

APPENDIX A

Archaeological and Historic Preservation Reports

**Archaeological Resources Assessment for the proposed Hyde Park Connectivity
Improvements Project, Hyde Park, Lamoille County, Vermont**

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Report No. 915

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Archaeological Site Inspection for the proposed Hyde Park Connectivity Improvements Project, Hyde Park, Lamoille County, Vermont

Project Description

The Town of Hyde Park, with the assistance of the Dufresne Group, proposes the Hyde Park Connectivity Improvements Project, Hyde Park, Lamoille County, Vermont (Figure 1). The proposed project will develop a series of capital improvements between the Lamoille Valley Rail Trail and the Lamoille Union High School. The study area's southerly terminus is the Lamoille Valley Rail Trail (near the Town of Morristown) the northerly terminus is the Cricket Hill Trail parking area off Cricket Hill Road. The area extends easterly along East Main Street to Hyde Park Elementary School and to the intersection of East Main Street and Route 15/100. The westerly limit of the project area is Cricket Hill Road and Black Farm Road. The Archaeological Resources Assessment (ARA) was conducted as part of the Section 106 permitting process.

Study Goal

The goal of an ARA (or "review") is to identify portions of a specific project's APE that have the potential for containing precontact and/or historic sites. An ARA is to be accomplished through a "background search" and a "field inspection" of the project area. For this study, reference materials were reviewed following established guidelines. Resources examined included the National Register of Historic Places (NRHP) files; the Historic Sites and Structures Survey; and the USGS master archaeological maps that accompany the Vermont Archaeological Inventory (VAI). Relevant town histories and nineteenth-century maps also were consulted. Based on the background research, general contexts were derived for precontact and historic resources in the study area.

Archaeological Site Potential

No known precontact Native American archaeological sites exist along the proposed project's alignment, but one site, VT-LA-11, is located within 60 m of Eden Street and 110 m of Main Street. Site VT-LA-11 comprises a single find of a grooved axe in the yard of a local resident. The axe was found while the owners were excavating for stone in their back yard. No additional artifacts were found, but none were looked for either. The site is within 400 m of the Centerville Brook. Beyond this, no other known precontact Native American sites exist within 3 km of downtown Hyde Park. No portion of site VT-LA-11, or the yard from where it was found, will be disturbed by the proposed project.

In regard to historic period resources, both the historic 1859 Wallings map (Figure 2) and the 1878 Beers map (Figure 3) show numerous historic properties along the proposed project alignment. The vast majority of the structures however, are along West Main Street, Church Street, Eden Street, and Centerville Street. Some structures are located along the western portion of East Main Street, and few along its eastern portion. The section along VT Rte 15 has almost no structures along it. Since these streets and structures within Hyde Park existed at the time of the historic maps, we can expect their footprints to be the same, and therefore would not expect

portions of the historic structures to extend beyond their original footprints and out into the current alignment of the streets or proposed sidewalk. It is likely that the same houses depicted on the historic period maps are still in existence today. One structure, the Lamoille County Courthouse, located at 154 Main Street was listed on the National Register for Historic Places in 1996. The courthouse is across the street from the proposed sidewalk however, and therefore will not be disturbed by it.

Desk Review

As part of the desk review, the UVM CAP utilized the Vermont Division of Historic Preservation's (VDHP) predictive model for identifying precontact Native American archaeological sites. The Hyde Park Connectivity Improvements Project area scores 30 on the Predictive Model, due to its location within 180 m of the Lamoille River (6), within 90 m of the Centerville Brook (12), and within 90 m of a tributary of the Lamoille River (12). However, the area also has been heavily disturbed by the historic development of roads, bridges, and buildings (-32). In addition to the paper-based predictive model, the desk review uses a Geographical Information System (GIS) developed jointly by the UVM CAP, and its consultant Earth Analytic, Inc., which operationalizes the paper-based model. It does this by applying the VDHP's sensitivity criteria to all lands within the State of Vermont. In these maps, archaeological sensitivity is depicted by the presence of one or more overlapping factors, or types of archaeological sensitivity (i.e. proximity to water, etc.). The Hyde Park Connectivity Improvements Project alignment crosses areas that contain seven sensitivity factors, which are Drainage, Waterbody, Stream-Water Confluence, Stream Confluence, Kame Terrace, Floodplain, and Level Terrain (see Figure 1).

Field Inspection

A field inspection of the project area was carried out on October 2, 2015 by Charles Knight, Assistant Director of the UVM CAP. Knight walked and/or drove the entire length of the alignment. The alignment along Church Street is mostly on slope, trending north to south. In addition, the upper portion of Church Street, by the cemetery, has all residences well back from the road (Figure 4). The lower section of Church Street has residence close to the road on the west side only (Figure 5). However, these houses correspond to those in the historic maps and therefore, there is little chance that buried portions of historic structures exist along Church Street. Lower Church Street has been heavily disturbed, so little chance of intact precontact Native American sites. Eden Street is similarly on slope and all residences are well back from the road, so no archaeological sites are expected. Centerville Street had very little development on it and is on-slope (Figure 6). East Main Street follows the edge of a terrace overlooking the Lamoille River valley in its western portion. However, much of this area is disturbed by the parking lot for the Hyde Park Elementary School (Figure 7). One section of East Main Street, immediately east of the school parking lot and until the curve in the road is archaeologically sensitive, since it is intact and represents the edge of the terrace (Figures 8 & 9). The rest of East Main Street is either on slope or on a large road prism, in an area that is not archaeologically sensitive (Figure 10). The section of the proposed alignment along VT Rte 15 is almost entirely

on slope. Not until it veers off onto Cricket Hill Road does it level out (Figure 11). The section along the east side of the playing fields is located on a sizeable road prism. Finally, the portion of West Main Street has all the structures well back from the road, so there is no chance of encountering historic period sites. Sidewalks exist along the length of each side of the street, but these sidewalks are older and of a small footprint. In general, the landform of West Main Street is a level spit of a terrace overlooking the Lamoille River valley to the south and a tributary of the Lamoille River to the north (Figure 12). This section is archaeologically sensitive.

Conclusions

The Town of Hyde Park proposes the Hyde Park Connectivity Improvements Project, Hyde Park, Lamoille County, Vermont. The UVM CAP conducted an Archaeological Resources Assessment of the proposed improvements project and identified two areas as archaeologically sensitive. In general, the entire alignment has been heavily disturbed by historic period development, is on slope, or is not near any sensitivity factors. However, two sections along Main Street, the first on East Main Street immediately east of the Hyde Park Elementary School, and the second along West Main Street, just west of the intersection with Johnson Street were identified as archaeologically sensitive. If the proposed project disturbs ground beyond the edges of the road asphalt along these sensitive portions, then a Phase I site identification survey is recommended in those sensitive portions. If the proposed project elements can stay within the limits of the road asphalt, then no additional archaeological work is recommended.

Thank you for working with us on this project. Please let me know if you have any questions or comments.

Charles Knight, Ph.D.
Assistant Director

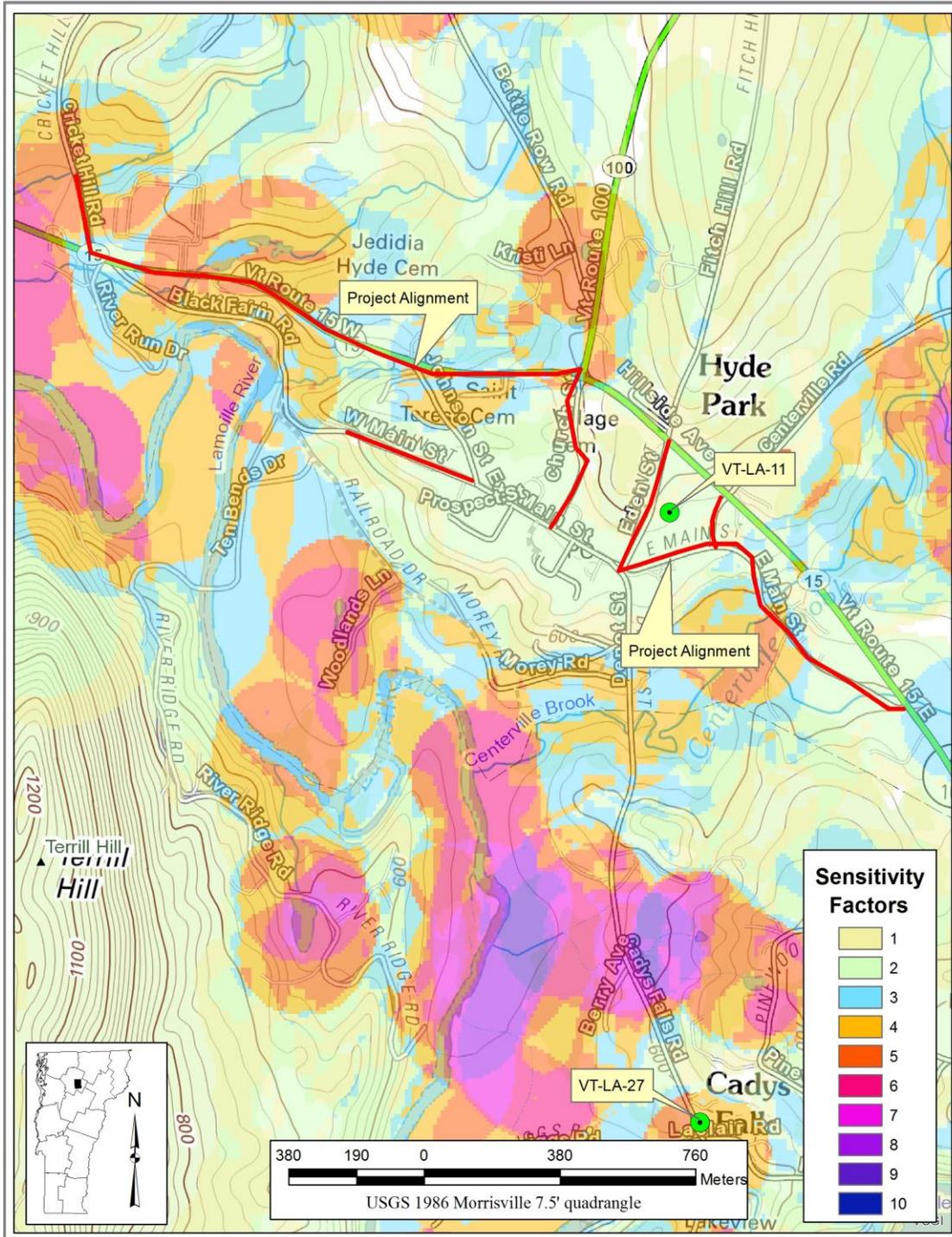


Figure 1. Map showing the location of the proposed Hyde Park Connectivity Improvements Project, in relation to archaeological sensitivity factors, Hyde Park, Lamoille County, Vermont.

