



PHASE I ARCHITECTURAL ASSESSMENT OF THE
PROPOSED EXTENSION OF THE
JUNCTION AND BREAKWATER TRAIL
LEWES, SUSSEX COUNTY, DELAWARE

AGREEMENT #1536, TASK 4

prepared for
DELAWARE DEPARTMENT OF TRANSPORTATION
DOVER, DELAWARE

by
JOHN MILNER ASSOCIATES, INC.
WEST CHESTER, PENNSYLVANIA

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prepared for

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ABSTRACT

A Phase I architectural assessment of the proposed extension of the Junction and Breakwater Trail was undertaken by JMA (John Milner Associates, Inc.) for the Delaware Department of Transportation (DelDOT). Four tasks were undertaken as part of this assignment: 1) Field Survey and CRS Form Preparation, 2) Historical Research, 3) Report Preparation, and 4) Project Administration and Meetings.

The purpose of the assessment was to locate, identify, document, and determine the National Register eligibility of specific architectural and landscape resources on this property (85.55 acres) that could possibly be affected by the proposed development. The assessment meets current guidelines (October 1993; amended April 1997) for cultural resources surveys reviewed by the Delaware Division of Historical and Cultural Affairs (DHCA).

The National Register evaluation of an agricultural property requires a consideration of extant buildings, landscapes, and structures, and the interrelationships among the three property types. A portion of this property, Bay Manor Farm (S1052), was previously identified by the Planning and Zoning Office of Sussex County in September 1979. The present survey updated this documentation and assigned sub-numbers to known related resources. The investigation indicated that the former Otis Smith barn clearly possesses the architectural significance necessary for National Register eligibility. The remaining outbuildings and farm fields do not.

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1.0 INTRODUCTION

1.1 PURPOSE AND GOALS OF THE INVESTIGATION

A Phase I architectural assessment of the proposed extension of the Junction and Breakwater Trail was undertaken by John Milner Associates, Inc. (JMA) for the Delaware Department of Transportation (DelDOT). Four tasks were undertaken as part of this assignment: 1) Field Survey and CRS Form Preparation, 2) Historical Research, 3) Report Preparation, and 4) Project Administration and Meetings.

The purpose of the assessment was to locate, identify, document, and determine the National Register eligibility of specific architectural and landscape resources on this property that could possibly be affected by the proposed development. The assessment meets current guidelines (October 1993; amended April 1997) for cultural resources surveys reviewed by the Delaware Division of Historical and Cultural Affairs (DHCA). JMA also prepared a Phase I archeological survey in conjunction with the proposed extension of the Junction and Breakwater Trail (Mancl 2013).

1.2 DESCRIPTION OF THE PROJECT AREA

As part of the identification of historic architectural properties, DelDOT determined an Area of Potential Effects (APE), as defined in 36 CFR 800.16:

(d) Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The APE for the proposed Showfield Extension segment of the Junction and Breakwater Pathway Improvements project constitutes a linear distance of approximately 1.55 kilometers (0.96 miles) along a path from Gills Neck Road to Road 23, then along Road 23 to Monroe Avenue. The proposed project involves the construction of a pedestrian and bicycle path running along the edge of the Breakwater subdivision, an agricultural field proposed for the Showfield subdivision, and Road 23 (Figure 1).

Between February and March of 2013, JMA personnel undertook an architectural survey and field assessment of the former Bay Manor Farm property (S1052), located along the southeast boundaries of the City of Lewes. The northwest portion of this property lies within the municipal boundaries of the City, whereas the lower section lies outside the City in unincorporated Sussex County (Figure 2).

2.0 PHYSICAL DESCRIPTIONS

The extant buildings of this portion of the Bay Manor Farm (S1052) are located near the center of the 85.55-acre parcel (tax parcel 335-8.00-46), located on the southeast side of the Freeman's Highway, south of its intersection with Monroe Avenue (Figure 1). This tract is one of five (or six) that previously comprised the 200-acre farm. Historically, large swaths of land between Freeman's Highway and the northeastern end of Gills Neck Road and a large residential property located on the east-northeast side of Gill Neck Road along the canal were included in the farm, including a marsh basin/pond. These parcels of land include additional mid-twentieth century agricultural outbuildings and a large Georgian-style mansion (Figure 3) (Plates 1-4). [These buildings are located outside the designated project area for the present investigation and are not evaluated in this document].

2.1 THE BARN

The barn building (S1052.001) on this property stands among fallow agricultural fields, approximately 2,125 feet southeast from the Freemans Highway, and approximately 1,250 feet northwest from the east side of Gills Neck Road. The former railroad alignment that historically ran from Lewes to Rehoboth lies approximately 250 feet northeast from the northeast end of the building (Plate 5).

This large rectangular-shaped, wood-framed, mid-twentieth century barn measures approximately 125 feet long by 60 feet wide. The core of the building stands two-and-one-half-stories in height and is covered by a large gothic-arched (rainbow) roof. Two metal ridge ventilators sit along the roof ridge. A full-width, shed-roofed extension spans the southeast wall, and a small, narrow, gothic-arched, covered extension extends perpendicular from the middle of the northwest wall. All roof sections are covered in wood-shingle sheathing. The majority of the sidewalls are clad in horizontal clapboard siding, with the exception of the upper/loft level of the northeast end which is covered in vertical wood siding (Plates 6).

The fenestrations of both the northeast and southwest ends of this building are exactly the same (Plates 6 and 7). The ground levels are pierced by one large centralized sliding-door opening, and a single, double-hung window opening toward the north corner (east corner on the southwest end). An additional centralized sliding-door opening pierces the loft levels, and the attic levels feature a centralized, wood, hinged-swing door, flanked by single, double-hung windows.

The core of the northwest wall features no openings; however, the extension has openings on all three sides (Plate 8). This one-story, one-room construction is pierced by large sliding-door openings on both its northeast and southwest walls, and a single, double-hung, six-over-one window opening on its northwest end. The southeast side of the buildings simply features five, open bays (Plate 9).

The ground floor of the interior was the only accessible level. The hay loft and attic levels were inaccessible. Presently, small piles of hay bales, tires, miscellaneous masonry, and small cords of wood are scattered throughout the interior (Plates 10 through 12). The ground level is supported by long I-beams, supported by multiple I-beam posts atop an earthen foundation. The interior is divided longitudinally into three open aisles that run the length of the building (Plate 11). There are several built-in features on this level, including a hay feeder/corncrib along the entire northwest wall, a square-shaped interior pen in the northeast corner of the building, and ladders on both the northeast and southwest end walls, accessing a narrow platform that leads to openings

to the hay loft level (Plates 11 and 13 through 16). An exposed rafter system is also visible, partially supporting the lean-to/shed-roofed extension (Plates 15 through 17). Period-era lighting fixtures still hang from the rafter/flooring system of the second floor (Plates 18 and 19).

2.2 THE SHEDS

Two mid-twentieth century sheds stand approximately 500 feet southwest of the barn, close to the property's southwest boundary. Both buildings are rectangular-shaped, wood-framed constructions, one-story in height. They are covered by shed-style roofs and are completely clad in corrugated metal (walls and rooftops). Shed 1 (S1052.002) stands facing southwest and features one large bay opening across its façade (Plate 20). No additional openings pierce the remaining walls. Presently, a pile of wooden troughs and porcelain salt feeders are stored inside the building (Plate 21). Shed 2 (S1052.003) stands perpendicular to the property's boundary line, facing southeast. Like Shed 1, this building features only one opening, here near the center of its façade (Plate 22). Piles of masonry material are stored inside this construction (Plate 23).

2.3 THE FENCING

Throughout this property (and larger former farm area), there are a number of fence types (S1052.004), including masonry posts with masonry stretchers, woven-wire (also known as net-wire) fencing, and horizontal board-and-posts fencing. It was also noticeable during the field assessment where certain areas of fencing once stood, but had been removed. Presently, within the boundaries of this particular parcel, masonry posts with masonry stretcher-type fencing stand along portions of the southwest property line (Plates 24 and 25), along a portion of the northeast property line (along the southwest side Monroe Avenue), and along the road path to the northwest side of the barn. Woven-wire fencing (with wood posts) marks the northwest property line (to the southeast side of Freeman Highway) (Plate 26). Additional fencing types, located outside the project area, were also noted and documented (Plate 27 and 28).

2.4 THE CIRCULAR LANDSCAPE

Located toward the north-northwest corner of this property, set within the fallow agricultural fields, is a circular grove of vegetation (Plate 29). This circular landscape element (S1052.005) measures approximately 250 feet in diameter. Presently, the area is very overgrown with thick amounts of brush and ground growth throughout; however, a double ring of sycamores with a break to the immediate east is visible within the area (Plate 30). Remnants of barbed-wire fencing (with wood posts) surround the outside area of this vegetation.

2.5 THE HORSE TRACK

Modern day aerials denote an oval-shaped horse track (S1052.006) along the northeast side of the property, southwest of the former Junction and Breakwater railroad alignment that led to Rehoboth. This area measures approximately 1,125 feet long and 435 feet wide. The track was not as clearly discernible at ground level, during the field assessment as agricultural crops have been planted across this area since its abandonment; however, one side of the former track was identifiable. A line of small tree growth marks the northeast side of the track (Plate 31).

2.6 THE FORMER RAILROAD ALIGNMENT

The entire northeast parcel line of the property is marked by a portion of the former Junction and Breakwater railroad alignment (S1052.007), the former Lewes to Rehoboth alignment. Though the tracks have been removed, the alignment is still quite visible in the landscape. Starting at the intersection of Freemans Highway and Monroe Avenue, this landscape element follows Monroe Avenue in a southeasterly direction, bisects the former farm by continuing in this direction, all the way to the east side of Gills Neck Road (Plates 32 through 35).

3.0 HISTORICAL OVERVIEW

3.1 BACKGROUND RESEARCH

Historical research entailed a land use and development history of the property, which included examination of deed records, court records (orphans court documents), maps, and other visual records, as available. The field assessment included a site visit in order to document in detail and develop an assessment of the architectural and historical integrity of the property. Repositories consulted included the Delaware State Historic Preservation Office (DE SHPO), the Sussex County Deed Office, Delaware Public Archives, and the Lewes Historical Society. Attempts to contact, and in some cases meet with, knowledgeable individuals with information about the history and development of the property included Hazell Smith (former owner), Michael DiPaolo (Executive Director of the Lewes Historical Society), Hazel Brittingham (longtime resident of Lewes and a local historian), Jerry Virden (resident of Lewes and a family descendant of the former property owner), Cherie Clark and George Contant (staff of the Department of Natural Resources and Environmental Control), and Dan Griffith (former Delaware Historic Preservation Officer).

3.2 HISTORY DISCOVERED

Otis Smith

Otis H. Smith was born in Brooklyn, New York in 1909 (Plate 36) (LHS n.d.). He attended New York Military Academy for primary and secondary education, and Washington and Lee for a post-secondary degree. He also earned a law degree from Brooklyn Law School (Grunder 2003:7).

During the early twentieth century, Smith's family took great interest and dedication in the fishing industry, in particular menhaden fish, prized for their oil and for use as fertilizer (Grunder 2003:7). The menhaden fish industry started in Lewes as early as 1883, with plants owned and operated by Luce Brothers and S.S. Brown & Company (Archdeacon 1998:7). By the turn of the century, the industry was served by the Consolidated Fisheries, with owner Thomas Hayes of New York, and the locally owned and managed Lewes Fertilizer Company. Like so many other businesses, the Great Depression terminated the Lewes Fertilizer Company. Shortly thereafter it was sold at a sheriff's sale to Harland M. Joseph. In 1938, abundant amounts of menhaden were spawning and traveling in large schools off the coast of New Jersey and the Delmarva Peninsula. Given the potential of good business and fortune, the Smith family purchased the former fishmeal factory (Lewes Fertilizer Company) along the waterfront of the Delaware Bay in Lewes (presently the site of Cape Shores – a residential area), and named their new company Fish Products Company. Otis served as the president and CEO of the business (Grunder 2003:7; LHS 2009:32).

During World War II, a large number of German prisoners of war, housed in camps located in Lewes, worked in Smith's factory, running the plant at high capacity. Smith arranged for buses to transport the workers to and from the factory each day, and provided them with three meals each day (Grunder 2003:7-8).

In 1947 Otis married Hazell Melson. During the 1950s, the couple built a grand Georgian-style home along Gills Neck Road. Within the boundaries of their property surrounding the house,

Smith fulfilled a lifelong interest as a rancher and began breeding cattle with his herd of prize Herefords (Forney 2001:20; Grunder 2003:8).

After the war, Fish Products Company continued to flourish. In fact, by 1955 the company purchased a neighboring factory and renamed it Seacoast Products (Plate 37) (Wilson 1999). Throughout the 1950s and early 1960s, the two Smith family-owned factories became the largest local employer of the area, and made Lewes one of the most important fishing ports in the country (Grunder 2003:8-9). Two of the company's largest customers were Townsend and Perdue (Forney 2001:20). However, by the mid-1960s, as a result of overfishing, the population of menhaden sharply declined in this area. Reluctantly, Smith moved his business to Louisiana, where the fish still thrived. In 1973 he sold the corporation to the British firm Hanson PLC and retired to Selma, Alabama, where he lived until his death in 2001 (Grunder 2003:8-9).

Otis Smith was an important figure, locally, regionally, and nationally. In addition to being known as a menhaden magnate he also served as mayor of Lewes for 18 years, from 1950-1968. The people of Lewes admired him as a businessman, government executive, philanthropist, civic leader, advocate for civil rights, rancher, and family leader. He personally financed infrastructure in and around the beach area to help in its development, advocated for racial integration and equality, and financed scientific research in both the private and public sectors. He also generously supported the town churches, hospital, and the University of Delaware's marine studies (Forney 2001:20; LHS 2009.32).

Bay Manor Farm

Aside from the fishing industry business, Otis Smith's lifelong passion was farming, agriculturally and breeding cattle. From as early as 1948 he began acquiring land along the canal, along Gills Neck Road and further south, and started building his residence and farm, Bay Manor Farms, an active farm with agricultural fields and cattle that was heavily utilized until 1972. Over this time span, the Smith's would come to own approximately 320 acres of property.

In 2008 after a lengthy interview with Hazell Smith, Dennis Forney, a journalist on the Delmarva Peninsula, wrote about the Smiths' life in several of his *Barefootin'* columns of the Cape Gazette. From these columns much was learned, including that after three years of planning and construction, the Smiths moved into their Georgian mansion in 1951. The land around them was ugly and made them feel isolated. They decided that the raw vista of depleted farmland spreading inland needed life to make it more interesting, so they started buying cattle. Forney's column goes on to explain that when employees of the Fish Products facility were not processing fish, some went to work pouring and installing the unique concrete fences that came to define the Smith lands along Gills Neck Road. Hazell reconfirmed this in recent months when DelDOT representatives attempted communication with her about elements of the former farm (Parker and Smith 2013). Some workers also worked on the farm, growing and harvesting the feed for the cattle and horses. For several decades to come, Bay Manor Farm would become a highly visited place with an internationally famous herd of Polled (cattle without horns) Herefords (Forney 2008a:7).

The farm started up at a time when beef and leather were particularly important – beef for food and leather for accessories items (shoes, suitcases, etc). Often the hide of the cattle would be punctured and/or scarred by the horns of the cattle while in shipment so protecting the hide became an important consideration and challenge. By a freak of nature, one of their Hereford bulls was born without horns. From that point forward, the value and opportunity of cultivating a superior breed of beef cattle without horns was then born and 'took off running' in the

entrepreneurial mind of Otis Smith. He was convinced of the market value of getting his breed up and running (Forney 2008b:7).

As related in a document entitled "Private Business Activity for Bay Manor Farm," on file at the Lewes Historical Society, agricultural and livestock activity initially started on the lands closest to his house. In the years to come, the farm would grow to encompass large swaths of land further to the southwest, beyond the railroad tracks. Files of documents report crop production and sales of corn and soybeans grown on the property, some for commercial sale and some as feed for Smith's animals. Additionally, the files include thorough studies on the planting of Bermuda grass (for his cattle) and dehydrators. Articles and correspondence also reveal that various livestock were kept on the farm, including Hereford cattle, sheep, rams, and bulls (LHS 2009:32) (Plate 38) (Salisbury Times 1962).

Otis purchased champion cattle, a bull from Oklahoma named Battlemixer, and a Hereford heifer from Ohio named Lady Larry (Plate 39). Their offspring went steadily at the business of producing more Polled Herefords and enlivening the fields along Gills Neck Road. Soon, Lewes became famous worldwide for the champion cattle produced on this farm. The cattle were kept like royalty, in first-class barns with separate paddocks for the different animals. Like everything else Smith had built, the barns were constructed of the best materials, including stout timbers for strength and tiled walls for cleanliness (Forney 2008b:7-8).

Though some of the buildings on the former farm reflect similar construction patterns and designs as those of the well-known contractor Rodney O'Neal, John T. Rogers, a contractor from near Millsboro, built all of the agricultural outbuildings on Bay Manor Farm (Brittingham 2013).

John Thomas Rogers Sr. was a self-employed contractor, waterman, hunter, and farmer. Born in Georgetown, he and his wife lived at Downs Landing, just up the river from Oak Orchard. In the fall of 1998 Dennis Forney related in his *Barefootin'* column of the Cape Gazette that former Senator George Bunting recalled fond memories of Mr. Rogers. Bunting recalled visiting Mr. Rogers on his farm and, while picking vegetables, hearing about hunting adventures and the buildings he had constructed. Specifically, he mentioned the buildings he constructed for Otis Smith on his property up on the Delaware Bay and down south (Plate 40) (Anonymous 1994; Forney 1998:7).

Area residents remember a total of three large barns having once existed on the farm and smaller outbuildings here and there, in between or standing nearby the buildings. During the early 1960s, one of the barns on Smith's farm, the big maternity barn (formerly located toward the northeast end of the property along the southwest side of Gills Neck Road), caught fire and burned (Brittingham 2013; Forney 2001:20; Virden 2013). In addition to the loss of the building, Smith also lost a bull calf, a product of an internationally acclaimed herd of polled Herefords that Smith was developing, bringing worldwide attention to Lewes. Given its form and lines, the calf was believed to have the potential of being a champion. This devastating event upset Smith enough to question the continuation of his experimental farming business (Forney 2001:20).

During the late 1960s, Hazell Smith began utilizing parts of the farm too, creating a breeding farm for harness horses which were kept in separate fields and stables. It was during this time that some of the buildings on the farm were re-purposed to meet the needs of the horses. The Smiths grew all their own feed, which included fields of oat, hay, and grain. They built their own track on the property and created a show field near the railroad tracks between Gills Neck Road and White's Pond. The horse shows were fundraisers for local causes (Plate 41) (Forney 2008a:8; Lafferty 2012:24; Parker and Smith 2013). Aside from the occasional horse show, the horse farm

was primarily used by a select few in town for riding and training purposes. In general, Bay Manor Farm was much better known for its experimental purposes and cattle, owned and operated by Otis Smith, than anything else (Brittingham 2013).

Complete acquisition of the large swath of land south of his mansion came over a number of years, parcel by parcel. However, in order to continue to accommodate his farming needs and continue being productive, Smith rented large tracts of adjacent farmland to his holdings, until he had fully acquired the large area that ultimately became known as his farm (Virden 2013).

Otis and Hazell Smith only used the property south of their residence for farming and agricultural purposes. No one recalls it ever being used any differently. Local residents do remember, however, that the Smiths threw lavish parties in some of their barn buildings. Apparently parts of some of their interiors were quite nice, and contained beautiful wood/woodwork (DiPaolo 2013).

Project-Specific Area (a parcel of the farm)

The historic background of the properties affected by the proposed trail project was researched using historic maps and aerials available for the region back to the year 1848. Historic deeds and Orphan's Court maps were utilized to track the ownership of these parcels back to 1885.

The majority of land through which the proposed trail runs is within Tax Parcel 335-8.00-46 which encompasses approximately 85.55 acres of land. Hazell M. Smith sold this parcel to Showfield LLC in 2008, for the purpose of residential development (SCDB:234). The southern part of the proposed trail runs along the northeastern part of the Breakwater residential development, which was formerly a part of tax parcel 335-8.00-43, prior to its subdivision. It was quickly apparent during research that the majority of this land has historically been utilized only for agricultural purposes, with sections recently disturbed due to highway construction and housing development.

