

Appendix E. Section 106 Evaluation

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E.1 Proposed Action, Purpose and Need

This report documents the results of the Archeological and Historical Resource Assessment study for the proposed Multi-modal Transit and Welcome Center in the City of Montpelier, Washington County, Vermont (Fig.1). The assessment is conducted under the guidelines of the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA). The study follows the VTrans guidelines and is designed to provide a “conservative” estimate of the effects of the project on (1) archeologically sensitive areas and (2) historic standing structures and to recommend mitigation for these effects.

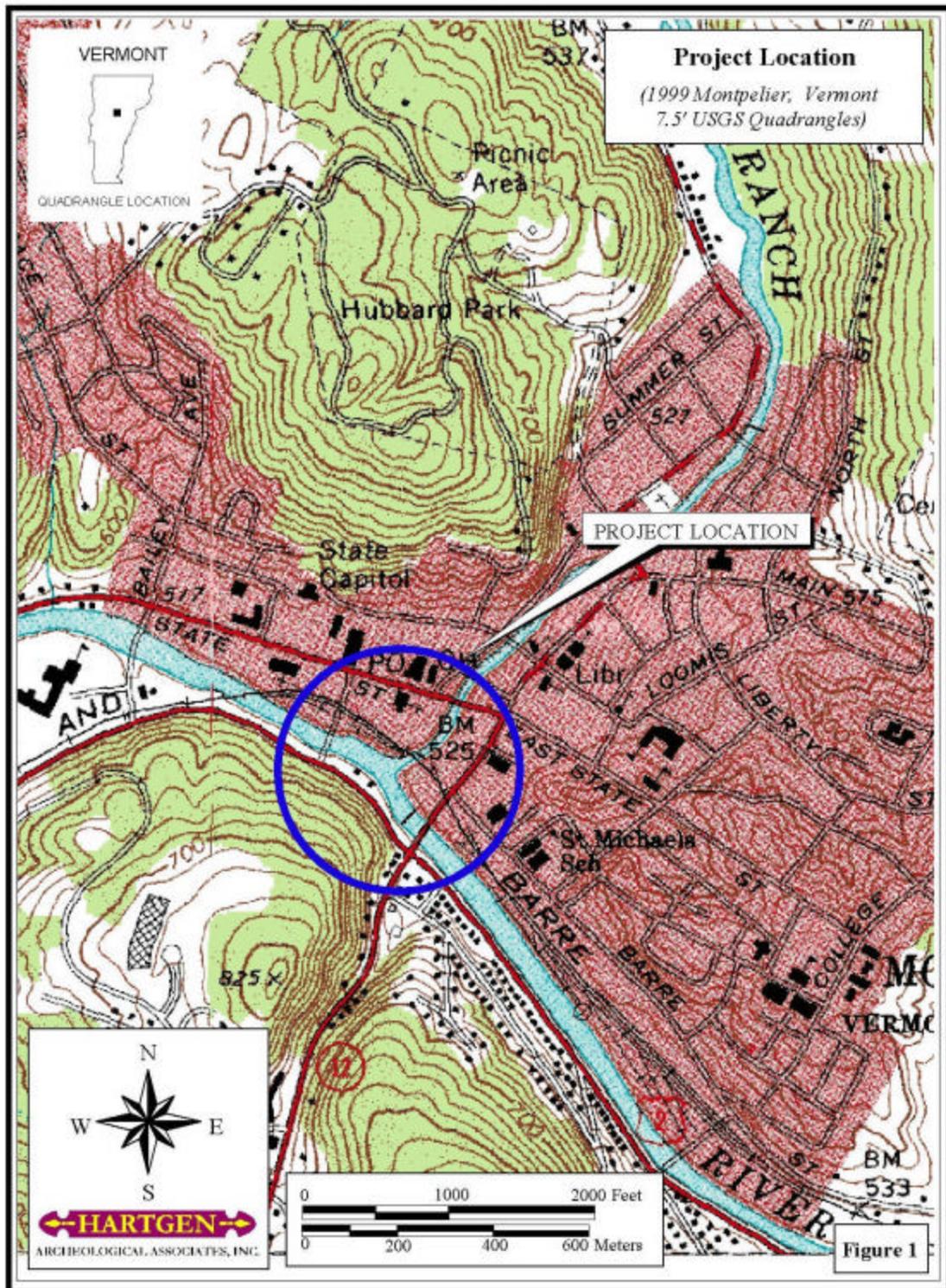
The Transit and Welcome Center is proposed to be constructed in the Carr Lot east of Taylor Street in the City of Montpelier (Fig. 2). The project area of potential effect (APE) includes the footprint of the building, roadways, paths, landscaping, utility alignments and construction staging areas. In addition, it includes visual effects to Memorial Drive on the south side of the Winooski River and to locations on the north side of State Street.

The purpose of the project is to (1) increase the ease of commuting into Montpelier, (2) improve the facilities and services of the regional transit system, (3) provide an enhanced Welcome Center for visitors to the city and state, and (4) improve the parking availability in the city. The need for the project is demonstrated by the poor and uncoordinated transit options, the low visibility of the existing Welcome Center, and the often congested parking lots in the city. **Section 1.2** of the Environmental Assessment discusses the purpose and need of the project in greater detail.

E.1.1 Area of Potential Effect

The area of a particular undertaking’s potential effect on historic properties is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties.” [36 CFR Part 800.16(d)]. It is within the area(s) of potential effect of a particular undertaking that an agency is responsible for identifying historic properties under Section 106 [36 CFR Part 800.4(a)(1)].

This transportation project is located in the downtown center of the City. As **Figure 2** shows, the Area of Potential Effect (APE) for this project is bounded by State Street to the north, Main Street to the east, Memorial Drive to the south, and just west of Taylor Street to the west. The APE is entirely within the boundaries of the Montpelier Historic District which was listed on the National Register of Historic Places on November 3, 1978 (Dumville 1978) and amended on April 19, 1989.



For the purposes of the Section 106 process which must evaluate visual effects of new construction on the historic character of the surrounding historic district, the APE includes those buildings and structures from which the proposed new structures could be seen. As **Figure 2** shows, this would include buildings (with historic district number noted as “HD”) in the areas noted below. In all 50 properties are within the APE.

1. The vicinity of State Street at and west of the intersection with Taylor Street including:
 - Railroad Bridge over the Winooski River (HD 465)
 - 126 State Street (HD 481)
 - the State Boiler Plant (HD 482)
 - Storage Building in State parking lot (HD 483)
 - 120 State Street, Vermont Department of Motor Vehicles (HD 484)
 - 118 State Street (HD 485)
 - 116 State Street, National Life Insurance Company (HD 486)
 - 112 State Street (HD 487)
 - 110 State Street (HD 488)
 - 109 State Street Pavilion Building (HD 489)

2. The entire south side of State Street from Taylor to Main including:
 - 108 State Street (HD49)
 - 84-100 State Street, Capitol Plaza Hotel & Conference Center (HD 50)
 - 64 State Street, Christ Episcopal Church (HD 54)
 - 60-62 State Street (HD 57)
 - 52-56 State Street, Holmes Block (HD 58)
 - 50 State Street, Goodrich Block (HD 59)
 - 44-48 State Street, Deavitt Block (HD 60)
 - 34-42 State Street, Rialto Block, (HD 61)
 - 20-32 State Street, Union Block (HD 62)
 - 16-18 State Street, Heaton Block (HD 63)
 - 8-14 State Street, Hubbard Block (HD 64)
 - 2-6 State Street (HD 65)

3. The north side of State Street where breaks in the south side streetscape would allow views of the new construction, including:
 - 65 State Street, Washington County Courthouse (HD 195)
 - 87 State Street, Federal Building (HD 196)
 - 89 State Street, Reed House (HD 197)

4. The entire west side of Main Street from State to the Memorial Drive, including:
 - 72 ½ Main Street (HD 66)
 - 68-70 Main Street (HD 67)
 - 66 Main Street (HD 68)
 - 64 Main Street (HD 69)

- 60 Main Street, Sabins Block (HD 70)
 - 52-54 Main Street, Bruce Block (HD 71)
 - 32-50 Main Street, French Block (HD 72)
 - 28-30 Main Street (HD 73)
 - 22-26 Main Street, Bacon Block (HD 74)
 - 16-20 Main Street, Tomasi Block (HD 75)
 - 12 Main Street (HD 76)
 - 2 Main Street, Shaws Supermarket (HD 79)
 - Main Street Bridge over Winooski River (HD 467)
5. All the buildings and structures along Memorial Drive and the Winooski River, including:
- 5 Memorial Drive, Capitol City Exxon (HD 459)
 - 49 Memorial Drive, Bond Auto Supply (HD 460)
 - Memorial Drive, Bob's Sunoco (HD 461)
 - Taylor Street Bridge (HD 466)
6. All the sites, buildings & structures on the interior of the boundaries, including:
- Garage behind Capitol Plaza (HD 51)
 - 1 Taylor Street (HD 52)
 - 76 State Street (HD 53)
 - 58 ½ State Street (HD 55)
 - 54 State Street (HD 56)
 - 12 ½ Main Street (HD 77)
 - 10 Main Street (HD 78)
 - Railroad Bridge over North Branch (HD 468)

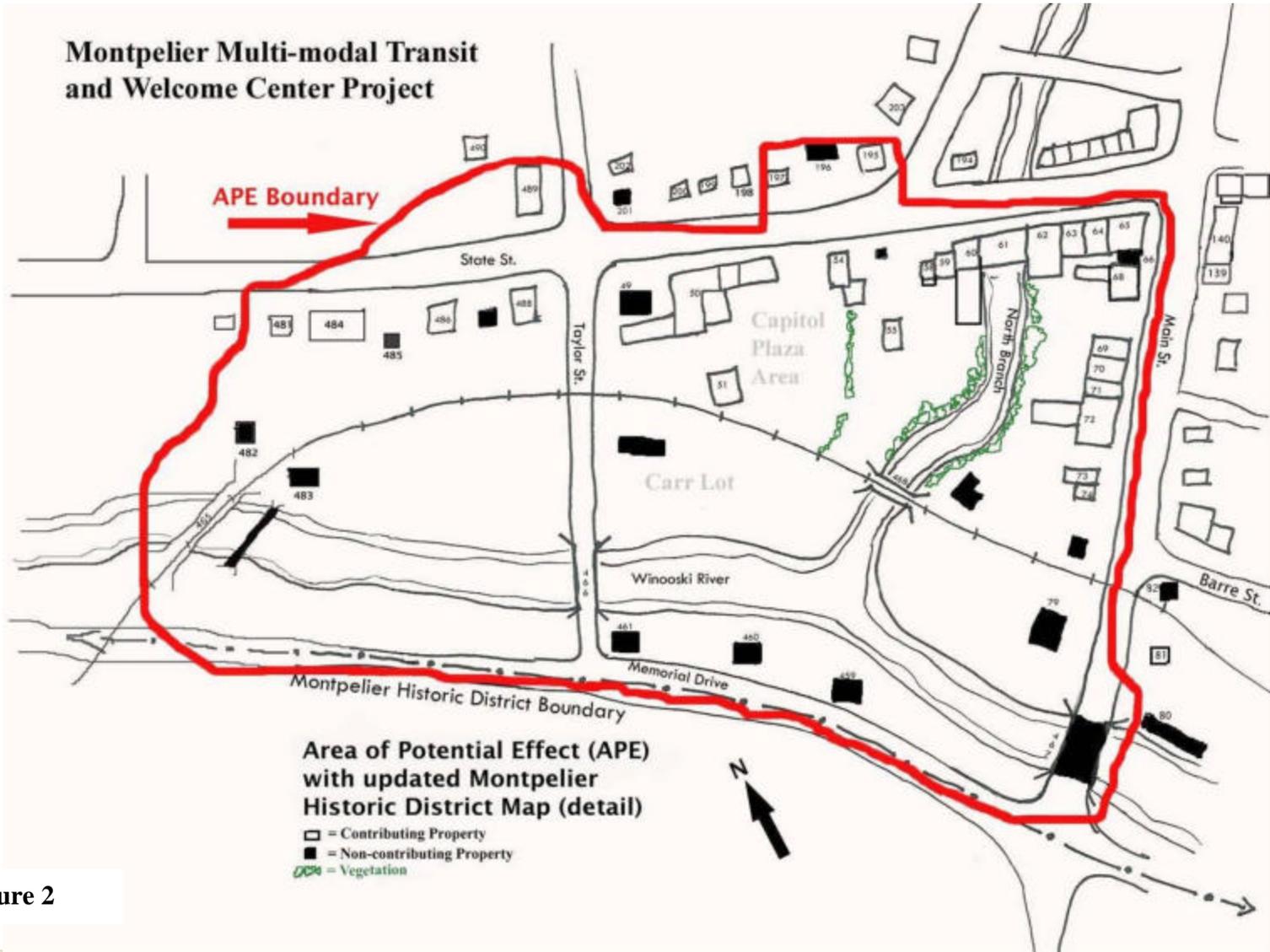


Figure 2

E.1.2 Project Description

The project proposes to construct a four story building on the west end of the Carr lot (see Attachment A.3 “Conceptual Site Diagram ‘A’”) that will house a railroad station, bus station, commercial/office space and residential units on the top floor. The site plan chosen is in close proximity to Taylor Street with parking to the east and a large landscaped area running from the parking area to the North Branch riverbank.

E.2. Existing Cultural Resources (Historic and Archeological)

E.2.1 Background Research

According to the general soil map of Washington County, the soil in the project vicinity consists of the Hadley-Winooski-Limerick Association (USDA 1974). These soils are formed in alluvial settings on floodplains. They are characterized as deep, level, well to poorly drained, silty soils. The surficial geologic maps of Vermont generally agree with the soils information (Stewart 1955-1965). However, the project area has undergone extensive historic development and the original soils have been filled over or otherwise modified to various degrees during the past 200 years.

Bedrock geology in the project vicinity consists of the Moretown Member of the Missisquoi Formation characterized by “quartzite and quartz-plagioclase granulite in layers one-half to several inches thick, separated by ‘pinstripe’ partings that contain muscovite, chlorite, epidote, biotite, and locally garnet; also greenish quartz-sericite-chlorite phyllite and schist” (Doll et al. 1961). No outcrops are visible in the project area, although the bed of the Winooski River is partially composed of bedrock outcrops visible in a few locations.

E.2.1.1 Documentary Research

The Winooski River floodplain is quite active with numerous recorded flood events and extensive filling throughout history. In an effort to determine the character of the floodplain and the archeological potential in the project area, sources characterizing the floodplain were sought out. Contact was made with Kathleen Atwood and Marty LaFavre of the Army Corps of Engineers, Barry Cahoon and Patrick Ross of the Vermont Agency of Natural Resources, Scott Dillon and Giovanna Peebles of the Vermont Division for Historic Preservation, Steve Gray of the City of Montpelier Public Works Department, Margie Torizzo of the state Flood Insurance Program, and Mike Tuttle, hydraulic engineer with the Vermont Agency of Transportation. All of these people were helpful in discussing their knowledge of the project area. Some knew of reports that discuss aspects of flooding or history of the area.

Resources identified by some of the contacts and through research at the Vermont Division for Historic Preservation provide some indications of the potential of the project area for buried archeological deposits. One relevant reference is a study completed by the Archaeology Consulting Team of Essex Junction (ACT 1994). In this report ACT acknowledges the very limited amount of archeological survey conducted in the area and provides a general characterization of the archeological potential of the project area as high for both precontact and historic archeological sites (ACT 1994:5, 21). The Montpelier Rivers Report (Estrin 1995) discusses the history of the river and the interrelationship of development and flooding. In that report Giovanna Peebles predicted that “Montpelier’s rich and varied archeological heritage lies undiscovered and undisturbed beneath the City’s floodplains, in people’s yards, and *under acres of parking lots* [emphasis added].” (Estrin 1995:61). In the revised Winooski River Flood Control Reconnaissance Study (USACOE 1996) the history of flooding is outlined. However, none of the entries discuss the degree of erosion or deposition from the floods. An archeological survey in 1997 for the Conti-Tracy Army Reserve facility east of the center of Montpelier examined the flood deposits adjacent to the Winooski River through a series of backhoe trenches. The trench nearest the river exhibited a series of alluvial deposits consisting of bands of dark brown silty sand from 60 cm to 1.37 meters (2 to 4.5 ft) below the surface. Although no cultural material was found in these deposits, the study concluded that they could represent stable surfaces that could retain archeological deposits in nearby locations and recommended further study (PAL 1997:473-476).

Finally, a study in Duxbury for a bridge replacement project across the Winooski provides an example of the preservation of archeological deposits in floodplains. The excavations identified precontact archeological deposits adjacent to the project area buried about 1.6 meters (5.2 ft) below the surface and an early 19th-century farmstead site buried under between 50 cm and 2.5 meters (1.6 to 8.2 ft) of flood deposits (Carder et al. 1998:1-4, 19). The project eventually uncovered the farmstead layout including the house foundation, wood lined features, a possible root cellar, a well, a variety of postmolds, possible barn site, and a wide variety of artifacts.

Research conducted at the Vermont Division for Historic Preservation (VDHP) included: examination of the Vermont Archeological Inventory (VAI) for sites located in or adjacent to the project area; examination of the town files; examination of the National Register of Historic Places (NRHP) for historic properties or districts located in or adjacent to the project area that are listed on, or proposed for listing on the National Register; examination of the Vermont Historic Structure Survey (VHSS) for historic structures listed by the state in or adjacent to the project area, and reference to *Burial Grounds of Vermont* for the existence of any cemeteries in or adjacent to the project area.

VDHP’s “Environmental Predictive Model for Locating Archeological Sites” was completed for the project area (see attached). For this precontact site predictive model a rating of 32 or higher is considered archeologically sensitive. The VDHP predictive model yielded a sensitivity rating of 36 for the project area. This rating was based on proximity of the project area to the Winooski River and the North Branch as well as the floodplain setting. Although 32 points were deducted due to disturbance in the project area, the potential for precontact sites to be intact within the project area is moderate.

Research was also conducted at the Vermont State Library and the Vermont Historical Society. These repositories provided local histories, historic photographs, and historic maps that document the historic development of the project area.

Previously Reported Archeological Sites

A review of the VAI and the town files revealed three isolated finds of precontact artifacts in the project vicinity outside of the project area. These sites include the following:

- FS12 (WA) isolated find of a scraper of unknown date;
- VT-WA-6 isolated find of a projectile point of unknown date;
- VT-WA-7 isolated find of a projectile point that may date to the Late Archaic.

These sites are all located between 37 and 67 meters (120 and 220 ft) above the floodplain setting of the project area at approximately 158 meters (520 ft) above mean sea level. The lack of sites identified in the project area in part is a result of the extensive filling that has taken place along the river, thus burying potential site locations.

Four historic archeological sites are reported in the general project vicinity, although none are within the project area. These historic sites include the following:

- VT-WA-23 Sabin slate quarry - 19th century;
- VT-WA-24 State Capitol site - 18th and 19th century;
- VT-WA-55 historic dam - 19th century;
- VT-WA-95 Nicholas Homestead bottle workshop - mid-19th century.

