

United States Department of the Interior  
National Park Service

56-1732

OMB No.



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Westbrook Town Center Historic District

Other names/site number: N/A

Name of related multiple property listing:  
N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: Old Clinton Rd at Hammock Rd, Boston Post Rd at Bellstone Ave, Trolley Rd, Boston Post Rd at Goodspeed Dr.

City or town: Westbrook State: CT County: Middlesex

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

<u>Marybeth Denne / Deputy SHPO</u>		<u>9-1-17</u>
Signature of certifying official/Title:		Date
<u>CT SHPO</u>		
State or Federal agency/bureau or Tribal Government		
In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.		
Signature of commenting official:		Date
_____		_____

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<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register  
 determined eligible for the National Register  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain:)

  
Signature of the Keeper

8/16/17  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:   
Public - Local   
Public - State   
Public - Federal

**Category of Property**

(Check only one box.)

- Building(s)   
District

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Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>179</u>	<u>81</u>	buildings
<u>16</u>	<u>10</u>	sites
<u>0</u>	<u>0</u>	structures
<u>1</u>	<u>0</u>	objects
<u>196</u>	<u>91</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC/single dwelling  
RELIGION/religious facility  
EDUCATION/schools  
GOVERNMENT/government office  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

DOMESTIC/single dwelling  
RELIGION/religious facility  
COMMERCE/business  
COMMERCE/specialty store  
EDUCATION/schools  
GOVERNMENT/government office  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

COLONIAL/New England Colonial

EARLY REPUBLIC/Federal

MID 19<sup>TH</sup> CENTURY/Greek Revival

LATE VICTORIAN/Gothic

LATE VICTORIAN/Italianate

LATE 19<sup>TH</sup> & 20<sup>TH</sup> CENTURY REVIVALS/Colonial Revival

OTHER: Ranch

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: wood, brick

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Town of Westbrook is a small coastal town located in southern Middlesex County, Connecticut, and occupies 16 square miles that largely are rural. The Westbrook Town Center Historic District includes a collection of 196 contributing buildings (n = 179), objects (n = 1), and sites (n = 16) dating from 1678 to 1966 within 188.49 acres. A total of 91 non-contributing resources are located in the historic district and consist of residential and commercial buildings and their associated outbuildings constructed after 1966, or they are non-contributing due to a lack of integrity. The Westbrook town center, which developed along a linear plan defined by road networks, is located at the southern end of the town. The historic district comprises residential, municipal and civic, ecclesiastical, and commercial development. Low-scale, wood-frame buildings, rising one and two stories in height, dominate the historic district. Buildings generally maintain uniform placement within building lots; however, new construction often is recessed from the public rights-of-way. Building placement, low-density, and low-scale building stock reinforce the historic district's small-town, coastal character. Contributing sites represent vacant parcels that historically were undeveloped. Mature trees typically line the road network. The historic district retains the integrity of location, setting, workmanship, design, feeling, association, and materials to convey its significance as an intact, rural, coastal community, exhibiting architectural and development patterns that span three centuries.

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## Narrative Description

Westbrook is a low-density, rural community bordering the Long Island Sound in Middlesex County, Connecticut. The town center is located at the southern end of the town, south of the Connecticut Turnpike (Interstate 95). Gently winding streets, relatively large building lots, level terrain, and wood-frame domestic architecture define the historic district. Westbrook is bordered by Essex to the north, Clinton to the west, and Old Saybrook to the east.

Early overland transportation routes influenced the town center's development pattern. The linear town center is accessed by Essex Road (Route 153) which serves as the major thoroughfare through the town. Old Clinton and Boston Post roads and South Main Street generally run parallel to one other and travel in an east / west direction. Old Clinton Road is the northern route, whereas the Boston Post Road and South Main Street are the southern routes through the town center. The Patchogue River also bisects the town center. The tracks of the former Shoreline Division of the New York and New Haven Railroad roughly parallel the Connecticut Turnpike, located just north of the town center, as it passes through the town. The railroad tracks, which are currently used by Amtrak, make possible commuter rail service via the Shore Line East commuter line.

The Long Island Sound is located approximately 0.5 miles south of the town green, which is the civic, commercial, and social hub of the historic district. Select dwellings, 138 South Main Street (parcel number 176/028) and 1163 Boston Post Road (176/008), were constructed with cupolas to afford views of the Sound. The recreational marina, located approximately 1 mile west of the historic district, was developed during the last half of the twentieth century (Nationwide Environmental Title Research, LLC [NETR] var.). Westbrook's seven beaches, including two public beaches, West and Middle, and five private beaches (Grove, Quotonset, Stannard, Salt Works Bay/Long Rock, and Chapman), provide access to the waterfront. Approximately 95 per cent of Westbrook's coastline is comprised of sand or gravel beach (Lower Connecticut River Valley Council of Governments 2014:21). The Westbrook Harbor features unmarked, submerged rocks; boulders characterize the bight (US Harbors nod). The Patchogue River has a controlling depth of 4.1 feet with the anchorage basin having a controlling depth of 5.6 feet (US Harbors n.d.). The Menunketesuck River shares the entrance channel from Long Island Sound with the Patchogue River and becomes a shallow stream westward of the Patchogue River (US Harbors n.d.). High tide at Westbrook and Duck Island Roads ranges from 3.9 feet to 5.3 feet (US Harbors 2016).

Building lots generally are rectangular; however, lot sizes vary greatly. Irregular lot size is the result of the organic development pattern prevalent in the historic district and is a character-defining feature of the district. The large lot sizes highlight the district's rural character and help create a low-density community. The town center generally adopts an informal linear plan with building lots oriented towards the major regional roads that bisect the community. Development historically was characterized by the subdivision of frontage lots from larger parcels. This on-going development pattern results in a historic district of unusual diversity in building styles and date ranges.

The historic district roughly extends from the intersection of Old Clinton Road and Hammock Road; the intersection of the Boston Post Road and Bellstone Avenue; the north side of Trolley Road; Salt Island Road near the intersection and Shelter Harbor Road; the Boston Post Road near the intersection and Goodspeed Road; and the intersection of Railroad Avenue and Pond Meadow Road at Old Clinton Road.

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The district encompasses 180.49 acres. The existing road network provided the organizational focus for historical development in the town center and currently serves as the primary circulation pattern through the historic district. Views in and out of the historic district are defined by the road network. The alignment and the curvature of the streets preclude unobstructed views from one end of the district to the other. Rather, these roads create a sequence of dynamic, tree-lined vistas of the rural community that change with location and vantage point. Angled intersections, including those located at Salt Island and the Boston Post roads, Seaside Avenue and the Boston Post Road, Railroad Avenue and Old Clinton Road, and the intersection created by the town green, for example, create opportunities for multiple vistas (Photos 1-6).

The town center contains a concentration of early domestic architecture. One seventeenth century dwelling and a significant collection of Colonial-period/Neo-classical buildings, including outbuildings, (n = 17) are present. Key anchor buildings are concentrated on or near the town green and include 30 Norris Avenue (176/117) (the Academy) (constructed in 1852), 1166 Boston Post Road (176/118) (Westbrook Congregational Church) (constructed in 1893), and 1163 Boston Post Road (176/008) (John B. Riggio Municipal Building) (constructed in 1854). The historic district comprises representative examples of domestic architectural periods, styles, and trends ranging from the Colonial and the Victorian periods, the Italianate, and the Colonial Revival Styles to the Cape Cod and ranch forms. Resources include high-style sophisticated examples of domestic architecture as well as vernacular dwellings.

The earliest buildings in the district, including outbuildings, were constructed along the Boston Post and Old Clinton roads and South Main Street (n = 17). Nineteenth century domestic architecture, including outbuildings, were constructed along the Boston Post, Old Clinton, and Essex roads; Norris Avenue; South Main Street; Trolley Avenue; Wesley Avenue; and Westbrook Place (n = 77). Pockets of early and mid twentieth century commercial and residential development occur along Old Clinton Road, South Main Street, and Magna Lane (n = 92). Resources constructed after 1966 primarily are located on Old Clinton Road; however, late twentieth century buildings also may be present on the Boston Post, Knothe, Salt Island, and Trolley roads; Magna Lane; South Main Street; and Wesley Avenue (n = 92). In general, mid and late twentieth century resources, unlike their earlier counterparts that front directly on the street, are well-recessed from the road and often occupy sites behind existing, older dwellings. The attached map presents the construction sequence of the historic district.

Generally, buildings throughout the historic district are sited uniformly on the lots and share similar setbacks from the road. Sidewalks are present along sections of South Main Street, the Boston Post Road, Old Clinton Road and Essex Road. When present, the sidewalks along the Boston Post Road and South Main Street are flush with the street. Wood fences and stone walls define the edges of select residential lots. Stone walls also enclose the two cemeteries (Old Cemetery / Old Burial Ground and Lower Cemetery) located along Old Clinton Road (176/048) and South Main Street (176/032), respectively.

The historic district is primarily residential; a limited number of commercial, civic, ecclesiastical, and educational resources also are present. While isolated buildings in commercial use were present during the nineteenth century, a clearly recognizable and distinct commercial area in the town center did not emerge until late in the development of the community. Commercial buildings generally are located along Westbrook Place and along the Boston Post Road extending east towards Old Saybrook. A clearly defined commercial core was constructed in the town center during the second decade of the twentieth century on Westbrook Place in the vicinity of the town green. A review of historic maps further documents a lack of concentrated commercial development outside the town center from the seventeenth through nineteenth centuries (Beers 1874; Walling 1859). The extant commercial buildings in the historic district were constructed between 1770 and 2014. All but three buildings, 1269 Old Clinton Road (176/053) (C. L. Clark

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Store), constructed in 1770; 21 Essex Road (176/120) (J.A. and C.M. Pratt Store), constructed ca. 1850; and 1119 Boston Post Road (176/036), constructed in 1890, were built during the twentieth century. The extant commercial storefront at 12 Westbrook Place (177/007) was added to the existing 1865-building during the early twentieth century.

The below narrative provides a summary of commercial, civic, ecclesiastical, and educational resources present in the historic district. A discussion of residential property types, the most common resource type in the district, and architectural styles follows. Descriptions of select, representative property types are provided and non-contributing resources are noted. Section 7 concludes with a resource table that includes property addresses and parcel numbers, brief building descriptions, architectural styles or types, construction dates, and resource counts.

### Commercial Property Types

Prior to the twentieth century, retail stores typically were located adjacent to the proprietor's residence. Two examples of such resources located in the general vicinity of the town green are the C. L. Clark Store and dwelling, and the J. A. and C. M. Pratt residence. The C. L. Clark Store and residence (1269 Old Clinton Road) (176/053) consisted originally of a free-standing building located adjacent to the dwelling. The retail shop was joined to the residence through a series of additions. The J. A. and C. M. Pratt Store also comprised a free-standing, commercial building (21 Essex Road) (176/120) located adjacent to the owners' dwelling (9 Essex Road) (176/119).

An extant, eighteenth century, commercial building at 1269 Old Clinton Road (176/053) was once a free-standing building (Photo 7). Currently, the building consists of a two-and-one-half-story, wood-frame, principal dwelling terminating in a side-gable roof with central chimney. Six-over-one-light, double-hung, wood-sash units are present in the dwelling. The entrance is centered in the symmetrical, five-bay façade. The one-story commercial block is attached to the east elevation of the residence. The retail space is defined through the use of multi-light windows flanking double-leaf, wood and glass doors. Ornamentation is restricted to the bull-nose corner blocks in the door trim.

The wood-frame, free-standing, detached commercial building located at 1119 Boston Post Road (176/036) fronts directly on South Main Street (Photo 8). The building's front-gable roof is concealed partially by a false front on the west elevation. Wood shingles clad the north, south, and east elevations. Wood shingles also are employed in the false front. The recessed entrance is centered on the façade and is flanked by multi-light, storefront windows. Ornamentation is limited to Italianate-style brackets at the cornice. Original transom windows and store bulkheads appear to have been replaced with plywood.

Twentieth century commercial buildings in the town center exhibit three development patterns: the construction of buildings with commercial architectural elements and design characteristics; the conversion of residential buildings to commercial use; and, the construction of commercial buildings that accommodate automobiles in site design. Construction of the commercial buildings along Westbrook Place occurred in 1926, 1940, and 1950 (Photo 9). The commercial buildings located at 4, 12, 20, and 24 Westbrook Place (177/008, 177/007, 177/006, and 177/005) were specialized and functioned as the town center's "main street" serving the commercial needs of the residents of greater Westbrook (Photo 10) (Longstreth 2000:14). These one- and two-story buildings, which are adjacent to the town green, created a commercial, retail core of buildings with the characteristics of commercial design. These characteristics include storefront systems employing large expanses of plate-glass windows and individual entrances for each ground-floor business. The upper floors, where they exist, house residential and office uses. The town green, although reconfigured

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during the early twentieth century when Norris Avenue was constructed, predates the commercial development along Westbrook Place. The 1859 *Walling Map of Middlesex County Connecticut*, the earliest map available, clearly depicts a “Common” at the intersection of Essex and Old Clinton roads (Walling 1859).

The buildings front directly onto Westbrook Place and abut one another. The buildings are constructed of brick and concrete block. Visual inspection suggests the commercial storefront at 12 Westbrook Place (177/007) was attached to a ca. 1865, two-story, wood-frame dwelling. The storefront systems incorporate large, plate-glass windows in metal frames or multi-light windows in wood frames. Both recessed and flush entries are found. Ornamentation is minimal. For example, 12 Westbrook Place (177/007) features a balustrade along the roof of the storefront of the building. The buildings along Westbrook Place represent the only location in the historic district where multiple buildings share party walls. The construction of the commercial buildings coincided with an increase in the town’s population, suggesting a related expansion in the retail market. This commercial block represents an evolution in commercial development. Westbrook Place originally featured residential buildings that later were converted to commercial use. The block also includes commercial infill buildings. The concentration of commercial buildings along Westbrook Place creates a visually cohesive and distinct commercial district, incorporating the design influences of common, urban, commercial forms and a departure from the isolated shop/dwellings commercial development found in Westbrook during the late eighteenth and nineteenth centuries.

The second trend in commercial development is represented by the conversion of dwellings to office, retail and restaurant use along the Boston Post Road, east of Westbrook Place. Examples include 1201, 1275, and 1353 Boston Post Road (176/005, 177/151, and 177/133).

The third trend of commercial development illustrates the increasing importance of the automobile. In contrast to the architecturally-unified commercial blocks near the town green, buildings constructed along the Boston Post Road during the 1940s through the 1960s were free-standing utilitarian buildings, deeply recessed from the road to accommodate paved, store-front parking.

The building located at 1257 Boston Post Road (177/153), completed in 1940, is an example of this evolution in commercial architecture (Photo 11). The building is recessed from the road to provide customer parking, located in front of the building. The brick building has a flat roof with wood shingles at the eave. Businesses are divided into individual spaces through the use of metal and glass storefront systems. Paired, single-light, fixed-sash, wood windows sit in metal frames. Doors are single or double-leaf metal and glass.

Commercial buildings that include stylistic references generally incorporate elements from the Colonial Revival Style. The Citizen’s Savings Bank at 1187 Boston Post Road (176/006) is an example of such a commercial building (Photo 12). Citizen’s Savings Bank is a single-story, stretcher-bond brick building terminating in a side-gable roof with a wood cupola. A weathervane sits atop the cupola. Clapboard siding and round windows are found in the gable ends. The entrance is centered in the three-bay, symmetrical façade. The single-leaf, metal and glass door sits in a segmental arch opening. Two-light sidelights with a single-light transom flank the door. One multi-light, wood-sash window is located in a projecting bay. Ornamentation is limited to brick quoins.

Commercial development continued through the beginning of the twenty-first century. Late twentieth century commercial architecture along the Boston Post Road is service-oriented and includes a non-contributing gas station (1309 Boston Post Road) (177/135) completed in 1993 and a non-contributing drugstore (1211 Boston Post Road) (177/161) completed in 2011 (Photo 13). Commercial development



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along the segment of the Boston Post Road between the town green and Goodspeed Drive has seen a greater degree of demolition and new construction than any other part of the historic district.

### Ecclesiastical Property Types

Ecclesiastical resources are located along South Main Street and the Boston Post Road and include St. Paul's Church (53 South Main Street) (176/033) and the Westbrook Congregational Church (1166 Boston Post Road) (176/118). Constructed in 1893 and 1894, respectively, both churches illustrate popular architectural styles. The modest, Gothic Revival-style St. Paul's Church is a one-story, wood-frame building resting on a stone foundation (Photo 14). The building terminates in a steeply-pitched, front-gable roof. An enclosed entrance vestibule with front-gable roof is centered on the south elevation. Scalloped siding ornaments the gable end. Double-leaf doors centered in the vestibule provide interior access to the church. A round window is found in the gable end of the main block. Other openings consist of lancet windows. A wood-frame handicap ramp extends from the southwest corner of the building. The church was moved to its current site in 1926 from its location at the corner of Knothe Lane and Westbrook Place (Dibble and Norton 1976:80).

The Westbrook Congregational Church is the fourth church constructed by the congregation. A December 1892 fire destroyed the earlier church (Dibble and Norton 1976:62). The wood-frame building rests on a stone base and has a steeply-pitched, front-gable roof (Photo 15). The tower with belfry rises from the building's southeast corner. Arched, stained-glass windows are found on the south and west elevations. Other windows on the building include multi-light sash in the gable end of the south elevation and six-over-six-light, wood-sash and nine-over-four-light, wood-sash windows in the tower. A pedimented portico is found on the east and west elevations of the church. A review of historic photographs suggests the existing belfry and tower balustrade are replacement elements. It is likely the current Colonial Revival-style belfry was installed when the three-story, wood-frame addition was constructed in 1965 (Town of Westbrook, Assessor's Office var.; Dibble and Norton 1976:64). A two-story hyphen connects the east elevation of the church to the west elevation of the three-story addition. Windows in the addition are six-over-six-light, wood-sash units. Elements of the Colonial Revival Style present on the addition include a gabled-portico, the tripartite window located on the second floor of the east elevation, and gable returns.

### Educational Property Types

Educational buildings are represented in the Academy Building (30 Norris Avenue) (176/117), the Oxford Academy (1377 and 1393 Boston Post Road) (177/130 and 177/1320), the Mulvey School (866 Boston Post Road) (183/216), and the Westbrook Public Library (1196 Boston Post Road) (176/127). The Academy Building rests atop a hill overlooking the current town green. The two-story, wood-frame building exhibits minimal, Greek Revival stylistic references (Photo 16). A tower defines the building's front-gable roof. Windows consist of one-over-one-light, vinyl-sash replacement units. The building is clad in vinyl siding. The building's minimal ornamentation is limited to the principal entry, which features a modest entablature and double-leaf, four-panel, wood doors.

The former public library occupies a prominent location at the convergence of Essex Road, the Boston Post Road, and Westbrook Place. The single-story, Romanesque Revival-style building was constructed of "Milwaukee hydraulic pressed brick, with trimmings and underpinning of native granite" (Hine 1904:22). Developed after the Civil War, hydraulic-pressed brick is a masonry material that consists of dry press units that are formed with a hydraulic press (Haydite n.d.). Currently housing the Westbrook Historical Society, the former library is one of the few brick buildings in the historic district. The building rests on a stone

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foundation with a water table and terminates in a hipped roof with projecting front-gable (Photo 17). The arched entrance features a single-leaf door with sidelights and transom. Windows are one-over-one-light, double-hung, wood-sash units. An oculus is located in the gable.

The Oxford Academy, a private boarding school for boys, moved to Westbrook from Pleasantville, New Jersey, in 1973 after a fire destroyed the main building of their New Jersey campus (Oxford Academy n.d.). The buildings on the Oxford Academy campus represent a variety of property types, including three single-family houses (1377 and 1393 Boston Post Road (177/130 and 177/132) and 44 Salt Island Road (177/137) constructed between 1800 and 1860 that were incorporated into the campus, as well as dormitories built in 1963 and athletic fields and a field house, constructed at end of the twentieth century. A review of the historic aerial photography and U.S.G.S. quadrangle maps suggests the dormitories predate the Oxford Academy. According to the town historian, Kingsley Hall, a private boy's school, occupied the site for three-and-one-half years prior to the arrival of the Oxford Academy (Doane, personal communication, 7 July 2016). It is likely that the earlier school constructed the dormitories.

The Mulvey School (866 Boston Post Road) (183/216) was constructed of brick and terminates in a hipped roof. Small, gabled-vents are found throughout the roof (Photo 18). A cupola with a copper cap defines the roof. The school occupies an irregular footprint. Ornamentation is limited to brackets along the eave and the façade entrance, which is centered within an entrance bay surrounded by brick quoins. Pilasters flank the principal entrance. The pilasters rest on bases and terminate in simple capitals. An entablature frames the entrance. The door rests within an arched opening with a stone keystone. Windows in the entrance bay consist of multi-light, three-part units resting above louvered vents. Window openings are defined by jack arches with stone keystones. Windows on the remainder of the building consist of six-over-six-light, vinyl, replacement units with an opaque panel above each window unit. The sills are stone. The window openings sit below the eave. Other windows consist of multi-light, vinyl, replacement units in groupings of various sizes. Visual observation suggests many of the window openings were reduced in size. The former school is well-recessed from the road. Landscaping consists of expanses of lawn and mature trees. Paved parking surrounds the building. The school became the town hall in 2003 (Doane, personal communication, 7 July 2016).

### Municipal Property Types

One municipal building is located in the historic district. Located at 18 S. Main Street (176/008) the Chemical Engine Company No. 1, which shares the same parcel as the John B. Riggio Municipal Building, was constructed in 1948. The two-story, brick building features Colonial Revival-style elements, including a cupola (Photo 19). A central block featuring four garage-bays is flanked by one two-story, brick wing and a single-story garage-bay.

The dwelling located at 1163 Boston Post Road (176/008) (John B. Riggio Municipal Building) was converted to municipal use in 1940. Because the building originally was constructed for residential purposes; it is discussed in greater detail in the domestic architecture discussion.

### Open Space

Open space includes two cemeteries; one (the Old Cemetery / Old Burial Ground) on Old Clinton Road (176/048) near the intersection with the South Main Street; and, one (Lower Cemetery) on the north side of South Main Street (176/032), in the middle of the block created by the Boston Post Road and Kingfisher Lane and recreational areas. Fieldstone walls enclose both cemeteries. The Old Cemetery/Old Burial

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Ground includes graves dating from the eighteenth century through the early nineteenth century with members of the Lay, Spencer, Chapman, Bushnell, Kelsey, and Murdock families, as well as veterans of the War of 1812, French and Indian War, and Revolutionary War. Over 300 burials are contained within the cemetery. Granite and sandstone headstones are found throughout. Some graves are marked by fieldstones. Headstones generally are rectangular and engraved with the deceased's name and birth and death dates. More ornate markers also are present. The more elaborate headstones feature rounded tympanums, shoulders, and inscribed tablets. The tympanum, if present, often exhibits engraved winged faces. The Lower Cemetery includes approximately 520 burials dating from 1828 through 1935 (Photo 20). Members of the Dibble, Post, Stannard, Murdock, and Bushnell families, as well as veterans of the Civil War, among other war veterans, are buried in the cemetery. Large granite, rounded tablets are present. Some graves feature large, ornately-decorated headstones or obelisks. Burials in both cemeteries are oriented in an east / west direction (Doane, personal communication, 7 July 2016; Farber 2003; Hale Collection 1937).

