5.0 CRS PROPERTY EVALUATIONS

The following section presents National Register evaluations for the CRS properties that will be affected, either directly or indirectly, by the modified on-alignment alternative in the Georgetown study area. The properties are mapped on 9 detail maps, the key to which is presented in Figure 5.[5] The detail maps themselves are included as Figures 6 through 14. The detail map numbers are not sequential; they continue the numbering sequence established in the draft reports, even though some of the maps have since been dropped because they are no longer within the on-alignment study area. Only those maps that contain properties affected by the retained alternative are included herein. Demolished properties are distinguished on the detail maps by a different symbol.

The property summaries presented in this section include descriptions, historical contexts, evaluations, photographs, and parcel maps, and are organized in CRS-number order. The detail map number on which the property appears is included in the title section of each summary. Those properties that were recommended by field surveyors for additional study prior to issuance of a recommendation of National Register eligibility also include a historical overview.

[5] Note that detailed mapping is provided only for those portions of the study area where historic-period architectural properties are located.

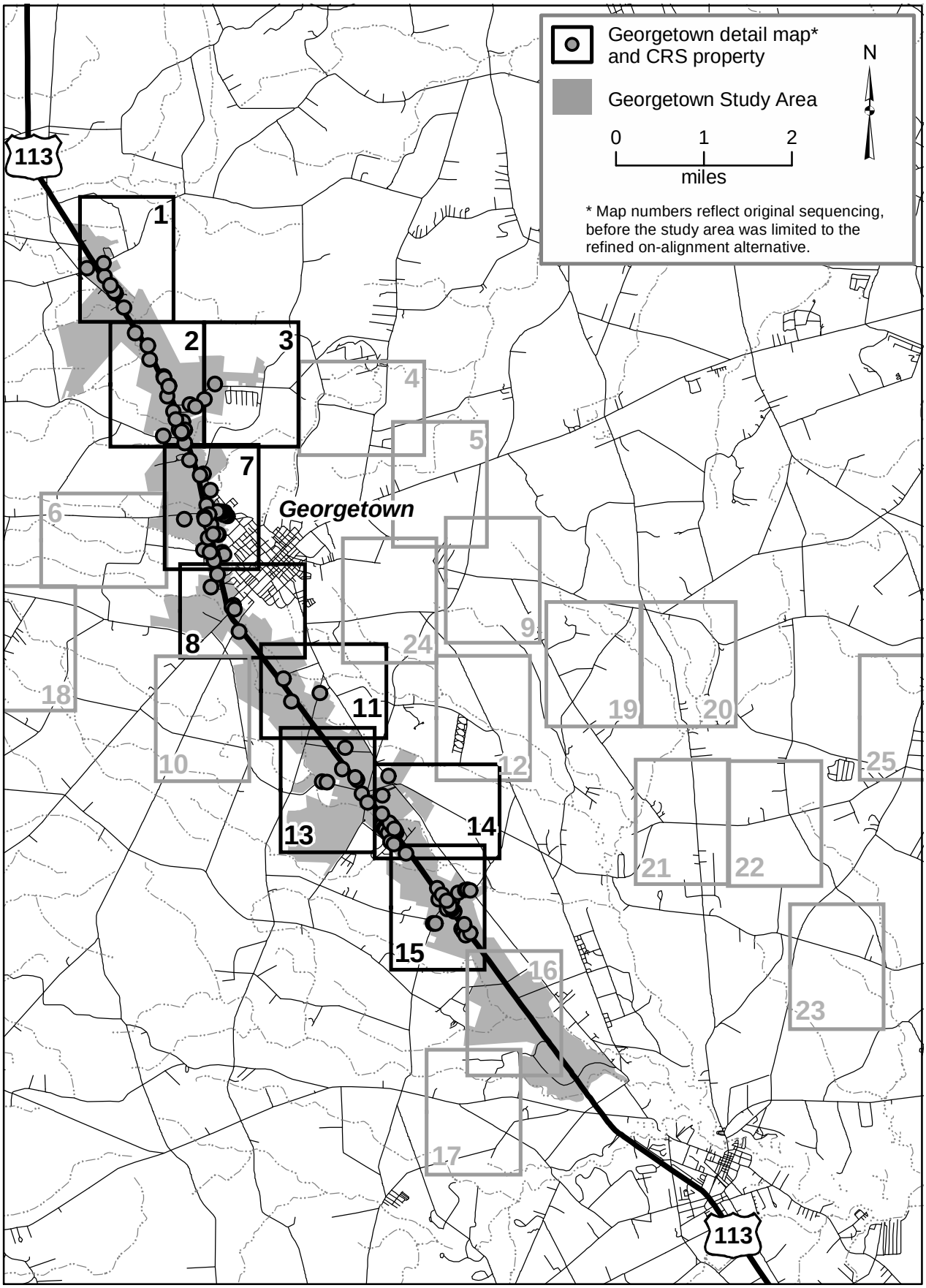


Figure 5. Index to detail maps, Georgetown study area.

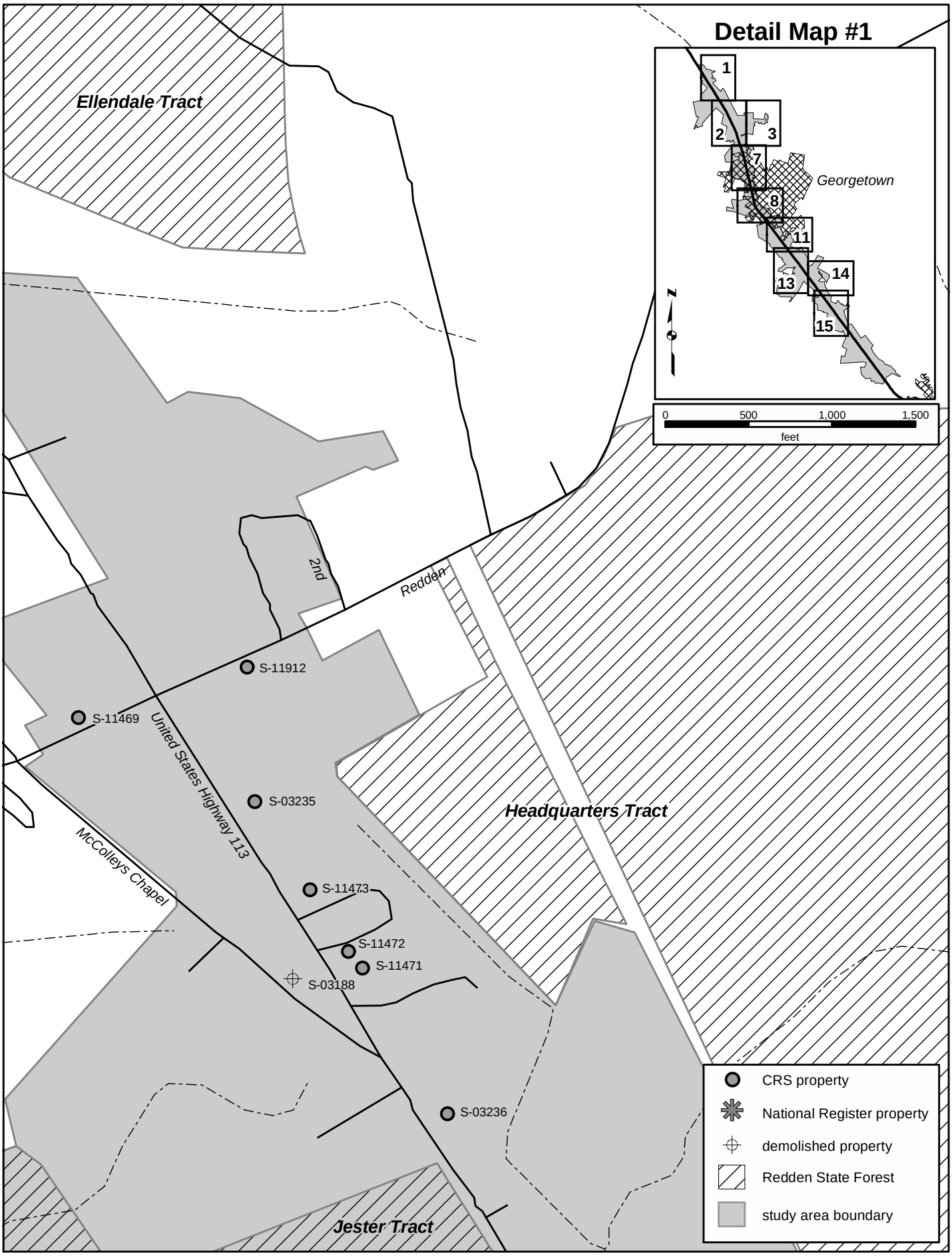


Figure 6. Detail Map #1, Georgetown Study Area

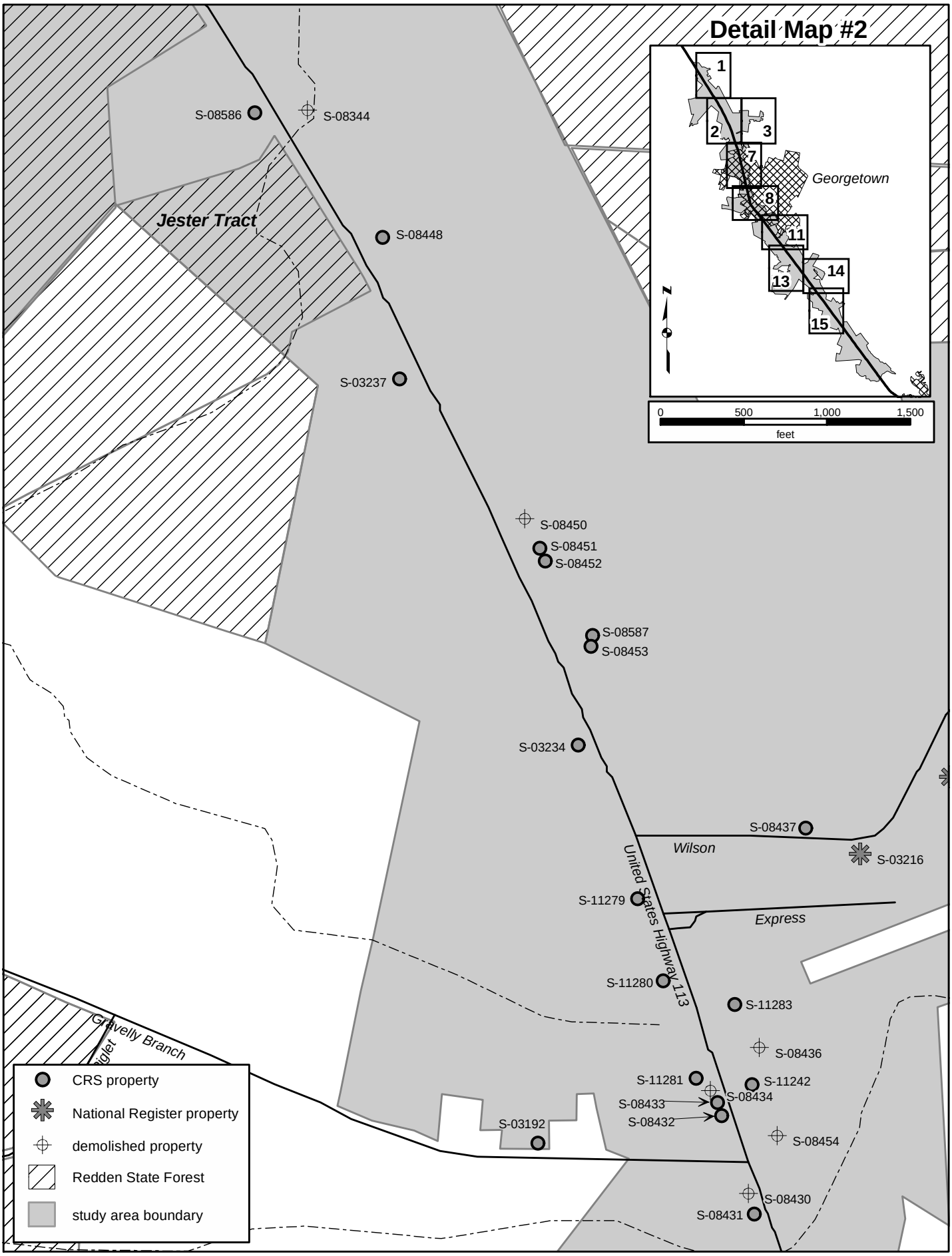


Figure 7. Detail Map #2, Georgetown Study Area

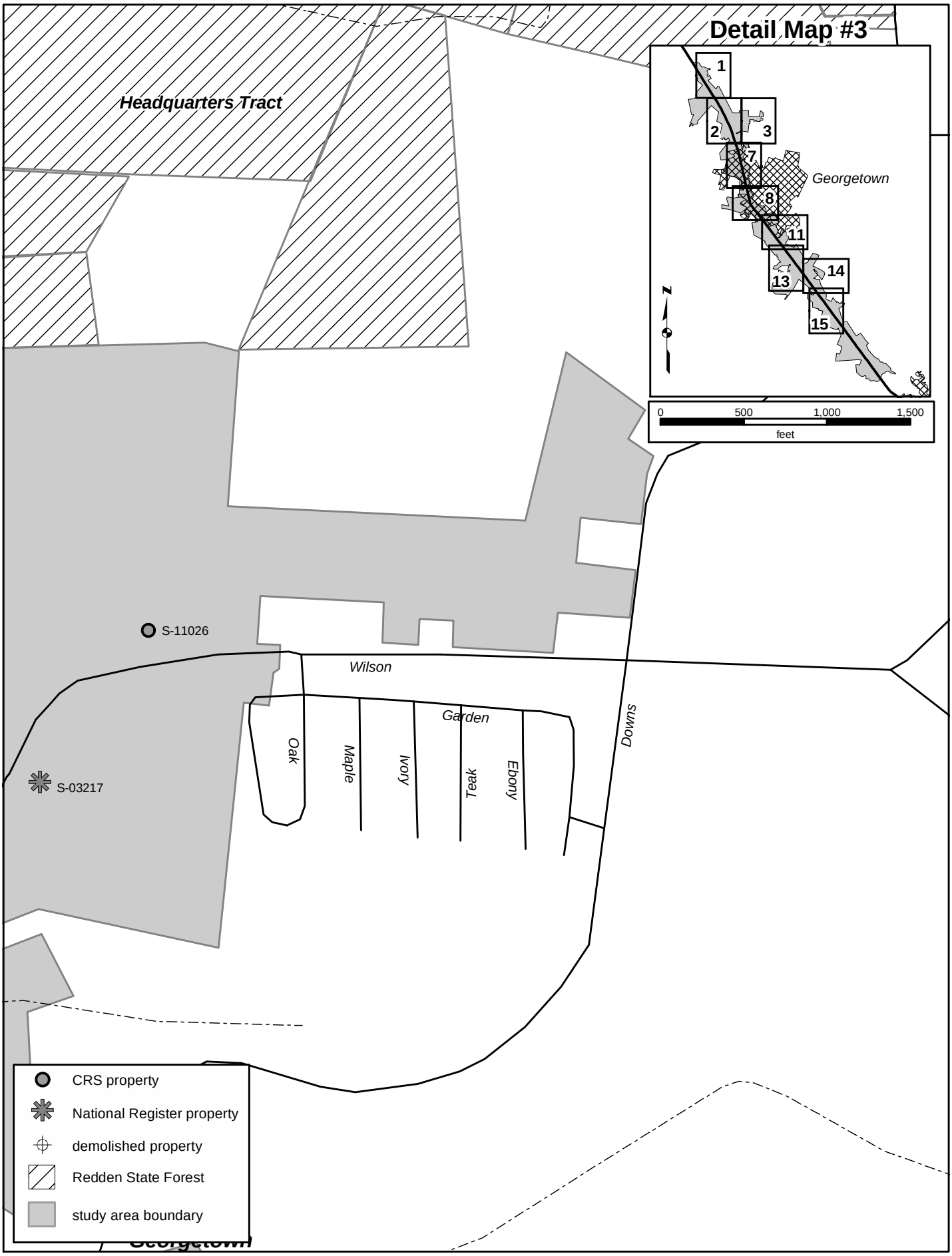


Figure 8. Detail Map #3, Georgetown Study Area

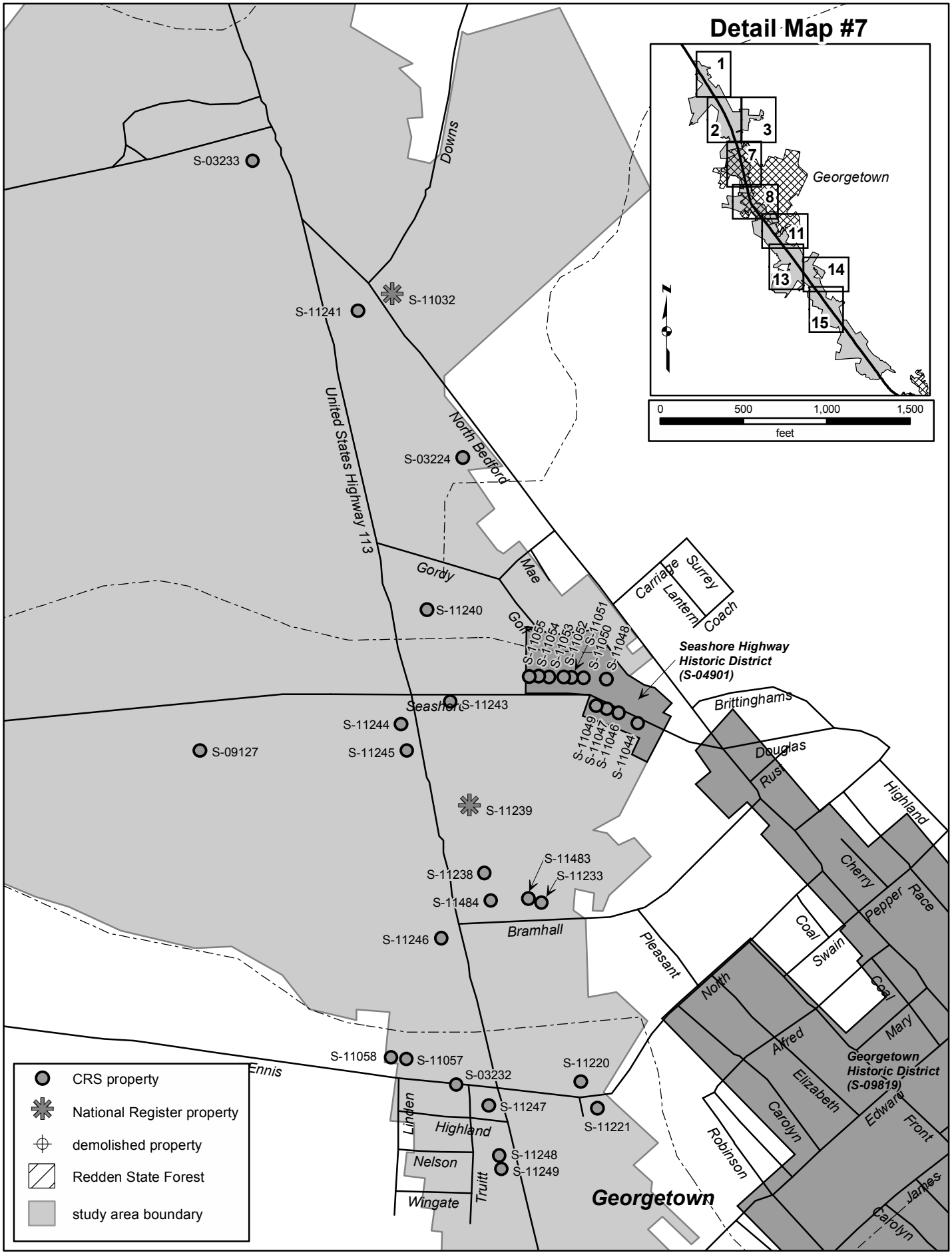


Figure 9. Detail Map #7, Georgetown Study Area

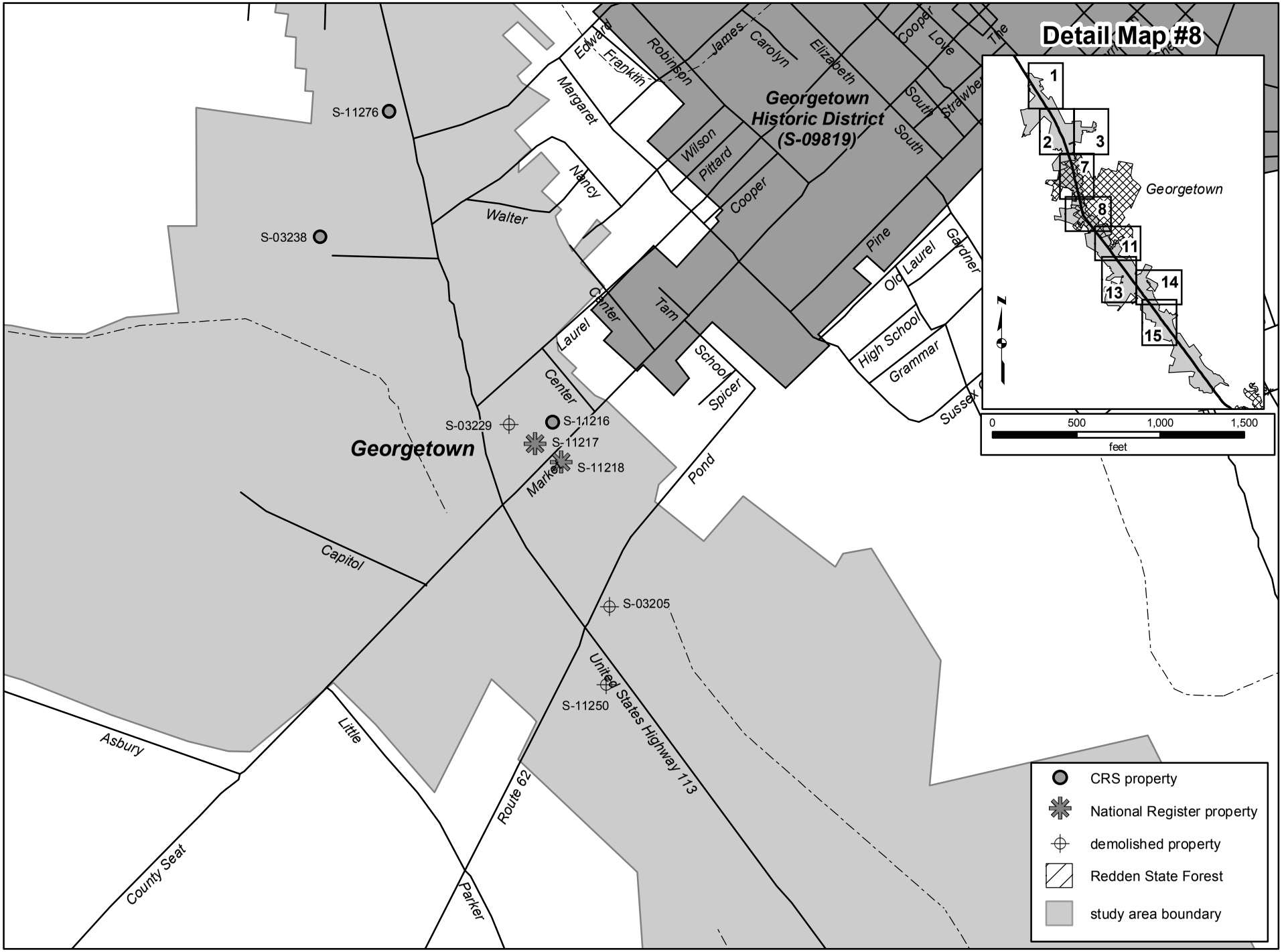


Figure 10. Detail Map #8, Georgetown Study Area

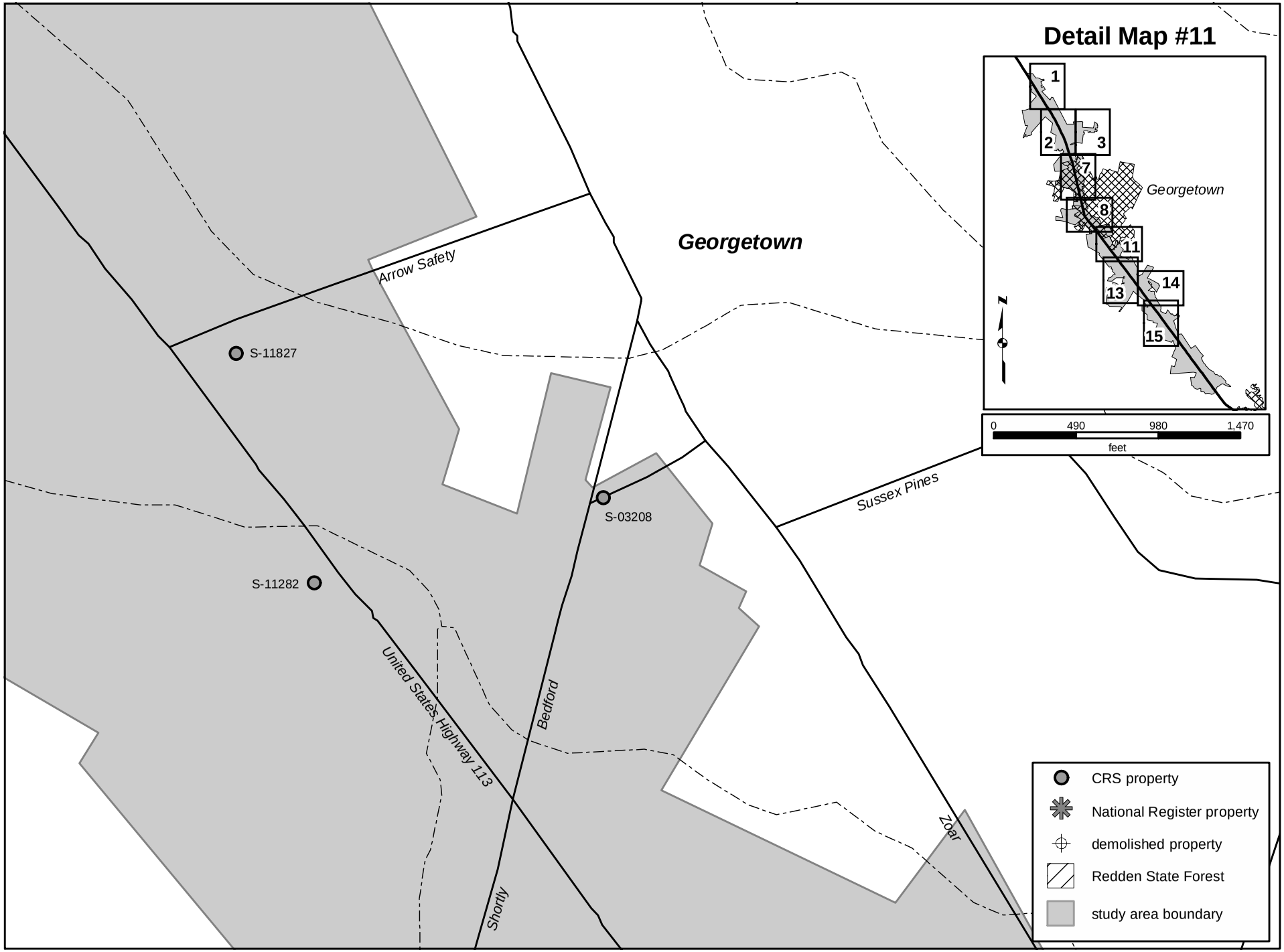


Figure 11. Detail Map #11, Georgetown Study Area

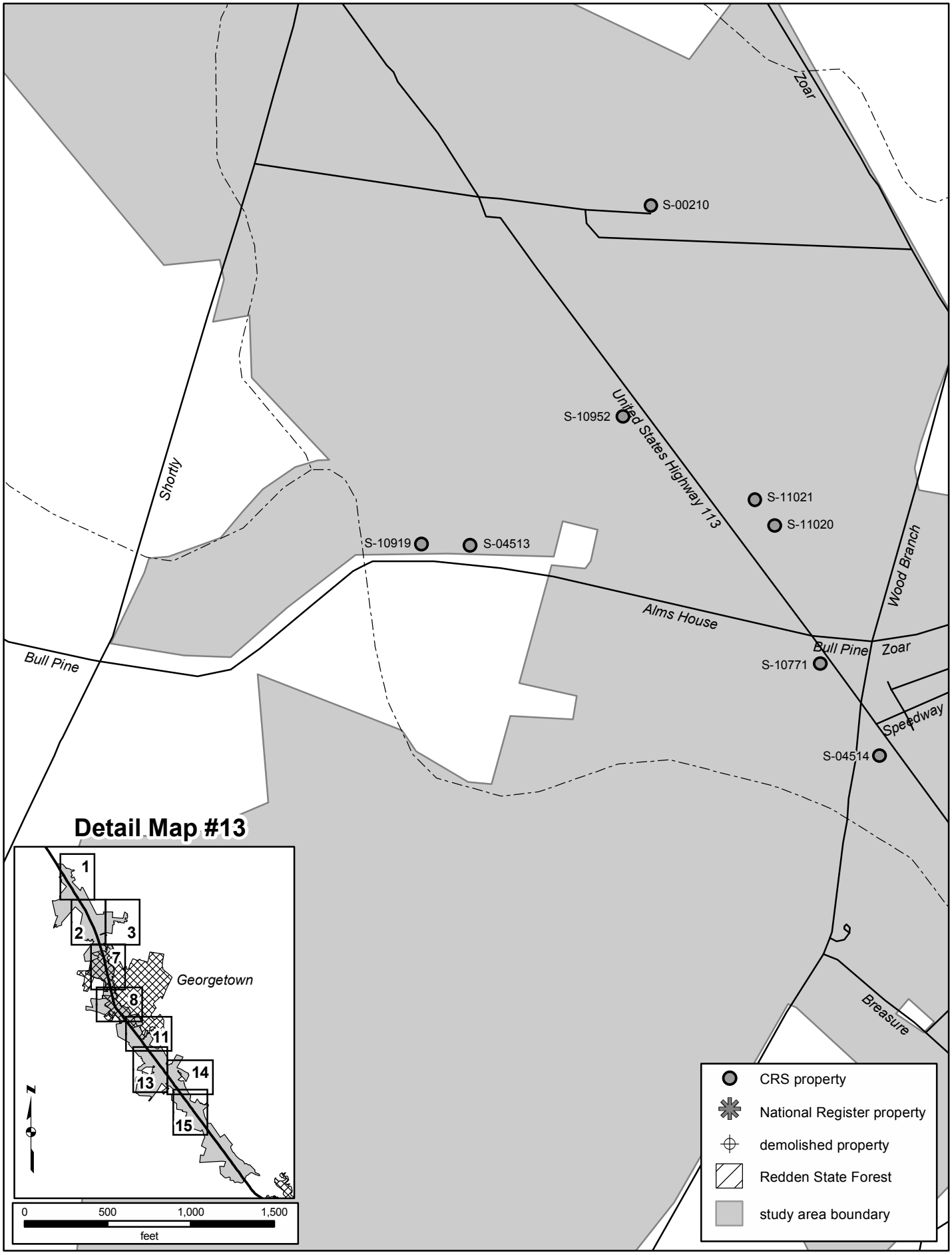


Figure 12. Detail Map #13, Georgetown Study Area

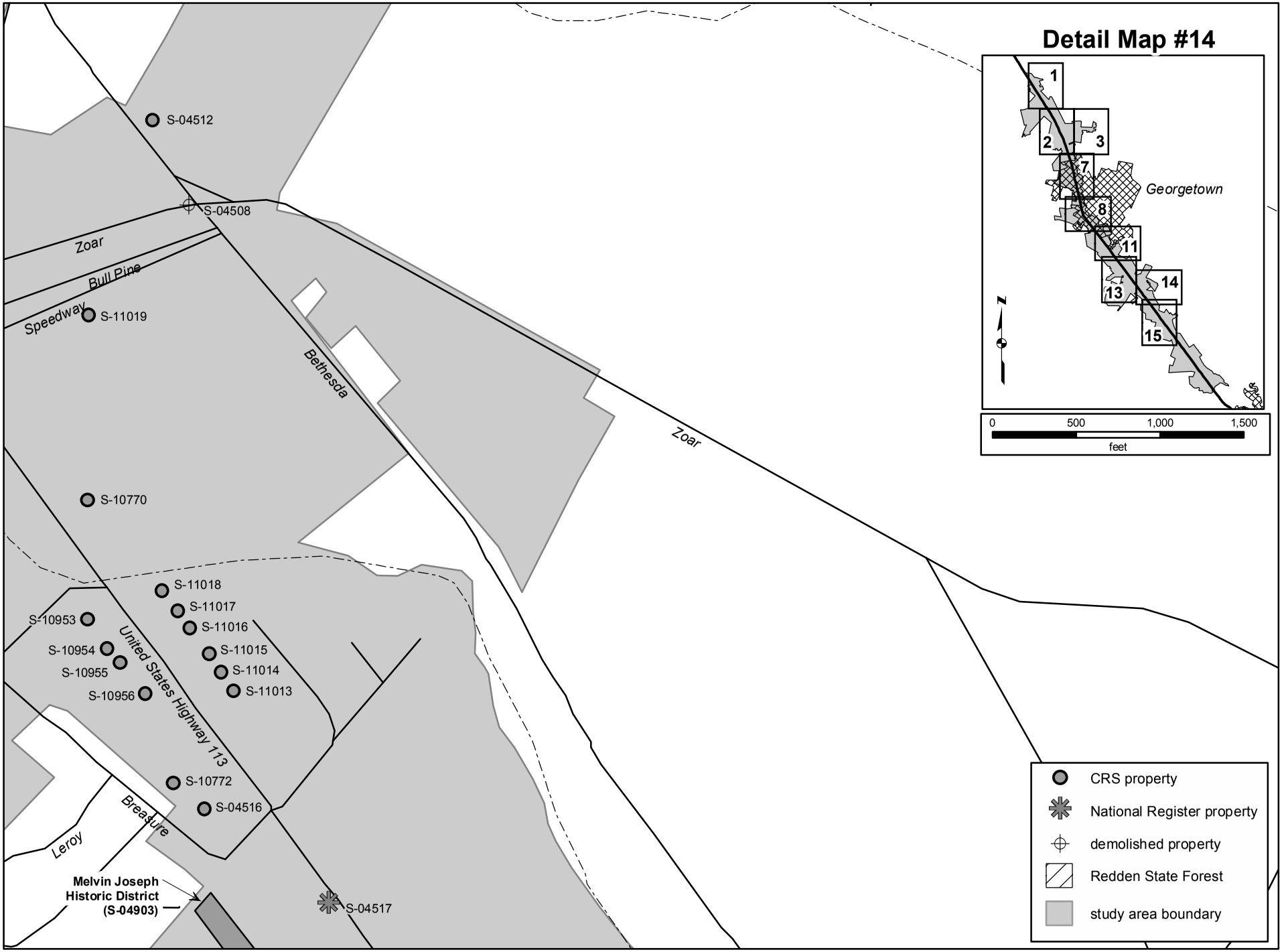


Figure 13. Detail Map #14, Georgetown Study Area

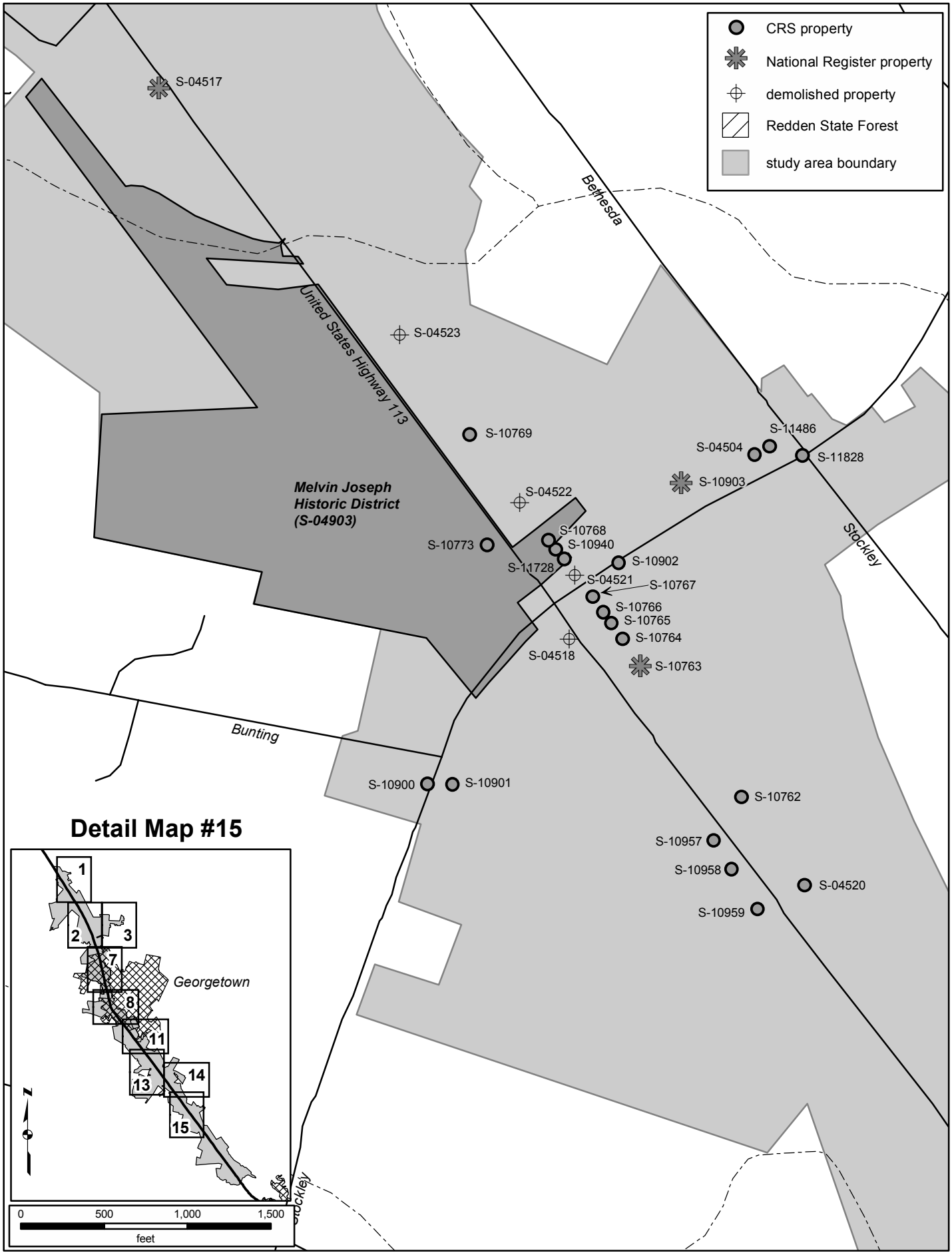


Figure 14. Detail Map #15, Georgetown Study Area

S-00210. Sussex Correctional Institution, U.S. Route 113 (PIN: 135-23.00-19.00) (Detail Map #13)

Description: The property is located on the east side of U.S. 113, south of Georgetown between U.S. 113 and Woodbranch Road. The property is bounded by security fencing and surrounded by agricultural fields. The main entrance to the facility is off U.S. 113. The complex includes many modern buildings. Of the older buildings previously surveyed, a total of seven remain.

The first, the main building of the institution (.002) is a two-story, brick Colonial Revival style building with a hipped roof and wood-framed cupola with terminal finial. It was constructed in 1931. This building has experienced numerous additions. The west façade features louvered openings set in brick surrounds with concrete keystones and sills. The main entry is placed in a projecting central block and is set within a pedimented surround with fluted pilasters. Other sides of the building are either inaccessible or obscured by additions.

These second building is an early twentieth-century, gambrel-roofed dairy barn (.003) now used as a furniture-making building for prisoners. Its first story wall is constructed of brick, while the upper walls are constructed of vertical boards. The building is fenestrated with one-over-one, double-hung sash windows, some with associated awnings. Two-leaf loft doors provide access to the hay mow in the south gambrel end. A ground-level entry door is placed within an earlier wagon door entry. The roof is sheathed in ribbed metal sheets, and two ventilators rise from the roof ridge.

The third building is a single-story former potato shed converted to a prison office (.004). This building was erected in about 1945 and has been altered with replacement windows and the raising of the roof. A door is placed near the center of the south façade and is sheltered by a gabled hood. The walls are constructed of concrete block, and the roof is sheathed in asphalt.

The fourth building, another single-story, c. 1945 potato shed has been converted to a prison office (.010). It is connected to two other parallel buildings by a perpendicular addition to the rear. Constructed of concrete block, its south façade is sheathed in vertical boards. Fenestration consists of one-over-one, double-hung sash windows with burglar bars. A cross-gabled porch shelters the main entry. The roof is sheathed in asphalt shingles.

The fifth building, also a c. 1945 former potato shed (.013) is now used as a vo-tech education center. Originally sunk into the ground, the building was raised off its original foundation in the mid-1980s and the cellar was filled in. The building is connected to two other former potato sheds by perpendicular hyphens. Constructed of concrete block, its central front door is sheltered by a shed-roof porch.

The sixth building, a c. 1960 swine barn (.014) is now used for storage. A shallow-gabled concrete-block building, rectangular in basic footprint, it is fenestrated with steel-framed, fixed windows. Its roof is sheathed in composition shingles.

The seventh building, a c. 1940 vehicle storage shed (.015) is situated between a cornfield and grassland. A modern equipment storage shed is placed to the east. This shed-roofed building has walls sheathed in horizontal boards and four open bays on its south wall. These bays are delineated by wood posts.

The final historic element is a potters' field cemetery (.016), begun in about 1900. Used originally to inter almshouse residents, it was subsequently used to inter prisoners. Most graves are unmarked. The site is bordered by a post and rail fence. The main gate features concrete hitching posts. Three burials, two with limestone headstones and one granite headstone, are marked.

Applicable Historical Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization, 1880-1940+/-, Suburbanization and Early Ex-urbanization, 1940-1960+/-; Government Theme; correctional institution property type.

Historic Overview: In 1931 the Legislature appropriated $100,000 to the Levy Court to construct a new jail. The site chosen for the new jail was the property of the County poor farm or almshouse adjacent to the DuPont Highway about two miles south of Georgetown. Prior to that time, the jail was located on Market Street and South Race Street in Georgetown. The new jail officially opened on January 1, 1935.

In 1956 the State of Delaware took over control of the jail, which was known as the Sussex Correctional Institution. In 1976 a new minimum security building with 91 beds opened at the institution. In the same year, renovation of the maximum security building occurred, and a new kitchen building was built adjoining the maximum security building. Two years later, a new laundry building was built, the old warden's residence was removed, and a new minimum security building was erected on its site to house 45 inmates. In 1983 a halfway house with 52 inmate beds was constructed and a new sallyport was built with associated offices.

The property was previously surveyed in 1980. Several of the buildings recorded in that survey have since been demolished.

Evaluation: The correctional institution was evaluated for its association with the Delaware penal system. As one of only a few state correctional institutions, an institution that has functioned at the same location for over 70 years, it possesses historical significance for its continuing role in Delaware criminal justice. As mentioned, however, many older buildings have been lost (9 out of 16 elements surveyed in 1980 are gone), including the almshouse/warden's house (.001), and newer buildings now dominate the prison complex. As a result, the complex lacks integrity of design, setting, materials, workmanship, and feeling, and lacks the integrity necessary to convey its significance. It is therefore recommended not eligible under Criterion A.

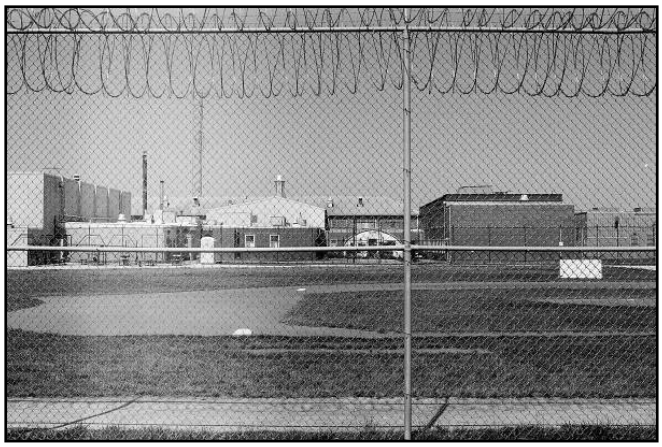
Research has not identified an association with the productive life of any individual significant in the history of the local area. Therefore, it is recommended not eligible under Criterion B.

Due to recent construction, the property no longer conveys the characteristics of an older correctional facility. Therefore, it is recommended not eligible under National Register Criterion C.

The buildings on this 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.

S-00210

main institutional building (.002) façade,
view to SE



main institutional building (.002) rear,
view to W

barn/workshop (.003), view to NE

barn/workshop (.003), view to SW

old potato sheds (.010, .004, .013), view to N

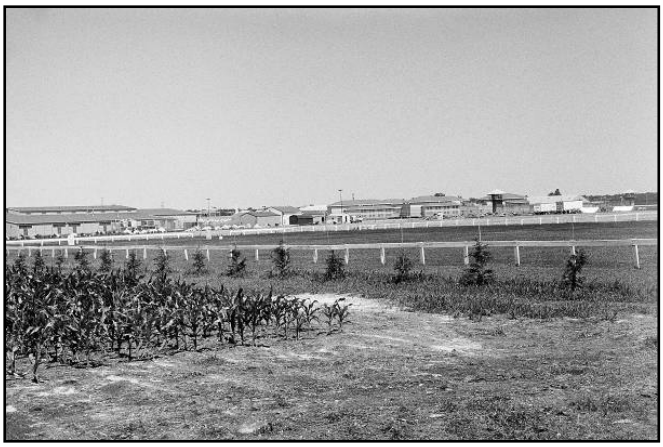
potato shed/office (.004), view to NW

potato shed/office (.010), view to NW

potato shed/education center (.013), view to NE

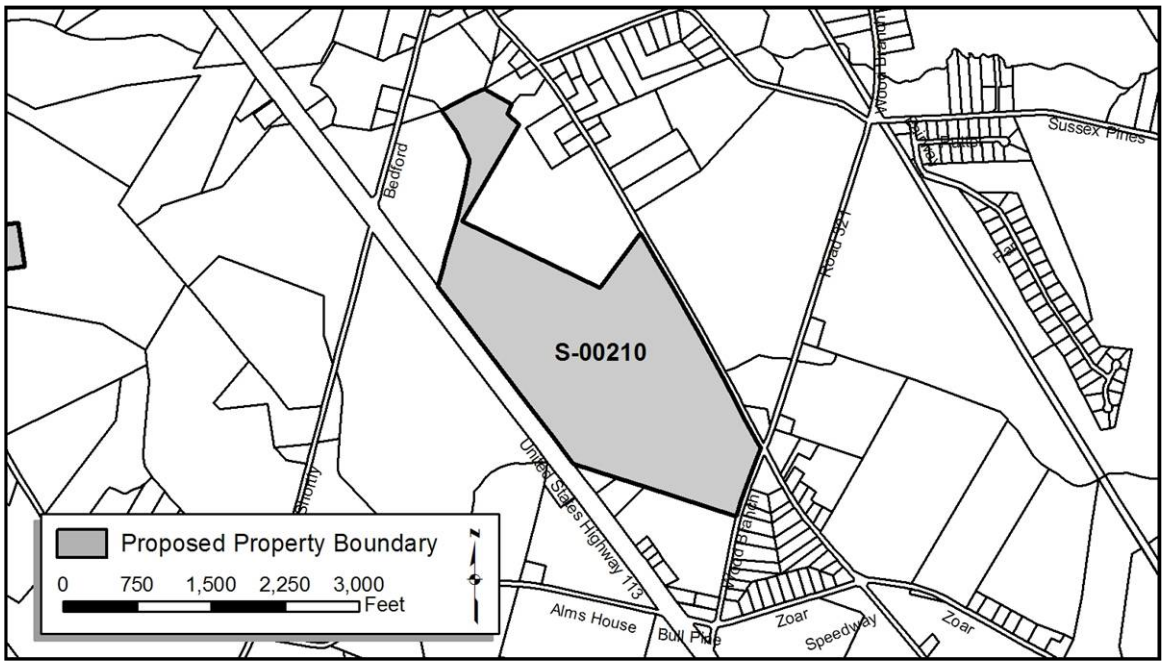
swine barn/storage (.014), view to NE

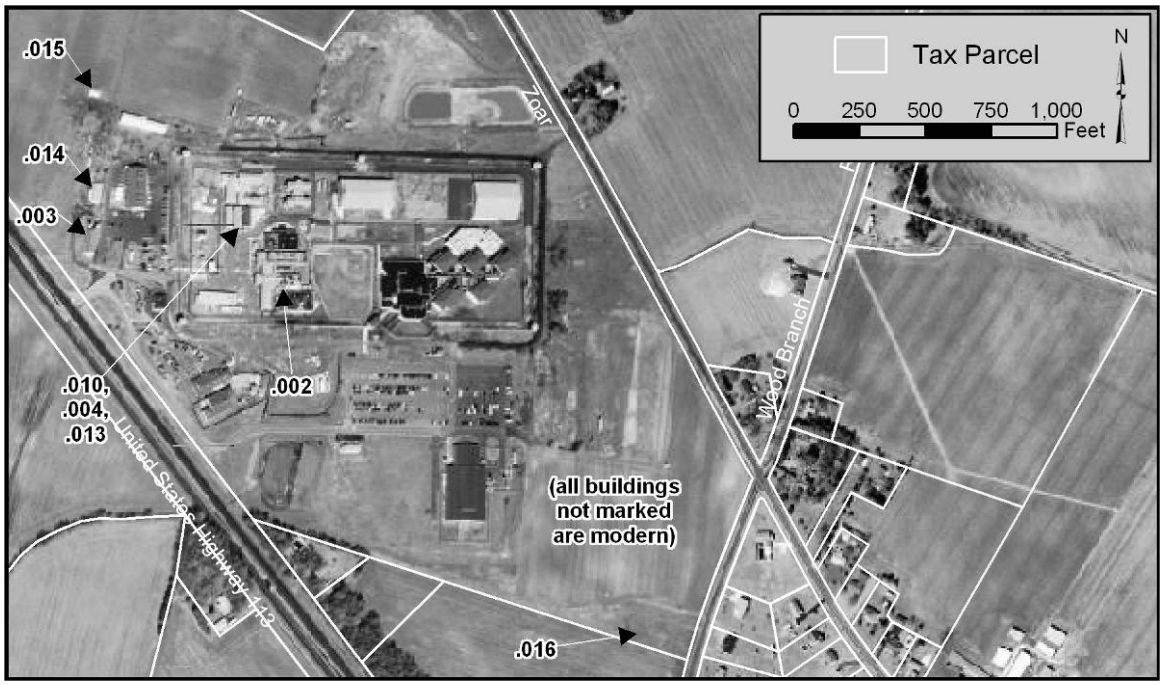
vehicle shed (.015), view to NE



cemetery (.016) with prison buildings in background, view to NW

cemetery (.016), view to SW


S-00210
Bedford
Smoky
United States Highway 113
Wood Branch
Road 321
Sussex Pines
Alms House
Bull Pine
Zoar
Speedway
Zoar
Proposed Property Boundary
0 750 1,500 2,250 3,000
Feet


.015
.014
.003
.010,
.004,
.013
.002
.016
Zoar
Wood Branch
United States Highway 113
(all buildings
not marked
are modern)
Tax Parcel
N
0 250 500 750 1,000
Feet

(2003 aerial)

S-03192. Dwelling, 17097 Gravelly Branch Road (PIN: 135-9.00-17.00) (Detail Map #2)

Description: This property is located on the north side of Gravelly Branch Road north of Georgetown. Flanked by late twentieth-century dwellings, the historic-period house on this property faces south. Tall trees shade the house from all sides. A gravel driveway lies along the east side of the house, and a former agricultural shed stands approximately twenty feet from the rear, northwest corner of the dwelling. Fallow fields are located directly north of the house and outbuilding.

This c. 1900 one-and-one-half-story, wood-framed, hall-and-parlor plan house (.001) measures four bays across both the first and second stories. A full-width, hipped-roof porch, enclosed with double-hung, one-over-one sash windows and vinyl siding, shelters the main entrance. Fenestration of the façade wall consists of single, one-over-one, double-hung sash windows and single-pane, awning windows. The side elevations are fenestrated with a combination of single, one-over-one, double-hung sash windows, single-pane awning and casements windows. The north elevation is pierced with single-pane awnings across the second story. A one-story, gabled ell/attachment projects from the center of the rear elevation. The east façade of the ell features a full-width, shed-roofed porch enclosure. A secondary entrance pierces the center of the enclosure and is flanked by single, one-over-one, double-hung sash windows. A pair of one-over-one, double-hung sash windows also pierces the northeast corner of the north elevation. The entire dwelling is covered in aluminum that extends to the ground and obscures the foundation. A brick chimney rises from the interior of the north gable-end of the ell.

Shrouded in overgrown brush, a c. 1900 agricultural shed (.002) is placed northwest of the house. This small, rectangular-shaped, wood-framed building is pierced by an open bay on the south façade. The exterior walls are sheathed in horizontal, wood siding and gabled-roof in metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; hall-and-parlor property type.

Evaluation: This property has been evaluated for the National Register for its house, a hall-and-parlor dwelling. The historical pattern most clearly associated with this property is Sussex County agriculture. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse. During the period of significance, this dwelling was likely surrounded by actively cultivated cropland and, perhaps, a complex of agricultural support buildings. The original farm is no longer functioning, and this resource is now flanked by more recent houses. The loss of support buildings and the discontinuation of historical agricultural activities have disassociated the house from its historical use as a farmhouse and it no longer possesses historical significance as an agricultural property. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As an example of the hall-and-parlor architectural type, this house lacks the integrity necessary to convey any significance it may have once possessed. It has undergone numerous alterations

including the enclosure of the front and rear porches, fenestration replacements, and the application of modern siding to the exterior. It lacks the architectural integrity necessary to convey its significance and is therefore recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

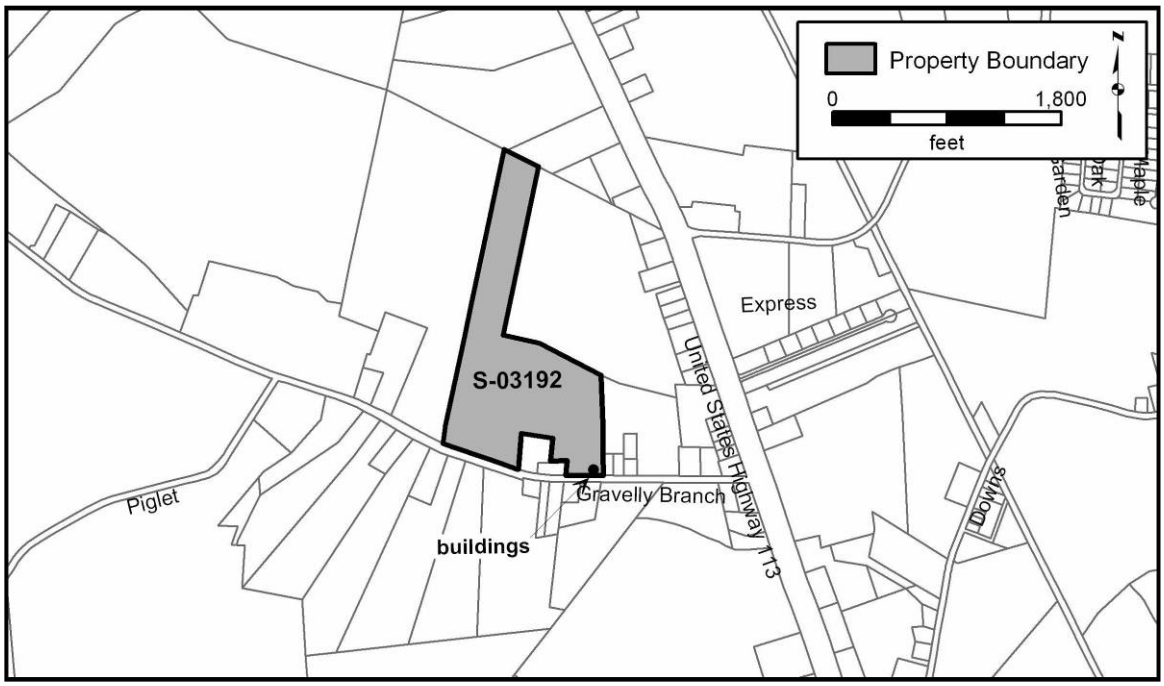
S-03192

main building (.001) façade, view to N

main building (.001) façade and east side, view to NW

main building (.001) rear and east side, view to SW

shed (.002), view to NW



S-03208. Dwelling, Bedford Road
(PIN: 135-23.00-10.00)
(Detail Map #11)

Description: This property is located on the northeast side of Bedford Road at the south end of Georgetown and contains a late nineteenth-century I-house dwelling surrounded by agricultural farmland. A gravel driveway lies along the southeast side of the dwelling.

This c. 1875 wood-framed T-plan dwelling stands two-and-one-half-stories tall. The front block of the house lies at a slight angle to Bedford Road, and, historically, the façade was on the southwest wall and the two-and-one-half-story ell extended from the center of the rear. The fenestration has been changed, and the main entrance to the house has been moved to the southeast wall, within the rear ell. A shed-roof porch supported by turned wood posts on concrete decking, shelters the centered, wood-and-glass entrance door. Single, one-over-one and two-over-two, double-hung, vinyl sash windows light the interior of the house. A one-room, shed-roof addition extends from the northeast gabled end. A hipped-roof porch on the northwest side shelters an additional rear wood-and-glass entrance door. The concrete-deck porch's roof is supported by square-shaped, wood columns on concrete-block piers. Within the northwest gable-end of the historical main-block stands a two-story bay. The dwelling is completely covered in vinyl siding. A brick chimney rises from the exterior gable-end of the northeast side.

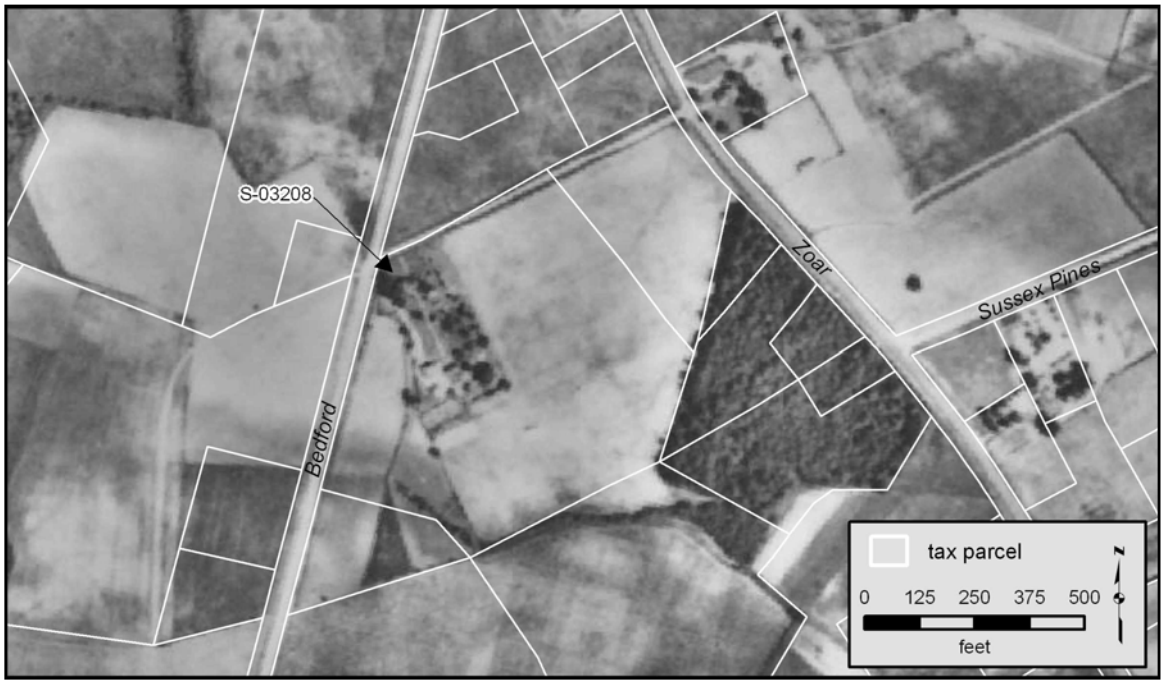
Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Industrialization and Early Industrialization 1830-1880+/-; Architecture, Engineering and Decorative Arts theme; I-house property type.

Evaluation: This property was evaluated for its dwelling, a c.1875 I-house. The historical pattern most clearly associated with this property is Sussex County agriculture. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse. During the period of significance, this dwelling was likely surrounded by actively cultivated cropland and a complex of agricultural support buildings, as suggested by looking at the 1937 aerial photograph. The original farm is no longer functioning, and this resource is now surrounded by more recent houses. The loss of support buildings and the discontinuation of historical agricultural activities have disassociated the house from its historical use as a farmhouse and it no longer possesses historical significance as an agricultural property. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

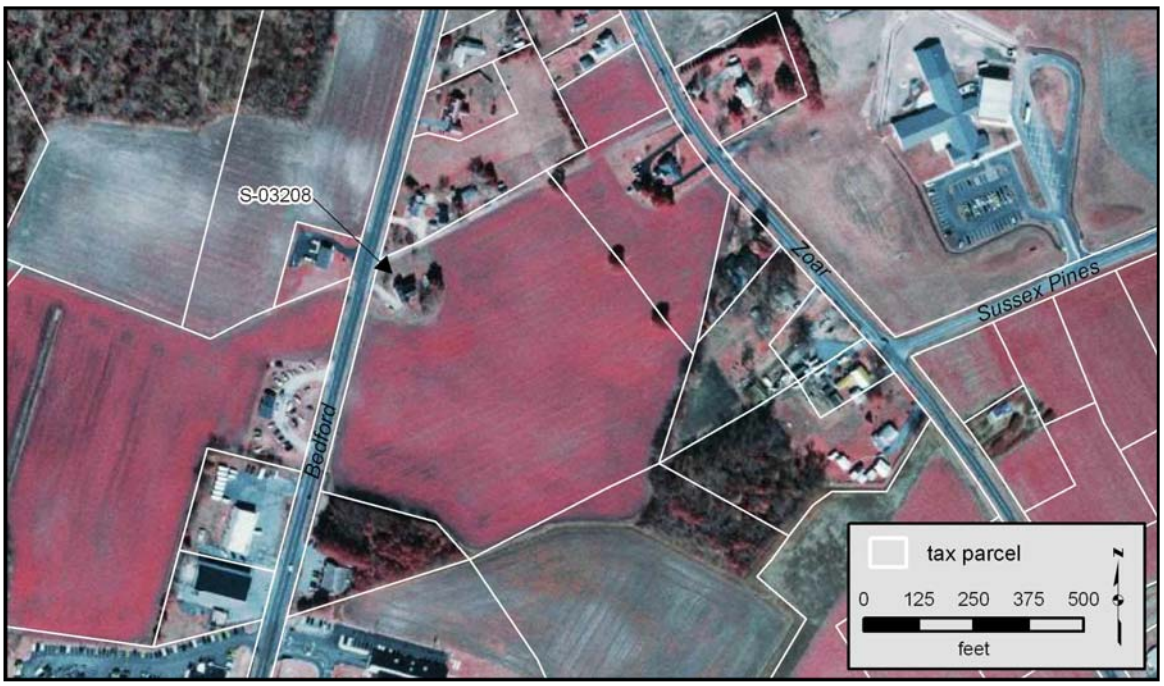
Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

This house represents a locally common historic property type. As indicated in the research design, the architectural significance of I-houses is dependent upon the property being either an exceptionally early or exceptionally finely detailed example. This house is neither. Further, it has been substantially altered from its original appearance with the reorientation of the façade, the replacement and insertion of modern windows, the construction and attachment of an addition, and the application of modern siding to the exterior. As a result, the dwelling lacks integrity of design, materials, workmanship, and feeling and is recommended not eligible for the National Register under Criterion C.

The building on this property represents a common examples of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.



(1937 aerial)



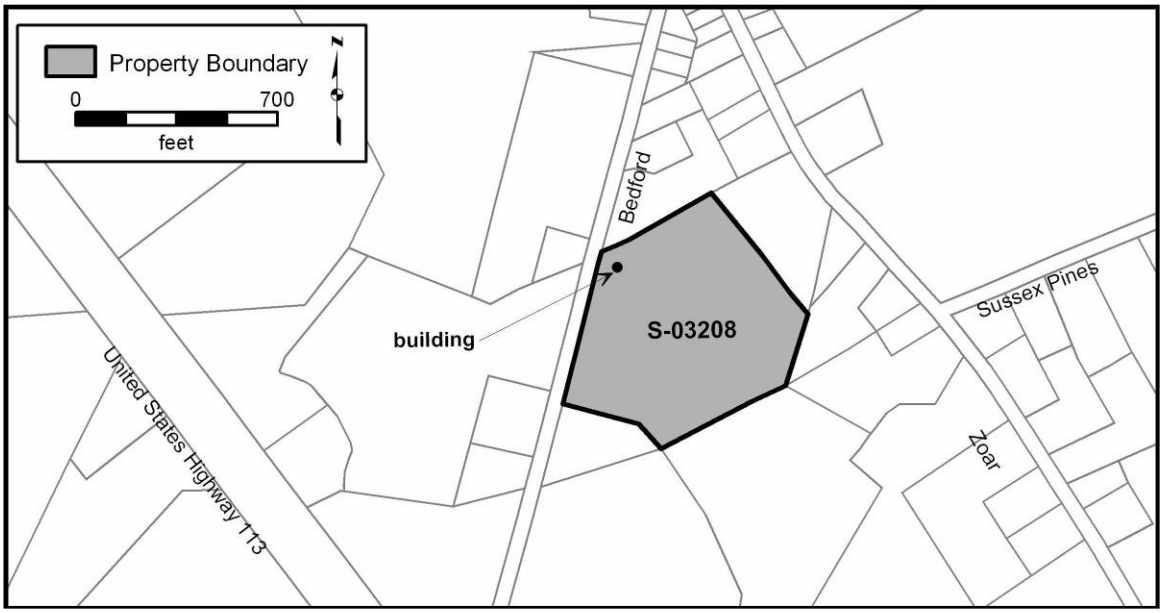
(2003 aerial)

S-03208

main building (.001) historical southwest-facing façade, view to NE

main building (.001) historical façade (left) and modern, southeast facing main entrance, view to NNE

main building (.001) historical rear (left) and northeast side, view to SSW



S-03216. Sharp-Wilson House, 20006 Wilson Road (PIN: 135-9.00-51.02) (Detail Map #2)

Description: Located on the south side of Wilson Road, this property includes a late nineteenth-century dwelling, three outbuildings, and two modern outbuildings. Fallow fields and woods are located south of the outbuildings. The house stands toward the northern edge of the property, facing north, partially encircled by a dirt, semi-circular driveway. Tall trees and shrubs grow across the front lawn.

This rectangular-shaped, wood-framed house stands one-and-one-half-stories in height with a one-and-one-half-story, gabled extension attached to the east gable end and shed-roofed addition spanning half the width of the rear. The front façade measures six bays. A modern, shed-roofed porch shelters two side-hall front entrances. Fenestration of the façade wall consists of single one-over-one and three-over-three, double-hung sash windows. The building's sides are fenestrated with one-over-one and two-over-two, double-hung sash windows. Fenestration of the rear, south side consists of one-over-one, three-over-three, and three-over-one, double-hung sash windows. The house sits on a brick and concrete-block foundation, is clad in cement-asbestos shingles, and is covered by a gabled roof sheathed in composition. Brick chimneys rise from both interior gable-ends of the main block.

South of the dwelling stands an early twentieth-century equipment shed (.002), pump house (.003), and shed (.004). Shrouded in overgrowth, the stable/ equipment shed barely stands in its dilapidated condition. Both the wood-framed pump house and shed are completely covered in tarpaper.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Industrialization and Early Industrialization 1830-1880+/-; Agriculture theme and Architecture, Engineering, and Decorative Arts theme; agricultural complex and I-house property types.

Historic Overview: From 1913 until recently, the property consisted of a 15-acre parcel on the west side of the railroad right-of-way, on both sides of Wilson Road. These 15 acres were carved out of a 90-acre parcel that had its origins in two tracts of land: a 12-acre parcel traced back to 1901 and a 78-acre parcel that originated in a larger, 121.75-acre tract traced back to 1891. The 12-acre parcel belonged at one time to the Carey family (it was transferred from Mary E. Carey to Philip A. Carey in 1901), the long-time owners (from at least 1874 through 1907) of a 105-acre tract on the east side of the railroad-right-of-way (and the location of another historic property, S-03217). It is possible that the two properties were once associated with one another, but the relationship is unclear. The Carey's 12 acres were subsequently combined with the 78-acre tract to form a 90-acre parcel, which was then winnowed back down to 15 acres in 1913. A detailed chain-of-title is presented below and summarized in a chart.

The earliest identified transaction involving the larger of the two tracts occurred in 1891 when the heirs of John Sharp, including John S., Isaac M., and Milla A. Sharp and Land and Fannie Walls, sold a 121.75-acre tract of land to Jacob H. Sharp for $400. The deed indicated that the tract was sold to Jacob Sharp because his house and buildings had been destroyed in a May 1891 fire, implying that he chose the new tract because there were already buildings on it. The tract was described as adjoining land of Shadrach Short, Joseph S. Collins, lands later of Daniel Reynolds, lands of George Torbert, ex-Governor James Ponder, and lying on the Delaware, Maryland, and

Virginia Railroad (Sussex County Deed Book 114:309, May 1891). How the elder Sharp had acquired the land is uncertain. No previous deed references his purchase of the land.

Summary of Deed Transactions, Sharp-Wilson House (S-03216)

Date	Acres (rounded)	Transaction
PARCEL 1		
1891	122	John Sharp heirs to Jacob Sharp (probably with buildings; on railroad right-of-way)
1903	78 (of the 122)	Jacob & Hester Sharp to Frank Kramer
PARCEL 2		
1901	12	Mary E. Carey to Philip A. Carey
1904	12	Philip A. Carey to George Donovan
1905	12	George Donovan to Frank Kramer
CONSOLIDATED PARCEL		
1908	78+12 (90)	Frank Kramer to Benton & Annie Gordy
1913	90	Gordy to Reuben Savage
1913	15 (of the 90)	Reuben Savage to Benton Gordy (includes house)
1915	15	Benton & Annie Gordy to Thomas Jerman
1916	15	Thomas & Mary Jerman to Alvin Lynch
1919	15	Alvin & Mary Lynch to William Thoroughgood
1921	15	William Thoroughgood to wife Alice and children Florence Waples and George Thoroughgood (inheritance)
1931	15	consolidated under Alice Thoroughgood
1932	15	Alice Thoroughgood to children Florence Waples and George Thoroughgood (inheritance)
1934	15	Florence Waples to George Thoroughgood
1934	15	George Thoroughgood to Philip & Mildred Ellwanger
1938	15	Philip & Mildred Ellwanger to Eugene & Goldie Wilson
1998	15	Goldie Wilson to children Ann Conley & Howard Wilson (inheritance)

At the time of the 1870 Census, John Sharp was 65 and lived with 53-year-old Priscilla, his wife. Sharp was listed as a farmer who owned real estate valued at $3,450 and personal goods valued at $400.

In 1903 Jacob H. and Hester Sharp of Georgetown sold a 78-acre portion of this tract to Frank M. Kramer of Brandywine Hundred, New Castle County, for $1,900 (Sussex County Deed Book 146:283, November 28, 1903).

The second, smaller tract was sold in an unrecorded 1901 transaction from Mary E. Carey to Philip A. Carey. The Careys appear to have been husband and wife. In the 1900 Census they are listed in Georgetown. Philip was recorded as 25, Mary as 24. How Mary acquired the property has not been determined due to lack of previous deeds. In 1904 Philip A. Carey sold the 12-acre and 72 perch tract to George D. Donovan for $93.00 (Sussex County Deed Book 148:398, July 30, 1904). In 1905, Donovan of Georgetown sold the parcel to Frank M. Kramer for $125.00 (Sussex County Deed Book 154:104, December 22, 1905).

Three years later, Kramer sold two tracts, one of 78 acres and the second of 12 acres and 22 perches, to Benton B. Gordy and Annie E. Gordy of Nanticoke Hundred for $2,200 (Sussex County Deed Book 162:390, January 11, 1908). Based on the information noted in census and on-line family history records, Benton was 41 and Annie around 44 years of age at this time, and had three children, Harvey (21), Dollie (14), and Ella (13).

In 1913 Gordy sold both tracts of land to Reuben L. Savage (Sussex County Deed Book 188:5, June 4, 1913). Again, based on the information noted in census records, Reuben was approximately 36 years of age, married, and had two children at the time of this purchase.

Six months later, for the consideration of $1.00, Benton Gordy bought back 15 of the 90-acres of land that he had sold to Savage. Part of the buy-back included land that contained the house (Sussex County Deed Book 194:441, January 1, 1914).

By December of 1915, Benton and Annie Gordy sold the property to Thomas W. Jerman of Georgetown Hundred, Sussex County for $1.00 (Sussex County Deed Book 199:171, December, 1915). Census records indicate that Thomas was 58 years of age at the time of this purchase. Nearly a year and a half later, Thomas and his wife, Mary E., sold the 15-acre tract of land to Alvin N. Lynch of Nanticoke Hundred, Sussex County, for $1,400.00 (Sussex County Deed Book 203:575, April 19, 1917). Upon review of census records it was learned that Alvin was 39 years of age at the time of this purchase. He and his wife had two daughters, and a son on the way. Alvin's occupation was listed as a "general farmer."

In 1919 Alvin and his wife, Mary, sold the property to William J. Thoroughgood of Georgetown, a retail merchant in the Hardware industry (Sussex County Deed Book 216:452, October 10, 1919). William died intestate a year and a half later, June 11, 1921, at the age of 60. His heirs-at-law were his wife, Alice, and two children, Florence T. Waples and George M. Thoroughgood. Nearly ten years later, George and Florence transferred their respective portions of the property to their mother, Alice, for the consideration of $1.00, presumably to consolidate all of the land under her name (Sussex County Deed Book 293:372, January 8, 1931). Alice died intestate a year later, January 5, 1932, and the property went to her two children. In August of 1934, Florence sold her interest in the property to her brother, George (Sussex County Deed Book 298:208, August 21, 1934).

In less than a month's time, George and his wife, Pearl, sold the 15-acre parcel of land to Philip S. and Mildred C. Ellwanger of Georgetown Hundred, Sussex County, for $1.00 (Sussex County Deed Book 297:225, September 11, 1934). In 1938 the Ellwanger's sold the property to Eugene and Goldie Wilson, also of Georgetown (Sussex County Deed Book 311:581, February 11, 1938).

The property is currently owned by Ann Conley and Howard Wilson, the children of Eugene and Goldie. They inherited the property in 1998 after their parents' deaths. According to Ms. Conley, her parents moved into the house soon after marrying in the late 1930s.

The interior of the main block includes four rooms, a living room and bedroom on the entrance level and two bedrooms on the second floor. A stairwell is located in the center of the house connecting the two floors. The single cell/room on the east end of the house contains the historic kitchen, which now functions as a dining room. It is unknown if this section of the house was ever a separate cell from the main block or original to the dwelling's construction. Known additions to the house include the present-day kitchen and bathroom, which extend from the rear, east end of the entrance level, and the front porch. It is unknown when the kitchen and porch were

added, but it was sometime before the bathroom was constructed in 1954. Prior to the installation of the bathroom, the property had an outdoor outhouse.

Historically, the property was used for crop and chicken farming. Mr. Wilson harvested corn and soybeans. Three large chicken houses stood south of the house until 1984, at which time they were demolished. The feed room of one of the chicken houses is still extant (.002), but unused. (Conley 2007).

The construction date of the house is not certain, but it is likely it was built after 1868 as nothing is indicated in this location in the Beers atlas, not even a roadway. Deed research suggests there was a dwelling on the property by 1891, when it was sold to Jacob Sharp after his house had been destroyed in a fire. A structure is clearly indicated in this location on the U.S. Geological Survey topographic quadrangle surveyed in 1917, and a 1937 aerial photograph shows the dwelling, two sizable unidentified outbuildings, and a chicken house. At this time, woodlots occupied the east and south sides of the property, and large rectangular open fields lay to the north and west. By 1954 the larger of the two unidentified outbuildings had been replaced by approximately a half a dozen small miscellaneous outbuildings. Seven-years later, in 1961, the property consisted of the house, one unidentified outbuilding, and three chicken houses. The same collection of buildings is evident in aerials shot in 1962 and 1968. By 1992 a U-shaped driveway extended around the rear of the house, and the unidentified outbuilding remained immediately south of the house; the chicken houses were gone.

Evaluation: The property was informally evaluated in 1992 as part of the Sussex County East West Corridor Study. The researchers postulated that the house was built in two stages, the smaller east wing in the early nineteenth century and the larger main block in the mid nineteenth century. They concluded with a preliminary recommendation of individual eligibility as an "example of an early nineteenth century, Chesapeake Bay Vernacular structure that was enlarged in the mid-nineteenth century" under the Architecture theme with a period of significance of 1770-1830 (Tabachnick and Keller 1992:148). The recommendation was not formally submitted to the Department or FHWA and was neither reviewed nor concurred upon by DelSHPO (Hahn 2006; Davis 2006).

For the current study, this property was evaluated under the Agriculture and Architecture, Engineering, and Decorative Arts themes as representative of two property types: the I-house and the agricultural complex. Agricultural complexes typically consist of a dwelling or dwellings, domestic and agricultural outbuildings, related utilitarian and non-utilitarian spaces and features, and associated agricultural fields, woodlots, and orchards. To be eligible under Criterion A, the complex must have the ability to convey information or exhibit trends concerning Delaware's agricultural development. Under Criterion C, the principal historic components of the complex must be present and convey strong associations with the farm's period of significance. Buildings and structures should retain integrity of materials, design, feeling, and workmanship. According to the current property owner, the property was used for crop and chicken farming. Three large chicken houses that stood to the south of the house were demolished in 1984. Currently, only three outbuildings are extant on the property, two sheds and a pump house. Even though one of the sheds is a partial remnant of one of the historical chicken houses, none of the extant buildings continue to convey their agricultural associations. Lacking integrity as an agricultural complex, this property is recommended not eligible under Criteria A or C.

Research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

This property has also been evaluated for the National Register for its dwelling, a c. 1870s I-house. This is not an uncommon property type, and numerous examples of I-houses dating to the same period exist in the general vicinity. Most of these suffer from diminished integrity ranging from the application of modern vinyl siding and recent window replacements to large additions unsympathetic to the historic massing of a nineteenth-century I-house. The Sharp-Wilson House stands out from all of these as a rare surviving example of a more modest version of the type, and it appears to reflect the lower socio-economic status of its owners/occupants. It is unique in the fact that it is just one-and-one-half stories high, it has its entrance to the side rather than the center, and it possesses little to no stylistic elaboration, including the center gable so common on other I-houses in the area. The Sharp-Wilson House has been altered since its original construction in the 1870s, but rather than detracting from its architectural significance, these changes actually enhance it. Over the years this small house has been modestly adapted to keep step with perceived modern needs, but always within the constraints of the limited means available to a subsistence farmer. Each of the improvements is embodied in a clearly visible cell casually attached to the original structure, and most of them appear to have been undertaken by the Wilson family after they acquired the property in 1938. Following World War II, possibly encouraged by a growing agricultural economy, the Wilsons built a kitchen and bathroom onto the rear of the house and converted the older kitchen to a dining room. While it is uncertain if the east wing—originally the kitchen—was always attached to the original house, its separate entrance suggests that it was not. The Wilsons added the porch that spans both entrances, and may have attached the "new" dining room to the main house at that time. All of the changes wrought by the Wilsons are in keeping with the scale and character of the original house, and it retains integrity of design as an I-house. As a rare example of a modest-style nineteenth-century I-house "modernized" in the middle of the twentieth century, the Sharp-Wilson House is recommended eligible for the National Register under Criterion C.

Deconstruction and demolition may reveal the property contains information important to the understanding of vernacular architecture traditions, should the dwelling be older than first anticipated. If the building is to be demolished as part of the project, it should first be evaluated by a qualified architectural historian; selective demolition should be used to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D and the demolition could proceed. Should the property be recommended significant by the qualified architectural historian, it should be fully documented prior to demolition.

The recommended National Register boundary for the Sharp-Wilson House is an approximately .14-acre polygon in the northwest corner of Sussex County tax parcel 135-9.00-51.02 that includes the house and western driveway entrance from Wilson Road. From the northwestern corner of the tax parcel, the boundary extends 95 feet along Wilson Road, then 84 feet south, 81 feet west, and 60 feet north along the parcel line to the point of beginning. The surrounding yard, woods, and fields are excluded from the boundary because they do not contribute to the architectural significance of the house under Criterion C. This recommendation is in accordance with guidelines published by the National Park Service, which stipulate that the boundary should "exclude additional, peripheral areas that do not directly contribute to the property's significance as a buffer or as open space to separate the property from surrounding areas" (Seifert 1997:2).

S-03216

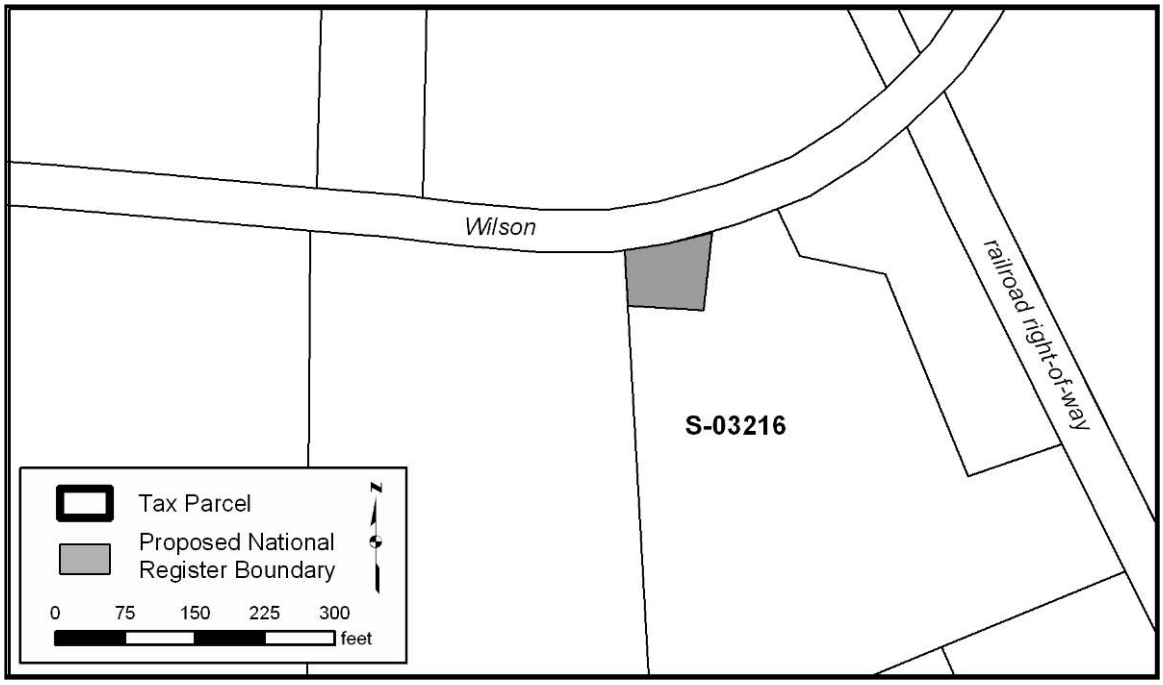
main building (.001) façade, view to S; "new" dining room is in the single-story wing on the left

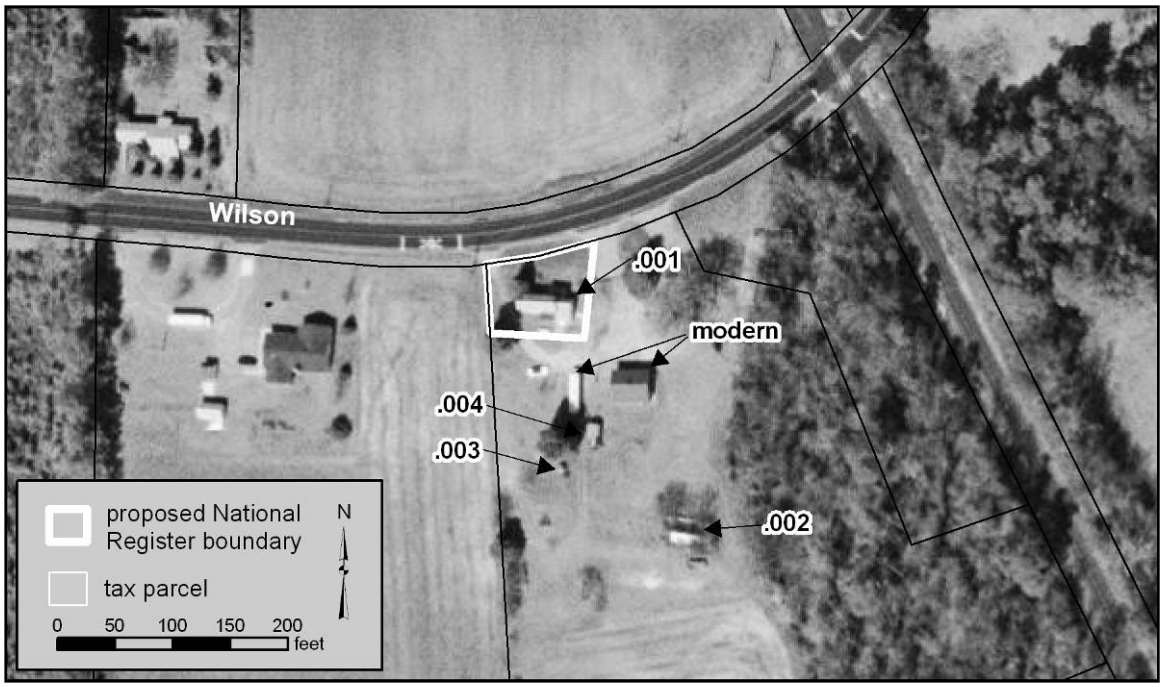
main building (.001) façade and east side, view to SW; "new" kitchen is just visible to the left, at the back of the building

main building (.001) rear and west side, view to ENE; "new" bathroom in on the right

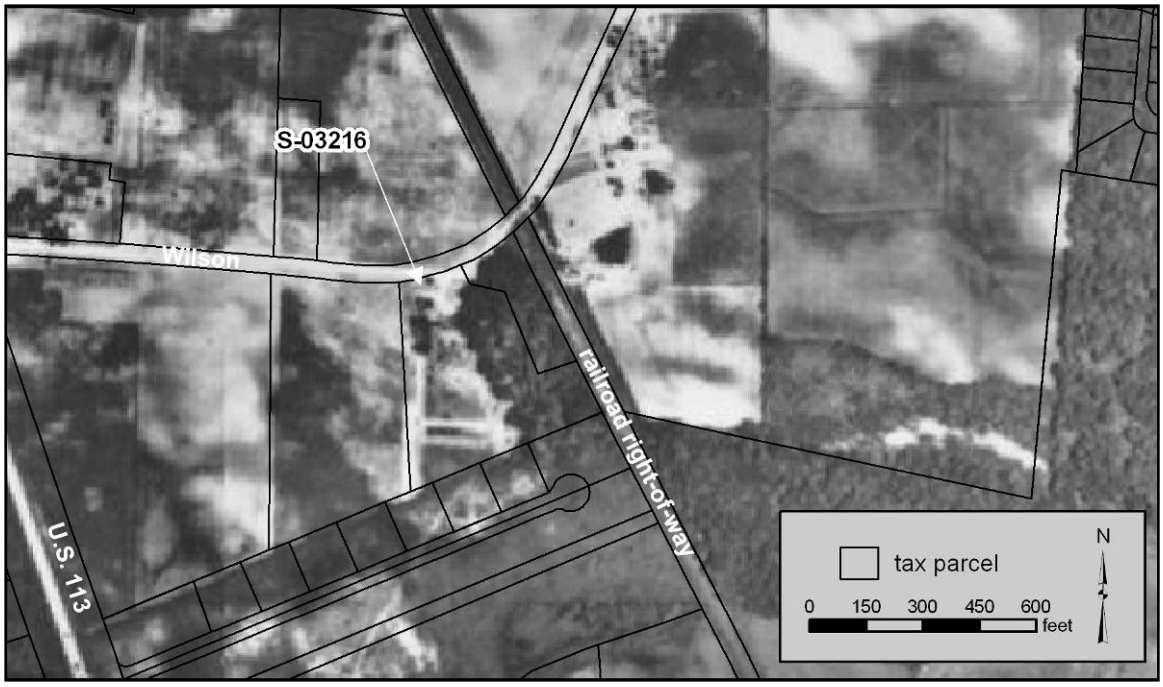
equipment shed (.002), view to ENE

left to right: pump house (.003) and shed (.004), view to NW

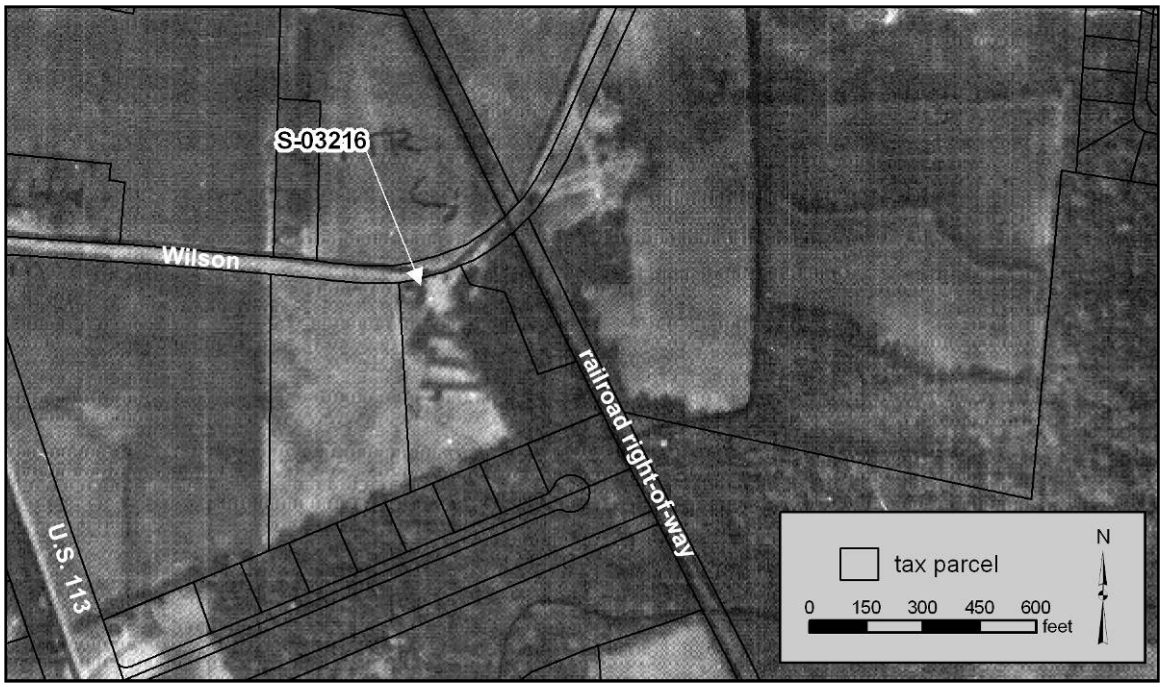

Wilson
railroad right-of-way
S-03216
Tax Parcel
Proposed National Register Boundary
N
0 75 150 225 300
feet


Wilson
.001
modern
.004
.003
.002
proposed National Register boundary
tax parcel
N
0 50 100 150 200
feet

(2003 aerial)



(1937 aerial)



(1962 aerial)

S-03217. Carey-Wilson Property, 20067 Wilson Road (PIN: 135-9.00-53.00) (Detail Map #3)

Description: The property, which is located on the south side of Wilson Road, contains a wood-framed house, placed obliquely to the road, an earlier house with attached modern garage, and a chicken house with attached corncrib. A modern pump house is placed northwest of the current house. An old driveway extends along the south side of the property, while a shorter circular driveway extends from the road northwest of the house. The house precinct is planted in mature trees and shrubs.

The c. 1900, wood-framed house consists of a two-story, side-gabled main block with central two-story rear ell and flanking single-story, shed-roofed additions. The west façade of the main block is five bays wide with a steeply pitched central cross gable and a hipped roof, three-bay, entry porch with central gabled bay. The porch sits on a concrete base and has square wood posts and a partial width matchstick railing. Fenestration of the five-bay main block consists primarily of one-over-one, double hung, aluminum and vinyl replacement windows. A two-over-one, double hung, sash window is placed in the cross gable. Windows are flanked by decorative vinyl shutters. The main entry contains an oval light within a wood door. The gable ends of the main block are also fenestrated with one-over-one, double-hung replacement windows.

The south wall of the rear ell is fenestrated with one-over-one, double-hung sash windows. Two-over-two, double-hung sash windows are placed in the south wall of the shed addition. Concrete steps extend up to a door in the center of the south wall of the addition. The rear wall of the house is fenestrated with one-over-one, double-hung replacement windows. The house sits on a concrete-block foundation, a portion of which is panel-faced; the sides are sheathed in vinyl siding, and the roof is sheathed in asphalt shingles. Brick chimneys with corbelled caps rise from either end of the roof ridge.

An earlier house, a hall plan dwelling with partial height second story, possibly constructed in the late nineteenth century (.002) is placed northeast of the present residence. This two-story, wood-framed house has a three-bay west façade. Wood doors are centered in the first and second stories. The first story is pierced by one-over-one, double-hung, aluminum-framed windows. Six-light windows are placed in the upper story. The north gable end is blank, while the east wall has a covered window and a covered door. A single-story, wood-framed ell with a shallow gabled roof projects from the south end of the house block. A portion of the west wall is covered with particle board, while a roll-down garage door is placed at the south end of the wall.

A corncrib (.003), tentatively dated to the late nineteenth century, is placed southeast of the house. This wood-framed structure, which sits on a log and block foundation measures approximately 14 feet long, 6 feet wide, and 12 feet tall. Doors are placed at opposite ends, and the eaves are marked by exposed rafter tails.

The final outbuilding, a c. 1920s chicken house (.004), adjoins the west side of the corn crib. This wood-framed building is sheathed in horizontal wood siding and has a shed roof sheathed in corrugated metal. The south façade has two wood-framed window openings and a single, wood-framed door opening. The remaining three walls are blank.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Industrialization and Early Urbanization, 1830-1880+/-, Urbanization and Early Suburbanization, 1880-1940+/-;

Agriculture theme and Architecture, Engineering, and Decorative Arts theme; I-house, hall plan with loft house, and agricultural complex property types.

Historic Overview: This 88-acre parcel, located on both sides of Wilson Road, was derived from a larger tract that, through most of the 20th-century, was 105 acres that passed between two families—the Careys (1874 or earlier until 1907) and the Wilsons (1907 through the present). The Careys at one time also owned a 12-acre parcel that was later incorporated into a farm on the west side of the railroad right-of-way and is now the location of another historic property (the Sharp Wilson House, S-03216). It is possible that the two properties were once associated with one another, but the relationship, which is unclear in any case, was severed in 1904 when the Careys sold the 12 acres to the Donovans.

The earliest identified owner for the property is Philip P. Carey. How he acquired the property is uncertain, although it may have been from Thomas Carey, from whom he acquired another large parcel in 1874 (Sussex County Deed Book 86:285, December 15, 1874). In 1901 Philip P. Carey sold the 105-acre parcel to his son, Philip A., in an unrecorded transaction. In 1907 Philip A. Carey sold the 105 acres to Charles W. Wilson for $1,200 (Sussex County Deed Book 161:385, July 20, 1907). In 1955 Charles W. Wilson, then residing in Milton, sold the same parcel to Leroy and Nellie Wilson for an undisclosed amount (Sussex County Deed Book 442:20, January 5, 1955). Leroy Wilson died on September 21, 1966. In February 1971, his widow sold the 105-acre property to David L. and Carolyn D. Wilson for an undisclosed amount (Sussex County Deed Book 665:285, February 23, 1971).

The names Philip P. Carey, and Charles W. Wilson were researched in the Kent County Mutual Insurance Records located at the Delaware Public Archives in Dover. These records include policyholders that the company insured in this general area from c. 1847 to c. 1962. No records were found for these individuals regarding this particular property.

No building is represented in this location on the 1868 Beers map. The road itself is also not shown on the 1868 Beers map, and no road papers prior to that date could be located. Aerial photographs dated 1937, 1954, and 1961 all show a small complex of buildings on the property, but the resolution is inadequate to distinguish individual buildings.

Previous recordation of the property on file at DelSHPO indicates that since July 1983 no part of the main house appears to have been altered. The outbuildings were not included in the original documentation.

In an oral interview with the current property owner, Mr. David Wilson, it was learned that his grandfather bought the property c. 1905 (deed research indicates the date was actually 1907). At that time, the small wood-framed dwelling believed by the family to date to c. 1870 or earlier was the only house on the property. In 1907 the small house was moved to its current location in preparation for the construction of the larger home. By 1908 the Wilsons were living in the larger house. Tenants, who worked on the family farm, began occupying the older house.

Mr. Wilson's grandfather harvested strawberries. During the 1920s-1930s, he also raised and farmed chickens; hence the chicken house and corncrib that stand southeast of the house. His grandfather also had three sand pits on the property from which he carted the material and sold it commercially.

In 1955 Mr. Wilson's father bought the farm. Soon thereafter, he made improvements to the main house, including enclosing the porches off the rear ell. The small secondary house continued to be

used for tenants. His father farmed soybeans and corn, and also had pasture for the cattle that he raised. At that time, a barn stood on the property for housing the cattle. Mr. Wilson's father also sold sand from the sand pits; in the 1960s, he sold to Melvin Joseph for his construction/paving business.

David Wilson bought the property in 1971. Soon thereafter, he remembers allowing tenants of the secondary house to construct the two-car garage/shed attachment to one side of the tenant house. By 1975 use of this house ended. Sometime in the mid-to-late 1970s, Mr. Wilson had the cattle barn and tenant house's privy demolished, as both buildings were falling into disrepair as a result of disuse. Currently, a local tenant farmer farms the land and harvests soybeans and corn. The sand pits are still open, and are used for personal use. Mr. Wilson rents out the main house, and as far as he knows, the outbuildings are used for storage.

In recent years, one or two burial grounds have been located on the property by Mr. Wilson during excavation activities. The graves are not marked by headstones, fencing, or landscape features, but were identified by the presence of wooden coffin-like structures. He believes the burials are from the nineteenth century as he is unaware of anyone being buried on the property during the Wilson family tenure (Wilson 2007).

Evaluation: The property was informally evaluated in 1992 as part of the Sussex County East West Corridor Study, which resulted in a preliminary recommendation of individual eligibility as an "intact collection of nineteenth century agricultural related buildings" under the Agriculture theme, although the chicken house and corncrib were given only cursory mention in the property description and were not represented on the site plan (Tabachnick and Keller 1992:148). The recommendation was not formally submitted to the Department or FHWA and was neither reviewed nor concurred upon by DelSHPO (Hahn 2006; Davis 2006).

For the current study, this property was evaluated under the Agriculture and Architecture, Engineering, and Decorative Arts themes as representative of three property types: the I-house, the hall plan with loft house, and the agricultural complex.

As an agricultural complex, the property lacks the variety of agricultural outbuildings necessary to be a significant representative of this property type, and the most critical support building—the barn—was demolished in the 1970s. The outbuildings currently extant on the property—a chicken house and a corn crib—reflect only one of the agricultural activities that occurred on the property in the twentieth century during the Wilsons' tenure. Farming of the property during the nineteenth-century is not represented at all. A better example of a mid-nineteenth century agricultural complex is the Governor Stockley Farm (S-03176), which has more than a dozen agricultural and domestic outbuildings. As for twentieth-century agricultural endeavors, neither the Wilsons' strawberry cultivation nor grain farming are evident in the extant buildings.