The project area is depicted on the United States Coastal Survey Map of 1848 as a series of agricultural fields, meadow, and woodland (Figure 4). No buildings are illustrated within the area at this time, only one landscape element, a road that leads across the agricultural fields in a southeasterly direction from Kings Highway. Twenty years later, in an 1868 map of the area, still no dwellings are depicted within the project area; however, by this time the Junction and Breakwater Railroad is illustrated, running in a northeast-southwest direction immediately northwest of the project area (Figure 5) (Pomeroy & Beers 1868).

Junction and Breakwater Railroad

Prior to the building of the railroad in and out of Lewes, residents of the area lived in relative isolation. Even so, its location and means of transport by boat and a few roads did provide the area with more contact than other communities of the Delmarva Peninsula. Rail transit was first provided in 1829 between Baltimore and Elliott City, and quickly spread to other parts of the country. But not until 1832 did a line service the state of Delaware, and even then it serviced the New Castle area (Archdeacon 1998:4-5).

Twenty years later, in 1852 a corporation was organized and fully financially supported and backed to build a north-south railroad throughout the state that would encourage development in Kent and Sussex counties. This line, the Delaware Railroad, would ultimately become the backbone to all other rail lines and spurs developed throughout the peninsula. By 1856 a new corporation was organized to build a branch line to serve

the communities to the east within the southern part of the state. This branch was known as the Junction and Breakwater Railroad. “Junction” referred to the point at which the line connected to the main, north-south line (then the village of Clarke’s Corner, now known as Harrington). Construction of the line finally reached Lewes in December 1869. Passenger service officially began January 1, 1870 (Archdeacon 1998:5-6).

Rail transport in and out of Lewes provided a boom in employment, construction, and industry to the once small, isolated community. Eight years later, in 1878 the Junction and Breakwater was extended from Lewes to Rehoboth and provided transportation to the end of Rehoboth Avenue, where a station once stood (one block from the beach). Shortly thereafter, all the rail and branch lines south of Pennsylvania were consolidated and began to be known as the Delaware, Maryland and Virginia Railroad. In the years to come, the Pennsylvania Railroad would become the ultimate owners and controllers of this entire rail system (Archdeacon 1998:6-9).

Though the Delmarva Division of the Pennsylvania Railroad was one of the most profitable parts of the railroad’s operation, changes were made that did not bode well for particular communities, including Lewes. Inefficiencies led to the closing of local car and locomotive shops, once located near the end of the branch line. This led to job loss and substantial impacts to the local economy (Archdeacon 1998:10-11).

Railroad construction continued to boom until the later part of the century. By this point, most major towns had some line of rail service. Lewes was being served by both the DM&V Railroad and the MD&V Railway. By the 1920s and 1930s railroad passenger service had greatly diminished due to improvements in automobiles and highways and the onset of the Great Depression and World War II. During the post-war period, several factors contributed to the decline of rail usage: America’s love affair with the automobile, the competition of trucks for freight shipping, huge regulatory restrictions on the rail lines, and the cost of general maintenance and upkeep within their rights-of-way. Together these economic strains led to the ultimate closing and abandonment of many branch lines. The line from Lewes to Rehoboth held on until 1972, at which time it too was abandoned (Archdeacon 1998:11-16).

The earliest documented evidence of the Delaware, Maryland and Virginia Railroad line (D. M. & V. Railroad), later known as the Philadelphia, Baltimore, and Washington Railroad, and the Delmarva Division of the Pennsylvania Railroad, is seen in an Orphan Court document of 1885 (Figure 6). The plot also clearly shows how the lines divided these once coherent tracts of land. Research reveals that a portion of the tracts constituting Tax Parcel 335-8.00-46 and other nearby lands was that of the late Joseph Lafetra (SCOC:117), being held by Lafetra, William P. Jones, and Elihu Morris. As part of the sale ordered by the court, Morris purchased Lot 1 (16 acres), located on the southwest side of the D. M. & V. Railroad line. Lot 3 (30 acres), the area to the northeast side of the D. M. & V. Railroad line, was sold to Theodore Salmons (SCOC 1885:178). It appears that the remainder of the tax parcel was held in 1881 by David Russel, his heirs selling the tract years later to Walton T. Virden, in 1908 (SCDB 1908:202, SCDB 1926:205).

A portion of the property is again illustrated in a 1901 Coastal Survey map of the area (Figure 7) (USC&GS 1901). Though not a part of the project area, buildings are depicted along the southeast side of the railway, an area northwest of the property of discussion. The roadway that leads southeast from the railroad into the project area is a landscape element marking the dividing line of the land that would soon become that of the Virden family, as mentioned above.

Seventeen years later, by 1918, the area is nicely illustrated on a topographic map of the area bound by rail lines and local roadways. The Philadelphia, Baltimore, and Washington Railroad (leading to Lewes) lies to the northwest, the Philadelphia, Baltimore, and Washington Railroad (leading to Rehoboth) lies to the northeast, a small section of Gill Neck Road lies to the southeast, and a road leading from Gill Neck Road back to the rail line lies to the southwest. A few buildings appear to stand southeast of the rail line, but none is illustrated within the larger swath of land. A short agricultural path runs northeast off the last mentioned boundary (Figure 8) (USGS 1918).

Aerial mapping from 1937 begins to show a little more development on the property (Figure 9). The agricultural path is still visible toward the southeast section of the property, leading northeast, and two, lengthy, linear agricultural outbuildings (most likely chicken houses) and other miscellaneous buildings stand between the internal roadway and Gills Neck Road. A cluster of buildings also stand toward the northwest end of the project area.

During the 1930s, this corner area of development was owned by Letitia McKeurick Woodward and Clarence Gray, and was described as containing a one-and-one-half-story frame dwelling (SCDB 1934:37). In 1944 the parcel and two other tracts were sold to Henlopen Poultry Inc. (later Henlopen Poultry Co.), owned by Edwin R. and John H. Powell, Joshua Turner, and Carol M. Berger (SCDB 1944a:556, SCDB 1944b:171). By 1954 the parcel held houses along Kings Highway, with two outbuildings at the rear of a wooded area: a larger outbuilding and a second smaller building closer to the field. Road papers for the highway dating to 1964 depict the larger outbuilding, labeled as “Barracks” (Figure 10). The smaller building does not appear on these plans. Hazell Smith bought this section of land from the descendants of Edwin R. Powell and Joshua E. Turner in 1997 (SCDB 1997:256).

As reported by a longtime resident of the area, the buildings were identified as dwellings along Savannah Road, a small schoolhouse, agricultural outbuildings, barracks for migrant workers, and small industrial buildings. The small schoolhouse, seen at the northwest corner of the proposed trail, stood facing northeast. The one-story frame building was covered in clapboard siding and sheltered by a gabled roof. The interior floor plan was simple: one, large room with a closet for storage to the right upon entry and a corner bathroom. A large slate chalkboard hung along the northwest wall. At the southwest end of the building was a stone fireplace. The stone for this interior element is understood to have been salvaged from the Cape Henlopen Lighthouse. The schoolhouse was built for the “bo-hicks,” immigrants that worked in the local cannery during the 1920s. It is uncertain if the building was built on-site or moved to this location. The building collapsed during the 1990s and shortly thereafter was cleared from the site. The barracks was a long rectangular boarding house for the migrant workers. Though historic maps and aerials show two rectangular buildings in the vicinity, only one was used for this purpose. The development and construction of the Freeman Highway resulted in demolition of both buildings (Virden 2013). A few of these constructions can be seen in aerial photographs taken in 1939 (Plate 42) (Hagley Museum). The school house is not included in the photo; however, the barrack building is seen behind the tree line (lower right side of photo) with a white rooftop.

In September 1941 the Millsboro Feed Company, established in 1922 to serve the growing poultry industry (located on southern portion of the present-day tract), transferred their 49.8 acres of land to the company owners, brothers Harry E. and John J. Williams and George F. Outten (SCDB 1941:85). Within the next year Harry gained sole ownership, while John entered politics, becoming a U. S. Senator from Delaware in 1946. He served for 24 years and retired in 1970. Months later Norman B. Bayliss acquired Lot 1 and a 21-acre tract, land located further north near the railroad that once had been held by Lafetra (SCDB 1942:476, SCDB 1943:92).

Topographic mapping of the area from 1944 illustrates several long buildings on the property (Figure 11) (USGS 1944). Specifically, it shows a long rectangular building southwest of the junction for the DM&V rail alignment to Rehoboth and two more buildings of similar length further southeast, closer to the eastern side of Gills Neck Road. These buildings are remembered as chicken houses (Brittingham 2013; DiPaolo 2013; Virden 2013). Sanborn maps from the early 1930s document a poultry plant (Henlopen Poultry Co.) very close to the area (Figure 12) (Sanborn 1931; USGS 1944). Given the close proximity to the plant, it is believed that the owners of the properties during this time period raised chickens and conveniently transported them to the plant when the poultry was matured and ready for processing (Brittingham 2013; DiPaolo 2013).

By the early 1950s, the Smiths began acquiring this land. In 1952 they bought both parcels of land formerly owned by Bayliss, and in 1953 bought the land further south owned by Williams. Soon thereafter they transferred the land to the Fish Products Company, which it appears they owned by 1953 (SCDB 1952:98, SCDB 1953:301, SCDB 1953:596). In 1972 the company was reformed as the Smith Meal Company, which within a year transferred the parcels back to the Smiths (SCDB 1972:862, SCDB 1973:476).

In an aerial of the area from 1954 the long rectangular outbuildings are gone (Figure 13), though a remnant ghost-mark of the largest structure was still visible running underneath what appears to be a circular landscape feature with paths leading to it from the northwest, northeast, and southwest. Local residents suspect the buildings were likely destroyed when Hurricane Hazel blew through the area in October 1954, leaving behind significant amounts of damage throughout the area (Brittingham 2013; DiPaolo 2013). Replacing the buildings that once stood on the southeastern portion of the property was a large barn building, as well as buildings to its southwest end. From the time of their construction these particular buildings were used for cattle and hay feed storage (Virden 2013). If one follows the road path that lies along the northwest side of the building northeast it leads to a cluster of more barns located northeast of the railroad alignment. These constructions were of higher standard and were used for entertaining (Virden 2013).

By 1961 aerial imagery of the area clearly depicts how the paths that formerly existed in the northwestern section of the property were abandoned and planted as part of the surrounding vegetation (Figure 14). The unusual circular landscape feature is more distinguishable as a circular formation of planted trees. It is not uncommon for such landscape features to be the locations of historic family burials; however, in recent years, the Lewes Historical Society has done a pretty extensive documentation of local cemeteries and family burial plots. According to the present director, no one has ever mentioned or made the organization aware of any potential burial(s) in the copse of trees on this property (DiPaolo 2013). It is believed by some that this feature may have been an intentional planting by the Smiths, maybe a regulatory breathing/grazing ring for the cattle as part of their experimental farm/business (Brittingham 2013; Virden 2013).

Another element of note on the 1961 aerial includes internal fencing around the farm. Southwest of the circular landscape is a visible fence line that once stood in a northwest-southeast direction, encompassing a long rectangular section of land that stretched from the railroad to the internal road path that lay in front of the barn (located on the southeastern portion of the property) (Figure 15). As noted earlier, the Smiths fenced their property with notable concrete post-style fencing. This section of land, which was historically owned by the late Joseph Lafetra and later sold in 1908, was owned by Walter T. Virden and remained in the his family's ownership until 1980

when it was sold to the Smiths by Virden's daughter-in-law, the wife of Virden's son Gilbert (SCWB 1942:297, SCOC 1944, SCWB 1966:5, SCDB 1980:229).

Sometime after 1961 a dirt horse racing track was built to the southeast of the circle copse of trees, southwest of the former railroad alignment. However, it was not documented on any area maps until 1984 (Figure 16) (USGS 1984). The track was abandoned after 1992, yet is still visible on modern aerial photographs (Figure 17). Also still visible in this section of the former farm are the circular landscape feature toward the northwest end of the parcel, a fence line marking the Smith-owned land camouflaged within the dog-legged tree line to the southwest, small outbuildings along the property line toward the southeast, a large barn northeast of the outbuildings with road path to its northwest side, and the former Lewes-Rehoboth railroad line to the northeast.

4.0 ASSESSMENT RESULTS

4.1 INDIVIDUAL PROPERTY

This portion of the former Otis Smith Farm represents a historical pattern of growth for the larger farm. Smith's farm could be viewed as locally important for its experimental and proved farming practices; however, this singular portion of the former Otis Smith Farm does not possess historic significance and is recommended not eligible for the National Register under Criterion A.

Though associated with Otis Smith, an important figure locally, regionally, and nationally as a businessman, government executive, philanthropist, civic leader, advocate for civil rights, rancher, and family leader, this singular farm property, a small portion of his greater holdings, does not reflect the productive life of this individual. Therefore, it is recommended not eligible under Criterion B.

The barn is likely eligible individually for the National Register under Criterion C as a representation of a well-preserved example of a mid-twentieth-century, Gothic-arched, dairy/cattle barn. There are other gothic-arched barns in the Sussex County coastal area; however, very few maintain such a high level of integrity.

In his Preservation Brief on historic barns Michael J. Auer considered aspects of integrity of historic barns. They included the following:

Setting. Barns belong to farms, where they can be seen in relation to the surrounding fields and other structures in the farm complex. Contributing to the setting are fences, stone walls, roads, paths, barnyards, corrals, and ancillary structures such as windmills and silos.

Form. The shape of a barn is of great importance in conveying its character. For example, round barns are defined by structure shape, and gambrel and Gothic-roofed barns are defined by roof shape.

Materials. The survival of original or historic materials such as weathered wood siding, irregularly shape stones, roughhewn logs, and dressed beams contribute to the significance of a barn.

Openings. Barns generally have few openings for windows and doors. Typically, large wagon doorways and openings to the hayloft are critical to barn character.

Interior spaces. Typically, the barn is a combination of confined spaces on the lower floor and a large open space above. To retain integrity these spaces should retain their original character.

Structural framework. The exposed structural framework is a major component of the character of most historic barns. To retain integrity elements of the framework that were initially exposed should remain exposed (Auer 1989).

Architecturally, this former Otis Smith Farm barn retains a high degree of integrity. Although no longer used for agricultural or farming purposes, the surrounding parcel remains in agricultural use. Therefore, the barn retains integrity of setting. In addition, the original form, materials,

openings, interior spaces, and structural framework of the barn are all intact and appear original to its construction. Simply, the barn is used for storage.

The use of curved-Gothic constructions dates back to the nineteenth century. Various examples in the Midwest date as early as 1878. However, this design did not begin to attract wide interest until the twentieth century. Once curiosity and interest peaked, the barns were typically designed to mail order plans found in farm building catalogs (Soike 1995:161).

Twentieth-century United States dairy barns were typically classified into three types, based upon roof shape: gable, gambrel, and Gothic. As noted in a twentieth-century farm supply catalog:

The chief aim in modern roof design is to get as large an unobstructed area as possible in the mow for the storage of hay, and at the same time obtain a roof of great strength and rigidity to withstand the onslaughts of wind and weather (as cited in Shriber 2002:42-43).

Gable roofs were the primary roof form for barns from the 1700s until the early 1900s and reemerged as the preferred roof form from the 1950s to the present. Gambrel roofs were typically used in barn construction from the 1910s to the 1950s and replaces gable roofs as the dominant roof type for dairy barns during the period. Gothic roofs, a curvilinear form of the gable roof in which the rafters join to form a pointed arch, were constructed contemporaneously with gambrel roofs, but were not as popular. While this roof form was used in Delaware, it did not seem to become common in the state because of cost and construction complexities (Shriber 2002:43).

The gambrel-roofed barn achieved popularity as a means to increase hay storage without increasing the height of the barn. This barn form offered a ground level stable solely for dairy usage. Designs employed concrete floors and walls, ventilation systems, stanchions, managers, and troughs. Braced timber-framing was initially used in construction but was replaced by balloon framing in the early twentieth century (Shriber 2002:46).

Framing for Gothic barns was constructed either on the foundation, the hay mow floor, or the building plate. Most Gothic barns were built from the mow floor up, resting on a glazed tile or concrete block basement (Harper and Gordon 1995:224).

Following national practices, by the twentieth century many Delaware farmers erecting barns obtained designs either purchased or acquired free of charge from a farm supply company. These plans, most often designed by architects, typically reflected the most up-to-date sanitary and economical barn constructions that met standards of the day (Shriber 2002:28).

Gothic-roofed barns are unusual constructions for Delaware's agricultural landscape. Other known examples are the Bullock barn in the Whittlesburg vicinity of Kent County; the Ryan barn in the Smyrna vicinity of Kent County; the Hopkins barn in the Jimstown vicinity of Sussex County; and the Liston barn in the Thomas Landing vicinity of New Castle County. Other examples were seen in the Lewes area during field assessment of the area; however, they appeared greatly modified for commercial and/or modern day use.

The nearby sheds appear to have been altered with the application of corrugated metal to all of their wall surfaces and their shed-rooftops. Further, they do not convey strong associations with the era of construction of the barn. Therefore, no other buildings contribute to the significance of the property.

Farm fields still surround the building and area and appear to be actively cultivated. However, the farm is no longer used for cattle or equestrian purposes. The crops raised are not raised for either cattle feed or as a pasture. Therefore, the current croplands no longer are associated with the original, historic use of the barn and do not appear to contribute to the significance of the barn.

The buildings on the property reflect common twentieth-century construction techniques and are not likely to provide new information regarding building technology that is not already available through other means; therefore, the property is not likely to be eligible under Criterion D.

4.2 AGRICULTURAL LANDSCAPE

The National Register Bulletin on *Evaluating and Documenting Rural and Historic Landscapes* defines a rural historic landscape as a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features. Simply put, they are areas that commonly reflect day-to-day occupational activities of people engaged in traditional work such as mining, fishing, various types of agriculture, maritime activities, recreation, transportation, migration, conservation, and quite possibly areas adapted for ceremonial and/or religious activities.

The authors McClelland, Keller, et al. further detail the characteristics of a rural landscape as reviewed and assessed by the classification system of eleven key characteristics which have been developed for reading and understanding such landscapes. They are as follows:

Processes –

Land Uses and Activities: Land uses are the major human forces that shape and organize rural communities.

Patterns of Spatial Organization: The organization of land on a large scale reflecting a relationship among major physical components, predominant landforms, and natural features.

Response to the Natural Environment: Major natural features, such as mountains, prairies, rivers, lakes, forests, and grasslands, which influence both the location and organization of rural communities.

Cultural Traditions: Cultural traditions which affect the ways that land is used, occupied, and shaped.

Components -

Circulation Networks: Circulation networks are systems for transporting people, goods, and raw materials from one point to another.

Boundary Demarcations: Boundary demarcations delineate areas of ownership and land use, such as an entire farmstead or open range.

Vegetation Related to Land Use: Various types of vegetation which bear a direct relationship to long-established patterns of land use.

Buildings, Structures, and Objects: Various types of buildings, structures, and objects serve human needs related to the occupation and use of the land.

Clusters: Groupings of buildings, fences, and other features, as seen in a farmstead, ranch, or mining complex, result from function, social tradition, climate, or other influences, cultural or natural.

Archeological Sites: The sites of prehistoric or historic activities or occupation, which may be marked by foundations, ruins, changes in vegetation, and surface remains.

Small-scale elements: Small-scale elements, such as a foot bridge or road sign, add to the historic setting of a rural landscape (McClelland, Keller, et al. 1989).

In Delaware, common agricultural buildings might include farm houses, various types and styles of barns, equipment sheds, silos, corncribs, tenant houses, dairy-related outbuildings, wash houses, summer kitchens, stables, and chicken houses. Common patterns for an agricultural district that might be noted include the location of the house and barn across the road from one another, similar type farm houses or barns erected in close proximity to one another, large acreages of farmland in an area, a number or assortment of outbuildings, and crops produced.

Historically, up until the mid-twentieth century, this part of the Lewes community had been considered rural. Vast amounts of the surrounding lands are noted on historic maps as farmland, from the early to mid-nineteenth century through the late twentieth century. However, in more recent years the land has been acquired for large modern residential developments and/or individual large single-family homes. In the process of their developments, former farmhouses and outbuildings have been demolished, destroying the once historic rural landscapes. An area close to project area that has seen rather significant changes is Gills Neck Road. From its south end moving north, this area is quickly changing. What may once have been a rural road with roadside farmhouses, outbuildings, and large swath of agricultural farmland sparsely scattered along the roadway is quickly being encroached upon by modern development and infill. Architecturally, these new constructions do not reflect any aspect of the historic past, creating a lack of cohesiveness to those former agricultural properties that still remain. The northern end of the roadway still retains aspects of the former agricultural past; however, overall the area's historic integrity (design, setting, materials, feeling, and association) has been too compromised to be considered as a district.

