&C PTI NR SR Survey Other
Agency, if appropriate: DOT/FAA

Individual Properties		Districts	
NR	SR	NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Eligible	<input type="checkbox"/>	<input type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district	<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, in district	<input type="checkbox"/>	<input type="checkbox"/> More information needed
<input type="checkbox"/>	<input type="checkbox"/> Not eligible	<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> More information needed		
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated for individual eligibility		

Integrity: Location Design Setting Materials
 Workmanship Feeling Association

Criteria: A. Event B. Person C. Architecture/Engineering
 D. Archaeology E. Exception

Level: Local State National

STATEMENT OF SIGNIFICANCE:

IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED.
"The project area has not been surveyed previously, nor have any resources within it been determined eligible for, or are listed on, the National or New Hampshire Registers of Historic Places." The project area does about Concord Municipal Airport, which has been determined eligible for listing in the National Register. "The project area represents the evolution of a relatively sparsely developed, early 20th century residential area along an early and well-traveled route. As use of the adjacent municipal airport increased, both automobile and commercial traffic increased along Airport Road. In the 1950s, the city began to designate industrial zones in the vicinity of the airport. The northern end of the project area is within one of those first zones, and 99 Airport Road, built ca. 1959, was one of the first industrial buildings purposefully sited adjacent to the airport." "The scale and nature of the [airport]-associated industrial development, of which 99 Airport Road is an early example, remain to be studied. Such research would aid in understanding the level of significance that 99 Airport Road may have with respect to Concord's mid-20th century industrial history. The residential section of this project area has been sufficiently compromised such that further survey work is not recommended. The commercial buildings are of too recent construction to merit further survey work or analysis."

The DOE committee agreed that despite retaining some integrity, the residences in the project area do not warrant historic district survey or individual survey.

ENTERED INTO DATABASE
ACREAGE: approx. 14 acres
PERIOD OF SIGNIFICANCE: n/a
AREA OF SIGNIFICANCE: n/a

BOUNDARY: n/a

SURVEYOR: Elizabeth Durfee Hengen

FOLLOW-UP: Notify appropriate parties.

Recommend completing all address references with "Road."

Check all photo references in text and table for accuracy. Some errors/omissions were noted.

Final DOE approved by:

A handwritten signature in cursive script, appearing to read "Yangkati Ryan".