Aerials dating to 1937 and 1962 show a more extensive complex of buildings, orchards, and fields, most of which are no longer extant or in use. This complex lacks integrity as either a nineteenth- or twentieth-century agricultural property and is therefore recommended not eligible for the National Register under Criteria A and C.

Property-specific research has not identified any association between the property and individuals significant in the history of the local area. Therefore, the property is recommended not eligible for the National Register under Criterion B.

In design, the main dwelling on the property is a typical central and southern Delaware I-house, five bays wide with a steeply pitched center cross gable. The house has undergone a considerable degree of alteration including probable removal of the front porch and its replacement with the present hipped and cross gable porch, replacement of the original windows, and sheathing in modern, replacement siding materials. Because of the commonness of this house type, retention of original fabric is critical in assessment of significance. Better preserved examples exist within the study area and its vicinity such as the five-bay version with Italianate details located on U.S. 113 south of Georgetown (S-04522). In contrast, the main house on Wilson Road lacks integrity of design, materials, workmanship, and feeling. Due to this loss of integrity, it is recommended not eligible for the National Register under Criterion C.

A secondary dwelling (.002), currently used for storage, is an example of a single-room building with second story, currently a rare property type within the study area and vicinity. Known locally as a hall plan with loft, it may be related to the "stack house," a similar vernacular type found in communities on the east side of the Delaware River. A stack house consists of two single pens set upright topped with a gabled roof. Such houses are widely distributed on the opposite side of Delaware Bay in South Jersey communities such as Haleyville, Mauricetown, Dorchester, Port Elizabeth, and Millville but are substantially less common in the Georgetown area. Such houses were typically constructed in the late eighteenth to the mid-nineteenth centuries with builder-occupants fitting into a lower- and middle-economic class, and residing in a rural setting. National Park Service researchers indicate that the building form was often constructed by early immigrants from England, in the traditional Tidewater areas of Virginia, Maryland, Delaware, and New Jersey (Sebold and Leach 1991:Appendix II). As mentioned in the research design for this volume, the hall plan dwelling, once representative of a majority of the dwellings built in southern Delaware, had, by the mid-to-late nineteenth century, become the dwelling of poorer agricultural laborers.

The secondary dwelling is not typical of remaining rural hall plan dwellings of southern Delaware in that it has only a loft rather than a full second story. Another atypical element is the loft door, which was possibly added when the building was converted to storage. The main alteration to the building has been replacement of first-story windows. The first-story door remains intact, as do original clapboards. The house is in poor condition and has been altered by construction of an attached garage bay in the 1970s. This bay appears to merely adjoin the earlier part of the building instead of tying into the structure of the earlier building, however. The building was also moved in the early 1900s, but its original location was on the same property, less than 100 feet away, so the association between the building and its historical context has not been disrupted. Despite deterioration, modest alteration, and movement, the building retains integrity of design, materials, workmanship, feeling, and association, and is recommended eligible for inclusion in the National Register under Criterion C, as a locally significant example of a now-rare vernacular house type.

Both the main house and the secondary house may have potential to yield significant information about building construction practices. Assessment of this potential would require interior examination, outside the scope of the present investigation. Should demolition of either or both buildings be planned, it is recommended that a qualified architectural historian or architectural conservator view the interior fabric of the building(s) prior to demolition activities. Such an investigation might yield information necessary to make an eligibility evaluation under Criterion D.

The recommended National Register boundary of the property is an approximately .1-acre polygon surrounding the secondary dwelling in Sussex County tax parcel 135-9.00-53.00. The

boundary is a rectangle measuring 60 feet east-west by 70 north-south. The remainder of the complex is excluded from the recommended boundary because it does not contribute to the significance of the building under National Register Criterion C. This recommendation is in accordance with guidelines published by the National Park Service, which stipulate that the boundary should "exclude additional, peripheral areas that do not directly contribute to the property's significance as a buffer or as open space to separate the property from surrounding areas" (Seifert 1997:2).

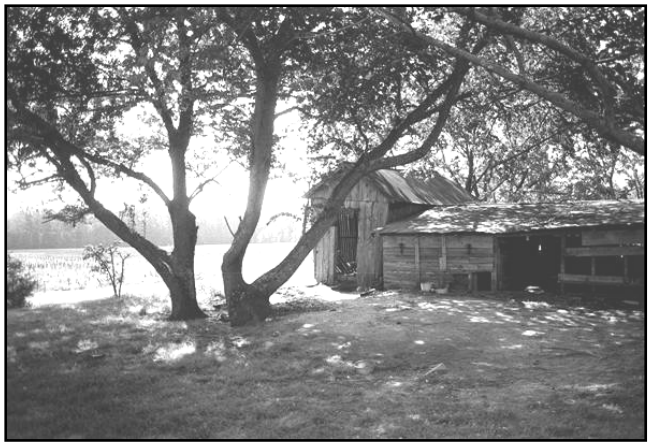
S-03217

main building (.001) façade, view to E

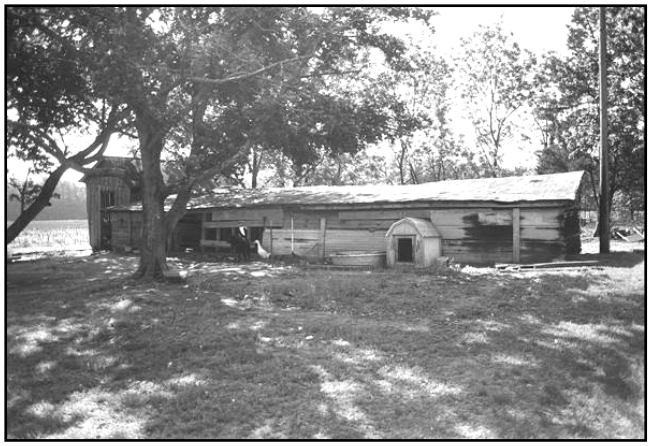
main building (.001) façade and south side, view to NE

main building (.001) façade and north side, view to SE

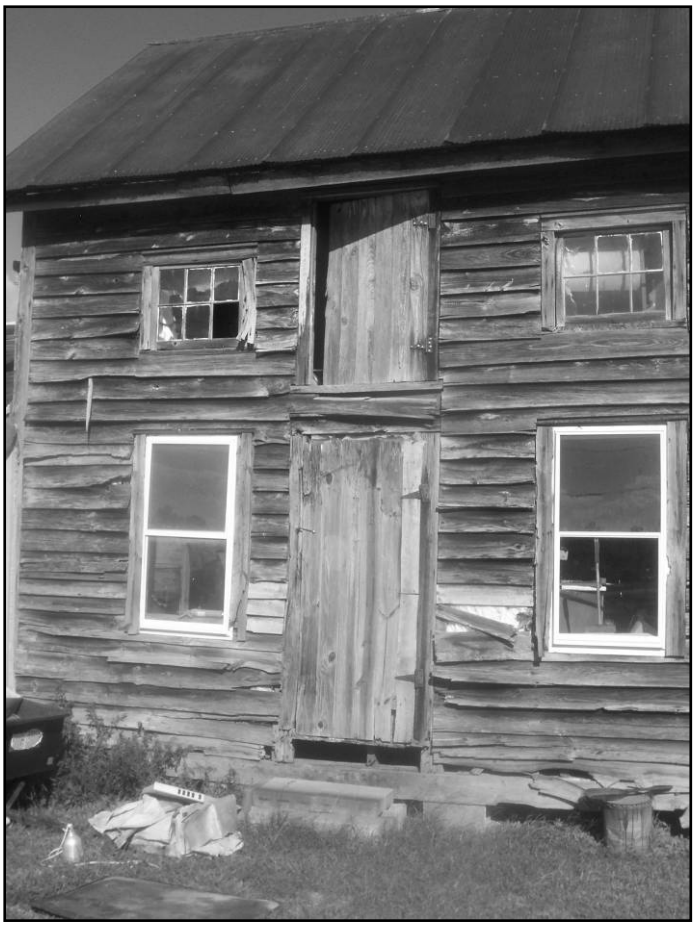
secondary dwelling (.002) façade and south side, view to NE



corncrib (.003), view to S

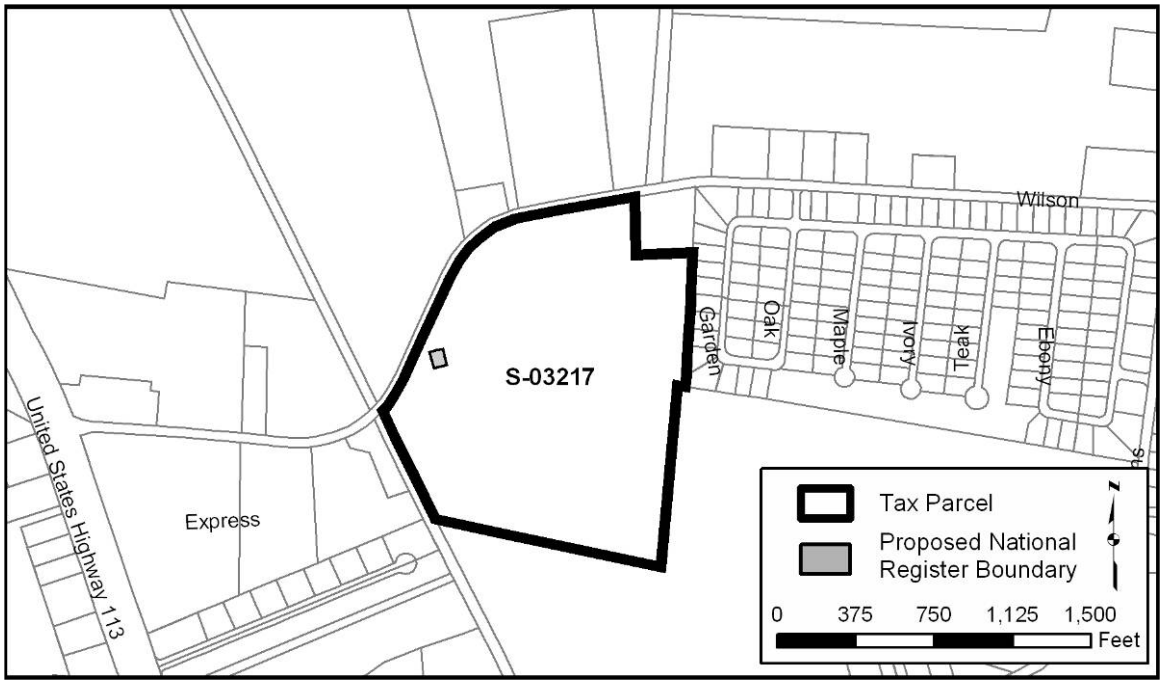


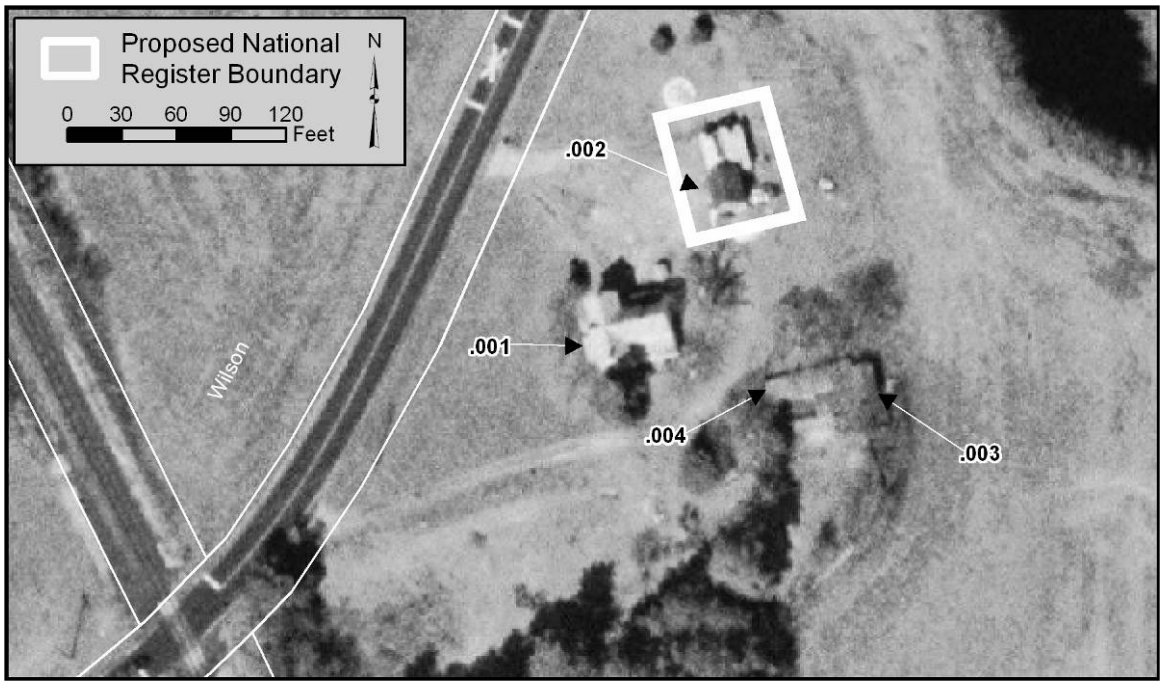
chicken house (.004), view to S



secondary dwelling (.002), detail of façade, view to NE

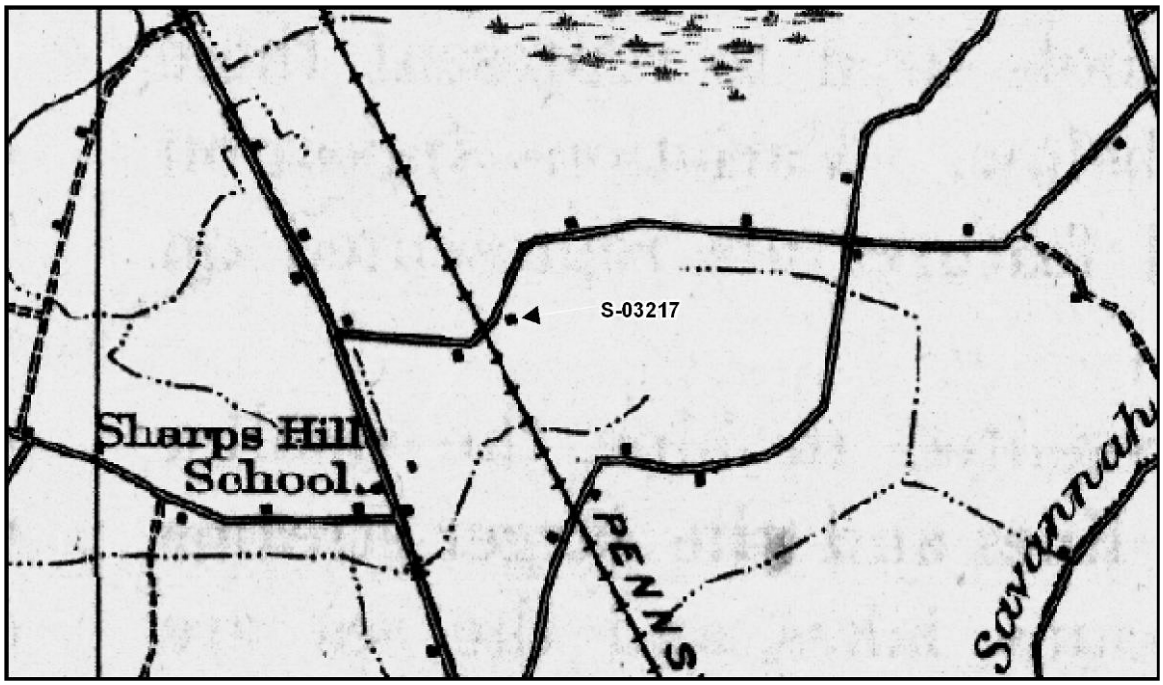
secondary dwelling (.002), rear and south side, view to NW


Wilson
Garden
Oak
Maple
Ivory
Teak
Ebony
S-03217
United States Highway 113
Express
Tax Parcel
Proposed National Register Boundary
N
0 375 750 1,125 1,500
Feet


Proposed National Register Boundary
N
0 30 60 90 120
Feet
.002
.001
.004
.003
Wilson

(2003 aerial)

(1937 aerial)



(1938 U.S. Geological Survey, Millsboro quadrangle [surveyed 1918])

S-03224. Dwelling, 720 North Bedford Road (PIN: 135-14.00-60.00 and 135-14.00-60.01) (Detail Map #7)

Description: This property is located on the northwest side of North Bedford Road in Georgetown straddling the line between two tax parcels. It contains an early twentieth-century former dwelling adaptively reused for commercial, professional use. Set back from the roadway, the building faces northeast. An asphalt-paved, semi-circular driveway lies to the front of the property, and a large parking lot to the northwest. Shrubs are planted across the façade.

This c. 1910 two-and-one-half-story, wood-framed, square-shaped building has a centralized, double-door entrance sheltered by a flat-roofed portico with decorative, inaccessible deck above. Visible fenestration of the façade, sides, and rear consists of single, one-over-one, double-hung sash windows. A one-story, hipped-roof bay extends from the first floor, on the south side of the entrance. A one-story, hipped-roof porch stands attached to the northwest side and shelters a centralized entrance. A large, two-story, gabled addition extends across the entire rear side of the building, extending past the main block and to its south. A one-story, shed-roofed addition extends from the center of the southeast side of the main block, across the northeast side of the addition. Single, one-over-one, double-hung windows light the addition. The entire building is covered in vinyl siding and the roof is sheathed in asphalt. Gabled dormers are featured on the façade and sidewalls of the main block.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; foursquare property type.

Historical Overview: This building was moved to its current location from a parcel approximately .17 miles south on North Bedford Road (PIN 135-14.15-14.00). It was first recorded in 1977 as S-00744 at 690 Bedford Street, at which time it was photographed (see below) and noted as being behind a smaller farmhouse. The location mapped for S-00744 on file at DelSHPO matches this address, and, in fact, there is a c. 1880 cross-plan farmhouse still extant at the front of the lot (S-11271). The foursquare was again recorded in 1983, but this time as S-03224 and at its current location, described as 3/10 mile south of U.S. 113. There is no photograph on file from this later recordation, but the sketch plan (see below) clearly depicts a foursquare with dormers, porches, and bay windows in the same places as the building recorded by JMA as S-03224 in 2004. Aerial photographs confirm that the foursquare was not located on its current lot until after 1968; it appears to have been moved between 1977, when it was first recorded as S-00744, and 1983, when it was re-recorded as S-03224 in its new location. The large side and rear addition had not yet been built in 1983.

Evaluation: This resource has been evaluated for the National Register as a domestic property—a c. 1910 American foursquare—because that was its historic function. The historical trend with which this property is most clearly associated is the early-twentieth-century suburbanization of the town of Georgetown as it expanded from its center north on Bedford Road. Although the house has been moved, it remains close to its original location and is still in the same historic context. As a common example of this nation-wide pattern of growth, however, this property is recommended not eligible for the National Register under Criterion A.

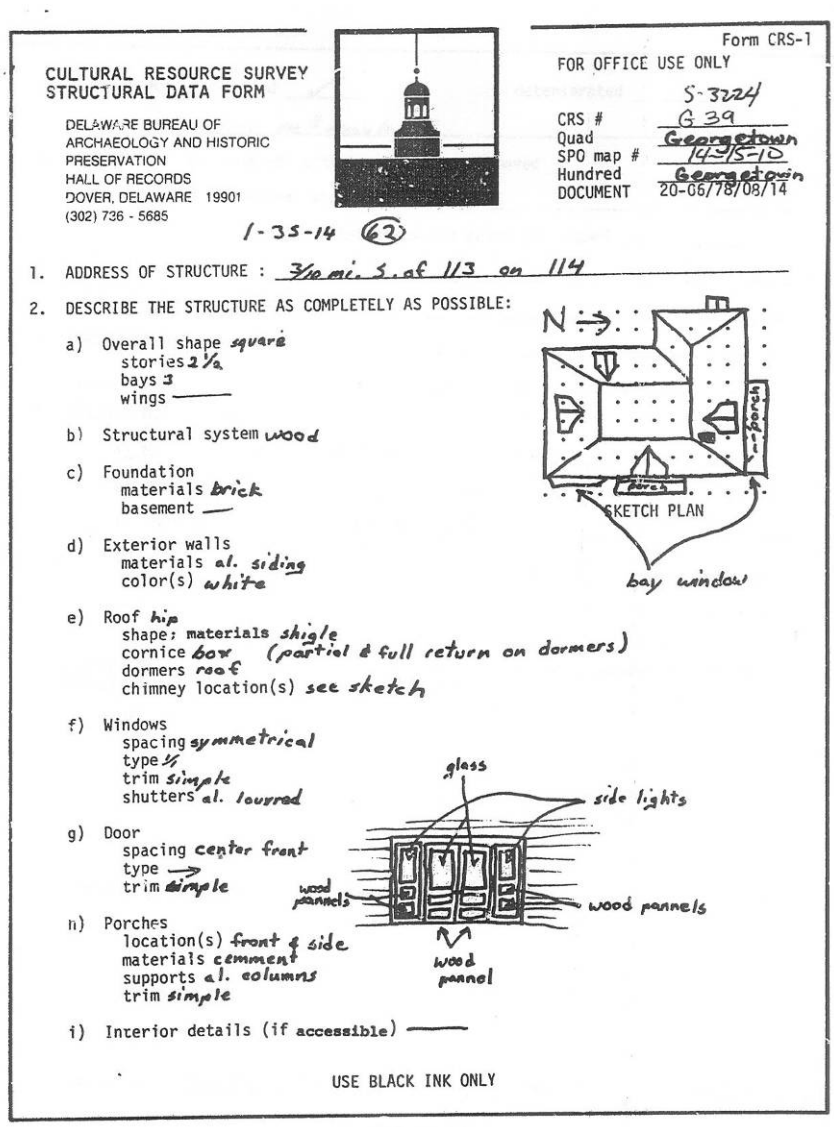
Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Elements contributing to the significance of a foursquare would include elaborate stylistic details from the Prairie, Craftsman, and Colonial Revival styles such as multi-light windows, battered porch posts, and brackets. An eligible foursquare would also need to be well preserved, better than the average foursquare in a particular area. This example includes dormers pierced by Palladian windows and a decorative door surround with transom and sidelights, and it was historically a fine example of an American foursquare. This building has undergone substantial changes, however, not least of which is the application of modern exterior siding and the replacement of the historic windows and doors. Much more troublesome is the construction of an enormous addition that nearly doubles the mass of the building, completely obscures its rear elevation, and dominates it southeast east wall. In its current state, this property lacks the integrity necessary to convey its architectural significance and is therefore recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

photograph of S-00744 on file at DelSHPO

photograph of S-03224 taken by JMA in 2004



Form CRS-1

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 736 - 5685

FOR OFFICE USE ONLY

CRS # S-3224
Quad G 39
SPO map # Georgetown
Hundred 14-1/S-10
DOCUMENT Georgetown
20-06/78/08/14

1-35-14 (62)

1. ADDRESS OF STRUCTURE : 3/10 mi. S. of 113 on 114

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

a) Overall shape square
stories 2 1/2
bays 3
wings —

b) Structural system wood

c) Foundation
materials brick
basement —

d) Exterior walls
materials al. siding
color(s) white

e) Roof hip
shape; materials shigle
cornice box (partial & full return on dormers)
dormers roof
chimney location(s) see sketch

f) Windows
spacing symmetrical
type 1/1
trim simple
shutters al. louvred

g) Door
spacing center front
type →
trim simple

h) Porches
location(s) front & side
materials cemment
supports al. columns
trim simple

i) Interior details (if accessible) —

N
porch
Porch
SKETCH PLAN
bay window

glass
side lights
wood pannels
wood pannels
wood pannel

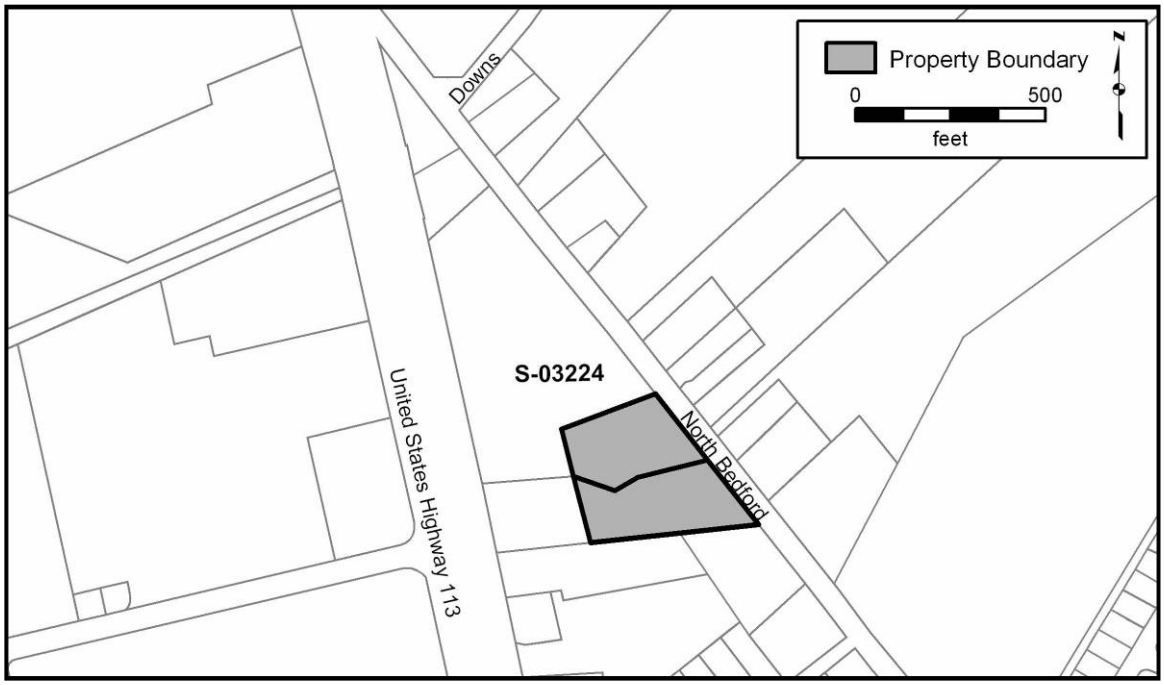
USE BLACK INK ONLY

CRS form for S-03224 filed in 1983

S-03224

main building (.001) façade and south side, view to WNW

main building (.001) rear and north side, view to ESE



S-03232. Dwelling, 203 Ennis Street, corner of Truitt Street (PIN: 135-14.19-28.00) (Detail Map #7)

Description: This property, located at the southwest corner of Ennis and Truitt streets west of U.S. 113 in Georgetown, contains an early twentieth-century dwelling and a mid-twentieth-century garage. An asphalt driveway lies on the south side of dwelling. Shrubs are planted along all sides of the house. A tall, vertical wood privacy fence surrounds the west side and rear lawns. The house is surrounded by modern suburban homes and is the oldest building in neighborhood.

This c. 1915 wood-framed, T-plan house stands two-and-one-half-stories in height with a one-story, shed-roofed addition attached to the south side. In recent years the house has undergone numerous modifications such as fenestration pattern changes and reorientation. Currently, the east side serves as the façade. A hipped-roof corner porch enclosure, clad in vinyl and modern windows, shelters the main entrance. Fenestration of all walls consists of single, one-over-one, double-hung, vinyl sash windows. Sliding glass doors pierce the southwest corner of the west side. The one-room, shed-roofed addition on the south side features single, one-over-one, double-hung, vinyl sash windows and a modern door. The house sits on a poured concrete foundation and is clad in vinyl siding. The cross-gabled roof is sheathed in asphalt shingles. Modern decorative brackets hang from each corner of the roof ridge. A brick chimney rises from the interior of the west side of the house.

South of the dwelling stands a c. 1945 garage (.002). This one-story, wood-framed building is clad in cement-asbestos shingles and covered by a gabled roof sheathed in asphalt shingles. Two side-by-side garage door entrances pierce the east façade.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; cross plan property type.

Evaluation: This property has been evaluated for the National Register for its house, a c. 1915 cross plan dwelling. The historical pattern most clearly associated with this property is the subdivision of farmland. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse, and the 1937 aerial photographs shows it situated within a system of open fields. The original farm has since been subdivided, and this resource is now surrounded by more recent houses. The stripping away of farmland, loss of setting attendant on the construction of newer houses, and the discontinuation of historical agricultural activities have disassociated the house from its historical use as a farmhouse and it no longer possesses historical significance as an agricultural property. The trend of farmland subdivision itself is a common one that can be witnessed throughout the study area, and, as discussed in the research design, individual examples of this pattern rarely possess historical significance. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Well-preserved examples of this architectural type may be significant under Criterion C as notable examples of their type or period of construction. This house has been substantially altered from its original appearance with the reorientation of the façade, changes in fenestration,

replacement and insertion of modern windows and doors, porch enclosures, and the application of modern siding on the exterior. Further, over the years, the dwelling has been completely surrounded and engulfed within a suburban development. All of these changes have resulted in the dwelling's lack of integrity in location, design, setting, materials, workmanship, and feeling and it is therefore recommended not eligible for inclusion in the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

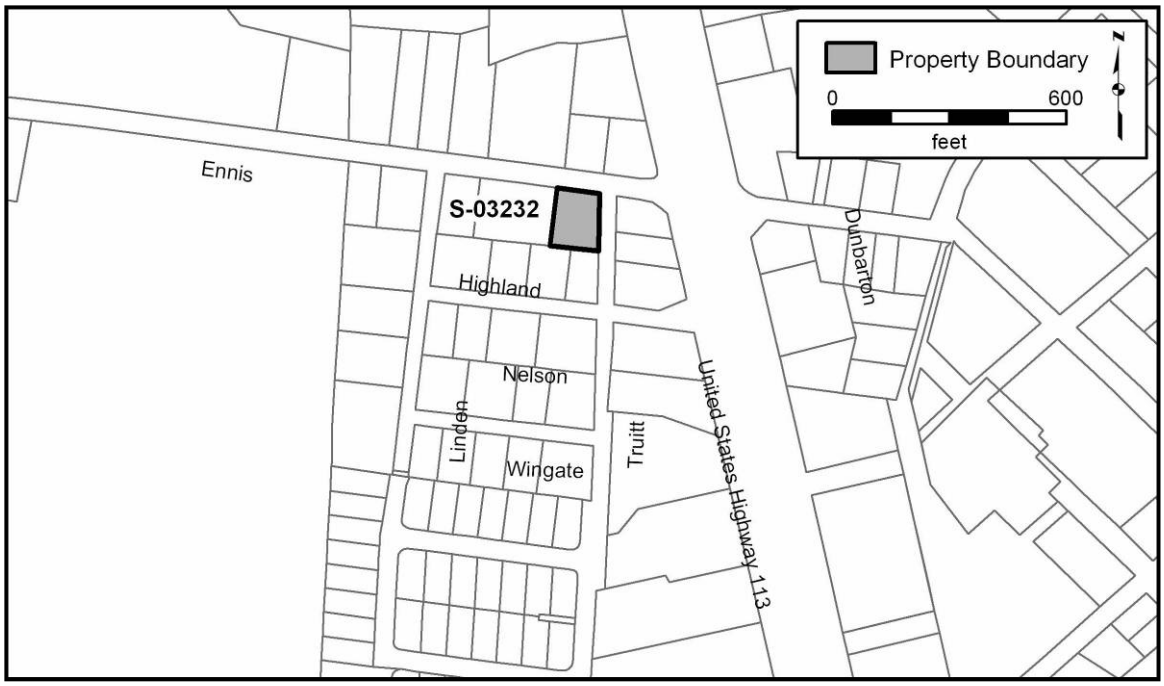
S-03232

main building (.001) façade, view to W

main building (.001) south side and facade, view to NNW

main building (.001) rear and north side, view to SE

garage (.002), view to NW



S-03233. Dwelling, DuPont Highway
(PIN: 135-14.00-33.00)
(Detail Map #7)

Description: This property is located on the west side of U.S. 113 near Georgetown and contains a mid-nineteenth-century dwelling and a mid-twentieth-century garage, both facing east. A gravel driveway lies to the south side of the dwelling. Large shrubs grow in sporadic locations throughout the property. Dense woods grow along the south, west, and north boundaries of the property.

This c. 1840 two-and-one-half-story, wood-framed, I-house with rear ell has a five-bay façade. A one-story, shed-roofed screened porch, partially covered in plywood, shelters the centrally located front entrance. Fenestration of the façade and sidewalls consists of single, one-over-one, double-hung sash windows. A two-and-one-half-story ell extends from the northwest corner of the rear. Fenestration of the ell consists of single, six-over-six, double-hung sash windows. Attached to the south side of the ell stands a shed-roofed porch enclosure clad in aluminum and plywood with single, two-over-two, double-hung sash windows. A gabled bulkhead extends from the west side of the ell and is pierced by a plain, wood door. The entire house sits on a concrete-block foundation and is sheathed in aluminum siding. The cross-gabled roof is sheathed in composition shingles. Decorative brackets appear across the front and rear sides at the roof-wall junction. Three brick chimneys rise from the interior of each gable end of the house.

North of the dwelling stands a c. 1960 garage (.002). This one-story, wood-framed building is clad in aluminum siding and covered by a gabled roof sheathed in composition shingles. A set of wood, swing-hinge, double-doors pierces the front, east façade while the remaining walls feature single, one-over-one, double-hung sash windows.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Industrialization and Early Urbanization 1830-1880+/-; Architecture, Engineering and Decorative Arts theme; I-house property type.

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

The historical pattern most clearly associated with this property is Sussex County agriculture. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse, and the 1937 aerial photographs shows it situated within a system of open fields. The lot that the house now sits on was subdivided from the farm fields at some point, and the house now serves a strictly residential function. The stripping away of farmland and the discontinuation of historical agricultural activities have disassociated the house from its historical use as a farmhouse, and it no longer possesses historical significance as an agricultural property. The trend of farmland subdivision itself is a common one that can be witnessed throughout the study area, and, as discussed in the research design, individual examples of this pattern rarely possess historical significance. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As noted in the research design, the construction date of an I-house is important in assessing its eligibility. Due to rarity, early examples may be eligible, as they would exemplify early settlement history in the area or an early example of the house form in the area. Well-preserved examples of this architectural type may be significant under Criterion C as notable examples of their type or period of construction. Though an earlier example, this house has endured a number of alterations including the replacement and insertion of modern windows and doors, the construction and attachment of the front porch, the application of modern siding to the exterior, and the rebuilding of the foundation using modern concrete block. Because its integrity has been compromised, it cannot convey any architectural significance it may have once possessed, and is therefore recommended not eligible for the National Register under Criterion C.

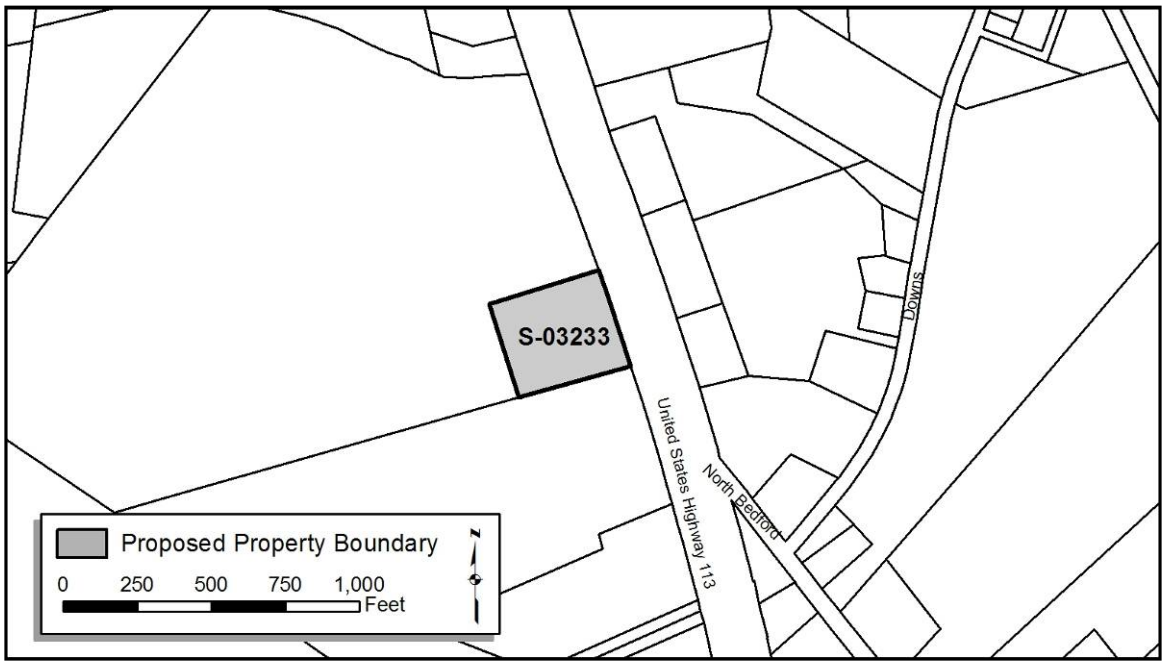
Deconstruction and demolition may reveal that the c. 1840 dwelling contains information important to the understanding of vernacular architecture traditions, should the building be older than first anticipated. If the building is to be demolished as part of the project, it should first be evaluated by a qualified architectural historian; selective demolition should be used to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D and the demolition could proceed. Should the property be recommended significant by the qualified architectural historian, it should be fully documented prior to demolition.

S-03233

main building (.001) façade and north side, view to S

main building (.001) façade and north side, and garage (.002), view to S

main building (.001) rear and south side, view to N



S-03234. Thomas Shimp House, 18996 DuPont Highway (PIN: 135-9.00-13.00) (Detail Map #2)

Description: This property, located on the southwest side of U.S. 113, includes a house, a barn, a modern garage, a building purportedly used as a button shop, and a shed. A gravel driveway extends from the highway along the north side of the house and wraps around to a parking area in the rear. Modern dwellings flank the property. According to its present owner, the house was moved west prior to the dualization of U.S. 113.

The c. 1900 house consists of a two-story, two-bay, side-gabled main block with a two-story, gabled rear ell. A shed-roofed, single-story porch extends the width of the northeast façade. This porch has a central door flanked by two pairs of ranks of three-awning windows. The second story is fenestrated with two, two-over-two, double-hung sash windows. The remaining house fenestration consists principally of two-over-two, double-hung sash windows with replacement one-over-one, double-hung sash windows in the first story of the rear gable of the ell. A shed-roof, enclosed porch projects from the southeast side wall of the rear ell. A gabled stoop with wood-framed steps adjoins the southwest wall of the porch, and a flat-roofed, wood-framed bulkhead adjoins the rear wall of the ell. The house sits on a concrete-block foundation and is sheathed in cement-asbestos siding. A concrete-block chimney adjoins the gable end of the rear ell.

A small, wood-framed barn/shed (.002) is placed north of the driveway and north of the house. This building has a gabled, one-and-one-half story central block and shed-roofed wings/additions. The southeast façade has an open bay in the west lean-to, a loft door in the central, gabled block and two, top-hinged, sliding, vertical-board doors in the east lean-to. The northeast side wall is pierced by two, six-light, fixed windows. The walls of the building are sheathed in asphalt siding, and the roof is sheathed in corrugated metal.

The two remaining older outbuildings are placed west of the house. The first, referred to by the property owner as a “button shop” (.003), consists of two small, gabled front, wood-framed blocks connected by a central lean-to block. It appears to have been erected in the early twentieth century. The northeast façade wall is fenestrated with side-hinged, vertical board doors in the gabled front block. The south door has a rectangular light in its upper section. The central lean-to has a sliding, vertical-board door. The remaining walls are apparently blank. The building is set on concrete-block piers and is sheathed with horizontal and vertical wood siding. Its roof is sheathed in corrugated metal.

South of the purported button shop is a small gabled front, wood-framed shed (.004). This shed has a central, side-hinged, vertical-board door placed in its northeast gable. The remaining sides appear to be blank. The building sits on concrete piers and is clad in asphalt shingles. Its roof is sheathed in corrugated metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Agriculture theme and Architecture, Engineering, and Decorative Arts theme; agricultural complex and hall-and-parlor house property types.

Historic Overview: A 1791 road paper included the area of the present property, but the ownership of the property was not indicated, nor was any dwelling or other building depicted. The 1868 Beers atlas does not depict any building near the site. On a 1931 as-built drawing

depicting the widening of U.S. 113, the property is indicated as owned by S. Haddad. Improvements indicated on Haddad's land include two houses, one set close to the road and the other further back, and a barn located south of the houses.

The earliest identified transaction involving the house occurred in May 1894 when John P. Sharp of Dakota Territory, Lana Walk, Fanny Malloy, Isaac M. and Milla Sharp and John S. Sharp sold a 121.75-acre parcel to Jacob H. Sharp. This transaction was to replace the house and buildings that Jacob Sharp had lost in a fire (Sussex County Deed Book 114:309, May __, 1894). According to a Kent County Mutual Insurance Company policy, Sharp had owned a one-and-one-half story frame dwelling, 16 by 30 feet, a frame barn, 10 by 18 feet with an attached carriage house 9 by 18 feet, and a stable and shed. These buildings were apparently destroyed by fire in 1892. It is unclear whether they stood on the site of the current property (Kent County Mutual Insurance Company 1881).

In 1913 Jacob Sharp and his wife, Hester A., sold a 20-acre parcel including the house to Elizabeth M. Yoder of Juniata, Pennsylvania, for $2,300 (Sussex County Deed Book 189:452, December 11, 1913). Four years later, Yoder and her husband, Christian F., sold a 30-acre parcel to Shauod Haddad for an undisclosed sum (Sussex County Deed Book 207:322, August 16, 1917). After Haddad's death, ownership became embroiled in a suit involving his estate and the estate of Paris T. Carlisle. To satisfy the judgment rendered, Lannes W. Marvel, sheriff of Sussex County, sold the 30 acres to Norman L. and Edna M. Rust for $2,950 (Sussex County Deed Book 368:295, February 7, 1947). Later the same year, the Rusts sold a 3.3168-acre parcel including the house to Albert J. and Allene E. Cordrey for an undisclosed sum (Sussex County Deed Book 370:271, April 19, 1947). After the Cordreys' deaths, Marlene May McGee, executrix of the estate of Allene Cordrey, transferred the property to herself (Sussex County Deed Book 2376:271, April 7, 1999).

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs. The property name, Thomas Shimp House, was taken from the LeeDecker et al. report, although historical research did not identify the source of the name.

This farm was identified by JMA as requiring intensive study because of the indication by the property owner that one of the outbuildings was used as a button factory. Independent confirmation of this use has not been obtained. According to research conducted by volunteers at the Marvel Museum, there were two button factories in Georgetown. One was located on Albury Street, while the other one was owned by Harvey Dunaway. Their research did not connect the Shimp property with this short-lived but locally significant industry (Marvel Museum 2005).

The small size of the purported button factory casts doubt on this attribution as well, and the property owner was unavailable for further consultation despite several attempt to contact him. Comparing the outbuilding to the documented button factory in the Milford vicinity (S-11375), the latter building is substantially larger (the size of a small house) and is of concrete-block construction. In addition, shell remnants are visible in the vicinity of the Milford building. Due to the size of the building on this property, the lack of documentary evidence of its use as a button factory, and the lack of shell remains, JMA considers it unlikely that it was used for shell button production and has not evaluated it as a representative of that property type.

The property was evaluated both for the architecture and history of its individual buildings and as an agricultural complex. As mentioned, the property contains a dwelling and three outbuildings. The dwelling is a late nineteenth-century hall-and-parlor house. According to the research design,

the hall-and-parlor is a rural vernacular house type related to the I-house and the single story hall-and-parlor cottage. Early examples are distinguishable by asymmetrical facades and unequal interior room sizes, while later examples feature symmetrical facades often two or three bays wide. Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. Elements contributing to significance under Criterion C include retention of original, often end, chimneys, retention of original exterior fabric, and elaborate interior woodwork. To possess integrity as a hall-and-parlor, it must retain its original configuration of façade openings diagnostic of this house form, its original or historic exterior fabric including siding, fenestration, roof profile and structure, chimney(s), and porches, if any.

This late nineteenth-century example reflects the later period of the hall-and-parlor property type. Alterations have affected its integrity and have severely lessened its ability to convey any architectural significance it may have once possessed. Changes include the construction of a front porch, rear additions, and sheathing in modern siding materials. Because the dwelling lacks integrity, this property is not recommended eligible for inclusion in the National Register under Criterion C.

The first outbuilding (.002) is a typical small barn-shed of no distinctive architectural character. The remaining two outbuildings (.003 and .004) are notable primarily for their small size and uncertain functions. Neither of these buildings possess architectural distinction. In evaluating the buildings as an agricultural complex, it was noted that the property lacks a full complement of agricultural outbuildings and the land is not in agricultural use. Therefore, it does not meet the registration requirements for an agricultural complex indicated in the research design.

Background research has not revealed any connection between the property and events significant in the history of the local area or the region. Therefore, it is recommended not eligible under National Register Criterion A. This research has also not identified any connection between the property and the productive life of any individual significant in local history. Therefore, the property is recommended not eligible under Criterion B.

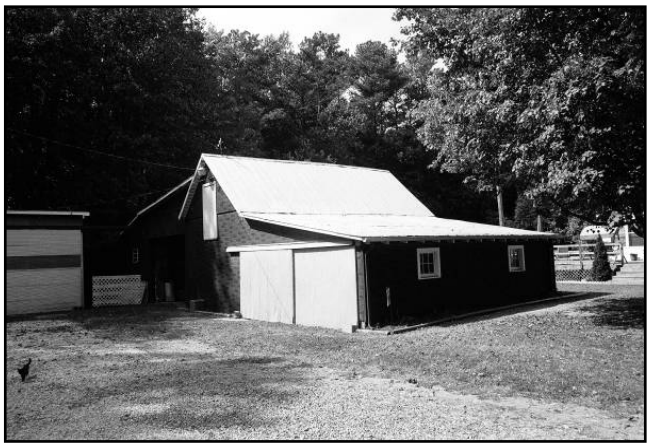
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11375: button factory building in Milford Study Area

S-03234

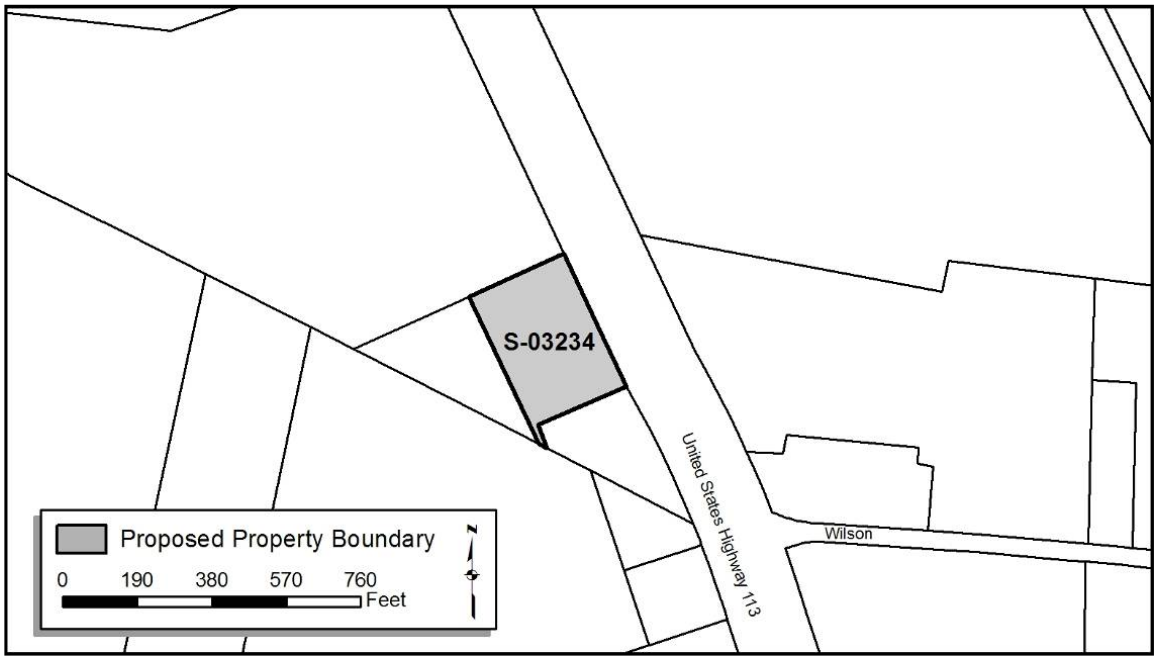
main building (.001) façade and south side, view to NW

main building (.001) rear and north side, view to SE



barn/shed (.002), view to W

outbuildings (.003, .004), view to SW



S-03235. Dwelling, DuPont Highway
(PIN: 135-6.00-10.01)
(Detail Map #1)

Description: This property, located on the northeast side of U.S. 113, contains a late nineteenth-century dwelling and a modern shed. An asphalt-and-gravel drive lies along both sides and to the rear of the house, encircling the dwelling in a semi-circular formation. Low-lying shrubs are planted along the front of the house.

This rectangular-shaped, wood-framed house stands two-and-one-half-stories in height with a one-story, shed-roofed addition attached to the rear, northeast side and a one-story, gabled addition attached to the north corner. The front, southwest façade measures five bays in width. A hipped-roof porch shelters the centralized main entrance. Fenestration of all walls consists of single, one-over-one, double-hung, vinyl sash windows. Fixed, single-pane windows are centered within the gable-ends. The one-room, shed-roofed addition on the rear features a modern entrance on its southeast wall and single, one-over-one, double-hung, vinyl sash windows. The corner addition also features one-over-one, double-hung, vinyl sash windows and is pierced by a modern garage door on its southwest wall. The entire house sits on a concrete-block foundation and is clad in vinyl siding. The side-gabled roof is sheathed in asphalt shingles. A concrete-block chimney rises from the exterior of the northeast side of the main block.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, and Demographic Changes theme; hall-and-parlor property type.

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

This dwelling is not in its original location. While its newer, concrete-block foundation suggests that it may have been moved, historical aerials provide confirmation. The building does not appear on the 1937 aerial, but it can be clearly seen on the 1954 aerial. Although the dwelling may have once served as a farmhouse, its original context is unknown, and the historic context with which it is now most closely associated is the subdivision of farmland along a major transportation corridor, in this case the DuPont Highway. Individual examples of farmland subdivision rarely possess historic significance, and this property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Elements contributing to the significance and integrity of a hall-and-parlor house would include original chimneys, exterior fabric, fenestration configuration, roof profile and structure, porches, and elaborate interior woodwork. This house has undergone the following alterations: the replacement of the front porch, insertion and replacement of all windows and doors, fenestration pattern changes, the application of modern siding to the exterior, and the construction and attachment of two additions. These changes have compromised the dwelling's integrity of location, design, materials, workmanship, and feeling. Since the dwelling's original location is unknown, its integrity of setting may or may not have been affected or compromised. As a

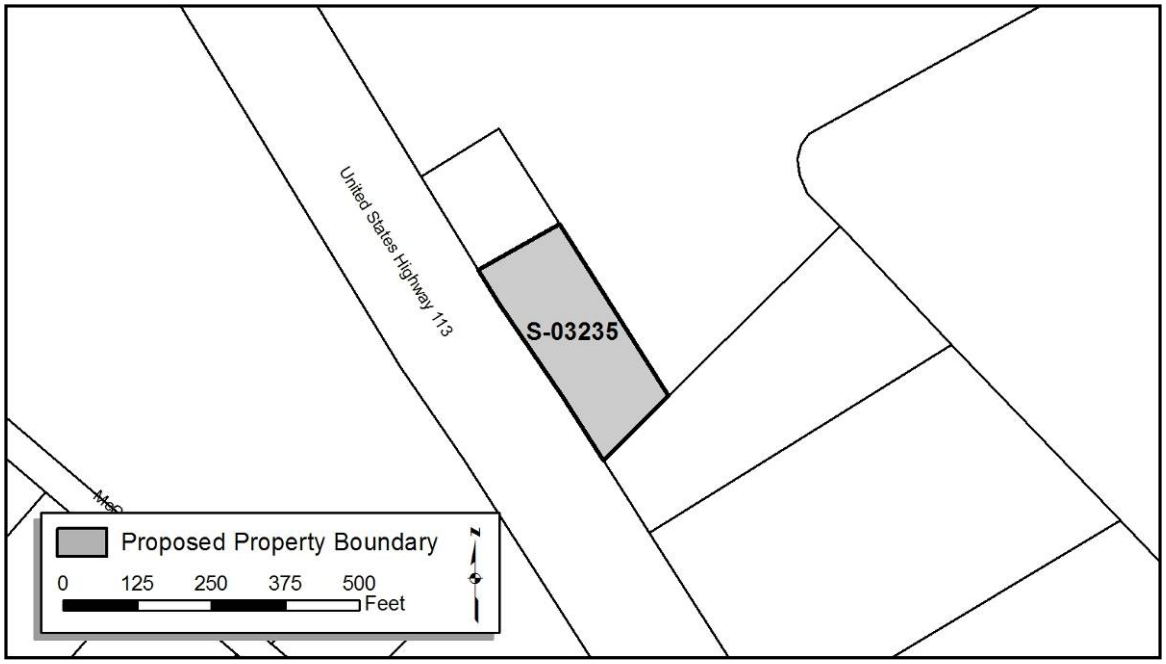
severely altered example of this property type, it lacks the integrity to be National Register eligible under Criterion C.

Deconstruction and demolition may reveal the property contains information important to the understanding of vernacular architecture traditions, especially since the construction date of the dwelling is thought to be prior to 1900. If the building is to be demolished as part of the project, it should first be evaluated by a qualified architectural historian; selective demolition should be used to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D and the demolition could proceed. Should the property be recommended significant by the qualified architectural historian, it should be fully documented prior to demolition.

S-03235

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S



S-03236. Dwelling, DuPont Highway
(PIN: 135-9.00-33.00)
(Detail Map #1)

Description: This property is located on the northeast side of U.S. 113 to the north of Georgetown. In very poor condition and shrouded in overgrown trees and shrubs, this early twentieth-century dwelling faces southwest. Dense woods surround the building on all sides.

This c. 1910 one-and-one-half-story, wood-framed, Dutch Colonial Revival style-house has a three-bay façade. Over the years, all of the entrances and windows on all sides have been broken-out. Centrally located entrances are featured on both the front and northwest sides. Three equally spaced gabled wall-dormers rise from the front and rear sides. A one-story wrap-around porch spans a large portion of the rear, northeast side, continuing along the entire southeast side. The foundation of the dwelling is obscured by its exterior siding, which is aluminum. The side-gambrel roof is heavily deteriorated and caving in. Exposed rafter ends are featured along the roofline. Two brick chimneys rise from the building, one from the interior northwest end and one from the exterior of the southeast end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; Colonial Revival property type.

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

This property was constructed as part of the nationwide historical trend of development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

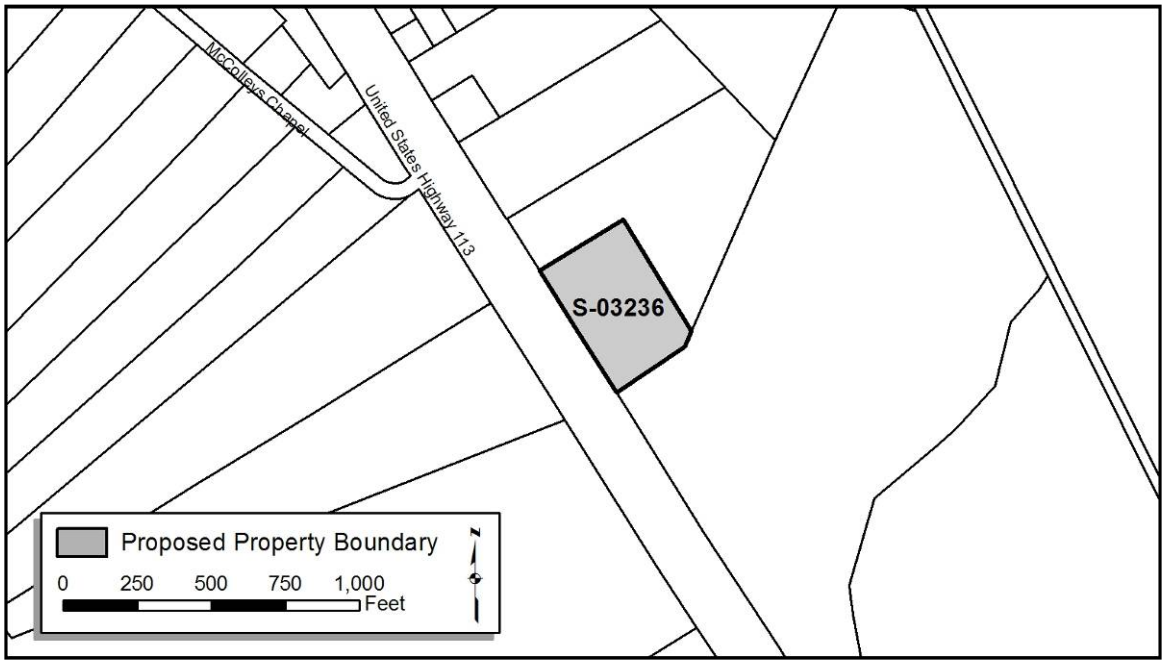
This example of a Dutch Colonial Revival is so severely deteriorated that it lacks the integrity necessary to convey any architectural significance. All of the window- and door-bays have been broken-out, the roof ridge has broken, and it is unlikely this house will remain standing much longer. Because of its advanced state of decay, this property is recommended not eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-03236

main building (.001) façade and northwest side,
view to E

main building (.001) rear and southeast side,
view to W



S-03237. Dwelling, 18748 DuPont Highway (PIN: 135-9.00-26.01) (Detail Map #2)

Description: This property, located on the southwest side of U.S. 113 north of Georgetown, contains an early twentieth-century dwelling and two modern sheds. A linear, asphalt driveway lies along the north side of the house and extends from the road to the sheds. Shrubs are planted across the front of the house, and dense woods surround the property.

This c. 1930s rectangular-shaped, wood-framed house stands one-and-one-half-stories in height. The front, northeast façade measures three bays in width. A full-width, inset porch shelters the centralized main entrance. Fenestration of all walls consists of single, one-over-one, double-hung, vinyl sash windows. A secondary entrance pierces the center of the rear. The entire house sits on a rusticated concrete-block foundation and is clad in vinyl siding. The side-gabled roof is sheathed in composition shingles. Shed-roofed dormers, which lie across the front and rear walls, are lit by pairs of one-over-one, double-hung, vinyl sash windows.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

This property was constructed as part of the nationwide historical trend of development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

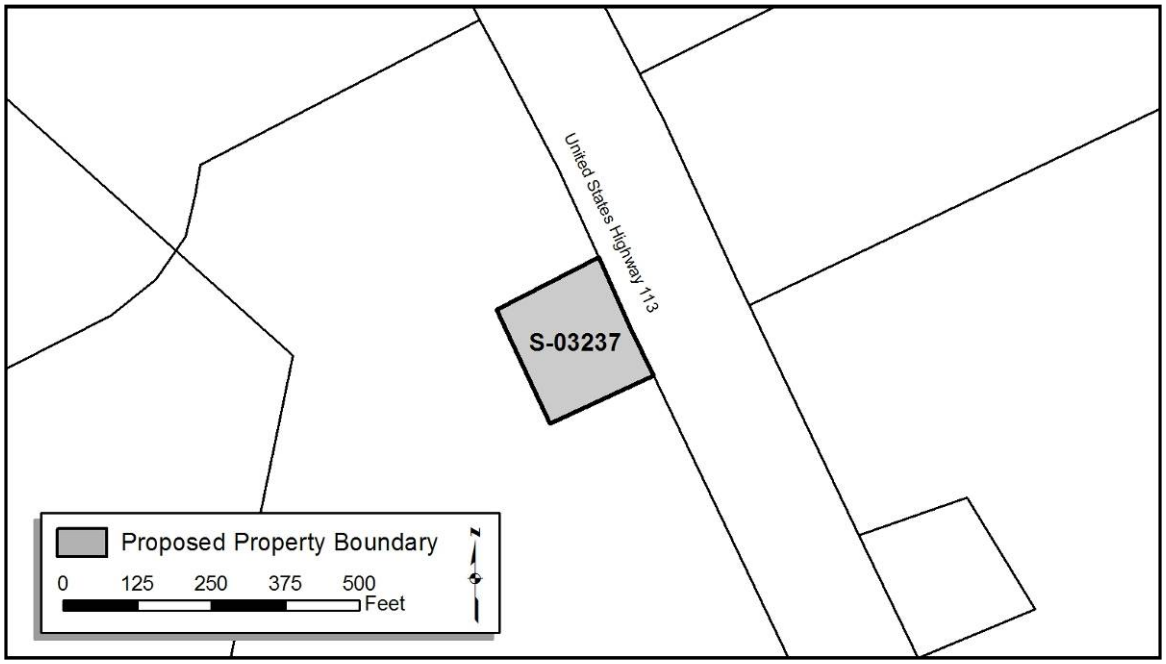
To meet eligibility requirements, a bungalow generally must be an architect-designed or magazine-type example and/or possess diagnostic elements of the Craftsman style. This example does not retain sufficient integrity to convey its architectural significance. The front porch has been altered by the removal of trim and replacement of the porch posts, the exterior has been resided in modern vinyl, and the windows have been replaced. Since all of these are character defining features of a bungalow, the property is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-03237

main building (.001) façade and north side,
view to SSW

main building (.001) rear and south side,
view to NNE



S-03238. Dwelling, DuPont Highway
(PIN: 135-19.00-9.00)
(Detail Map #8)

Description: This property is located on the west side of U.S. 113 near Georgetown. It contains a historic-period dwelling set back from the road, surrounded by fallow fields. A long, dirt driveway lies to the north side of the house.

This c. 1910 one-and-one-half-story, wood-framed, Dutch Colonial Revival style house has a four-bay façade facing east. A full-width, shed-roofed enclosed porch, sided in cement-asbestos shingles and with six-over-one, double-hung sash windows, shelters the centrally located entrance. Fenestration of all walls consists of single, six-over-one, double-hung sash windows. Three equally spaced, shed-roof wall dormers are located across the upper level of the façade, and one centrally located dormer is located on the rear. All of the dormers are pierced by pairs of one-over-one, double-hung sash windows. A one-story, shed-roofed concrete-block addition stands attached to the south end of the house. Both casement and multi-pane windows naturally light this one-room addition. The house sits on a concrete-block foundation, and cement-asbestos shingles cover the exterior walls. The side-gambrel roof is sheathed in wood shingles. Two brick chimneys rise from the interior of both gable-ends.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; Colonial Revival property type.

Evaluation: This property has been evaluated for the National Register for its dwelling, a c. 1910 Colonial Revival. The historical pattern most clearly associated with it is Sussex County agriculture. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse, and the 1937 aerial photograph shows it situated within a system of open fields, as it is today, but with smaller support buildings clustered around it. The house is now abandoned, and all of its support buildings are gone, and the property no longer conveys its association with the development of agriculture in Sussex County. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

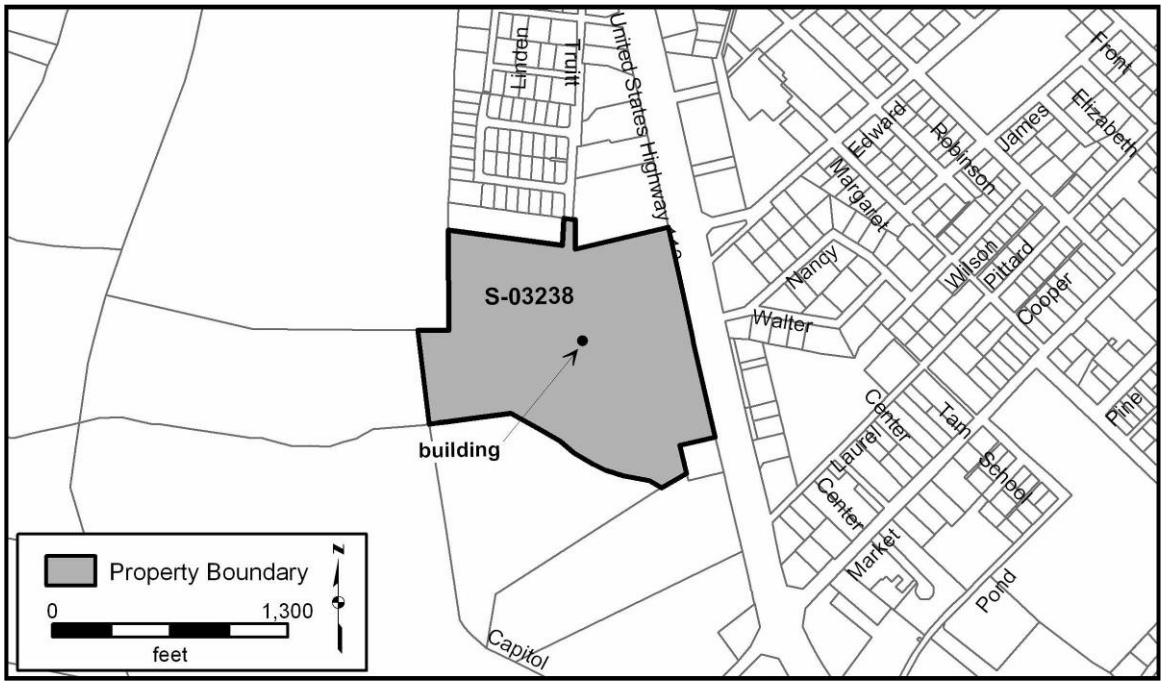
To meet eligibility, this common property type should be more elaborately detailed and better preserved than the average example, with architectural distinction and stylistic elements including elaborate door surrounds, multi-pane sash windows, open porches, and roof ridge details such as dentils or modillion blocks. This example appears to be slightly earlier than most Dutch Colonial Revivals in the area, and the use of three individual shed dormers across the front roof slope as opposed to the more common continuous shed dormer is a little unusual. Unfortunately, this is not a well-preserved example. Its architectural integrity has been compromised by the replacement of the original front entry with an enclosed porch, bulky and incongruous additions to the south and west walls, and the application of non-period siding to the exterior. Because it lacks the integrity necessary to convey its significance, this property is recommended not eligible for the National Register under Criterion C.

Because of its somewhat anomalous form, deconstruction and demolition may reveal the property contains information important to the understanding of vernacular architecture traditions, should the building be older than first anticipated. If the building is to be demolished as part of the project, it should first be evaluated by a qualified architectural historian; selective demolition should be used to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D and the demolition could proceed. Should the property be recommended significant by the qualified architectural historian, it should be fully documented prior to demolition.

S-03238

main building (.001) façade and south side, view to NW

main building (.001) rear and north side, view to SE



S-04504. Dwelling, 25200 Governor Stockley Road (PIN: 133-6.00-135.00) (Detail Map #15)

Description: This property, located on the north side of Governor Stockley Road south of Georgetown, contains a house and two modern outbuildings. The house, which faces southeast, is shaded by tall maple trees. A driveway lies to the west side of the dwelling and extends from the roadway to a modern garage located at the rear, north side of the house.

This c. 1900 two-story, wood-framed, cross-plan house has a three-bay façade. A gable-roofed entry porch, supported by turned wood posts on concrete decking, shelters the centrally located entrance. Fenestration of all walls consists of single, one-over-one, double-hung sash windows. Two gable-roofed wall dormers rise from the upper level of the front façade. A two-story, gabled ell extends from the center of the rear. Fenestration of the ell walls consists of single, one-over-one, double-hung sash windows and single-pane casements. Porch enclosures stand on both the southwest and northeast sides of the ell, pierced by modern doors and windows. A two-story, shed-roofed addition extends from the rear corner of the northeast side ell and main block of the house. The house sits on a poured concrete foundation, and vinyl siding covers the exterior walls. The cross-gabled roof is sheathed in asphalt shingles. A single, brick chimney rises from the exterior, northeast end of the main block.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; cross-plan property type.

Evaluation: This property has been evaluated for the National Register as a c. 1900 cross-plan dwelling. According to the current property owner, the house was moved to its current location c. 1950, a statement corroborated by the fact that it is not visible on the 1937 aerial photograph. The original location of the dwelling is unknown, and it therefore cannot be associated with a specific historical theme. The property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

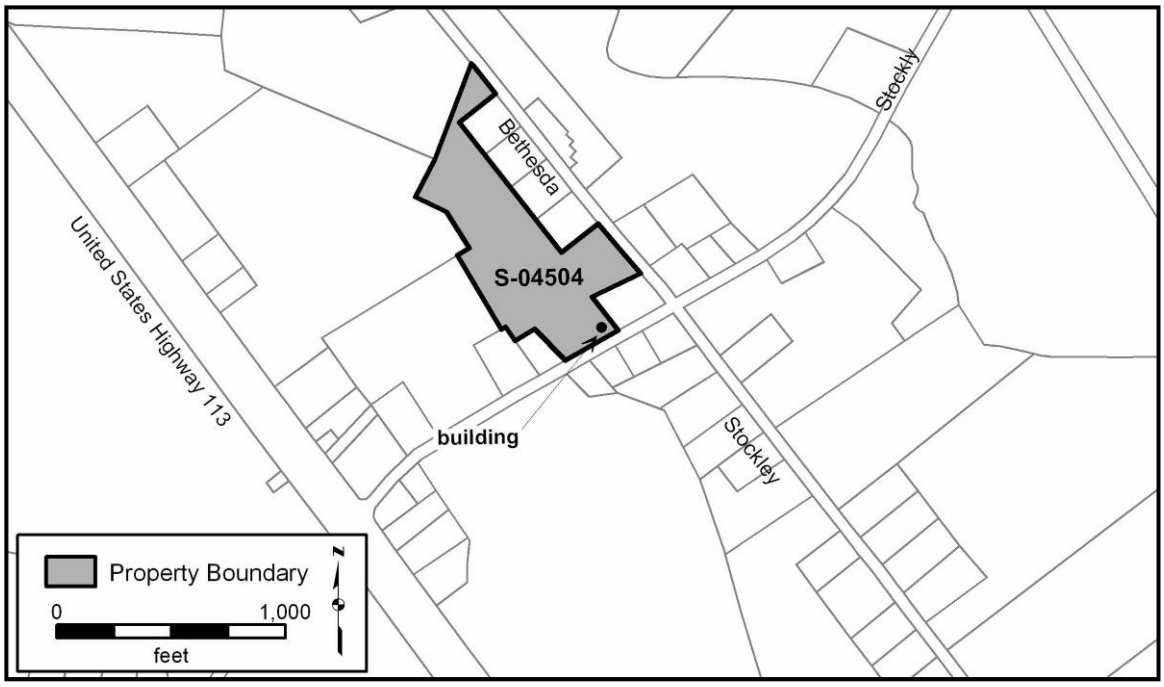
Alterations to this dwelling include the insertion and replacement of all doors and windows, the application of modern exterior siding, porch enclosures, and the construction of modern additions to the rear. Altogether, these changes have compromised the dwelling's integrity of design, materials, workmanship, and feeling. The building can no longer convey any architectural significance it may have once possessed and is therefore recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-04504

main building (.001) façade and east side,
view to NW

main building (.001) rear and west side,
view to SE



S-04512. Baxter-Holloway Property, Bethesda Road (PIN: 1.33-2.00-54.00) (Detail Map #14)

Description: This property, on the northeast side of Bethesda Road, includes a c. 1910 two-story, wood-framed house with wraparound porch. The house sits on a large parcel with numerous modern agricultural buildings behind it. The dwelling is the only historic-period building extant on the property. The house footprint forms a T shape with the base of the T facing toward the road. A covered porch projects from the rear of the house.

The façade is marked by two entry doors placed in the recessed eaves front block at either end of the wraparound porch. The wood doors contain one upper light and two lower panels. The ten-bay wraparound porch has a concrete foundation and replacement turned wood posts. Fenestration of the base of the T consists of one-over-one, double-hung sash windows with louvered vinyl shutters. An octagonal louvered vent is placed in the gable peak. The gable ends are also fenestrated with one-over-one, double-hung replacement windows, and octagonal louvers are placed in the gable peaks. The rear of the house features an enclosed porch with a shed roof and an attached wood deck. The rear wood-and-glass door has two lights and four panels. The rear wall is fenestrated with one-over-one, double-hung sash replacement windows. The house is placed on a poured concrete foundation, is sheathed in vinyl siding, has vinyl replacement windows, a boxed cornice, and a roof sheathed in corrugated metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, and Decorative Arts theme; vernacular property type.

Historic Overview: A house labeled "Robert Jefferton Residence" is shown in this general vicinity on an 1848 road papers. The 1868 Beers map shows a building labeled "Mrs. E. Jones." Neither of these buildings appears to be the dwelling that is currently extant on the property. The 1937 aerial photographs shows a landscaped farmstead and cultivated fields, but the resolution is inadequate to decipher individual buildings. The 1962 aerial shows at least two outbuildings, one of which appears to be a chicken house parallel to the road. Neither of these buildings remains on the property.

The property was, in the early twentieth century, a portion of Ransford Johnston's large land holdings in the area. In 1908 his widow, Barbara A. Johnston and her daughter Lizzie B. Johnston, sold an 82-acre and 62-perch parcel to Harry C. Holloway and James H. Baxter for $2,100 (Sussex County Deed Book 166:242, July 3, 1908). In 1947 Anna R. Holloway, co-executrix of the estate of Henry C. Holloway, sold the estate's half interest in the property to James H. Baxter for $3,000 (Sussex County Deed Book 358:55, November 13, 1947). James H. Baker died in 1960 and ownership passed to his wife, Mary Alice. After her death, ownership passed to their daughter Lucille Baxter Farrow and their son James H. Baxter, Jr. After Lucille Farrow's death, her half-interest passed to her husband Oliver W. Farrow, Sr. In 1980 he sold his interest in the parcel to James H. Baxter III and William F. Baxter, Sr., for an undisclosed sum (Sussex County Deed Book 1264:320, June 1, 1980). The property is now owned by a trust of which James H. Baxter, Jr., and Ruth D. Baxter are trustees (Sussex County Deed Book 3101:82, February 9, 2005).

Previous recordation of this property was located at DelSHPO. Since June of 1984, the house appears to have been re-clad in vinyl, had vinyl replacement windows inserted, and non-

functional shutters applied around each bay. A chimney that was noted on the west gabled end has been removed.

Evaluation: The house was evaluated for significance under the Architecture, Engineering, and Decorative arts theme as an example of a vernacular T-plan dwelling. The historical theme most clearly associated with this property is Sussex County agriculture. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse, and historic-period aerials show cultivated fields and outbuildings on the property. All of the historic-period outbuildings have been removed and replaced by modern structures, and the property cannot convey any significance as a historic agricultural property. The property is therefore recommended not eligible for listing on the National Register under Criterion A.

Property ownership research did not reveal any connection with an individual significant in the history of the local area. Therefore, it is recommended not eligible under National Register Criterion B.

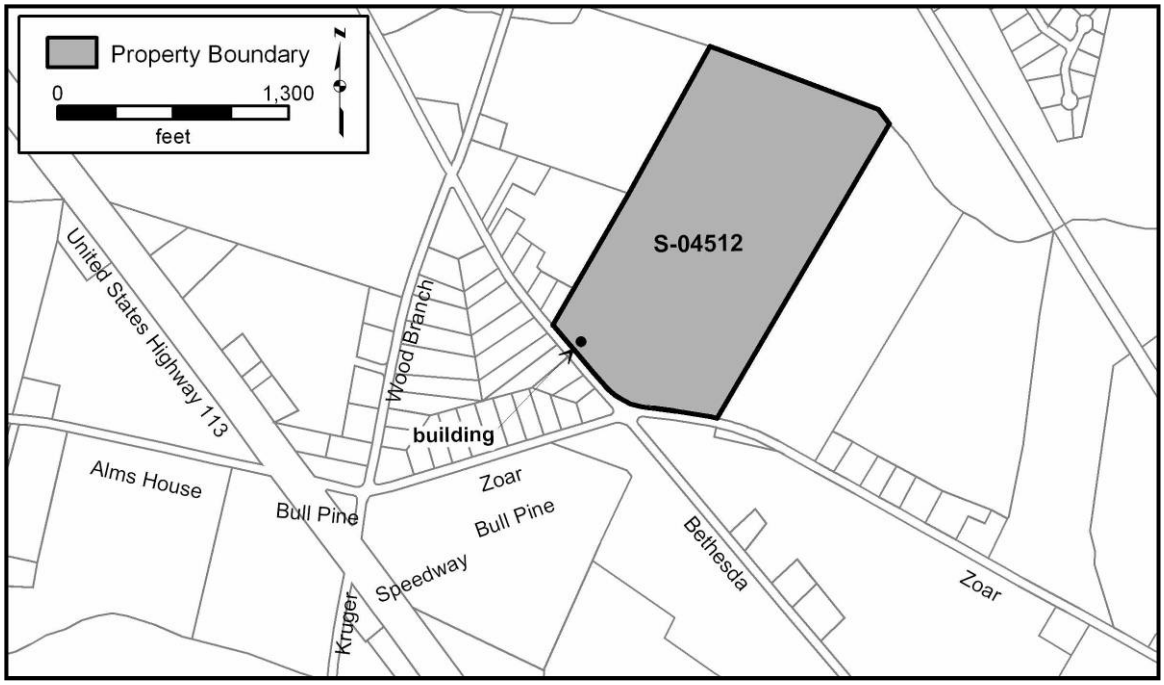
As mentioned, the house is representative of a vernacular type, a T-plan dwelling with a gabled front block intersecting an eaves front block, and a wraparound porch extending around the outside walls of the gable front block. Although an attractive example of its vernacular dwelling type, it does not exhibit the stylistic elaboration to possess architectural distinction nor is it an exceptionally well-preserved example of its vernacular type. In addition, it has experienced a moderate degree of alterations including replacement of windows and covering of the original siding. Due to lack of integrity and lack of significance, the property is recommended not eligible under Criterion C.

As an early twentieth century dwelling, it is expected to embody standard construction practices of wood-framed houses of its period. Therefore, it is very unlikely to convey significant information about building construction practices not available through other means and is recommended not eligible under Criterion D.

S-04512

main building (.001) façade and northwest side, view to E

main building (.001) façade and southeast side, view to N



S-04513. Dwelling, 21397 Alms House Road
(PIN: 133-2.00-1.00)
(Detail Map #13)

Description: This property is located on the north side of Alms House Road to the west of U.S. 113 near Georgetown and contains a late nineteenth-century dwelling and mid-twentieth-century shed. A gravel driveway lies to the east side of the house. Plantings grow along the front and sides of the house, and tall, mature trees grow to the rear. Agricultural fields surround the buildings. The parcel also contains a separate property (S-10919), described elsewhere in this report. The two properties do not appear to share a historic-period association as the buildings at S-10919 were moved onto the parcel after 1962.

This wood-framed, side-gabled, c. 1890 house stands two-and-one-half-stories in height with a one-and-one-half-story gabled ell extending north from the northwest corner of the main block, creating an L-shape formation. A one-room, shed-roofed addition stands attached to the main block and ell along the west side. The front façade of the main block measures three bays in width and is pierced by a centralized entrance. A centralized, gabled-roof wall dormer rises from the upper-level of the front façade, pierced by a pointed, gothic-style window. Fenestration of all walls consists of single, one-over-one, double-hung vinyl sash windows. A shed-roofed porch enclosure stands attached to the east side of the ell and is sided in vinyl and enclosed with modern casement windows. A rear, secondary entrance pierces the center of the enclosure. The house is clad in vinyl siding and the roof is sheathed in standing-seam metal. A concrete-block chimney rises from the exterior of the ell's gable-end.

North of the dwelling stands a c. 1945 wood-framed shed (.002), facing east. The building is clad in metal and tarpaper and is sheltered by a gabled roof sheathed in metal. Plain wood, double-doors pierce the front façade and single, fixed, single-pane windows are featured on the remaining sides.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; I-house property type.

Evaluation: This property was evaluated for the National Register for its dwelling, a c.1890 I-house. The historical trend with which this property is most closely associated is Sussex County agriculture. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse. During the period of significance, this dwelling was likely the center of a complex of agricultural support buildings, some of which can be discerned on the 1937 aerial photograph. Although the fields surrounding the house continue to be cultivated, the outbuildings are gone and the dwelling appears to serve a strictly residential purpose. The dwelling is disassociated from its historical use as a farmhouse, and it no longer possesses historical significance as an agricultural property. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The property was evaluated for architectural significance for its dwelling, an I-house with a center front gable. This dwelling represents a very common central and southern Delaware

vernacular type. Because of its commonness, only exceptionally well-preserved or finely detailed examples are eligible for the National Register. A more distinctive example of an I-house is the Harvey and Carrie Betts House (S-04522) in Georgetown, with its Italianate detailing and exaggerated massing. The house on Alms House Road, with its center front gable, is also comparable to many of the cross gable houses in southern Delaware. A good example of an eligible cross gable house is the M.C. Webb House (S-02484), which is not in the current study area, but is in Sussex County and has been determined eligible for listing in the National Register for its architecture. Elements that render the Webb House eligible include Gothic Revival detailing such as an original full-width front porch, fishscale shingles in the gable peak, arch window, and corbelled brick chimney (Richmond 2003). The house is re-sided in cement-asbestos, but it is otherwise intact and is in good condition.

Compared to these eligible examples, the Alms House Road dwelling is an unelaborated version of the style, and one that lacks architectural integrity. Alterations to the house include the replacement and insertion of modern windows and doors, fenestration pattern changes, the construction and attachment of a side addition, the enclosure of a rear porch, and the application of modern siding to the exterior. As a result, the dwelling lacks integrity of design, materials, workmanship, and feeling. Because the house lacks significance and integrity in comparison to other examples in southern Delaware, the property is recommended not eligible for the National Register under Criterion C.

Deconstruction and demolition may reveal the property contains information important to the understanding of vernacular architecture traditions, should the building be older than first anticipated. If the building is to be demolished as part of the project, it should first be evaluated by a qualified architectural historian; selective demolition should be used to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D and the demolition could proceed. Should the property be recommended significant by the qualified architectural historian, it should be fully documented prior to demolition.

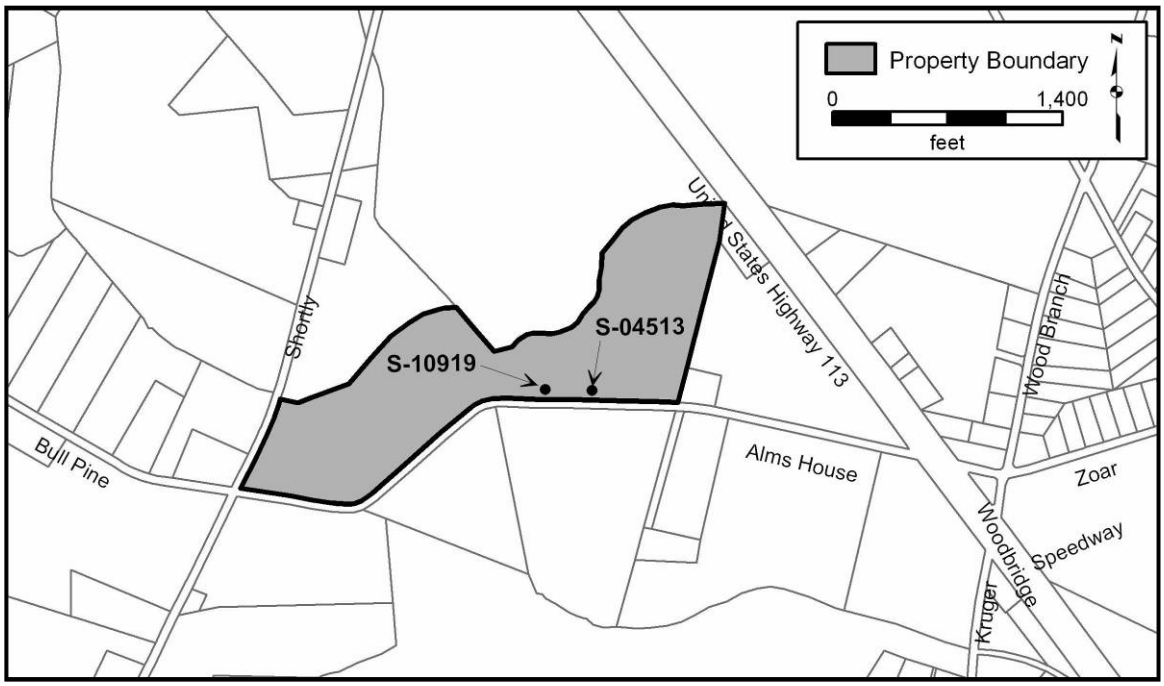
S-04513

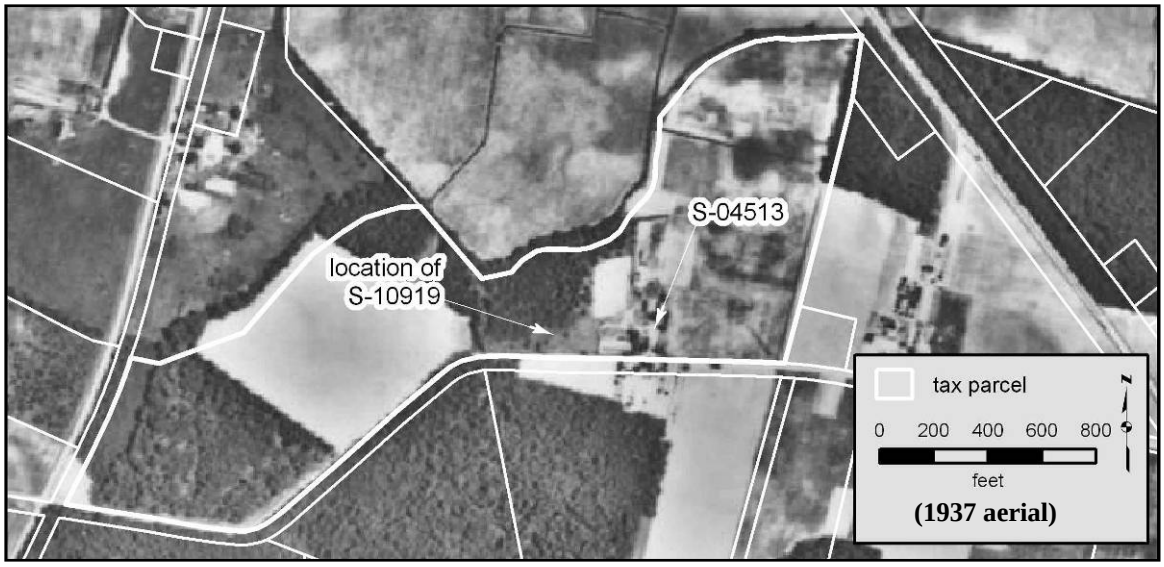
main building (.001) façade and east side, view to NW

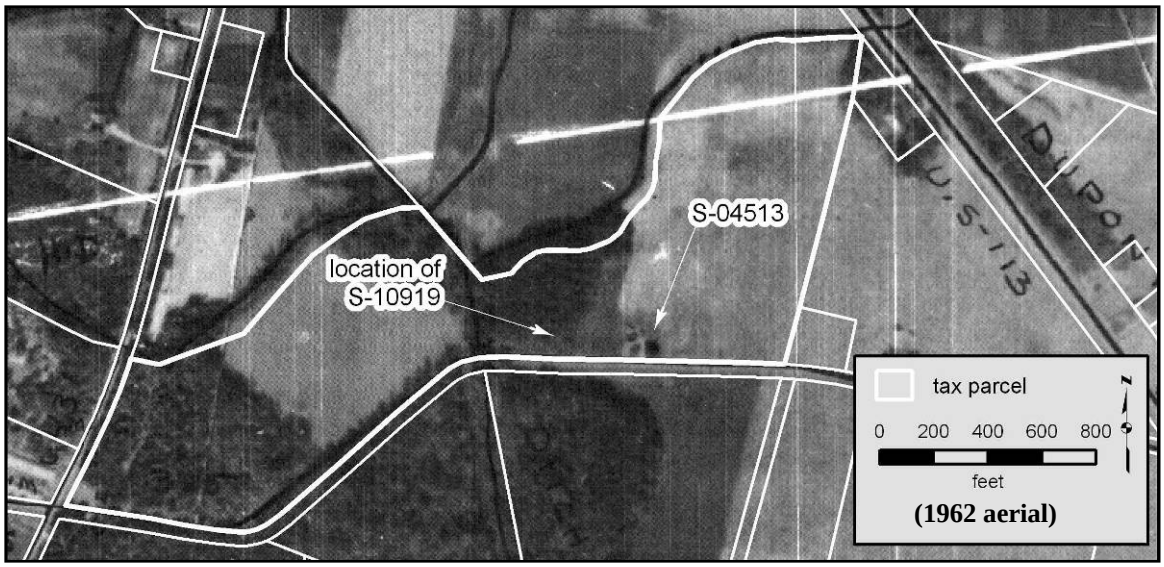
main building (.001) east side and façade, view to W

main building (.001), view to SE

shed (.002), view to SW




S-04513
location of
S-10919
tax parcel
0 200 400 600 800
feet
(1937 aerial)


S-04513
location of
S-10919
U.S. 113
tax parcel
0 200 400 600 800
feet
(1962 aerial)

S-04513
S-10919
tax parcel
0 200 400 600 800
feet
(2003 aerial)

S-04514. Rogers Property, 24565 Kruger Road
(PIN: 133-2.00-7.02)
(Detail Map #13)

Description: This property, located at the southwest corner of Kruger Road and U.S. 113, includes a dwelling and two historic-period outbuildings, a garage and a former small poultry house. Set amongst a grove of oak, maple, and pine trees, the house faces northeast toward U.S. 113. A driveway extends from Kruger Road along the south side of the dwelling.

The dwelling is a symmetrical, three-bay, two story, wood-framed Colonial Revival dwelling built c. 1945 with flanking gable end porches. The main entry, sheltered by a gabled portico on the east façade, consists of a six-light wood door set in a gabled wood surround with fluted pilasters. The entry is flanked by carriage lamps. The portico rests on a brick deck with brick steps and features wood box columns supporting the roof with its returned and segmental arched undersurface. Fenestration of the façade consists of single and paired six-over-six, double-hung sash windows, and eight-over-eight, double-hung sash windows. The north gable end is also fenestrated with six-over-six and eight-over-eight, double-hung sash windows. The attic features a tripartite window with a central round-topped upper sash and six-light lower sash. The wall also has a 15-light wood-framed French door. The hipped roof open porch has a hipped roof, three square wood columns, and a wood floor. The south gable end features an enclosed, hipped roof porch. This porch has a screened door that adjoins brick steps. Fenestration consists of six-over-six and eight-over-eight double-hung sash windows.

The rear wall features a hipped roof enclosed addition with six-over-six, double-hung sash windows and a corner door. Remaining fenestration consists primarily of one-over-one, double-hung sash windows. The house is placed on a rock-faced, concrete-block foundation and is sheathed in cement-asbestos siding. The roof has a boxed cornice and is sheathed in asphalt shingles. An exterior brick chimney adjoins the rear wall.

A c. 1945 garage (.002) is placed on the south side of the driveway south of the house. This side-gabled, wood-framed garage has two overhead doors in its north façade wall. Each door has 12 wood panels and four lights. A four-panel entry door is placed between the two garage doors. The gable ends contain single six-over-six, double-hung sash windows, while the rear wall is blank. The garage is set on a rock-faced concrete-block foundation and is sheathed in cement-asbestos siding. The roof is sheathed in asphalt shingles.

The second outbuilding (.003), built c. 1950 as a small poultry house, according to the current owners, is placed east of the house. Its east gable end features an off-center, four-light, two-panel door. The north side wall has paired six-over-six, double-hung sash windows, and the remaining walls are blank. The building is sheathed with clapboards and has a roof sheathed in corrugated galvanized metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, and Decorative Arts theme; Colonial Revival property type.

Historic Overview: Merrill Rogers built this house for himself and his wife, Sally Ann, about 60 years ago and raised eight children there. According to Mrs. Rogers, the facade and main entrance have always faced U.S. 113. The porches extending from the sidewalls have always been used as secondary entrances. No part of the interior or exterior of the house has changed since the time of

its construction, except for the installation of a chimney on the rear wall, c. 1995. The garage that stands to the rear of the house was built at the same time as the house. The smaller outbuilding, standing south of dwelling, was moved onto the property from a property in Millsboro, c. 1985. Historically, this building was used as chicken/hen house, but Mrs. Rogers has always used the building for storing antiques (Rogers and Mumford 2006).

Based on records on file at the Sussex County Recorder of Deeds, the property had its genesis in a larger parcel, measuring 87 acres and 125 square perches, that William M.P. Stemple sold to James E. and Ida E. Goslee in 1913 for $300 (Sussex County Deed Book 197:154, May 7, 1913). In 1918 James E. and Ida E. Goslee sold the parcel to Granville B. Goslee for $1,000 (Sussex County Deed Book 229:322, December 17, 1918).

A four-acre portion of the parcel, containing the house, was sold by Granville Goslee in 1932 to Hettie C. Williams for one dollar and other valuable considerations (Sussex County Deed Book 286:404, February 25, 1932). The following year, Williams sold the property to Severn W. Murray for an undisclosed sum (Sussex County Deed Book 291:416, December 19, 1933). In 1945, Murray and his wife, Blanche E., sold the parcel to Merrill and Sally Ann Rogers for an undisclosed sum (Sussex County Deed Book 354:292, August 3, 1945). Merrill Rogers died in 1957. In 1991, Sally Ann Rogers of Georgetown sold a 1.43-acre parcel containing the house to Kenneth P. and Donnie L. Mumford for one dollar (Sussex County Deed Book 1800:175, August 19, 1991).

Previous recordation of this property was located at DelSHPO. Since June of 1984 no part of the property appears to have been altered.

Evaluation: This property has been evaluated for the National Register for its house, a symmetrical Colonial Revival style dwelling. This property was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Property ownership research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The house displays a high level of integrity. The asbestos siding may well be original to the house and few, if any, windows have been replaced. The garage displays a similar level of integrity. However, the house, though attractive, does not rise to the level of stylistic elaboration necessary to be eligible for its architecture. It lacks such elaboration as sidelights, fanlights, molded window surrounds, and modillioned cornice found on architecturally distinguished dwellings. Furthermore, it is a relatively late example of its style, having been erected in 1945. Lacking architectural significance, this property is recommended not eligible under Criterion C.

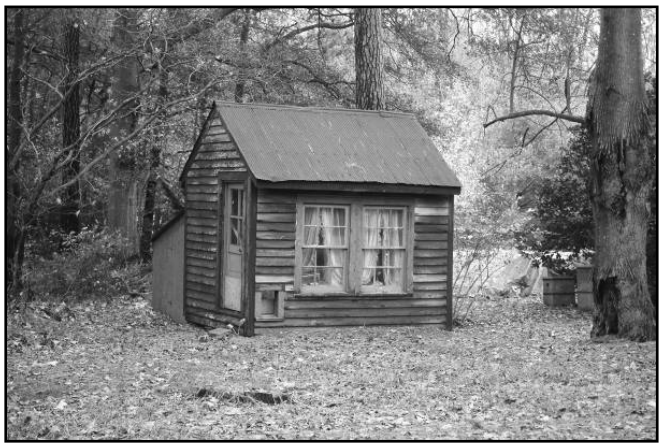
The buildings on this property appear to be of standard construction, and are not expected to yield important information about building construction practices not already available through other means; the property is therefore recommended not eligible under Criterion D.

S-04514

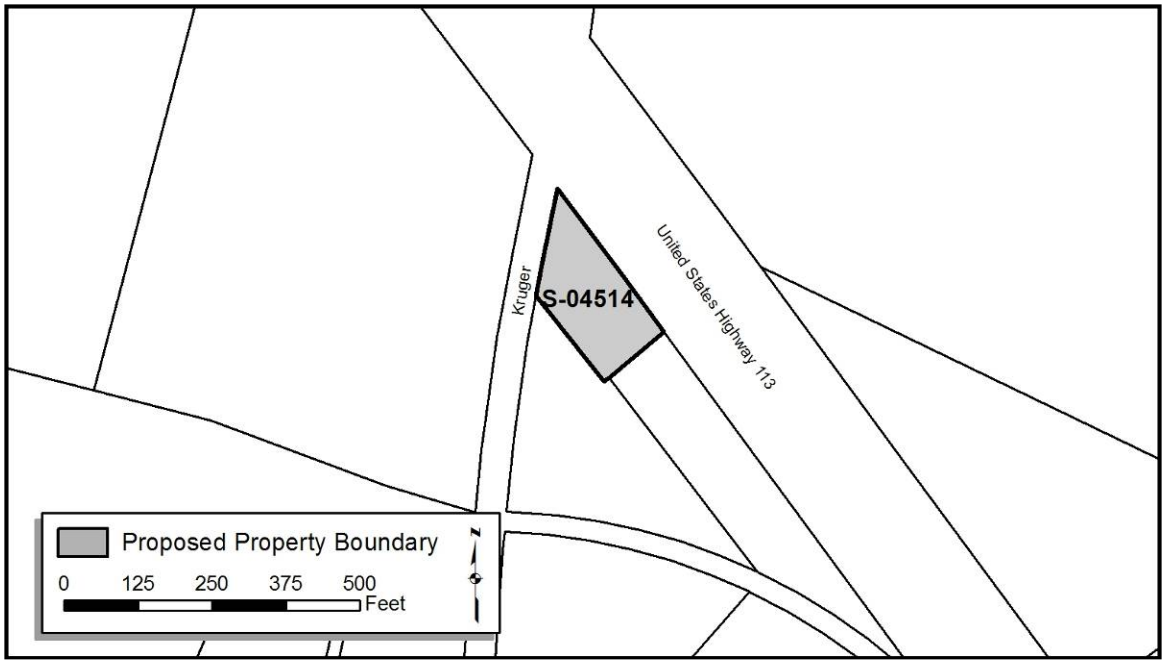
main building (.001) façade and southeast side, view to NW

main building (.001) rear and northwest side, view to SE

garage (.002), view to S



former poultry house (.003), view to S



S-04516. Melson House, 24688 DuPont Highway
(PIN: 133-6.00-93.00)
(Detail Map #14)

Description: This property is located on the southwest side of U.S. 113 and includes a brick veneer-faced Colonial Revival dwelling, three outbuildings, a modern building, and fenced-in horse pasture. The dwelling faces northeast and is set back approximately 200 feet from the roadway in a grove of maple and oak trees. A winding driveway enters the property from the highway and extends southwest to a secondary road that lies along the rear of the property.

This two-and-one-half-story, rectangular-shaped, 1949 brick house has a three-bay façade. A semi-circular portico with Tuscan columns stands across the front and shelters the central entrance. Fenestration of the façade wall consists of a combination of one-over-one, eight-over-eight, six-over-six, and four-over-four, double-hung sash windows. The sidewalls are fenestrated with single, eight-over-eight, double-hung sash windows. One-story, gabled ells extend from both gable ends of the main block. The northwest ell appears to be used as additional interior space, and the southeast ell as a garage. A one-story, shed-roofed sun-porch is attached to the rear wall of the main block. The lower half of this addition is clad in aluminum siding and enclosed by awning-style windows. The house sits on a brick foundation and is clad in brick veneer. The side-gabled roof is sheathed in wood shingles. Two brick chimneys rise from the exterior of the roof ridge, one from the northwest gabled ell, and one from the southeast wall of the main block.

Standing only a few feet from the house and to its southwest is a c. 1960 garage/conservatory (.002). This large, one-story concrete-block building with gabled glass ell, is sheltered by a gabled roof sheathed in asphalt shingles. A c. 1950 former stable (.003), now used for storage, is located northwest and to the rear of the house. This building sits on a concrete-block foundation and is covered in horizontal wood siding. A shed-roof, sheathed in wood shingles, shelters the building. Southeast of the house, in what appears to be a neighboring lot, stands a c. 1950 greenhouse (.004). This small, gabled-roof brick building has a glass-enclosed greenhouse attached to its rear, southeast wall. The glass enclosure sits atop a concrete-block foundation.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering, and Decorative Arts theme; Colonial Revival property type.