5.0 SUMMARY AND RECOMMENDATIONS

Selecting a National Register boundary of an agricultural property requires a consideration of extant buildings, landscapes, and structures, and the interrelationships among the three. The barn clearly possesses the architectural significance necessary for National Register eligibility. The remaining outbuildings and farm fields do not. Therefore, the recommended National Register boundary for this portion of the former farm includes only a portion of the parcel. The recommended National Register boundary consists of a polygon-shaped boundary around the outer walls of the barn (Figure 18).

Recommendation:

Though it was outside the designated project area for the present investigation, it is recommended that the adjacent grounds of the entire former farm be documented and assessed for individual National Register eligibility and/or as a potential National Register-eligible landscape, together with this section of the former farm.

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Figures

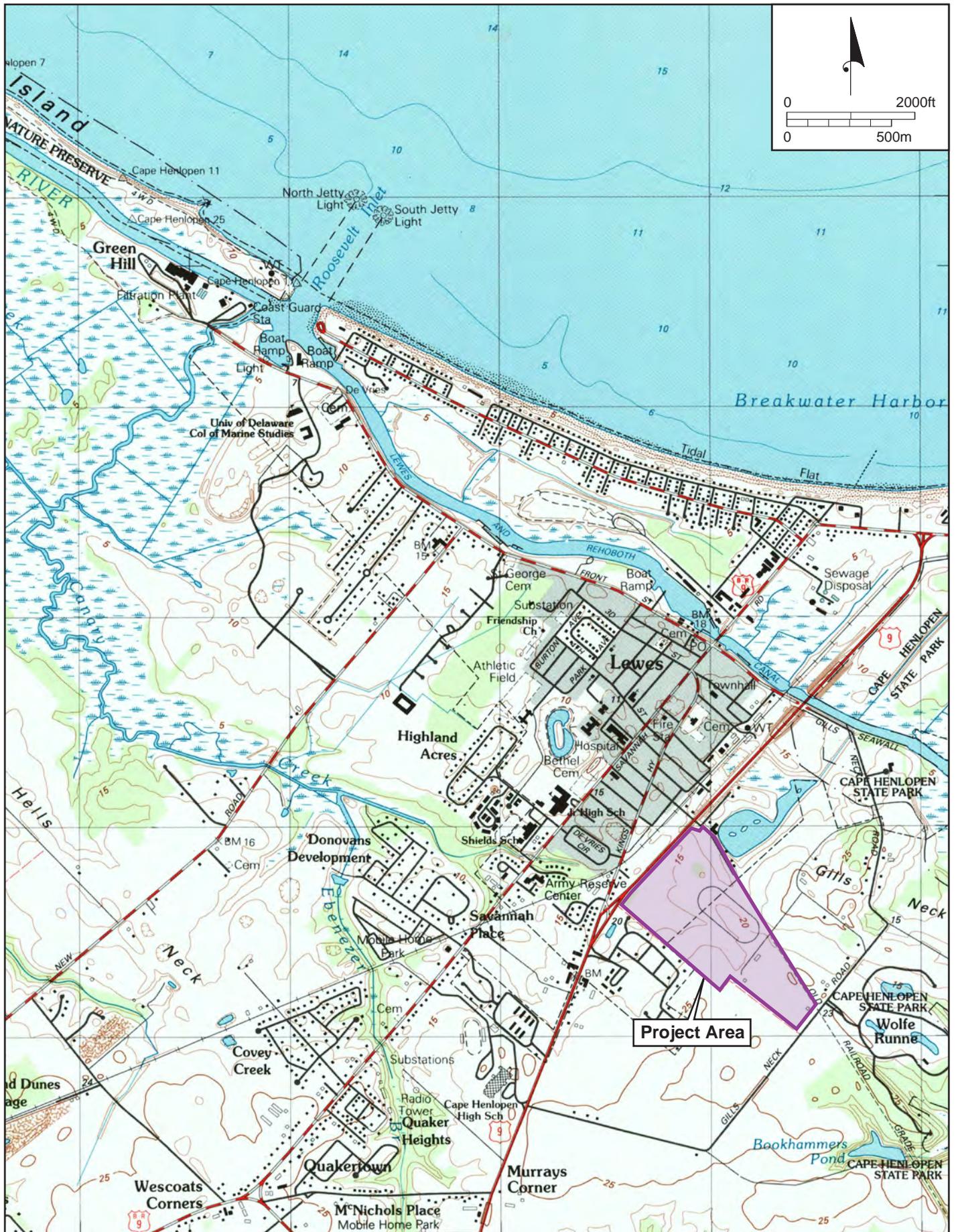


Figure 1. Detail of the *Lewes, Del.* topographic quadrangle, 7.5-minute series (USGS 1997), highlighting the location of the project area.

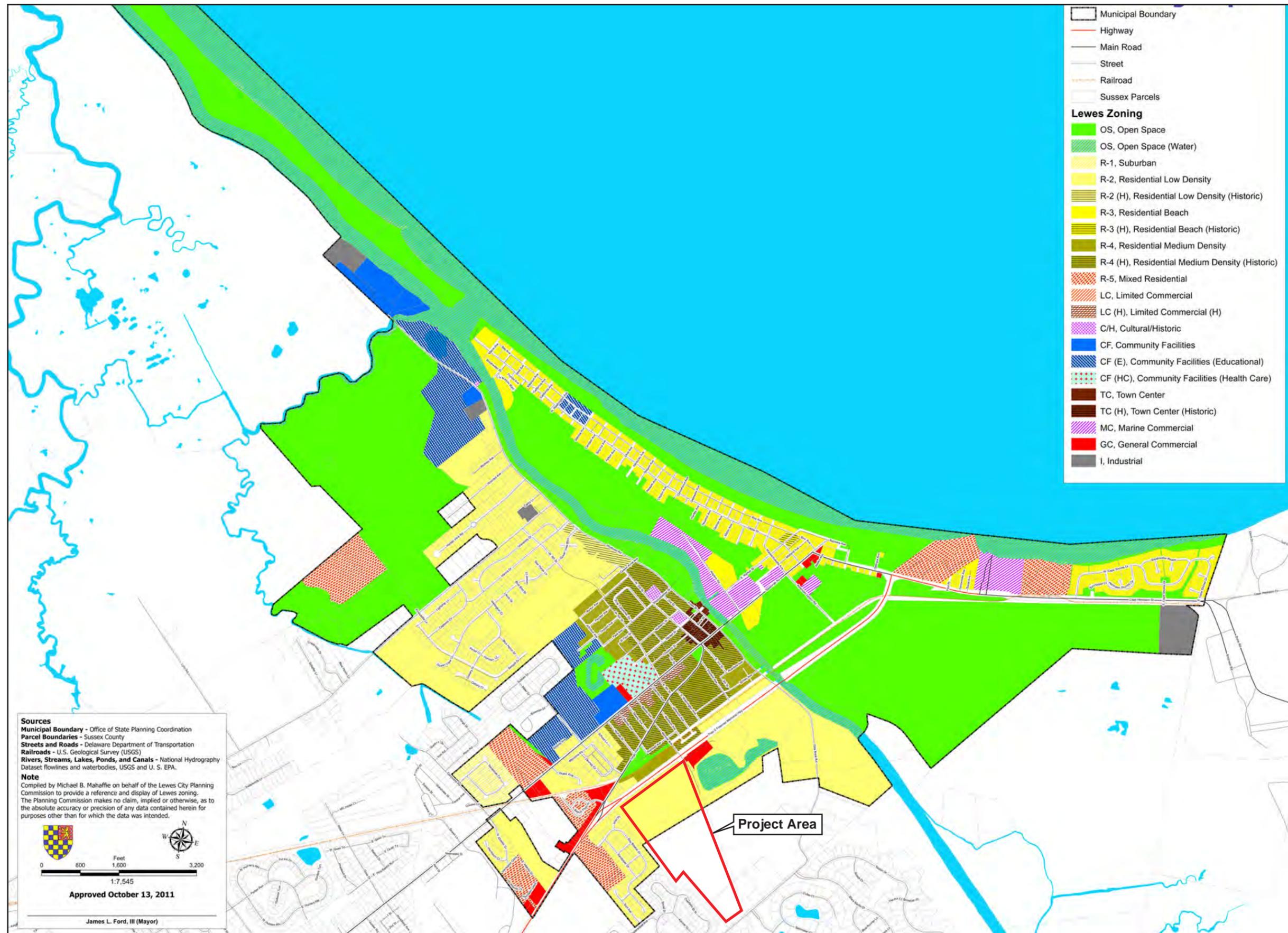


Figure 2. City of Lewes Zoning Map (Mahaffie 2011), detailing the location of the project area.

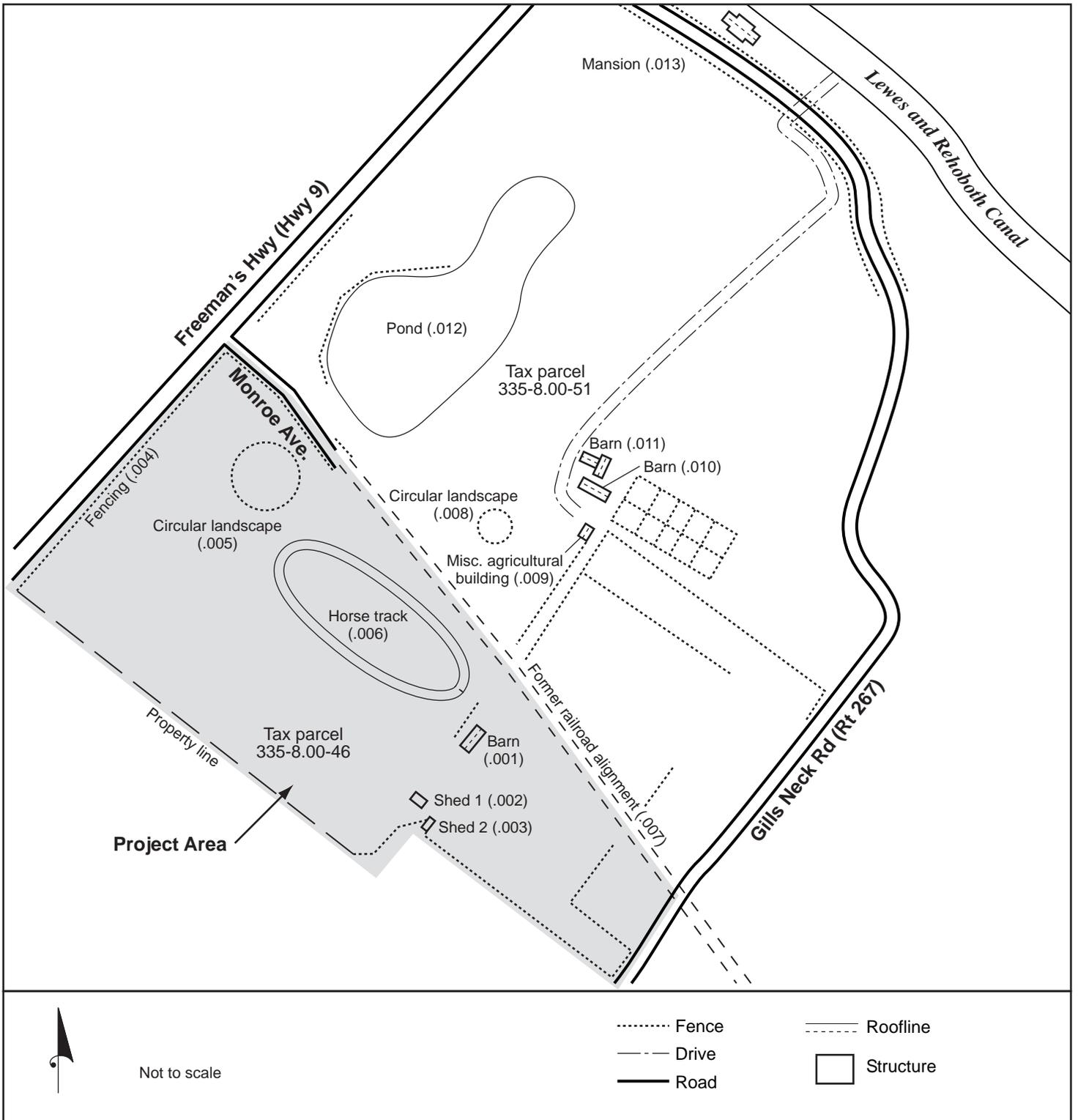


Figure 3. Site plan of Bay Manor Farm (S1052).

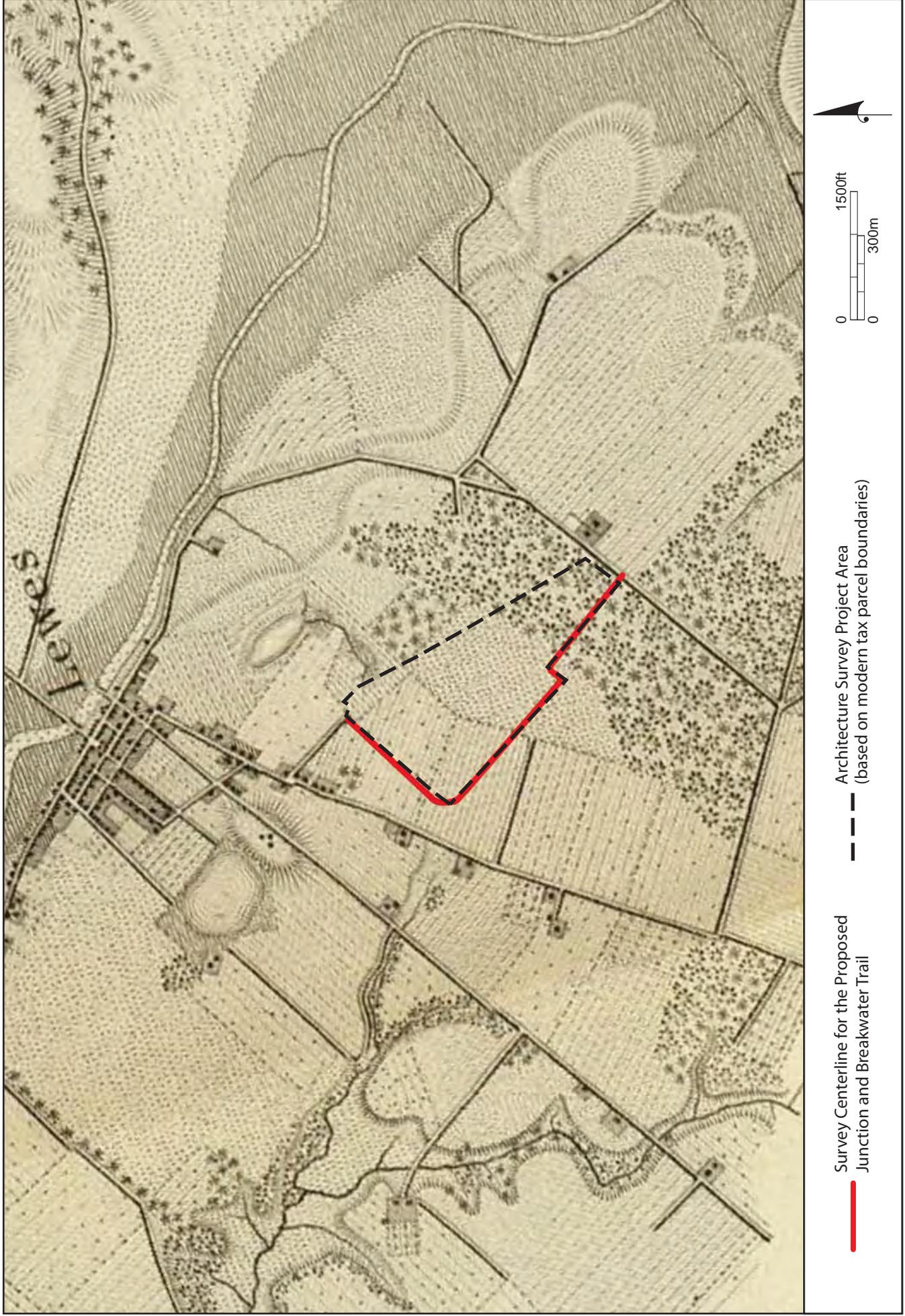


Figure 4. Project area as illustrated on a United States Coastal Survey Map of 1848, with location of proposed Junction and Breakwater trail highlighted.

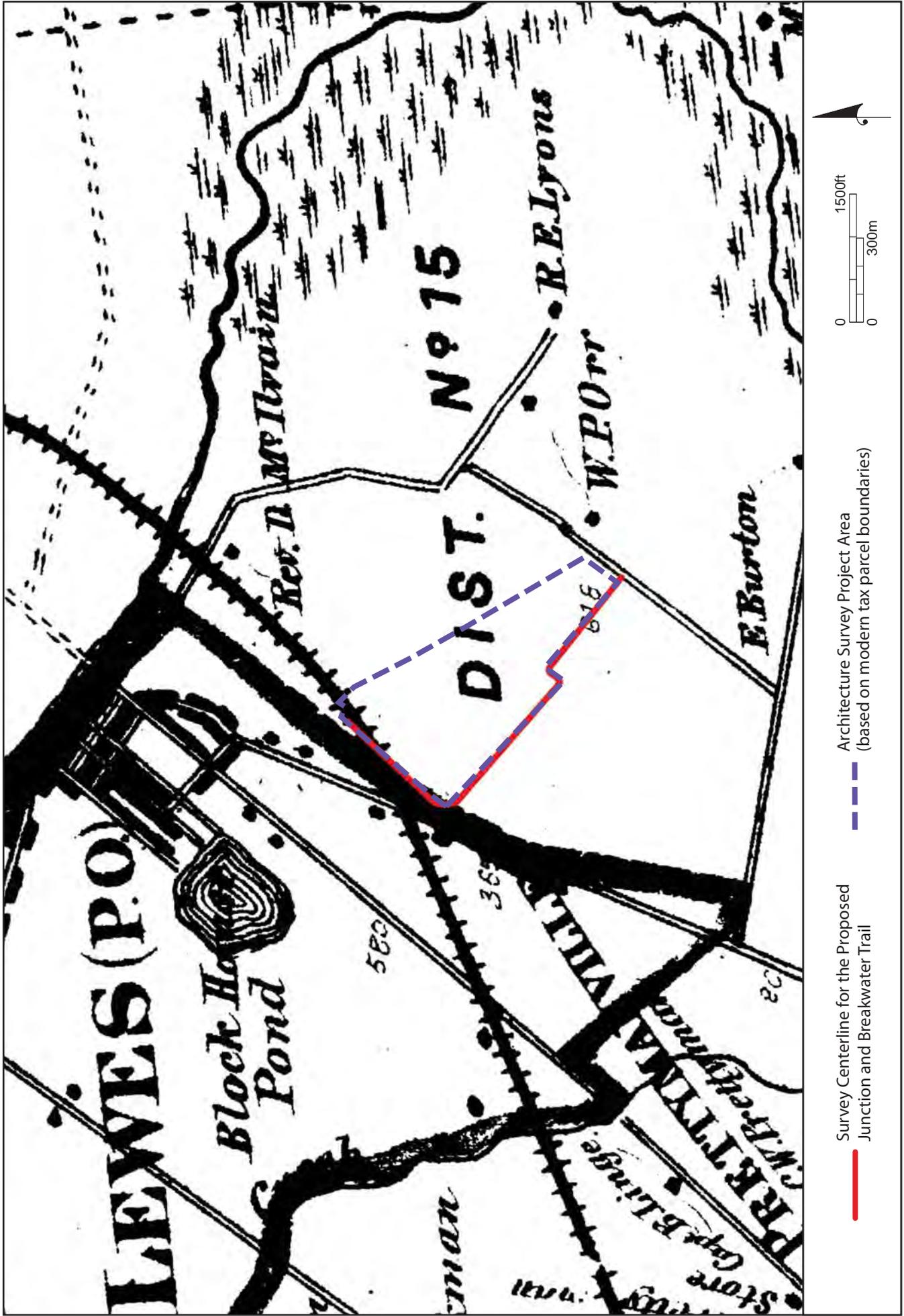


Figure 5. Project area as illustrated on a Pomeroy & Beers Atlas of 1868, with location of proposed Junction and Breakwater trail highlighted.

