

May 16, 2012

Mr. Timothy Slavin, Director  
Division of Historic and Cultural Affairs  
The Green, Suite 21A  
Dover, DE 19901

**Subject: Section 106 Compliance: Christina River Bridge Project, New Castle County,  
Delaware State Contract Number T2005121021; Federal Aid TBD**

Dear Mr. Slavin:

The Delaware Department of Transportation (DelDOT) Environmental Studies Section has received your comments on the Phase IA Archaeology Report from The Louis Berger Group, Inc. for the above project. The project is funded by the Federal Highway Administration, the lead federal agency. DelDOT has addressed DHCA's comments in the attached Addendum to the Phase IA report. We are submitting this Addendum for your records. If there are any questions, please contact David Clarke at (302) 760-2271. Thank you for your continued cooperation.

Sincerely,

Therese M. Fulmer, Manager  
Environmental Studies

TMF/dc

Enclosure

cc: Gwen Davis, DE SHPO  
File

**Addendum to the Phase IA Archaeological Investigation  
Christina River Bridge  
New Castle County, Delaware**

**May 16, 2012**

**David S. Clarke  
DelDOT Archaeologist**

**Substantive Comments:**

**It would have been more helpful if the analysis of what structures would have at one time been present within the actual APE had been more specific, and the assumption that subsequent reuse of the parcels obliterated any evidence of the earlier uses better supported.**

I can see that a table of all the structures would have been more helpful with dates of construction and dates of demo, etc... For your second point, I agree there could have been further discussion about the subsequent reuse of parcels and how they may or may not have obliterated any evidence of earlier use. I think both points can be easily addressed by making one change in the management of Section 106 compliance projects in urban environments. On that note, I'm finding out that it may be more effective, when doing section 106 compliance in urban environments with a long history of standing structures and continual reuse over time, to use one entity to do both Standing Structures and Archaeology as it aids in producing documents that are more consistent with each other and mesh better the above and below ground resources. DelDOT Cultural Resources will consider this on future urban projects.

**Of greater concern is the "Assessment of Resource Significance" which appears to suggest that even if archaeological evidence of these industrial uses survived, they would not retain sufficient integrity or meet the criteria of significance. In reference to the latter, the report cites documentation of extant industrial structures of facilities as being more informative for such resources. This is an overly broad interpretation, which generally undermines the value of industrial archaeology.**

I agree with your concern and can justify the claim that there is a general assumption of lack of sufficient integrity on any potential Archaeological sites that would be present in the APE by a number of factors that could have been more thoroughly flushed out in the report. One major factor is the attached soil borings maps indicating an extreme amount of disturbance throughout the APE as well as potentially highly contaminated soils. Another factor is the large amount of infilling of certain portions of the APE that were historically fast-land. In future Phase IA reports, in urban environments, these factors will be further explored as well as a more thorough attempt to make sure not to devalue industrial archaeology.

## Technical Comments:

1. **Readers would benefit from map(s) that label the location of specific streets, soil borings, city planning blocks and that are referenced in the report.**

Attached are maps with the above requested items identified.

2. **Us the more recent USDA/MRCS Web Soil Survey**

Attached are the Web Soil Survey map and legends.

3. **P. 11 Market to Orange Street Archaeological District not “nominated” for National Register of Historic Places there was a just a consensus DOE.**

Understood, and this will be reflected in all future section 106 documents in the area.

4. **P. 17, contact, should reference Lenape community still in State (Kent Co.)**

Understood and in future section 106 compliance reports the Lenape will be referenced in the Contact period of the cultural history section as being indigenous to Delaware and still an active community in Kent County.

5. **PP. 23-27, text for Urbanization / Early Suburbanization period does not reference the Delaware / Jessup & Moore paper mills so prominent later in the report?**

Understood, under the heading Urbanization / Early Suburbanization there should have been an introductory statement about this resource as it is further explored later in the document. Ex. “The Jessup & Moore Paper Company stood along the shore of the Christina River at what is now the location of an empty storage area located south of the Shipyard Shops in the APE. This resource was in use until the early 20<sup>th</sup> century and was dismantled by 1948.”

6. **P. 28, what was the Middleburg Marsh Company?**

Ok, I did some homework on this and as far as I can figure out the Middleburg Marsh Company was a “paper” entity that bought up the land directly adjacent to the Christiana River just prior to the railroad coming (1837) with the intent to either develop or subdivide and sell of the now more valuable land nestled between the rail road and the river. It first shows up on the 1849 Rea and Price map and in 1879 this land was bought by Clarence Bloomfield Moore and turned into the Delaware Mills / Jessup & Moore Paper Company that shows up on the 1881 Hopkins Map.

7. **P. 36 says only one structure in the APE on the east side in the 1876; figure 14 appears to show 4 structures.**

Took awhile to figure this one out and I see where the confusion is. The text should have been clearer that the author is discussing the relationship of development on lots along the river that are on the west side of Wilmington Causeway (currently called Market Street). The point here is that on these rectangular long lots adjacent to the river and causeway there was sparse development and only 1 structure shows up on the map 1876 map.

8. **Page 41 “A steel fabrication plant (ABE Steel) occupied a property along the APE that extends from the river to the intersection of South Market and south Walnut streets (Figure 16)”. According to the figure, this building site is within the APE. When was it built; is it still there?**

Attached is the Standing Structure write up on the above property. Mike Hahn details the recent historic narrative of the property. One caveat is that there does exist the possibility that earlier historic structures could have been erected on this parcel, but the documentation by Berger in their draft phase IA document and the attached soil boring data indicates that it is highly likely that the soils on this parcel are heavily disturbed due to historic infilling of this parcel and the fast-land as well as the possibility that the soils on this parcel are contaminated and would have potential Hazmat issues. Therefore the recommendation is still valid that no Archaeological testing is necessary on this parcel but that it will be monitored during construction by DelDOT Archaeologists.

9. **Why are there 2 references to Thomas’ 1999 DOE for the Market to Orange Street Waterfront Archaeological District?**

This is a typo I have no idea why that have it twice, so reference 199b should be deleted.