Evaluation: This property has been evaluated for the National Register for its dwelling, a 1949 Colonial Revival. This property was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

To meet eligibility, an example of this common property type should be more elaborately detailed and better preserved than the average, with stylistic elements including elaborate door surrounds featuring elements such as sidelights and fanlights, multi-pane sash windows, open porches, and roof ridge details such as dentils or modillion blocks. Typically, an architect-designed or magazine-type example of this property type that possesses all of its diagnostic elements would

meet eligibility. The most prominent detail on this house is the semi-circular portico with Tuscan columns; otherwise it is relatively unelaborated. A late example of its property type, it is attractive but does not possess the architectural distinction necessary to possess significance under National Register Criterion C.

The buildings on this property appear to be of standard construction, and are not expected to yield important information about building construction practices not available through other means; the property is therefore recommended not eligible under Criterion D.

S-04516

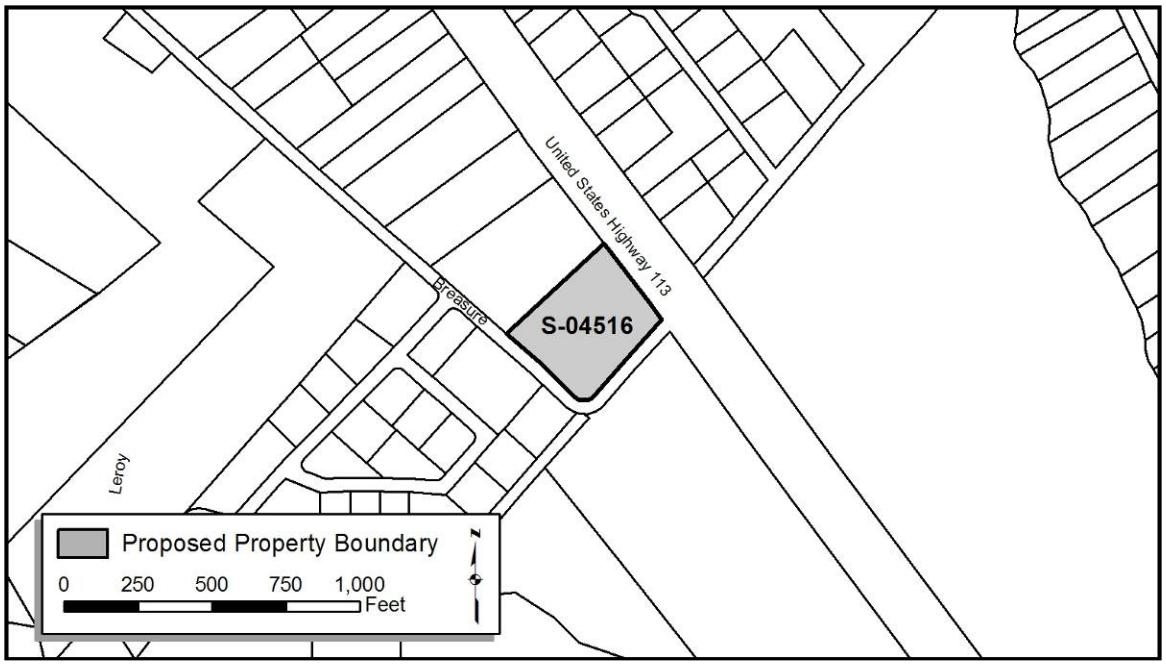
main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E

garage/conservatory (.002), view to N

stable (.003), view to W

greenhouse (.004), view to E



S-04517. Prettyman-Carey Farm, DuPont Highway (PIN: 133-6.00-123.00) (Detail Map #14/#15)

Description: This property, located on the southwest side of U.S. 113, includes a late nineteenth-century dwelling and four outbuildings. Set back from the roadway about 300 feet amongst fallow agricultural fields, the house faces northeast. A driveway lies to the north side of the dwelling.

This c. 1890 two-and-one-half-story, wood-framed, L-shaped house has a three-bay façade. A full-width, hipped-roof porch stands across the front sheltering the side-hall entrance and two windows. Fenestration of all sides consists of single, one-over-one, double-hung sash windows. Peaked double-hung sash windows are featured centered within the attic level of the gable ends. A two-and-one-half-story gabled ell extends from the south corner of the main block. Attached to the rear of the ell is a one-and-one-half-story gabled former summer kitchen. A centralized entrance pierces the front, southeast façade. A one-story, one-room hipped-roof addition extends from its southwest wall. Along the northwest side of the ell stands a full-width, one-story, shed-roofed enclosure that extends from the rear of the main block to the northeast wall of the kitchen. A modern wood deck lies to the northwest side of the former kitchen and accesses a secondary, rear entrance that pierces the center of the wall. The entire house sits on a rusticated concrete-block foundation and is clad in cement-asbestos shingles. The roof is sheathed in asphalt shingles. Three brick chimneys rise from the house, one from the center interior of the main block and one each from the interior gable-end of the ell and the former kitchen.

To the rear of the house stand four wood-framed outbuildings. The first, a corncrib (.002), probably erected c. 1910, has a vertical board door in its south façade wall. The west wall is blank, while the east walls contains a boarded up square opening, while the north (rear wall) is blank. A c. 1910 goat barn (.003) appears to date from the early twentieth century. The interior is fitted with stalls. The east façade contains two wagon door openings but no trace of door hardware. A vertical board loft door is centered above these openings. The remaining walls are blank. The walls are sheathed in metal siding and the roof is clad in metal sheet. The c. 1920 garage (.004) has a semi-octagonal opening in its west side but no door. The rear wall has a vertical board door. The remaining walls are blank. The walls are clad in horizontal wood cladding, and the roof is sheathed in metal sheet. The final outbuilding, a c. 1910 small-barnlike, farm workshop building (.005), was erected in the early twentieth century. The south façade wall has two door openings, one near each corner. The west wall has a six-light, fixed window, presently covered with metal siding. The remaining two walls are blank. The building sits on a concrete block foundation, its walls are sheathed in metal sheet, and its roof is also sheathed in metal sheet.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Agriculture theme and Architecture, Engineering, and Decorative Arts theme; agricultural complex and L-plan property types.

Historic Overview: In 1903, William H. Prettyman, executor of the estate of Nehemiah W.B. Prettyman, sold the 99-acre parcel on which the house sits to Anne Davidson for $275 (Sussex County Deed Book 170:120, August 8, 1903). The parcel, designated in Orphans' Court documents as Parcel #7, was described as:

> All that certain other tract, piece or parcel of land situate, lying and being in Dagsboro Hundred, Sussex County, Delaware, adjoining lands of Thomas Phasey, Gardner R. Marvel, and others containing 99 acres more or less, with a dwelling house, barn and other outbuildings thereon [Sussex County Orphans' Court 1903].

In 1930 Anna and William S. Davidson sold the parcel, then measured at 91 acres, to Charles W. Carey for an undisclosed amount (Sussex County Deed Book 278:427, February 26, 1930). Charles W. Carey owned the property until his death in April 1982. Ownership then passed by will to Mildred D. Carey, who died in November 1991. It then passed to her heirs, J. Wayne Howard and C. Carey Howard (Sussex County Deed Book 3276:103, February 24, 2006).

An interview was performed with Wayne Howard, the grandson of the owner of the property in the 1930s and current owner of the parcel. Mr. Howard's mother was raised on the property. He remembers making visits to the farm when he was young. His grandparent's surname was Carey. Their farm spanned both sides of U.S. 113, and still does.

The dwelling is believed to have pre-existed his grandparent's acquisition of the property. Mr. Howard remembers that the back portion of the dwelling was used primarily for everyday living because the front part of the house was poorly insulated. It has a centrally located, narrow spiral-like staircase. The front part of the house was believed to have been a later addition and was only used on special occasions, such as Christmas. The small, one-story rear portion housed his grandparent's freezer, but was never really used as part of the living area. Outbuildings that sit to the rear of the dwelling included a one-car garage, a barn, two corncribs, and a chicken house (now demolished). The garage was built in the late 1950s or early 1960s. The barn has an upper level loft, dirt floor, and artesian well water pump. The barn was used to house goats and was sectioned off with pens. Mr. Howard remembers that his grandparents raised goats for their milk, largely because his grandmother believed that goat milk was healthier than cow milk. The chicken house sheltered chickens that were raised for selling eggs. Farmland and a pond situated on the opposite of U.S. 113 were also owned and used by the Carey's as part of their farm. Mr. Howard remembers pigs were raised near the pond. All the surrounding farmland was, and continues to be, harvested for corn and soybeans. In 1975, Mr. Carey swapped some of his less tillable land with Melvin Joseph for use as an airplane landing strip.

Mr. Howard's grandfather passed away c. 1983 at the age of 96. Shortly thereafter, in the late 1980s, his grandmother moved to Maryland. The dwelling has been rented out to different tenants over the years, up until about 2003. The property is currently vacant and has been subject to vandalism (Howard 2006).

A northwesterly road is pictured on the southwest side of the house on the 1868 map, but no building is depicted anywhere near the current house. The 1937 aerial shows a developed, landscaped farmstead with several outbuildings, including what appear to be chicken houses oriented at an angle to the house. The 1962 aerial is too faint to discern any detail.

Previous recordation of this property was located at the DelSHPO. No apparent changes have occurred to the property since June of 1984.

Evaluation: The property was evaluated for significance as an 1890s side-hall plan, vernacular Victorian dwelling with rear ells and as an agricultural complex. The historical theme most clearly associated with this property is Sussex County agriculture. The farm encompassed land on both sides of the highway and functioned as a subsistence-level, general farm that grew cereals

and grasses and raised livestock, mostly for home use. The remaining outbuildings, a corncrib, goat barn, garage, and workshop, have fallen into disuse and are heavily overgrown. Outbuildings known to have existed in 1937, such as two chicken houses, are no longer extant. Overall, the complex no longer conveys associations with its former agricultural use, and it is therefore recommended not eligible for listing on the National Register under Criterion A.

Property ownership research has not revealed any association between the property and an individual significant in the history of the local area. Therefore, it is recommended not eligible under Criterion B.

The property was evaluated under Criterion C for both its dwelling and as an agricultural complex. Under Criterion C, the principal historic components of the complex must be present and convey strong associations with the farm's period of significance. Buildings and structures should retain integrity of materials, design, feeling, and workmanship. The remaining agricultural buildings on the Prettyman-Carey Farm include a corn crib and a barn, most recently used as a goat barn. Both are of functional design, similar to other agricultural buildings of their period. Neither is currently used, and both are deteriorating. The agricultural association of the property has been lessened by lack of maintenance and overgrowth, and, as noted above, the complex no longer conveys associations with its former agricultural use. Therefore, due to lack of both significance and integrity, the property is recommended not eligible for the National Register as an agricultural complex under Criterion C.

The house, a late nineteenth-century farmhouse, possesses substantial integrity. The rear additions do not detract from its integrity, and represent a typical means of enlarging a building to accommodate growth in families and need for larger living quarters. Of particular note in the design of the dwelling is the three-bay, hipped roof front porch, an older front door, and brick chimneys with corbelled caps. Windows appear to be original for the most part, and the rear ell may incorporate a summer kitchen. The house is a good example of a late nineteenth-century, three-bay, side hall plan house with associated rear ells. It is recommended eligible for the National Register because of local significance under Criterion C for its architecture.

Because interior access was not obtained, the property's eligibility under Criterion D for its architecture has not been assessed. Should demolition of the house be planned as part of the present undertaking, a competent architectural historian or architectural conservator should be retained to evaluate the possible significance of interior building fabric and framing.

The recommended National Register boundary for this property is an approximately .29-acre portion of Sussex County tax parcel 133-6.00-123.00 that includes the house. The boundary extends 110 feet along U.S. 113 and is 115 feet deep. The outbuildings and surrounding farmland are excluded from the recommended boundary because they do not contribute to the significance of the dwelling under National Register Criterion C. This recommendation is in accordance with guidelines published by the National Park Service, which stipulate that the boundary should "exclude additional, peripheral areas that do not directly contribute to the property's significance as a buffer or as open space to separate the property from surrounding areas" (Seifert 1997:2).

S-04517

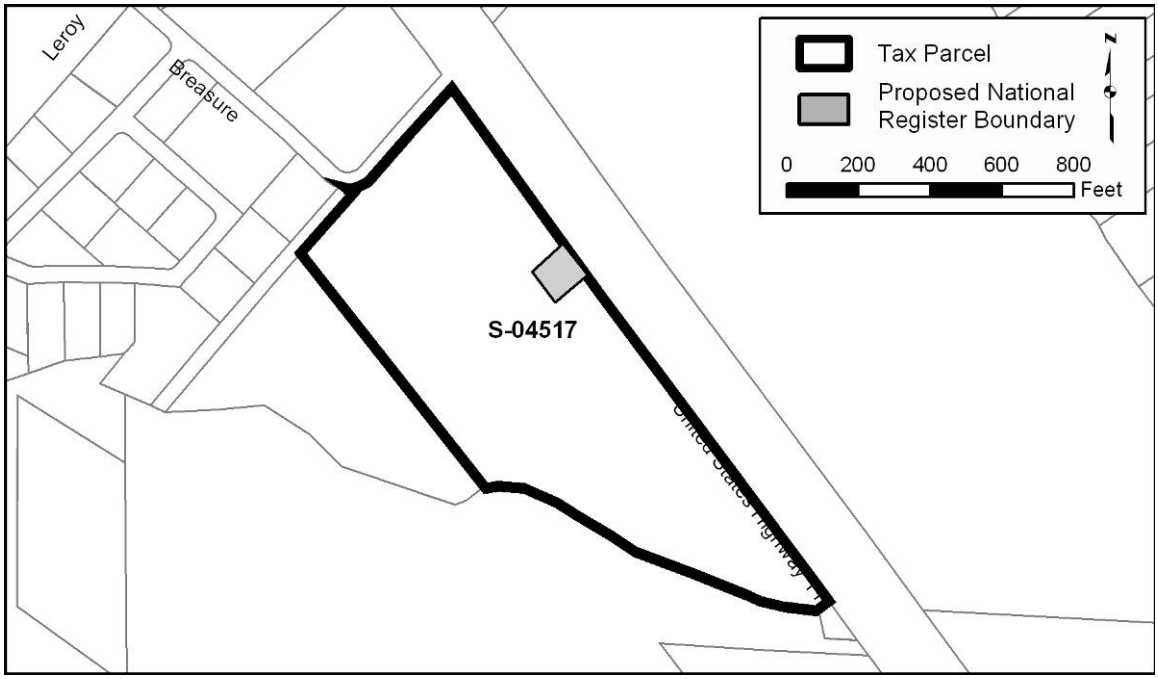
main building (.001) façade and northwest side, view to S

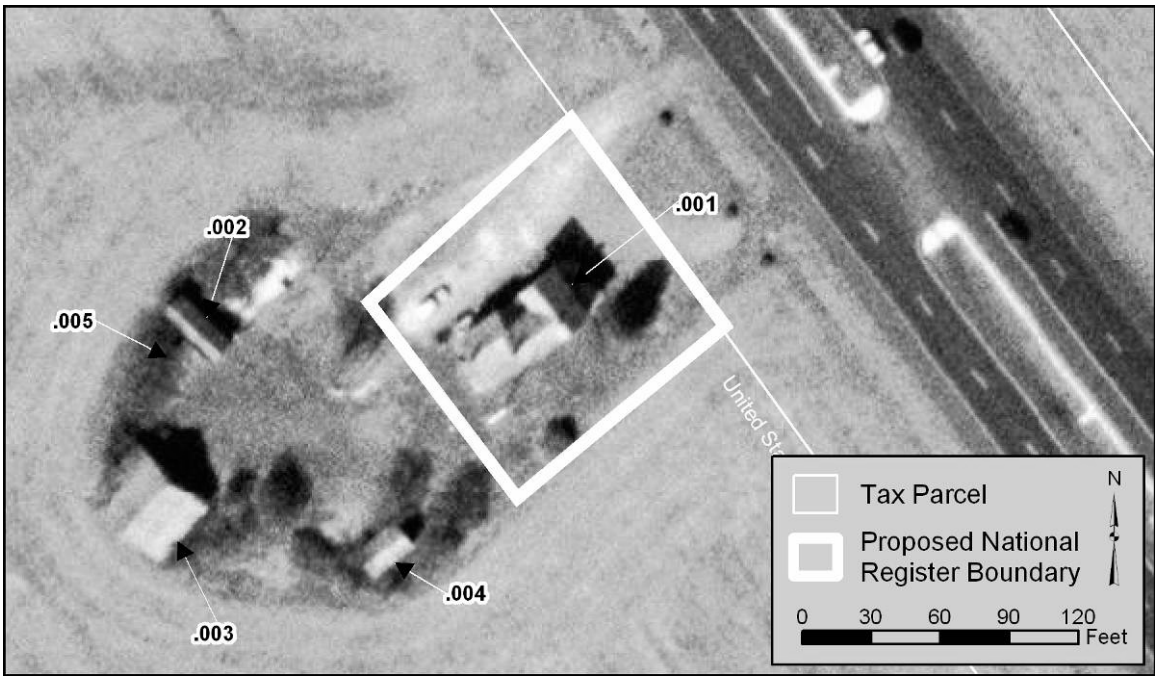
main building (.001), rear and southeast side, view to N

left to right: workshop (.005) and corn crib (.002), view to W

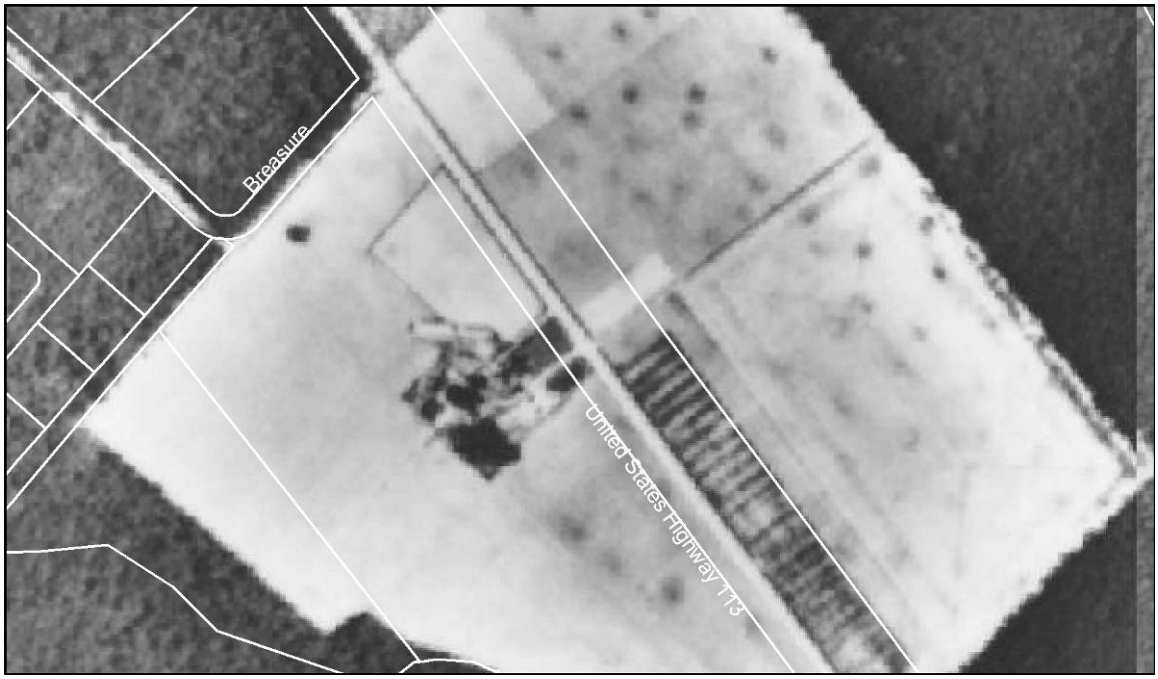
goat barn (.003), view to W

garage (.004), view to S

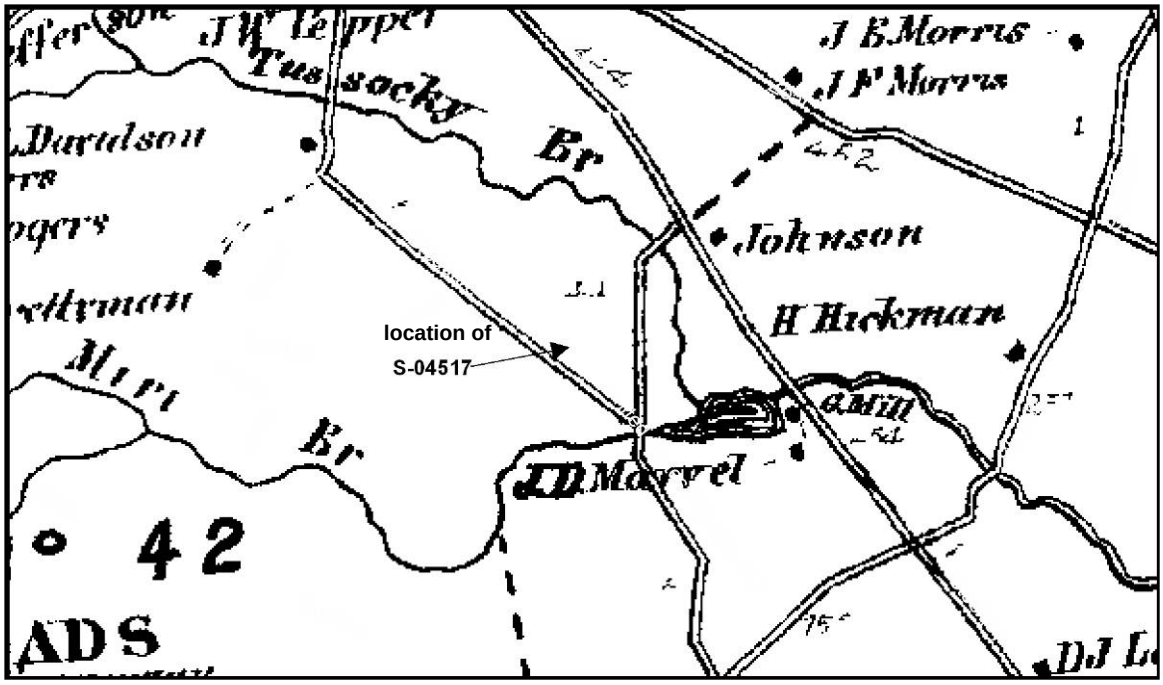

Leroy
Breasure
Tax Parcel
Proposed National Register Boundary
0 200 400 600 800
Feet
S-04517


.001
.002
.003
.004
.005
Tax Parcel
Proposed National Register Boundary
N
0 30 60 90 120
Feet

(2003 aerial)



(1937 aerial)



(1868 Beers Atlas, Dagsboro Hundred)

S-04520. Agricultural Complex, 26123 DuPont Highway (PIN: 133-6.00-157.00) (Detail Map #15)

Description: This property, located on the northeast side of U.S. 113 south of Georgetown, includes an early twentieth-century dwelling and barn and a modern shed. The house is situated along the roadway facing southwest. Mature maple trees shade the dwelling on all sides.

This c. 1900 one-and-one-half-story, rectangular-shaped, wood-framed house has a four-bay façade. A hipped-roof screened porch stands across the front and shelters a centralized entrance and one window. Fenestration of the façade and sidewalls consists of single, two-over-two and three-over-three, double-hung sash windows. A shed-roofed enclosed entrance extends from the center of the northwest sidewall. A full-width, L-shaped, shed-roofed enclosure stands across the rear. One-over-one, double-hung sash windows and a single, fixed, eight-pane window light the interior. A small shed-roofed enclosure is attached to the corner section of the rear enclosure. Extending from the southeast wall of the main block is a one-story, hipped-roofed, addition. The addition measures approximately one-room in interior space. The entire house is clad in aluminum siding. A side-gabled roof sheathed in asphalt shelters the main block with brick chimneys rising from each of the interior gable ends.

To the north side of the house stands a c. 1900 one-and-one-half-story, wood-framed barn (.002). This rectangular-shaped building is clad in vertical wood siding and is sheltered by a gambrel roof sheathed in asphalt.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; center hall property types.

Evaluation: This property has been evaluated for the National Register for its house, a c. 1900 center hall dwelling. The historical pattern associated with this property is most likely subsistence-level agriculture in Sussex County. The small (approximately 3 acres) triangular property may be the remnant of a larger, pre-DuPont Highway farm, but the field pattern visible in the 1937 aerial photograph suggests that the modern tax parcel had been established by that time. The 1937 photograph also shows that there was not a large complex of support buildings, although the exact number of standing structures cannot be discerned; by 1984, the date of photographs on file at DelSHPO, only the house and the barn remained. The land is no longer farmed, and the dwelling and barn no longer convey their functional relationship to the surrounding property. This isolated dwelling and barn do not rise to the level of historical significance as an example of early twentieth-century subsistence-level agriculture, and the property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

To meet eligibility requirements, the house must retain the original configuration of the façade openings, which is diagnostic of this house form. Contributing to integrity would be retention of original or historic exterior fabric including siding, fenestration, roof profile and structure, chimney(s), and porches, if any. The exterior has been resided in aluminum, and side and rear additions extend from the main block and alter its historical massing. Because it lacks the

integrity necessary to convey its potential architectural significance, this property is recommended not eligible for inclusion in the National Register under Criterion C.

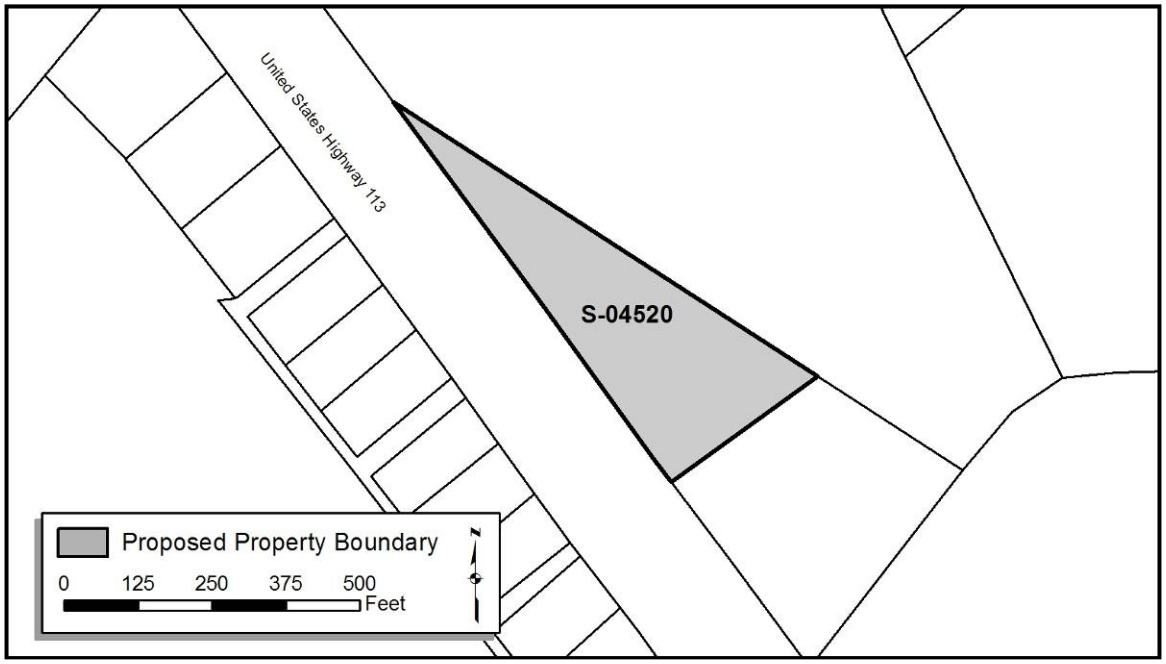
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-04520

main building (.001) façade and southeast side, view to N

main building (.001) rear and southeast side, view to W

barn (.002), view to NE



S-08431. Dwelling, 20146 DuPont Highway (PIN: 135-14.00-12.02) (Detail Map #2)

Description: This property, located on the west side of U.S. 113 north of Georgetown, includes a mid-twentieth-century dwelling and garage. The house is situated along the roadway facing east and is encircled by a semi-circular paved driveway. Shrubs are planted across the front of the house. Dense woods abut the property to the west.

This c. 1940 one-and-one-half-story, rectangular-shaped, wood-framed house has a three-bay façade. A shed-roofed portico stands at the center of the front and shelters the main entrance. Fenestration throughout the dwelling consists of single, one-over-one, double-hung vinyl sash windows. Two gabled dormers are featured across the front. A shed-roofed porch enclosure extends from the northwest corner of the rear. Attached to the rear wall is a one-room, flat-roofed addition covered in aluminum and enclosed by sliding-glass windows. A rear entrance pierces the rear, west wall of the addition. Attached to the north side of the house, spanning the depth of the main block and the shed-roof extension, is a hipped-roof addition. A modern entrance pierces the center. The entire house sits on a concrete-block foundation and is clad in aluminum siding. The side-gabled roof over the main block is sheathed in asphalt. Two brick chimneys rise from the exterior of the house, one on the south gabled end of the main block and one on the south wall of the rear addition.

West of the house stands a c. 1950 one-story, wood-framed garage (.002). This rectangular-shaped building sits on a concrete-block foundation and is clad in asbestos shingles. A cross-gabled roof with gabled-front end shelters the building. A flat-roofed metal awning extends across the front of the building and shelters two garage door entrances.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; Cape Cod property type.

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

This property was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

To be considered architecturally significant, examples of the Cape Cod property type should be better preserved than the average Cape Cod in a particular area and exhibit diagnostic elements of its building type. This would include elaborated entrances, symmetrical fenestration with multi-light, double-hung sash windows, ornamental shutters, and symmetrical, often pedimented, front dormers. This modest example has a few distinguishing details such as its gabled dormers and a pair of quarter-round windows flanking the exterior brick chimney in the north-facing gable end, but its entrance is unelaborated and sheltered by a plain shed-roof portico and its integrity has

been compromised by the window replacements and residing in aluminum. Further, the large rear addition alters the original massing of the building and is incongruent with the historical form. Because it lacks both significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

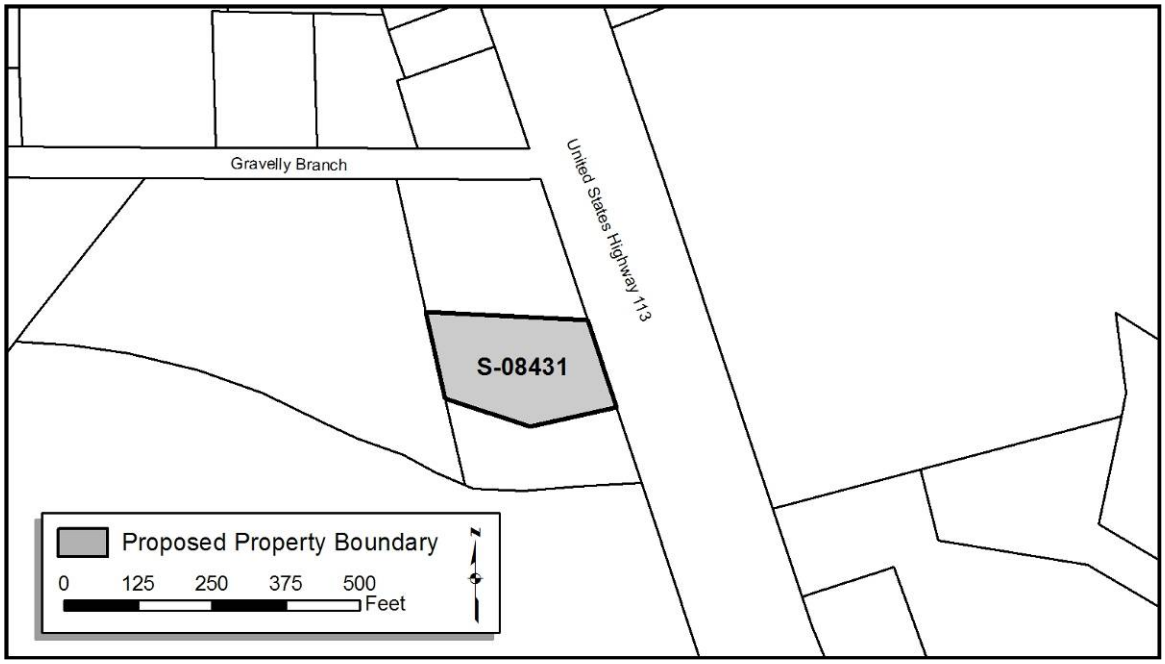
S-08431

main building (.001) façade and south side, view to NW

main building (.001) façade and north side, view to SW

main building (.001) rear and north side, view to SE

garage (.002), view to SW



S-08432. Dwelling, 20084 DuPont Highway (PIN: 135-14.00-10.00) (Detail Map #2)

Description: Located on the west side of U.S. 113 north of Georgetown, this property includes a mid-twentieth-century dwelling, facing east. A linear, paved driveway lies to the north of the house and extends from the roadway to a modern garage. Shrubs are planted across the façade of the house.

This c. 1955 one-story, wood-framed, L-shaped house measures three bays in width. An inset entry porch spans the center to northeast corner of the front façade and shelters a centralized entrance and Chicago-style window. Fenestration of the remainder of the façade, sidewalls, and rear consists of single, six-over-six, vinyl sash windows. A secondary entrance provides access to the house from the rear, northwest corner of the house. A rear gabled ell extends from the southwest corner and measures approximately one room in depth. A large, modern, wood deck surrounds the rear and ell of the dwelling. The entire house sits on a concrete-block foundation and is clad in vinyl siding. The cross-gabled roof is sheathed in asphalt shingles. A brick chimney rises from the center, interior of the main block.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; double-pile cottage with front extension property type.

Evaluation: This property has been evaluated for the National Register for its dwelling, a c. 1955 double-pile cottage with front extension. This property was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As a common modern vernacular house type, examples of this property type rarely meet eligibility requirements under Criterion C. This example has been extensively altered by the replacement of all windows and doors and residing in modern vinyl. This property lacks the integrity necessary to convey any significance it may have once possessed and is therefore recommended not eligible for the National Register under Criterion C.

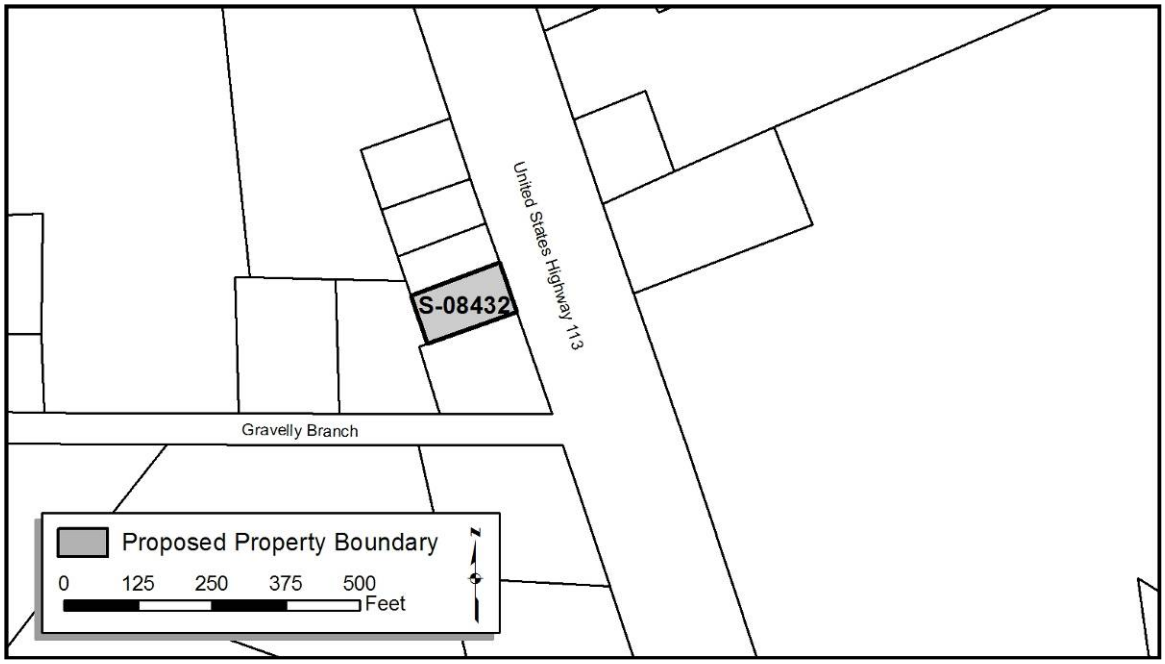
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-08432

main building (.001) façade and northwest side, view to S

main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E



S-08433. Dwelling, 20076 DuPont Highway (PIN: 135-14.00-9.00) (Detail Map #2)

Description: This property, located on the west side of U.S. 113 north of Georgetown, includes a mid-twentieth-century dwelling and garage. The house is situated along the roadway facing east. A linear, paved driveway lies to the south side of the house and extends from the roadway to the garage. Tall trees flank both sides of the drive and heavily shade the rear of the property.

This c. 1955 one-and-one-half-story, rectangular-shaped, wood-framed house (.001) has a three-bay façade. An inset entry porch enclosure spans the center to southeast corner of the façade and shelters a centralized entrance and Chicago-style window. Fenestration of the remainder of the façade, sidewalls, and rear consists of single, one-over-one, vinyl sash windows. A secondary entrance pierces the southwest corner of the south side. A third entrance provides access to the dwelling from the center of the rear façade and is sheltered by a shed-roofed enclosed entry. A one-story, shed-roofed addition that measures approximately one-room in size extends from the southwest corner of the rear of the house. The entire house sits on a concrete-block foundation and is clad in vinyl siding. The side-gabled roof is sheathed in composition shingles. A concrete-block chimney rises from the rear (west) of the main block.

West of the house stands a c. 1955 one-and-one-half-story, concrete-block, two-car garage (.002). A gable-front roof sheathed in asphalt covers this rectangular-shaped building. Two vinyl, roll-up garage doors pierce the front entrance.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; double-pile cottage with front extension property type.

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

This property was evaluated for its dwelling, a c. 1955 double-pile cottage with front extension. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As a common modern vernacular house type, examples of this property type rarely meet eligibility requirements under Criterion C. This example has been extensively altered by the replacement of all windows and doors, residing in modern vinyl, enclosure of the inset front porch, and construction of a rear addition. This property lacks the integrity necessary to convey any significance it may have once possessed and is therefore recommended not eligible for the National Register under Criterion C.

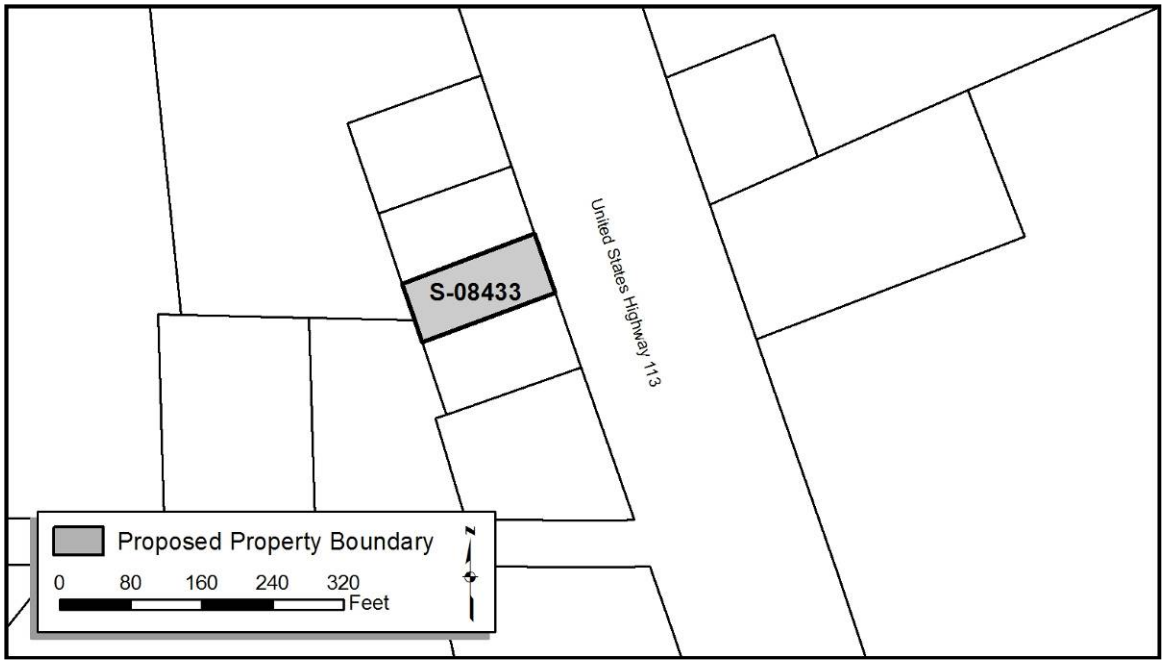
The buildings on this property reflect common twentieth-century construction techniques and are not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-08433

main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E

garage (.002), view to W



S-08437. Dwelling, Wilson Road
(PIN: 135-9.00-45.00)
(Detail Map #2)

Description: Located on the north side of Wilson Road north of Georgetown, this property contains a mid-twentieth-century dwelling, facing south. A paved parking area lies across the front of the property, and a semi-circular, gravel driveway encircles the dwelling to the east, north, and west. Tall, mature trees shade the front and rear lawns.

This c. 1940s one-story, wood-framed, rectangular-shaped house measures three bays in width. A gabled portico stands at the center of the front and shelters the main entrance. Fenestration of the façade, sidewalls, and rear consists of single, one-over-one, vinyl sash windows. One-story, gabled additions extend from both the east and west gable-ends of the main block. A concrete stoop leads to a secondary entrance located on the rear, northeast corner of the east addition. A one-room, shed-roofed addition extends from the center of the rear wall of the main block. The house sits on a rusticated concrete-block foundation, and the addition sits on regular concrete block. Aluminum siding covers all sides of the house. The side-gabled roof is sheathed in composition shingles and features exposed rafter ends across the front and rear. A brick chimney rises from the exterior of the east gable end of the main block.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property has been evaluated for the National Register as a c. 1940s bungalow. It appears to be an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. In this case, the original farmstead appears to have been located at the northeast corner of the Wilson Road and the DuPont Highway, less than two-tenths of a mile west of this dwelling. The subdivision of land was minimal; the lots surrounding this 1-acre parcel are still relatively large (13 acres and 6 acres) and are not developed. Perhaps this dwelling functioned as a family member's residence or a tenant's cottage. Regardless, individual examples of farmland subdivision rarely possess historic significance, and this property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This small cottage is a simple example of a common architectural type and lacks the distinction necessary to be considered architecturally significant. Further, it has been altered by the construction of large side additions that more than double its original size, replacement of all windows, and the application of aluminum siding. Because it lacks both significance and integrity, this property is recommended not eligible under Criterion C.

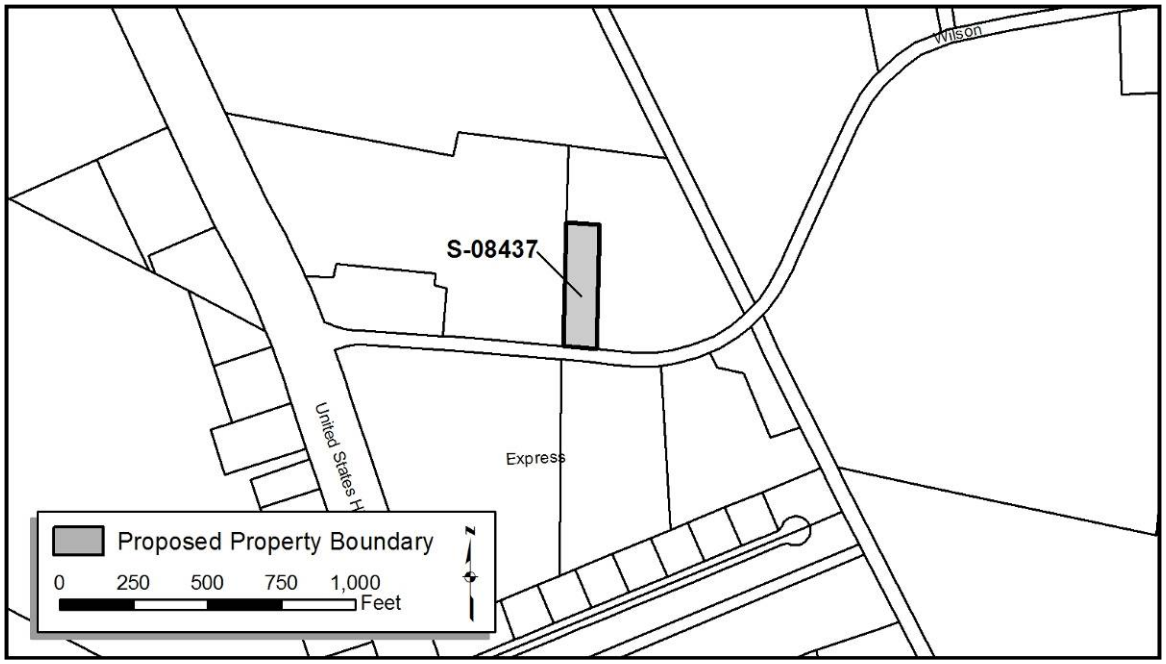
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-08437

main building (.001) façade and east side, view to NW

main building (.001) façade , view to N

main building (.001), view to SE



S-08448. Dwelling, 18673 DuPont Highway
(PIN: 135-9.00-36.00)
(Detail Map #2)

Description: This property, located on the northeast side of U.S. 113 north of Georgetown, contains a mid-twentieth-century vernacular dwelling. The house sits along the roadway facing southwest. An asphalt drive lies southeast of the house. A tall, wood privacy fence extends from both ends of the house, encompassing a portion of the drive, the rear lawn, and three modern sheds.

This c. 1940 rectangular-shaped, wood-framed house stands one-story in height with a one-story, full-width, shed-roofed enclosed addition attached to the rear. The front façade has four bays. Fenestration is irregular with a modern door piercing the northwest end of the façade. Single, one-over-one, double-hung, vinyl sash windows flanked by vinyl, non-functional shutters are featured on each wall. Details of the rear façade were unattainable as access to the rear of the property was denied. The house sits on a concrete-block foundation, is clad in vinyl siding, and is covered by a side-gabled roof sheathed in composition. A concrete-block chimney rises from the exterior of the northwest gable-end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; vernacular cottage property type.

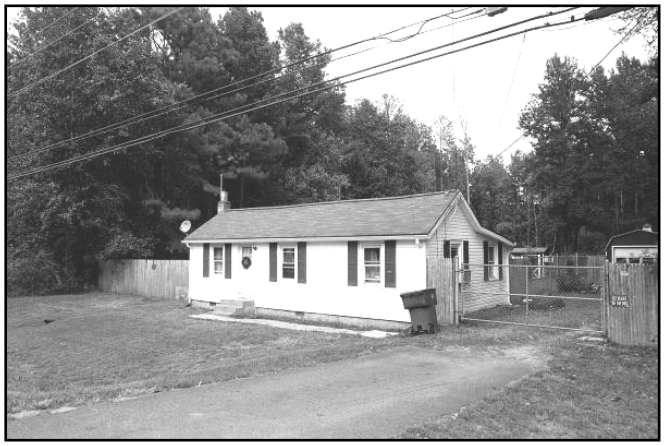
Evaluation: This property has been evaluated for the National Register as c. 1940 vernacular dwelling. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. This small vernacular dwelling cannot be associated with a particular building style or tradition, and, furthermore has been extensively altered. Alterations include the replacement of all windows and doors, the application of the modern siding to the exterior, and the construction and attachment of rear additions. Lacking both significance and integrity, this property is recommended not eligible under Criterion C.

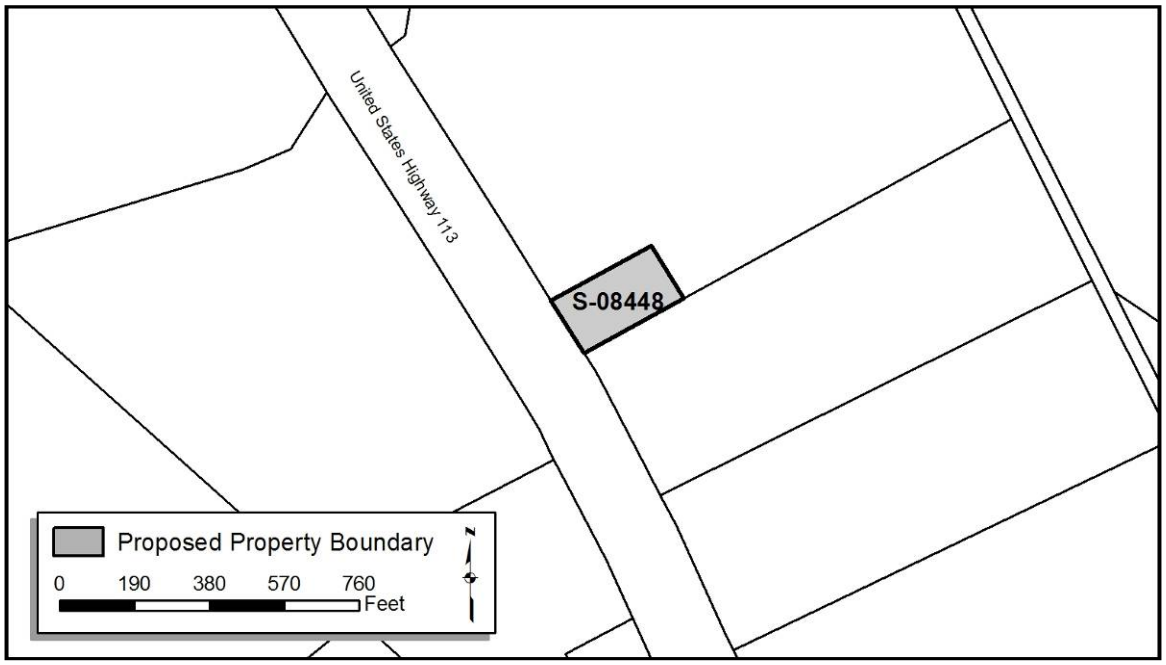
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-08448



main building (.001) façade and southeast side, view to NNE

main building (.001) façade and northwest side, view to SE



S-08451. Dwelling, 18857 DuPont Highway
(PIN: 135-9.00-40.00)
(Detail Map #2)

Description: This property is located on the northeast side of U.S. 113 north of Georgetown and contains a mid-twentieth-century dwelling and modern shed. The house is situated along the roadway facing southwest with an asphalt driveway to the northwest. Overgrown plantings grow across the façade of the house, and tall trees shade the rear lawn.

This c. 1959 one-story, concrete-block, rectangular-shaped house has a three-bay façade. The main entrance is located on the center of the façade, fronted by a small wood deck. Fenestration of the façade, sidewalls, and rear consists of single, two-over-two, double-hung sash windows. A small, shed-roofed, concrete-block enclosure extends from the center of the rear and shelters a water-pump system. The gable ends of both sidewalls are sheathed in asbestos shingles. A side-gabled roof, sheathed in asphalt, covers the dwelling. A concrete-block chimney rises from the center, exterior of the northwest gable end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; vernacular cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1958 vernacular cottage. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

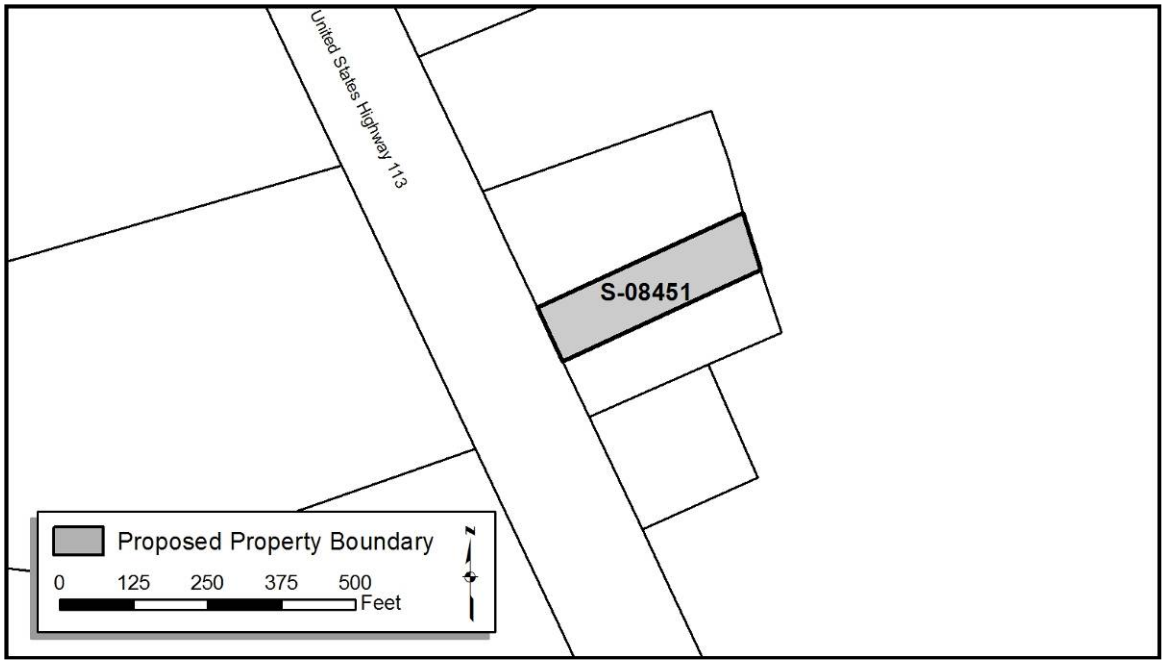
Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. This unadorned vernacular dwelling cannot be associated with a particular building style or tradition and clearly lacks architectural significance. Furthermore, its integrity has been compromised by the replacement of doors and windows. Lacking both significance and integrity, this property is recommended not eligible under Criterion C.

The building on this property reflects common twentieth-century construction techniques and is 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.

S-08451

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S



S-08452. Dwelling, DuPont Highway
(PIN: 135-9.00-41.00)
(Detail Map #2)

Description: This property, located on the northeast side of U.S. 113 north of Georgetown, contains a vacant/abandoned, mid-twentieth-century dwelling. The house sits along the roadway facing southwest. Tall, mature trees grow to the rear of the property.

This c. late 1950s rectangular-shaped, wood-framed house stands one story in height with a one-story, gabled-ell extending from the rear, north corner. The front façade has three bays, the centralized, main entrance flanked by single windows. Fenestration primarily consists of single, two-over-two, double-hung sash windows with a Chicago-style bay featured on the front. The house sits on a concrete-block foundation, is clad in horizontal wood siding, and is covered by a side-gabled roof covered in asphalt. The roof of the building is heavily deteriorated and collapsing inward. A concrete-block chimney rises from the center interior of the roof ridge.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; vernacular cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. late 1950s vernacular cottage. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

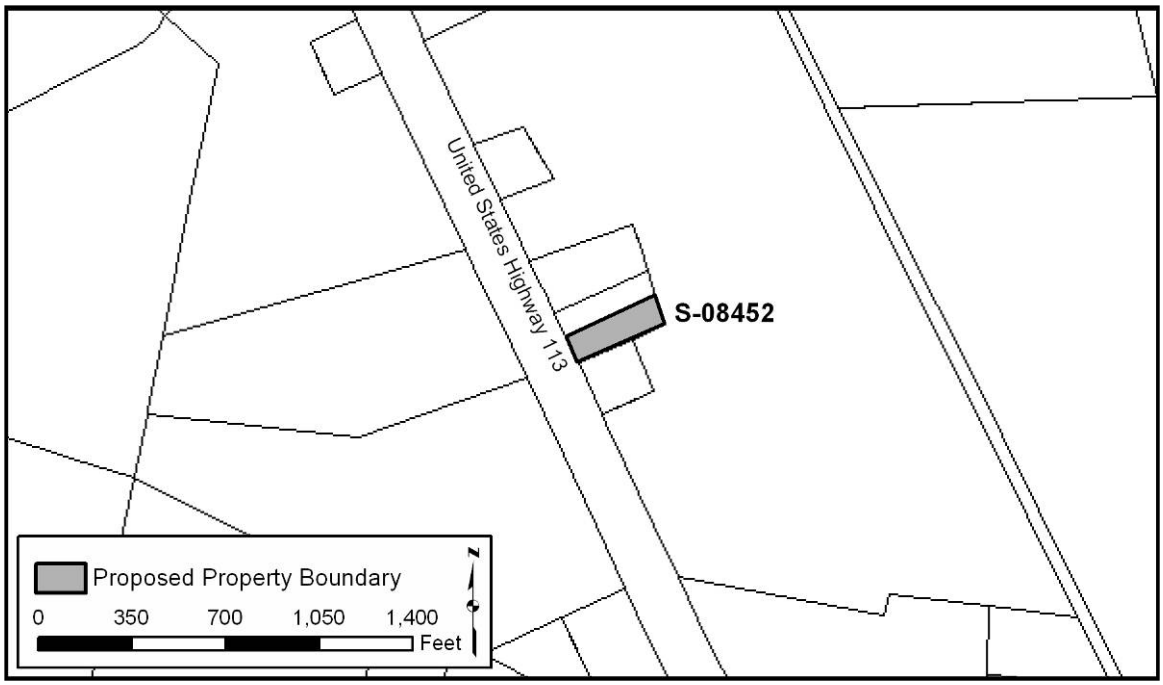
Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. This unadorned vernacular dwelling cannot be associated with a particular building style or tradition and clearly lacks architectural significance. Furthermore, it is in poor condition, nearly dilapidated, and its original materials have severely deteriorated. Lacking both significance and integrity, this property is recommended not eligible under Criterion C.

The building on this property reflects common twentieth-century construction techniques and is 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.

S-08452

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S



S-08453/ S-08587. R.E. Betts Farm, 18947 DuPont Highway (PIN: 135-9.00-43.00) (Detail Map #2)

Description: This property, located on the northeast side of U.S. 113 north of Georgetown, contains an early twentieth-century dwelling, four outbuildings, and two modern buildings. One of the outbuildings (.005) was originally recorded as S-08587 by LeeDecker et al. (1992:131), but since it appears to be part of the same property, it is included here.

According to the current property owner, and confirmed by aerial photographs, the house was originally located further to the west, in what is now the northbound travel lane of U.S. 113. It was moved to its current location c. 1988 when the highway was dualized. The house faces southwest toward the roadway, with a grass-and-gravel driveway to its southeast. Two large shrubs are planted at the front entrance of the dwelling, and trees grow in sporadic locations throughout the property. The property is fairly open, with agricultural land to the east.

This c. 1925 two-and-one-half-story, wood-framed, square-shaped house (.001) has a three-bay façade. A full-width, hipped-roofed porch replacement shelters the main entrance, which is located on the center of the façade. Fenestration of the façade, sidewalls, and rear consists of single, one-over-one, double-hung sash windows. A modern wood ramp extends across the ground level of the southeast side, accessing the front porch from the south end. A full-width, shed-roofed porch enclosure stands across the rear (northeast). A modern wood deck extends from the center of the enclosure and accesses a secondary entrance into the house. The dwelling sits on a concrete-block foundation and is covered in aluminum. A pyramidal roof, sheathed in asphalt, covers the dwelling. A hipped dormer is featured across the front slope of the roof.

North of the dwelling, facing southwest, stands a c. 1920s barn (.002). This one-story, wood-framed building is clad in vertical wood siding and covered by a gabled-front roof sheathed in metal. The building measures three bays in width and one room in depth. Further northwest (now on an adjacent lot, but historically part of the same property) stands a c. 1920s former two-unit feeding stall/pen (.003). This one-story building is constructed of wood and concrete block and is covered by a gabled roof. East and to the rear of the house, facing northwest, stands a c. 1930 workshop/shed (.004). This one-story, wood-framed building is clad in plywood and covered by a gabled-front roof sheathed in tarpaper. Northeast of the house stands a c. 1950s streamlined, steel trailer (.005) covered in sheets of metal. All of these outbuildings were vacant and unused at the time of the survey.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Agriculture theme and Architecture, Engineering and Decorative Arts theme; agricultural complex and foursquare property types.

Evaluation: This property was surveyed and evaluated by LeeDecker et al. (1992:113, 131) and both resources (S-08453 and S-08587) were recommended not eligible for the National Register, a conclusion with which JMA concurs.

JMA evaluated this property as an agricultural complex as well as for its house, a c. 1925 American foursquare. Agricultural complexes typically consist of a dwelling or dwellings, domestic and agricultural outbuildings, related utilitarian and non-utilitarian spaces and features, and associated agricultural fields, woodlots, and orchards. To be eligible under Criterion A, the complex must have the ability to convey information or exhibit trends concerning Delaware's

agricultural development. Under Criterion C, the principal historic components of the complex must be present and convey strong associations with the farm's period of significance. Buildings and structures should retain integrity of materials, design, feeling, and workmanship.

The large farm that this complex appears to have been associated with consisted of, at minimum, 70 acres between the DuPont Highway and the railroad right-of-way to its east. There were two farm complexes on the property—this one and another approximately .2 miles to the north that is no longer extant (S-08449/7S-F-072). It appears that subdivision of the farm began in the late 1950s, when several houses were built on smaller lots along the farm's DuPont Highway frontage. There is no sign on any of the historic-period aerials of the distinctive chicken houses so common on Sussex County farms in the twentieth century, so it appears that this was more of a general farm, probably a truck farm devoted to field crops. The outbuildings on the.7-acre parcel of S-08453 are all vacant, and the lot now functions as a residential property. The complex no longer retains its association with historical trends in Sussex County agriculture, and it does not convey its significance as a farm. None of the outbuildings are unusual or early forms, and the complex as a whole does not possess architectural significance. The property is therefore recommended not eligible under Criterion A or C as an agricultural complex.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Elements contributing to the significance and integrity of a foursquare would include elaborate stylistic details from the Prairie, Craftsman, and Colonial Revival styles such as multi-light windows, battered porch posts, and brackets. The foursquare would also need to be well preserved, better than the average foursquare in a particular area. Alterations to this example include the application of modern siding to the exterior, the replacement porch built across the front façade, the enclosure of the rear porch, and the attachment of the rear deck. The newer foundation that the dwelling sits upon is indicative of the move the house underwent during the dualization of U.S. 113. Because of its lack of significance and integrity, this house is recommended not eligible for the National Register under Criterion C.

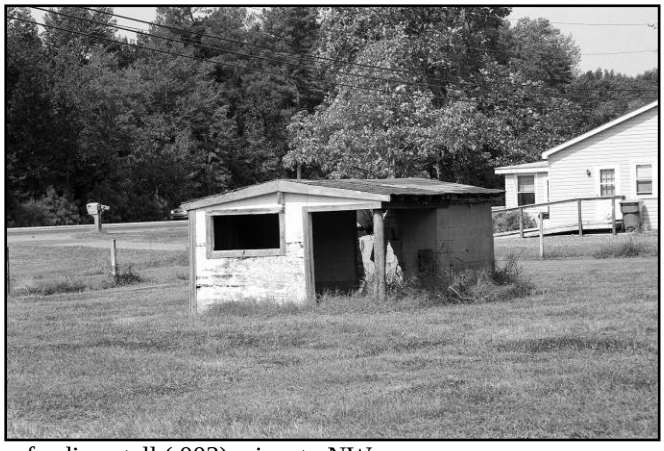
The buildings on this property reflect common twentieth-century construction techniques and are not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-08453/ S-08587

main building (.001) façade and southeast side, view to N

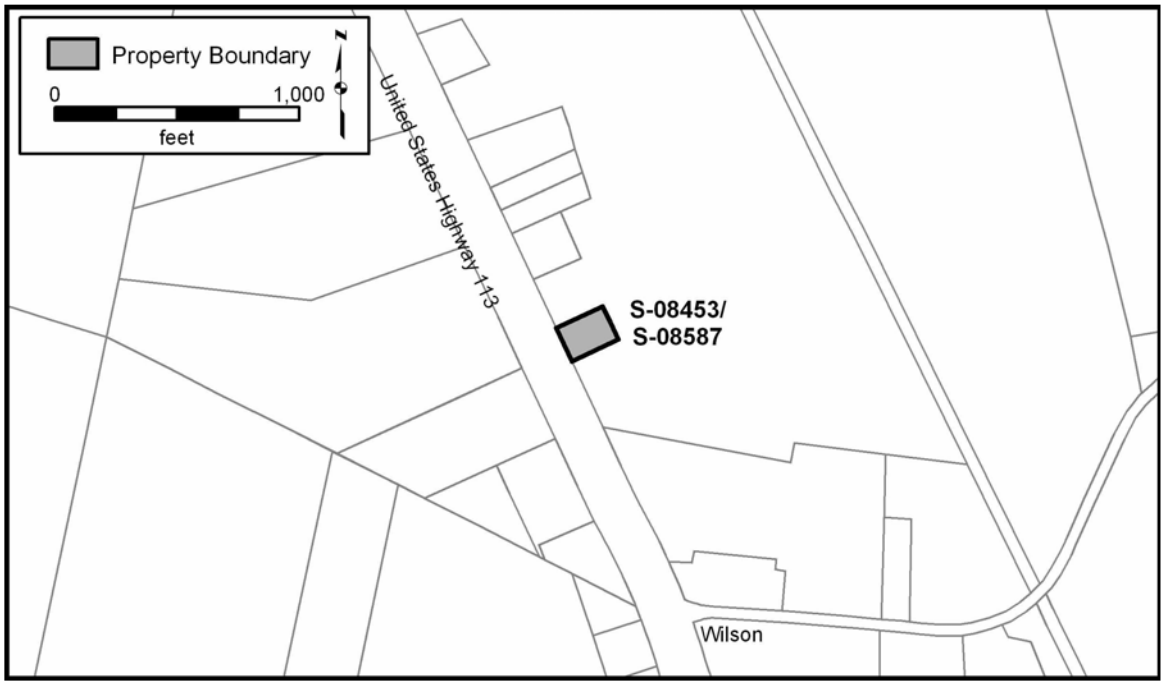
main building (.001) rear and northwest side, view to SW;

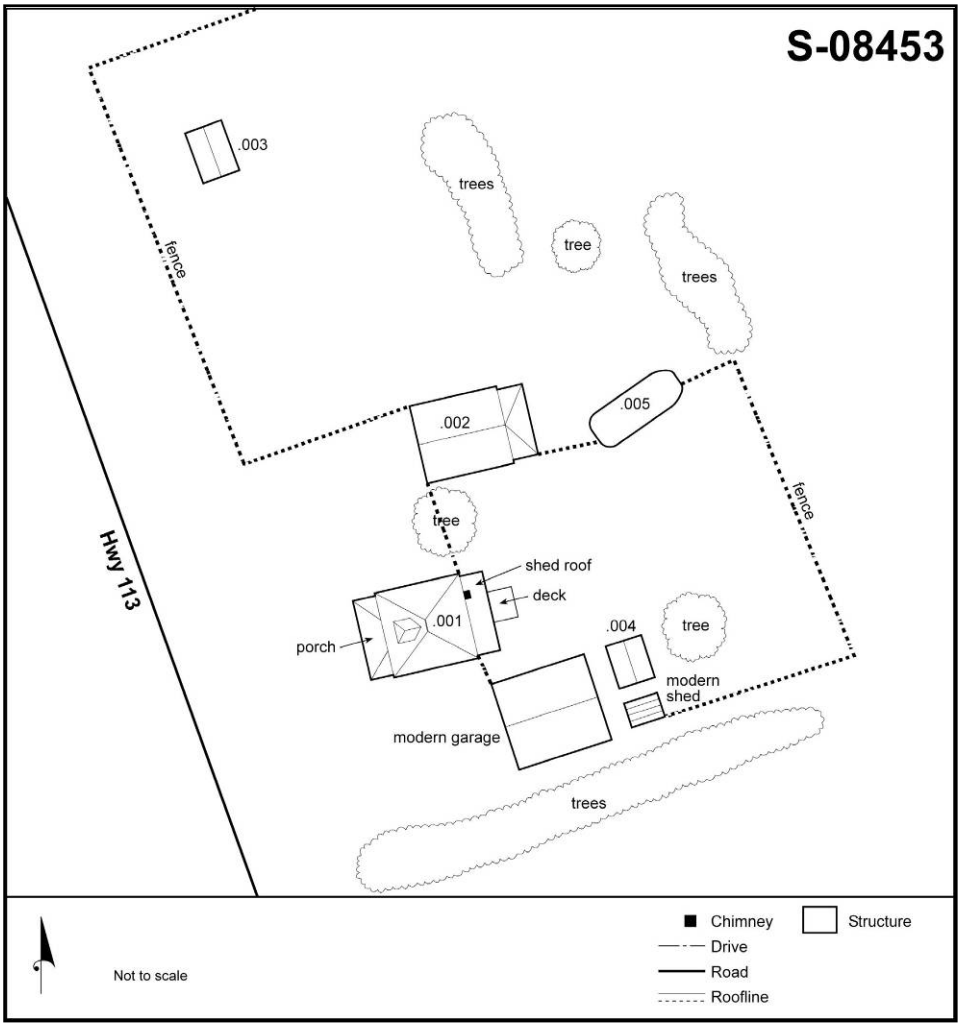
barn (.002), view to E



feeding stall (.003), view to NW

trailer (.005; previously recorded as S-08587), view to SE


Property Boundary
0
1,000
feet
N
United States Highway 113
S-08453/
S-08587
Wilson


S-08453
.003
trees
tree
trees
fence
.002
.005
fence
tree
Hwy 113
shed roof
deck
.001
porch
.004
tree
modern
shed
modern garage
trees
Not to scale
Chimney
Structure
Drive
Road
Roofline

(1937 aerial)

(1961 aerial)

S-08586. Dwelling, DuPont Highway
(PIN: 135-9.00-28.00)
(Detail Map #2)

Description: This property is located on the southwest side of U.S. 113 north of Georgetown and includes a mid-twentieth-century dwelling. The dwelling faces northeast with a gravel-and-asphalt driveway located on its southeast side. A commercial property, is located to the immediate north of the property, and there are modern shed buildings scattered between the two properties.

This c. 1940 one-story, wood-framed, rectangular-shaped house features a one-story, one-room shed-roofed addition that extends from the south corner of the rear wall. A shed-roofed well-pump enclosure is attached the rear of the addition. The main block has a three-bay façade. A shed-roofed, screened, lattice-covered entry porch shelters the centralized, main entrance. Fenestration throughout the house consists of single, one-over-one, double-hung wood sash windows. A side entrance, sheltered by a gabled hood with decorative iron brackets, pierces the center of the southeast wall. The house sits on a concrete-block foundation and is clad in aluminum siding. A side-gabled roof, sheathed in asphalt, covers the dwelling. A concrete-block chimney rises from the exterior of the southeast wall.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was surveyed and evaluated in 1992 by LeeDecker et al. and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

This property was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

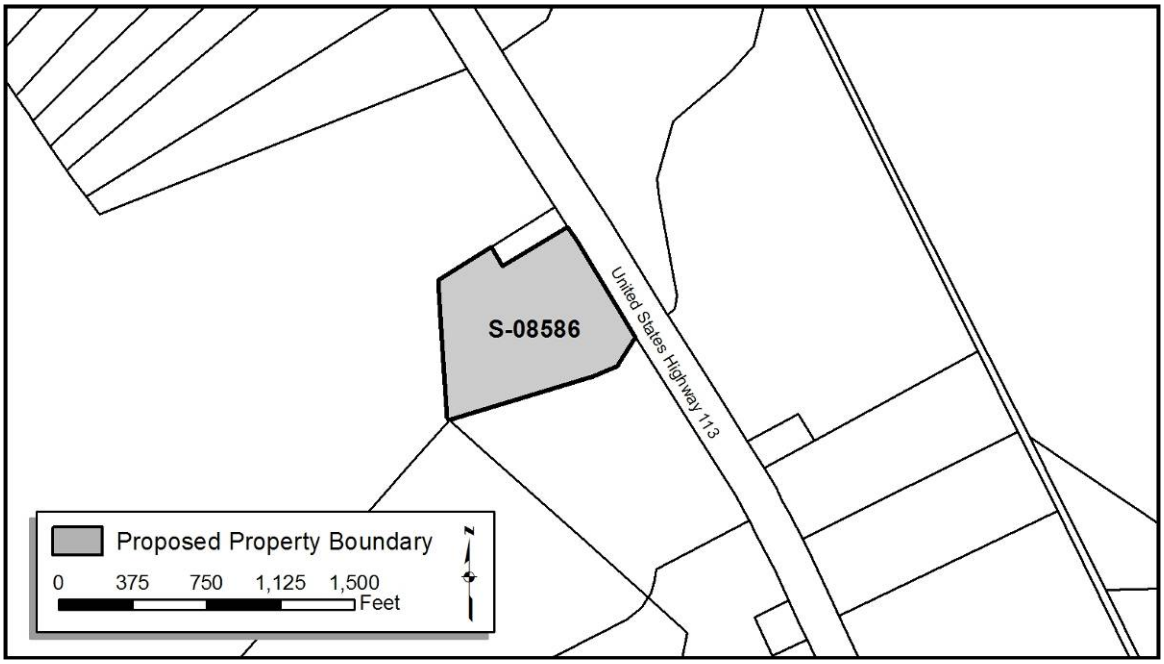
Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This example has been resided in aluminum, and the front porch has been screened and covered with lattice, thereby compromising the dwelling's integrity of materials. With compromised integrity, this dwelling is recommended not eligible the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-08586

main building (.001) façade and northwest side, view to S

main building (.001) rear and southeast side, view to N

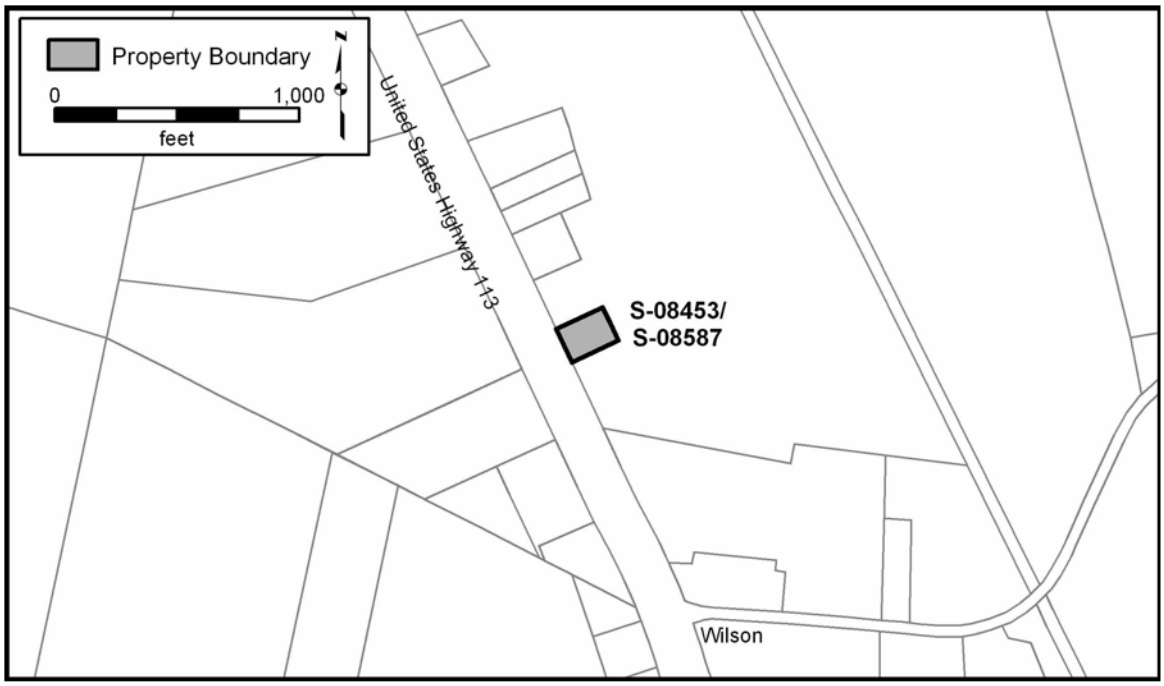


S-08587. Trailer, R.E. Betts Farm, 18947 DuPont Highway (PIN: 135-9.00-44.00) (Detail Map #2)

This trailer is recorded as S-08453.005 because it is part of that property's complex. It was surveyed and evaluated by LeeDecker et al. (1992:131) under the number S-08587 and was recommended not eligible for the National Register, a conclusion with which JMA concurs.

S-08587

trailer (S-08453.005), view to SE



S-09127. William C. Jason High School, Route 18 (PIN: 135-14.00-41.00) (Detail Map #7)

The William C. Jason High School, now known as the Jason Tech Center of the Delaware Technical and Community College, is located on the south side of Route 18 in Georgetown. The building was recorded in 1998, and in the CRS form on file at DelSHPO, it was identified as the first African-American high school in Sussex County. The surveyor noted that the building had been completely renovated, inside and out. The property was later examined by the Department for a sidewalk project in the vicinity (Contract Number 20-013-05), at which time its potential National Register eligibility was explored (Delaware Department of Transportation n.d.).

In their write-up, the Department confirmed that the building had been completely renovated: "during an interior inspection of the property, all of the old high school and most of the walls from the original gym has been removed. Metal framing has been placed dividing and altering the division of spaces into modern offices, classes, and workspace partitions… For example, an exterior wall from William C. Jason High School was incorporated into the Jason Tech Center, but the old school exterior wall can not be identified at the exterior of the Jason Tech Center" (Delaware Department of Transportation n.d.:7).

The Department concluded that the building lacked the necessary integrity to be eligible under Criterion C. The question of significance under Criterion A was also explored, but, again, integrity issues were cited as likely to preclude eligibility. Given the extent of renovations, alterations, and subsequent building efforts, all that "remains is the association by building name and a building location that is still part of an education center" (Delaware Department of Transportation n.d.:).

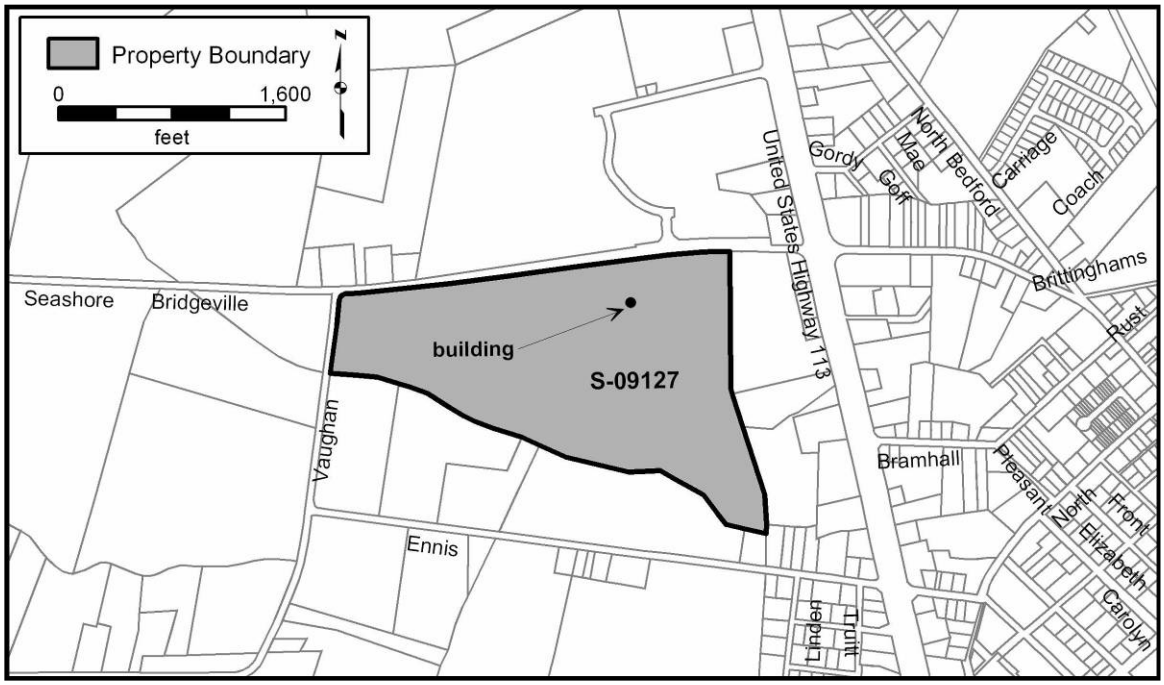
JMA visited the property for the purpose of taking current photographs, but, at the instruction of the Department, did not re-survey or reevaluate the property. Photographs of the building from all sides show that the historic core—if there is one—has been completely obscured by subsequent construction. Based on exterior inspection, JMA agrees with the findings and recommendations of the Department and recommends that this property is not eligible for listing on the National Register.

S-09127

Jason Tech Center, view to SE

Jason Tech Center, view to SW

Jason Tech Center, view to NW



S-10762. Timmons's Garage, 26055 U.S. Route 113 (PIN: 133-6.00-156.01) (Detail Map #15)

Description: This property contains a c. 1960s automotive service garage and a wood-framed, single car garage surrounded by a gravel parking area. Trimmed bushes are planted along the front and one side wall of the garage.

The garage consists of two blocks, a taller southeast service bay block and a shorter, northwest office and service block. The southwest façade of the service bay has a tall, steel-and-glass roll-down door and a 10-light, metal-framed, industrial sash window. The southeast side of the service bay is fenestrated with two 15-light, metal-framed, industrial sash windows. The façade of the office block is pierced by two entry doors, one roll-down, steel garage door and a second steel roll-down door with lights in its upper portion.

The northwest wall is pierced with a window air conditioning unit. The southeast wall of the garage contains paired, 15-light, steel-framed, industrial sash windows. The rear (northeast wall) features a central, roll-down steel door. To the left of the door is a multi-light, steel, industrial sash window, while to the right of the vehicle door is a single light pedestrian door.

A single-story rear wing has a roll-down metal and glass door in its southeast wall. Its northeast wall contains a six-light, two panel door and a multi-light, steel-framed window. The walls of the garage are sheathed in stucco. A concrete-block heater chimney adjoins the northwest wall. Flat parapets mark a portion of the roof edges.

A wood-framed, front-gabled, single-car garage (.002) is set north of the commercial garage. This smaller garage has a metal roll-down door in its front wall. The northeast side wall is pierced by a one-over-one, double-hung sash window and a four-panel door. The rear wall is pierced by a single-light, two-panel, wood door. The garage is sheathed in clapboards. Its eaves are marked by exposed rafter tails, and its roof is sheathed in corrugated metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Transportation and Communication theme; independent garage property type.

Historic Overview: Mr. Timmons, the owner of the property, built this garage c. 1960, and operated an auto salvage parts shop from the building for a few years. By the late 1960s he closed his business. Soon thereafter, he leased the building to a local Ford dealership to use as their body shop. Their use of the building lasted about 10 years. Various other occupants rented the building from then to the present day. In more recent years it has been leased to Bob Schaeffer Auto.

All of the doors in the building were replaced. Originally, all of the garage doors were wood-and-glass and the smaller, pedestrian doors were steel. The smaller garage that stands to the rear of the building was moved to the site from Rehoboth during the 1970s (Timmons 2006).

Based on records on file at Sussex County Recorder of Deeds, the property is a portion of a substantially larger parcel that the Federal Farm Mortgage Company sold to Preston L. and Dorothy S. Timmons in 1938 for $2,686 (Sussex County Deed Book 314:68, February 18, 1938). In 1971 Dorothy Timmons, then remarried, and her husband, John B. Holloway, sold a parcel of

1.52 acres containing the building to Terry L. and Lisa D. Timmons for one dollar and other good and valuable considerations (Sussex County Deed Book 670:86, July 20, 1971).

Evaluation: The property is representative of the independent garage property type within the automobile facilities property type. Independent garages are a property type integrally related with the development of highways. As the number of automobiles increased so did the number of garages needed to supply parts and service them. Early garages may be consisted to have importance in the evolution of transportation in a local area of region. Such is the case with Blakeley's (S-11218), a service station elsewhere in the Georgetown area that was constructed in the early part of the twentieth century. By the mid-twentieth century, the number of independent garages had increased to such a degree that few, if any, examples from the period possess historical significance. Such is the case with Timmons's Garage, built in about 1960 according to the owner and used as a garage and parts business. The property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

A garage may be eligible under Criterion C as a significant example of a type of automotive-related construction. In order to be considered eligible, a garage must exhibit integrity of location, design, feeling, association, workmanship, and setting. To retain integrity of design, a garage must retain its original windows and door openings, although doors may have been replaced. Components that convey the property's historic purpose, including roll-down bay doors, hydraulic vehicle lifts, and the office, must be present, and the garage must convey strong associations with its period of construction. Later examples of a service garage must retain all or almost all of their original building fabric to be eligible.

Alterations to the garage include replacement of the original vehicle bay roll-down doors with new doors placed in the original openings, construction of a rear addition with an additional garage bay, and replacement of some original pedestrian doors in the original openings. The integrity of setting has been somewhat compromised by the construction of a cell tower on the property. Due to alterations and diminution of integrity, this late-period building is unable to convey any significance it might once have possessed and is recommended not eligible under Criterion C.

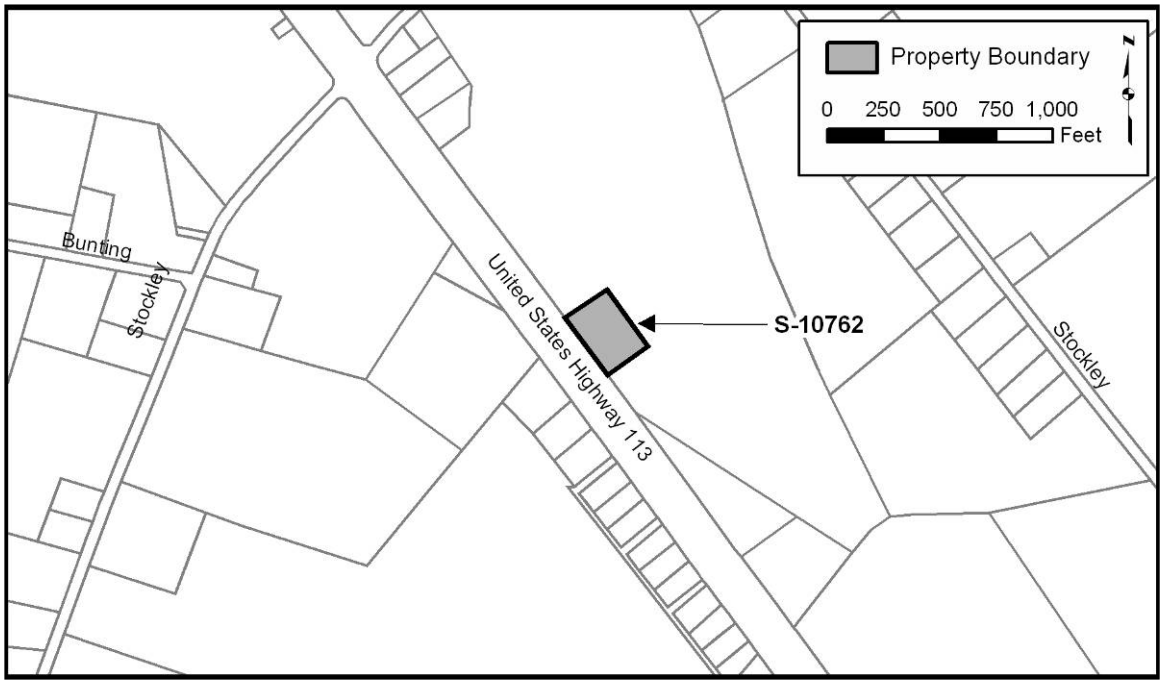
Eligibility under Criterion D is dependent upon the building conveying significant information about historic construction practices. As a mid-twentieth century building of standard concrete-block construction, it is not expected to yield important information about building construction and is therefore recommended not eligible under Criterion D.

S-10762

main building (.001) façade and northwest side, view to E

main building (.001) rear and southeast side, view to W

single-car garage (.002), view to S



S-10763. Daisey-Timmons Property, 25239 DuPont Highway (PIN: 133-6.00-156.00) (Detail Map #15)

Description: Located on the northeast side of U.S. 113, this property includes a c. 1930s Colonial Revival dwelling and modern garage. The house sits along the roadway facing southwest with a semi-circular driveway encircling the dwelling. Tall, mature trees line the sides of the property.

This two-and-one-half-story, wood-framed, house, rectangular in footprint, has a two-bay façade. A gabled portico shelters the side-hall, main entrance. A flat-roofed, porte-cochere extends from the south corner of the northwest wall, sheltering a secondary entrance. Attached to the north corner of the rear wall stands a two-story, shed-roofed addition sheltering a first-floor enclosure and second-floor, open porch. A gabled vestibule, attached to the north corner of the enclosure, shelters a rear entrance. To the west side of the addition extends a hipped-roof, bay window. A full-width, two-story porch stands along the southeast wall. Wood, Doric-style columns on a wood deck support the first-story porch, and the second-story balcony is open and trimmed by a wood balustrade. The house sits on a brick foundation and is clad in aluminum siding. The side-gabled roof is sheathed in asphalt. A brick chimney rises from the exterior southeast wall.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, Decorative Arts theme; Colonial Revival property type.

Historical Overview: Terry Timmons, the son of the previous owner of the property and current part owner of the parcel, recalled his parents purchasing the property (including the house) from a gentleman that was going through a divorce. Terry and his brother, Robert, were raised in the house and currently have joint ownership of the property. Currently, Mr. Timmons's daughter, son-in-law, and grandchildren live in the house.

Mr. Timmons confirmed the c. 1930s construction date and stated that very little has changed since his parent's bought the house. Exterior alterations include the application of aluminum siding to the exterior (c. 1980s); the replacement of the porch posts under the porte cochére (c. 1995), and the removal of the screening from the porch on the south end of the main block (c. 1995). The original interior details and floor plan are intact, with the exception of an upstairs bathroom remodeled in the 1950s. The garage that stands to the north side of the dwelling was built c. 1980. The original garage was much larger, but demolished and replaced with the present one that measures about 18 by 24 feet (Timmons 2006). According to assessment records, the property once included a poultry house that burned.

The sequence of ownership for this property obtained from the Sussex County Recorder of Deeds is somewhat unclear. The latest transaction involving the property occurred when, under provisions of the will of Dorothy T. Holloway, ownership passed to her sons, Terry L. Timmons and Robert J. Timmons (Sussex County Will Book 428:281, December 22, 1953).

According to a deed book reference in the County Assessor's office, a deed for the property was filed in 1944 when William L. Daisey sold a nine-acre parcel to Herman C. Daisey for an undisclosed sum (Sussex County Deed Book 326:227, January 11, 1944). William Daisey had acquired a larger, 38+ acre parcel, from Louis C. Marvel, in 1903 (Sussex County Deed Book 145:166, April 18, 1903). How the parcel passed from the Daiseys to Dorothy Holloway is currently uncertain.

Evaluation: The property was evaluated for the National Register as an example of a c. 1930s Colonial Revival dwelling. The house anchors a large former agricultural property, but probably never served as the farmhouse. Another house (no longer extant) can be discerned on the 1937 aerial photograph at the northern end of the property, fronting on Stockley Road. Although the Daisey-Timmons house is also visible on the aerial, it is set in a small clearing within a stand of trees along DuPont Highway, on a part of the property that does not appear to have been farmed. Further, the house dates to the same period as a group of five other houses that occupy small lots at the intersection of the DuPont Highway and Stockley Road, on land that may have originally been part of the farm. It appears that the farm (with its farmhouse on Stockley Road) was partially subdivided in the 1930s, and that the Daisey-Timmons house was added to the larger farm property at the same time. It is worth noting that the Daisey-Timmons house is grander than the rest of the dwellings, all of which are small bungalows of various design. This small area is an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. Farmland subdivision is normally recognizable on the landscape in a farm featuring its original nineteenth- or twentieth-century farmhouse with adjoining later dwellings on smaller lots. In this case, the agricultural context of the land division has been entirely lost since the presumed main farmhouse is gone, there are no extant agricultural outbuildings, the original farmland is no longer cultivated, and most of the once-open fields have returned to woodland. Without its agricultural context, the cluster of 1930s houses lacks thematic coherence, and does not appear to constitute a viable historic district. As an individual example of farmland subdivision, the Daisey-Timmons house is not historically significant and is recommended not eligible for the National Register under Criterion A.

As indicated above, both ownership and oral history research was conducted concerning the property. Based upon this research, no association can be made between the property and any events and/or person significant in the history of the local area. Therefore the property is recommended not eligible for the National Register under Criteria A and B.

The house displays a number of hallmarks of the Colonial Revival style including a pedimented entry portico with Tuscan columns that shelters a six-panel wood door flanked by six-light sidelights; a full-width southeast porch, also featuring Tuscan columns; a northwest porte cochére with similar columns raised on brick plinths, a boxed cornice with returns; and fanlights centered in the gable peak. It is unclear whether the rear box bay window, and the rear projection including a second story deck were part of the original design, but these elements, if alterations, do not diminish the integrity of the property. The only significant exterior alteration to the house was covering of the original wood clapboards with aluminum siding. The house retains all aspects of integrity and is a locally significant example of a Colonial Revival dwelling. It is recommended eligible for the National Register under Criterion C.

As a c. 1930 wood-framed house, this dwelling appears to embody standard early twentieth-century, wood-framed, residential construction practices that is not likely to provide new information on this construction type that is not already available through other means. It is therefore recommended not eligible under National Register Criterion D.

The recommended National Register boundary for this property is an approximately .25-acre polygon at the west corner of Sussex County tax parcel 133-6.00-156.00 that contains the house, its driveway, and a small area around the dwelling. The boundary extends 80 feet northeast along the northern parcel line, then southeast 133 feet, 80 feet southwest, and then northwest for 133 feet parallel to the parcel line along U.S. 113 to the point of beginning. Aerial photographs show

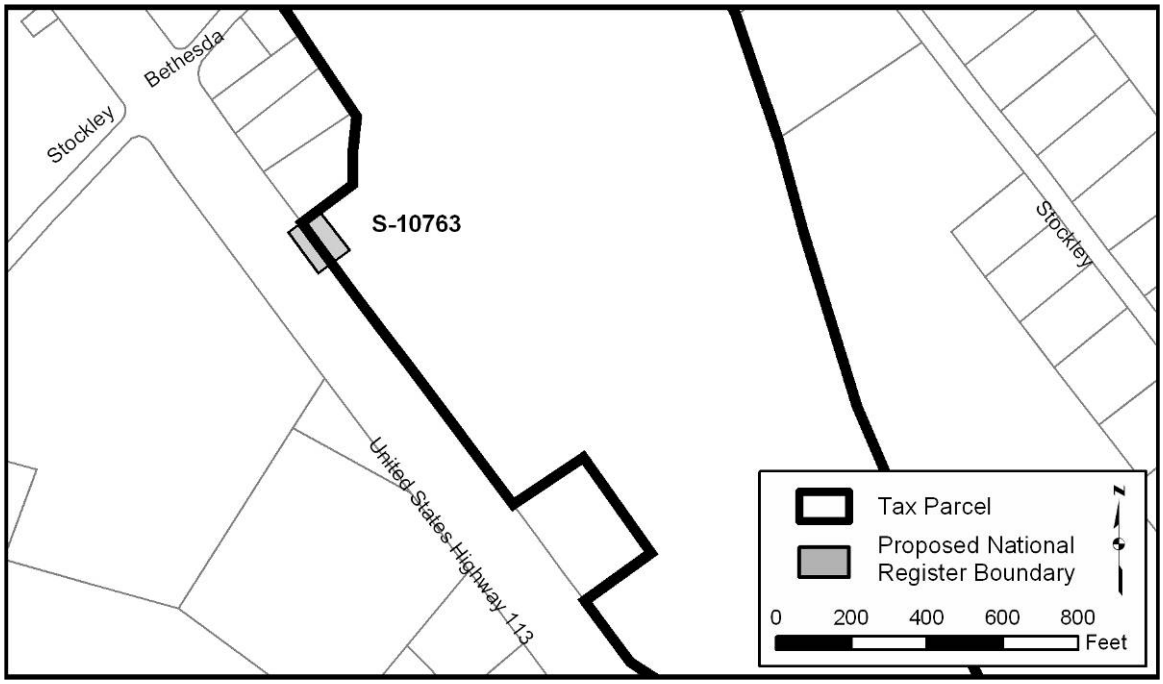
the building and the driveway extending across the tax parcel line into the right-of-way for U.S. 113. The proposed National Register boundary therefore extends approximately 20 feet into the right-of-way for U.S. 113. The remainder of the property is excluded from the recommended boundary because it does not contribute to the significance of the house under National Register Criterion C. This recommendation is in accordance with guidelines published by the National Park Service, which stipulate that the boundary should "exclude additional, peripheral areas that do not directly contribute to the property's significance as a buffer or as open space to separate the property from surrounding areas" (Seifert 1997:2).