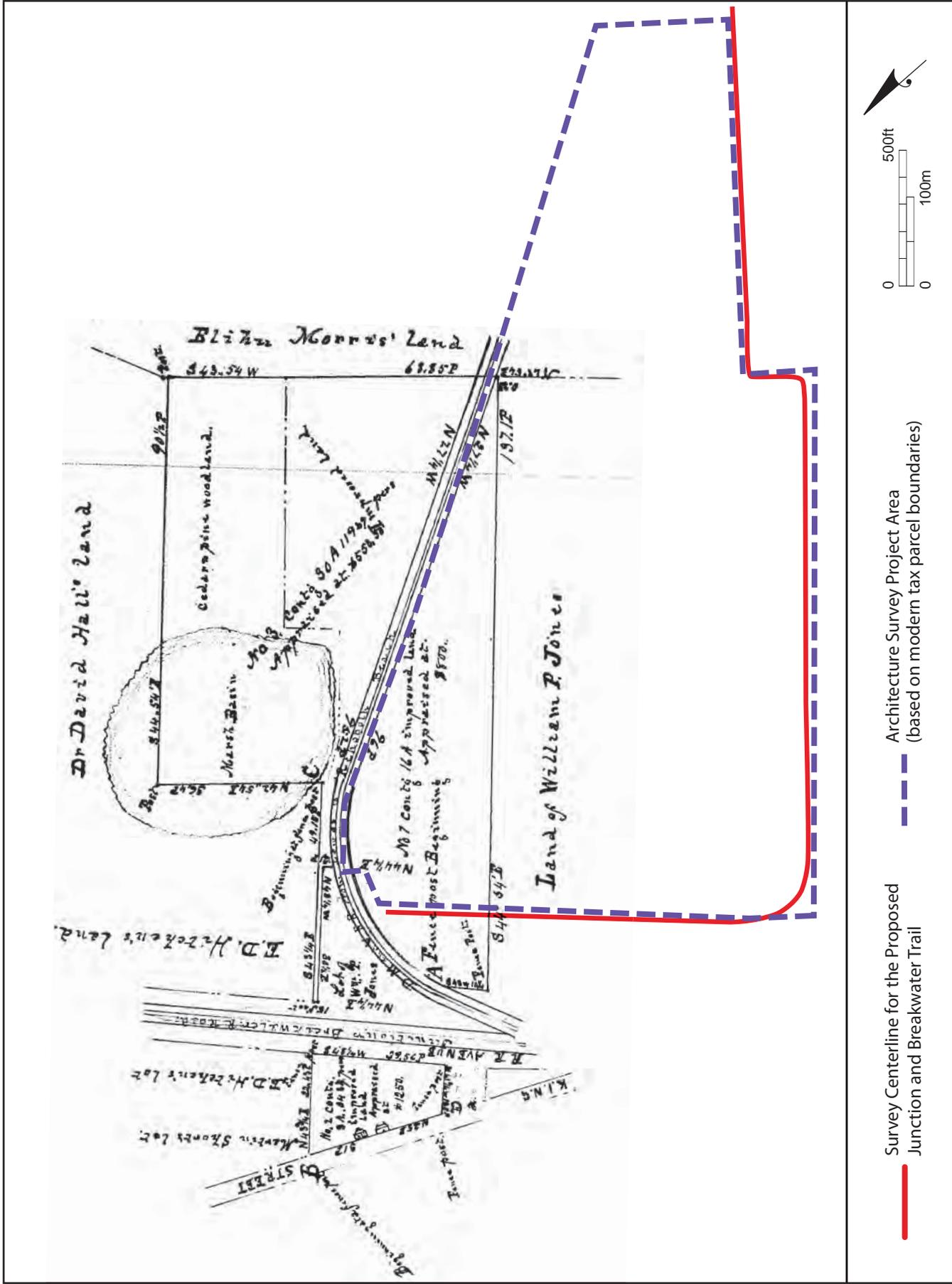


Figure 6. Portions of the project area lands as illustrated on an Orphan Court record for the late Joseph Lafetra from 1885 (SCOC:117).

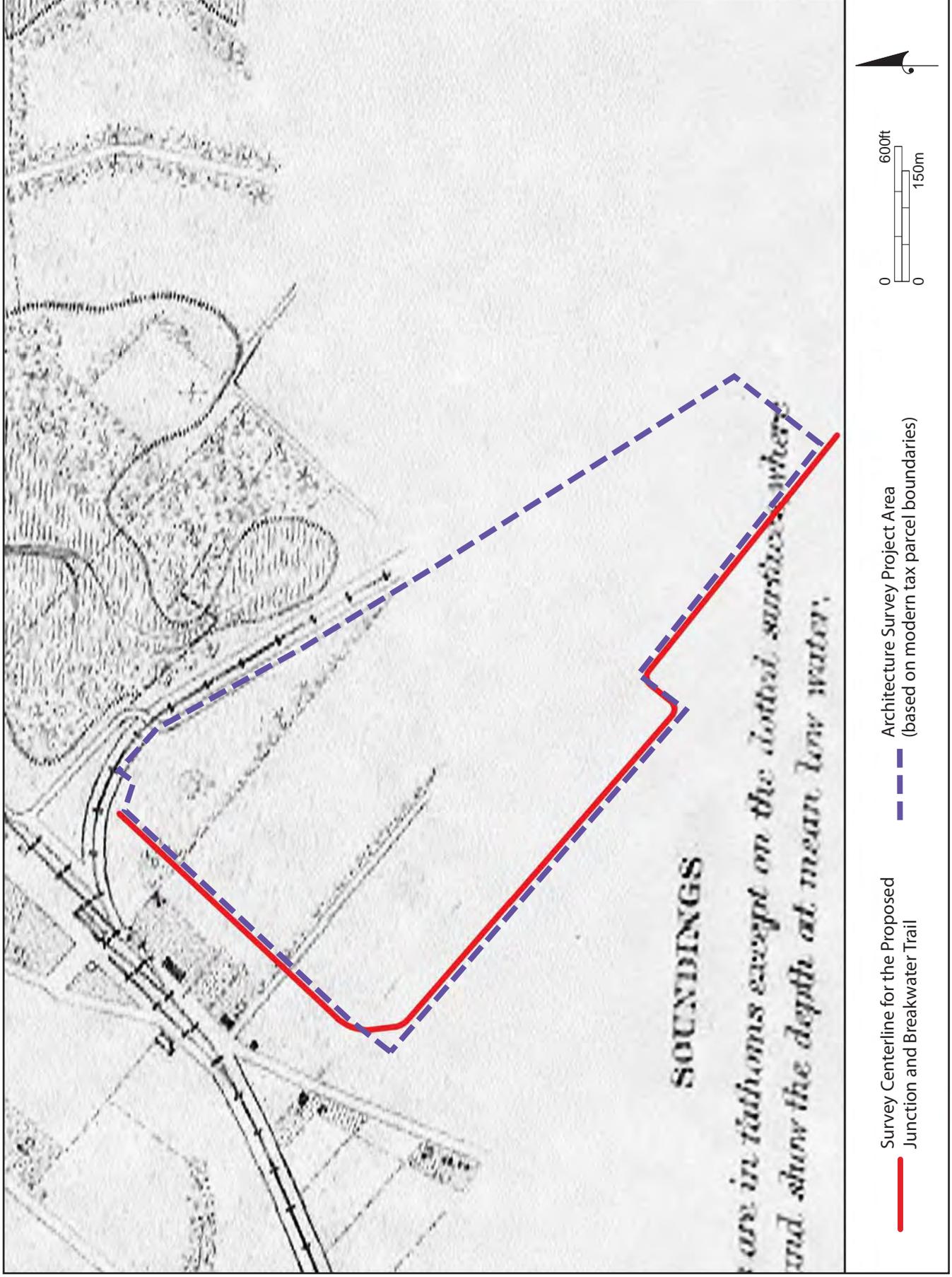


Figure 7. Portions of the project area lands as illustrated on a United States Coastal Survey Map of 1901, with location of proposed Junction and Breakwater trail highlighted (USC&GS 1901).

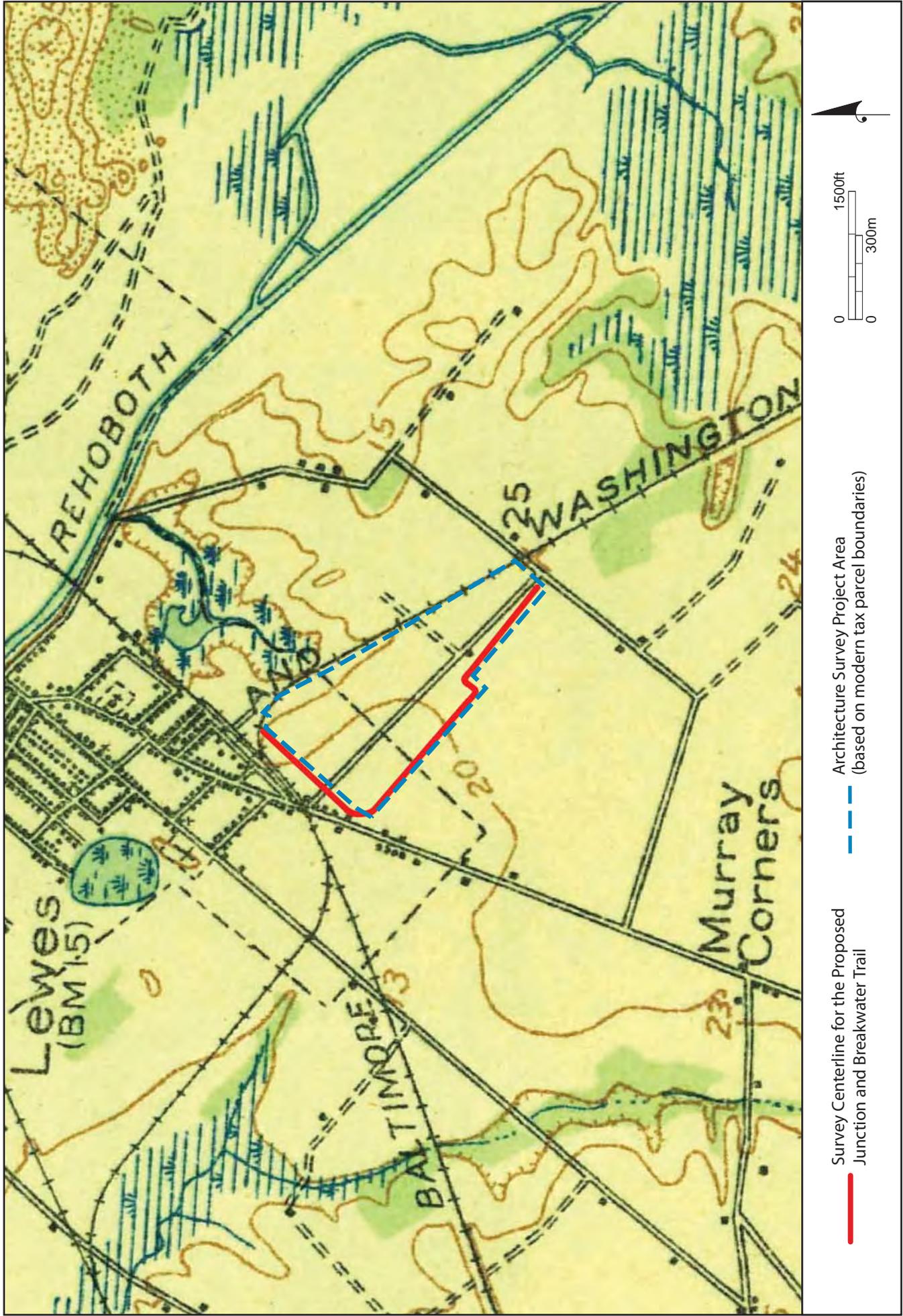


Figure 8. Project area and vicinity on a 1918 map of the area (USGS 1918).

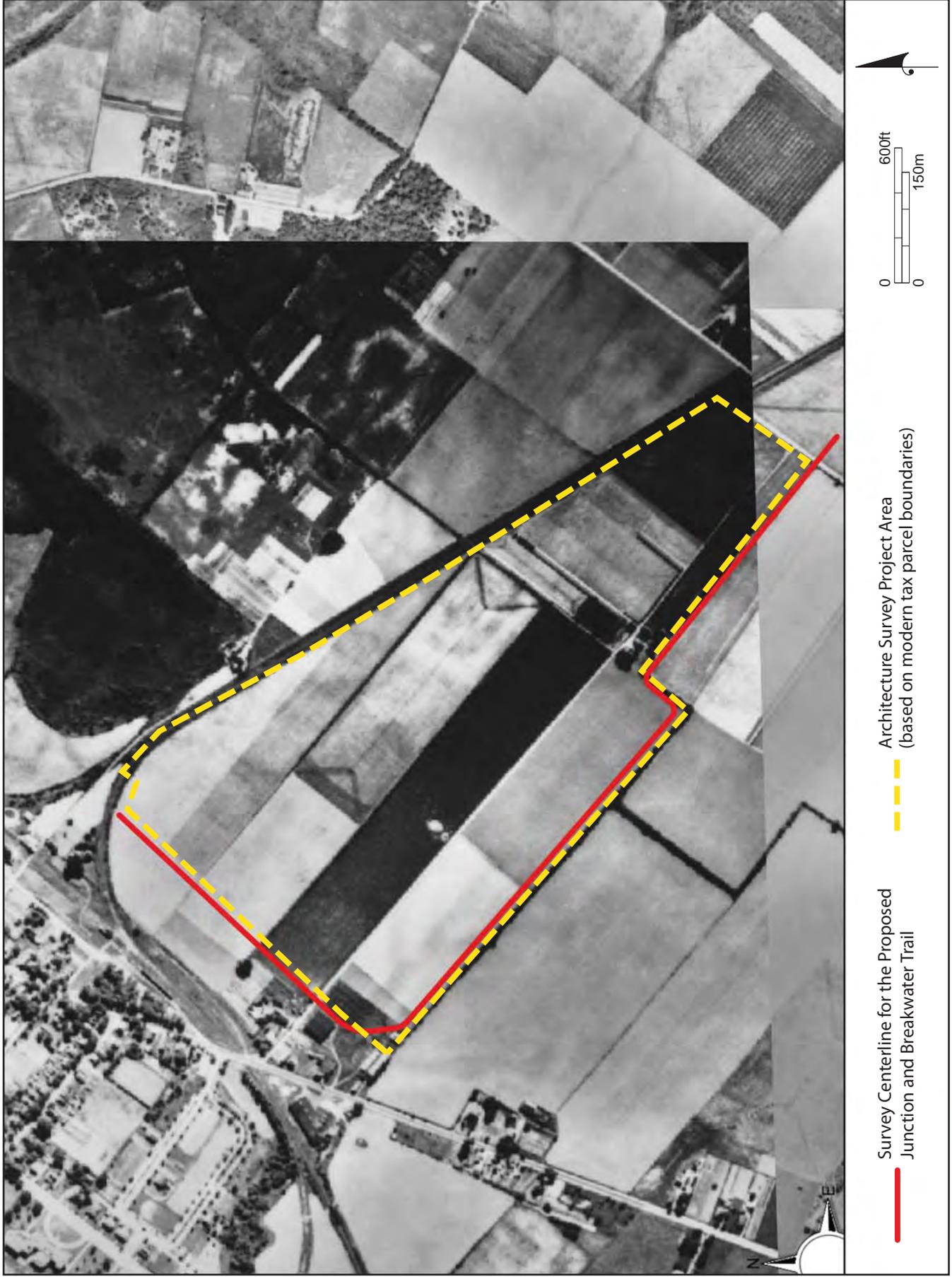


Figure 9. Project area overlaid on a 1937 AS&CS aerial photograph of the area.

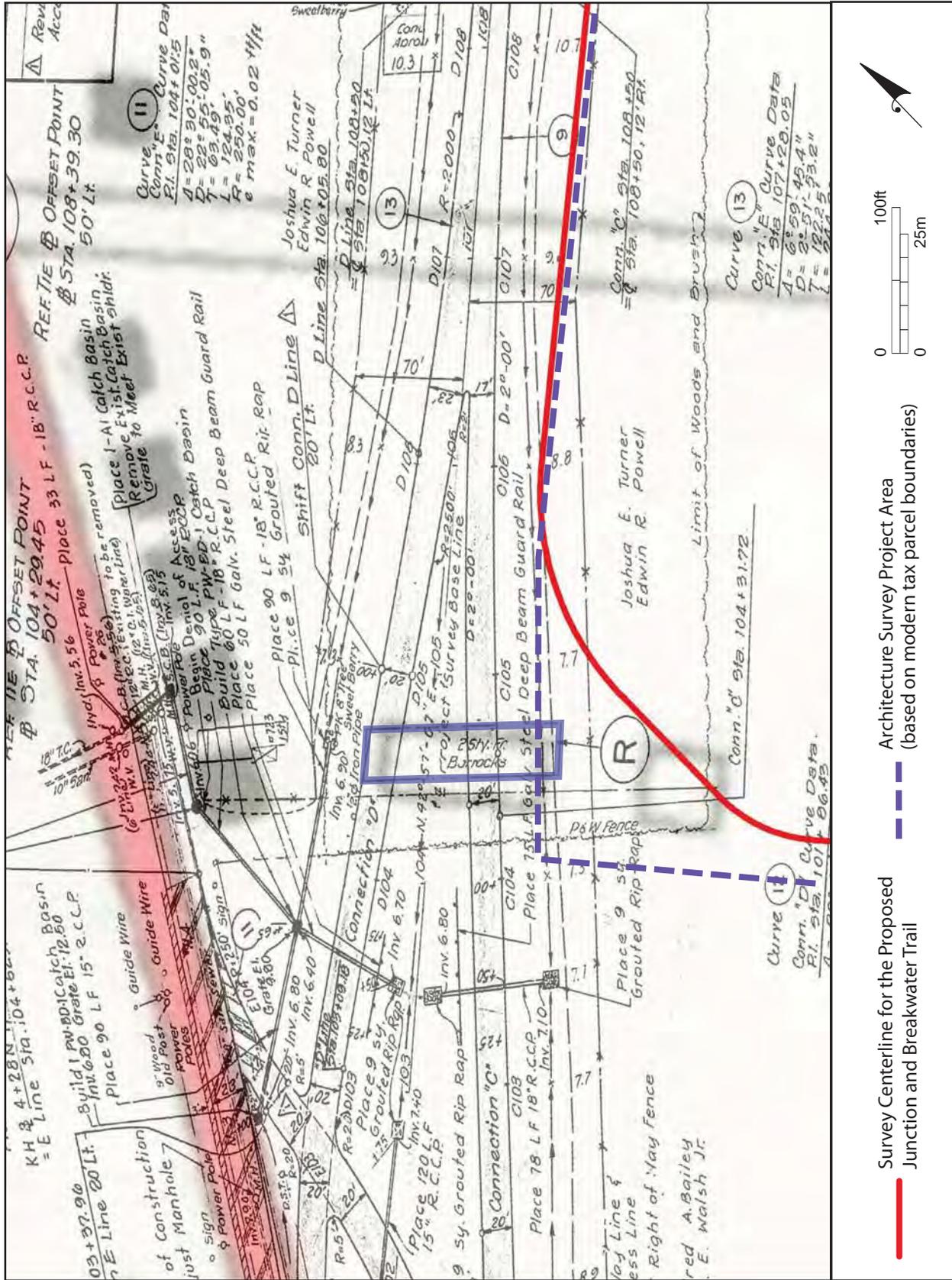


Figure 10. Detail of 1964 construction plan for the proposed Freeman Highway highlighting a building on the east side of the roadway labeled as "Barracks" that once stood near the project area (State Highway Department 1964).