The Common, which historically served as open space, evolved over time as buildings were constructed on the site. A review of historic U.S.G.S quadrangle maps suggests that by 1960, six buildings, in addition to the Academy Building (30 Norris Avenue) (176/117), the Congregational Church (1166 Boston Post Road) (176/118), and the J.A. and C.M. Pratt residence (9 Essex Road) (176/119), were located on what historically was the Common (NETR var.). However, centrally-located open space is retained on property that currently functions as the town green; the parcel created by the intersection of Essex Road, Westbrook Place, and the Boston Post Road. The town green, which contains the former public library (1196 Boston Post Road) (176/127), features a late twentieth century gazebo (non-contributing) and a memorial commemorating World War I, World War II, Korean Conflict, and Vietnam Conflict veterans.

Active recreational space is located at 1163 Boston Post Road (176/008), which also includes the Chemical Engine Company No. 1 and the John Riggio Municipal Building. Recreational facilities include: three baseball fields and accompanying dugouts, concession stands, and grandstands; playground equipment; and, two basketball courts. Two tennis courts are located across Fiske Lane on the former Grange Hall property. The northernmost baseball field was in place by 1946 (Doane, personal communication, 7 July 2016). The basketball court, located northwest of the northernmost baseball field, was constructed by 1970, and the southernmost baseball field and the tennis courts were constructed between 1970 and 1990. A review of historic aerial photography and visual inspection suggests the concession stand, dugouts, and grandstands were constructed during the late twentieth century (NETR var.; Google Earth var.). These recreational resources are non-contributing elements to the historic district (Photo 21).

In addition to active and passive open space, a number of vacant lots are present in the district. These lots are the result of the subdivision of larger parcels into smaller tracts. Ten vacant lots are non-contributing resources because they were created to accommodate late twentieth century development or were the result of demolition.

### Residential Property Types

While examples of commercial, ecclesiastical, educational and civic buildings are found in the historic district, residential construction dominates the building stock. Of the 169 parcels containing built resources, only 18 parcels contain buildings originally constructed for commercial use. Single-family dwellings comprise the majority of house types. Visual inspection suggests former single-family dwellings were converted to duplexes or multi-family units during the late twentieth and early twenty-first centuries. Examples of single-family dwellings converted to duplexes include 66 South Main Street 9176/022), 1266

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and 1280 Boston Post Road (177/026 and 177/027), and 1121 Old Clinton Road (176/069). Multi-family conversions of single-family dwellings include and the property at 1306 Boston Post Road (177/030).

Residential construction spanned the seventeenth through the twenty-first centuries and includes examples of nearly every popular architectural style and domestic form. Architectural styles and forms found in the town center historic district include examples from the Colonial period; examples of the Greek Revival, Italianate, and Colonial Revival Styles; and, examples of the twentieth century Cape Cod-type and ranch forms. The domestic architecture reflects the town's economic growth and periods of relative prosperity as well as the relative wealth of the original property owners. The dwellings of those having the financial means to do so generally are larger in size, feature more ornate ornamentation, and are more sophisticated in execution. The houses of the former sea captains generally fall within this category. The historic district's more modest dwellings are smaller in scale and employ limited architectural references. Major architectural styles and dwelling types are summarized briefly below and representative examples are described.

### *Eighteenth and Nineteenth Century Styles*

#### Colonial Period and Neo-Classical Style<sup>1</sup>

Colonial-period dwellings and the Neo-classical Style, including the Georgian and Federal Styles, are present in the historic district. The historic district's Colonial-period dwellings are three- or five-bay, wood-frame buildings with symmetrical facades. Colonial-period dwellings in the Westbrook historic district often employ the Cape Cod form. One- and two-story buildings are common. Colonial-period dwellings terminate in side-gable or gambrel roofs. Central, brick chimneys are character-defining features. Cladding materials generally include wood clapboard siding. Six-over-nine-light; six-over-six-light; eight-over-eight-light; and twelve-over-twelve-light, double-hung, wood-sash windows are common. Ornamentation frequently is limited to door surrounds which may include pediments. Examples of the style can be found on South Main Street, Old Clinton Road, the Boston Post Road, and Seaside Avenue and include: 121 South Main Street (176/030) (Bushnell House), 1025 Old Clinton Road (175/007), 1260 Boston Post Road (177/025), 1203 Old Clinton Road (176/061), 1005 and 1278 Old Clinton Road (175/010 and 167/009), and 996 Boston Post Road (176/041) (Bennie Jones; Susan Robbins Kelsey House).

The one-and-one-half-story, wood-frame, Cape Cod-type dwelling located at 121 South Main Street (176/030) (Bushnell House) terminates in a side-gable roof and rests on a stone foundation (Photo 22). A central, brick chimney pierces the roof. Wood clapboard siding clads the building. Windows consist of six-over-nine-light, double-hung, wood-sash units. An off-center, single-leaf, wood door provides access to the dwelling's interior. A low, stone wall defines the house lot.

A one-and-one-half-story, wood-frame, Cape Cod-type dwelling is located at 1025 Old Clinton Road (175/007) (Photo 23). The dwelling rests on a stone foundation and terminates in a side-gable roof. A central, brick chimney extends from the roof. The dwelling is clad in wood clapboard siding. The five-bay, symmetrical façade features eight-over-eight-light, double-hung, wood-sash windows and a single-leaf, six-panel, wood door. A multi-light transom defines the entrance. Simple, wood surrounds characterize the window openings. A stone wall partially encloses the house lot. The dwelling located at 1260 Boston Post Road (177/025) is similar in design, construction, and materials as 1025 Old Clinton Road (175/007) (Photo 24).

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<sup>1</sup> *Historic Preservation in Connecticut. Volume V. Eastern Coastal Slope: Historical and Architectural Overview and Management Guide* (Herzan 1997) combines the Federal and Georgian styles under the Neo-classical nomenclature. To be consistent with previous survey data, this nomination will group post-Colonial period construction the Federal and Georgian styles under the Neo-classical rubric.

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The Cape Cod-type dwelling located at 1203 Old Clinton Road (176/061) rests on a stone foundation and terminates in a gambrel roof (Photo 25). A brick chimney extends from the roof. The two-and-one-half-story dwelling features an asymmetrical façade. The five-bay first story is defined by six-light-over-nine-light, double-hung, wood-sash windows. Three sets of gable dormers contain six-over-six-light, double-hung, wood-sash windows. A central, single-leaf, wood door provides access to the dwelling. A one-and-one-half-story, wood-frame addition was constructed on the east elevation.

A two-story, wood-frame, side-gable, Neo-classical-style dwelling is located at 1306 Boston Post Road (177/030) (Photo 26). A brick chimney pierces the roof. The symmetrical façade is characterized by six-over-six-light, double-hung, wood-sash windows. Simple surrounds define the openings. A pedimented entrance containing a single-leaf door provides access to the interior. Ornamentation is limited to the columns and transom at the entrance. Additions are located on the east and north elevations. This dwelling is larger in scale than its Cape Cod counterparts.

### Greek Revival Style

The Greek Revival Style is one of the most prevalent architectural styles found in the historic district. The Greek Revival Style was represented in a variety of forms; however, the temple front (front-gable) and the side-gable roof are the most common subtypes present in the historic district. For the front-gable form, a wide-trim band, or entablature, was used to fashion a triangular pediment on the gable end, which created the impression of a Greek temple. Columns used to support the porch roof or stoop, if present, are important, identifying characteristics of the style. Side-gable dwellings typically have symmetrical, five-bay facades. Central, brick chimneys often pierce the roofs. Six-over-six-light, double-hung windows are common.

The historic district includes architecturally-sophisticated, fully-executed, monumentally-scaled examples as well as modest dwellings with minimal ornamentation and stylistic references. In the latter case, the presence of the triangular pediment affords the only clues regarding architectural style. The degree of elaboration and sophistication reflects the property owner's economic status. Examples of Greek Revival-style dwellings are found along the Boston Post Road, Magna Lane, Salt Island Road, and South Main Street.

The dwelling at 61 Magna Lane (183/032) (Captain J.N. Magna House) is a fully-executed example of the temple-form Greek Revival Style (Photo 27). An imposing, two-story, full-width, monumental portico defines the east (front) elevation of the two-story, wood-frame dwelling. Siding materials are wood clapboards. Wooden posts support the portico. The square posts are composed of a capital, unadorned shaft, and base. The front-gable roof features a full entablature with cornice, frieze, and architrave. A gable-end, triangular pediment is present. Two brick chimneys pierce the north slope of the roof. Each chimney has a chimney cap. The dwelling rests on a stone foundation. Exterior ornamentation is limited to pilasters that incorporate capitals and bases. Window surrounds are less ornate than the entrance, which features three sidelights, a four-light, full transom, and a simple entablature. Pilasters flank the recessed sidelight windows which rest above recessed panels. First-floor windows are elongated, six-over-six light, double-hung, wood-sash units with integral six-light, fixed-sash units above. Second-floor windows are six-over-six-light, double-hung, wood-sash units. Window surrounds, which incorporate ears, are modest. Two stone steps provide access to the portico, the floor of which is composed of stone. A single-leaf wood and glass door, which sits behind a glass storm door, provides interior access to the dwelling. A one-story, wood-frame addition was constructed on the north elevation and a two-story, wood-frame addition was constructed on the south elevation. Both additions are clad in wood clapboard siding. A single-bay porch featuring square posts shelters the single-leaf entrance found on the east elevation of the single-story addition. A brick

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chimney extends from the roof of the two-story addition; no chimney cap is present. One-over-one light, double-hung, wood-sash windows are present in the single-story addition, while six-over-six light, double-hung units are found in the two-story addition.

The dwelling located at 1201 Boston Post Road (176/005) is another example of the Greek Revival Style. This two-story, temple-front dwelling with a two-story wing is clad in vinyl siding. Ornamentation is restricted to the primary doorway, which features a simple entablature. Four-light sidelights define the entrance opening. Two brick chimneys are present; one is centered in the principal block and the second is in the gable end of the wing. Six-over-six-light, vinyl, replacement windows are framed by shutters. An exterior wood staircase is found on the east elevation of the wing. This dwelling also represents an example of a domestic building converted to commercial use. This phenomenon occurred along the Boston Post Road as it travels east from the town green towards Old Saybrook.

The temple-front, Greek Revival-style, wood-frame dwelling constructed at 106 South Main Street (176/025) (Bushnell House Inn; J.C. Bushnell House) features a hip-roof, wrap-around porch on the façade (Photo 28). The two-and-one-half-story dwelling, which is an early example of the style, includes a two-story wing. Brick chimneys pierce the roof. Ornamentation consists of pilasters at elevation corners. Windows are six-over-six-light, double-hung, wood-sash units. A round window is located in the gable-end.

A modest, temple-front, Greek Revival-style dwelling is located at 1063 Old Clinton Road (175/001) (Photo 29). The two-story, wood-frame dwelling is clad in wood clapboards. A brick chimney pierces the front-gable roof. The primary entrance features a single-leaf door sheltered by a one-bay, flat-roof porch with square posts. Simple window surrounds enclose the six-over-one-light, double-hung, wood-sash windows. A multi-light window is found in the gable end.

#### Victorian Period (Romantic Styles and Late-Victorian Period Styles) Romantic Styles

In the historic district, Victorian-period domestic architecture falls within two broad categories: Romantic styles and the late-Victorian period. These dwellings reflect changing architectural tastes and a rejection of classicism. Examples of Romantic styles in the historic district include the Gothic Revival and Italianate Styles. As represented in the historic district, Romantic-style dwellings terminate in front- or side-gable roofs. One-over-one, two-over-two, and six-over-six-light windows are common. Dwellings may have ornate ornamentation, full-width porches, and arched windows. Applied ornamentation includes filigree vergeboard, scalloped shingles, and porch brackets. In more modest examples of the style, window type (i.e. paired, arched windows) is the only indication of style. Some dwellings represent earlier construction periods but reflect the Gothic Revival or Italianate detailing through the application of later ornamentation. Examples of this trend include the dwellings located at 1059 Old Clinton Road (176/003) (Photo 30), 9 Essex Road (176/119) (J.A. and C.M. Pratt House), and 30 Westbrook Place (176/126). In addition to the dwellings located at 138 South Main Street (176/028) (Captain Stannard House Bed and Breakfast Inn; Captain Elbert Stannard House) and 966 Boston Post Road (183/227) (L.E. Post House), dwellings incorporating elements of the Romantic styles can be found on Seaside Avenue and Trolley Road.

The dwelling located at 966 Boston Post Road (183/227) (L.E. Post House) is a two-story, wood-frame building resting on a stone foundation (Photo 31). The dwelling terminates in a cross-gable roof and is clad in wood clapboards. A side porch incorporating Gothic Revival stylistic elements, including quatrefoil ornamentation in the vergeboard, is located on the east elevation. Paired, arched windows are present on the south (front) elevation. Windows are one-over-one-light and two-over-two-light, double-hung, wood-sash units. Gothic Revival ornamentation is incorporated in the window hood, defining the first-floor

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window on the south elevation. A single-story addition was constructed on the west elevation. The dwelling is not depicted on the 1874 Beers & Co. Atlas of Westbrook, suggesting that the building was constructed after 1874.

A ca. 1840 dwelling with Italianate-style ornamentation is present at 30 Westbrook Place (176/126). Character-defining features of the two-and-one-half-story, wood-frame dwelling include the full-width porch with filigree vergeboard (Photo 32). The porch roof is supported by turned columns. Gable returns are employed on the front-gable roof. Windows are two-over-two-light, double-hung, wood-sash units enclosed by simple surrounds. A segmental-arched window is found in the gable end and is ornamented by a filigree hood. A single-story, wood-frame wing extends from the south elevation. The ca. 1840 construction date suggests the Italianate-style ornamentation was added at a later date and is a result of changing tastes (Doane, personal communication, 7 July 2016).

The dwelling located at 138 South Main Street (176/028) (Captain Stannard House Bed and Breakfast Inn; Captain Elbert Stannard House) is a monumental, two-story, wood-frame, Italianate-style dwelling clad in wood clapboards and terminating in a side-gable roof (Photo 33). The scale, massing, and ornamentation suggests the relative wealth of the original owner. An octagonal cupola graces the roof along with a brick chimney. Stone chimneys also are present on the building. The dwelling rests on a stone foundation. Ornamentation includes articulated dentils at the cornice and quoins. A two-story projecting bay is located on the west elevation and a one-story projecting bay is found on the north elevation. Brick and stone steps lead to the double-leaf principal entrance, which is centered in the five-bay north elevation. The recessed, arched entrance is surrounded by heavy molding and a fanlight. One-over-one-light, wood-sash windows are set within simple, framed openings. Additions extend from the south elevation, including a monumental two-story, wood-frame addition with a full-width porch.

#### Late-Victorian Period Styles

Two examples of the Second Empire (1190 Old Clinton Road) (167/004) and Queen Anne (128 South Main Street) (176/028) Styles, subsets of Victorian-period design, are present in the historic district. The two-story building located at 1190 Old Clinton Road (067/004) rests on a stone foundation and terminates in the characteristic mansard roof with gable dormers (Photo 34). The dwelling is clad in wood clapboards. The asymmetrical façade is five bays on the first floor and three bays on the second floor. Brackets define the cornice. Windows are one-over-one-light, double-hung units. Second-floor windows are located in the gable dormers. A one-bay, hip-roof stoop supported by square posts shelters the entrance. Interior access is through a single-leaf, wood door. The building assumes the form of a Cape Cod-type dwelling, suggesting the original property owner, while embracing contemporary stylistic ornamentation, was more comfortable with an earlier house form.

The dwelling located at 128 South Main Street (176/027) is a modest example of the Queen Anne Style found in the historic district (Photo 35). The two-and-one-half-story, wood-frame dwelling rests on a stone foundation and terminates in an cross-gable roof. A brick chimney pierces the roof ridge of the projecting gable. The dwelling is clad in wood clapboards; scalloped shingles are present in the gable end. A stoop with a shed-roof supported by simple wood posts, provides access to the dwelling's interior. The three-bay dwelling features six-over-six-light, double-hung, wood-sash windows with flanking wood shutters. Single-story, wood-frame wings extend from the east and west elevations.

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### *Twentieth Century Styles and Types*

The historic district includes many examples of popular twentieth century architectural styles and forms. While the Colonial Revival Style is common, Cape Cod- and ranch-type dwellings represent the majority of twentieth century house types. In the historic district, the Cape Cod- and ranch-type dwellings are modest in scale and massing. Indeed, fully-executed, sprawling ranches were not built. One bungalow and a limited number of neo-traditional-style dwellings also were constructed in the historic district.

### Revival Styles

Numerous examples of Colonial Revival-style dwellings are found throughout the historic district. The style also was popular for ecclesiastical and commercial architecture. Such dwellings are located on Boston Post and Old Clinton roads, Seaside Avenue, and Westbrook Place. The building located at 1187 Boston Post Road (176/006 ) (Citizen's Savings Bank) and the Westbrook Congregational Church (1166 Boston Post Road) (176/118) are examples of the Colonial Revival Style applied to commercial and ecclesiastical architecture, respectively (Photos 12 and 15).

A representative example of a Colonial Revival-style dwelling that exhibits character-defining, stylistic elements, including side-gable roof, decorative pediment or entry porch, and paired windows, can be found at 1163 Boston Post Road (176/008) (John Riggio Municipal Building). This building, which was modified to reflect prevailing architectural trends, is unique in terms of massing, scale, and execution. Other character-defining features of Colonial Revival-style buildings in the historic district include decorative crowns over window and door openings, sidelights, and quoins. Windows can be nine-over-four, six-over-nine, and six-over-six-light units. Wood and vinyl windows are found throughout the district.

The John B. Riggio Municipal Building originally was the summer residence of J.A. Fiske and the former dwelling of Capt. George Perry (Doane, personal communication, 7 July 2016). The Town of Westbrook acquired the dwelling for use as a town hall in 1940 (Taylor 2011) (Photo 36). The town hired New Haven architect Alfred Boylen to design the conversion from residential to municipal use (Taylor 2011). The John B. Riggio Municipal Building consists of a two-story, wood-frame, central block with flanking one-story, brick wings. The central block rests on a stone foundation and terminates in side-gable roof pierced by two brick chimneys. Pilasters define the façade of the principal block. A wood-frame cupola is centered on the roof. A wide eave separates the roof from the body of the building and is defined by dentils. Windows are six-light-over-six-light, replacement units. Modest window surrounds define the window openings; however, each unit incorporates an entablature with a simple frieze. The primary entrance is centered in the five-bay north (front) elevation. The entrance features a broken pediment supported by engaged round columns and square posts with unadorned capitals, shafts, and bases. The recessed entry is comprised of double-leaf paneled doors with four fixed lights above the panels. A three-part window is found on the second floor above the entrance. The window opening consists of a six-over-six-light, double-hung unit with flanking three-light, fixed-sash units. The flanking windows are larger than the central unit. Engaged columns frame the smaller, three-light windows and support an entablature. A two-story addition was constructed on the south (rear) elevation. The one-story, brick wings extend from the east and west elevations of the principal block. They rest on a water table and terminate in a side-gable roof. The windows are similar to those found on the principal block. Brick panels are located beneath each opening. A review of historic photographs suggests many modifications were made, in addition to the construction of the two wings, when the building was redesigned to accommodate municipal use. The cupola was modified; first-story windows were oversized, twelve-light units; the columns were added to the second-story, three-part window; and the striking wrap-around porch with Tuscan columns was removed (Works Progress Administration [WPA] 1936-1942.).



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The dwelling located at 35 Magna Lane (176/020) is another representative example of the Colonial Revival Style. This two-story, five-bay, wood-frame dwelling terminates in a side-gable roof. A brick chimney pierces the roof. Ornamentation is limited to the pedimented entrance. The single-leaf door is flanked by three-light sidelights. Windows are six-over-six-light, vinyl-replacement sash. A second-floor, tripartite window is centered on the front elevation. Shutters define the window openings.

Completed in 1988, the dwelling located at 1170 Old Clinton Road (176/110) (non-contributing), is a two-story, wood-frame building terminating in a side-gable roof (Photo 37). Cladding materials are wood clapboards. An exterior chimney extends from the west elevation. Six-over-six-light, vinyl-sash windows are employed. Those on the first story are paired. Shutters define the south (front) elevation window openings. A poured-concrete stoop leads to the principal entrance that features a single-leaf door. Ornamentation is restricted to the sidelights flanking the entrance.

The dwelling located at 1249 Old Clinton Road (167/001) (non-contributing) rests on a poured-concrete foundation and terminates in a side-gable roof (Photo 38). The five-bay dwelling is clad in vinyl siding. Shutters flank the window openings; a decorative crown characterizes each of the first-story openings. Windows are six-over-nine-light, vinyl units on the first story and six-over-six-light, vinyl units on the second. A three-part window is centered on the front elevation at the second story. A poured-concrete stoop provides access to the primary entrance that features a single-leaf door with flanking side-lights.

#### Twentieth Century Cape Cod-Type Dwellings

Like the Colonial Revival Style, the Cape Cod-type dwelling remained popular in Westbrook for most of the twentieth century. Twentieth century Cape Cod-type dwellings in the historic district typically are modest, one- or one-and-one-half story, wood-frame dwellings. Distinctive characteristics of the twentieth century Cape Cod-type dwellings include a side-gable roof with or without gable or shed dormers. These dwellings are modest in scale and incorporate minimal architectural stylistic features. Asymmetrical facades are not uncommon. Six-over-six-light windows are common. If window openings are grouped together, they often are paired. Picture windows flanked by one-over-one-light units also are common. Taking advantage of post-war advances in construction materials, many of these houses are clad in aluminum siding with later dwellings clad in vinyl siding. Wood shingles also are a common cladding material. Architectural stylistic references many be absent. Garages can be attached or free-standing buildings. Examples of the type are located on Essex Road, Magna Lane, Old Clinton Road, South Main Street, and Seaside Avenue.

The dwelling located at 1120 Old Clinton Road (176/105) is one of four similar Cape Cod-type dwellings constructed on the north side of Old Clinton Road between 1960 and 1961 (Photo 39). These modest, one-and-one-half-story, wood-frame dwellings are clad in shingles. The dwellings rest on poured-concrete foundations and terminate in side-gable roofs. Differences among the buildings include first-story window configuration. Some dwellings have multi-light, fixed windows flanked by double-hung windows while others have paired windows.

The building located at 116 South Main Street (176/026) is a sprawling, Cape Cod-type dwelling terminating in a side-gable roof (Photo 40). A projecting, two-bay gable extends from the north elevation. Aluminum siding clads the dwelling. A brick chimney pierces the roof ridge. The asymmetrical façade features six-over-six-light, vinyl-sash windows with flanking shutters. A single-leaf door provides access to the dwelling's interior.

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A single-story, wood-frame, vinyl-clad, Cape Cod-type dwelling is found at 1078 Old Clinton Road (175/078) (non-contributing) (Photo 41). The dwelling terminates in a side-gable roof. The symmetrical façade features six-over-six-light windows. The primary entrance, which consists of a single-leaf door, is centered in the façade. A six-bay, full-width porch defines the south (front) elevation. Round columns support the porch's shed-roof. An attached garage with shed dormer is appended to the west elevation. A three-part, multi-light window is found in the dormer.