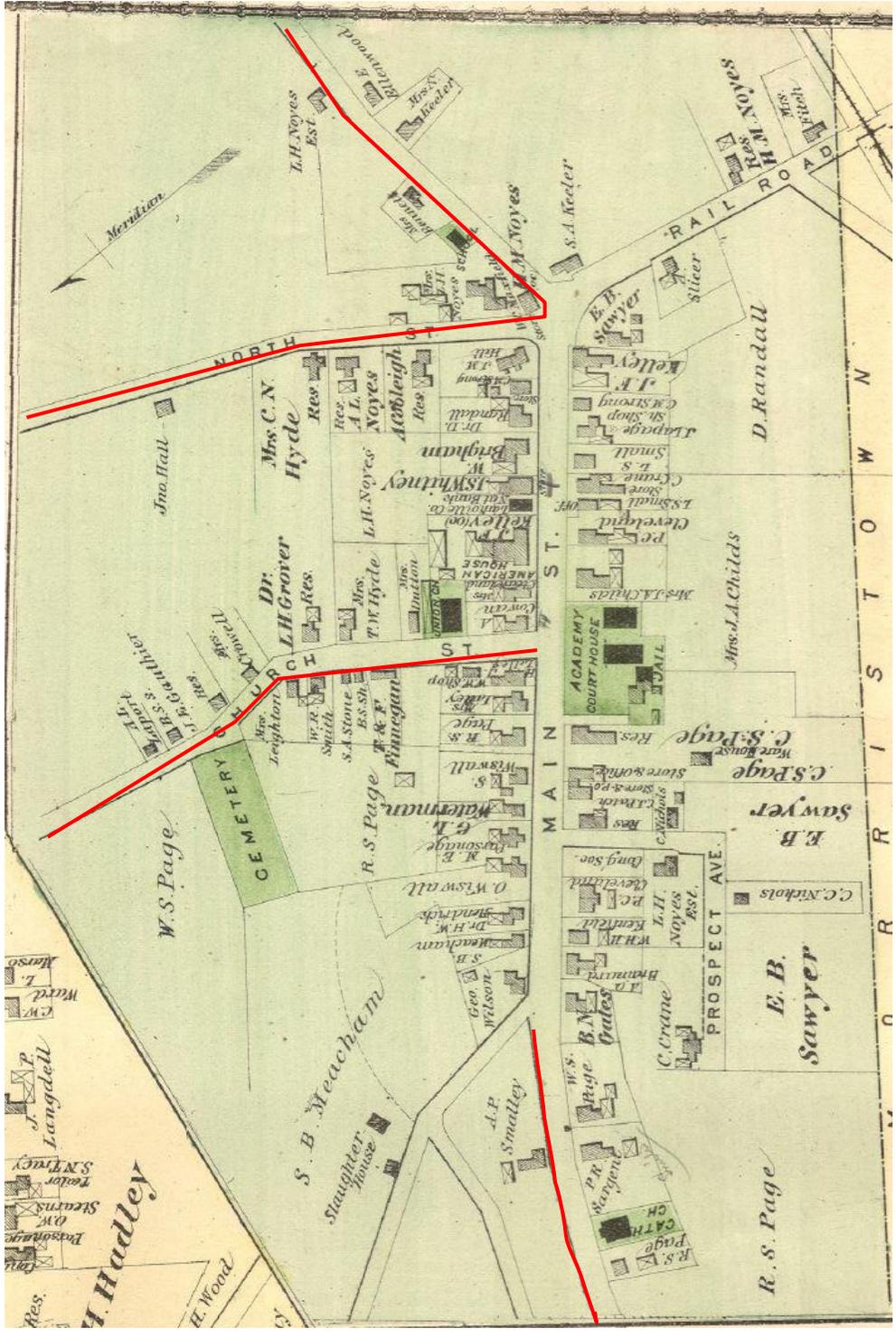


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a



b

Figure 4. Photos looking north (a) at the south (b) along upper Church Street for the Hyde Park Connectivity Improvements Project, Hyde Park, Lamoille County, Vermont.



a



b

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a



b

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a



b

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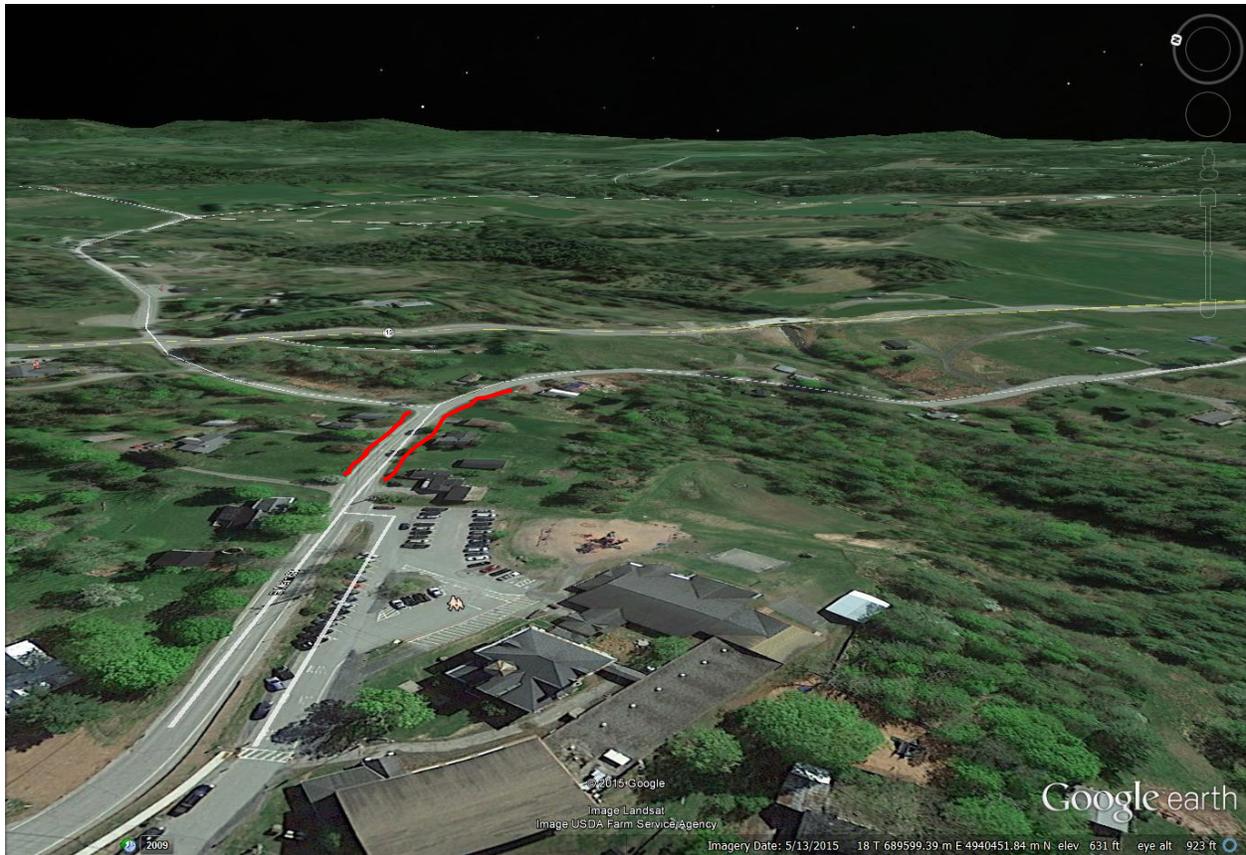