These sites are scattered around Montpelier with the Nicholas Homestead bottle workshop being the closest to the project area, though approximately 366 meters (1200 ft) to the west. However, these sites do reflect the variety of potential historic archeological sites that may be located in the project vicinity. As with the precontact sites, there are certainly many more historic sites in the area, particularly associated with the historic structures of Montpelier, that have not been reported due to limited archeological investigations in the vicinity. The Montpelier Historic District was listed on the National Register of Historic Places in 1978 and was expanded in 1989. The boundaries of the historic district encompass the entire project APE.

Historic Background

A New York grant under the name of Kingsborough that included the Montpelier vicinity was made in 1770 on behalf of John M. Scott and associates (Batchellor 1895:678). The Town of Montpelier was granted in 1780 and chartered to Timothy Bigelow and associates in 1781 (Batchellor 1895:690). The earliest known Euroamerican settlement in Montpelier took place in 1786 with the settlement of Joel Frizzel in the southwestern corner of the town adjacent to the Winooski River about 2.6 kilometers (1.6 mi) west of the project area. The following year several families settled in the vicinity including Col. Jacob Davis who settled on the banks of the North Branch at the site of the current courthouse in downtown Montpelier, approximately 100 meters (300 ft) northeast of the Capitol Plaza Lot. That year

about 50 acres of the downtown area, including the project APE north of the Winooski and west of the North Branch, was cleared of trees and planted in corn. In 1788 and 1789 Davis erected the first saw and grist mills in Montpelier on the North Branch almost a kilometer (0.58 mi) north of the project area (Child 1889:323-324). The population of the town grew steadily throughout the 19th century with the 1791 census counting 118 individuals listed within 17 families (Clearfield 1998:9), 890 in 1800 and up to 3,725 by 1840 (Child 1889:326). The town was divided into Montpelier and East Montpelier in 1848. By 1889 the town was reported to have a population of over 4,000 (Child 1889:326).

The designation of the village as the capital of the state created a demand for housing. The third hotel in town was constructed in 1807 by Thomas Davis and eventually became the Pavillion Hotel slightly northwest of the project area (Thompson 1860:110; Hemenway 1882:287). Another early hotel was the Montpelier House established in 1826 on the south side of State Street and within the project area (Merrill 1976:41). This inn and others that followed on the south side of State Street represented a high concentration of hotels within the project area serving the state offices, railroad, and other businesses. When the legislature was in session the homes of locally prominent residents also served to house legislators.

The railroad first came to Montpelier in 1849 when the Vermont Central Railroad was completed to the depot outside of town. After 1850, a passenger depot for this line was constructed just west of the project area off Taylor (then Bridge) Street. A short spur connected the downtown to the mainline at the depot. In 1873 the Montpelier and Wells River Railroad connected Montpelier with towns to the east and the Connecticut River at the Village of Wells River (Child 1889:335).

From a narrative history of Montpelier, one of the earliest accounts of the project area provides a useful starting point for discussion of images of the project area. Thompson's 1860 "*History of the Town of Montpelier*" includes his personal recollection of being a boy during the first formal fourth of July celebration in town in 1807. He relates,

"State street had then been surveyed, but not opened. There had been before one bridge across the Branch [the North Branch], and that was at the Union House [at the intersection of School and Main Streets]; but even that had been carried away, we think, by the flood of the previous spring. At all events, no bridge was there then. The men and women rode through the stream on horses, or in carts and wagons, and we boys rolled up our trousers over our knees and waded across, not one in ten of us being cumbered with either stockings or shoes. The point of attraction was the new State House grounds, and our way led along the old road down the river, under the hill, where the back street now extends from the Union House to the Catholic Church [Court Street]. All on our left, after passing the Colonel Davis establishment [current court house site], and one or two small houses on the bank to the east of it, was a smooth, broad, well-tilled meadow, covered with waving green corn. Two lines of stakes running east and west could be traced through the midst of the meadow." (Thompson 1860:109)

Historic Map and Photograph Review

1820s

Thompson's description makes it clear that the project area west of the North Branch was generally open agricultural fields with no significant structures in 1807. The earliest image of Montpelier dates to 1821 and depicts the village from the south bank of the Winooski looking directly up Main Street and west to the State House (Fig. 3). In the center of the image is a bridge crossing the North Branch, probably at State Street. There are several structures shown near the river west of the North Branch, but it is unclear exactly where they were located. Some may have been within the Carr Lot or the Capitol Plaza area, but it is not clear. Prominent in the view are the State House and a large structure to the southeast that may be the early Pavilion Hotel. Two similar but later views of the village include most of the same structures with the exception of the State House that appears to have been added to update the view without significant changes to any other structures.

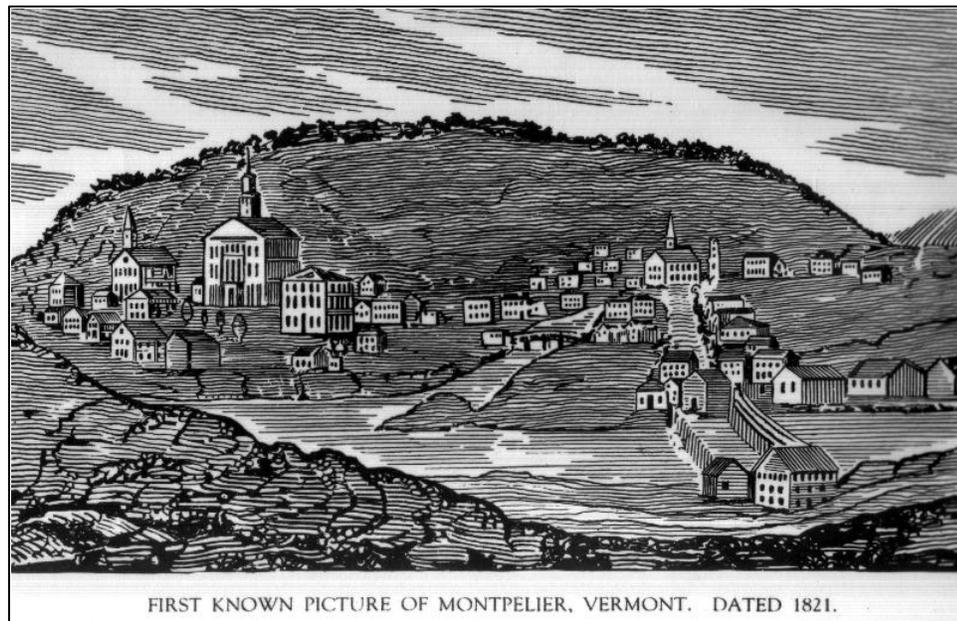


Figure 3. 1821 image of the village of Montpelier. Note small structures along the river to the left and empty area east of the North Branch in the center. (Courtesy of the Vermont Historical Society).

1850s

The 1853 Presdee and Edwards map of Montpelier is quite detailed and includes the entire project area (Fig. 4). In the Carr Lot area there are several small structures. One is a very small structure at the bridge that may be related to the bridge. The west end of the Carr Lot is labeled E. P. Jewett, a merchant, bank official, and public representative (Child 1889:365-366). In the eastern end of the Carr Lot adjacent to the river several structures are shown that are probably outbuildings to the residences along State Street associated with H. Y. Barnes, N. Harvey, and R. R. Ricker. Hemenway reports that the Barnes house was changed into a temperance hotel and later was known as the Burnham Hotel and the Bishop House (Hemenway 1882:287). Across Taylor Street from the Carr lot, freight and passenger depots

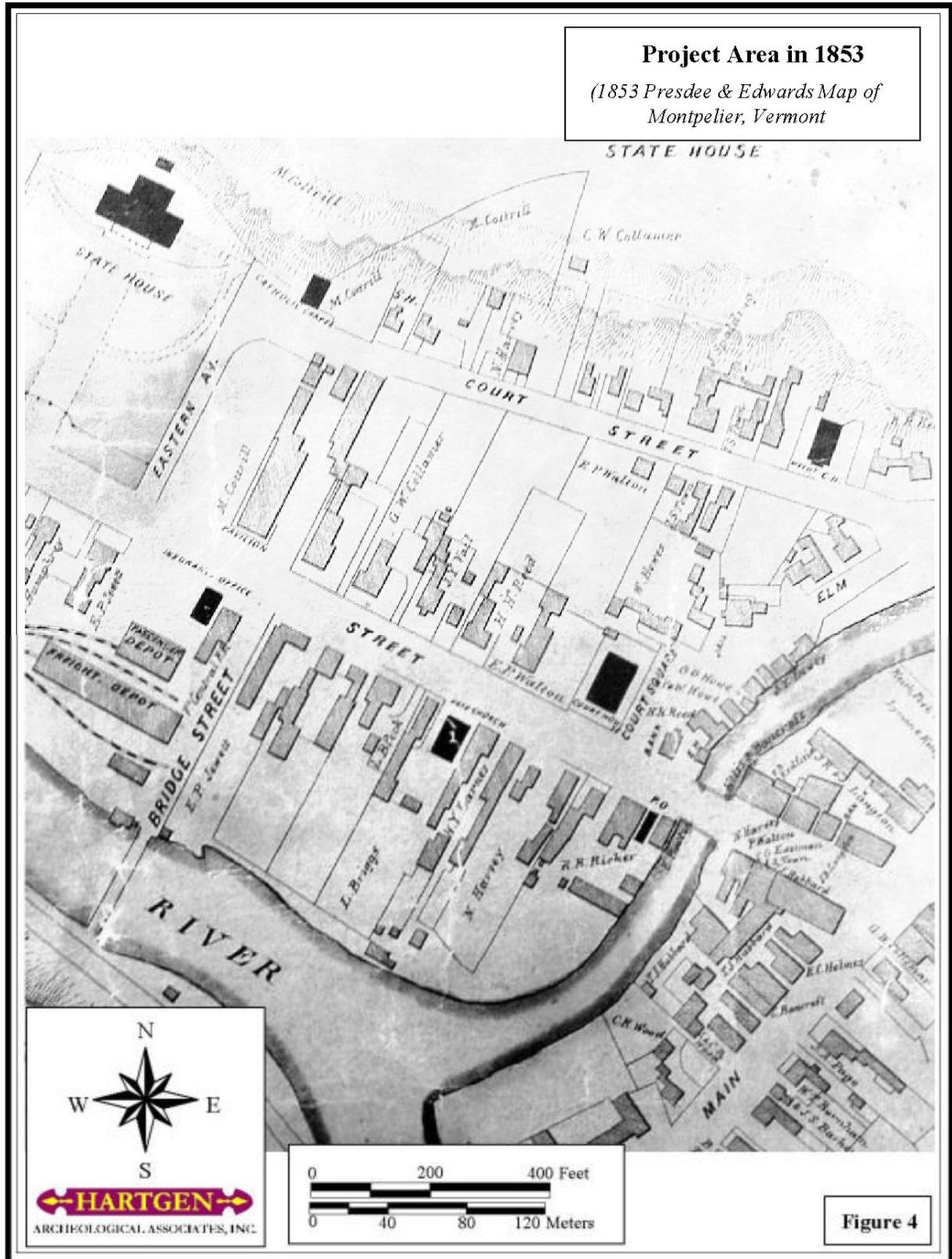
flank the railroad tracks. Several barns and stables attached to the back of structures on State Street occupy the Capitol Plaza area. The area east of the North Branch is shown nearly filled with structures. None are labeled according to function, but several appear to belong to the estate of Capt. Timothy J. Hubbard a local merchant and bank president who died in 1850 and also owned the 1826 commercial building (Historic District # 65) on the corner of State and Main (Child 1889:360). Along State Street the Pavilion Hotel, an “Insurance Office,” “Free Church” and the Washington County Courthouse (built in 1844) are shown along with banks, a post office and businesses. Main Street has a string of businesses and there are also a few unlabeled structures on the south bank of the Winooski River.

The 1858 Walling map does not have the detail of the 1853 map but does depict some structures in similar locations to those on the earlier map (Fig. 5). Jewett is still shown as owning the western end of the Carr Lot, the small structure along the river is labeled Storrs and Fuller. This may be a business of David Fuller who was a merchant and stone mason who had several businesses in the area through time (Child 1889:388; Census 1860, 1870). Hemenway reports that Storrs and Fuller sold groceries in 1857 (Hemenway 1882:279). The map does not show any development in the area of Capitol Plaza or the area east of the North Branch due to the simplicity of the map. However, the 1858 map does provide the first evidence of a hotel in the location of the current Capitol Plaza Hotel. The Eagle Hotel is shown in that location and the Montpelier Hotel is located slightly to the east along State Street. This map also shows a dam just west of the Main Street bridge over the Winooski which likely powered the flour mill shown on the north bank and the extensive workshops shown on the south bank. These extend from Main Street to Bridge (Taylor) Street and include a chair factory, flouring mill, the Hunt & Hill Coopers shop and a gas works.

1860s

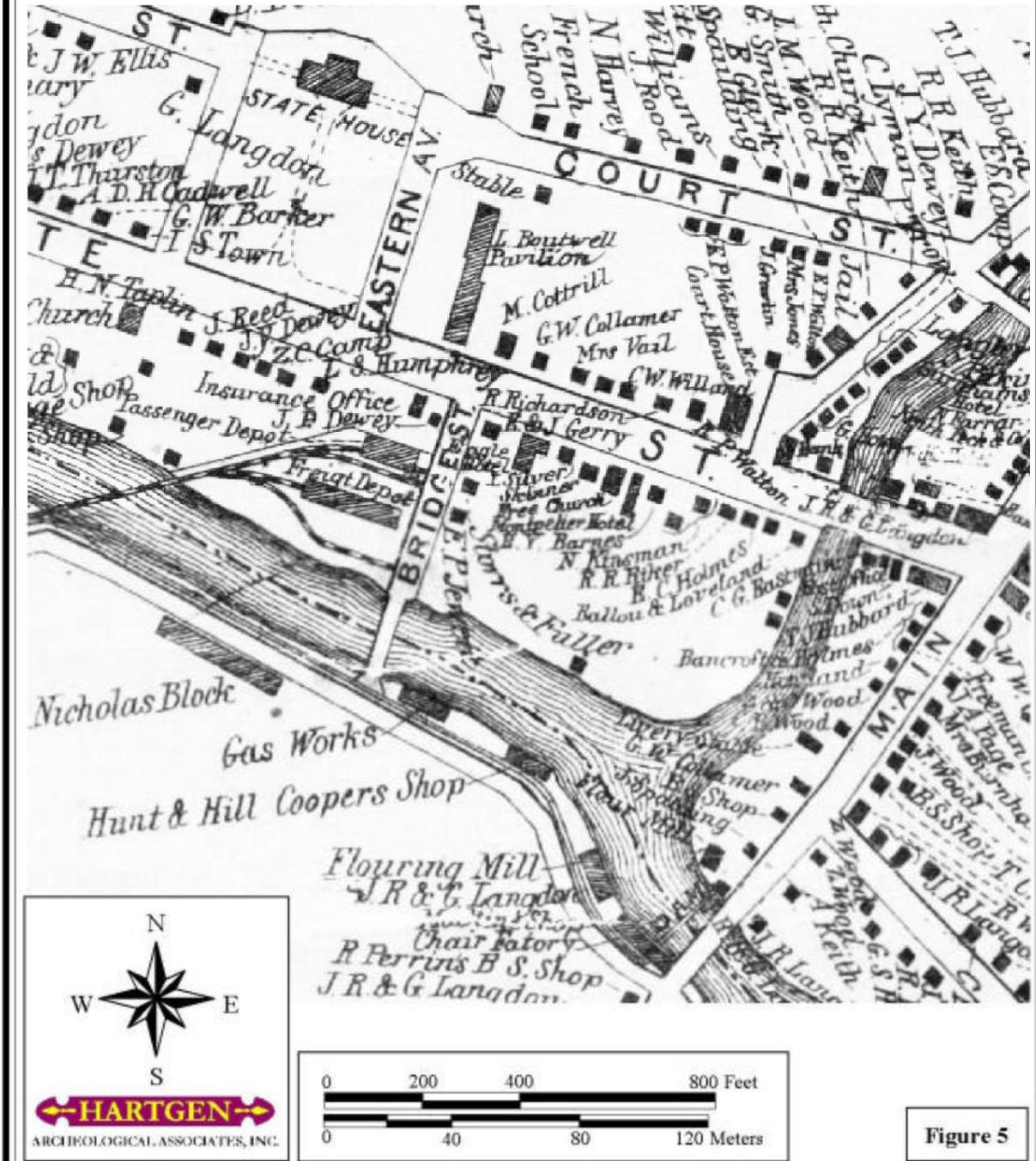
The first known photographs of the project vicinity date to 1860. One photograph shows the vicinity of the current bus station as an empty lot that appears in the process of being filled in preparation for some construction, probably Dewey’s flour, lime and plaster warehouse (Fig. 6). A retaining wall is visible along the river from the eastern edge of the photograph, under the Taylor Street bridge and to the west. The retaining wall at the bridge probably incorporates the earlier bridge abutment. The more general channeling of the river may have been a recent occurrence, possibly associated with the development of the area for the railroad. This is also one of the earliest views of the railroad depot and freight house that were built in 1849 and 1850 when trains first arrived in the village.

A second photograph shows the eastern end of the Carr Lot and a glimpse of the area of the Capitol Plaza and the area east of the North Branch (Fig. 7). This view is particularly interesting since there is no evidence of filling or retaining walls along the river, indicating the lack of development in this area and predating the railroad line through the vicinity. The river bank slopes down to the water with several paths and a fence visible. The backs of houses along State Street are seen up on the first terrace of the river with the connected barns and other small structures extending toward the river. On the opposite side of the North Branch a large three or four story structure is seen that appears to be the building labeled T. J. Hubbard on the 1853 map. It is unclear what function this building served, though the riverside location may suggest some milling related activity.