### Ranch

Ranch-type dwellings are another example of a common dwelling form popular in the historic district during the post-war years. Like the Cape Cod-type, the ranch dwelling employs minimal architectural stylistic references. Vinyl and aluminum siding are common cladding materials. These buildings typically are linear in plan, incorporate side-gable roofs, and rise one-story in height. Local adaptations of the ranch-type dwelling incorporate similar window configurations to those employed on the twentieth century Cape Cod-type dwelling. A variety of window sizes and types (i.e., one-over-one- or six-over-six-light, vinyl-sash units) are common, with the picture window the most dominate. Recognizing the growing importance of the automobile, many of these dwellings have integrated one- and two-car garages. Ranch-type dwellings are found throughout the historic district, including the Boston Post Road, Magna Lane, and Old Clinton Road.

A single-story, wood-frame, ranch-type dwelling is located at 17 Magna Lane (176/021) (Photo 42). The building terminates in a side-gable roof and is clad in aluminum siding. A brick chimney pierces the roof's west slope. The asymmetrical façade features windows of differing sizes. A single-light, fixed-sash unit with flanking one-over-one-light, vinyl-sash units and paired one-over-one-light, vinyl-sash units define the façade. A wood ramp provides access to the single-leaf door.

The ranch-type dwelling located at 24 Magna Lane (176/012) terminates in a side-gable roof (Photo 43). The building rests on a poured-concrete foundation and is clad in vinyl siding. A brick chimney defines the roof's east slope. The asymmetrical façade features a single-light, fixed-sash unit with flanking one-over-one-light, vinyl-sash units. Other windows on the façade include paired, one-over-one-light, vinyl-sash units. A single-leaf door provides access to the dwelling's interior. An attached, single-car garage is located at the northern end of the dwelling.

The ranch-type dwelling located at 1034 Old Clinton Road (175/074) (non-contributing) terminates in a side-gable roof (Photo 44). Vinyl siding clads the wood-frame dwelling. The asymmetrical façade features paired, six-over-six-light, vinyl-sash windows and a projecting bay window. Shutters define the window openings. A single-leaf door, accessible by a poured-concrete stoop, provides interior access. A two-car, attached garage is located on the west elevation.

A single-story, wood-frame dwelling clad in wood shingles is located at 1137 Old Clinton Road (176/068) (non-contributing) (Photo 45). The dwelling rests on a poured-concrete foundation and terminates in a side-gable roof. The asymmetrical façade features paired, single-light, vinyl-sash windows. A large, fixed-sash, single-light window with flanking, one-over-one-light units also is present on the façade. A poured-concrete stoop provides access to the single-leaf door.

### *Raised Ranch*

The raised ranch is a subset of the ranch. A raised ranch is two-stories in height with the second story overhanging the lower level. Stylistic references may be uncommon. Two raised ranch-type dwellings are located in the historic district: 1037 and 1096 Old Clinton Road (175/005 and 175/080) (Photo 46). Both

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dwellings terminate in side-gable roofs. Windows employing one-over-one-light, vinyl-sash units are present. A three-part bay window and a single-light, fixed-sash unit flanked by one-over-one-light, vinyl-sash units also are present. Shutters define the window openings. Ornamentation, if present, recalls Colonial-period stylistic references. The buildings rest on poured-concrete foundations.

### Outbuildings

The two most common types of outbuildings found in the historic district include barns and garages. Outbuildings can be comparatively monumental in scale, such as the English or New England barns, or more modest sheds. In most cases, the outbuildings are contemporary with the construction of the principal building and reflect similar stylistic elements. Wood is the most common cladding material used for the construction of outbuildings; however, some ancillary buildings are constructed of prefabricated metal panels or are clad in vinyl siding. Properties with multiple outbuildings are not uncommon.

Two types of barns are common in the Westbrook historic district, the English barn and the New England barn. Characteristics of the English barn include a gable-roof with interior access by way of a large door on the long side of the barn. In plan, the barn has a rectangular footprint and a tripartite plan. The central bay typically was used for grain threshing. Animals were housed in one bay and hay in the other (Connecticut Trust for Historic Preservation n.d.). The English barn was popular in Connecticut during the Colonial period.

The second type of barn common in the Westbrook town center is the New England barn. This barn type succeeded the English barn. Character-defining features include a rectangular footprint. Unlike its predecessor, access to the barn was from the gable end. Although the English was a predecessor to the New England barn, the latter did not supplant the earlier form. Rather, both barn types were constructed contemporaneously (Connecticut Trust for Historic Preservation n.d.).

Wood-frame, one- and one-and-one-half-story barns can be large in scale, such as the barn located at 1218 Old Clinton Road (167/006) (Photo 47), or modest, such as the barn located in 1037 Old Clinton Road (175/005). The New England barn is the most common barn type in the historic district (Photo 48). Visual observations suggest some barns may have had workshops. Attached and detached garages also can be monumental or modest in scale. Typically, garages are sited behind the principal building. One-, two-, and three-bay garages are not unusual. Multi-car garages generally were constructed during the late twentieth century, and, in some instances, they represent the second garage on the property. Examples of the numerous types of garages in the historic district can be found at 1120 Old Clinton Road (176/105) (Photo 49) and 121 South Main Street (176/030) (non-contributing) (Photo 50).

### Integrity

The collection of buildings in the historic district, as a whole, has not undergone extensive alteration. Modifications include additions and replacement of siding and windows with new materials. In rare cases, select buildings were either replaced or extensively modified so that they no longer convey their original design or style. This trend was particularly common among commercial resources. The building located at 1271 Boston Post Road (177/152) (Photos 49 and 50) are examples of this phenomenon. Some buildings, including St. Paul's Church (53 South Main Street) (176/033), the dwelling located at 17 Knothe Road (177/009) (Capt. S. C. Magna House), and 1306 Boston Post Road (177/030), among others, were moved from their original sites. In addition, demolition of earlier resources primarily occurred during the late twentieth century and generally was restricted to the Boston Post Road as the road underwent the transition

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from residential use to commercial use. The construction of the gas station located at 1309 Boston Post Road (177/135) and the drugstore at 1211 Boston Post Road (177/161) were the result of demolition of earlier buildings. New residential construction, primarily along the Boston Post Road, Old Clinton Road, and South Main Street, was most often accommodated through the subdivision of larger lots into smaller ones. Frequently, these buildings are well-recessed from the road and are sited behind existing dwellings. Panhandle lots often were created to accommodate the new construction. These residences employ modern construction materials, and attached, multi-car garages are not uncommon.

Because most modification to contributing resources within the historic district are reversible changes, the historic district retains its overall integrity of location, design, setting, material, workmanship, feeling, and association. The historic district conveys the evolution of a rural eighteenth century New England town that progressed into a twentieth century commuter suburb. Generally, buildings in the historic district retain their original construction materials and design to reflect their periods of construction. Eighteenth, nineteenth, and twentieth century buildings constructed with wood shingles and clapboard siding retain their original materials. Those buildings with replacement materials still retain their original mass, scale, and form to convey their original construction periods. Similarly, new buildings generally retain the mass, scale, form, orientation, and height of earlier buildings. The district also retains integrity of setting, feeling, and association. Widespread demolition or replacement of older resources with late twentieth century or early twenty-first century new construction has not occurred. Consequently, the historic district is able to convey the feeling and association of a rural coastal Connecticut town that exhibits the evolution and development history of a rural town center over a 300-year period. The district's low density and relatively uniform building setbacks and orientation convey the qualities of rural town development spanning three centuries and are qualities that enable the historic district to retain its integrity of setting.

A street-by-street summary of resources located within the historic district is presented in the table below. The table identifies contributing and non-contributing resources, as well as construction dates and architectural styles or building types and forms. Buildings, structures, objects, and sites are identified. Construction dates were obtained from the Town of Westbrook Assessor's Office, a review of historic maps, the town historian, and previous architectural survey (Beers 1874; Doane, personal communication, 7 July 2016; Taylor 2011; Town of Westbrook, Assessor's Office var.; Walling 1859). Archival research yielded conflicting construction dates for select buildings. Dates provided in the table below were based on research and architectural survey. Future intensive site investigation may clarify these discrepancies. Dates of major alternations are not identified. Architectural styles are based on exterior appearance and stylistic elements and not necessarily based on the building's construction date. Consequently, a building's style classification may not correspond to the generally accepted time period for a particular style. For example, a building categorized as Italianate may have an early nineteenth century original construction date. The attached maps depict contributing and non-contributing resources and construction sequences.

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
<b>Boston Post Road</b>						
176/131	Boston Post Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
177/131	Boston Post Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
183/143	Boston Post Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
184/106	838 Boston Post Rd	Two-and-one-half-story, wood-frame dwelling clad in vinyl siding. The building terminates in a front-gable roof with gable returns. The building was converted to multi-family use.	Vernacular	1900	1 building	
183/216	866 Boston Post Rd (Mulvey School; Westbrook Town Hall)	Single-story brick building terminating in a hipped roof. A cupola with copper cap is present on the roof. Windows of various sizes and configurations are found throughout the building.	Colonial Revival	1932	1 building	
183/220	890 Boston Post Rd	Two-story, wood-frame, Cape Cod-type dwelling clad in clapboard siding and terminating in a side-gable roof with shed dormer. The dwelling is non-contributing due to alterations consisting of the construction of a multi-car attached garage and additions to the front and the rear of the dwelling.	Cape Cod	1928		1 building
183/217	892 Boston Post Rd	One-story, ranch-type dwelling terminating in a side-gable roof and clad in aluminum siding.	Ranch	1968		1 building
183/221	896 Boston Post Rd	Two-story, wood-frame, Colonial Revival-style dwelling clad in vinyl siding. The dwelling terminates in a side-gable roof and features an attached, two-car garage.	Colonial Revival	2010		1 building
183/218	902 Boston Post Rd	Two-and-one-half-story, wood-frame dwelling clad in aluminum siding. The building terminates in a front-gable roof.	Vernacular	1900	1 building	
183/144	905 Boston Post Rd	Two and-one-half story, wood-frame dwelling terminating in a front-gable roof. The dwelling is clad in wood clapboards; scalloped siding is present in the gable end. The dwelling's entrance features a broken pediment.	Queen Anne	1904	1 building	
183/144	905 Boston Post Rd	A mid twentieth century, wood-frame, two-car garage also is located on the property.	No style		1 building	
183/219	912 Boston Post Rd	Two-story, wood-frame dwelling that has been converted to multi-family use. The building rests on stone piers and terminates in a front-gable roof. An enclosed porch defines the south elevation. A two-story, wood-frame addition was constructed on the rear elevation. The building is clad in wood clapboards. A wood-frame, three-bay garage also is located on the property.	Vernacular	1900	2 buildings	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
183/222	922 Boston Post Rd	Two-family, wood-frame dwelling resting on a stone and poured-concrete foundation. The building terminates in a front-gable roof with shed dormer. Cedar shingles clad the building. A two-car, wood-frame garage with attached shed also is located on the property. The building is clad in wood shingles.	Bungalow	1925	2 buildings	
183/223	932 Boston Post Rd	Multi-family, two-story, wood-frame dwelling clad in asbestos shingles. The building terminates in a front-gable roof and features a front-gable entry porch. Two-story, wood-frame additions occur on the north and west elevations.	Vernacular	1900	1 building	
183/223	932 Boston Post Rd	A late twentieth century, two-bay, wood-frame garage also is located on the property.	No style	late 20th century		1 building
183/224	940 Boston Post Rd	Two dwellings are located on this property. A ca. 1920, wood-frame, two-story dwelling clad in vinyl siding has been altered through the construction of additions that the building no longer retains its original appearance.	No style	1920		1 building
183/224	940 Boston Post Rd	The second dwelling consists of a one-and-one-half-story, wood-frame building clad in vinyl siding. The building terminates in a side-gable roof with shed dormer.	No style	1940	1 building	
183/224	940 Boston Post Rd	A late twentieth century garage also is located on the property. The garage sits to the west of the 1940 dwelling.	No style	late 20th century		1 building
183/225	956 Boston Post Rd	Wood-frame, dwelling converted to multi-unit apartment building. The building terminates in a front-gable roof and rests on a stone foundation. Vinyl siding clads the building. A single-story, wood-frame addition clad in vinyl siding extends from the north elevation.	Vernacular	1900	1 building	
183/225	956 Boston Post Rd	Two-story, wood-frame duplex clad in vinyl siding and terminating in a front-gable roof. The building rests on a poured-concrete foundation. Assessor records ascribe a 1900 construction date. Visual observation suggests the building was heavily modified or replaced during the late twentieth century or early 21st century.	No style	1900		1 building
183/227	966 Boston Post Rd (L.E. Post House; Carrie Dibble House)	Two-story, wood-frame dwelling resting on a stone foundation terminating in a cross-gable roof, and clad in wood clapboards. The filigreed verge board exhibits Gothic Revival-style ornamentation. Paired arched windows are present in the gable end of the front elevation. A single-story addition was constructed on the side elevation.	Gothic Revival	1850	1 building	
176/039	976 Boston Post Rd (Westbrook Inn)	Two-and-one-half-story, wood-frame building clad in wood shingles. The building terminates in front-gable roof with gable returns and scalloped shingles in the	Italianate	1876	1 building	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
		gable end. A full-width porch defines the facade. Multi-story additions also were constructed.				
183/060	977 Boston Post Rd (Dunkin Donuts)	Single-story commercial building clad in stucco. The side-gable roof features a gable dormer and a wood-frame cupola. According to assessor records, the building was constructed in 1964. However, based on visual observations and data from the town historian, the building appears to have been constructed during the late twentieth century.	Colonial Revival	late 20th century		1 building
176/040	988 Boston Post Rd	Single-story, wood-frame, ranch-type dwelling terminating in a side-gable roof clad in wood shingles. The building features an attached garage.	Ranch	1951	1 building	
176/041	996 Boston Post Rd (Bennie Jones House; Susan Robbins Kelsey House)	Two-story, wood-frame, Colonial-period dwelling resting on a stone foundation and terminating in a gambrel roof. The building is clad in wood clapboards.	Colonial period	1700	1 building	
176/041	996 Boston Post Rd (Bennie Jones House; Susan Robbins Kelsey House)	A late twentieth century, gambrel-roof storage shed also is located on the property.	No style	late 20th century		1 building
176/042	1006 Boston Post Rd	Single-story, wood-frame cottage terminating in a front-gable roof and clad in wood clapboards. The dwelling sits recessed from the road.	Vernacular	1936	1 building	
176/044	1010 Boston Post Rd	Two-story, wood-frame, side-gable dwelling clad in wood clapboards. An enclosed porch defines the front elevation.	Vernacular	1905	1 building	
176/043	1030 Boston Post Rd	One-and-one-half-story bungalow clad in wood shingles. The dwelling terminates in a shed roof and features a shed dormer. A full-width porch defines the façade.	Bungalow	1920	1 building	
176/045	1062 Boston Post Rd	One-and-one-half-story, wood-frame dwelling recessed from the road. Sprawling Cape Cod-type clad in wood shingles and terminating in a side-gable roof.	Cape Cod	1941	1 building	
176/046	1112 Boston Post Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
176/036	1119 Boston Post Rd	Single-story, wood-frame commercial building with a front-gable roof partially concealed by a false front. Ornamentation is limited to Italianate-style brackets at the cornice.	Italianate	1890	1 building	
176/036	1119 Boston Post Rd	Two-story, wood-frame building clad in vertical board siding. The building terminates in a side-gable roof. A porch defines the façade.	No style	1971		1 building
176/047	1160 Boston Post Rd	Two-story, wood-frame dwelling clad in wood shingles.	New Traditional	2003		1 building

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
176/008	1163 Boston Post Rd (John B. Riggio Municipal Building; Capt. George Perry House)	This Colonial Revival-style building consists of a central, two-story, wood-frame central block with flanking one-story, brick wings. A two-story addition was constructed on the south (rear) elevation. Assessment records suggest a 1900 construction date, a date corresponding to the town's purchase of the property. The building appears on the 1859 Walling Map of Westbrook, suggesting an earlier construction date.	Colonial Revival	1854	1 building	
176/008	18 S. Main St. (Chemical Engine Company No. 1) <sup>2</sup>	The two-story, brick building with Colonial Revival-style elements. The building consists of a central block featuring four garage bays flanked by one two-story brick wing and a single-story garage-bay.	Colonial Revival	1948	1 building	
176/008	1163 Boston Post Rd	Municipal property consisting of athletic fields, basketball courts, tennis courts, gazebo, and playground equipment. Baseball fields include bleachers, dugouts, and concession stands.	n/a	1946-1990		1 site
176/118	1166 Boston Post Rd (Westbrook Congregational Church)	The wood-frame, Colonial Revival-style church rests on a stone base and terminates in a steeply-pitched, front-gable roof. The tower with belfry rises from the building's southeast corner. A three-story, wood-frame addition was constructed in 1965. A two-story hyphen connects the east elevation of the church to the west elevation of the three-story addition.	Colonial Revival	1893	1 building	
176/007	1179 Boston Post Rd	Two-story, wood-frame commercial building with restrained Colonial Revival-style ornamentation. The property also features a ca. 2010 pre-fabricated metal garage; a mid twentieth century concrete-block building terminating in a shed roof; and two late twentieth century wood-frame buildings terminating in gable roofs.	Colonial Revival	2001		4 buildings
176/006	1187 Boston Post Rd (Citizen's Savings Bank)	Single-story, brick building with quoins that terminates in a side-gable roof.	Colonial Revival	1964	1 building	
176/127	1196 Boston Post Rd (Westbrook Public Library)	Single-story, Romanesque Revival-style, brick building with granite trim. The building terminates in a hipped roof with front gable.	Romanesque Revival	1904	1 building	
176/127	1196 Boston Post Rd	A late twentieth century, wood-frame gazebo terminating in a hexagonal roof also is located on the property.	n/a	late 20th century		1 building
176/127	1196 Boston Post Rd	Stone war memorial with metal eagle and plaques.	n/a	1919	1 object	
176/005	1201 Boston Post Rd	Three-story, wood-frame, Greek Revival-style dwelling clad in vinyl siding and	Greek Revival	1850	1 building	

<sup>2</sup> The Chemical Engine Company No. 1 is located on the same parcel as the John B. Riggio Municipal Building. However, the fire station has a South Main Street address.



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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
	(Horace T. Wilcox House)	terminating in a front-gable roof. The building was converted to commercial use.				
176/005	1201 Boston Post Rd	A two-story, wood-frame commercial garage terminating in a front-gable roof also is located on the property.	No style	2014		1 building
177/161	1211 Boston Post Rd (Walgreens)	Single-story commercial building clad in vinyl siding and terminating in a flat roof.	No style	2007		1 building
176/004	1223 Boston Post Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
177/022	1224 Boston Post Rd	Vacant land. The building depicted on the 1939 WPA map is no longer extant.	n/a			1 site
177/023	1238 Boston Post Rd (First Niagara Bank)	Single-story, wood-frame building clad in vinyl siding and terminating in a side-gable roof.	Colonial Revival	1963	1 building	
177/154	1241 Boston Post Rd (former Police Barracks; W.J. Neidlinger)	Two-story, mixed-use commercial building with a brick first floor and vinyl siding on the second floor. The building terminates in a side-gable roof with projecting front gable.	Colonial Revival	1940	1 building	
177/024	1248 Boston Post Rd (Westbrook Hotel; Geo. C. Moore)	Two-story, wood-frame dwelling modified to incorporate Greek Revival-style ornamentation and terminating in a side-gable roof. The dwelling rests on a stone foundation and is clad in vinyl siding. The building has been converted into apartments.	Greek Revival	1839	1 building	
177/153	1257 Boston Post Rd	Single-story, brick and concrete-block commercial building terminating in a flat roof. This commercial building has been divided into individual businesses.	No style	1963	1 building	
177/025	1260 Boston Post Rd (Redfield Stannard House; Capt. James Redfield House)	Two and-one-half-story, wood-frame dwelling clad in wood clapboards and terminating in a side-gable roof with wood shakes. The dwelling rests on a stone foundation and features a stone chimney. This dwelling was converted to commercial use.	Colonial period	1750	1 building	
177/026	1266 Boston Post Rd (Captain H. L. Post House)	This parcel has two buildings. One building consists of a two-story, wood-frame, Greek Revival-style, 1841-dwelling clad in vinyl siding and resting on a stone foundation. The building terminates in a side-gable roof. The five-bay building presents a symmetrical facade.	Greek Revival	1841	1 building	
177/026	1266 Boston Post Rd Building #2	A second 1841-building also is located on the parcel. This dwelling is clad in board-and-batten siding and terminates in a side-gable roof. A two-story, wood-frame addition clad in vinyl siding was appended to the north elevation. This building originally was a barn and is non-contributing due to a lack of integrity.	No style	1841		1 building