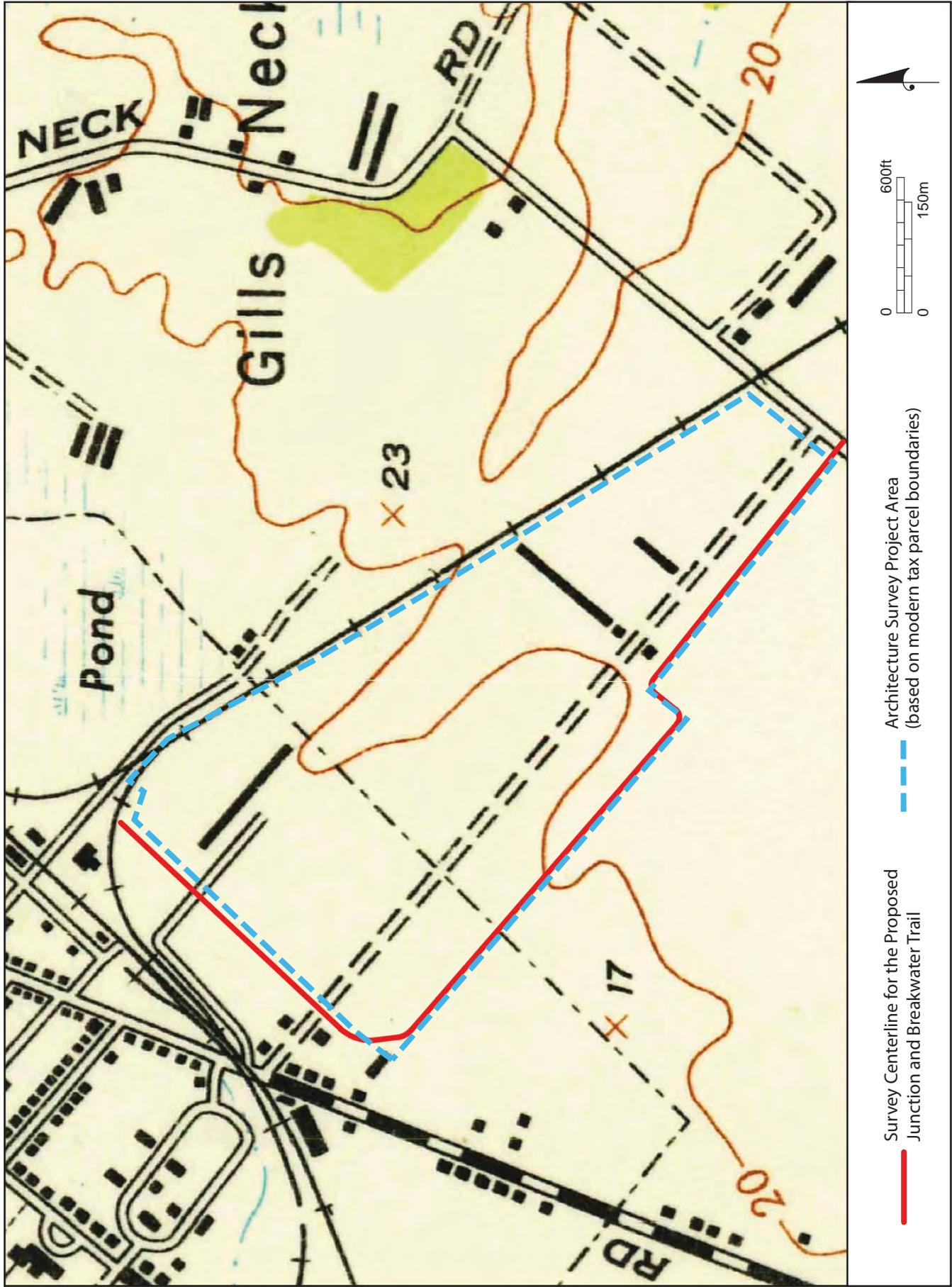


Figure 11. Project area and vicinity on a 1944 map of the area (USGS 1944).

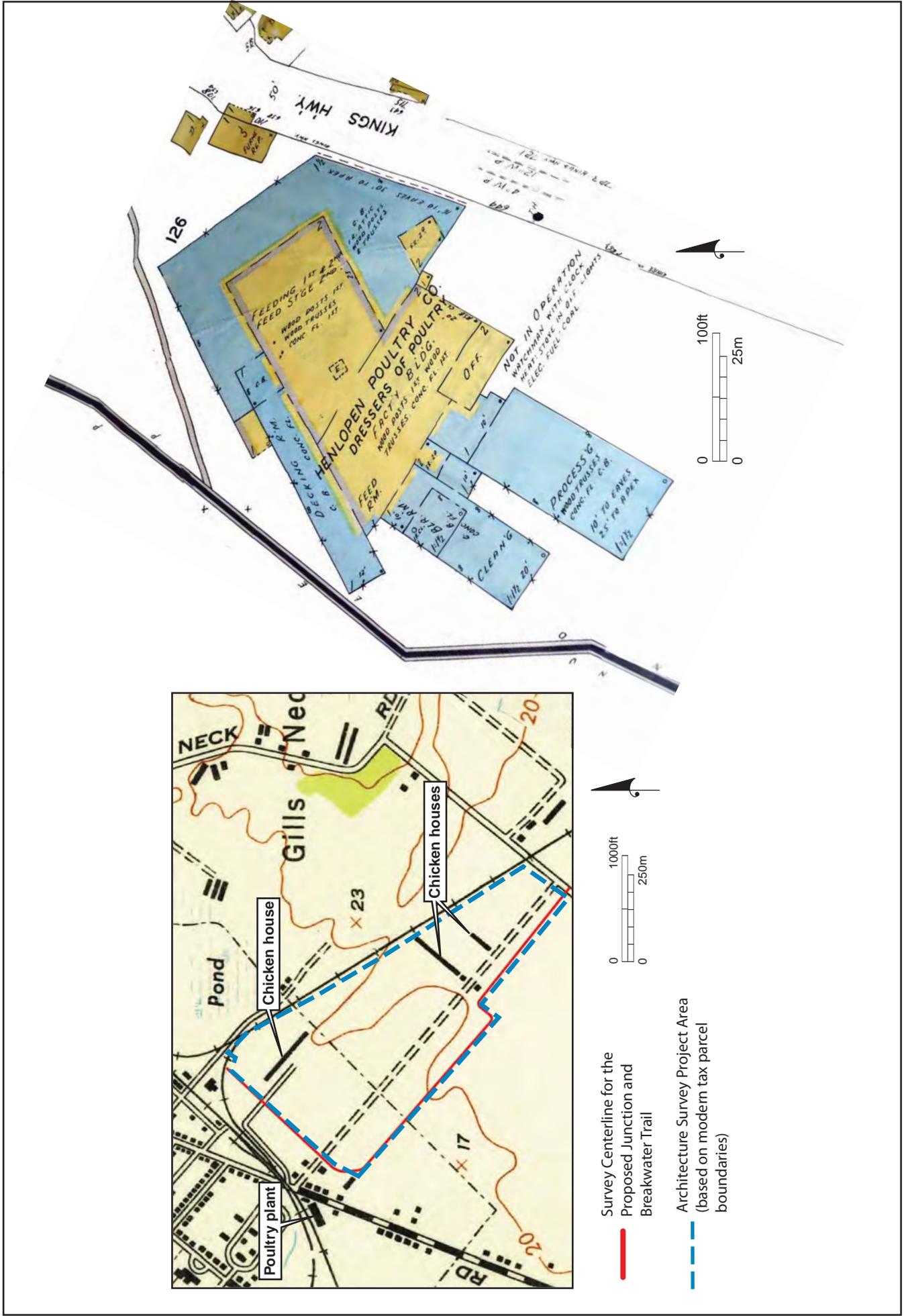
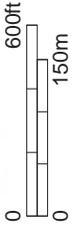


Figure 12. Detail of 1944 map, highlighting the suspected chicken houses on the property and the nearby poultry plant (USGS), and a detail of Henlopen Poultry Co. (Sanborn 1931).



Architecture Survey Project Area
(based on modern tax parcel boundaries)

Survey Centerline for the Proposed
Junction and Breakwater Trail

Figure 13. Project area overlaid on a 1954 aerial photograph of the area.

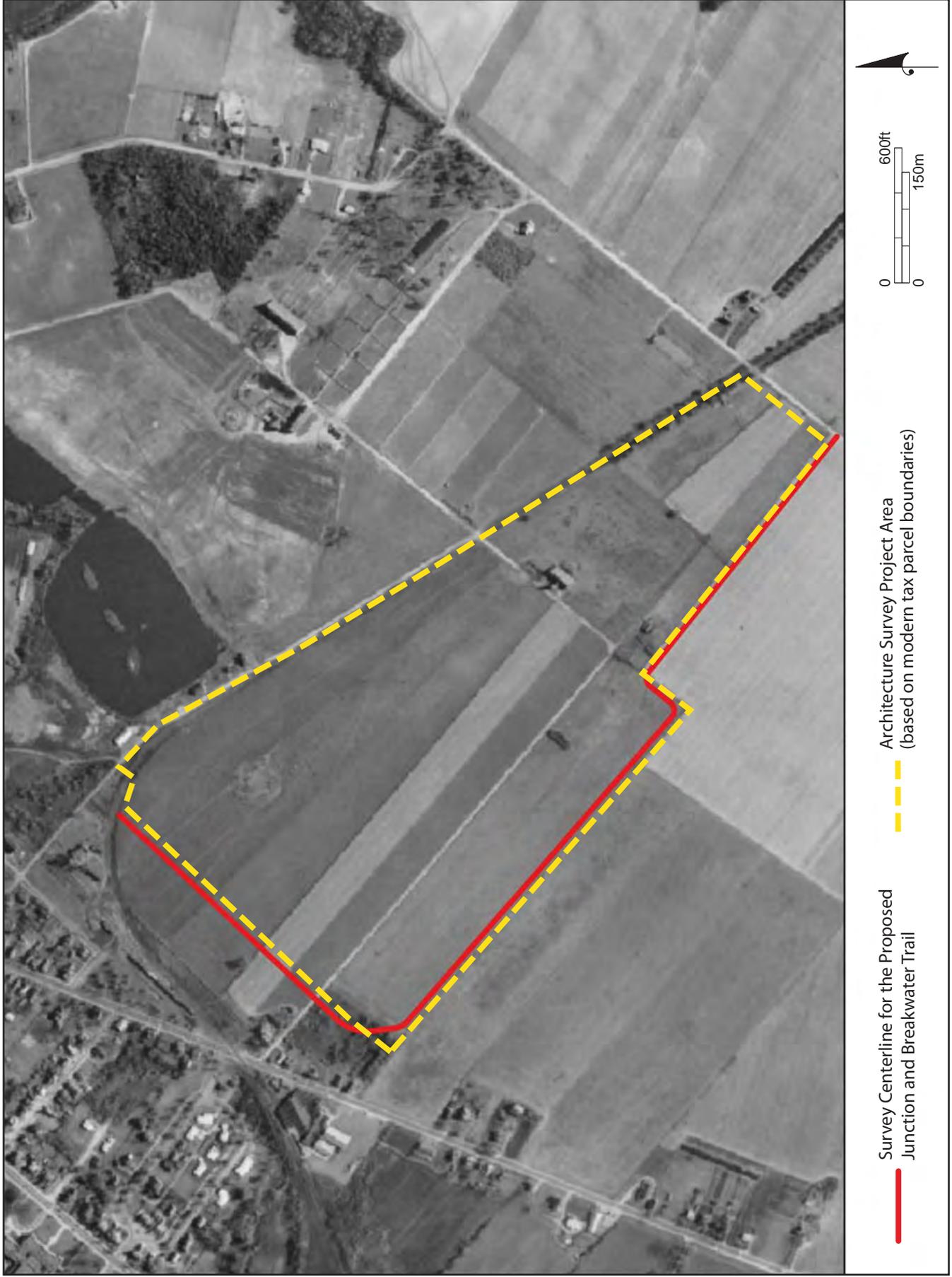


Figure 14. Project area overlaid on a 1961 AS&CS aerial photograph of the area.

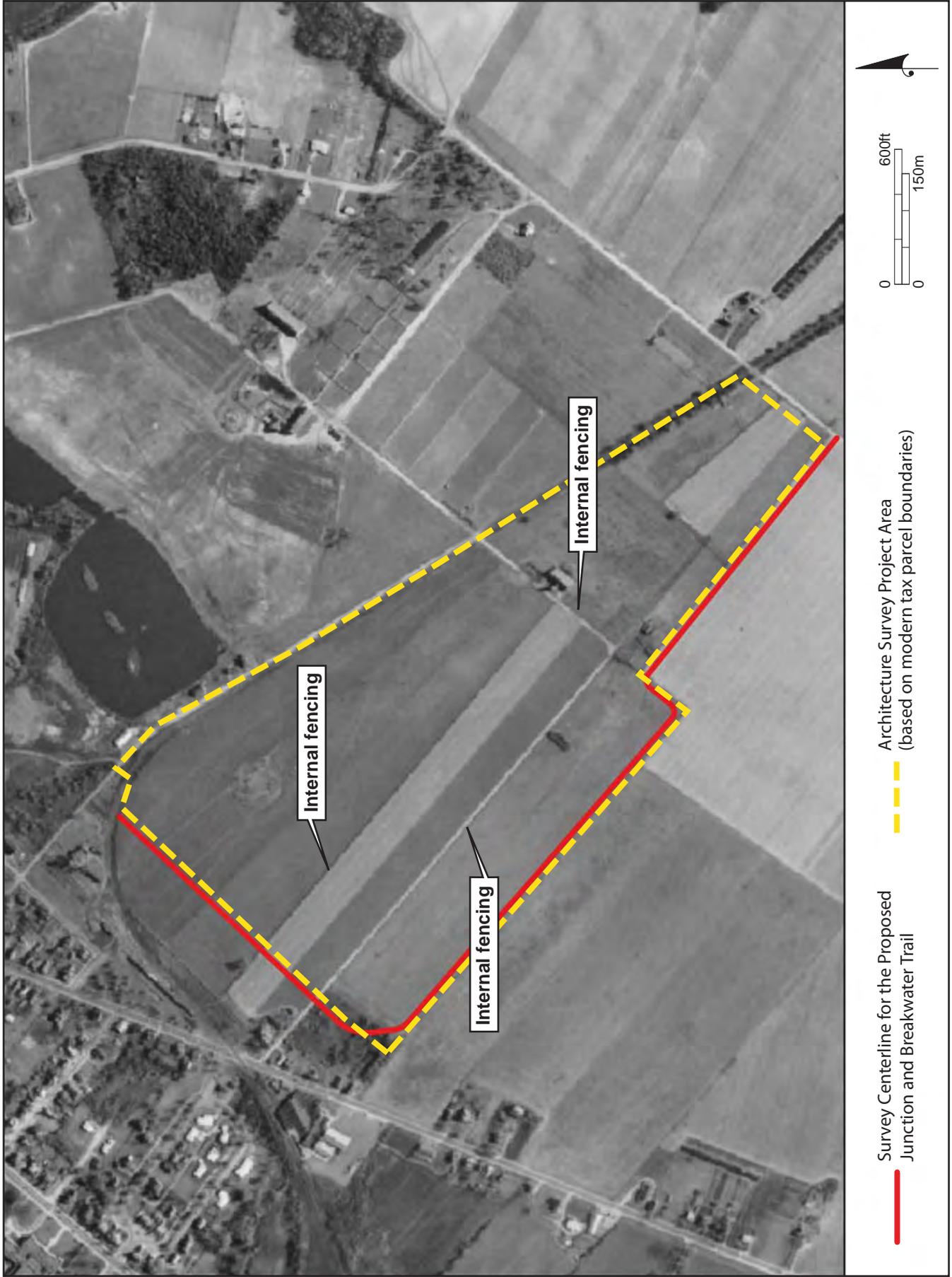


Figure 15. Detail of 1961 AS&CS aerial image with visible denotations of internal fencing.

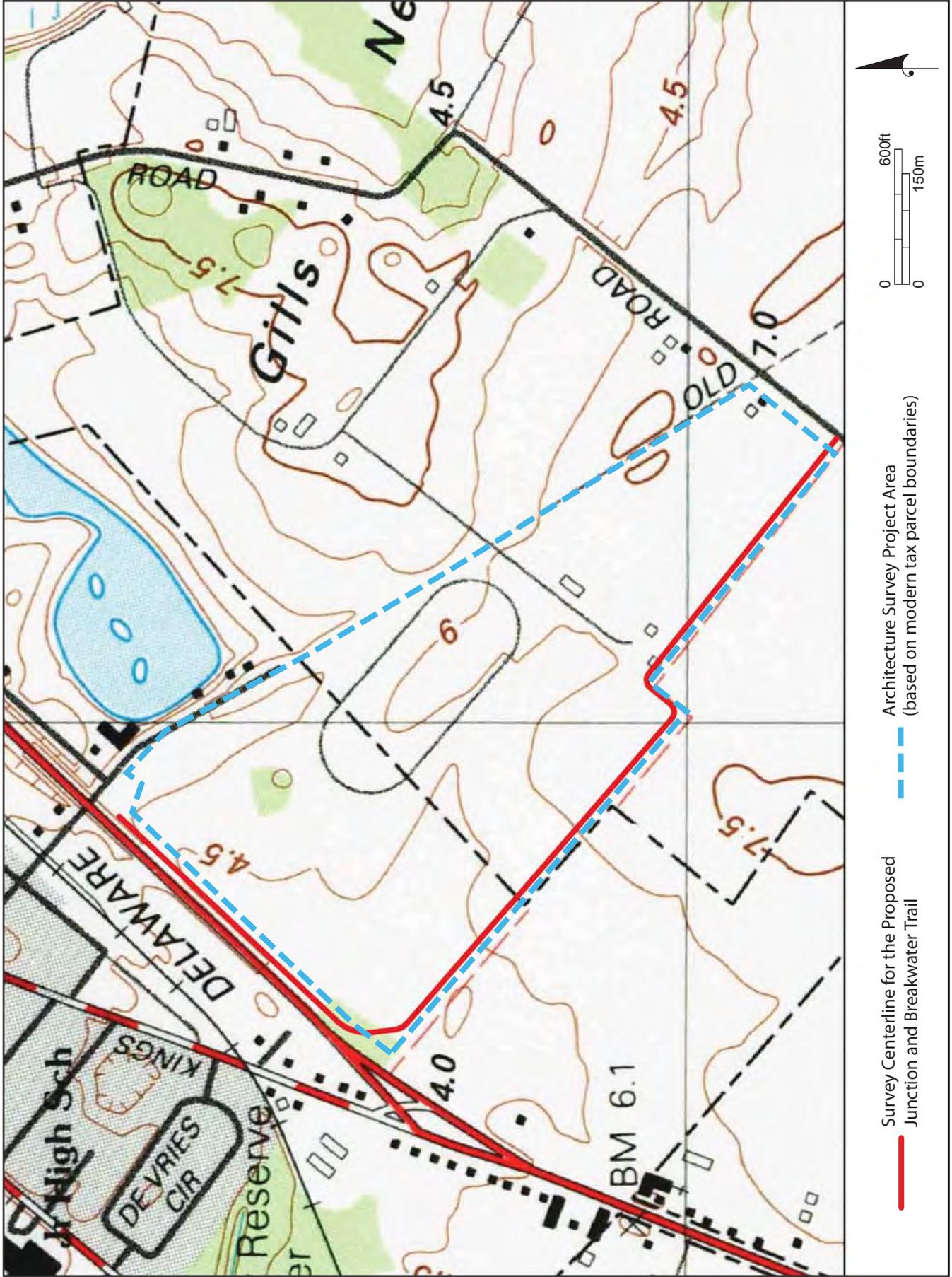


Figure 16. Project area and vicinity on a 1984 map of the area (USGS 1984).



— Survey Centerline for the Proposed
Junction and Breakwater Trail

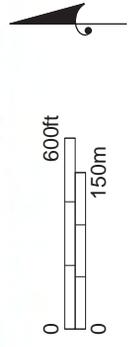


Figure 17. Project area overlaid on a 1992 aerial photograph of the area.

