

3.0 HISTORIC OVERVIEW

3.1 1630-1730±, Exploration and Frontier Settlement

The European settlement of present-day Delaware was initiated by Sweden and Holland in the 1620s and 1630s. The colonial powers engaged in trade and established fortified settlements along the Delaware River. Early settlers engaged in hunting, fishing, and fur trapping (Herman et al 1989:1, 3). In 1656 the Dutch gained control of Delaware and established New Amstel (New Castle) near Fort Casimir (Weslager 1961:12). Prior to 1680, Swedish and Dutch settlers generally establish homesteads in close proximity to waterborne transportation routes, including the Christina and Brandywine Rivers. English settlers moved into what would become New Castle County during the late seventeenth century. In 1680, William Penn began issuing land grants in the region and English and Welsh immigrants began settling in the area. Penn's grants encouraged the start of an agricultural-based economy (Herman et al 1989:2-3). In 1682 Christiana Hundred was founded and settlers discovered that the area contained fertile, well-drained, and highly productive soils (Herman et al. 1989:1).

The Town of Newport is situated on a tract of land patented to Conrad Constantine in 1683. The tract was known as "Cold Harbor." Later, a 100-acre portion of Cold Harbor was acquired by Henry Parker, of Cecil County, Maryland. Parker would sell a half interest in his tract of land to John Justis in 1731. Later, Justis laid out lots for the development of a town, which became Newport.

3.2 1730-1770±, Intensified and Durable Occupation

The period between 1730 and 1770 was characterized by growth, maturation of the rural economy, establishment of local agricultural service center towns, improvement to the transportation network, and expansion of market-oriented farm production. During this period, farming dominated Delaware's colonial economy, as it did in the wider Mid-Atlantic region, with 80 to 90 percent of the population engaged in agriculture (Egnal 1975: 201). After the chartering of Wilmington in 1739, demographic patterns for New Castle County begin to develop with small towns and villages being constructed along trade routes to larger centers, such as Wilmington and Philadelphia.

During this period the village of Newport was established. The town developed as a center of commerce and trade for the surrounding agricultural region. James Latimer was a prominent merchant who arrived in Newport, Delaware in 1736. He developed a wharf and store along the Christina River and bought grain and flour from the surrounding area. Agricultural products were transported to Philadelphia and the West Indies. The Latimer family established a packet line to ship goods between Newport and Wilmington.

Around 1750 the Joseph Tatnall House was built in the town of Newport. At the time of its construction, the house appears that the owners of the property were Joseph Jones and William Sutton (Kurtze 1993). Jones and Sutton constructed the dwelling and a storehouse on the property. During the eighteenth century numerous storehouses and

wharfs were constructed along the Christina River and engaged in commerce with Philadelphia and other seaports.

3.3 1770-1830±, Early Industrialization

During this period agriculture and transportation continued to develop in non-nucleated areas. Industry began to center on small mill towns near major waterways or crossroad communities on transportation routes. During this period important transportation improvements were undertaken in Christiana Hundred and New Castle County that encouraged commerce. In 1808 the Gap & Newport Turnpike was incorporated and provided direct access to the agriculturally rich Lancaster County, Pennsylvania. The turnpike joined with a Pennsylvania turnpike, which had been established in 1807. In 1815 the Wilmington & Christiana Turnpike Company was chartered. This turnpike utilized the existing Kings Highway and Market Street in Newport. The road was opened for service in 1820 and improved commerce with Wilmington.

The Town of Newport was a commercial center for the region's agricultural production during the eighteenth century, although the emergence of the Philadelphia & Lancaster Turnpike was a direct challenge to that commercial importance. In 1792 the Philadelphia & Lancaster Turnpike was chartered and provided an important transportation link for Lancaster and Chester County farmers who shipped directly to Philadelphia. A ferry was established at Newport prior to 1790. The ferry was operated by Thomas Duffy and created a more direct route between Newport and New Castle, the county seat of government. In 1813 the Newport Bridge Company was established and was tasked with constructing a bridge over the Christina River at the former ferry site (**See Figure 5**). The main concern regarding the proposed bridge was the potential to interfere with river traffic which utilized warehouses and wharves in the vicinity of Newport. It was resolved that the Newport Bridge Company construct a drawbridge at the site which would allow river traffic to continue unimpeded. A public market was established in Newport around 1800.

3.4 1830-1880±, Industrialization and Early Urbanization

During this period the Upper Peninsula was redefined as the Wilmington backcountry. Transportation improvements encouraged the rise of communities such as Delaware City and St. Georges. In the 1850s a north-south rail link was extended from Wilmington to Dover, encouraging the development of towns such as Clayton, Townsend, Felton, and Harrington. The population of the region rose dramatically, but was mostly concentrated in developing towns. The rural population did experience growth during this period as agricultural production increased with tenancy rates as high as 80 percent.

Newport continued as a commercial center and benefitted from its position along several transportation networks, including the Philadelphia, Wilmington & Baltimore Railroad (PW&B Railroad) (**See Figure 6**). The PW&B Railroad was constructed in 1838. The passenger station was built at the northwest corner of the intersection with James Street. The arrival of the railroad line resulted in the decline of water navigation along the

Christina River, but did improve the overall transportation network for the region. In 1868 the town included approximately eighty (80) structures, including a railroad station, school, and two churches (See **Figure 7**).

During the mid nineteenth century Joseph Tatnall acquired the property located at the intersection of James Street and the Christina River. It has not been established when Tatnall acquired the house, but he does appear to have continued to operate a wharf at that location. The 1868 Beers Map of Newport shows the Joseph Tatnall House situated at the northwest quadrant of the Newport Bridge over the Christina River. The J.P. Hilyard House was located to the northeast of the bridge. The Christina River continued to be utilized for shipping throughout the mid-to-late nineteenth century. Several individuals and firms established operations, including Tatnall & Richardson, J. Cranston & Son, Cranston & Thompson, and others. During the mid nineteenth century industrial operations were developed along the Christina River in Newport, including a rolling mill, fertilizer plant, and lumberyard.

In 1879 an iron truss bridge was constructed over the Christina River along James Street to replace the earlier wood bridge. The bridge was built by the Edge Moor Iron Works of Wilmington, Delaware. The iron truss bridge operated between 1879 and 1929, when it was replaced by a bascule-type bridge (HABS/HAER 1988).

3.5 1880-1940±, Urbanization and Early Suburbanization

Between 1880 and 1940 most industrial facilities moved away from small village locations, which depended upon water power, to Wilmington. Improved roads and mass transit, coupled with a growing professional middle class, encouraged the development of suburban communities outside the City of Wilmington. The suburbanization occurred in the communities of Claymont and Arden in the northern Wilmington areas. Suburbanization later reached the vicinity of Elsmere, Newport, and Stanton. During the period 1880-1940 Delaware experienced expansion of its industrial production and manufacturing.

The Town of Newport experienced a significant increase in its industrial production during this period. By the late nineteenth century several small industries had developed along the Christina River. The 1881 *Map of New Castle County* notes that the town included approximately one hundred structures, mostly north of the PW&B Railroad (See **Figure 8**). The residential and commercial center of the town was located at the intersection of James and Market Streets. The town included two churches, a hotel, a school, and numerous shops. South of the PW&B Railroad there were several industrial operations, including a lumber yard and rolling mill. Several warehouses and industrial structures were found along the north bank of the Christina River, south of the James Street crossing. By 1893 the town continued as a local commercial center with several industries, including the Diamond State Rolling Mill and J.A. Cranston's fertilizer plant (See **Figure 9**).