Project Area in 1858

(1858 Walling Map of
Montpelier, Vermont)



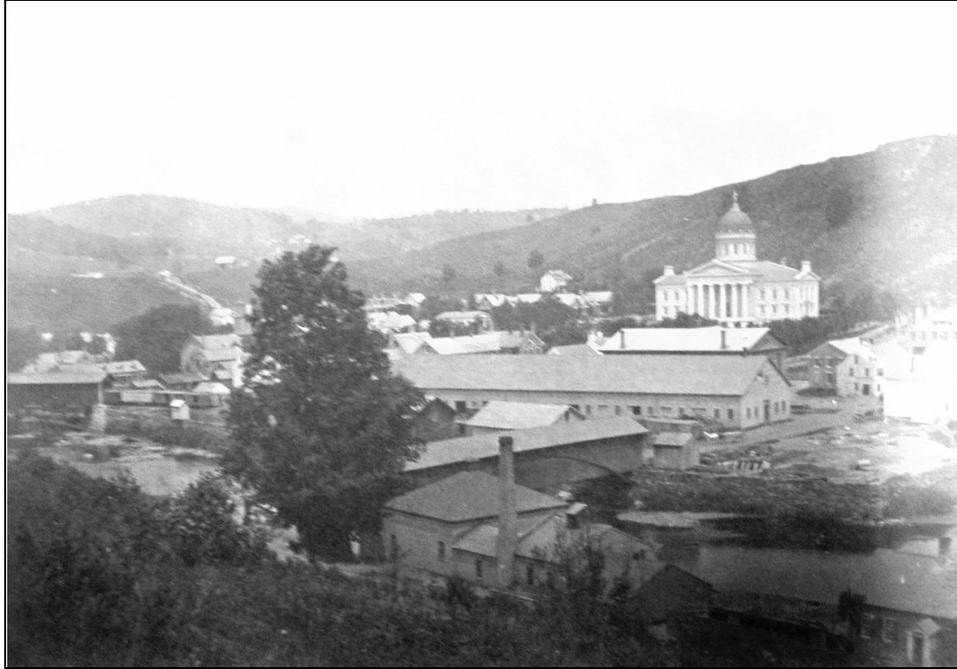


Figure 6. View of Taylor Street and the west end of the Carr Lot c. 1860. Note evidence of preparation of the Carr Lot area for construction of a structure through filling and construction of retaining wall. View to the north. *(Courtesy of the Vermont Historical Society).*



Figure 7. View of the Capitol Plaza area and area east of the North Branch. Note sloping riverbank and absence of filling along the river. View to the northeast. *(Courtesy of the Vermont Historical Society).*

A photograph taken from the State House dating to the late 1860s shows a structure built on the filled area seen in Figure 6, probably A. C. Dewey's flour, lime and plaster business, and a

small gabled structure along the river in the location of a structure on the 1853 and 1858 maps (Fig. 8). The latter structure may be on the site of a house described as located behind the Burnham Hotel (previously owned by Barnes) that was occupied by Thomas Armstrong when it burned in 1861 (Hemenway 1882:335).

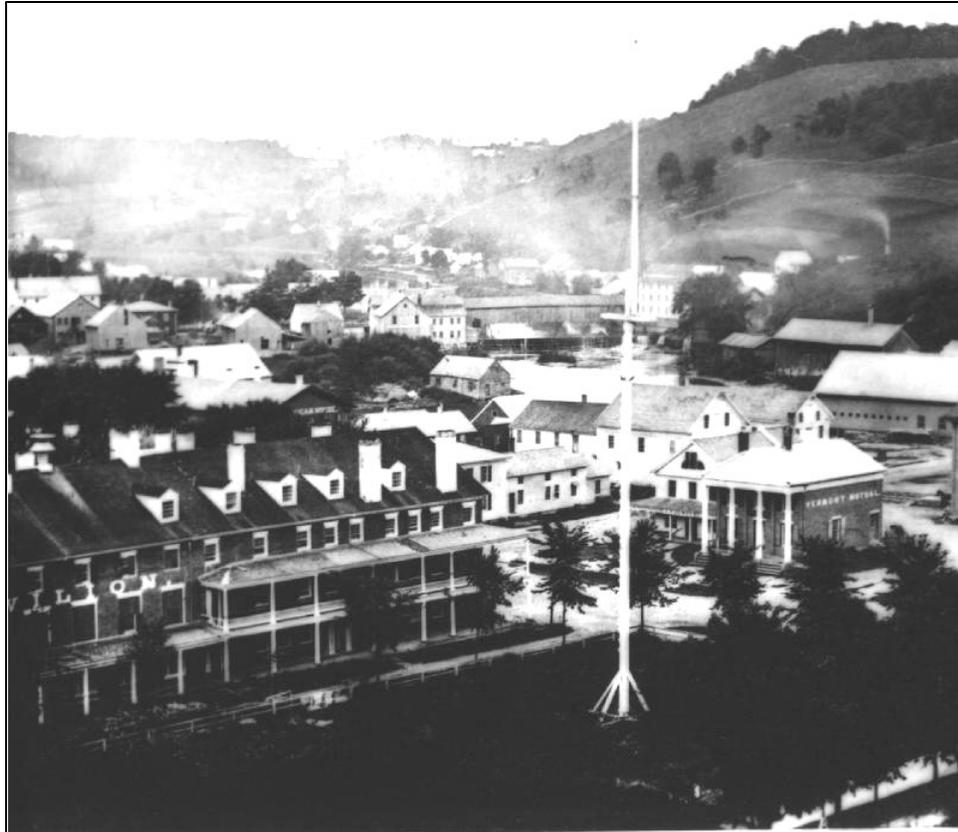


Figure 8. A view from statehouse c. late 1860s of the Carr Lot and structures on State Street. View to the south. (Courtesy of the Vermont Historical Society).

1870s

A photograph dating somewhere between 1873 and 1875 provides a good view of the area east of the North Branch (Fig. 9). In this view the area east of the North Branch is congested with various structures including the large one seen in the 1860 photograph (Fig. 7). The Montpelier and Wells River railroad line has been added and many of the same structures are seen along State Street. In addition, industrial structures on the south bank of the Winooski and the grist mill complex on the north bank are visible.



Figure 9. View of the area east of the North Branch c. 1873-1875. Note large structure at the side of the river and covered bridge crossing at the mouth. View to the northeast. (Courtesy of the Vermont Historical Society).

The 1873 Beers map illustrates many of the structures in the historic district (Fig. 10). In the Carr Lot are the Dewey warehouse and a blacksmith shop. The Capitol Plaza property continues to house several outbuildings related to the Bishop Hotel and residences of Bostwick, Scribner, and Barnes. The American House Hotel is shown in the location of the Capitol Plaza Hotel and had a tunnel through the building for carriages to pass to the stables in the rear (Fig. 11). There is also a line diverging from the railroad line that may represent a proposed street trolley that was never constructed. A trolley line was eventually built along State Street, down Main Street and out Barre Street connecting Montpelier to Barre. That system operated from 1897 until 1928 (Electric Railways of Vermont 2005). East of the North Branch is a structure labeled J. H. Langdon, and several associated with J. G. French. Functions are not identified. However, both of these men were involved in the incorporation of the Montpelier and Wells River Railroad and prominent in businesses of Montpelier (Child 1889). On State Street the 1868 Episcopal Church is shown across from the courthouse and from Elm to Main the commercial district is established with a solid streetscape of commercial blocks. These include a few that still survive such as the Holmes Block and the corner building owned by T.J. Hubbard. Further west on State Street the grand Vermont Mutual Insurance building is shown in the plaza on State Street in front of the railroad passenger depot. A second depot for the White River Railroad is shown on Main Street just north of the tracks. South of the tracks near Main Street the flour mill and two other shops (J.W. Clark & F.W. Bailey) are shown. On the south bank of the Winooski just west of the dam, a long series of connected shops is labeled “Montpelier Manufacturing Co.” On Main Street, the solid streetscape is spottier with more density toward State Street and less toward the railroad and river. The only extant building is 68-70 Main Street owned by C. Bancroft.

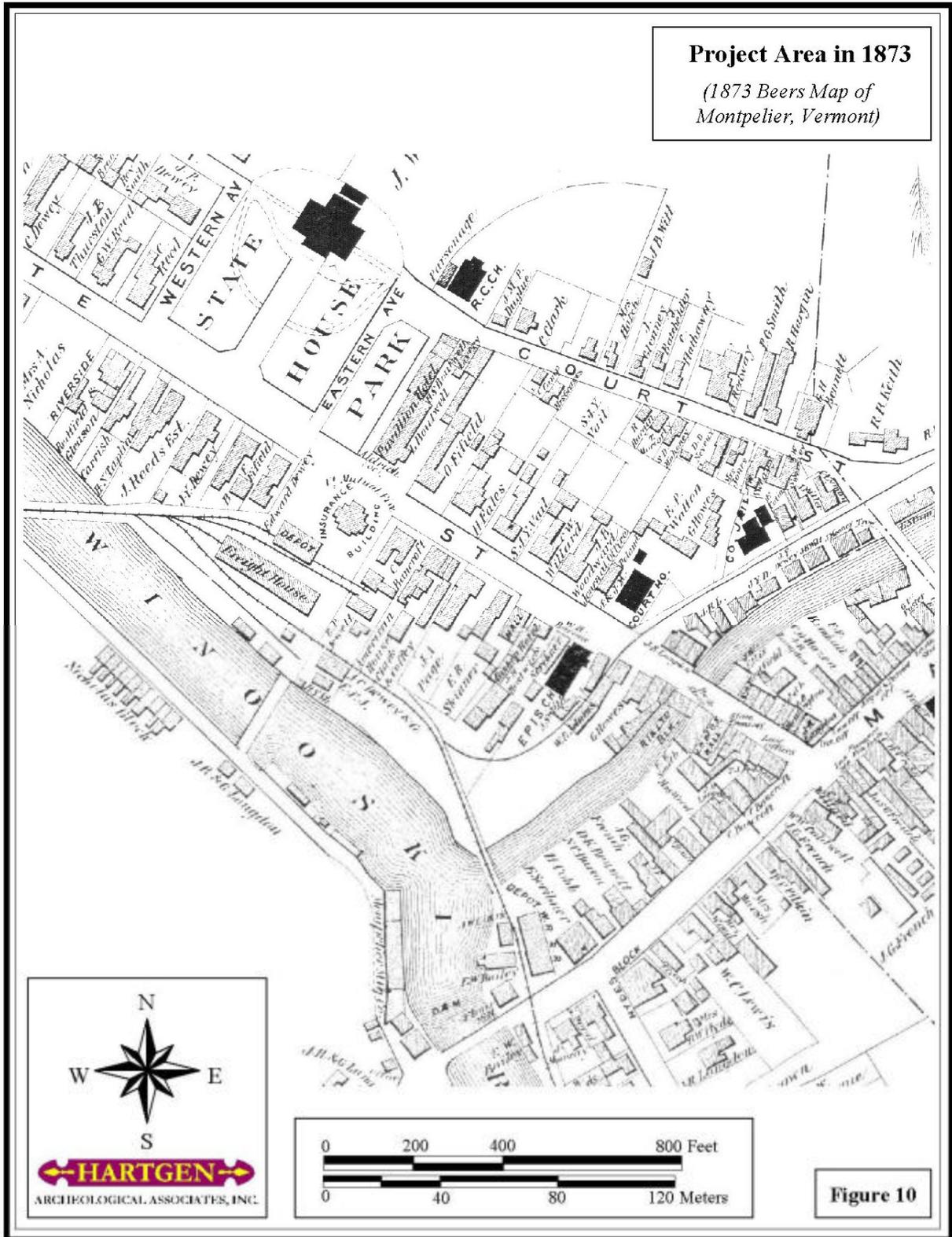




Figure 11. Late 19th-century postcard of the American House Hotel with drive through tunnel to rear (currently the location of the Capitol Plaza Hotel). View to the south. (Courtesy of the Vermont Historical Society).

A photograph from 1874 provides an excellent view of the first depot of the Central Vermont Railway Co., the Pavilion Hotel, and the third office of the Vermont Mutual Insurance Company (Fig. 12). In addition the Dewey warehouse is clearly visible on the Carr Lot and the railroad has been extended through the Carr Lot to a covered bridge over the North Branch. The grist mill on the north bank of the Winooski is shown adjacent to the covered bridge and dam across the river. The south bank is lined with various industrial and residential structures with a stone retaining wall along the river. The rail line is clearly built up on an embankment as much as 2 meters (6 ft) high in the eastern half of the Carr Lot, indicating there has been no significant filling in that area prior to construction of the railroad extension. A fence is visible at the base of the embankment delimiting the back yard of the properties on State Street. That same year or soon afterward several photographs show the railroad bridge and fence missing, indicating a flood. However, the back of some of the State Street lots are shown under cultivation, so they appear to not have been heavily eroded and were probably rejuvenated by the flood deposits (Fig. 13). This figure in particular provides a good view of the vicinity behind the Episcopal church where several barns, sheds and other features are visible.



Figure 12. View of the Carr Lot and Capitol Plaza area from the statehouse c. 1874. Note first depot of the Central Vermont Railway, the third Vermont Mutual building, the railway extending to the covered bridge in the background, the grist mill and dam on the river and the buildings along the south side of the river. View to the southeast. (Courtesy of the Vermont Historical Society).



Figure 13. View of the east end of the Carr Lot and Capitol Plaza area c. 1874. Note cultivated areas in the foreground, the washed out railroad bridge and the structures along the river. View to the southwest. (Courtesy of the Vermont Historical Society).

1880s

A photograph dating to about 1880 provides an unusual perspective on the Carr Lot area (Fig. 14). In this view the Dewey warehouse and adjacent blacksmith shop are visible with retaining wall along the river. The railroad embankment is still prominent with a culvert present and a low wall visible along the adjacent river bank.



Figure 14. View of the Carr Lot c. 1880. Note raised embankment of railroad and low retaining wall along the river. View to the northeast. (Courtesy of the Vermont Historical Society).

A birdseye view of Montpelier dating to 1884 provides another good view of the project area, although the accuracy of the drawing is somewhat problematic (Fig. 15). It is quite similar to the 1870s historic photos and the Beers map with the exception of the added rail lines through the Carr Lot, a rail car shed adjacent to the Dewey warehouse, the addition of the second bridge over the North Branch and the new railroad depot that replaced the original in 1880. The new depot was constructed in the Queen Anne style and was standing until 1955 (Fig. 16). In the 1884 birdseye view the east bank of the North Branch is hidden by the blocks along Main Street constructed after the fire of 1875. However, the roofs of several structures are visible. The solid streetscapes along State and Main are shown as four story commercial blocks and the less dense streetscapes further west on State and south on Main are well illustrated. On the south bank of the Winooski, the connected string of shops is shown with a tall tenement building, gas works, and other structures.

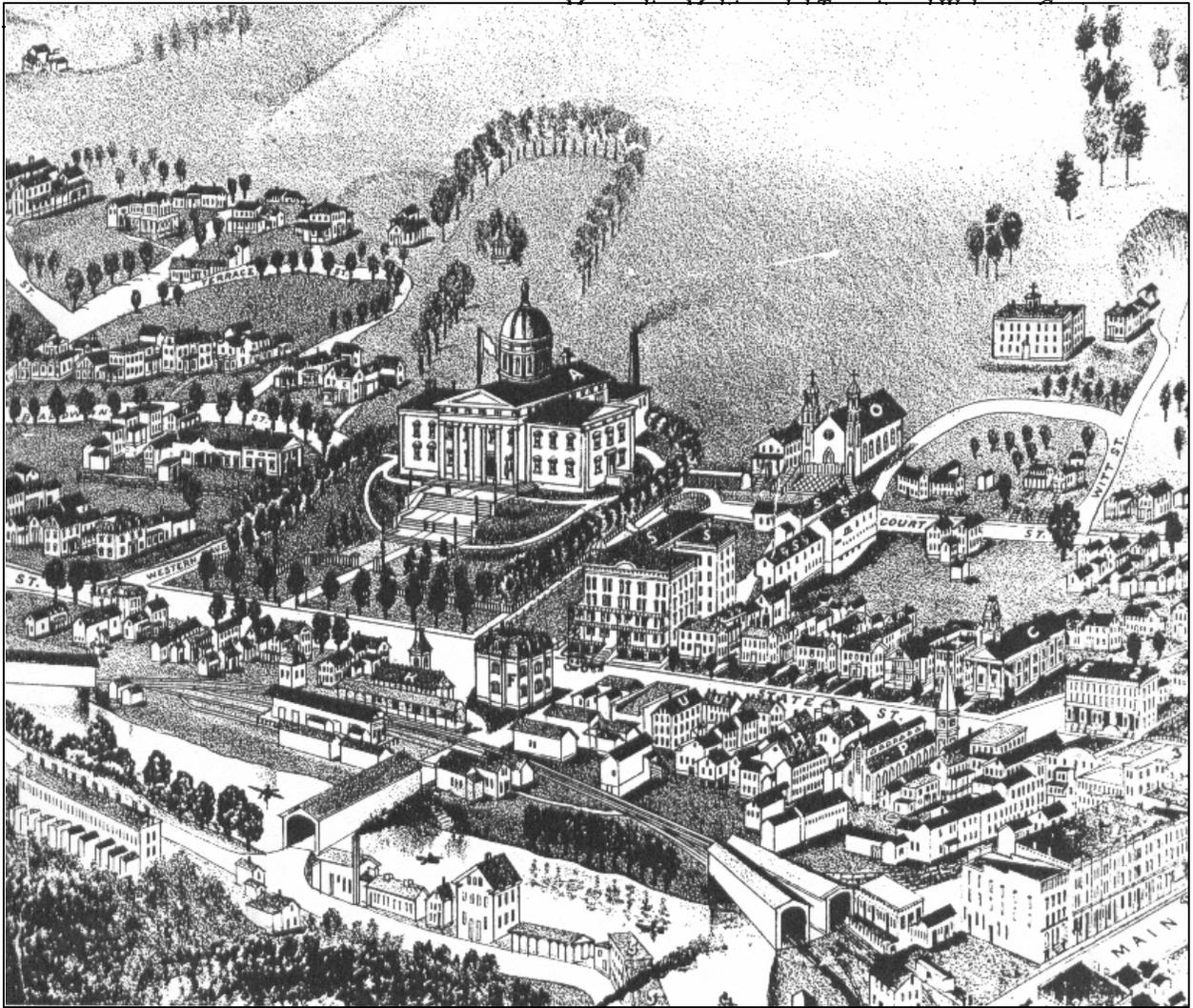


Figure 15. Birdseye view of the project area c. 1884. View to the southeast. (Courtesy of the Vermont Historical Society).

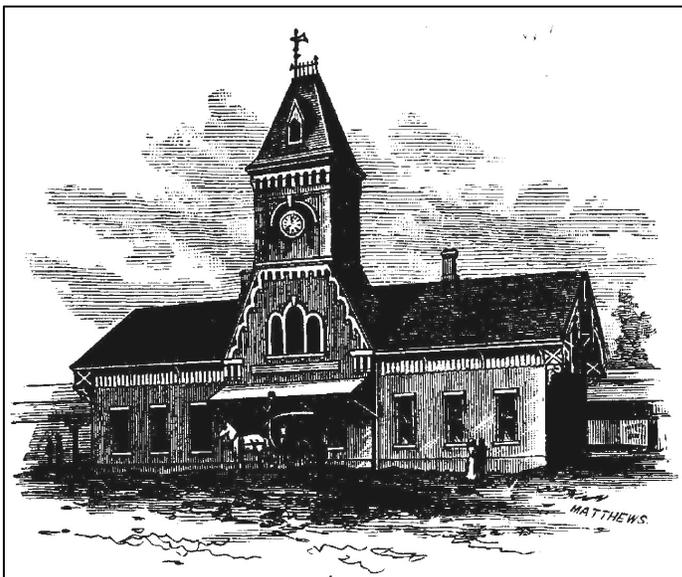


Figure 16. Second passenger depot of the Central Vermont Railroad constructed c. 1880 and removed 1955. (Hemenway 1882:560).