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a



b

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a



b

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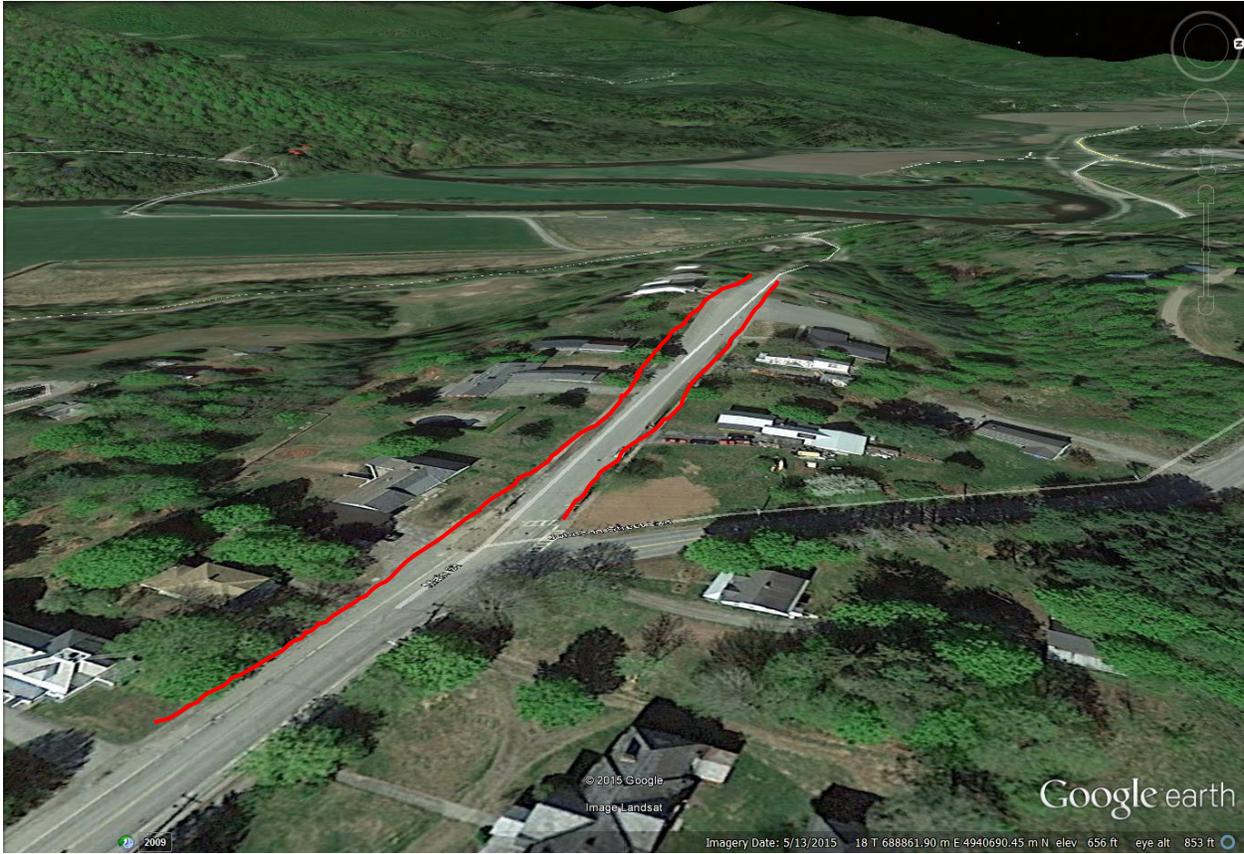
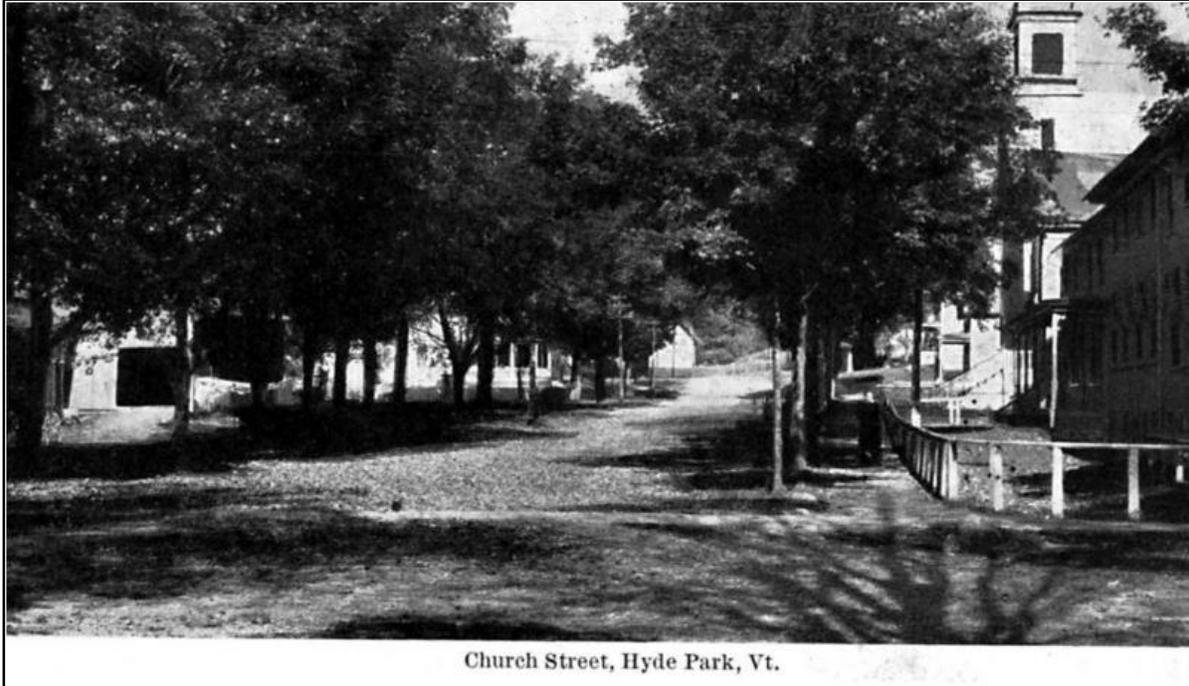


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**HISTORIC RESOURCES REVIEW FOR THE HYDE PARK
CONNECTIVITY IMPROVEMENTS PROJECT SCOPING STUDY,
HYDE PARK, LAMOILLE COUNTY, VERMONT**



Historic postcard looking northeast on Church Street from the intersection of Main and Church streets, ca. 1910

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December 2015

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CONNECTIVITY IMPROVEMENTS PROJECT SCOPING STUDY,
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INTRODUCTION

This Historic Resources Review for the Hyde Park Connectivity Improvements Project Scoping Study, located primarily in the Village of Hyde Park, within the Town of Hyde Park, Lamoille County, Vermont, was conducted by 36 CFR 61 qualified Historic Preservation Specialist, Catherine A. Quinn of the UVM Consulting Archaeology Program, in order to assist Dufresne Group and the Town of Hyde Park with compliance under Section 106 of the National Historic Preservation Act of 1966 and its amendments and, if required, Section 4(f) of the Department of Transportation Act of 1966, and its amendments.

This proposed project was reviewed for compliance under Section 106 of the National Historic Preservation Act of 1966 and its amendments and reviewed according to standards set forth in 36 CFR Part 800, the regulations established by the Advisory Council on Historic Preservation to implement Section 106. Review consists of identifying and evaluating historic resources on or eligible for listing on the National Register of Historic Places that have the potential to be affected by project work. A visual inspection of the project area was conducted on November 18, 2014; all current photographs were taken during the site visit. Research conducted for this review included a search of the collections of Wilbur Special Collections of the Bailey Howe Library at the University of Vermont, the Online Research Center of the Vermont Division for Historic Preservation, and the online Landscape Change Program of the University of Vermont, and included the National and State Register of Historic Places files, the Vermont Historic Sites & Structures Surveys, review of historic maps, town histories, and images.

PROJECT LOCATION AND DESCRIPTION

The proposed Hyde Park Connectivity Improvements Project study area is located along Johnson Street (VT Route 15), Cricket Hill Road, West Main Street, Church Street, Eden Street, and East Main Street, within the Village and Town of Hyde Park (Figure 1). Most of the project area falls within the Village of Hyde Park; a small portion at the very western end of the project area along Johnson Street and Cricket Hill Road, lies outside of the Village boundaries. Currently, pedestrians and bicyclists have no safe route through the identified project area, as there is no continuous sidewalk system, bike lanes or marked pedestrian crossings (Hyde Park 2014). The primary focus of the project is to develop conceptual designs for the public roads and the VT Route 15 corridor to connect the north and south sides of the Village of Hyde Park, and will include (Hyde Park, 2014):

- Identification of feasible improvement projects to address pedestrian and bicycle access, with an emphasis on improving the use of VT Route 15 for bicycles and pedestrians
- Creation of visually appealing space and travel corridor that draws business and residential investment and increases non-vehicular use of public right-of-ways and trails
- Exploring environmentally friendly “green” technology in elements such as street and exterior lighting, stormwater treatment and other utilities
- Identification of one or more potential new public spaces to act as a focal point for the corridor, including development of gateway improvements at one or more entrances to the Village and redevelopment of existing parcels with bike and pedestrian amenities
- Improvement of the overall aesthetic appearance of the project area.

The project is in the scoping phase, so plans are not yet developed.

Portions of the project area along West Main Street, Church Street, Eden Street, and East Main Street, lie within the State Register-listed Hyde Park Historic District, and there are two individual State Register-listed buildings along Johnson Street (VT Route 15), at the western end of the project area (see Figure 1). Another individual property that appears historic lies just outside the boundaries of the Historic District, at the very western end of Main Street. Historic resources in these areas that have the potential to be impacted by the project are identified below.