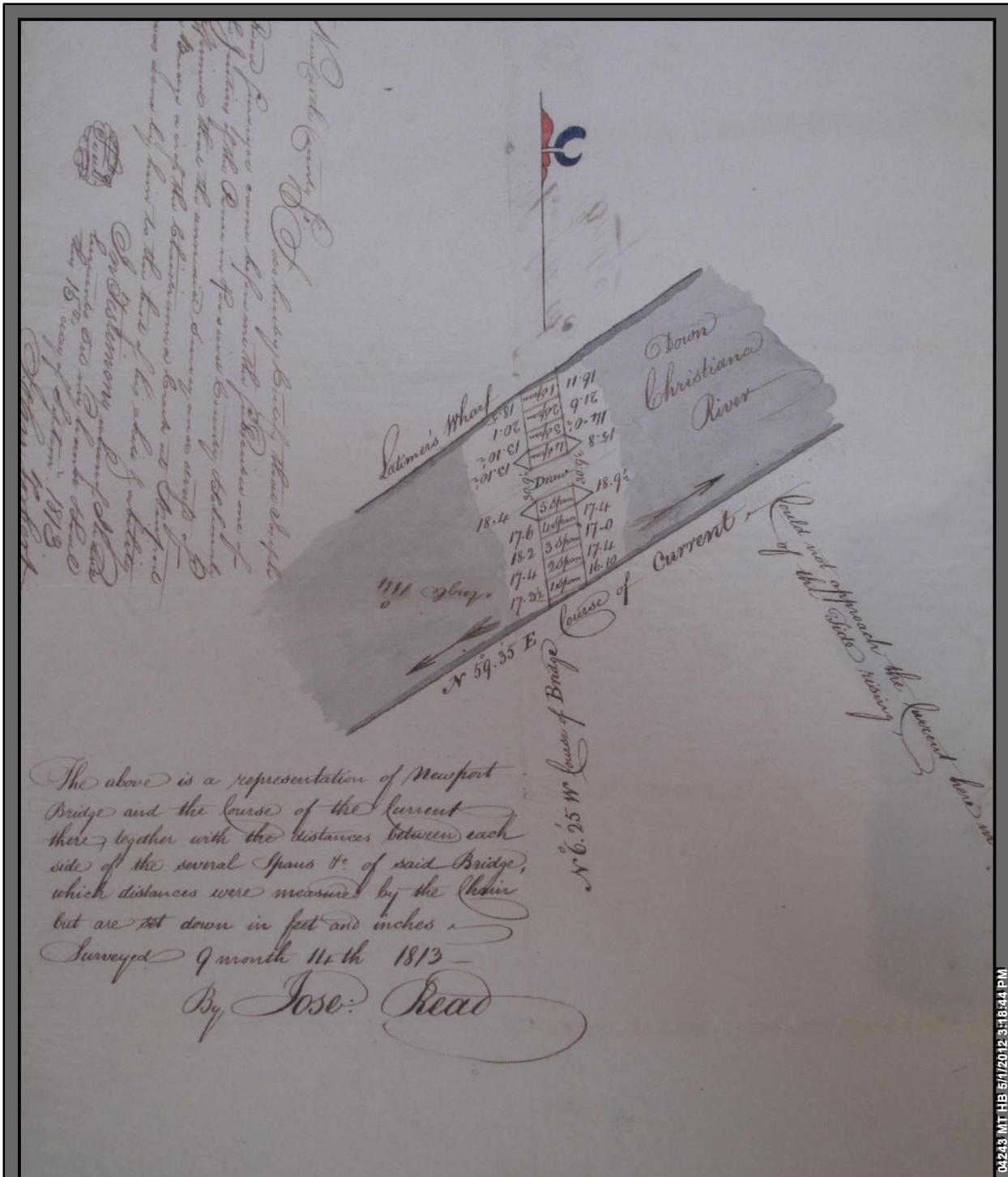
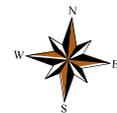


Figure 5 - 1813 Plan of Newport Bridge
 Proposed Bridge 159 James Street over Christina River
 Town of Newport and New Castle Hundred,
 New Castle County, Delaware



Not to Scale

Source: Joseph Read Plan of Newport Bridge, 1813,
 courtesy of the Delaware Historical Society



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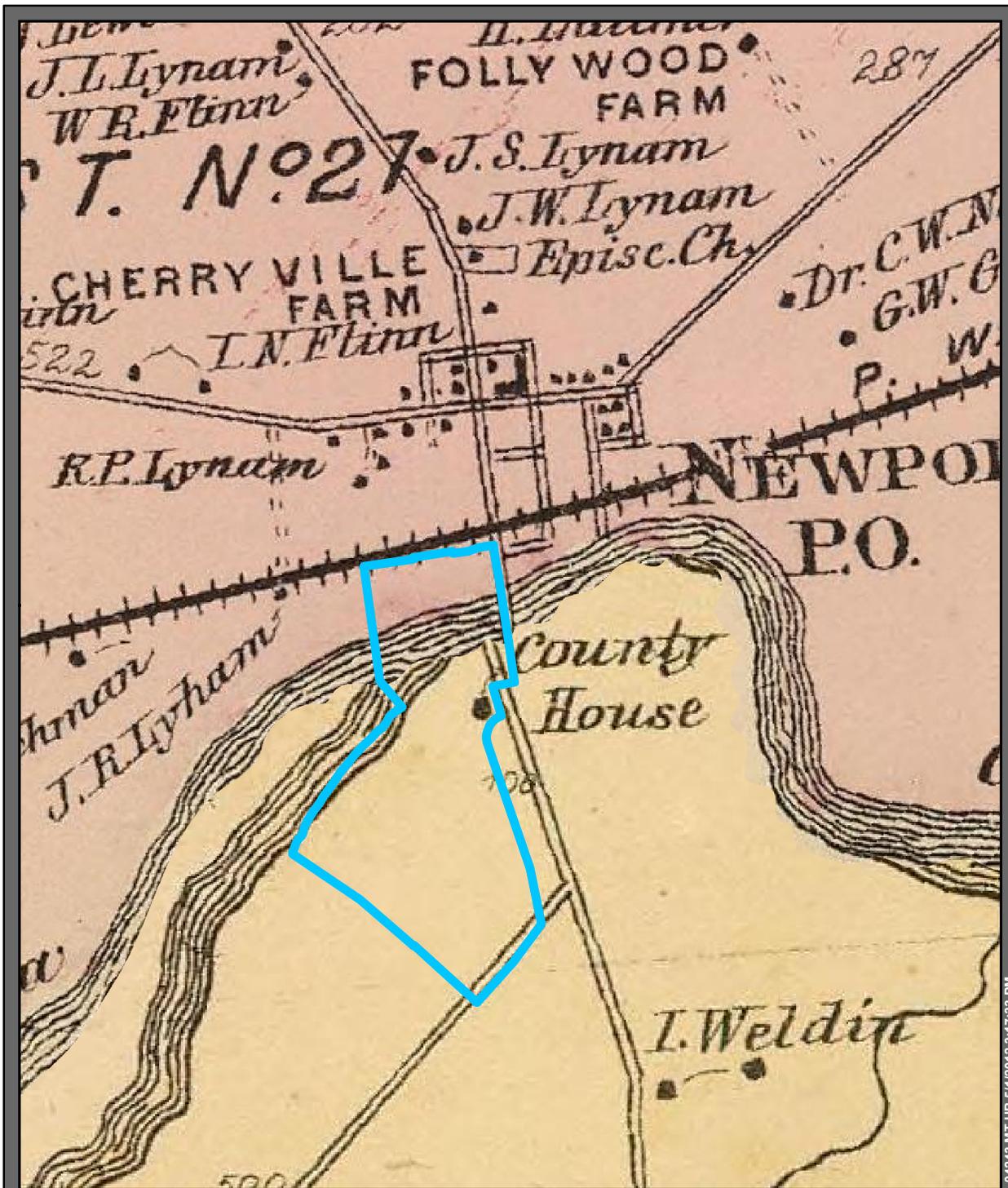
Figure 6
 1849 Rea and Price Map of New Castle County, Delaware
 Bridge 159 James Street over Christina River
 Town of Newport and New Castle Hundred,
 New Castle County, Delaware