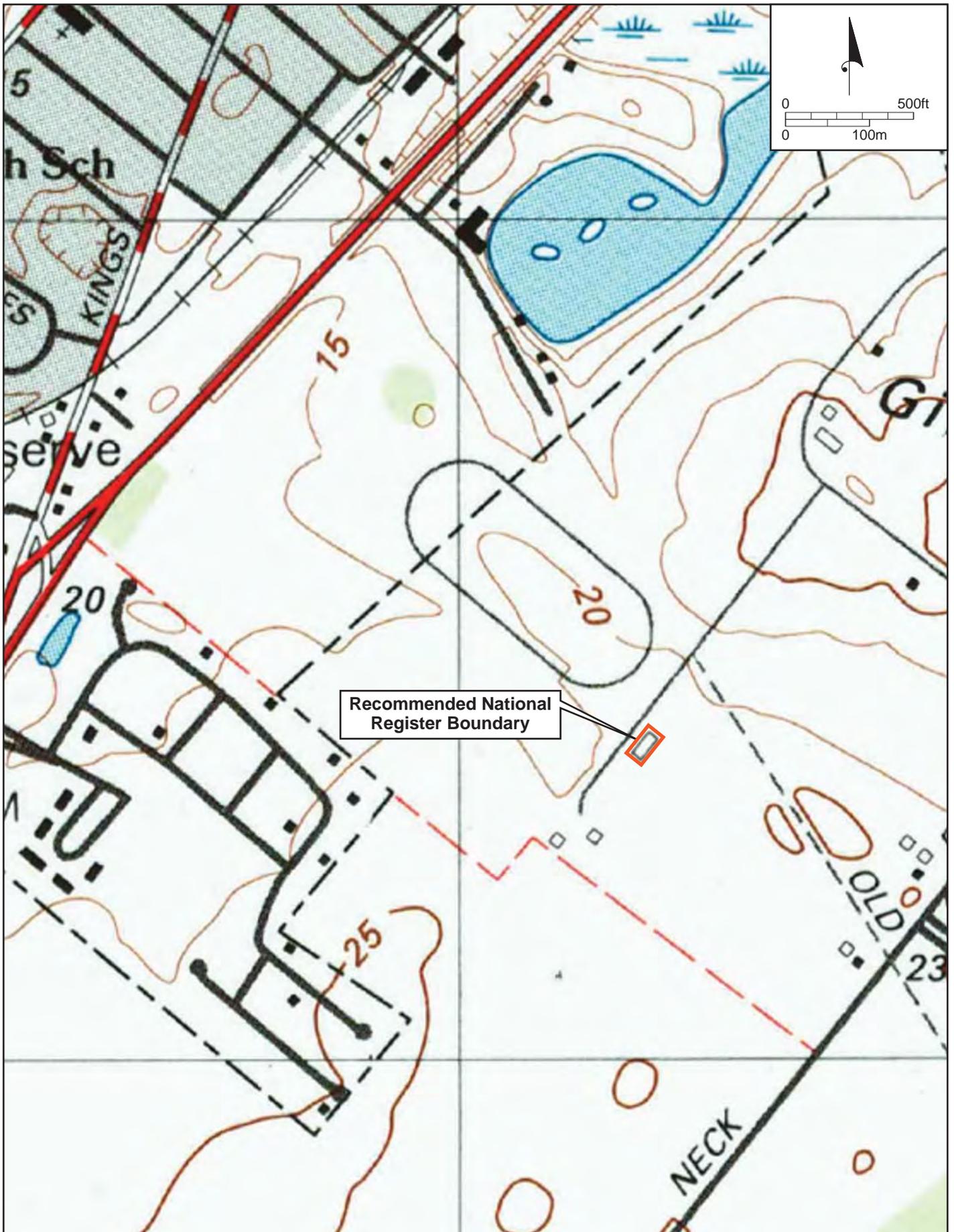


Figure 18. Detail of the *Lewes, Del.* topographic quadrangle, 7.5-minute series (USGS 1997), showing recommended National Register boundary of former Otis Smith barn.

Plates



Plate 1. View of mid-twentieth-century outbuildings on property adjacent to study area; view looking northeast.



Plate 2. View of mid-twentieth-century outbuilding on property adjacent to study area; view looking northeast.



Plate 3. View of mid-twentieth-century outbuilding on property adjacent to study area; view looking southwest.



Plate 4. View of Georgian-style mansion on northeast side of Gills Neck Road, along canal; view looking east-northeast.



Plate 5. View of barn and agricultural fields from the southeast end of Monroe Avenue; view looking south.



Plate 6. Barn. Northeast and northwest elevations; view looking south-southwest.



Plate 7. Barn. Southwest elevation; view looking northeast.



Plate 8. Barn. Northwest elevation; view looking southeast.



Plate 9. Barn. Southwest and southeast elevations; view looking north.



Plate 10. Barn. Entrance opening on northeast elevation; view looking southwest.



Plate 11. Barn. Interior, ground floor; view looking southwest.



Plate 12. Barn. Fencing found inside barn (removed from somewhere around property).



Plate 13. Barn. Interior pen; view looking northeast.

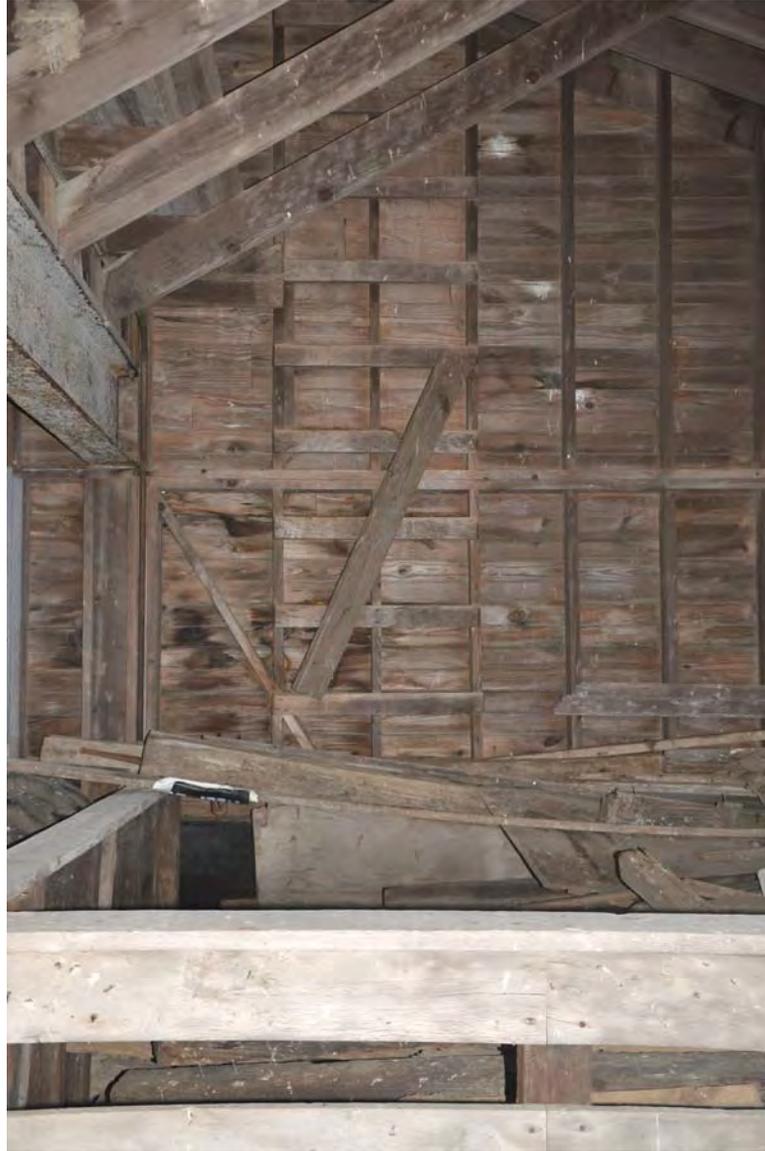


Plate 14. Barn. Detail of interior ladder on northeast wall (above interior pen); view looking northeast.



Plate 15. Barn. Detail of rafter system outside centralized, enclosed upper-level loft.



Plate 16. Barn. Detail of rafter system and centralized, enclosed upper-level loft.



Plate 17. Barn. Detail of rafter system outside centralized, enclosed upper-level loft.



Plate 18. Barn. Detail of upper level flooring and lighting from ground level.



Plate 19. Barn. Detail of lighting on ground level.



Plate 20. Shed 1. Southwest and northwest elevations; view looking east.



Plate 21. Shed 1. Detail of one of several “Salt Feeders” for cattle, inside shed.



Plate 22. Shed 2. Southeast and northeast elevations; view looking northwest.



Plate 23. Shed 2. Detail of masonry stored inside shed.



Plate 24. Fencing. Detail of masonry post with masonry stretcher fencing found along southwest side of property; view looking southwest.



Plate 25. Fencing. Detail of masonry post with wood stretcher fencing found along northeast side of property (along southwest side of Monroe Avenue); view looking south.



Plate 26. Fencing. Detail of wire mesh fencing found along northwest side of property (along southeast side of Freeman's Highway); view looking south.



Plate 27. Fencing. Detail of masonry post with masonry stretcher fencing and wood fencing found toward the middle northeast side of the property. Fencing flanks internal road path that lies between project property and adjacent property, leading to additional outbuildings (see Plates 1-3); view looking northeast.



Plate 28. Fencing. Detail of wood fencing found on adjacent property, to the northeast, near additional outbuildings (see Plates 1-3); view looking northeast.



Plate 29. Circular copse of trees toward northwest end of property; view looking northeast.



Plate 30. Detail of double ring of sycamores planted inside circular copse of trees.



Plate 31. View of only remaining ground-level marking of former oval-shaped horse track on property (line of plantings on left side of plate appears to have been the northeast side of the track); view looking south.



Plate 32. View of former railroad alignment (DM&V line from Lewes to Rehoboth) that historically bisected the boundaries of the property (road path in middle of plate follows the former alignment toward Monroe Avenue); view looking north.



Plate 33. View of former railroad alignment (DM&V line from Lewes to Rehoboth) that historically bisected the boundaries of the property (dip in fencing on right side of plate reflects former alignment); view looking southeast.



Plate 34. View of former railroad alignment (DM&V line from Lewes to Rehoboth) along northwest side of Gills Neck Road (alignment visible in middle of plate); view looking northwest.



Plate 35. View of former railroad alignment (DM&V line from Lewes to Rehoboth) along southeast side of Gills Neck Road (alignment visible in middle of plate); view looking southeast.



Plate 36. Otis H. Smith, circa 1950 (LHS, n.d.).

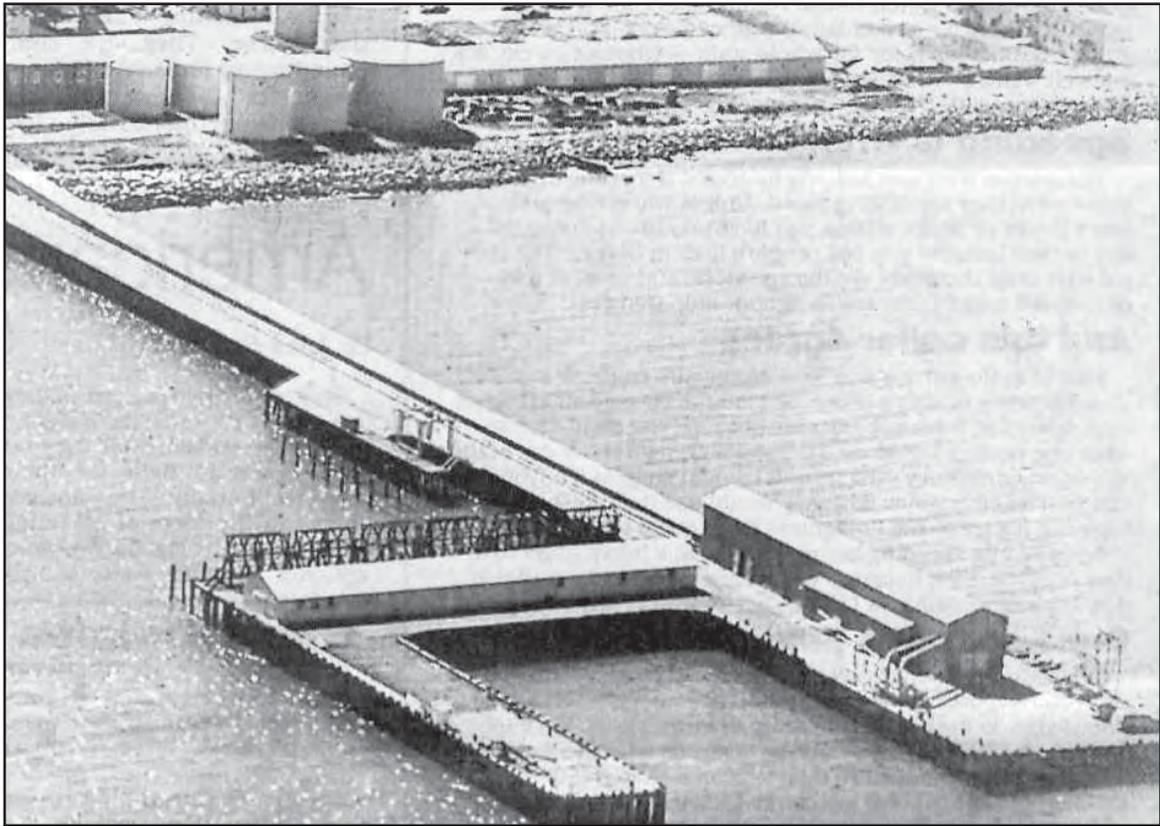


Plate 37. Historic view of Smith's Fish Factories that used to stand along the Delaware Bay in Lewes (Wilson 1999).

<p>YOUR MASSEY-FERGUSON & OLIVE DEALER FRIENDLY Farm Service, Inc. 26 SALISBURY BLVD. CALL 29-5232 or FI 5-2326</p>	<p>... Salisbury, P.I. 2-1212. TIMBER ESTIMATED PIRETOP WOODLAND SERVICE Estimate Service — 2 Foresters Rancher Hill, Call FI 2-4421</p>	<p>... the president said that when he is dealing with firms that are bonded for his protection, guaranteeing payment of net proceeds. ... he also is assured that his livestock are weighed over scales that have been tested for accuracy under government supervision and he gets a full and cor-</p>	<p>... dined again for the eighth straight year, but the expected calving rate for 1962 is up. The 1962 Maryland lamb crop totaled 21,000 head, 4,000 less than last year and 12,000 less than the 18-year average. Breeding ewes one year old and older on Jan. 1 totaled 21,800 head, 3,000 less than last year, and 20,000 (only 100 lambs per 100 ewes compared with 107 lambs last year and a ten year average of 102. The 1962 Delaware lamb crop of 4,800 head is the same sized crop as was produced in 1961.</p>	<p>SALISBURY PHONE FI 5-7153</p>
<p>ATTENTION HATCHERIES We Manufacture & Retail CARPAS CYCLAINS FOR INCUBATORS The Canvas Shop 202 Market St. FI 9-2118 ATT. GREGGSON, Owner</p>	<p>PICK YOUR OWN PEACHES Fresh, luscious, Early, Prizewinning. Come to Harrison's Sweet Hill Peach Orchard located 1/2 mile north of town. All are Early in the Spring container. Bigger savings on quantity lots. Also available peaches available. INC & New John Equipment E. MACE SMITH Auto Co. P.O. Box 185 Salisbury, Md. Phone 283</p>	<p>WHITE EGG LAYER with PSP ability!</p>	<p>Q — How much nitrogen will a good crop of crimson clover add to the soil if it is turned under? A — Two tons of clover turned under will add about 80 pounds of nitrogen to the soil.</p>	<p>FARM EQUIPMENT Reconditioned And Ready For The Field Farmall Cub with Rotary Mower — Excellent Condition Bohn's Garden Tractor with Rotary Mower & Sickle Bar Ezra's Garden Tractor with Sickle Bar & Grader Blade — 2 Years Old 1—John Deere "B" with Cultivators 1—McCormick Self Propelled 101 Combine — Excellent Condition QUILLIN-VALLIANT, INC. PHONE FI 5-7125 SALISBURY, MD. E. SALISBURY BLVD. SALISBURY, MD.</p>
<p>INCREASE YOUR PROFIT And Production Potentials USE PUREBRED HAMPSHIRE RAMS BAY MANOR FARMS LEWES, DELAWARE 6725 SMITH, Owner JACK HUFFORD, Shepherd CALL 665-3214 or 665-2824</p>		<p>Ames In-Cross Proved Superior Performance... 30 eggs on slats or on the floor. Ames In-Cross 400 Series has the genetic background to live and lay profitably. Excellent growing and adult livability. Quiet temperament. Order today!</p> <p>Newton's 2042 BRIDGE ROAD, SALISBURY, MD.</p>	<p>USE RED LETTER FERTILIZERS FOR LARGER CROPS AT LOWER COSTS ...YOUR FRIENDLY blue coat The FARMERS & PLANTERS CO. MILL ST. DIAL FI 5-7101 SALISBURY</p>	
<p>Storm Windows Guttering Home Improvements ROOFING TIME PAYMENTS ASBESTOS AND ALUMINUM SIDING JALOUSIES — CHROME PLATING PENINSULA - GOSLEE 1209 N. Salisbury Blvd. Phone FI 2-6163</p>				

Plate 38. Advertisement in local newspaper for "Purebred Hampshire Rams" at Bay Manor Farm (Salisbury Times 1962).



Photo courtesy Hazell Smith

Otis Smith, left, and U.S. Sen. Caleb Boggs traveled to the Philadelphia airport in the mid-1950s for the arrival - and first kiss - between world champion Hereford bull Battlemixer (right) and national champion Hereford heifer Lady Larry.

Plate 39. Historic photograph of Smith with his newly purchased champion Hereford bull, Battlemixer, and Hereford heifer, Lady Larry (Forney 2008b:7).



John Thomas Rogers and his Chesapeake Retriever Jack sit on a boat at his property on Indian River at Downs Landing.

Plate 40. John Thomas Rogers (Forney 1994:7).



Lewes resident Hazell Smith, a lifelong horse enthusiast, owned and raced Standardbred horses at Georgetown, Harrington, and Dover Downs Raceways in the 1970s and 1980s. Her love for horses continued into organizing horse shows in the field across the road from her residence on Gills Neck Road. Smith stands in the middle of two horse show participants in the 1960s. (Courtesy of Hazell Smith.)

Plate 41. Hazell Smith between two show horses during a horse show at her farm along Gills Neck Road, circa 1960s (Lafferty 2012:24).



Plate 42. Aerial photograph of northwest section of project area, taken in 1939 (Hagley Museum).

Appendix I:
Scope of Work

**Phase I Archeological Survey and Architectural Assessment
Junction and Breakwater Pathway Improvements (Showfield Extension)
Lewes, Sussex County, Delaware**

**Professional Services Proposal
Delaware Department of Transportation Agreement #1536, Task 4**

November 9, 2012

JMA (John Milner Associates, Inc.) is pleased to present this Professional Services Proposal for the project referenced above. The proposal presents a Scope of Work for the project and outlines the procedures that will be employed. The goal of the investigation is to locate and identify archeological sites, historic and prehistoric, and historic architectural properties that might be potentially eligible to the National Register of Historic Places and affected by the proposed development, or to document the absence of such sites and properties. JMA proposes to provide the professional services in accordance with current (October 1993; amended April 1997) guidelines for cultural resource surveys issued by the Delaware Division of Historical and Cultural Affairs (DHCA).

The Area of Potential Effects (APE) for the proposed Showfield Extension segment of the Junction and Breakwater Pathway Improvements project constitutes a linear distance of approximately 1.55 kilometers (0.96 miles) along a path from Gills Neck Road to Road 23, then along Road 23 to Monroe Avenue. The proposed project involves the construction of a pedestrian and bicycle path running along the edge of the Breakwater subdivision, an agricultural field proposed for the Showfield subdivision, and Road 23.

The following proposal defines the proposed Scope of Work, outlines a schedule for the project, identifies key project personnel, and specifies compensation and terms for the proposed services.

I. Scope of Services

A. Phase I Archeological Survey

Five tasks will be undertaken as part of this assignment: 1) Background Research, 2) Field Investigations, 3) Artifact Processing and Data Analysis, 4) Report Preparation, and 5) Project Administration. Each of these tasks is described below.

1. Background Research

Historical research undertaken as part of the Phase I Archeological Survey will also include the background research necessary to complete the Architectural Assessment and will be done in concert with this task.

JMA will collect information concerning the history, prehistory, and environment of the project area, focusing on factors that our previous experience in this part of Delaware has shown affect the nature, distribution, and condition of historic and prehistoric archeological resources. Background research on the project vicinity will be compiled and the files of the DHCA checked. Historical maps and aerial images (including Sussex County Road Papers and Department Road Plans and Contracts) will be consulted to check for structures and land ownership within or in the immediate vicinity of the APE. If

necessary and where possible, additional research will be conducted on past human activity within or in the immediate vicinity of the APE. To this end, it is anticipated that JMA will consult archival holdings at the Delaware Public Archives, and the Sussex County Recorder of Deeds Office. It is anticipated that this documentation will be adequate for the level of survey proposed. Readily available primary and secondary sources will be consulted and relevant information compiled.

For the Architectural Assessment, the field data collection/survey will be supported by the search of Sussex County property records (deed, tax, will/probate), historic maps, readily available on-line sources, as well as interviews with local property owners, members of the Lewes Historical Society, and other knowledgeable individuals, both professional and avocational. Prior to conducting background research, JMA personnel will consult with the Department's staff in order to obtain historical data already on file. Data derived for the both the above-ground and below-ground elements of the project will be used for the completion of the two deliverable reports (see below).

In addition to the above research, data regarding the property's soils, geology, topography and hydrography will be compiled. These data will be compiled to provide a comprehensive overview of the historical and natural environs of the project area. This compilation will be used to assess the results of the field investigations. Information gathered during the background research will be summarized and included in the final report.

JMA will discuss the results of the background research with the Department's cultural resources professionals before beginning fieldwork.

2. Field Investigations

Archeological field investigations will be conducted to document the presence or absence of archeological resources in the project area. The field strategy will take into account topographic and hydrological conditions, and the distribution of archeological sites in nearby areas having similar physiographic characteristics, as documented by JMA's previous research in the region.