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
177/152	1271 Boston Post Rd	Single-story, wood-frame commercial building clad in T1-11 siding. The building rests on a poured-concrete foundation and terminates in a front-gable roof. This non-contributing building was replaced or dramatically altered during the late twentieth century.	No style	1900		1 building
177/152	1271 Boston Post Rd	A late twentieth century, wood-frame outbuilding terminating in a gable roof also is located on the property.	No style	late 20th century		1 building
177/151	1275 Boston Post Rd	Two-and-one-half-story, wood-frame dwelling clad in vinyl siding. The dwelling terminates in a front-gable roof. A two-story, wood-frame addition was constructed on the south elevation and a single-story addition was constructed on the east elevation. The building was converted to mixed-use.	Greek Revival	1825	1 building	
177/027	1280 Boston Post Rd (Captain O. Kelsey House)	Two-and-one-half-story, wood-frame dwelling resting on a stone foundation and terminating in a front-gable roof. The dwelling is clad in aluminum siding and has been converted into a duplex. Archival research suggests a construction date different from that in the accessor records. The building depicted on the 1859 Walling Map is identified as a joiner's shop. The residence of an O. Kelsey is depicted on the west side of the current Kingfisher Lane. The 1874 Beers atlas identifies Capt. O. Kelsey in the same location as the joiner's shop depicted on the 1859 atlas, suggesting O. Kelsey moved from the Kingfisher Lane location to the Boston Post Road location between 1859 and 1874 (Beers 1874; Walling 1859).	Greek Revival	1860	1 building	
177/150	1283 Boston Post Rd (Holbrook Park Garage & Refreshment Parlor; Steven's Corner)	Two-story, mixed-use building with retail space on the first floor and second story apartment. The building terminates in a flat roof and is clad in stucco.	Vernacular	ca. 1940	1 building	
177/028	1286 Boston Post Rd	Three dwellings are located on this parcel: 1286, 1288, and 1292 Boston Post Road. The building located at 1286 Boston Post Road is a two-story, wood-frame dwelling resting on a brick foundation and terminating in a front-gable roof. The dwelling is clad in vinyl siding. A late twentieth century deck constructed of pressure-treated lumber defines the south (front) elevation. According to assessor records, this dwelling was constructed in 1950; however, a review of U.S.G.S.	Vernacular	1900	1 building	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
		quadrangle maps suggests the dwelling was constructed ca. 1900.				
177/028	1288 Boston Post Rd	The dwelling located at 1288 Boston Post Road sits directly behind 1286 Boston Post Road. This building is a two-story, wood-frame dwelling terminating in a front-gable roof. A hipped-roof, full-width porch defines the south (front) elevation. The dwelling is clad in vinyl siding. Assessor records ascribe a 1950 construction date. A review of U.S.G.S. quadrangle maps suggests the dwelling was constructed between 1929 and 1944.	Vernacular	ca. 1930	1 building	
177/028	1292 Boston Post Rd	The modest cottage located at 1292 Boston Post Road is one-story and terminates in a side-gable roof. The building is clad in vinyl siding. According to assessor records, this dwelling was constructed in 1900; however, a review of U.S.G.S. quadrangle maps suggests the dwelling was constructed between 1929 and 1944.	Vernacular	ca. 1930	1 building	
177/030	1306 Boston Post Rd	This parcel contains two buildings: 1296 and 1306 Boston Post Road. The building located at 1306 Boston Post Road is a two-story, wood-frame dwelling clad in wood clapboards. The building terminates in a side-gable roof sheathed in wood shakes. Existing ornamentation recalls the Colonial period. A two-story, wood-frame addition was constructed on the north elevation. Assessor records provide a 1932 construction date; however, visual observation suggests the building was constructed during the late eighteenth century. According to the town historian, the dwelling is the former parsonage and school located on the town green and depicted on the 1874 Beers map. The date the building was moved to its current location is unknown.	Colonial period	late 18th century	1 building	
177/030	1306 Boston Post Rd (1296 Boston Post Rd)	A second two-story, wood-frame 1900 dwelling (1296 Boston Post Road) terminating in a side-gable roof also is located on the property. The dwelling rests on a poured-concrete foundation and is clad in vinyl siding. The multi-family dwelling has a single-story addition on the east elevation. This dwelling no longer retains integrity due to modifications.	Vernacular	1900		1 building
177/135	1309 Boston Post Rd	Concrete-block gas station.	No style	1993		1 building
177/134	1331 Boston Post Rd (W. Spencer; J.A. Spencer House; Oxford Academy)	Two buildings are located on this property. The principal building consists of a 1799 two-and-one-half-story, wood-frame dwelling clad in vinyl siding and terminating in a side-gable roof.	Greek Revival	1799	1 building	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
177/134	1331 Boston Post Rd	The second building is two-story, wood-frame building terminating in a side-gable roof with shed dormers. This building also is clad in vinyl siding. Visual observation suggests this building was constructed during the mid twentieth century.	Vernacular	mid 20th century	1 building	
177/134	1331 Boston Post Rd	A ca. 1900, wood-frame outbuilding clad in wood siding and terminating in a gable-roof also is located on the property. Earlier survey work identified this property as the A. Bushnell House. A review of available historic maps suggests the Bushnell house, currently the site of a gas station (1309 Boston Post Road) constructed in 1993, was demolished in 1969.	No style	ca. 1900	1 building	
177/133	1353 Boston Post Rd (G. A. Post House)	Two-and-one-half-story, wood-frame dwelling with two single-story additions. The building terminates in a front-gable roof and is clad in wood clapboard siding. The dwelling was converted to a restaurant.	Italianate	1880	1 building	
177/130	1377 Boston Post Rd (Oxford Academy; Philip M. Kirtland House; "Door Step Elm" House)	Two-story, wood-frame dwelling constructed in 1760 and terminating in a side-gable roof. The building is clad in wood-clapboard siding and rests on a stone foundation.	Colonial period	1760	1 building	
177/132	1393 Boston Post Rd (Oxford Academy; Theodore D. Post House)	Two-story, wood-frame dwelling terminating in a side-gable roof and clad in vinyl siding. The dwelling features a wrap-around porch with turned columns and ornamental brackets. The building originally was a single-family residence that has been converted to mixed use for the Oxford Academy.	Italianate	1875	1 building	
177/132	1393 Boston Post Rd (Oxford Academy)	Three two-story, wood-frame buildings clad in brick at the first floor and vinyl siding on the second were constructed in 1964. The buildings rest on poured-concrete foundations and terminate in pyramidal roofs. Alterations to the buildings include the construction of late twentieth century additions.	Colonial Revival	1964	3 buildings	
177/132	1393 Boston Post Rd (Oxford Academy)	A large, twentieth century, prefabricated metal building terminating in a gable roof and athletic fields are located on the property.	No style	late 20th century		1 building
<b>Catharine Street</b>						
176/077	43 Catharine Street	Parcel fronts on Old Clinton Road; however, the dwelling, which is excluded from the district, is accessed from Catharine Street.	n/a	n/a		1 site
<b>Essex Road</b>						

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
176/121	Essex Rd	Vacant land. The building, which was the former Town Hall, depicted on the 1929 right-of-way map is no longer extant (State Highway Administration 1929).	n/a			1 site
176/119	9 Essex Rd (J.A. and C.M. Pratt House)	Two-story, wood-frame dwelling modified during the late nineteenth century to incorporate Italianate detailing. The building has a five-bay façade and a central brick chimney pierces the side-gable roof. A one-and-one-half-story, wood-frame, shed-roof addition was constructed on the north elevation.	Federal	1815	1 building	
176/120	21 Essex Rd and 27 Essex Rd	Single-story building that historically was a store (Pratt Store) (21 Essex Rd). The principal building terminates in a front-gable roof. Visual observation suggests a porch may have been located on the building's north elevation. This feature has been enclosed. The building is connected to a three-story former barn (27 Essex Rd).	Vernacular	1850	1 building	
176/122	35 Essex Rd	Two-story, wood-frame, Cape Cod-type dwelling terminating in a side-gable roof with shed-roof dormer and clad in vinyl siding.	Cape Cod	1920	1 building	
176/123	45 Essex Rd	Two-story, wood-frame dwelling clad in wood shingles and terminating in a front-gable roof. The dwelling sits atop a rise and sits behind a stone retaining wall. The dwelling, which originally was a market located at 35 Essex Road, was moved to its current location and converted to a residence. The dates for these modification are unknown.	Vernacular	1900	1 building	
<b>Knothe Road</b>						
177/009	17 Knothe Rd	One-and-one-half-story, wood-frame multi-family dwelling clad in vinyl siding. The building rests on a concrete-block foundation and terminates in a side-gable roof with full-width shed dormer. This building is a non-contributing resource due to alterations. According to the town historian, the dwelling was the Capt. S.C. Magna house, which had been moved to its current location.	Vernacular	1850		1 building
177/020	18 Knothe Rd	Two-and-one-half story, wood-frame duplex terminating in a gambrel roof with shed-dormer. The building rests on a poured-concrete foundation and is clad in vinyl siding	Colonial Revival	ca. 1930	1 building	
177/010	27 Knothe Rd	One-and-one-half story, wood-frame, three-bay garage. The building terminates in a side-gable roof. A gable dormer is present on the east elevation.	No style	late 20th century		1 building
177/019	28 Knothe Rd	One-story, wood-frame dwelling clad in vinyl siding and terminating in a side-gable roof. A single-car garage also is located on the property.	Vernacular	1933	2 buildings	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
177/011	31 Knothe Rd	One-and-one-half story, wood-frame barn terminating in a steeply-pitched, side-gable roof. The building is clad in cedar shingles. Gable dormers pierce the roof. The barn was associated with the Neidlinger family.	No style	early 20th century	1 building	
<b>Magna Lane</b>						
176/013	Magna Ln	Tennis courts associated with municipal baseball fields located at 1163 Boston Post Road	n/a	1946-1990		1 site
176/017	Magna Ln	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
176/021	17 Magna Ln	Single-story, ranch-type dwelling terminating in a side-gable roof. The dwelling is clad in aluminum siding. A wood ramp extends along the front elevation.	Ranch	1961	1 building	
176/021	17 Magna Ln	A ca. 1940, two-car garage clad in asbestos shingles and wood siding also is located on the property.	No style	ca. 1940	1 building	
176/012	24 Magna Ln	Single-story, ranch-type dwelling resting on a concrete-block foundation and terminating in a side-gable roof. The dwelling is clad in vinyl siding and features an attached garage.	Ranch	1959	1 building	
176/020	35 Magna Ln	Two-story, wood-frame, Colonial Revival-style dwelling terminating in a side-gable roof. The dwelling is clad in vinyl siding and features an enclosed porch.	Colonial Revival	1926	1 building	
176/020	35 Magna Ln	A ca. 1930, two-car, wood-frame garage also is located on the property.	No style	ca. 1930	1 building	
176/019	43 Magna Ln	Single-story, wood-frame, ranch-type dwelling terminating in a gable-roof. A porch defines the facade. The dwelling is clad in vinyl siding.	Ranch	1952	1 building	
183/032	61 Magna Ln (Captain Joseph N. Magna House)	Monumental, two-and-one-half-story, wood-frame, Greek Revival-style dwelling clad in wood clapboards. The temple-front dwelling features a two-story portico. A two-story addition was constructed on the south elevation.	Greek Revival	ca. 1850	1 building	
183/031	71 Magna Ln	One-story Cape Cod resting on a poured-concrete foundation and terminating in a side-gable roof. The dwelling features an attached garage and is clad in vinyl siding.	Cape Cod	1972		1 building
183/030	87 Magna Ln	Two-and-one-half-story, wood-frame dwelling terminating in a front-gable roof. The dwelling is clad in aluminum siding. A full-width porch extends across the front (east) elevation. The porch features turned columns and filigree brackets suggesting Italianate detailing was added at a later date.	Greek Revival with Italianate detailing	1852	1 building	
183/030	87 Magna Ln	A two-story, two-bay garage with living space on the second floor also is located on the property.	No style	late 20th century		1 building
<b>Norris Avenue</b>						

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176/117	30 Norris Ave (Academy Building)	The two-story, wood-frame building exhibits minimal Greek Revival stylistic features. A tower defines the building's front-gable roof. Vinyl siding was used to clad the building.	Greek Revival	1852	1 building	
<b>Old Clinton Road</b>						
176/051	Old Clinton Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
176/052	Old Clinton Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
175/077	Old Clinton Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
175/076	Old Clinton Rd	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
176/048	Old Clinton Rd (Old Cemetery; Old Burying Ground)	Cemetery enclosed by a fieldstone wall and including graves dating from the eighteenth through the early nineteenth centuries. The earliest burial was in 1732.	n/a	18th century	1 site	
175/072	1004 Old Clinton Rd (Bradley House)	Two-story, wood-frame, front-gable dwelling clad in wood shingles.	Vernacular	1929	1 building	
175/010	1005 Old Clinton Rd (Mark Dee House)	Two-story, wood-frame, Neo-classical-style dwelling terminating in a gambrel roof and is clad in clapboard siding. Dwelling rests on stone foundation.	Neo-Classical	1780	1 building	
175/010	1005 Old Clinton Rd	A mid twentieth century, wood-frame, two-car garage and a	No style	mid 20th century	1 building	
175/010	1005 Old Clinton Rd	ca. 1900, wood-frame chicken coop are located on the property.	n/a	ca. 1900	1 building	
175/009	1019 Old Clinton Rd	Two-story, wood-frame dwelling clad in vinyl siding. The dwelling terminates in a steeply-pitched side-gable roof. A two-story, wood-frame garage also is located on the property.	Cape Cod	1992		2 buildings
175/073	1020 Old Clinton Rd	One-and-one-half-story, Cape Cod-type dwelling resting on a poured-concrete foundation and terminating in a side-gable roof. The dwelling is clad in vinyl siding. A single-story, wood-frame, single-car garage also is located on the property. This dwelling is similar to 1130, 1138, and 1146 Old Clinton Road.	Cape Cod	1962	2 buildings	
175/008	1021 Old Clinton Rd	Two-story, wood-frame, intersecting-gable roof with gable dormer dwelling clad in wood clapboards.	New Traditional	1988		1 building
175/007	1025 Old Clinton Rd (William Dee House)	One-and-one-half-story, wood-frame, Colonial-period dwelling terminating in a side-gable roof sheathed in wood shingles and clad in wood clapboard siding. The dwelling rests on a stone foundation.	Colonial period	1770	1 building	
175/007	1025 Old Clinton Rd	A mid nineteenth century, two-story outbuilding also is located on the property. The outbuilding is clad in vertical wood siding and wood shingles. Six-over-six-light, double-hung, wood-frame windows define the elevations.	No style	mid 19th century	1 building	
175/006	1031 Old Clinton Rd	This two-story, log dwelling sits recessed from the road. The building rests on a	No style	1985		1 building

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		poured-concrete foundation and terminates in a gable roof. Windows are one-over-one-light, vinyl-sash units. A porch and pressure-treated lumber deck define the south elevation.				
175/074	1034 Old Clinton Rd	Single-story, ranch-type dwelling resting on a poured-concrete foundation and terminating in a side-gable roof. Dwelling is clad in vinyl siding and has an attached garage.	Ranch	1998		1 building
175/005	1037 Old Clinton Rd	Two-story, raised ranch resting on a poured-concrete foundation and terminating in a side-gable roof.	Raised Ranch	1968		1 building
175/005	1037 Old Clinton Rd	A late twentieth century, two-story, wood-frame barn terminating in a gambrel roof also is located on the property.	No style	late 20th century		1 building
175/004	1047 Old Clinton Rd	Two-story, wood-frame dwelling clad in wood siding and terminating in a side-gable roof.	Cape Cod	1986		1 building
175/075	1058 Old Clinton Rd (Major John Murdock House)	Two-story, wood-frame, Colonial-period dwelling clad in wood shingles and terminating in a side-gable-roof.	Colonial period	1763	1 building	
175/075	1058 Old Clinton Rd (Major John Murdock House)	Two outbuildings consisting of a ca. 1850, wood-frame barn	Vernacular	ca. 1850	1 building	
175/075	1058 Old Clinton Rd (Major John Murdock House)	and a ca. 1999, wood-frame, two-car garage are located on the property.	No style	ca. 1999		1 building
175/003	1059 Old Clinton Rd	Two-story, wood-frame dwelling resting on a stone foundation and terminating in a side-gable roof with gable dormers. Building modified to incorporate changing architectural styles and includes heavily articulated dentils and brackets in the gable peak, rounded windows in the dormers, and filigree in the gable peaks to evoke the Gothic Revival Style. According to accessor records, the dwelling was constructed in 1760. However, the presence of the gable-dormers and filigreed verge board suggest the dwelling was modified during the second half of the nineteenth century.	Gothic Revival	1760	1 building	
175/003	1059 Old Clinton Rd	A late twentieth century, single-story, wood-frame garage also is located on the property.	No style	late 20th century		1 building
175/002	1061 Old Clinton Rd	Two-story, wood-frame, Cape Cod-type dwelling terminating in a side-gable roof. The dwelling is clad in vinyl siding.	Cape Cod	1991		1 building



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175/001	1063 Old Clinton Rd	Two-and-one-half-story, wood-frame dwelling terminating in a front-gable roof. The dwelling is clad in wood clapboards and rests on a stone foundation. The temple-front, Greek Revival-style dwelling has a central chimney.	Greek Revival	1850	1 building	
175/001	1063 Old Clinton Rd	A late nineteenth century, two-story, wood-frame barn also is located on the property.	No style	late 19th century	1 building	
175/078	1078 Old Clinton Rd	One-and-one-half-story, wood-frame, Cape Cod-type dwelling resting on a concrete-block foundation. The building terminates in a side-gable roof and is clad in synthetic shingles.	Cape Cod	1979		1 building
175/079	1088 Old Clinton Rd	Two-story, wood-frame dwelling clad in synthetic shingles. The building terminates in a side-gable roof and rests on a poured-concrete foundation. A single-story, single-car, wood-frame detached garage also is located on the property.	Cape Cod	1979		2 buildings
176/102	1090 Old Clinton Road	One-and-one-half-story, wood-frame dwelling terminating in a side-gable roof. The dwelling is clad in vinyl siding.	Cape Cod	1979		1 building
175/080	1096 Old Clinton Rd	Raised ranch, wood-frame dwelling clad in vinyl siding and terminating in a side-gable roof.	Raised Ranch	1979		1 building
176/101	1101 Old Clinton Rd	Two-story, wood-frame dwelling resting on a stone foundation and terminating in a side-gable roof. Building features a one-and-one-half-story, wood-frame addition on a poured-concrete foundation and single-story ell on the rear elevation. The dwelling is clad in wood shingles.	Neo-Classical	1825	1 building	
176/101	1101 Old Clinton Rd	A large, wood-frame two-car garage and a smaller, wood-frame single-car garage constructed during the late twentieth century also are located on the property.	No style	late 20th century		2 buildings
176/103	1110 Old Clinton Rd	Two-story, wood-frame duplex clad in vinyl siding and terminating in a side-gable roof. The eastern half of the duplex has an attached, single-car garage.	New Traditional	2007		1 building
176/104	1118 Old Clinton Rd	One-and-one-half-story, wood-frame, Cape Cod-type dwelling clad in vinyl siding and terminating in a side-gable roof.	Cape Cod	1979		1 building
176/105	1120 Old Clinton Rd	Single-story, wood-frame, Cape Cod-type terminating in a side-gable roof. The building rests on a poured-concrete foundation and is clad in wood shingles. A wood-frame garage also is located on the property.	Cape Cod	1960	2 buildings	
176/069	1121 Old Clinton Rd (Richard Stokes House)	Large, two-story, wood-frame, two-family dwelling terminating in an intersecting gable roof. The building is clad in wood clapboards and lacks ornamentation. Modifications include the construction of a single-story addition. A large, wood-frame, front-gable barn that has been modified into	Colonial Revival	1880	2 buildings	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
		a two-car garage also is located on the property.				
176/106	1130 Old Clinton Rd	One-and-one-half-story, wood-frame, Cape Cod-type resting on a poured-concrete foundation and terminating in a side-gable roof. The dwelling is clad in vinyl siding. 1130 Old Clinton Road is nearly identical to 1120, 1138, and 1146 Old Clinton Road.	Cape Cod	1961	1 building	
176/068	1137 Old Clinton Rd	One-story, ranch-type dwelling terminating in a side-gable roof and clad in wood shingles.	Ranch	1969		1 building
176/068	1137 Old Clinton Rd	The property also features a late nineteenth century, wood-frame barn terminating in a side-gable roof.	No style	late 19th century	1 building	
176/107	1138 Old Clinton Rd	One-and-one-half-story, wood-frame dwelling resting on a poured-concrete foundation and terminating in a side-gable roof. The dwelling is clad in wood shingles. The garage was constructed into the basement. The dwelling is nearly identical to 1120, 1130, and 1146 Old Clinton Road.	Cape Cod	1960	1 building	
176/067	1145 Old Clinton Rd	Two-story, wood-frame, vinyl-clad dwelling resting on a poured-concrete foundation and terminating in a side-gable roof.	No style	2006		1 building
176/108	1146 Old Clinton Rd	One-and-one-half-story, wood-frame, Cape Cod-type clad in vinyl siding and resting on a concrete-block foundation. The building terminates in a side-gable roof. This dwelling is nearly identical to 1120, 1130, and 138 Old Clinton Road. A single-car, wood-frame garage also is located on the property.	Cape Cod	1958	2 buildings	
176/066	1147 Old Clinton Rd	This resource is a large, prefabricated, metal commercial building.	No style	2006		1 building
176/109	1156 Old Clinton Rd (Geo. Stannard House)	Two-and-one-half-story, wood-frame dwelling clad in wood clapboards. The dwelling rests on a stone foundation and terminates in a front-gable roof.	Greek Revival	1855	1 building	
176/065	1157 Old Clinton Rd	One-and-one-half-story, wood-frame, Cape Cod-type clad in wood shingles. The building rests on a concrete-block foundation and terminates in a gable roof.	Cape Cod	1962	1 building	
176/065	1157 Old Clinton Rd	A late nineteenth century wood-frame garage clad in wood shingles also is located on the property. The garage has been modified to accommodate automobiles.	No style	late 19th century	1 building	
176/110	1170 Old Clinton Rd	Two-story, wood-frame dwelling resting on a concrete-block foundation and terminating in a side-gable roof. The dwelling is clad in vinyl siding.	Colonial Revival	1988		1 building
176/063	1177 Old Clinton Rd (Jeremiah Lay House)	Two-story, wood-frame dwelling clad in wood clapboards and wood shingles. The building rests on a stone foundation and terminates in a side-gable roof. A one-and-	Colonial period	1750	2 buildings	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
		one-half-story wood-frame barn also is located on the property.				
176/064	1177 Old Clinton Rd	Vacant land. The building depicted on the 1939 WPA map is no longer extant.	n/a	n/a		1 site
167/003	1180 Old Clinton Rd (Aaron Steven House)	Two-and-one-half-story, Greek Revival dwelling clad in aluminum siding. One single-story addition was constructed on each the east and north elevations.	Greek Revival	1870	1 building	
167/004	1190 Old Clinton Rd (Col. Aaron Bushnell House)	Two-story, wood-frame, Second Empire-style dwelling terminating in a mansard roof with gable dormers. The dwelling rests on a stone foundation and is clad in wood clapboards.	Second Empire	1869	1 building	
176/062	1193 Old Clinton Rd (Capt. Oramel B. Wright House)	Two-story, wood-frame dwelling resting on a stone foundation. The dwelling terminates in a side-gable roof and is clad in wood clapboards. A single-story, wood-frame garage is attached to the dwelling's west elevation. A nineteenth century wood-frame outbuilding also is located on the property.	Neo-Classical	1810	2 buildings	
167/005	1202 Old Clinton Rd	Single-story, ranch-type dwelling resting on a poured-concrete foundation and terminating in a side-gable roof. The dwelling is clad in wood shingles.	Ranch	1952	1 building	
176/061	1203 Old Clinton Rd (William Lay House)	Two story, Colonial-period dwelling resting on a stone foundation and terminating in a gambrel roof. The dwelling is clad in wood clapboard siding. Stone retaining wall in front. The property includes a one-story, wood-frame barn.	Colonial period	1750	2 buildings	
176/061	1203 Old Clinton Rd	A late twentieth century, two-car garage also is located on the property.	No style	late 20th century		1 building
167/006	1218 Old Clinton Rd (Col. Aaron Bushnell Homestead)	Two-story, wood-frame dwelling clad in wood clapboards. The building terminates in a side-gable roof.	Neo-Classical	1818	1 building	
167/006	1218 Old Clinton Rd	Two nineteenth century, wood-frame barns are located on the property.	No style	19th century	2 buildings	
167/006	1218 Old Clinton Rd	Three non-contributing outbuildings are located on the property including a late twentieth century gazebo; a late twentieth century, wood-frame shed; and a late twentieth century greenhouse.	No style	late 20th century		3 buildings
167/002	1221 Old Clinton Rd (Capt. Timothy Spencer House)	Two-story, wood-frame, Greek Revival-style dwelling resting on a stone foundation and terminating in a side-gable roof. The dwelling is clad in wood clapboard siding. A one-and-one-half-story, wood-frame barn also is located on the property.	Greek Revival	1820	2 buildings	
176/057	1241 Old Clinton Rd	Parcel fronting on Old Clinton Rd.	n/a	2004		1 site
167/001	1249 Old Clinton Rd	Two-story, wood-frame dwelling mimicking earlier styles. A late twentieth century, single-story, two-car garage also is located on the property.	Colonial Revival	2007		2 buildings