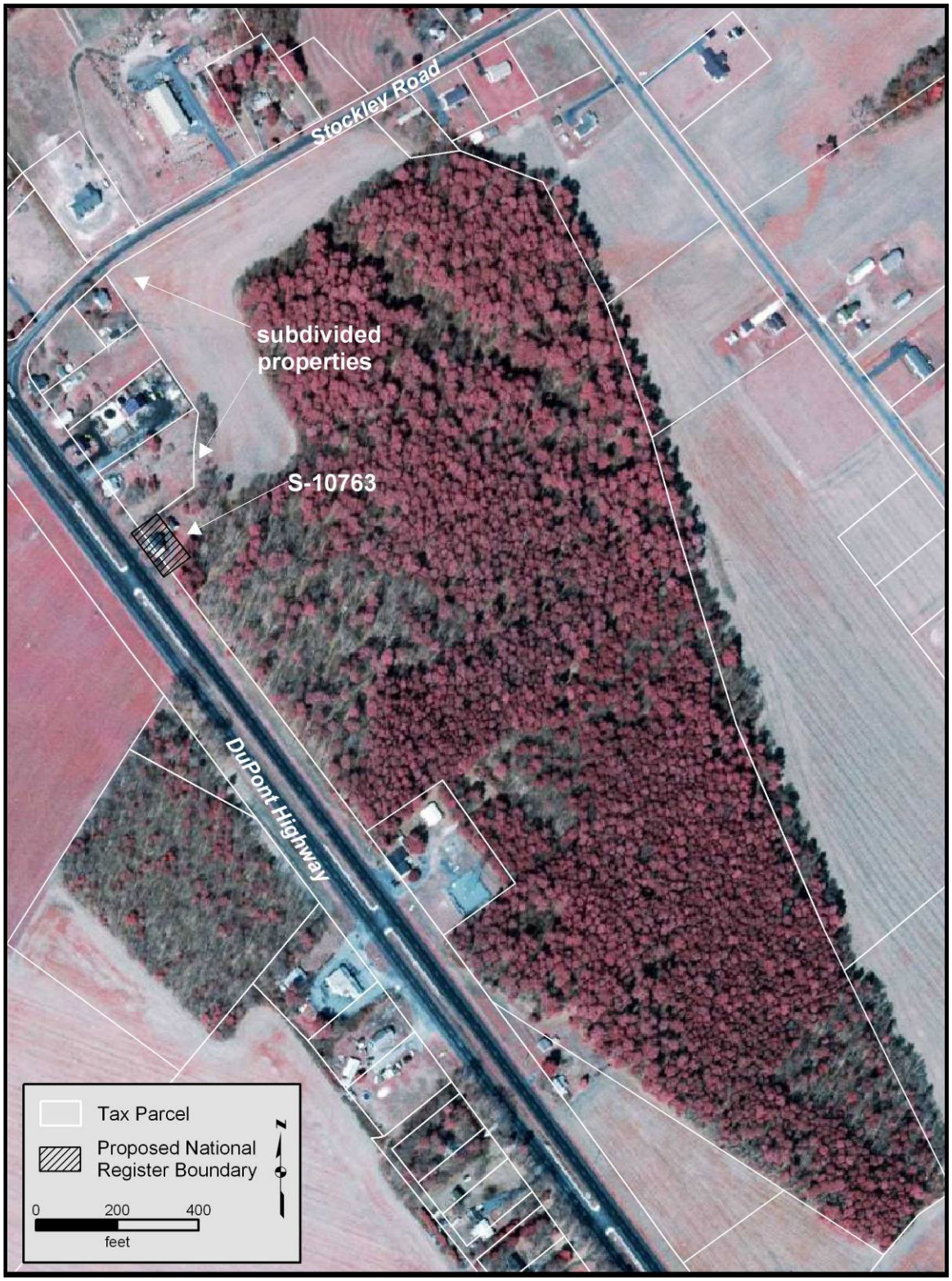
S-10763

main building (.001) façade and southeast side, view to N

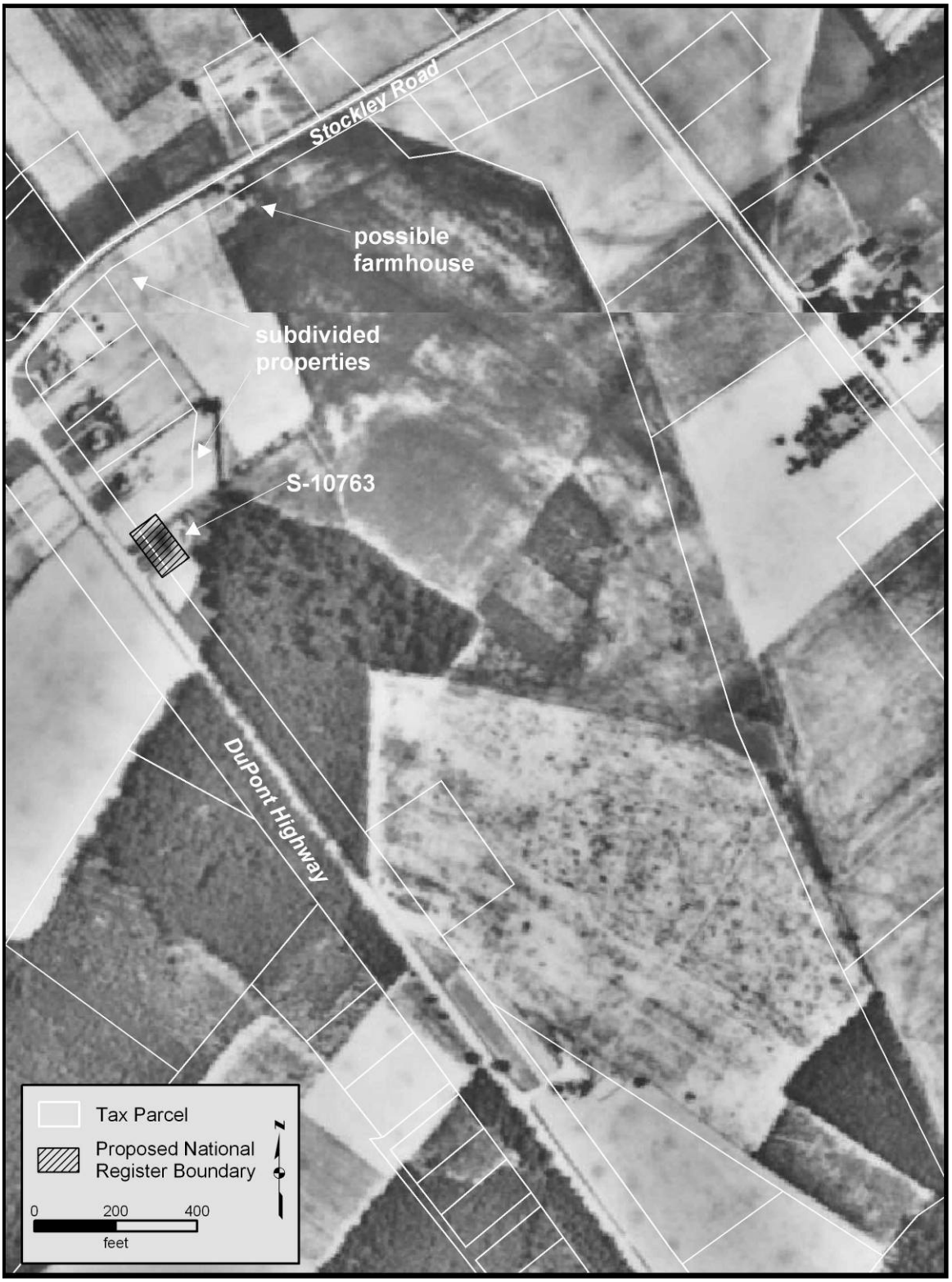
main building (.001) façade and northwest side, view to E

main building (.001) rear and southeast side, view to W




Stockley Road
subdivided properties
S-10763
DuPont Highway
Tax Parcel
Proposed National Register Boundary
0
200
400
feet
N

(2003 aerial)


Stockley Road
possible
farmhouse
subdivided
properties
S-10763
DuPont Highway
Tax Parcel
Proposed National
Register Boundary
N
0
200
400
feet

(1937 aerial)

S-10764. Domestic Complex, DuPont Highway (PIN: 133-6.00-155.00) (Detail Map #15)

Description: This property is located on the northeast side of U.S. 113 south of Georgetown and includes an early twentieth-century dwelling and two outbuildings. The dwelling faces southwest with a semi-circular driveway encircling the house. Tall, mature trees grow throughout the property.

This c. 1930s one-and-one-half-story, wood-framed, rectangular-shaped house features a one-story, shed-roofed enclosed entrance addition extending from the north corner of the rear wall. A shed-roofed well-pump enclosure stands attached to its southeast wall. The main block has a two-bay façade. A gabled entry porch shelters the main entrance, located on the southeast end of the front. Fenestration of the front and rear walls consists of single, six-over-one, double-hung sash windows, whereas the sidewalls are pierced by six-over-one and one-over-one, double-hung sash windows. The house sits on a rusticated concrete-block foundation and is clad in aluminum siding. A brick chimney rises from the center interior of the dwelling's side-gabled roof ridge.

Northwest of the house stands a former c. 1920s chicken house (.002) converted to a garage that faces southwest. This rectangular-shaped, wood-framed building sits on a poured concrete foundation and is clad in horizontal and vertical wood siding. The gable-front roof is covered in asphalt and features exposed rafter ends along the sidewalls. Further northeast stands a c. 1920s workshop (.003) facing southeast. This one-story, wood-framed building is clad in horizontal wood siding and is sheltered by a shed roof covered in corrugated metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; domestic complex and bungalow property types.

Evaluation: This property has been evaluated for the National Register as a domestic complex and for its house, a c.1930s bungalow. As a domestic complex, the property should contain a dwelling or dwellings, outbuildings related to storage, transportation, food preparation or storage, and/or secondary residence. Historic pathways should be present, as should be historic land uses such as garden. To be eligible for the National Register as a domestic complex, a property should contain a full complement of original or older outbuildings representing the range of domestic activities that took place on the property. These outbuildings must be exceptional in design, exceptional in number or type, or exceptional in their state of preservation to possess National Register significance. The outbuildings must illustrate the historic land-use pattern of the property and their original or historic functions must be discernable.

Although this property retains a few domestic outbuildings, they are undistinguished types that are far from uncommon. They cannot be characterized as exceptional in design, number, or state of preservation. A chicken house and a workshop do not illustrate any particular land-use pattern, and the collection is therefore not historically significant. The property is therefore recommended not eligible for the National Register as a domestic complex under Criteria A or C.

The property is also an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. Farmland subdivision is normally recognizable on the landscape in a farm featuring its original nineteenth- or twentieth-century farmhouse with adjoining later

dwellings on smaller lots. In this case, the main farmhouse is no longer extant, but may have been located on Stockley Road, where a building is clearly discernable on the 1937 aerial photograph (presented in the evaluation for S-10763). There is now a small grouping of six dwellings at the intersection of the DuPont Highway and Stockley Road, in what would have been the northwest corner of the original farm. All six houses appear to have been built in the 1930s, probably when the farm was subdivided. The agricultural context of the land division has been entirely lost since the presumed main farmhouse is gone, there are no extant agricultural outbuildings on the main farm property, the original farmland is no longer cultivated, and most of the once-open fields have returned to woodland. Without its agricultural context, the cluster of 1930s houses lacks thematic coherence, and does not appear to constitute a viable historic district. As an individual example of farmland subdivision, the domestic complex is not historically significant and is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For an example of the common bungalow to meet eligibility requirements for architecture, it must usually possess diagnostic elements of the Craftsman style such as squat, often battered porch posts, contrasting materials, exposed rafter ends, eaves brackets, and multi-light-over-one windows. This modest, side-gable bungalow with gabled entry porch does not possess the requisite level of architectural elaboration to render it a significant example of its type. Further, it has been altered by the application of aluminum siding and the construction of a rear addition. These changes have diminished its integrity of design, materials, feeling, and workmanship. Lacking both significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

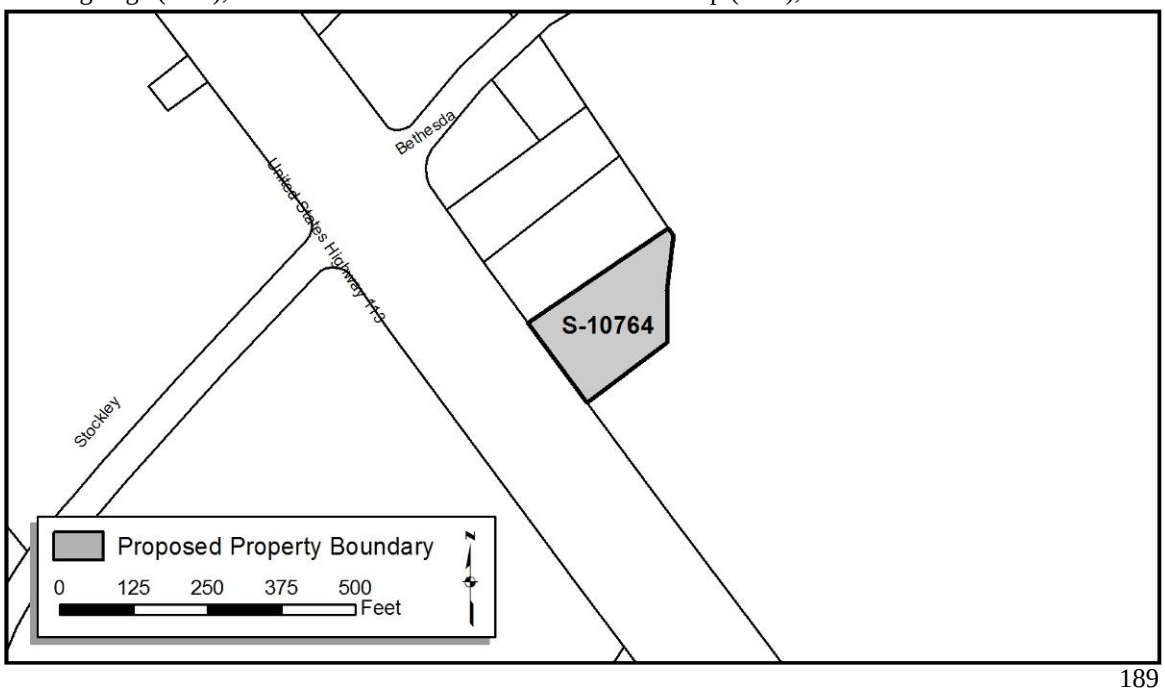
S-10764

main building (.001) façade and southeast side, view to N

main building (.001) rear and southeast side, view to W

chicken house/garage (.002), view to W

workshop (.003), view to N



S-10765. Dwelling, DuPont Highway
(PIN: 133-6.00-154.00)
(Detail Map #15)

Description: Located on the northeast side of U.S. 113 south of Georgetown, this property includes an early twentieth-century dwelling and modern outbuilding. The house sits along the roadway facing southwest, with a semi-circular driveway encircling it. Shrubs are planted across the front of the house, and trees grow throughout the property.

This c. 1930s one-and-one-half-story, wood-framed, rectangular-shaped house has a two-bay façade. The originally open front porch near the southwest corner of the house has been fully enclosed and now has a modern wood-and-glass front door with decorative oval light flanked by single-light three-quarter length sidelights and non-functional vinyl shutters. An attic-level deck addition extends from the southeast wall. Attached to the north corner of the rear wall is a one-story, shed-roofed addition measuring one-room in size. The addition is sided by a rear, secondary entrance on the southeast corner of the main block. A vinyl awning hangs over the opening. Fenestration throughout the dwelling consists of casement and one-over-one, double-hung, vinyl sash windows. The house sits on a rusticated concrete-block foundation and is clad in vinyl siding. The side-gabled roof is sheathed in metal. Modern, applied dentil molding is featured along the roof ridge of the front and rear walls. A brick chimney rises from the center, interior of the dwelling.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property has been evaluated for the National Register as a c. 1930s bungalow. It is an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. Farmland subdivision is normally recognizable on the landscape in a farm featuring its original nineteenth- or twentieth-century farmhouse with adjoining later dwellings on smaller lots. In this case, the main farmhouse is no longer extant, but may have been located on Stockley Road, where a building is clearly discernable on the 1937 aerial photograph (presented in the evaluation for S-10763). There is now a small grouping of six dwellings at the intersection of the DuPont Highway and Stockley Road, in what would have been the northwest corner of the original farm. All six houses appear to have been built in the 1930s, probably when the farm was subdivided. The agricultural context of the land division has been entirely lost since the presumed main farmhouse is gone, there are no extant agricultural outbuildings, the original farmland is no longer cultivated, and most of the once-open fields have returned to woodland. Without its agricultural context, the cluster of 1930s houses lacks thematic coherence, and does not appear to constitute a viable historic district. As an individual example of farmland subdivision, the bungalow is not historically significant and is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For an example of the common bungalow to meet eligibility requirements for architecture, it must usually possess diagnostic elements of the Craftsman style such as squat, often battered porch

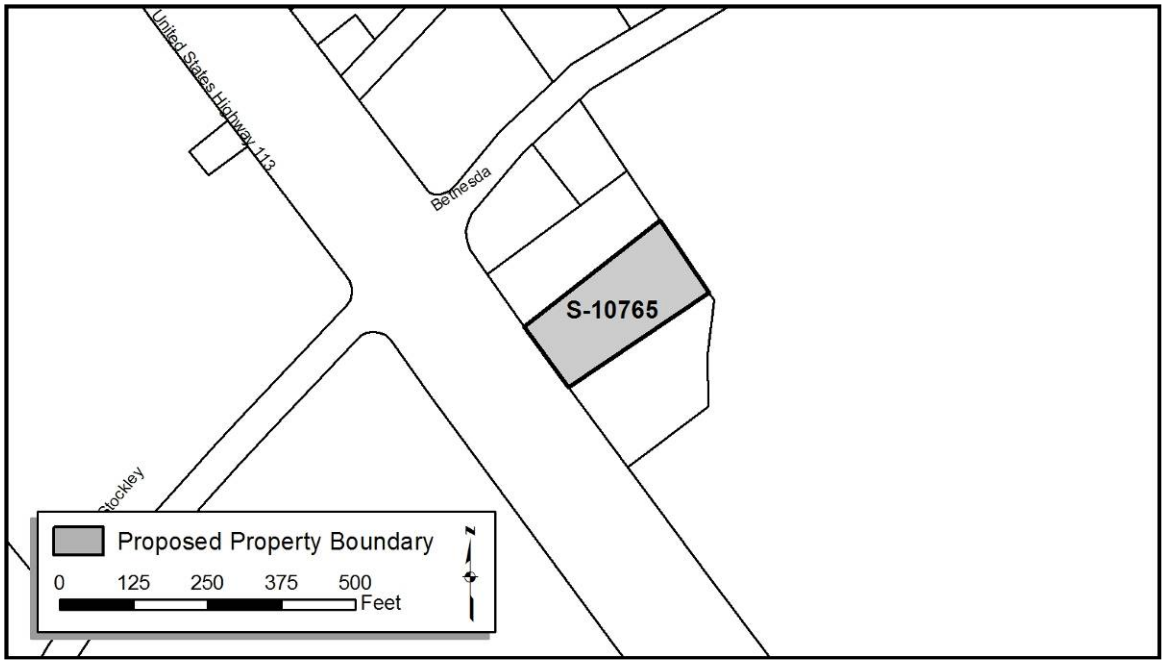
posts, contrasting materials, exposed rafter ends, eaves brackets, and multi-light-over-one windows. This side-gable bungalow does not possess the requisite level of architectural elaboration to render it a significant example of its type. Further, its façade massing has been changed by the enclosure of its front porch, which is now a projecting entry bay with modern fenestration and decorative dentil molding that are not consistent with Craftsman-bungalow aesthetics. Its footprint has been enlarged by the construction of rear additions. The entire house has also been clad in modern, vinyl siding, and all of the windows have been replaced. As it is currently configured, this dwelling lacks integrity of design, materials, feeling, and workmanship. Lacking both significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10765

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S



S-10766. Dwelling, DuPont Highway
(PIN: 133-6.00-153.00)
(Detail Map #15)

Description: This property is located on the northeast side of U.S. 113 south of Georgetown and includes an early twentieth-century dwelling and one outbuilding. The dwelling faces southwest and has an L-shaped driveway on its northwest side. Tall, mature trees grow along both sides of the house.

This c. 1930s one-and-one-half-story, wood-framed, rectangular-shaped house measures three bays in width. A full-width, hipped-roof porch, supported by scroll-work wrought-iron posts, is featured across the front, which is sided with faux-stone aluminum sheeting beneath the porch roof. Fenestration on all façades consists of single, one-over-one, double-hung sash windows. A large modern deck/patio extends from the east end of the rear wall. The house sits on a panel-faced, concrete-block foundation and is sided in aluminum siding. The gabled roof is sheathed in asphalt and features exposed rafter ends along the sidewalls.

Northwest of the house stands a c. 1930s former chicken house currently used as a shed (.002). This rectangular-shaped, wood-framed building is clad in horizontal wood and vinyl siding. Recent enclosures and additions obscure details of original construction. The roof is covered in asphalt and features exposed rafter ends.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property has been evaluated for the National Register as a c. 1930s bungalow. It is an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. Farmland subdivision is normally recognizable on the landscape in a farm featuring its original nineteenth- or twentieth-century farmhouse with adjoining later dwellings on smaller lots. In this case, the main farmhouse is no longer extant, but may have been located on Stockley Road, where a building is clearly discernable on the 1937 aerial photograph (presented in the evaluation for S-10763). There is now a small grouping of six dwellings at the intersection of the DuPont Highway and Stockley Road, in what would have been the northwest corner of the original farm. All six houses appear to have been built in the 1930s, probably when the farm was subdivided. The agricultural context of the land division has been entirely lost since the presumed main farmhouse is gone, there are no extant agricultural outbuildings, the original farmland is no longer cultivated, and most of the once-open fields have returned to woodland. Without its agricultural context, the cluster of 1930s houses lacks thematic coherence, and does not appear to constitute a viable historic district. As an individual example of farmland subdivision, the bungalow is not historically significant and is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For an example of the common bungalow to meet eligibility requirements for architecture, it must usually possess diagnostic elements of the Craftsman style such as squat, often battered porch

posts, contrasting materials, exposed rafter ends, eaves brackets, and multi-light-over-one windows. This modest front-gable bungalow does not possess the requisite level of architectural elaboration to render it a significant example of its type. Although relatively intact, the wrought-iron porch posts and faux-stone façade cladding are not original, and they do not reflect a Craftsman-bungalow aesthetic. The siding has also been replaced, and, overall, the integrity of materials, feeling, and workmanship has been compromised. Lacking both significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

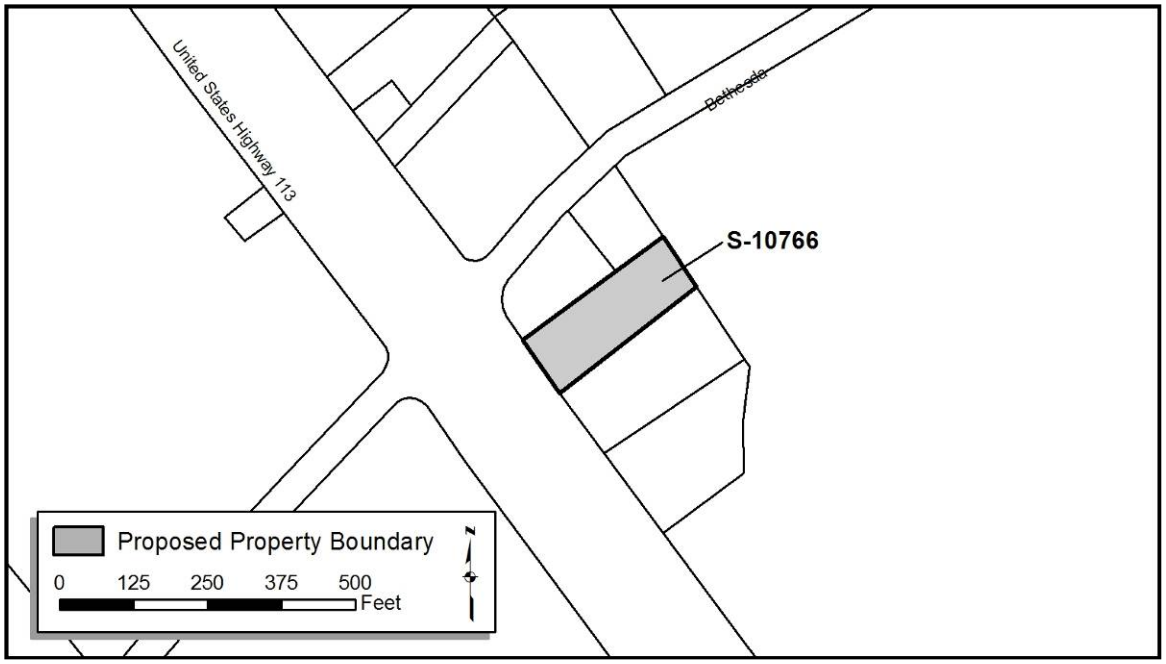
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10766

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S

chicken house/shed (.002), view to N



S-10767. Dwelling, 25189 DuPont Highway (PIN: 133-6.00-152.00) (Detail Map #15)

Description: Located on the northeast side of U.S. 113, at the intersection of U.S. 113 and Bethesda Road south of Georgetown, this property includes an early twentieth-century dwelling and modern outbuilding. The house sits along the roadway facing southwest, with a driveway to the northeast. Shrubs and shade trees are planted throughout the property.

This c. 1930s one-and-one-half-story, wood-framed, L-shaped house has a three-bay front façade. A gabled portico shelters the centralized, main entrance. A jerkinhead sun-porch enclosure extends from the northwest wall of the house, measuring one-room in size. A large, one-and-one-half-story jerkinhead gabled ell extends from the west corner of the rear wall. Centered within the rear wall is a shed-roofed, enclosed entrance addition with surrounding modern deck/patio. Fenestration throughout the dwelling consists of six-over-one and one-over-one, double-hung sash windows. The house sits on a rusticated concrete-block foundation and is clad in aluminum siding. The cross-gabled roof is sheathed in asphalt. Two brick chimneys rise from the center, interior of the house, one from the main block, and one from the rear ell.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, Decorative Arts theme; bungalow property type.

Evaluation: This property has been evaluated for the National Register as a c. 1930s bungalow. It is an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. Farmland subdivision is normally recognizable on the landscape in a farm featuring its original nineteenth- or twentieth-century farmhouse with adjoining later dwellings on smaller lots. In this case, the main farmhouse is no longer extant, but may have been located on Stockley Road, where a building is clearly discernable on the 1937 aerial photograph (presented in the evaluation for S-10763). There is now a small grouping of six dwellings at the intersection of the DuPont Highway and Stockley Road, in what would have been the northwest corner of the original farm. All six houses appear to have been built in the 1930s, probably when the farm was subdivided. The agricultural context of the land division has been entirely lost since the presumed main farmhouse is gone, there are no extant agricultural outbuildings, the original farmland is no longer cultivated, and most of the once-open fields have returned to woodland. Without its agricultural context, the cluster of 1930s houses lacks thematic coherence, and does not appear to constitute a viable historic district. As an individual example of farmland subdivision, the bungalow is not historically significant and is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

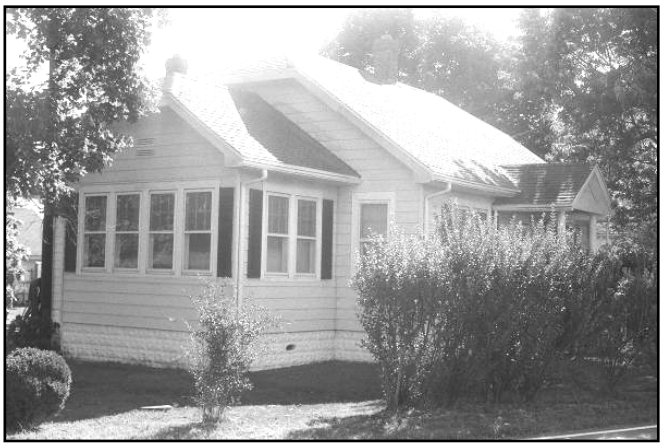
For an example of the common bungalow to meet eligibility requirements for architecture, it must usually possess diagnostic elements of the Craftsman style such as squat, often battered porch posts, contrasting materials, exposed rafter ends, eaves brackets, and multi-light-over-one windows. This unelaborated side-gable bungalow with rear ell does not possess the requisite level of architectural elaboration to render it a significant example of its type. Although relatively

intact, the siding has been replaced, and there is a small shed-roof addition on the rear. Lacking architectural significance and with diminished integrity, this property is recommended not eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

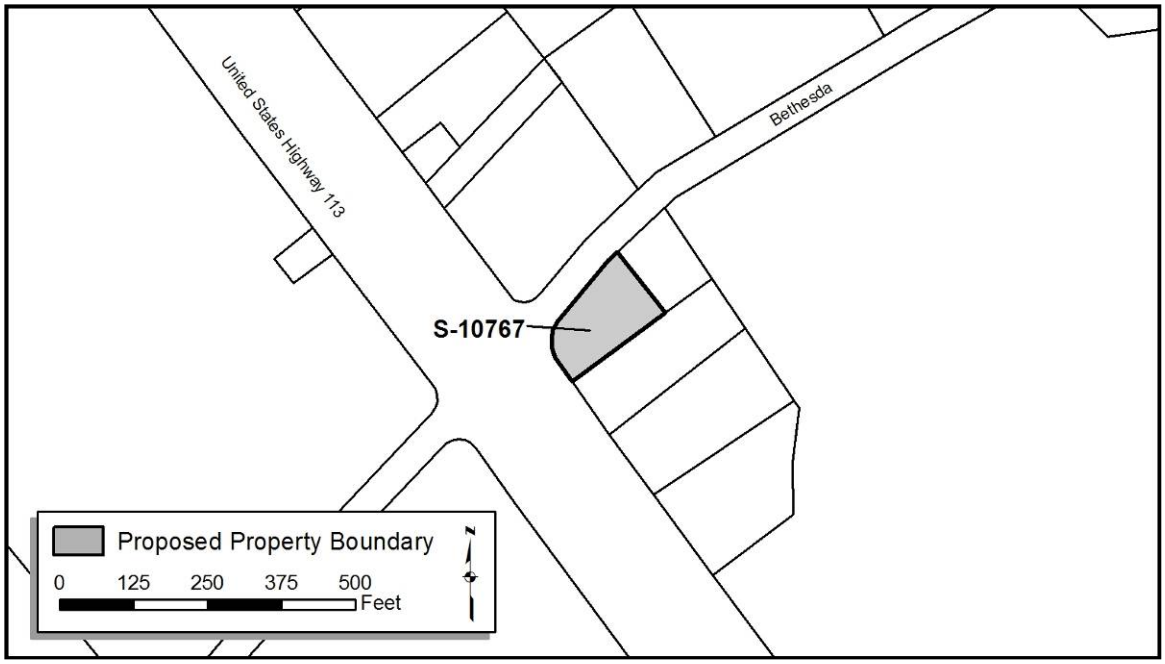
S-10767

main building (.001) façade and southeast side, view to N



main building (.001) façade and northwest side, view to E

main building (.001) rear, view to W



S-10768. Melvin Joseph Second House and Second Garage, 222 DuPont Highway (PIN: 133-6.00-128.00 and 133-6.00-129.00) (Detail Map #15)

Description: This property is located on the northeast side of U.S. 113 and contains an early twentieth-century dwelling and garage. Both buildings face southwest, and are surrounded by large gravel-and-dirt parking areas. Tall, mature fir trees grow at both front corners of the house.

The c. 1940 one-and-one-half-story, wood-framed, rectangular-shaped house measures five bays in width. A two-step, concrete stoop is featured in front of the centralized, main entrance. A secondary entrance is located near the south corner of the southwest wall. Extending from the center of the rear wall stands an enclosed, shed-roofed entrance addition. Fenestration on all sides of the dwelling consists of single, six-over-one, double-hung sash windows. The house sits on a rusticated concrete-block foundation and is clad in aluminum siding. The side-gabled roof is sheathed in asphalt. Two chimneys rise from the dwelling, a brick chimney from the center, interior of the main block and a concrete-block chimney from the exterior of the rear wall, within the rear enclosure.

Situated north of the dwelling, on a separate tax parcel, stands a c. 1944 wood-framed gabled-front garage (.002). This one-story rectangular-shaped building measures four bays wide. A one-bay shed-roofed, wood-framed addition extends from the east corner of the rear wall. This addition stands at the same height as the original construction, but is covered in horizontal sheets of metal. Fenestration on the all sides of the building is irregular and consists of replacement garage doors, entrance doors, and double-hung, one-over-one windows. The building sits on a concrete pad and is clad in different types of wood paneling. The entire roof is sheathed in corrugated metal. A concrete-block chimney rises from the exterior of the north wall of the addition.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Retailing/Wholesaling theme, Major Families, Individuals, and Events theme, and Architecture, Engineering, and Decorative Arts theme; commercial and Colonial Revival property types.

Historic Overview: JoAnne Adams, a local resident and the daughter of Melvin Joseph, reported that her father was a local contractor who bought this property soon after the house was built. The family lived in the house, and Mr. Joseph built the garage for his business in the mid-1940s. This property, the Joseph business's second location and the first that he owned, was a much needed upgrade from the first location two doors down (S-11728). Joseph and his family lived here for just a few years, moving to a newly constructed house (S-10773.007) across the street in 1948. He operated his business out of this garage for a few additional years, until 1957 when he built the large facility (S-10773.001) across the street (Adams 2006). Sometime over the years, the parcel has been subdivided as the house and garage currently sit on two separate tax parcels.

Evaluation: This property has been evaluated for the National Register for its dwelling, a c. 1940s Colonial Revival house and as a commercial property, in the sense that Joseph was selling his construction services. The historic trend with which the property is most clearly associated is the commercial development of the U.S. 113 corridor. According to the research design, a commercial building must have a substantiated tie to an event significant in the history of the local area or region to be eligible under Criterion A. Built in the mid-1940s, Joseph's garage does

not represent early commercial development of the corridor and is therefore recommended not eligible under Criterion A.

Melvin L. Joseph, Sr., was a prominent Georgetown contractor and businessman notable for the breadth and, in part, the flamboyance, of his business interests. He was well known throughout the area, and it could be argued that he had an appreciable effect on the development of Sussex County. In 1940 Joseph started a multi-faceted business empire, Melvin L. Joseph Construction Company, from a small one-car garage. His business blossomed, and he was eventually responsible for paving the majority of roads in Sussex County and developing numerous residential communities within the county as well. Joseph was also a pioneer in the development of NASCAR and he was the contractor who built, under contract to the Department, Dover Downs International Speedway and the Dover Downs Raceway. Due to his accomplishments in auto racing, he was inducted into the Delaware Sports Museum Hall of Fame in 2002 (*The News Journal* 2005). Clearly, this house and garage are closely associated with an individual significant in the history of the local community. Even though they represent the nascence of his successful, home-based career, however, alone they reflect just one small part of his productive life and are therefore recommended not eligible under Criterion B.

From an architectural perspective, the property was evaluated as both a Colonial Revival dwelling and a commercial garage. Because of its commonness, an eligible example of a Colonial Revival will be more elaborately detailed than the average example, with stylistic elements such as elaborate door surrounds, multi-pane sash windows, open porches, and roof ridge details including dentils or modillion blocks. Typically, an eligible Colonial Revival house would be designed by an architect or be derived from a published design. This is a very plain and modest representative of the Colonial Revival type, lacking any detailing and therefore possessing no architectural significance. Further, new siding has been applied to the exterior, parts of the fenestration have been altered, and an addition has been added to the rear thereby compromising the dwelling's integrity of design, materials, and workmanship. Overall, the property is not felt to meet eligibility for inclusion in the National Register and is, therefore, recommended not eligible under Criterion C.

A commercial garage on a multi-use property (residential and commercial) would likely be subject to the same registration requirements as an independent garage because of its similar design elements and use. As indicated in the research design, these property types were simple buildings, rectangular in plan, built on a concrete slab with recesses for hydraulic lifts. An office and parts room generally occupied one side of the building, while the remainder contained service bays. Vehicular access to the service bays was provided by roll-down doors in the front wall. Consideration of eligibility requires conveyance of integrity in location, design, feeling, association, workmanship, materials and setting. Alterations to this building include the application of new siding to the exterior, the insertion of replacement bays, and the attachment of an addition to the rear. Due to their irregularity, fenestration changes are suspected. Lacking overall architectural integrity, Joseph's garage is recommended not eligible under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

Though not recommended eligible for the National Register as an individual property, this property does stand within the boundaries of a proposed Melvin Joseph Historic District, which is recommended eligible for the National Register for reasons presented in Section 6.0 of this report. Both the dwelling and the garage are considered contributing elements to the district.

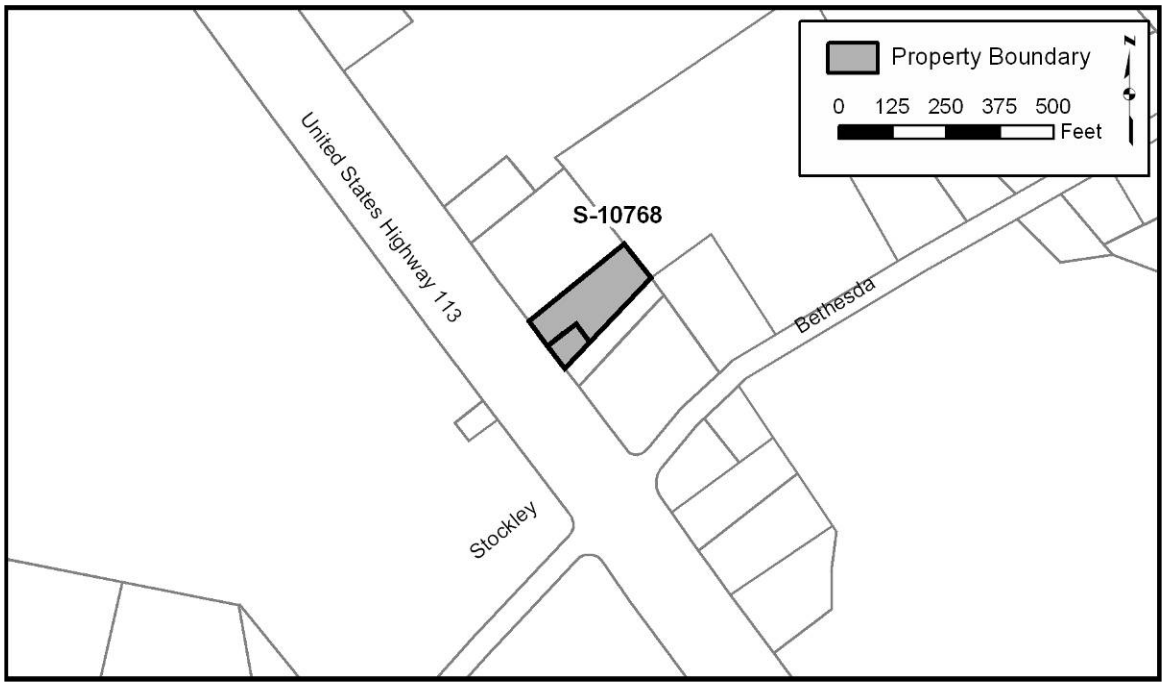
S-10768

main building (.001) façade, view to E

main building (.001) rear and northwest side, view to S

garage (.002) façade and southeast side, view to NE

garage (.002) rear and southeast side, view to NW



S-10769. Dwelling, DuPont Highway
(PIN: 133-6.00-125.04)
(Detail Map #15)

Full access to this property was denied by the occupant, and photographs of the rear could not be obtained.

Description: This property is a c. 1940 double-pile cottage located on U.S. 113. It sits at the southern end of a large lot and has a semicircular unpaved driveway in the side yard southeast of the house. The house faces southwest and is fairly close to the road. The property has a lawn and a few large trees and shrubs around the house. The southeast end of the lot is wooded and the back yard contains a string of modern prefab sheds, two modern dog pens, and a water-filled, post-1962 sandpit within a fenced industrial area. Commercial properties are located on either side.

The house is a one-and-one-half-story, side-gabled, wood-framed dwelling. The foundation materials are obscured by metal panels that resemble rusticated concrete block. The house is sided with vinyl clapboard and windows throughout the house are mostly one-over-one, double-hung vinyl replacement sash flanked by modern nonfunctional vinyl shutters. The asphalt-shingled roof has deep boxed eaves. Side brackets are present but covered with vinyl sheathing. There is an exterior brick chimney on the north end of the main block. The asymmetrical two-bay façade has a deep, one-story, front-gabled entrance porch, offset on the left side. The porch has a concrete-block foundation, poured concrete deck and steps, and turned replacement corner posts. The entrance door is a modern door flanked by a single window on each side. To the right of the porch is a pair of windows, forming the second bay. The house is two bays deep and has a shed-roofed one-story extension on the north end of the back wall and a long, gabled, one-story extension on the south end of its back wall. The gabled addition contains a partially enclosed porch at its far end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering, and Decorative Arts theme; double-pile cottage property type.

Evaluation: This property was evaluated for the National Register as a c. 1940 double-pile cottage. The historical pattern most clearly represented by this property is suburbanization and residential construction along new primary roads, but according to the research design, individual examples of this pattern rarely possess historical significance. This house is an isolated example and not part of a larger strip development. This property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. As a modern vernacular house type, double pile cottages rarely meet eligibility requirements of Criterion C. This house appears to have had some original characteristics left over from the Craftsman style, such as the gable-front entry porch and the side brackets on the eaves, but is basically a modest double-pile cottage constructed c. 1940. However, its original details are now mostly missing or obscured by newer materials. The house has been heavily

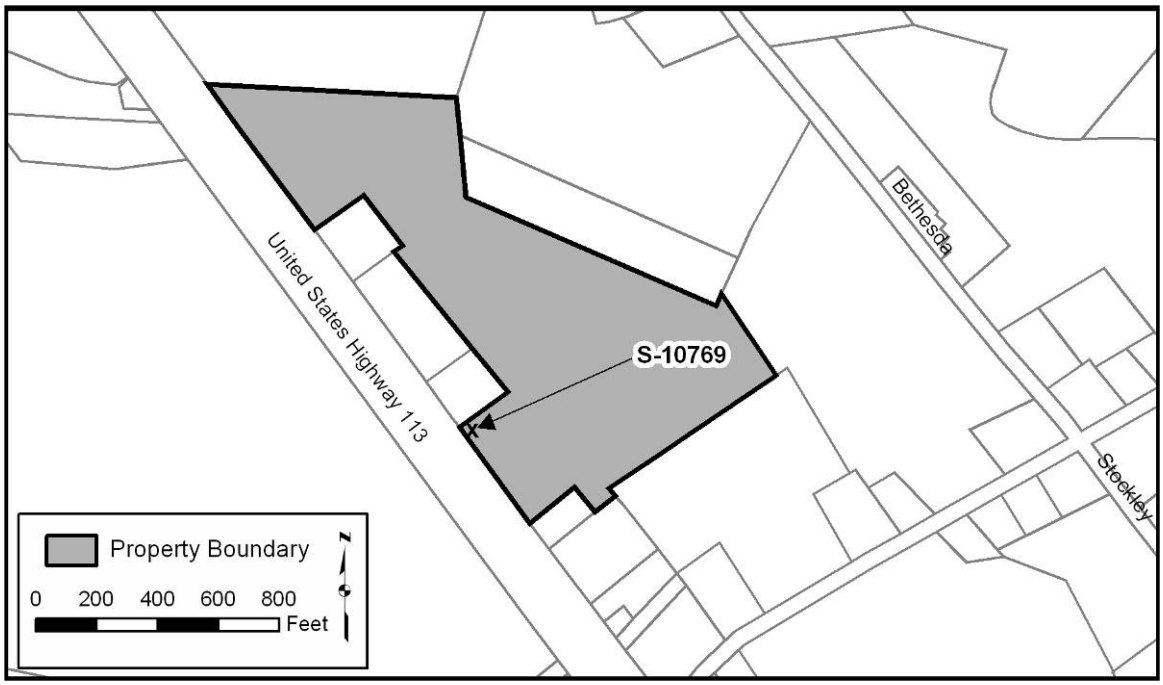
modernized by the application of new siding and eave cladding; complete replacement of windows and doors; remodeling of the front porch that resulted in the removal and replacement of the original deck and support posts with modern materials; and the construction of two rear additions. Due to heavy loss of integrity and lack of remaining distinctive features, this property is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10769

main building (.001) façade and southeast side, view to N

main building (.001) façade (on right, obscured by tree) and northwest side, view to E



S-10770. Dwelling, 24487 DuPont Highway
(PIN: 133-2.00-21.00)
(Detail Map #14)

Full access to this property was denied by the occupant, so the rear of the house was not surveyed, and recordation and photography were limited to easily visible areas.

Description: This property is a rustic-style cottage located on U.S. 113. It sits on a small wooded lot with a shallow, semicircular unpaved driveway in front of the house. A concrete apron and dirt parking area abut the house and driveway in front of the attached garage area. The house faces southwest and is very close to the road. The property is bare dirt around the house and wooded with many large trees around the house. The southeast end of the lot is fenced with a tall wooden stockade fence, and the back yard contains a dilapidated barn. Wooded areas are located on either side.

The c. 1940 house is a one-story, side-gabled, rusticated concrete-block dwelling with a projecting, gabled center wing in front, giving it a T-plan. It has an asphalt shingled roof with moderate-depth, open eaves. The gable ends contain faded red vinyl siding. The front wing is one bay deep, and its façade has an exterior brick fireplace chimney with a wrought-iron letter D ornament, flanked by a rectangular, single-light fixed window on either side. Other windows on the façade and sides are six-over-six, double-hung wood sash. A shed-roofed screened porch extends from the southeast side of the front wing, obscuring part of the main block façade. The primary entrance door, accessed through this porch, is in the southeast side of the front wing and is a plain wood door. The main block is two bays long on each side of the center wing, and one bay deep with a paired southeast end window. It has a concrete-block chimney near the north end and a brick chimney toward the south end. A secondary entrance door at the north end of the façade has been boarded over with painted grooved plywood. Abutting the northwest end of the main block is a gabled, one-story concrete-block addition containing a front-facing single-car garage with a twelve-panel, four-light overhead door.

The backyard barn (.002), built c. 1940s, is collapsing and could not be fully seen due to access issues, but appears to be a vacant, sprawling front-gabled building sided with metal cladding. Patches of newer siding are evident. The symmetrical façade contains a center large bay opening with a corresponding bay at the rear. Paired six-over-six wooden windows flank the center doorway on each side. A shed-roofed extension is located on the northwest side.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering, and Decorative Arts theme; vernacular property type.

Evaluation: This property was evaluated for the National Register as a c. 1940 vernacular cottage. It appears to have been constructed by an individual owner in an attempt to create a rustic "camp" style. The historical pattern most clearly represented by this property is suburbanization and residential construction along primary roads, but according to the research design, individual examples of this pattern rarely possess historical significance. This house is an isolated example and not part of a larger strip development. This property is therefore recommended not eligible under Criterion A.

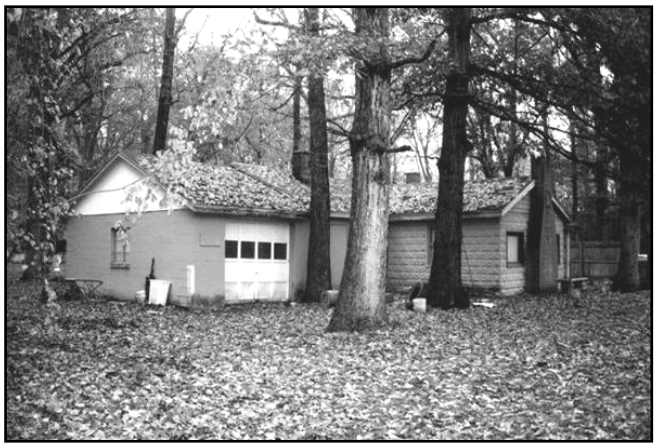
Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. This small house retains some original details, such as the unique front chimney, but none of these rises to the level of being notable, and the overall appearance of the house is otherwise banal. Its odd design appears to be the product of its builder's unique taste, possibly built with surplus materials, and bears little resemblance to popular residential designs, styles, and floor plans of its time. As such, it is not a good or notable example of any particular trend and does not illustrate any particular aspect of local architectural history. The house has been altered considerably with a garage addition on the northwest end, the closing off of the north entrance door, the addition of the front screened porch, and possibly replacement of the front windows flanking the chimney. The collapsing barn in back has no observable distinctive characteristics and appears to be a generic domestic secondary building, probably used as a garage or workshop. This property is recommended not eligible under Criterion C.

The buildings on this 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.

S-10770

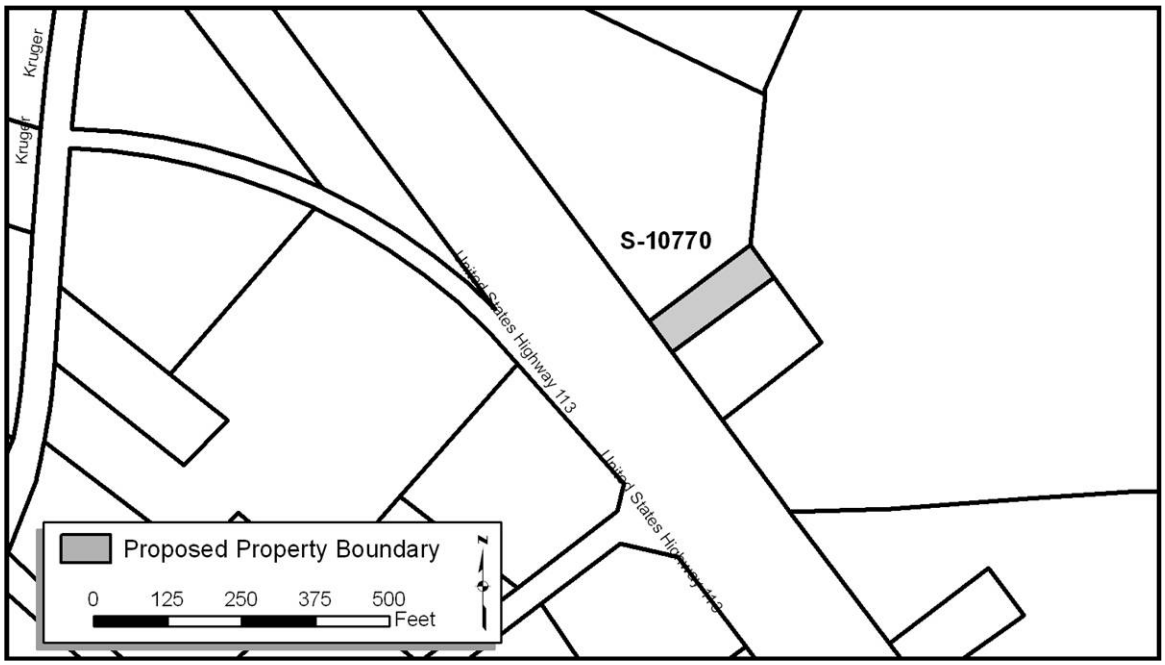
main building (.001) façade, view to E



main building (.001) façade and northwest side, view to E

main building façade and southeast side (.001), view to N

collapsing barn (.002) as seen over the front fence (beyond the camper), view to NE



S-10771. Dwelling, 24306 DuPont Highway
(PIN: 133-2.00-4.01)
(Detail Map #13)

Description: This property is located on the southwest side of U.S. 113 and contains an early twentieth-century dwelling on a modern commercial property with eight modern industrial sheds and buildings. The house is situated along the roadway and faces northeast. A gravel driveway circles the rear of the property. Sycamore, maple, and pine trees grow around the dwelling.

This c. 1930s, one-and-one-half-story, wood-framed, rectangular-shaped house has a wrap-around porch enclosure across its northeast, northwest, and southwest sides. Fenestration of the southeast façade and gable ends consists of jalousie-style and single, six-over-one, double-hung sash windows. A combination of awning-style and one-over-one, double-hung sash windows are featured within the enclosure. The house sits on a concrete-block foundation and is clad in vinyl. A gable-front roof, sheathed in metal, shelters the main block. A brick chimney rises from the center, interior of the roof ridge.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, and Decorative Arts theme; bungalow property type.

Evaluation: The dwelling has been evaluated under the Architecture, Engineering, and Decorative Arts theme as an example of a vernacular bungalow dwelling; the commercial use of the property is recent, and the property was evaluated for its historic-period use only.

This dwelling was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A. Limited research has not identified any connection between the house and individuals significant in the history of the local area. Therefore, the property is recommended not eligible under National Register Criterion B.

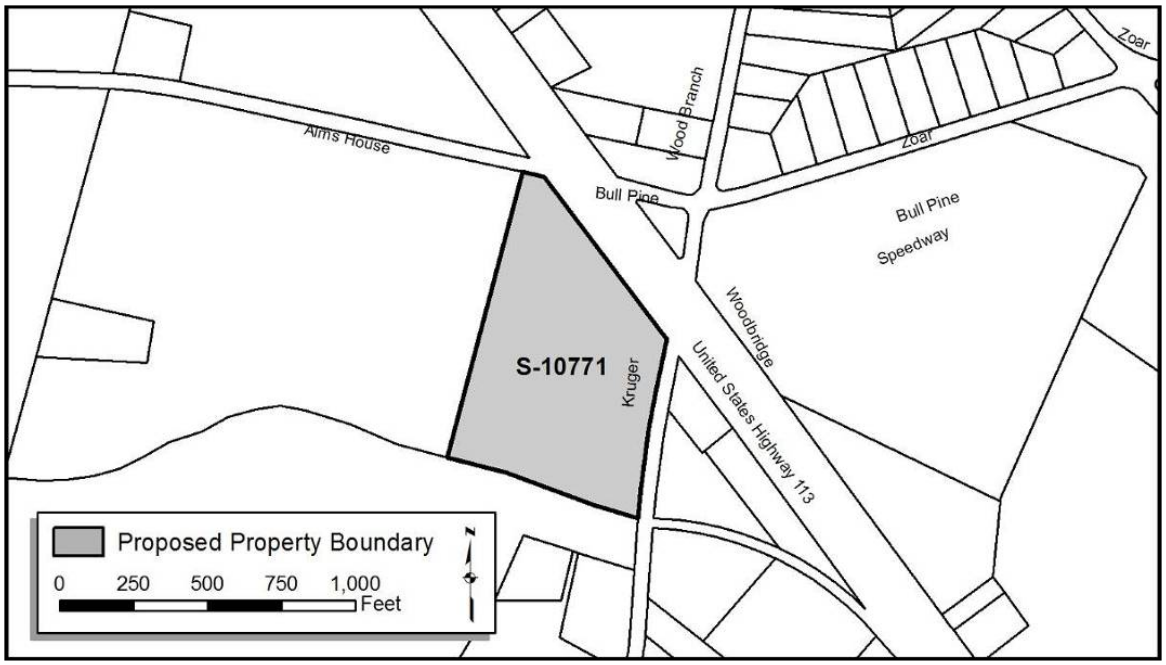
The dwelling is a vernacular bungalow of common design: in basic form, a one-and-one-half-story, gable-front block, rectangular in plan similar to a large number of modest houses built in the pre-World War II period in central and southern Delaware. Alterations include porch enclosures and insertion of modern hopper windows, the probable construction of a side-shed-roofed addition, and sheathing of the walls in aluminum siding. As a typical, modest vernacular bungalow that has been significantly altered, the house lacks both the architectural significance and integrity to be eligible under National Register Criterion C.

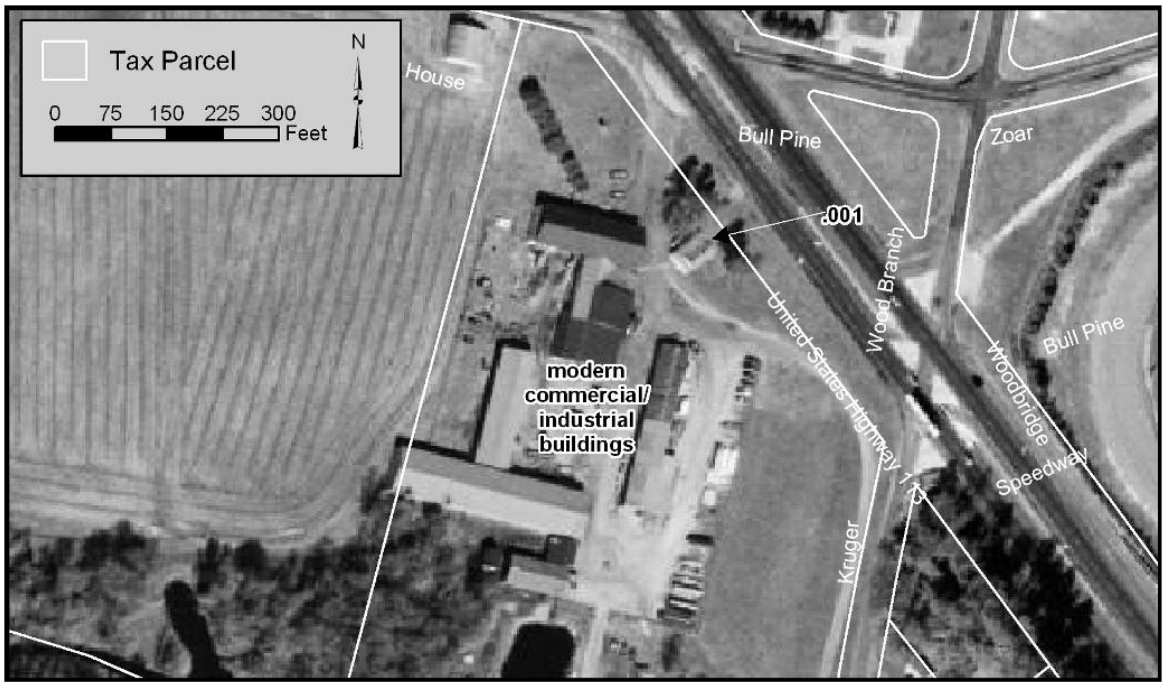
As a modest pre-World War II wood-framed dwelling, it is expected to embody standard wood-framed building construction techniques of its period and not be eligible for the National Register under Criterion D.

S-10771

main building (.001) façade and northwest side, view to S

main building (.001) rear and southeast side, view to N


Zoar
Wood Branch
Alms House
Zoar
Bull Pine
Bull Pine
Speedway
Woodbridge
S-10771
Kruger
United States Highway 113
Proposed Property Boundary
0 250 500 750 1,000
Feet
N


Tax Parcel
N
0 75 150 225 300
Feet
House
Bull Pine
Zoar
.001
Wood Branch
United States Highway 113
Bull Pine
Woodbridge
Speedway
modern
commercial/
industrial
buildings
Kruger

S-10772. Lynch-Melson Property, 24656 DuPont Highway (PIN: 133-6.00-94.00) (Detail Map #14)

Description: This property, located on the southwest side of U.S. 113, contains mid-twentieth-century (post-1937) commercial buildings and three modern outbuildings. The property is currently occupied by the Ad-Art Sign Company. The buildings are set back from the road and face northeast. A secondary road, Breasure Road, lies to the rear of the property, parallel to U.S. 113. The surrounding landscape is a construction yard with various trucking parts scattered throughout.

The main building is rectangular in shape, wood-framed, and stands one-story in height. A side porch has been attached to one end, and numerous additions across the rear. The façade has nine bays. Fenestration is irregular and consists of modern doors and single, six-over-six and twelve-over-twelve, double-hung, vinyl sash windows. Concrete stoops abut the front entrances. Both ends/sidewalls of the building show signs of being former loading docks. The northwest end stands in poor condition and the southwest end has been converted into a porch. Original details of the rear were obscured by the many alterations and additions. The building sits on a concrete-block foundation and is clad in metal siding. The side-gabled roof is also sheathed in metal. Two concrete-block chimneys rise from the building, one from the center, interior, and one from the exterior of the rear wall.

Southwest of the main building stands a vernacular storage building (.002). This one-story, wood-framed building is parallel to the main building and also rectangular in shape. The building sits on a concrete-block foundation and is clad in asbestos and plywood. The flat-roof is sheathed in composition.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Manufacturing theme and Retailing/Wholesaling theme; commercial property type.

Historic Overview: The buildings were erected on a portion of a tract of 40 acres that Andrew and Agnes Marvel sold to Charles C. Lynch in 1918 for an undisclosed sum (Sussex County Deed Book 210:225, June 27, 1918). In 1948 Cora M. and Earl H. Brandt, John F. and Annie M. Marker, and David W. Lynch, heirs of Charles C. Lynch, sold a 6-acre parcel to Harvey E. and Julia M. Melson for one dollar (Sussex County Deed 375:397, January 24, 1948). In 1977 the Melsons sold the property to themselves as Hemco Distributing Company (Sussex County Deed Book 834:95, April 4, 1977). The Melsons sold the property to its current owners, Gordon B. and Sandra D. Mariner, for $65,000 (Sussex County Deed Book 1675:118). The Mariners own the Art-Art Sign Company business in the building.

The current owners were unable to provide information about the use of the buildings prior to their acquisition of the property, and the buildings could not be located on any as-built maps for U.S. 113. The character of previous commercial use is currently unknown, and therefore, the significance of this previous use is unable to be assessed.

Evaluation: The historic trend with which the property is most clearly associated is the commercial development of the U.S. 113 corridor. The two buildings that constitute the current commercial building appear on the 1962 aerial photograph, but not on the 1937 aerial. According to the research design, a commercial building must have a substantiated tie to an event significant

in the history of the local area or region to be eligible under Criterion A. These buildings stand largely on their own, are not part of a potential historic district, and do not represent early commercial development of the corridor. As a later, isolated example of commercial development, this property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The property contains several commercial buildings of undistinguished architectural character. One building (.001) has been substantially altered with additions, door and window replacements, and resheathing, and it does not convey any architectural significance it might once have possessed. The other building (.002) is a common design built to accommodate vehicular traffic. Neither represents a notable example of its building type and neither is recommended eligible for the National Register under Criterion C.

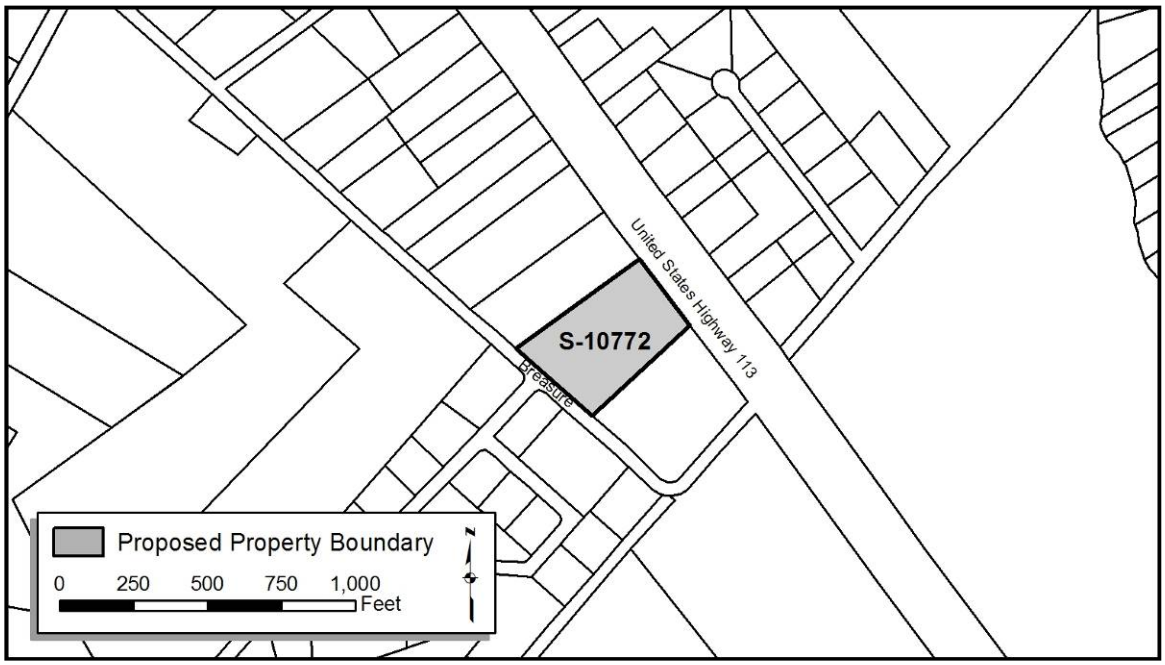
Evidence visible on the exterior of the buildings suggests that employ standard mid-twentieth-century construction techniques and lack the structural and architectural individuality to convey important information about building construction practices. Therefore, the property is recommended not eligible under Criterion D.

S-10772

main building (.001) façade and northwest side, view to S

main building (.001) rear and southeast side, view to N

storage building (.002), view to W



S-10773. Melvin L. Joseph Construction Company, 25136 DuPont Highway (PIN: 133-6.00-50.00) (Detail Map #15)

Description: This complex is located on the southwest side of U.S. 113 and contains a commercial building, two agricultural outbuildings, two dwellings, a garage, an airplane strip, and a hangar, all built during the mid-twentieth-century. Additional buildings that were built after the mid-1960s exist on the property, including equipments sheds, another airplane hangar, and animal shelters. Paved work yards, open flat land, and fenced pastures occupy the area between the buildings. The entire property, with the exception of the two dwellings, is encompassed within a chain link fence.

The two-story, concrete-block and wood-framed commercial building (.001) sits along the roadway, facing northeast, fronted by a semi-circular driveway and paved parking lot. Its shape is complex as construction of the building has been ongoing since 1957. Fenestration of each of the sides is irregular and consists of a combination of fixed and casement, multi-pane, steel-framed windows, and eight-over-eight and one-over-one, double-hung vinyl sash windows. Roll-down garage doors and metal, commercial doors pierce each wall. The building sits on a concrete-block foundation. Portions of the building are clad in aluminum siding, while other sections are exposed concrete-block. A brick chimney rises from the exterior of the north corner of the northwest wall.

Two agricultural outbuildings stand to the rear of the commercial building, a c. 1955 horse stable (.002), and a c. 1950 cow shed (.003). Over the years, both buildings have been moved around the property. The wood-framed, gabled horse stable faces northeast and has been completely resheathed in metal. The wood-framed, gabled cow shed faces southeast and is clad in horizontal wood siding. Though access was limited, Dutch doors appeared to pierce the southeast wall.

A c. 1962 ranch style dwelling (.004) and modern garage stand northwest of the commercial building, facing northeast. A semi-circular driveway is located across the front lawn, with a northwest extension at the north side, which leads to the garage. The one-story house brick house measures nine bays wide by two bays deep. A gabled entry porch, supported by wood columns on a brick deck, shelters the centralized main entrance. Three garage doors pierce the north end of the house. Two additional secondary entrances are located on the rear wall. Fenestration consists of a combination of fixed, casement, and double-hung, six-over-six vinyl sash window, each adorned by a brick sill. A side-gabled roof sheathed in asphalt shelters the dwelling, with a brick chimney rising from the center of the roof ridge.

Located on the southeast side of the commercial building facing northeast is a c. 1948 dwelling (.007) and its two-car garage (.008). A paved driveway loops across the front lawn with a linear extension to the north side of the. The one-and-one-half-story, wood-framed, rectangular-shaped house has a three-bay façade. A gabled, enclosed vestibule stands at the center of the front façade sheltering the main entrance. A one-story, gabled extension stands at the center of the northwest wall sheltering a secondary entrance. A third entrance is located centered along the rear wall. Fenestration throughout the main block consists of sets and pairs of three-over-one and six-over-one, double-hung sash windows. The house sits on a concrete-block foundation and is clad in aluminum. A side-gabled roof, sheathed in asphalt, shelters the dwelling. A shed-roofed dormer lies across the front façade. A brick chimney rises from the exterior of the northwest gabled-end. The rectangular-shaped, wood-framed garage is clad in aluminum siding and is covered by a gable-front roof sheathed in asphalt. Wood garage doors pierce the front, and single, two-over-two, double-hung sash windows are featured on the sides and rear.

Towards the west-southwest side of the property lies a single-lane, paved airplane runway (.005) built c. 1962-1964 and extended many times since then to accommodate larger aircraft. The linear runway extends northwest-southeast across the center of the property and measures approximately 4,500 feet in length. At its southeast end stands a c. 1962 hangar (.006) facing southwest, along the northeast side of the strip. This small, rectangular-shaped, wood-framed building measures one bay in width and depth, large enough to store one jet engine. The building is clad in metal and is covered by a shed-roof sheathed in corrugated metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme and Major Families, Individuals, and Events theme; vernacular commercial property type.

Historical Overview: The Melvin Joseph property was part of a 91-acre property that Anna and William S. Davidson conveyed to Charles W. Carey in 1930 for an undisclosed sum (Sussex County Deed Book 278:427, February 26, 1930). In December 1957, in a pass-through transaction, Charles W. and Mildred D. Carey sold the 91 acres to Mary M. Reed (Sussex County Deed Book 482:285, December 24, 1957). The same day, Reed sold the property to Charles W. Carey (Sussex County Deed Book 482:287, December 24, 1957). In 1975, Charles W. and Mildred Carey sold a two-acre portion of the property to Melvin L. Joseph for $8,000 and other good and valuable considerations (Sussex County Deed Book 758:289, September 29, 1975). In 1992, Joseph transferred 26 parcels, of which this was #7, to himself as trustee (Sussex County Deed Book 1915:1, December 16, 1992).

According to his daughter, JoAnne Adams, Melvin Joseph purchased this property c. 1948, at which time he built the house and garage at the southern end (.007 and .008). In 1957 he constructed the concrete-block shop, which he expanded over the years to accommodate his growing business. He added the runway (.005) in the early 1960s, and built the brick house (.004) c. 1962, where he lived until his death in 2005. Joseph raised cattle and horses on the property, a life-long hobby.

Melvin L. Joseph, Sr., was born on August 4, 1921, the son of the late Harry and Ella Mae Joseph. Possessing only a sixth grade education, he began with a dump truck and shovel and turned it into a multi-faceted business empire. His business interested included building contracting and development, auto and horse racing, treasure hunting and aviation. He established Melvin L. Joseph Construction Company in 1940 and M.L. Joseph Sans and Gravel in 1990. Responsible for paving the majority of roads in Sussex County, he also developed numerous residential communities in the County.

Joseph was also a pioneer in the development of NASCAR. In 1955, his cars won several NASCAR events in Florida. He was the contractor who built, under contract to the Department, Dover Downs International Speedway and the Dover Downs Raceway. Due to his accomplishments in auto racing, he was inducted into the Delaware Sports Museum Hall of Fame in 2002. In the mid 1970s, Joseph teamed with treasure hunter Mel Fisher to finance the expedition that led to the discovery of the Spanish galleon Nuestra Senora de Atocha that sank in 1622 off the Florida Keys (*The News Journal* 2005).

Evaluation: This property has been evaluated for the National Register as a commercial property, in the sense that Joseph was selling his construction services. The historic trend with which the property is most clearly associated is the commercial development of the U.S. 113 corridor. According to the research design, a commercial property must have a substantiated tie to

an event significant in the history of the local area or region to be eligible under Criterion A. Built in the late 1950s, Joseph's property does not represent early commercial development of the corridor and is therefore recommended not eligible under Criterion A.

This property was evaluated primarily for its association with Melvin L. Joseph, Sr., a prominent Georgetown contractor and businessman notable for the breadth and, in part, the flamboyance, of his business interests. He was well known throughout the area, and it could be argued that he had an appreciable effect on the development of Sussex County. In 1940 Joseph started a multi-faceted business empire, Melvin L. Joseph Construction Company, from a small one-car garage. His business blossomed, and he was eventually responsible for paving the majority of roads in Sussex County and developing numerous residential communities within the county as well. Joseph was also a pioneer in the development of NASCAR and he was the contractor who built, under contract to the Department, Dover Downs International Speedway and the Dover Downs Raceway. Due to his accomplishments in auto racing, he was inducted into the Delaware Sports Museum Hall of Fame in 2002 (*The News Journal* 2005).

Eligibility under Criterion B usually requires that the property be associated with a person's productive life, reflecting the time period when he or she achieved significance. This complex was built and occupied by Joseph from the late 1940s through his death in 2005, and while it represents the period during which his business grew to local renown, it does not include the incipient stages of his career, which are represented by buildings on the east side of U.S. 113. Melvin Joseph's influential life and business are best recognized in the form of a historic district that encompasses this complex and several nearby properties. As an individual property, this resource is recommended not eligible for the National Register under Criterion B.

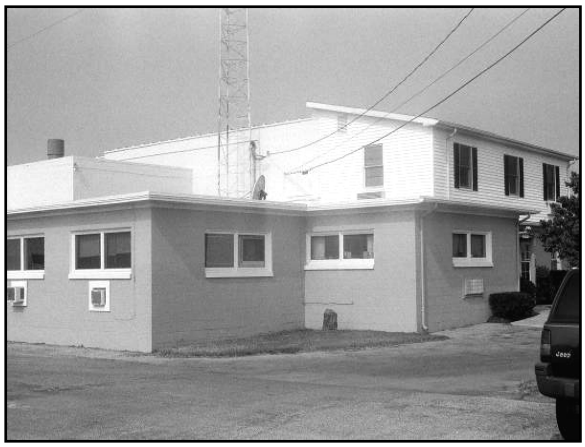
Architecturally, the buildings and resources on this property have undergone significant changes and modifications. Alterations to most buildings have been ongoing since they were built. Further, some have even been moved around to various locations on the property over the years. Each has been used for personal, recreational, and business purposes at some point in time. Individually, it is felt that they lack the architectural integrity necessary for National Register eligibility. In general, alterations to each include the attachment of additions, the application of non-period siding to the exterior, and the insertion of replacement non-period doors and windows. The complex is therefore recommended not eligible under Criterion C.

The buildings on this property represent common examples of wood framing and concrete-block construction, and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

Though not recommended eligible for the National Register as an individual property, this property does stand within the boundaries of a proposed Melvin Joseph Historic District, which is recommended eligible for the National Register for reasons presented later in this report. All of the historic-period buildings and structures are considered contributing elements to the district.

S-10773

main building (.001) façade and northwest side, view to SW



main building (.001) façade and southeast side, view to W

main building (.001) northwest side, view to E

overview of Joseph commercial complex, view to SW

horse stable (.002), view to NW

cow shed (.003), view to N

brick dwelling (.004) façade and southeast side, view to NW

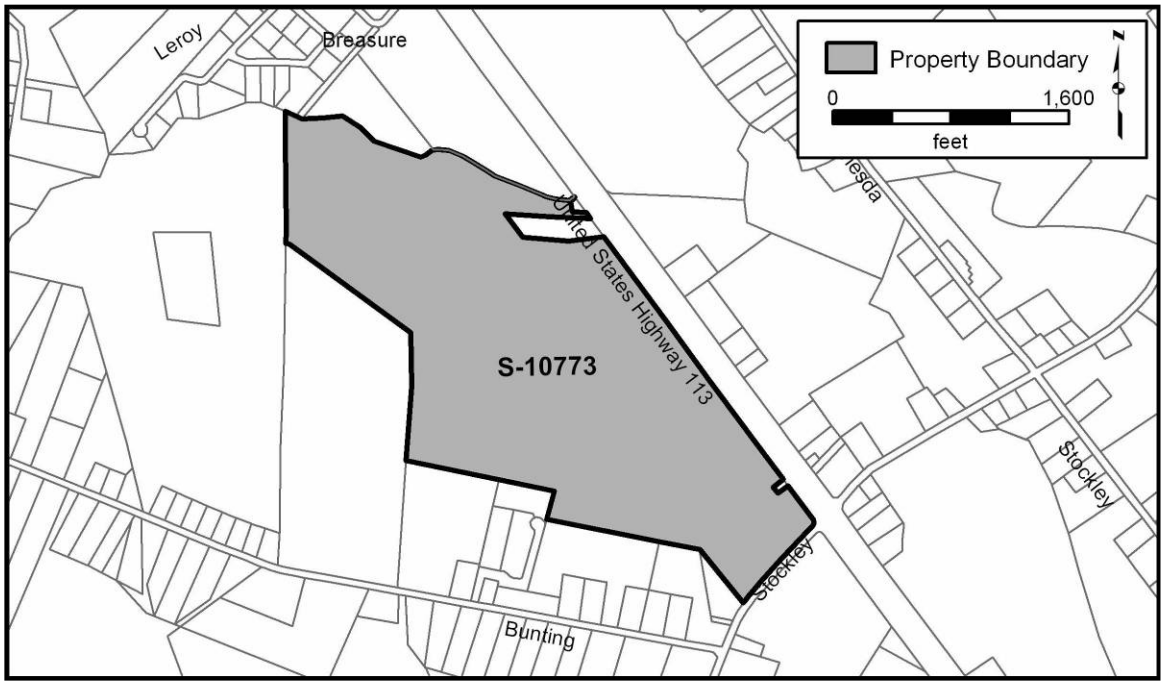
brick dwelling (.004) rear and northwest side, view to SE

runway (.005), view to N

hangar (.006), view to N

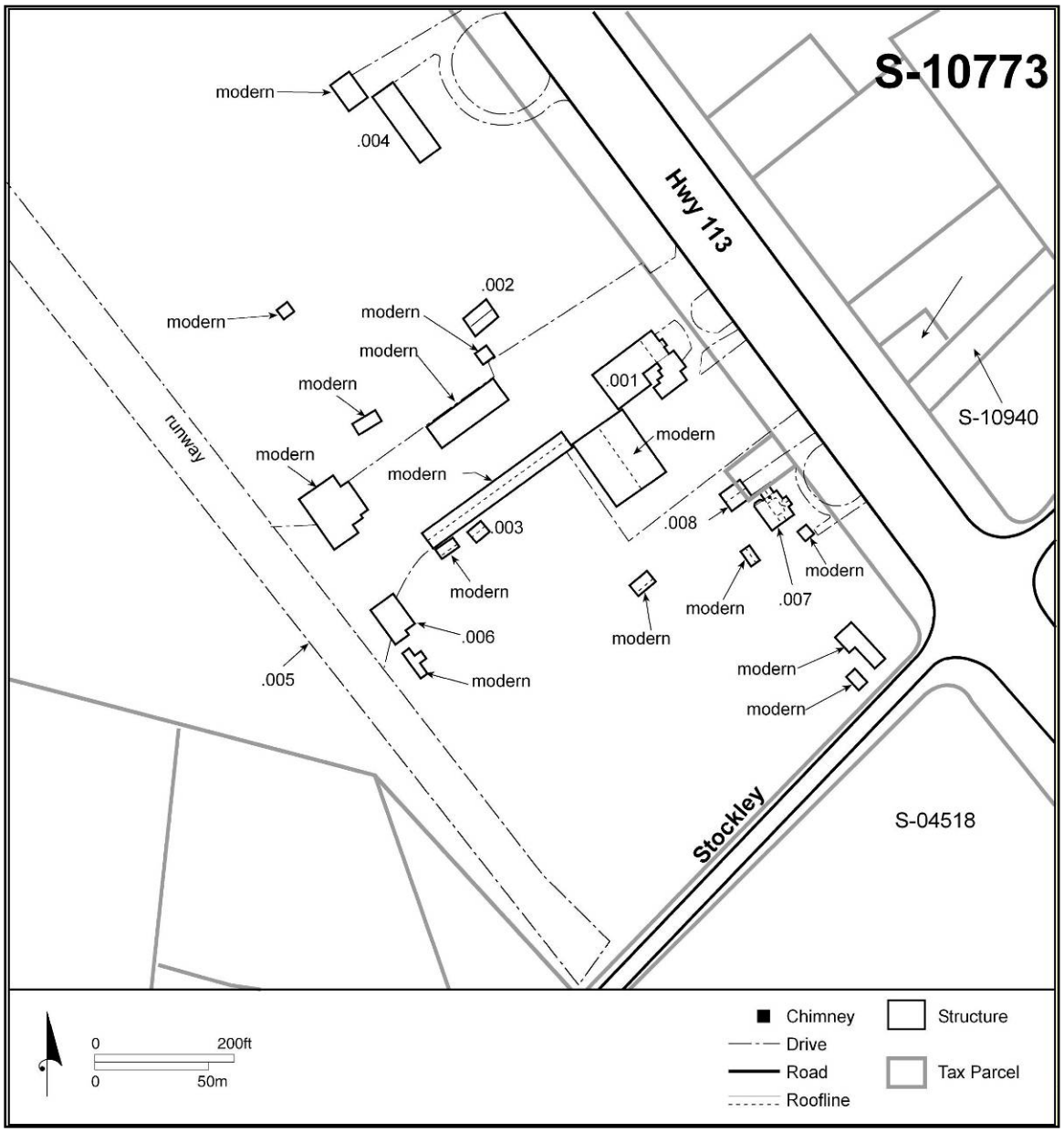
frame dwelling (.007), façade and southwest side (Joseph commercial garage in background), view to W

domestic garage (.008), view to S


Leroy
Breasure
Property Boundary
0
1,600
feet
N
United States Highway 113
S-10773
Stockley
Stockley
Bunting

property boundary
0 150 300 450 600
feet
N
S-10773

(2003 aerial)


S-10773
modern
.004
Hwy 113
.002
modern
modern
modern
modern
.001
modern
S-10940
runway
modern
modern
.008
.003
modern
modern
.007
modern
modern
.006
modern
.005
modern
modern
Stockley
S-04518
0
200ft
0
50m
Chimney
Drive
Road
Roofline
Structure
Tax Parcel

S-10900. Agricultural Complex, 26042 Governor Stockley Road (PIN: 133-6.00-31.00) (Detail Map #15)

Description: This property is located on the west side of Governor Stockley Road to the west of U.S. 113 and south of Georgetown. It contains an early twentieth-century dwelling, two outbuildings, an above-ground swimming pool, and three modern buildings. The house sits along the roadway facing east. A linear driveway lies to south of the dwelling and extends from the road to the outbuildings that sit to the rear of the house.

This c. 1920s one-and-one-half-story, wood-framed, rectangular-shaped house (.001) features a full-width inset porch across the front, enclosed with jalousie-style windows. The main entrance is centered along the front. A secondary entrance is located on the southwest corner of the south side, sheltered by a gabled hood. Fenestration throughout the main block consists of pairs of one-over-one, double-hung sash windows. Shed-roof dormers are featured across the front and rear façades. The house sits on a rusticated concrete-block foundation and is primarily clad in wood shingles. Vinyl siding sheathes the rear façade and dormers. A side-gabled roof, covered in asphalt, shelters the dwelling, and a brick chimney rises from the center, interior of the roof ridge.

West of the dwelling stands a c. 1920s former equipment shed/barn/garage (.002) that faces east. This rectangular-shaped, wood-framed building is clad in horizontal wood siding and is covered by a gable-front roof sheathed in corrugated metal. Southwest from the rear of the house stands a c. 1920s former corn crib (.003) that faces north. This wood-framed structure is clad in horizontal wood lath and is covered by a gabled roof sheathed in asphalt. Over the years, the interior of the structure has been lined with sheet material (homosote) so that the building could be used for storage purposes.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Agriculture theme and Architecture, Engineering and Decorative Arts theme; agricultural complex and bungalow property types.

Evaluation: This property has been evaluated for the National Register both for its dwelling, a c. 1920s bungalow, and as an agricultural complex. Agricultural complexes consist of a dwelling or dwellings, domestic and agricultural outbuildings, related utilitarian and non-utilitarian spaces and features, and associated agricultural fields, woodlots, and orchards. To retain integrity, the principal historic components of the complex must be present and convey strong associations with the farm's period of significance. Buildings and structures should retain integrity of materials, design, feeling, and workmanship. Judging from historical aerial photographs, this house and its two outbuildings was part of a larger complex that extended from Bunting Road southward. In 1937 there were one or two chicken houses at the north end of the property, open fields to the west, and a small orchard or landscaped grounds to the south. What is left of this small farm is the house, a barn, and a dilapidated corncrib among modern outbuildings and surrounded by modern houses. The complex has lost several of it historic-period outbuildings as well as its agricultural setting and can no longer convey its significance as a farm. It is therefore recommended not eligible under Criteria A or C as an agricultural complex.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For an example of the common bungalow to meet eligibility requirements for architecture, it must usually possess diagnostic elements of the Craftsman style such as squat, often battered porch posts, contrasting materials, exposed rafter ends, eaves brackets, and multi-light-over-one windows. This side-gable bungalow does not possess the requisite level of architectural elaboration to render it a significant example of its type. Further, its front porch has been enclosed, and since it was initially surveyed in October 2005, it has been entirely resided and no longer has its historical wood shingles. These changes have diminished its integrity of design, materials, feeling, and workmanship. Lacking both significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

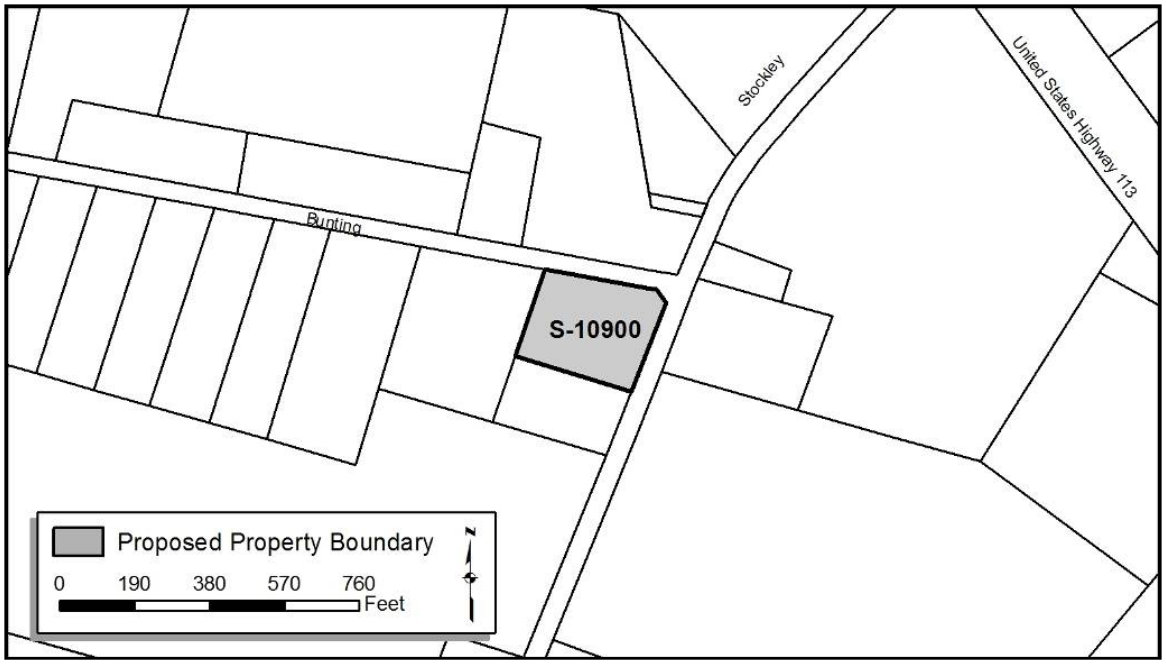
S-10900

main building (.001) façade and southwest side, view to NW

main building (.001) rear and northeast side, view to SE

shed/barn/garage (.002), view to SW

corn crib (.003), view to SW



Tax Parcel
0
125
250
feet
N
Bunting Road
S-10900
Stockley Road

(1937 aerial)

S-10901. Feed Store, 26029 Governor Stockley Road (PIN: 133-6.00-44.00) (Detail Map #15)

Description: This property, located on the east side of Governor Stockley Road to the west of U.S. 113 between Georgetown and Millsboro, contains an early twentieth-century feed store that currently serves as office space for a small local business. The building sits along the roadway facing west. Portions of the property are fenced to contain animals, while the remainder of the property is open. Agricultural fields lie south of the property.

This one-and-one-half-story, wood-framed, rectangular-shaped building has a five-bay façade. Fenestration is irregular on each façade and consists of single, six-over-six, double-hung, vinyl sash windows. A metal door pierces the north end of the front façade and a sliding wood loading door pierces the south end. A one-room, shed-roofed addition extends from the center of the rear façade. The building sits on steel column pilings with stuccoed panels between. Wood shingles cover the majority of the exterior with the exception of the rear, which is covered in vinyl. A side-gabled roof sheathed in metal, shelters the building.

At the time of the field survey in October 2005, there were two historic-period outbuildings standing on the property. Both were demolished at the end of 2006. The first, to the east and rear of the main building, was an early twentieth-century rectangular-shaped barn with a mid-twentieth-century equipment shed attachment on its west end (.002). This one-story, wood-framed building faced north. A combination of horizontal and vertical wood siding and plywood covered the exterior. The gabled roofs were sheathed in metal. North of this building stood a long, rectangular-shaped mid-twentieth-century chicken house (.003). This one-story, wood-framed building faced south and was clad in plywood and vinyl. The gabled roof was sheathed in corrugated metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Retailing/Wholesaling theme; commercial building property type.

Historic Overview: The property owner at the time of the 2005 field survey was Harold Dukes, who acquired the property and buildings at an auction c. 2003. Before his acquisition, Harvey's Plumbing Company utilized the building. Mr. Dukes believed the building was built c. 1930, and remembered it being used as a feed-and-grain store when he was a child. Alterations to the main building since his ownership have included the replacement of all the doors and windows, and the application of vinyl siding to the rear. Mr. Dukes reported that plans for the building included application of vinyl siding to all sides of the exterior to preserve the wood shingles that are believed to be original to the building's construction. There is no known historical association with the buildings on this property and the dwelling/ bungalow across the street.

Evaluation: This property has been evaluated for the National Register as a commercial building because of its historic-period use as feed store. Feed stores are an important part of the agricultural economy of southern Delaware, providing places to purchase feed for the poultry that are the backbone of the economy as well as for other livestock such as cows, who were also historically raised in the area. To convey historical significance as a feed store, however, a building must be identifiable as such. This building has been substantially altered in its conversion to an office building, and its lack of integrity is obvious in comparison to the former Cannon and Messick Feed Store in nearby Frankford (S-10659). The altered property on Governor Stockley Road is recommended not eligible under Criterion A due to lack of integrity.

No evidence has emerged indicating a connection with the productive life of any individual significant in the history of the local area. Therefore, the property is recommended not eligible under Criterion B.

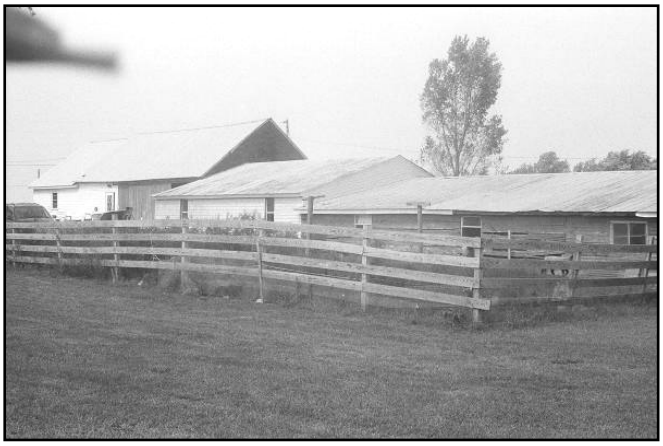
Although an unusual property type, the former feed store lacks architectural integrity. As noted in the description, original wood-sash windows have been changed to vinyl-clad replacements, portions of the original wood shingle siding have been covered with or replaced by modern siding materials, and an addition has been constructed. Due to these changes, the integrity of design, materials, workmanship, feeling and association have been compromised, and the building lacks the integrity to convey its possible architectural significance. It is recommended not eligible under Criterion C.

A feed store that retains original or older fixtures and equipment might be eligible for insights it would provide into the feed store trade. Because of its conversion to offices, this building lacks these elements. Further, the building represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means. The property is therefore recommended not eligible under Criterion D.

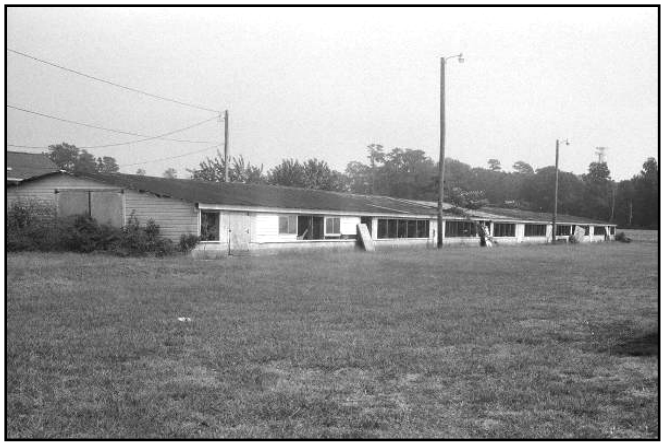
S-10901

main building (.001) facace and north side, view to SE

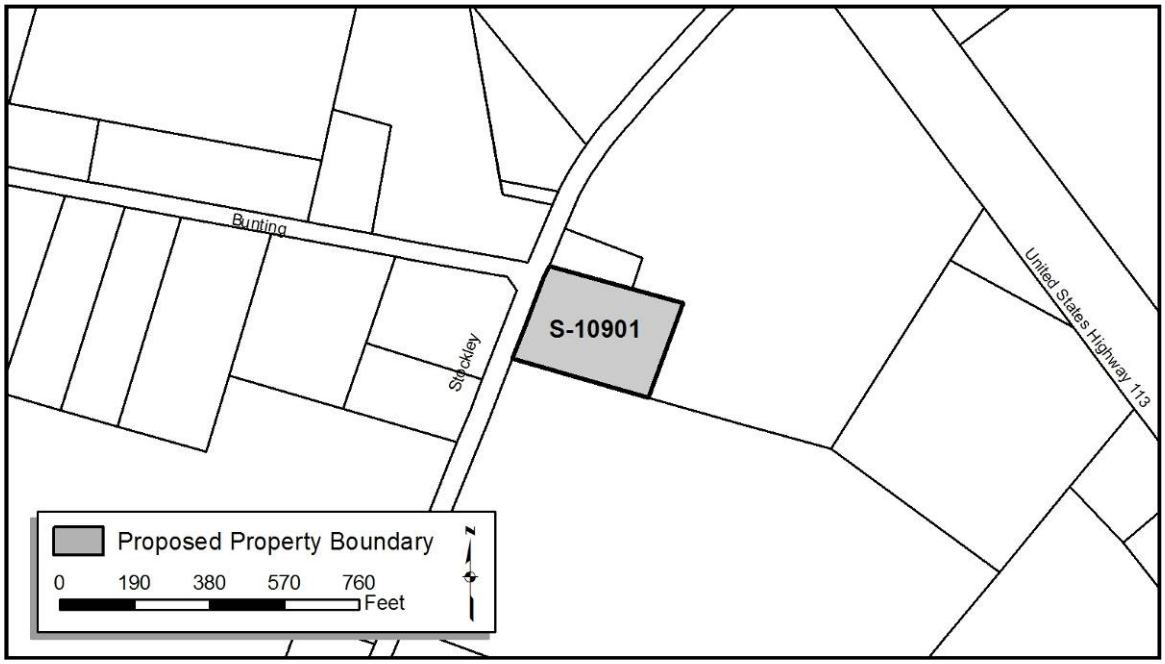
main building (.001) rear and south side, view to NW



barn/shed (.002), view to NW (demolished December 2006)



chicken house (.003), view to E (demolished December 2006)



S-10902. Dwelling, 126 Stockley Road
(PIN: 133-6.00-151.00)
(Detail Map #15)

Description: This property is located on the southeast side of Stockley Road south of Georgetown and contains an historic-period dwelling and a modern shed. The house sits along the roadway facing northwest. A linear driveway lies to the southwest side of the dwelling and extends from the road to the shed. The front lawn is planted with tall, mature shade trees and shrubs.

This c. late 1930s one-and-one-half-story, wood-framed, rectangular-shaped house has a three-bay façade. A gabled enclosed vestibule extends from the center of the façade and shelters the main entrance. Fenestration throughout the main block consists of single, one-over-one, double-hung sash windows. A full-width, shed-and-gabled-roofed addition extends from the rear wall, measuring approximately two-rooms in size. A full-width, wood deck abuts the addition. The main block sits on a rusticated concrete-block foundation and is clad in aluminum. A side-gabled roof, covered in asphalt, shelters the dwelling.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme, bungalow property type.

Evaluation: This property has been evaluated for the National Register as a c. late 1930s bungalow. It is an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. Farmland subdivision is normally recognizable on the landscape in a farm featuring its original nineteenth- or twentieth-century farmhouse with adjoining later dwellings on smaller lots. In this case, the main farmhouse is no longer extant, but may have been located on Stockley Road, where a building is clearly discernable on the 1937 aerial photograph (presented in the evaluation for S-10763). There is now a small grouping of six dwellings at the intersection of the DuPont Highway and Stockley Road, in what would have been the northwest corner of the original farm. All six houses appear to have been built in the 1930s, probably when the farm was subdivided. The agricultural context of the land division has been entirely lost since the presumed main farmhouse is gone, there are no extant agricultural outbuildings, the original farmland is no longer cultivated, and most of the once-open fields have returned to woodland. Without its agricultural context, the cluster of 1930s houses lacks thematic coherence, and does not appear to constitute a viable historic district. As an individual example of farmland subdivision, the bungalow is not historically significant and is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For an example of the common bungalow to meet eligibility requirements for architecture, it must usually possess diagnostic elements of the Craftsman style such as squat, often battered porch posts, contrasting materials, exposed rafter ends, eaves brackets, and multi-light-over-one windows. This unelaborated side-gable bungalow with rear ell does not possess the requisite level of architectural elaboration to render it a significant example of its type. Further, it has been altered by the enclosure of the front entry, a modern addition to the rear, and the application of

modern siding to the exterior. Lacking both architectural significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

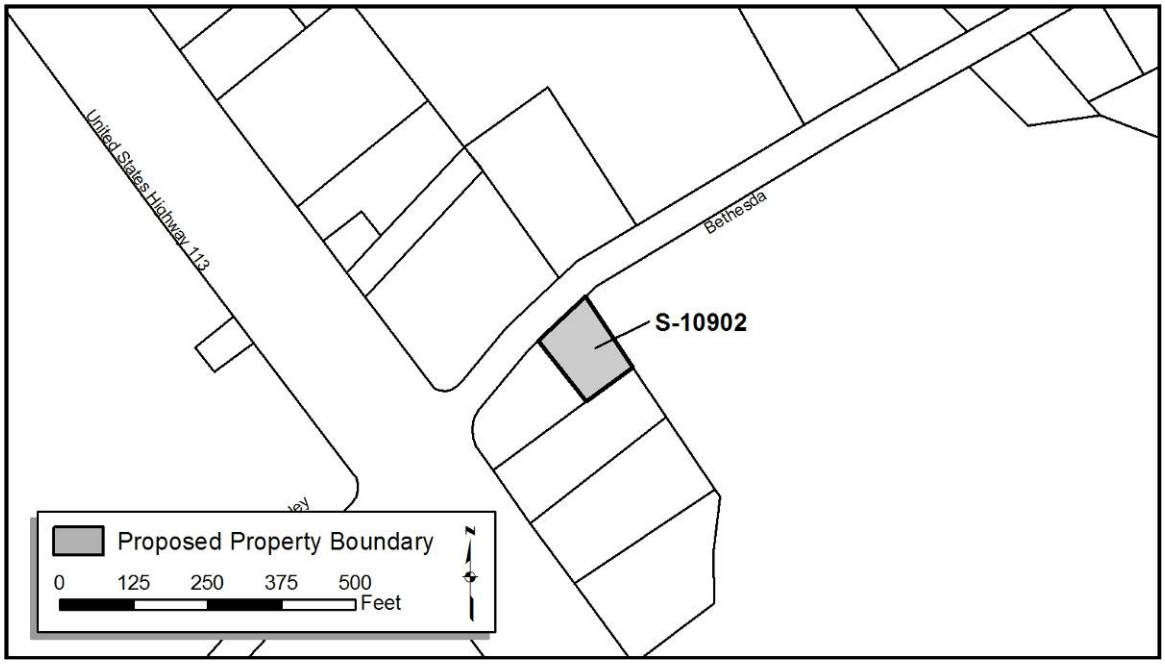
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10902

main building (.001) façade and southwest side, view to E

main building (.001) façade and northeast side, view to S

main building (.001) rear and southwest side, view to N



S-10903. Daisey Dairy Farm, Governor Stockley Road (PIN: 133-6.00-131.02) (Detail Map #15)

Description: This property is located on the north side of Governor Stockley Road and contains an early twentieth-century dwelling and six outbuildings. The house sits back from the roadway, faces south, and is heavily shaded by mature pine and fir trees.

This one-and-one-half-story, wood-framed, rectangular-shaped, c. 1920s bungalow has a three-bay façade. A gabled portico is located on the center of the façade, where it shelters the main entrance. This portico has prominent exposed rafter ends, square wood posts, and a brick floor and steps. The original front door has three vertical lights over three vertical panels. One-story, one-room, hipped-roof rooms extend from both the east and west ends of the house. A one-room, shed-roofed extension stands along the center of the rear wall. A shed-roofed canopy hangs over a central rear entrance. Fenestration throughout the dwelling consists of single, six-over-one, double-hung sash windows. The main block sits on a rusticated concrete-block foundation and is clad in horizontal wood siding. A side, jerkinhead roof, covered in asphalt, shelters the dwelling. Exposed rafter ends are featured along the roof's edge. A brick chimney rises from the center, interior of the house.

To the immediate rear of the dwelling stand six vacant/abandoned former agricultural outbuildings (.002-.007). All of the buildings reflect the Craftsman/bungalow-style seen in the house with such details as exposed rafter ends along their roof ridges. The first outbuilding (.002), erected in about 1930, has two six-light fixed windows in its southeast façade and a vertical bead board door with strap hinges. The side wall has vertical board doors with strap hinges while the rear wall is blank. The second outbuilding (.003), a c. 1920 stable has half of an original sliding vertical bead board door in its south façade wall. The side walls are pierced with six-light, fixed windows, while the rear wall is blank. The third outbuilding (.004) was a smokehouse; it employs a clipped gable mimicking that of the main house. The west façade has two screened openings and a central vertical bead board door with side hinges. The north side wall has a screened opening, while the remaining two sides are blank. The fourth outbuilding (.005) appears to have been erected about 1950 and was a milking barn. Its south wall has four square openings with Plexiglas fastened over them. The side walls have two similar openings and central side-hinged vertical board doors, while the rear wall has four square openings. The fifth outbuilding (.006), erected in about 1930, has two window openings in its southwest façade with missing sashes. A vertical board door is placed near the center of the wall. The side walls have square openings with missing sashes, while the rear wall is blank. The final outbuilding (.007) is a c. 1950 hay barn. An open garage bay occupies the southern half of the west gable end. The remaining sides are blank.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Agriculture theme, Architecture, Engineering, Decorative Arts theme; agricultural complex and bungalow property types.

Historic Overview: The current owners of the property, the Banks, purchased the land and its buildings in 1978 from the Daiseys. The Daiseys were responsible for building the dwelling and outbuildings, and utilized the property as a mini-dairy farm. Unfortunately, Herman Daisey died in the 1990s, and no one knowledgeable about the property during his tenure could be located. A tenant last occupied the dwelling about 5-6 years ago. Currently, the house is vacant, and the outbuildings are used for storage (Banks 2006).

A chain-of-title search revealed that the parcel on which the house stands was a portion of a larger tract sold by William L. and Virginia Daisey to Herman C and Della Daisey of Bryn Mawr, Pennsylvania, for one dollar and other valuable considerations (Sussex County Deed Book 297:140, August 6,1934). In 1938, as a result of divorce proceedings, Della E. Daisey conveyed her portion of ownership in the property to her ex-husband Herman C. Daisey for one dollar and other considerations (Sussex County Deed Book 48:228, May 13, 1938).