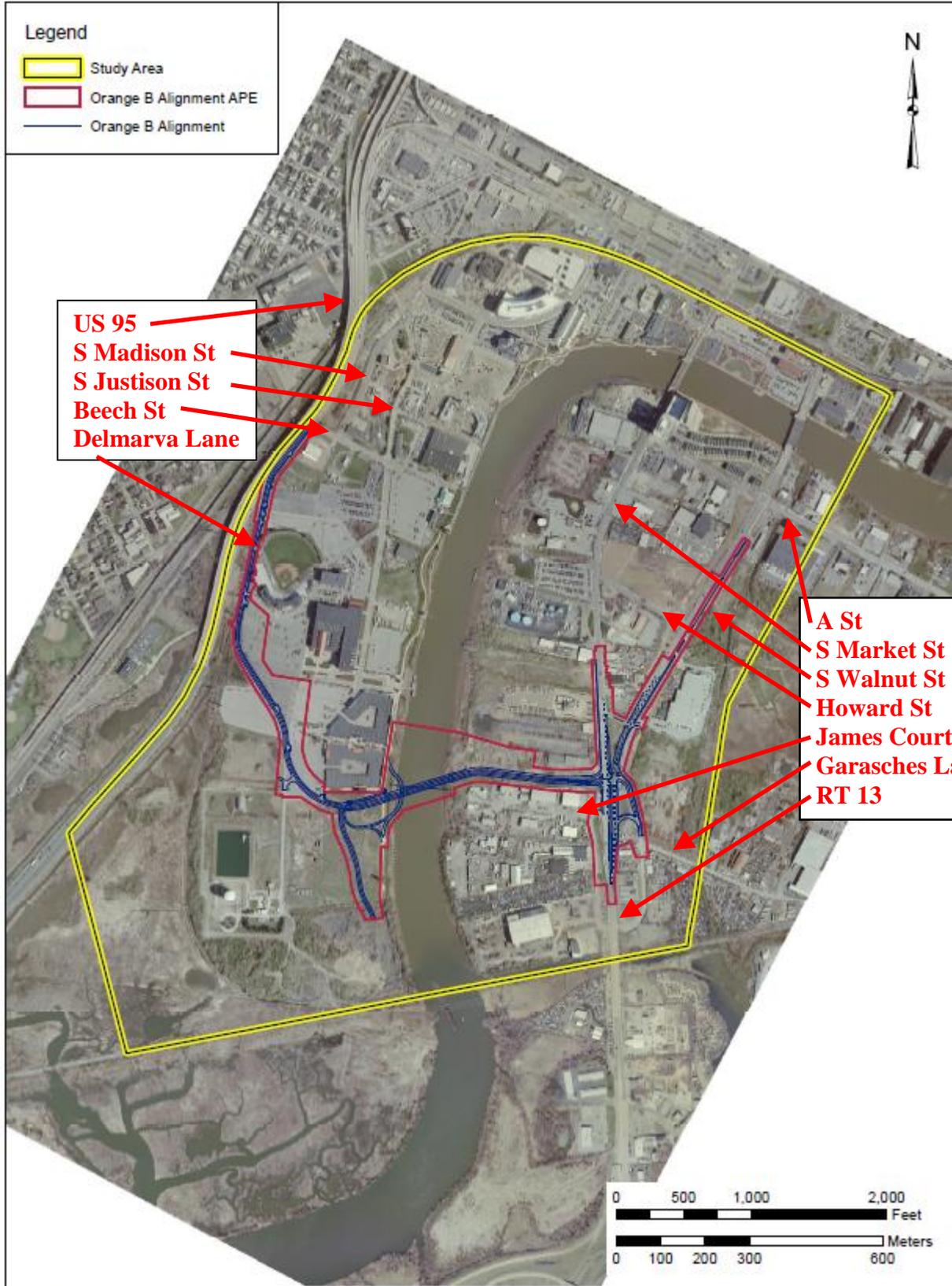
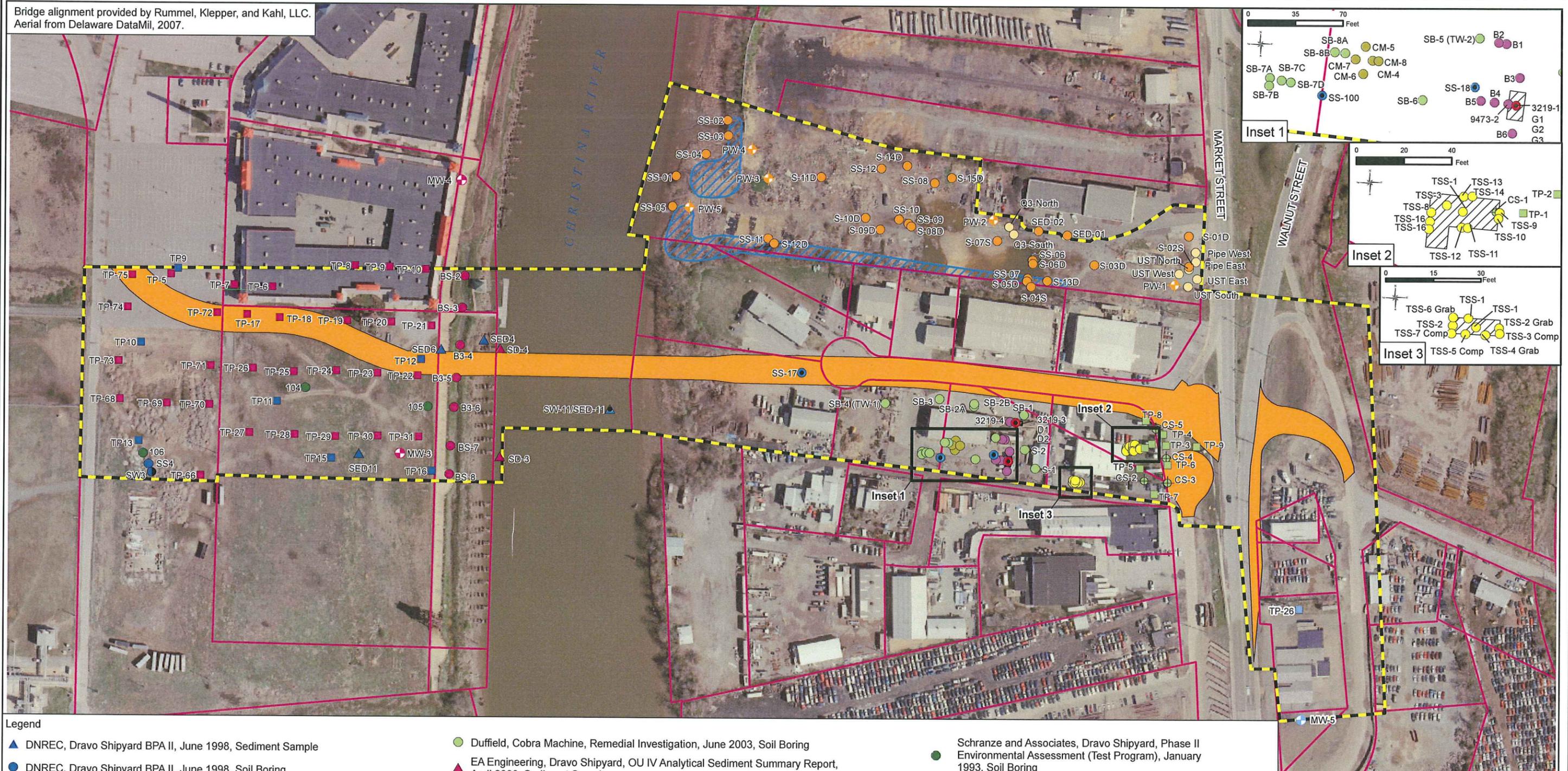


FIGURE 2: Aerial View of Study Area and APE

SOURCE: DelDOT 2011

Bridge alignment provided by Rummel, Klepper, and Kahl, LLC. Aerial from Delaware DataMil, 2007.