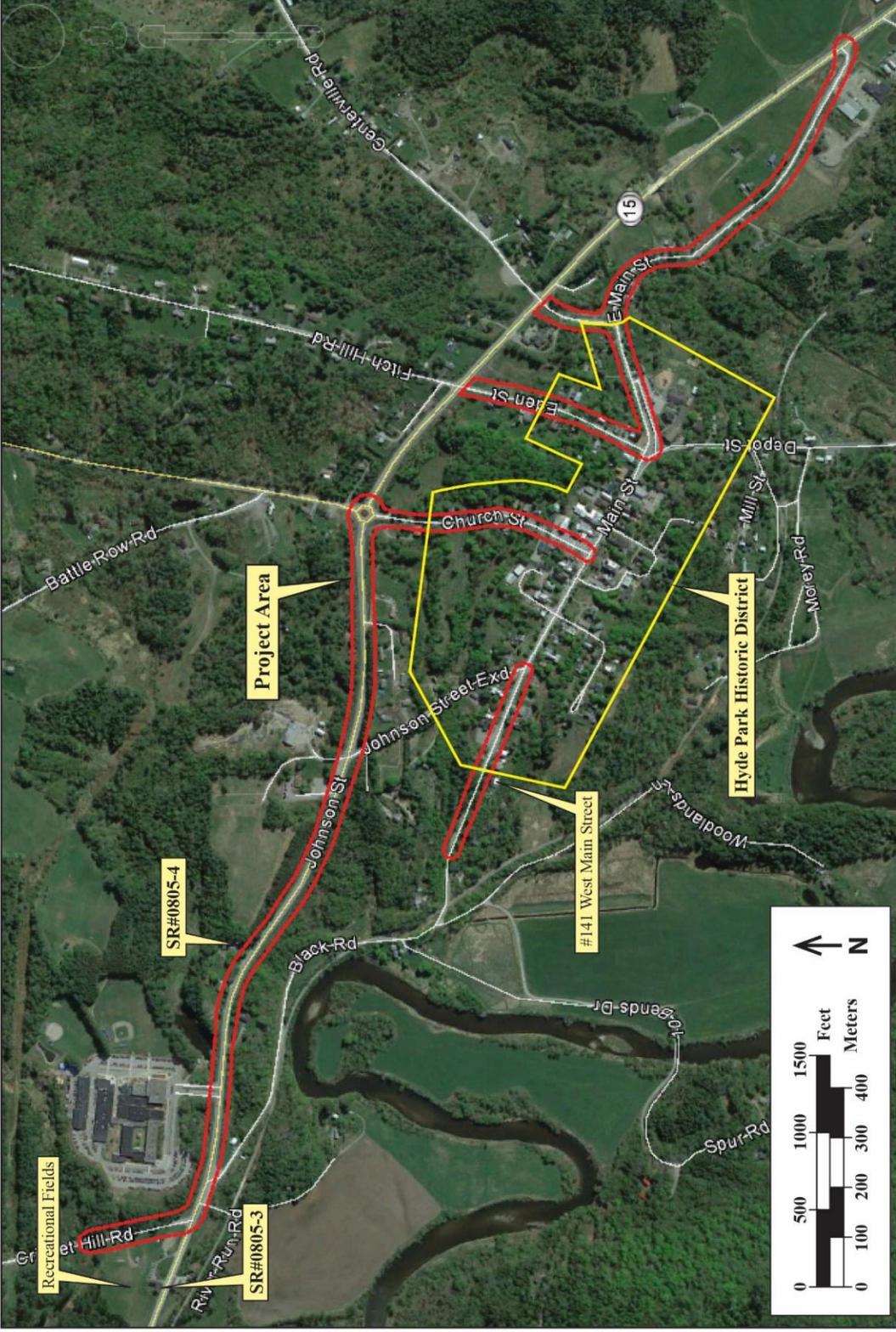


Figure 1. Image showing the location of the Hyde Park Connectivity Improvements Project study area, the State Register-listed Hyde Park Historic District, individual State Register-listed historic resources, a potentially historic property at 141 West Main Street, and recreational fields.

HISTORIC RESOURCES AND SIGNIFICANCE

Hyde Park History Summary

What is now Hyde Park Village was first settled ca. 1790 near the intersection of current day East Main and Depot streets, and was further developed in 1800 when “Hyde Park Main Street” was constructed in an east-west direction (VDHP 1981). When the legislature chose the location for the construction of the first courthouse for the newly formed Lamoille County in 1836, the area officially became a village (VDHP 1981). The courthouse fostered further growth of the Village, and by 1859 numerous residences and a church had been built, primarily along Main and Church streets, and many businesses were established, including: a law office, a bank, two hotels, a town house and academy, a school, post office, tailor shop, cabinet shop, harness shop, a starch factory and several other shops and stores (Figure 2) (Walling 1859). Hyde Park’s greatest period of prosperity and expansion began with the arrival of the railroad in 1870, which was built along the south edge of the village (VDHP 1981). By 1878, there is a notable increase in residential construction, with expansion to the west, east and north of Main Street, including along Church and Eden streets within the proposed Hyde Park Connectivity Improvements Project study area (Figure 3) (Beers 1878). A slaughter house was in business by 1878, at the northwest corner of the Village, a Catholic Church was built on lower Main Street, two blacksmith shops are recorded along Church Street, and a bank and additional shops and offices were established (see Figure 3).

By the turn of the 20th century, Hyde Park Village was a thriving and well established community (Figures 4 – 6). One important business in the Village beginning by at least 1896, was a calfskin tannery owned by Carroll S. Page who went on to a long political career, including a term as governor and two terms in the United States Senate (VDHP 1981; Sanborn 1896). The tannery was located along the railroad tracks just beyond the south edge of the Village, in Morristown (Sanborn 1896, 1922). A second business established by 1896 that also operated along the railroad tracks was the C. A. Slayton Sawing and Planing mill (Sanborn 1896, 1922). Both of these enterprises operated through 1922, but both were no longer present by 1943 (Sanborn 1922, 1943). In 1910, a fire that started in and burned the old courthouse (site of the current courthouse), destroyed many of the buildings at the western end of Main Street, but spared Carroll Page’s mansion, reportedly because fire department efforts were focused on his property (see Figure 4) (VDHP 1981). This western part of the Village was reconstructed after the fire.

Hyde Park Historic District

Description: Portions of the study area along Church Street, Eden Street, and the western and eastern ends of Main Street are located within the Hyde Park Historic District (SR #0805-1), which was added to the State Register in 1992 (Figure 7) (VDHP 1981). The District includes a mix of residential, commercial, public, religious and agricultural buildings, with most contributing resources dating from the early 1800s through the first few decades of the 20th century. The primary public buildings, with the Lamoille County Courthouse as a focal point, are situated along Main Street at the base of Church Street. Most commercial buildings, some converted from residences, are located to the east of the courthouse along both the north and south sides of Main Street, while the Catholic and Second Congregational churches lie to the west of the courthouse, along Main Street. The former Union Church, no longer utilized as a church, is located on Church Street. The remaining areas of the District are primarily residential,

including the project area streets of Church Street, Eden Street, and the western and eastern ends of Main Street.

Buildings in the District represent the broad spectrum of architectural styles from this more than 100 year period, including Federal, Greek Revival, Gothic Revival, Italianate, Queen Ann, Richardsonian Romanesque and Colonial Revival. When added to the State Register in 1992, there were a total of 99 historic buildings (including contributing garages, carriage houses, barns, etc.), plus the Village cemetery. Forty-one of these contributing buildings, plus the cemetery, have the potential to be affected by the project. Two properties within the study area that were contributing at the time of the State Register listing are no longer extant; these buildings include resource #82, located on the western portion of Main Street, and resource #137, located on Eden Street (see Figure 6). This review recommends that two other buildings, one along Church Street (SR #107) and one on Eden Street (SR #130), are no longer eligible for inclusion on the State Register due to alterations (Appendix I).

Statement of Significance and Eligibility: The Hyde Park Historic District was added to the State Register of Historic Places on March 24, 1992, with the resources being documented by a Historic Sites & Structures Survey in 1981 (VDHP 1981 and 1992). The District is significant under several historic contexts in Vermont, including Historic Architecture and Patterns of Town Development, Culture and Government, Transportation, and Industry and Commerce. The Hyde Park Historic District is a largely intact 19th and early 20th centuries Vermont rural village with well-preserved resources that document the village's development through time as a successful, residential, commercial, and government center whose growth was spurred by the arrival of the railroad in 1870. Buildings in the District document the change in architectural styles through time, from the early 19th century to the early decades of the 20th century, and in general possess a high level of integrity. Although some changes have taken place in the District, including the loss of at least two properties and alterations to some buildings, overall, the Hyde Park Historic District has not been negatively impacted and retains its integrity of location, design, setting, workmanship, feeling and association and is considered a significant historic resource and remains eligible for inclusion on the State Register.

Resources within the District that have the potential to be affected by the project are identified with maps and images below, grouped by their street location within the project area and named by their individual Historic District State Register numbers.

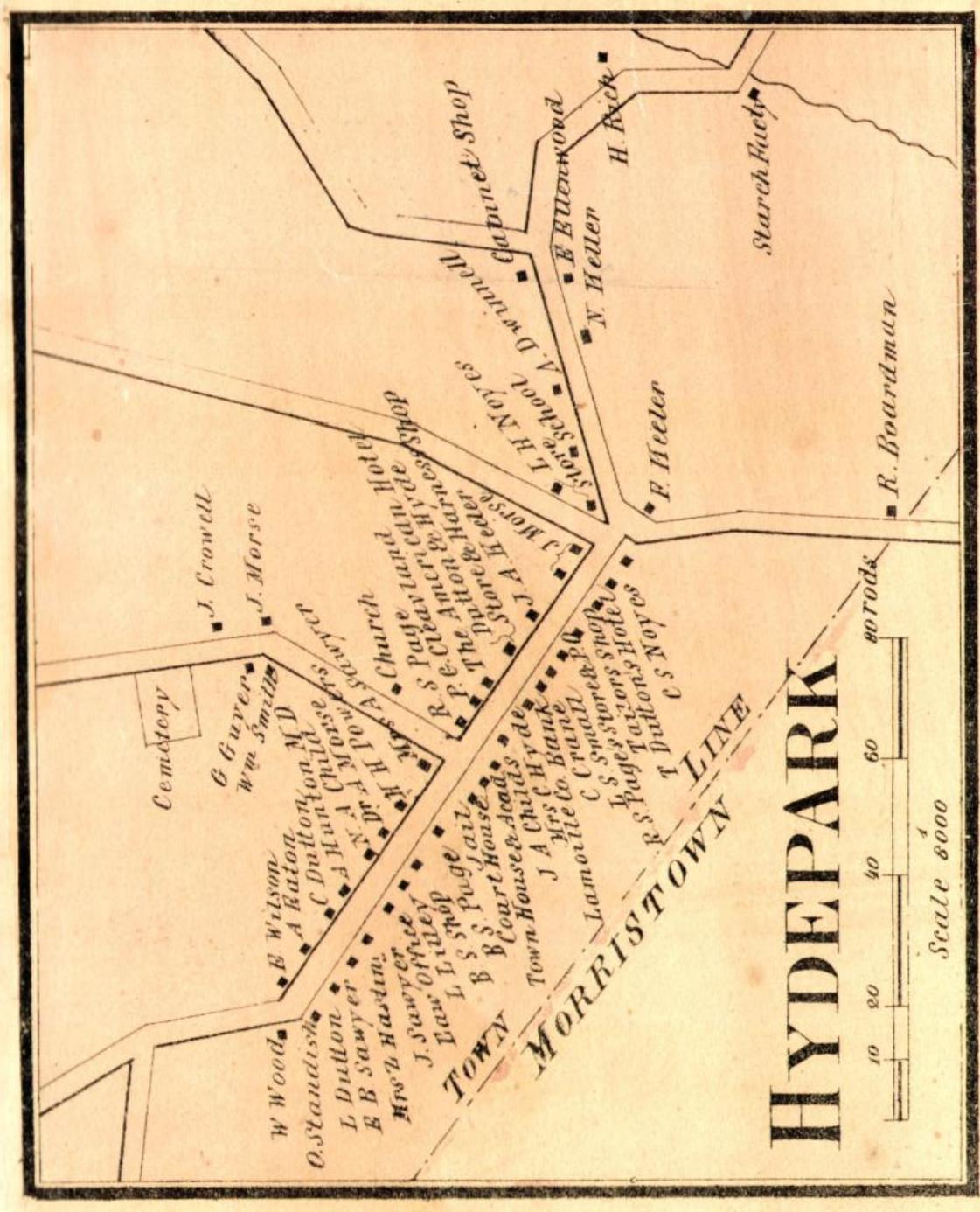


Figure 2. Detail of Hyde Park from H. F. Walling's 1859 Map of the Counties of Orleans, Lamoille and Essex, Vermont.