In 1978 Herman C. and Florence W. Daisey sold a 10.215-acre parcel containing the house to David A. and Mary S. Banks for $40,000 (Sussex County Deed Book 927:231, December 8, 1978). In 2001 the Banks transferred full ownership of a .84-acre parcel, described as a Parcel B of a plat by McCann, Inc., containing a house and shed outbuilding, to Mary S. Banks (Sussex County Book 2584:335, April 21, 2001).

The current tax assessment records indicate the property includes a house (no date of construction noted), a 17 x 17 garage, two general-purpose buildings, two 28 x 20 general-purpose buildings, a shed, corncrib, and a 138 x 32 poultry house.

Evaluation: This property has been evaluated for the National Register as a c. 1920s bungalow and as an agricultural complex. Agricultural complexes consist of a dwelling or dwellings, domestic and agricultural outbuildings, related utilitarian and non-utilitarian spaces and features, and associated agricultural fields, woodlots, and orchards. To be eligible under Criterion A, the complex must have the ability to convey information or exhibit trends concerning Delaware's agricultural development, which this complex does not. The historic functions of most of the outbuildings can not be determined based solely on visual inspection, and they therefore do not convey a clear association with an important trend in Delaware agriculture. The purported use of the property as a "mini-dairy farm" is puzzling and can not be confirmed. Lacking fields and pastures in which to graze cows, silos to store grain, milkhouses to extract dairy products, and a large barn to shelter the animals, the property does not convey its association with the dairy industry, "mini" or otherwise. The property is therefore recommended not eligible under Criterion A.

Research concerning the sequence of owners of the property has not revealed any who had an important role in the history of the local area. Therefore, the property is recommended not eligible under National Register Criterion B.

To achieve significance under Criterion C for architecture, the original farmhouse must remain, and the positioning of agricultural buildings and structures in relation to the farmhouse should be intact. Though little is known about the complex from an agricultural point of view, its c. 1920s period of significance and architecture are strongly conveyed with the almost universal application of bungalow detailing such as exposed rafter tails and multiple-light, double-hung sash windows. Little to no alterations have occurred since the buildings were constructed. Overall, the complex retains all aspects of integrity, and the complex is recommended for inclusion in the National Register under Criterion C.

The dwelling has been individually evaluated for eligibility as a vernacular, jerkinhead roof bungalow. It has been very little altered, retaining an exceptional proportion of original exterior architectural fabric. Detailing includes the gable-entry stoop with its original bungalow door, the six-over-one, double-hung sash windows, the end-enclosed porches, also with six-over-one, double-hung sash windows, the jerkinhead gable ends, and the exposed rafter ends. The house as a well-preserved example of its type of bungalow, possessing numerous diagnostic characteristics, is recommended eligible for the National Register under Criterion C.

Evidence visible on the exterior of the buildings suggests that they lack the structural and architectural individuality to convey important information about building construction practices. Therefore, the property is recommended not eligible under Criterion D.

The National Register boundary is the entirety of Sussex County tax parcel 131-6.00-131.02, encompassing the dwelling and six outbuildings, all of which contribute to the property's eligibility under Criterion C. The parcel is approximately 1.02 acres and measures 186 feet along Governor Stockley Road, 257 feet along the eastern and western parcel lines, and 160 feet along the northern parcel line. This recommendation is in accordance with guidelines set forth by the National Park Service, which stipulate that the boundary should "encompass but not exceed the extent of the significant resources and land areas comprising the property" (U.S. Department of the Interior 1991:56).

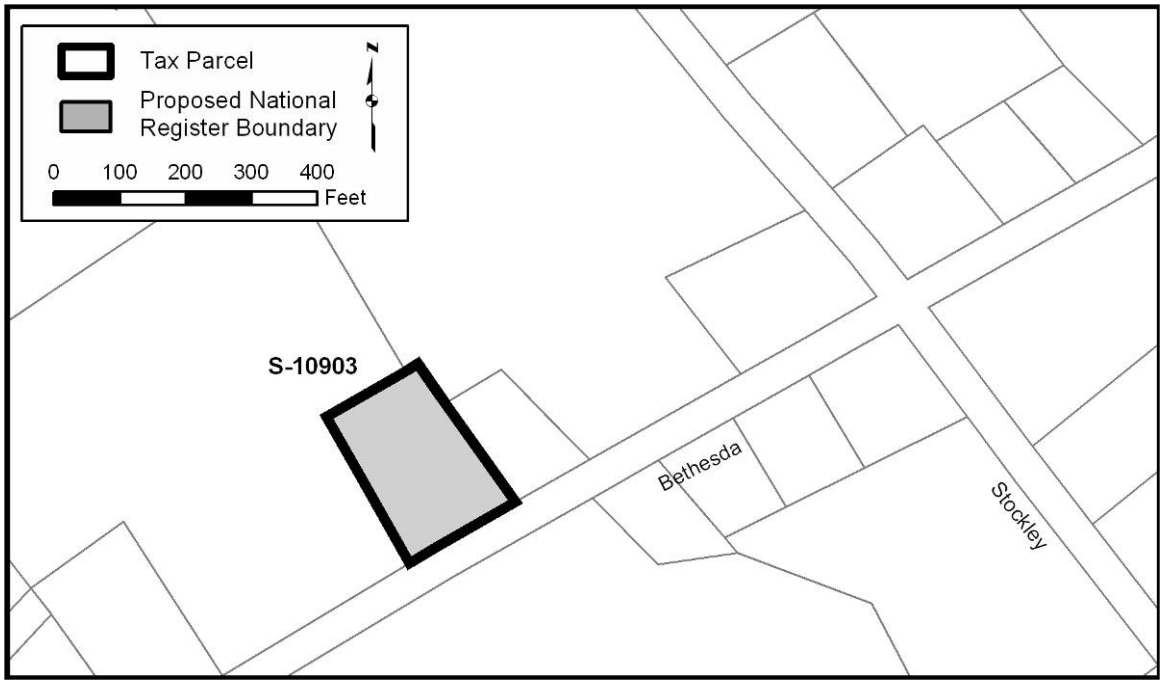
S-10903

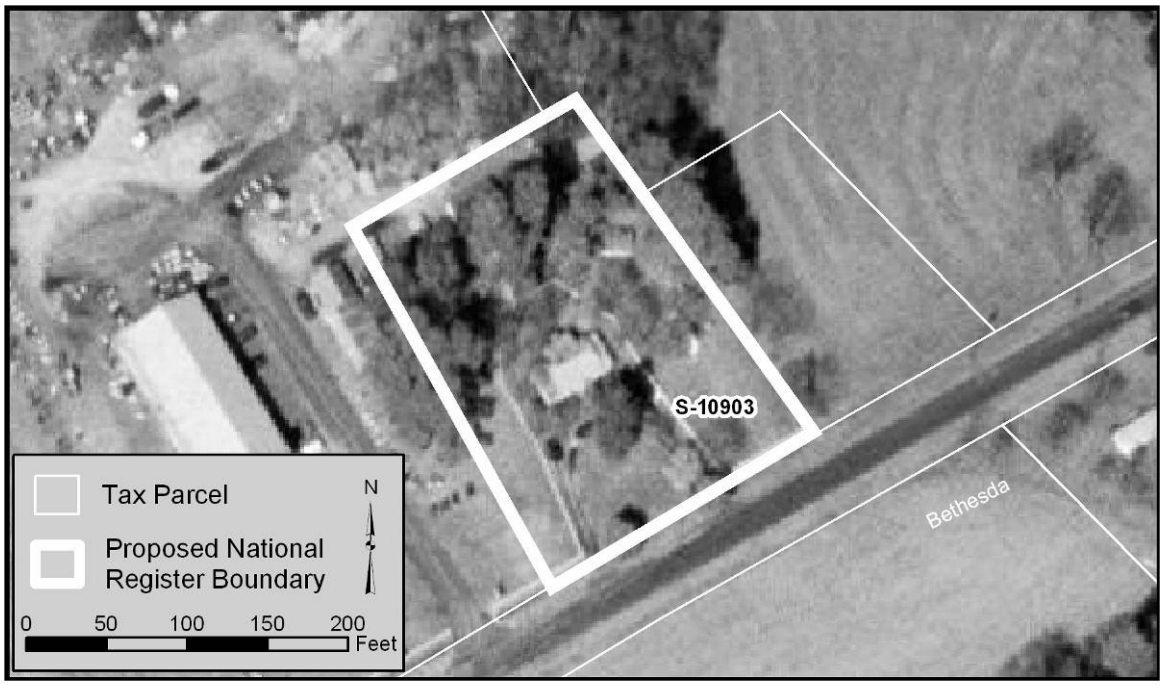
main building (.001) façade, view to N

main building (.001) rear and northeast side, view to SW

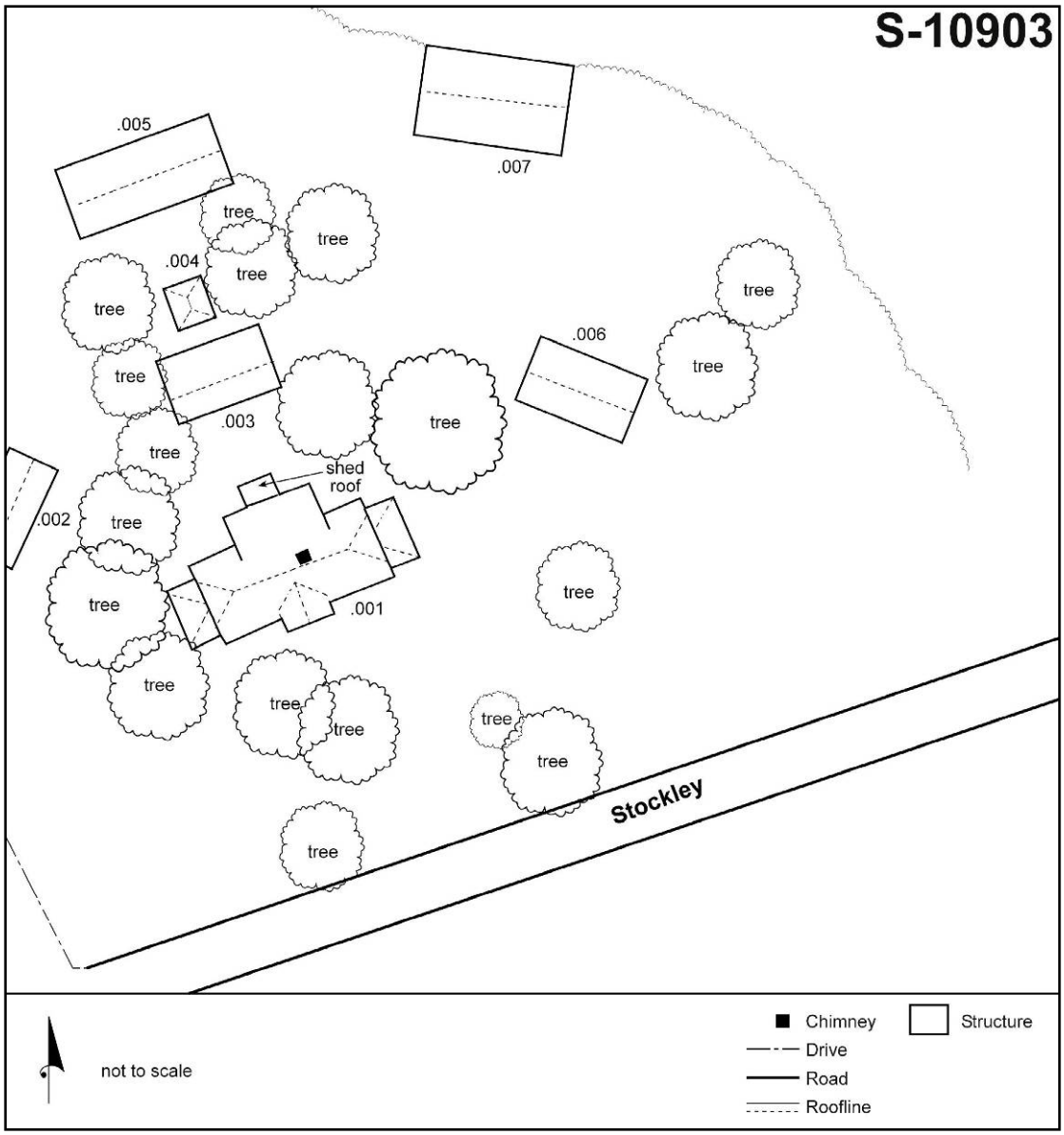
left to right: unidentified outbuilding (.002), milking barn (.005), smokehouse (.004), and unidentified outbuilding (.003) view to N

left to right: hay barn (.007) and unidentified outbuilding (.006), view to N


Tax Parcel
Proposed National Register Boundary
N
0 100 200 300 400
Feet
S-10903
Bethesda
Stockley


S-10903
Tax Parcel
Proposed National Register Boundary
N
0 50 100 150 200
Feet
Bethesda

(2003 aerial)


S-10903
.005
.007
.004
.006
.003
.002
.001
tree
shed roof
Stockley
not to scale
Chimney
Structure
Drive
Road
Roofline

S-10919. Dwelling, 21367 Almshouse Road
(PIN: 133-2.00-1.00)
(Detail Map #13)

Description: This domestic property on the north side of Alms House Road[6] contains a historic-period house and a shed. The parcel also contains a separate property (S-04513), described elsewhere in this report. The two properties do not appear to share a historic-period association as the buildings at S-10919 were moved onto the parcel after 1962 (as evidenced on aerial photographs).

The c. 1900 house is a side-hall, two-story Colonial Revival house. It is L-shaped in plan with side gables on the front (south) façade and a long ell on the western end of the north wall with a gable facing north. Within the ell is an enclosed shed-roofed porch facing east. The house is wood framed over a concrete-block foundation and exterior walls are covered with vinyl siding. The eaves are boxed and the roof is covered with wood shingles. Windows in the house are regularly spaced, one-over-one, double-hung vinyl replacements with trim wrapped in aluminum. On the south wall they are positioned so that the second-floor windows are directly over the first-floor windows. The window directly over the front door is slightly smaller than the others. Over the front door is a small gabled hood supported by angled wood brackets. The wood front door is accessed by a concrete stoop with three integrated steps. Windows on the east side are represented by an attic level double-hung sash within the gable end, and regularly spaced double-hung sashes at the location of the enclosed porch. A door at the porch leads to a concrete stoop that matches the one at the front door. There is a concrete-block chimney centered on the northern gable end with a concrete-block exterior fireplace adjacent to it on the east side.

A c. 1960 shed (.002) is located to the northeast of the house at the tree line of a small cleared area. It is a front-gabled building with wood framing and horizontal corrugated metal siding. The roof is also made of corrugated metal. The eaves of the roof have an angled fascia, and a soffit that follows the underside of the rafters. There is a metal screen door centered on the south gable end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1880-1940+/-; Architecture, Engineering, and Decorative Arts theme; Colonial Revival property type.

Evaluation: This property has been evaluated for the National Register for its house, a Colonial Revival. As indicated, the house was moved to its current site after 1962, as evidence on aerial photographs. Because of this move, the original context of the house is lost and it cannot be associated with any historical trend or process. The property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

To meet eligibility, a Colonial Revival house should be more elaborately detailed and better preserved than the average example, with architectural distinction and stylistic elements such as

[6] The road appears to have been named for the County Alms House, which is mapped on the 1868 Beers Atlas approximately .4 miles to the north, on what is now the grounds of the Sussex County Correctional Institution (S-00210) on the east side of U.S. 113.

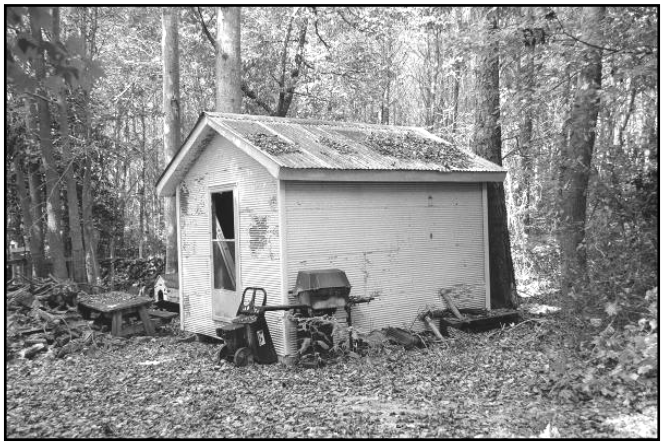
elaborate door surrounds, multi-pane sash windows, open porches, and roof ridge details that include dentils or modillion blocks. Typically, an example that was architect-designed or based on a published design and that possessed all of its diagnostic elements would meet eligibility. This example exhibits no outstanding stylistic details, and, furthermore has been altered by the installation of siding doors and windows. None of these changes are representative of the original time period, and therefore the building lacks architectural integrity to be eligible for the National Register for its architecture. Thus, it is recommended not eligible under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

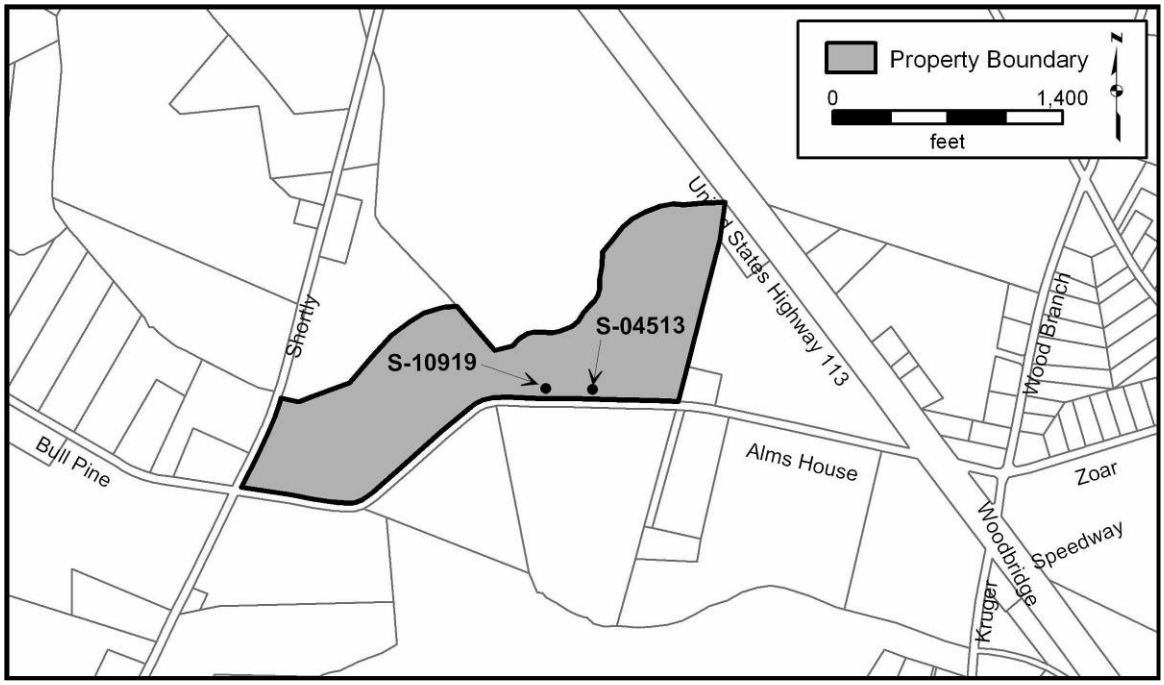
S-10919

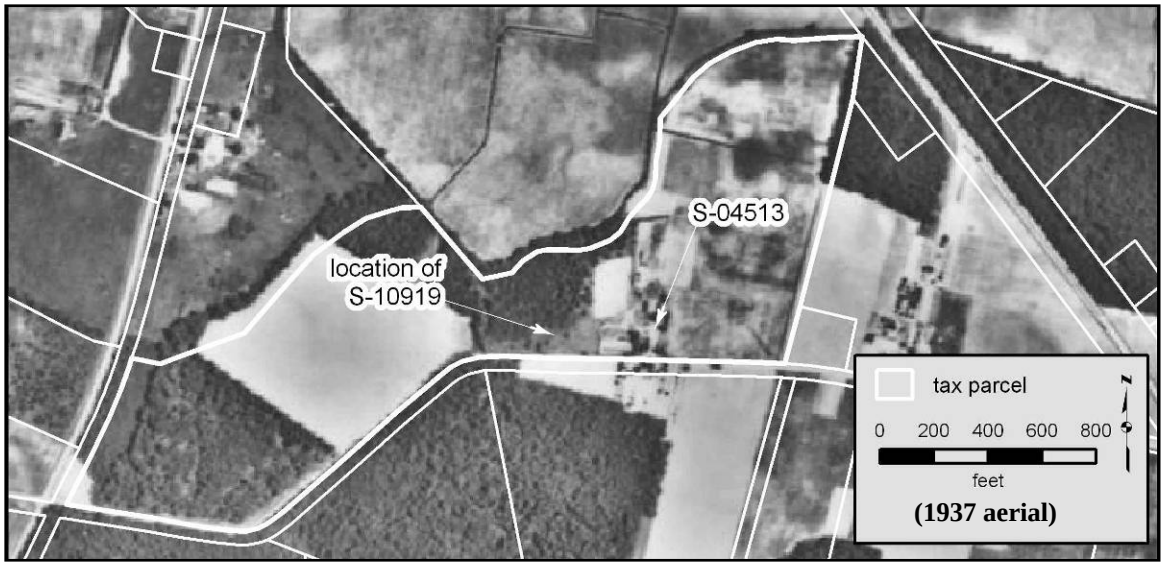
main building (.001), view to NW

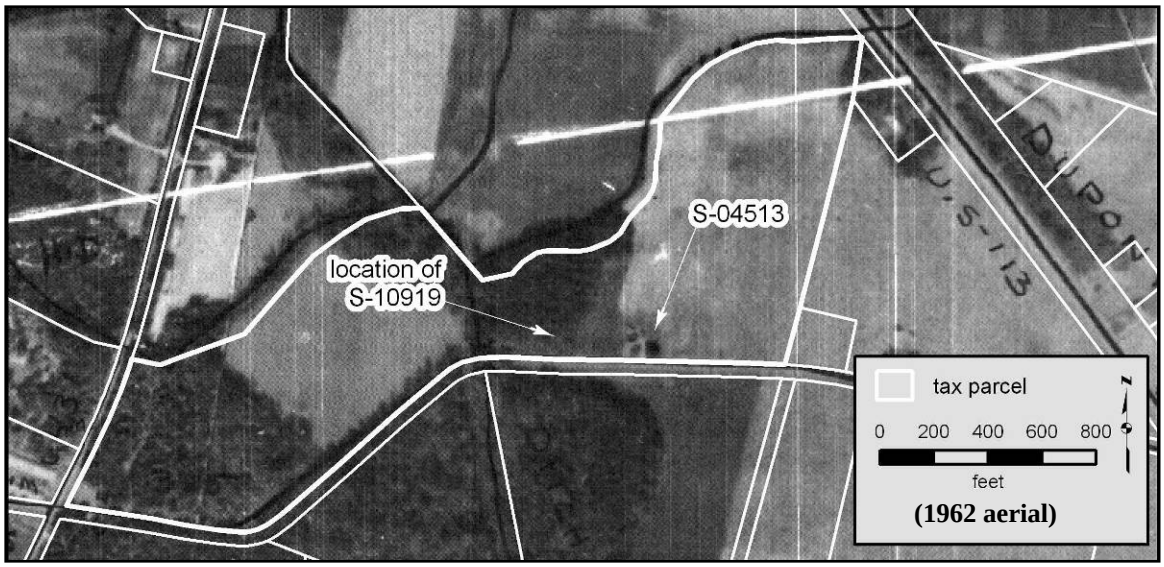
main building (.001), view to SW



shed (.002), view to NW




S-04513
location of
S-10919
tax parcel
0 200 400 600 800
feet
(1937 aerial)


S-04513
location of
S-10919
U.S. 113
tax parcel
0 200 400 600 800
feet
(1962 aerial)

S-04513
S-10919
tax parcel
0 200 400 600 800
feet
(2003 aerial)

S-10940. Dwelling, DuPont Highway
(PIN: 133-6.00-129.00)
(Detail Map #15)

Description: This property is located on the northeast side of U.S. 113 south of Georgetown. It contains a former dwelling that now serves a commercial function. The small one-and-one-half story building shares the site with a modern garage.

The c. 1920 wood-framed bungalow-influenced dwelling faces southwest toward U.S. 113 and has a rectangular plan with a jerkinhead roof oriented with the hipped gables on the northeast and southwest ends. There is a small enclosed porch with a lower-sloped hip roof on the southwest façade. The roofs are covered with asphalt shingles and have boxed eaves. The front door is located near the southern corner of the building, at the southeast elevation of the enclosed porch, and is accessed by a small deck and a ramp that runs along the side of the building. The metal back door, located east of center on the rear elevation, is accessed by a concrete stoop with three steps. The door and stoop are sheltered by a small shed roof. Windows are regularly spaced six-over-six, double-hung sashes that are all flanked with non-functioning vinyl shutters. Exceptions are the single-light windows with shutters on the southwestern side of the porch, and the six-over-six, double-hung sashes without shutters at the attic level, centered in the northeast gable end. The single-light windows appear to occupy the openings of former paired double-hung windows as evidenced by a similarly proportioned, existing adjacent pair on the northwest elevation of the enclosed porch. The building is clad in vinyl siding and sits on a rusticated concrete-block foundation with elliptical ventilation openings.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This resource has been evaluated for the National Register as a domestic property—a c. 1920s bungalow—because that was its historic function. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This unelaborated building is a simple example of a common architectural type and lacks the distinction necessary to be considered architecturally significant. Further, it has been modified with the application of modern siding, the replacement of some windows, and the enclosure of the front porch, which moved the main entrance from the façade to the southeast sidewall. Lacking both significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

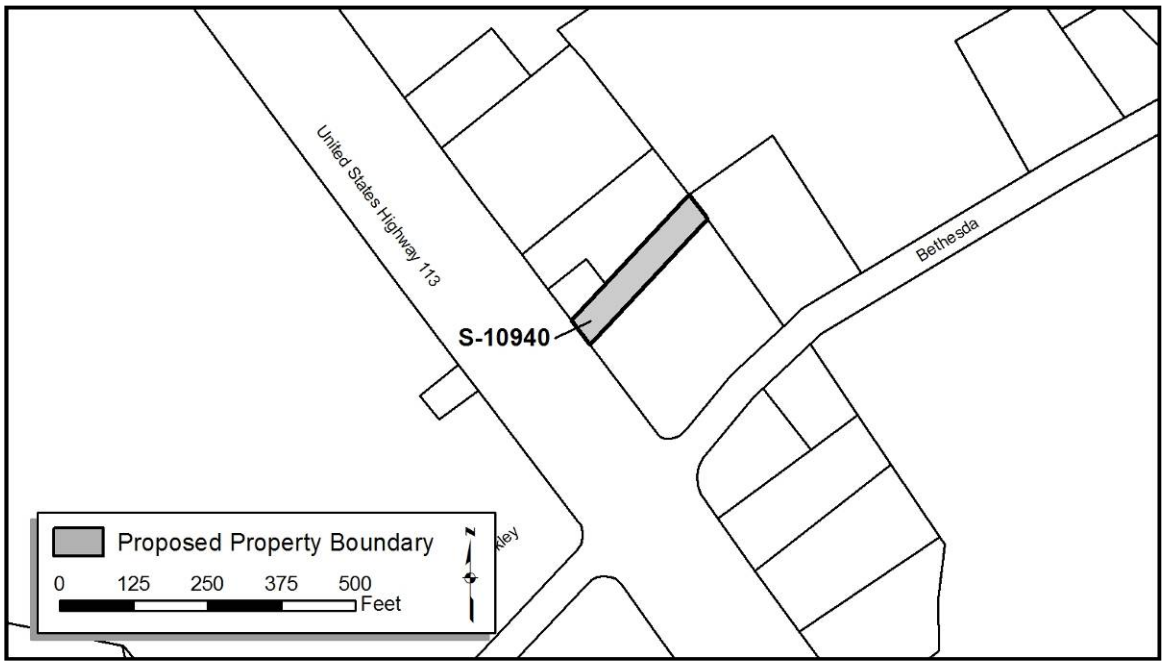
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10940

main building (.001) façade and southeast side, view to N

main building (.001) façade and northwest side, view to E

main building (.001) rear and southeast side, view to W



S-10952. Dwelling, 24112 DuPont Highway
(PIN: 133-2.00-2.00)
(Detail Map #13)

Description: This residential property is located on the southwest side of U.S. 113 south of Georgetown. It is set within a small copse of trees surrounded on the north, west, and south by agricultural fields. There is one modern residential property across the highway, and slightly to its north is the Sussex County Correctional Facility complex. The southwest side of the highway in the immediate vicinity of this property is largely undeveloped, however. The property contains a ranch style house and a garage. An asphalt drive along the south side of the house connects the garage with U.S. 113.

The c. 1960 one-story, side-gabled ranch house (.001) is wood-frame construction with a concrete-block foundation. The house has aluminum siding and an asphalt-shingled roof with broad eaves. The line of the eave across the northeast side is extended to provide a covered porch area along the eastern end over the centrally located front door. At the far eastern corner, the porch roof is anchored with a built-in storage shed incorporated into the plan of the house. The rest of this porch roof is supported by slender columns composed of thin, paired metal posts attached together with decorative metal scrollwork. The base of the porch is a concrete pad, nearly flush with grade. On the southwestern side of the house there is also an extension to the plan that contains an enclosed porch. The roof for this is a shed roof that extends from the ridge, at a lower slope, down to the eave that is at the same level as the main roof. A back door is situated on the northeast wall of the enclosed porch. Five windows along the southwest side are arranged in a regular, closely spaced, pattern and consist of an awning-type with three lights each. Windows on the rest of the house are spaced in a regular pattern and are one-over-one, double-hung sash. On the northeast façade, the double-hung windows are paired, and each is flanked by non-functional vinyl shutters. There is also an additional larger window next to the front door that is composed of paired fixed-pane, single-light windows with smaller, horizontal awning windows below. This window is also flanked by shutters.

The garage (.002) is situated to the south of the house and is front gabled with an aluminum overhead door in the gable end facing northeast. It is rectangular in plan and is wood framed with a concrete-block foundation, aluminum siding, and an asphalt shingled roof. On the northwest side, facing the rear yard of the house, there are two plain metal doors, each placed equidistant from the ends of the building. On the southeast, there are two aluminum hopper windows.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1960 ranch house. This property appears to be an example of farmland subdivision, a major land use trend in many agricultural areas of the eastern United States driven in part by family considerations and in part by agricultural economics. Farmland subdivision is normally recognizable on the landscape in a farm featuring its original nineteenth- or twentieth-century farmhouse with adjoining later dwellings on smaller lots. In this case, the original farmhouse may have been located on Almshouse Road, at the southern edge of the field that borders the ranch house's wooded lot (clearly evident on the 1937 aerial photograph). The original farm complex is no longer extant, and the ranch house stands largely on its own. As an individual, isolated example of farmland

subdivision, this property does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As noted in the research design, the ranch house is a very common post-World War II housing type, and very few individual examples are eligible for the National Register for their architecture. A ranch house is more likely to be eligible as a contributing element of a larger district than on its own. An individually eligible example would have to possess the distinctive characteristics of the style as well as retain all aspects of integrity. Although this style lacked extensive exterior decoration, sometimes detailing is featured around the windows and porch areas (i.e., wrought iron, or wood). Further, the best examples have exaggerated horizontal massing with large picture and ribbon windows that maximize the appearance that the building stretches across the land. This dwelling is largely intact, but it is not a particularly early example, does not have distinctive window or porch detailing, and its horizontality is not emphasized by massing or fenestration. The building lacks architectural significance and is recommended not eligible under Criterion C.

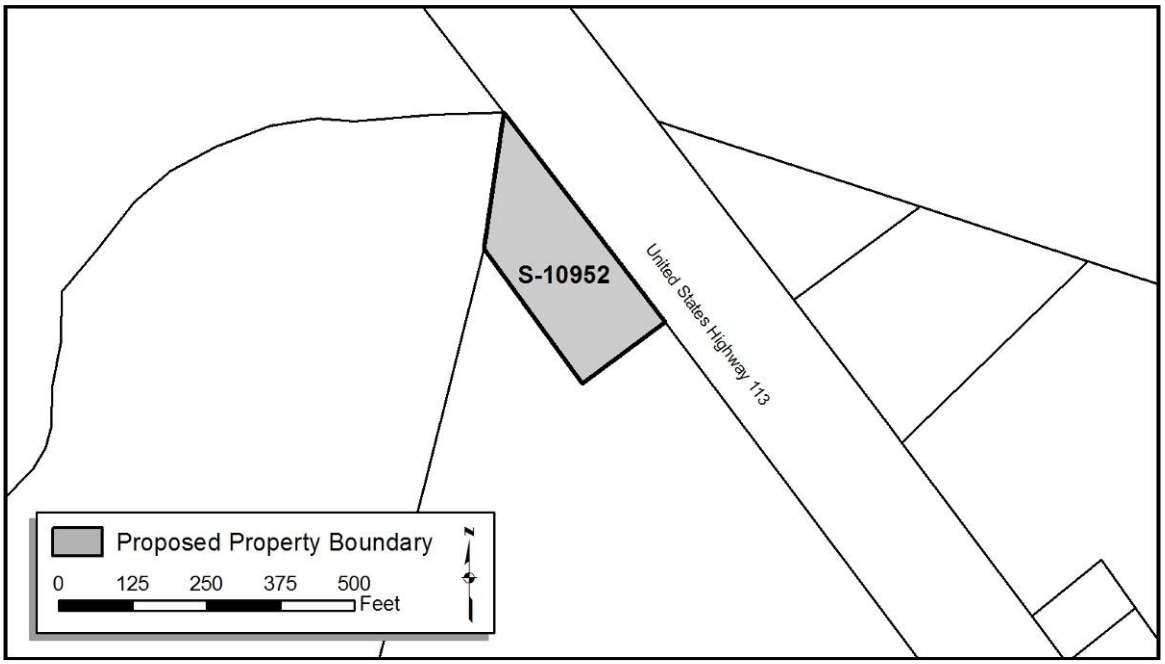
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10952

main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E

garage (.002), view to S



S-10953. Dwelling, 24546 DuPont Highway
(PIN: 133-2.00-15.00)
(Detail Map #14)

Description: This residential property is located on the west side of DuPont Highway south of Georgetown. It is set in a heavily wooded area and contains a historic-period house and a modern garage.

The c. 1960 one-story ranch house is wood framed with a combination of brick veneer and vinyl siding. The painted brick veneer occurs on the majority of the northeast façade, with a brick belt course at the level of the window sill on the center section. There is aluminum siding at the northern end and other sides of the building. The plan is composed of a linear grouping of volumes, on a southeast/northwest axis, covered by a low-slope roof. The components of the varied roof consist of a hipped, low pyramidal form at the southeast end of the house, which transitions into a gable roof with eave lines that follow the few slight projections and recesses in the plan. Low sloped-shed roofs also extend from the house to cover a back door and a screened porch on the rear southwest side of the house. All roofs have boxed eaves and are covered with asphalt shingles. Windows on the house vary in type but occur at fairly regular spacing around the house. To the southeast of the centrally located front door there are paired, horizontally oriented two-over-two double-hung sash windows with non-functional shutters. To the northwest of the front door is a picture window composed of a central fixed light flanked by two paired casements. Further to the northwest, on the sided portion, is a horizontal band of three awning windows. On the northwest wall there is a single casement window covered by a metal awning. At the back of the house there is a grouping of two-over-two awning windows with horizontal proportions. The small shed roofed porch that shelters the back door is built into the house at the southeast end and supported by a turned wood post at the other corner. A concrete stoop acts as the base for the porch. The projecting screened porch has a Victorian-inspired wood screen door with decorative corner brackets, located on the northwest side. Toward the southern end of the rear elevation is a sliding glass patio door. The house is constructed on a concrete-block foundation, and a brick chimney is positioned central to the northwestern end of the house, just to the front of the ridge.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1960 ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. The properties on the west side of the road, this one among them, were built by a developer. One of the houses was built after 1962 and is not included in this study; another (the first to be constructed) burned down and has been replaced by a modern dwelling. The remaining four historic-period dwellings are not in an unbroken row, and do not constitute a cohesive whole. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

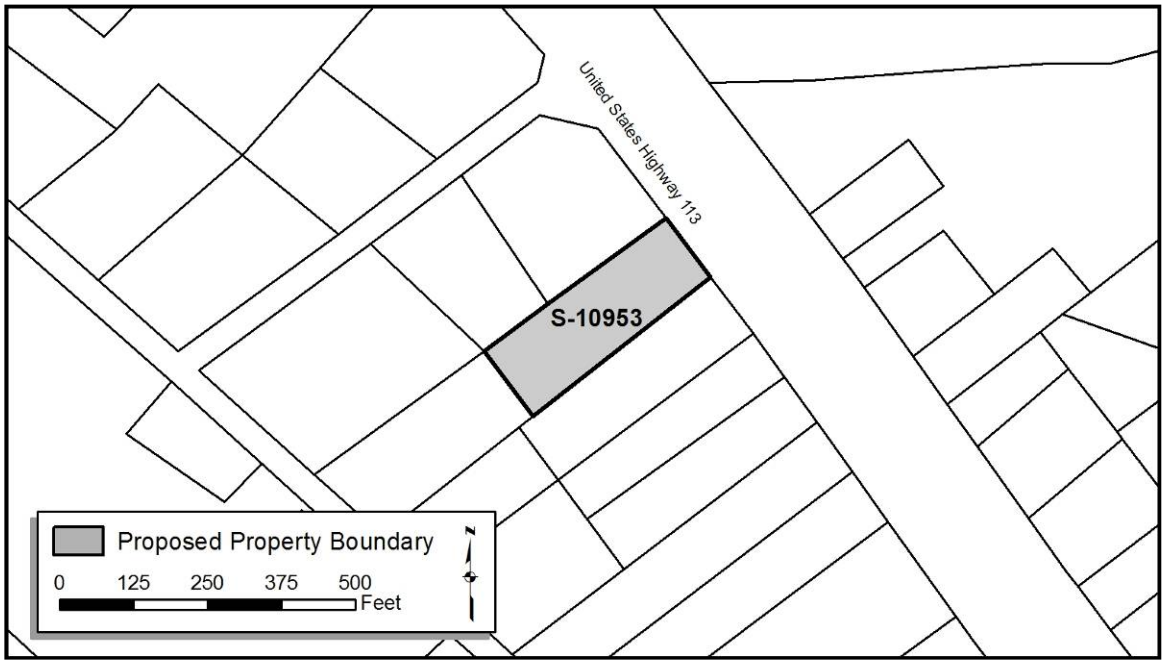
As noted in the research design, the ranch house is a very common post-World War II housing type, and very few individual examples are eligible for the National Register for their architecture. A ranch house is more likely to be eligible as a contributing element of a larger district than on its own. An individually eligible example would have to possess the distinctive characteristics of the style as well as retain all aspects of integrity. Although this style lacked extensive exterior decoration, sometimes detailing is featured around the windows and porch areas (i.e., wrought iron, or wood). Further, the best examples have exaggerated horizontal massing with large picture and ribbon windows that maximize the appearance that the building stretches across the land. This dwelling is largely intact, but it is not a particularly early example and it does not have any distinctive detailing. The building lacks architectural significance and is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10953

main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E



S-10954. Dwelling, 24568 DuPont Highway
(PIN: 133-6.00-103.00)
(Detail Map #14)

Description: This residential property, situated on the west side of DuPont Highway south of Georgetown, contains a historic period house accessed by a gravel drive with circular turn-around.

The c. 1960 one-story, ranch-style house has a long T-shaped plan with a front and rear gable at the southeastern end. At the northwestern end, the gabled roof steps in slightly to follow a jog in the plan. The house is wood-framed with vinyl siding on three-and-one-half sides. On the central façade (northeast) portion, between the jog and the projection of the tee, there is an ashlar-coursed stone veneer with stone belt-course at the height of the window sills. Above the stone there is vertical wood siding. The eaves and cornice are boxed, and the roof is covered with asphalt shingles. The windows on the house are one-over-one, double-hung sash windows in a fairly regular pattern. On the front of the house the windows are paired together and have vinyl non-functional shutters. There is also a picture window composed of a central fixed light with flanking, narrow, one-over-one, double-hung sashes situated near the middle of the central portion of the house. The front door is located just to southeast of the picture window, within a recess under the gable at the tee-projection. The front gable is supported at the recess by a square column. There is a single-bay carport at the northeastern end of the front elevation that is sided on the gable-end, but open front and back. On the side and back elevations, there is one paired double-hung window, but the rest are singles and some are smaller in size. The back door, central to the building on the southwest elevation, accesses a low wood deck that extends the length of the central portion. The house has a concrete-block foundation, and there is a concrete-block chimney positioned on the exterior of the southwest wall, near the northwest end of the deck.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering, Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated for the National Register as a c. 1960 ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. The properties on the west side of the road, this one among them, were built by a developer. One of the houses was built after 1962 and is not included in this study; another (the first to be constructed) burned down and has been replaced by a modern dwelling. The remaining four historic-period dwellings are not in an unbroken row, and do not constitute a cohesive whole. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

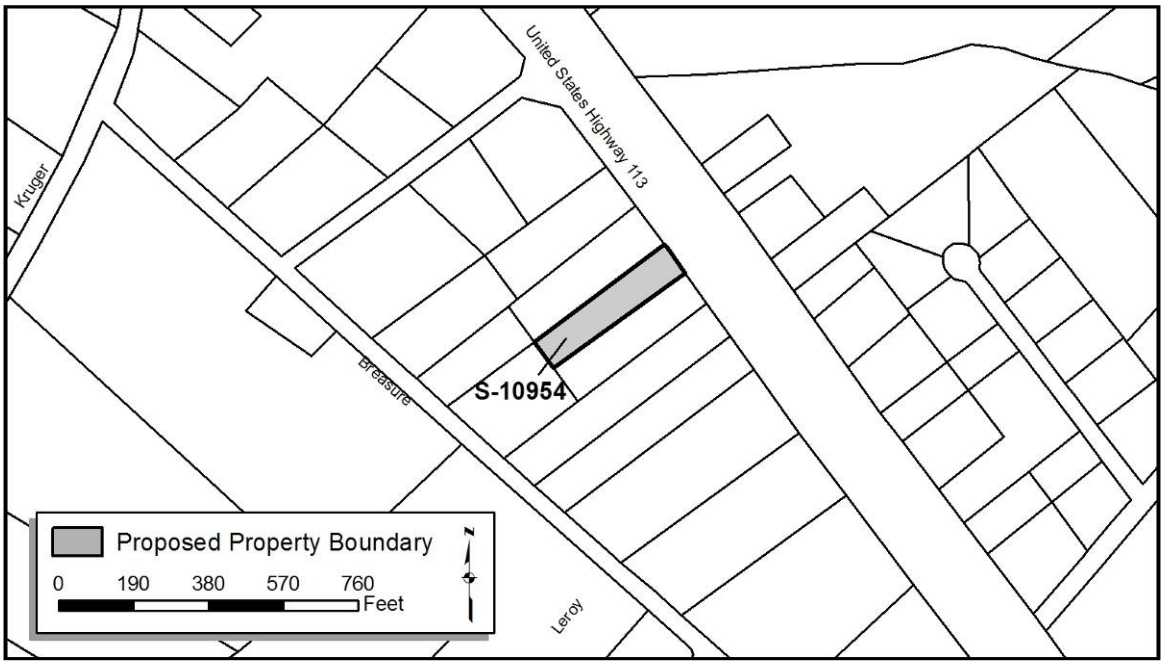
As noted in the research design, the ranch house is a very common post-World War II housing type, and very few individual examples are eligible for the National Register for their architecture. A ranch house is more likely to be eligible as a contributing element of a larger district than on its own. An individually eligible example would have to possess the distinctive characteristics of the style as well as retain all aspects of integrity. Although this style lacked extensive exterior decoration, sometimes detailing is featured around the windows and porch areas (i.e., wrought iron, or wood). Further, the best examples have exaggerated horizontal massing with large picture and ribbon windows that maximize the appearance that the building stretches across the land. This dwelling is not a particularly early example of the form, and it does not have any distinctive detailing. Further, it has been altered by the replacement of siding. The building lacks architectural significance and its integrity is diminished; it is therefore recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10954

main building (.001) façade and northwest side, view to S

main building (.001) rear, view to N



S-10955. Dwelling, 24584 DuPont Highway
(PIN: 133-6.00-104.00)
(Detail Map #14)

Description: This property is located on the west side of DuPont Highway south of Georgetown and contains a historic-period dwelling, currently used as a daycare, with driveway along the northwest property line. The driveway has a turn-around located in front of the house in a small grove of second-growth trees. A detached garage from the same period is situated west of the house.

The c. 1960 one-story ranch-style house (.001) has side gables and a shallow T-shaped plan formed by a projecting front gable positioned slightly to the southeast of center. This projection has a recess at the northwest end, which is where the front door is located. The front gable roof is supported at the recess by a column composed of thin, metal posts attached together with decorative metal scrollwork resting on a brick stoop. The wood-framed house is clad in aluminum siding on sides, back, and front projection, including around the front door. The rest of the façade has a brick veneer of roman brick in a one-third running bond. The roof is covered with asphalt shingles and has boxed eaves with a relatively shallow overhang at the eaves and longer extension at the gables. Windows in a variety of styles are arranged in a fairly regular pattern around the house. On the front projection (northeast side), there is an asymmetrically placed picture window flanked by narrow one-over-one, double-hung aluminum sash windows. To the southeast of the front projection is a pair of one-over-one, double-hung aluminum sash windows with brick rowlock sills, while to the northwest there is a casement window with applied diagonal muntins. Other windows on the house comprise one-over-one, double-hung sash windows of various sizes and single fixed windows. At the southeast side there are two individual one-over-one, double-hung aluminum sash windows. Two of the double-hung aluminum sash windows on the rear are two-over-two, with the glazing oriented horizontally. There are also two nearly square, fixed widows divided equally into four (two-over-two) by false muntins. Each of the fixed widows is positioned on either side of the back door located at the northwestern end of the southwestern side. The back door accesses a modern wood deck with a post-and-picket handrail around its perimeter. There is another adjacent exterior door just around the corner of the building, on the northwest side. Next to the door, there are four double-hung sash windows grouped in a row that also have two-over-two horizontal lights. A brick chimney is situated just to the northeast of the ridge, near the junction of the tee.

The c. 1960 garage (.002) has a rectangular plan with side gables. The roof is covered with asphalt shingles and has boxed eaves. The garage is constructed of painted concrete block, but the front (northeast) wall has a brick veneer that matches that of the house. Two overhead doors are asymmetrically placed on the front elevation. At the southeastern end, there is a metal door and an eight-over-eight, double-hung sash window.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1960 ranch-style dwelling. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time.

The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. The properties on the west side of the road, this one among them, were built by a developer. One of the houses was built after 1962 and is not included in this study; another (the first to be constructed) burned down and has been replaced by a modern dwelling. The remaining four historic-period dwellings are not in an unbroken row, and do not constitute a cohesive whole. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As noted in the research design, the ranch house is a very common post-World War II housing type, and very few individual examples are eligible for the National Register for their architecture. A ranch house is more likely to be eligible as a contributing element of a larger district than on its own. An individually eligible example would have to possess the distinctive characteristics of the style as well as retain all aspects of integrity. Although this style lacked extensive exterior decoration, sometimes detailing is featured around the windows and porch areas (i.e., wrought iron, or wood). Further, the best examples have exaggerated horizontal massing with large picture and ribbon windows that maximize the appearance that the building stretches across the land. Although relatively intact, this dwelling is not a particularly early example, does not have distinctive window or porch detailing, and its horizontality is not emphasized by exaggerated massing or fenestration. The projecting front gable actually interrupts the façade plane and draws more attention to the vertical dimension. The building lacks architectural significance as an example of a ranch-style house and is therefore recommended not eligible under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

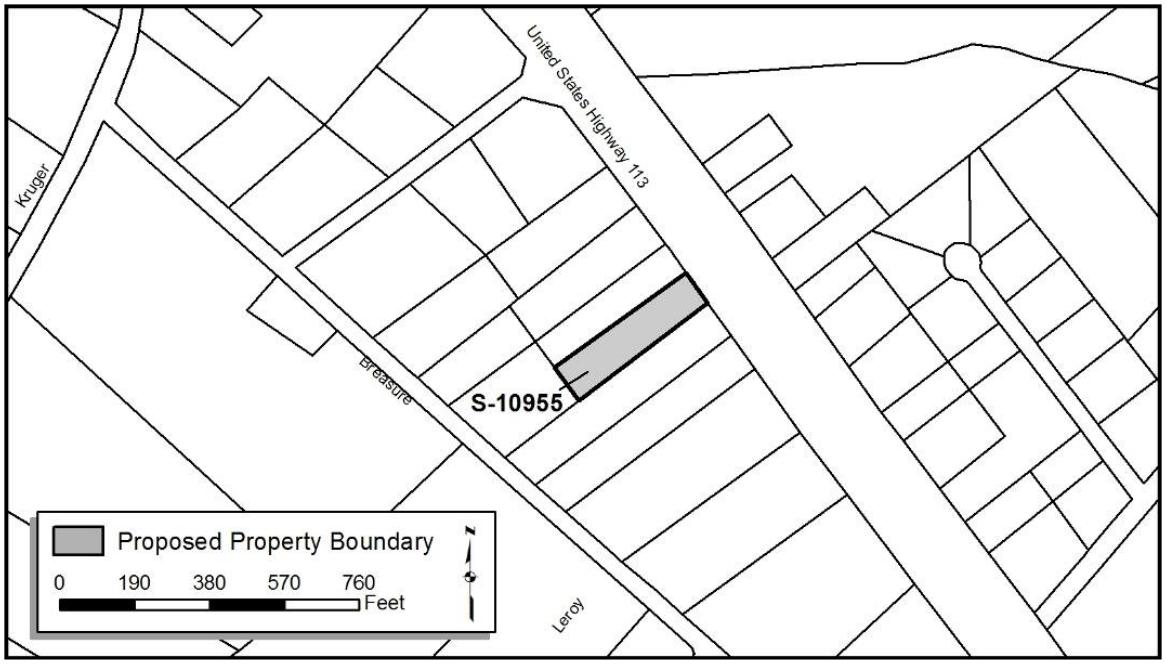
S-10955

main building (.001) façade, view to SW

main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E

garage (.002), view to W



S-10956. Dwelling, 24602 DuPont Highway
(PIN: 133-6.00-97.00)
(Detail Map #14)

Description: This residential property on the west side of DuPont Highway south of Georgetown contains a c. early 1960s house accessed by a driveway from DuPont highway. A modern garage and shed are positioned west of the house and accessed from the rear of the property. The property owner reported that the house was built in 1965, but it is clearly discernable on a 1962 aerial photograph and is therefore included in this study.

The side-gabled ranch-style house is wood framed with a brick veneer exterior and an asphalt shingled roof. The brick is running bond with clinker bricks randomly placed within the wall surface. The house is rectangular in plan with an inset porch formed along the center of the northeast façade by a recess in the plan, and a slight extension of the roof over the porch in the form of a shallow shed roof. The front door is centrally located on the inside wall of this porch, which is sided with vertical wood siding. This porch roof is supported by four bold square wood columns painted white. At the northwestern end of the house there is a carport covered by an extension of the low-sloped roof that is also supported on the same type of wood columns resting on brick bases. Windows are arranged in a regular pattern, but consist of double-hung wood sash windows of varying sizes. Wood non-functional shutters flank all of the windows. Across the front there are two eight-over-eight wood sash windows, one narrow six-over-six, and two sets of large, paired six-over-nine, double-hung wood sash windows. Beneath the carport roof, an eight-over-eight, double-hung wood sash window faces the northwest. There is also a door that accesses the carport via a brick stoop. On the back, six-over-six, double-hung wood sash windows are arranged in pairs. The roofline has a jog, slightly offset from a jog in the plan along the rear elevation to provide a sheltered covering for an outdoor fireplace. The brick chimney, situated within the exterior wall of the house, rises through the roof at this location.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated for the National Register for its house, a c. early 1960s minimal ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. The properties on the west side of the road, this one among them, were built by a developer. One of the houses was built after 1962 and is not included in this study; another (the first to be constructed) burned down and has been replaced by a modern dwelling. The remaining four historic-period dwellings are not in an unbroken row, and do not constitute a cohesive whole. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As noted in the research design, the ranch house is a very common post-World War II housing type, and very few individual examples are eligible for the National Register for their architecture. A ranch house is more likely to be eligible as a contributing element of a larger district than on its own. An individually eligible example would have to possess the distinctive characteristics of the style as well as retain all aspects of integrity. Although this style lacked extensive exterior decoration, sometimes detailing is featured around the windows and porch areas (i.e., wrought iron, or wood). Further, the best examples have exaggerated horizontal massing with large picture and ribbon windows that maximize the appearance that the building stretches across the land. This dwelling is well preserved and retains most of its original materials. It has some of the massing and detailing that might render it an eligible example of a ranch-style house: the carport at its north end extends its length, and the long, open front porch has bold square columns that march across a large portion of the façade. The windows, however, are a mixture of sizes and sashes with dimensions more vertical than horizontal, and the façade, with its four distinct constituent parts, feels pieced together rather than blending into a harmonious whole. Further, it is not an early example of a ranch-style house and, overall, does not rise to the level of architectural significance. It is therefore recommended not eligible under Criterion C.

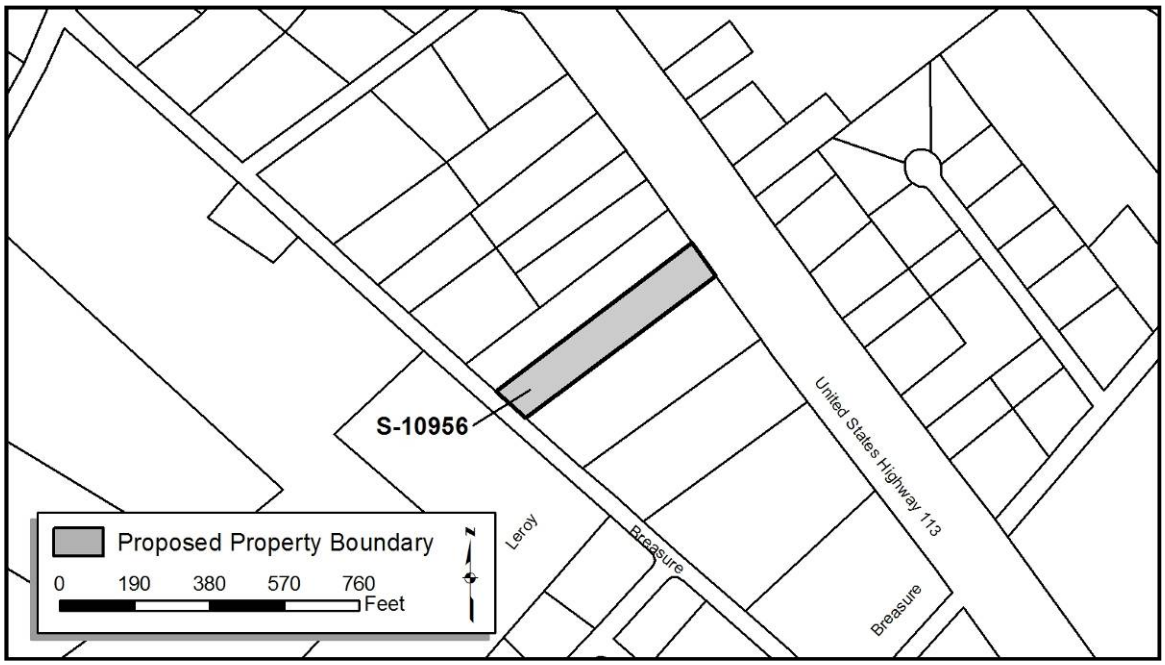
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10956

main building (.001) façade, view to SW

main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E



S-10957. Stockley Tavern, 26072 DuPont Highway (PIN: 133-6.00-41.00) (Detail Map #15)

Description: This property, located on the west side of DuPont Highway south of Georgetown, contains a commercial building that faces the road and a dwelling set further back on the lot. The commercial building is surrounded by a gravel parking lot, from which is accessed the residence.

The c. 1946 commercial building (.001) has always sold and/or served alcohol. It has a long rectangular plan with side gables and a central rear gabled projection that is consumed by a larger shed-roofed projection on its northwestern end. As a result the gables on the southeast and northwest ends of the building are asymmetrically shaped. The northeastern roof slope slightly changes in slope along its run from ridge to eave across the whole length of the front to create a deeper eave on that side. Due to the rear shed-roofed projection starting its roof slope from the ridge line of the main building, a saltbox form is created on the northwest end. The wood-framed vernacular building also has two aligned front gables over the centrally located entrance door. The larger, windowless front gable dormer forms a crossing gable with the rear projection, while a smaller gable is situated near the eave over an entrance vestibule. The entry door is situated within the glass-enclosed vestibule at the top of a concrete stoop with steps facing to the sides. The roof is covered with asphalt shingles and has boxed eaves. There are very few windows on the building, but the front elevation does include a paired one-over-one, double-hung sash window southeast of the entry and a horizontal band of commercial windows northeast of the entry. There is another small one-over-one, double-hung sash window centered on the southeast gable end. Two additional doors in the building are marked by gabled vestibules. One is located on the southeastern end of the southwestern side, and the other is near the northern corner of the building, on the northwest elevation. The building rests on a foundation of concrete block, and exterior walls are covered with vertical aluminum siding on the front and horizontal on the rear and sides. There is a concrete-block chimney located on the northwest end of the rear facing gable where it intersects with the shed roofed portion.

The c. 1954 one-story residence (.002) has an L-shaped plan with side gables and a front gable at the southeast end of the northeast elevation. The house is wood framed with aluminum siding. The roof has asphalt shingles with almost no projection of the eaves beyond the exterior of the walls. There is a front porch that runs the short length of the northeast elevation, on the inside of the ell formed by the front gabled projection. The porch has a boxed eave supported at one end by the front projection and in the middle and northwest end by square wood posts. The porch shelters the centrally located front door and a large picture window composed of a central fixed pane with two flanking one-over-one, double-hung sash windows. Other windows on the house are regularly spaced, six-over-six, double-hung sash windows of two different sizes. These are flanked by non-functional vinyl shutters. There is a brick chimney centered on the exterior of the northwest gable end. To the southwest of the house is an attached shed-roofed garage with the door facing southeast.

Historical Overview: According to the current property owner, the commercial building was built in 1946, and the dwelling behind it sometime shortly thereafter. The commercial building served as a bar, with the original name of Stockley Tavern. The current owner purchased the property in the mid-1990s and changed the name to Stingers Pub & Package; the liquor sales portion of the business is operated from the rear of the building. The historic main block of the building (northern cell) is built of rough-cut timber/lumber, and contains a basement. Additions were added to the south and rear wall of the main block at unspecified dates.

The dwelling is currently rented out to tenants and is unrelated to the business. Modifications to it include the application of vinyl to the exterior walls, the insertion of replacement windows throughout, and the insertion of a garage door to the rear (Elzey 2009).

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme and Architecture, Engineering and Decorative Arts theme; vernacular commercial and double-pile cottage with front extension property types.

Evaluation: This property has been evaluated for the National Register as a c. 1946 vernacular commercial building and as a c. 1954 double-pile cottage with front extension. The property is historically associated with the commercial development of U.S. 113. To be eligible under Criterion A, a commercial property must have a substantiated tie to an event significant in the history of the local area or region. For example, a building that represented the first commercial building in a particular road or corridor might be eligible as the predecessor of later highway-commercial development. This commercial property is not early—it postdates the construction of U.S. 113 by several decades—but it is a little unusual in that it includes a residential component. Both of the buildings have been altered, as detailed below, however, and the loss of integrity compromises their ability to convey any historical significance they may possess as an example of a commercial/residential property. The property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The commercial building has been heavily modified in recent years and bears little resemblance to its historic-period form. The entire northern end of the building, with its rear-projecting ell and salt-box roof-line, was added between 1968 and 1992, as seen on aerial photographs. This nearly doubled the length of the building and shifted the main entrance from the north end of the façade wall to its center. The building has been further altered by the application of modern siding to the exterior, window and door replacements, fenestration pattern changes, and the enclosure and/or construction of a modern vestibule entrance on the façade. Clearly this building lacks the integrity necessary to convey architectural significance and is therefore recommended not eligible under Criterion C.

Eligibility under Criterion C for the double-pile cottage with front extension property type would require that it be significant and retain integrity. As indicated in the research design, integrity of these houses is dependent upon the survival of a preponderance of original or historic exterior architectural fabric including siding, windows and doors, roof profile and structure, chimney(s), if any, and porch or stoop. This example has been altered with the application of modern siding to the exterior, window and door replacements, and the construction and addition of a rear garage and large, brick chimney. As a result of these changes, this dwelling cannot convey any significance it may have once possessed and is recommended not eligible under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

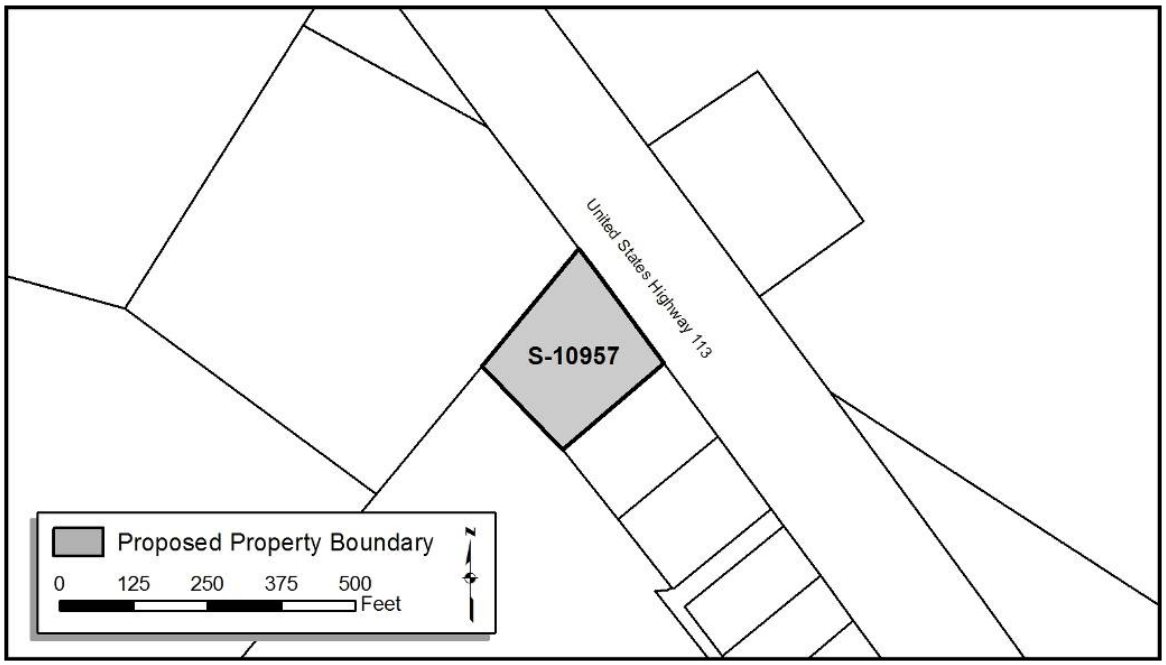
S-10957

main building (.001) façade and southeast side, view to W

main building (.001) façade and northwest side, view to S

main building (.001) rear, view to NE

dwelling (.002) façade and southeast side, view to W



(1954 aerial)

(2002 aerial)

S-10958. Commercial Building, 26088 DuPont Highway (PIN: 133-6.00-40.00) (Detail Map #15)

Description: This commercial property is located on the west side of DuPont Highway south of Georgetown and contains a historic-period utilitarian building and two other modern buildings. The buildings are set within an open lawn and driveway.

The c. 1940s utilitarian building appears to have served a light-industrial function, perhaps as an auto repair shop. It is front gabled and sheathed in vertical corrugated metal. Attached to the front (northeast) elevation, there is a subordinate front gabled portion constructed of concrete block. Resting on a concrete-block foundation, the barn-like building has tall walls and a moderately sloped roof pitch. The roof is metal with boxed eaves. The building is windowless except for two fifteen-light steel casement windows on the northeast elevation of the concrete-block portion. Former openings filled with concrete block provide evidence that there were once other windows on the sides of this portion. A flush metal entry door is centered on the gable end of the concrete-block part. The door is sheltered by a small shed-roofed projection supported by side panels created from salvaged metal doors. The main metal-clad portion has a small metal door with wood screen door at the southwestern end of the southeast side. The southwest elevation is composed, almost entirely, of two large sliding doors. There is another small shed-roofed appendage at the northern corner of the northwestern façade of the building that seems intended for mechanical equipment.

Historical Overview: According to the current owner of the property, only the front projecting, concrete-block portion of the building is historic. The original building was constructed c. 1940s and was used as a service station/store/pool hall, which serviced the area until the mid-1980s. In 1985 a fire destroyed the rear section of the building. The frame construction present today was built in 1986. After the fire, the building was no longer used for commercial purposes; it is currently used for storage. Over the years, the interior of the front vestibule area has remained unchanged, and the foundation is all that remains to the rear (Hubbard 2009).

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; commercial building property type.

Evaluation: This property has been evaluated for the National Register as a c. 1940s commercial building. It is historically associated with the commercial development of U.S. 113. To be eligible under Criterion A, a commercial property must have a substantiated tie to an event significant in the history of the local area or region. For example, a building that represented the first commercial building in a particular road or corridor might be eligible as the predecessor of later highway-commercial development. This commercial property is not early—it postdates the construction of U.S. 113 by several decades and is not historically significant. Further, most of the original building has been replaced. Lacking both significance and integrity, this property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

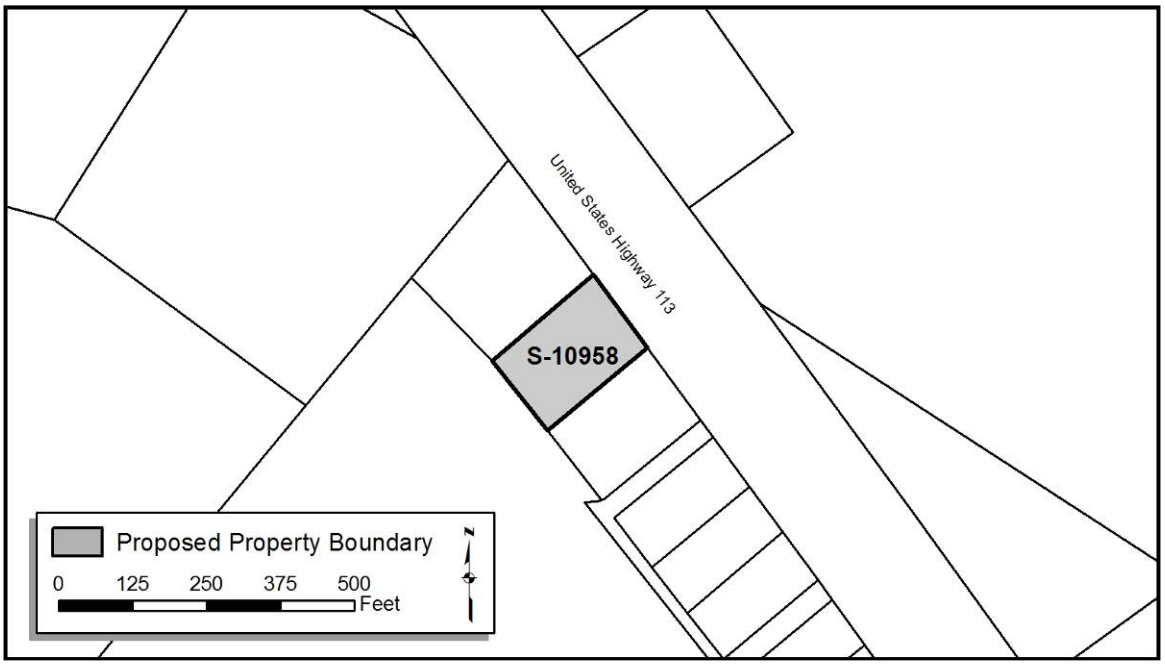
Architecturally, this building lacks the integrity necessary to convey any significance. Only a small portion of the original building remains, and the size and configuration of the historical commercial building is not apparent. As a remnant of a larger building, this example is recommended not eligible under Criterion C.

The building on this property reflects common twentieth-century construction techniques and is 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.

S-10958

main building (.001) façade and southeast side, view to W

main building (.001) rear and northwest side, view to E



S-10959. Dwelling, 26120 DuPont Highway
(PIN: 133-6.00-38.00)
(Detail Map #15)

Description: This property is located on the west side of DuPont Highway south of Georgetown and contains a one-story ranch house and contemporaneous outbuilding. The house is the northernmost of a string of residential properties, the rest of which post-date 1962 and were not included in the study.

The c. 1960 house is wood framed with shingle siding and a concrete-block foundation. It has a rectangular plan with a side gabled roof. There is a slight jog in the plan that also shows in a step in the roof line. The roof is asphalt shingles with boxed eaves. At the southeastern end of the house, there is a flat-roofed screened porch and a carport that is currently occupied by a freestanding, shed-roofed storage shed. Windows on the house are vinyl-clad horizontal sliding windows with two lights each that are positioned high in the wall at a fairly regular spacing. The entry door is located on the southeast end, near the screened porch. At the rear of the house there is a back door that opens onto a concrete stoop with three steps that lead down to a concrete patio. There is a brick chimney located near the ridge on the backside of the roof.

A c. 1960 utilitarian shed (.002) is located southwest of the house. It is wood framed with a rectangular plan and is covered with asbestos shingles. On the elevation facing the house, there are two equally spaced aluminum screen doors. The building has a corrugated metal shed roof sloped to the southwest that covers an addition at the back of the shed sided on the northeast end with a piece of exterior wood paneling and loose concrete blocks below. There is also one fixed, single-light window on this elevation. The extended roof and end wall partially enclose a covered outdoor work space with dirt floor. Sheltered by the roof is a six-light, fixed window.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated for the National Register as a c. 1960 ranch-style house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The construction of ranch-style houses began in the mid-twentieth century and continues today. The ranch house portrayed an informal, indoor-outdoor, rustic lifestyle, and an eligible example of this common property type would possess design details that maximize its appearance of horizontality and would retain all of its original materials. This example has been altered by the replacement of its windows c. 1980, according to the property owner. With diminished architectural integrity, this property is recommended not eligible under Criterion C.

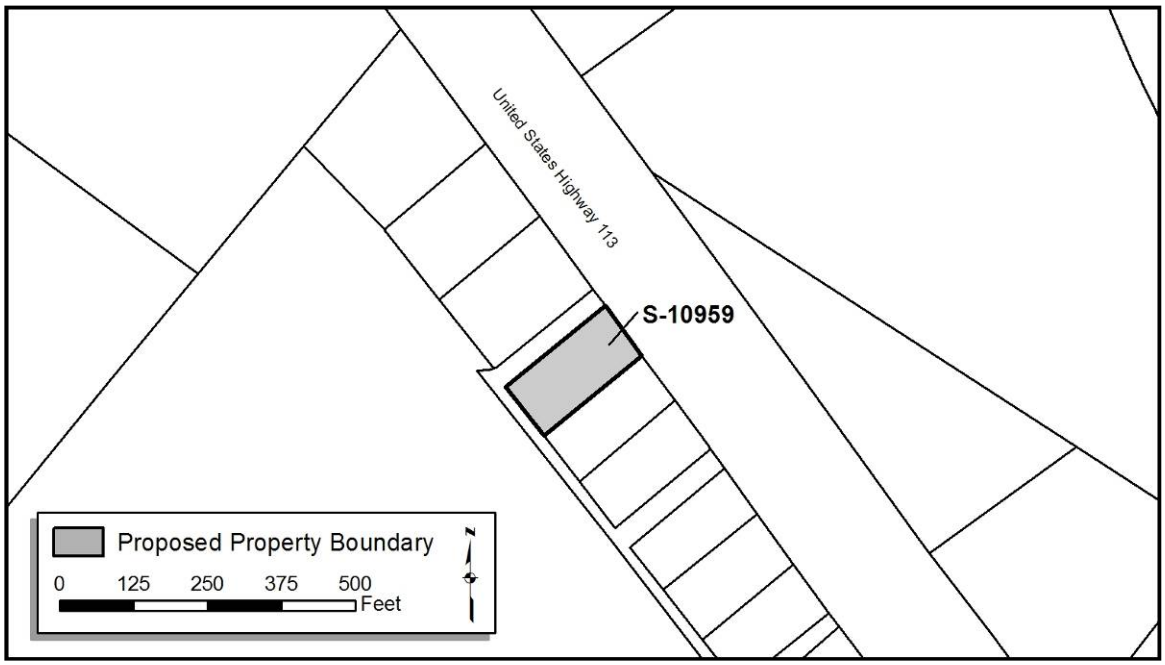
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-10959

main building (.001) façade and northwest side, view to S

main building (.001) rear and southeast side, view to N

shed (.002), view to S



S-11013. Dwelling, 246 DuPont Highway
(PIN: 133-6.00-108.00)
(Detail Map #14)

Description: This domestic property is located on the northeast side of U.S. 113 between Georgetown and Millsboro and contains a c. 1960 house and a shed. A driveway along the southeast property line accesses the attached garage.

The house (.001) is an example of the ranch style, exhibited by its one-story, side-gabled plan and low slope roof. The plan of the main part of the house is rectangular with a slight jog at the midpoint and a smaller portion extending to the southeast. This is then expanded with an attached garage at the southeast end, creating an irregular L-shape overall. The garage is front gabled with the ridge line perpendicular to the main house. The house is wood framed over a concrete-block foundation, and exterior walls are covered with modern vinyl siding. There is a stone veneer across the base of the central part of the southwest façade wall. The stone extends from the centrally located front door to the southern corner of the main house, and vertically from the foundation up to the sill of a front picture window.

The windows vary in size and type but are fairly uniform and symmetrical for each segment of their respective elevation. At the front of the house, to the northwest of the front door, the windows are paired one-over-one, double-hung vinyl sashes with non-functional vinyl shutters. Above the stone veneer base to the southeast of the front door, the picture window is composed of a large three-over-three grouping of fixed widows covered by a metal awning. On the smaller portion of the house, toward the southeastern end, two one-over-one, double-hung vinyl sash windows flank a subordinate front door. Paired one-over-one, double-hung vinyl sash windows on the adjacent wall near the corner indicate this portion of the plan may have once been a porch or breezeway.

The garage is positioned immediately to the southeast of this, with its front elevation set back from that of the house. An overhead door is centered on the front gable end of the garage. Other windows on the house are one-over-one, double-hung sashes. Near the midpoint of the rear wall (northeast), one of the windows is a grouped pair. There is a projection within the ell of the irregular plan, between the main house and attached garage. There is a back door on the northwest side of the projection that accesses a small concrete patio. There is a shed roof over the projection that starts mid-slope of the main roof and continues out at a lower roof slope to an eave that is slightly lower than the eaves on the rest of the house. The eaves are boxed, and the roof is covered with asphalt shingles. There is a brick chimney near the southeastern end of the main house roof, which is central to the overall composition of roof as a whole.

The c. 1960 storage shed (.002) is located to the northeast of the house at the property line. It is a front-gabled building with wood framing and horizontal corrugated metal siding along its back, sides, and half of the front (southwest). The gable and remaining portion of the front is sided with vertical exterior plywood paneling. The door to the shed is a wood four-panel door. The roof has asphalt shingles and boxed eaves.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated for the National Register for its house, a c.1960 ranch. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The construction of ranch-style houses began in the mid-twentieth century and continues today. The ranch house portrayed an informal, indoor-outdoor, rustic lifestyle, and an eligible example of this common property type would possess design details that maximize its appearance of horizontality and would retain all of its original materials. This example has been altered by the probable enclosure of an open porch or breezeway between the main block and the attached garage, as well as by residing in modern vinyl and the replacement of original windows with vinyl sash. Lacking architectural integrity, it cannot convey any significance it may have once possessed and is recommended not eligible under Criterion C.

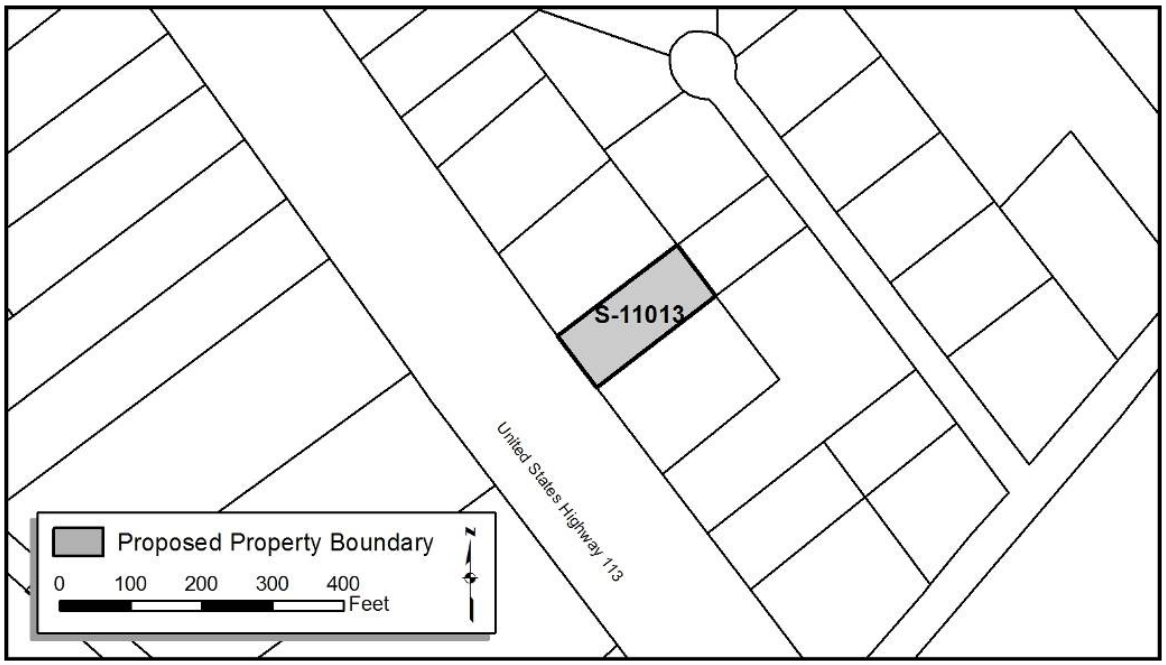
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11013

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S

shed (.002), view to E



S-11014. Dwelling, 24629 DuPont Highway (PIN: 133-6.00-107.00) (Detail Map #14)

Description: This property, located on the northeast side of U.S. 113 between Georgetown and Millsboro, includes a c. 1960 residential building and a shed.

The house (.001) is a split level with a low-pitched, side-gabled roof. The plan of the building is L-shaped with a two-story block at the northwest end, a one-story portion equal in plan size at the southeast end, and a shed-roofed addition on the back (northeast). The two-story main portion is concrete block at the lower level and wood-framed with horizontal vinyl siding at the second level. The adjacent one-story level is where the front door is located and it is situated midway between floors of the main portion. On the front, it has horizontal siding below the level of the window sill and vertical siding above. On the southeast end, the siding is horizontal all the way to the top of the gable but transitions again to vertical siding after it turns the corner on the back. The vertical siding runs the full height of the entry level until it reaches the two-story part where it again transitions into concrete block below and horizontal siding above.

The roofs are covered with asphalt shingles and have fairly broad boxed eaves, but they do not project at the gable ends. Windows are horizontally oriented two-over-two, double-hung sash windows. On the front elevation they are grouped in pairs or by threes and are flanked with non-functioning vinyl shutters. The grouping of three at the northwestern end of the front elevation is vertically aligned on lower and upper levels. To the southeast of both is another set of vertically aligned paired windows. The mid-level front door occurs at the junction of the two-story and one-story portions, but is recessed back from the front elevation. Centered on the one-story part is a picture window made up of three-over-three awning-type windows, also flanked by tall non-functional vinyl shutters. The southeast gable end has six-over-six, double-hung sash windows as well as an exterior brick chimney located southwest of center, and a basement access covered by sloping metal hatch doors. Around the corner on the northeast elevation, there is a pair of sliding glass doors that access a wooden deck on a concrete foundation. The deck runs the length of the one-story portion and is also accessed at its northwestern end by another single door. There are two small horizontally oriented two-over-two, double-hung sash windows also on this segment of the elevation. Five steps lead from the middle of the deck to the rear lawn. There is a shed roof garage attached to the lower level of the northwestern end of the rear wall. At the northwestern elevation, there are two single horizontally oriented double-hung sash windows at the second level. Another concrete-block chimney is located at the northern corner of the house.

The c. 1960 storage shed (.002) is located near the northern corner of the lot among trees. The shed is front gabled and is wood framed with horizontal corrugated metal siding and a corrugated metal roof. There is a wood door centered on front and back gabled ends. The doors are vertically oriented exterior plywood paneling that resembles wood batten doors. They are each held in place with three face-mounted hinges.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; split level property type.

Evaluation: This property was evaluated for the National Register for its house, a c.1960 split level. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out

in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The split-level house represented the enlargement of the ranch house in the 1950s and 1960s, with its levels designating separate activity areas. Although it is not an uncommon building type, it is primarily found in suburban subdivisions, rather than on individual lots along major thoroughfares. There is only one other documented, historic-period split-level house in the U.S. 113 corridor between Milford and Selbyville, and it is eligible for the National Register on account of its distinctive design (the Haight House, CRS #S-10564, in the Milford study area). The Georgetown example possesses none of the Haight House's distinctive design elements (the façade features hopper windows, prominent three-quarters engaged brick chimney, recessed garage block, and asymmetrical gables), and is more typical of a split-level that might be found in a large suburban subdivision. Compared to the Haight House, the Georgetown split-level is a pedestrian example of the type and does not possess architectural significance. This property is therefore recommended not eligible under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

COMPARATIVE EXAMPLE:

Haight House (S-10594), Milford study area

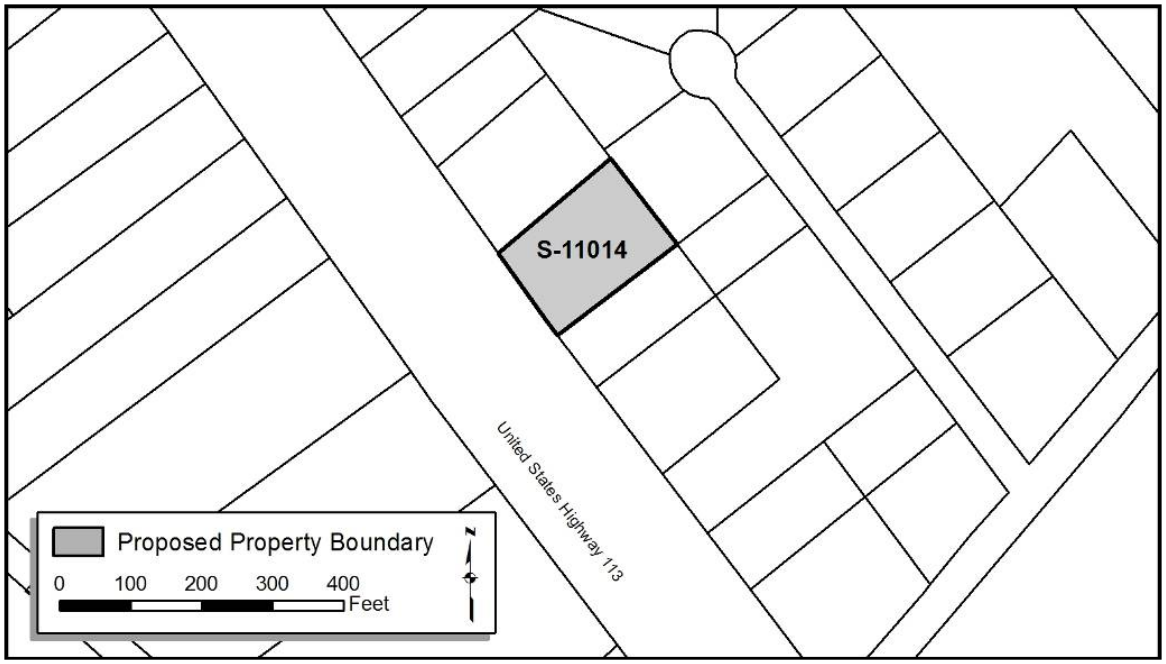
S-11014

main building (.001) façade and southeast side, view to N

main building (.001) façade and northwest side, view to E

main building (.001) rear and southeast side, view to W

shed (.002), view to NE



S-11015. Dwelling, 24619 DuPont Highway (PIN: 133-6.00-106.00) (Detail Map #14)

Description: This wood-framed, two-story, center hall, Colonial Revival dwelling is located on a tree-shaded lot on the northeast side of U.S. 113 between Georgetown and Millsboro. In addition to the c. 1950 house, the property also includes a c. 1980 garage to the rear.

The house is a common Colonial Revival design with a symmetrical three-bay façade and flanking shed-roofed, single-story blocks. The façade features a central entry sheltered by an arched roof portico that rests on a concrete stoop with aluminum railings. It shelters a four-light, three-panel door. Fenestration of the façade and other sides consists of eight-over-eight and six-over-six replacement windows. Secondary entries are placed in both side elevations. The house sits on a concrete-block foundation and is sheathed in aluminum siding. Its roof is sheathed in asphalt shingles. A brick exterior chimney adjoins the northwest gable end of the main block.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization, 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; Colonial Revival property type.

Evaluation: This property was evaluated as an example of a c. 1950 Colonial Revival. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited historical research has not revealed any connection with individuals significant in the history of the local area. Therefore, the property is recommended not eligible under Criterion B.

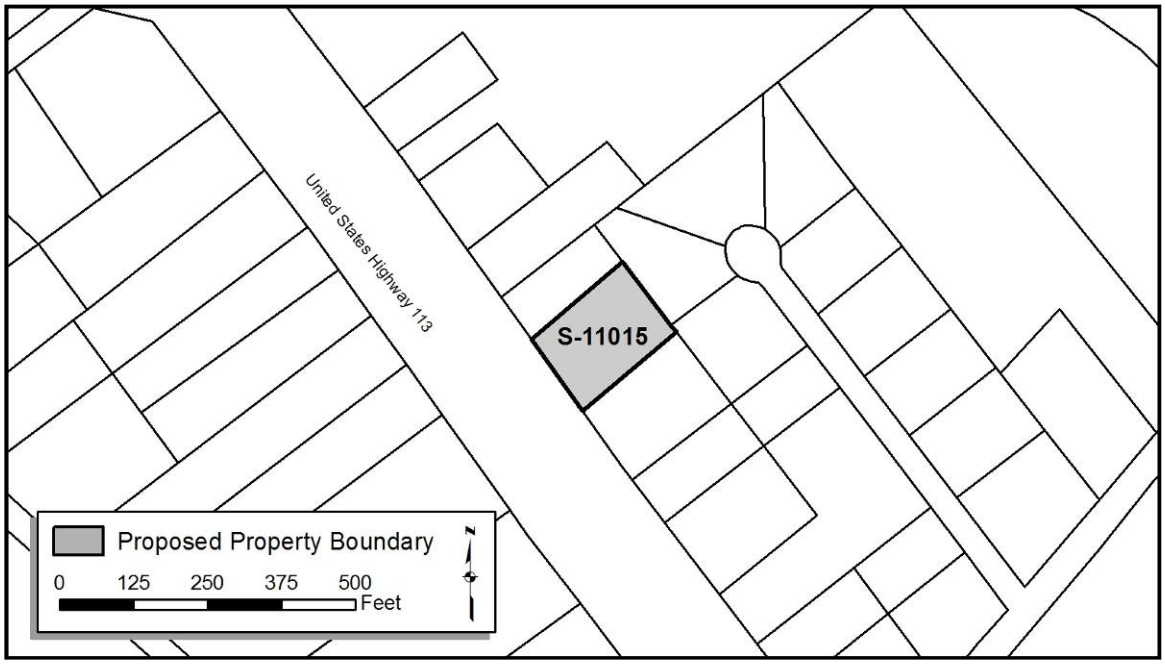
The house, a typical Colonial Revival dwelling of the sort erected in many suburban areas in the pre-World War II period, has been significantly altered with the application of aluminum siding and the replacement of its original windows. As indicated in the research design, only exceptionally well-preserved and/or finely detailed examples of Colonial Revival houses possess the significance for National Register eligibility for architecture. As a typical altered example, the house lacks the architectural significance and integrity to be eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11015

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S



S-11016. Dwelling, 24597 DuPont Highway
(PIN: 133-2.00-16.00)
(Detail Map #14)

Description: This wood-framed, c. 1960 minimal ranch house is located on the northeast side of DuPont Highway between Georgetown and Millsboro. An asphalt driveway extends along the southeast side of the house and to a garage addition to the rear of the main block.

The southwest façade faces U.S. 113. The façade features a central doorway with a hollow core door pierced with three small lights. This doorway adjoins concrete steps with wrought-iron railings. Fenestration of the façade consists of a pair and group of three, one-over-one, double-hung, aluminum-frame windows. The gable ends are fenestrated with one-over-one, double-hung sash windows. A garage block connected by a gabled hyphen with arcade porch extends from the rear wall of the main block. The hyphen has a secondary door in its southeast wall, and the garage contains a roll-down, metal panel garage door. The house sits on a concrete-block foundation and is sheathed in aluminum siding.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization, 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; minimal ranch property type.

Evaluation: This property was evaluated as an example of a c. 1960 minimal ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited historical research has not revealed any connection with individuals significant in the history of the local area. Therefore, the property is recommended not eligible under Criterion B.

The house, a typical minimal ranch-style dwelling has undergone alterations including replacement of windows and possible re-sheathing in aluminum. As noted in the research design, the minimal ranch is a very common post-World War II housing type and very few individual examples are eligible for the National Register for their architecture. This house is no exception. It lacks the architectural significance and integrity to be eligible under Criterion C.

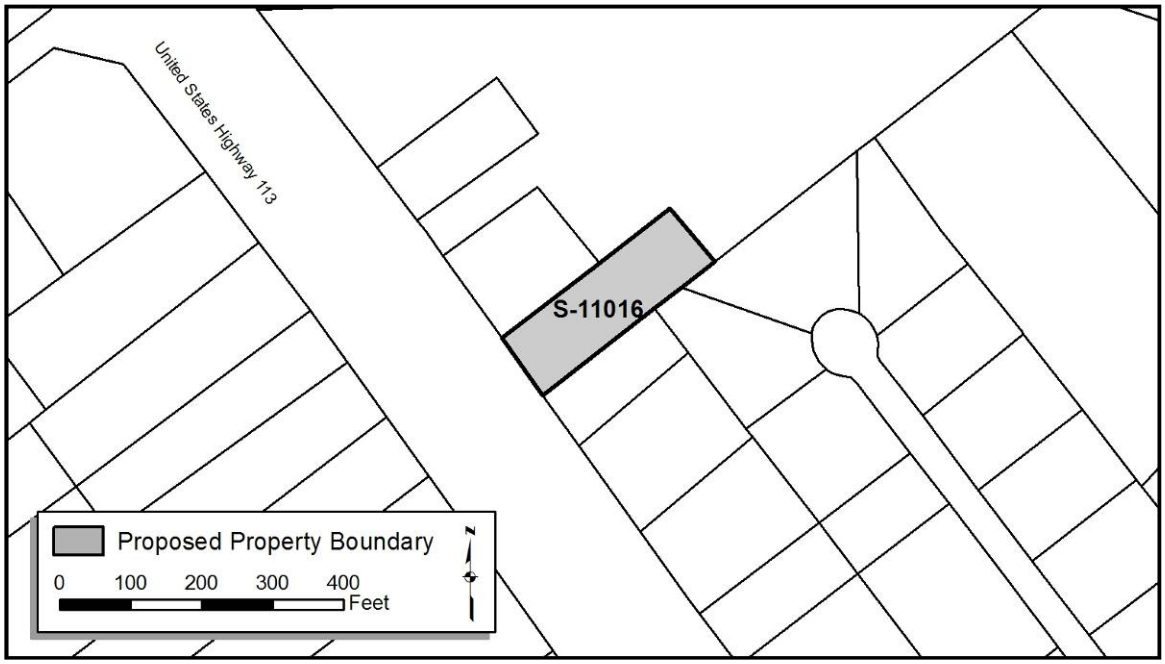
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11016

main building (.001) façade and southeast side, view to N

main building (.001) façade and northwest side, view to E

main building (.001) rear and southeast side, view to W



S-11017. Dwelling, 24577 DuPont Highway
(PIN: 133-2.00-17.00)
(Detail Map #14)

Description: This wood-framed, c. 1960 minimal ranch house is located on the northeast side of U.S. 113 between Georgetown and Millsboro. The tree-shaded property also includes a wood-framed shed that appears to predate the house.

The façade of the house faces southwest toward the highway. The main entry is placed to the right of center on the façade wall. It contains a six-panel, pressed steel door that adjoins a concrete stoop with wrought-iron railings. Fenestration of the façade consists of one-over-one and two-over-two, double-hung sash windows, as well as a picture window. The gable ends are fenestrated with one-over-one and two-over-two, double-hung sash windows. The rear elevation is marked by a secondary entry and a shed roofed part-width ell. Fenestration consists of two-over-two, double-hung sash windows. The house sits on a concrete-block foundation and is sheathed in aluminum siding. A concrete-block chimney rises from the roof of the rear ell.

The c. 1950 shed (.002) is placed northeast of the house and is sheathed in novelty siding and aluminum siding. A wood door is placed in the east façade wall, while a window in the south wall is covered in plywood. The roof is sheathed in ribbed metal.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization, 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; minimal ranch property type.

Evaluation: This property was evaluated as an example of a c. 1960 minimal ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited historical research has not revealed any connection with individuals significant in the history of the local area. Therefore, the property is recommended not eligible under Criterion B.

The house, a typical minimal ranch-style dwelling, has undergone alterations including replacement of windows and possible construction of a rear addition. The aluminum cladding may also be replacement siding. As noted in the research design, the minimal ranch is a very common post-World War II housing type and very few individual examples are eligible for the National Register for their architecture. This house is no exception. It lacks the architectural significance to be eligible under Criterion C.

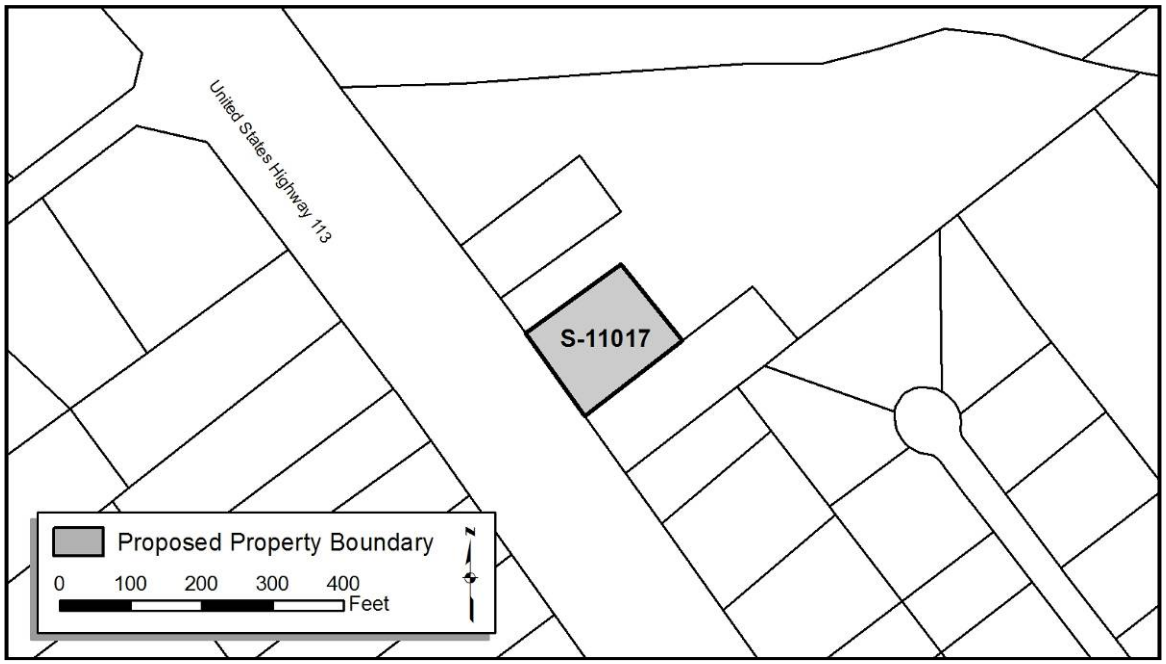
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11017

main building (.001) façade and northwest side, view to E

main building (.001) rear and southeast side, view to W

shed (.002), view to W



S-11018. Dwelling, Northeast Side, DuPont Highway (PIN: 133-2.00-18.00) (Detail Map #14)

Description: This property is located on the northeast side of U.S. 113 between Georgetown and Millsboro. It contains a slightly telescoping L-plan, wood-framed, c. 1960 ranch house on a tree-shaded lot with a gravel driveway southeast of the house.

The façade of the dwelling faces southwest and includes a slightly projecting cross gable at its north end. The front entry, located at the south end of the cross gable, contains a pressed steel five-light, four-panel door sheltered by a front gabled hood supported by angle braces. Fenestration of all sides of the house consists of vinyl-clad, one-over-one, double-hung sash windows. Secondary entries are placed in the southeast elevation. Both doors are of steel construction with a large light. The house sits on a concrete-block foundation. The lower façade wall is sheathed in running bond brick veneer with a rowlock top course. The remaining walls are sheathed in vinyl siding. A brick and concrete-block chimney adjoins the northwest gable end, while a second chimney adjoins the northeast wall.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization, 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated as an example of a c. 1960 ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is one of ten neighboring properties on both sides of U.S. 113 (six on the east, four on the west) that appear to have been developed around the same time. The houses vary in styling, are relatively isolated from one another by dense tree cover, and, largely because of the busy four-lane roadway between the two sides, do not have the feeling of a cohesive neighborhood or district. This house is therefore not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited historical research has not identified a connection between the property and any individuals significant in local history. Therefore, the property is recommended not eligible for the National Register under Criterion B.

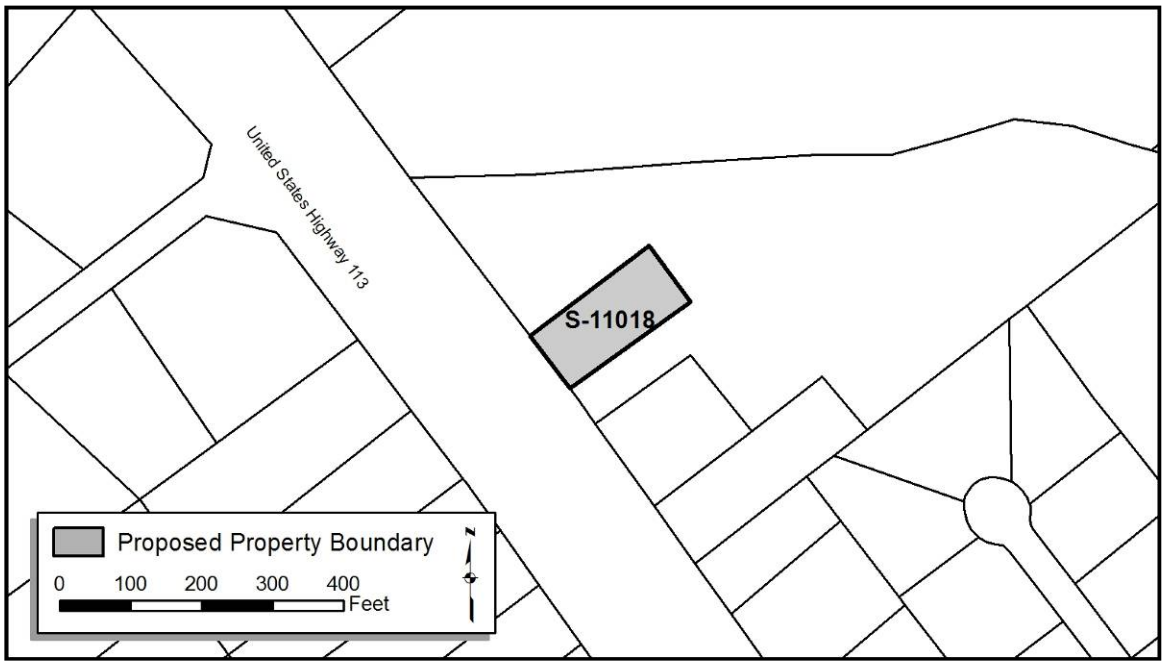
The house is an altered ranch style dwelling. Alterations include installation of modern siding materials and replacement of windows and doors. As indicated in the research design, because of the large number of ranch houses built in Delaware and elsewhere, few individual examples are significant. Those that are may be exceptionally early in an area or possess exceptional design sophistication. As an altered example of a typical ranch house, this dwelling lacks the integrity necessary to convey its significance and is recommended not eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11018

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S



S-11019. Georgetown Speedway, Zoar and Wood Branch Roads (PIN: 133-2.00-23.00 and 133-2.00-24.01) (Detail Map #14)

Description: The Georgetown Speedway is located on a large parcel on the northeast side of U.S. 113, southeast of the intersection of Zoar and Wood Branch roads. Two dirt driveways enter the property from Zoar Road and lead to the property's large parking lot and racetrack entrance, both located northeast of the oval track. The property consists of a fenced, dirt racetrack, infield, retaining wall, grandstands, flag stand, announcer's box, concession stand, souvenir stand, pit road, driver's pits, ticket booths, and dirt parking lot.