**Legend**

- ▲ DNREC, Dravo Shipyard BPA II, June 1998, Sediment Sample
- DNREC, Dravo Shipyard BPA II, June 1998, Soil Boring
- DNREC, Dravo Shipyard BPA II, June 1998, Surface Water Sample
- DNREC, Dravo Shipyard BPA II, June 1998, Test Pit
- DNREC, Environmental Assessment of South Wilmington (East) Quadrants 1 & 2, April 1996, Test Pit
- DNREC, Environmental Assessment of South Wilmington (East) Quadrants 1 & 2, April 1996, Monitoring Well
- ▲ DNREC, South Wilmington Environmental Assessment Quadrants 3 & 4, April 1996, Sediment Sample
- DNREC, South Wilmington Environmental Assessment Quadrants 3 & 4, April 1996, Soil Boring
- ⊕ Duffield, Bentley Truck Services, Product Collection Summary Report, May 1997, Sump
- Duffield, Bentley Truck Services, Product Collection Summary Report, May 1997, Test Pit
- Duffield, Cobra Machine, Remedial Investigation, June 2003, Soil Boring
- ▲ EA Engineering, Dravo Shipyard, OU IV Analytical Sediment Summary Report, April 2000, Sediment Sample
- EA Engineering, Dravo Shipyard, OUII Remedial Investigation Feasibility Study, August 1999, Soil Boring
- EA Engineering, Dravo Shipyard, OUII Remedial Investigation Feasibility Study, August 1999, Test Pit
- ⊕ EA Engineering, Dravo Shipyard, OUII Remedial Investigation Feasibility Study, August 1999, Monitoring Well
- Hardy Environmental, Cobra Machine, Tank Closure and Limited Investigation, August 1996, Soil Boring
- J&M, Bentley Truck Services, Fax to DNREC, March 2005, January, June, July 1996, Soil Boring
- J&M, Cobra Machine, Tank Closure Report, November 2003, Soil Boring
- Schnabel, Consultation for Erectix Site, October 1996, Soil Boring
- Schranze and Associates, Dravo Shipyard, Phase II Environmental Assessment (Test Program), January 1993, Soil Boring
- ◆ Tetra Tech, Jablow Property, Phase II ESA, November 2004, Piezometer
- Tetra Tech, Jablow Property, Phase II ESA, November 2004, Soil Boring
- Tetra Tech, Jablow Property Sampling Results, November 2007, Soil Boring

- Focused Area for Environmental Assessment Activities
- Tax Parcel
- Proposed Bridge Alignment
- Surface Waste Removal Area
- Tank Excavation Area

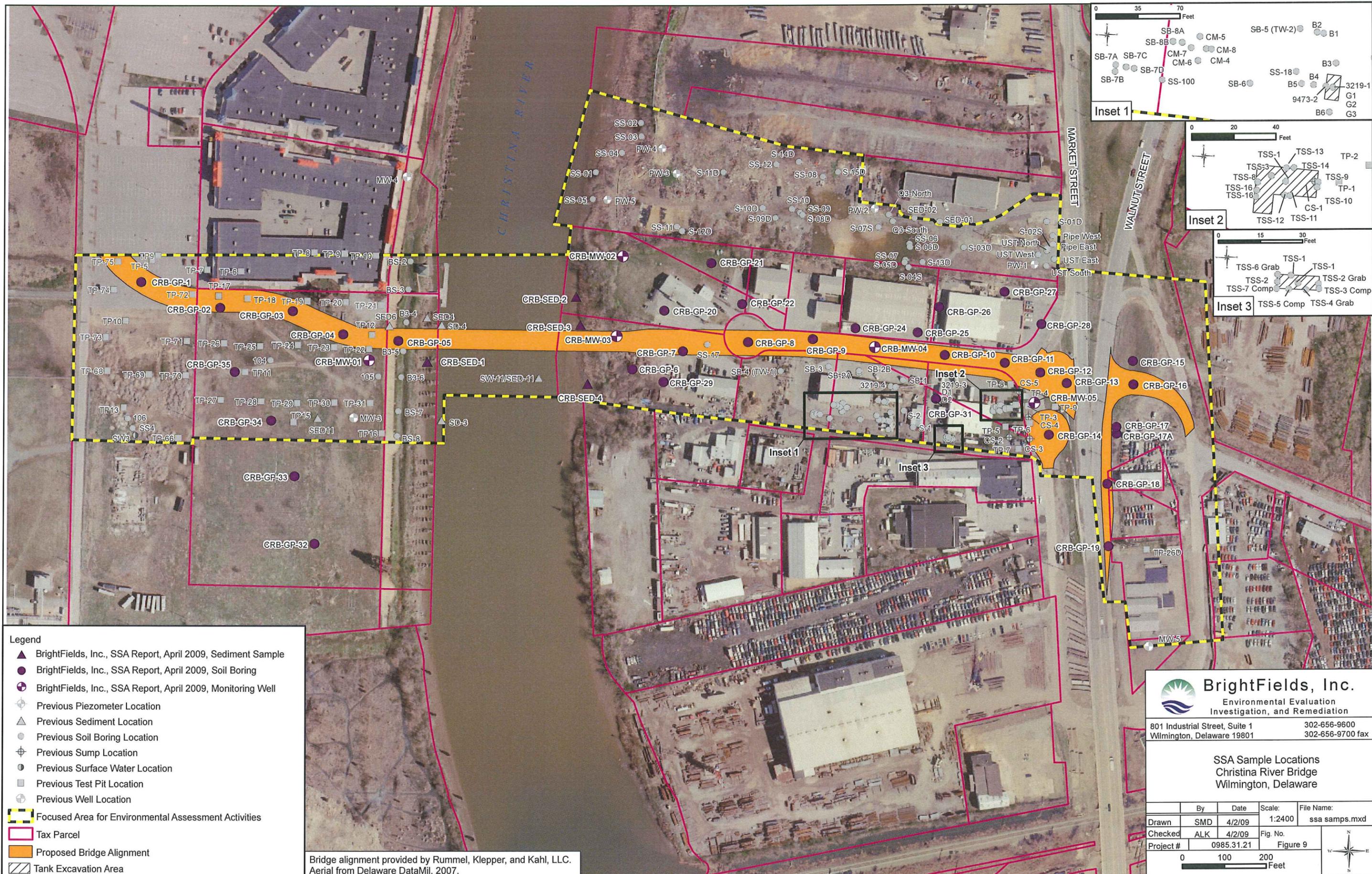
- Schranze and Associates, Dravo Shipyard, Phase II Environmental Assessment (Test Program), January 1993, Soil Boring
- ◆ Tetra Tech, Jablow Property, Phase II ESA, November 2004, Piezometer
- Tetra Tech, Jablow Property, Phase II ESA, November 2004, Soil Boring
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**BrightFields, Inc.**  
 Environmental Evaluation  
 Investigation, and Remediation  
 801 Industrial Street, Suite 1  
 Wilmington, Delaware 19801  
 302-656-9600  
 302-656-9700 fax