JMA will follow the current guidelines established by the SHPO for archeological excavation. JMA proposes conducting a linear shovel testing investigation along the primary alignment and two spurs. Shovel Test Units (STUs) will be placed at 15-meter intervals within the APE. STUs found to contain prehistoric or historical artifacts or features will be bracketed at 7.5-meter intervals to assist in defining the extent of deposits. Based on the mapping provided by the Department, JMA estimates that approximately 143 STUS will be excavated, including radials. In addition, should archeological resources be discovered that warrant further investigation, JMA proposes to excavate one (1) 1 meter by 1 meter, excavation unit (EU). If such a situation arises, JMA's project archeologist in the field, in consultation with JMA's Project Manager and the Department's point of contact, will determine need for and placement of the EU.

The location of each STU and EU will be recorded on a map of the project area, and the soil profiles will be recorded on standardized recording forms. A GPS unit with real-time sub-meter accuracy will be used to record all provenience information. Soils will be passed through one-quarter inch mesh screen to

ensure uniform recovery of cultural remains. Such remains will be retained in bags marked with standard provenience information. Narrative field notes and digital photographs will also be produced to document the results of the field investigation. JMA will retain or discard artifacts in the field, according to the Department's draft artifact collection policy.

3. Artifact Processing and Data Analysis

Artifacts recovered in the course of the field investigations will be cleaned and inventoried. To the extent possible, the recovered artifacts will be identified as to material, temporal or cultural/chronological association, style, and function. Preliminary analysis will seek patterns in the relative composition of the recovered artifact assemblage, particularly to the extent that such patterns may indicate the functional nature of the assemblages and/or the site formation processes associated with their deposition. Background and field data will be evaluated, synthesized, and placed in the broader archeological perspective generated by JMA's previous work in the region.

This proposal covers the costs associated with processing of up to 300 artifacts. If a greater number of artifacts are recovered during field work, JMA will consult with the Department's cultural resources professionals to determine the need for culling and discard and/or the allocation of additional funds for processing and curation.

4. Report Preparation

A report presenting the goals, methods, and results of the Phase I archeological survey will be prepared in accordance with DHCA guidelines. The report will contain, but will not necessarily be limited to, the following elements:

- a) A description of the project area, including a discussion of topographic and environmental characteristics.
- b) Descriptions of background research and literature review, which will present findings as well as identify sources and individuals consulted.
- c) A summary of any previous archeological work conducted in or near this area.
- d) Discussion of previously recorded or suspected archeological properties in or near the project area.
- e) Descriptions of the field strategy and field methods that were employed.
- f) Presentation of survey results with all archeological resources appropriately documented.
- g) Appropriate recommendations.
- h) Appropriate photographs, graphics, and tabular material that will support the text and ensure the report's accuracy.

If no sites are found during the Phase I archeological survey, the short report format approved by the Delaware SHPO will be followed.

A single draft of the report will be submitted. It will be considered the final draft. Any comments on the draft will be addressed by the Department's archeologist. Under the terms of this proposal three (3)

bound hard copies and one (1) CD in .pdf format of the draft report will be delivered to the Department for review.

5. Project Administration

JMA proposes to coordinate closely with the Department as warranted and appropriate during the course of the project to provide information and to ensure that project goals are met. Such coordination is expected to be important to expedite completion of the project in a timely and cost effective manner. JMA's project manager will consult by conference call with the Department's archeologist in order to coordinate the project efforts.

Task A Deliverables

JMA will deliver a technical report (detailed above), in hard copy and electronic formats, and GIS shapefiles. The GIS shapefiles will be sent to Department as required in the Department's GIS Transfer Protocol.

Explicit Archeology Field Work Assumptions

- No field investigation will be undertaken during periods when inclement weather is present (i.e., snow cover, steady or heavy rain, thunder and lightning, etc.);
- The center line of the proposed trail route will be marked by others prior to the archeological survey;
- Permissions to enter property will be obtained by the Department prior to the start of the archeological survey and architectural assessment;
- No hazardous materials are present;
- Vegetation of a density that prohibits excavation is not present.

B. Architectural Assessment

Four tasks will be undertaken as part of this assignment: 1) Field Survey and CRS Form Preparation, 2) Historical Research, 3) Report Preparation, and 4) Project Administration and Meetings. Each of these tasks is described below.

1. Field Survey and CRS Form Preparation

This task will involve field data collection/survey and the recordation of property-specific information concerning the farm property, previously identified as S-1056. In accordance with Delaware SHPO guidance, it is anticipated that documentation of identified resources will include preparation of CRS-1 (property identification), CRS-2 (main building), CRS-3 (secondary building), CRS-9 (map), CRS-10 (update), and CRS-13 (photo card) forms, as appropriate. At least one digital photograph will be taken of each building, structure, or landscape feature. The immediate rural landscape will also be examined to determine if a rural historic district exists that would include S-1056, as well as adjoining properties. If

so, documentation will also include preparation of CRS forms for a historic district. The forms will be provided to the Department in *.pdf files on a CD.

2. Historical Research

See task A1, above.

3. Report Preparation

This task will involve preparation of a written Assessment of National Register Eligibility report. The report will include a description of the general area and property elements, a historical overview of the property and notable architecture, an assessment of significance for the property and district, recommendations of boundaries, a list of references cited, supporting plates and figures, and appended tabular information and CRS forms, as appropriate.

A single draft of the report will be submitted and will be considered the final draft. Any comments on the draft will be addressed by the Department's Historic Preservation professionals. Under the terms of this proposal three (3) bound hard copies and one (1) CD in .pdf format of the draft document will be delivered to Department for review.

4. Project Administration and Meetings

This task covers project administration and meetings with the Department relative to their review of the CRS property assessment(s). It is anticipated to include project management, staff supervision, informal email correspondence, and telephone communication with the Department.

Task B Deliverables

JMA will deliver an Assessment of National Register Eligibility report (as described above), in hard copy and electronic formats, and GIS shapefiles. The GIS shapefiles will be sent to Department as required in the Department's GIS Transfer Protocol.

II. Schedule

It is anticipated that background research, archeological field investigations, and architectural assessment can be completed within three weeks of the receipt of a Notice to Proceed, barring adverse weather conditions or other delaying factors beyond the control of JMA. Laboratory analysis and report preparation will commence immediately upon completion of the field investigations. Fully detailed, draft reports that meets DHCA guidelines will be completed and delivered within six weeks from the commencement of work. Once the Notice to Proceed has been issued, JMA will provide a specific timeline for the project.

Final reports and GIS shapefiles will be delivered on a schedule to be mutually agreed following the receipt of all comments on the draft reports.

Appendix II:

Delaware State Historic Preservation Office Cultural Resource Survey Forms



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # S1052.001

1. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

2. FUNCTION(S): historic barn current vacant; storage

3. YEAR BUILT: 1957 CIRCA?: ARCHITECT/BUILDER: John Thomas Rogers

4. STYLE OR FLOOR PLAN: Gothic-roofed

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year
a.
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 2.5
Additions: full-width, shed-roofed extension spans the southeast wall; small, narrow, 1-story gothic-arched, covered ell extends perpendicular from the middle of the northwest wall

b. Structural system (if known): frame

c. Foundation: materials: earthen ground
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): horizontal clapboard siding

e. Roof: shape: gothic-arched
materials: wood shingles
cornice:
dormers:
chimney: location(s):

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SE
1) Bays five open bays
2) Windows n/a
fenestration
type
trim
shutters

Facade (cont'd)

- 3) **Door(s)** five open bays
location side-by-side
type
trim
- 4) **Porch(es)** n/a

b. Side: Direction: SW

- 1) **Bays** six; (2-ground level, 1-loft level, 3-attic level)
- 2) **Windows** three (1-ground level, 2-attic level)
fenestration regular
type double-hung
trim wood
shutters n/a
- 3) **Door(s)** three (1-ground level, 1-loft level, 1-attic level)
location center
type sliding; hinged-swing
trim wood
- 4) **Porch(es)** n/a

c. Side: Direction: NE

- 1) **Bays** six; (2-ground level, 1-loft level, 3-attic level)
- 2) **Windows** three (1-ground level, 2-attic level)
fenestration regular
type double-hung
trim wood
shutters n/a
- 3) **Door(s)** three (1-ground level, 1-loft level, 1-attic level)
location center
type sliding; hinged-swing
trim wood
- 4) **Porch(es)** n/a

d. Rear: Direction: NW

- 1) **Bays** none on main block; three on ell
- 2) **Windows** one (NW end of ell)
fenestration regular
type double-hung
trim wood
shutters n/a
- 3) **Door(s)** two (on sidewalls of ell)
location NE and SW sidewalls
type sliding
trim wood
- 4) **Porch(es)** n/a

9. **INTERIOR:** ground floor of the interior was the only accessible level; ground level is supported by long I-beams; interior is divided longitudinally into three open aisles that run the length of the building; built-in features on this level include a hay feeder/corncrib along the entire northwest wall, a square-shaped interior pen in the northeast corner of the building, and ladders on both the northeast and southwest end walls, accessing a narrow platform that leads to openings along the hay loft level; exposed rafter system is visible, supporting the lean-to/shed-roofed extension; Period-era lighting hangs from the rafter/flooring system of the second floor
10. **LANDSCAPING:** building stands among fallow agricultural fields, approximately 2,125 feet southeast from the Freeman's Highway, and approximately 1,250 feet northwest from the east side of Gills Neck Road. The former railroad alignment that historically ran from Lewes to Rehoboth lies approximately 250 feet northeast from the northeast end of the building
11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # S1052.002

1. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

2. FUNCTION(S): historic shed current not used

3. YEAR BUILT: 1960 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/FLOOR PLAN: _____

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a. exterior clad in corrugated metal
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system frame
b. Number of stories 1
c. Wall coverings corrugated metal
d. Foundation earthen ground
e. Roof
structural system shed-roof
coverings corrugated metal
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: SW
1) bays: one open bay
2) windows: n/a
3) door(s): n/a
4) other:

b. Side: direction: NW

- 1) bays: n/a
- 2) windows: n/a
- 3) door(s): n/a
- 4) other:

c. Side: direction: SE

- 1) bays: n/a
- 2) windows: n/a
- 3) door(s): n/a
- 4) other:

d. Rear: direction: NE

- 1) bays: n/a
- 2) windows: n/a
- 3) door(s): n/a
- 4) other:

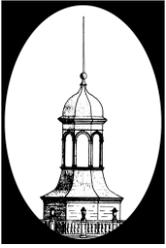
9. INTERIOR (if accessible):

a) Floor plan one open room

b) Partition/walls exposed wood framing from interior

c) Finishes

d) Furnishings/machinery wooden troughs and porcelain salt feeders



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # S1052.003

1. ADDRESS/LOCATION: Bounded by Freemans Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

2. FUNCTION(S): historic shed current not used; storage

3. YEAR BUILT: 1960 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/FLOOR PLAN: _____

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a. exterior clad in corrugated metal
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system frame
b. Number of stories 1
c. Wall coverings corrugated metal
d. Foundation earthen ground
e. Roof
structural system shed-roof
coverings corrugated metal
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: SE
1) bays: one open bay
2) windows: n/a
3) door(s): n/a
4) other:

b. Side: direction: SW

- 1) bays: n/a
- 2) windows: n/a
- 3) door(s): n/a
- 4) other:

c. Side: direction: NE

- 1) bays: n/a
- 2) windows: n/a
- 3) door(s): n/a
- 4) other:

d. Rear: direction: NW

- 1) bays: n/a
- 2) windows: n/a
- 3) door(s): n/a
- 4) other:

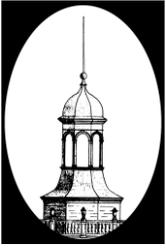
9. INTERIOR (if accessible):

a) Floor plan one open room

b) Partition/walls exposed wood framing from interior

c) Finishes

d) Furnishings/machinery piles of masonry material



CULTURAL RESOURCE SURVEY
STRUCTURE (LAND FEATURE) FORM

CRS # S1052.005

1. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

2. FUNCTION: breathing/grazing ring for the cattle; circular landscape

3. YEAR BUILT: 1960 CIRCA?: ARCHITECT/BUILDER: _____

4. INTEGRITY:
list major changes with years (if known) year
a. _____
b. _____

5. CURRENT CONDITION: excellent good fair poor

6. DESCRIPTION:

a) Circulation system no roads/paths lead to this resource

b) Spatial subdivisions area features double-ring planting of sycamore trees with obvious break to the immediate east direction; remnants of barbed-wire fencing surround the outside of the area

c) Retaining wall/lining material(s) n/a

d) Other Located toward north-northwest corner of this property, set within the fallow agricultural fields; circular grove of vegetation; area measures approximately 250 feet in diameter; presently, area is very overgrown with thick amounts of brush and ground growth throughout.



CULTURAL RESOURCE SURVEY
STRUCTURE (LAND FEATURE) FORM

CRS # S1052.007

1. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

2. FUNCTION: former Junction and Breakwater Railroad alignment (from Lewes to Rehoboth)

3. YEAR BUILT: 1878 CIRCA?: ARCHITECT/BUILDER: _____

4. INTEGRITY:
list major changes with years (if known) year
a. tracks removed
b. _____

5. CURRENT CONDITION: excellent good fair poor

6. DESCRIPTION:

a) Circulation system linear alignment; a portion of the northwestern end (at Freeman's Highway intersection) is paved and serves as an extension of Monroe Avenue out of the City of Lewes; paved area extends southeast through property, approximately 900 feet

b) Spatial subdivisions single lane/track width

c) Retaining wall/lining material(s) n/a

d) Other entire northwest side of property is sided by a portion of the former Junction and Breakwater Railroad alignment (that lead into Lewes); the former Lewes to Rehoboth alignment branched off to the southeast (leading to Rehoboth) at the present-day Monroe Avenue intersection; the tracks have been removed, but the alignment is still visible in the landscape; the alignment bisects the former farm, continuing in all the way to the southeast side of Gills Neck Road, stretching a length of approximately 3500 feet.



CULTURAL RESOURCE SURVEY
STRUCTURE (LAND FEATURE) FORM

CRS # S1052.006

1. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

2. FUNCTION: Horse track

3. YEAR BUILT: 1965 CIRCA?: ARCHITECT/BUILDER: _____

4. INTEGRITY:
list major changes with years (if known) year
a. _____
b. _____

5. CURRENT CONDITION: excellent good fair poor

6. DESCRIPTION:

a) Circulation system oval-shaped track; no roads/paths lead to this resource

b) Spatial subdivisions single ring track

c) Retaining wall/lining material(s) n/a

d) Other located along the northeast side of the property, southwest of the former Junction and Breakwater railroad alignment that led to Rehoboth; track measures approximately 1,125 feet long and 435 feet wide; presently, track not clearly discernible at ground level as agricultural crops have been planted across the area since its abandonment; one side of the former track was identifiable and features a line of small tree growth along its northeast side



CULTURAL RESOURCE SURVEY
OBJECT FORM

CRS # S1052.004

1. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE
2. TYPE/FUNCTION/TITLE: agricultural fencing
3. YEAR: Construction: 1950 Circa? Installation: 1950 Circa?
Previous location(s): _____
4. DESIGNER/FOUNDER/SCULPTOR: Otis Smith and employees at Fish Products Company
5. SPONSOR/OWNER: Otis Smith
6. STYLE: gothic-pointed masonry posts with masonry stretcher fencing; woven-wire (also known as net-wire) fencing; horizontal board-and-posts fencing
7. CURRENT CONDITION: excellent good fair poor

8. DESCRIPTION:

a) Object

form gothic-pointed masonry posts with masonry stretcher; woven-wire (also known as net-wire) fencing; horizontal board-and-posts fencing
technology and materials cast concrete; wood board; wire
surface finish smooth concrete
decoration masonry posts have gothic-pointed tops
dimensions approximately 4 feet in height
alterations or changes evidence of some fencing throughout farm having been removed; some stretchers have been replaced with wood stretchers

b) Base

form earthen
technology and materials n/a
surface finish n/a
decoration n/a
dimensions n/a
alterations or changes n/a

8. DESCRIPTION (cont'd):

CRS # S1052.004

c) Inscriptions

1) location n/a
lettering n/a
text n/a

2) location n/a
lettering n/a
text n/a

3) location n/a
lettering n/a
text n/a

d) Other Throughout this property (and larger former farm area), there are a number of fence types, including masonry posts with masonry stretchers, woven-wire (also known as net-wire) fencing, and horizontal board-and-posts fencing.

Presently, within the boundaries of this particular parcel, masonry posts with masonry stretcher-type fencing stand along portions of the southwest property line, along a portion of the northeast property line (along the southwest side Monroe Avenue), and along the road path to the northwest side of the barn. Woven-wire fencing (with wood posts) marks the northwest property line (to the southeast side of Freeman Highway).



CULTURAL RESOURCE SURVEY
LANDSCAPE ELEMENTS FORM

CRS # S1052

1. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

2. TYPE/FUNCTION/NAME: Farm; Bay Manor Farm

3. YEAR BUILT: 1950 CIRCA?:
list major alterations and additions with years (if known) year
a. _____
b. _____

4. DESIGNER: original Otis and Hazell Smith; John Thomas Rogers
alteration(s) _____

5. STYLE: _____

6. CURRENT CONDITION: excellent good fair poor

7. RELATIONSHIP TO OTHER PROPERTIES: Smith mansion (along NE side of Gills Neck Rd., south of the canal)

8. DESCRIPTION:

a) Scenic views/vistas: agricultural farmland and oval-shaped horse track (along southeast side of Freeman's Highway and southwest side of Gills Neck Rd.)

b) Circulation system: internal dirt roads/paths throughout parts of northeast side of farm; former Lewes-Rehoboth railroad alignment bisects farmland (running northwest-southeast across property); paved section of Monroe Avenue at northwest end of bisection; canal (northeast of the mansion/dwelling)

c) Spatial subdivisions: farm fields; woodlands; grazing pastures

d) Paving material(s): Monroe Ave., paved roadway; former RR alignment, dirt path; horse track, dirt track; internal farm roads/paths, dirt (historic)

e) Utilities: n/a

f) Water elements: farm pond

g) Vegetation: double ring of sycamore trees in circular landscape to northwest area of property (near Freeman Hwy. and Monroe Ave. intersection)

h) Other:



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # S1052

1. ADDRESS/LOCATION: Bounded By Freemans Highway (Hwy.9) To NW, And Gills Neck Road (Rt.267) To NE And SE

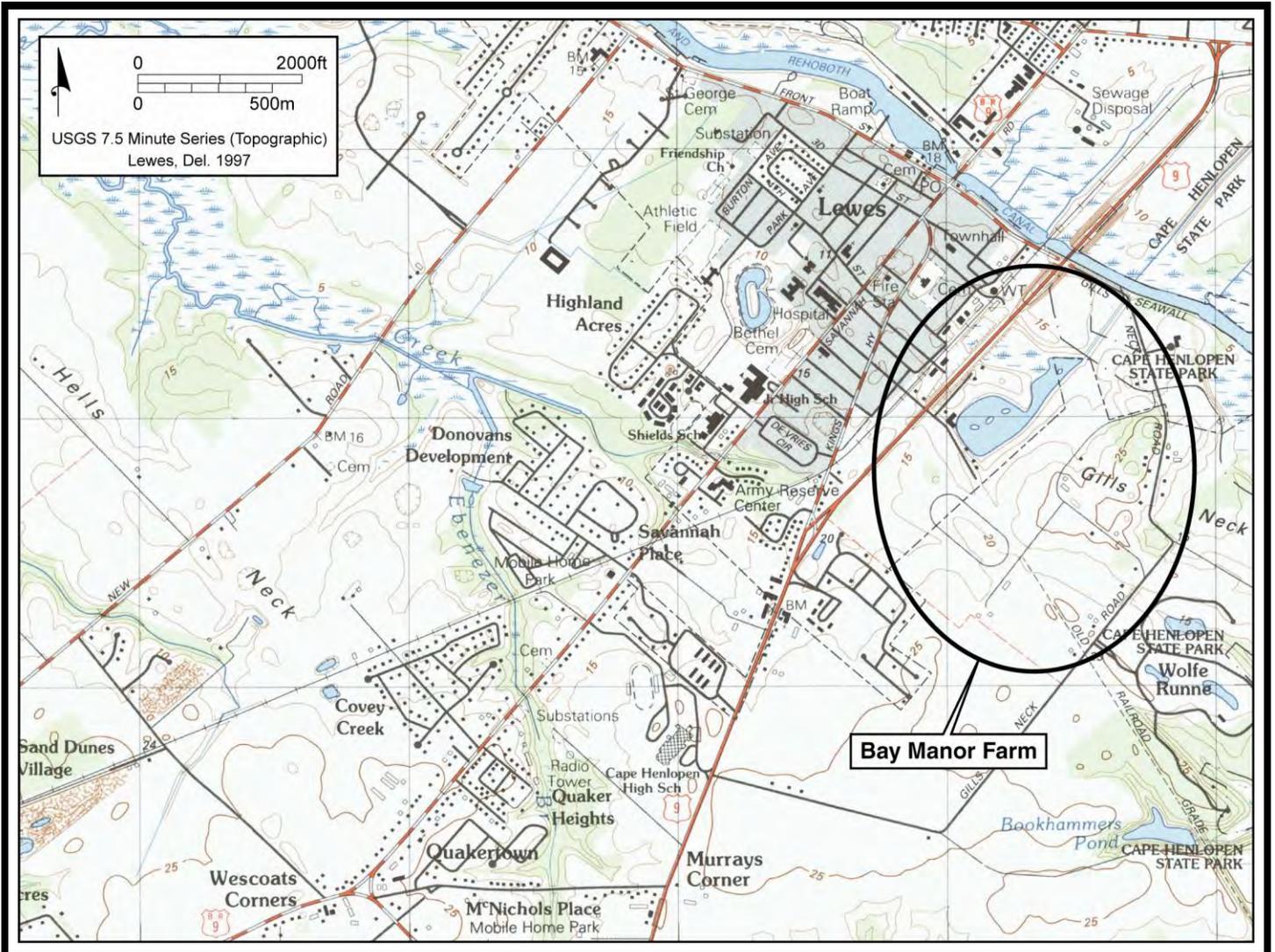
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