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176/055	1257 Old Clinton Rd	Single-story, wood-frame dwelling clad in asbestos shingles.	Ranch	1930	1 building	
176/056	1259 Old Clinton Rd	Single-story, wood-frame, ranch-type dwelling clad in vinyl siding.	Ranch	1953	1 building	
176/054	1261 Old Clinton Rd	Two-story, wood-frame dwelling clad in wood clapboards.	Colonial Revival	1988		1 building
176/053	1269 Old Clinton Rd (Jeremiah Lay House; C.L. Clark Store; Kirtland Store)	Two-story, wood-frame, Colonial-period dwelling attached to a commercial block. The dwelling is clad in wood clapboards and terminates in a side-gable roof. The one-story commercial block is defined through the use of multi-light windows flanking double-leaf wood and glass doors.	Colonial period	1770	1 building	
176/053	1269 Old Clinton Rd (Jeremiah Lay House; C.L. Clark Store; Kirtland Store)	A nineteenth century, wood-frame barn and	No style	19th century	1 building	
176/053	1269 Old Clinton Rd (Jeremiah Lay House; C.L. Clark Store; Kirtland Store)	a late twentieth century wood-frame shed are located on the property.	No style	late 20th century		1 building
167/009	1278 Old Clinton Rd (Phillip Kirtland House and Store)	One-and-one-half-story, wood-frame, Neo-Classical-style dwelling terminating in a gambrel roof. The building rests on a stone foundation and is clad in wood clapboard siding.	Neo-Classical	1800	1 building	
176/050	1335 Old Clinton Rd (S. M. Pratt House; Peter Stannard House; "Back Door Tavern")	Two-story, wood-frame dwelling terminating in a side-gable roof with gable returns. This Colonial-period dwelling rests on a stone foundation. A single-car garage has been attached to the northwest elevation.	Colonial period	1775	1 building	
176/049	1347 Old Clinton Rd (H. M. Stannard House and Store; Wellman Store; Rev. Sylvester Soldiers Home; "Bunch O'Doors")	Two-story, Neo-Classical-style dwelling terminating in a side-gable roof with gable returns. The dwelling is clad in wood shingles. A wrap-around porch with Italianate-style porch posts defines the northeast elevation. A single-story hyphen connects the principal block to the original free-standing store. The store portion of the dwelling features a multi-light bay window on the northeast elevation.	Neo-Classical with Italianate detailing	1815	1 building	
176/112	1356 Old Clinton Rd (Capt. J.W. Spencer House)	Two-story, wood-frame, Greek Revival-style dwelling terminating in a front-gable roof. The building is clad in wood clapboard siding. A wrap-around porch with Italianate brackets defines the façade.	Greek Revival with Italianate detailing	1856	1 building	
<b>Salt Island Road</b>						
177/143	13 Salt Island Rd	Two-and-one-half-story, wood-frame dwelling terminating in a front-gable roof.	Vernacular	1890	2 buildings	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
		A full-width porch defines the facade. The dwelling is clad in wood shingles and rests on a stone foundation. A large, two-story, wood-frame outbuilding clad in wood shingles also is located on the property.				
177/142	21 Salt Island Rd	Two-and-one-half-story, wood-frame dwelling terminating in an intersecting-gable roof. The dwelling is clad in vinyl siding. A full-width porch defines the facade. The dwelling has been converted to multi-family use.	Italianate	1900	1 building	
177/141	27 Salt Island Rd	Vacant parcel fronting on Salt Island Rd.	n/a	1900		1 site
177/140	29 Salt Island Rd	Two-story, wood-frame dwelling resting in a stone foundation. The dwelling is clad in aluminum siding and terminates in pyramidal roof. Additions were constructed on the rear elevation. The building was converted to two-family use.	Italianate	1870	1 building	
177/136	30 Salt Island Rd	Two-story, wood-frame, Colonial Revival-style dwelling resting on a poured-concrete foundation and terminating in an intersecting gambrel roof. The dwelling is clad in asbestos and features a recently enclosed front porch. A ca. 1900 barn also is located on the property.	Colonial Revival	1900	2 building	
177/136	30 Salt Island Rd	Two late twentieth century outbuildings are on the property including a greenhouse and a workshop.	No style	late 20th century		2 buildings
177/139	33 Salt Island Rd	Two-story, side-gable roof with gable dormers resting on a stone foundation. The dwelling is clad in wood-shingles. The dwelling was converted to two-family use.	Colonial Revival	1890	1 building	
177/137	44 Salt Island Rd (B. Hill House)	Two-and-one-half-story, wood-frame dwelling terminating in a side-gable roof. An addition was constructed on the south elevation.	Neo-Classical	1810	1 building	
177/137	44 Salt Island Rd (B. Hill House)	The property includes a ca. 1900, two-story garage with living space above. A fence encloses the yard.	No style	1900	1 building	
177/138	45 Salt Island Rd	Two-story, wood-frame dwelling terminating in a mansard roof sheathed in decorative shingles. The dwelling rests on a stone foundation and features a wrap-around porch, Italianate brackets, and ornamentation. A two-story addition was constructed on the north elevation.	Italianate	1880	1 building	
177/138	45 Salt Island Rd	The property also features a single-story, wood-frame garage.		late 20th century		1 building
<b>Seaside Avenue</b>						
183/061	Seaside Ave	Vacant land. The two buildings depicted on the 1939 WPA map are no longer extant.	n/a	n/a		1 site
183/142	5 Seaside Ave (Stannard Boarding House)	Two-story, wood-frame building, terminating in a side-gable roof sheathed in asphalt shingles. Two exterior brick chimneys are present. The dwelling is clad	Colonial period	1775	1 building	

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		in clapboard siding and features an attached, single-story, wood-frame addition.				
183/142	5 Seaside Ave (Stannard Boarding House)	A late nineteenth century, wood-frame barn also is present on the property.	No style	late 19th century	1 building	
183/141	31 Seaside Ave (Kelsey House)	Two story, wood-frame, dwelling with two one-story wood-frame additions. The dwelling terminates in a flat roof. One addition appears to house a garage; the other is expansion of living space.	Italianate	1860	1 building	
183/062	32 Seaside Ave	Two-story, dwelling clad in wood shingles. The building terminates in a side-gable roof.	No style	1968		1 building
183/140	39 Seaside Ave	One-story, Cape Cod clad in vinyl siding. The dwelling features a recessed entry and exterior gable end brick chimney.	Cape Cod	1959	1 building	
183/140	39 Seaside Ave	A late twentieth century, wood-frame outbuilding also is found on the property.	No style	late 20th century		1 building
183/063	42 Seaside Ave	Two-story, wood-frame dwelling terminating in a front-gable roof with gable returns and a central brick chimney. The dwelling is clad in shingles. The screened porch features turned columns. Two additions were constructed: a single-story addition on the south elevation and a second addition constructed on the north elevation that continues to the rear of the building.	Vernacular	1855	1 building	
183/139	49 Seaside Ave (William Richard Stannard House)	Two-story, wood-frame dwelling with turned columns and a screened porch. The dwelling features a front-gable roof with wing and gable returns.	Vernacular	1815	1 building	
183/139	49 Seaside Ave (William Richard Stannard House)	A late twentieth century, two-car garage also is present on the property.	No style	late 20th century		1 building
183/064	58 Seaside Ave	Two story dwelling terminating in a side-gable roof. The building is clad in vinyl clad siding.	Colonial Revival	1988		1 building
183/138	59 Seaside Ave	Two story, front-gable dwelling with gable returns, wood clapboard siding, and wrap-around porch. Italianate ornamentation is present in porch detailing and through the use of the paired, arched windows. A late nineteenth century garage with attached residential quarters also is present on the property.	Italianate	1890	2 buildings	

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183/065	66 Seaside Ave (Ephraim Kelsey House)	Two-story, side-gable, wood-frame dwelling with a one-and-one-half-story addition. The front stoop features posts and brackets. The side elevation has paired arched windows in the gable end. Ornamentation suggests building was constructed after 1770 or was modified during the late nineteenth century.	Colonial period with Italianate detailing	1770	1 building	
183/065	66 Seaside Ave (Ephraim Kelsey House)	Three outbuildings on the property include two ca. 1930, single-story, wood-frame cottages terminating in side-gable roofs.	No style	ca. 1930	2 buildings	
183/065	66 Seaside Ave (Ephraim Kelsey House)	A late nineteenth century storage shed also is located on the property.	No style	1900	1 building	
<b>S Main Street</b>						
176/032	S Main Street (Lower Cemetery)	A fieldstone wall encloses this cemetery that includes burials dating from the 1830 through the 1880s.	n/a	1828-1935	1 site	
176/035	7 S Main St	Single-story, vinyl-clad commercial building with a pyramidal and gable-roof. Building rests on a poured-concrete foundation.	No style	1996		1 building
176/009	38 S Main St (C. C. Post House; Ephraim Kelsey House)	Two-story, wood-frame, side-gable dwelling with a stone chimney. Dwelling is clad in wood clapboards. A large, two-story, wood-frame, front-gable barn also is located on the property.	Neo-Classical	1800	2 buildings	
176/034	41 S Main St (D. B. Page House; Joseph Spencer House)	Two-story, wood-frame dwelling resting on a stone foundation. The dwelling terminates in a side-gable roof with gable returns. A single-story addition was constructed on the east elevation.	Neo-Classical with Italianate detailing	1815	1 building	
176/034	41 S Main St (D. B. Page House; Joseph Spencer House)	The property also features a late twentieth century, wood-frame, two-and-one-half-story, wood-frame garage.	No style	late 20th century		1 building
176/010	48 S Main St (M.A. Post House; Robert Lay House)	Two and-one-half-story, wood-frame, Greek Revival-style dwelling resting on a stone foundation and terminating in a side-gable roof. The dwelling is clad in vinyl siding. A single-story addition was constructed on the south elevation.	Greek Revival	1840	1 building	
176/033	53 S Main St (St. Paul's Church)	St. Paul's Church is a one-story, wood-frame, Gothic Revival-style building resting on a stone foundation. The building terminates in a steeply-pitched, front-gable roof. An enclosed entrance vestibule with front-gable roof is centered on the south elevation. Scalloped siding ornaments the gable end. A wood-frame handicap ramp extends from the southwest corner of the building.	Gothic Revival	1886; moved 1926	1 building	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
176/011	56 S Main St (Robert Lay Barn; L.N. Spencer)	Single-family dwelling converted to a multi-family duplex. The building is two stories and terminates in a side-gable roof. The building is clad in vinyl siding, with vinyl shakes in the gable ends. A one-and-one-half-story addition was constructed on the north elevation and a single-car garage was constructed on the east elevation.	Vernacular	1820	1 building	
176/022	66 S Main St (Abner Kirtland House; Eugene Cone House)	Two-and-one-half-story, vernacular dwelling terminating in a front-gable roof. The dwelling is clad in aluminum siding. An enclosed porch defines the facade and a two-story addition was constructed on the east elevation. The dwelling was converted into a duplex.	Vernacular	1840	1 building	
176/022	66 S Main St (Abner Kirtland House; Eugene Cone House)	A late twentieth century, three-car garage also is located on the property.	No style	late 20th century		1 building
176/023	78 S Main St (Kirtland House)	This two-story, wood-frame dwelling is clad in wood clapboards. The building terminates in an intersecting-gable roof and rests on a stone foundation. Replica ornamentation is found on the verge board of the gable. A one-and-one-half story, wood-frame addition with enclosed porch was constructed on the east elevation.	Italianate	1880	1 building	
176/024	86 S Main St	Two-story, wood-frame dwelling with attached garage. The dwelling sits behind a fence.	Vernacular	2004		1 building
176128	88 S Main St	Two-story, wood-frame dwelling with attached garage clad in vinyl siding.	New Traditional	2004		1 building
176/025	106 S Main St (Bushnell House Inn; John C. Bushnell House)	Two-story, Greek Revival-style dwelling with wrap-around porch. Dwelling terminates in a front-gable roof and clad in wood clapboards. The building is recessed from the road and the yard is enclosed by a fence.	Greek Revival	1840	1 building	
176/026	116 S Main St	One-and-one-half-story, Cape Cod-type dwelling with attached garage with in-law suite. The dwelling rests on a poured-concrete foundation and terminates in a side-gable roof. The dwelling is clad in aluminum siding.	Cape Cod	1957	1 building	
176/026	116 S Main St	A late twentieth century outbuilding also is located on the property.	No style	late 20th century		1 building
176/031	119 S Main St	Vacant land. Former site of Center School.	n/a	n/a	1 site	
176/029	Parcel west of 121 S Main St	Two-car garage terminating in a side-gable roof with shed dormer. The building is clad in vertical wood boards.	No style	2006		1 building
176/030	121 S Main St (David Bushnell Memorial House)	One-and-one-half-story, wood-frame dwelling resting on a stone foundation and terminating in a side-gable roof.	Colonial period	1678	1 building	



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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
176/027	128 S Main St	Three-story, wood-frame, Queen Anne-style dwelling terminating in a cross-gable roof. The dwelling is clad in wood clapboards and scalloped siding.	Queen Anne	ca. 1890	1 building	
176/028	138 S Main St (Captain Stannard House Bed and Breakfast Inn; Captain Elbert Stannard House)	Massive, two-story, Italianate-style dwelling with expansive porches and copula. Dwelling terminates in a side-gable roof and is clad in wood clapboards.	Italianate	1870	1 building	
<b>Trolley Road</b>						
176/003	Trolley Rd	A ca. 2010, two-story garage is located on this parcel.	n/a	ca. 2010		1 building
177/144	7 Trolley Rd	Two-story, wood-frame apartment building resting on a stone foundation and terminating in a side-gable roof. The building is clad in wood shingles. This building is non-contributing. Assessor records ascribe a 1960 construction date; however, visual observation suggests the building may have been constructed on an earlier foundation.	Vernacular	1960		1 building
177/148	32 Trolley Rd	Two-story, large garage terminating in a front-gable roof and resting on a stone foundation. The building is clad in vinyl siding.	No style	1941	1 building	
177/149	40 Trolley Rd	Two-and-one-half-story, wood-frame, cross-gable duplex dwelling clad in vinyl siding. The dwelling has a wrap-around porch defined by turned columns and filigree verge board. According to the town historian, this building was moved from 1257 Boston Post Road to its current location. The date the building was moved is unknown.	Italianate	1885	1 building	
<b>Wesley Avenue</b>						
183/226	21 Wesley Ave	Two dwellings are located on this property. The first building is a two-story, wood-frame dwelling clad in wood clapboards and shingles and terminating in a front-gable roof with shed dormers. An enclosed porch defines the façade.	Vernacular	1900	1 building	
183/226	21 Wesley Ave	The property includes a wood-frame, front-gable, single-car garage.	No style	ca. 1930	1 building	
183/226	21 Wesley Ave	The second dwelling is one story, wood-frame building with two two-story, wood-frame, attached garages. The building is clad in vinyl siding.	Colonial Revival	1997		1 building
176/091	35 Wesley Ave	The property consists of three dwellings, including a two-story, wood-frame dwelling clad in wood shingles and resting on a stone foundation. Front porch has posts with filigreed brackets recalling the Italianate	Italianate	1890	2 buildings	

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		Style. A single-story, wood-frame outbuilding is included on the property.				
176/091	35 Wesley Ave	Two wood-frame cottages terminating in gable-roofs also are located on the property. Both cottages are clad in vinyl siding.	No style	ca. 1939	2 buildings	
176/092	73 Wesley Ave	Three resources are located on this property: a ca. 1900 dwelling, a ca. 1960 dwelling, and one late twentieth century garage. The ca.1900 dwelling is a wood-frame building terminating in an intersecting-gable roof with shed dormers. A porch with shed-roof supported by Doric columns defines the elevation. A review of historic quadrangle maps suggests the dwelling was moved to its current location.	Vernacular	1900	1 building	
176/092	73 Wesley Ave	The ca. 1960 dwelling is a wood-frame, ranch-type building terminating in a gable roof. The building is clad in wood shingles. Accessor records indicate the dwelling was constructed in 1906; however, a review of historic quadrangle maps suggests the building was constructed by 1960.	Ranch	1960	1 building	
176/092	73 Wesley Ave	A late twentieth century five-garage also is located on the property.	n/a	late 20th century		1 building
176/093	77 Wesley Ave	Two-story, wood-frame dwelling clad in wood shingles. The building terminates in a gable roof shed dormers.	Cape Cod	1930	1 building	
176/090	Wesley Ave	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
176/094	79 Wesley Ave	One-story, wood-frame, ranch-type dwelling clad in wood shingles. The dwelling terminates in a gable-roof.	Ranch	1930	1 building	
176/089	80 Wesley Ave	Two-and-one-half-story, wood-frame dwelling clad in clapboard siding and terminating in an intersecting-gable roof with gable returns. The property includes a detached, two-story garage.	Colonial Revival	2010		2 buildings
176/095	93 Wesley Ave	One-and-one-half-story, wood-frame, Cape Cod-type dwelling resting on a stone foundation and terminating in a gable-roof with shed dormers.	Cape Cod	1935	1 building	
176/095	93 Wesley Ave	A late twentieth century, wood-frame, side-gable, two-car garage also is located on the property.	n/a	late 20th century		1 building
176/088	94 Wesley Ave	Two-and-one-half-story, wood-frame dwelling clad in wood shingles. A wrap-around porch with round columns defines the facade. The dwelling terminates in a cross-gable roof. Two, single-story, wood-frame garages also are located on the property.	Vernacular	1893	3 buildings	
176/087	Wesley Ave	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
176/085	Wesley Ave	Vacant land. Historically undeveloped.	n/a	n/a	1 site	
176/086	98 Wesley Ave	Single-story, wood-frame, ranch-type dwelling terminating in a gable-roof and clad in vinyl siding.	Ranch	1950	1 building	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
176/096	103 Wesley Ave	Two-and-one-half-story, wood-frame, front-gable dwelling resting on a stone foundation and clad in wood clapboard siding. A wood-frame, two-car garage also is located on the property.	Vernacular	1927	2 buildings	
176/097	109 Wesley Ave	Two-and-one-half-story, wood-frame, front-gable dwelling with wrap-around porch, with turned columns, and clad in wood clapboards. Two one-story additions were constructed. A wood-frame garage also is located on the property.	Vernacular	1891	2 buildings	
176/084	118 Wesley Ave	Two-story, wood frame, side-gable dwelling clad in wood clapboard siding and resting on a stone foundation. The Colonial Revival-style dwelling has a two-story side addition. Dwelling rests on stone foundation. A wood-frame garage clad in wood clapboards and terminating in a gable-roof also is located on the property.	Colonial Revival	1928	2 buildings	
176/098	121 Wesley Ave	One-and-one-half-story, wood-frame, Cape Cod-type dwelling resting on a stone foundation and clad in clapboard siding.	Cape Cod	1930	1 building	
<b>Westbrook Place</b>						
177/021	2 Westbrook Pl	Vacant land. The building depicted on the 1939 WPA map is no longer extant.	n/a			1 site
177/008	4 Westbrook Pl	A two-story commercial building clad in aluminum siding, stone, and brick. The first floor features a storefront system.	No style	1926	1 building	
177/007	12 Westbrook Pl (Neidlinger's Store)	Two-story, wood-frame commercial building. The first floor is one-story and features two storefronts incorporating multi-light storefront windows. Visual observation suggests the storefronts were appended to a residential building. The upper floor is recessed from the first floor and is clad in wood shakes. A balustrade was constructed along the roof of the storefront. A stone, single-story cold storage building terminating in a gable-roof also is located on the property.	Colonial Revival	1865	2 building	
177/006	20 Westbrook Pl	One-story commercial building with a commercial store-front system. The bulkhead is brick and the building is divided into two parts. Exterior building materials include brick veneer and cement masonry units.	Colonial Revival	1950	1 building	
177/005	24 Westbrook Pl (Military Historians Headquarters Museum; former Post Office)	Single-story, wood-frame building with brick façade and parapet wall. Multi-light windows define the principal elevation. The building rests on piers.	Colonial Revival	ca. 1940	1 building	
176/126	30 Westbrook Pl	Two-story, wood-frame, Italianate-style dwelling converted to commercial use. The dwelling is clad in clapboard siding and	Italianate	1840	1 building	

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Parcel Number	Street Address	Description	Architectural Style/Form	Construction Date	Contributing	Non-Contributing
		terminates in a front-gable roof with gable returns. A full-width porch defines the façade.				

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE  
COMMUNITY PLANNING AND DEVELOPMENT

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1678-1966

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1678  
1840

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

N/A

\_\_\_\_\_  
\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Westbrook Town Center Historic District meets National Register Criterion A for local significance for its association with the settlement and development of the Town of Westbrook and for its association with the historic pattern of rural town development common to New England and coastal Connecticut. The Westbrook town center also meets Criterion C for local significance as a significant and recognizable entity comprising buildings, structures, sites, and objects that illustrate the evolution of domestic, ecclesiastical, civic, and commercial architecture in the rural community from the late seventeenth century through 1966.

The historic district illustrates the organic development pattern of a coastal Connecticut rural town center over three centuries. This pattern is characterized by an orientation to inland transportation networks; increasing town density over time as frontage lots were subdivided from larger parcels for new building sites; and, key civic, ecclesiastical, commercial features along with a large concentration of dwellings (Criterion A). Regional road networks influenced the spatial organization of the town and linear development along early overland transportation routes. Early dwellings were concentrated along the Boston Post Road, Old Clinton Road, and South Main Street, the primary thoroughfares. Coastal trade and shipbuilding industries, combined with agricultural production, provided the economic basis for early town development. Later development also was influenced by transportation advancements, such as the train and trolley systems, and the accessibility to metropolitan centers made possible by road improvements, including the realignment of the Boston Post Road and the later construction of I-95. These improvements spurred an increase in Westbrook's population and the construction of a commercial core and new municipal buildings during the early twentieth century. The historic pattern of incremental lot subdivision resulted in greater building density within the town center over time and contributed to the historic district's architectural diversity while retaining its rural character.

The historic district is a recognizable entity that includes examples of the major architectural styles popularized over the past three centuries. The district is significant at the local level for its concentration of eighteenth century, nineteenth century, and twentieth century buildings designed in a variety of architectural styles (Criterion C). The architecture of the town center historic district, which is dominated by single-family dwellings, documents the evolution of domestic architectural styles and tastes. The period of significance extends from 1678, the date of construction of the earliest extant dwelling (121 South Main Street) (176/030) (David Bushnell House), through 1966.

The terminal date of the historic district coincides with the 50-year age generally suggested for resource designation in order to achieve historical perspective. Buildings constructed after 1966 do not meet the level of exceptional significance required under Criteria Consideration G and are classified as non-contributing resources to the historic district. The historic district retains the integrity of location, design, materials, setting, feeling, association, and workmanship to reflect the evolution of rural Connecticut town development.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A: Association with the Pattern of Rural, Coastal Town Development**

During the early eighteenth century, Middlesex County residents who lived west of the Town of Saybrook began advocating for the establishment of a parish closer to their homes. The population increased sufficiently to support secession from Saybrook during the first quarter of the eighteenth century. In 1724, local citizens successfully petitioned the Connecticut General Assembly for permission to separate. During the Colonial period, the courts, rather than the church, were empowered to create new church congregations. Consequently, the General Court authorized the formation of the First Ecclesiastical Society of West Saybrook in 1725. This newly created entity was established as Pochoug, a name it retained until 1810 when the community became Westbrook. The Town of Westbrook was incorporated in 1840, 115 years after the establishment of the congregation (Pratt 1884:564).

Gradual population growth occurred in Westbrook during the nineteenth century, a trend that was not uncommon along the Eastern Coastal Slope of Connecticut (Herzan 1997:27). During three nineteenth century decades, Westbrook experienced consecutive population declines due in part to the loss of the shipbuilding industry: 1840 (n = 1,182), 1850 (n = 1,202), and 1860 (n = 974), despite overall population growth in the county (Connecticut Secretary of State 2008). A slight population increase (n = 987) occurred in 1870; however, the population continued to decline through the end of the nineteenth century, and by 1900, a total of 884 inhabitants resided in Westbrook. The towns of Chester, Clinton, Essex, Middletown, Old Saybrook, and Portland, which had more industrial and manufacturing opportunities, experienced population gains during the same time period.