Previous Sample Locations  
 Christina River Bridge  
 Wilmington, Delaware

By	Date	Scale:	File Name:
Drawn SMD	4/2/09	1:2400	previous samps.mxd
Checked ALK	4/2/09	Fig. No.	
Project # 0985.31.21		Figure 3	

0 100 200 Feet



- Legend**
- ▲ BrightFields, Inc., SSA Report, April 2009, Sediment Sample
  - BrightFields, Inc., SSA Report, April 2009, Soil Boring
  - ⊕ BrightFields, Inc., SSA Report, April 2009, Monitoring Well
  - ⊕ Previous Piezometer Location
  - ▲ Previous Sediment Location
  - Previous Soil Boring Location
  - ⊕ Previous Sump Location
  - Previous Surface Water Location
  - Previous Test Pit Location
  - ⊕ Previous Well Location
  - ▭ Focused Area for Environmental Assessment Activities
  - ▭ Tax Parcel
  - ▭ Proposed Bridge Alignment
  - ▭ Tank Excavation Area

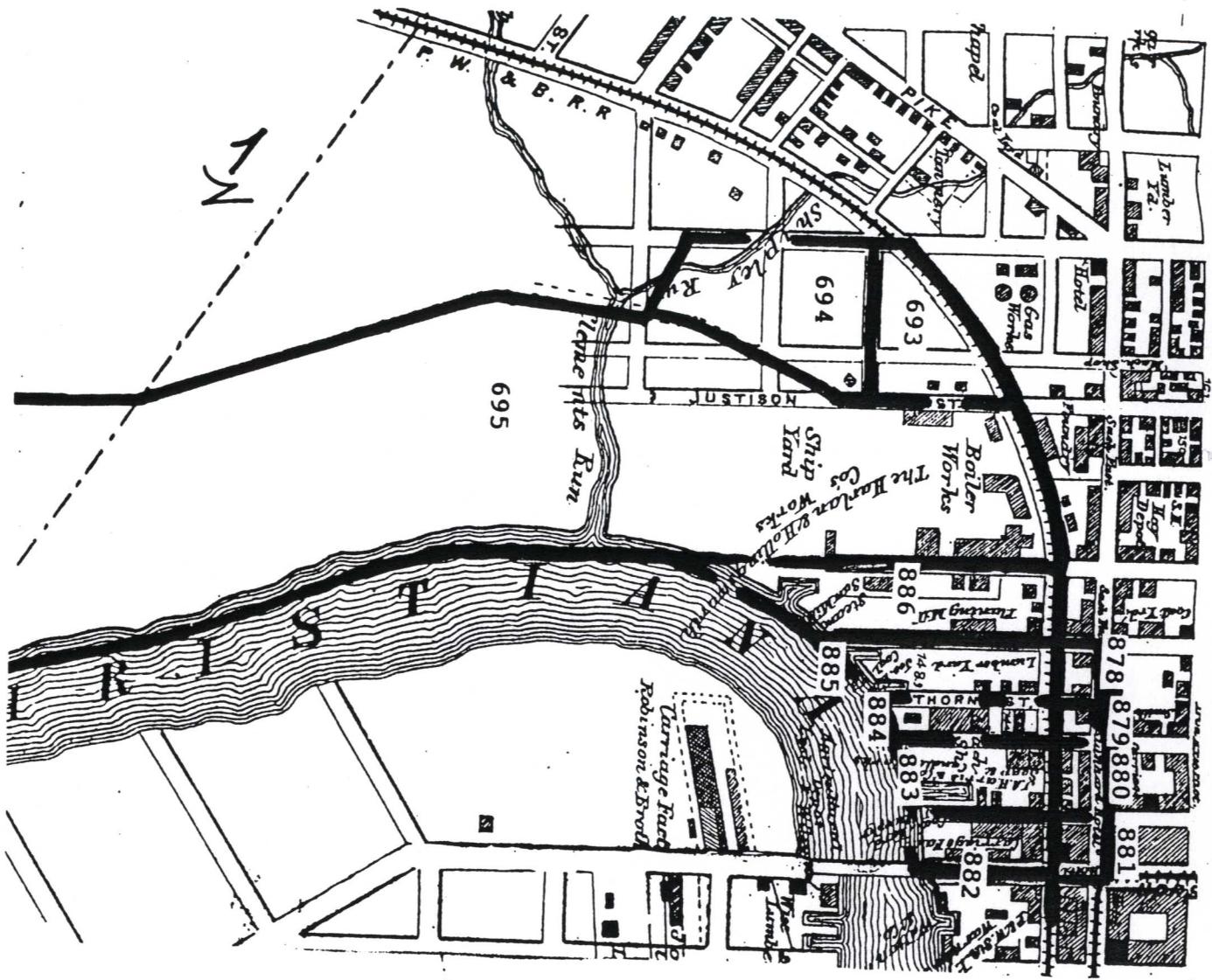
Bridge alignment provided by Rummel, Klepper, and Kahl, LLC. Aerial from Delaware DataMil, 2007.

**BrightFields, Inc.**  
 Environmental Evaluation  
 Investigation, and Remediation  
 801 Industrial Street, Suite 1 302-656-9600  
 Wilmington, Delaware 19801 302-656-9700 fax

**SSA Sample Locations  
 Christina River Bridge  
 Wilmington, Delaware**

By	Date	Scale:	File Name:
Drawn SMD	4/2/09	1:2400	ssa samps.mxd
Checked ALK	4/2/09	Fig. No.	
Project #	0985.31.21	Figure 9	

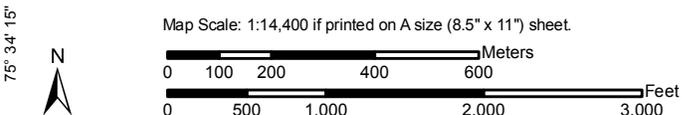
0 100 200 Feet



1868 BEERS ATLAS

Figure 72  
Blocks 693-695, 878-886





## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Units

### Special Point Features

-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot
-  Spoil Area
-  Stony Spot

 Very Stony Spot

 Wet Spot

 Other

### Special Line Features

-  Gully
-  Short Steep Slope
-  Other

### Political Features

 Cities

### Water Features

 Streams and Canals

### Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

## MAP INFORMATION

Map Scale: 1:14,400 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>  
 Coordinate System: UTM Zone 18N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: New Castle County, Delaware  
 Survey Area Data: Version 5, Jan 7, 2010

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

New Castle County, Delaware (DE003)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ln	Lenape-Nanticoke complex, very frequently flooded, tidal	22.7	3.7%
MuB	Mattapex-Urban land complex, 0 to 5 percent slopes	10.1	1.6%
NM	Nanticoke and Mannington soils, very frequently flooded, tidal	39.4	6.4%
NxB	Neshaminy-Urban land complex, 0 to 8 percent slopes	0.3	0.0%
OtA	Othello silt loam, 0 to 2 percent slopes	14.9	2.4%
Up	Urban land	130.1	21.0%
UsB	Udorthents, refuse substratum, 0 to 5 percent slopes	21.8	3.5%
UwA	Udorthents, wet substratum, 0 to 2 percent slopes	108.1	17.4%
UzC	Udorthents, 0 to 10 percent slopes	31.4	5.1%
VoB	Urban land-Othello complex, 0 to 5 percent slopes	184.3	29.7%
W	Water	56.6	9.1%
<b>Totals for Area of Interest</b>		<b>619.6</b>	<b>100.0%</b>