At this time the Sanborn Insurance maps of the city started being produced (see Attachments B.1 through B.23). They provide detailed plans of developments in the project area for nine years between 1884 and 1945, although they do not provide topographic information. The Sanborn maps are included at the end of this report.

The 1884 Sanborn maps reflect the 1884 birdseye view and they provide better accuracy and details of construction and function. The 1884 Sanborn map for the area of the Carr Lot, Capitol Plaza and State Street (see Attachment B.1) shows the railroad car house, grain, flour, salt, and lime warehouse, a marble yard structure, livery barns, carriage house, railroad lines, bridges, and several small structures. Fronting on the south side of State Street, are the first Central Vermont passenger depot set back from the street, the Vermont Mutual Insurance Co. building, the American Hotel in the location of the Capitol Plaza's western end, dwellings, the Village Hall, Montpelier Hotel, Christ Epsicopal Church, stores, and the Holmes Block housing the Hotel Kempton. On the north side of State Street are the Pavilion Hotel, dwellings, office buildings, the Washington County Courthouse, an I.O.O.F. hall, and a bank. East of the North Branch the map indicates four small structures within the lot, one labeled a wagon shop (see Attachment B.2). The dam at Main Street is flanked by the E. W. Bailey grist mill on the north bank and Clogston Planing Mill on the south bank (see Attachment B.3). The string of connected shops along the south bank are labeled "Montpelier Carriage Manufacturing Co., velocipedes and sleighs etc." Further west on the south bank are a lumber storage house, tenement house, dwelling, and the gas works near the Taylor Street bridge. The commercial buildings along State and Main Streets include several that were built after two severe 1875 fires and are extant such as the Hubbard, Sabins, Bruce, French and Bacon Blocks. (Others shown on the map which bear the names of extant buildings such as Rialto and Union blocks (housing a Masonic Hall) were later replaced after the 1927 flood.)

The 1889 map of the Carr Lot and Capitol Plaza area including State Street is nearly identical with the exception of a few labels such as the grain etc. warehouse is then labeled as agricultural implements and the American Hotel is labeled Montpelier House. In addition, a greenhouse has been added at the eastern end behind the church. On the map of the area east of the North Branch, which also shows the consistent streetscapes of State and Main, two of the small structures have been replaced by several small and larger structures including the Acme Watch Key Manufactory, a livery stable, store house, and two sheds (see Attachment B.4). Near the railroad, a warehouse has been labeled "Clothes Pin Manufacturing" and a wagon shed labeled "stone cutting" (see Attachment B.5). On the south end of Main Street, the Bacon Block is the last commercial block fronting the street. Along the banks of the Winooski, the string of shops on the south bank is shown connected to the former planning mill and the first few sections are labeled "Johnson & Colton Saddlery & Hardware." Other sections include a machine shop, T. Gisborne Sawing & Planing and the Sabin Manufacturing Co - Door Springs. The rest of the buildings to Taylor Street, including the gas works on the south bank, are the same. On the north bank, the grist mill and warehouses near the railroad remain the same.

The 1894 Sanborn map of the Carr Lot, Capitol Plaza area and State Street shows the railroad car house has been removed and the marble shop has expanded slightly (see Attachment B.6). West of the railroad station on State Street the new National Life Insurance Co. building has

replaced a dwelling and a tenement house east of the Village Hall is labeled “Exchange Hotel”. On the north side of State Street a large new Post Office is shown west of the courthouse. The Village Hall is shown with a hose tower in a rear corner suggesting a fire company used the rear of the building. In the area east of the North Branch there has been minimal change on the north end with one shed removed and a few others connected or slightly expanded (see Attachment B.7). The watch manufactory is now labeled a machine shop. However, on the south end near the railroad the “U.S. Clothes Pin Co.” has expanded the original shop with additions and lumber sheds and large livery stable behind the Bacon Block. A small fruit store is shown south of the Bacon Block on Main Street. Along the Winooski the only change is that the gas works is labeled “Consolidated Lighting Co.” and Colton Saddlery has expanded somewhat into other sections of the string of woodworking and machine shops which also include a brass foundry (see Attachment B.8). The other continuing businesses there are T. Gisborne and Sabine Manufacturing – organ and piano hardware.

The 1899 Sanborn map of the Carr Lot and Capitol Plaza area shows the addition of a larger railroad car house directly east of the marble shop and removal of the greenhouse and a dwelling east of the Montpelier House is labeled “Y.M.C.A” with a rear gymnasium (see Attachment B.9). The area east of the North Branch is nearly identical to the 1894 map with one new building added to the north side of the Bacon Block and larger store has replaced the fruit store south of the Bacon Block (see Attachment B.10). Along the Winooski, the Main Street covered bridge has been replaced with an iron bridge (see Attachment B.11). The 1905 and 1909 Sanborn maps of both areas are nearly identical to the 1899 version. By 1905 the machine shop is labeled as part of the Lane Manufacturing Company and a new commercial block replaced the small store south of the Bacon Block on Main Street (see Attachment B.12). A lumber shed has been added along the south bank of the Winooski and a warehouse added near the E.W. Bailey Grist Mill (see Attachment B.13). Another important exception is the replacement of one of the covered bridges on the North Branch with the iron bridge that was erected in 1905 and remains on the site.

20th Century

By 1915 the granite shop in the Carr Lot has expanded slightly and abuts the railroad car house (see Attachment B.14). An agricultural implements and hardware warehouse has been added slightly west of where the green house was located in 1889. On the south side of State Street a dwelling east of the YMCA was replaced with a detached commercial building and the new concrete and steel Rialto and Union Blocks were shown as under construction (see Attachments B.15 and B.16). Across State Street, the Capitol Savings Bank and National Bank occupy the small block east of Elm. The area east of the North Branch appears nearly identical to the 1899 map with minor modifications of structures. Structures along the Winooski remain the same although the former gas works has become the “Montpelier & Barre Light and Power Co.” with no gas holder.

The 1925 Sanborn map shows the railroad car house converted into storage and the addition of a garage and auto shop immediately west of the agricultural implements warehouse (see Attachment B.17). On the north side of State Street a large new theater has replaced some of the dwellings and the others are used as offices (see Attachment B.18). In the area east of the

North Branch most of the structures are the same with the exception of the addition of a lard rendering building adjacent to the river, a woodworking shop added to a storage building, and the watch manufactory/machine shop converted to a garage (see Attachment B.19). The remaining covered bridge over the North Branch is gone, coinciding with the conversion of the railroad car house to storage.

Finally, by 1945 the railroad car house and agricultural implements structure have been removed, possibly as a result of the catastrophic flood of November 1927 (see Attachment B.20). There is a small structure of unknown function along the river bank in the Carr Lot and a railroad tool house adjacent to the iron bridge. The auto shop has been expanded into a full service facility, in part taking over the space of the agricultural tool warehouse. In the area east of the North Branch the addition to the rear of the French Block is present and several of the other structures remain including the garage, the lard rendering, and two storage buildings (see Attachment B.21). A long garage has been added at the southern end of the lot. The 1945 Sanborn map also shows the new configuration of the former Montpelier House Hotel labeled "Montpelier Tavern" as well as an associated 20-car garage in the rear of the hotel, at the west end of the Capitol Plaza Lot (see Attachment B.22). The Episcopal Church has a rear addition and a building just east of it has been removed. On the north side of State Street, the block at Elm Street has been taken over by the Capitol Savings Bank & Trust Co.

A few additional historic photographs provide detail not present in the Sanborn maps. One view dated to about 1909 shows the railroad car house and livery stables in the Carr Lot and Capitol Plaza area (Fig. 17). In the lower left corner of the photograph a portion of the US Clothes Pin Company complex is visible. Another c. 1909 photograph shows the north side of State Street including the c. 1890 Richardsonian Romanesque federal building, the Washington County court house and the commercial block on the east corner of Elm Street. In addition, the hose tower of the Village Hall is visible on the left side of the photograph (Fig. 18). Another photograph taken post 1925 shows filling along both sides of the North Branch and the nature of some of the buildings including the 1915 Rialto and Union Blocks (Fig. 19).

The difference in photographs and maps before and after the historic flood of 1927 probably reflects damage from the flood. Although some structures were not removed until several years later, many of the structures that were removed even after several years were probably damaged by the flood (Fig. 20). A view of the south side of State Street after the 1927 flood shows the variety of buildings including a commercial structure, a garage and auto dealership, a former house, the YMCA and the Montpelier House (Fig. 21). A photograph dated to about 1929 shows a long railroad freight house present at the east end of the Carr Lot and the auto business behind the church (Fig. 22).

A 1940 aerial photograph provides a good overview of the project area (Fig. 23). Several structures remain in all parts of the project area as also seen on the 1945 Sanborn map. The large complex that has become the Capitol Plaza Hotel is seen in the upper left of the photograph eight years after its completion. Also shown is the southern end of Main Street with an additional commercial block adjacent to the railroad tracks and a c. 1920 grain elevator south of the tracks on the grist mill. Finally, a 1968 view of the project area shows the first addition to the Montpelier Tavern Hotel, the modern federal building, and the

Grand Union (now Shaws) supermarket that replaced the gristmill and warehouse complex (Fig. 24). In the Capitol Plaza Lot is seen a garage and in the Carr Lot a junk shop that were listed as non-contributing to the historic district. It also shows a non-contributing one story garage that was once located along the North Branch and referred to as #56 in the nomination.

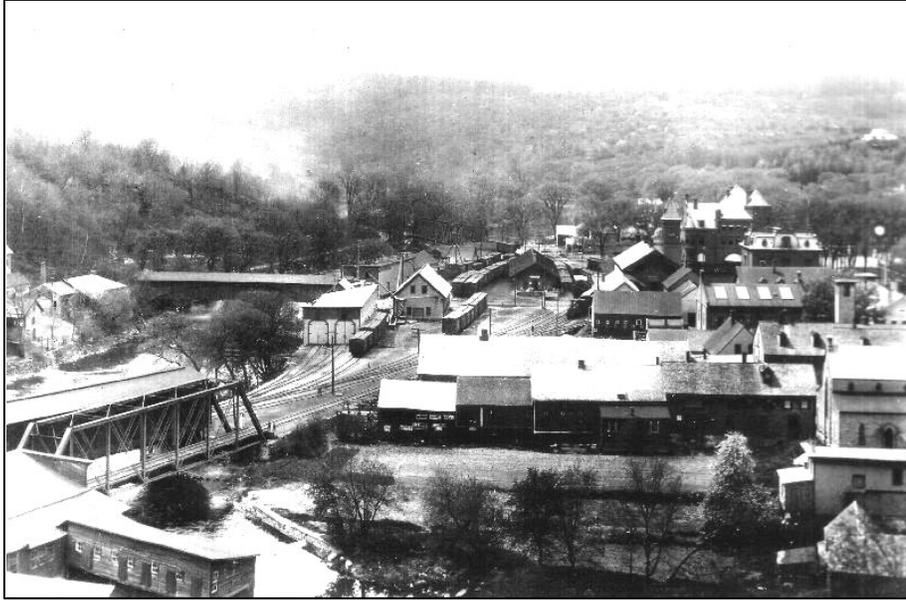


Figure 17. The Carr Lot and Capitol Plaza area c. 1909. Note structures along the river, new iron bridge over the North Branch and barns and stables in the center of the photograph. View to the west. *(Courtesy of the Vermont Historical Society).*

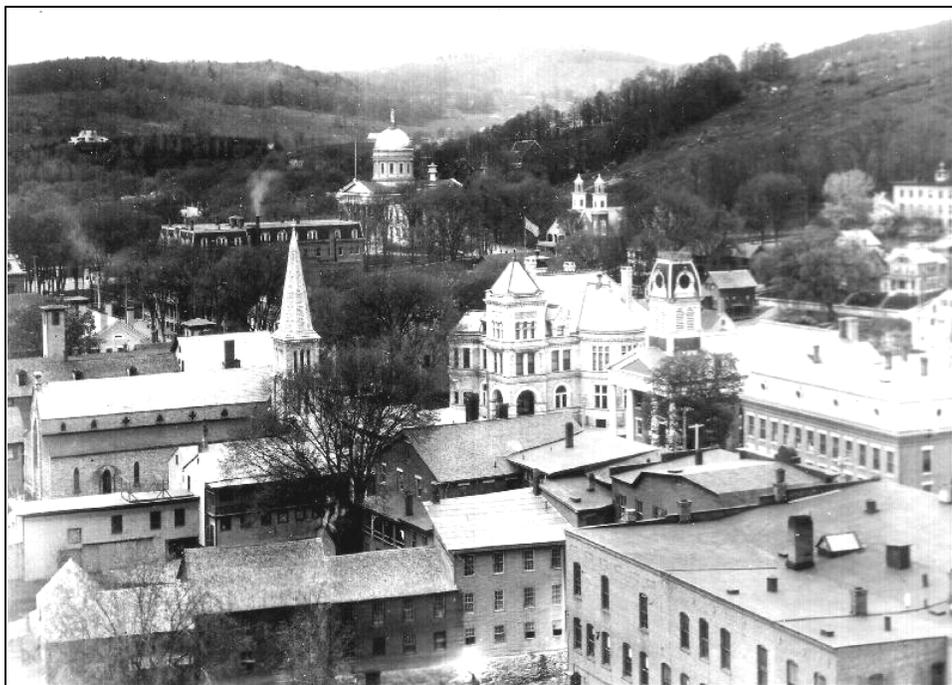


Figure 18. State Street. Note post office and court house at the center of the photograph with the Episcopal Church and Village Hall with hose tower to the left and the state house beyond. View to the northwest. *(Courtesy of the Vermont Historical Society).*

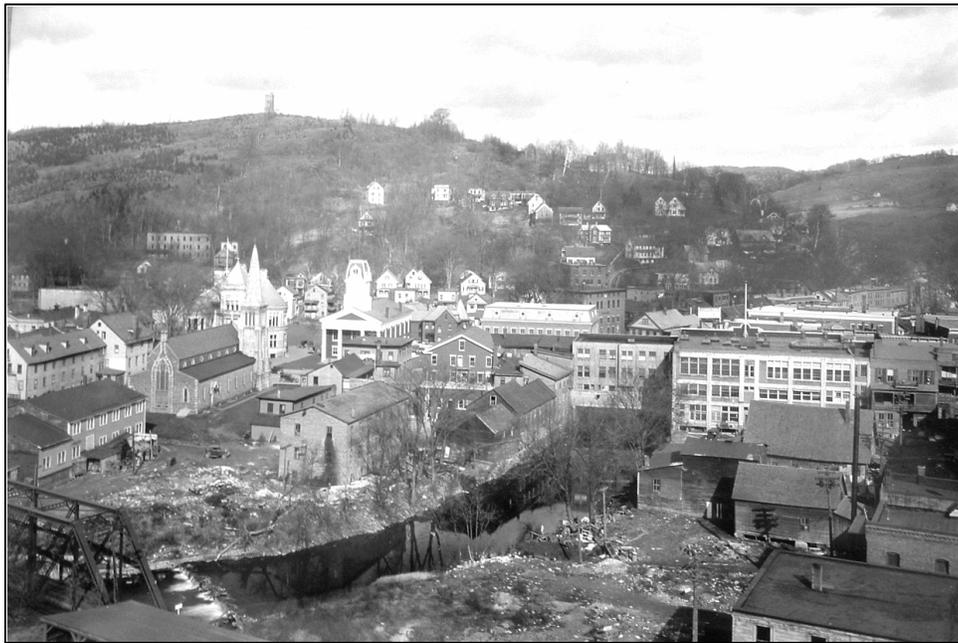


Figure 19. The west end of the Carr Lot, Capitol Plaza area and the area east of the North Branch c. 1925. Note structures in the lots and the areas of filling seen in the foreground in each lot. View to the north. *(Courtesy of the Vermont Historical Society).*



Figure 20. The Capitol Plaza area and Carr Lot after the November 1927 flood. Note Dewey warehouse and railroad car house in the background. View to the southwest. *(Courtesy of the Vermont Historical Society).*



Figure 21. South side of State Street from the county courthouse. Note the Montpelier House at the far end. View to the west. *(Courtesy of the Vermont Historical Society).*

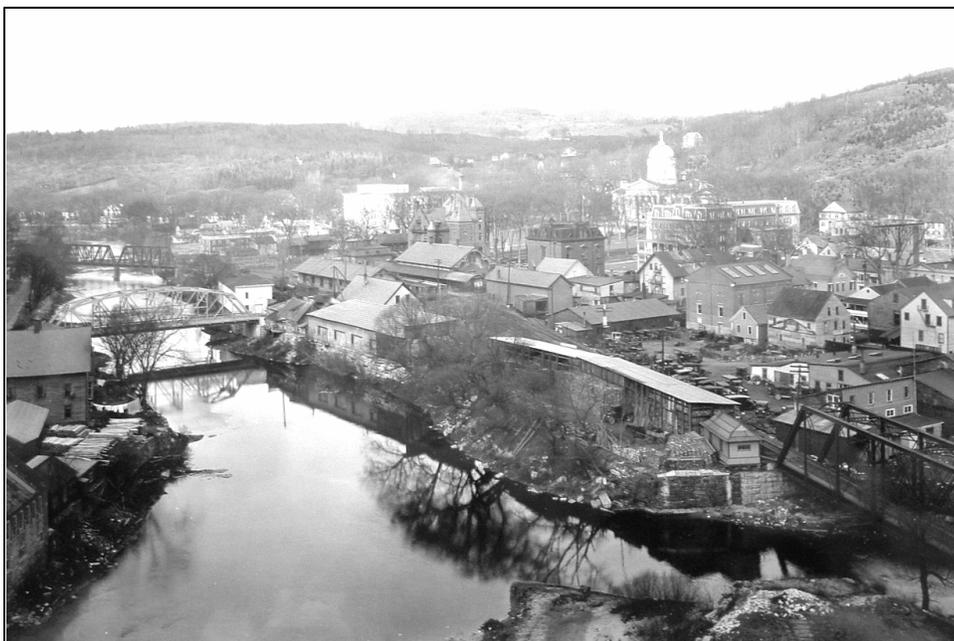


Figure 22. The Carr Lot and Capitol Plaza area c. 1929. Note new iron bridge at Taylor Street, the long freight shed and small tool house on the Carr Lot, the auto business on the Capitol Plaza Lot. View to the northwest. *(Courtesy of the Vermont Historical Society).*



Figure 24. Aerial view of the project area c. 1968. View to the north. (Courtesy of the Vermont Historical Society).

Summary

A variety of structures and businesses have been located in or adjacent to the project area since the early history of the city. They included residences and small unidentified structures in the early 19th century. During the middle to late 19th-century maps and photos depict blacksmith shops, livery stables, small railroad related structures, a marble yard, a grain warehouse, a greenhouse, the Acme Watch Key Manufactory, a railroad car storage house, a wagon shop, and outbuildings to the hotels and businesses along State and Main Streets. During the early 20th-century businesses include stone cutting, grain storage, barns and stables, a lumber shed, woodworking, livery service, blacksmith, grocery warehouse, lard rendering, machine shop, agricultural implement manufacture and hardware warehouse, and a machine shop of the Lane Manufacturing Company a local foundry specializing in machinery. Beginning in the 1920s structures in the project area included auto garage and shop, a railroad tool house, a small granite shed, the railroad car shed, and unidentified small structures. By the 1940s the area was devoted mostly to automobile related uses slowly phasing out railroad and other functions. Table 1 outlines the features identified on the maps and photographs discussed above.