Figure 4. Historic photograph looking north from Morristown to Hyde Park, between 1898, when the large school building in the upper right corner was built, and before 1910 when buildings along Main Street in the upper left corner were destroyed by fire; note railroad cars at left center (UVM Landscape Change Program LS02318_000).

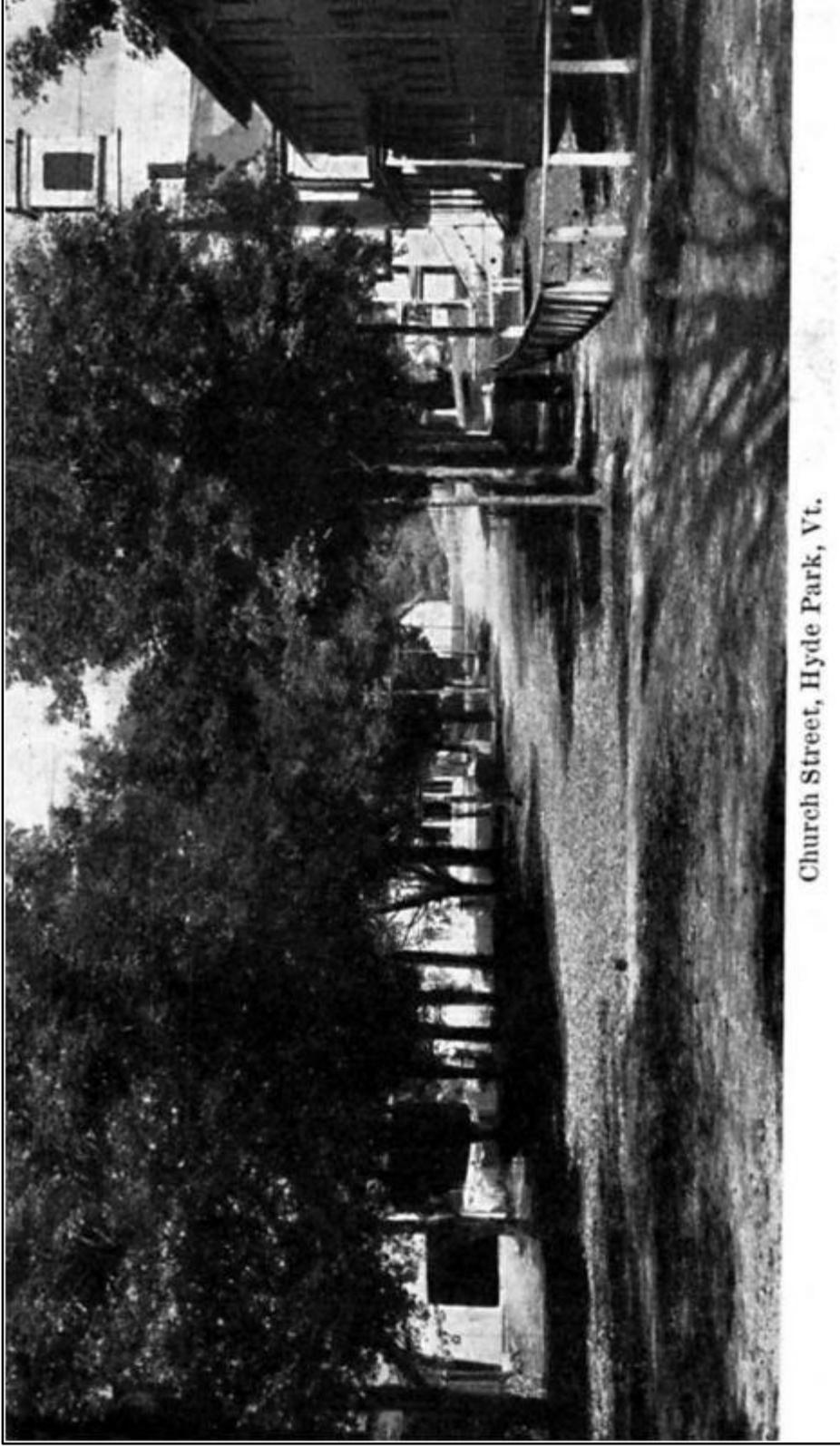


Figure 5. Historic postcard looking northeast on Church Street from the intersection of Main and Church streets, ca. 1910; Union Church (SR #118) at background left, and SR building #119 second building from right (UVM Landscape Change Program LS00453_000).



Figure 6. Historic postcard looking southeast on Church Street, ca. 1910; southwest corner of Union Church (SR #118) at left, and SR building #119 at center (UVM Special Collections, postcard collection).

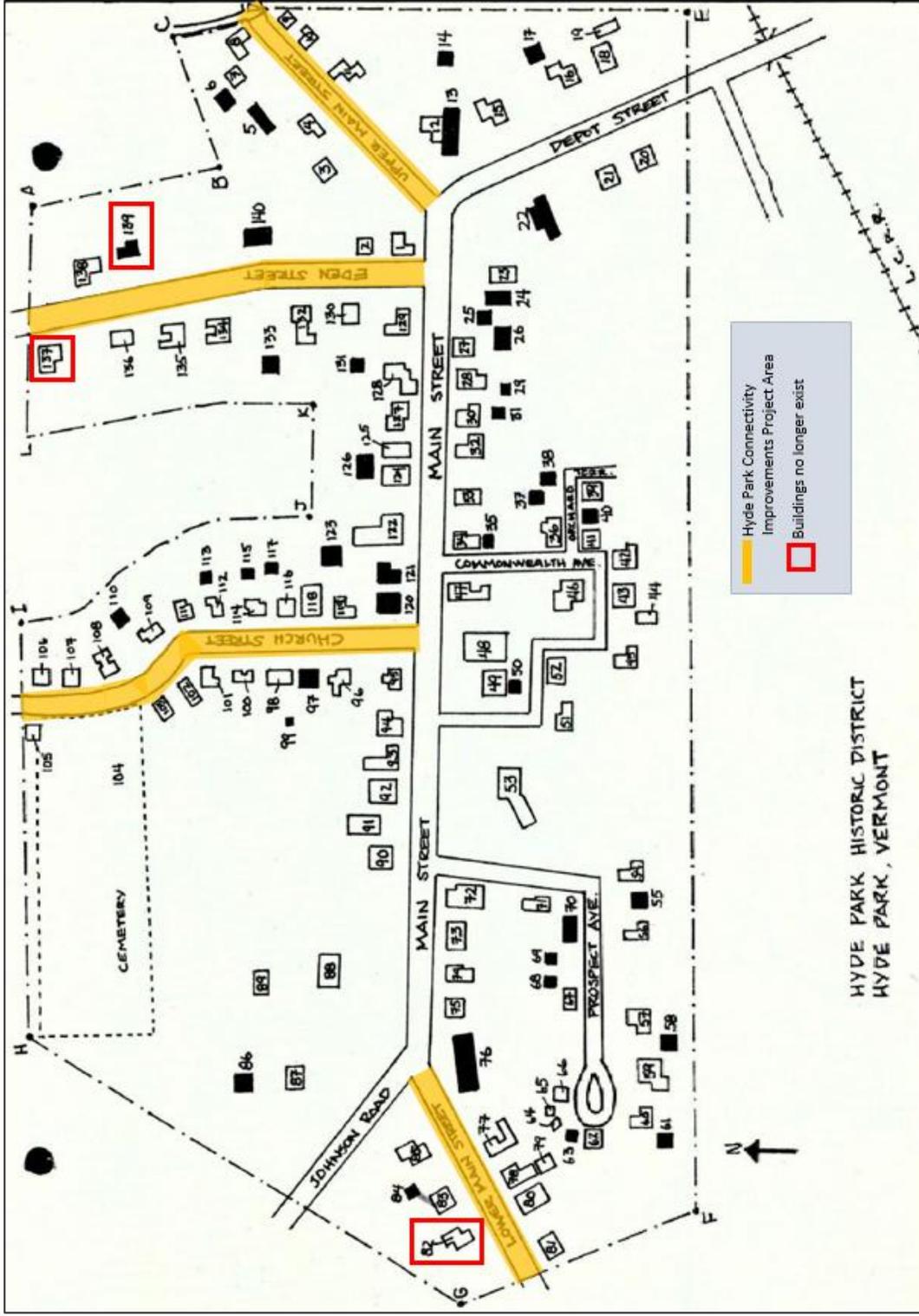


Figure 7. Sketch map of the State Register-listed Hyde Park Historic District (SR #0805-1) with the Hyde Park Connectivity Improvements Project study area added, and buildings that no longer exist noted; contributing resources to the District are in white and non-contributing resources in black (VDHP 1981).