Middlesex County consistently maintained a homogenous population with few immigrant or African American residents throughout the late nineteenth century and into the mid twentieth century. A total of 26 foreign born residents and two African American residents were recorded in Middlesex county in the 1870 census (Walker 1872:94). Town-level demographic data is not available until 1940; therefore, the locations of where these minority populations lived is not readily available. Westbrook's population increased from 849 residents in 1920 to 1,159 residents in 1940 (Truesdell 1943:182). For Westbrook as a whole, of the town's 1,159 residents, 145 residents (n = 12 per cent) were born outside the United States. The largest immigrant populations in Middlesex County were represented by those residents originally born in Poland (n = 1,652) and Italy (n = 2,716) (Truesdell 1943:832). Town-level data are not available for immigrant place of birth. While 589 African Americans lived in Middlesex County, none lived in Westbrook (Truesdell 1943:834, 838). Census data do not provide a breakout of town center residents versus those living in greater Westbrook. Employment and occupation data are not available for minor civil divisions, such as Westbrook, for 1940.

By 1960, the town's population increased to 2,399 residents (Ullman 1955:8-62). The median household family income for county residents was \$6,679 (n = \$53,998 in 2015 dollars) compared to for Fairfield County residents, whose median family household income was \$7,371 (n = \$56,592 in 2015 dollars) (Ullman 1955:8-167; Friedman n.d.). Between 1940 and 1960, the town's African American population increased to 7 (Ullman 1955:8-62). Demographic data are unavailable for locales such as Westbrook having a population under 10,000. In 2014, the town's population increased to 6,916 with town residents having a median household income of \$78,417 (Connecticut Economic Resource Center Inc. [CERC] 2016).



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The historic district benefited from the town's small but stable population. Development pressure did not occur in the Westbrook town center, and growth was accomplished through the partitioning of larger lots and the addition of buildings within the existing town fabric as opposed to the creation of new neighborhoods. Modest population growth helped Westbrook retain its rural, small-town character and a building stock that reflects three centuries of town development. The limited population increases influenced the creation and survival of a historic district that incorporates more recent architectural and stylistic trends without sacrificing its earlier past and community identity.

#### *Initial Settlement*

The town center contains a concentration of Colonial-period dwellings constructed during the late seventeenth century through the eighteenth century. The town center emerged as the result of settlement oriented towards established transportation routes, in particular east / west roads, which linked the community to other villages and towns. Early families settled along the crossroads in an area that became the Westbrook town center.

The Lay family were among the earliest settlers of the town. Indeed, Robert Lay was one of the first recipients of the outlying lands of the Saybrook Colony, on property located outside the town center, after these lands were distributed in 1648 (Dibble and Norton 1976:36). The earliest house in what would become Westbrook was built on land now occupied by Lay-Pritchett house, located at 55 Stevenstown Road, northwest of the town center and outside the historic district (Adler 1977). Other prominent early families included the Spencers, the Posts, the Bushnells, the Murdocks, and the Stannards, among others. These families were involved in most aspects of Westbrook's social, civic, educational, and religious activities from the seventeenth through the twentieth centuries. Members of these families also were engaged in the key industries that drove the Westbrook economy, particularly those focused on maritime activities and agriculture. Many of these families remained in Westbrook, including the town center, through the twentieth century, when many of the large landholdings were subdivided into smaller parcels. Examples of dwellings owned by members of Westbrook's founding families include 1269 Old Clinton Road (176/053) (owned by members of both the Lay and Spencer families); 1331 Boston Post Road (177/134) (owned by the Spencer family); 106 and 121 South Main Street (176/025 and 176/030) (owned by the Bushnell family); 1058 Old Clinton Road (175/075) (owned by the Murdock family); and, 138 South Main Street (176/028) and 1347 Old Clinton Road (176/046) (owned by the Stannard family). Members of the Post family owned 6 extant dwellings in the historic district, including 38 and 48 South Main Street (176/009 and 176/010) and 966, 1266, 1353, and 1393 Boston Post Road (183/227, 176/026, 177/133, 177/132).

Members of the Spencer family were involved in public service and private enterprise. Richard P. Spencer served as a state senator, while Daniel C. managed a mercantile business. Joshua Post and his son, Isaiah, farmed property located in the Pond Meadow District. Jedediah Post built small craft, participated in coastal trading along the Long Island Sound, and later engaged in milling and farming. Lyman Post, who also was engaged in farming, operated a 200-acre farm in Westbrook. Henry L. Post, a retired captain, was a farmer and fisherman, and Theo. D. Post was a farmer, fisherman, and school teacher (Beers 1874:144). Like members of the Spencer family, members of the Bushnell family were public servants. The Murdocks were a family of salesmen, traders, and merchants. Peter Murdock eventually acquired over eight hundred acres of land along the Pochoug River. Members of the family also were public servants as well as clergymen. Like fellow residents, the Stannards farmed, sailed, and operated retail establishments (Dibble and Norton 1976:35-44). John R. Stannard, for example, was a farmer and stock grower (Beers 1874:144).

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### *Town Planning*

New England communities, including those in Connecticut, were founded on the “town” concept incorporating agriculturally-based villages. Farmers lived in villages, with agricultural lands extending from the village center (Reps 1992:120). Early settlers were united by religion, familial ties, and economics, among other factors. Original land owners were proprietors who allocated land among themselves and their family members (Reps 1992:120). Proprietors determined which lands were available for public use, which lands were held in common, and which were set aside for future division (Herzan 1997:12).

This pattern is evident in the development of Westbrook where a handful of families were responsible for land distribution and lot creation through the third decade of the nineteenth century. These families held property along the major thoroughfares with direct access to the waterfront. Continuing through the late nineteenth century, the Chapman, Lay, Spencer, Post, Bushnell, Murdock, Stannard, and Wright families, original settlers to the area during the sixteenth through eighteenth centuries, retained properties along Old Clinton and the Boston Post Roads. Subdivision of these larger landholdings into smaller building lots began in earnest during the late nineteenth century and continued well into the late twentieth century.

Early New England towns were designed to accommodate a small population. Expansion was anticipated through the platting of undivided land, and later, through the subdivision of larger parcels into smaller house lots (Reps 1992:124). While some New England towns incorporated aspects of town planning, i.e., adopting provisions on building setbacks and developing a compact, gridiron plan, others did not conform to this typology (Reps 1992:125, 126). In the latter case, the towns were informally arranged, with a transportation artery serving as the town’s spine, resulting in a linear pattern of development. Westbrook is an example of an informally planned, linear town developing along a major transportation route. This organic development resulted in an initially dispersed population that increased in density over time.

Town greens are synonymous with the development of Connecticut town centers. In some cases, green space was introduced to provide a focal point in an otherwise linear landscape (Reps 1992:139). Typically used for grazing and pasture, the town green served as the political, social, and commercial hub for Connecticut towns from the Colonial period through the present. Character-defining features of the town green included the town hall, post office, community hall, religious institutions, burying ground, general store, and public library (Carley 2013:13; Herzan 1997:12; Reps 1992:124). In some cases, particularly in towns with larger greens, the town green was used for cattle grazing; however, grazing was not a common function (Reps 1992:124). The church or meetinghouse often occupied a position of importance on the town green. As early as the 1830s, roads encircled town greens and prominent dwellings and commercial businesses fronted the green (Wood 1986:63).

During the Colonial period, civic life was linked closely to religious life. The meeting house offered not only religious services but also provided the forum for governmental functions. As civic and municipal functions separated from the religious functions, civic and municipal and educational buildings often acquired the form and characteristics of their religious counterparts, most notably through the presence of a tower or steeple. This trend occurred in Westbrook and is represented in the construction of the Academy Building.

The Westbrook town center conformed to this pattern of town development. Westbrook’s town green is depicted on historic maps as early as 1859, when the green, identified as the “Common,” was included in Walling’s *Map of Middlesex County Connecticut* (Walling 1859) (Figure 1).



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Figure 2. Excerpt from Beers' *Westbrook Town, Westbrook Middlesex County* (1874).

The Common underwent modification between 1900 and 1946. What had consisted of open space, select municipal (the Town Hall), educational (the Academy), and ecclesiastical (Westbrook Congregational Church) buildings, and a building owned by W.G. Spencer on town land, was, by the mid twentieth century, subdivided into several parcels. Between 1900 and 1946, four dwellings were constructed (Beers 1874). The shape of the Common also changed due to the creation of Norris Road. The Common was altered further, as late as the twenty-first century, with the construction of a dwelling in 2003.

As changes occurred to the Common, efforts to create new open space appear to have been undertaken during the early twentieth century. The parcel at 1196 Boston Post Road (176/127), which is adjacent to the Common, appears to have undertaken the symbolic functions of the town green through the retention of open space, and the addition of public uses, including the former public library (completed in 1904) and the war memorial (installed in 1919). In 1940, the J.A. Fiske (Capt. Perry) dwelling was converted to Town Offices, shifting the civic center from the Common to the town green. The old Town Hall was demolished in 1960 (Dibble and Norton 1976:18). The library parcel previously was documented by the Connecticut Trust for Historic Preservation in the online resource [Towngreens.com](http://Towngreens.com). The website, which summarizes the history and evolution of town greens throughout the state, identifies the parcel at 1196 Boston Post Road 9176/127 as the town green. Documentation on the parcel historically identified as the Common is not provided (Connecticut Trust for Historic Preservation n.d.).

Construction of the public library was the result of a community-wide effort to provide a permanent home for the town's library, which had been housed in a number of buildings, including the Congregational parsonage, the train station, and the Academy. The Young People's Social Union solicited the town for funding for the establishment of a free library with the understanding that the Union would lend books in

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its collection as long as the town agreed to maintain, expand, and protect the collection. A state grant augmented the Library Building Fund, which issued subscriptions and provided construction funding. Select members of the Spencer, Perry, Fiske, and Chapman families each subscribed \$1,000 (Dibble and Norton 1976:89, 90). The town also contributed funding for the building's construction. Previous architectural survey identified Brooklyn architect John Mumford as the building's designer (Wigren, personal communication, June 2016). Mumford designed many buildings in the New York metropolitan region. Prior to opening his architectural practice, he served as a draftsman for the U.S. Navy Department during the Civil War. Mumford was in practice from 1866 until his death in 1914 (Withey and Withey 1956:433).

#### *The Influence of Overland Transportation Routes on Town Center Development*

The Westbrook town center generally developed linearly along two major transportation routes. This orientation towards inland roads is a pattern typical to New England towns. Over the years, new road alignments were created, roads were renamed, and greenspaces reconfigured; these changes reflect the evolution of the town center over time. The historic district has a denser pattern of development than other parts of the Town of Westbrook owing to its location at the crossroads of major overland transportation routes.

The town center's two defining transportation routes ran parallel to each other in an east / west direction: Main Street (currently Old Clinton Road) and Bay Shore Street (the current-day South Main Street and Seaside Avenue). The New Haven and New London Railroad, which introduced passenger rail service to Westbrook in 1852, ran parallel to Main Street before the road turned south at the junction with Bay Shore Street (Dibble and Norton 1976:18).

Development occurred along the northern Main Street (currently Old Clinton Road) route and the roughly parallel Bay Shore Street (currently South Main Street and Seaside Avenue) because these early thoroughfares provided east / west connections to neighboring towns, including Old Saybrook to the east and Clinton to the west. During the late nineteenth century, select property owners owned relatively large parcels extending from the south side of Main Street (currently Old Clinton Road) to the Patchogue River. These property owners, including the Chapmans, Stokes, Stannards, and Murdocks, among a few others, were afforded direct access to the river (Beers 1874). For much of the eighteenth and nineteenth centuries, the southern portion of the town, including property with direct access to the Long Island Sound, was privately owned by early Westbrook families. The land closest to the water was not developed until the late nineteenth century and the period spanning the second decade of the twentieth century through the 1960s.

The earliest dwellings located in the town center were constructed along the Boston Post and Old Clinton roads, Seaside Avenue, and South Main Street. These dwellings include the 1678 Bushnell House (121 South Main Street) (176/030); the 1735 dwelling located at 1101 Old Clinton Road (176/101), the 1755 Stannard Boarding House (5 Seaside Avenue) (183/142); the 1760 dwelling located at 38 South Main Street (176/009); and, the late eighteenth century Bennie Jones/Susan Robbins Kelsey House (996 Boston Post Road) (176/041).

The Bushnell House is of particular interest, not just because it is the oldest building in the historic district, but also because it is associated with the family of David Bushnell (1742-1824) who is credited as the inventor of the submarine. After the death of his father, David Bushnell entered Yale College which he attended between 1771 and 1775. While at Yale, Bushnell experimented on methods to make gunpowder explode under water (Milosky n.d.). The battles of Lexington and Concord resulted in Yale College closing early, forcing Bushnell to return home. After his return to Westbrook, he continued work to develop an

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underwater vehicle to deliver mines and explosives (Milkofsky n.d.). David, with the assistance of his brother Ezra, successfully launched a submarine, the *Turtle*, in 1776. Bushnell and his supporters, among them George Washington and Governor Jonathan Trumbull, anticipated that the submarine could be used as a weapon against the British navy. Attempts to use the *Turtle* to attack British warships were unsuccessful; however, Bushnell was successful in demonstrating that an armed, underwater craft was possible. Bushnell moved to Warrenton, Georgia, with Abraham Baldwin, a classmate from Yale, after the Revolutionary War. He taught at Franklin College, where he continued to perfect methods for delivering underwater mines. Bushnell died in 1826 (Milkofsky n.d.). During the 1930s, the Society of Descendants of Westbrook Settlers created a museum dedicated to Bushnell in the building originally constructed by Bushnell's uncle.

Seaside Avenue, Magna Lane, and Essex Road provide north / south access through the town center. Although Magna Lane was proposed in 1874, and some construction occurred along the road alignment before 1859, the road was not completed until 1944 (NETR var.). During the nineteenth century, buildings continued to be generally concentrated along the major thoroughfares.

By 1874, proposals called for the extension of Main Street to the west (Beers 1874). The "Common" as identified on the 1874 Beers map, was located at the junction of Main Street and Bay Shore Street (Seaside Avenue). Between 1859 and 1874, the Common was reconfigured. Current day Norris Avenue was established on the northwest side of the Common which reduced its size. The Town Hall was located on the southeast side of the Common, near the intersection of the present-day Essex Road and Westbrook Place. The Town Hall was demolished in 1960.

Additional transportation improvements were undertaken during the first half of the twentieth century. The route that became the current day Boston Post Road was constructed between 1929 and 1944. This new road was built north of and parallel to South Main Street (NETR var.). The realignment of the Boston Post Road was undertaken during a period when the federal government initiated efforts to simplify naming conventions for paved routes. The variety of road names in common use caused confusion for the motoring public. The Boston Post Road was realigned through Westbrook during this larger, nationwide effort, to consolidate a north / south route stretching from Florida to Maine. The new route was given the designation U.S. 1 (Federal Highway Administration 2015).

In a 1939 map prepared by the Works Project Administration (WPA), Old Clinton Road was identified as West Main Street. The new alignment of the Boston Post Road was depicted; and the former Boston Post Road, between Kingfisher Lane to the west and Old Clinton Road to the east, was identified as South Main Street. Many of the properties along the south side of West Main Street consisted of large parcels between West Main Street and the Boston Post Road (Works Project Administration 1939).

Realignment of the Boston Post Road fostered development of a recognizable commercial center near the town green as represented in the construction of three commercial buildings built from 1926 to the 1940s. These resources include 4, 12, and 24 Westbrook Place (a former post office) (177/008, 177/007, and 177/005) (Doane, personal communication, 7 July 2016).

#### *Agricultural and Maritime Economy*

The economic history of Westbrook, like that of much of Middlesex County, is characterized by diversified, often seasonal pursuits that changed over time. No one industry emerged in Westbrook to become the town's dominant economic generator. Maritime industries, namely shipbuilding and fishing, dominated during specific periods and times of year. For example, Westbrook maintained a fishing fleet out of its

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harbor (Herzan 1997:37). For many, fishing augmented a primary focus on agriculture (Bidwell 1916:281). Agricultural pursuits augmented maritime-related activities.

Early commercial and industrial uses in Westbrook primarily were sited outside the town center, and included uses associated with the iron industry and milling. By 1840, there were 49 gristmills and 42 sawmills in the county (United States Department of State 1841:128). No extant milling or iron resources are located within the historic district.

A review of agricultural census records underscores the fact that Middlesex County supported a mixed economy. County farmers did not specialize in a particular agricultural product or sector. Rather, local farmers engaged in diversified agriculture. County farmers produced grains, wool, hops, and hay, among other agricultural products (Historical Census Browser 2004; United States Department of State 1841:120).

Data on the types of agricultural products that may have been grown within the boundaries of the historic district is limited. However, a review of historic maps suggests cranberries were cultivated in and near the town center. During the mid nineteenth century, the New York Fruit Growing Company owned twenty acres of meadow, which were used for cranberry harvesting (Dibble and Norton 1976:130). In addition, cranberry marshes were located near the town center on property owned by Capitan J. E. Stannard and N. C. Dee, near the Long Island Sound. The E. W. Spencer cranberry marsh was located north of the railroad tracks, near the former alignment of Pond Meadow Road.

Westbrook residents, like many residents of southern New England coastal communities, engaged in agricultural activities that were supplemented by maritime-related industries, such as fishing, trading, and shipbuilding (Bidwell 1916:291). Several Westbrook residents illustrate this trend. Charles F. Kelsey, born in 1825, farmed before and after spending many years at sea. He lived at a farmhouse located on the Essex Road before he became captain of his first vessel the "New York," and when he returned to Westbrook after 1859. Captain Elbert Stannard, born in 1792, farmed before spending, "most of his time sailing on Long Island Sound, carrying passengers and freight between New York and Connecticut" (Dibble and Norton 1976:100, 101).

The importance of maritime trade also is reflected in surviving resources within the historic district that include the dwellings of former ship captains. Extant examples are located at 138 South Main Street (176/028) (Capt. Elbert Stannard House), 1193 Old Clinton Road (176/062), 1221 Old Clinton Road (167/002), 1356 Old Clinton Road (176/112) (Capt. J.W. Spencer House), 902 and 905 Boston Post Road (183/218 and 183/144), 1163 Boston Post Road (176/008), 1260 Boston Post Road (177/025) (Capt. James Redfield House), 1266 Boston Post Road (177/026) (Capt. H. L. Post House), 1280 Boston Post Road (177/027) (Capt. O. Kelsey House), 17 Knothe Lane (177/009) (relocated Capt. S.C. Magna House), and 61 Magna Lane (183/032) (Capt. J.N. Magna House). Surviving agriculture-related resources in the historic district also reflect the diversified economy. Multi-purpose barns include those located at 1218 Old Clinton Road (167/006) and 38 South Main Street (176/009).

Shipbuilding in Westbrook is documented as early as 1740 (Field 1892:108). Following the American Revolution, the industry rose in local economic importance. Regionally, shipbuilding was centered along the Pochoug and Menunketesuck Rivers. Westbrook's shipbuilding industry grew, and, by the early nineteenth century, a modest shipbuilding hub emerged (Pratt 1884:565). During the early nineteenth century, the Westbrook harbor was an ideal shipbuilding site, able to accommodate the drafts of small vessels (Field 1892:105). Schooners, brigs, and sloops were constructed (Pratt 1884:565). The shipbuilding industry also supported related trades, particularly those utilizing timber products.

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During the first half of the nineteenth century, the value of the ships and vessels built in the county totaled to \$203,700 (\$4,725,516 in 2015 dollars), a significantly higher value than the value of marine vessels built in the three other coastal Connecticut counties: New London (n = \$88,400) (\$2,050,739 in 2015 dollars), Fairfield (n = \$70,000) (\$1,623,889 in 2015 dollars), and New Haven (n = \$66,800) (\$1,549,654 in 2015 dollars) (United States Department of State 1841:129; Friedman n.d.). The success of shipbuilding during the period contributed to construction in the historic district. Between 1800 and 1840, 19 buildings were constructed, suggesting the industry afforded a level of economic security and prosperity that fostered new construction, including the dwellings of three sea captains: the Capt. H. L. Post House (1266 Boston Post Road) (177/026), Capt. J. W. Spencer House (1221 Old Clinton Road) (167/002), and the Capt. J.N. Magna House (61 Magna Lane) (183/032). Research suggests that at least one resource directly related to the shipbuilding industry survives in the historic district. According to *Westbrook History Happenings and Hearsay*, a ca. 1850 boathouse constructed by Matthew Murdock is located on property (1058 Old Clinton Road) (175/075) formerly owned by members of the Murdock family (Dibble and Norton 1974:146).

Shipbuilding contributed to the Westbrook economy until the mid nineteenth century. Technological changes contributed to the industry's demise throughout New England. Larger vessels with deeper drafts, steam power, and the introduction of iron and steel in shipbuilding eliminated small harbors such as Westbrook's from the industry. Shipbuilders sought areas accommodating larger vessels and new technologies. By 1870, the shipbuilding industry was firmly established in New London County, where 21 businesses employed 242 workers in 21 businesses. In contrast, four shipbuilding businesses employing 67 workers were located in Middlesex County (Walker 1872:643, 644). When the shipbuilding industry declined in Westbrook, related trades left as well. The decline of the industrial sector resulted in a corresponding decline in population (Connecticut River Estuary Regional Planning Agency [CRERPA] 1978:2). Westbrook's population decreased by 208 residents between 1840 (n = 1,182) and 1860 (n = 974) (Connecticut Secretary of State 2008).

Fishing, primarily shad, was another maritime-related industry that contributed to the local economy. The fisheries employed 441 Middlesex County residents in 1841. By contrast, the fisheries in New London County, which has a larger coastline than Middlesex County, employed 1,585 workers during the same period (United States Department of State 1941:122). Pound net fishing, which had been applied to shad, proved profitable by 1849; average catches increased, and the industry employed 60 to 70 men by the late nineteenth century. Pound net fishing is a fishing technique whereby large nets, which are run along the bottom of the water, are strung between stakes pushed into the water to make a trap. Fishermen would check the nets daily (The Mariners' Museum n.d.). Fish caught in the Long Island Sound were transported to Saybrook, Boston, and New York or used as fertilizer by local farmers (Dibble and Norton 1976:132). Fear of over-depletion of the shad stock led to regulation of pound fishing. The Connecticut General Assembly enacted legislation in 1875, prohibiting pound fishing and regulating net fishing (Dibble and Norton 1976:133). The legislation applied to the Connecticut River as well as the communities of Clinton, Saybrook, and Westbrook (Dibble and Norton 1976:133). Regulation contributed to the industry's decline in Westbrook.

The fish oil and fertilizer industry was another maritime-related business operating in Westbrook at the end of the nineteenth century. The Salt Island Oil Company, established in 1871 to manufacture Menhaden oil and fish guano, was located outside the town center, on Salt Island in the Long Island Sound. Fish oil processed by the company was sent to New York and the guano was used as fertilizer by local farmers. Local residents Theodore D. Post, Gilbert A. Post, J. L. Stokes, George Kirtland, and C.R. Stannard established the company (Dibble and Norton 1976:149). By the late 1870s, the company was producing an



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average yield of four gallons to the thousand, with 9,000 fish making a ton of scrap (United States Commission of Fish and Fisheries 1879:182). At the end of the decade, the Salt Island Oil Company was owned by J.L. Stokes and was one of seven fish oil factories operating in Connecticut (Goode and Atwater 1880:167). The company operated until 1886. Residents, who had begun constructing houses along the Connecticut coast, objected to the noxious odors created by the manufacturing plant. Local residents successfully lobbied elected officials to close the plant (Dibble and Norton 1976:149). Prior to the fish oil industry, Salt Island was home to the salt manufacturing industry. Today, Salt Island is owned by the Town of Westbrook (Town of Westbrook, Assessor's Office var.). No buildings are extant on the island (Bing var.; Doane, personal communication, 7 July 2016; Google Earth var.; Town of Westbrook, Assessor's Office var.). Salt Island is composed of two islands. Historic U.S.G.S. quadrangle maps suggest the island was divided in two after the 1938 hurricane (NETR var.).