Figure 23. Aerial view of the project area c. 1940. Note variety of structures in the different project lots and surrounding streetscapes. View to the northwest. (*Courtesy of the Vermont Historical Society*).

The streetscapes of State and Main Streets evolved over time from a mix of detached residential, commercial and institutional buildings to a much denser urban area of commercial and institutional uses with some detached structures on the western end of State but mostly attached commercial blocks. These were in place by 1915 with a few exceptions.

The banks of the Winooski River were heavily developed with 19th-century industrial uses stemming originally from the dam at Main Street. The south bank was lined with machine and woodworking shops and other industrial uses throughout the late 19th and early 20th centuries. Most of these buildings survived the 1927 flood.

Table 1. Historic Map/Photo Documented Structures

<i>Map/Photo</i>	<i>Carr Lot</i>
1821 Image of Montpelier	structures
1824 Whitelaw engraving	?
1853 Presdee & Edwards	E. P. Jewett
1858 Walling	E. P. Jewett
1860 photos	Riprap bank, preparation for building? Filling ongoing?
Late 1860s photo	Large gabled building
1873-1875 photo	Not shown
1873 Beers	A. C. Dewey & Co., E. P. J., blacksmith, RR alignment
c. 1874 photos	A. C. Dewey (?), black smith shop, RR alignment
c. 1880 photo	Marble yard, grain warehouse, riprap, RR alignment, low area to east
1884 Birdseye	Appears same as Beers
1884 Sanborn	Marble yard, grain, flour, salt, lime warehouse, RR car house, RR alignment
1889 Sanborn	Marble yard, agricultural implements, RR car house, RR alignment
1890 photo	A. C. Dewey structure, RR alignment
1894 Sanborn	Marble shop, agricultural implements, RR alignment
1899 Sanborn	Marble shop, agricultural implements, RR car house, RR alignment, water line
1905 Sanborn	Stone cutting, grain store house, RR car house, RR alignment, water line
c. 1909 photos	Stone cutting, grain store house, RR car house, RR alignment, filling to level
1909 Sanborn	D. K. Lilley Stone Cutting, grain store house, RR car house, RR alignment, water line
1915 Sanborn	Granite works, store house, Montpelier & Wells River RR Car House, RR alignment, water line
1923 photo	Not shown
Post-1925 photo	Not shown
1925 Sanborn	Star Granite Co., store house, storage, RR alignment, water line
1927 photos (flood)	Granite Co., RR car shed (storage?), RR alignment, remains of auto garage
c. 1929 photo	Granite Co., store houses, RR alignment, stone bridge abutments
1940 aerial photo	Granite Co., small structures along river, RR alignment
1945 Sanborn	Junk storage, scrap metal, RR alignment, unident. shed
1968 aerial photo	Small gabled building, RR alignment

Source: Hartgen Archeological Associates, Inc. 2005 based on cited maps and photographs.

E.2.1.2 Site Visit

Site visits to the project area were conducted on March 16th and 22nd to examine the project area architecture, layout, and visual perspectives and to assess areas of archeological sensitivity and prior disturbance. Photographs are located on Attachment A.11.

Beginning at Taylor Street the Carr Lot is currently a gravel parking lot with a small office trailer for a bus station (Fig. 25). The Carr Lot is defined by the river, the railroad tracks, Taylor Street, and the North Branch, is fairly level and used for parking and the bus station. There is stone retaining wall and riprap along the river bank, but it was not easily examined due to vegetation and snow cover during the site visit. The lot is slightly higher in elevation than surrounding areas due to the filling that has taken place since the early 19th century. The railroad tracks are at street level at Taylor Street but rise on a slight embankment as they proceed to the east and the North Branch crossing.



Figure 25. Carr Lot from west end of railroad bridge. View to the northwest.

There are no historic features visible on the Carr Lot site. The extensive use and periodic filling of the property during the 19th and 20th centuries has buried historic deposits and features under the parking lot and removed all of the structures that once stood on the property with the exception of one stone bridge abutment at the eastern end of the parcel and the railroad tracks and bridge on the adjacent alignment to the north. Soil cores were not possible during the site visit due to the gravel fill used across the property.

Capitol Plaza is located on the north side of the railroad tracks from the Carr Lot (Fig. 26). The parcel has some topographic variation that reflects the history of building and filling on the property. From the west entrance at Taylor Street the surface slopes down around the “Capitol Plaza Barn” and levels off across the lot to the western end where it drops down again to the adjacent lot to the east along the North Branch (Figs. 27 and 28). The higher level of filling in the Carr Lot and along Taylor Street reflects the rail yard and other activities in the area while the slightly lower and level topography of the Capitol Plaza Lot reflects the shorter history of intensive development there where the primary use was for barns and other



Figure 27. Capitol Plaza Lot from Taylor Street. Note slope down around Capitol Plaza Barn. View to the east/southeast.



Figure 26. Capitol Plaza Lot from west end of railroad bridge. View to the north.

relatively low-disturbance outbuildings until the early 20th century. Surface visibility is obscured and subsurface probing prevented by paving. Aside from the Capitol Plaza Garage and the varied topography, no historic features are visible within the parcel.



Figure 28. East end of Capitol Plaza Lot. Note difference in elevation from left to right. View to the north.

The area east of the North Branch is also quite level. It is surrounded by the backs of buildings on Main and State Streets as well as the North Branch to the west and a recent building to the south (Figs. 29 and 30). A few breaks in the pavement may reflect subsurface foundation remains or other historic features. The bank of the North Branch retains some stone retaining wall adjacent to a small dam that was probably associated with the clothes pin factory operated immediately south of the area east of the North Branch from about 1889 to 1925 (Fig. 31). There is also retaining wall and riprap along the bank. The c. 1940 extension from the back of the French Block into the project APE is the only structure remaining in the lot (Fig. 30). It is in good condition and does not appear to have been substantially altered.

None of the historic industrial architecture near the Winooski has survived. The south bank has non-historic commercial development and the north bank has a modern supermarket and parking lot. The historic commercial streetscapes of State and Main have survived very well with a few modern intrusions and are discussed more fully under “A.2.2 Description of Historic Resources.”



Figure 29. East of the North Branch. Note surrounding historic structures. View to the east.

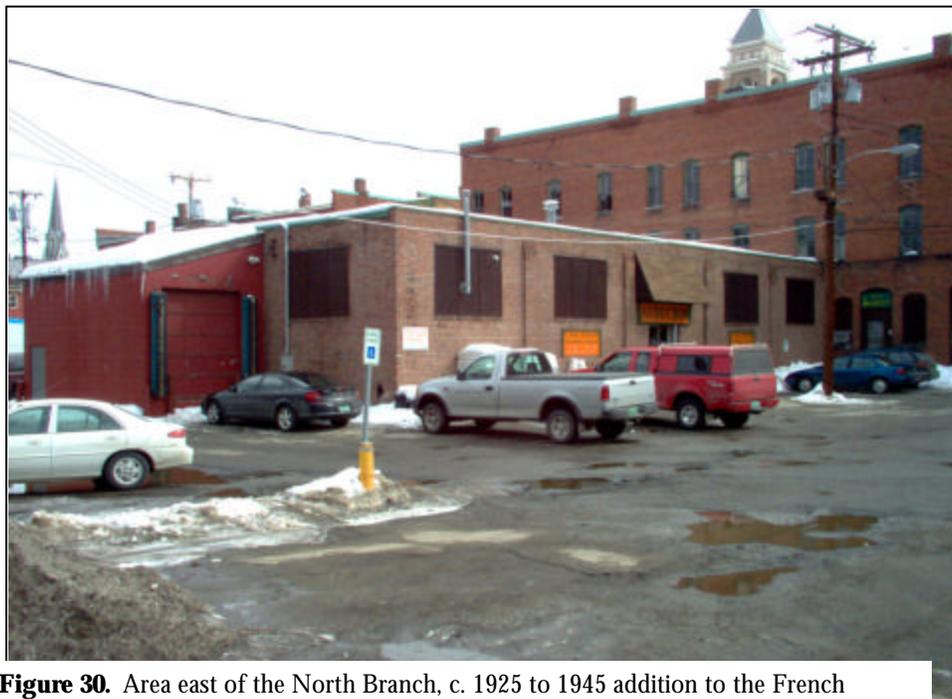


Figure 30. Area east of the North Branch, c. 1925 to 1945 addition to the French Block. View to the east.



Figure 31. Dam in the North Branch north of the railroad bridge. . Note retaining wall and riprap along the riverbank. View to the northeast.

E.2.1.3 Areas of Archeological Sensitivity

Most of the project area has been heavily affected by the historic development that has taken place during the past 200 years. As the discussion of the historic photos and maps indicates, filling of the project area has taken place primarily since about the 1850s. The area east of the North Branch appears to have been filled earlier than the Carr Lot while the Capitol Plaza property probably has the least fill since it is further from the river. Since the archeological potential is underground we can not readily speak of existing archeological resources, but can outline areas of archeological sensitivity.

Several areas of archeological sensitivity were identified based on the background research and site visit. They include precontact and historic archeological sensitivity.

Precontact Site Sensitivity

The archeological potential of the project area for precontact Native American sites should be considered moderate. In general the project vicinity is ideal for Native American occupation. The confluence of two rivers is known as a favored location for settlement of Native Americans through time, either for long term villages or base camps or short term hunting, gathering, or processing camps. The effect of flooding on such sites in the project area is unknown. Of course flooding can erode or accrete landforms. Historic images of the area, such as **Figure 7**, show a typical river bank sloping down to the water with higher terraces beyond where the structures of State Street and Court Street were constructed. The highest potential, therefore, is in the areas above the river and the river bank that would have been washed by flooding annually. This scenario should apply to both the Winooski proper and the North Branch.

Historic Site Sensitivity

Historic site sensitivity is probably fairly consistent across the project area. Some locations where substantial structures were located may have a higher potential for intact foundations

and other components of those structures. However, other areas also have a strong potential for retaining the intact remains of less imposing structures. One of the most sensitive areas may be in the area through the middle of the Capitol Plaza property that was behind the early 19th-century structures along State Street. This vicinity housed the outbuildings of these residences, businesses, and hotels and could include the archeological remains of wells, privies, storage sheds, ice houses, stables, and barns. Although disturbance from flooding, especially the 1927 flood (Fig. 19), may have eroded some of these deposits, the extent of the erosion is unknown. Areas for historic archeological deposits are likely to be buried below some recent fill. However, the reworking of the property since the 1927 flood may have sealed deposits from the early 19th century to the early 20th century.

E.2.2 Description of Historic Resources

E.2.2.1 General Description of Architectural Resources in APE

The APE is an urban landscape of largely 19th and 20th century commercial or institutional buildings that have evolved organically over time on two of Montpelier's primary streets: State and Main. The APE also includes the large service areas behind these blocks (Figs. 26 to 29), the railroad line and its service areas (Fig. 25), the Winooski River and North Branch, their crossings and banks as well as the modern 20th century automotive services along Memorial Drive. The service areas behind State and Main and along the railroad are all modern surface parking lots with some modern structures, some rear additions to buildings fronting State or Main (Fig 30), two historic garages (Figs. 27, 32, and 33) and two historic bridges (Figs. 34 and 35). The parking lot areas are very open with only low structures present and across the Winooski River, the area along Memorial Drive has one story service stations and a modern commercial store with some vegetation along the river banks (Fig 36). As a result, there is a reasonably good view from Memorial Drive to the north of the historic Taylor Street steel truss bridge, the rear facades of buildings on State and Main Streets and of the parking lots, other bridges, and small utility structures (Figs. 34 and 37).

By contrast, the character of State and Main streets is very urban with more density on Main Street and the block of the State Street nearest Main. On State Street, the APE includes a few of the large 19th century buildings across from and adjacent to the State House (Figs 38 and 39) and a block between Taylor and Elm that includes a tremendous variety of buildings (Figs. 40 through 45). This block has an 18th century residential structure, the Second Empire Washington County Courthouse, a Gothic Style stone church, a large Colonial Revival hotel and its more modern additions, a large modern federal building, and an Art Deco Style theater. The next block on State Street from Elm to Main is lined with late 19th and early 20th century commercial blocks (Figs. 46 and 47) with the exception of one rare surviving early 19th century gable-roofed commercial building on the corner (Fig. 48). Main Street, from State to the railroad has a fairly consistent commercial block façade that includes a row that was built after an 1875 fire (Figs. 50 and 51). Exceptions on this block are a frame residential scale building near State Street (Figs. 49) and a few holes where buildings have been demolished particularly at the railroad end where a great deal of modern construction has created a modern streetscape with stores set back behind parking lots (Figs. 52 and 53). On the east side of the south end of Main Street, one historic property – the Montpelier & Wells River Railroad Depot, stands with a great deal of open space around it (Fig. 54). The banks of the

river at Main are also fairly open with no immediate structures and a modern bridge carrying Main Street (Figs. 55).

E.2.2.2 General Historic Significance of the Resources

The APE is entirely within the Montpelier Historic District, listed on National Register of Historic Places in 1978. Based on the 1978 map and inventory, 30 properties in the APE were originally identified as contributing and 20 were identified as non-contributing. However, alterations, demolition, new construction and an expanded period of significance have occurred in the intervening 27 years. 10 properties have been demolished, 3 new buildings and one new pedestrian bridge have been built and 2 properties originally listed as non-contributing should now be considered contributing. In an updated analysis of eligibility, there are presently a total of 29 contributing properties and 17 non-contributing properties.

The district was listed based on its survival as a relatively unaltered mid to late 19th century town. While Montpelier had been well developed since 1805 when it was named the state capital, its present character derives from a post Civil war commercial boom when the National Life Insurance Company expanded and the railroad and state government brought a great deal of traffic and commerce to the town. Most of the residences date from this period and the commercial and institutional architecture as well. Although there are a few vestiges of early structures on State Street, most of the center of town is dominated by commercial blocks built after a pair of disastrous fires in 1875. In the post Civil War period five churches were built (one in the APE), a testament to the residential expansion of the town. The flood of 1927 hit Montpelier hard and caused several affected bridges and buildings to be rebuilt or replaced as well as the loss of many outbuildings, barns and service structures.

The historic streetscapes of State and Main have retained integrity and most of their buildings and have strong historic character developed organically over the past 150 years. While the original nomination listed the Capitol Plaza Hotel and Conference Center (The Montpelier Tavern) as non-contributing due to age, it is now over fifty years old and should be considered contributing (Figs. 41 and 42). What had been nearly an entire block considered non-historic, is now a contributing element to the historic character. Some of the new construction on these blocks has been sensitive to the historic character of the surrounding district and does not detract from it such as an information booth near the church (Fig. 44), additions to Capitol Plaza Hotel and Conference Center (Fig. 42), and a large new bank building on State Street (Fig. 57), as well as infill on Main near the corner of State. The south end of Main Street on the other hand has become more modern in character with the loss of one historic building and incompatible modern new construction. From both State Street and parts of Main Street many of the views to the south and west include the large hill that rises across the Winooski south of Memorial Drive (Figs. 35 and 40),.

The rear lot service areas were somewhat open in 1978 with a few non-contributing structures that have since been removed and one that is now considered historic. The area of the Carr lot has a modern trailer on it amid surface parking (Fig. 25). The surface parking in all these lots has been developed more formally and is what primarily characterizes these areas now. The three historic steel truss bridges – the Winooski & North Branch Railroad Bridges and the Taylor Street Bridge – are the only very visible historic features (Figs. 34, 35,

and 56). The backs of the historic commercial buildings fronting State and Main which are so visible from these lots as well are quite utilitarian and haphazard in character and are still largely the service side and not the public face despite being adjacent to the parking lots (Figs. 26, 28, 29, and 30). Further west on State Street, the backs of large, elaborate detached office buildings are more finished (Fig. 38).

The primary entrance to the city is by Memorial Drive and across the several bridges over the Winooski. The views of the district from here (Figs. 34, 56, and 57) vary as one travels along but primarily includes the backs of larger, taller structures that face State Street such as the Motor Vehicle Department Building at 120 State Street, the former insurance company buildings (110 & 116 State Street), the Episcopal Church, and Capitol Plaza Hotel and Conference Center as well as the fronts of the taller structures on the north side of State Street such as the State House, Pavilion Building, and the Washington County Courthouse tower. All of these have a backdrop of other structures on the hill rising to the north. Looking toward Main Street, from the Carr or Capitol Plaza Lots the view includes the backs of the four story commercial blocks lining the west side of Main as well as the tall clock tower of the Montpelier City Hall (Fig. 58).



Figure 32. HD #51, rear with patterned metal siding.



Figure 33. HD # 58, 60 & 55.



Figure 34. HD #487, 488, 50, and 466 from Memorial Drive.



Figure 35. HD # 55 & 468.



Figure 36. HD #461, 460 and 459.



Figure 37. Historic District looking northwest from Memorial Drive.



Figure 38. HD #483, 482, 481, 484, 485, 486 487 from Carr Lot.



Figure 39. Taylor ST. with HD #488, 489 & # 52 site.



Figure 40. HD # 49.



Figure 41. HD #50, 1932 Section (96-100 State).



Figure 42. HD #50, 1972 & 1968 sections (84-94 State).



Figure 43. State Street with HD #54 & 50.



Figure 44. HD #198, 197, and 196.



Figure 45. HD #196 and 195.



Figure 46. State Street with HD #65-59.



Figure 47. State Street with HD #65-58 & beyond.



Figure 48. HD #194.



Figure 49. HD # 68 site & 67-65



Figure 50. Main Street with HD #72-69



Figure 51. Main Street with HD # 74-69



Figure 52. HD # 75/76/78 sites with new construction & 74



Figure 53. HD #79.



Figure 54. HD #81.



Figure 55. Main Street and Winooski River with HD #467.



Figure 56. HD #465, 482, and 484 with new pedestrian bridge.



Figure 57. State Street from Memorial Drive. Street.



Figure 58. City Hall tower from Taylor Street.

E.2.2.3 Individual Resources [listed by Montpelier Historic District number]

- Architectural Description, Statement of Significance, Evaluation of Integrity and Eligibility for the National Register of Historic Places, & Potential for Effect by Undertaking

Resources in the Vicinity of Carr Lot

49. 108 State Street, Shell Oil Gas Station & Capitol Deli Convenience Store, c. 1936, 1968, c. 1990s

Architectural Description (Fig. 40)

This is a one story brick convenience store with a very simple wooden cornice, storefront windows and canopied gas pumps in front. It is set back from the street and accessed from both State and Taylor streets.