A metal chain link fence surrounds all of the above-described elements except the dirt parking lot. South of the parking area stand three, small, single-person ticket booths for general admission. Further southeast stands a single booth used for racers and pit-area spectators. Each of these buildings historically functioned as roadway tollbooths and were moved to the site and adaptively reused. Just beyond the general entrance stand two, mid-to-late twentieth-century, concrete-block buildings, a concession stand, and souvenir stand. Seven steel and concrete-block grandstands sit in a linear formation to the rear of the souvenir stand along the northeast, perimeter edges of the racetrack. The two concrete-block grandstands (.001, .002) are the only historic-period stands on the property. The center-most grandstand contains an enclosed announcer's box centered along the highest level of the structure and a mid-twentieth-century, steel-framed flag tower along the lowest level.

The grandstands face an oval-shaped, dirt racetrack (.003). The track was built circa 1949. An inner, oval-shaped track, built in about 1998, lies within the northeast section of the larger oval. Throughout the grassy infield section of the track are reflectors, wooden poles partially covered by large rubber tires. A concrete retaining wall stands between the grandstands and racetrack. Wood-framed walls decorated in retail advertisements line the northwest and southwest edges of the track. The partially paved pit road enters the track from the east corner of the structure. For a short time in the 1960s, this road was also used as a drag strip. Flanking both sides of pit road, southeast of the track, lie two, drivers' pit locations. The pits contain two grandstands, a modern concession building, and grass parking area for the drivers.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Transportation and Communication theme and Community Organization theme; recreation property type.

Historic Overview: Georgetown Speedway, the name of the corporation that owned the property from 1953 through 1990, currently consists of one-half and one-quarter-mile semi-banked clay ovals. Also known as the Delaware Speedway, the Stockley Speedway, and the Seacoast Speedway, it has been the site of both stockcar races and drag races. Part of the National Dirt Racing Association circuit, races were last held at the track in 2000. It was recently used for a short-lived outdoor concert series. The original one-half-mile dirt oval was opened in March 1950 and was used periodically until 2000. As would be expected given the documented history of the property, the Georgetown Speedway is not shown on any pre-1950 historic maps.

Built by Melvin Joseph Construction, the track was originally designed to become part of the NASCAR circuit. When that idea fell through, it was used as a track for local racers. The one-quarter-mile dirt oval was added in 1971 and was also used periodically until 2000. A one-quarter-mile paved drag strip was used in 1956 and 1957 when the facility was known as

Delaware Speedway, and a one-eighth-mile paved drag strip was used in 1962 and 1963 when the facility was known as Stockley Speedway (New Jersey Dirt Racing 2004).

The land on which the Georgetown Speedway was constructed, part of a 33.4-acre tract, was sold in 1952 by Granville B. and Clara A. Goslee of Georgetown to Delaware Speedway, Inc., for an undisclosed sum (Sussex County Deed Book 409:352, April 1, 1952). The following year, the Delaware Speedway, Inc., sold a 29-acre tract to the Georgetown Speedway, Inc., for one dollar and other valuable considerations (Sussex County Deed Book 422:65, June 18, 1953).

In 1990 Helen Herbert, Richard C. Herbert, and the Georgetown Speedway, Inc., the latter with offices in Forked River, New Jersey, sold four parcels including one of 27.4530 acres and a second of 4.4 acres to Albun, Inc., of Seaford, Delaware (Sussex County Deed Book 1759:224, December17, 1990). Albun, now reorganized as Albun, LLC, is the current owner.

After the cessation of racing at the speedway, an attempt was made to convert the track to a concert venue. The owners leased the facility to Apollo Entertainment in 2004. Hardly any of the concerts materialized and the Sussex County Fair shut down in the middle of its second day. The facility did host a demolition derby and classic car shoe and a Spanish rodeo during 2004 (Varine 2004a, 2004b). Auto racing resumed at the speedway in the summer of 2006.

Evaluation: A complete study of National Register-listed auto racing tracks and courses is not easily made due to the current limitations of the National Register Information System. Three tracks/courses have been identified that are listed in the National Register. More may be listed. These three are the Indianapolis Motor Speedway (listed in 1975), the Occoneechee Speedway in North Carolina (listed in 2002), and the original Watkins Glen (New York) Grand Prix Course (listed in 2002). The Indianapolis Motor Speedway, the Brickyard, is the iconic American auto racing course. The Occoneeche Speedway was one of the first two NASCAR tracks to open and is the only track remaining from the inaugural 1949 season. The Watkins Glen course was among the first used for Grand Prix auto racing in the United States and represents the genesis of the present international race. Obviously, the significance of the Georgetown Speedway is far less than these listed examples.

Speedways, auto race courses, and drag strips are scattered throughout much of the rural sections of the United States to provide local racing buffs a chance to test the capabilities of their cars and win a small prize. Among the dirt or clay oval tracks in operation in Delaware are the Airport Speedway in New Castle; the Delaware International Speedway in Delmar; and the Middleford Speedway in Seaford. Dirt or clay tracks in neighboring states include the Allegany County Speedway, the Hagerstown Speedway, and Potomac Speedway in Maryland; and the Bridgeport Speedway and New Egypt Speedway in New Jersey. Pennsylvania has over 50 clay or dirt oval tracks (Chasin Racing, n.d.).

Original elements of the Georgetown Speedway include two of the present grandstands (the remainder were added later), the dirt track, and the poured concrete track wall. The concession stand, the restrooms, the ticket booths, the lighting, and the flag-stand were all added later.

To assess its significance under criteria A, its role in the history of racing must be evaluated. As noted, it was one of hundreds of racetracks scattered around much of the United States when auto racing increased in popularity in the years following World War II. As an independent race track, it did not form part of a circuit that would have attracted drivers and teams from outside the local area. Its role was largely local, similar to that of most dirt tracks. Due to this small role in the

history of auto racing, the speedway is recommended not eligible under National Register Criterion A.

Although the speedway was built by Melvin Joseph Construction, a locally significant contracting business, there are other resources in the study area more closely associated with Joseph's productive life (see Melvin L. Joseph Historic District in Section 6.0 of this report). Research on the history of the track has not identified a close connection with the productive life of any other individual significant in the history of the community. Therefore, the property is recommended not eligible under Criterion B.

Eligibility under Criterion C would require that the speedway retain much of the historic character of a 1950s race track and retain more of the original or historic elements than other tracks of this period. Although a systematic study of other tracks is beyond the scope of the present investigation, it appears that the speedway retains a moderate, not an exceptional, amount of original or older fabric. Of the seven grandstands present at the track, only two are historic; the booths at the entry gates are modern additions, as are all of the concession stands, the restrooms, the lighting, and the flag-stand; and the track itself has been altered by the addition of a smaller, inner track. Lacking overall integrity, the property is recommended not eligible under Criterion C.

Research and field investigation have not identified potential of the buildings and structures to yield important information about the technology of race track construction. Therefore, it is recommended not eligible under Criterion D for its standing structures.

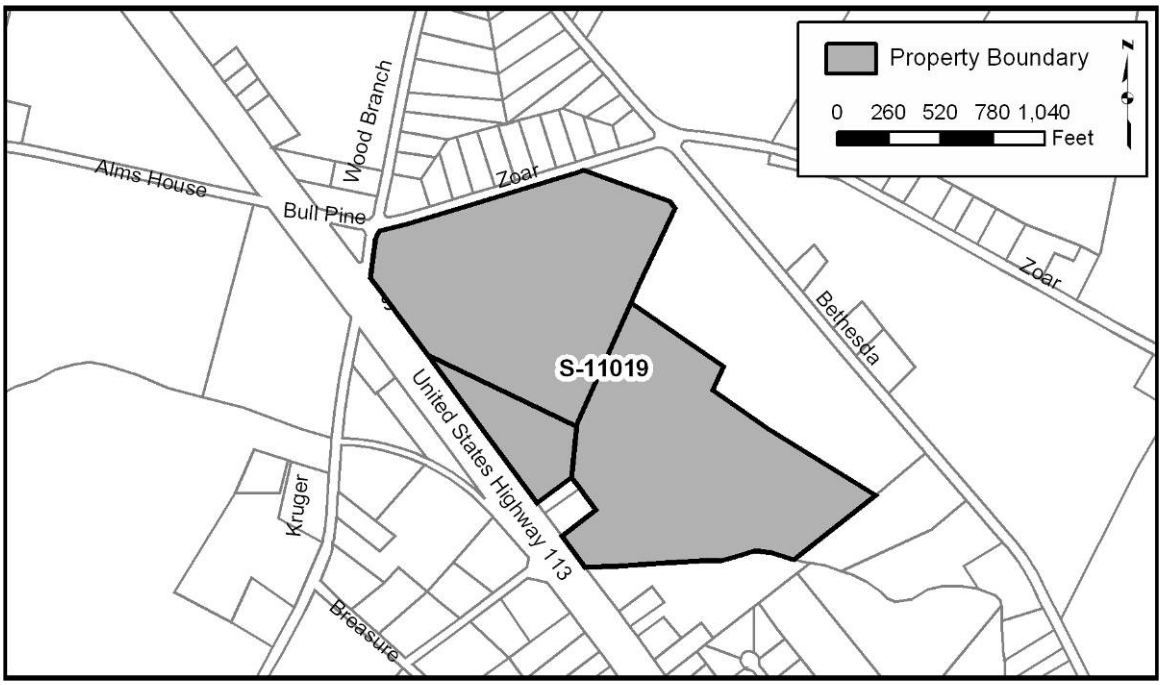
S-11019

grandstand (.001), view to S

grandstand (.002), view to W

dirt racetrack (.003) with grandstands beyond, view to N

recent ticket booths, view to S



S-11020. Dwelling, 24225 DuPont Boulevard
(PIN: 133-2.00-36.00)
(Detail Map #13)

Description: This property is located on the northeast side of U.S. 113 between Georgetown and Millsboro and contains a house set back from the road on a mowed lawn with few trees or other plantings. A driveway extends in a loop around the house and terminates in a parking area at the rear of the house. Four modern outbuildings are located in the northeast portion of the property.

The façade of the c. 1960 single story, T-plan, wood-framed ranch house faces southwest toward U.S. 113. The façade is in two planes, slightly projecting at the north end. The front door is located near the center of the wall, in the recessed portion, and consists of two lights with panels below. This door adjoins a brick stoop. Fenestration of the façade consists of paired one-over-one, double-hung sash windows, as well as a prefabricated bay window with eight-over-eight and four-over-four, double-hung sashes. The gable ends are fenestrated with one-over-one, double-hung sash windows, while the rear elevation is also fenestrated with the same window type. A cross-gabled sun-porch projects from the center of the rear elevation. This porch is fenestrated with awning windows stacked four high. A 12-light metal and vinyl French door is placed in the middle of the gable end. The house sits on a concrete-block foundation and is sheathed in vinyl siding.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization, 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property was evaluated as an example of a c. 1960 ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited historical research has not identified a connection between the property and any individuals significant in local history. Therefore, the property is recommended not eligible for the National Register under Criterion B.

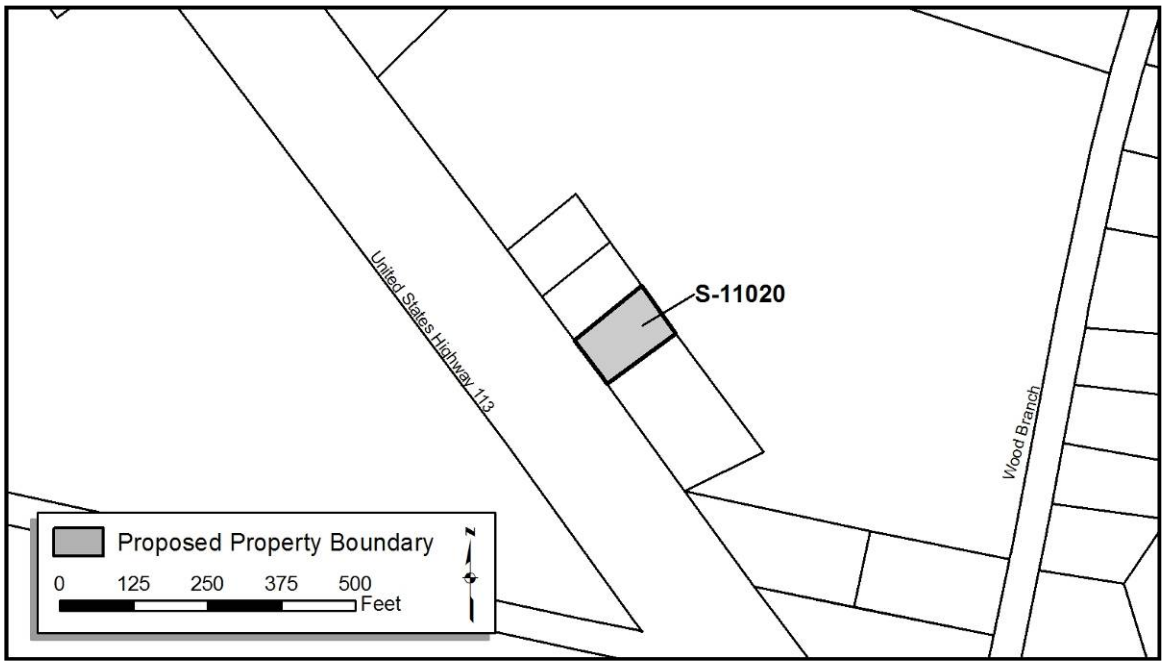
The house is a small ranch style dwelling that retains much of its original exterior fabric. As mentioned in the research design, ranch houses were among the most common post-World War II house types. Millions were constructed throughout the United States. Very few individual examples are eligible for the National Register. Possibly eligible examples include architecturally designed dwellings or exceptionally early examples of a type in a particular area. As a typical ranch house located amongst similar dwellings, this house fails to meet the registration requirements for its type. Therefore, it is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11020

main building (.001) façade and northwest side, view to E

main building (.001) rear and southeast side, view to W



S-11021. Dwelling, Northeast Side, DuPont Highway (PIN: 133-2.00-38.00) (Detail Map #13)

Description: This property is located on the northwest side of U.S. 113 between Georgetown and Millsboro. It contains a dwelling set in a grove of tall trees with a large area of asphalt paving on the south side connecting the lawn of the house to a newer commercial property, an electrical contractor's office.

The c. 1960 dwelling, a single-story, wood-framed, slightly telescoping ranch house, is oriented with its façade facing southwest. The northern end of the façade projects slightly and has a higher roof ridge. The principal entry is placed in the central section of the façade and contains a six-panel pressed steel door that adjoins a concrete stoop. Fenestration of the façade consists of six-over-six, double-hung sash windows with vinyl muntins. A modern prefabricated bay window is placed in the central portion of the façade. The gable-end walls are fenestrated with six-over-six, double-hung sash windows with vinyl muntins. The rear elevation features a secondary door, a nine-light, pressed steel unit that adjoins a wood-framed deck, a bay window, and a shed-roofed sun-porch fenestrated with stacks of three awning windows. The house sits on a concrete foundation and is sheathed in vinyl siding. A metal pipe flue rises from the southern portion of the roof.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization, 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

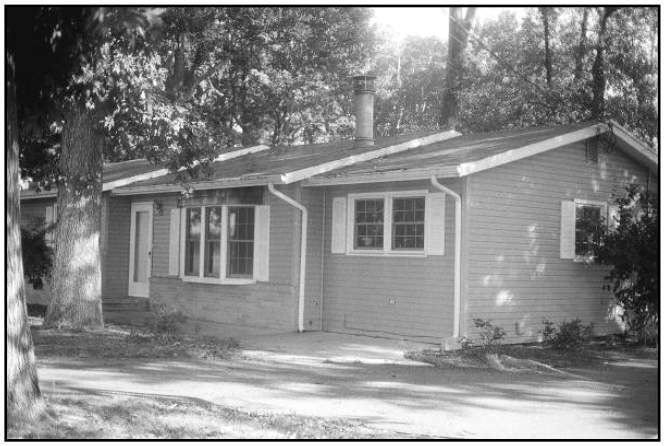
Evaluation: This property was evaluated as an example of a c. 1960 ranch house. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is not part of a proposed historic district, and as an individual example of strip development, it is recommended not eligible for listing in the National Register under Criterion A.

Limited historical research has not identified a connection between the property and any individuals significant in local history. Therefore, the property is recommended not eligible for the National Register under Criterion B.

The house is a medium size ranch-style dwelling that has had most or all of its windows replaced and was probably re-sheathed in vinyl. As mentioned in the research design, ranch houses were among the most common post-World War II house types. Millions were constructed throughout the United States. Very few individual examples are eligible for the National Register. Possibly eligible examples include architecturally designed dwellings or exceptionally early examples of a type in a particular area. As a typical ranch house located amongst similar dwellings, this house fails to meet the registration requirements for its type. Therefore, it is recommended not eligible under Criterion C.

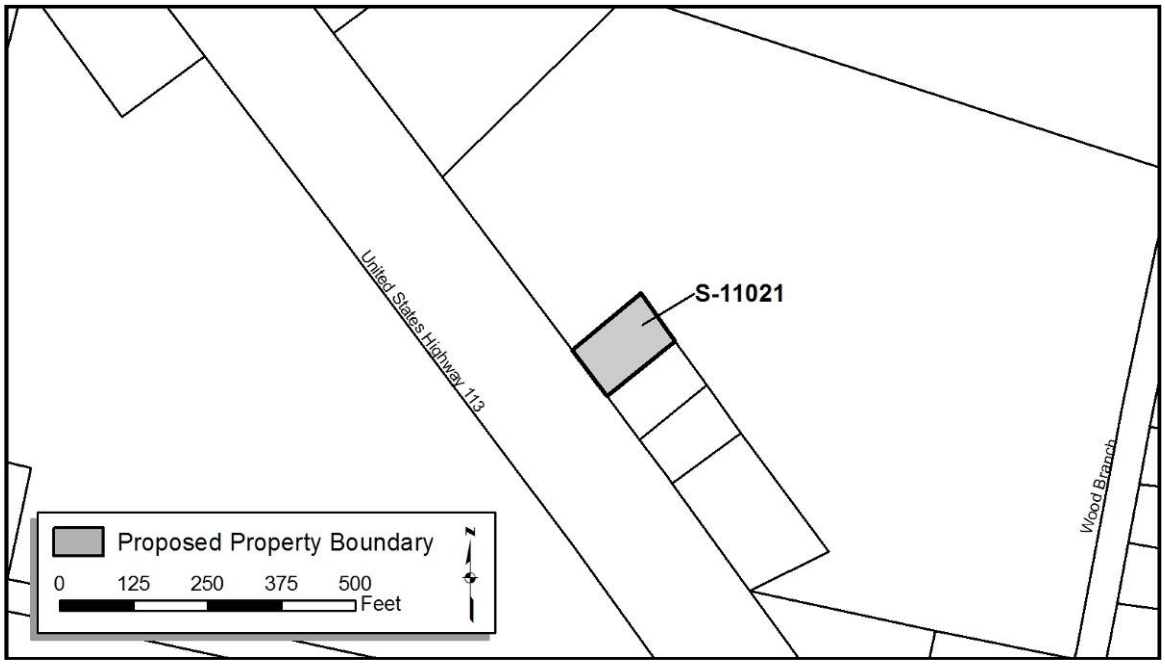
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11021



main building (.001) façade and southeast side, view to N

main building (.001) rear, view to S



S-11026. Shockley House, 20171 Wilson Road
(PIN: 135-9.00-55.02)
(Detail Map #3)

Description: This property, located on the north side of Wilson Road, contains a house and two sheds. Other outbuildings include a modern shed and a modern barn. A sand-and-gravel driveway extends east of the house and splits into two parts to extend past either side of the modern barn. A horse track abuts the modern barn and extends northward into the adjacent tax parcel. The track was added after the 1962 aerial photograph was taken.

The dwelling is a two-story, three-bay, side-gabled vernacular house built c. 1900 with a gabled rear ell flanked by one-story shed-roofed enclosed porches. The main block of the house has a center hall plan. A one-light, three-panel door is centered in its south façade and is sheltered by a shed-roofed porch supported by wooden posts on concrete decking. Fenestration of the façade includes one-over-one and two-over-two, double-hung sash windows, while the gable ends are fenestrated with two-over-two and one-over-one, double-hung sash windows. The rear ell has its side walls and enclosed porches fenestrated with two-over-two, double-hung sash windows. Secondary doors are placed in the east and west sides of the ell. Access was not permitted to the rear wall of the ell. The house sits on a concrete-block foundation and is sheathed in cement-asbestos siding. A stuccoed chimney rises from the rear of the roof ridge of the ell

A c. 1920, wood-framed, gabled-roof shed (.002) is placed northwest of the house. This shed is elevated by metal pipes and is sheathed with clapboards. A vertical-board door is placed in the center of the south gable end. A two-light awning window is placed in the east side. The remaining sides are blank.

A c. 1930s small, lean-to equipment shed (.003) is placed south of the modern barn. The south side is two open bays, while the side and rear walls are constructed of vertical boards. The property also includes a horse barn, track and horse exercise equipment. Based upon 1962 aerial photos, the equine-related uses of the property postdate 1962.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, and Decorative Arts theme; vernacular center hall plan house property type.

Historic Overview: Several attempts were made to contact the current property owner to obtain information about the history of this property, but these attempts were unsuccessful. Deed research revealed that in 1919 Horace A. and Mabel M. Shockley sold a 67-acre and 120-perch parcel to Harry C. and Ruth Callihan for one dollar and other considerations (Sussex County Deed Book 215:566, November 10, 1919) In 1936 Harry C. and Ruth Callihan sold the 67-acre and 120-perch parcel to Harley and Effie Wilson for one dollar and other considerations (Sussex County Deed Book 305:489, December 11, 1936). Harley Wilson died in 1967.

In 1983 Bernice M. Jackson and Harley E. Wilson, guardians of the property of Effie Wilson sold the property, measured at 67,184 square feet, to James P. Buck and Eileen Buck for $36,300 (Sussex County Deed Book 1227:327, December 8, 1983). In 1994 Eileen P. McCaffery, previously known as Eileen Buck, sold the property to Paul M. Vail of Georgetown and James D. Vail of Gainesville, Virginia, for one dollar and other valuable considerations (Sussex County Deed Book 1973:84, April 16, 1994). In 2000 James D. and Paul M. Vail transferred the property

to Paul M. and Cheryl Vail (Sussex County Deed Book 2508:342, May 31, 2000). In 2003 ownership was transferred to Paul N. Vail (Sussex County Deed Book 2820:11, March 28, 2003).

Evaluation: This property was evaluated as an example of a vernacular center hall plan house type. The historical theme most clearly associated with this property is Sussex County agriculture. The form, style, location, and architectural details of this resource suggest that it once served as a farmhouse, and historic-period aerials from 1937 and 1954 show that it was surrounded by outbuildings and farm fields. As early as 1937 some of the northern fields had been abandoned and were planted in young trees, but the property appears to have been farmed through at least 1968. By 1992 the horse track had been built and agricultural operations had ceased. The original farm has been subdivided, and this resource now stands on a relatively small parcel of land that has been transformed into an exercise facility for horses. The only historic-period outbuildings that remain are a small, gabled roof outbuilding of undetermined function and an open two-bay equipment shed, neither of which convincingly convey the property's historic agricultural use. The stripping away of farmland and the discontinuation of historical agricultural activities have disassociated the house from its historical use as farmhouse and it no longer possesses historical significance as an agricultural property. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

Based upon property-specific background research, no connection has been identified between this house and individuals significant in the history of the local community. Therefore, the property is recommended not eligible under National Register Criterion B.

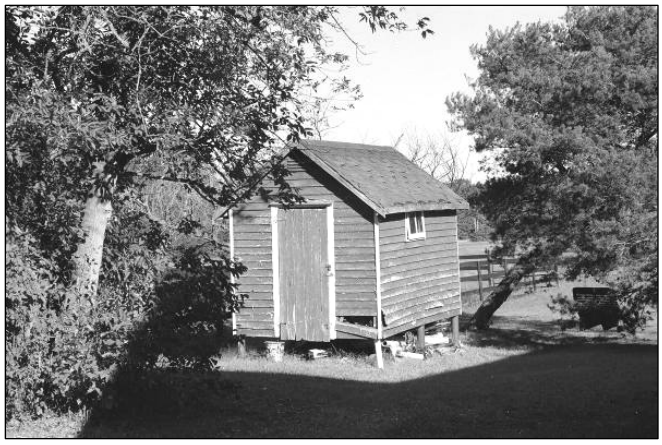
The house is a well-preserved example of a c. 1900 center hall, folk house. It retains substantial historic fabric including windows, window surrounds, general massing, and front stoop. Alterations, including sheathing in cement-asbestos siding, and possible enclosure of a porch adjoining the rear ell, presumably predate 1957. The house design, with its partial height second story and its three-bay, center hall plan is unusual for the project area. The major question that must be considered is whether the building, in its current abandoned and deteriorating condition, retains sufficient integrity to be an outstanding representative of its property type and therefore convey its architectural significance. The house was not entered, but what can be seen of the interior through broken-out windows indicates that it has deteriorated significantly since it was initially surveyed in 2005. In addition, the shed-roofed front porch is close to collapse, and a hollow-core door installed in the east wall of the ell is severely deteriorated. Lack of maintenance has diminished the dwelling's integrity of design, workmanship, and feeling. The notable change in land use—from farm to horse training facility—has compromised its integrity of setting, feeling, and association. The property is therefore recommended not eligible for the National Register under Criterion C due to loss of integrity.

Evidence visible on the exterior of the buildings suggest that they are each of standard twentieth century, wood-framed construction and lack the structural and architectural individuality to convey important information about building construction practices. Therefore, the property is recommended not eligible under Criterion D.

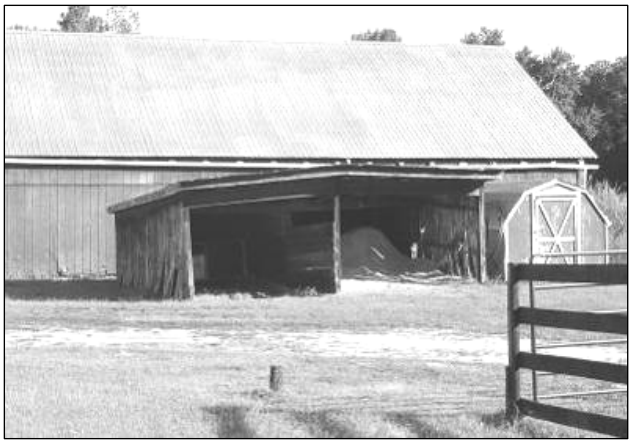
S-11026

main building (.001) façade and west side, view to NE

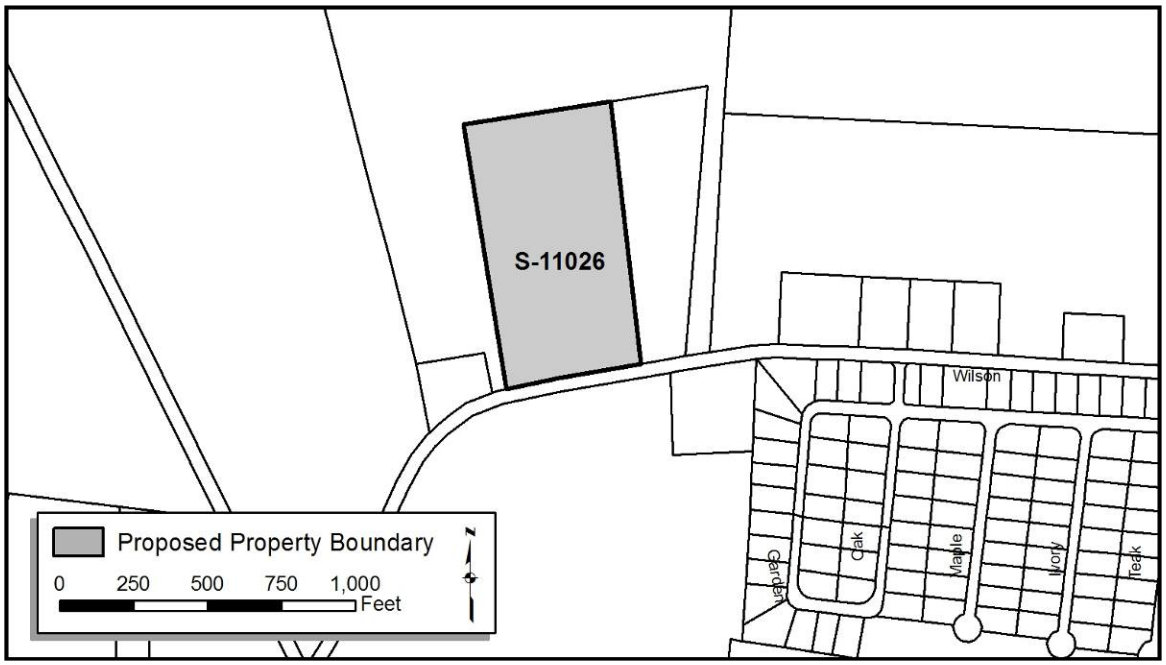
main building (.001) east side, view to W



shed (.002), view to NNW



equipment shed (.003) with modern horse barn behind it, view to NNE



1937 aerial showing historic-period field divisions; note new tree plantings at north end of field system (dwelling is within building cluster on Wilson Road)

1992 aerial showing change of land use with construction of horse training track

S-11032. Lowe House, North Bedford Road
(PIN: 135-14.00-80.00)
(Detail Map #7)

Description: This property is located on the northeast side of North Bedford Road and contains an early twentieth-century dwelling and shed. The bungalow-style house is situated along the roadway facing southwest. A dirt driveway lies to the southeast side of the dwelling. Beds of low-lying plants grow along the front and sides of the house with ornamental lawn sculptures standing throughout.

This one-and-one-half-story, wood-framed, rectangular-shaped house, built c. 1935, has a three-bay façade. The main entrance pierces the center of the front and is flanked by multi-pane sidelights. A wrap-around, screened porch shelters the front and southeast side. Fenestration of the façade, sidewalls, and rear consists of a combination of single, four-over-one, three-over-one, and two-over-one, double-hung sash windows. The dwelling sits on a rusticated concrete-block foundation and is covered in aluminum siding. The gable-front roof is sheathed in composition shingles. Two gabled wall-dormers rise from both side walls. A brick chimney rises from the center of the roof ridge.

Northeast of the dwelling, facing southeast, stands a c. 1930s storage shed (.002). This one-story, wood-framed building is clad in vertical, wood siding and is covered by a gabled-roof sheathed in asphalt shingles. The southeast side has a central door opening, while the side walls have two-light, fixed windows. The rear wall is blank.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, and Decorative Arts theme; bungalow property type.

Historic Overview: The house was constructed on a portion of a 22-acre parcel that Ananais J. Lowe sold to John W. Lowe for the token sum of one dollar (Sussex County Deed Book 259:9, October 1925). In 1950, Edna E. Lowe sold a 21,546 square foot parcel containing the house to Robert F. Clendaniel for one dollar and other valuable considerations (Sussex County Deed Book 397:548, December 2, 1950).

In 1953 Robert F. and Etha C. Clendaniel sold the property to Howard A. and Virginia A. Clendaniel for an undisclosed sum (Sussex County Deed Book 424:274, September 10, 1953). In 1980 Virginia F. Clendaniel sold her portion of ownership in the property to Howard A. Clendaniel for one dollar (Sussex County Deed Book 1011:291, June 18, 1980).

The present owner of the property, Howard A. Clendaniel, a farmer, is the outgoing Registrar of Wills of Sussex County. Prior to assuming that position, he spent six terms in the Delaware General Assembly. He is a past president of the Georgetown Kiwanis Club.

Evaluation: The house has been evaluated under the Architecture, Engineering, and Decorative Arts theme as an example of a bungalow. The historical trend with which this property is most clearly associated is the early- to mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Property specific research has not tied the property to the productive life of an individual significant in the history of the local area. Therefore, it is recommended not eligible under National Register Criterion B.

The house uses an uncommon design for a bungalow with a hipped roof and wraparound porch with cross-gabled entry bays. Bungalow elements include exposed rafter tails; front and rear gabled dormers; four-over-one, double-hung sash windows with vertical muntins in the upper sash, and a rusticated concrete-block foundation. An unusual element is the applied wood window trim, which gives many of the openings clipped corners. The sole evident exterior alteration to the house is its sheathing in aluminum siding. As a well-preserved and unusual example of a bungalow-craftsman style dwelling, this house is recommended eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

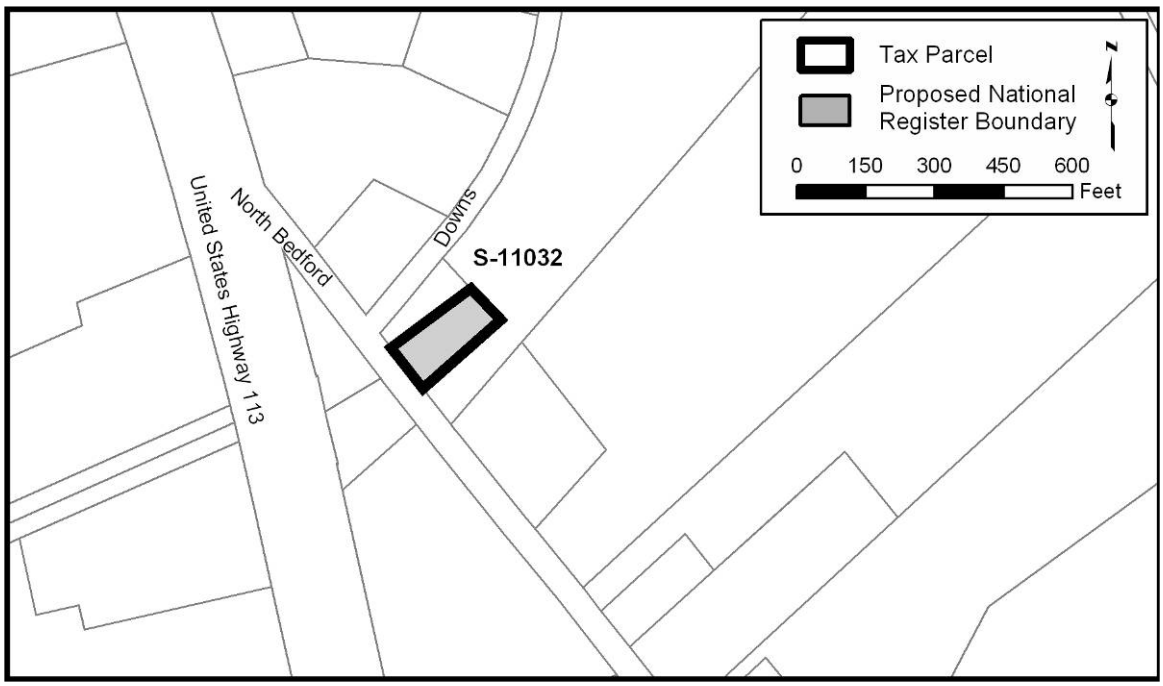
The National Register boundary is the entirety of Sussex County tax parcel 135-14.00-80.00, encompassing the dwelling and the contemporaneous shed, both of which contribute to the property's eligibility under Criterion C. The parcel is approximately .52 acres and measures 114 feet along North Bedford Street, 218 feet along the northern parcel line, 94 feet along the eastern parcel line, and 227 feet along the southern parcel line. This recommendation is in accordance with guidelines set forth by the National Park Service, which stipulate that the boundary should "encompass but not exceed the extent of the significant resources and land areas comprising the property" (U.S. Department of the Interior 1991:56).

S-11032

main building (.001) façade and southeast side,

main building (.001) rear and northwest side, view to S

shed (.002), view to N



(2003 aerial)

(1937 aerial)

S-11044. Dwelling, 11 Seashore Highway (PIN: 135-14.15-48.01) (Detail Map #7)

Description: This property is located on the southwest side of Seashore Highway in Georgetown and contains a mid-twentieth-century dwelling and garage. The house is set slightly back from the roadway and faces northeast. A paved driveway lies along the east side of the dwelling.

This c. 1940s one-and-one-half-story, wood-framed, rectangular-shaped house has a three-bay façade. The centralized entrance is sheltered by an inset, corner porch, which spans from the center to eastern corner of the front façade. A secondary entrance pierces the south corner of the southeast sidewall. A shed-roofed, full-width addition extends across the entire rear wall. Fenestration of the main block consists of single, six-over-six, double-hung sash windows. Modern awning windows pierce the rear addition. The house sits on a panel-faced, concrete-block foundation and is clad in aluminum siding. The side-gabled roof is sheathed in asphalt. A brick chimney rises from the exterior of the southeast side.

Southeast of the dwelling stands a c. 1940s wood-framed garage (.002), facing northeast. This building sits on a concrete-block foundation and is clad in aluminum siding. Its gable-front roof is sheathed in wood shingles. A large addition extends from its rear wall.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; double-pile cottage with front extension property type.

Evaluation: This property has been evaluated for the National Register as a c. 1940s double-pile cottage with front extension. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

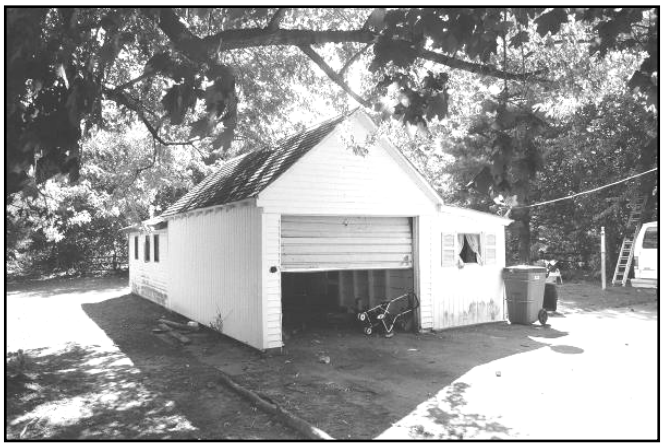
For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This example has been altered by the construction of a full-width addition to the back and, possibly, re-sheathing in aluminum. Lacking the integrity necessary to convey its significance, this property is recommended not eligible under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11044

main building (.001) façade and northwest side, view to S

main building (.001) rear and southeast side, view to N



garage (.002), view to SW

S-11046. Dwelling, Seashore Highway
(PIN: 135-14.15-50.00)
(Detail Map #7)

Description: This property is located on the southwest side of Seashore Highway in Georgetown and contains an early- to mid-twentieth-century former dwelling, recently converted into a commercial business. The house is set slightly back from the road, facing northeast. A large, asphalt-paved parking lot lies to the east side of the property.

This c. 1938 one-and-one-half-story, wood-framed, rectangular-shaped building has a three-bay façade. The centralized entrance is sheltered by an inset, corner porch, which spans from the center to the eastern corner of the front façade. A gabled-front extension extends from the north corner of the front and shelters a pair of windows. A full-width, second-story addition has been added to the rear of the building. A large, one-and-one-half-story, gabled addition extends southwest from the rear wall. Fenestration throughout the building consists of pairs and single six-over-six, double-hung, vinyl sash windows. The main block of the building sits on a rusticated concrete-block foundation. The entire building is clad in vinyl and covered by metal roofing. Two gable-front dormers are featured across the front. A brick chimney rises from the exterior of the southeast gable-end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; double-pile cottage with front extension property type.

Evaluation: This resource has been evaluated for the National Register as a domestic property—a c. 1938 double-pile cottage with front extension—because that was its historic function. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

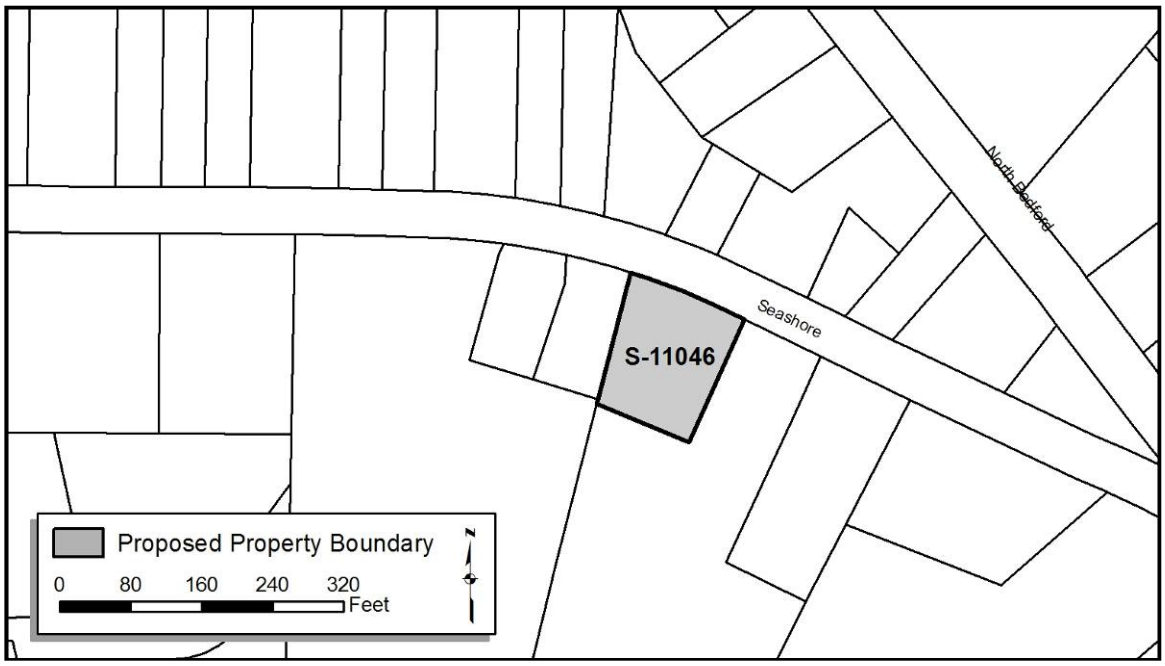
For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This example was heavily modified in its recent transformation to a commercial property. Changes include two large modern additions, replacement windows, and new siding and roofing. Lacking the integrity necessary to convey its significance, this property is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11046

main building (.001) façade and east side,
view to SW

main building (.001) façade and west side,
view to SE



S-11047. Dwelling, 15 Seashore Highway
(PIN: 135-14.15-56.01)
(Detail Map #7)

Description: This property is located on the south side of Seashore Highway in Georgetown and contains a mid-twentieth-century dwelling and modern shed. The house sits slightly back from the roadway, facing north. An asphalt-paved driveway lies to the west side of the house. Shrubs grow across the front and sides of the house.

This c. 1945 rectangular-shaped, wood-framed house stands one-story in height and measures three bays in width. An inset corner entrance, supported by a single, wooden post, is located on the west corner of the dwelling. A secondary entrance pierces the center of the rear wall. Fenestration on each wall consists of single one-over-one, double-hung sash windows. The house sits on a concrete-block foundation and is clad in cement-asbestos siding. The side-gabled roof is sheathed in composition. A brick chimney rises from the center, interior of the house.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1945 World War II-era cottage. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

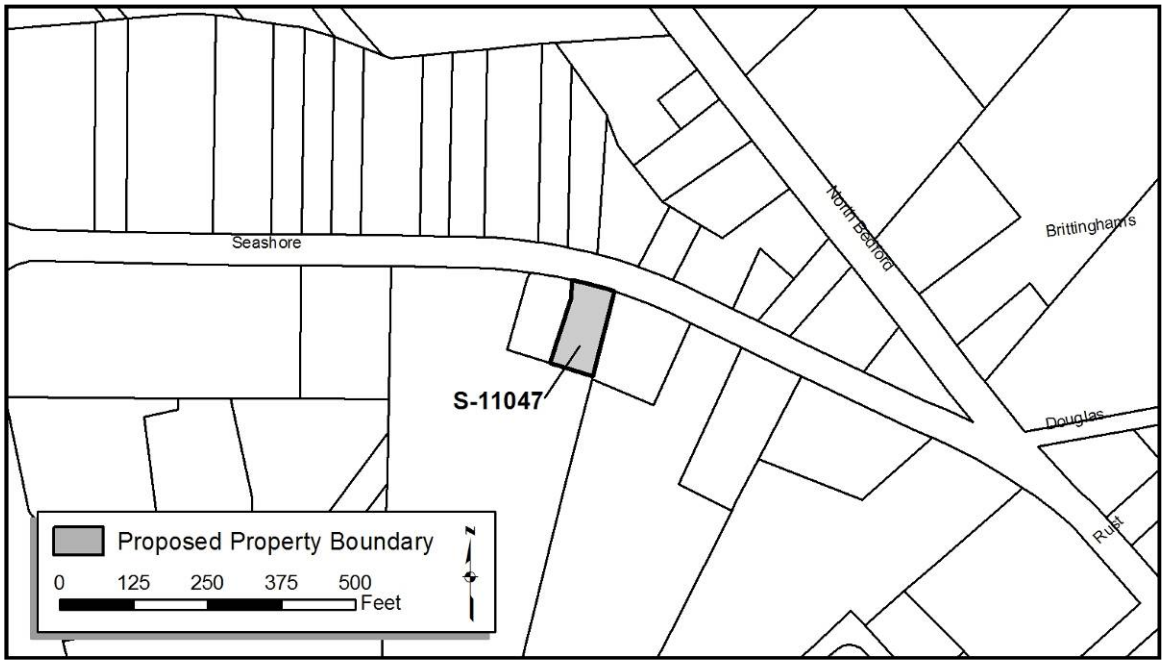
Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. Although this building retains much of its original fabric, it does not possess architectural significance and is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11047

main building (.001) façade and west side, view to SE

main building (.001) rear, view to NW



S-11048. Dwelling, 18 Seashore Highway
(PIN: 135-14.15-35.00)
(Detail Map #7)

Description: This property is located on the north side of Seashore Highway in Georgetown and contains a c. 1938 dwelling facing the highway and a separate, modern garage. An asphalt-paved driveway runs along the west side of the house, leading to a rectangular paved area to the north of the house. Two mature trees line Seashore Highway, and shrubs line the building perimeter.

This wood-framed, front-gabled house stands one-and-a-half-stories in height with a screened-in, one-story porch to the south and a one-story, hipped-roof shed addition on the north. The house has a rusticated concrete-block foundation and is clad in asbestos siding. The roof is covered in asphalt shingles. A concrete-block chimney rises from the exterior of the rear, north shed addition. The front façade measures three bays in width with a central main entrance inside the screened-in porch. Fenestration of all walls consists of single and twin, one-over-one, double-hung, vinyl sash windows.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1938 vernacular bungalow. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

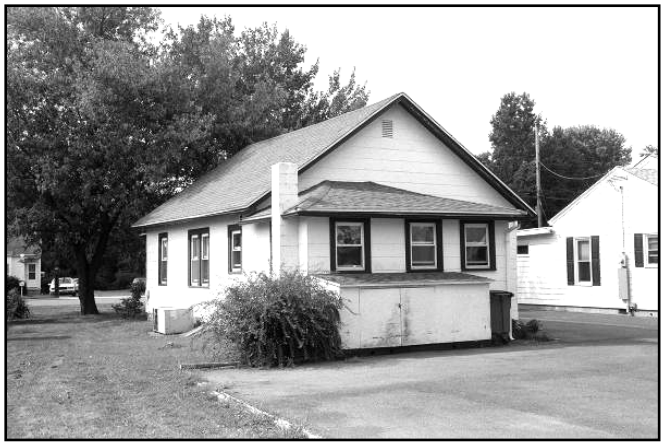
Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This example exhibits few architectural details characteristic of the style, and, furthermore, has been altered by the construction of an addition and the replacement of windows. Therefore, this dwelling is recommended not eligible for inclusion in the National Register under Criterion C.

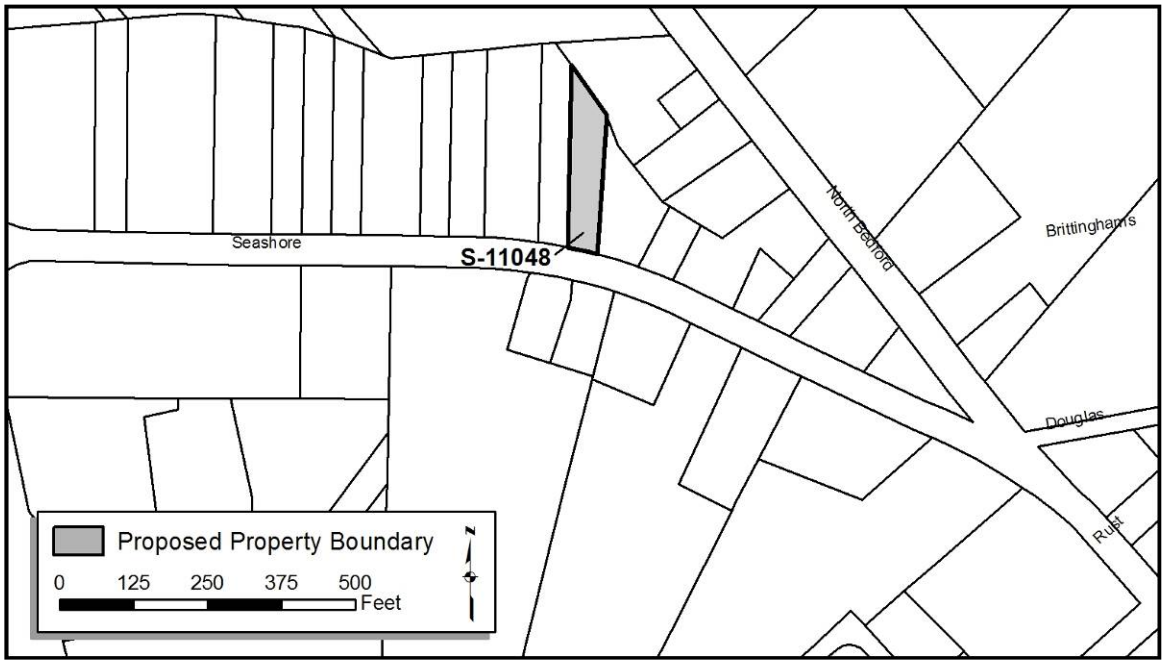
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11048

main building (.001) façade and west side,
view to NE



main building (.001) rear and east side,
view to SW



S-11049. Dwelling, 17 Seashore Highway
(PIN: 135-14.15-56.03)
(Detail Map #7)

Description: This property is located on the south side of Seashore Highway and contains a c. 1945 dwelling facing the highway and a separate, modern shed, sited to the southwest. A gravel driveway runs along the east side of the house and is shared with the adjoining property. Two mature trees line the northwest corner of the lot. The property is part of a row of bungalow- and cottage-type residences.

The side-gabled house stands one story in height with a slight projecting ell at the northeast. The wood-framed house has a concrete-block foundation and is clad in asbestos siding. The roof is covered in composition shingles. A brick chimney rises from the center of the roof. The front façade is three bays wide with a central main entrance. The main entrance has a glazed wood door and is accessed by concrete steps. Fenestration of all walls consists of single and twin, two-over-two, double-hung sash windows. Windows at the front and sidewalls are flanked by fixed, vinyl shutters. An entrance is located at the rear (south) and has a glazed wood door and concrete entrance steps.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1945 World War II era cottage. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

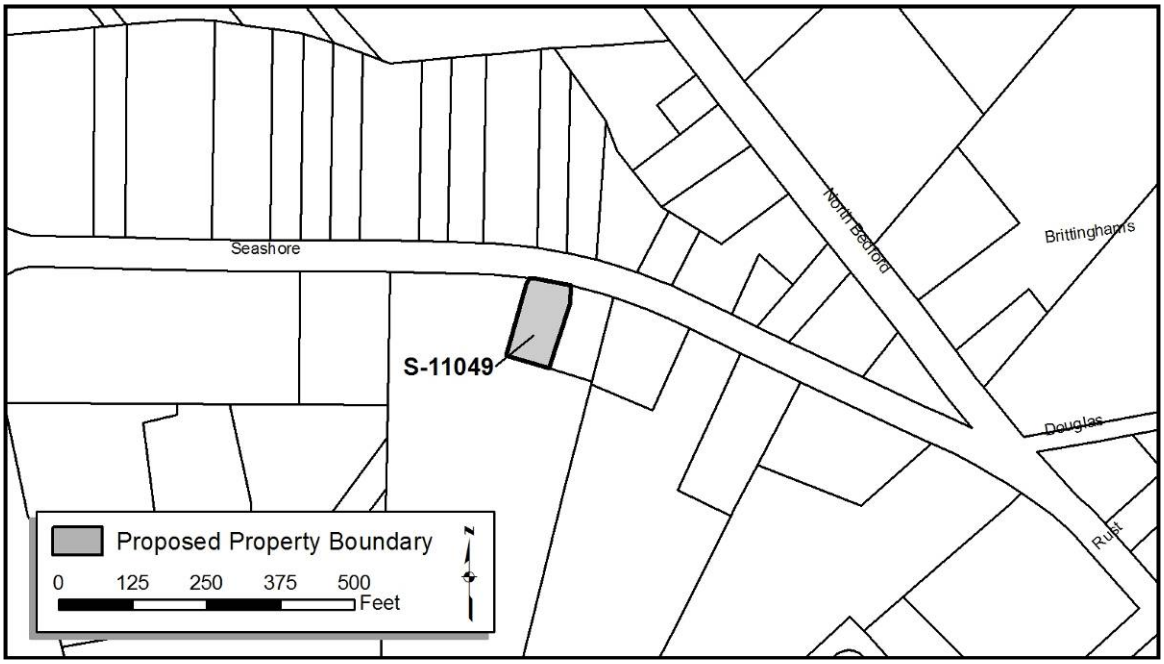
Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. Although this building retains much of its original fabric, it does not possess architectural significance and is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11049

main building (.001) rear and east side,
view to NW

main building (.001) façade and west side,
view to SE



S-11050. Dwelling, 22 Seashore Highway
(PIN: 135-14.15-33.00)
(Detail Map #7)

Description: This property is located on the north side of Seashore Highway in Georgetown and contains a c. 1938 dwelling facing the highway, a separate garage, and a modern shed sited to the rear. An asphalt-paved driveway runs straight along the east side of the house, leading from the highway to the garage. Mature trees are located to the front and rear of the property. Shrubs line the perimeter of the house.

The side-gabled, jerkinhead-roof house stands one-and-a-half-stories in height with a screened-in, hipped-roof, one-story porch to the east and a one-story, hipped-roof addition to the west. The house has a rusticated concrete-block foundation and is clad in aluminum siding. The roof is covered in composition shingles. A concrete-block chimney rises from the exterior of the west side shed addition. The front façade is four bays wide with a central main entrance. The entrance has a plain, fiberglass door and is accessed by concrete and brick steps. Fenestration at all walls consists of single and twin, three-over-one, double-hung sash windows and one-over-one, double-hung, vinyl sash windows. Fixed shutters flank the windows at the front. An awning shades the screened-in porch on the east side.

The c. 1938 garage (.002) is a one-story, wood-framed building on a concrete-block foundation and clad in asbestos siding. The front-gabled, hipped roof is covered asphalt shingles. The south façade is three bays wide, with two garage doors—one overhead modern door, and one fixed-panel door—and a side entrance door. The entrance door has four raised panels. A single three-over-one, double-hung sash window is located on the west wall.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1938 vernacular bungalow. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This unelaborated example exhibits few architectural details characteristic of the style and, furthermore, it has been altered by the replacement of some windows, re-siding in aluminum, and construction of an addition. Lacking both architectural significance and integrity, it is recommended not eligible for inclusion in the National Register under Criterion C.

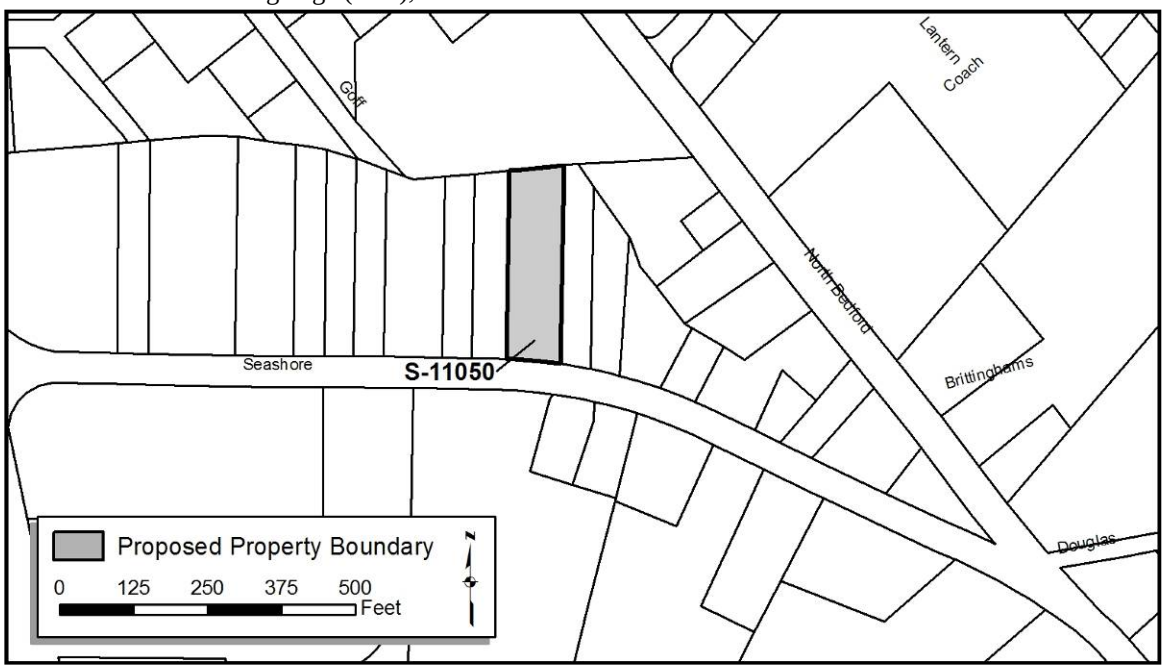
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11050

main building (.001) façade and east side, view to NW

main building (.001) rear and west side, view to SE

garage (.002), view to NE



S-11051. Dwelling, 24 Seashore Highway (PIN: 135-14.15-32.00) (Detail Map #7)

Description: This property is located on the north side of Seashore Highway in Georgetown and contains a c. 1938 dwelling facing the highway and two modern sheds sited to the rear. An asphalt-paved driveway runs straight along the east side of the house. A mature tree is located in the front yard, and the house has landscaping around its perimeter.

The side-gabled house stands one-and-a-half-stories in height with a projecting, front-gabled ell at the southwest corner and a shed-roofed rear projection. A screened-in porch is located within the L-shape of the house. The house has a rusticated concrete-block foundation and is clad in vinyl siding. The roof is covered in asphalt shingles. A two-bay wide, shed-roofed dormer is located on the rear, north side of the roof. One original brick exterior chimney is located at the east end of the main house. A second concrete-block chimney rises from the exterior of the rear shed projection. The front façade is three bays wide with a central main entrance. The entrance has a plain, fiberglass door and is located within the screened-in porch. Fenestration at all façades consists of single and twin, six-over-six, double-hung, vinyl windows. Fixed vinyl shutters flank the first floor windows. An additional side entrance is located at the east wall; the plain fiberglass door is accessed by a run of concrete steps.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1938 vernacular bungalow. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This side-gabled example has been altered by the replacement of windows and doors, re-siding in vinyl, and probable construction of a rear addition and dormer. Lacking integrity, it cannot convey any architectural significance it may have once possesses and is therefore recommended not eligible for inclusion in the National Register under Criterion C.

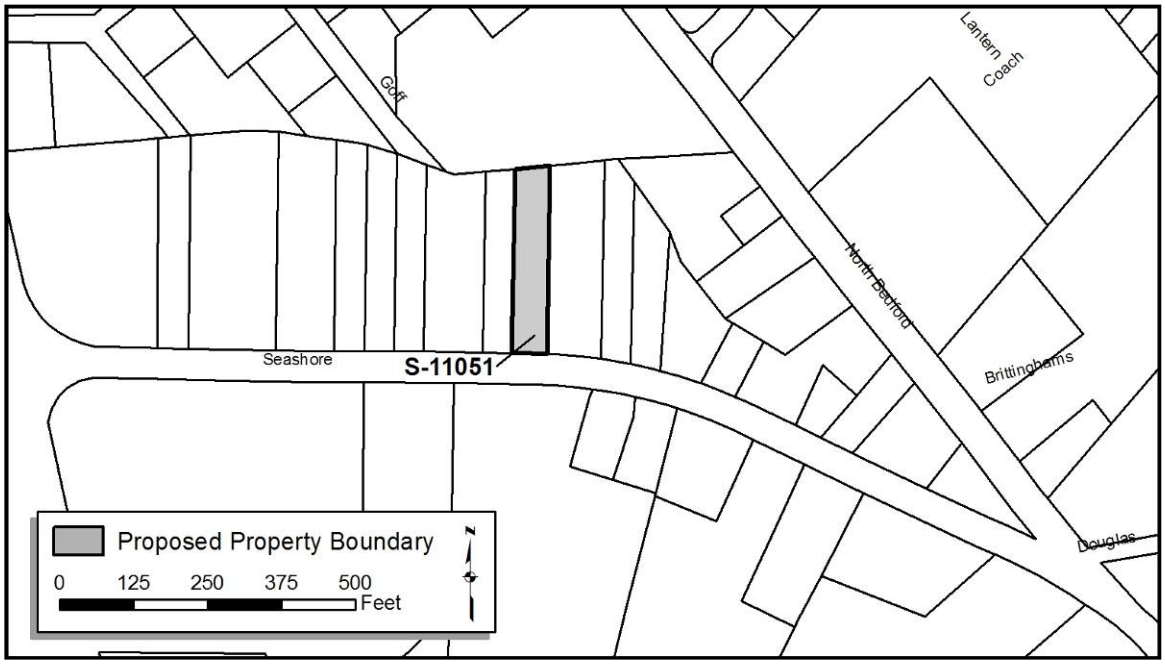
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11051

main building (.001) façade and east side, view to NW

main building (.001) façade and west side, view to NE

main building (.001) rear and east side, view to SW



S-11052. Dwelling, 26 Seashore Highway (PIN: 135-14.15-31.00) (Detail Map #7)

Description: This property is located on the north side of Seashore Highway in Georgetown and contains a c. 1940 dwelling facing the highway. An asphalt-paved driveway runs along the east side of the house to a garage located within the main block of the house. Mature trees are located to the rear of the property. The property is part of a row of bungalow- and cottage-type residences.

The side-gabled house stands one story in height with a small cross gable facing the south. The wood-framed house has a concrete-block foundation and is clad in vinyl siding. The roof is covered in composition shingles. A brick chimney rises from the center, rear of the roof. The front façade is five bays wide with a central main entrance and a garage door to the east. The main entrance has a plain fiberglass door with a front-gabled hood and is accessed by concrete steps. The garage door gives access immediately into the main block of the house, indicating a major alteration of the interior. Fenestration at all walls consists of single and paired, one-over-one, double-hung, vinyl windows. Windows at the front façade are flanked by fixed, vinyl shutters. An entrance is located at the rear, north wall and has a plain fiberglass door and concrete entrance steps.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1940 World War II-era cottage. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

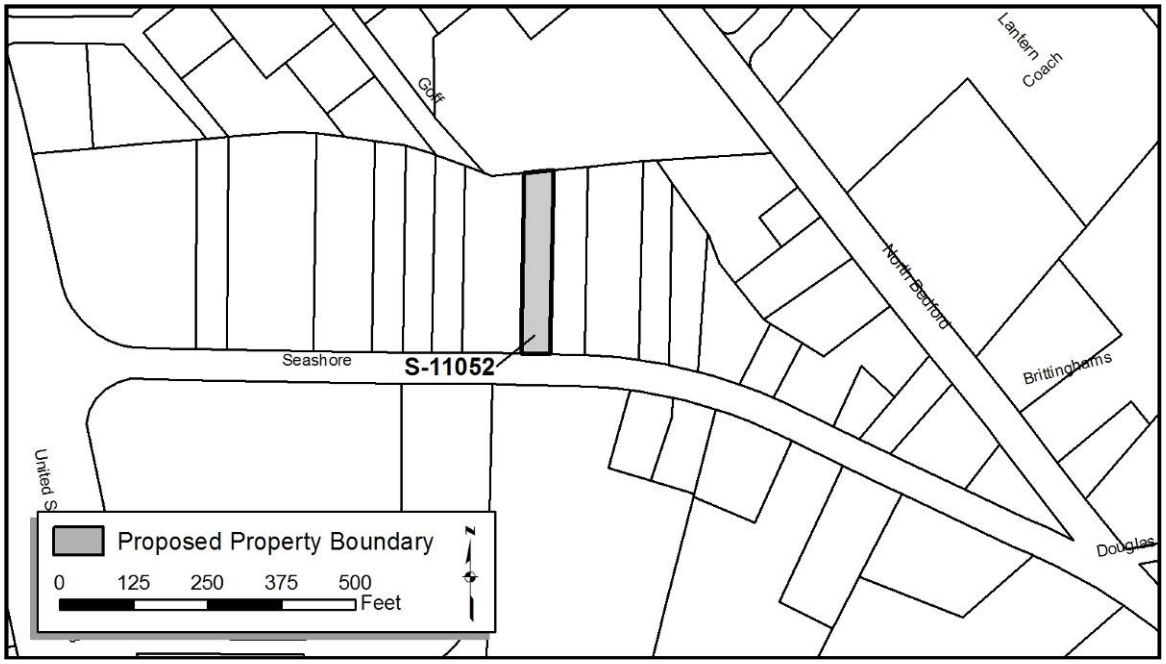
Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This property has been modified by replacement siding, doors, and windows, as well as a major alteration to accommodate the garage. For these reasons, it is recommended not eligible for inclusion in the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11052

main building (.001) façade and west side, view to NE

main building (.001) rear and east side, view to SW



S-11053. Dwelling, 28 Seashore Highway
(PIN: 135-14.15-30.00)
(Detail Map #7)

Description: This property is located on the north side of Seashore Highway in Georgetown and contains a c. 1940 dwelling facing the highway and a separate garage sited to the rear of the house. An asphalt-paved driveway runs along the west side of the house to the garage. Mature trees and shrubs are located to the front of the property, while the rear of the property contains a large garden. The property is part of a row of bungalow- and cottage-type residences.

The side-gabled house stands one-and-one-half stories in height with a one-story cross-gable projection at the southwest. A single, front-gabled dormer protrudes off-center from the main, south side of the roof. A large four-bay wall dormer rises from the rear, north side of the roof, creating a full second story on the rear side. A one-story, shed-roofed addition extends from the east façade. The wood-framed house has a rusticated concrete-block foundation and is clad in vinyl siding. The roof is covered in composition shingles. A brick chimney rises from the east side of the main house block. The front façade is three bays wide with an off-center main entrance and a bay window to the east. The main entrance has a plain fiberglass door with a front-gabled hood and is accessed by brick steps. Fenestration of all walls consists of single six-over-six, four-over-four, and one-over-one, double-hung, vinyl windows. A rear entrance is located at the north wall and has a glazed wood door protected by a metal awning and accessed by concrete steps.

The c. 1940 front-gabled, one-story garage (.002) is a wood-framed building on a concrete-block foundation, clad in asbestos siding with a composition tile roof. A single aluminum garage door opens on the west façade. A single, one-over-one, double-hung wood sash window is located on the east side.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage with Cape Cod styling property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1940 World War II era cottage with Cape Cod-style details. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

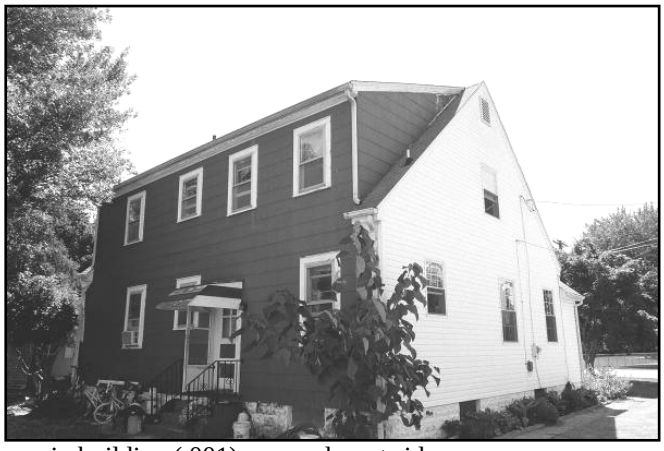
Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This property is more elaborate than most dwellings of its type,

with Cape Cod style details in its barrel-vault entrance hood and gable-front roof dormer. The building's architectural integrity has been diminished, however, by the application of vinyl siding, replacement of windows and doors, and the construction of a shed-roof addition on its east side. Because it lacks the integrity necessary to convey its significance, this property is recommended not eligible for inclusion in the National Register under Criterion C.

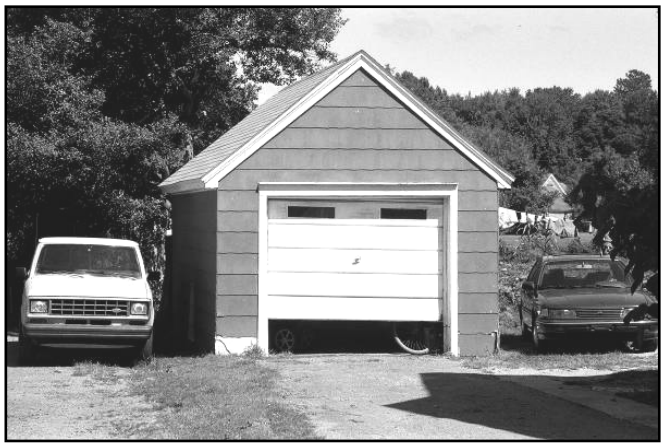
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11053

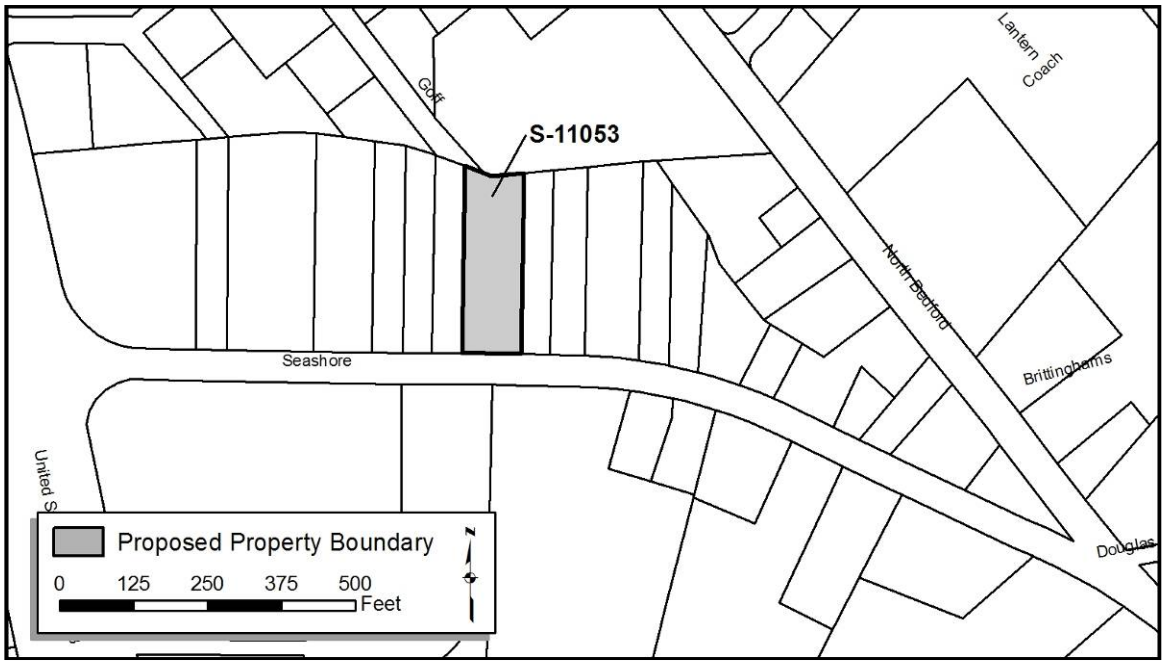
main building (.001) façade and east side, view to NW



main building (.001) rear and west side, view to SE



garage (.002), view to NE



S-11054. Dwelling, 30 Seashore Highway
(PIN: 135-14.15-29.00)
(Detail Map #7)

Description: This property is located on the north side of Seashore Highway in Georgetown and contains a c. 1938 dwelling facing east, as well as a separate garage and two modern sheds sited to the rear. An asphalt-paved driveway runs straight along the east side of the house to the garage at the rear of the house. Mature trees and landscaping are located in both the front and rear yards.

The side-gabled, jerkinhead-roof house stands one-and-a-half-stories in height with a one-story, hipped-roof, enclosed porch addition to the south. The wood-framed house has a panel-faced concrete-block foundation and is clad in asbestos siding. The roof is covered in asphalt shingles. One brick chimney rises from the center of the house. The main (east) façade is three bays wide with the main entrance located to the north. The entrance has a glazed wood door and is accessed by concrete steps. Fenestration of all walls consists of single our-over-one and three-over-one, double-hung sash windows. Metal awnings shade a few windows on the east and west. The enclosed porch is wrapped with awning windows. An additional side entrance gives access to the south, enclosed porch.

The c. 1938 one-story garage (.002) is a wood-frame building on concrete-block foundation, clad in asbestos siding. The gable-front, hipped roof is covered in composition shingles. A side-gabled shed addition is located on the north façade. Two aluminum garage doors open at the east façade. An aluminum awning window and an entrance with wood door are located on the south wall.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1938 vernacular bungalow. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This unelaborated example exhibits few architectural details characteristic of the style and, furthermore, has been altered by the construction of a porch addition. Therefore, this dwelling is recommended not eligible for inclusion in the National Register under Criterion C.

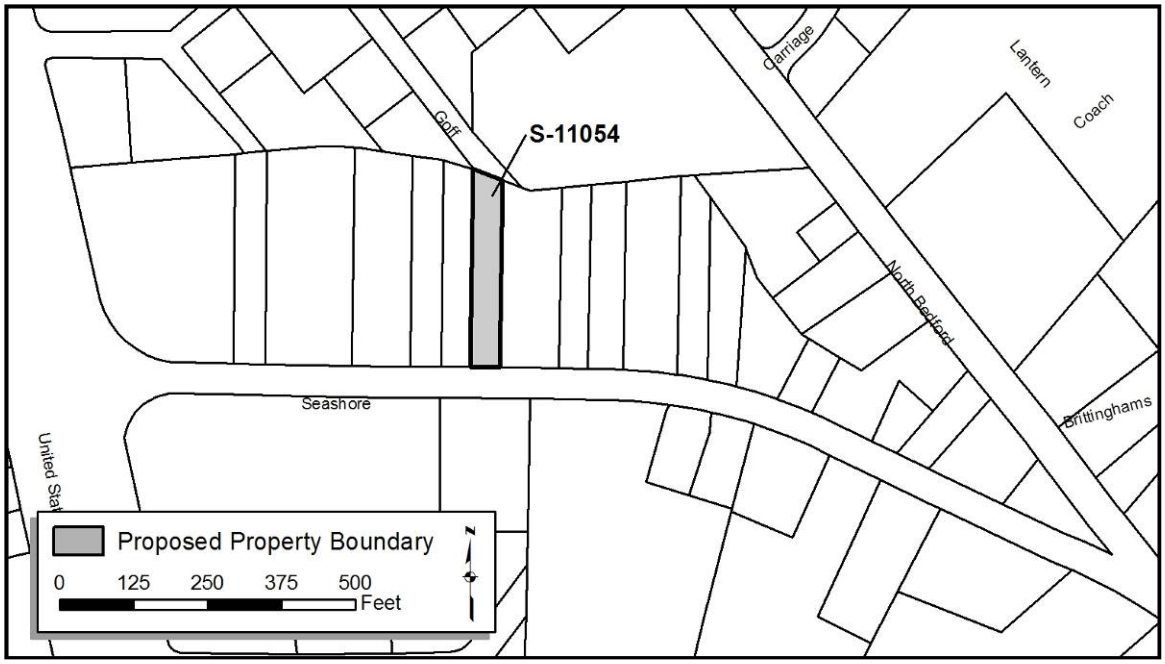
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11054

main building (.001) façade and west side, view to NE

main building (.001) rear and east side, view to SW

secondary building (.002), view to NW



S-11055. Dwelling, 32 Seashore Highway
(PIN: 135-14.15-28.00)
(Detail Map #7)

Description: This property is located on the north side of Seashore Highway in Georgetown and contains a c. 1938 dwelling converted into a commercial building with its main entrance facing the highway. A modern shed is sited to the rear. An asphalt-paved driveway runs from the highway along the east side of the building. The property is adjacent to a large paved parking lot.

The front-gabled, jerkinhead-roof house stands one-and-a-half-stories in height with a one-story, front-gabled roof, one-bay deep addition to the south. The building was further enlarged with a one-story, front-gabled roof, two-bay deep addition to the north. Though constructed as a separate building, the north addition adjoins the building with a screened-in breezeway. The wood-framed house has a rusticated concrete-block foundation and is clad in vinyl siding. The roof is covered in asphalt shingles. One brick chimney rises from the exterior north end of the main building. The main entrance is located at the south façade, which is three bays wide with a center entrance, giving access to the south addition. The south entrance has a plain metal door and is accessed by concrete steps. Fenestration of all walls consists of single, four-over-one, double-hung sash windows as well as single one-over-one, double-hung, vinyl sash windows. Windows in both north and south walls have fixed vinyl shutters. An additional rear entrance gives access to the north addition.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This resource has been evaluated for the National Register as a domestic property—a c. 1938 vernacular bungalow—because that was its historic function. It is situated within a neighborhood of mid-twentieth-century vernacular residential construction along Seashore Highway that represents the twentieth-century development trend of building up arterial roads connecting downtown areas with major transportation corridors. The proposed Seashore Highway Historic District is recommended not eligible for the National Register, however, for reasons presented in Section 6.0 of this report. As an individual example of a common development trend, this historic-period dwelling does not possess historic significance and is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

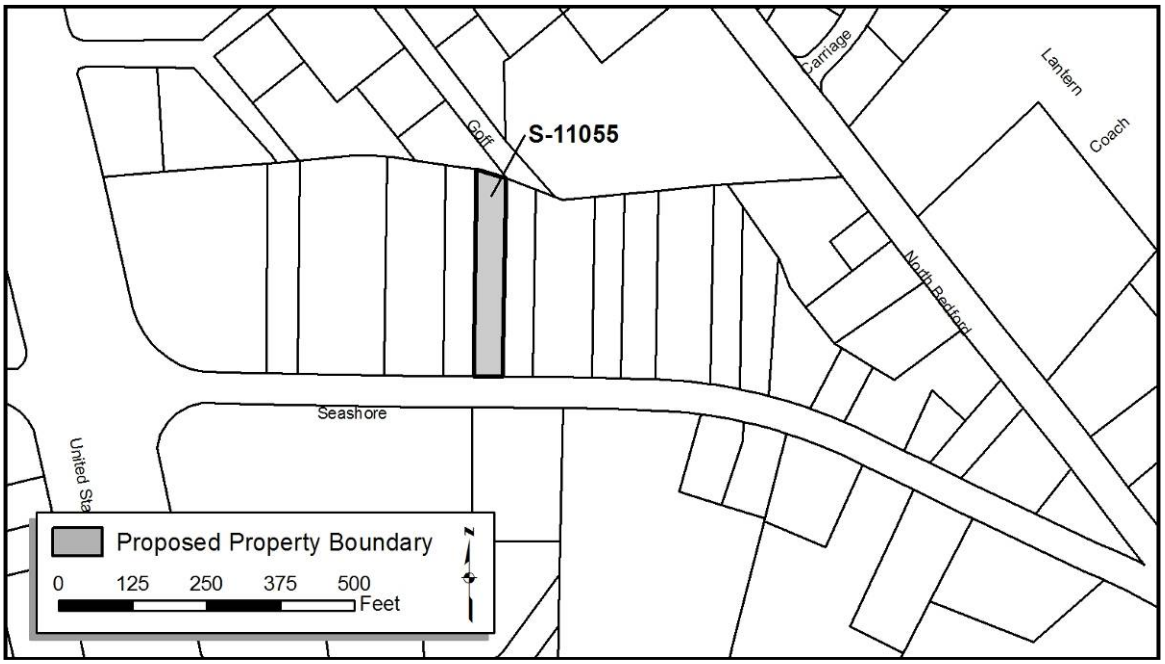
For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This unelaborated example exhibits few architectural details characteristic of the style, and, furthermore, has been altered by replacement siding, windows, and doors, as well as modern additions. Therefore, this dwelling is recommended not eligible for inclusion in the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11055

main building (.001) façade and west side,
view to NE

main building (.001) rear and east side,
view to SW



S-11057. Dwelling, 210 Ennis Street
(PIN: 135-14.19-7.00)
(Detail Map #7)

Description: This property is located on the north side of Ennis Street west of Georgetown and contains a c. 1940s dwelling facing the street and a separate garage sited to the northeast of the house. A dirt driveway runs along the east side of the house to the garage. Mature trees are located at the front and rear of the house; shrubs line the south face of the dwelling.

The front-gabled house stands one-and-one-half stories in height with three-shed-roofed additions located at the northeast, northwest, and southwest corners of the original dwelling. The wood-framed house has a concrete-block foundation and is clad in aluminum siding. The roof is covered in asphalt shingles. The front façade is three bays wide with a central main entrance. The main entrance has a plain wood door and is accessed by concrete steps. Fenestration of all walls consists of single one-over-one and two-over-two, double-hung sash windows. The northeast addition is a sun porch with large, fixed aluminum windows.

The c. 1940s front-gabled, one-story garage (.002) is a wood-framed building on a concrete-block foundation with an asphalt shingle roof. Twin, glazed wood garage door open on the south façade. Sliding, one-by-one, aluminum sash windows are located at the other walls. The property owner requested that a photograph not be taken of this building.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1940s World War II-era cottage. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This building has been altered by the construction of several additions and lacks the integrity necessary to convey any architectural significance it may have once possessed. It is therefore recommended not eligible for inclusion in the National Register under Criterion C.

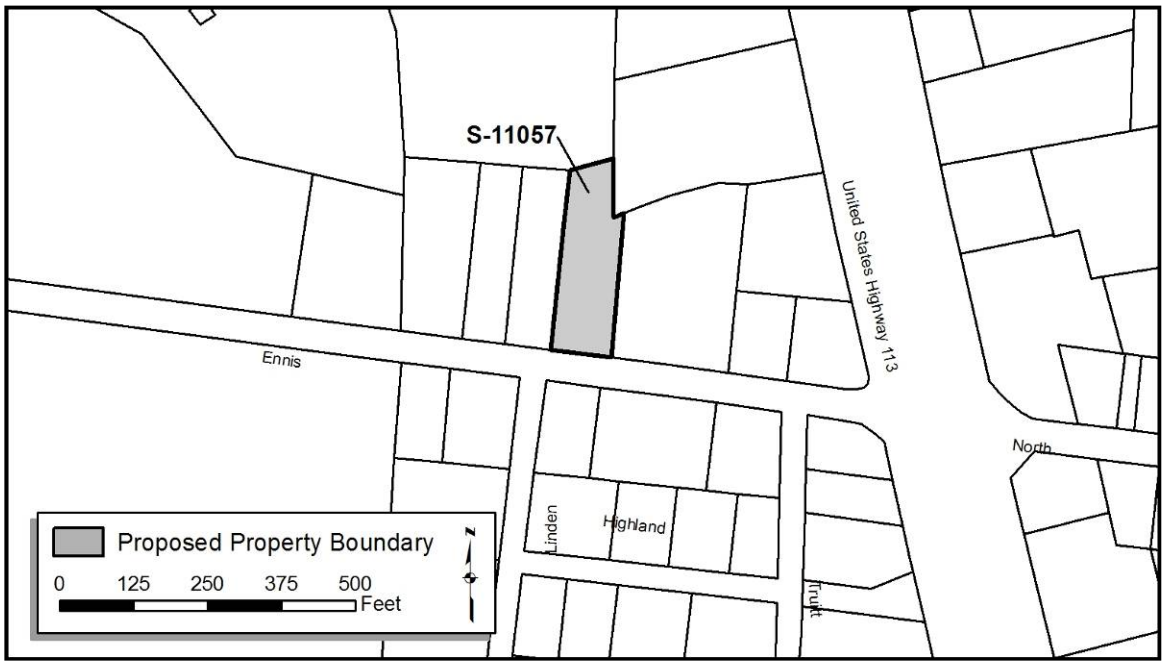
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11057

main building (.001) façade, view to N

main building (.001) façade and east side, view to NW

main building (.001) rear and west side, view to



S-11058. Dwelling, Ennis Street
(PIN: 135-14.19-8.00)
(Detail Map #7)

Description: This property is located on the north side of Ennis Street to the west of Georgetown and contains a c. 1940s dwelling facing the street and a modern shed at the rear of the property. An asphalt-paved driveway runs along the east side of the house. Shrubs are planted against the south side of the house; mature trees are located in the rear yard.

The side-gabled house stands one-and-one-half stories in height with a shallow center projection with a front-gabled roof. An enclosed, one-story, shed-roofed sun porch with faux brick siding stands at the east side. A screened-in, one-story, shed-roofed porch protrudes from the north façade. The wood-framed house has a concrete-block foundation and is clad in vinyl siding. The roof is covered in asphalt shingles. A brick chimney rises from the center of the roof. The front façade is three bays wide with a central main entrance. The main entrance has a glazed wood door with a plain wood surround and is accessed by a concrete deck. Fenestration of all sides consists of twin six-over-six, double-hung, vinyl windows. Windows are flanked by fixed, vinyl shutters. Additional entrances are located on the east and north sides, giving access to the porch additions.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1940s World War II era cottage. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

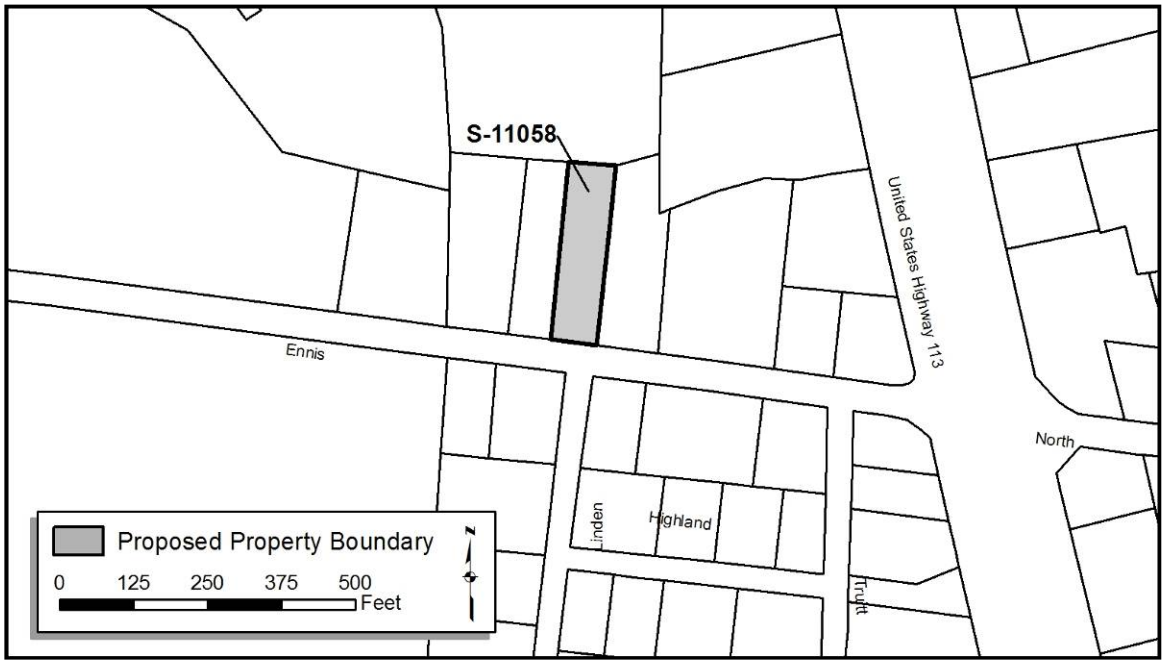
Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This building has been altered by the replacement of windows, doors, and siding and lacks the integrity necessary to convey any architectural significance it may have once possessed. It is therefore recommended not eligible for inclusion in the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11058

main building (.001) façade, view to NW

main building (.001) façade and east side, view to NW



S-11216. Dwelling, 508 East Market Street
(PIN: 135-19.11-11.00)
(Detail Map #8)

Description: This residential property, situated on the northwest side of Market Street in Georgetown, contains a two-story, side-gabled Dutch Colonial Revival dwelling and detached garage. It is located outside the preliminary boundary for a Georgetown Historic District developed for the U.S. 113 North/South Study.

The main part of the dwelling is a c.1940 wood-framed, center-hall house with aluminum siding. There are long shed dormers at the second level along the northeast and southwest sides that tie into the uppermost roof slope of the gambrel shape that is typical of the Dutch Colonial Revival style. The roofs are covered with asphalt shingles. On the front side, the roof extends with a lower roof slope to cover a full-width porch supported by paired, square, wood columns. These columns rest on a brick base that is incorporated into the house's brick foundation. There is a one-story gabled addition or enclosed porch that extends out on the northwest side. There is also a brick chimney on the gable end of the main part at this side. A small deck extends out from the northwest side. Windows in the house are eight-over-eight, and six-over-six, double-hung sash. All windows are flanked by vinyl non-functional shutters. The front door is flanked by half height sidelights that have wood panels below.

Behind the house is a c. 1940 side gable, wood-framed garage (.002). It has a poured concrete foundation, horizontal wood siding, and composition roofing. There is a pair of wood sliding doors toward the eastern end of the southeast side and one six-over-one, double-hung sash window centered on the southwest side.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; Colonial Revival property type.

Evaluation: This property has been evaluated for the National Register for its property type, a c. 1940 Colonial Revival. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

To meet eligibility, a Colonial Revival house should be more elaborately detailed and better preserved than the average example, with architectural distinction and stylistic elements such as elaborate door surrounds, multi-pane sash windows, open porches, and roof ridge details that include dentils or modillion blocks. Typically, an example that was architect-designed or based on a published design and that possessed all of its diagnostic elements would be considered eligible. This unelaborated example exhibits few distinguishing architectural details characteristic of the style, and, furthermore, has been altered by the construction of an addition and residing. This property is recommended not eligible for inclusion in the National Register under Criterion C.

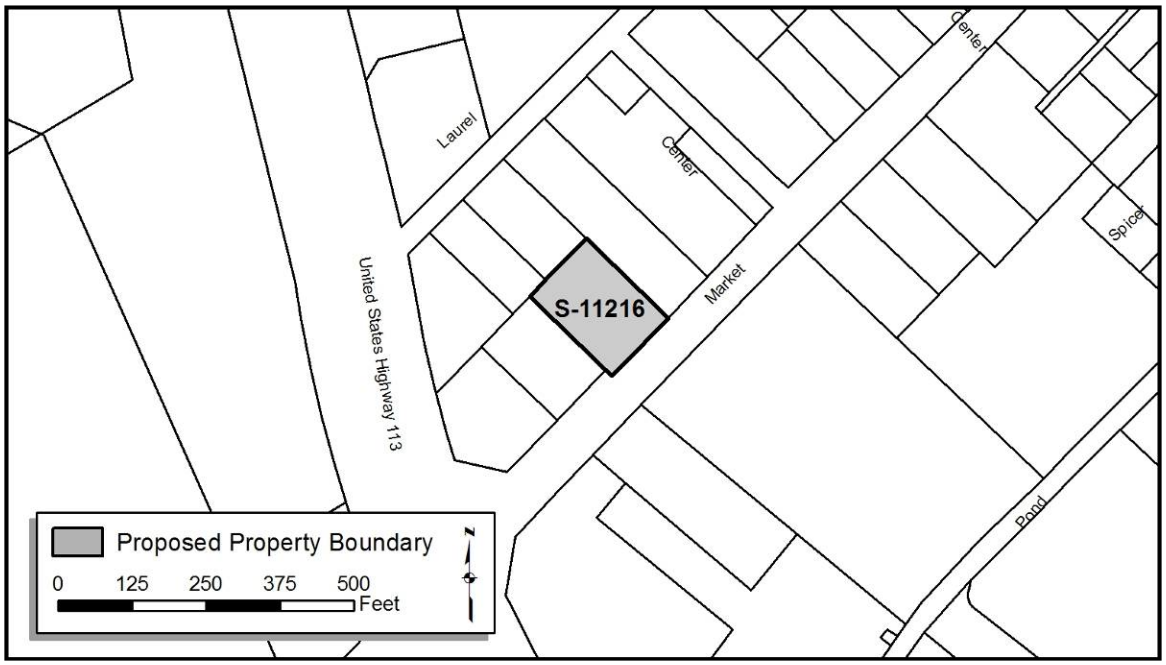
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11216

main building (.001) façade, view to NW

main building (.001) rear and northeast side, view to S

garage (.002), view to NW



S-11217. Domestic Complex, 510 East Market Street (PIN: 135-19.11-10.00) (Detail Map #8)

Description: This residential property is located on the northwest side of Market Street in Georgetown, near U.S. 113. The property contains a c. 1920 dwelling and two small outbuildings. It is located outside the preliminary boundary for a Georgetown Historic District developed for the U.S. 113 North/South Study.

The house is a one story, wood-framed, Craftsman style bungalow raised on a high foundation of rusticated concrete block. The gable-fronted house with low roof pitch also has horizontal wood siding and broad eaves with exposed rafter tails that are visible below the asphalt-shingled roof. The show rafters on the gable ends are supported by wood brackets extending out from the walls of the house. The gable front has a smaller integrated projecting gable that covers the front porch. The wide columns supporting the porch roof are square and sided with wood. A smaller cross gable also occurs on the southeast side and corresponds to a shallow rectangular projection in the plan. There is a small window in each of the gable ends to provide light and ventilation to the attic. Other windows in the house include irregularly placed, paired, nine-over-one, double-hung sash windows as well as a grouping of casements on the front of the house. All windows have wide, plain wood trim. There are also sidelights at the front door. On the northeast side of the house there is a small gabled vestibule containing a back door to a small wooden deck. A second back door on this side is at a lower elevation and leads to a small stoop and the adjacent concrete patio. There are two brick chimneys for the house, one central to the house and the other at the termination of a small cross gable on the southwest side of the house.

Along the northeast side of the house there is a gravel drive that leads to a c. 1920 single pen, front-gabled garage (.002). The garage is wood-framed with vertical wood siding and a concrete foundation. The roof, similar to the house, has a low roof pitch, broad eaves with exposed rafter tails, and asphalt shingles. There is a door composed of two hinged leaves of vertical boards. There are two four-light fixed windows on both the southwest and northeast sides of the garage as well as a side door of vertical boards on the southwest side.

Along the rear property line is a c.1920 former chicken coop (.003) that is currently not in use. It is wood-framed with vertical wood siding resting on a foundation of concrete-block piers. It has a shed roof with exposed rafter tails and metal roofing. Along the southeast side there are some windows and a door. The windows are paired six-over-nine, double-hung sash as well as a single four-light fixed window. The door is made up of vertical wood battens.

Historic Overview: Ralph E. Blakeley, the owner of Blakeley's Service Station located across the street from the house, owned this property until 1972. In 1972 he sold it to William O. and Elizabeth W. King for $21,500 (Sussex County Deed Book 684:551, June 8, 1972). In 1983, the Kings sold the property to Joseph W. and Margaret Booth (Sussex County Deed Book 1175:156, April 29, 1983). While the following year, the Booths sold the property to its current owners, Bedford Associates (Sussex County Deed Book 1301:207, October 31, 1984).

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; Craftsman bungalow and domestic complex property types.

Evaluation: This property has been evaluated for the National Register for its dwelling, a c.1920 bungalow, and as a domestic complex. At the time of its construction, it was common for in-town property owners to raise some vegetables or some livestock for their own use. Typically such properties would have a vegetable garden and a small agricultural outbuilding. In the intervening years, most such properties have lost the associated historic outbuilding(s). This property is an exception. It retains a chicken house to the rear that appears to be contemporaneous with the house. This chicken house, which may have been used to raise chickens for eggs, retains all aspects of integrity. Its windows and doors are original, as is its siding.

This property is representative of an early twentieth-century phase in the local agricultural economy when small home-based agricultural enterprises provided some of the food necessary for individual homeowners, a phase that largely ended with the emergence of both supermarkets and zoning regulations. Although this property is a well-preserved example of a complex that exemplifies a period of domestic history in Sussex County, additional research into the property, as well as the development of a historical context for this time period in Georgetown, would be necessary to argue for eligibility under Criterion A.

Research to date has not revealed an association of the property with any individual significant in the history of the community. Therefore, it is recommended not eligible under Criterion B.

For a bungalow to meet eligibility requirements it must possess a high degree of integrity and retain diagnostic elements of the Craftsman style. This cross-gabled bungalow retains its original fenestration, front stoop, windows and doors, and rusticated concrete-block foundation, and as a result, possesses a high level of integrity. Diagnostic elements include its shallow gabled roof, narrow footprint, front-gabled entry porch, irregular plan, multiple window types including six-light casements, nine-over-one and one-over-one, double-hung sash windows, and four and nine-light fixed windows, its rusticated concrete-block foundation, and its exposed ornamental rafter ends. Perhaps the least altered and most carefully detailed bungalow in the Georgetown study area, it is recommended eligible for the National Register under Criterion C as a locally significant example of a type or period of construction.

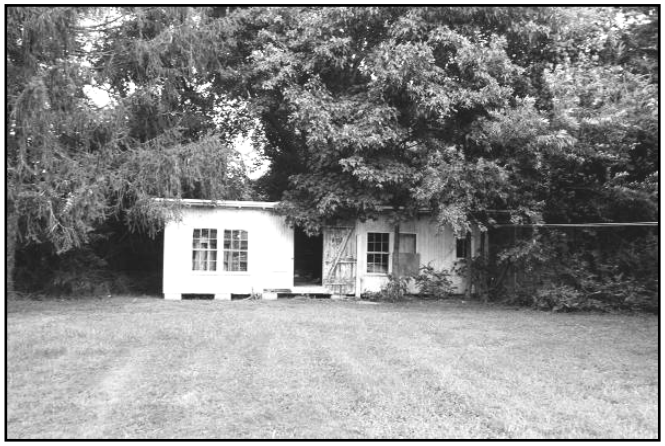
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

The National Register boundary of the property is the entirety of parcel 135-19.11-10.00, the parcel currently associated with the house and outbuildings. The .48-acre parcel is rectangular and measures 118 feet along Market Street and 176 feet deep.

S-11217

main building (.001) façade and northeast side and garage (.002), view to NW

main building (.001), view to S



chicken house (.003), view to NW

(2003 aerial)

(1937 aerial)

S-11218. Blakeley's Service Station, 509 West Market Street (PIN: 135-19.00-72.00) (Detail Map #8)

Description: This property consists of an automotive service station, the earliest portion of which was built in the early 1920s, two modern storage buildings, and several portable sheds. An asphalt parking area/driveway is located on the northwest and northeast sides of the building and to its rear.