#### 4.12 Vapat Incorporated Corporation (CRS # N04353)

**Historic Name:** Vapat Incorporated Corporation  
**Current Owner & Function:** Medori Enterprises; Non-profit Ministries and Landscaping Storage

**Property Address:** 701 South Market Street, Wilmington, DE

**Tax Parcel:** 2605700002; 1.2 acres

**Data Point:** Latitude 39°43'42"N and Longitude -75°33'24"W; UTM 18 X 452273.2699 and Y 4397775.2532

**Time Period:** 1940+/- to 1965+/- Suburbanization and Commercial Expansion

**Geographic Zone:** Urban (City of Wilmington)

**Historic Period Theme(s):** Architecture, Engineering and Decorative Arts (commercial architecture); Settlement Patters and Demographic Change (commercial warehouse)



Photograph 52 Façade of N04353.

#### *General Description*

Located on the west side of South Market Street (U.S. 13, DuPont Highway) and just north of the Walnut Street turnaround, this parcel contains a large concrete block warehouse which resembles a commercial like storage building. The lot's grounds are paved throughout.

The circa 1953 building is constructed in two parts with the original, but smaller section towards the front of the road. The larger circa 1962 addition complements the rear as an expansion of the building and can be accessed by a series of garage bay over lift doors and industrial metal doors. The building has a slight setback from the main road and the property lot's dimensions are irregular and have been altered (**Figure 32**). The current tax parcel dimensions of the lot surround the building with minimal buffers. The tax parcel lot of the building and its origins come from a much larger and rectangular lot that originally stretched to the riverbanks of the Christiana River. Historically, the property had other buildings on the lot supporting other business operations and functions. Today, the building is occupied by Higher Ground Ministries, a non-profit and non-denominational spiritual and religious organization. There is also a landscaping business that utilizes a portion of the rear addition for storage. The property is owned by Medori Enterprises. Medori Enterprises is a property development and asset management group which broker leases and rents for commercial warehouse, commercial retail, office, medical, or storage facilities to prospective tenants.

The one-story concrete block building is generally rectangular in size and regular with a flat roofline. The façade is three bays. Two bays consist of a commercial retail glass entrance

door trimmed in metal located in the center and on the south end (**Photograph 52**). The remaining bay consists of a smaller fixed rectangular casement window closer on the south end. Although difficult to initially determine, it appears as though portions of the façade has been block filled from earlier glass window facades. Finally, there is a commercial art deco six-parapet step up that is evenly balanced along the façade's peak roofline (**Photograph 60**). The parapet step-up, which represents elements of vernacular art deco, is typical of roadside commercial buildings dating during the early to mid-half of the twentieth century. The commercial art deco step-up parapet is also common for commercial and retail buildings of the same time period in and around the City of Wilmington. The step-up parapet roofline is also evident on all sides and rear wall of the original block.

There is little orientation on either the south side or rear of the building (**Photograph 61**). The south side is characteristic of 7-bays that are a combination of industrial overhead metal garage lift doors, 2/2 double hung industrial windows, and industrial metal access doors. One of the metal garage lift doors is now fixed since it has been converted to a dual access door. The rear of the building is fixed with one bay consisting of a fixed casement window with a three pane light (**Photograph 62**). The north side of the building was difficult to view, but appears to have one bay consisting of a 2/2 double hung sash window on the original block. All windows (4 total) have a brick lintel and are trimmed with metal. One of the windows has been boarded up and all are metal barred from the outside for added security. Finally, as an industrial type warehouse the building rests on a concrete slab.

### *Historical Narrative*

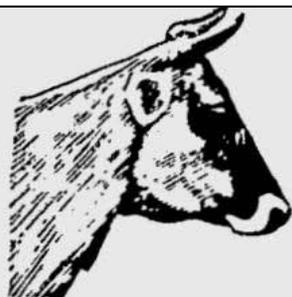
Based on a 1929 aerial of the project area and a 1936 Franklin Survey Company map, it appears that the original front block of the building dates back to circa 1925. In addition and under DelDOT State Contract 22, the same footprint labels the building area as a framed barn in a 1919 roadway plan owned by William Meyers. A 1928 road plan (DelDOT State Contract 105) from later confirms the building as a 2-story barrel factory owned by August H. Sauer with Joseph Beste and Son owning the property to the south with a residential dwelling.

However, based on aerial interpretation and general inspection of the building, this building (and others that were situated north and south on the original and larger rectangular block) lot can first be attributed to the Joseph B. Beste Company. Joseph B. Beste and his wife, Florence A. first purchased additional property to the north under deed book E39 page 51 on July 19, 1934 from Sadie Heisler (widow). Beste formulated a partnership with Louise and Thomas Monte (w/h) to form the Joseph B. Beste Company. This company was dealing in the recovery and rendering of dead animals and animal parts. As part of this process, they also bagged manure for fertilizer and collected and distributed fatty oils as a by-product additive. Based on newspaper advertisement, it is also speculated that the Beste Company was also dealing in landscaping and other lawn and garden products.

With the number of buildings functioning on the lot, industrial location, and advertisements, it was probable that the entire rendering and fertilizing process took place on the property. According to records, the original SPCA was located within the South Market Street area off Garesches Lane. With the SPCA's normal business of rounding up stray pets and other

animals, they (Beste) had an incinerator for disposing of unwanted animals. Though not confirmed, Beste and the SPCA may have had mutual connections (Harry Rogerson, personal contact 2011).

**Photograph 53** Beste Advertisement from *Wilmington Sunday Star* newspaper; date unknown.



**BEST PRICES FOR WASTE FATS**  
*and*  
**PACKING HOUSE BY-PRODUCTS**

It will pay you to try us  
first—many people who  
have switched to us have  
doubled and tripled their  
returns.

**DEAD ANIMALS REMOVED FREE!**

OUR NEW TRUCKS TRAVEL MORE THAN  
A 100 MILE RADIUS—ASSURING YOU  
PROMPT AND EFFICIENT SERVICE.

**Jos. B. BESTE Co.**  
707 South Market St., Wilmington  
. . . PHONE 2-4223 . . .

To confirm the Joseph B. Beste Company operations, various 1940s news clippings were generously obtained from Harry Rogerson's collections. Those clippings are enclosed (**Photographs 53 and 54**). Mr. Rogerson operates and posts a nostalgic web site and blog on Wilmington history known as [www.oldwilmington.net](http://www.oldwilmington.net).

Based on advertisement and deed records, what can also be confirmed is that the Joseph B. Beste Company expanded operations 1946 when the company purchased an adjoining southern lot from Charles H. and Anne H. Whiteford on March 13, 1946 (DB W45, p.570).