Statement of Significance

A filling station was constructed here at about the same time as the adjacent Montpelier Tavern Inn and this building may date to c.1936 but has since been modernized. Currently, it serves as a convenience store and has lost any historic character it may have had originally. It may also be more recently constructed. Before the c.1936 filling station, the site was occupied partly by a c. 1870 Italianate narrow commercial block with a store fronting State Street and partly as a yard for rear livery stables– likely serving the hotel and railroad station nearby. On an 1873 map, and shown in historic photographs, an earlier two story frame building with hipped roof and front gable pavilion occupied the western yard site with large ells extending to the rear.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The gas station was listed as non-contributing site #49 in the Montpelier Historic District. The current building and gas filling structures are not eligible due to alteration and date.

Potential for Effect by Undertaking

No potential for adverse effect.

52. 1 Taylor Street, Carr's Taylor Street Junk Yard, (now the Carr Lot), n.d.

Architectural Description (Fig. 25)

The present Carr lot is a surface parking area with a modern trailer at the west end serving as a bus depot. There are no other structures on the site which is bounded by the railroad tracks on the north and the Winooski River on the south.

Statement of Significance

The history of this site is complex with many structures serving a variety of functions over time. As was typical with 19th century development around the railroad in Vermont towns, the area was filled with small utility structures that changed frequently with different uses. Over a period of 100 years, short lived businesses on this lot included both light manufacturing and those that needed storage space near the freight depot as well as more

direct railroad related structures.. A c. 1860s grain warehouse seemed to persist through the Sanborn maps on this site and may even have been the structure used by the junk yard that was considered non-contributing in the nomination. The structure numbered 52 was not described and may have been an altered old building, modern, or simply invisible under too much junk.

In an 1853 map, the railroad had not been extended past Bridge (now Taylor) Street and the Carr lot was shown as two properties. The western end belonged to E. P. Jewett with one structure and the eastern end was associated with lots extending to State Street with some outbuildings. The Central Vermont Railroad had its freight and passenger depots across Taylor Street from the Carr lot from 1850 on. The railroad was extended through the site by the 1873 map and a second line put through by 1875. Other structures that occupied the Carr lot included a c. 1857 store of Storrs and Fuller, the c. 1860s flour warehouse mentioned above built by A.C. Dewey, a c. 1860s blacksmith shop, a c. 1882 railroad car shed, and series of marble sheds. Only one structure was still standing by the 1945 Sanborn map and this is now gone. More detail is given in Section A.2.1.1 “Documentary Research” / “Historic map and Photograph Review.”

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The Carr Lot had a structure listed as non-contributing site #52 in the Montpelier Historic District. It has been demolished and replaced with a modern non-historic trailer. The Carr Lot and trailer are not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

466. Taylor Street Bridge, Taylor Street & Winooski River, 1929

Architectural Description (Fig. 34)

This is a camelback through truss steel bridge built by the Berlin Construction Company in 1929. It has concrete abutments.

Statement of Significance

This bridge replaced the c. 1850 covered bridge that was damaged or swept away in the 1927 flood.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The Taylor Street Bridge was listed as contributing site #466 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.

465. Railroad Bridge over the Winooski, c. 1910

Architectural Description (Fig 34)

This iron bridge has a pair of end-to-end Pratt through trusses and was built by the American Bridge Company of New York. A new small scale pony truss steel pedestrian bridge has been constructed recently to the east of the bridge and is part of a pedestrian/bike path developed along the river.

Statement of Significance

This bridge replaced a covered bridge and was not shown on the Sanborn maps until 1915 despite a 1903 date given in the historic district nomination.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The Railroad Bridge over the Winooski was listed as contributing site #465 to the Montpelier Historic District. It is still eligible. The pedestrian bridge is not eligible and would be non-contributing due to age.

Potential for Effect by Undertaking

There is potential for adverse effect.

481. 126 State Street, c. 1895

Architectural Description (Fig. 38)

Wood frame, clapboarded and shingled, 2 ½ stories, hipped roof sheathed in slate. This Queen Anne style house, c. 1895, has a polygonal oriel on the right façade topped by a tall conical roof with an iron finial. Below the oriel is an entrance porch with turned posts, baluster railing and valence. The left corner of the house is clipped and forms a bay with a gabled roof with stick ornamentation. A flared shingled band cut in a diamond point pattern is between the first and second stories.

Statement of Significance

This residence was typical of the post Civil war development boom in Montpelier that continued through the end of the 19th century. It is a very good example of the Queen Anne style and is also typical of the regular use of existing buildings for government offices.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

126 State Street was listed as contributing site #481 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.

482. Across tracks from #483, n.d.

Architectural Description (Fig. 56)

Brick veneer, one story boiler plant with large brick smoke stack for the State complex.

Statement of Significance

Modern boiler plant may become significant over time as part of the state complex.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The boiler plant was listed as non-contributing site #482 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

483. Storage Building, State parking lot behind #484-487, n.d.

Architectural Description (Fig. 38)

Wood frame, asphalt siding, two story flat roof. This building has a loading platform.

Statement of Significance

This building and is used by the State for storage.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

This storage building was listed as non-contributing site #483 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

484. 120 State Street, Vermont Department of Motor Vehicles, 1949

Architectural Description (Fig. 38 and 56)

Steel reinforced concrete skeleton façade with marble. Five stories, flat roof. The large contemporary style building rests on a granite foundation which came from Auair Granite Co. of Hardwick, Vermont and is clad on the façade and sides with marble from the Vermont Marble Co. of Proctor. The rear of the building is brick. The centrally located double leaf aluminum door has the figure of Ceres standing among maple trees and holding the state seal. The second through fourth floor windows are grouped vertically in recessed panels. The building is visually tied together between the fourth and fifth floors by a horizontal frieze inscribed with county names and dates. The fifth story windows are grouped above the lower story windows but are slightly smaller and not recessed creating a cornice effect.

Statement of Significance

This building was constructed on the site of three houses, which were moved (#480) or torn down, in 1949 from designs made before World War II by Burlington, Vermont architect, William Freeman.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

120 State Street was listed as contributing site #484 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.

485. 118 State Street, Fifield Carriage House, c. 1860s

Architectural Description (Fig. 38)

Wood frame and brick, two stories, mansard roof sheathed in asphalt. This Second Empire style building is set back on the lot and has segmentally arched windows with corbelled labels, shed dormers and a hipped roof cupola. Board siding covers part of the façade.

Statement of Significance

This Second Empire style building was originally a carriage house for the Fifield House which stood at 120 State Street and was demolished in 1948. The State has converted this small building into offices typical of many buildings on State Street.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

118 State Street was listed as contributing site #485 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.

486. 116 State Street, National Life Insurance Co Building (now Vermont Department of Agriculture), 1891

Architectural Description (Fig. 38)

This large brick and sandstone, 4 ½ story Romanesque Style office building has hipped and Flemish gabled roofs sheathed in slate. The building is constructed from local brick and accented by Longmeadow brownstone used as arches over the windows, around doors, as belt courses, quoining and for the high basement and wall around the lawn. The building has asymmetrical massing of projecting dormers, an oriel window, chimneys, different roof types, and window groupings. The front door is reached by a flight of steps, recessed in an arched opening and surmounted by an intricately carved wooden panel.

Statement of Significance

This Romanesque style building also has elements of the Chateausque style popular in Burlington and elsewhere in Vermont and was built in 1891 by the National Life Insurance Co. as their home from the architectural plans of S. Edwin Tobey of Boston.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

116 State Street was listed as contributing property #486 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.



487. 112 State Street, Chittenden Trust Co., c. 1995

Architectural Description (Fig. 38 and 57)

This large brick clad, five story office building was constructed recently and designed to echo the large Second Empire and Romanesque historic buildings around it. It has irregular and varied roof types, assorted decorative dormers, arched arcades along the first floor, and an unusual tower like element

Statement of Significance

This building is compatible to the historic district and replaces an incompatible drive through bank.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

112 State Street was listed as non-contributing property #487 to the Montpelier Historic District. This one story structure was demolished and replaced with new construction which is not eligible due to age.

Potential for Effect by Undertaking

There is no potential for adverse effect.

488. 110 State Street, Vermont Mutual Life Insurance Company Building, 1870

Architectural Description (Fig. 39 and 57)

Brick, three stories, mansard roof sheathed in terra plate tin. The symmetrical Second Empire building has heavy window heads with consoles and a heavy cornice. The roof was originally surmounted by cresting. The front entry porch is pedimented and has fluted Corinthian columns. The building has a high granite foundation.

Statement of Significance

This building, a very good example of the French Second Empire style, was the home office of the Vermont Mutual Life Insurance Company and was built in 1870 on the site of the home of one of the company's founders, Daniel Baldwin.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

110 State Street was listed as contributing property #488 to the Montpelier Historic District. It is still eligible



Potential for Effect by Undertaking

There is potential for adverse effect.

489. 109 State Street, The Pavilion Hotel (now Pavilion Office Building), 1970

Architectural Description (Fig. 39)

Brick, five stories, mansard roof, two story front porch and a large contemporary brick addition in the rear housing state offices and the state Library.

Statement of Significance

This building is a 1970 reconstruction of the 1876 hotel building designed by Boston architect, George Ropes and built by A. B. Fisher, who was later noted for his work in Burlington. A mansard roof was added to the original structure later. The reconstruction was design by Robert Burley Associates and built near the site of the original building which was torn down by the State in 1969.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

109 State Street was listed as contributing property #489 in the Montpelier Historic District. This very authentic reconstruction of a pivotal and unique historic building in Montpelier and state history meets Criteria Consideration E: reconstructed Properties



Potential for Effect by Undertaking

There is potential for adverse effect.

Resources in the Vicinity of the Capitol Plaza Lot

50. 84-100 State Street, Montpelier Tavern & Tavern Towers (now: Capitol Plaza Hotel & Conference Center), 1932, 1966 & 1972

Architectural Description (Figs. 39, 41, 42 and 43)

This large, brick clad Colonial Revival building of four and six stories with a flat roof and wooden classically inspired trim has evolved over time. The earliest 10-bay wide, “L” shaped section at 96-100 State Street was originally three stories and capped with a white painted wood cornice. A fourth story was added above the cornice around 1940 with its own smaller white cornice. It has paired windows on the 4th floor, sliding windows the same size as the paired windows on the second and third floors, larger store front windows on the first floor, and a prominent, two-story, flat roofed entrance porch with monumental columns supporting a large entablature. Presently, the first story of the porch has been enclosed in Colonial Revival Style projecting glazed multi-pane store windows and this enclosure extends across the eastern half of the façade coming flush with the front façade of the projecting c. 1966 addition.

The 7-bay wide addition is also clad in brick and continues the horizontal bands of windows with slightly wider sliders and has a light colored concrete belt course continuing the line of the cornice. A smaller top cornice continues the one on the main block. On the first floor the addition has multi-paned Colonial Revival style store fronts.

A modern, brick clad 6-story tower is added to the eastern end of the addition c. 1972. This second addition continues the themes of concrete trim on red brick and uses a similar

fenestration pattern but is clearly more modern in its design. The first two floors have tall thin two-story brick piers separating recessed windows reminiscent of the two-story entrance columns of the original structure. These brick piers are accented with recessed plain concrete friezes separating the floors. The top floor is framed in concrete friezes with recessed brick panels between windows. This addition is somewhat more irregularly shaped with some recessed corners and is squarer in footprint, extending deeper in the rear.

The rear facades in general have less detail than the front. On the original main block the rear facade is clad in aluminum clapboards. There are one story rear additions on the main block and a c. 1966 addition and a c. 1960s western one-story addition fronting on Taylor Street

Statement of Significance

The original four-story section at 96-100 State Street was built in 1932 by the Cleveland family who had owned the hotel since 1926. J. P. Rabidou of Northfield was the architect and the six story Tavern Towers section was built in c. 1972. The four-story section in between was constructed c. 1968. Early postcards of the rebuilt Montpelier Tavern showing it shortly after 1932 construction proclaim "...Since 1826." The earlier hotel on this site does go back to 1826 and has been called Montpelier House and Montpelier Hotel under many different owners and operators. The earliest post card showing the 1932 hotel before its fourth story also proudly includes cars parked along the street in front signaling a change in the focus of the hotel's business. This was an early automobile oriented hotel and had a 20 car garage in the back to serve its guests who would have arrived by train, bus or car. Photographs from the early 1960s shows buses pulling up to the front and a "Montpelier Tavern Motor Inn" sign officially renaming the hotel to reflect the increasing importance of automobile traffic.



Evaluation of Integrity and Eligibility for the National Register of Historic Places

When the Montpelier Historic District was listed in 1978, the 1932 hotel was not yet 50 years old and was therefore considered non-contributing as site #50. Today, this property is not only 63 years old and architecturally representative of early 20th century automobile culture, but the hotel has also clearly contributed in a historically significant and substantial way to the economic, social and political life of both Montpelier and the State. There have been changes to the hotel over the years but these have mostly followed the Colonial Revival style of the original building. The exception is the windows which have not changed in fenestration pattern but have been replaced with modern sliders or 1/1sash where they had been paired multi-paned double hung sash and through-wall air conditioning units have been installed under some of the windows on the front façade. The c. 1966 addition is in keeping with the original style and materials and does not detract from its character. The Tavern Towers structure is more distinctly modern and is easily distinguishable from the original and first addition and does not detract from the character of the original. Overall, this institution continues to play a very important role in the life of downtown Montpelier and its significance is not solely architectural. It clearly conveys its Colonial Revival early automobile origins and also clearly conveys its status as a major hotel, conference and office building that anchors this block of State Street. The block, with a long history of hotels, has functioned to serve the many travelers to Montpelier for almost two hundred years. The present Capitol Plaza Hotel clearly continues to do that and is the meeting place of many people, events and

gatherings important to the life of the city and state. Despite a few cosmetic changes and larger additions, the hotel should be considered contributing to the historic district under Criteria A & C.

Potential for Effect by Undertaking

There is potential for adverse effect.

51. Garage/ Vermont Hall, c. 1932

Architectural Description (Figs. 27 and 32)

This is a one-story frame utility structure with a low gable roof and clad in vertical board siding as well as tin stamped in a coffer pattern. It has a small shed addition on the south with an irregular footprint along the railroad tracks.

Statement of Significance

The small garage was shown with the new Montpelier Tavern hotel on the 1946 Sanborn map and was labeled “20 cars” and was part of the hotel property. There was also a small surface parking and disembarking area in the rear between the hotel and garage. Photographs from the early 1960s shows buses pulling up to the front and a “Montpelier Tavern Motor Inn” sign officially renaming the hotel to reflect the increasing importance of automobile traffic. However, the garage does not appear to have been much used in many years.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

When the Montpelier Historic District was listed in 1978, the 1932 hotel and its garage were not yet 50 years old and were therefore considered non-contributing as sites #50 & #51 respectively. Today, these properties are 63 years old and architecturally representative of early 20th century automobile culture. The rear garage with early 20th century stamped tin siding still retains its 1932 character and has not been altered much in 70 years. The garage should be considered contributing to the historic district under Criteria C.

Potential for Effect by Undertaking

There is potential for adverse effect.

53. 76 State Street & Capitol Plaza Parking Lot

Architectural Description (Figs. 26, 27, and 28)

This is a modern surface parking lot with marked spaces and a “Pay & Display” ticket dispenser. However, it is still fairly eclectic in its terrain and divisions. Most structures have been removed.

Statement of Significance

This property has a long history and was originally considered many lots that were part of narrow properties that fronted State Street and extended back to the railroad. Like the Carr lot, there were many and varied structures serving utility functions. Many of the structures were livery stables and attached to the extended properties fronting on State Street. In addition to livery, there were greenhouses, light manufacturing, storage, railroad sheds and

eventually automobile related uses on the site. More detail is given in Section A.2.1.1 “Documentary Research” / “Historic map and Photograph Review.” In a 1968 photograph, several are still seen plus a c. 1965 garage in the center of the lot. By the time the nomination was prepared, only the garage remained.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The parking lot contained a c. 1965 modern garage (76 State Street) listed as non-contributing site #53 in the Montpelier Historic District. It has been demolished and a modern municipal surface parking lot developed in its place. The parking lot is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

54. 64 State Street, Christ Episcopal Church, 1868, 1938

Architectural Description (Figs. 26, 28, and 43)

Random ashlar, gabled roof sheathed in slate. The tower spire, left front corner, was removed in 1973 because of structural weakness. The tower itself remains and is of three stages – the first stage contains a single leaf door recessed in a pointed Gothic arch; the second stage contains two glazed and leaded Gothic arch windows; the third stage contains three Gothic arch louvered belfry windows and is surmounted by a crenellated parapet. The crenellations were not original but were added when the spire was removed. The tower is square and buttressed. At the center of the building is a double leaf door, also in a recessed Gothic arch, with rich moldings and paneling. Above this structure is a large rosette window in the gable peak. The peak of the roof is surmounted by a cross. To the right of this is a small corner tower with a steeply pitched polygonal stone roof. The church has Gothic massing and a clerestory roof.



Statement of Significance

This Gothic Revival Church, built in 1868, from granite from Barre and Berlin, Vermont, was designed by Rutland architect, J.J.R Randall and constructed by the local builder P. Trow. In 1903, the interior was destroyed by fire. A sympathetic parish house wing of granite was added in 1938.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

Christ Episcopal Church was listed as contributing site #54 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.

55. 58 ½ State Street, Garage (now, National Wildlife Federation Offices), c. 1910

Architectural Description (Figs. 28 and 33)

Steel frame clad in brick, 2 ½ stories, gabled roof sheathed in asphalt. This is a large warehouse-garage with a corbelled boomtown façade and advertising painted on the brick.

Statement of Significance

This small garage is representative of early automobile culture and is a very good example of early 20th century automotive architecture. It is the successor to the livery stables of the 19th century and continues the use of the rear lots for transportation related services.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

58 ½ State Street was listed as contributing site #55 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.

56. 54 State Street & Parking lot (East end of Capitol Plaza Lot)

Architectural Description (Figs. 33 and 35)

From the nomination: “Concrete block, one-story, flat roof garage attached to the rear of #58,” see discussion below. The parking lot has surface parking spaces extending to the railroad and which also wrap around the irregular rear facades of #s 58, 59, & 60 as well as around freestanding #55.

Statement of Significance

This area had a number of livery uses in the 19th century which were attached to the extended architecture of houses fronting on State Street. There was also a c. 1885 greenhouse on this lot. The precursor to the Deavitt Block at 44 State Street had a long, extended series of rear additions used for storage and livery that ran along the bank of the North Branch (seen in Figs. 18 & 19). The present rear addition to the Deavitt Block also extends a bit along the North Branch.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

54 State Street was listed as non-contributing site #56 in the Montpelier Historic District. It is unclear what building was meant by the nomination. On the map it is shown as a detached structure near the western bank of the North Branch behind #s 59 & 60. However, the description in the 1978 nomination describes a c. 1970 one story concrete block garage attached to the rear of #58. #58 does have a small one story concrete block addition in the rear but this does not appear to have been a separate garage but simply an addition that would not merit its own district number. There was no nomination photograph for reference. A 1968 aerial photograph shows a one story structure attached to the south end of the large, 2-story rear addition to #60. Since this is roughly in the location of #56 on the historic district sketch map, it seems reasonable to assume that this was the building meant by #56. It may have had a side garage entrance and was not accessed through #60 and so seemed reasonable to list as a separate structure. If this was the case, the nomination description

incorrectly said it was attached to #58 when it should have said #60. This one story structure has been removed. Therefore, it seems reasonable to consider #56 to be gone. The additions are discussed with their main blocks. The site of 54 State Street is now part of the surface parking lot around the additions mentioned above and is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

57. 60-62 State Street, Information Booth, c. 1990

Architectural Description (Fig. 44)

Presently, the site is mostly open and landscaped with a small c. 1990 frame information booth with a classical pediment, moldings and clapboard siding fronting on State Street.