Church Street (Figures 7 – 32)

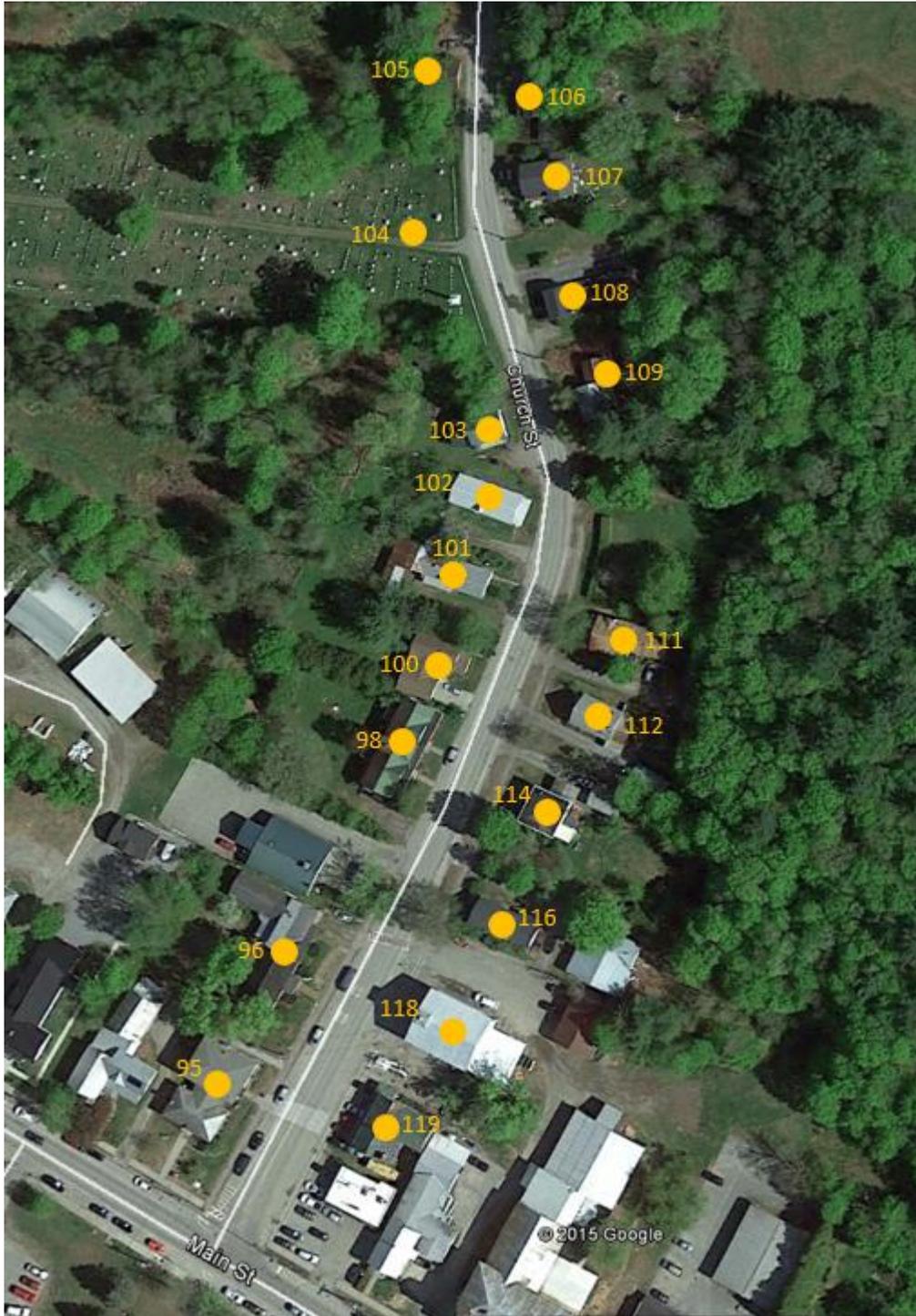


Figure 8. Church Street portion of the Hyde Park Connectivity Improvements Project study area, with contributing resources to the State Register-listed Hyde Park Historic District indicated.



Figure 9. View north of SR building #95 along the north side of Main Street (foreground) and west side of Church Street (right) in the Church Street portion of the study area.



Figure 10. View northeast of SR building #95 and existing sidewalk along the west side of Church Street in the Church Street portion of the study area.



Figure 11. View northwest of SR building #96 along the west side of Church Street in the Church Street portion of the study area.



Figure 12. View north of SR building #96 and existing sidewalk along the west side of Church Street in the Church Street portion of the study area.



Figure 13. View northwest of SR building #98 along the west side of Church Street in the Church Street portion of the study area.



Figure 14. View north of SR building #98 and road side along the west side of Church Street in the Church Street portion of the study area.



Figure 15. View northwest of SR building #100 along the west side of Church Street in the Church Street portion of the study area.



Figure 16. View north of SR building #100 and road side along the west side of Church Street in the Church Street portion of the study area.



Figure 17. View northwest of SR buildings #101 (left) and #102 (right) along the west side of Church Street in the Church Street portion of the study area.



Figure 18. View northwest of SR buildings #101 (left) and #102 (center) and road side along the west side of Church Street in the Church Street portion of the study area.



Figure 19. View northwest of SR building #102 along the west side of Church Street in the Church Street portion of the study area; note close proximity to road's edge.



Figure 20. View northwest of SR building #103 along the west side of Church Street in the Church Street portion of the study area; note close proximity to road's edge.



Figure 21. View northwest of SR cemetery #104 along the west side of Church Street in the Church Street portion of the study area; note close proximity to road's edge.



Figure 22. View northwest of SR building #105 (left) along the west side of Church Street in the Church Street portion of the study area; note close proximity to road's edge.



Figure 23. View northeast of SR building #106 along the east side of Church Street in the Church Street portion of the study area.



Figure 24. View northeast of SR building #107 along the east side of Church Street in the Church Street portion of the study area; SR building #106 in background; note that #107 may no longer be considered significant due to alteration (see Appendix I).



Figure 25. View northeast of SR building #108 along the east side of Church Street in the Church Street portion of the study area.



Figure 26. View southeast of SR building #109 along the east side of Church Street in the Church Street portion of the study area.



Figure 27. View south on Church Street in the Church Street portion of the study area; SR building #102 (right), and SR buildings #111, #112 #114, #116 and # 118 (left to center).



Figure 28. View northeast of SR buildings #111 (left) and #112 (right), and existing sidewalk, along the east side of Church Street in the Church Street portion of the study area.



Figure 29. View southeast of SR building #114 and existing sidewalk, along the east side of Church Street in the Church Street portion of the study area.



Figure 30. View southeast of SR buildings #116 (left) and #118 (right), and existing sidewalk, along the east side of Church Street in the Church Street portion of the study area.



Figure 31. View southeast of SR building #119, along the east side of Church Street in the Church Street portion of the study area.



Figure 32. View north on Church Street in the Church Street portion of the study area; SR buildings #119, #118, #116, and #114 (foreground to background), note painted sidewalk area.

Eden Street (Figures 33 – 47)



Figure 33. Eden Street portion of the Hyde Park Connectivity Improvements Project study area, with contributing resources to the State Register-listed Hyde Park Historic District indicated.



Figure 34. View northwest of SR building #129 and existing sidewalk, along the west side of Eden Street in the Eden Street portion of the study area.



Figure 35. View north of existing sidewalk at side of SR building #129, along the west side of Eden Street in the Eden Street portion of the study area; SR building # 130 in background left.



Figure 36. View northwest of SR building #130 along the west side of Eden Street in the Eden Street portion of the study area; this house may no longer be considered significant due to alteration (see Appendix I).



Figure 37. View northwest of SR building #132 and existing sidewalk, along the west side of Eden Street in the Eden Street portion of the study area.



Figure 38. View northwest of SR building #134 and existing sidewalk, along the west side of Eden Street in the Eden Street portion of the study area.



Figure 39. View northwest of SR building #135 and existing sidewalk, along the west side of Eden Street in the Eden Street portion of the study area.



Figure 40. View south of existing sidewalk in front of SR buildings #135 (right foreground) and #134 (right background), along the west side of Eden Street in the Eden Street portion of the study area; non-contributing building # 140 in background left.



Figure 41. View south of existing sidewalk in front of SR building #136 along the west side of Eden Street in the Eden Street portion of the study area.



Figure 42. View northwest of SR building #136, along the west side of Eden Street in the Eden Street portion of the study area.



Figure 43. View northeast of SR building #138, along the east side of Eden Street in the Eden Street portion of the study area.



Figure 44. View east of SR building #2, along the east side of Eden Street in the Eden Street portion of the study area.



Figure 45. View southeast of SR buildings #2 (foreground) and #1 (background), along the east side of Eden Street in the Eden Street portion of the study area.



Figure 46. View southeast of SR building #1, along the east side of Eden Street in the Eden Street portion of the study area.



Figure 47. View northeast of SR building #1, along the east side of Eden Street in the Eden Street portion of the study area.

East Main Street (Figures 48 – 58)



Figure 48. East Main Street portion of the Hyde Park Connectivity Improvements Project study area, with contributing resources to the State Register-listed Hyde Park Historic District indicated.



Figure 49. View southwest on East Main Street toward the Depot/Eden/Main streets intersection, in the East Main Street portion of the study area.



Figure 50. View north of SR building #1 along the north side of East Main Street, in the East Main Street portion of the study area.



Figure 51. View southwest on East Main Street; SR buildings #3 (right) and #1 (right background), in the East Main Street portion of the study area.



Figure 52. View northeast of SR buildings #3 (left) and #4 (right) along the north side of East Main Street, in the East Main Street portion of the study area.



Figure 53. View northeast of SR building #4 along the north side of East Main Street, in the East Main Street portion of the study area.



Figure 54. View northeast on East Main Street; SR buildings #11 (right) and #8 (left background), in the East Main Street portion of the study area.



Figure 55. View northeast of SR buildings #7 (barn behind modern garage) and #8 (house) along the north side of East Main Street, in the East Main Street portion of the study area.



Figure 56. View northeast along the north side of East Main Street toward the Centerville Road intersection, in the East Main Street portion of the study area.; SR building #8 at left.



Figure 57. View east of SR buildings #9 (barn) and #10 (house) along the south side of East Main Street, in the East Main Street portion of the study area.



Figure 58. View east of SR building #11 along the south side of East Main Street, in the East Main Street portion of the study area.



Figure 59. West Main Street portion of the Hyde Park Connectivity Improvements Project study area, with contributing resources to the State Register-listed Hyde Park Historic District indicated.



Figure 60. View northwest on West Main Street; in the West Main Street portion of the study area; right to left, SR buildings #77, #78, #80, #83 and #85.



Figure 61. View northwest on West Main Street; in the West Main Street portion of the study area; SR buildings #77 (left foreground), #78 (left center) and #83 (right foreground).



Figure 62. View southeast of SR building #77 along the south side of West Main Street, in the West Main Street portion of the study area.



Figure 63. View southwest of SR building #78 along the south side of West Main Street, in the West Main Street portion of the study area.



Figure 64. View southwest of SR buildings #80 and #81 along the south side of West Main Street, in the West Main Street portion of the study area.