 Historic Architecture APE



Not to Scale

Source: Rea and Price, 1849



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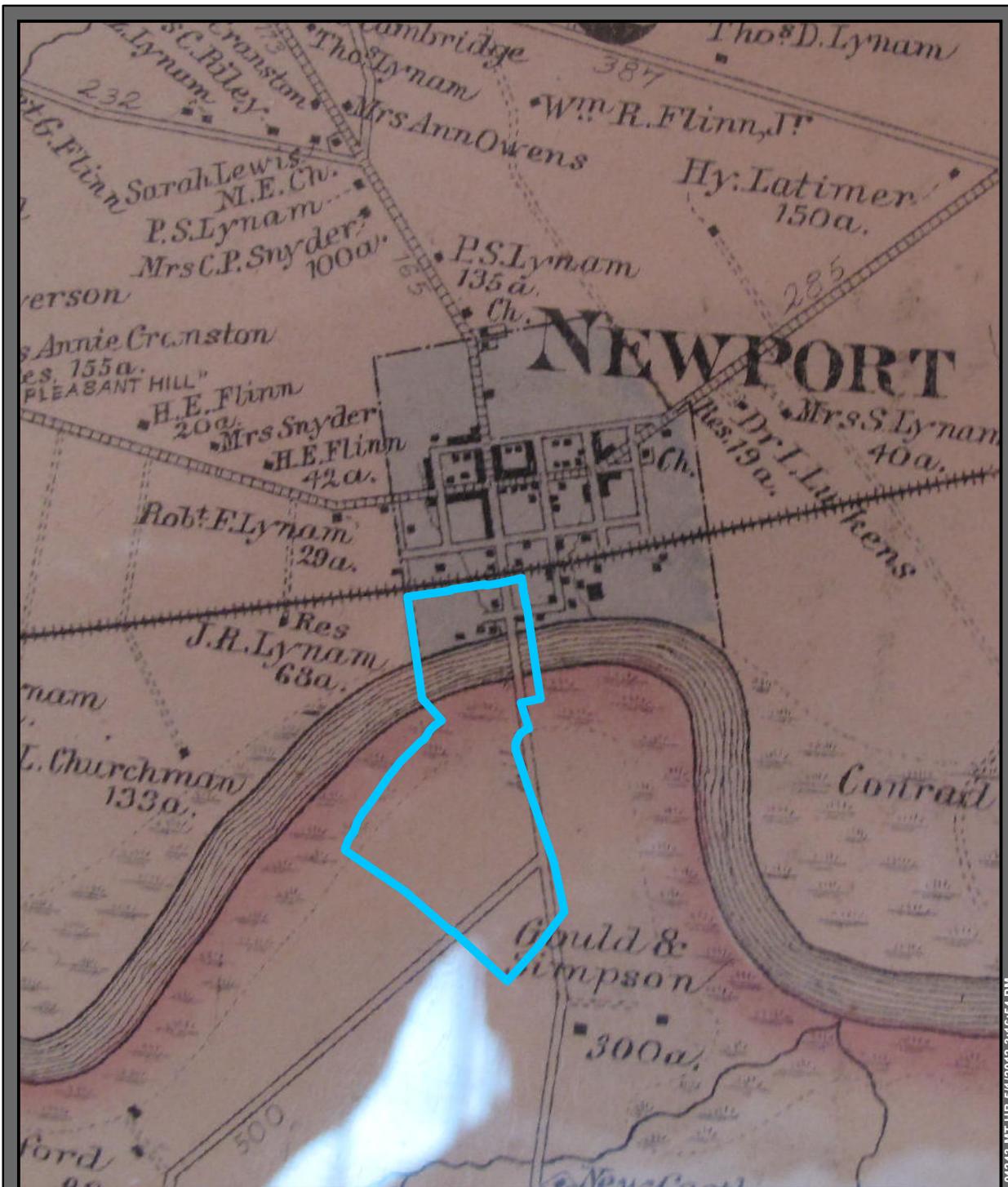
Figure 7
 1868 Pomeroy and Beers Atlas of New Castle County, Delaware
 Bridge 159 James Street over Christina River
 Town of Newport and New Castle Hundred,
 New Castle County, Delaware