Statement of Significance

The earlier building on the site was 60-62 State Street, a c. 1870 commercial block (seen in Fig. 23), remodeled in 1926 and which contained the “Miss Montpelier Diner.” The building was demolished in January of 1988.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

60-62 State Street was originally listed as contributing site #57 in the Montpelier Historic District. It has been demolished and a modern information booth constructed in the 1990s. The booth is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

58. 52-56 State Street, Holmes Block, c. 1870

Architectural Description (Figs. 33 and 47)

Flemish bond brick, three stories, flat roof. This six-bay building has rectangular granite lintels and window sills. A brick cornice with three large recessed panels was added after the original gabled roof was removed c. 1930. The store front is c. 1960 with large plate glass windows. The building is stepped back from State Street and connected to #59.

Statement of Significance

This is an early commercial block that is remarkable for having survived a major fire in 1875. Like many buildings near the waterways, this one was remodeled after the 1927 flood.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

52-56 State Street was listed as contributing site #58 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

59. 50 State Street, Goodrich Block, 1930

Architectural Description (Fig. 46)

Brick, three stories, flat roof. This four bay building was round arched windows on the third floor level and flat arch windows on the second floor level; both have granite keystones and label steps. The building is stepped back from State Street and #58; however, it is connected and shares a common cornice with #58. The store front is carerra glass with large plate glass windows. Above the third floor is a plaque inscribed "J. O. Goodrich, 1930."

Statement of Significance

This is one of the commercial buildings that replaced those damaged by the 1927 flood. It is a good example of downtown commercial blocks of the 20th century.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

50 State Street was listed as contributing site #59 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

60. 44-48 State Street, Deavitt Block, 1930

Architectural Description (Fig. 46)

Brick, three stories, flat roof. This three bay building has flat arch windows with granite keystones. Above the third floor window is a plaque inscribed, "Deavitt Block, 1930." This building is attached to both #59 and 61. It shares a common cornice with #59 and is stepped back from #61 and State Street.

Statement of Significance

This is one of the commercial buildings that replaced those damaged by the 1927 flood. It is a good example of downtown commercial blocks of the 20th century.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

44-48 State Street was listed as contributing site #60 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

195. 65 State Street, Washington County Courthouse, 1844, 1880

Architectural Description (Fig. 45)

Painted brick, 2 ½ stories, gabled roof with belfry. This gable front court house has a monumental two-story portico of four wooden Doric columns. The building has brick corner pilasters and pilasters between the six-bay side elevation, both with granite capitals and bases. The foundation, window sills and lintels, and the entrance surround are also of Barre, Vermont granite. The two-stage belfry was rebuilt in another style, after a fire in 1880. The lower stage is square with corner pilaster and has rectangular louvers. The upper stage has a mansard roof, with a clock face in each elevation and is surmounted by wrought iron cresting.

Statement of Significance

The courthouse was originally built in 1844 as its Greek revival front façade suggests and rebuilt in 1880 in the more fashionable style of Second Empire. It is a very good example of the updating of public buildings and a wonderful, well preserved example of Vermont County Courthouse architecture.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

65 State Street was listed as contributing site #195 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

196. 87 State Street, Federal Building, 1963

Architectural Description (Figs. 44 and 45)

This three story, contemporary style office building has white stone-clad upper stories with vertical panels alternating with recessed vertical panels. The narrow windows are set within the recessed panels. The first floor is clad in flat panels of black marble and slightly recessed under the upper floors which give the upper floors a sense of floating in space or of a sculpture on a pedestal.

Statement of Significance

This building is not yet fifty years old but will achieve significance in 2013 as a good example of contemporary office building design.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

87 State Street was listed as non-contributing site #196 to the Montpelier Historic District. It is still not eligible due to age.

Potential for Effect by Undertaking

There is no potential for adverse effect.

197. 89 State Street, Reed House, c. 1810

Architectural Description (Fig. 44)

Flemish bond brick, 2 ½ stories, gabled roof sheathed in asphalt. This house has a Georgian floor plan and is five by four bays with splayed lintels. The front center door is framed by cut granite. The door is surmounted by a semi-elliptical leaded fanlight and is flanked by leaded three-quarter length sidelights.

Statement of Significance

This is a Federal style home built c. 1810 by Hezekiah Reed. It is one of the surviving early 19th century residences that have made the transition to commercial use in this downtown mix.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

89 State Street was listed as contributing site #197 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

468. North Branch Railroad Bridge, CVRR tracks and North Branch, 1905

Architectural Description (Fig. 35)

A half-hipped through Pratt truss steel bridge.

Statement of Significance

Built 1905 by the American Bridge Company of New York, this bridge replaced a c. 1875 covered bridge. After an earlier covered bridge was washed out c. 1874, two adjacent covered bridges were constructed here carrying two different railroad lines. The second bridge was washed out in the flood of 1927 and never replaced. This steel truss bridge is notable as one of the very few to survive the 1927 flood.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The North Branch Railroad Bridge was listed as contributing site #468 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for adverse effect.

Resources in the area east of the North Branch

61. 34-42 State Street, Rialto Block, 1915

Architectural Description (Fig. 47)

Brick, three stories, flat roof. The commercial block is five double bays wide with brick flat arches containing cast cement keystones. The large plate glass store fronts appear to be original. There is a large monumental, centrally located, double leaf door with a surround of molded concrete inset with black marble; a panel above the door proclaims, "Rialto Building." This building is built over the North Branch (see #469).

Statement of Significance

This brick commercial block, 1915, was built at the same time as #62 and is attached to it and #60. It is a good example of an early 20th century commercial block.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

34-42 State Street was listed as contributing site #61 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

62. 20-32 State Street, Union Block, 1915

Architectural Description (Figs.29 and 47)

Brick, three stories, flat roof. It is six bays wide with flat brick arches and cast cement keystones. The building is not symmetrical; it has a monumental entrance which is flanked on the left by three bays and on the right by two bays. Each bay contains three window sashes with the exception of the bays above the entrance which have two sashes. This entrance bay is treated as a pavilion with cement quoining; however, it is flush with the main building. The recessed entrance is surmounted by a concrete panel which reads, "1875 Union Block 1915," and above this is an ornamental iron railing. Above the windows are header spandrels. The cornice of this building is of the same style as #61 and #63, with the exception of a small stepped parapet with a centrally located cartouche above the entrance bay. The rear façade has the more usual brick horizontal panels framed within an expressed concrete structure of this type of industrial and commercial building.

Statement of Significance

This brick commercial block, 1915, was built at the same time as #61 and #63 and is connected to both. It replaced an earlier 1875 Union Block designed by Montpelier architect George Guernsey that burned in 1914. This building is a good example of the early 20th century type of concrete and brick structure that was more typically used in industry.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

20-32 State Street was listed as contributing site #62 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

63. 16-18 State Street, Heaton Block, 1915

Architectural Description (Figs.29 and 47)

Brick, three stories, flat roof. It has the same cornice treatment as #61 and is three bays wide. The windows have flat brick arches with a cement keystone. The store front retains its original façade which is plate glass surmounted by a band of leaded glass.

Statement of Significance

This building, 1915, is connected to #62 and #64 and is a good example of early 20th century commercial block architecture.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

16-18 State Street was listed as contributing site #63 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

64. 8-14 State Street, Hubbard Block, 1875

Architectural Description (Fig. 47)

Brick, three stories, flat roof. The commercial block has a corbelled cornice and imitation quoining. The building is seven bays wide with segmentally arched windows with a deep corbelled label lintel. The present store fronts are plate glass under a plain brick façade.

Statement of Significance

This Italianate-Queen Anne transitional style commercial building, 1875, is attached to #63 and #65 and was built after two bad fires in 1875 destroyed many buildings on State and Main Streets.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

8-14 State Street was listed as contributing site #64 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

65. 2-6 State Street, c. 1826

Architectural Description (Figs. 47 and 49)

Flemish bond, brick, 3-1/2 stories, gabled roof sheathed in metal. The window lintels are splayed granite and the building has a parapeted gable.

Statement of Significance

This late Federal Style commercial building, c. 1826, was restored in 1977. The store fronts were reconstructed to their supposed original style by following photographs and buildings in other towns dating from this period. It was owned originally and for many years by Timothy J. Hubbard, a local merchant and bank president. This is a fairly rare surviving example of early 19th century commercial architecture, notably survived the bad fires of 1875, and is one of the oldest buildings on this part of Main Street.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

2-6 State Street was listed as contributing site #65 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

66. 72 ½ Main Street, c. 1961

Architectural Description (Fig. 49)

Wood frame, 1-1/2 stories, gabled roof sheathed in metal. This small building has a glass and wooden façade.

Statement of Significance

This modern building was constructed to fill in an alley between #65 and #67, c. 1961.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

72 ½ Main Street was listed as non-contributing site #66 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

67. 68-70 Main Street, c. 1820

Architectural Description (Fig. 49)

Wood frame, clapboarded, 2-1/2 stories, gabled roof sheathed in metal. This five-bay residential style building has its gable roof sloping towards the street and has restored 12/12 windows on the second story and a sympathetic store façade.

Statement of Significance

This early 19th century residential building was converted to commercial use by 1873 and possibly as early as 1858. It was one of a group of buildings shown owned by Bancroft and Holmes on the 1858 map and notably survived the bad fires of 1875. It was restored in 1977. It is one of the oldest buildings on this part of Main Street.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

68-70 Main Street was listed as contributing site #67 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

68. 66 Main Street, c. 1840

Architectural Description (Figs. 29 and 49)

There is presently no structure on this lot adjacent to an alley accessing the rear parking area of the area east of the North Branch. The rear facades of #s 62, 63, & 64 can be seen through this gap in the Main streetscape.

Statement of Significance

66 Main Street, was described in the nomination as a brick c. 1840, three story, three-bay Greek Revival style building with rectangular cut granite window sills and lintels and a corbelled brick cornice. It was restored in 1977 with 6/6 windows in the upper story windows and a sympathetic c. 1970 store façade. It was one of a group of buildings shown owned by Bancroft and Holmes on the 1858 map and notably survived the bad fires of 1875. It has since been demolished

Evaluation of Integrity and Eligibility for the National Register of Historic Places

66 Main Street was listed as contributing site #68 to the Montpelier Historic District. It has been demolished and the site is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

69. 64 Main Street, 1875

Architectural Description (Figs. 29 and 50)

Brick, three stories, flat roof. The building is presently three bays wide; originally it was five bays with rectangular shaped lintels. The building's corbelled frieze is similar to #70 except that it has a horizontal corbelled band at its lowest point, instead of segmental arches and above this band are projecting rectangular brick panels, instead of recessed panels. It is connected to #70.

Statement of Significance

This Italianate style building, built 1875 is a good example of late 19th century commercial block architecture. Like its neighbors, this block was built after the fires of 1875 destroyed much of Main Street.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

64 Main Street was listed as contributing site #69 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

70. 60 Main Street, Sabins Block, 1875

Architectural Description (Fig. 50)

Brick, three stories, flat roof. This building is four bays wide with segmental corbelled brick lintels above the windows. Its corbelled frieze is similar to #69 except that there are segmental corbelled arches instead of a horizontal band and above this are recessed rectangular panels. The cornice is an arched corbelled band. The building is connected to both #69 and #71.

Statement of Significance

This Italianate style building, built 1875 is a good example of late 19th century commercial block architecture. Like its neighbors, this block was built after the fires of 1875 destroyed much of Main Street.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

60 Main Street was listed as contributing site #70 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

71. 52-54 Main Street, Bruce Block, 1875

Architectural Description (Figs. 29 & 50)

Brick, three stories, flat roof. This Italianate style building, built 1875, is four double bays wide, has cast iron lintels, with a face design in the center, and a cast iron cornice. The building is connected to #70 and #72.

Statement of Significance

This Italianate style building, built 1875 is a good example of late 19th century commercial block architecture. Like its neighbors, this block was built after the fires of 1875 destroyed much of Main Street.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

52-54 Main Street was listed as contributing site #71 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

72. 32-50 Main Street, French Block, 1875

Architectural Description (Figs. 30, 50 and 51)

Brick, three stories, flat roof. The façade is grouped in store bays and although it is not symmetrical, it presents a unified appearance. The corbelled cornice has a central pediment with a granite block in a segmental arch inscribed "French Block, 1875." A rock-faced

granite belt course separates the first and second stories; the second and third floor windows have rectangular cut rock-faced granite lintels which are set in stepped corbelled hoods. The second story hoods have semi-circular arches whereas the third story hoods have segmental arches. This building is connected to #71.

Statement of Significance

This is the longest commercial block in Montpelier and was built following the fire of 1875 for James French.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

32-50 Main Street was listed as contributing site #72 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

73. 28-30 Main Street, c. 1895

Architectural Description (Fig. 51)

Brick, three stories, flat roof. This commercial building, constructed from tan color bricks, is three bays wide. The second story windows share a rectangular stone lintel and the third story windows are each recessed in round-headed arches. There is corbelled frieze and a pressed metal cornice. The building is connected to #74 and was sandblasted in 1978.

Statement of Significance

This c. 1895 commercial block originally housed a steam laundry and was built in the alley north of the Bacon Block and attached to it. Its restrained but elegant style echoes the corbelling and arched windows of its 1875 neighbors. It is a very good example of late 19th century commercial block architecture.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

28-30 Main Street was listed as contributing site #73 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

74. 22-24 Main Street, Bacon Block, c. 1875

Architectural Description (Figs. 51 and 52)

Brick, three stories, flat roof. This commercial block is four bays wide and has brick quoining and a corbelled brick cornice. The store fronts are plate glass and share a central recessed entrance bay. The second and third floor windows have round-arch corbelled hoods. The building is connected to #73.

Statement of Significance

This Italianate style building, built c. 1875 is a good example of late 19th century commercial block architecture. Like its neighbors, this block was built after the fires of 1875 destroyed much of Main Street.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

22-26 Main Street was listed as contributing site #74 to the Montpelier Historic District. It is still eligible.

Potential for Effect by Undertaking

There is potential for effect, but it will not be adverse.

75. 16-20 Main Street

Architectural Description (Fig. 52)

This lot presently has no structure on it and serves as an alley to the rear parking area of the area east of the North Branch. The gap in the streetscape offers a view of the modern office building (site of #78) at the rear of the parking lot as well as a glimpse of the North Branch railroad bridge (#468).

Statement of Significance

16-20 Main Street, Tomasi Block, 1907 has been demolished. It was described in the nomination: "Concrete block, three stories, flat roof. This building, nicknamed "the Mud Building" because of its color, was designed and built in 1907 by its first owner, Domenico Tomasi. It was constructed from locally made rusticated concrete blocks with molded concrete window surrounds and quoining. The store façade appears to be original with plate glass fronts and a centrally located and recessed entrance by for the two shops and the upper stories." This large commercial block provided urban density to this end of Main Street when it replaced a small c. 1900 tin-clad frame store building and continued the streetscape of three and four story brick commercial blocks. It originally housed a movie theater and fruit store.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

16-20 Main Street was listed as contributing site #75 to the Montpelier Historic District. It was demolished and the site is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

76. 12 Main Street, M & M Beverage, c. 1980

Architectural Description (Fig. 52)

This one story brick clad commercial building has no windows on the front façade and one central door. Side windows have been infilled. It breaks the line of the streetscape by being set back behind a line of surface parking that wraps around the side, isolating the structure

Statement of Significance

A c.1970 gas station was demolished and replaced with this c. 1980 commercial building.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

12 Main Street was listed as non-contributing site #76 to the Montpelier Historic District. It has been demolished and replaced with new construction which is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

77. 12 ½ Main Street & area east of the North Branch

Architectural Description (Figs. 29 and 30)

Modern surface parking lot divided into two sections entered separately and under different ownership. The parking surrounds a long rear addition to the French Block that houses Aubuchon Hardware.

Statement of Significance

A c. 1970s one story frame utility structure was demolished and replaced with a surface parking lot. This site has had a long and varied history. Like the Carr Lot, there were many and varied structures serving utility functions. Although the structures on the interior of the lot here were detached and often unrelated to the nearby commercial buildings fronting Main or State Streets. Some of the structures were livery stables. In addition to livery, there were black smith shops, machine shops, storage, and the “Acme Watch Key Manufactory.” More detail is given in Section A.2.1.1 “Documentary Research” / “Historic map and Photograph Review.” In a 1968 photograph (Fig. 24), several are still seen but by the time the nomination was prepared, none remained.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

12 ½ Main Street was listed as non-contributing site #77 to the Montpelier Historic District. It has been demolished and a modern surface parking lot developed on the site. The parking lot is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

78. 10 Main Street, c. 1990

Architectural Description

This Post-modern style office building is compatibly designed in brick, accented with large arched windows, and with a gable roof surmounted by a louvered monitor.



Statement of Significance

A 20th century electric utility station was demolished and

replaced by a modern office building c. 1990. This site adjacent to the Wells River railroad and later Central Vermont line, has had structures on it since the 1873 map showed a large depot. A later warehouse nearer this spot was turned into the U.S. Clothes Pin Co. by 1889 and structures expanded at the site with additional light woodworking buildings, livery and storage. A glimpse of these structures can be seen in Figs. 15 & 17. This business grew into the 20th century and eventually expended to the shops along the south bank of the Winooski.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

10 Main Street was listed as non-contributing site #78 to the Montpelier Historic District. It has been demolished and replaced with new construction which is not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

79. 2 Main Street, Grand Union (now Shaw's) Supermarket, c. 1970

Architectural Description (Fig. 53)

This is a large modern, one story, box style supermarket set alone within a large surface parking lot.

The railroad tracks separate this site from the area east of the North Branch.

Statement of Significance

This was originally the site of the E.W. Bailey grist mill which was the fourth to operate on the falls of the Winooski. It was owned by Bailey on the 1873 map and continued under his name through the 1945 Sanborn map with expanded facilities that eventually included many warehouses and a large 9-story grain elevator. The various stages of buildings on the site can be seen in Figs. 9, 13 & 23.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

2 Main Street was listed as non-contributing site #79 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

Resources across the Winooski River From the Project Area

459. 5 Memorial Drive, Capital City Exxon, c. 1970

Architectural Description (Fig. 36)

Wood frame, vertical board siding, pseudo-mansard roof added 1978; two-bay service station.