Figure 65. View southeast of paved area in front of SR building #80 along the south side of West Main Street, in the West Main Street portion of the study area; SR buildings #78 and #77 in background.



Figure 66. View southeast of SR building #80 along the south side of West Main Street, in the West Main Street portion of the study area.



Figure 67. View northwest of SR building #83 along the north side of West Main Street, in the West Main Street portion of the study area.



Figure 68. View northwest of SR building #85 along the north side of West Main Street, in the West Main Street portion of the study area.

141 West Main Street (Figure 69)

One additional, potentially historic property was identified immediately beyond the western boundary of the Hyde Park Historic District, along the south side of West Main Street, at 141 West Main (see Figure 1). The building lies just beyond the mapped portion of Hyde Park on the 1878 Beers' Atlas, but may date to around the same time period when other buildings were constructed along this stretch of West Main Street, ca. 1860 and 1870 (see Figure 3). Or it possibly was moved to its current location when the road was constructed sometime between 1859 and 1878 (see Figures 2 and 3). More detailed land record research would be needed to confirm its date of construction, but for planning purposes, it should be considered to have the potential to be considered a significant historic resource.



Figure 69. View southwest of potentially historic property along the south side of West Main Street, in the West Main Street portion of the study area.

Individual State Register-Listed Properties, VT Route 15

Two additional, individually-listed State Register historic properties, SR #0805-3 and SR #0805-4, were identified within the project's area of potential effects, along the north side of VT Route 15 (Johnson Street), northwest of the Village of Hyde Park. (see Figure 1). Each resource is described below.

SR #0805-3 (Figures 70 – 73)

Description: Constructed ca. 1850, this Greek Revival style, Classic Cottage, former farm house is located near the intersection of Cricket Hill Road and VT Route 15 see (see Figure 1). “A. Cobleigh” is listed at the building on Walling’s 1859 map, and the property appears on Beers’ 1878 *Atlas of the Counties of Lamoille and Orleans, Vermont*, as occupied by “T. Finnegan” (Figures 70 and 71) (Walling 1859; Beers 1878). The house appears much as it did when the property was recorded on the Vermont Historic Sites & Structures Survey in 1981, and it retains many of its character defining features including its Greek Revival-style wide frieze board under the roof line, corner trim boards, clapboard siding, gable returns and main entry door surround with pilasters and entablature (VDHP 1981) (Figures 72 and 73). Alterations since 1981 include the removal of a non-contributing hood over the front door, a new entryway on the east side of the building, and a new standing seam metal roof. The building is currently used as an animal medical hospital. A barn associated with the house still stands across the road from the house.

Statement of Significance and Eligibility: This property on VT Route 15 was added to the State Register in 1992 (VDHP 1992). It retains its historic integrity, distinctive architectural characteristics, and qualities of location, design, setting, materials, workmanship, feeling and association. This historic resource remains eligible for inclusion on the State Register as a property that embodies the distinctive characteristics of a type, period or method of construction, and within Vermont’s Historic Architecture and Agriculture contexts.

SR #0805-3 (Figures 70, 71, 74 – 78)

Description: Located just over a quarter of a mile west of the intersection of Johnson Street Extension and VT Route 15, the original Cape Cod form of this house, now hidden by a large veranda, was constructed ca. 1820 by Captain Jedidiah Hyde, the founder and namesake of Hyde Park (see Figure 1) (VDHP 1981). Hyde settled this farm ca. 1788 (VDHP 1981). “Mrs. C. Hyde” is listed at the house in 1859, and “F. Finnegan” is shown at the property in 1878 (Walling 1859; Beers 1878). The house was renovated to its current appearance ca. 1924, at which time the garage and small guest house were constructed (VDHP 1981). Except for the addition of a modern garage onto the house, little has changed at the property since it was surveyed in 1981 (Figures 72 -76).

Statement of Significance and Eligibility: This property on VT Route 15 was added to the State Register in 1992 (VDHP 1992). It retains its historic integrity, distinctive architectural characteristics, and qualities of location, design, setting, materials, workmanship, feeling and association. This historic resource remains eligible for inclusion on the State Register as a property that embodies the distinctive characteristics of a type, period or method of construction, and within Vermont’s Historic Architecture and Agriculture contexts.

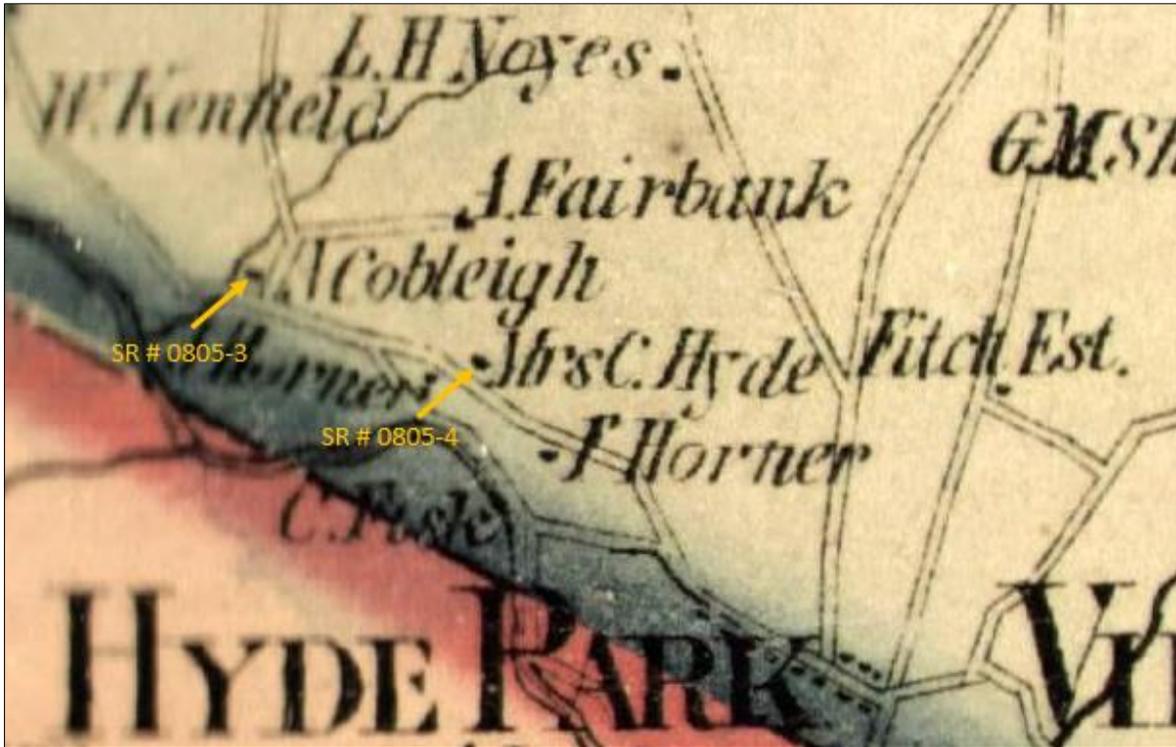


Figure 70. Detail of Hyde Park from H. F. Walling's 1859 *Map of the Counties of Orleans, Lamoille and Essex, Vermont* showing the location of SR properties #0805-3 and #0805-4.

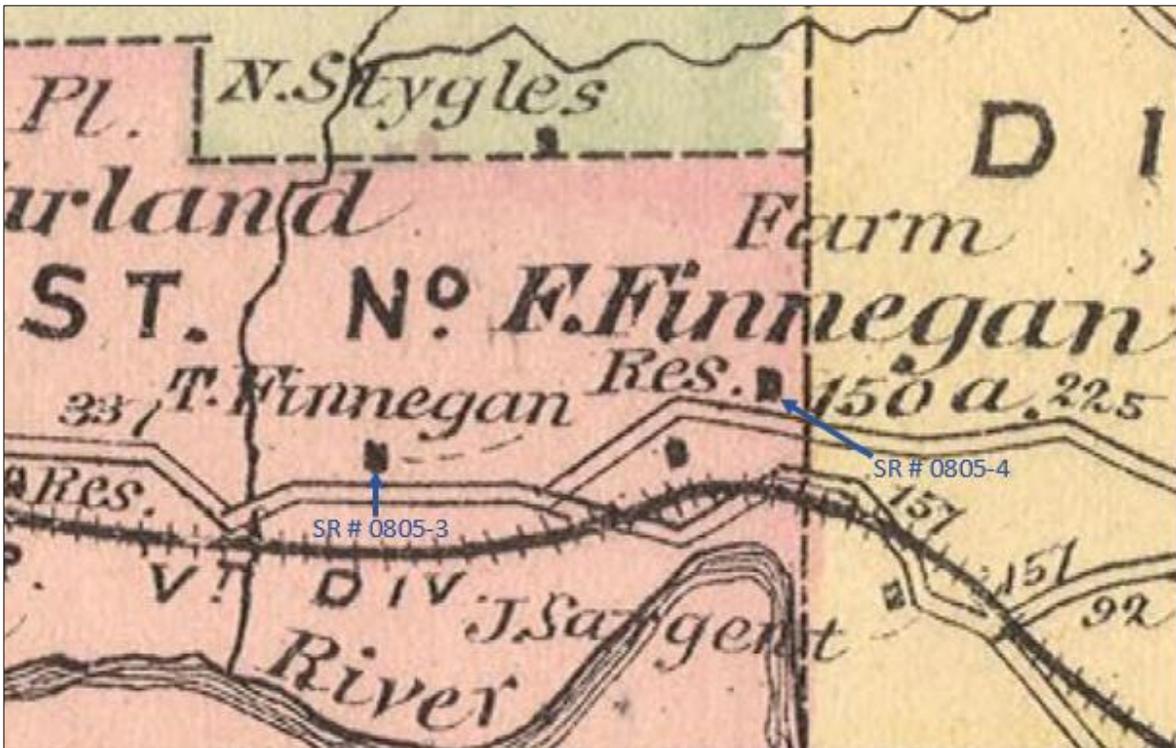


Figure 71. Detail of Hyde Park from F. W. Beers' 1878 *Atlas of the Counties of Lamoille and Orleans, Vermont* showing the location of SR properties #0805-3 and #0805-4.