 Historic Architecture APE



Not to Scale

Source: Pomeroy and Beers, 1868



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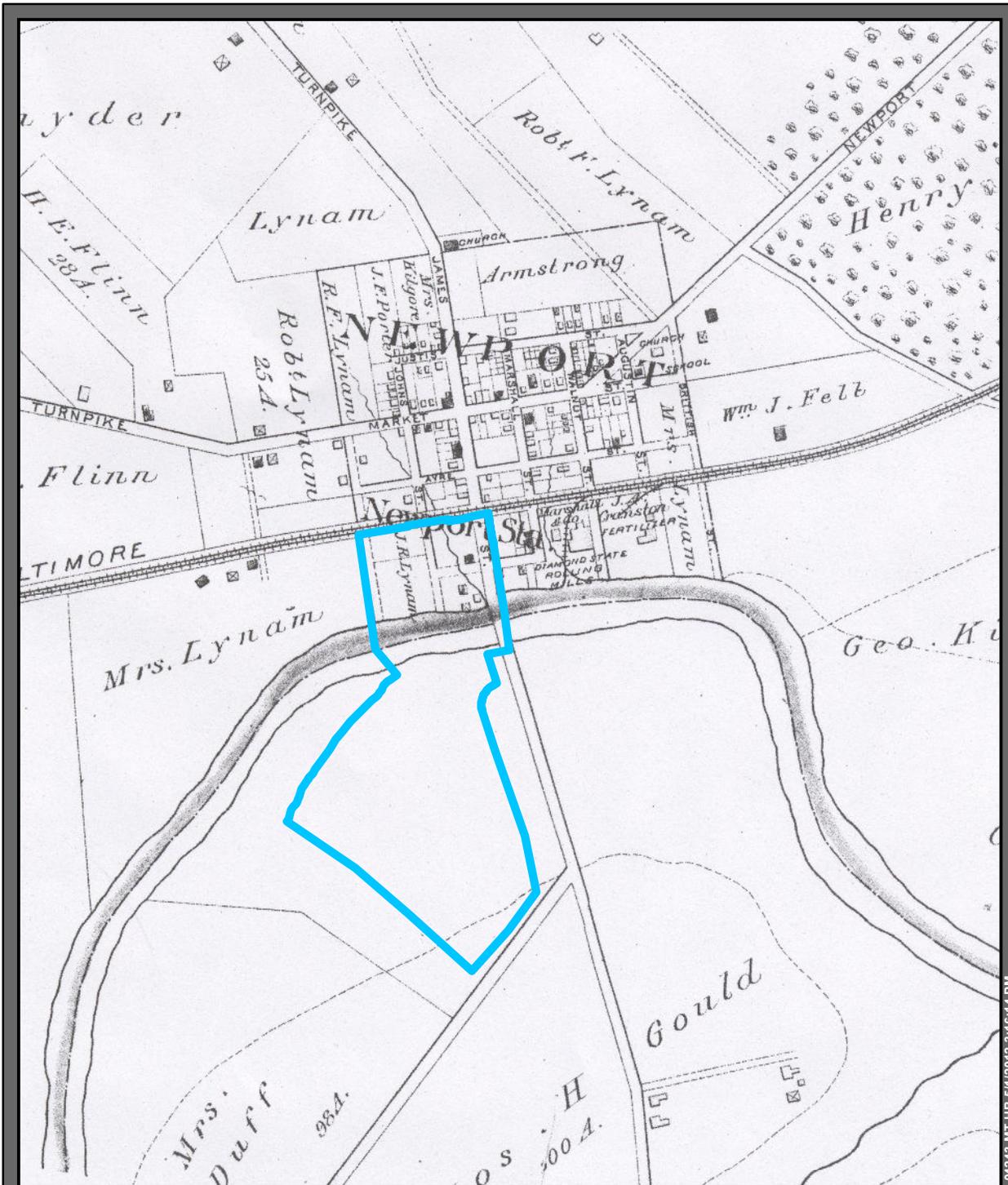
Figure 8 - 1881 Hopkins Map of New Castle County
 Proposed Bridge 159 James Street over Christina River
 Town of Newport and New Castle Hundred,
 New Castle County, Delaware



 Historic Architecture APE

Source: G. M. Hopkins, Map of New Castle County, 1881

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Figure 9
 1893 Baist Atlas of New Castle County, Delaware
 Bridge 159 James Street over Christina River
 Town of Newport and New Castle Hundred,
 New Castle County, Delaware

 Historic Architecture APE



Not to Scale

Source: Baist, 1893

One of the most significant events for the commercial and industrial development of Newport in the twentieth century was the decision of Henrik Krebs to establish his manufacturing plant in the town. In 1901 Henrik Krebs acquired land along the Christina River for his industrial operation. The site selected by Krebs included the Joseph Tatnall House. The Joseph Tatnall House has been previously listed in the National Register of Historic Places under Criteria A and C with a period of significance ca. 1750 – 1929. The property had been utilized as a storehouse and wharf as part of the shipping industry that flourished in Newport during the eighteenth and nineteenth centuries. It has not been established if any industrial operations were located on the property prior to Krebs' acquisition. J. Cranston did operate a fertilizer plant in Newport, but this was situated east of the Krebs' site.

By 1902 the Krebs Pigment & Color Company was in operation producing lithopone, a white zinc and barium-based pigment utilized in paints, inks, paper, linoleum and other products. In 1908 modern industrial buildings were constructed at the Krebs plant to improve production. The company utilized the former Tatnall House as an office and made renovations to the structure around 1915 (Kurtze 1993). An additional building, a gambrel roof, two-story structure similar in design and construction to the Tatnall House, was located along Water Street. This smaller dwelling was immediately north of the Tatnall House and was used as a "Gate House" for the plant. In 1916 the plant underwent significant expansion with the introduction of several new buildings which greatly expanded operations. The Krebs Pigment & Color Company continued to be a significant employer and presence in the Town of Newport throughout the 1910s and 1920s (See **Figure 10**). E.I. DuPont de Nemours & Company acquired the Krebs Pigment & Chemical Company for \$5.9 million in June 1929. E.I. DuPont de Nemours & Company acquired the company to improve its position in the pigments market. Through this and other acquisitions the DuPont Company became the largest manufacturer of lithopone in the United States.

In 1937 the company constructed Building A-47 (See **Figures 11 and 12**). The building was constructed under the ownership of the DuPont Company and replaced an earlier wood frame laboratory building, which had been designated Building A-52. Building A-52 has been constructed prior to 1921. Each building within the Krebs Pigment & Color Company plant received a designation as part of the plant management, which appears to have been initiated early in the plant's operation under the direction of Henrik Krebs. The Joseph Tatnall House was noted as Building A-50 since as early as 1921. The Neoclassical style Building A-47 was originally designated as the Research Laboratory for the plant and was most likely built to replace earlier structures that no longer met technological demands or safety concerns. The building later functions as a sales and administrative office. Building A-47 was constructed in the Neoclassical Style, which sought to convey a sense of strength and stability. The building does incorporate materials and design elements of the International Style. The building employs stylistic details such as trim lines, flat roof, and limited decorative detailing associated with the International Style. The original design concept for Building A-47, developed in 1932, included a one-story flat roof porch supported on columns. The original concept also included a wider eave and lacked quoins. Building A-47 was constructed in 1937 and

shows the growing influence of the International Style in its lack of ornamentation and removal of traditional elements, primarily the one-story porch. The construction of Building A-47 resulted in the removal of the small gambrel roof building along Water Street and tennis court.

The Neoclassical Style was a prominent architectural style in the United States between 1895 and 1950. The style was based upon the use and renewed interest in classical forms. The Chicago World's Fair of 1893 stimulated a renewed interest in the classical form in the United States. The Neoclassical style was often utilized for banks and institutional buildings, such as libraries, colleges, and governments. The Neoclassical Style emphasized stability and tradition, much like the Colonial Revival Style of the same period. The style was noted for its formal, symmetrical architecture and was widely utilized for both institutional and commercial buildings. The adherence to strict classical elements varied depending on client needs, interests, and funding. The Neoclassical Style declined as a popular residential use during the Great Depression due to cost concerns. During the 1920s and 1930s modern movements in architecture began to challenge the more traditional architecture of the Neoclassical and Colonial Revival, although both remained popular throughout the early-to-mid twentieth century.

The International Style originated in Europe during the early twentieth century. The style was closely associated with Expressionism and Neoplasticism movements in painting. The International Style, with its lack of dependence upon historical precedents, embraced new materials and incorporated flat roof designs, unornamented exteriors, and embraced a lack of decorative detailing (McAlester and McAlester 1988: 469). In 1932 the Museum of Modern Art in New York held an architectural show highlighting the work of architects from fifteen countries. Henry-Russell Hitchcock and Philip Johnson prepared a book entitled *The International Style* in conjunction with the 1932 exhibition. The term was used earlier in a book, *International Architektur*, by Walter Gropius in 1925 (Relph 1987: 117). The International Style continued to be an influential force in architecture throughout the twentieth century. The International Style was adapted for use in commercial building and skyscrapers in the United States and became closely associated as the style for corporate America. The Seagram Building in New York, by Mies van der Rohe and Philip Johnson, is considered a landmark example of commercial use of the International style. By the mid 1960s the International style faced increased criticism for its utilitarian design and aesthetic.