The service station currently consists of three blocks erected at various times and reflecting the evolution of this 85-year old business. The gas station itself consists of a gabled-front block with front porte cochére pump canopy. Appended to the southeast side of the station proper is a flat-roofed service garage, while adjoining the southeast corner of the station proper is a front-gabled block.

The pump canopy is supported by battered corner box columns resting on rusticated concrete-block plinths. The recessed gable peak is sheathed in vertical boards and fenestrated with two, four-light, fixed windows. A single-light commercial glass door is placed in the center of the façade wall of the gas station This door is flanked by one-over-one, double-hung sash windows. The side walls of the station itself are fenestrated with single-light, fixed windows. This block is sheathed in vertical board siding. A stuccoed chimney rises from close to the rear of the roof ridge.

A service garage was added to the gas station, probably in the 1940s or early 1950s. Its northwest wall extends beyond the block of the gas station and contains a roll-down steel door with three central slit lights. The northeast elevation, three bays wide, contains two roll-down doors and a metal entry door at the north end of the wall. The wall terminates with a flat parapet topped by terra cotta coping. The southeast wall of the service garage is four bays wide and is fenestrated with 18-light, steel sash, industrial windows. This block has stuccoed concrete-block walls, and a stuccoed, heater chimney adjoins the northwest wall.

The third portion of the service station consists of a gabled-front, one-story rectangular block. Its northwest gable end has a central garage door opening, now boarded over with an inset plywood door and a sign identifying the building as Blakeley's Garage. A window opening to the right of the door has also been boarded over with plywood. The front gable peak of this block is sheathed in vertical boards and is pierced by two central, four-light, fixed windows. The rear wall of this block has a central roll-down door opening. The walls of the block are constructed of rusticated concrete block.

Applicable Historic Context(s); Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization, 1880-1940+/-; Transportation and Communication theme; independent garage property type.

Historic Overview: Blakeley's Service Station has remained in family ownership since its establishment. In May 1921, Noble R. and Marie Palmer sold a one-acre lot to Ralph E. Blakeley of Georgetown for one dollar and other valuable considerations (Sussex County Deed Book 228:192, May 23, 1921). Ralph Blakeley owned the property until 1966 when he sold it to his son John M. Blakeley for an undisclosed sum (Sussex County Deed Book 608:666, September 14, 1966). In 1993 John Blakeley sold the property to the current owner, Michael Manning Blakeley of Georgetown, for one dollar (Sussex County Deed Book 1894:344, January 28, 1993).

According to the Bicentennial history of Georgetown, Blakeley's Service Station, in its early years, had the only wrecker between Wilmington and Cape Charles (Georgetown Historical Society 1990:31).

Evaluation: Blakeley's Service Station has been owned and operated by the same family for 85 years. As such, it may well be the oldest continually operated service station/repair garage in Sussex County and possibly the state. The service station clearly conveys the evolution of the property type over much of the twentieth century, beginning with the 1920s station with its porte-cochére pump island and continuing with the subsequent additions built in response to changing business needs. It clearly relates to the historic significance of the DuPont Highway corridor as an example of the independent garage/service station property type.

Blakeley's Service Station is recommended eligible for the National Register under Criterion A for its role in the transportation history of the corridor, as an early service station that has grown and changed to meet the increasing and changing needs of motorists. It is also recommended eligible under National Register Criterion C as a well-preserved example of a type, an early twentieth-century service station with associated later service garage.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B. The buildings on this 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.

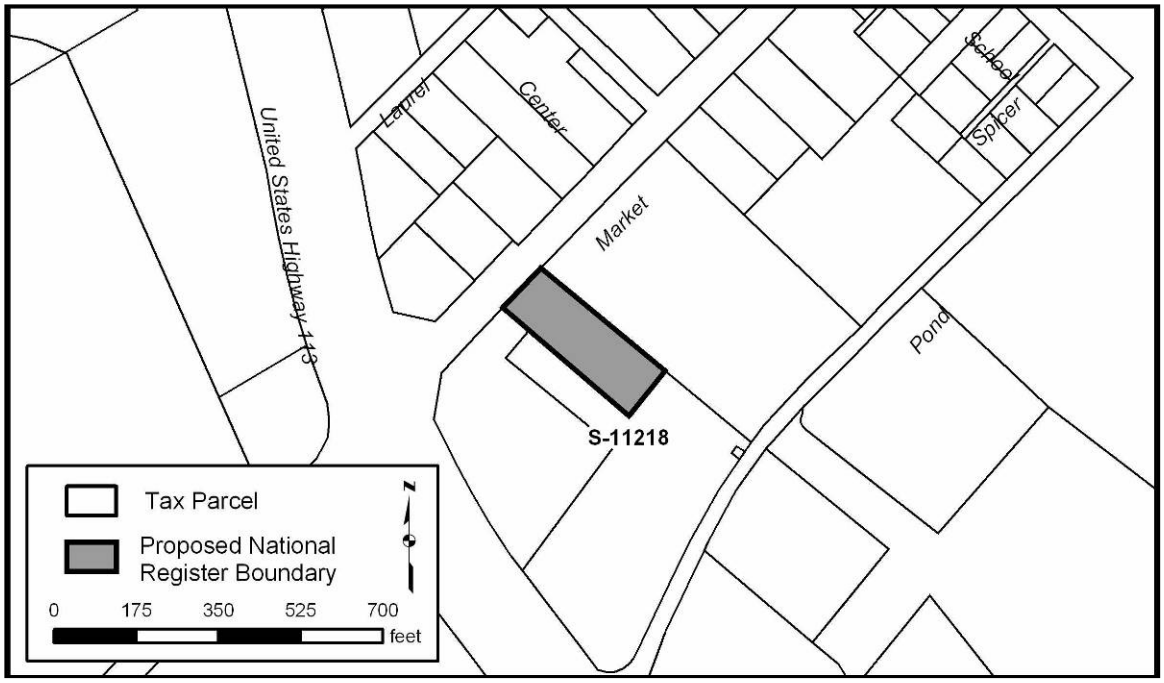
The boundary for the property includes the entirety of Sussex County tax parcel 135-19.00-72.00, the parcel currently associated with the service garage. The .96-acre parcel is rectangular and measures 122 feet along Market Street and 343 feet deep. The two modern storage buildings at the back of the lot are considered non-contributing elements to the National Register property.

S-11218

main building (.001) façade (front gable service garage block on right), view to SE

main building (.001) façade (flat roof service garage block on left), view to SW

main building (.001), rear of flat-roof service garage (right) and front gable service garage (left), view to NW



(2003 aerial)

(1937 aerial)

S-11220. Dwelling, 116 West North Street
(PIN: 135-14.19-74.00)
(Detail Map #7)

Description: This property is located on the north side of North Street in Georgetown, among mostly more recently developed properties. It contains a c. 1935 one-story house and outbuilding. A gravel drive along the eastern side of the house has partially grown in with grass and seems to no longer extend to the garage.

The house is a front-gable, wood-framed vernacular bungalow cottage with aluminum siding and a foundation of rusticated concrete block. The rafter tails are exposed along the eaves of the roof, which is covered with composition roofing. The house has a regular pattern of one-over-one, double-hung sash windows with vinyl non-functional shutters. On both east and west sides, four of the windows are grouped together in pairs. There is an opening at the attic level in each gable end. The south facing gable contains a louvered vent while the north facing gable contains a small, single-light, fixed window. On the north side of the house there is a shed-roof addition with a door leading to a concrete stoop on the east side. There is a hipped-roofed porch on the front, south-facing façade. The porch is simple with exposed rafter tails and plain, square wood posts resting on a concrete deck over the rusticated concrete-block foundation. A brick chimney penetrates the ridgeline near the back of the house.

To the north of the house is a c. 1935 garage (.002) with gable roof oriented perpendicular to the house. It is wood-framed with a metal roof, horizontal wood siding, and a barely visible, rusticated concrete-block foundation. A pair of hinged wood doors opens from the east end of the building. There is also a single, vertical plank side door toward the western end of the south side, facing the house.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; bungalow property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1935 vernacular cottage. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

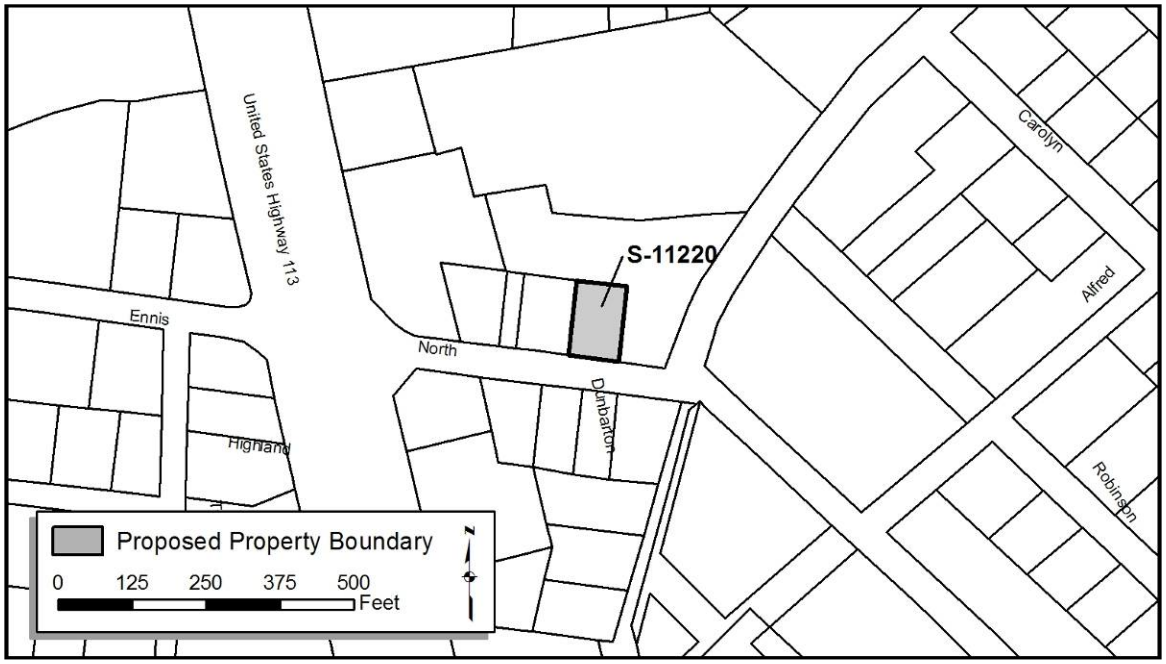
For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This unelaborated example exhibits few architectural details characteristic of the style, and, furthermore, has been altered by the construction of an addition to the north side and the replacement of siding. Therefore, this dwelling is recommended not eligible for inclusion in the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11220

main building (.001) façade and west side, and garage (.002), view to NE

main building (.001) rear and east side, and garage (.002), view to SW



S-11221. Dwelling, West North Street
(PIN: 135-14.19-75.01)
(Detail Map #7)

Description: This property is located on the south side of North Street in Georgetown, among mostly more recently developed properties. It contains a former residence and garage that have been converted for commercial use. The buildings are set within a large parking area that consumes the majority of the eastern half of the property.

The c. 1935 former dwelling is a one-and-one-half story side-gabled, side-hall, vernacular bungalow. It is wood-framed with vinyl siding and has a metal roof with a small gabled dormer facing the front. The building is on a high foundation, and the first floor level is accessed by a set of concrete steps and a stoop, sheltered by a more recent front-gable porch addition at the front door. The foundation is covered with cement parging. The widows are regularly spaced and include paired groups along the east and west sides as well as a grouping of three on the front (north) side. Windows are typically six-over-six, double-hung sash. Wide vinyl window trim surrounds the windows. The front door, located at the eastern end of the north side, is a commercial glass door with plain trim. A shed addition at the rear of the house has a back door that leads to a small deck with a railing of vinyl posts, pickets, and rails. A chimney covered in parged concrete exists on the exterior of the west side of this addition.

Toward the rear of the property is a c.1940 garage (.002) that, like the house, has been modified with replacement doors as well as vinyl siding and new metal roofing. The garage is a single pen with the gables on the east and west ends. There is a modern fiberglass roll-down door on the east end and a metal side door on the northeastern end of the north side, facing the house.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; vernacular bungalow property type.

Evaluation: This resource has been evaluated for the National Register as a domestic property—a c. 1935 vernacular bungalow—because that was its historic function. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This example has been heavily altered in its conversion to commercial use, most notably by the installation of newer siding, doors, and windows, and the construction of a front-gable porch and a rear addition. None of these changes are representative of the original time period and style of the house, and therefore the house has little historic integrity. Therefore, this property is recommended not eligible under Criterion C.

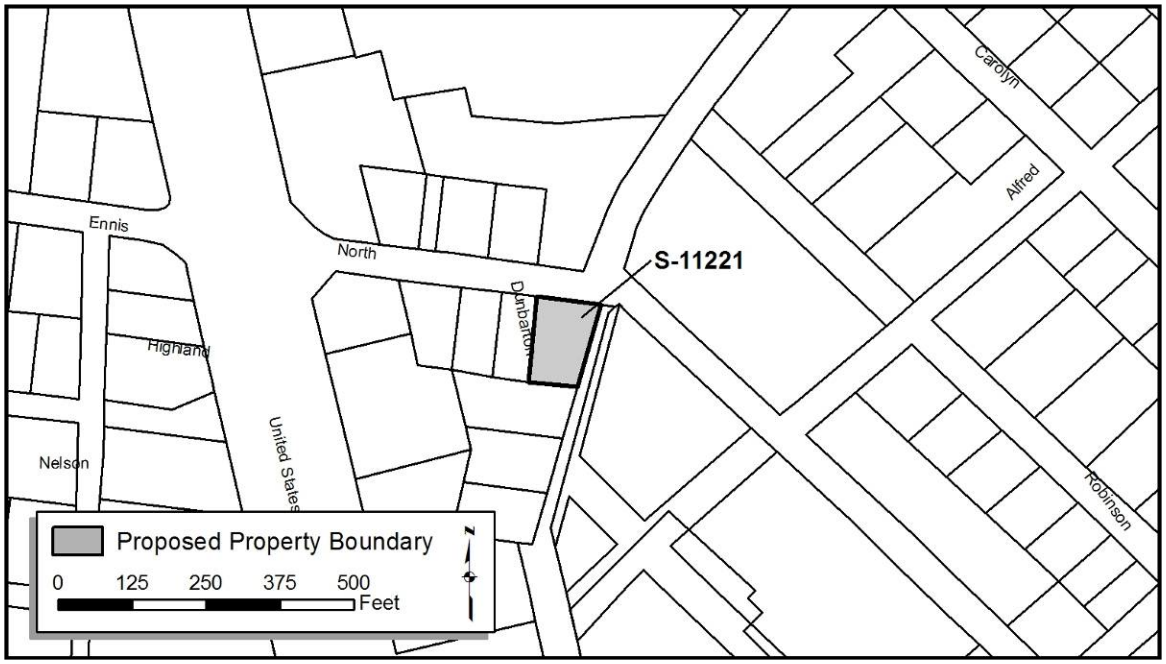
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11221

main building (.001) façade and west side, view to SE

main building (.001) rear and east side, view to NW

garage (.002), view to SW



S-11233. Dwelling, 50 Bramhall Road
(PIN: 135-14.19-40.00)
(Detail Map #7)

Description: This property is located on the north side of Bramhall Road in Georgetown on a street with a mixture of historic and modern, residential and commercial properties. It contains a residence, an older garage, and a modern shed. A gravel, horseshoe-shaped driveway encircles the house.

The house is a c. 1929, one-and-one-half story, center-hall, front-gabled vernacular Craftsman bungalow. It is wood framed and has a foundation of rusticated concrete block. It has been resided with vinyl siding, and aluminum storm windows have been installed. A small porch takes up most of the front of the house. The porch has a hipped roof with asphalt shingles that match the shingles on the rest of the house. The porch roof is supported by large square wood columns and, at the base, rusticated concrete-block piers. The porch floor is wood. The eaves of the porch roof have exposed rafter tails that differ from the rest of the house, which has boxed eaves. The windows of the house are regularly spaced, one-over-one, double-hung sashes and are grouped in pairs on the south and west sides and in the gable ends at the attic level. There is a brick chimney that rises from the center of the roof's ridgeline. There is a small addition at the rear of the building. The hip-roofed, enclosed porch appears to be original to the building as evidenced by the rusticated concrete-block foundation. However, an extension to this foundation, in plain concrete, indicates that the shed-roofed portion that contains the back door was added later. At the back door, there is a concrete stoop with steps on the eastern side.

The c. 1929 garage (.002) has walls of rusticated concrete block and a roof of corrugated metal. The ridgeline is perpendicular to the house with gables on the east and west ends. The doors are on the south side and consist of a wide overhead door toward the western end and a window and door on the western end. The window is a two-over-two, double-hung sash that has been painted over, and the door is covered with plywood. On the east and west sides, there are two windows each that are covered with plywood. On the north side, there is one central sliding wood door.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; vernacular bungalow property type.

Evaluation: This property has been evaluated for the National Register for its dwelling, a c. 1929 bungalow. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This unelaborated example retains much of its historic feeling, but it has been altered by residing in vinyl and the construction of a small addition on the back of the house. There are other, better

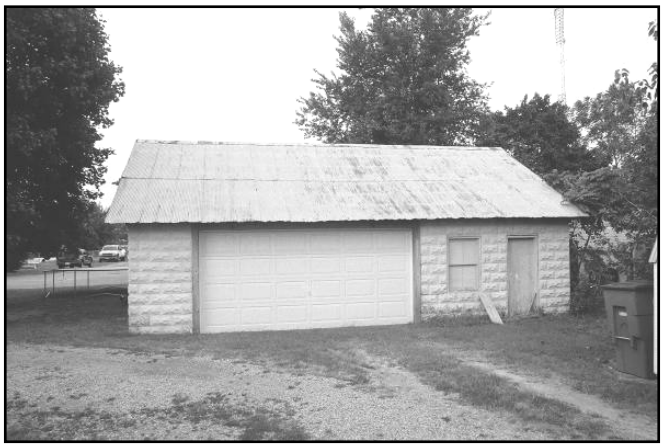
examples of this common property type elsewhere in the study area, and this dwelling is therefore recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

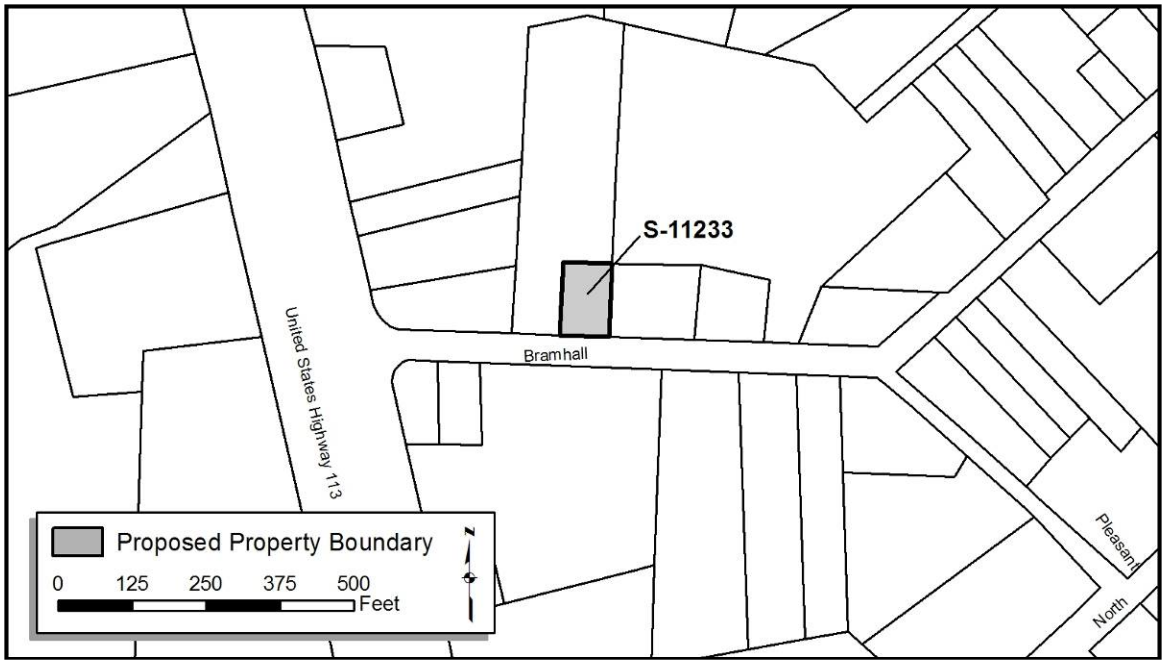
S-11233

main building (.001) façade and west side, view to NE

main building (.001) rear and east side, view to SW



garage (.002), view to N



S-11238. Commercial Building, 404 DuPont Highway (PIN: 135-14.19-36.00) (Detail Map #7)

Description: This combined commercial and residential property is located on the east side of DuPont Highway in Georgetown. The building is set within a paved driveway, with a parking area to its south side.

The c. 1950 main two-story rectangular block currently has a vinyl-sided front gable, but when it was initially photographed in 2004, it was flat-roofed. To the rear, eastern end of the main block is a smaller two-story rectangular block that appears to be a later addition. The front, original portion is concrete block with brick veneer on the façade and stucco on the north and south sides. The rear addition has stucco at the lower level and is sided in vinyl at the upper level. A shallow porch with a shed roof extends across the full width of the façade and wraps around to the south side of the building. The porch continues to the approximate midpoint of the rear addition, where it is enclosed and has a wood deck that is accessible from the upper level. Wood posts, with angled bracing at the top, support the porch roof and rest on a concrete slab sidewalk at grade. The roofs of the porch and building are metal. Windows on the main portion are double-hung sashes at fairly regular intervals. Some of the windows are paired on the west and south sides, and a few on the north side are smaller in size. The sills of these windows are concrete. There are very few windows at the lower level of the entire building, with the exception of two double-hung sash windows on the west façade that are surrounded by larger panels of vinyl siding as if they were originally garage bays or larger commercial-front windows. At the lower level on the north side of the rear addition, windows are covered with an iron grillwork for security purposes. Windows on the remainder of the rear portion vary, with a mix of fixed, single-pane windows and sliders.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; commercial building property type.

Evaluation: This property has been evaluated for the National Register as a vernacular commercial building. The historic trend with which it is most closely associated is the commercial development of the DuPont Highway corridor. To be eligible under Criterion A, a commercial building must have a substantiated tie to an event significant in the history of the local area or region. For example, a building that represented the first commercial building in a particular road or corridor might be eligible as the predecessor of later highway-commercial development. This building postdates the construction of the highway by several decades. As a late, isolated example of a prevalent development trend, this property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As stated in the research design, commercial buildings located within the study area are functional buildings of little evident architectural character or elaboration. Few, if any, are expected to be eligible for listing in the National Register. This building is no exception, especially considering its lack of architectural integrity. As originally configured, this building represented a vernacular form of a common property type, with a rectangular footprint oriented perpendicular to the road, a flat roof, and a concrete-block structural system. It has, however,

undergone substantial modifications that have altered its architectural character beyond recognition. The historic roof-line has been changed, it has been resided, a large wrap-around porch has been constructed across two of its sides, and many of the windows and doors have been replaced, including the original commercial façade entry and display windows. A large rear addition has been added, and the net result of these changes has been to obscure most of the historic fabric and structure, leaving an undistinguished building that has taken on an entirely different appearance from its original construction. Its integrity of design, setting, materials, workmanship, and feeling have all been lost, and it can no longer convey any architectural significance it may have once possessed. It is therefore recommended not eligible for inclusion in the National Register under Criterion C.

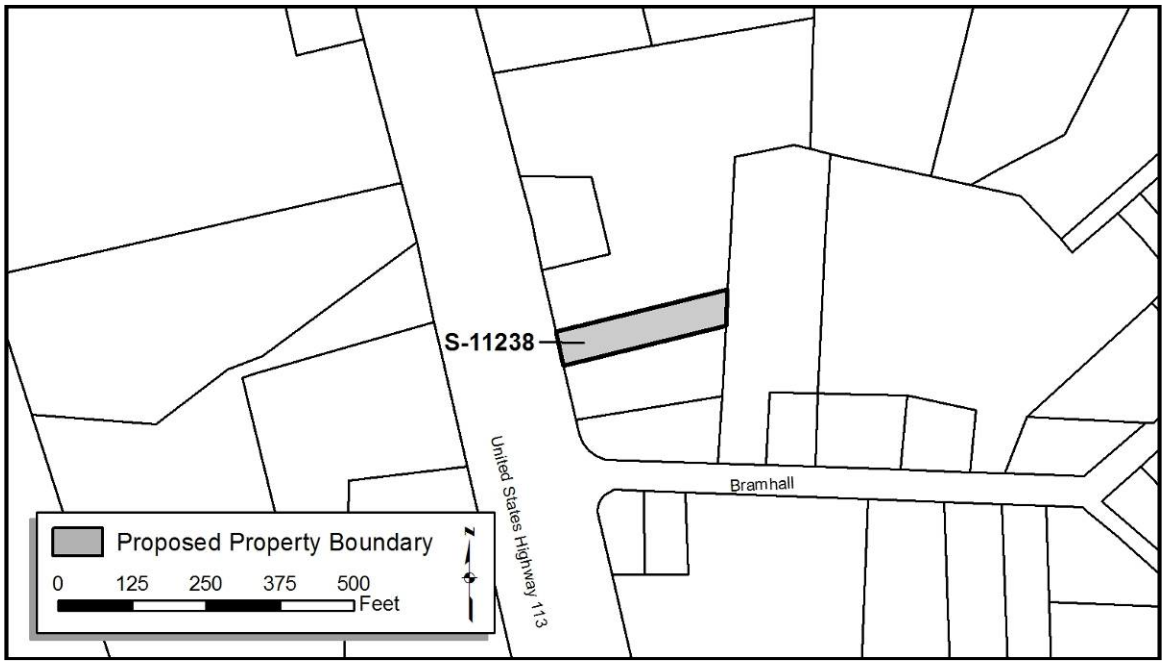
The building on this property reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11238

main building (.001) façade and south side in 2004, view to NE

main building (.001) façade and south side, view to NE

main building (.001) north side, view to SW



S-11239. Brittingham Commercial Strip, 418 DuPont Highway (PIN: 135-14.15-54.00) (Detail Map #7)

Description: This property, located on the east side of U.S. 113, includes a one-story, c.1960 commercial building that includes multiple tenant spaces and a larger modern office building. It is set in a large asphalt parking lot.

The commercial building is constructed of concrete block with a flat roof. The front (west) façade has brick facing and a series of three commercial glass doors, each flanked by large aluminum-framed, commercial store-front windows. The brick facing wraps the north and south corners of the building in a quoining pattern. A small projecting flat roof is cantilevered on thin tapered brackets from the face of the building to shade the windows. Recessed lighting with decorative covers on the underside of this roof provides illumination at night. Signage for the various tenants is supported atop the brick faced wall. The south wall is painted concrete block with four buttresses spaced along its length. The east side is also concrete block and has metal back doors for the tenant spaces within. The northern end of the east side is extended farther to the east with a concrete-block portion and vinyl-sided addition. There is a concrete-block chimney on the exterior of the south side of the small concrete-block portion, and another chimney interior to the building, near the southeast corner. The south side of the vinyl-sided addition has regularly spaced, one-over-one, double-hung sash windows and a door, which opens directly on grade to the asphalt parking area that covers the immediate site on the south and east sides of the building. The north side of the building is also sided with vinyl siding and has a single one-over-one, vinyl-clad double-hung sash window.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; commercial property type.

Historical Overview: According to the owner of the property, Ira Brittingham, his father purchased the land in 1949. The building was built by the Brittinghams in 1960; Ira Brittingham, Sr., was a plumbing contractor, and he was directly involved in the design and construction of the building, which has three commercial spaces. The first three businesses to occupy the spaces were *Stork & Junior*, a infant and toddlers clothing store owned and operated by his mother; *Dallas Store*, a shoe store; and, *Selective Insurance Company*. Over the years, the tenants have changed. The only alteration to the building since the time of its construction has been the attachment of a rear addition, completed in 1984.

Mr. Brittingham felt confident in declaring that this was the first building of its kind (mid-twentieth-century commercial strip) built in Georgetown along the Dupont Highway during this particular time period (Brittingham 2006).

Deed research shows that the current 3.65-acre property represents the consolidation of portions of three formerly separate parcels. The first parcel, which originally measured 10 acres, was acquired by the Brittingham family in 1959 from the County Seat Motor Company (Sussex County Deed Book 502:493, April 13, 1959). Partial ownership of the property was transferred to Ira B. Brittingham, Jr., from his parents in 1977 (Sussex County Deed Book 862:200, September 27, 1977).

The second parcel, measuring 33,000 square feet, was acquired by the Brittinghams in 1949, also from the County Seat Motor Company (Sussex County Deed Book 384:537, May 26, 1949). As

with the first parcel, partial ownership of the property was transferred to Ira B. Brittingham, Jr., from his parents in 1977 (Sussex County Deed Book 862:200, September 27, 1977).

The third parcel, measuring 63,610 square feet, was not acquired by the Brittinghams until 1979, when they purchased it from Robert F. Rider (Sussex County Deed Book 941:56, March 15, 1979). Ira B. Brittingham, Jr., was listed on the transaction with his parents. Ira B. Brittingham, Sr., died in August 1994. The combined parcels, measured at 3.65 acres, are now owned by Anna Mae Brittingham and Ira B. Brittingham, as co-trustees (Sussex County Deed Book 2113:219, March 22, 1996).

Evaluation: This property is associated with the development of retailing in the DuPont Highway corridor as businesses moved out to the highway or were established along it to take advantage of the growth of automobile traffic. As noted in the historic overview, the site of this small strip shopping center was formerly the location of an automobile dealership. Thus, the present use reflects the evolution of the U.S. 113 corridor as a commercial district.

The origins of the highway commercial strip can be traced back to what Chester Liebs terms the "taxpayer strip," first constructed in the early twentieth century as a unified building for stores set back from the street. Soon such buildings featured off-street parking in front (Liebs 1985:30). These small buildings with several stores were the genesis of the larger strip shopping centers that currently occupy U.S. 113 frontage in Milford, Georgetown, and Millsboro. As the present owner indicated, this property, constructed in 1960, was the first commercial strip built along U.S. 113 in Georgetown.

The owner also indicated that only minor alterations have occurred, most notably the construction of a rear addition in 1984. The building retains its original store fronts, entry doors, and canopy and retains a remarkable degree of original fabric for a building of its age. It conveys all aspects of integrity.

Under National Register Criterion A, the property is significant in the evolution of commerce along the Georgetown section of the highway corridor and is recommended eligible for the National Register. Research has not revealed that the property has any association with the productive life of an individual significant in the history of the local area. Therefore, it is recommended not eligible under Criterion B.

The architecture of this property is that of an early, small, highway commercial strip with mid-twentieth-century modernistic elements such as an "airplane wing" awning, streamlined plate glass windows in aluminum frames, and decorative light covers. Although the building retains much of its architectural integrity, the development of a historical context for modernistic architecture in Sussex County would be necessary to establish its eligibility under Criterion C.

Evidence visible on the exterior of the building indicates that it is of common concrete and brick mid-twentieth century commercial construction. It, therefore, does not have the potential to yield important insights about building construction practices and is recommended not eligible under Criterion D.

The recommended National Register boundary for the Brittingham Commercial Strip is an approximately 0.37-acre polygon in the northwest corner of Sussex County tax parcel 135-14.15-54.00 that encompasses the footprint of the building and the parking lot between the building and the western lot line. The diagonal parking spaces adjacent to U.S. Route 113 were added after 2002 and are outside the current tax parcel. The original parking configuration (as seen on a 1961

aerial photograph) included a semi-circular grassy island along U.S. 113, punctuating two driveways into the lot. The strip parking within U.S. 113 right-of-way does not contribute to the significance of the property and is not included within the National Register boundary. From the northwestern corner of the tax parcel, the boundary extends 190 feet easterly along the northern parcel line, then 85 feet southerly, 182 feet westerly, and 87 feet northerly along U.S. Route 113 to the point of beginning. The remaining parking lot behind and to the south of the building as well as the newer commercial buildings are excluded from the recommended boundary because they do not contribute to the significance of the strip under National Register Criterion A. This recommendation is in accordance with guidelines published by the National Park Service, which stipulate that the boundary should "exclude additional, peripheral areas that do not directly contribute to the property's significance as a buffer or as open space to separate the property from surrounding areas" (Seifert 1997:2).

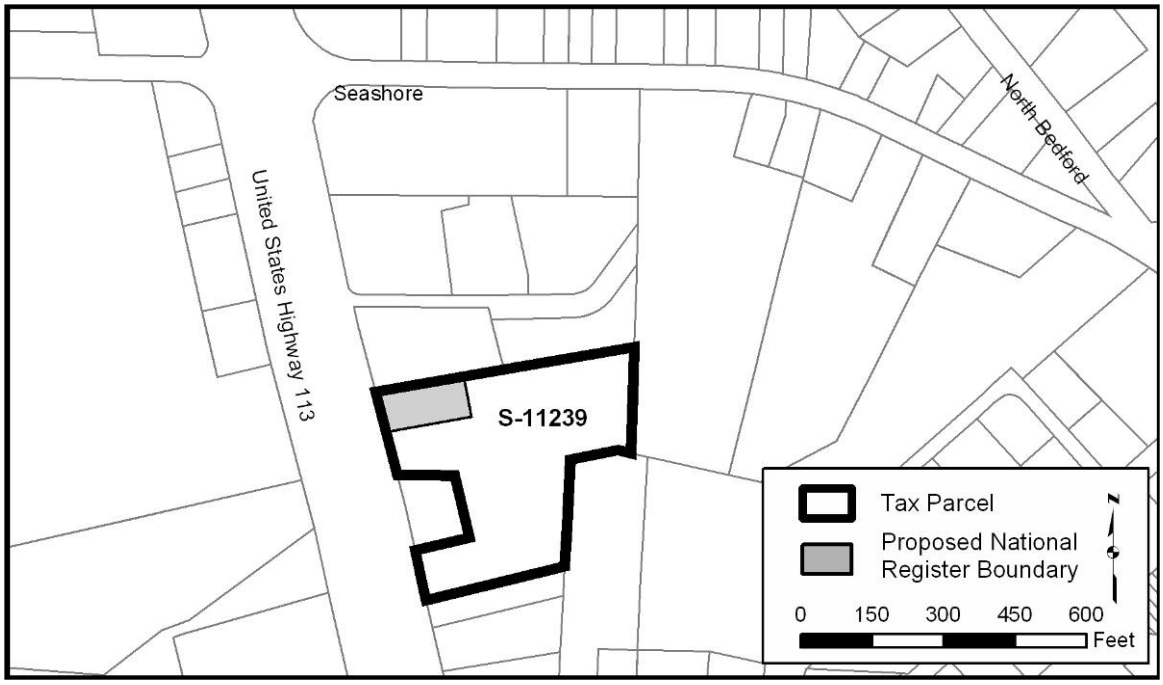
S-11239

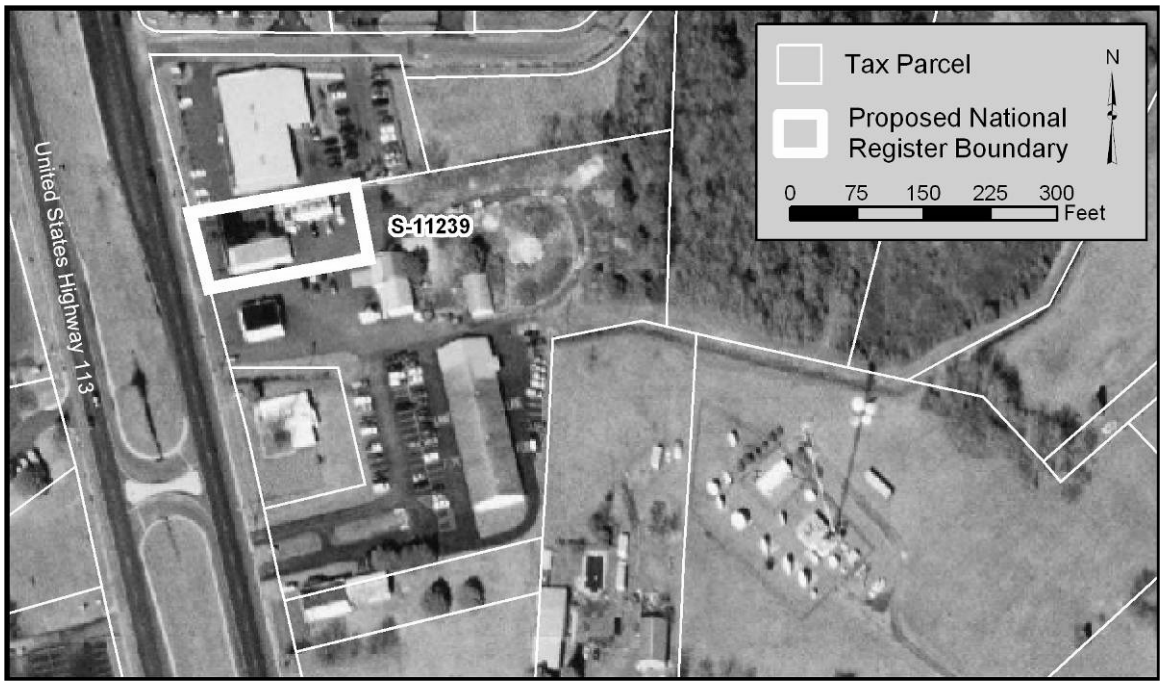
main building (.001) façade, view to E

main building (.001) façade and south side, view to NE

main building (.001)rear and south side, view to NW

main building (.001) façade detail, view to NE


Seashore
North Bedford
United States Highway 113
S-11239
Tax Parcel
Proposed National Register Boundary
N
0 150 300 450 600
Feet


Tax Parcel
Proposed National Register Boundary
N
0 75 150 225 300
Feet
S-11239
United States Highway 113

(2003 aerial)

Modern 3.65-acre tax parcel overlaid on 1961 aerial photograph; note the parking lot configuration in front of the building.

Modern 3.65-acre tax parcel overlaid on 2007 aerial photograph; note that diagonal parking spaces adjacent to U.S. 113 are actually outside the tax parcel and within the U.S. 113 right-of-way.

S-11240. Commercial Building, 508 DuPont Highway (PIN: 135-14.15-8.00) (Detail Map #7)

Description: This commercial property is located on the east side of U.S. 113 in Georgetown. It is set on a landscaped lot with grass and shade trees and surrounded on east, north, and west sides by asphalt paving.

The c. 1940s commercial building is a one-story, stucco-covered concrete building with false-front, stepped parapets at the east and west ends of the barrel-shaped roof of the building. A one-story, flat-roofed addition of nearly the same size as the main building is attached to the southern end of the barrel-shaped building. This vernacular building has a small entrance vestibule with steeply pitched, gabled parapet on the north side near the western end. Fabric awnings cover each of the aluminum-framed commercial glass doors and windows that are placed irregularly on the building. Windows are grouped near the entrance at the northwest corner and around two doors, one centered and the other near the southwestern end of the parapet-end of the west façade. The windows are a combination of double-hung sash and commercial storefront. The north sidewall also contains window openings of glass block centered on each of the buttressed bays of the building as well as double garage doors near the eastern end. Three regularly spaced window openings on the east parapet-end have been in-filled with a louver, glass block, and an air conditioning unit and plywood, respectively. The roof of the barrel-shaped portion is covered with rolled roofing, while the stepped parapets are topped with terracotta tile. A brick chimney is positioned slightly northwest of center of the rounded roof. A large mechanical exhaust hood also penetrates the roof toward the western end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; vernacular commercial property type.

Evaluation: This property has been evaluated for the National Register as a vernacular commercial building. The historic trend with which it is most closely associated is the commercial development of the DuPont Highway corridor. To be eligible under Criterion A, a commercial building must have a substantiated tie to an event significant in the history of the local area or region. For example, a building that represented the first commercial building in a particular road or corridor might be eligible as the predecessor of later highway-commercial development. This building postdates the construction of the highway by several decades. As a late, isolated example of a prevalent development trend, this property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As stated in the research design, commercial buildings located within the study area are functional buildings of little evident architectural character or elaboration. Few, if any, are expected to be eligible for listing in the National Register. This building is no exception, especially considering its lack of architectural integrity. As originally configured, this building represented a vernacular form of a common property type, with a rectangular footprint oriented perpendicular to the road, a false-front stepped parapet, and a concrete-block structural system. It has, however, undergone substantial modifications that have altered its architectural character

beyond recognition. A major addition to the south side has almost doubled the footprint, doors and windows have been replaced, and it is likely that the north-side entry vestibule was added sometime after Gordy Lane was laid out to connect U.S. 113 with Gordy Street and Goff Drive to the east (apparently after 1968, according to historic aerials). The net result of these changes has been to obscure much of the historic fabric and structure, leaving an undistinguished building that has taken on an entirely different appearance from its original construction. Its integrity of design, setting, materials, workmanship, and feeling have all been lost, and it can no longer convey any architectural significance it may have once possessed. It is therefore recommended not eligible for inclusion in the National Register under Criterion C.

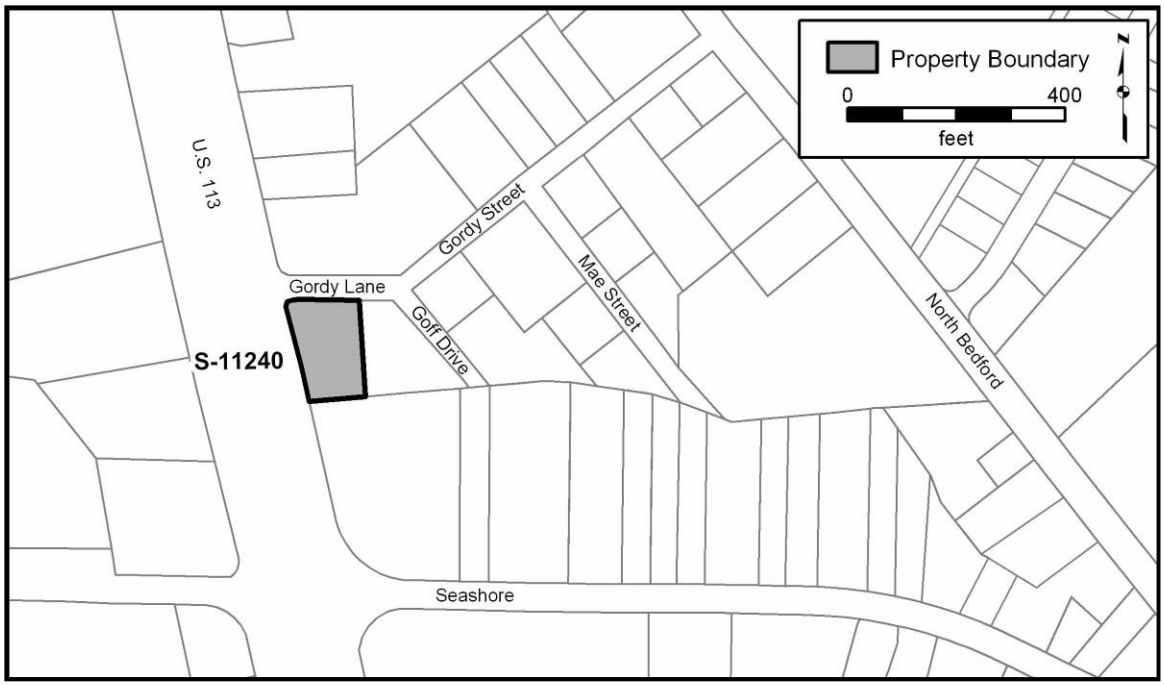
The building on this property reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11240

main building (.001) façade, view to NE

main building (.001) façade and north side, view to SE

main building (.001) rear, view to NW



S-11241. Kiwanis Club/American Legion Sussex Post #8, North Bedford Street (PIN: 135-14.00-63.00) (Detail Map #7)

Description: This property, situated between U.S. 113 (to the west) and North Bedford (to the east), is accessed via an asphalt paved loop driveway from North Bedford Street. The building is of stacked log construction on a concrete foundation and appears to have originally been two separate log cabins now connected by a log enclosed hyphen.

The east elevation of the c. 1940s one-story building has a moderately sloped front gable with an additional small, front-gabled vestibule. The log ends of the east elevation of the vestibule are cut at longer lengths as they are stacked in height so that the uppermost logs extend the full depth of the eaves. The east and north walls of the building's eastern end have been resided with paneled plywood sheets oriented vertically. The moderately sloped roof of the western end of the building is oriented with north and south gable ends. A shed roofed vestibule is centered on the west end. The log ends here are staggered random lengths. The lower-slope-roofed hyphen portion appears to be wood framed with half-round log siding. One-over-one, double-hung sash windows are regularly spaced on the south, east, and north sides of the eastern end of the building. The western end has regularly spaced two-light casement windows. Windows in the hyphen are a grouped pair of double-hung windows on the north side and two small two-over-two casement windows flanking a side door on the southern side. A small shed roof covers a small enclosure of unknown function on the south side, east of where the hyphen is attached to the eastern portion of the building. The eaves of the eastern portion of the main building roof are boxed and there are exposed rafter tails on the western portion. The roof is composition on both ends and the hyphen as well. There is a brick chimney located on the exterior of the northern side near the northeast corner. Another brick chimney occurs within the roof of the hyphen and may have originally been exterior to the western-most cabin.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Community Organizations theme; rustic vernacular property type.

Historic Overview: In 1935 George W. and Sallie A. Shockley sold the site of the building to Louis H. Reed for an undisclosed sum (Sussex County Deed Book 302:126, August 29, 1935). In 1938 Louis H. Reed sold the property to Houston Wilson for $40 (Sussex County Deed Book 313:236, April 27, 1938). Wilson sold the property later in 1938 to the Town Council of Georgetown for $40 (Sussex County Deed Book 317:250, October 31, 1938). Initially, the cabin on the property was leased by the Kiwanis Club but soon fell into disrepair. The Kiwanis Club liquidated its interest in the property, and in 1947, the Town Council of Georgetown transferred ownership of the property to the Sussex Post #8, American Legion, who agreed to maintain it (Sussex County Deed Book 372:66, May 5, 1947). In 1993 the deed was reissued to remove objectionable conditions in the original deed (Sussex County Deed Book 1949:262, October 27, 1993).

Information about the property was obtained in an interview with Bill Taylor, Commander of Post #8. He indicated that the building was built in the 1940s under the Public Works Administration program, set up by the federal government. The Kiwanis Club, the original building tenant, was unable to maintain the building so the Town of Georgetown took it over. The American Legion purchased the building from the town (Taylor 2006).

Evaluation: As indicated in the historic overview, the building has been used for most of its history as a meeting place for civic organizations, initially the Kiwanis Club and, later, the American Legion. According to the current post commander, the building was constructed under the Public Works Administration program. The Public Works Administration provided loans and grants to public bodies "to promote the construction of sound and useful projects" (Office of Government Reports 1939:380). The Town Council of Georgetown, which purchased the property in 1938, probably secured the government assistance with the intention of building a facility to house a civic organization, possibly even the Kiwanis Club itself, which leased the building from the town until 1947. The Kiwanis Club, founded in Detriot, Michigan in 1915, is a service organization that focuses on projects that help children and communities through donations and volunteer work. The Georgetown club is within the Capital District, which was organized in 1918. The earliest clubs within the district were in Washington, D.C., Baltimore, Wilmington, Richmond, Norfolk, Roanoke, Portsmouth, and Lynchburg (Kiwanis International 2007). The Georgetown club was a later addition, and only lasted a decade. The American Legion is a non-profit community service organization first chartered by Congress in 1919 as a patriotic, mutual-help, war-time veterans organization. By 1947, when the Georgetown post was established in the log building on North Bedford Street, membership in the American Legion exceeded 3 million people (American Legion 1996-2008).

Significance under National Register Criterion A is evaluated through consideration of its role in the civic life of Georgetown. Neither organization is known to have played a significant role among the citizens of Georgetown, and no history-making event is known to have occurred there. Further, the chapters that occupied this building do not appear to have been significant in the history of either organization, as both were late additions established many years after the organizations were founded. The property's association with the Public Works Administration as a source of construction funds does not alone confer historical significance. The property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

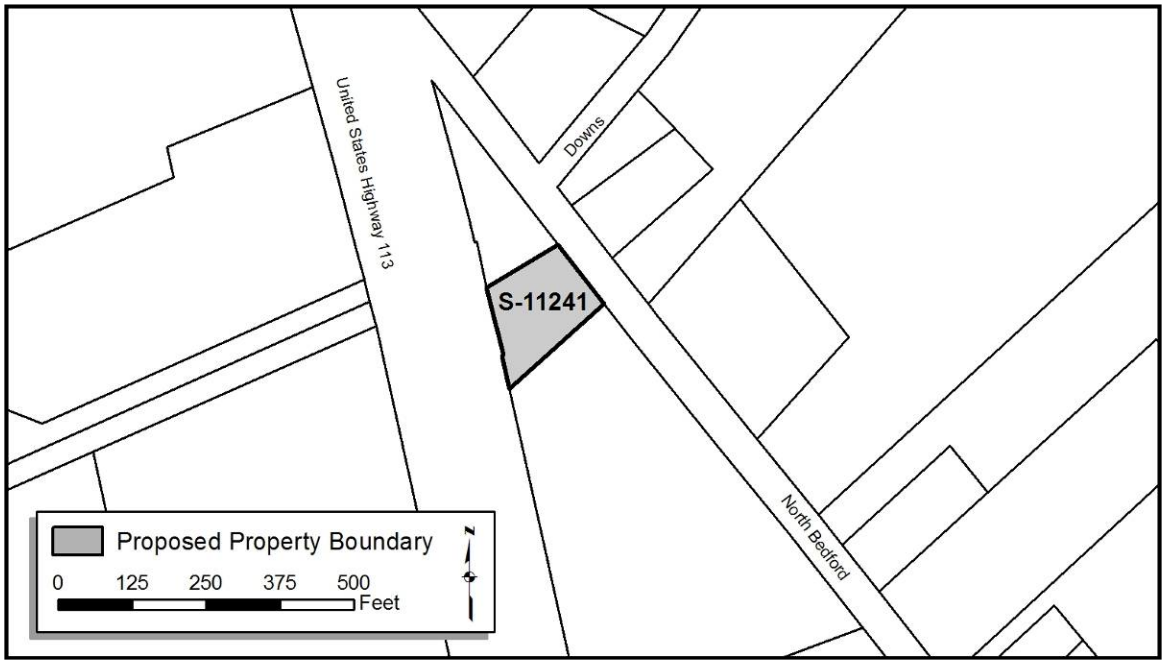
This property has been evaluated for the National Register under Criterion C as a rustic vernacular building. Although the Seaford American Legion also occupies a log cabin, the similar quarters appear due to happenstance rather than to design. And although it is of an uncommon architectural type, represented by only one other property in the U.S. 113 study corridor (Pomeroy's in Selbyville; S-10217), alterations have weakened its architectural integrity. The façade and northwest sides of the main block of the building have been resided with vertical wood paneling, obscuring or replacing the original logs and compromising the post's overall rustic appearance. In addition, the log vestibule on the building's northeastern façade appears to be an addition, and some of the windows and all of the doors have been replaced with modern materials. To possess architectural distinction, rustic vernacular "log cabins" have to retain all of the original aspects of the design, such as windows and doors, which contribute to their rustic character. The changes, particularly the vertical panel siding and the installation of modern single-light casement windows, have severely compromised the building's architectural integrity. As a result, it is recommended not eligible under National Register Criterion C.

Evidence visible on the exterior of the building suggests that it lacks the structural and architectural individuality to convey important information about building construction practices. Therefore, the building is recommended not eligible under Criterion D.

S-11241

main building (.001) façade and northwest side, view to S

main building (.001) rear and southeast side, view to N



S-11242. Dwelling, 2007 DuPont Highway
(PIN: 135-9.00-48.00)
(Detail Map #2)

Description: This residential property is located on the east side of U.S. 113 north of Georgetown. It contains a c. 1945 cottage with driveway on the south side, and a modern tool shed to the east of the house.

The house is a one-story vernacular cottage on a barely visible concrete-block foundation. It has an L-shaped plan with a low-pitched, gable front roof. There is a small shed-roofed portion of the building that projects as an addition from within the L-shape. The house is wood framed with asbestos shingle siding. There are two doors on the west façade, one centered on the gable and the other at the northern end of the gable. Wood six-over-six, double-hung sash widows are placed at regular intervals around the building. On the west façade, two windows flank the front door and a third window is equally spaced from the secondary door. Paint lines on this elevation indicate the earlier presence of fixed shutters that no longer exist. The south elevation has a grouped pair of six-over-six, double-hung wood sash windows as well as a single one-over-one, double-hung vinyl-clad window that appears as a more recent modification. The east side has one small double-hung sash window, off-center on the gable end. There are small louver vents for attic ventilation at the top of the gable. The north elevation has a grouped pair of six-over-six, double-hung wood sash windows toward the eastern end, a small one-over-one, double-hung sash at the shed-roofed addition, and a single six-over-six, double-hung sash window with non-functional wood shutters in the north gable end. The roof has boxed eaves and is covered with composition roofing. There is a brick chimney that has been extended in height with concrete block situated interior to the building along the southern wall.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; vernacular cottage property type.

Evaluation: This property has been evaluated for the National Register for its dwelling, a c.1945 vernacular cottage. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

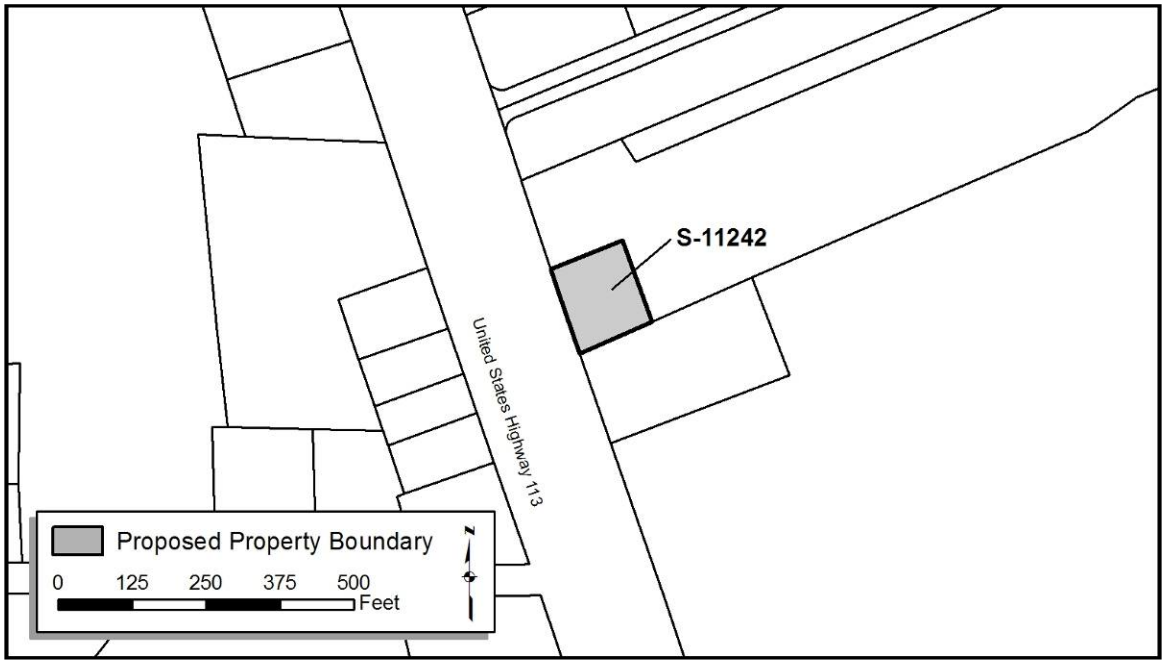
This vernacular dwelling, though relatively intact, does not display the characteristics of a particular building style, and it cannot be said to be a notable example of a type or period of construction. Lacking architectural significance, this dwelling is recommended not eligible for inclusion in the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11242

main building (.001) façade and southeast side, view to N

main building (.001) rear and northwest side, view to S



S-11243. Commercial Building, DuPont Highway (PIN: 135-14.15-52.00) (Detail Map #7)

Description: The property at the corner of U.S. 113 and Seashore Highway in Georgetown contains a c. 1945 commercial building with a large paved parking area to the south and east sides of the building.

The main part of the building appears to be a tall one-story space, and is rectangular in plan with its long axis running east/west. There are two joined, flat-roofed appendages toward the eastern end of the south elevation, both of which can be discerned on the 1957 aerial photograph and appear to be original to the building. The entirety of the flat-roofed, concrete-block building has been resided with vertical vinyl siding. The siding follows the original form of the building exterior and wraps each of the regularly spaced buttresses. The top of the north wall steps progressively in height after every second buttress from east to west. The main entry to the building is located on the northern side near the eastern end. The entry consists of a large overhead door and a commercial storefront centered in two of the buttressed bays and covered by a suspended flat metal awning. The aluminum-framed commercial storefront is composed of a glass door with transom and large sidelights that make up an area equal in size to the adjacent overhead door opening. Applied lettering that advertises the services of the business within is mounted in the wall bays to either side of the covered entry. The remainder of the north side of the building is void of any openings with the exception of three overhead doors near the middle of this long wall. Each of the doors is centered within its own structural bay. Another large single overhead door is centered on the middle bay of the east end of the main part of the building. Two additional smaller overhead doors located on the east sidewall are included in the lower flat-roofed ell. The south side has a wall opening of some form between each of the buttresses. At the eastern end, the openings are mainly overhead garage doors. The western end of the south elevation has an irregular pattern of doors and sliding windows, typically one per bay. One of the windows is at the second-floor level. Four vinyl-clad single pane casement windows are spaced regularly at the ground-floor level on the west side. There is an interior brick chimney located near the middle of the north elevation.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; vernacular commercial property type.

Evaluation: This property has been evaluated for the National Register as a vernacular commercial building. The historic trend with which it is most closely associated is the commercial development of the DuPont Highway corridor. To be eligible under Criterion A, a commercial building must have a substantiated tie to an event significant in the history of the local area or region. For example, a building that represented the first commercial building in a particular road or corridor might be eligible as the predecessor of later highway-commercial development. This building postdates the construction of the highway by several decades. As a late, individual example of a prevalent development trend, this property is recommended not eligible under Criterion A.

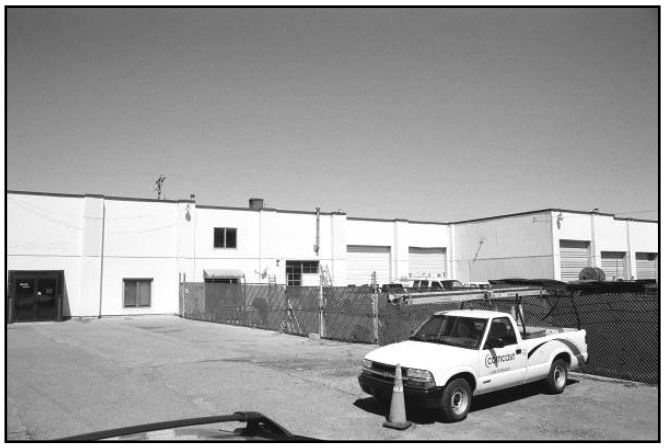
Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

As stated in the research design, commercial buildings located within the study area are functional buildings of little evident architectural character or elaboration. Few, if any, are expected to be eligible for listing in the National Register. This building is no exception, especially considering its compromised architectural integrity. Although the building retains its original form, it has been entirely sided with vertical vinyl cladding, and original doors and windows have been replaced. Its integrity of materials, workmanship, and feeling has been lost, and it can no longer convey any architectural significance it may have once possessed. It is therefore recommended not eligible for inclusion in the National Register under Criterion C.

The building on this property reflects common twentieth-century construction techniques and is 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.

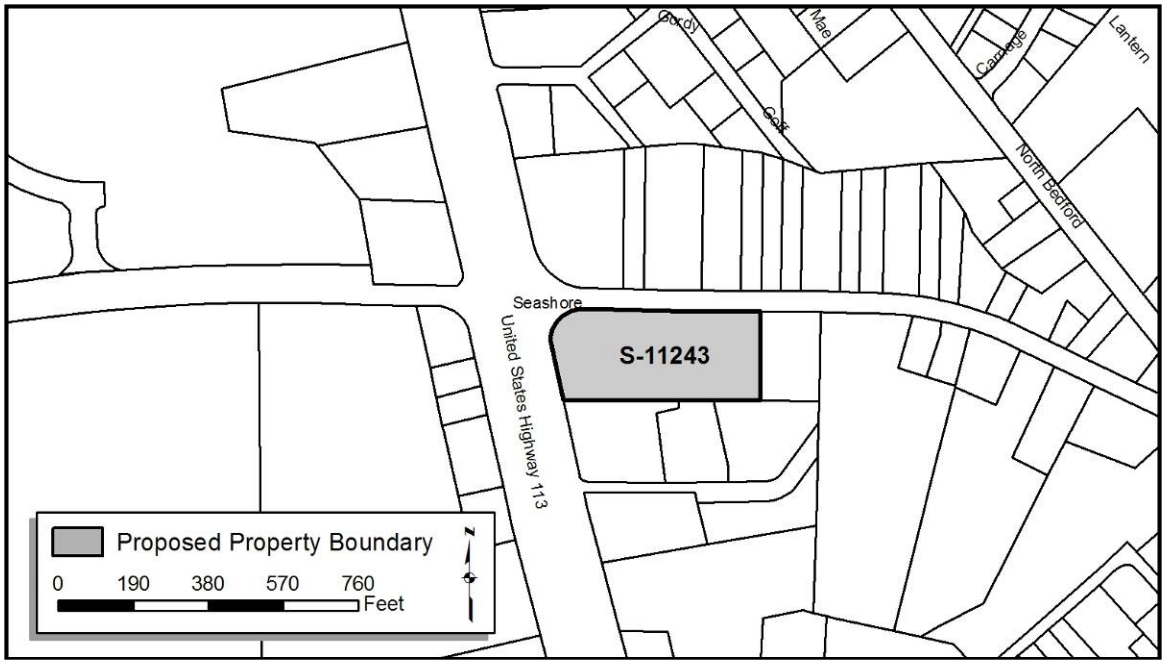
S-11243

main building (.001) façade (right) and east side, view to SW



main building (.001) rear, view to NE

main building (.001) rear and west side, view to E



S-11244. Domestic Complex, DuPont Highway (PIN: 135-14.15-4.00) (Detail Map #7)

Description: This property on the west side of U.S. 113 in Georgetown contains a one-and-one-half story house as well as two garages and a small outbuilding. An asphalt drive along the northern end of the house accesses one of the garages, while the other is reached by an asphalt driveway at the southern end of the property.

The c. 1950s house (.001) is a side-gable, wood-framed Cape Cod with vinyl siding and a concrete-block foundation. There is a slight projection in half of the rectangular plan of the house that causes a low step, and jog, in the roof's ridgeline. There are small additions to the main portion consisting of a perpendicular gable, facing west, at the southern end of the west side. This gable end has also been added onto with a shed roofed addition that extends farther to the west. At the northern end of the house there is another portion that extends from the main block of the house in the form of an end-gable addition at a smaller scale.

The house has boxed eaves, and the roof is covered with composition roofing. The house has a regular pattern of casement widows with a few slight variations. Most of the windows are grouped, and the most common arrangement consists of a central, single, fixed pane with flanking two-over-two, double-hung sash windows. The central fixed pane is fitted with a grille of muntins in a diamond pattern. Other examples of windows that occur in the house are one-over-one, double-hung sash windows and diamond-pattern casements. Some of the casements are paired, and there is a grouping on the northern end arranged as a bow window. All windows, with the exception of one in the gable end, are flanked by vinyl non-functional shutters. The entry to the house is not on the side facing U.S. 113, but on the west side of the extension of the house at the northern end. Another "back" door occurs in the addition at the southwestern corner, and faces north. The doors are wood-and-glass with aluminum screen doors, and both lead to stoops with metal railings. A painted brick chimney is situated interior to the northern gable end of the main portion of the house, at the junction with the lower roof of the northern addition.

To the west of the northern end of the house, accessed by the asphalt driveway, is a c. 1955 garage (.002) with gable roof oriented perpendicular to the house. It is wood framed with a composition roof and aluminum siding. The siding is oriented horizontally except within the gables, where it is vertical. A replacement garage door is situated in the eastern gable end. There is a small cupola with weathervane centered on the roof, and the eaves have exposed rafter tails. A modern shed abuts the garage at the western end of the south side.

A small outbuilding (.003), built c. 1940s, is situated to the west of the southern end of the house, near the rear property line. It is constructed of concrete block and has a low-pitch gable roof with boxed eaves, oriented the same as the garage. The building has a single wood and glass door centered on the eastern end and one small, aluminum-framed sliding window with concrete sill positioned on each of the northern and southern sides. The small building is dominated by a concrete-block chimney, centered inside the western gable. The function of the building is unknown, but it may have been constructed to house an incinerator.

There is another garage (.004), built c. 1940s, on the property to the southwest of the house. It is also oriented in the same direction as the first garage and the small outbuilding. It is constructed of concrete block and has asbestos-shingle siding in the gables. There are exposed rafter tails at

the eaves of an asphalt-shingled roof. There is an overhead garage door centered on the eastern end. There is a fixed, three-pane, wood window on the north and south sides.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; domestic complex and Cape Cod property types.

Evaluation: This property has been evaluated for the National Register as a domestic complex and for its dwelling, a c. 1950s Cape Cod house. A domestic complex may be defined as a dwelling, associated historical outbuildings, and associated physical space including the yard, driveway, and domestic or ornamental garden. The associated outbuildings may be related to historic food preparation and storage, transportation and craftwork, or hygiene. In addition, outbuildings may be used for general storage or lawn and garden storage. To be eligible under Criterion A, a complex must be historically associated with an important historical event or historic trend. Under Criterion C, a complex may be eligible if it embodies the distinctive characteristics of a type, period or method of construction. This property retains a small complement of outbuildings, primarily transportation-related, all of which are roughly contemporaneous with the house. The complex ostensibly represents a 1940s or 1950s suburban household. Overall, the collection of support buildings is limited. An eligible domestic complex is likely to have a larger sample of domestic outbuildings that may include some of the following: kitchen, smokehouse, milkhouse, springhouse, icehouse, root cellar, stable, carriage house, garage, craft shop(s), or well. This complex lacks the variety of outbuildings that would render it historically or architecturally significant. Furthermore, the c. 1955 garage has a replacement door and aluminum siding and does not retain its historic feeling. The house has also lost some of its historic character through the use of non-period materials in windows and siding and the construction of two additions. Overall, the property lacks significance and has diminished integrity as a 1950s domestic complex and is therefore recommended not eligible under Criteria A and C.

To meet eligibility, examples of the Cape Cod property type should be better preserved than the average Cape Cod in a particular area and exhibit diagnostic elements of the building type. This would include elaborated entrances, symmetrical fenestration with multi-light, double-hung sash windows, ornamental shutters, and symmetrical, often pedimented, front dormers. This property possesses none of these details, and is not an outstanding example of the Cape Cod style. Furthermore, it has been substantially altered. The small additions to the north side and southwest corner have changed the dwelling's massing, and the replacement of siding and windows has compromised the integrity of historic materials. Lacking both architectural significance and integrity, this property is recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11244

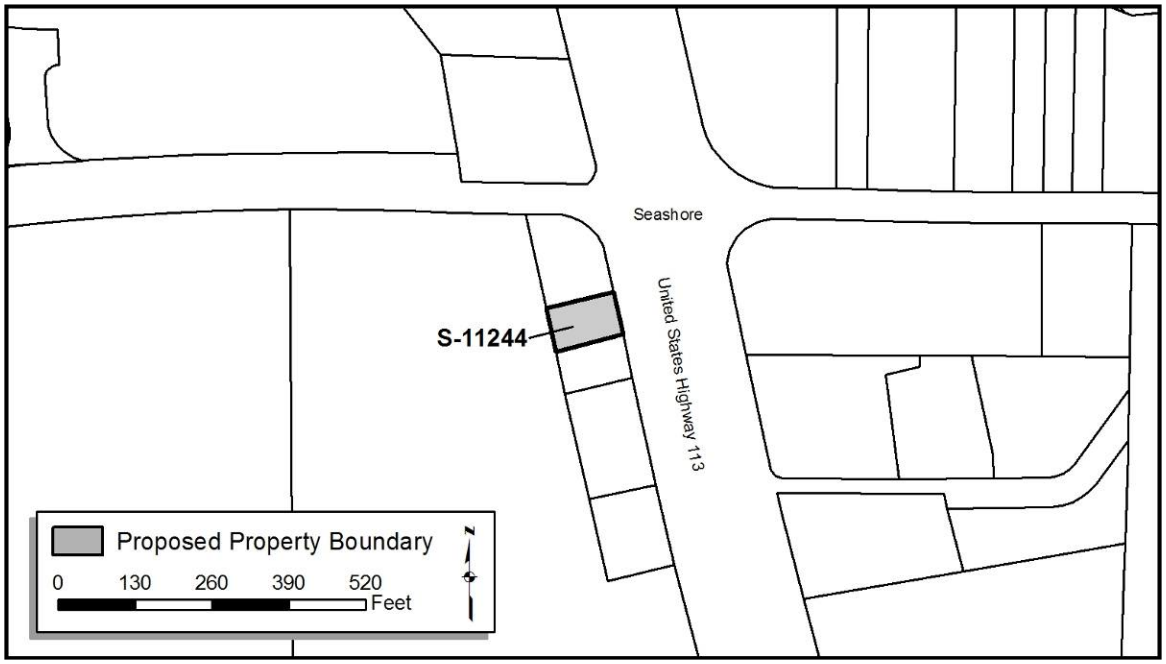
main building (.001) façade and south side, view to NW

main building (.001) rear and north side, view to SE

garage (.002), view to WSW

incinerator shed (.003), view to NW

garage (.004), view to WSW



S-11245. Dwelling, DuPont Highway
(PIN: 135-14.15-2.00)
(Detail Map #7)

Description: This property is located west of U.S. 113 in Georgetown and contains a former residence that has been converted for commercial use.

c. 1930s The business occupies a one-and-one-half story, side-gabled, center hall, vernacular bungalow. It is wood framed with vinyl siding and has an asphalt shingled jerkinhead roof. The plan consists primarily of a rectangular main portion with small subordinate wings at the north and south sides and a small jerkinhead-roofed projection perpendicular to the main part at the southern end of the west side. There is a front porch centered on the east side that also has a jerkinhead roof perpendicular to the main roof. The porch is supported by fluted round columns on tall brick piers. The porch steps and foundation for the rest of the house are also brick. The front door has flanking side lights. The windows are regularly spaced, paired, one-over-one, double-hung sash and have flanking non-functional vinyl shutters on the front (east) façade. Wide vinyl window trim surrounds a majority of the windows. One exception is a paired group on the east side of the northern wing that has very minimal trim. Under the boxed eave of the gable ends, there is a small gable vent for attic ventilation. A tall brick chimney, topped with a conical metal spark arrester, is located to the exterior, and off center, of the gable on the extension on the west side.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; vernacular bungalow property type.

Evaluation: This resource has been evaluated for the National Register as a domestic property—a c. 1930s vernacular bungalow—because that was its historic function. This property was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

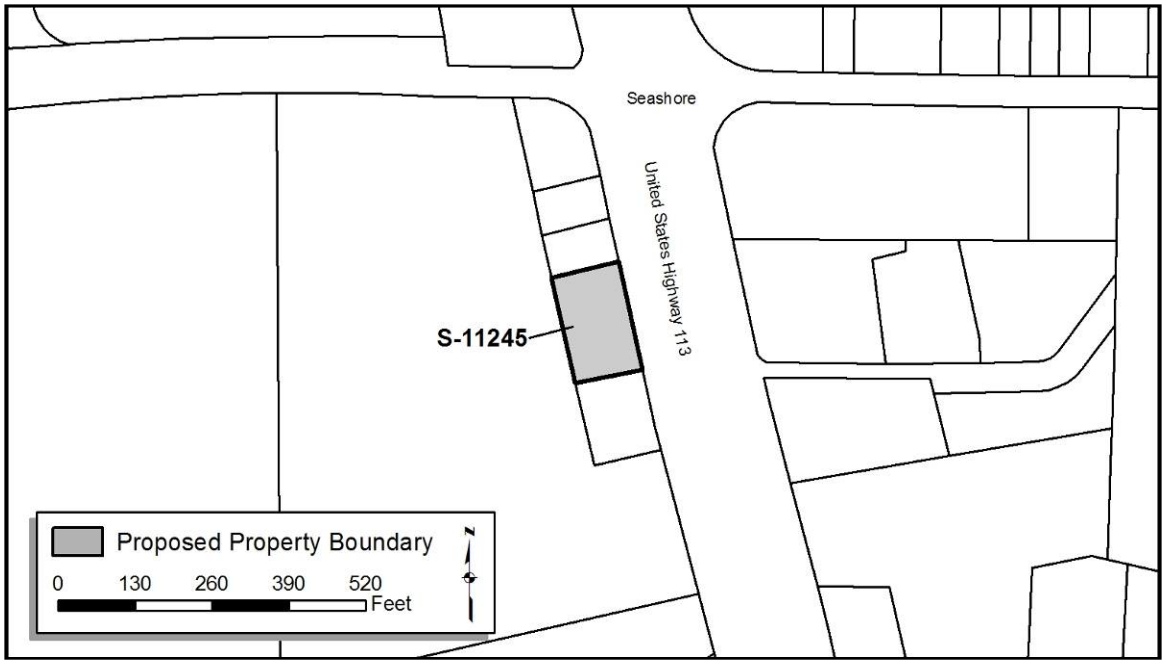
For a bungalow to meet eligibility requirements it typically must be architect-designed or based on a published design as well as possess diagnostic elements of the Craftsman style. This unelaborated example exhibits few architectural details characteristic of the style, and, furthermore, has been altered in its conversion to a commercial property by the application of new siding, windows, and doors. Because it lacks both significance and integrity, it is recommended not eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11245

main building (.001) façade and north side, view to SW

main building (.001) rear, view to NE



S-11246. Motel, DuPont Highway
(PIN: 135-14.19-1.00)
(Detail Map #7)

Description: This commercial property is located on the west side of Bramhall Road and consists of a grouping of three one-story motel buildings as well as two modern two-story buildings. The one story motel buildings are arranged in an informal plan. The southernmost building (.001) in the grouping is oriented east-west along its length with its doors facing north. The building at the middle of the grouping (.002) is the same size as the first but positioned diagonally in its relation in plan, with the doors facing northeast. The third building (.003) is near the northern boundary of the property. It is longer in length than the other two because it consists of twice as many units. The building has a bent axis with the joint at the middle of its length. The western end of the building is perpendicular to the second building and angles at the middle to be more parallel with the first. The door openings face southeast and south. A large majority of the site is covered with asphalt paving that abuts the buildings at their entrance sides. In the case of the southernmost building (.001), paving nearly surrounds the entire building.

The c. 1955 one-story buildings are brick with low-pitch gable roofs with crossing gables centered over pairs of doors that open into the individual motel rooms. In each of the ends of the crossing gables there is a small round louver vent for attic ventilation. The main gable roofs are positioned so that the depth of the eaves on one side of the building is much greater than the other side so that a sheltered porch is created on the side with the doors. This roof, with boxed eaves, is supported on the deeper side by a series of slender round metal columns at regular intervals. A concrete sidewalk extending the length of the building serves as the floor of the porch and base for the columns. There is a panel of wood siding that occupies the space between the paired doors that serve adjacent units. The windows of the motel are regularly spaced aluminum framed sliding windows and occur on front and back of each unit. On the sides opposite the porch there are heating/air-conditioning units located in the building wall below the windows. There is one brick chimney located inside the northern elevation, near the angle in the northern-most building (.003). Another variation that occurs among the buildings is a front and rear entrance to the motel office, located at the western end of the southernmost building (.001). There is a gable over the rear entrance as well. At the eastern end of this building there is also a small flat-roofed addition.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Transportation and Communication theme and Architecture, Engineering and Decorative Arts theme; motel property type.

Evaluation: This property has been evaluated for the National Register for its property type, a c. 1955 roadside motel. As discussed in the research design, roadside motels may be eligible for the National Register under Criterion A for historic themes related to the automobile traveler if they represent surviving remnants of early roadside lodging in a particular area. They may be eligible under Criterion C for their connection with the evolution of the roadside accommodations and lodging for travelers. This property is an example of the motor court, a style of lodging that became popular in the 1950s in which rooms were integrated under one roof (Jakle et al. 1996:43). Unlike some motor courts that incorporated a recreational landscape in the front with parking in the rear, however, this example appears to have always accommodated cars out front. Further, this example is not fully integrated, but rather comprises three separate units roughly configured in a U-shape.

To possess sufficient integrity to convey its historic significance, a motel must retain integrity of location, design, feeling, association, workmanship, materials, and setting. Integrity of design would include the construction size, form, and amenities of the individual buildings. If significant exterior additions and/or alterations have been made, the changes must have occurred during the period of significance of the property. Within the past 15 years, this property has undergone a number of alterations and upgrades. Alterations to the three original, one-story units include the insertion of replacement doors and windows, fenestration pattern changes, and the construction and attachment of decorative cross-gables along the rooflines of the buildings. In c. 2000, large, two-story buildings were constructed behind the roadside units, along the rear of the property, for added capacity. These buildings are insensitive in form, scale, design, and construction to the original buildings and severely compromise the c. 1955 motel setting. The setting has been further compromised by nearby development and the dualization of U.S. 113. When it was built, and throughout the historic period, the motel backed up to a dense stand of trees and was separated from the single carriageway highway by a grassy lawn. Now, the motel is located very close to a busy road with large commercial complexes to its north and east. Overall, the property's design, workmanship, and materials have all been compromised and it cannot convey its historic or architectural significance. This property is therefore recommended not eligible for inclusion in the National Register under Criteria A and C.

Background research has not revealed association with any individual significant in the history of the local area. Therefore, it is recommended not eligible under Criterion B.

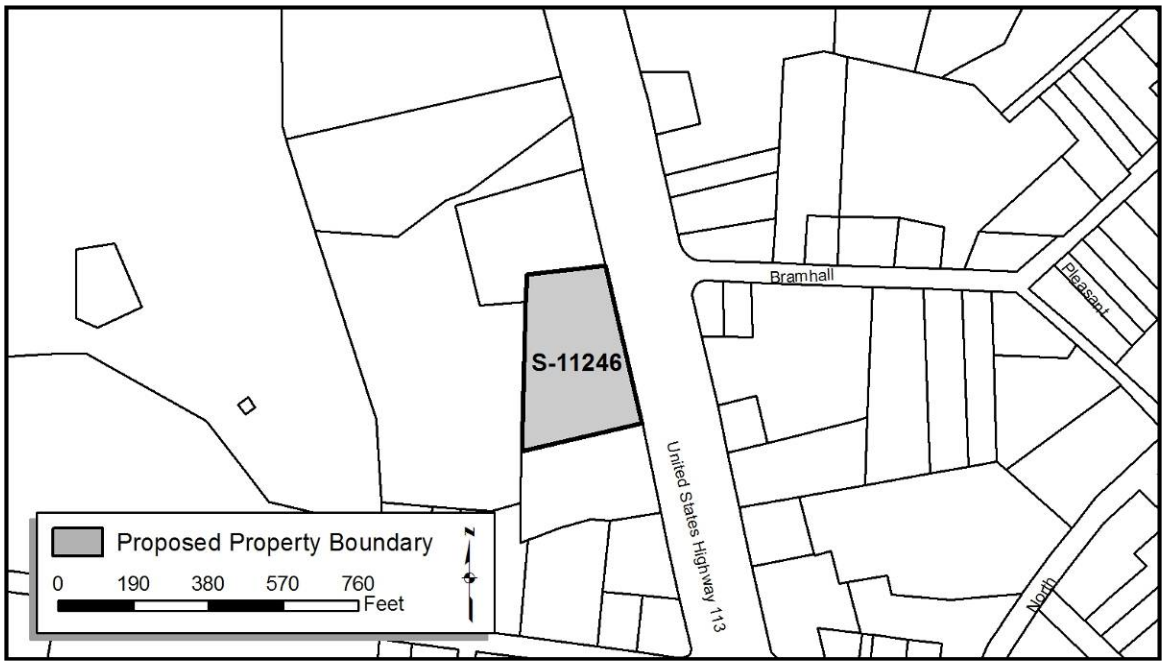
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

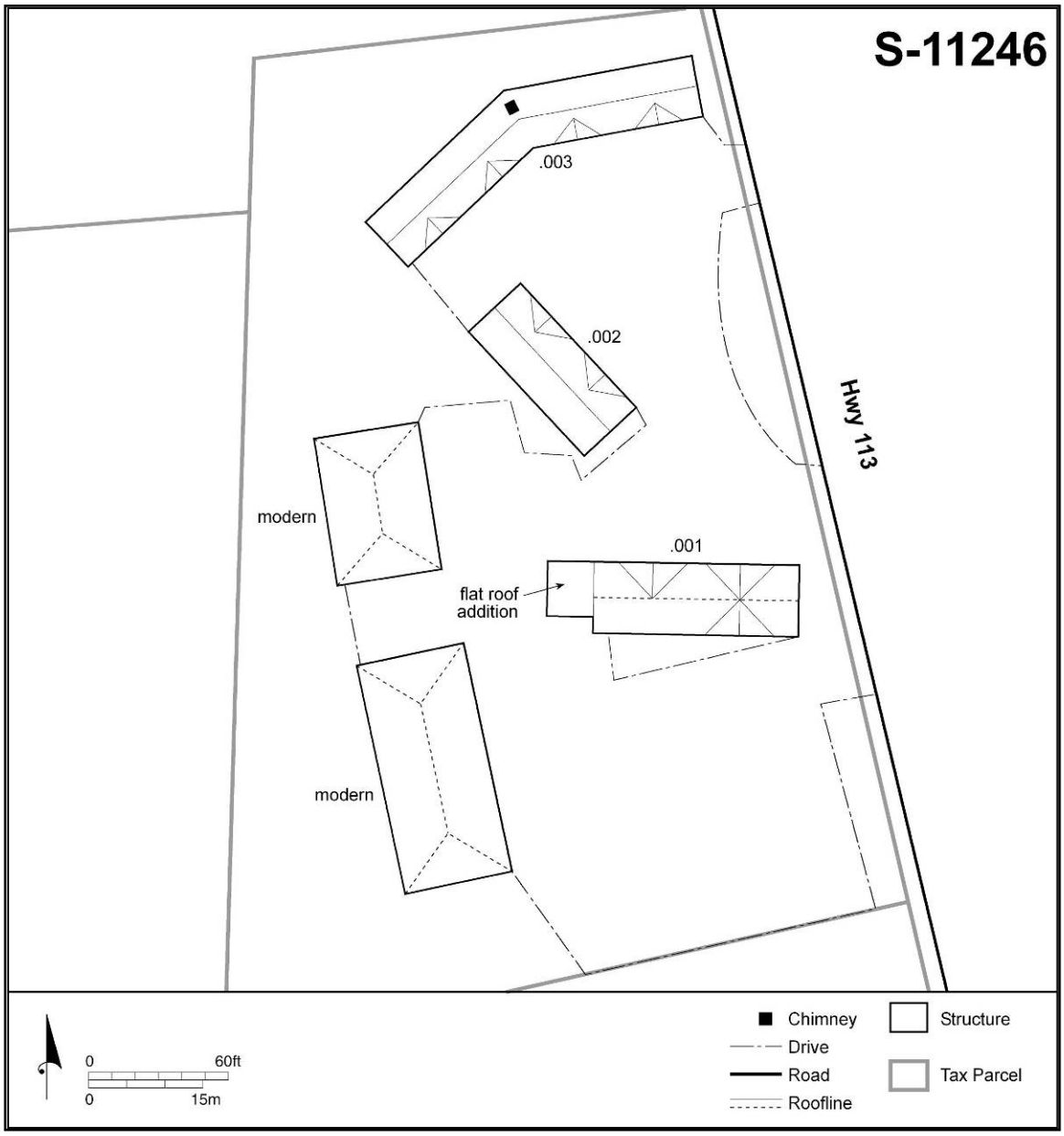
S-11246

southernmost building (.001), view to SW

southernmost building (.001), view to NW

center and northern buildings (.002, .003), view to NW




S-11246
.003
.002
Hwy 113
modern
.001
flat roof
addition
modern
0
60ft
0
15m
Chimney
Drive
Road
Roofline
Structure
Tax Parcel

S-11247. Dwelling, 231 DuPont Highway
(PIN: 135-14.19-30.00)
(Detail Map #7)

Description: This property is located on the east side of U.S. 113 in Georgetown. It contains a World War II-era cottage and a garage on a small suburban lot. A paved driveway runs the depth of the property along its southern edge.

The c. 1940s house is a side-gabled, wood-frame, one-and-one-half-story residence with vinyl clapboard siding. It measures three bays wide in front and three bays deep. It has a symmetrical primary façade with a central entrance door flanked by one window on either side. The door has a vinyl-clad surround. Both windows and the door are flanked by non-functional, louvered, vinyl shutters. Windows throughout the house are one-over-one, double-hung sash. The upstairs gable windows are paired. The house has composition roofing and is set on a concrete-block foundation. It has a one-story shed-roofed, screened side porch on its south end. At the rear southwest corner is a one-story, two-bay gabled projection containing the back door entrance. A brick chimney rises from the rear roof slope.

Behind the house is a c. 1940s one-story, gable-front, double garage (.002). The garage is of frame construction with composition roofing, vinyl siding, replaced side windows/door, and modern vinyl-fiberglass roll-down bay doors.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for its house, a c. 1940s World War II-era cottage. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

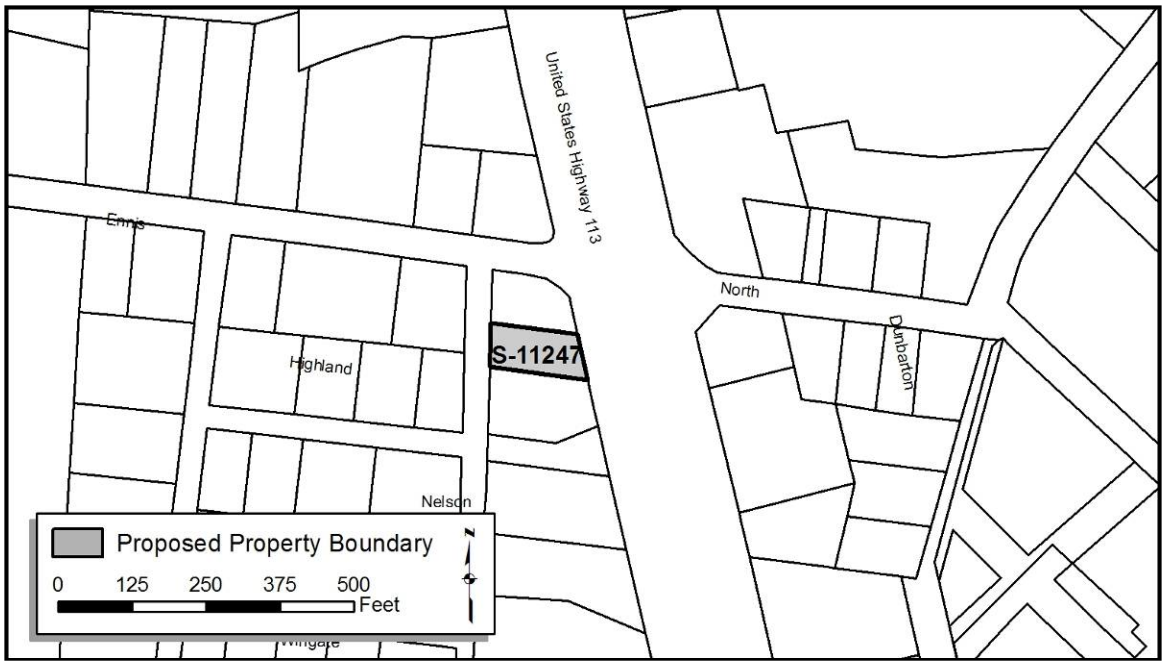
Well-preserved examples of the World War II-era cottage property type may be significant under Criterion C as notable examples of their type or period of construction. Typically, examples of this property type have to be designed by an architect or based on a published plan to meet eligibility. This vernacular example is not architecturally significant, and, further, its integrity has been compromised by the application of modern siding. Lacking both architectural significance and integrity, the property is recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11247

main building (.001) façade and north side, view to SW

main building (.001) rear and south side, and garage (.002), view to NE



S-11248. Dwelling, 225 DuPont Boulevard
(PIN: 135-14.19-32.00)
(Detail Map #7)

Description: This property is located on the west side of U.S. 113 in Georgetown. It contains a double-pile cottage and connected garage situated along a paved driveway that runs from U.S. 113 all the way through to Truitt, a small, neighborhood roadway parallel to the main highway. The dwelling is situated in a residential area of small suburban lots, the vast majority of which are occupied by houses constructed after 1962.

The c. 1947 residence is a one-and-one-half-story, gable-front-and-ell dwelling. The main block is side gabled with a relatively steep-pitched roof and a projecting one-and-one-half-story, two-bay front gabled section on the right side of the primary façade. The house also has a one-story projecting gable section on its south wall, parallel with the main roof. The eaves have partial returns. The house is set on a concrete-block foundation and is clad with aluminum siding and has a composition shingle roof. It is three bays wide and three bays deep. Windows throughout are one-over-one, double-hung sash, many adorned with louvered vinyl shutters and permanent aluminum awnings. The front door entrance, located in the front-gabled section, is sheltered by a permanent fiberglass awning roof with decorative wrought-iron posts and balustrades. At the rear of the house, a gabled enclosed passageway connects the main house to a gabled one-car garage, which appears to be original. The garage has a modern vinyl-clad paneled bay door and a narrow brick chimney. The garage in turn has a modern gabled porch extending west into the back yard, where several modern outbuildings are located.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; double-pile cottage property type.

Evaluation: This property was evaluated for its house, a c. 1947 double-pile cottage. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. As a modern vernacular house type, individual examples of double-pile cottages rarely meet eligibility requirements of Criterion C, though they may in aggregate. It is very similar in design to its neighbor to the south (S-11249), but the two dwellings are the only such examples in an otherwise mostly modern neighborhood and cannot be said to constitute a historic district. Although this dwelling appears to be largely intact, as an individual example of a double-pile cottage it does not possess architectural significance. It is recommended not eligible under Criterion C.

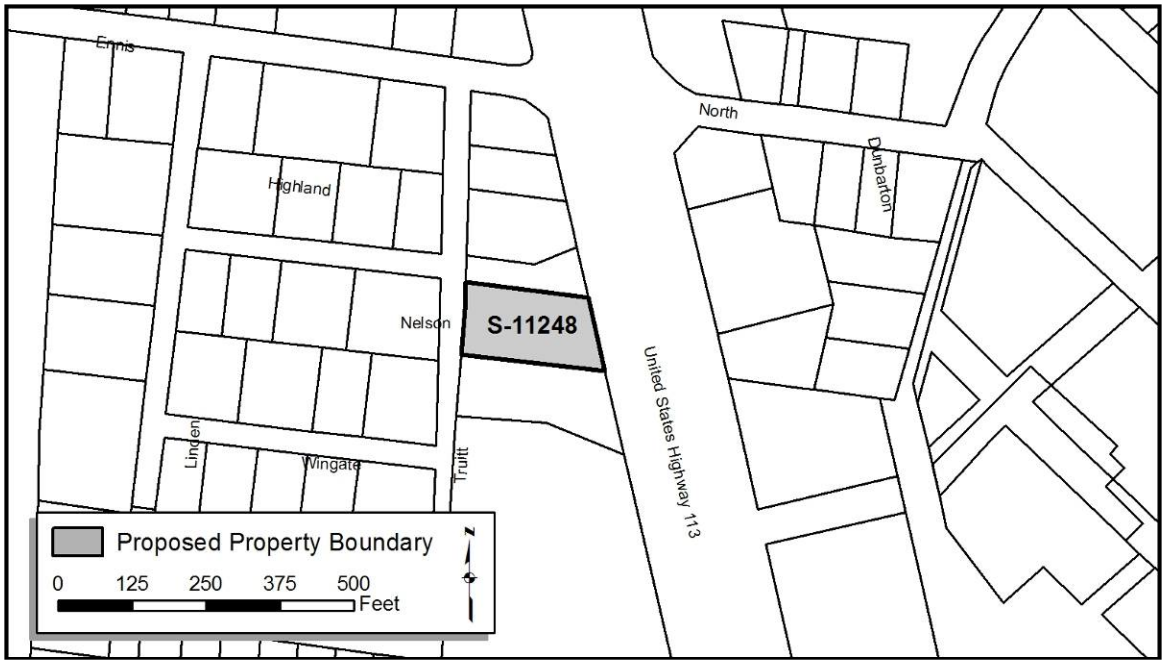
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11248

main building (.001) façade and north side, view to SW

main building (.001) façade and south side, view to NW

main building (.001) south side, view to NE



S-11249. Dwelling, DuPont Highway
(PIN: 135-14.19-34.00)
(Detail Map #7)

Description: This property is located on the west side of U.S. 113 in Georgetown. It contains a double-pile cottage and connected garage situated along a paved driveway that runs from U.S. 113 all the way through to Truitt, a small, neighborhood roadway parallel to the main highway. The dwelling is situated in a residential area of small suburban lots, the vast majority of which are occupied by houses constructed after 1962.

The c. 1948 home is a one-and-one-half-story, gable-front-and-ell dwelling. The main block is side-gabled with a relatively steep-pitched roof and a projecting one-and-one-half-story, two-bay front gabled section on the right side of the primary façade. The house also has a one-story projecting gable section on its south wall, parallel with the main roof. This section is two bays wide and has a multi-paned half-wheel gable window. The eaves have partial returns. The house is set on a concrete-block foundation, is clad with aluminum siding, and has a composition shingle roof. A narrow brick chimney projects from the rear roof slope. The house is three bays wide and three bays deep. Windows throughout are one-over-one, double-hung sash, many adorned with louvered vinyl shutters. The front door entrance, located in the front-gabled section, is sheltered by a permanent fiberglass awning roof with wrought-iron side balustrades. At the rear of the house, a gabled enclosed passageway connects the main house to a gabled one-car garage, which appears to be original. The garage has a modern vinyl-clad paneled bay door and a narrow concrete-block chimney. The passageway section has a modern wood deck in the space between the main house and garage.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; double-pile cottage property type.

Evaluation: This property was evaluated for its house, a c. 1948 double-pile cottage. It was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

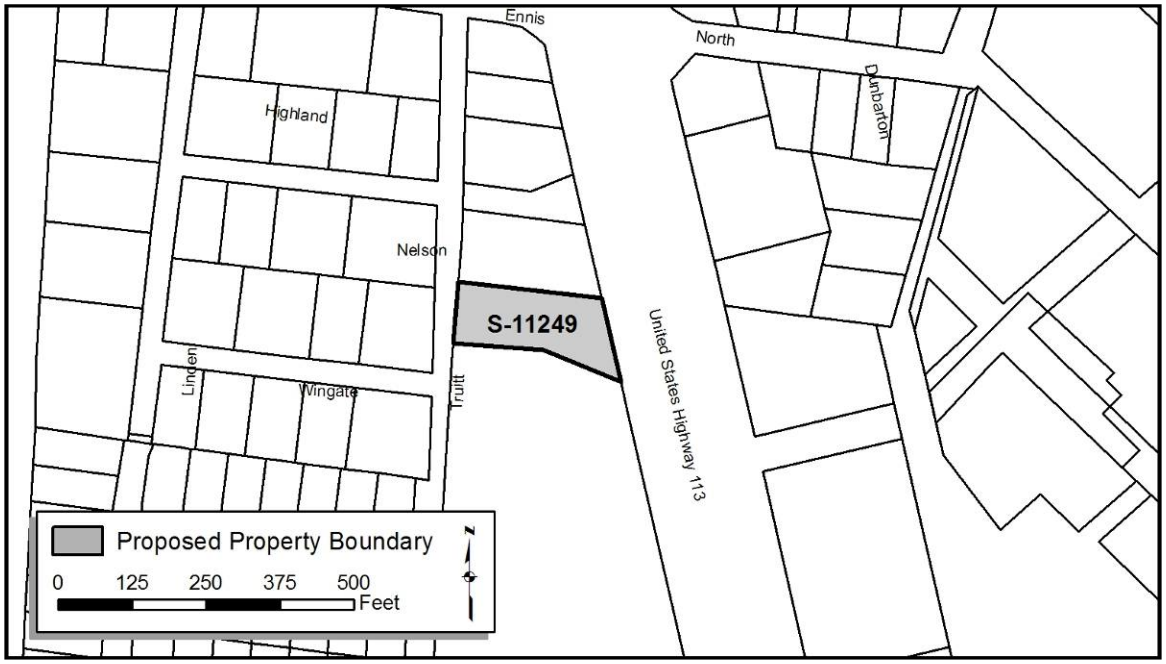
Eligibility under Criterion C requires that the house be a notable example of a type or period of construction. As a modern vernacular house type, individual examples of double-pile cottages rarely meet eligibility requirements of Criterion C, though they may in aggregate. It is very similar in design to its neighbor to the north (S-11248), but the two dwellings are the only such examples in an otherwise mostly modern neighborhood and cannot be said to constitute a historic district. Although this dwelling appears to be largely intact, as an individual example of a double-pile cottage it does not possess architectural significance. It is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11249

main building (.001) façade and north side, view to SW

main building (.001) rear and south side, view to NE



S-11276. Murray-Shockley Property, 22010 DuPont Highway (PIN: 135-19.00-8.00) (Detail Map #8)

Description: This property consists of numerous buildings, including a foursquare-type residence and six outbuildings, which include a streamline trailer, a corncrib, a frame shed, a vehicle shed, and two roadside produce stands. The roadside stands are located close to the west side of U.S. 113. The house is placed south of the stands. A driveway extends in a U south of the house and then extends west into the property.

The wood-framed, c. 1922 house is two-and-one-half stories tall with a pyramidal roof. The roof is sheathed with asphalt shingles and is pierced by a narrow brick center chimney and a second interior chimney positioned in the roof slope near the south side. At the center of the front roof is a hip-roofed center dormer containing paired, horizontal, six-light windows. The cube-like main block of the house is two bays wide and two bays deep, clad in aluminum siding and set on a rusticated concrete-block foundation. Windows throughout the house are original nine-over-one, double-hung sashes, many of which are paired. Across the façade is a one-story, hip-roofed, full-width porch with rusticated concrete-block steps and lower piers and round wooden upper columns. The porch is now screened with numerous wood slat sections. The south end of the front porch wraps a short distance around the recessed front south side of the house. At the rear of the house is a shed-roofed, one-story, two-thirds width extension that appears to be original or nearly original, as it has similar windows and foundation materials as the rest of the house.

A short distance south of the house is a c. 1950 streamline-style trailer (.002) that is clad in textured aluminum and has two separate entrance doors. The ends are one bay wide and the rear wall is three bays long. The c. 1922 corncrib (.003) is an oblong, gabled, one-story, wood-framed structure located across the driveway west of the trailer. It has a standing-seam metal roof, which is partially missing. The corncrib is in poor condition, but appears to have functioned as a combination corncrib and shed, as the west section has horizontal slatted siding while the east section is enclosed with vertical-plank siding. Both sections have wooden doors.

Directly behind the house is a gabled, c. 1922 shed (.004) with vertical plank siding and two open door openings. A considerable distance to the rear of the house is a c. 1930s vehicle shed (.005) in deteriorated condition. It is a shed-roofed, double-bay building that is completely open on its south side and clad in partially missing, horizontal planking on its other sides. To the north of the house, along U.S. 113, is a pair of c. 1940s roadside produce stands (.006 and .007). Both stands were moved to this site from the highway median, according to the owner. Both buildings are floorless open pavilions supported on painted wooden posts with shallow-pitched, side-gabled roofs. The gables have wooden clapboard siding. The south farm stand (.006) has a shed-roofed extension on its south end with exposed rafter tails. The north farm stand (.007) is narrower and has a shed-roofed extension on its north end. Several modern buildings, including two greenhouses, are situated in close proximity to the house, old sheds, and farm stands.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Agriculture theme and Architecture, Engineering, and Decorative Arts theme; agricultural complex, roadside produce stand, and foursquare property types.