Although the building subject under this historic evaluation is evident and functioning as a commercial and warehouse factory type facility by the late 1920's, it is probable that the building realistically dates to the early 1950's as a contemporary concrete block rebuild. There is sufficient evidence to support this circa 1953 construction date.

The 1936 Franklin Survey Company inventories the building as a framed (i.e. wood) building that would have been the original 2-story barrel factory. The extant building (both sections) is concrete block. In addition, though the building's materials cannot be 100% distinguished between framed (wood/timber) versus concrete block, the 1929 photograph provides contrast in architectural construction (**Photograph 55 and 56**). The lack of a complete upper parapet wall roofline and window arrangements on the south side of the building all differ

beyond typical in-fill or renovations. Finally, the 1954 DataMil aerial photograph of the building appears slightly different than 1937.

Based on professional assessment with existing conditions and given that the property had transferred in 1952 out of Beste and Monte ownership, it is best determined that the Joseph T. Beste Company building was reconstructed again circa 1953 on nearly the same footprint.

At the start of 1953 (12/30/52) the properties and buildings consisting of the Joseph B. Beste Company were noted to be located at 707 and 701 South Market Street. They had transferred ownership to Vapat Incorporated Corporation (DB D53, p.128; C53, p.384; K73, p.282; and V74, p.260). In December 1952 Vapat Incorporated Corporation initially registered itself under the State of Delaware as a business operation before acquiring the properties. However, its exact function, operation, and personnel are unspecified. It is probable that Vapat Incorporated Corporation is simply be a re-development and/or real estate management company

leasing the property grounds and/or buildings to business tenants for various functions. Beginning in 1953, they would have demolished what was situated as part of the Joseph B. Beste Company operations closest to the road. They reconstructed a newer concrete block building on nearly the same footprint.

During the early 1960's Vapat Incorporated Corporation expanded the building and facility operations by adding a large addition to the rear and doubling the size of the overall building. According to the 1965 Sanborne Maps, the building was later occupied by G and C Industries. G and C Industries is documented as having to produce and distribute industrial refrigeration equipment, industrial refrigerators, industrial freezers, ice makers, and any type of cooling, chilling, or condensing products. Since the mid

Photo 54 Beste Advertisement from *Wilmington Sunday Star* newspaper. Date unknown. Photo continued next page

1960's to into 2000, G and C Industries had occupied and used a portion of the building for its business distribution and storage operations. They no longer occupy the building.

Prior to Vapat Incorporated Corporation's disposition of the property in late 1986, the property was subdivided (BD 462, p.85; 162, p. 85). In 1989 and 1995, the property with the extant building was again subdivided to what conforms as the 1.2 acre lot today (DB 872, p.160; 1954, p.163).

During the time of this survey (i.e. early 2011) and according to the property owner, Anthony Medori, Higher Ground Ministries occupies the front of the building and a landscaping business rents the rear of the building for storage of equipment. The two buildings are described as open warehouses and are attached. However, there is no internal connection, thereby making them two independent building facilities. Sprinklers, bathrooms and sectional non-load bearing walls have recently been added to both building sections. Before recent renovations, Anthony Medori also indicates that the very front of the building towards the façade appeared as multiple offices with open warehouse space remaining throughout the rest of the building and separate rear attachment. Upon inquiry of the any façade alterations, such as block infill, Mr. Medori was

uncertain. Doors, garage bays, and windows have been replaced or altered for security needs (Medori, Personal Communications, 2011).

**For Lawns and Gardens**  
**"AGRIVITA" DEHYDRATED BROILER MANURE**  
A fine soil builder and plant food. You'll find it weed free and won't harm your grass.  
**25-lb. Bag .. \$1.25 – 50-lb. Bag .. \$2.25**  
See Your Dealer or Call  
**Joseph B. Beste Co.**  
707 S. Market St. Phone 2-4223

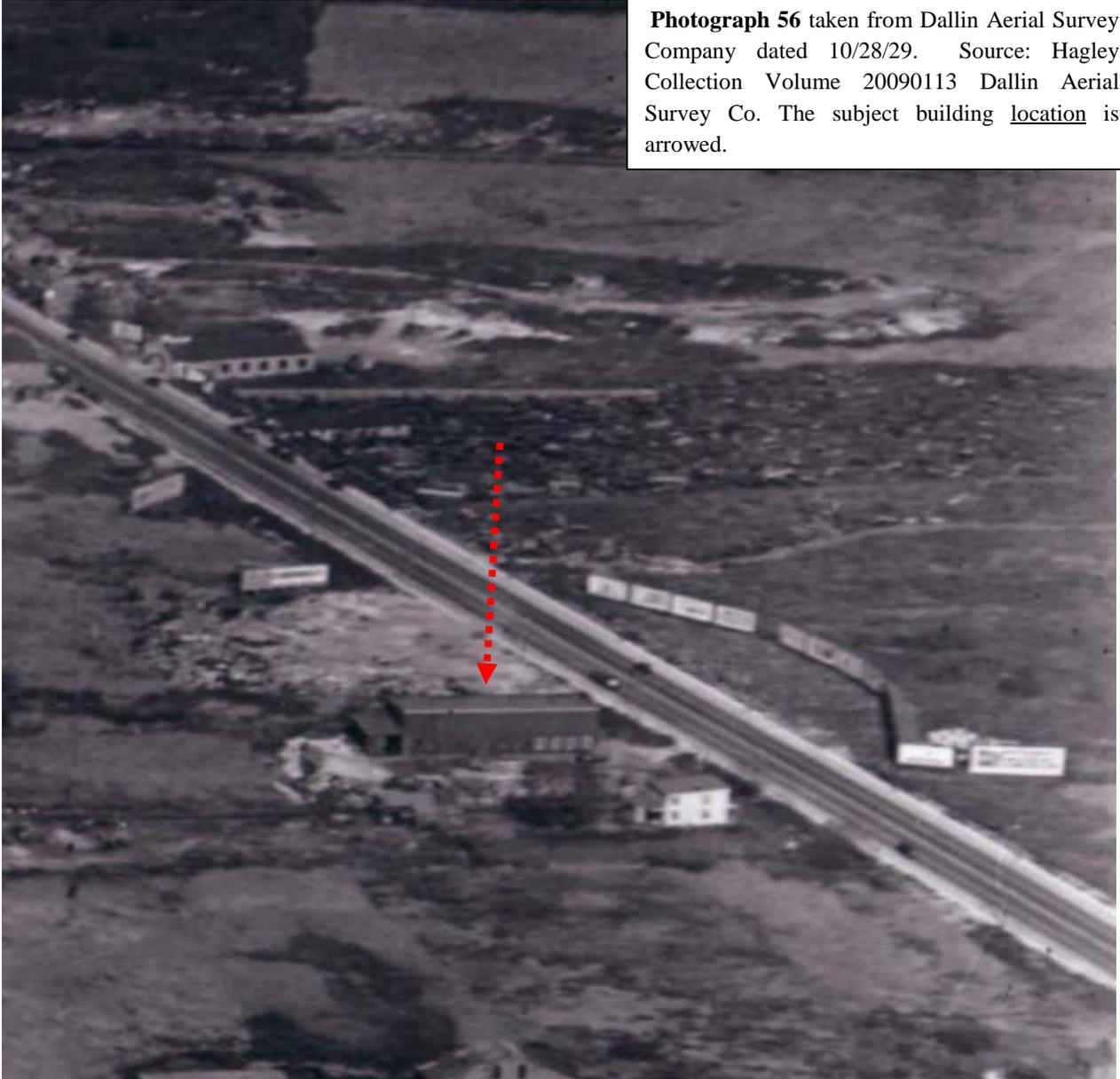
Purple Rhododendron Bushes  
2 1/2 to 3 Feet  
\$5.00 Each

LEFT: Beste Advertisement from *Wilmington Sunday Star* newspaper. Date unknown.