During this period transportation continued to be important for the development of Newport. During the late nineteenth century the turnpike system declined as costs for maintenance continued to increase and many companies were not able to maintain high standards. Many turnpike roads fell into disrepair and local governments were compelled to assume ownership. By 1920, the former Gap & Newport Turnpike had been acquired by New Castle County, and in 1936, the former turnpike was designated by the State of Delaware as Delaware Route 41. The new Delaware Route 41 extended between U.S. Route 40 (now DE 9/DE 273) in New Castle, to the south, to Pennsylvania Route 41, to the north. The route followed James Street through Newport.

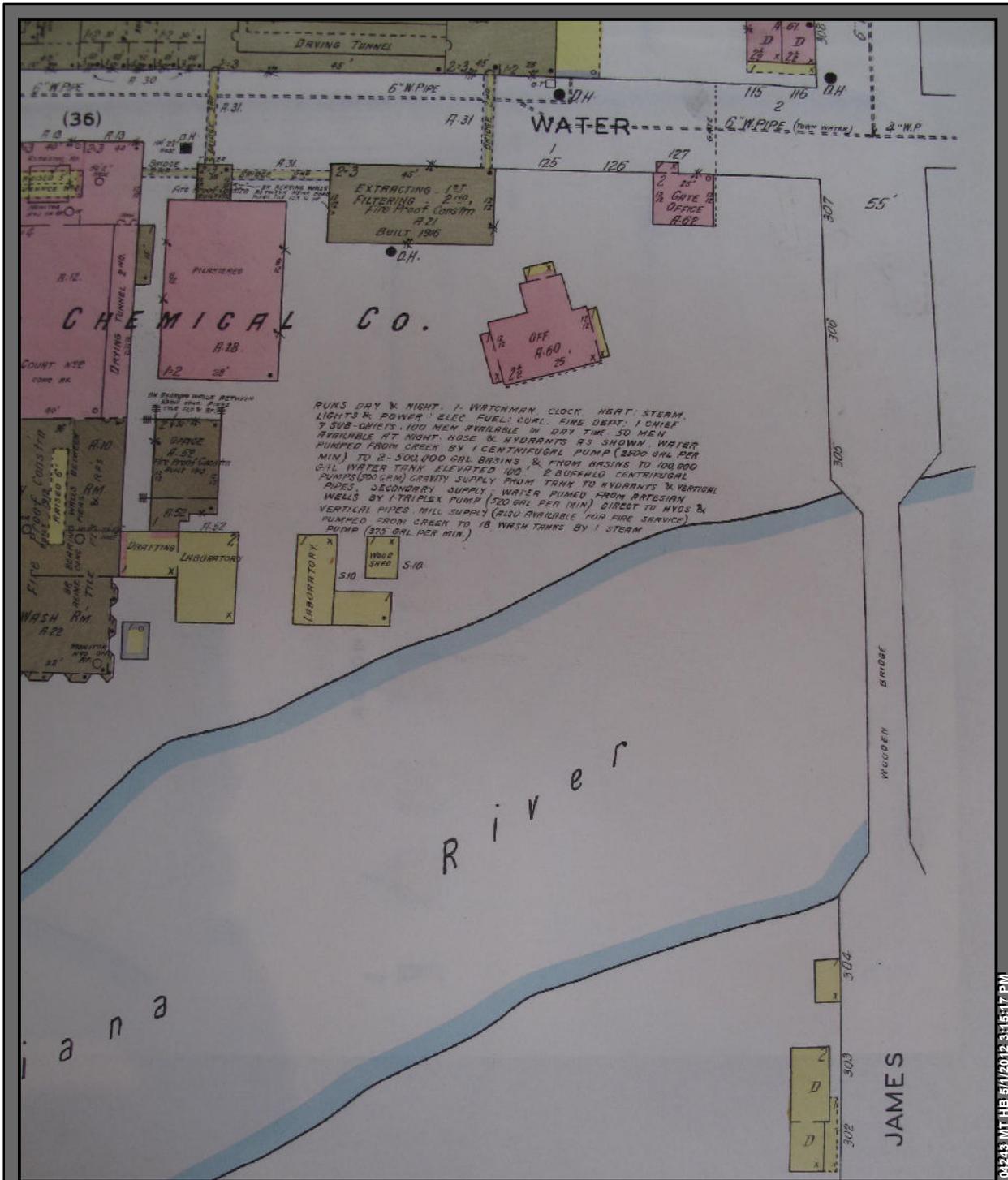


Figure 10
 1927 Sanborn Map of Newport, Delaware
 Bridge 159 James Street over Christina River
 Town of Newport and New Castle Hundred,
 New Castle County, Delaware



