

# **Dover Intermodal Transit Center – Final Architectural Assessments**

**State Contract 25-020-01  
Part of Federal American Recovery and Reinvestment Act  
for Delaware**



Prepared by: Michael C. Hahn, AICP  
DelDOT Project Manager

Prepared for: Federal Highway Administration  
and  
Delaware State Historic Preservation  
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## Summary of Information

Under the federal economic stimulus package known as the American Recovery and Reinvestment Act (ARRA), the Delaware Department of Transportation (DelDOT) is proposing to partner with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to construct an intermodal transit center in downtown, Dover, Delaware. A centralized bus terminal with parking and support office use is proposed. The current location approximately two blocks away is inadequate and was used as a leased property. Several properties for the new intermodal transit center have already been acquired for this venture.

Previously, the project effort was directed under State funds with no Federal involvement. Since this project was nominated and approved as an ARRA in early 2009, DelDOT will be using (or switching) to federal funds to continue and complete this project. As such, the undertaking falls under Section 101(b)(4) of the National Environmental Policy Act of 1969; Sections 1(3) and 2(b) of Executive Order 11593; Section 106 of the National Historic Preservation Act, as amended; 23 CFR 771, as amended; the guidelines developed by the Advisory Council on Historic Preservation published November 26, 1980; and the Procedures for the Protection of Historic and Cultural Properties as set forth in 36 CFR Part 800. These regulations require sponsors (i.e. DelDOT) of federally licensed or federally assisted projects to consider the effects of the actions to historic properties. The purpose of this historic architectural assessment is to evaluate potential resources listed in or eligible for the National Register of Historic Places within the APE.

The project consists on a ½ block area bounded by Water Street on the north, Queen Street on the east, an adjacent commercial tax parcel to the south, and West Street on the west. A smaller triangular (0.38 acre) plot of vacant land bound between West Street and the Norfolk Southern rail line is also involved. Since there is a current active rail (freight) within the project area, the new intermodal transit center facility location has the capacity or future capacity to dually serve as a passenger train depot location (assuming downstate light rail is ever implemented in the future). Nearby services including, medical, government, law enforcement, commercial, legal, and housing are all within walking distances. The attached location map shows the location of the proposed facility as well as a concept of the current intermodal transit center plan. The proposed intermodal transit center project will be contracted and constructed as a “design build”. Thus, explicit details on the plan have not been developed or are unknown to include or mention within this report.

In January and February of 2009, the Department of Transportation Environmental Studies Section had initiated and discussed the project with SHPO as part of the federal economic recovery package for Delaware. As such, for purposes of Section 106 compliance of the National Historic Preservation Act of 1966, as amended, this report provides the necessary cultural resource information of past and future efforts with architectural properties involved in the undertaking. In conjunction with the lead federal agency involved, the Federal Highway Administration and DelDOT have defined and confirmed the Area of Potential Effect (APE) to the properties directly involved with the project. This APE is illustrated as an attached map and had been discussed with the SHPO.

Included in this packet report are the following in sequence:

- A location map;
- A 2004 aerial of the area illustrating conditions of the area prior to the State's involvement;
- A concept plan of the project. It is expected that this project will proceed into a design build;
- The defined Area of Potential Effect;
- In sequence, the full National Register eligibility assessment and background information on the 8 properties involved; and
- A series of maps to assist the review of the architectural evaluations and background.

Regarding the architectural assessment, DelDOT qualified staff undertook and prepared a historic evaluation on 8 individual properties. Determination of significance and integrity were applied based on the National Register of Historic Places Criteria. Significant historic properties may include individual dwellings or buildings, but also districts, structures, objects, or sites that are at least 50 years old and which meet at least one National Register criterion. Criteria used in the historic evaluation project are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4).

Background research within the APE consisted of field views of the project area. It also involved background research at the SHPO to determine if any recorded information may be of relevance for this project. DelDOT Real Estate records were thoroughly investigated since several of the properties involved were already acquired. Appraisal, environmental, or demolition information proved to be useful information. Deeds recorded in Kent County and the *Draft Determination of Eligibility Report for the West Dover Connection (on hold within DelDOT office)* also served as primary or secondary sources of information. The *West Dover Connector* draft report was used since it is another independent project that is nearly adjacent to this project. Maps and background information for Dover had been cross checked to validate some information. Lastly, DelDOT Real Estate personnel were also consulted and/or referenced, as needed.

For each individual property and evaluation write-up, a historical narrative was provided. Based on background, most of the APE lands originated from subdivision of a 4 ¼ acre plot of land. The plot of land traces down beginning in the mid 19<sup>th</sup> century from Caleb S. Pennewell to Ralph, Jack K., and Fred C. Lord (L11-181) of Dover. The Lord brothers sold the tract in May 22, 1926 to George Leslie and Lucile S. Gooden of Dover (Y12-331). Subsequently lands were parceled and sold off in the late 1920's and later in the mid to late 1930's. Vernacular bungalow style with little or no ornamentation were the primary property types and expected results. An early construction company facility was also discovered.

Within each individual write-up, the applicable historic contexts and property type(s) is included. Based on the property type and historic development of area, the National Register of Historic Places criteria for evaluation is applied for each historic resource identified. The conclusion of each property/resource write-up features an assessment of National Register of Historic Places (NRHP) eligibility based on the significance and integrity of the resource.

Results demonstrate that none of the eight properties involved were recommended for the NRHP. Results also highlight that none of the properties that had been previously demolished under the state's direction had the initial potential to be National Register eligible. This effort was clearly documented. Where applicable, CRS numbers and forms were assigned to individual properties. That data information has been forward over to the State Historic Preservation Office in Dover for recordkeeping.

As part of project development compliance, DelDOT anticipates completion of a Categorical Exclusion for the project. In accordance with Section 106 of the Historic Preservation Act of 1966 and the National Environmental Policy Act of 1969, the Categorical Exclusion should document the anticipated or expected impacts of the proposed project construction on historic architectural resources and archaeology.

DelDOT qualified staff of principal investigator Michael C. Hahn, AICP (resume at SHPO files) conducted and wrote this report. Editorial comments and CRS forms were provided or developed by other qualified staff members of the Department. Work efforts took place in January, February, May, and June of 2009.