Statement of Significance

The present gas station is on the site once occupied by a string of machine and woodworking shops along the south bank of the Winooski that were powered by the falls and dam. The

eclectic collection of attached shops date before the 1873 map and were labeled “Montpelier Manufacturing Co.” In a c. 1874 photograph (Fig. 12), it is clear that they developed over time and independently typical of Vermont’s 19th century industrial complexes. The shops are depicted in the 1884 birdseye view (fig. 15) and eventually house several long lived hardware manufacturers including Colton Saddlery & Hardware, Sabine Organ and Piano Hardware, as well as T. Gisborne Planing & Sawing. After 1915, the U.S. Clothes Pin Co took over the shops which were still extant on the 1945 Sanborn map. For more detail, see Section A.2.1.1. Documentary Research/ Historic Map & Photograph Review.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

5 Memorial Drive was listed as non-contributing site #459 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

460. 49 Memorial Drive, Bond Auto Supply, c. 1970

Architectural Description (Fig. 36)

Wood frame, asbestos siding, 2-1/2 stories, gabled roof. All openings above the first floor level have been covered over; first floor openings altered.

Statement of Significance

See #459 above for some discussion of the south bank of the Winooski in this vicinity. This site was occupied for the late 19th century with lumber sheds. An automobile shop replaced them on the 1945 Sanborn map. If this is the same structure it has been thoroughly modernized or has been replaced with a new building.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

49 Memorial Drive was listed as non-contributing site #460 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

461. Memorial Drive, Bob’s Sunoco Station, c. 1970

Architectural Description (Fig. 36)

Brick, gabled roof surmounted by a cupola, three-bay service station.

Statement of Significance

This was the site of the 1853 Montpelier gas works seen in a c. 1860 photograph (Fig. 6), which became the Montpelier Gas Light Company and then the Montpelier and Barre Light and Power Co. until it was demolished sometime after 1945.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

Bob's Sunoco on Memorial Drive was listed as non-contributing site #461 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

467. Main Street Bridge, Main Street & Winooski River, 1977

Architectural Description (Fig. 36)

Built 1977, concrete and steel bridge, non-contributory.

Statement of Significance

This bridge replaced an iron bridge that in turn replaced a covered bridge at this site.

Evaluation of Integrity and Eligibility for the National Register of Historic Places

The Main Street Bridge over Winooski River was listed as non-contributing site #467 to the Montpelier Historic District. It is still not eligible.

Potential for Effect by Undertaking

There is no potential for adverse effect.

E.3 Impacts of Project Alternatives on Cultural Resources

Impacts to cultural resources will involve both archeological resources and standing historic structures. The aspects of the project that may affect cultural resources include (1) subsurface excavation for foundations, utility lines, parking lot grading, and other ground disturbance and (2) visual effects to the historic district that change the character of views from and of historic structures, and (3) changes in use of historic structures related to increased traffic flow.

E.3.1 Impacts to Archeological Sites

Potential impacts to archeological deposits may include subsurface excavation and disturbance to visible retaining walls and bridge abutments. Some of the historic structures that were once in the project area such as small sheds and stables were likely to lack deep cellars or foundations. Other structures on the property, however, are likely to have had more substantial foundations or other associated features that remain intact under the parking lots. Structures such as the granite shed and railroad car houses may be represented in the ground by substantial foundation or other remains. More ephemeral structures such as early 19th-century wells, privies, and storage sheds may be intact beneath late 19th-century fill. In addition, historic and precontact living surfaces, storage pits, and other features may remain intact in the project area.

E.3.2 Impacts to Architectural and Structural Features

E.3.2.1 General Evaluation of Effect to Architectural Resources

General Effects on Historic District

Since this project is still in a preliminary stage, it is only really possible to discuss potential effects to resources and discuss ways to avoid adverse effects.

In general, the proposed project would not involve the alteration or demolition of any historic structures and so would not have any direct effects on historic resources. The potential effects would largely be the indirect visual effects of new construction within a historic district. The siting of the transportation structure off the main streets and near the railroad will go a long way to avoid and reduce many potential effects by avoiding the more historically significant parts of the district. Because of the reasonably dense nature of the development along State and Main Streets, the site of the transit center would not easily be seen from these important areas with some limited exceptions. On State Street there are large gaps near the Episcopal Church which would allow limited views of the railroad area from the street. The Main and State Street streetscapes surrounding the area east of the North Branch are denser with very few holes through which to see the new construction. In addition, this section of the district is so far removed from the proposed new construction and separated by the North Branch with vegetation along its banks that any effect would not

be adverse. The site is, however, fairly exposed from more open parts of the district on the south and west which form the gateway to the city despite having a lot of non-contributing properties.

Design will be the key to making new construction compatible with the surrounding historic district character. Because the present proposal is preliminary in nature and not fully designed, it is not possible to determine at this time whether the new construction would meet the Secretary of the Interior's Standards for Historic Preservation Projects.

As noted above, the project area – specifically the proposed building site – is fairly open and undeveloped. However, historically the area has been heavily used and developed with many types of utility structures (Figs. 7, 9, 14, 15, 17, 19, 22, and 23). Some of these outbuildings and rear additions could be seen from the main streets such as State Street . Many of the city's livery and transportation services were located in these areas. Certainly the views from Taylor Street and from across the Winooski were formerly much denser and more urban than they are now as a c. 1880 view demonstrates (Fig. 14). The industrial and service element of the downtown areas near the rivers and railroad is no longer very present though as late as 1945, it was still very much in evidence. Introducing new buildings into these areas, if designed compatibly, can restore some of the urban density and revive the tradition of transportation related infrastructure in the heart of Montpelier.

Potential Effects to Specific Categories of Properties

1. Historic properties on Taylor & State Streets within view of the proposed Montpelier Multi-Modal Transit & Welcome Center/Carr Lot.

The historic structures in the vicinity of the Carr Lot include the two large life insurance co. buildings (historic district numbers 488 and 486) , 120 State Street (historic district number 484), the Montpelier Tavern Hotel (now Capitol Plaza, historic district number 50), and the Pavilion Building (historic district number 489), all of which are tall, 3, 4, or 5 story buildings. The proposed construction of the Montpelier Multi-Modal Transit & Welcome Center in the Carr Lot on Taylor Street would be a four story multi-use structure sited in a traditional relationship with the street. The adjacent surface parking would be on the interior of the lot where it currently is. If designed appropriately, this could be a potential asset to the historic character of the area by filling in recent open spaces with a new structure recreating some of the lost density. There have been many structures in the vicinity of the proposed new construction including railroad sheds, large freight and passenger depots and other storage or light manufacturing facilities. Typically these have been a bit smaller and shorter structures. New construction should utilize traditional materials and consider varied massing to avoid the potentially incompatible visual effect of a large monolithic rectangle.

2. Historic Properties on State Street and Main Street within limited view of the proposed Montpelier Multi-Modal Transit & Welcome Center/Carr Lot.

The proposed location for the transit center would be far removed from the historic properties on State Street and even farther removed from those on Main Street. Although glimpses of the new structure are possible from locations on State Street near the gaps around the Episcopal Church, it would not be a substantial presence. This section of State



Street, including historic district numbers 50, 54, 58, and 59, has never had the solid effect of the commercial blocks but has always had detached buildings of mixed use around which the utilitarian structures of the rear properties have been visible as seen in a historic photograph of the Episcopal Church taken from across the street near the courthouse. The new structure would be visible from this view from a distance and only from limited spots on the north side of State Street, including historic district numbers 195, 196, and 197. At the current proposed scale and location, it would have no adverse effect on these historic properties. Further to the east within the APE are the properties lining State Street and Main Street, including historic district numbers 59 through 72. These form a solid block with only a small gap on Main Street. Between the Carr lot and these areas is the North Branch which has vegetation along its banks that largely masks the project site from the historic properties. The only views would be limited, and only from the rear facades of the properties. In the urban context of the historic district, this limited view would have no adverse effect on the historic properties along Main Street and the east end of State Street. The southern end of Main Street is more open but also already has a number of non-contributing modern structures and the distant view of the parking garage would also have no effect on the non-historic properties, including historic district numbers 79 and 467, and no adverse effect on historic properties, including historic district numbers 73 and 74 .

3. Historic Properties as backdrops for the new construction

As noted previously, the very open nature of the river front and parking lots provides some clear views (Figs. 34, 37, 55, 56, and 57) of the rear facades of Montpelier's historic buildings from Memorial Drive. This is a very common way to be introduced to the historic district. The proposed transit center on the Carr lot will be very visible and the new construction will become the foreground for these views. Depending on height and design, some historic buildings, such as historic district number 50 and 54, will be screened by the new construction but these are not the significant views of primary historic facades. There is potential for adverse effect to the district as a whole and to some of the contributing properties in the vicinity, including historic district numbers 488, 486, 484, 481, 466, and 465, that would be seen in juxtaposition to the new construction. However, if designed compatibly, the structure should not have an adverse effect on the views from Memorial Drive and could improve the historic character of the district as a whole by recreating some of the former density of these sites.

4. Traffic pattern changes

There should not be any significant effects from traffic pattern changes because of the proposed project. The traffic studies have shown that Taylor Street handles a heavy volume of traffic at present and will continue to have heavy traffic regardless of the construction. The proposed project should not have an appreciable effect on the use of the adjacent historic properties in the district, including the Taylor Street Bridge, due to traffic flow and may improve it by concentrating transportation services.

Table 2
List of All Properties in Historic District and Assessment of Effect

Property #	Address	Historic Name	Date(s)	Orig. Hist Dist. Status	Current Eligibility	Potential Effects?	Could Avoid Adverse Eff?
49	108 State St.	Mobil Gas Station	c.1936 & 1968	NC	NC	NPE	n/a
50	84-100 State St.	Montpelier Tavern Motor Inn & Tavern Towers	1932, c. 1968, c.1972	NC	C	PAE	Yes
51	? (behind 96-100 State St)	Vermont Hall/ Montpelier Tavern Motor Inn garage	c. 1932	NC	C	PAE	Yes
52	1 Taylor St.	Carr's Taylor Street Junkyard <i>Replaced with Bus trailer</i>	c. 1850, c. 2000	NC	D NC	NPE	n/a
53	76 State St.		c. 1970	NC	D/NC	NPE	n/a
54	64 State St.	Christ Episcopal Church	1868, 1938	C	C	PAE	Yes
55	58½ State St.		c.1910	C	C	PAE	Yes
56	54 State St.		c. 1970s	NC	D	NPE	n/a
57	60-62 State St.		c.1870	C	D/NC	NPE	n/a
58	52-56 State St.	Holmes Block	c. 1870	C	C	NAE	Yes
59	50 State St.	Goodrich Block	1930	C	C	NAE	Yes
60	44-48 State St.	Deavitt Block	1930	C	C	NAE	Yes
61	34-42 State St.	Rialto Block	1915	C	C	NAE	Yes
62	20-32 State St.	Union Block	1915	C	C	NAE	Yes
63	16-18 State St.	Heaton Block	1915	C	C	NAE	Yes
64	8-14 State St.	Hubbard Block	1875	C	C	NAE	Yes
65	2-6 State St.		c.1826, 1977	C	C	NAE	Yes
66	72 ½ Main St.		c. 1961	NC	NC	NPE	n/a
67	68-70 Main St.		c.1820?	C	C	NAE	Yes
68	66 Main St.		c. 1840?	C	D/NC	NPE	n/a
69	64 Main St.		1875	C	C	NAE	n/a
70	60 Main St.	Sabins Block	1875	C	C	NAE	n/a
71	52-54 Main St.	Bruce Block	1875	C	C	NAE	n/a
72	32-50 Main St.	French Block	1875	C	C	NAE	n/a
73	28-30 Main St.		c. 1895	C	C	NAE	n/a
74	22-26 Main St.	Bacon Block	c. 1875	C	C	NAE	n/a
75	16-20 Main St.	Tomasi Block	1907	C	D/NC	NPE	n/a

KEY: C=Contributing, NC=Not Contributing, D=Demolished, NPE=No Potential Effect, NAE=No Adverse Effect, PAE=Potential Adverse Effect 72

Table 2
List of All Properties in Historic District and Assessment of Effect

Property #	Address	Historic Name	Date(s)	Orig. Hist Dist. Status	Current Eligibility	Potential Effects?	Could Avoid Adverse Eff?
76	12 Main St.	Gas Station <i>Replaced with M & M Beverage</i>	20 th c., c. 1980	NC n/a	D NC	NPE	n/a
77	12 ½ Main St.		c. 1970s?	NC	D/NC	NPE	n/a
78	10 Main Street	Power Generating Station <i>Replaced with Office Building</i>	20 th c c. 1990	NC n/a	D NC	NPE	n/a
79	2 (or 4?) Main St.	Grand Union/Shaws	20 th c	NC	NC	NPE	n/a
195	65 State Street	Washington County Courthouse	1844, 1880	C	C	NAE	n/a
196	87 State Street	Federal Building	1963	NC	NC	NPE	n/a
197	89 State Street	Reed House	c. 1810	C	C	NAE	n/a
459	5 Memorial Dr.	Capital City Exxon	c. 1970	NC	NC	NPE	n/a
460	49 Memorial Dr.	Bond Auto Supply	c. 1970	NC	NC	NPE	n/a
461	Memorial Dr.	Bob's Sunoco	c. 1970	NC	NC	NPE	n/a
465	RR Tracks & Winooski River	Railroad Bridge over Winooski River	c. 1910	C	C	PAE	Yes
466	Taylor St. & Winooski River	Taylor Street Bridge	1929	C	C	PAE	Yes
467	Main St. & Winooski River	Main Street Bridge over Winooski River	1977	NC	NC	NPE	n/a
468	RR tracks & N. Branch	Railroad Bridge over North Branch	1905	C	C	PAE	Yes
482	Across tracks from #483	State Boiler Plant	unknown	NC	NC	NPE	n/a
483	In State Parking Lot behind #s484-487	Storage Building	unknown	NC	NC	NPE	n/a
484	120 State Street	Vermont Department of Motor Vehicles	1949	C	C	PAE	Yes
485	118 State Street	Fifield Carriage House	c. 1860s	C	C	PAE	Yes
486	116 State Street	National Life Insurance Company Office	1891	C	C	PAE	Yes
487	112 State Street	Chittenden Trust Co. Drive-in <i>Replaced with Chittenden Trust Co. Offices</i>	c. 1960s c. 1995	NC NC	D NC	NPE	n/a
488	110 State Street	Vermont Mutual Insurance Co. Office	1870	C	C	PAE	Yes
489	109 State Street	Pavilion Hotel	1970 reconstr.	C	C	PAE	Yes

E.4 Avoidance Alternatives Considered in Planning Process

E.4.1 Recommendations for Avoiding Adverse Effects

The siting of the proposed structure in the railroad area is part of the avoidance of an adverse effect on the most significant features of the historic district. As noted above under specific categories of effects, overall this is fundamentally about design. As the recently built bank building on State Street that replaced #487 was able to restore the urban fabric by building a denser and larger building, so too can the proposed large transportation structure improve the historic character of the area by restoring lost density. To avoid an adverse effect, the new designs must meet the Secretary of the Interior's Standards for Preservation. In particular, they must meet Standard #3:

“Each property [*in this case, district*] will be recognized as a physical record of its time, place, and use. **Changes that create a false sense of historical development**, such as adding conjectural features or elements from other historic properties will not be undertaken.”

And Standard #9 from the Secretary of the Interior's Standards for Rehabilitation:

“New additions, exterior alterations or related **new construction** will not destroy historic materials, features, and spatial relationships that characterize the property [*in this case, district*]. **The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property [*in this case, district*] and its environment.**” (Emphasis and words in Italics added)

The key will be using the history of the area as a guide to the materials, massing and forms of traditional and commercial transportation structures. Some of the early 20th century garages (such as HD number 55), the distinctive clock tower of the old train station once located near the Carr Lot (see Figure 16), as well as the false fronts and parapets of the early 20th century commercial blocks can be sources for design elements. Materials used in these areas range from brick as the most common to clapboard to stamped tin. Historic fenestration patterns vary tremendously as well including the arched windows of the North Branch's older structures, utilitarian simplicity of garages and the rear of the hotel, and the whimsical and decorative windows of the grand 19th century buildings west of Taylor. Painted signs and facades are also a source for ideas at ways to blend the old and new.

Discreet compatible design will be important on the Carr Lot site but interesting design – avoiding the monolithic block – will be even more important. However, the new design must be clearly modern – rather than too closely resembling an old structure - without being a stark visual intrusion to meet Standard 3. Compatible design is largely about scale and traditional materials and a richness that matches the level of the surrounding historic architecture.

E.5 Mitigation Measures for Impacts on Cultural Resources

E.5.1 Mitigation of Effects on Historic Structures

Mitigation measures to the adverse effect of blocking views or too large a scale include using trompe l'oeil or simple mural painting on the exterior of the new structure to imitate the lost view or to commemorate historic views and properties that have been lost.

E.5.2 Mitigation of Effects on Archeological Sites

The effects of the proposed undertaking on archeological deposits is unclear without conducting the site reconnaissance (Phase I) and site evaluation (Phase II) field investigations to determine the presence of National Register eligible (NRE) properties in the project APE. However, in general terms, mitigation of effects to NRE archeological properties would entail either (1) redesign of the project to avoid the site or (2) conduct of data retrieval excavation (Phase III). According to the Vermont Division for Historic Preservation (VDHP) guidelines, the goals of mitigation excavations are:

- ? Recover the maximum significant cultural, environmental, methodological and interpretive information and values from the site before the site is destroyed in whole or in part.
- ? Meet the objectives of the research design.
- ? Provide a high level of public education and outreach to ensure that the proposed destruction of the site provides maximum benefit to a wide audience (VDHP 2002).

These goals are typically met through the collaboration between the archeologist, the project sponsor, and the VDHP to determine the scope of work for the data retrieval investigations, the conduct of the proposed excavations, and reporting of the results. Given the developed nature of the project area, the methodology of investigation would include backhoe trenching to gain access through the dense fill deposits to undisturbed levels below. Once sites are located and it is determined they should be subject to data retrieval, other more detailed methodologies would be employed such as stripping of extensive areas of fill and hand excavation of units in trenches, among other methods.

E.6 Agency Coordination

The architectural historian, Lyssa Papazian, and archaeologist, Tom Jamison, have coordinated with the Division of Historic Preservation (DHP) on researching the project area. In addition, Lyssa Papazian has held meetings with Nancy Boone and Suzanne Jamele of the DHP, Scott Newman of Agency of Transportation and Rob Sikora of Federal Highway Administration about effects to the

historic district and the regulatory process. As a result of these meetings, a preliminary identification of resources and their eligibility was produced and submitted for review to Scott Newman. Additional discussions with the Federal Transit Administration have contributed to this report. The Section 106 process was managed in coordination with determinations about the Section 4(f) requirements, if any, of the project.

Attachments:

Bibliography

VDHP Predictive Model for Locating Archeological Site

Attachments A.1 through A.11: Project Plans

Attachments B.1 through B.22: Sanborn Insurance Maps

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