Source: Sanborn Map Company, 1927, courtesy of the Delaware Historical Society

Not to Scale

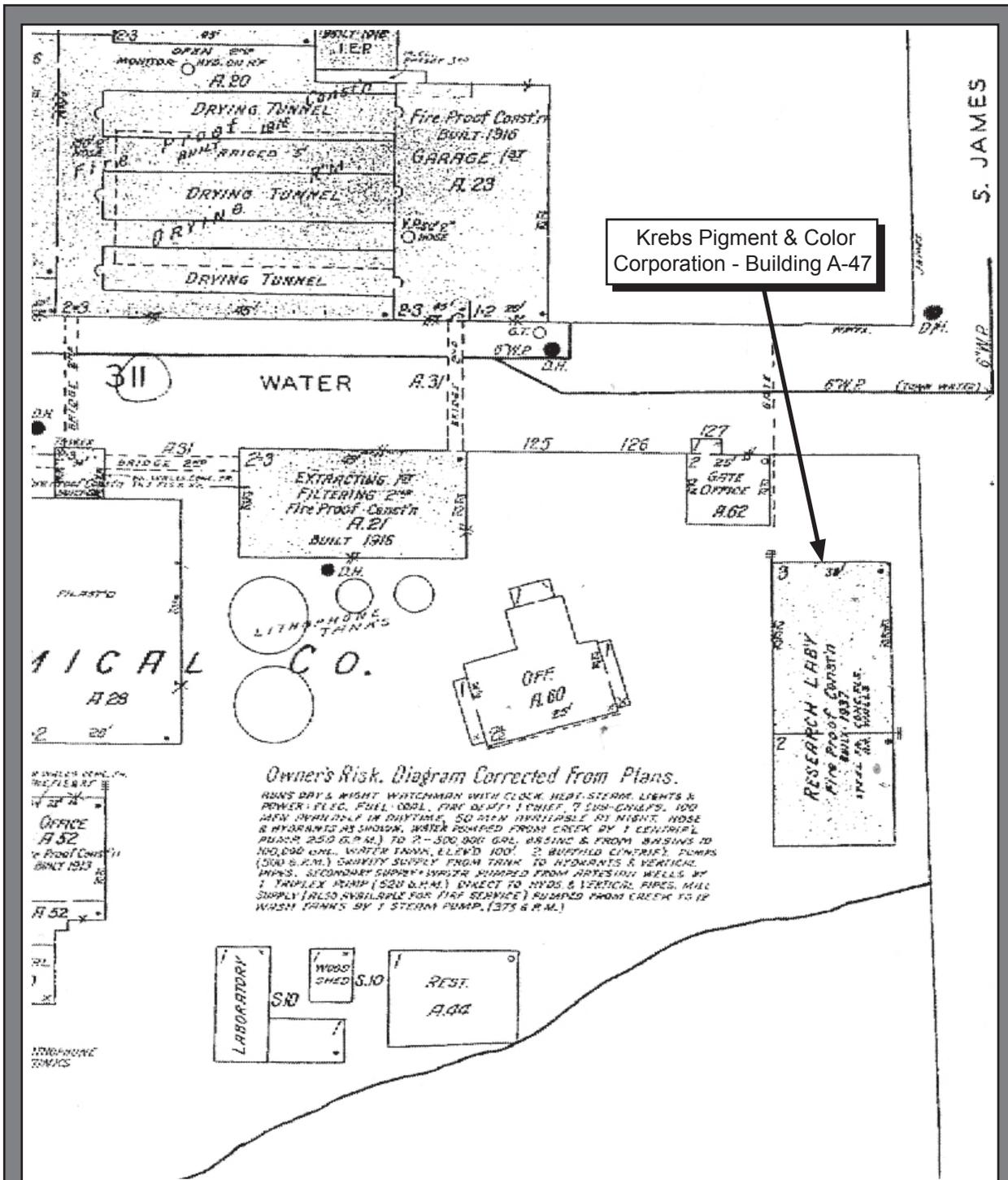


Figure 11 - 1937 Sanborn Map of Newport, Delaware
 Bridge 159 James Street over Christina River
 Town of Newport and New Castle Hundred
 New Castle County, Delaware



(Source: Sanborn Map Company, 1937)

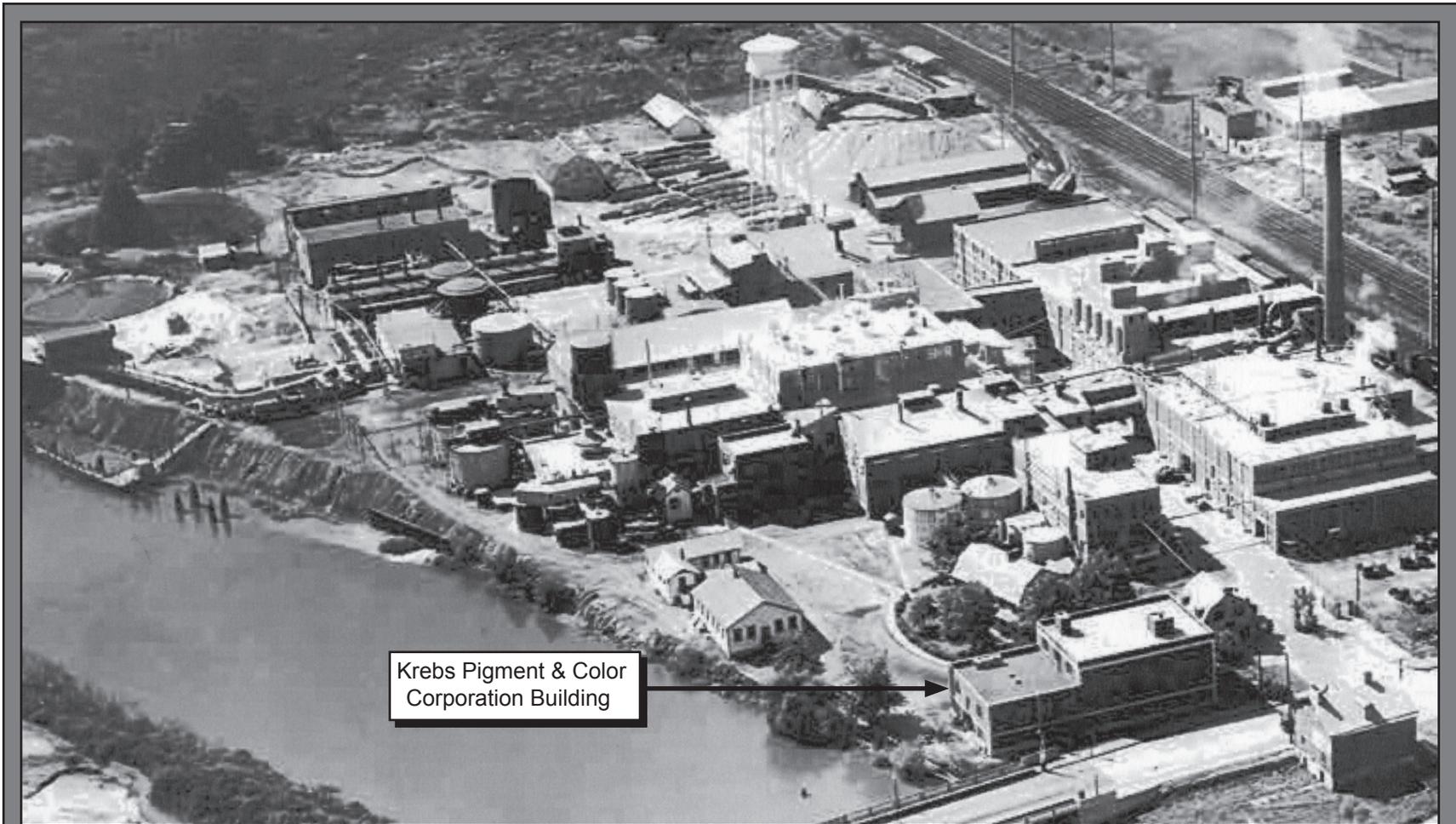


Figure 12 - Aerial View of Krebs Pigment & Color Corporation, ca. 1940
Bridge 159 James Street over Christina River
Town of Newport and New Castle Hundred
New Castle County, Delaware

(Source: Du Pont, 2012)

The beginning of the modern era of the bascule bridge in the United States began with the completion of Chicago's Van Buren Street bridge in 1893. During the 1890s engineers developed bridge designs that offered rapid operation for the movement of long spans. Bascule bridges did not require a clear turning radius that prohibited the construction of docks adjacent to the bridge site. Bascule bridges often included Moderne-style operator and mechanical houses. During the post World War I era three main types of movable bridges were commonly constructed. These types included swing, bascule, and vertical lift bridges. The bascule bridge was rare and limited in length at the beginning of the twentieth century. The bascule bridge was expensive to construct due to the need for cast-iron counterweights to counter-balance the bridge deck. The operating mechanisms required for the bascule bridge were complicated, difficult to maintain, and often unreliable. Eventually, new technologies allowed for more efficient operating systems and improved concrete counterweights, which decreased cost. Noted bascule bridge designers included J.B. Strauss, T.E. Brown, T. Rall, A.H. Scherzer, and M. Wadell (Hool and Kinne 1943: 28-29).