BELOW: Photograph 55 taken from Dallin Aerial Survey Company dated 10/28/29. Source: Hagley Collection Volume 20090113 Dallin Aerial Survey Co. The subject building location is arrowed.



**Photograph 56** taken from Dallin Aerial Survey Company dated 10/28/29. Source: Hagley Collection Volume 20090113 Dallin Aerial Survey Co. The subject building location is arrowed.



### *National Register Evaluation*

The Vapat Incorporated Corporation building can best be described as a hybrid of a commercial and an industrial type warehouse facility best suited for various types of functions and uses. However, the entire concrete block building and surrounding paved grounds is not eligible under any of the National Register Criteria. It is one of many such common and unadorned commercial and industrial buildings located in the automotive and industrial sector of south Wilmington and surrounding Wilmington vicinity. Commercial and industrial warehouses, automotive salvage parts, junk yards, vehicular repairs/service, and/or commercial filling stations are common in the south Wilmington area and throughout the area. This land use type with buildings dating towards the early and mid to late 20<sup>th</sup> century are commonplace within Wilmington city limits and adjacent New Castle County. Although the immediate south

**Photograph 57** of S. Market Street near the former Harlan & Hollingsworth Corporation baseball grounds – in background. Note the difficult travels and conditions of area (DelDOT Annual Report, 1970)



*Route 13 entering Wilmington, circa 1920 looking north toward Market Street*

Wilmington area is experiencing some gentrification and redevelopment efforts, a high concentration of automotive salvage yards, commercial warehouses and industry services are notably located in this sector. Historically and during the mid and late 20<sup>th</sup> century, various land uses were concentrated into sectors and multi-nuclei due to zoning and nuisance regulations in siting undesirable businesses and operations on marginal land and away from residential

and mainstream commercial and financial sectors of the city. Wind directions and economic demographics also played an important role in locating or allowing industrial uses to operate in particular sectors of the city. The south Wilmington area meets and characterizes this land use criteria.

In fact, in the DelDOT 1925 Annual Report, Chief Engineer C.D. Buck reports that “*in the system of over 504 miles of highways, a section of road (i.e. South Market Street Causeway) denotes an area whose surroundings are less attractive, more disputable, ill kept and thoroughly disgusting. Representing as the first link in the boulevard through the State and one of the main gateways to the City, it is surprising that on organized effort has not been made to improve this street and bridge.*” Buck ordered this street (S. Market Street Causeway) be paved to sixty feet wide from the new proposed Market Street Bridge to city limits, while constructing sidewalks and curbs, and lights on attractive standards. Buck stated that he, with the City’s cooperation, replace the many dump heaps, dilapidated shacks and hovels with stores, show rooms, garages, and other presentable places of business (DelDOT Annual Report, 1925, page 25; State Contract 72).

Much to the statements made in 1925, very little effort was undertaken until the mid 1990s starting with the Wilmington Initiatives and leading into the efforts of the Riverfront Development Corporation of Delaware. In addition, the type of stores, show rooms, and business garages constructed and operating after 1925 in south Wilmington still represented an industrial warehouse and thriving automotive salvage and petroleum sector (**Photograph 57**).

In addition to early planning and zoning in land use, much of the surrounding land in this immediate area is reclaimed swamp lands and low lying drainage areas, making it ideal for nuisance type commercial and industrial operations to facilitate cheaper land values for bulk and open storage. The level of effort to make site improvements to undesirable land lots is minimal and the vehicular roads into and out of the city (i.e. South Market Street/Causeway and Walnut Street) are situated for high volumes of traffic for accessibility. Because high concentrations of traffic in and out of the city were evident during the mid 20<sup>th</sup> century, the lots of land surrounding south Market Street and newly constructed Walnut Street (completed 1957) were also ideal for automotive filling stations, automotive repair & salvage, and larger commercial and/or industrial type buildings suitable for high volumes of bulk storage and trucking.



Because of the land use development of South Wilmington as an industrial and transportation related sector, railways were also common among land uses. Rail spur corridors were evident for shipment and internal movement of various industrial and manufacturing goods. Adjacent shipping and boat travel (both commerce and passenger) along the Christiana riverbank was active in the early to mid 20<sup>th</sup> century. However, according to Sanborn maps and other sources, the

**Photograph 58** taken 7/10/39 of Christiana River and S. Market Street. Docking, channel excavation, and bulkheads are primarily situated on the west river banks with smaller docks built out into the channel on the upper east embankment end. Source: Hagley Collection: Volume20090113\Dallin Aerial Survey Company

upper eastern banks of the Christiana River (in this immediate area) are not notable for bulk heads along the riverbanks (**Photographs 58** and **59**). Unlike the west riverbank of the Christiana River, the eastern riverbank was not notable for navigational channel excavation for shipping and docking. Smaller docks on the eastern end were built into the channel for oil pumping distribution. Smaller docks were also evident on the upper east side of the Christiana River, but were built out into the river are evidence gathered in 1930's photographs, other notable sources, and 1952-57 film footage within DeDOT archives. The docks and river areas evident on the upper east banks of the Christiana River appear to function as recreational and

personal use, or perhaps for smaller fishing boats. Shanty housing (/i.e. hobos or squatters) was common just north and along the east river banks of the Christina River (see Victor Pyle Lumber N12495). Smaller boats could have served as housing or storage of personal items and fishing (James Collins, personal consultation, June 2009). It is undocumented whether the cultural resource property located at 701 South Market Street actually served shipping commerce, but it is doubtful based on the circa 1953 construction date.



**LEFT: Photograph 59** taken 2/4/31. The property/building at 701 S. Market Street would be just south as it is outside the photo range. However, the intent of the photo is to illustrate that docking and shipping activities were primarily focused on the west riverbanks of the Christiana River. Beyond an oil pumping transfer barge, the east riverbanks had smaller docks and lack of bulkheads for aiding smaller boat travel. South Market Street is better characterized with rail and highway trucking & transport. Source: Hagley: Collection Volume 20090113\Dallin Aerial Survey Company.