Figure 72. View west of SR property #0805-3 along the north side of VT Route 15, in the VT Route 15 portion of the study area.



Figure 73. View (1981) northwest of SR property #0805-3 along the north side of VT Route 15, in the VT Route 15 portion of the study area (VDHP 1981).



Figure 74. View northeast of SR property #0805-4 along the north side of VT Route 15, in the VT Route 15 portion of the study area.



Figure 75. View northeast of SR property #0805-4 along the north side of VT Route 15, in the VT Route 15 portion of the study area.



Figure 76. View northeast of SR property #0805-4 along the north side of VT Route 15, in the VT Route 15 portion of the study area.



Figure 77. View (1981) northwest of SR property #0805-4 along the north side of VT Route 15, in the VT Route 15 portion of the study area (VDHP 1981).



Figure 78. View (1981) northwest of SR property #0805-4 along the north side of VT Route 15, in the VT Route 15 portion of the study area (VDHP 1981).

Additional Section 4(f) Resource (Figures 79 and 80)

For the purposes of Section 4(f) of the Department of Transportation Act, in addition to the Hyde Park Historic District, and the individual historic properties identified above, there are public school-owned recreational fields within the project study area, which would also likely be considered a Section 4(f) resource (see Figure 1; Figures 79 and 80). The fields are located on the west side of Cricket Hill Road, to the west of the Lamoille Union Middle and High School (see Figure 1). The fields contain baseball dugouts and a small building. Any potential impacts to (“use of”) this resource for project purposes would have to be considered as part of a Section 4(f) review.



Figure 79. View northwest of recreational fields along the west side of Cricket Hill Road, in the VT Route 15 portion of the study area.



Figure 80. View south of recreational fields along the west side of Cricket Hill Road, in the VT Route 15 portion of the study area.

POTENTIAL EFFECTS

The proposed Hyde Park Connectivity Improvements project has the potential to affect historic resources in the State Register of Historic Places-listed Hyde Park Historic District, and several individual historic properties located outside the District. Although specific project plans are not yet available, and Right-of-Way lines are not known, general potential effects that may result from the proposed Hyde Park Connectivity Improvements project are discussed here.

Along portions of Church Street, where asphalt sidewalks are in place, most buildings within the Hyde Park Historic District appear to be set back far enough from the roadway to accommodate sidewalk/path upgrades within the ROW (e.g., see Figures 10, 12, 28 and 29). Other areas of Church Street, including the majority of the western side and the northern half of the eastern side, currently have no sidewalks. Some buildings in these areas, and the cemetery, sit very close to the street's edge, so have a greater potential to be affected by the project (see Figures 18 – 22, 25 and 26). At the south end of Church Street, on the eastern side of the road, a sidewalk/path area is presently delineated by painted lines, but vehicles pass over it to park (see Figures 31 and 32). There is a wide shoulder here, which may be able to accommodate both improvements to the path and parking.

Eden Street currently has asphalt sidewalks along its western side. Most buildings here sit far back from the road so path upgrades may be able to be constructed within the existing road ROW (see Figures 34 – 41). There are mature trees in the front yards of some of these historic buildings, alongside the existing sidewalks, so impacts to these trees should be avoided. One historic building on the east side of Eden Street sits almost directly on the road's edge, so has a great potential to be affected by the Hyde Park Connectivity Improvements project (see Figures 44 and 45).

The East Main Street portion of the project currently has no sidewalks or other paths. There is a section of concrete sidewalk that runs just south of East Main Street, at the base of a slope along the south side of the street; it terminates at a crosswalk to the school on Depot Street. Because East Main Street is elevated above Depot Street here, there is a guardrail in place and a very narrow shoulder along East Main Street (see Figure 49). The shoulder widens after the guardrail, and there are no historic properties along the roadside here, so project construction would likely not cause any impact to historic resources (see Figure 51). On the north side of East Main Street, there is a fairly wide lawn associated with the historic house on the corner of the street and Eden Street (SR building #1); dependent on the location of the ROW, this area may also be able to accommodate the project without any impact to this historic property (see Figure 50). Further west on the north side of East Main Street, there are two historic properties, one with associated trees along the roadside, which have fairly shallow setbacks from the street; they therefore have greater potential to be affected by the Hyde Park Connectivity Improvements project (see Figures 51 – 56). The two historic houses on the south side of East Main Street have even shallower setbacks, so path placement here may impact the properties (see Figures 57 and 58).

Asphalt sidewalks exist along both the north and south sides of West Main Street, and in most places, there is also a grass strip between the road and the buildings (see Figures 60, 61, 63, 67 and 68). The buildings here are set back from the sidewalk, so upgrades or reconstruction of the existing path can likely take place without adversely affecting the resources. Mature trees

line the yard in front of SR building #78; impact to these trees should be avoided (see Figure 63). In front of the church (SR building #80), the existing path is incorporated into a paved area for parking which creates a more shallow setback for the church. The front yard of westernmost building in the Hyde Park Historic District, SR building #81, runs to the edge of the street, but dependent on ROW, may still be able to accommodate construction without affecting the property. The potentially historic house that sits just beyond the western boundary of the Hyde Park Historic District appears to be sited far enough back from the road to be impacted by path placement, though this would depend on ROW lines.

There are no existing pedestrian paths or bicycle lanes along VT Route 15 in the Area of Potential Effects for the Hyde Park Connectivity Improvements project. Based on VCGI data, the parcel boundaries for SR building #0805-3 do not reach Cricket Hill Road where the project is proposed to be built, so there would be no direct impacts as a result of the proposed project to this resource, and any indirect impacts are unlikely. The second historic resource located along VT Route 15 (SR #0805-4) does sit close to the roadway, but there is a fairly wide shoulder that may be able to accommodate construction of a pathway while staying within the ROW (see Figure 74).

No other historic resources were identified within the Hyde Park Connectivity Improvements project Area of Potential Effects. A concrete arch bridge listed on the State Register in 1992 (SR #0805-31), which was located on East Main Street at the very eastern end of the project area, is no longer extant. It was replaced in 1992 (McCullough 2005:187; VDHP 1981).

Throughout the project area, other possible project elements that would have the potential to affect historic resources would be the addition of any new lighting, signage, traffic calming measures, signalized crosswalks, etc. Such elements should, when applicable, be as compatible as possible (for example any lighting fixtures) and locations of all elements should minimize impact to resources, for example, by limiting their placement directly in front of historic buildings which could visually impact views of the buildings.

SUMMARY

The Town of Hyde Park with the assistance of Dufresne Group is conducting a scoping study of the proposed Hyde Park Connectivity Improvements project, located in the Town and Village of Hyde Park, Lamoille County, Vermont. The study area is located within the State Register-Listed Hyde Park Historic District, and adjacent to two additional individual historic properties that are listed on the State Register, and a potential third property that is currently not listed. For compliance under Section 106 of the National Historic Preservation Act of 1966 and its amendments, all historic resources and potential historic resources were evaluated for their significance and their potential to be affected by project work.

The Hyde Park Historic District was determined to retain its integrity and significance and remains eligible for inclusion on the State Register. Two individual resources within the District may no longer be eligible for inclusion due to alterations, however, they do not greatly affect the overall significance and integrity of the District. The significance of these properties and their State Register status will need to be determined by the VDHP. The two individual historic properties located along VT Route 15, also retain integrity and significance. One other property located on West Main Street requires further research to determine its significance and eligibility for State Register listing, perhaps as part of the Hyde Park Historic District; it is identified here as potentially significant.

Currently, there are sidewalks/paths in place in portions of the project area, and many of the areas that do not currently have any pathways, appear that they can accommodate construction without adverse effect to the historic resources identified. If work can be kept within existing Right-of Ways throughout much of the project area, impacts on historic resources should be limited. Given the shallow setbacks of some historic properties, the project does have the potential to affect these resources; if project work beyond existing Right-of-Ways is necessary, then project plans should aim at the least amount of intrusion onto historic property. The placement of any associated project elements such as new lighting, signage, traffic calming measures, and signalized crosswalks should also consider effect on historic resources. For the purposes of Section 4(f) of the Department of Transportation Act, in addition to the historic resources identified, impacts to the recreation fields would may also need to be considered; under Section 4(f), the alternative that results in the least harm to historic resources would need to be selected.

Once developed, a review of project plans and alternatives will be necessary to determine specific project effects on the standing historic resources identified. Early coordination with the Vermont Division for Historic Preservation and the Vermont Agency of Transportation, if applicable, is also recommended.

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APPENDIX I: RESOURCE DESIGNATION CHANGE RECOMMENDATIONS

Hyde Park Historic District, Resource #107



Location: 105 Church Street

State Register Designation: Contributing as part of the Hyde Park Historic District

Recommended Designation: Non-Contributing, due to alteration

This late 1800s house has been greatly altered since it was surveyed in 1981, and added as a contributing resource to the State Register in 1992. The front porch has been removed and replaced by a large 2-story ell and glass atrium-type structure that dominates the historic main block of the building, the small side porch has been removed and replaced by a modern door and bay window, the original rear shed has been replaced, the center chimney was removed, and historic 2/2 windows were replaced with non-compatible windows. These modifications result in a building that no longer reflects its historic character and it has lost integrity of design, materials, workmanship, feeling and association. Based on this historic review, a recommendation is made that it is no longer significant and no longer contributes to the Hyde Park Historic District.

Hyde Park Historic District, Resource #130



Location: 23 Eden Street

State Register Designation: Contributing as part of the Hyde Park Historic District

Recommended Designation: Non-Contributing, due to alteration

This ca. 1925 house has been significantly altered since it was surveyed in 1981, and added as a contributing resource to the State Register in 1992. Although it maintains its Dutch Colonial Revival style roof line, other modifications have significantly changed its appearance. The front porch has been enclosed, the roof on the rear shed is now flat and is topped with a balcony, windows were removed from the shed, shingle siding has been replaced with vinyl siding, false shutters added to window openings, and a small round window was added to the south side of the building. These modifications result in a building that no longer reflects its historic character and it has lost integrity of design, materials, workmanship, feeling and association. Based on this historic review, a recommendation is made that it is no longer significant and no longer contributes to the Hyde Park Historic District.