On December 1, 1929 the James Street Bridge (BR 159) over the Christina River was opened to service. The bridge was designed by the firm of Keller & Harrington of Chicago, Illinois. The contractors for the project included Carl S. Camp, of Philadelphia, (substructure) and Al S. Fox, of Dayton, Ohio (superstructure). The structural steel was supplied by the Bethlehem Steel Company. The machinery to operate the bascule bridge was provided by James Saunders Machine Company, of Dayton, Ohio. The bridge was a hybrid trunnion type. The bridge includes an 83'-33" single leaf, plate girder central bascule span with two plate girder approach spans (measuring 63'-7" and 64'-4").

The bascule bridge was selected for the location due to the continued use of the Christina River for shipments of raw materials to the Krebs plant, as well as other industrial facilities in the area. It was also during this period that truck transportation began to be utilized for shipping raw materials and finished products. As a result, barge use declined and the bascule bridge was most likely utilized less frequently. The bascule bridge continued to be required throughout this period, even with the reduced use for shipping.

3.6 1940-1960±, Suburbanization and Early Ex-urbanization

After 1940, Delaware experienced continued industrial development and an increase in suburban development. Beginning in the 1950s the Interstate Highway System dramatically effected transportation throughout the nation, including Delaware. The system of improved highways and interstates contributed to the rapid post World War II suburbanization. Wilmington emerged as a leading commercial and banking center and the surrounding region experienced significant residential development. New Castle County, in comparison with other Delaware counties, experienced tremendous suburban development and population growth during the second half of the twentieth century. The post World War II era suburban development contributed to the increase in New Castle County growth from a population of 218,879 in 1950 to 307,446 by 1960.

During this period the Krebs Pigment & Color Corporation continued as a major commercial operation and employer in the Town of Newport. By the early 1950s the

Newport plant produced a variety of chemical products, including titanium metal, erifon (a flame proofing product), lithopone, and CPC. The plant witnessed continued growth throughout the post World War II era, including the construction of a two-story annex to Building A-47 in 1950 (See **Figure 13**). In 1953 approximately 800 workers were employed at the Newport Plant, with only sixty of those engaged in lithopone production. By the end of 1953 the DuPont Company was no longer producing lithopone at its Newport Plant and was concentrating on new products (Journal-Every Evening 1953). The Newport Plant then transitioned to manufacturing titanium dioxide as a paint pigment. The DuPont Newport Plant also manufactured copper phthalocyanine (CPC) and quinacridone (QA). In 1984 the DuPont Company sold its Krebs Pigment & Color Corporation plant to Ciba-Geigy (now Ciba Specialty Chemicals). In 2009 Ciba-Geigy was acquired by BASF, the current owners of the Newport plant. BASF continues pigment production operations at the Newport plant.

The bascule bridge carrying James Street over the Christina River continued to be used for shipping and recreational use through the mid twentieth century. The James Street bascule bridge was opened twenty-two times during 1956, according to existing DelDOT records. By this period barge shipments had declined significantly due to more readily available and convenient truck transportation and rail. In 1967 the James Street bascule bridge was fixed in place, which resulted in the bridge no longer functioning as a bascule bridge, and in 1985 the bascule operating machinery and operator's house were removed (HABS/HAER 1988).

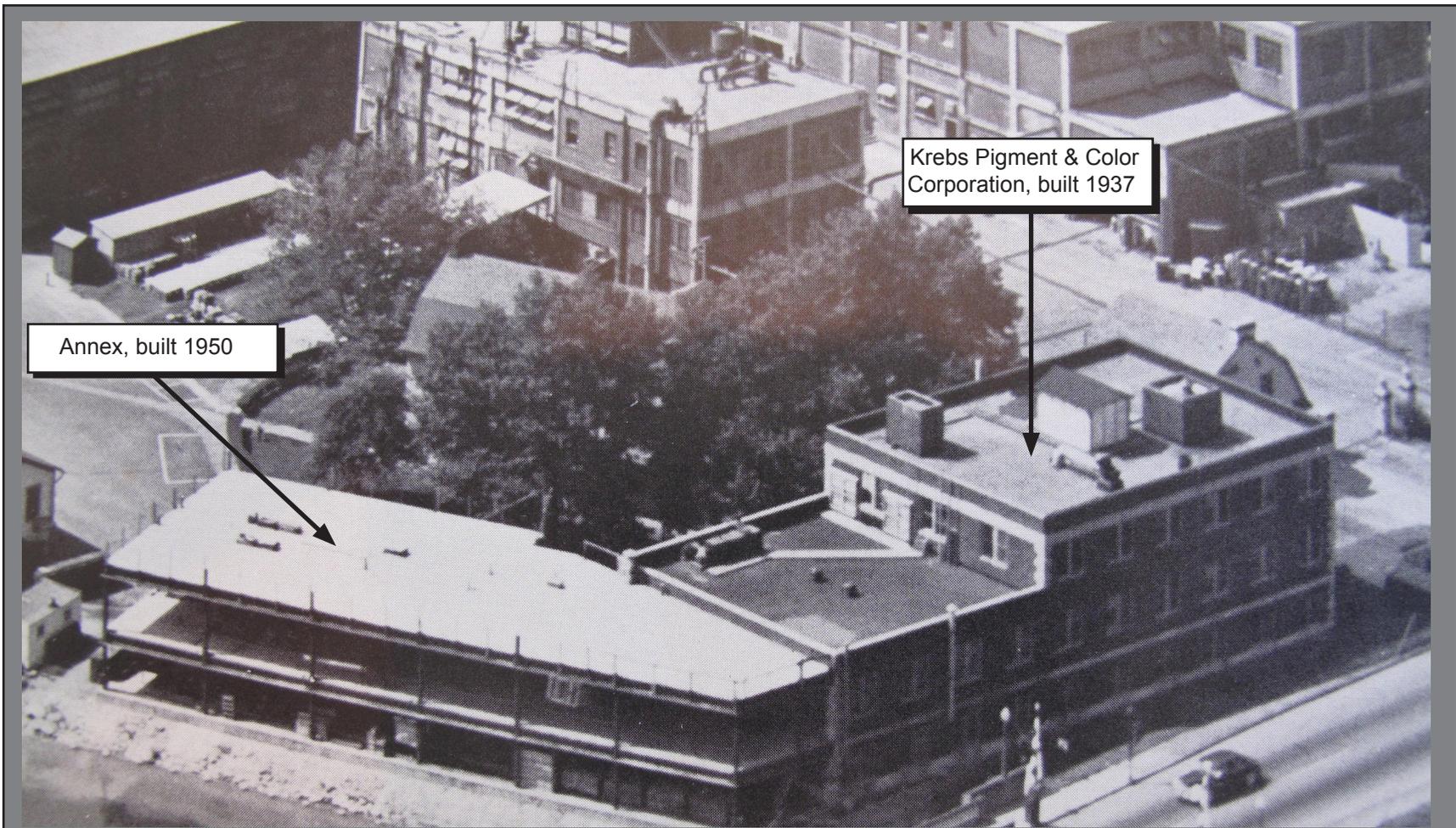


Figure 13 - Aerial View of Krebs Pigment & Color Corporation, 1950
Bridge 159 James Street over Christina River
Town of Newport and New Castle Hundred
New Castle County, Delaware

(Source: E.I. du Pont de Nemours & Company, Inc. 1950)

4.0 HISTORIC THEMES/PROPERTY TYPES

Property types are the physical resources that embody and manifest the characteristics of the historic context. A property type is a group of individual resources which have some shared physical or associative characteristics that set them apart from other resources. Physical characteristics are structural forms, architectural styles, building materials, or site types. Associative characteristics are related to events, activities, specific individuals, groups, or the kind of information a resource may yield. This section identifies and defines the property types found in the APE for the proposed BR 159 James Street over Christina River project. Property types are linked to their associated themes (Manufacturing, Transportation, and Architecture). A discussion of the applicable National Register Criteria and aspects of integrity are noted in Chapter 2.