Families with long histories in Westbrook continued to own much of the waterfront property at the end of the nineteenth century. Businesses related to the shipbuilding, fishing and fish oil, and salt had operated along the waterfront in areas outside the historic district. Additionally, farmers constructed "fish houses," where white fish were sorted and dried (Dibble and Norton 1976:19). By the close of the nineteenth century, residential coastal development supplanted industrial and agricultural uses.

A sampling of 1870 census records for town center residents illustrates the town's diversified agricultural and maritime economy.<sup>3</sup> Town center residents were engaged in a variety of occupations related to agriculture and the shipping industries, as well as service and support occupations needed for the town to thrive. Such occupations included commission merchant, domestics (Irish), manufacturer, clerk in store, editor, steamer purser, laborer, farmer, school teacher, fisherman, retired captain, mariner, physician, fish dealer, house carpenter, grocer, fisherman/farmer, and huckster (Ancestry.com var.). The majority of real property was valued between \$400 and \$10,000 (\$7,566 and \$189,153 respectively in 2015 dollars), with most real property value falling between \$1,000 and \$5,000 (\$18,915 and \$94,576 respectively in 2015 dollars) (Friedman n.d.).

#### *Summer Tourism and the Westbrook Town Center*

The evolution of Westbrook as a vacation destination followed similar trends to those found along the Eastern Coastal Slope. Demand for summer accommodations increased through the late nineteenth and early twentieth centuries as the Shore Line Railroad and the Shoreline Electric Railway facilitated access to the coast. Construction of a bridge over the Menunketesuck River in 1910 facilitated access to Westbrook's town center and beaches (CRERPA 1978:3). By the 1920s, subdivisions for middle- and working-class Connecticut residents were created along the shore to meet the ever-increasing demand for vacation homes (Herzan 1997:66, 67). Such development occurred in Westbrook, south of the town center.

Local property owners took advantage of this demand for beach access as the area south of the town center developed into a beach destination and beachfront communities sprang up along the shore (Dibble and Norton 1976:173). While summer colonies developed south of the historic district, seasonal residents contributed to the local economy of the town center. Extant tourist-related properties located in the historic district include the 1760 George C. Moore Westbrook Hotel (1248 Boston Post Road) (177/024) and a summer boarding house (5 Seaside Avenue) (183/142) owned by D.L. Stannard located at the intersection of Bay Shore Road (Seaside Avenue) and the proposed street connecting to Bay Shore Street (South Main

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<sup>3</sup> Street names are not provided in nineteenth century census records for Westbrook. A comparison of names that appeared in the 1870 census to names depicted on the 1874 Beers atlas was undertaken to identify town center residents.

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Street).<sup>4</sup> The George C. Moore Westbrook Hotel is a domestic building converted to lodgings. The building's outward appearance is no different from neighboring dwellings, suggesting the property owner converted the building to lodgings by 1859 to capitalize on the burgeoning summer tourist trade (Walling 1859). The practice of turning residential buildings into seasonal lodgings was not uncommon in coastal New England towns.

### **Criterion C: Architecture Associated with the Westbrook Town Center**

The historic district is a recognizable entity whose components collectively illustrate the evolution of architectural style and form. The town center reflects a cohesive collection of buildings, structures, and objects that convey the important trends in domestic, municipal, educational, ecclesiastical, and commercial architecture from the seventeenth century through 1966. Resources in the historic district generally maintain uniform massing, scale, and materials. Resources include examples from the Colonial period; Neo-classical, Greek Revival, and Romantic Styles; and, Cape Cod and ranch building types. High style examples of popular architectural styles are present in the historic district as are vernacular examples of buildings with limited architectural elaboration. The district not only has diversity in architectural style, but diversity in scale and massing also is present. The variety in building size, scale, and massing suggests the town center supported an economically diverse population. The concentration and variety of architectural styles and dwelling forms distinguish the historic district from adjacent areas that are characterized by nineteenth century and early twentieth century construction oriented towards seasonal, recreational uses, and by adjacent areas with significant concentrations of mid to late twentieth century residential neighborhoods and commercial development that reflect post-war suburban design.

A review of National Register documentation of Connecticut coastal towns with similar developmental histories as Westbrook was undertaken to compare commonalities and differences among coastal communities, relative to the Westbrook town center. The review of previous National Register documentation identified two town center historic districts in Middlesex County, Old Saybrook South Green and Clinton Town Center historic districts; and one in New Haven County, Guilford Town Center Historic District. A review of these three nominations was undertaken to provide comparative data regarding numbers of resources, architectural styles, building dates, construction sequences, and development patterns. Like Westbrook, the town centers developed around a town green; the social, religious, and civic heart of the town.

Settled during the 1630s and 1660s respectively, Old Saybrook and Clinton were founded near the Long Island Sound. In Clinton, early development occurred away from the water because early residents concentrated on agricultural pursuits (Clouette and Cronin 1994). Similarly, Westbrook's town center development was land-based focused. Construction occurred along overland transportation routes rather than water routes. As Clinton residents turned to maritime activities, roads that provided direct access to the Long Island Sound were constructed and facilitated subsequent residential construction. The current Waterside Lane, for example, supported early construction. Clinton's early success as a Colonial-era village was due in part to its location along U.S. Route 1. Commercial enterprises concentrated along the early overland transportation route. By the end of the Colonial period, Clinton was home to merchants, artisans,

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<sup>4</sup> Efforts were undertaken to identify boarders and guests who stayed in the town center's boarding houses and hotels. City directories do not exist for Westbrook until the late twentieth century. In addition, archival research suggests local newspapers did not exist for Westbrook (Library of Congress, Chronicling America. Historic American Newspapers <http://chroniclingamerica.loc.gov/>; Google Newspaper Archives <https://news.google.com/newspapers>).

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and shopkeepers, in addition to farmers (Clouette and Cronin 1994). Mirroring Clinton, Westbrook's earliest buildings are located along major transportation routes that include Old Clinton Road and South Main Street.

Like Westbrook, Old Saybrook's Colonial economy was based on maritime industries. During the eighteenth century, Old Saybrook had evolved into a shipbuilding town and a trading center. The town had established trade with the West Indies, which contributed to the town's wealth and growth (Brockmeyer 1975). The town green was the location of choice for early residents, and by the late eighteenth century, prominent members of the community had constructed large dwellings adjacent to the green. This development trend continued through the nineteenth century.

This trend, however, differs slightly from the pattern established in Westbrook. Many of Westbrook's early buildings are concentrated linearly along Old Clinton Road and South Main Street, the two major east / west thoroughfares through the town center. While some wealthy residents, as reflected in the extant architecture, constructed dwellings adjacent to the town green (1163 Boston Post Road (176/008) and 1356 Old Clinton Road (176/112)), others chose locations that were further away (61 Magna Lane (183/032), 106 South Main Street (176/025), and 138 South Main Street (176/028)). In addition, these larger houses were constructed between 1840 and 1850, suggesting a later period of economic prosperity when compared to Old Saybrook. The larger, architecturally sophisticated dwellings also suggest that the wealth generated from maritime activities afforded the property owners' greater disposable income. Additional financial resources meant property owners could construct larger dwellings with greater architectural sophistication than their predecessors. All of these later dwellings were constructed by ship captains with exception of 106 South Main Street.

Guilford was settled in 1639. Its early economy was based on shellfishing and agriculture. The town underwent a relative period of economic prosperity between 1750 and 1812 as a result of the growth of the shipbuilding and related maritime industries. The, "town grew very little until the mid twentieth century" (Raiche 1975). The development that occurred, "was devoted to serving the needs of the farming people. This need resulted in the construction of stores and banks" (Raiche 1975). Like Westbrook, three principal thoroughfares provide access to the Guilford town center. The Boston Post Road (U.S. Route 1) provides east / west access through the town. Boston Street functions as a secondary east / west route. The north / south approach to the town center is via Church and Whitfield streets, which connect the Connecticut Turnpike with the beaches. Commercial, civic, and ecclesiastical resources were constructed adjacent to the town green.

The concentration and types of resources in the Westbrook town center are similar to those found in Clinton, Guilford, and Old Saybrook. Although the four historic districts share similar development histories and building types, a one-for-one comparison of the three historic districts to Westbrook is not possible due to the type of information provided in the National Register documentation. In some cases, only construction dates or minimal physical descriptions were provided. Distinctions between type and architectural style within select time periods was not provided. For example, the earlier documentation does not consistently distinguish the type of dwelling constructed during the Colonial period. Additionally, select examples of representative resources may or may not have been provided.

Nevertheless, the three historic districts provide useful data points for analyzing the Westbrook town center. The Clinton Town Center historic district includes 207 resources, and 154 are contributing. A total of 39 Colonial-period (n = 19 per cent), 15 early nineteenth century (Federal and Georgian styles) (n = 7 per cent), 7 Greek Revival (n= 3 per cent), and 10 Victorian-period (n = 4 per cent) buildings are found in the

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district. Of the 44 buildings in the Old Saybrook South Green Historic District, 13 Colonial-period and early nineteenth century buildings (n = 29 per cent), 7 Greek Revival-style resources (n = 15 per cent), and 6 Victorian-period (n = 13 per cent) buildings are present (Brockmeyer 1975; Clouette and Cronin 1994).

Of the three previously documented historic districts, the Guilford Historic Town Center is the largest in terms of number of resources (n = 700) and acres (n = 1,752). Seventy-seven buildings were constructed between 1639 and 1799 (n = 11 per cent), 110 buildings were constructed between 1800 and 1850 (n = 17 per cent), and 75 buildings were built between 1851 and 1899 (n = 11 per cent). The National Register documentation provides minimal, overview information on architectural styles (Raiche 1975). Buildings are grouped by broad construction ranges (i.e., 1700-1800, 1801-1900, etc.) and data on architectural style is not provided.

By comparison, 17 Colonial-period (6 = per cent), 17 early nineteenth century (1800 - 1839) (6 = per cent), 9 Greek Revival (3 = per cent), and 23 Victorian-era (9 = per cent) buildings are present in the Westbrook historic district. Many of the historic district's early buildings incorporate later architectural stylistic elements. These modifications were undertaken as a means of updating a dwelling to reflect changing tastes. Comparisons of twentieth century construction dates and architectural forms and styles among the historic districts is difficult. With the exception of the Clinton Town Center historic district, specific construction dates, i.e., 1920, 1940, 1960, are not provided, making an analysis of twentieth century architecture among the four historic districts difficult.

A review of historic maps, National Register documentation, and past architectural survey confirms that the Westbrook town center historic district represents the largest concentration of resources constructed between 1678 and 1966 within the Town of Westbrook. Three dwellings were constructed in the town during the seventeenth century, including the 1678 Bushnell House (121 South Main Street) (176/030) which is located in the historic district, and 38 buildings were constructed during the Colonial period. The Greek Revival Style was popular throughout the Town of Westbrook with 29 Greek Revival-style dwellings constructed. Thirteen previously surveyed resources were constructed during the Victorian period throughout Westbrook, as a whole.

Colonial-period, early nineteenth century, and Victorian-era are the most common architectural styles and time periods represented, and twentieth century Cape Cod houses are the most common building type of resources within the historic district. The town center represents a significant concentration of Colonial-period (n = 17), early nineteenth century (n = 17), and Victorian-era (n = 23) resources within a recognizable and compact entity. Later styles and types, including the Colonial Revival Style (n = 36) and the twentieth century Cape Cod type (n = 27), represent a concentration of late nineteenth century and twentieth century development that highlights the town center's increased density and successfully illustrates changing styles and tastes over time (Taylor 2011).

Buildings constructed during the Colonial period are some of the most common buildings found in the Westbrook town center. The Cape Cod type is particularly dominant. The prominence of the Colonial-period Cape Cod-type dwelling in the Westbrook town center suggests comfort and familiarity with traditional building forms. The concentration of Colonial-period buildings along the major transportation routes reinforces the influence these early overland roads played in town development and illustrates how the small, coastal town benefitted from proximity to the Long Island Sound.

Colonial-period houses in the historic district include those properties located at 996 (Bennie Jones House; Susan Robbins Kelsey House) (176/041) and 1377 (Oxford Academy; P.M. Kirtland House) Boston Post

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Road; 1005, 1177 (Jeremiah Lay House), and 1193 Old Clinton Road (176/062); and, 38 (C.C. Post House) and 41 (D.B. Page House) South Main Street (176/009 and 176/034), among others. In addition to the above house type, the historic district includes one-and-one-half- and two-story Cape Cod forms. Examples in the historic district include 121 South Main Street (176/030) (David Bushnell House) and 1260 Boston Post Road (177/025) (Redfield Stannard House; Capt. James Redfield House).

The Greek Revival Style took hold in the historic district during a period of relative prosperity, as reflected in the extant building stock. The Westbrook town center has a significant concentration of Greek Revival-style dwellings in comparison to the Old Saybrook and Clinton historic districts. Not only was the style popular in the district among town center residents as a whole, it was especially popular among the historic district's sea captains. As interpreted in the Westbrook town center, the temple-front form was most common. Generally, these buildings are larger in scale than the buildings that were constructed earlier as well as those constructed during the early twentieth century. Notable examples include 1201 Boston Post Road (176-005), 106 South Main Street (176/025) (Bushnell House Inn; J.C. Bushnell House), and 1063 Old Clinton Road (175/001). A fully-executed, high-style, sophisticated example of the Greek Revival Style is presented in the Capt. J.N. Magna House (61 Magna Lane) (183/032). High-style interpretations of the Greek Revival Style are not unusual in coastal Middlesex County. The ca. 1860 Dibbell House (170 East Main Street) in the Clinton Town Center historic district is a monumental Greek Revival-style dwelling with a full-width, two-story portico. The prevalence of the style could reflect increased prosperity and an openness to new trends among Westbrook town center residents. It is likely the sea captains who owned many of the Greek Revival-style dwellings were exposed to new and differing ideas about domestic architecture through their travels.

The Gothic Revival Style also is represented in the Westbrook town center. The style is not uncommon in the region. Indeed, examples are found in domestic and ecclesiastical architecture along the Eastern Coastal Slope. The style was popular in both Old Lyme and Guilford, among other towns. The Gothic Revival Style was particularly popular in the construction of Episcopal churches. Examples of the style applied to ecclesiastical architecture are found in New London, Guilford, and Stonington (Herzan 1997:40). In the Westbrook historic district, the Gothic Revival Style was applied to domestic architecture; a more restrained example of the style also can be found on the Episcopal St. Paul's Church (53 South Main Street (176/033)). Gothic Revival-style examples of domestic architecture can be found at 966 Boston Post Road (176/033) (L.E. Post House).

A limited number of Italianate-style dwellings are present in the historic district. Elaborate and ornate examples, as well as more modest versions of the Italianate Style, are found throughout the region, including Old Lyme and Stonington (Herzan 1997:41). As applied to domestic architecture along the Eastern Coastal Slope, local builders and architects abandoned the campanile-like tower and the asymmetrical massing, common to high-style examples, in favor of rectangular or square blocks (Herzan 1997:41). The building located at 1119 Boston Post Road (176/036) is an example of the style as applied to a commercial resource. The properties located at 30 Westbrook Place (176/126) and 138 South Main Street (176/028) (Captain Stannard House Bed and Breakfast Inn; Captain Elbert Stannard House) are examples of the Italianate Style as applied to domestic architecture. The historic district also includes examples of Gothic Revival and Italianate detailing applied to earlier dwellings. The dwellings located at 1059 Old Clinton Road (175/003) and 9 Essex Road (176/119) (J.A. and C.M. Pratt House) are representative of this trend.

Relatively few late-Victorian period dwellings are located in the Westbrook historic district. The ornate and somewhat ostentatious character-defining features of the Second Empire and Queen Anne Styles may have been off-putting to residents more comfortable with classical elements and traditional building forms. The

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dwelling located at 1190 Old Clinton Road (167/004) is an example of the Second Empire Style, while the dwelling at 128 South Main Street (176/027) is a modest example of the Queen Anne Style found in the historic district.

The Colonial Revival Style, as exemplified in the John B. Riggio Municipal Building (1163 Boston Post Road) (176/008), represents a return to the ideals of the Colonial period and was particularly popular for commercial and municipal property types. At the time that 1163 Boston Post Road was converted from residential to municipal use, earlier stylistic ornamentation, including the Italianate features, was erased and the building was “updated” to convey an idealistic representation of local government.

In the historic district, the Colonial Revival Style also was applied to ecclesiastical buildings as well as domestic architecture. Examples of the style applied to commercial architecture include Citizen’s Savings Bank (1187 Boston Post Road) (176/006). The style also was applied to the Westbrook Congregational Church (1166 Boston Post Road) (176/118). Numerous residential examples of the style are found throughout the historic district and include, 35 Magna Lane (176/020), 1170 Old Clinton Road (176/110) (non-contributing), and 1249 Old Clinton Road (167/001) (non-contributing), among others.

The historic district includes many examples of popular twentieth century architectural styles and forms. Significant population growth did not occur in Westbrook until after World War II. A corresponding construction boom occurred during the post-war years. Between 1920 (n = 849) and 1950, (n = 1,549), the population nearly doubled through the addition of 700 new residents. A total of 43 dwellings were constructed between 1946 and 1966 in the town center to accommodate increased population. New construction also occurred during periods of increased construction of the vacation home. The increase in the number of buildings constructed in the historic district during the post-war years is indicative of the town’s growing population. Proximity to I-95 and the commuter rail station made the town center an attractive location for residents with a variety of different economic backgrounds. The post-war dwellings typically are modest, low-scale buildings. Ornamentation frequently is absent. The scale and massing suggests these buildings were affordable for the rapidly expanding middle-class residents locating in the Westbrook town center. Select small-scale buildings also likely were originally constructed for temporary, seasonal occupancy.

While the Colonial Revival Style is common, Cape Cod and ranch types represent the majority of twentieth century house types. Other styles and forms found in the historic district include the raised ranch, a subset of the ranch type, and the rare bungalow (1030 Boston Post Road) (176/045). The Cape Cod remained popular in New England through the end of the twentieth century. Examples of the twentieth century Cape Cod-type include 1078 (175/078) (non-contributing) and 1120 Old Clinton Road (176/105) and 116 South Main Street (176/026).

Westbrook Town Center Historic District  
Name of Property

Middlesex County, CT  
County and State

---

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

Westbrook Town Center Historic District  
Name of Property

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County and State

**Acreage of Property** 180.49

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude:	41.287621	Longitude:	72.462436
2. Latitude	41.288897	Longitude:	72.452132
3. Latitude:	41.287293	Longitude:	72.448849
4. Latitude:	41.285246	Longitude:	72.445360
5. Latitude:	41.283493	Longitude:	72.442033
6. Latitude:	41.281154	Longitude:	72.443077
7. Latitude:	41.282055	Longitude:	72.445186
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10. Latitude:	41.281172	Longitude:	72.453578
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12. Latitude:	41.281541	Longitude:	72.460497
13. Latitude:	41.285435	Longitude:	72.459052
14. Latitude:	41.287197	Longitude:	72.452881
15. Latitude:	41.286789	Longitude:	72.457913
16. Latitude:	41.285483	Longitude:	72.453037

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Westbrook Town Center Historic District  
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**Verbal Boundary Description** (Describe the boundaries of the property.)

The attached map depicts the boundaries of the historic district.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary of the Westbrook Town Center Historic District encompasses the current legal parcels containing the significant concentration of buildings, structures, sites, and objects constructed from the seventeenth century to 1966 along the Boston Post Road, Essex Road, Magna Lane, Norris Avenue, Old Clinton Road, Seaside Avenue, South Main Street, Salt Island Road, Wesley Avenue, Knothe Lane, and Westbrook Place. This area is defined by its visual continuity, density of development, and rural town character. Boundaries were delineated to exclude areas of predominantly post-1966 construction and suburban character as reflected in building design, use, and setting. These boundaries capture the original pattern of settlement along the established, major inland transportation network and are related to the town center's community services that include the religious, educational, and civic resources. The Mulvey School and the Oxford Academy link the west and east ends of the Boston Post Road and help anchor the town center.