Under Criteria A, the Vapat Incorporated Corporation building is a resource located on a smaller property first improved for industrial and commercial use in the early 1930's by Charles H.

and Annie H. Whiteford (DB E39, p.51) and Sadie and Morris Heisler (DB E39, p.51). It was also notably occupied and expanded for the Joseph B. Beste Company. Vapat Incorporated Corporation held the building from early 1953 to nearly the end of 1986 and is credited as the re-developer of the concrete block building on nearly the same footprint as previous buildings. The circa 1953 original block and circa 1962 rear addition building have an insufficient and identified context. The information regarding the Joseph B. Beste Company operating on portions of this same property is irrelevant since it predates the buildings construction date and information lacks on Vapat Incorporated Corporation's contribution. Other supporting buildings once evident on the larger property under the Joseph B. Beste Company were also evident on this lot and south, but none exist today.

If the current and later 20<sup>th</sup> century building under Vapat Incorporated Corporation does not have ties known to Joseph B. Beste or Thomas E. Monte, this property is insignificant. Even so, dozens of other commercial and warehouse centers are active and present in the area, making this single building, industrial or storage operation, and property insignificant. As a commercial and warehouse storage operations building built in the mid-twentieth century, the property's

history serving various tenant and business operations does not have particular significant association to qualify it under Criteria A. In addition, although the property can best be associated with particular settlement and land use patterns with the City of Wilmington, this urban and land use phenomena of junk yard, auto salvage yards, and larger commercial or warehouse buildings concentrated in particular sectors of the City of Wilmington is insignificant for National Register consideration. Automotive repairs, parts, salvage, service stations, or commercial warehouse and storage centers for different types businesses have de-centralized into other area locations along main highways or have expended into other areas throughout New Castle County.

Based on research and familiarity of the project location, the property has no known association with an important person to qualify it under Criterion B.

Under Criteria C, there is nothing significant or notable about this altered building. The fenestration has been altered by replacement of the bay doors. Based on minimal investment in the building's simple construction and the fact that it is difficult to determine the building's redevelopment origins under Vapat Incorporated Corporation, the building is not significant and integrity lacks. In addition, should one consider the elements of roadside commercial architecture (Elizabeth Rosin and Martha H. Bowers, 1992), the property lacks initial integrity. The property with remaining building is not necessarily automotive or commercial related since it also primarily functions as a warehouse and bulk storage. More importantly, its commercial roadside identity as a relevant building or activity cannot be adequately defined. Thus, the building is not recommended eligible for the National Register of Historic Places under this Criteria.

Finally, beyond the solid and hazardous waste subsurface potential, the property should not be eligible under Criteria D, as it is unlikely to yield relevant information important to history. This information cannot be substantiated at this time. However, the building's construction is commonly documented.

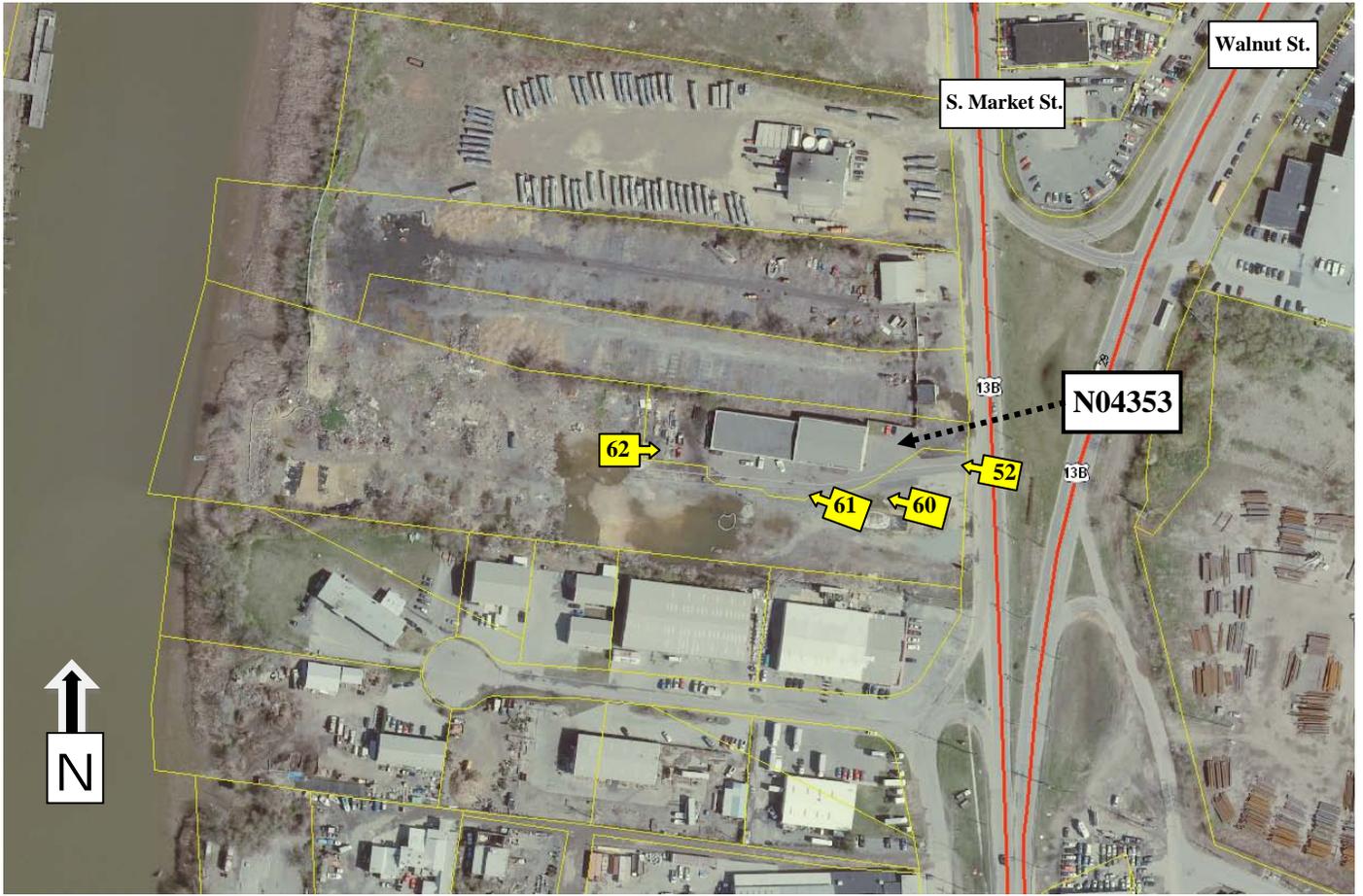


Figure 32 ArcView 2007 aerial developed by DeIDOT. Photographic angles are spotted.



Photograph 60 East facing façade and south side



**Photograph 61** South end of original block and rear addition.



**Photograph 62** Rear of building – west and south end.



**Photograph 7** Birds eye view of south Wilmington in 1931, looking north (from the Dillon Aerial Survey Company Collection 1924-1941, Hagley Museum and Library). Note the two oil storage facilities in the center, and numerous billboards lining the road. Structures at right include Victor Pyle Lumber Company (N12495) and E. Schrumm Inc. Warehouse (N12494). The entire Joseph Beste Company is also illustrated furthest on bottom.