4.1 Manufacturing

One (1) property has been identified with the theme of manufacturing in the project's APE. The Krebs Pigment & Color Corporation Building A-47 (N12806.001) is associated with the pigment and chemical production conducted by the various industrial companies that operated at Newport throughout the twentieth and early twenty-first centuries. The Krebs Pigment & Color Corporation Building A-47 is associated with manufacturing operations as a research facility and administrative office during the periods 1880-1940 and 1940-1960. The BASF Newport Plant does not retain sufficient integrity to be an historic district due to the introduction of modern structures and alteration/loss of historic structures.

An industrial complex is composed of a variety of industrial and support buildings and structures designed to advance specific manufacturing tasks. A typical twentieth century chemical processing plant would be expected to include industrial buildings used in the manufacturing of chemicals, paints, dyes, etc., such as furnaces, drying rooms/tunnels, and warehouses. An industrial complex would also require administrative buildings to support the labor force and business operations, including offices, laboratories, and locker rooms/wash rooms. It would be expected that some separation of different structures, based upon the activities taking place. Offices and laboratories might be expected to be constructed at a distance from furnaces, kilns, etc. A twentieth century industrial complex would also require transportation for shipping and receiving materials. Transportation resources could include railroad sidings, waterfront docks/wharves, and garages to support all transportation needs.

Although not a task assigned in this undertaking, the BASF Newport Plant does not appear to be a larger historic property type or potential historic district composed of manufacturing resources due to the introduction of modern structures and alteration/loss of original historic structures. Limited access was granted to view and understand the entire plant, but most of the buildings were altered and modernized in some fashion. As the result of many retrofits and alterations of this manufacturing plant, many of the older buildings could not be readily distinguished from contemporary structures. Beyond several individually distinguished buildings, it appears that most of the manufacturing

plant's architecture, systems machinery, and layout are contemporary or have been modified. Further research would need to be conducted to fully reach a conclusion. Further research efforts would also best determine that the BASF plant originating from the 1902 Krebs Pigment and Color Company and later DuPont Company years could be historically significant under Criterion A of the National Register for its contribution and association to the chemical manufacturing industry of dyes and paints.

4.2 Transportation

One (1) property, BR 159 James Street over Christina River, is associated with the theme of transportation in the project's APE. James Street is the main north-south road in the Town of Newport. The crossing of the Christina River at Newport dates to the eighteenth century. Several previous bascule- or drawbridges have been constructed on the site. BR 159 James Street over Christina River is an example of a single-leaf bascule type bridge. The bridge is associated with the development of transportation improvements, notably bridge design. BR 159 was previously determined not eligible for the NRHP due to a loss of integrity. The bridge does not appear to be part of any potential historic district, either associated with the BASF site or Town of Newport. The bridge was constructed as a highway bridge and was not part of the industrial facilities.

4.3 Architecture

Two (2) resources associated with the theme of architecture are located within the APE. The NR listed Joseph Tatnall House is a representative example of regional mid eighteenth century residential architecture. The Krebs Pigment & Color Corporation Building A-47 was constructed during the period 1880-1940 and is representative of the Neoclassical Style. An addition was made to the building during the period 1940-1960. The 1950 addition is representative of that period and includes materials and design elements associated with the Modern movements of the mid twentieth century. The location and footprint of the 1950 addition was anticipated at the time of the laboratory's inception during the 1930s. The Krebs Pigment & Color Corporation Building A-47 (N12806.001) is associated with the Neoclassical Style. The style was popularized in the United States between 1895 to 1950 and was often utilized for banks and institutional buildings. A major addition was made to the Krebs Pigment & Color Corporation Building A-47 in 1950. Building A-47 also retains elements of the International Style.

Building A-47 is situated along James Street and at the main entrance to the Newport Plant. The Krebs Pigment & Color Corporation selected a prominent location for its research laboratory along the main north-south corridor within the Town of Newport. The site was also selected with the intent of future expansion, signifying the anticipated importance of the research facility for the growth of the company. The main entrance of Building A-47 faced onto Water Street, the main road through the industrial complex, and served as a gateway to the complex. The building would later be adapted for use as the administrative and sales offices for the Newport Plant.

The Neoclassical Style was a prominent architectural style in the United States between 1895 and 1950 and was based renewed interest in classical forms. The Neoclassical Style was often utilized for banks and institutional buildings, such as libraries, colleges, and governments. Stylistic elements of the Neoclassical Style included the use of classical columns, capitals, and pediments. A full height portico supported on classical columns was a prominent feature on both residential and commercial structures (Harris 1998: 224). Window treatments likewise encouraged symmetry, often with paired or ribbon windows and use of decorative lentils. The style utilized substantial eaves, cornices and roof line balustrades. Roof treatments frequently included wide friezes beneath the cornice and the incorporation of classical design elements such as modillions and dentils. Pilasters and quoins were frequently used at corners and along generally clean facades. The degree of ornamentation varied, although the style generally tended to be mild in decorative elements. Construction materials varied, but a masonry veneer became common after 1920 (Foster 2004: 294-296). The Neoclassical Style declined as a popular residential use through the Great Depression due to cost concerns. During the 1920s and 1930s modern movements in architecture began to challenge the more traditional architecture of the Neoclassical and Colonial Revival, although both remained popular throughout the early-to-mid twentieth century.

The International Style originated in Europe during the early twentieth century. The style was closely associated with Expressionism and Neoplasticism movements in painting. The International Style was noted for its focus on functionality, building massing, rejection of ornamentation, and bond between art and technology (Eggner 2004: 308-309). The International Style was based upon modern engineering principals and prominently featured the use of steel, concrete and glass. Elements frequently associated with the International Style include simple geometric forms, flat roofs, smooth surfaces, metal frame windows, balconies or cantilevered stories, and lack of ornamentation.

In order for a building to be considered eligible for the NRHP under Criterion C as an example of the Neoclassical Style it must retain the classical form emphasized by the style along with a sufficient degree of integrity to convey its significance. Any structure in continued use would be expected to have alterations to improve safety and could be considered to retain overall integrity if those alterations do not overwhelm or obscure the original design and construction. The introduction of fire escapes would be an expected alteration to meet safety requirements. In addition, window replacements would also be expected and would not result in a loss of integrity if the replacements are similar in materials and design. An addition would be considered a contributing component of an architectural resource if it retained integrity and is determined significant as a representative of its period. The 1950 addition to the Krebs Pigment & Color Corporation Building A-47 is an unaltered example of a mid twentieth century laboratory with modest elements of the International Style. The annex was planned at the same time as the original laboratory building.