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**11. Form Prepared By**

name/title: Kirsten Peeler/Senior Project Manager  
organization: R. Christopher Goodwin & Associates, Inc.  
street & number: 241 East Fourth Street, Suite 100  
city or town: Frederick state: MD zip code: 21701  
e-mail kpeeler@rcgoodwin.com  
telephone: 301.694.0428  
date: July 2017

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Westbrook Town Center Historic District  
Name of Property

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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Westbrook Town Center Historic District

City or Vicinity: Westbrook

County: Middlesex

State: Connecticut

Photographer: Greg Clifford and Laura Welles

Date Photographed: 14 December 2015; 18 December 2015; 20 January 2016; and 1 July 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0001)  
South Main Street Streetscape at Boston Post Road, camera facing northeast

Photo #2 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0002)  
South Main Street Streetscape at Boston Post Road, camera facing southwest

Photo #3 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0003)  
Boston Post Road Streetscape at Westbrook Place, camera facing northwest

Photo #4 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0004)  
Old Clinton Road Streetscape at Wesley Avenue, camera facing east

Photo #5 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0005)  
Boston Post Road Streetscape (north) from Salt Island Road, camera facing northwest

Photo #6 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0006)  
Boston Post Road Streetscape (south) from Salt Island Road, camera facing northwest

Photo #7 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0007)

Westbrook Town Center Historic District

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1269 Old Clinton Road, northeast elevation, camera facing south west

Photo #8 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0008)

1119 Boston Post Road, southeast elevation, camera facing north

Photo #9 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0009)

12, 20 Westbrook Place, southwest elevation, camera facing northeast

Photo #10 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0010)

4 Westbrook Place, southwest elevation, camera facing northeast

Photo #11 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0011)

1257 Boston Post Road, northeast elevation, camera facing southwest

Photo #12 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0012)

Citizen's Savings Bank, 1187 Boston Post Road, north elevation, camera facing south

Photo #13 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0013)

Walgreens, 1211 Boston Post Road, north and west elevations, camera facing southeast

Photo #14 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0014)

St. Paul's Church, 53 S Main Street, southeast elevation, camera facing northwest

Photo #15 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0015)

First Congregational Church of Westbrook, 1166 Boston Post Road, south elevation, camera facing northeast

Photo #16 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0016)

Academy Building, 30 Norris Avenue, south elevation, camera facing north

Photo #17 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0017)

Westbrook Public Library, 1196 Boston Post Road, south elevation, camera facing northwest

Photo #18 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0018)

Mulvey School, 866 Boston Post Road, southeast elevation, camera facing northwest

Photo #19 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0019)

Chemical Engine Company, 1163 Boston Post Road, west elevation, camera facing northeast

Photo #20 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0020)

Lower Cemetery, South Main Street, camera facing southwest

Photo #21 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0021)

Baseball fields, 1163 Boston Post Road, camera facing north

Photo # 22 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0022)

Bushnell House, 121 South Main Street, south elevation, camera facing north

Photo #23 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0023)

1025 Old Clinton Road, north and west elevations, camera facing southeast

Photo #24 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0024)

1260 Boston Post Road, southwest elevation, camera facing northeast

Westbrook Town Center Historic District

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Photo #25 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0025)  
1203 Old Clinton Road, north elevation, camera facing southwest

Photo #26 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0026)  
1306 Boston Post Road, southwest elevation, camera facing northeast

Photo #27 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0027)  
61 Magna Lane, east elevation, camera facing west

Photo #28 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0028)  
106 South Main Street, northwest elevation, camera facing southwest

Photo #29 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0029)  
1063 Old Clinton Road, north elevation, camera facing south

Photo #30 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0030)  
1059 Old Clinton Road, north elevation, camera pointing south

Photo #31 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0031)  
966 Boston Post Road, southeast elevation, camera pointing northwest

Photo #32 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0032)  
30 Westbrook Place, west elevation, camera pointing east

Photo #33 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0033)  
138 South Main Street, north elevation, camera pointing south

Photo #34 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0034)  
1190 Old Clinton Road, south elevation, view northwest

Photo #35 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0035)  
128 South Main Street, north elevation, camera pointing south

Photo #36 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0036)  
John B. Riggio Municipal Building, 1163 Boston Post Road, s elevation, camera facing north

Photo #37 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0037)  
1170 Old Clinton Road, south elevation, camera pointing north

Photo #38 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0038)  
1249 Old Clinton Road, north elevation, camera pointing southwest

Photo #39 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0039)  
1120 Old Clinton Road, south and east elevations, camera pointing northwest

Photo #40 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0040)  
116 South Main Street, north elevation, camera pointing south east

Photo #41 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0041)  
1078 Old Clinton Road, south elevation, camera pointing northwest



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Photo #42 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0042)  
17 Magna Lane, east elevation, camera pointing west

Photo #43 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0043)  
24 Magna Lane, west elevation, camera pointing north

Photo #44 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0044)  
1034 Old Clinton Road, south elevation, camera pointing north

Photo #45 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0045)  
1137 Old Clinton Road, north elevation, camera pointing south

Photo #46 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0046)  
1037 Old Clinton Road, north elevation, camera pointing south

Photo #47 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0047)  
Barn at 1218 Old Clinton Road, south elevation, camera facing north

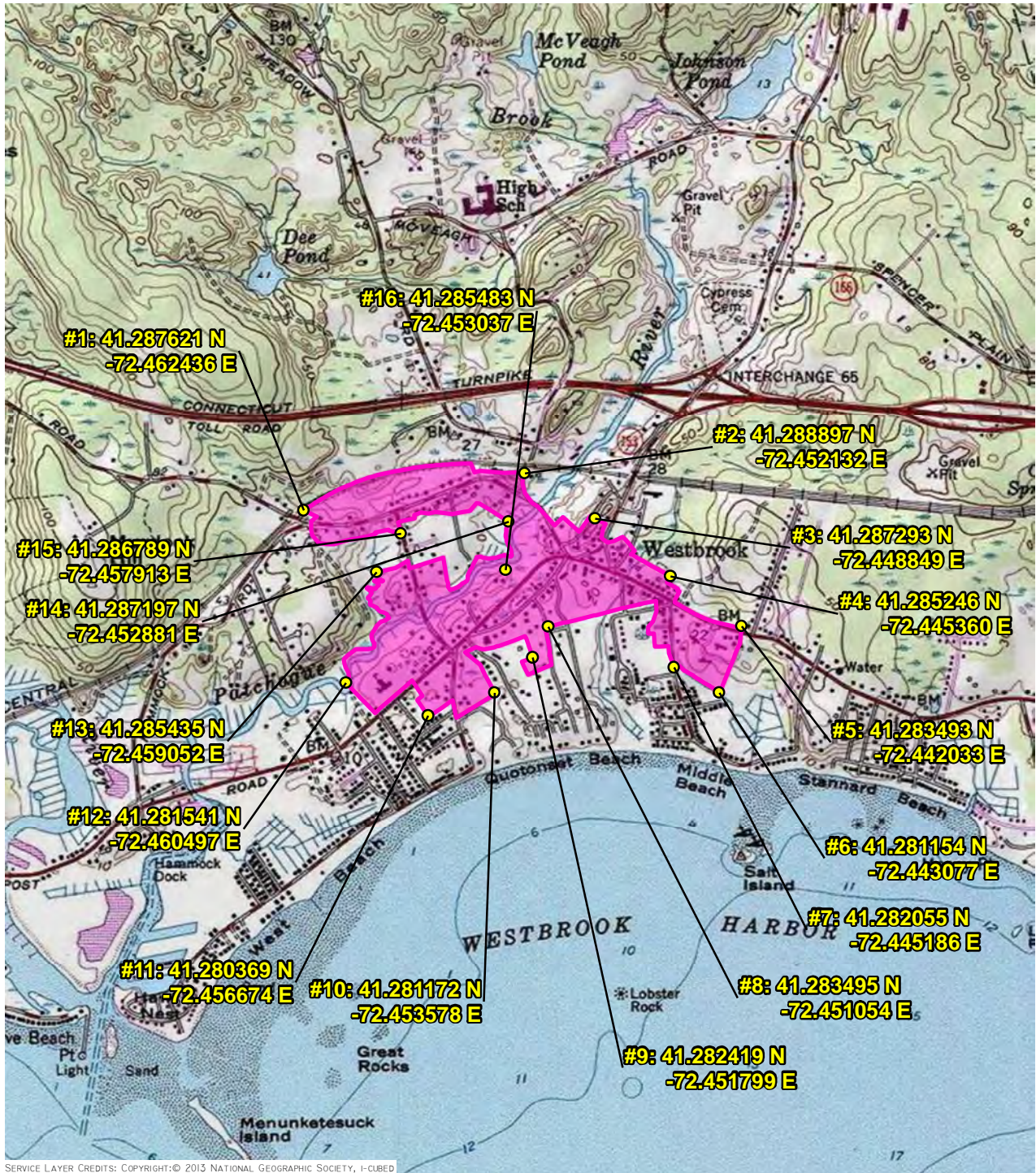
Photo #48 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0048)  
Barn located at 38 South Main Street, north elevation, camera pointing south

Photo #49 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0049)  
Garage at 1120 Old Clinton Road, south elevation, camera pointing north

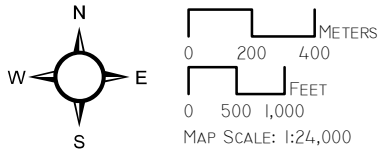
Photo #50 of 50 (CT\_MiddlesexCounty\_WestbrookTownCenterHistoricDistrict\_0050)  
Garage associated with 121 South Main Street, south elevation, camera facing north

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



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SPATIAL REFERENCE SYSTEM:  
ST PL CT / NAD 83

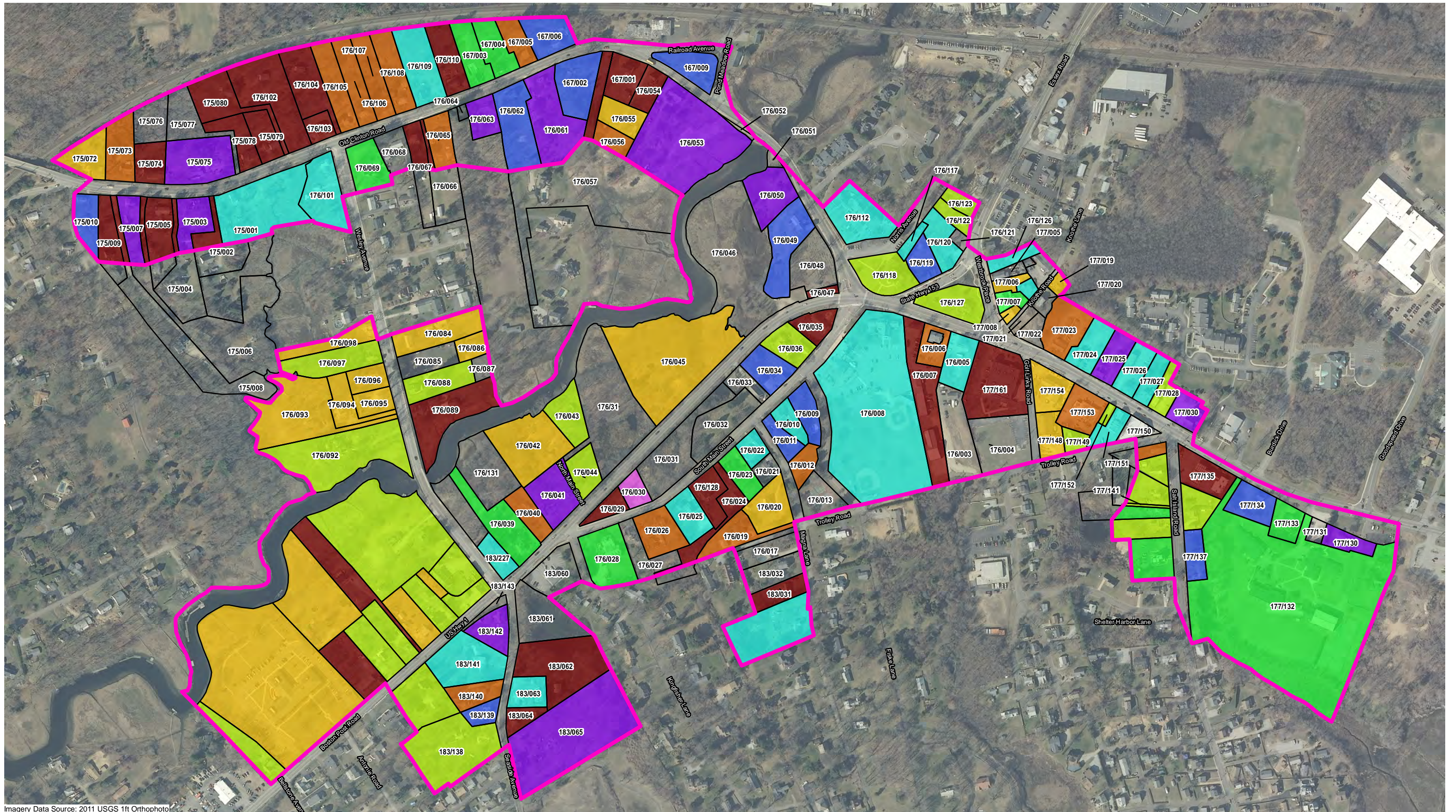
 Historic District Boundary

Westbrook Town Center  
Historic District

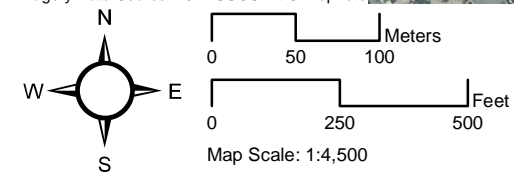
USGS 7.5'  
Quadrangle Map

R. Christopher Goodwin & Associates, Inc. | 241 East Fourth Street, Suite 100 | Frederick, Maryland 21701

Figure 1

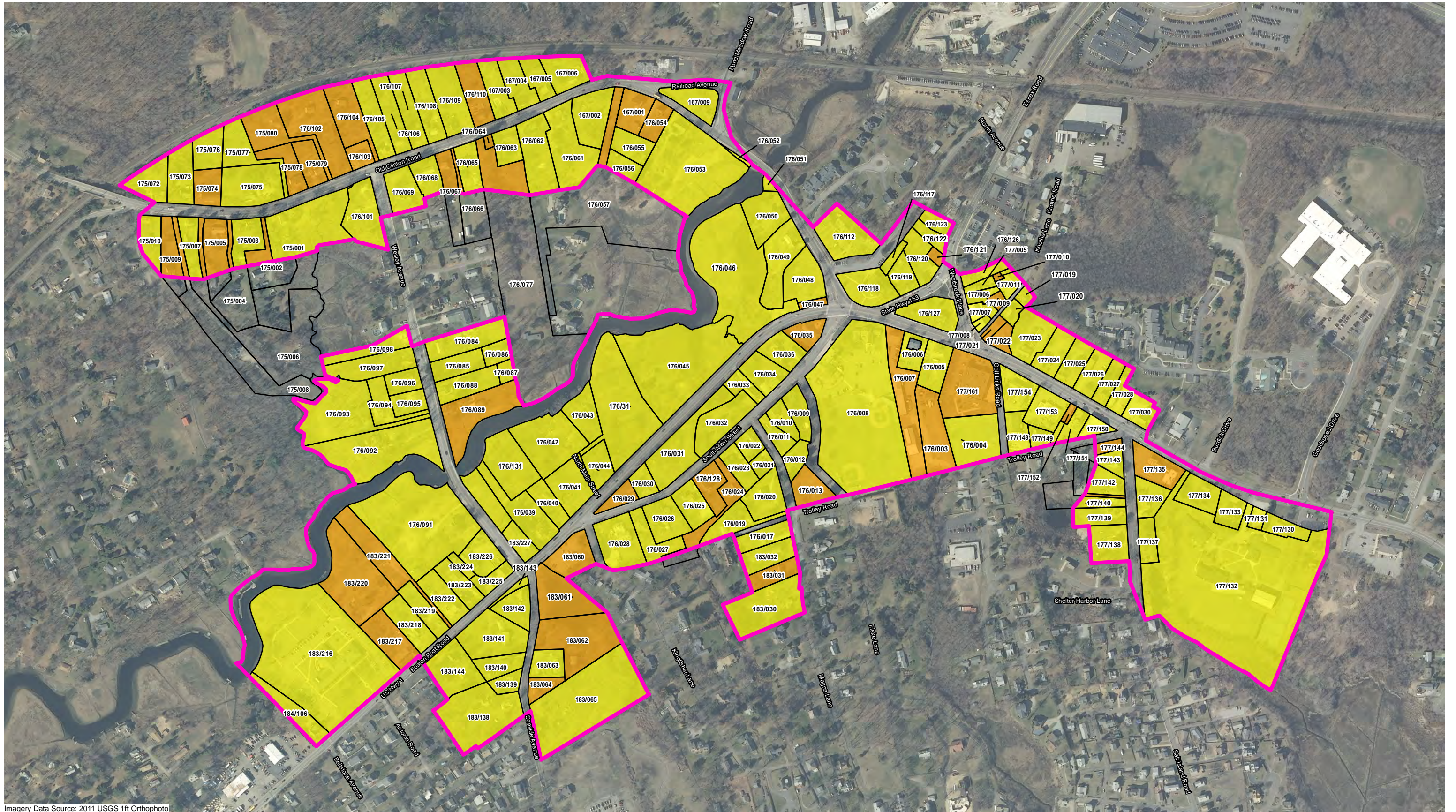


Imagery Data Source: 2011 USGS 1ft Orthophoto

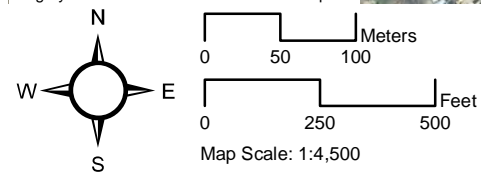


(Color-coding corresponds to principal resource)

Westbrook Town Center Historic District  
Construction Periods  
Figure 2



Imagery Data Source: 2011 USGS 1ft Orthophoto



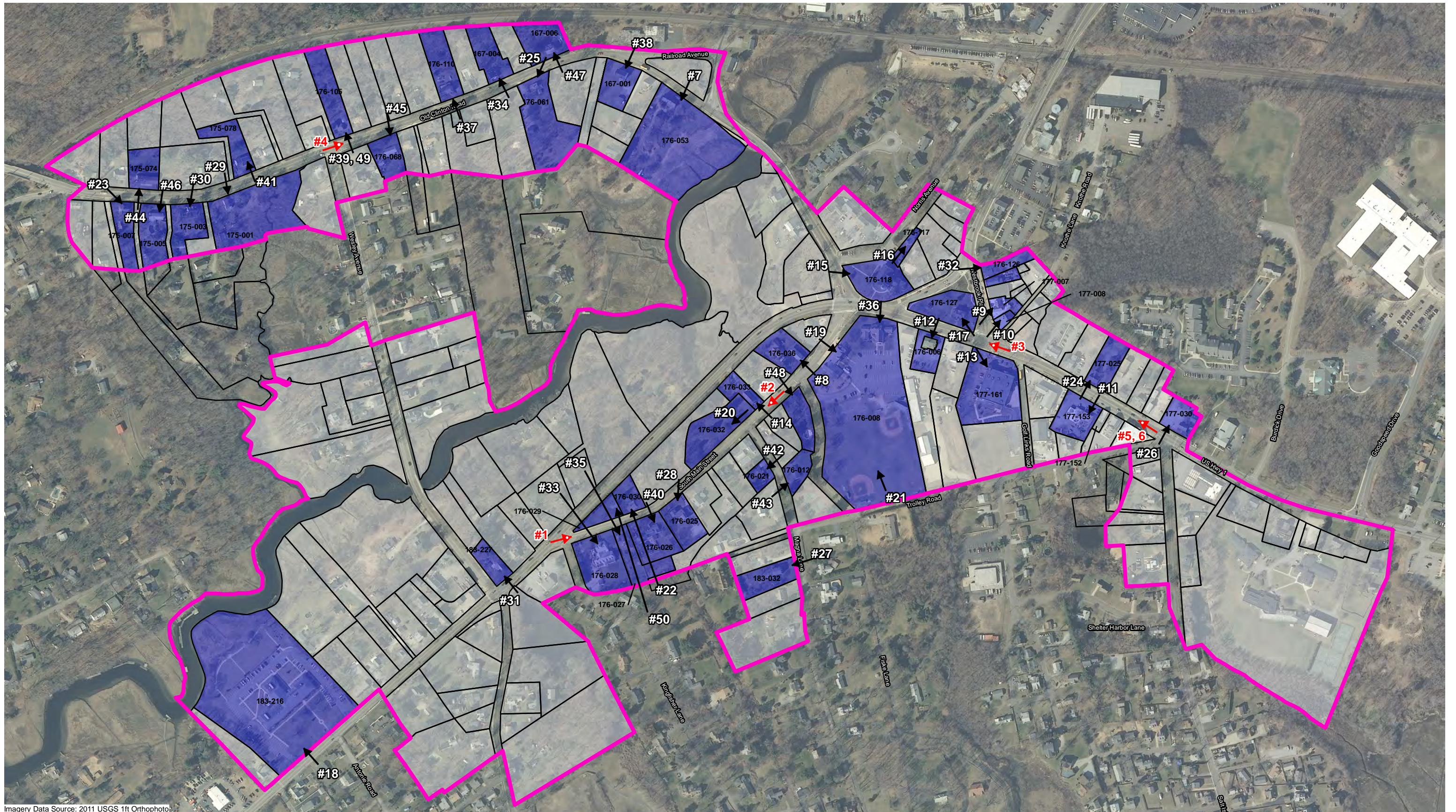
Spatial Reference System: SPCS CT / NAD 83 (ft)

- Historic District Boundary
  - Contributing Parcels
  - Non-Contributing Parcels
- (Color-coding corresponds to principal resource)

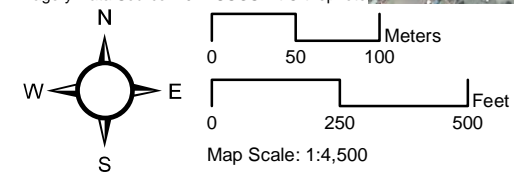
Westbrook Town Center Historic District  
Contributing and Non-Contributing  
Resources

Figure 3

R. Christopher Goodwin & Associates, Inc. | 241 East Fourth Street, Suite 100 | Frederick, Maryland 21701



Imagery Data Source: 2011 USGS 1ft Orthophoto



Spatial Reference System: SPCS CT / NAD 83 (ft)

Historic District Boundary

Parcels Including Photographed Resources

Parcels Not Including Photographed Resources

Denotes Resource Photograph Direction and Number

Denotes Streetview Photograph Direction and Number

Westbrook Town Center Historic District

Photograph Designations

and Directions

Figure 4

R. Christopher Goodwin & Associates, Inc. | 241 East Fourth Street, Suite 100 | Frederick, Maryland 21701



CAPTAIN  
STANNARD  
REB & BRIDGES - COUNTRY PA











NOT  
R

Joy

Merry Christmas

Merry Christmas  
Baker Street









*Eileen  
TAYLOR*

NAUTICAL + NEEDLES

SLIPCOVERS

INTERIOR DESIGN

UPHOLSTERY DRAPES VALANCES

FURNITURE CUSHIONS

CUSTOM BOAT CANVAS & INTERIORS

Handicap parking sign





**Best Rates  
Insurance Group**

Life      Auto  
Health    Home  
Disability    Commercial Lines  
Long-Term Care

**Turtle Café**



*Westbrook Place on the Green*

NO PARKING  
ANY TIME  
←

**OPEN**





Cristy's

ATM  
INSIDE

CLEANERS

Cristy's  
RESTAURANT

BETTER CLEANERS

Shoreline Framing  
CUSTOM FRAMING & ARTISANS

Cristy's  
RESTAURANT

CLEANERS

Auto  
Detailing





 Citizens Bank



Walgreens

PHARMACY

PHARMACY

Walgreens

STOP

STOP

OPEN



St. Paul's  
Episcopal  
SUNDAY SERVICES  
SUNDAY SCHOOL

Saint Paul's Church  
Episcopal  
Sunday Eucharist  
10:00 AM









WESTBROOK PUBLIC LIBRARY

1904

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Innovative Center  
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1841  
1842

MUSEUM of  
Early Engineering  
Technology









DONT  
WALK

1306









37

37

37



1059







1382





128





























CHEVROLET  
COBLT  
870-LCB

CHEVROLET  
Z71  
6ADKP7







UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Westbrook Town Center Historic District

Multiple Name:

State & County: CONNECTICUT, Middlesex

Date Received: 9/1/2017      Date of Pending List: 9/22/2017      Date of 16th Day: 10/10/2017      Date of 45th Day: 10/16/2017      Date of Weekly List:

Reference number: SG100001732

Nominator: State

Reason For Review:

Accept       Return       Reject      10/16/2017 Date

Abstract/Summary Comments: The beginning date for the period of significance (1678-1966) appears to hinge entirely on the estimated construction date of the house at 121 South Main Street. While possible, the documentation of this house as dating to the 17th century has not been shown in the nomination. While the recommendation of the SRB has been accepted for the POS, a begin date of circa 1750 may be more appropriate given the number of late 18th century houses reflecting more intensive settlement.

Recommendation/  
Criteria

Reviewer Roger Reed

Discipline Historian

Telephone (202)354-2278

Date 10/16/17

DOCUMENTATION: see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.





Department of Economic and  
Community Development

State Historic Preservation Office

September 1, 2017

Mr. Roger Reed  
National Park Service  
National Register of Historic Places  
Mail Stop 7228  
1849 C St, NW  
Washington, D.C. 20240



Subject: Westbrook Town Center Historic District, Middlesex County, Connecticut, National Register Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- Printed cover sheet
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Westbrook Town Center Historic District to the National Register of Historic Places.
- 1 CD of Digital Photographs

This National Register nomination was initially presented to the Connecticut State Historic Preservation Review Board on June 15, 2016. The district boundary was subsequently revised and the nomination was approved by the Board on November 30, 2016.

A public information meeting was held at the beginning of this nomination project on August 11, 2015. A second public information meeting was held on May 12, 2016 during the noticing period for the June 2016 Board meeting. Property owners received direct mail notice and a general notice was posted in the local newspaper. After the boundary was revised, all property owners received a second direct notice by mail, regarding the boundary changes and the November Board meeting date. No letters of support or rejection were received during the noticing period for either meeting. The Town of Westbrook is not a CLG. This nomination was initiated at the request and with involvement from the town planner.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-256-2766.

Sincerely,

Jenny F. Scofield,  
National Register Coordinator

Enclosures

State Historic Preservation Office

One Constitution Plaza | Hartford, CT 06103 | P: 860.256.2800 | Cultureandtourism.org

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