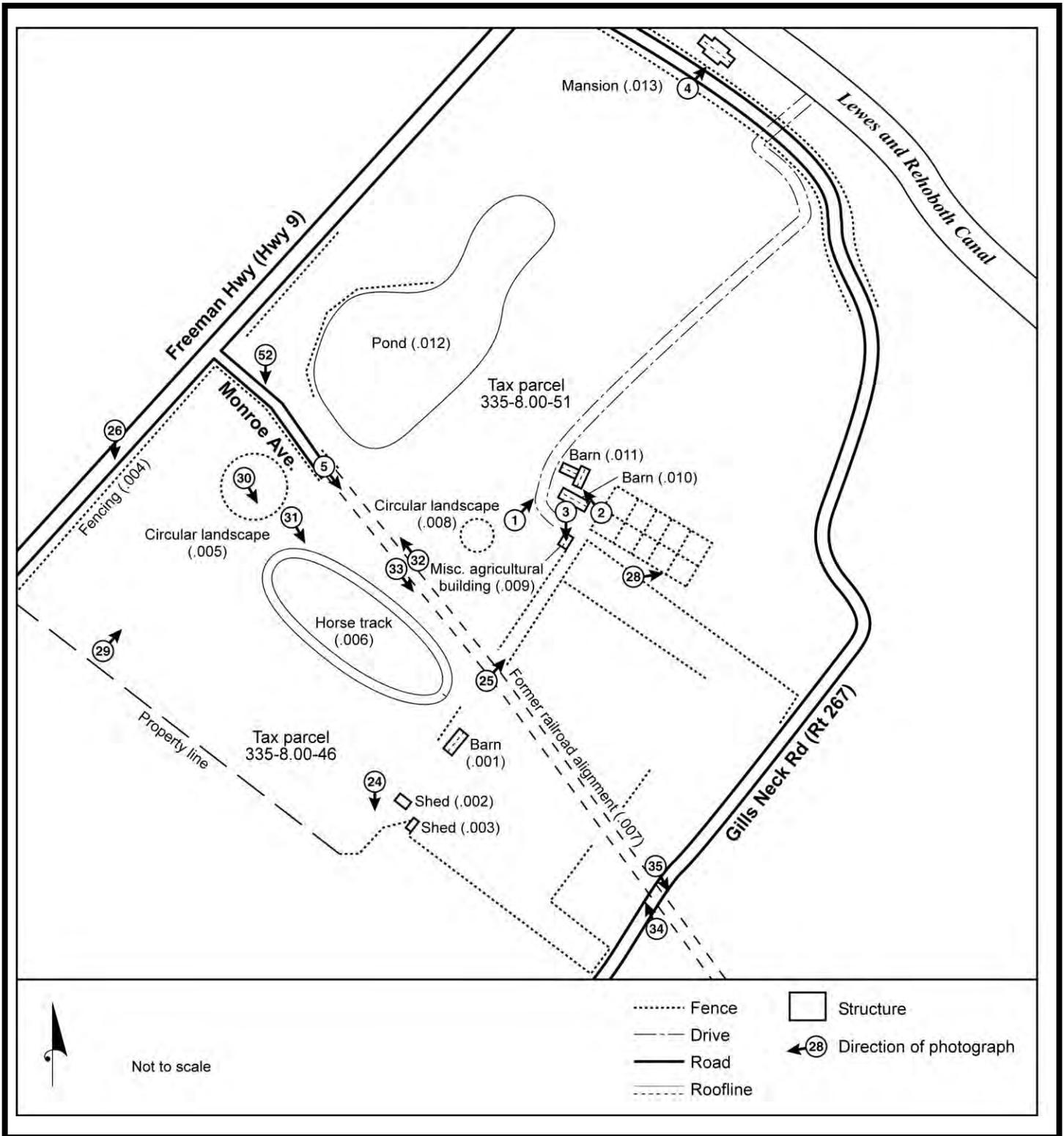
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

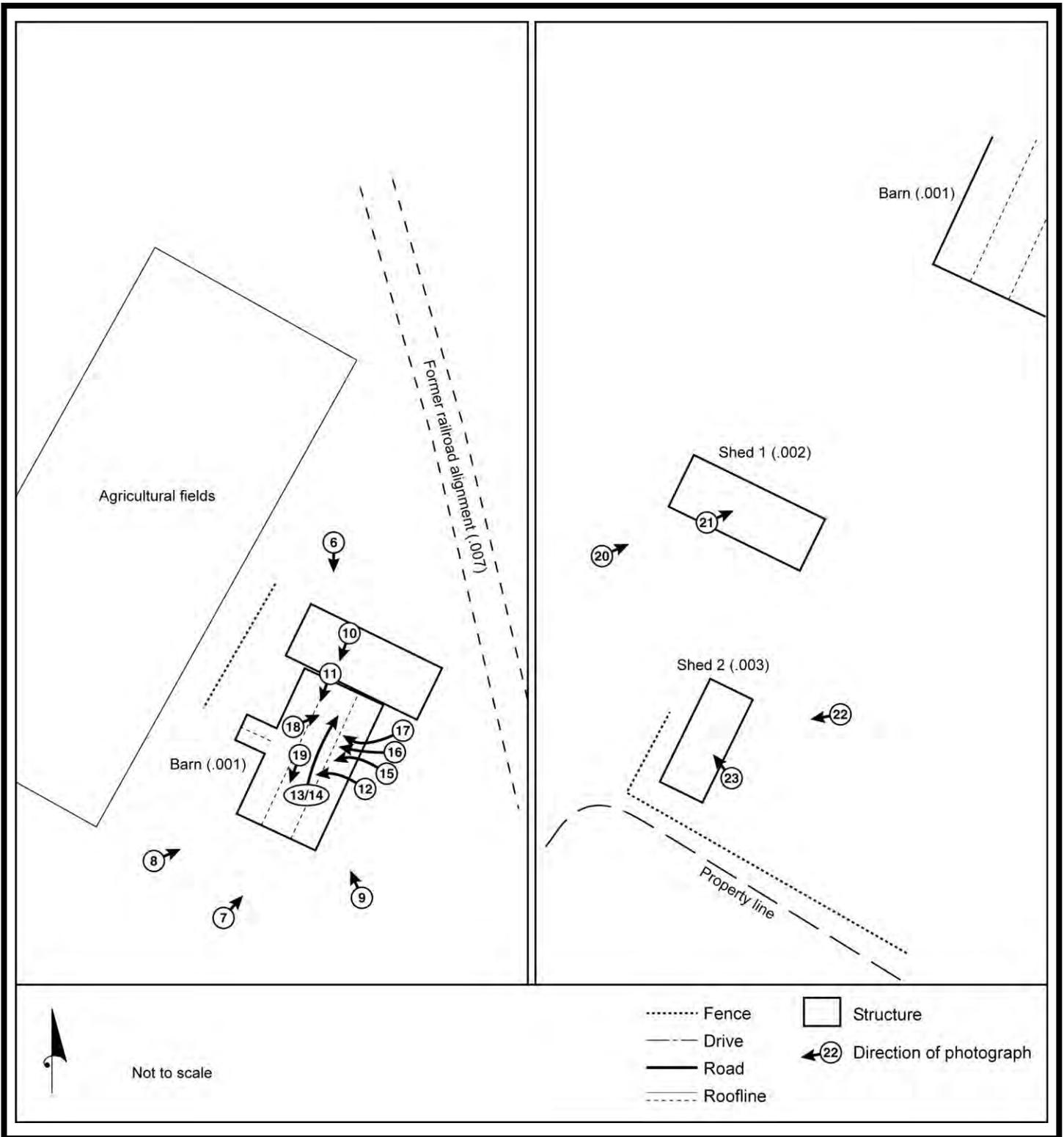
INDICATE NORTH ON SKETCH

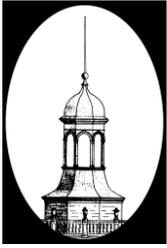


INDICATE NORTH ON PLAN



INDICATE NORTH ON PLAN





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # S1052

1. HISTORIC NAME/FUNCTION: Bay Manor Farm/ Former Otis Smith Farm

2. ADDRESS/LOCATION: Bounded by Freeman's Highway (Hwy.9) to NW, and Gills Neck Road (Rt.267) to NE and SE

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: Overall, the former farm complex retains a high degree of integrity.

5. SETTING INTEGRITY: The lands immediately surrounding the former agricultural buildings have retained their rural, open-space, agricultural feeling and setting; however, large, modern, residential developments and individual single-family homes are encroaching on nearby properties.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	Barn
2	CRS 3 Secondary Building Form	sheds
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
3	CRS 6 Structure (Land Feature) Form	circular landscape; horse track; former RR alignment
1	CRS 7 Object Form	fencing
1	CRS 8 Landscape Elements Form	Bay Manor Farm
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark and Sarah Traum, Architectural Historians

Principal Investigator name: Courtney Clark, Architectural Historian

Principal Investigator signature: *Courtney Clark*

Organization: John Milner Associates, Inc. Date: April 2013

8. OTHER NOTES OR OBSERVATIONS:

CRS# S1052

Between 1948 and the 1990s, Otis and Hazell Smith began acquiring large parcels of this area for their residential property and farm. The farm was known as Bay Manor Farm and encompassed approximately 320-acres of farmland.

In September of 1979, the Planning and Zoning Office of Sussex County surveyed and documented a portion of the former farm (tax parcel 335-8.00-51) (Sandra.Marvel). At that time, the following CRS forms were prepared:

- CRS 3- Locus Identification Form and,
- CRS 1-Structural Data Form

This survey identifies the general location of the former farm, and allocates sub-numbers to all known, related resources associated with the former farm (see MAP form, CRS-9). The remaining CRS forms prepared for this survey and documentation effort detail the resources specific to tax parcel (335-8.00-46).

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

c) Historic period theme(s)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input checked="" type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |

DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY - CONTACT SHEET

Negative location (if other than SHPO) John Milner Associates, Inc., West Chester, Pennsylvania

Photo Roll # _____ **Surveyor** Courtney Clark & Sarah Traum **Date** February 2013

Frame #	CRS #	Description of view
1	S1052.010 and S1052.011	View of mid-twentieth-century outbuildings on property adjacent to study area; view looking northeast.
2	S1052.011	View of mid-twentieth-century outbuilding on property adjacent to study area; view looking northeast.
3	S1052.009	View of mid-twentieth-century outbuilding on property adjacent to study area; view looking southwest.
4	S1052.013	View of Georgian-style mansion on northeast side of Gills Neck Road, along canal; view looking east-northeast.
5	S1052.001	View of barn and agricultural fields from the southeast end of Monroe Avenue; view looking south.
6	S1052.001	Barn. Northeast and northwest elevations; view looking south-southwest.
7	S1052.001	Barn. Southwest elevation; view looking northeast.
8	S1052.001	Barn. Northwest elevation; view looking southeast.
9	S1052.001	Barn. Southwest and southeast elevations; view looking north.
10	S1052.001	Barn. Entrance opening on northeast elevation; view looking southwest.
11	S1052.001	Barn. Interior, ground floor; view looking southwest.
12	S1052.001	Barn. Fencing found inside barn (removed from somewhere around property).
13	S1052.001	Barn. Interior pen; view looking northeast.
14	S1052.001	Barn. Detail of interior ladder on northeast wall (above interior pen); view looking northeast.
15	S1052.001	Barn. Detail of rafter system outside centralized, enclosed upper-level loft.
16	S1052.001	Barn. Detail of rafter system and centralized, enclosed upper-level loft.
17	S1052.001	Barn. Detail of rafter system outside centralized, enclosed upper-level loft.
18	S1052.001	Barn. Detail of upper level flooring and lighting from ground level.
19	S1052.001	Barn. Detail of lighting on ground level.
20	S1052.002	Shed 1. Southwest and northwest elevations; view looking east.

Frame #	CRS #	Description of view
21	S1052.002	Shed 1. Detail of one of several "Salt Feeders" for cattle, inside shed.
22	S1052.003	Shed 2. Southeast and northeast elevations; view looking northwest.
23	S1052.003	Shed 2. Detail of masonry stored inside shed.
24	S1052.004	Fencing. Detail of masonry post with masonry stretcher fencing found along southwest side of property; view looking southwest.
25	S1052.004	Fencing. Detail of masonry post with wood stretcher fencing found along northeast side of property (along southwest side of Monroe Avenue); view looking south.
26	S1052.004	Fencing. Detail of wire mesh fencing found along northwest side of property (along southeast side of Freeman's Highway); view looking south.
27	S1052.004	Fencing. Detail of masonry post with masonry stretcher fencing and wood fencing found toward the middle northeast side of the property. Fencing flanks internal road path that lies between project property and adjacent property, leading to additional outbuildings; view looking northeast.
28	S1052.004	Fencing. Detail of wood fencing found on adjacent property, to the northeast, near additional outbuildings; view looking northeast.
29	S1052.005	Circular copse of trees toward northwest end of property; view looking northeast.
30	S1052.005	Detail of double ring of sycamores planted inside circular copse of trees.
31	S1052.006	View of only remaining ground-level marking of former oval-shaped horse track on property (line of plantings on left side of plate appears to have been the northeast side of the track); view looking south.
32	S1052.007	View of former railroad alignment (DM&V line from Lewes to Rehoboth) that historically bisected the boundaries of the property (road path in middle of plate follows the former alignment toward Monroe Avenue); view looking north.
33	S1052.007	View of former railroad alignment (DM&V line from Lewes to Rehoboth) that historically bisected the boundaries of the property (dip in fencing on right side of plate reflects former alignment); view looking southeast.
34	S1052.007	View of former railroad alignment (DM&V line from Lewes to Rehoboth) along northwest side of Gills Neck Road (alignment visible in middle of plate); view looking northwest.
35	S1052.007	View of former railroad alignment (DM&V line from Lewes to Rehoboth) along southeast side of Gills Neck Road (alignment visible in middle of plate); view looking southeast.

Appendix III:
Resumes of Principal Preparers



Courtney L. Clark
Project Architectural Historian

Education

M.F.A. (ABT)	Savannah College of Art and Design	Historic Preservation	2000
B.A.	University of South Carolina	Art Studio	1997

Experience Profile

Courtney L. Clark has more than 12 years of professional experience in architectural history and historic preservation and has participated in more than 100 historical projects throughout the eastern United States. She specializes in the identification, survey, evaluation, documentation, and interpretation of buildings and landscapes and has prepared numerous historic contexts, CRS forms, DOE forms, effect assessments, design guidelines, and preservation plans. Ms. Clark's professional interests include the preservation of the recent past, roadside architecture, historic interiors, and the history of cultural and social patterns/behaviors. She is particularly skilled in conducting oral history interviews.

Key Projects

Junction and Breakwater Pathway Improvements (Showfield Extension), Lewes, Sussex County, DE. Preliminary historic architectural survey. DelDOT (2013).

SE Front Street/SR 1 Grade-Separated Intersection Improvements, Milford, Sussex County, DE. Intensive-level historic architectural survey. DelDOT (2012-2013).

US 9/SR 5 Intersection Improvements, Harbeson, Sussex County, DE. Intensive-level historic architectural survey. DelDOT (2012-2013).

Woodland Golf Park, Seaford vicinity, Sussex County, DE. Historical documentation and National Register evaluation of a former clubhouse in conjunction with proposed reuse. Sussex County (2012-2013).

US 113 North/South Improvements, Sussex and Kent Counties, DE. Context development, historic architectural survey, National Register evaluations, and effect assessments involving ca. 1,200 properties. DelDOT (2003-2013).

New Castle Rifle Range, New Castle, New Castle County, DE. Context development and National Register evaluations of Buildings 1, 11, and 16. Delaware Army National Guard (2012).

Brooklyn and Curtis Bay Neighborhoods, Baltimore, MD. Determinations of National Register eligibility. Baltimore City (2012).

Tredyffrin Township Transportation Improvements, Chester County, PA. Cultural resources survey and National Register evaluations associated with proposed sidewalks, traffic calming measures, and stormwater management. Tredyffrin Township (2008-2009).

George Read II House and Gardens, New Castle, New Castle County, DE. Research for a National Historic Landmark nomination. Historical Society of Delaware (2007-2008).

SR 1 Rehoboth Entrance Improvements, Sussex County, DE. Historic architectural survey and National Register evaluations of numerous cultural resources in the Five Points-Rehoboth corridor. DelDOT (2003-2005).

I-95/Newark Toll Plaza Improvements, New Castle County, DE. Historic architectural survey and National Register evaluations. DelDOT (2001-2005).



Sarah Goode Traum Project Architectural Historian

Education

M.A.	Cornell University	Historic Preservation Planning	2000
B.A.	Lehigh University	Architecture	1997

Experience Profile

Sarah Goode Traum has more than 14 years of professional experience in architectural history and historic preservation and has participated in more than 100 historical projects throughout the eastern United States. She has prepared historic resources surveys, criteria of effect evaluations, and documentary research for a variety of historic resources and project types. She has a thorough understanding of American domestic architecture, both vernacular and high style, and is particularly knowledgeable about agricultural history and buildings.

Key Projects

Junction and Breakwater Pathway Improvements (Showfield Extension), Lewes, Sussex County, DE. Preliminary historic architectural survey. DeIDOT (2013).

SE Front Street/SR 1 Grade-Separated Intersection Improvements, Milford, Sussex County, DE. Intensive-level historic architectural survey. DeIDOT (2012-2013).

US 113 North/South Improvements, Sussex and Kent Counties, DE. Context development, historic architectural survey, National Register evaluations, and effect assessments involving ca. 1,200 properties. DeIDOT (2003-2013).

Brooklyn and Curtis Bay Neighborhoods, Baltimore, MD. Determinations of National Register eligibility. Baltimore City (2012).

Veterans Affairs Medical Center, West Roxbury, MA. Documentary research, historic context, and field survey for a National Register evaluation and Determination of Eligibility. US Department of Veterans Affairs (2012).

West Baltimore MARC Station, Baltimore, MD. National/Maryland Register evaluations of historic architectural resources. MD DOT-MTA (2011-2012).

Route 250 Bypass Interchange at McIntire Road, Charlottesville, VA. Historic context, documentary research, reconnaissance and intensive architectural survey, and effects analysis. VA DOT (2009).

National Zoological Park, Front Royal Facility, Warren County, VA; and Rock Creek Facility, Washington, DC. Historic contexts, architectural reconnaissance surveys, and significance evaluations of 216 resources. Smithsonian Institution (2007).

Patrick Henry College, Loudoun County, VA. Reconnaissance architectural survey and historic context. Patrick Henry College (2007).

Washington Dulles International Airport Historic District, Loudoun County, VA. Intensive architectural survey forms on four buildings. Metropolitan Washington Airports Authority (2007).

District of Columbia Workhouse and Reformatory Historic District, Lorton, Fairfax County, VA. Documentary research, architectural survey, significance evaluation, and National Register nomination. Fairfax County Department of Planning and Zoning (2006).