Historic Overview: The earliest identified owners of the property were Willard F. and Annie M. Murray. Land records for Sussex County fail to indicate how the Murrays acquired the property. On July 6, 1929, Annie M. Murray, widow of Willard F., sold a 105-acre parcel to Orlando M.

Shockley for $2,300 (Sussex County Deed Book 275:163, July 6, 1929). In 1940 a half interest in the property was conveyed by John M. and Lillie A. Moore of Worcester County, Maryland, to Orlando M. Shockley for an undisclosed amount (Sussex County Deed Book 325:319, May 15, 1940).

In 1954 Shockley, then living in Worcester County, Maryland, sold the 105-acre parcel to Merrill J. and Edith E. Mitchell for an undisclosed amount (Sussex County Deed Book 431:464, March 12, 1954). In 1970 the Mitchells sold a 1.4-acre portion of the larger parcel, containing the house, to Clifford and Evelyn V. Revel for $7,000 (Sussex County Deed 654:553, May 22, 1970). In 1977 the Revels sold the property to Harley and Emily G. Collins for an undisclosed amount (Sussex County Deed Book 671:390, August 18, 1977). Harley Collins died in January 1980. In 1988 Emily G. Collins of Millsboro conveyed partial ownership of the property back to Evelyn Revel (Sussex County Deed Book 1519:160, February 18, 1988). Later in 1988, she died and full ownership became vested in Evelyn Revel. In December of that year, Evelyn Revel conveyed partial ownership in the property to her husband, Clifford (Sussex County Deed Book 1620:115, December 28, 1988).

Evaluation: This property was evaluated for the National Register both for its house, a c. 1922 foursquare, the two roadside produce stands, and as an agricultural complex.

The two roadside produce stands formerly stood in the median of the highway but needed to be moved to accommodate the dualization of the highway. Because this move has not substantially changed the orientation of the stands, it has not resulted in a diminution of integrity. As noted in the architectural description, these are simple, straightforward, open, wood-framed structures with open roof structures and exposed rafter tails. This construction is typical of the property type. Both structures were built in the 1940s.

According to the research design, the most likely arguments with which a roadside stand could be considered individually eligible would be under Criterion A, but the stand would need to possess significance in local history as one of the earliest stands in a particular area or as a well-known stopping place. These stands do not meet these requirements. They were not built until the 1940s, several decades after the DuPont Highway had been completed, and there is no evidence suggesting they were ever a well-known pit stop.

Viewed as part of a complex of buildings, the property lacks integrity. The surviving agricultural support buildings—a shed, vehicle shed, and corncrib/shed—fail to reflect the range of agricultural activity that historically supplied the stands with marketable products. A better example of a twentieth-century agricultural complex with a commercial component is the Harvey Property in the Milford Study Area (K-07503), which is arguably the best preserved expression within the study area of an important era in the evolution of roadside commerce along the DuPont Highway, when vegetables, flowers, eggs, and chickens from the backyard were enough to divert motorists from their journey. The Harvey property retains its period dwelling, chicken house, small-scale stand, and garden area, all of which were integral to the functioning of the roadside business. The Murray-Shockley Property was a larger-scale operation with its two produce stands and its larger agricultural parcel, but the extant sheds were ancillary support buildings that do not effectively convey the large-scale production of saleable agricultural surplus. The historical feeling of the property has also been eroded by the construction of three large and three smaller buildings within the past 40 years. The larger buildings in particular overwhelm the historic-period outbuildings and negatively affect the historic character of the complex. The property is therefore recommended not eligible under Criterion A or C as an agricultural complex with commercial component.

Deed and oral history research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

The house is a typical c. 1922 foursquare. Distinctive elements include the full-width, hipped roof front porch with rusticated concrete-block plinths, the rusticated concrete-block foundation, the hipped-roof front dormer with paired six-light, fixed windows, and the nine-over-one, double-hung sash windows. It lacks elements of stylistic elaboration found on some other foursquares in the project area, however, including ornamental sash windows, eyebrow dormers, and porte-cochéres. Other more architecturally distinctive examples of this house type can be found in the project area. One of these is the Sarah Rogers Property (K-07411) in the Milford Study Area, with its unique combination of period details including a corbelled brick chimney, a wrap-around porch supported by smooth concrete columns with decorative capitals on rusticated concrete-block pedestals atop brick piers, and ornamental windows such as twelve-over-one wood sash and a diamond paned, wood casement. The Sarah Rogers House also retains all measures of integrity.

The foursquare on the Murray-Shockley property, in addition to lacking architectural distinction, has also lost some integrity. Alterations from its original appearance include probable screening and partial enclosure of an originally open front porch and sheathing in aluminum siding. Neither of these changes has resulted in a major diminution in integrity, but, taken together with the lack of architectural detailing, result in a recommendation of not eligible under Criterion C.

The house appears to incorporate standard c. 1920 wood-framed, foursquare construction techniques, and the outbuildings appear typical of early to mid-twentieth century wood-framed outbuildings. Therefore, the property does not appear to have the potential to yield significant information about building construction techniques that is not available through other means and is recommended not eligible for the National Register under Criterion D.

S-11276

main building (.001) façade, view to SW

main building (.001) rear, view to NE

trailer (.002), view to S

corn crib (.003), view to SW (note large, modern building in the background)

vehicle shed (.005), view to W

farm stands (.006, .007), view to NW

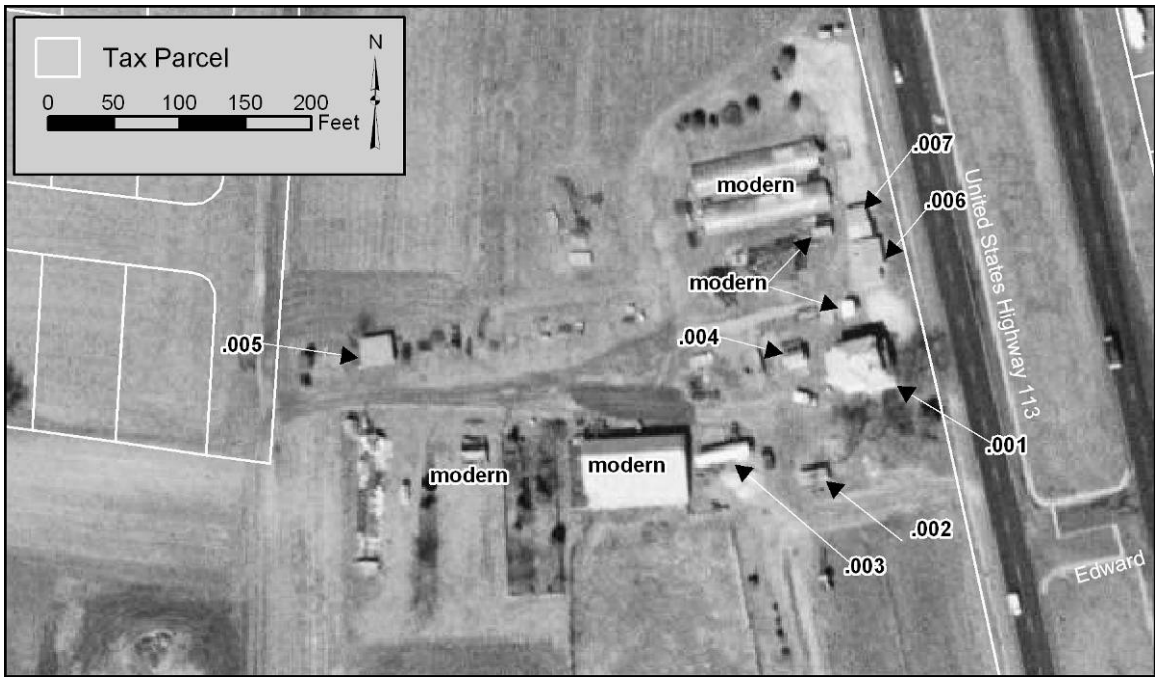
farm stand (.006), view to SW

farm stand (.007), view to SW

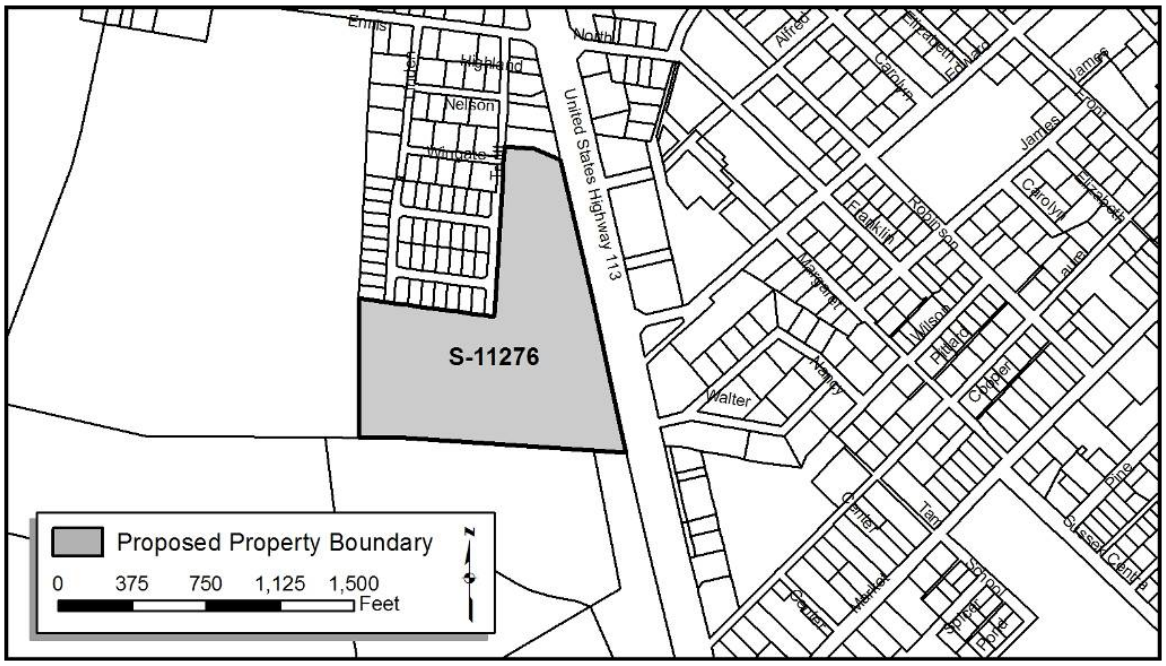
COMPARATIVE EXAMPLES:

recommended eligible foursquare on the Sarah Rogers Property (K-07411.001)

farm stand on Harvey Property (K-07503.002) with period dwelling in the background


Tax Parcel
N
0 50 100 150 200
Feet
modern
modern
modern
modern
.007
.006
.005
.004
.001
.002
.003
United States Highway 113
Edward

(2003 aerial)


Ennis
North
Highland
Nelson
Wimbate
United States Highway 113
Alfred
Emanuel
Edward
Caroline
James
Front
James
Carolyn
Elizabeth
Franklin
Robin Sq
Laurel
Margaret
Wilson
Hilard
Henry
Walter
Chapter
S-11276
Pine
Center
Tarr
Cissel Centre
Hunter
School
Spruce
Apple
Proposed Property Boundary
0 375 750 1,125 1,500
Feet

S-11279. Dwelling, 19096 DuPont Highway (PIN: 135-9.00-16.00) (Detail Map #2)

Access to the property was denied by the owner, so survey of this property was limited to what could be observed from the road, and intensive-level survey photographs were not permitted.

Description: This property is a ranch-style dwelling set on a lot fronting directly on the west side of U.S. 113. The house faces east and is surrounded by a lawn with a few trees and large shrubs. A gravel driveway leads to a carport on the south end of the house. A short driveway at the north end of the property leads to a detached garage and concrete pad near the street.

This c. 1960 house is a one-story, wood-framed dwelling with a rectangular footprint. Its foundation materials could not be observed. The low-pitched, side-gabled roof has asphalt shingle cladding, shallow boxed eaves, and a front cross gable at the north end of the facade. The house is clad in vinyl siding and has sliding two-light modern vinyl windows. A shed-roofed screened porch stretches across most of the asymmetrical, three-bay façade, and was recently partially enclosed with vinyl siding and six-over-six, double-hung sash windows. The front door is located on the side wall of the south end, under a shallow-pitched, gabled carport that is enclosed in back and opened on the south side. The house is two bays deep and has two-over-two, double-hung sash windows on the north end. The rear was not accessible.

The c. 1960 garage (.002) is a one-story rectangular wood-framed building with a gable-front asphalt shingled roof and vinyl clapboard siding. It has a single garage bay on its east-facing façade, which contains a modern fiberglass overhead door. There are no openings on the sides of the building and the back was not accessible.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch property type.

Evaluation: This property was evaluated for the National Register as a c. 1960 ranch. The construction of ranch-style houses began in the mid-twentieth century. The ranch house is a product of colonial Spanish Mission architecture in early California. This house type portrayed an informal, indoor-outdoor, rustic lifestyle. The style dominated American domestic building through the 1960s and is still popular and commonly featured throughout the United States today. Such houses were and are often erected on subdivisions of former farmland. The historical pattern most clearly represented by this property is road-oriented suburban development, but according to the research design, individual or isolated examples of this pattern rarely possess historical significance. This property is therefore recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

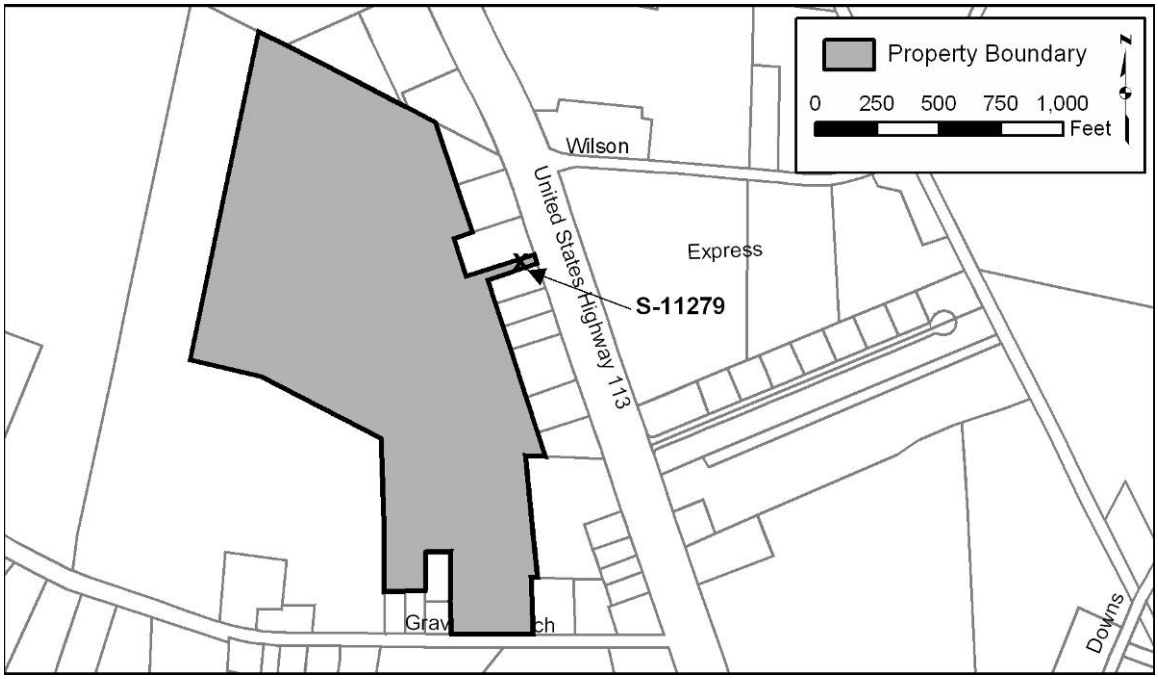
To be eligible under National Register Criterion C, a house must be a notable example of the architecture of its time, often an elaborate, architect-designed example of this house type. This house is an example of a relatively modest-scale frame ranch. It does not appear to be architect-designed, and lacks the exaggerated horizontal features seen on higher-end ranch dwellings of the period. It has no distinctive details and is not a notable example of its type. The house has been

drastically altered with the addition of the carport and front porch, and subsequent enclosure of the porch, obscuring the original design considerably. Application of vinyl siding and replacement of most windows has also detracted from the house's integrity, and the garage has been altered with a new bay door. Little historic fabric is left, the changes made to the house are highly insensitive to its original character, and the house is now a poor example of a very common building type. Given the property's lack of significance and integrity, it is recommended not eligible for the National Register under Criterion C.

The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11279

main building (.001) façade, view to W



S-11280. Dwelling, 20002 DuPont Boulevard
(PIN: 135-9.00-5.00)
(Detail Map #2)

Description: This property, located on the west side of U.S. 113 north of Georgetown, contains a c. 1950s ranch-style dwelling.

The one-story residence is four bays wide and two bays deep, with a gabled rear wing. Characteristic ranch-style elements seen on this home include the low-pitched, side-gabled roof, oblong massing, irregular footprint, asymmetrical façade, and a large front bow window. The house is clad in aluminum siding and has an asphalt-shingle roof. The front façade has a shallow, half-width, shed-roofed front porch containing the single-entry door and a twelve-light bow window. The porch has a concrete deck and wrought-iron columns. The bow window has two operable panels. Other windows on the house are one-over-one, double-hung sash windows, many of which are flanked by louvered, vinyl, non-functional shutters. The front door is a paneled wood door with a half-wheel light. The house has entrances on all four sides, one of which has sliding glass doors and the rest of which have wood-and-glass doors. At the rear of the house is a gabled one-story extension with a massive exterior stucco-clad chimney. In the back yard is a one-story modern garage.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This c. 1950s dwelling was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

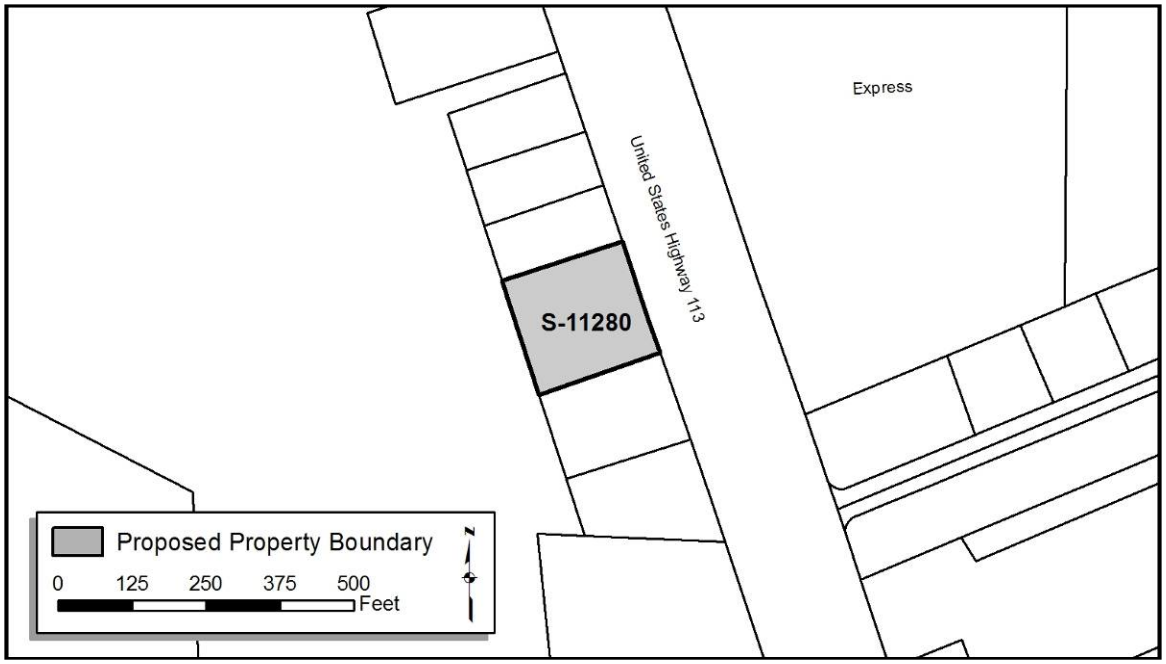
The construction of ranch-style houses began in the mid-twentieth century and continues today. The ranch house portrayed an informal, indoor-outdoor, rustic lifestyle, and an eligible example of this common property type would possess design details that maximize its appearance of horizontality and would retain all of its original materials. Though relatively intact, this unremarkable dwelling has neither the length nor the fenestration to distinguish it as an outstanding example of a ranch house. Because it lacks architectural significance, it is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11280

main building (.001) façade, view to W

main building (.001) rear and northwest side, view to SE



S-11281. Dwelling, 20060 DuPont Boulevard
(PIN: 135-14.00-7.00)
(Detail Map #2)

Description: This property, located along the west side of U.S. 113 north of Georgetown, includes a c. 1940 house and garage. The house (.001) is a one-story gable-front, World War II-era cottage. It has a larger main block and a slightly smaller front section of similar massing, with a shed-roofed side addition on the main block. The entire house is clad in vinyl German siding, and all windows and doors have been replaced. The building sits on a concrete-block foundation and has an asphalt-shingled roof with a concrete-block center chimney near the rear. The front of the house has a modern entry porch with turned wooden columns and balustrades, which is located to the side of the front-gabled section and in front of the side shed addition. The house is two bays wide and four bays deep.

The garage (.002), located off the back corner of the house, is a one-story front-gabled building with shed-roofed side and rear extensions. It has a metal overhead bay door and a mixture of vinyl, asphalt, and vertical wood siding. The front façade has two one-over-one, double-hung sash windows.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c.1940 World War II-era cottage. This dwelling was constructed as part of the nationwide historical trend of strip development along major transportation corridors, a pervasive but rarely significant historical process, as pointed out in the research design. It is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This building has been altered by residing in vinyl, the replacement of all windows and doors, changes to the original fenestration pattern, and the construction of additions. Lacking integrity, it cannot convey any architectural significance it may have once possessed and is recommended not eligible under Criterion C.

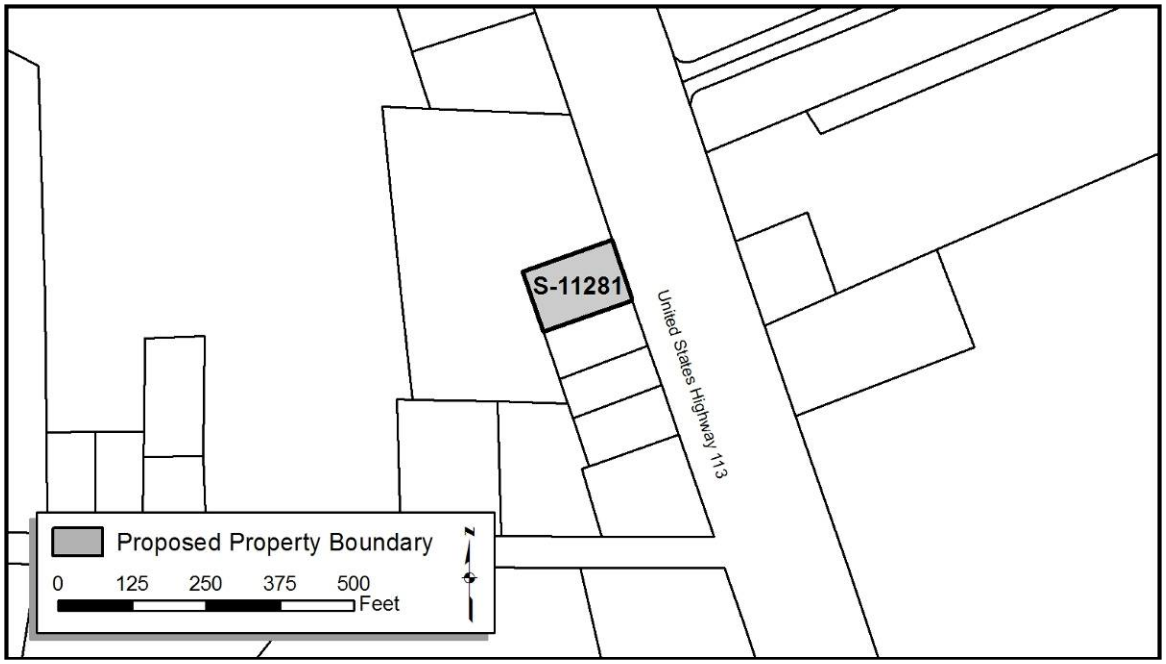
The buildings on this property represent common examples of wood framing and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11281

main building (.001) façade and southeast side, view to NW

main building (.001) rear and northwest side, view to SE

garage (.002), view to SW



S-11282. Commercial Building, 314 DuPont Highway (PIN: 135-23.00-8.00) (Detail Map #11)

Description: This property, located on the west side of U.S. 113 near the south end of Georgetown, consists of a one-story, front-gabled, c. 1960 commercial building surrounded by parking areas. It is constructed of concrete block and has a metal roof and vertical vinyl cladding in the gable ends. The three-bay primary façade has a recessed central entrance with commercial glass door flanked by multi-pane fixed display windows that wrap from the recess sides to the front wall. The building is five bays deep, with a mixture of hopper windows and raised horizontal sliding windows on the side and rear walls. On the north side is a loading dock with a shed-roofed overhang and a vinyl-clad overhead garage door, plus two plain wooden doors.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; vernacular commercial property type.

Evaluation: This property has been evaluated for the National Register as c. 1960 vernacular commercial building. The building currently operates as an insurance broker; its historic-period use is unknown, but its form and location suggest that it has always served a commercial function. The historic trend with which the building is most clearly associated is the commercial development of the U.S. 113 corridor. According to the research design, a commercial building must have a substantiated tie to an event significant in the history of the local area or region to be eligible under Criterion A. This building stands largely on its own, is not part of a potential historic district, and does not represent early commercial development of the corridor. As a later, isolated example of commercial development, this property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

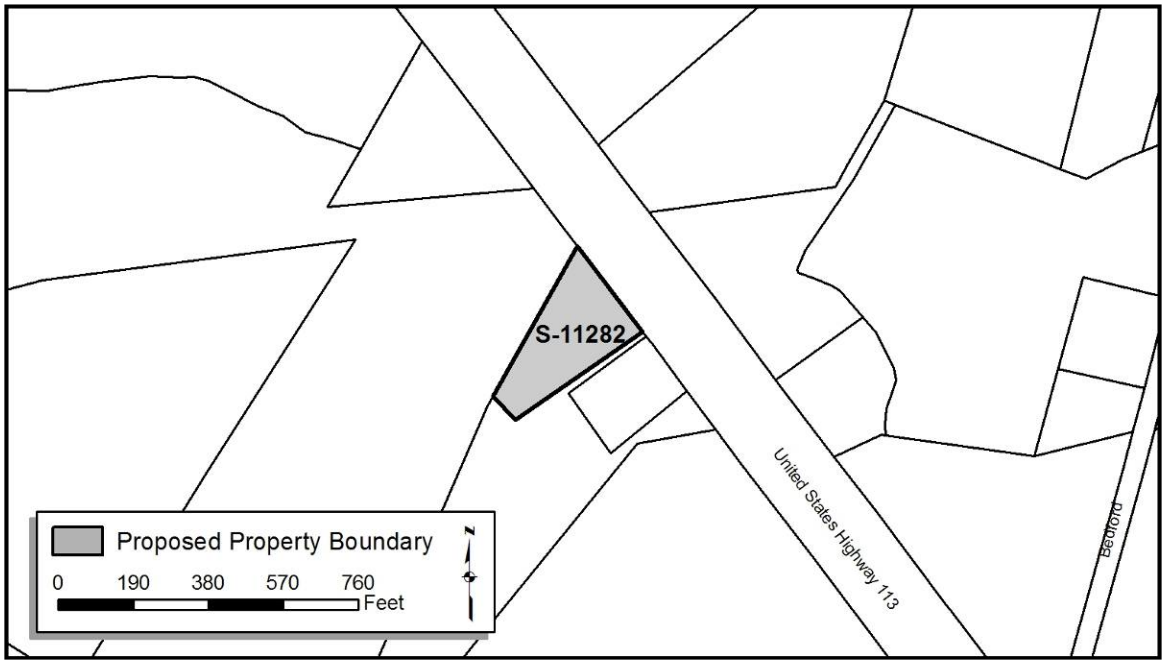
The building typifies mid-twentieth-century commercial building design. constructed of concrete block, it has a rectangular footprint with the shorter side forming the façade, gable-front roof, and side entries. In order to be considered architecturally significant, however, a commercial building must rise to the levele of a notable example of a type or style, which, as a generic form with no outstanding commercial features, this building does not. Further, it has been altered by the insertion of modern doors and windows, changes to the fenestration pattern, and the application of modern siding to parts of the exterior. Lacking both significance and integrity, this property is recommended not eligible for inclusion in the National Register under Criterion C.

The building on this property reflects common twentieth-century construction techniques and is 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.

S-11282

main building (.001) façade and northwest side, view to S

main building (.001) rear and southeast side, view to N



S-11283. Dwelling, 19855 DuPont Highway (PIN: 135-9.00-50.01) (Detail Map #2)

Description: This property is located on the east side of U.S. 113 north of Georgetown. It contains a c. 1950s dwelling that faces south toward a driveway that enters the property from the main roadway. According to the owner, the house was moved to this site.

The one-story residence is an example of a "California contemporary," flat-roofed, ranch style dwelling. Characteristic stylistic elements seen on this home include the horizontal massing, flat roof with shed-roofed "monitor" section, deep eave overhangs, and sprawling irregular footprint. The house is clad in aluminum siding and has an asphalt-shingle roof. The one-story main block's primary façade has a central shed-roofed, two-story monitor with a triple band of horizontal hopper windows. The main façade is seven bays wide and has a recessed central area containing the single front entrance, which is a three-panel wood door. Flanking the recessed section are pairs of windows that have fixed upper sash and hopper lower sash. The windows throughout much of the house are adorned with non-functional, paneled, vinyl shutters. The west and north sides of the main block are four and five bays long, with one-over-one and six-over-six, double-hung sash replacement windows. To the side of the main block, extending east, is a large, one-story, flat-roofed addition containing a garage bay with modern fan-lighted door and a single six-over-six, double-hung vinyl window to the side. The eastern section features a mixture of vertical wood siding and vinyl clapboard siding. This section contains another garage with modern door on the east elevation. The property includes a modern pole barn and sheds.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This house was evaluated as a c. 1950s ranch-style house. Because it was moved to its current site from an unknown location, the historic context with which it is associated cannot be determined. According to historic aerials, it was moved between 1968 and 1992, well after the historic period, so the fact of its move is not a historic-period event either. Lacking a clear association with any historic event or development trend, the property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

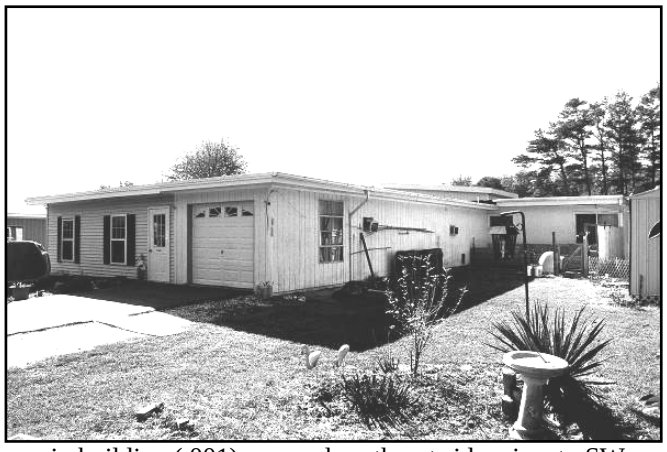
Although this is an intriguing and unusual example of a c. 1950s California contemporary ranch house that may have been architect-designed, it has been substantially altered from its original appearance. The entire building is covered in newer siding, its windows have been replaced, and a large addition that alters its massing has been added to the east side. As currently configured, it is not a good example of its type, and it cannot convey any significance it may have once possessed. For these reasons it is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

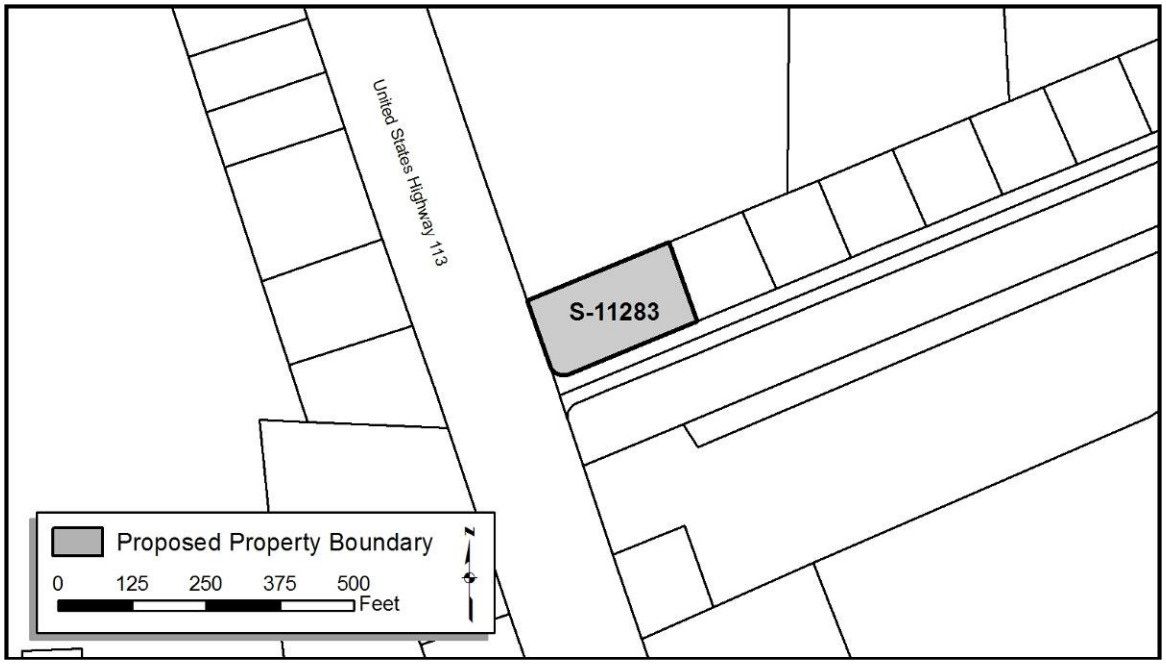
S-11283

main building (.001) façade and southwest side, view to SW

main building (.001) facade, view to NNW



main building (.001) rear and northeast side, view to SW



S-11469. Dwelling, 18381 Deer Forest Road
(PIN: 135-5.00-39.00)
(Detail Map #1)

Description: This property is located along the northwest side of the roadway and contains a mid-twentieth-century dwelling, six modern outbuildings, and a swimming pool. A gravel driveway lies to the northeast side of the house. Tall, mature trees grow to all sides of the buildings and shade the entire property.

This c. 1940 rectangular-shaped, wood-framed house stands one-story in height and measures three bays wide by two bays deep. A shed-roofed enclosed entry extends from the center of the façade and shelters the main entrance. A full-width, shed-roofed addition extends across the rear wall and is pierced by a secondary entrance located at the east corner of the northeast sidewall. Fenestration throughout consists of single one-over-one, double-hung wood sash windows. The bays along the façade and two sidewalls are flanked by vinyl, non-functional shutters. Metal hood awnings hang above the bays along the sidewalls and rear openings. The house sits on a panel-faced concrete-block foundation and is clad in vinyl. A side-gabled roof sheathed in asphalt shelters the interior. A brick chimney rises from the roof ridge of the northeast gable-end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering, and Decorative Arts theme; double-pile property type.

Evaluation: This property has been evaluated for the National Register for its dwelling, a c. 1940s vernacular double-pile cottage. This property appears to be an example of farmland subdivision, a common land-use trend in areas of growing population. Few, if any, isolated examples are individually eligible, though they may be in aggregate. This property is the earliest among a grouping of small lots along McColleys Chapel and Deer Forest Roads likely subdivided from the same larger agricultural property. With the exception of this house and possibly one or two others on Deer Forest Road that have since been demolished, the agricultural property was still a large open field and a dense stand of woods in 1968. Though the farm may have started to be subdivided in 1940s, as evidenced by historic-period aerial photographs, the majority of the small lots carved out of the larger property were not developed until after 1968. As the single remaining historic-period dwelling on a former agricultural property, this house does not constitute a historically significant example of farmland subdivision. The property is therefore recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

This dwelling is an example of a vernacular double-pile cottage. As noted in the research design, double-pile homes were moderately designed, nondescript constructions typically measuring one- to one-and-one-half stories in height, with two or three façade bays. Their interiors measured two rooms in width (hence the name) and one to two rooms in depth. Small gabled, shed, or hipped-roofed front porches typically sheltered the main entry on the façade. Though many homes of this type remain throughout the area, the vast majority have been severely altered. In recent years this example has undergone the application of modern, non-period siding, the insertion of replacement doors, and the construction of an addition across the rear. This dwelling does not retain the

integrity necessary to convey its significance and is therefore recommended not eligible for the National Register under Criterion C.

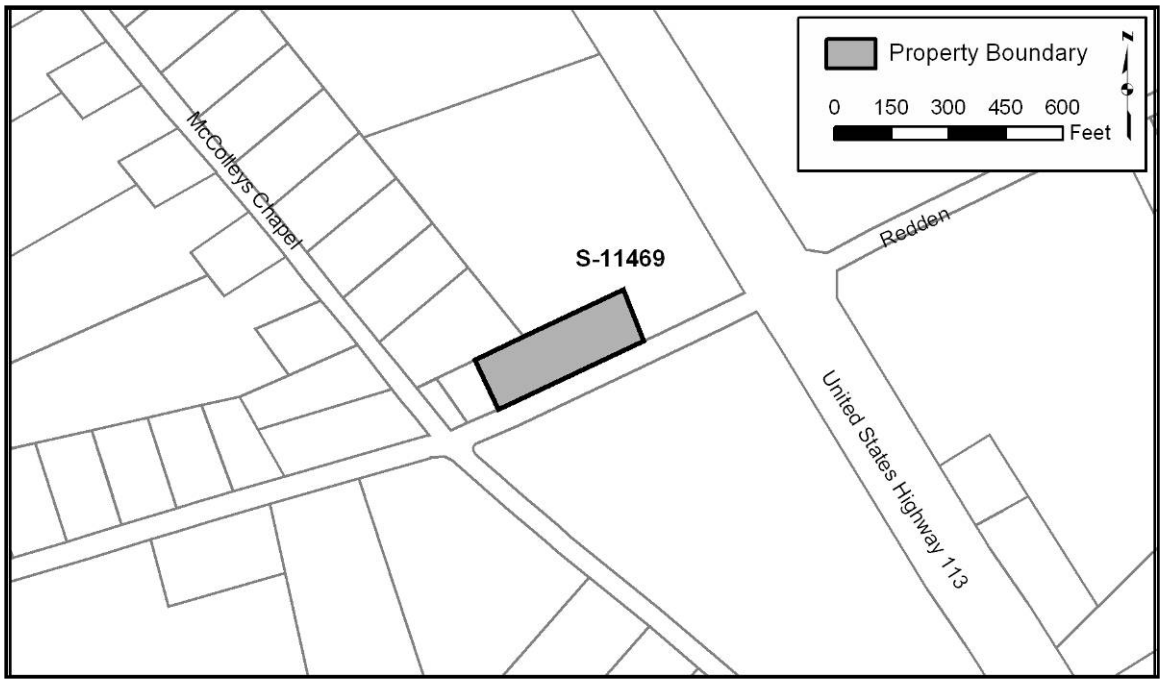
The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11469

main building (.001) façade, view to NW

main building (.001) façade and southwest side, view to NE

main building (.001) rear and northeast side, view to SW



S-11471. Redden Furniture, 18293 DuPont Highway (PIN: 135-6.00-4.00) (Detail Map #1)

Description: This property, located on the northeast side of U.S. 113, contains a mid-twentieth-century vernacular commercial building and five outbuildings surrounded by many salvage appliance parts. The main building sits along the roadway facing southwest. A dirt drive loops to the rear of the property, weaving in-between the buildings and salvage parts.

The main building (.001) is a c. 1940, wood-framed, hipped-roof structure that stands one-story in height. A hipped-roofed addition spans the north side of the main block, and a one-story, gabled concrete-block addition extends from the southeast side, creating an L-shape plan to the building's overall formation. A shed-roofed, one-room enclosure extends from the north corner of the southeast side of the concrete-block addition, and a shed-roofed addition extends from the rear. Fenestration is irregular throughout the building. A combination of multi-pane bays and single, two-over-two and four-over-one, double-hung sash windows light the interior. The building sits on a concrete-block foundation and features cement-asbestos siding and exposed concrete block on the exterior. The roof is sheathed in asphalt. Two concrete-block chimneys rise from the building, one from the center, interior, and one from the exterior of the northwest side.

To the rear of the main building stand five mid-twentieth-century former outbuildings (.002-.006). The first outbuilding (.002), placed to the rear of the main building, is of wood-framed construction with a jerkinhead gable roof with shed-roofed side ells. Its three-bay, northeast façade has a center two-light, four-panel door flanked by one-over-one, double-hung sash windows. A gabled stoop projects from its façade. Remaining sides are fenestrated with one-over-one, double-hung sash windows. Its walls are sheathed in asbestos and asphalt shingles.

The second outbuilding (.003) is a hipped roof, wood-framed building with a square footprint. The southwest gable end has a central, four panel door. A fixed window is placed in the northwest wall, while the remaining two sides are blank. The roof is sheathed with asphalt shingles.

The third outbuilding (.004), wood-framed in construction, side-gabled in orientation, has two doors each placed at the end of the wall. Fenestration of the façade consists of one-over-one and six-light, fixed windows. A variety of window types are placed on the other sides. The walls are sheathed in cement-asbestos siding.

The fourth outbuilding (.005) is square in footprint, of wood-framed construction with a hipped roof. Its southeast façade features a solid, central, five-panel door. The southwest side has a fixed wood window, while the remaining two sides are blank. The walls are sheathed in cement-asbestos siding.

The last outbuilding (.006), is a single-story, oblong structure. Its southeast façade is three bays wide and is pierced by one-over-one, double-hung sash windows and a four-light, four-panel door. The two side walls are pierced by one-over-one, double-hung sash windows, while the rear wall has a four-light, four-panel door.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; vernacular commercial property type.

Historic Overview: The building was later erected on a portion of a 31.75-acre parcel sold by William J. and Sarah E. Layton and Thomas E. and Margaret L. Ayers of Georgetown to Roy A. and Beatrice Hoyt for $500 (Sussex County Deed Book 312:439, March 23, 1938). This parcel was divided into separate parcels, two of which are occupied by the present building. The first, measured at 7 acres, was sold by Hoyt to Harry Leroy and Helen Clessen for an undisclosed amount (Sussex County Deed Book 332:205, November 1, 1941). In 1943 the Clessens sold the property to Alfred H. and Frances V. Short for an undisclosed amount (Sussex County Deed Book 342:539, September 2, 1943). In 1946 the Shorts sold the 7-acre parcel to Ray F. Teague for an undisclosed amount (Sussex County Deed Book 360:144, February 26, 1946). In 1949 Tigue sold the 7-acre parcel to Oscar Wilson for an undisclosed amount (Sussex County Deed Book 386:337, July 28, 1949). In 1946 Roy A. and Beatrice Hoyt sold a second parcel, measured at 8.25 acres, to Oscar Wilson for an undisclosed amount (Sussex County Deed Book 364:279, September 3, 1946).

Oscar Wilson died May 27, 1977. In his will, he instructed his executrix to sell all his property. In October 1977, Sarah Lee Wilson, executrix of the estate of Oscar Wilson, sold the property, consisting of two parcels, one measured at 4.86 acres and the second of 5.88 acres to R Enterprises, Inc. for $32,500 (Sussex County Deed Book 864:176, October 7, 1977).

According to the present owner, the property was used as a furniture store prior to his acquisition of it in 1977 and for his entire tenure. He also indicated that some of the outbuildings were rented out as housing. They are now used to store his merchandise.

Evaluation: This property has been evaluated under the Retailing/Wholesaling theme as an example of a vernacular commercial building. The historic trend with which the property is most clearly associated is the commercial development of the U.S. 113 corridor. Although it is difficult to discern, the main building appears to be present on the 1962 aerial photograph, but not on the 1937 aerial, which shows a smaller building farther to the north. According to the research design, a commercial building must have a substantiated tie to an event significant in the history of the local area or region to be eligible under Criterion A. This building stands largely on its own, is not part of a potential historic district, and does not represent early commercial development of the corridor. As a later, isolated example of commercial development, this property is recommended not eligible under Criterion A.

Oral history and property ownership research has not identified any association between the property and any individual significant in the history of the local area. Therefore, the property is recommended not eligible for the National Register under Criterion B.

The main building was evaluated under Criterion C as a vernacular roadside commercial building. This large building is not a typical expression of the commercial property type, which more commonly has a rectangular footprint with the short end facing the street. The main block of this building is oriented parallel to the street, and multiple additions have transformed it into an L-shape. It has also been altered by changes to openings including windows and loading doors, and has lost its historic architectural coherence. Lacking integrity of workmanship, materials, design, and feeling, this building cannot convey any architectural significance it might once have possessed. It is therefore recommended not eligible for the National Register under Criterion C.

The multiple outbuildings on the property cannot be discerned on the 1962 aerial, and may have been moved to their present locations. Although they may have served a residential function at some point, they are used for storage by the current owner, and through neglect and adaptive re-

use have lost the ability to convey any information about their historic-period uses. As a collection of storage buildings, they do not possess the integrity necessary to be considered eligible under Criterion C.

The buildings, of wood-framed and concrete-block construction, appear to have been built using standard twentieth-century construction techniques. It is highly unlikely that interior examination would yield significant information about building construction practices that cannot be obtained through other means. Therefore, the property is recommended not eligible under Criterion D.

S-11471

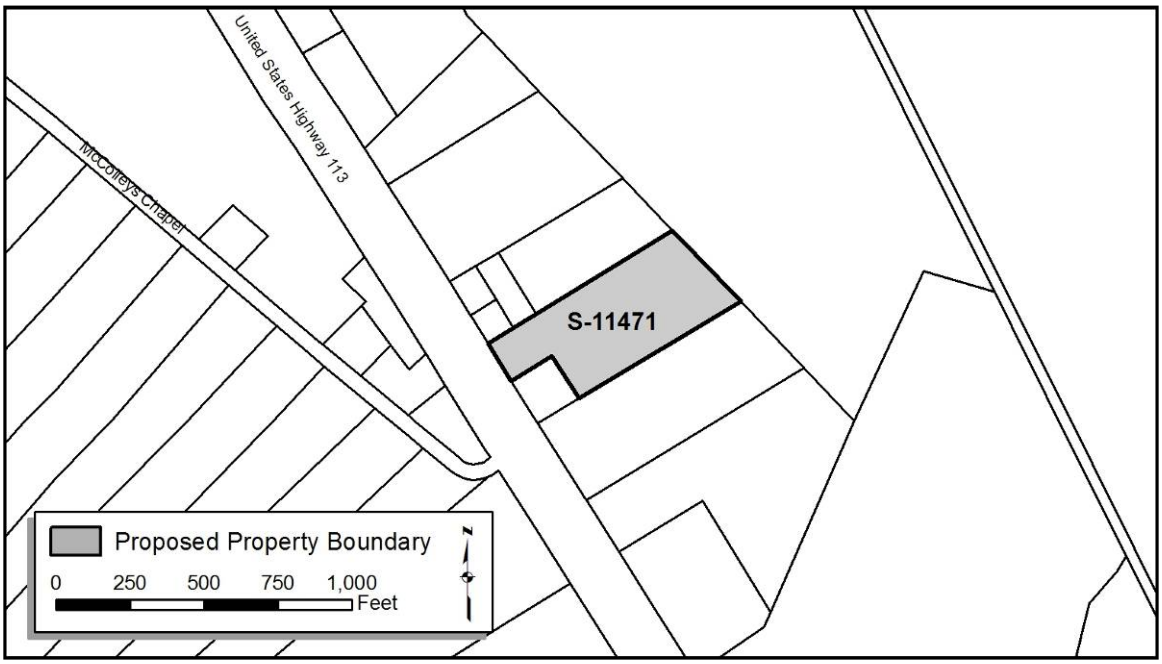
main building (.001) façade and southeast side, view to N

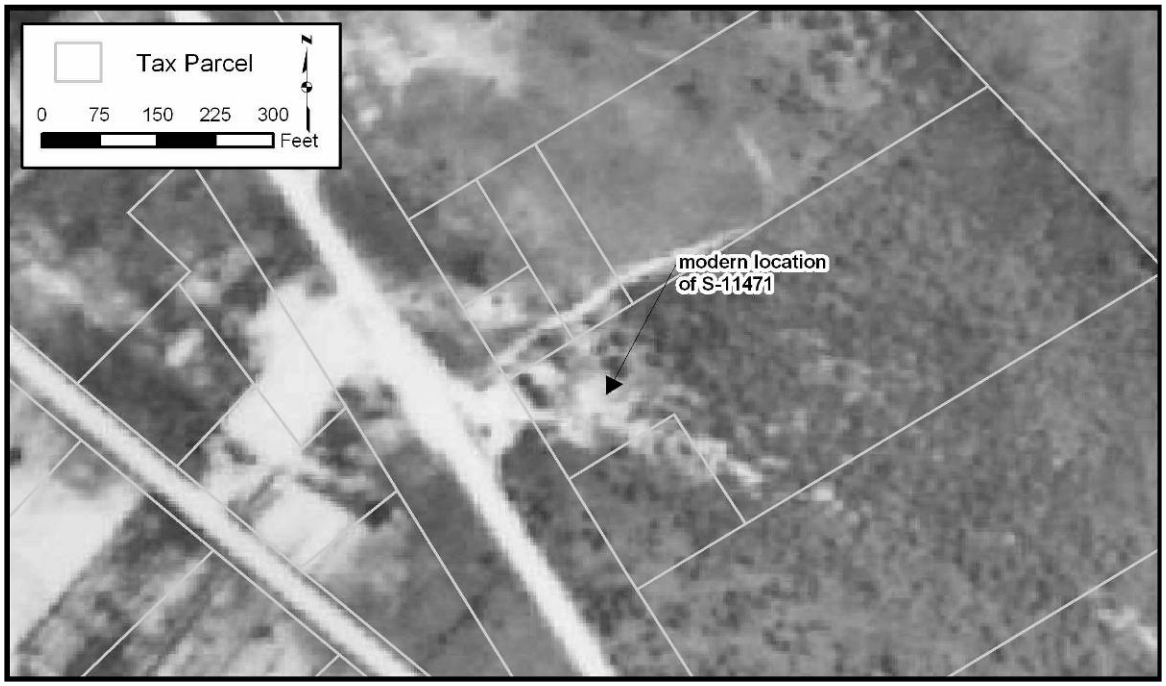
main building (.001) rear, view to NW

storage buildings (.002, .003), view to S

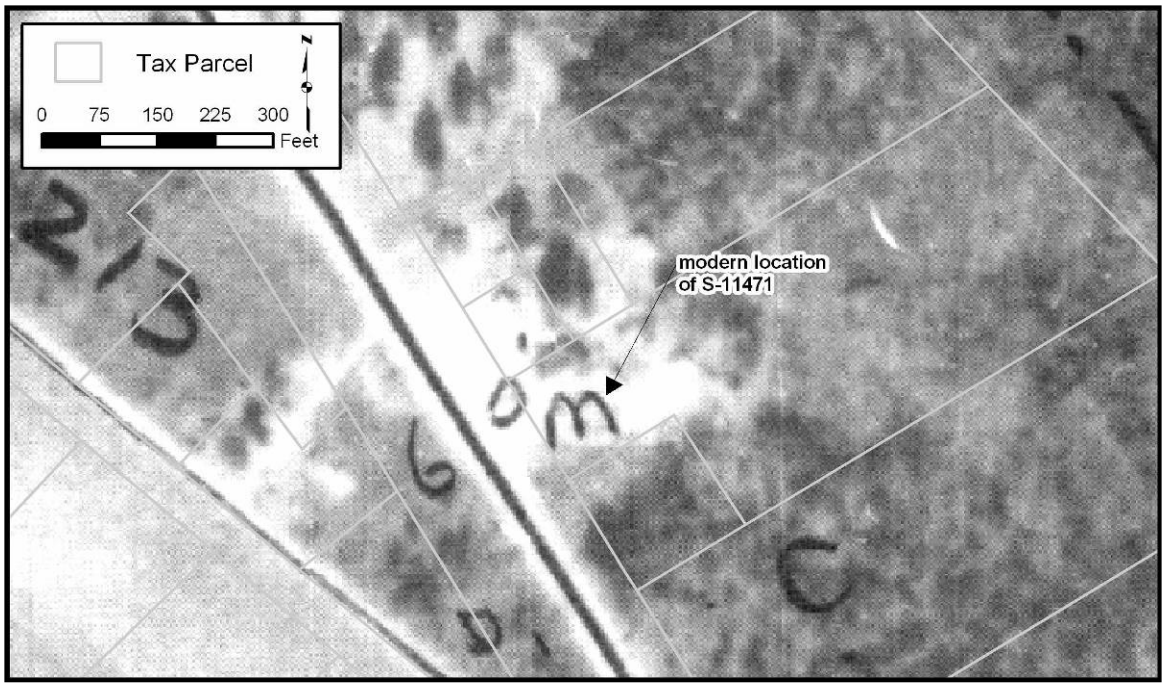
storage buildings (.004, .005), view to SW

storage building (.006), view to N

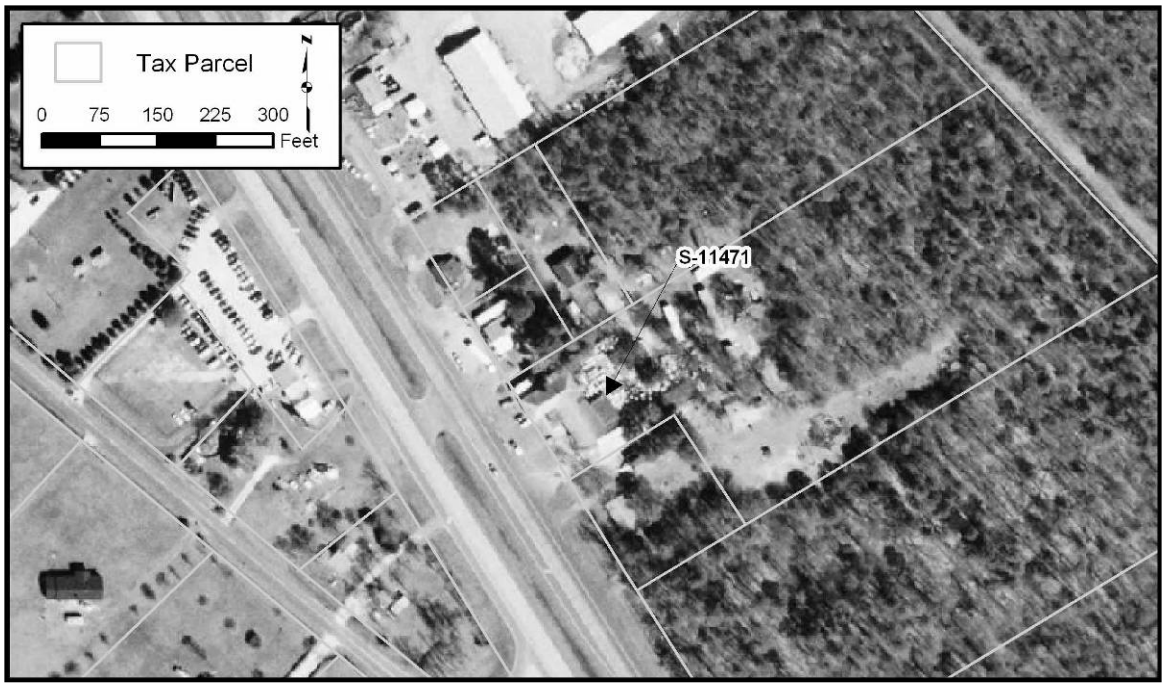




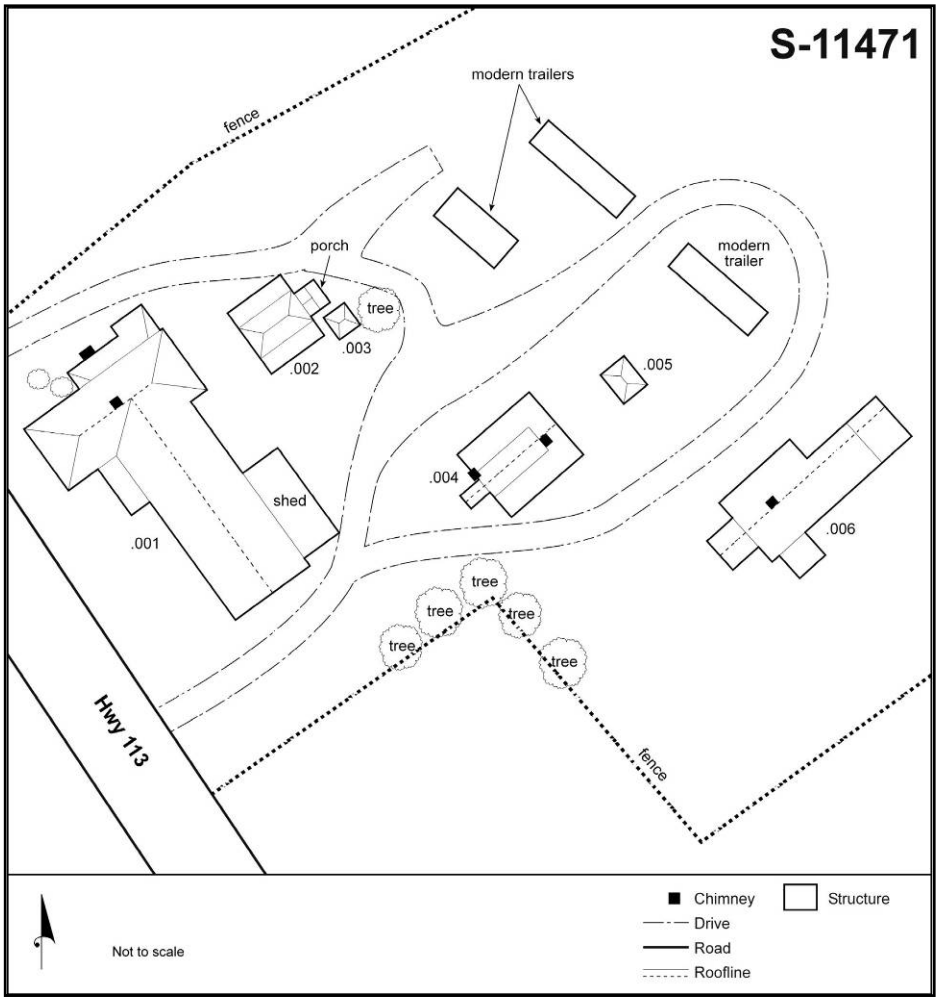
(1937 aerial)



(1962 aerial)


Tax Parcel
0 75 150 225 300
Feet
S-11471

(2003 aerial)


S-11471
modern trailers
fence
porch
tree
.003
.002
modern trailer
.005
.004
shed
.001
.006
tree
tree
tree
tree
tree
Hwy 113
fence
Not to scale
Chimney
Structure
Drive
Road
Roofline

S-11472. Store, 18283 DuPont Boulevard
(PIN: 135-6.00-6.00)
(Detail Map #1)

Description: This commercial property is located on the northeast side of U.S. 113 between Ellendale and Georgetown. It contains a historic-period building and a modern trailer with asphalt and gravel parking area between the building and road.

The c. 1950 building is a one-story, front-gabled vernacular commercial building. It is rectangular in plan with the gables on the long sides. It is wood framed, and the exterior walls are covered with vinyl siding. Wood shingles and asbestos shingles cover the gable ends, which appear to be the enclosed ends of the roof's scissor trusses, revealed on the exterior. The eaves are boxed with a deep fascia and do not project far beyond the side walls of the building. At the front (southwest) side, there is a small front-gabled vestibule centered on the main portion. The front door, at the vestibule, is wood and glass, flanked by two large single-light windows. The roof of the vestibule is covered with asphalt shingles while the main roof is metal. Another addition on the rear (northeast) wall is also gabled. This portion is partially sided with the remainder being exposed plywood sheathing. A wooden deck area fills the space between the addition and the building on the northern side. The deck provides access to the back door of the building. There are two small openings in the wall on the southeast side of the building that are positioned high in the wall. One has a jalousie window and the other is fitted with a window air-conditioning unit. Neither opening has any defining window trim.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Retailing/Wholesaling theme; vernacular commercial property type.

Evaluation: This property has been evaluated under the Retailing/Wholesaling theme as an example of a vernacular commercial building. The historic trend with which the property is most clearly associated is the commercial development of the U.S. 113 corridor. According to the research design, a commercial building must have a substantiated tie to an event significant in the history of the local area or region to be eligible under Criterion A. This building stands largely on its own, is not part of a potential historic district, and does not represent early commercial development of the corridor. As a later, isolated example of commercial development, this property is recommended not eligible under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

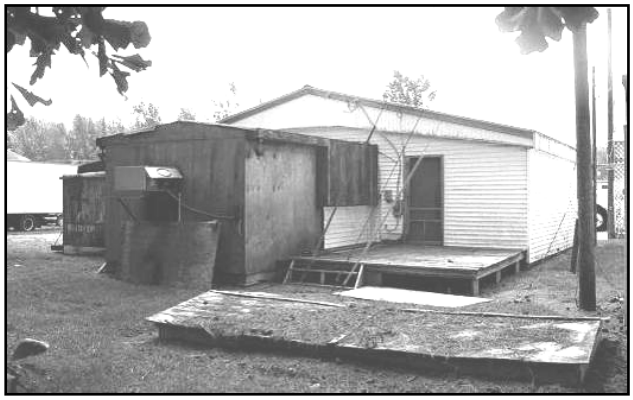
The building was evaluated under Criterion C as a vernacular roadside commercial building. Of relatively recent construction, this simple rectangular building does not possess architectural significance. Further, it has been resided, and additions have been attached to the front and rear walls, diminishing its integrity. Lacking both significance and integrity, the property is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

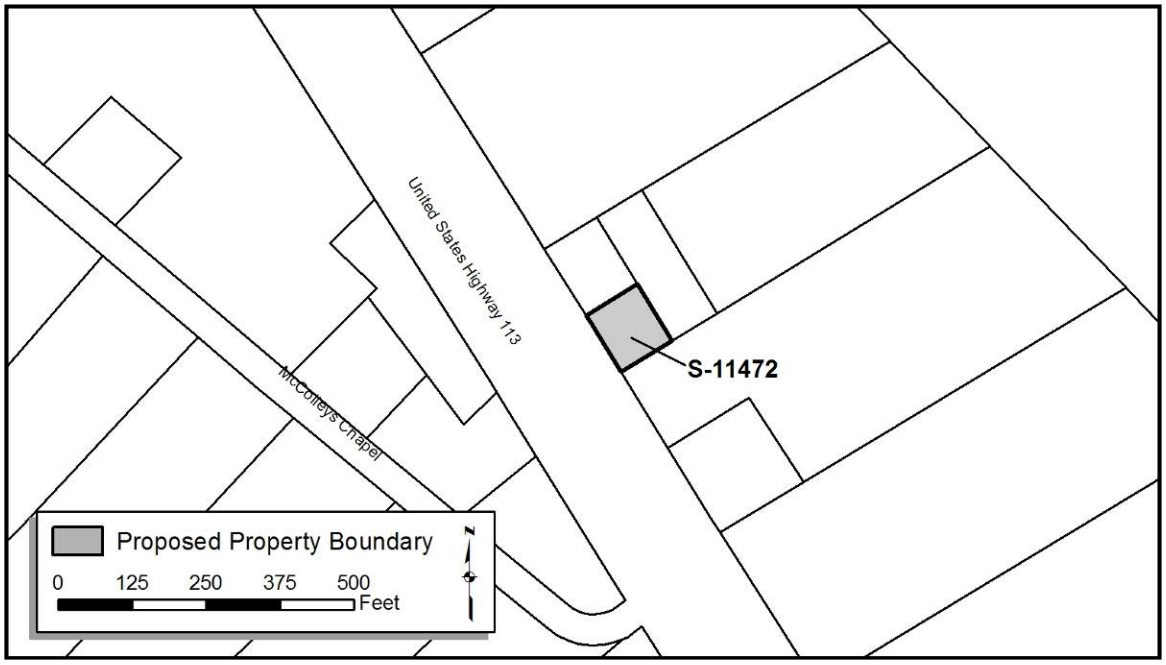
S-11472

main building (.001), façade, view to NE

main building (.001), façade and south side, view to NE



main building (.001), rear, view to SW



S-11473. Former Dwelling, 18245 DuPont Boulevard (PIN: 135-6.00-8.01) (Detail Map #1)

Description: This c. 1957 former ranch house is currently part of an overall commercial property and is located on the east side of U.S. 113 between Ellendale and Georgetown. The building faces southwest and is positioned near the road on this mostly paved site. There are three large, modern storage buildings and a small pond at the back of the property.

The wood-framed, side-gabled, one-story house has a linear rectangular plan composed of three smaller parts, all oriented so that the long axis is parallel to the roadway. Subtle variations in the width of the building pieces results in a slight break in the height of the roof's ridgeline. The front door is located near the northern end of the building on the southwest façade and is accessed by a small brick stoop with metal railing. Windows are a combination of one-over-one and eight-over-eight, double-hung sash at regular intervals across the southwest side and wrapping the northwest corner. These windows are all flanked with non-functioning vinyl shutters. Windows on the southern end of the southwestern façade are surrounded by larger panels of different siding, which indicates this end of the building originally contained garage door bays. On the northeast, rear elevation, shed-roofed additions extend outward from the building. One of the windows on the northwest side is a paired group of double-hung sash windows without shutters. Other replacement windows without shutters are visible across the rear additions and the southeastern end and consist of small single-light awning windows. There is a chimney made of concrete block on the exterior of the northwest side elevation of the rear shed-roofed addition. The building has a brick veneer foundation and aluminum-siding; its roof is covered with asphalt shingles and has boxed eaves.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; ranch house property type.

Evaluation: This property is evaluated for its original function, as a c. 1957 ranch house. The dwelling was constructed as part of the nationwide historical trend of strip development along major transportation corridors, in this case the DuPont Highway. This was a pervasive and important developmental process that helped shape the modern geography of Sussex County, but individual examples of it rarely possess historical significance. The property is therefore recommended not eligible for listing in the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

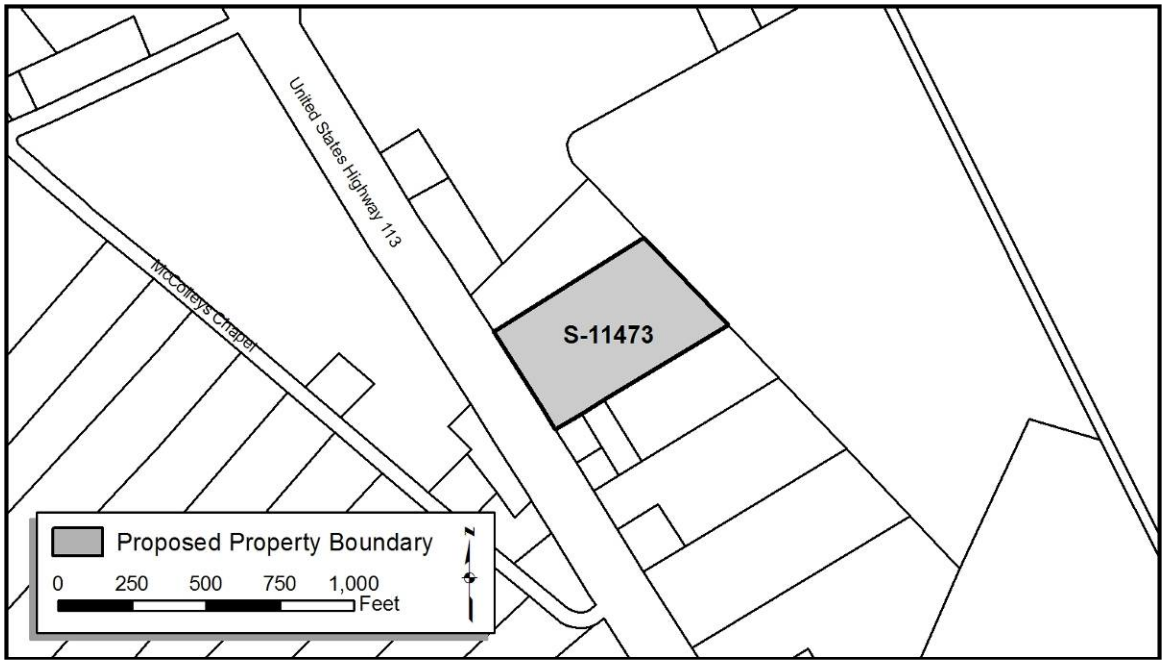
As indicated in the research design, ranch houses were simple, rapidly built, inexpensive architectural types that generally do not possess the architectural distinction necessary to be eligible for listing on the National Register. Moreover, this example has been substantially altered by the construction of a large shed-roof addition on the back, and by major fenestration changes to the façade to accommodate its current commercial function. Overall, this property lacks the integrity necessary to convey any architectural significance it may have once possessed and it is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11473

main building (.001), façade and southeast side, view to N

main building (.001), rear and northwest side, view to S



S-11483. Dwelling, Bramhall Road
(PIN: 135-14.19-39.00)
(Detail Map #7)

Description: This property is located on the north side of Bramhall Road north of Georgetown and contains a c. 1957 vernacular dwelling with a driveway running along its east side.

The one-story house has side gables and an L-shaped plan with the south and east walls as its long sides. There is also a shallow bump-out in the plan, at the western end of the south façade, which contains the front entry at its southeast corner. This is covered by a front-facing gable. The back door is located at the northern gable end. The low-slope roof has asphalt shingles and shallow, boxed eaves. The house is wood framed with vinyl siding and rests on a concrete-block foundation. Vinyl-trimmed windows in a variety of styles and sizes are arranged in an irregular pattern around the house. On the south elevation there is a picture window flanked by one-over-one, double-hung sash windows. Next to the front door there is a fixed octagonal window. Other windows on the house include one-over-one, double-hung sash windows of various sizes and single and paired casements. Along the length of the west wall, on the inside of the ell, there is a grouping of five paired windows. On the east wall there is also a bay window asymmetrically placed on the gable end. A brick chimney is situated central to the rear ell, just to the west of the ridge.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; vernacular ranch property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1957 vernacular ranch. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

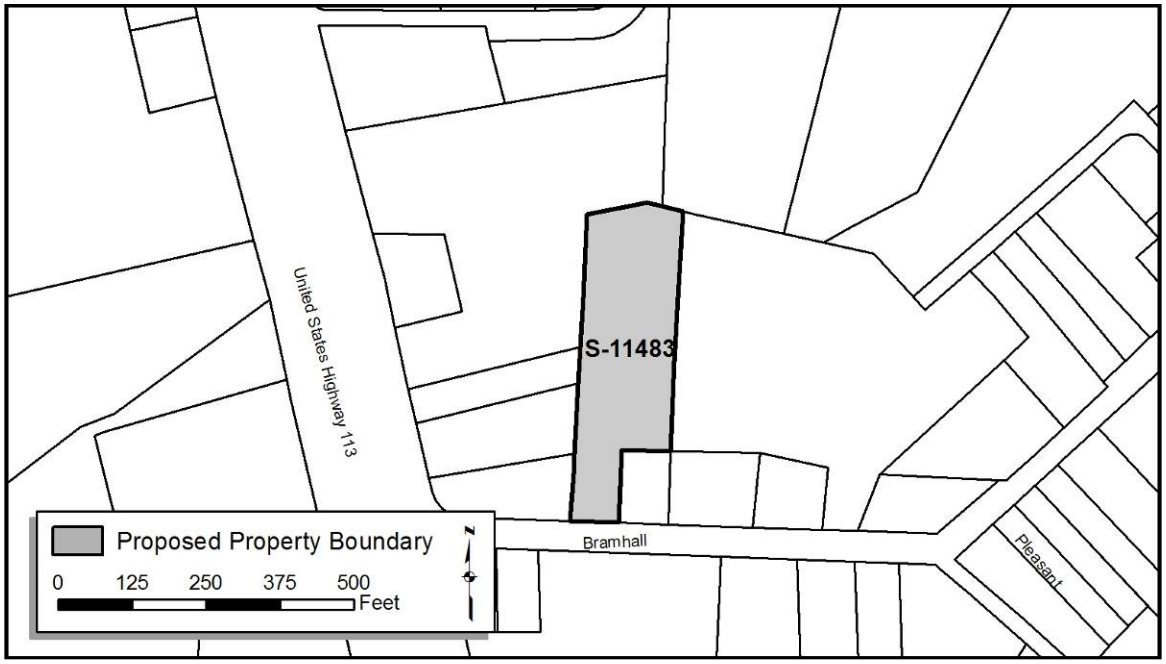
The construction of ranch-style houses began in the mid-twentieth century and continues today. The ranch house portrayed an informal, indoor-outdoor, rustic lifestyle, and an eligible example of this common property type would possess design details that maximize its appearance of horizontality and would retain all of its original materials. This example lacks integrity: it has been resided in vinyl, the fenestration pattern has been altered, and the windows and doors have all been replaced. It therefore cannot convey any significance it may have once possessed as an example of a vernacular ranch house and is recommended not eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11483

main building (.001) façade and east side, view to NNW

main building (.001) rear, view to SE



S-11484. Dwelling, DuPont Highway and Bramhall Road (PIN: 135-14.19-38.00) (Detail Map #7)

Description: The property at the corner of U.S. 113 and Bramhall Road north of Georgetown contains a c. late 1940s house joined to a garage by a later addition. An asphalt drive accesses a large paved parking area to the south of the garage.

The main house is a side-gabled, one-and-one-half story World War II-era cottage. It is wood framed with aluminum siding. Centered on the front of the house (facing west), there is a small porch with front-gabled roof. The porch, which is supported by square wood columns on a concrete stoop, has an arched ceiling. Gabled additions extend the plan in a pinwheel from the southwest corner to the south, and from the southeast corner to the east, with a crossing gable. Another smaller addition, which contains a door and flanking windows, connects to the garage from this east gable end. This smaller addition may have originally been a breezeway, now enclosed. To the north of this, joined within the ell it forms with the main part of the house, are two flat-roof additions that also connect the house to the garage. Windows on the house are regularly spaced, three-over-one, double-hung sash and are flanked by vinyl, non-functional shutters. An exception to this is the windows on the southwest addition, which appears to have originally been a porch or sunroom. The windows located here are awning type. All of the windows on the house have metal awnings.

The attached garage has a wide gable end that faces south in which there are three garage bays with overhead doors. Two of the doors are fiberglass and one is metal. All are flanked by vinyl, non-functional shutters that are the full height of the door. The east side of the garage has two one-over-one, double-hung sash windows. At the northern gable end, there is a chimney, and at the northwest corner an adjacent modern shed.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. late 1940s World War II-era cottage. The historical trend with which this property is most clearly associated is the mid-twentieth-century suburbanization of the town of Georgetown. As a common example of this nation-wide pattern of growth, this property is recommended not eligible for the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. This building has been altered by the enclosure of the sun porch on the south end of the house and the construction of the hyphen connecting the dwelling with a three-car garage. Lacking integrity, it cannot convey any architectural significance it may have once possessed and is recommended not eligible under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

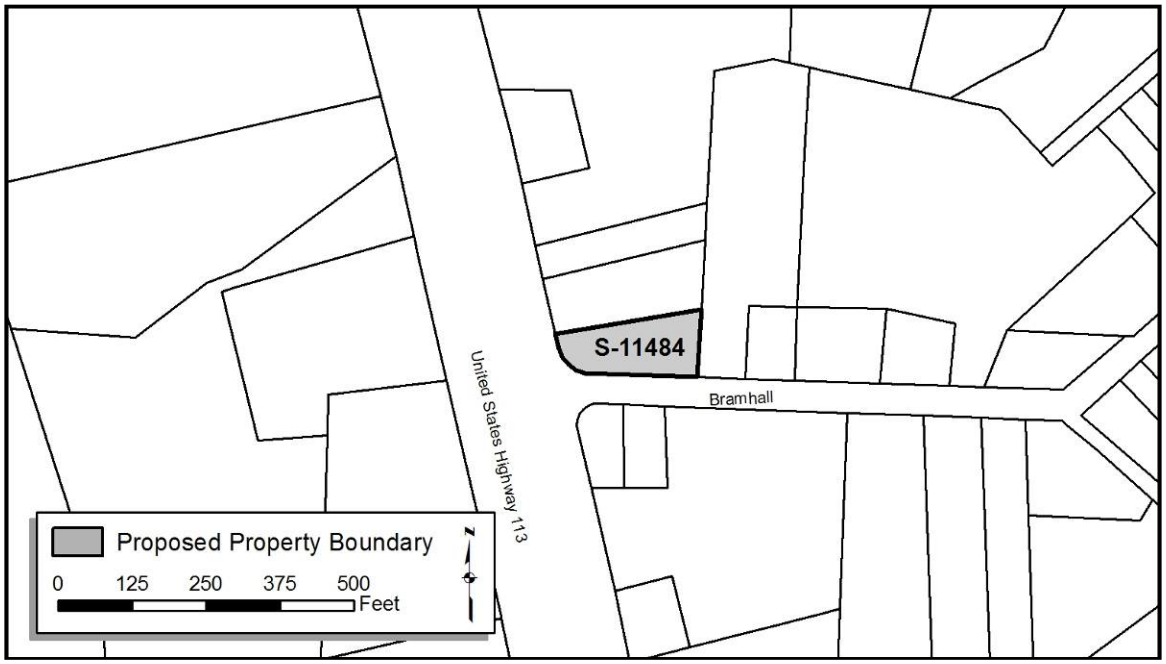
S-11484

main building (.001) façade, view to E

main building (.001) façade and south side, view to NE

main building (.001) rear and south side, view to NW

main building (.001) north side, view to SW



S-11486. Dwelling, 25190/25193 Governor Stockley Road (PIN: 133-6.00-134.00) (Detail Map #15)

Description: This property is located on the north side of Stockley Road between U.S. 113 and Bethesda Road, mid-way between Georgetown and Millsboro. The stretch of road is irregularly developed with both large agricultural parcels and small domestic lots that do not convey the feeling of a neighborhood.

The c. late 1930s wood-framed house is mainly rectangular in plan with side gables, but also has a gabled extension and a shed-roofed entry porch facing the front (south) façade. The entry-porch roof is supported by square wood posts on a concrete stoop integrated into the foundation. The wood-and-glass front door is located at the far western end of the south elevation. On the west side there is a small gabled side entryway accessed by three steps. The exterior of the house has a covering of cement-asbestos shingle siding, and the roof has asphalt shingles. The house rests on a foundation of concrete block that has occasional ventilation provided in the form of oval-shaped openings within concrete blocks, spaced at regular intervals. The gables on the east and west ends of the house are asymmetrically shaped due to the north-facing roof pitch being a lower slope than the one facing south. This saltbox roof form appears to be part of the original construction as evidenced by the continuous concrete-block foundation below. The house has a regular pattern of one-over-one, double-hung wood sash windows with wood trim and sills. Aluminum framed storm windows have been installed on the exterior. There is a chimney that has been parged with cement on the exterior of the north side of the house, toward the western end.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering and Decorative Arts theme; double-pile cottage with front extension property type.

Evaluation: This property has been evaluated for the National Register as a c. late 1930s double-pile cottage with front extension. The historical pattern most clearly associated with this property is the subdivision of farmland. This dwelling appears to have once served as a farmhouse, as suggested by the 1937 aerial photograph, which shows a complex of buildings at the corner of Stockley and Bethesda Roads backing up to agricultural fields. Although the fields are still there, the house now sits on a separate tax parcel, and this resource no longer serves as a farmhouse. Disassociated from its historical use, it no longer possesses historical significance as an agricultural property. The trend of farmland subdivision itself is a common one that can be witnessed throughout the study area, and, as discussed in the research design, individual examples of this pattern rarely possess historical significance. This property is therefore recommended not eligible for listing on the National Register under Criterion A.

Limited research has not revealed any association of the property with individuals significant in the history of the local community. Therefore, it is recommended not eligible under National Register Criterion B.

For a dwelling of this common property type to be eligible for the National Register it would have to be an outstanding example—possibly architect-designed—and retain all of its original materials. Overall, this example is largely intact. The windows are original (though covered with aluminum storms), the cement-asbestos siding, if not original, is at least consistent with siding that would have been available to the builders, and, judging by the continuous foundation, there are no additions. Although it retains integrity, however, it is a vernacular, idiosyncratic

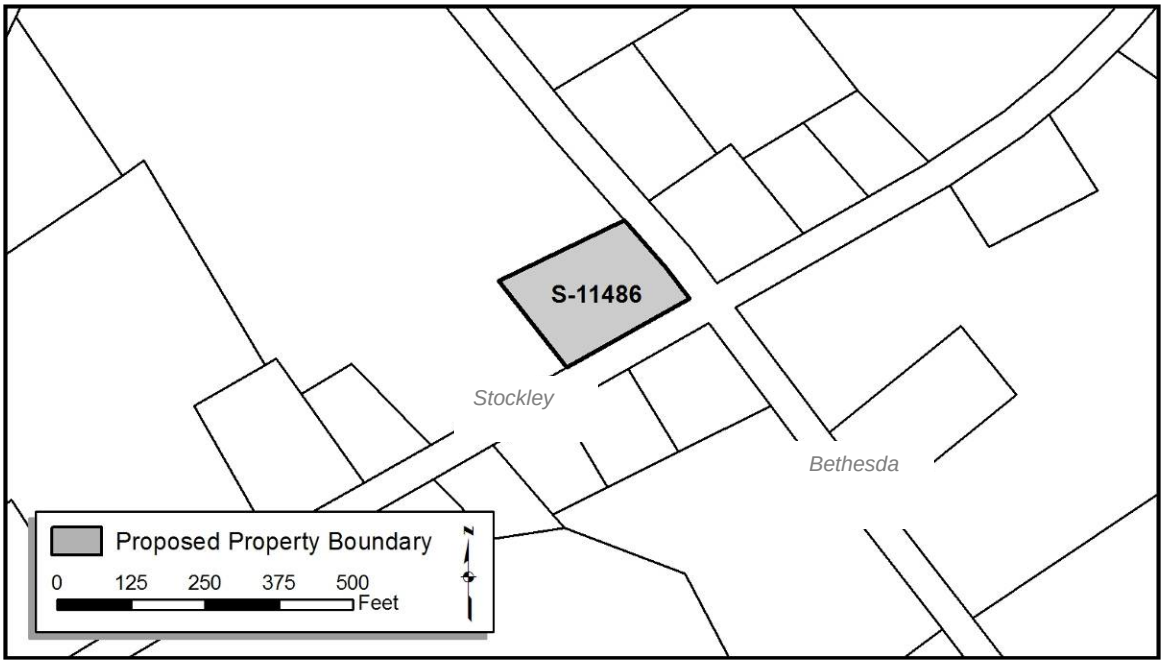
construction with an irregular roofline and a tacked-on side entrance, and it cannot be said to be a notable example of a type or period of construction. Lacking significance, it is therefore recommended not eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11486

main building (.001) façade and southwest side, view to N

main building (.001) rear and northeast side, view to S



S-11728. Melvin Joseph First Garage, DuPont Highway (PIN: 133-6.00-130.00) (Detail Map #15)

Description: This resource is located along the east side of U.S. 113, north of Governor Stockley Road, south of Betts Lane. The property contains a c. 1930 garage standing along the roadside, facing west. Large, prefabricated homes (erected after the 2003 aerial photograph was taken) stand to both sides and to the rear of the building. A gravel driveway enters the property, which lies immediately north of the garage. The garage is on the same tax parcel as a previously recorded dwelling (S-04521) that is no longer extant. Based on information from a local resident, this two-story dwelling was not associated with the garage, which had its own tiny cottage that stood in close proximity to the garage (Adams 2006).

This small, one story, rectangular-shaped building is constructed of rusticated concrete block, and measures one bay wide by one-bay deep. A gabled-front roof sheathed in rolled asphalt shelters the garage. The northwest side of the facade is pierced by the building's primary entrance, replacement, wood, double doors. A secondary entrance, a vertical wood-slat door, is located on the southwest side of the south sidewall.

Historic Overview: It was learned from a local resident, JoAnne Adams, that her father, Melvin Joseph, started his construction business from this building in 1940. The family rented the property and lived in a small dwelling that stood immediately south of the garage, but is no longer extant. Adams was born in the house, which had two rooms downstairs and a loft upstairs. Her father used the garage for his business, though he could barely get the front end of the truck into it. At the start of his business, Joseph had only one truck, which he was able to afford with some monetary support from his grandmother. One-half of the garage was used for vehicular storage, and the rear was used for storing supplies (Adams 2006). The family rented the property for only a few years, until the mid-1940s, when they purchased a dwelling to the north and built a larger garage (S-10768).

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Retailing/Wholesaling theme and Major Families, Individuals, and Events theme; residential-commercial conversion and commercial property types.

Evaluation: This property has been evaluated for the National Register for its property types, a c. 1940 residential-commercial conversion and commercial property. Historically, a residential property with a dwelling, this property underwent a multi-use conversion c. 1940 when Mr. Joseph converted the domestic garage into a garage for his business. It is a commercial property in the sense that Joseph was selling his construction services. The historic trend with which the property is most clearly associated is the commercial development of the U.S. 113 corridor. According to the research design, a commercial building must have a substantiated tie to an event significant in the history of the local area or region to be eligible under Criterion A. converted to commercial use c. 1940, Joseph's garage does not represent early commercial development of the corridor and is therefore recommended not eligible under Criterion A.

Melvin L. Joseph, Sr., was a prominent Georgetown contractor and businessman notable for the breadth and, in part, the flamboyance, of his business interests. He was well known throughout the area, and it could be argued that he had an appreciable effect on the development of Sussex County. In 1940 Joseph started a multi-faceted business empire, Melvin L. Joseph Construction Company, from this small one-car garage. His business blossomed, and he was eventually

responsible for paving the majority of roads in Sussex County and developing numerous residential communities within the county as well. Joseph was also a pioneer in the development of NASCAR and he was the contractor who built, under contract to the Department, Dover Downs International Speedway and the Dover Downs Raceway. Due to his accomplishments in auto racing, he was inducted into the Delaware Sports Museum Hall of Fame in 2002 (Anonymous 2005). Clearly, this garage is closely associated with an individual significant in the history of the local community. Even though it represents the nascence of his successful, home-based career, however, alone it reflects just one small part of his productive life and is therefore recommended not eligible under Criterion B.

From an architectural perspective, the property was evaluated as a commercial garage. A commercial garage on a multi-use property (residential and commercial) would likely be subject to the same registration requirements as an independent garage because of its similar design elements and use. As indicated in the research design, these property types were simple buildings, rectangular in plan, built on a concrete slab with recesses for hydraulic lifts. An office and parts room generally occupied one side of the building, while the remainder contained service bays. Vehicular access to the service bays was provided by roll-down doors in the front wall. Consideration of eligibility requires conveyance of integrity in location, design, feeling, association, workmanship, materials, and setting. This building's domestic design and feeling were not changed during its conversion to commercial use. Unaltered, it remained small and very much on a residential scale and, even today, feels and reads more residential than commercial. Alterations in recent years have only included the insertion of replacement doors. Independently, this building does not embody the characteristics of a commercial garage, and it is therefore recommended not eligible under Criterion C.

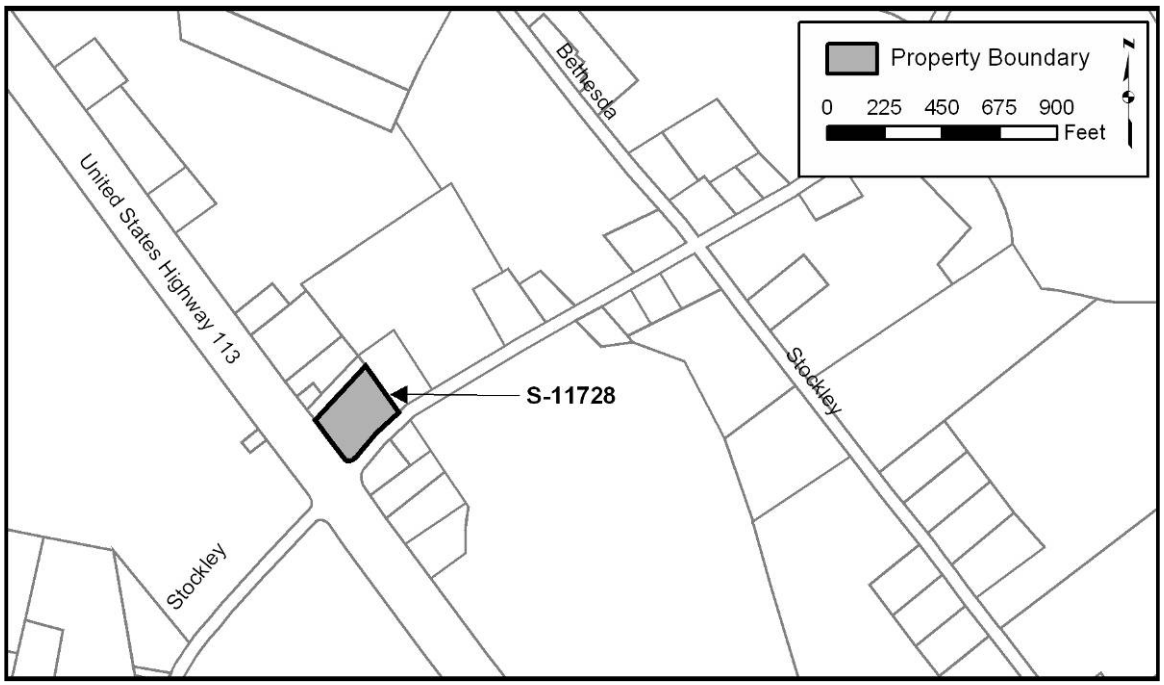
The building on this property reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

Though recommended not eligible for the National Register as an individual property, this property is located within the boundaries of a proposed Melvin Joseph Historic District, which is recommended eligible for the National Register for reasons presented in Section 6.0 of this report. The small commercial garage is considered a contributing element to the district.

S-11728

garage façade and south side, view to NE

garage façade and north side, view to SE



S-11827. Arrow Safety Device Company, U.S. 113 (PIN: 135-19.00-67.00) (Detail Map #11)

This property is located along the east side of U.S. 113 and contains a mid-twentieth-century manufacturing facility and warehouse. An access road, named after the business, lies to the north of the building and opens up into a large gravel parking lot. Open grass lawns grow to the immediate rear, south, and west sides of the building. Tall, mature trees grow along the perimeter of the property.

This 1953 rectangular-shaped, concrete-block building stands one-story in height and is sheltered by a flat-roof. The main entrance is located at the northeast corner of the rear wall and is protected by a flat-roofed portico supported by steel posts on a concrete slab. Secondary entrances pierce both sidewalls, one at the center of the south wall, and four irregularly located along the north wall. Loading dock bays are located along one-half of the north sidewall, partially protected by an inset entry. The windows throughout consist of multi-light steel sash openings, each with hopper panels across the bottom. Metal hood awnings hang above a few bays across the rear. The building sits on a concrete-block foundation parged with smooth concrete. The exterior concrete-block walls are painted white. A large square-shaped brick chimney stack rises from the interior of the northeast corner of the building.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Manufacturing theme and Architecture, Engineering, and Decorative Arts theme; manufacturing plant/warehouse property type.

Historic Overview: The Arrow Safety Device Company manufactures lighting systems and accessories for motor vehicles, primarily trucks and buses. It was incorporated in the state of New Jersey in 1930, with its first plant opening in Medford in 1931. One of the company's founders, J. Ralph Haines, developed the idea of directional signals in 1927 in response to the growing popularity of motor vehicles and increasingly dangerous traffic conditions. Haines was largely responsible for design and production, while his two partners, Ezra and Joseph Evans, provided the financial backing (Artcraft n.d.).

Between 1934 and 1935, the states of Virginia, Connecticut, and Pennsylvania all passed state laws requiring commercial vehicles to have directional signals as part of their standard equipment, providing the Arrow Safety Device Company with a nationwide market as other states followed suit. The company developed an array of other automotive-related products such as sealed beam headlamps, reflectors, and clearance lights, thereby greatly expanding their production. By 1943, the company was in desperate need of additional space and began renting space in a former mill building located in Mount Holly, New Jersey. Eventually, the company bought the facility and moved the entire company there. The Mount Holly plant, still in existence, encompasses 58,000 square feet of space and functions as the company's headquarters. The engineering and design department, new-product testing, and some manufacturing operations are currently housed there. During the war years, the company also had production facilities in Cincinnati and Chicago, and, at one point, a plant in Perkasie, Pennsylvania (Anonymous n.d; Artcraft n.d.).

During the 1940s the company was noted as a leader in its field; in January 1945, for example, its photoelectric dimmer was listed in *Time* magazine's "Inventions of the Month" (*Time* 1945). Additionally, it was a provider of employment for many, with approximately 300 workers at the

Mount Holly location. During the war years, over half of the company's productions went directly to the government for use on vehicles of the armed forces. The remaining products were sold in various automotive stores throughout the United States (Anonymous n.d.; *The Citizen* 1947).

In 1953, with encouragement from Delaware's State Development Department (Shaffer 1953) and a donation of 25 acres of land along the DuPont Highway from Delaware politician and businessman John W. Rollins, the company prepared to build an additional manufacturing plant in Georgetown. The mayor of Georgetown welcomed the company in a letter dated January 2, 1953 (Spicer 1953), and by March of that year the company received a bid of $99,650 for "the erection of proposed factory building to be built South of Georgetown" (Briggs 1953). The building, which is still in use by the Arrow Safety Device Company, encompasses 27,000 square feet and is equipped with finishing and assembly machinery. A large portion of the plant is also used for storage of general inventory, and the building also functions as a shipping point for the finished products. The facility has always used only 5 of the 25 acres it owns, most of which remains wooded (Hempstead & Co. n.d.).

According to the current chairman of the company, Alfred (Chappy) Hopkin, Jr., the development of the Georgetown plant was prompted by labor union problems at the New Jersey plant. The company was approached by Delaware's Economic Development Authority, who eventually convinced them to open a facility in Georgetown. The new location benefited both the community and the company as the former provided non-union labor to the latter. The company considered moving their entire business to Georgetown, but ultimately decided to stay in New Jersey because of an on-going contract with RCA in Camden. At its peak, the Georgetown plant is believed to have employed approximately 75 workers. Today this particular plant employs approximately 23-25 area residents (Hopkin 2007).

Vincent Sears, manager of the Georgetown plant from 1954 to 1995, was relocated to Georgetown from Mount Holly by the company in 1952. Mr. Sears remembers local opposition to some of his hiring practices, which included employing African Americans at a time when de-segregation was not fully accepted. According to Mr. Sears, the location of the facility was determined by its proximity to the DuPont Highway, which provided easy accessibility to trucks for shipping. The Town of Georgetown built Arrow Safety Road along the northern edge of the property in order to accommodate movement of trucks and employee vehicles between the DuPont Highway and Bedford Road, which was closer to downtown Georgetown. The building was designed on strictly functional grounds, to accommodate the finishing and shipping needs of the company (Sears 2007).

According to Mr. Sears, the Arrow Safety Device Company played an important role in Georgetown's economy. In addition to providing employment to local citizens, the company offered higher wages, which encouraged competition for employees among other area businesses (Sears 2007).

Evaluation: This property has been evaluated for the National Register for its role in manufacturing and as an example of a mid-twentieth-century factory building. The historical development of the Georgetown area has been strongly driven by its largely agrarian economy. The commodity demands of larger regional markets and the development of transportation facilities have influenced local production, but by the last quarter of the twentieth century, the study area was still predominantly rural and agricultural. Many of the small industries that have arisen along the U.S. 113 corridor utilize agricultural and woodland produce (Ireland and Matthews 1974:2) or manufacture products used by farmers.

Industrial-scale manufacturing of non-agricultural products has not played a major role in the economic development of Georgetown and other southern Sussex County communities. In 2005, manufacturing accounted for approximately 3 percent of the businesses throughout Sussex County overall and 4 percent of those enumerated in Georgetown. Of those businesses classified as manufacturers in Georgetown, poultry processing plants employed the largest numbers of people (U.S. Bureau of the Census 2005). The Arrow Safety Device Company's facility on U.S. 113 is the only lighting device manufacturer in all of Sussex County, and it does not reflect a historically significant aspect of Georgetown's economic history. Although the plant paid competitive wages according to a former plant manager (Sears 2007), it employed no more than 75 local people at its busiest. There is no evidence to suggest that the facility played an important role in local history. The company itself may possess historical significance for the role it played in the development of safety devices for motor vehicles, but the Georgetown facility, which does finishing work on components manufactured elsewhere, is a satellite of the main plant. The historical significance of the company is more appropriately embodied at its headquarters in Mount Holly, New Jersey, which is an older facility and more closely associated with the founders of the company. Lacking historical significance as a local employer or as a representative of an important regional trend in manufacturing, the Arrow Safety Device Company building is recommended not eligible under Criterion A.

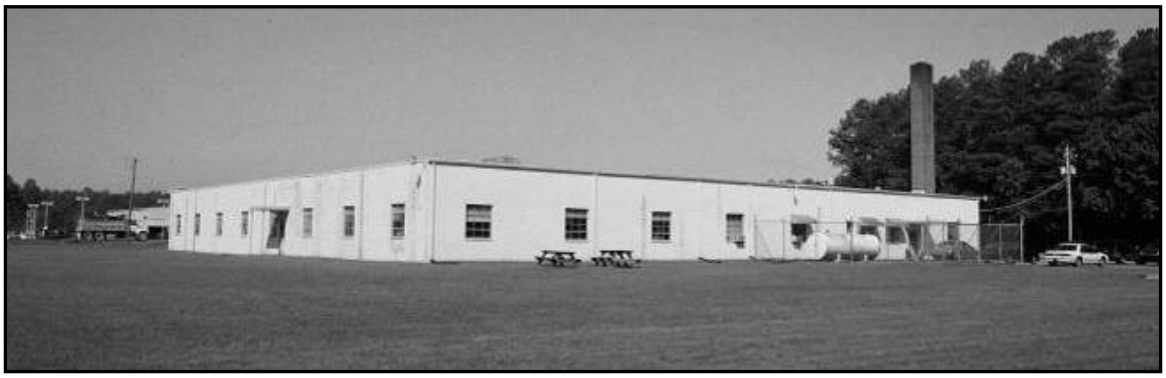
The Arrow Safety Device Company was founded by J. Ralph Haines, the originator of the automotive directional signal. The land on which the Georgetown plant was erected was donated by John W. Rollins, an influential local businessman a politician who was Lieutenant Governor of Delaware in the 1950s. Although it is possible to argue that both of these men were significant individuals in history, the Georgetown plant is not the property most closely associated with either of their productive lives. Haines's historical importance is more clearly embodied in the Mount Holly headquarters rather than the small satellite facility established in Georgetown more than 20 years after the founding of the company. Rollins's potential historical importance is not connected to his ownership of land near Georgetown, but rather to his business endeavors and/or his political career. Lacking a direct or demonstrable association with the productive life of an individual significant in the history of the local area, the Arrow Safety Device Company building in Georgetown is recommended not eligible for the National Register under Criterion B.

Architecturally, this is an example of a mid-twentieth-century, light-industrial manufacturing building. The facility retains a remarkable degree of physical integrity, having changed very little since it was built in the early 1950s (see photograph reproduced below). Overall, however, it is a highly utilitarian building that lacks any architectural elaboration or stylistic detailing. As described by a former plant manager (Sears 2007), it was designed strictly to accommodate the work that went on inside. This functional building lacks architectural significance and is recommended not eligible for the National Register under Criterion C.

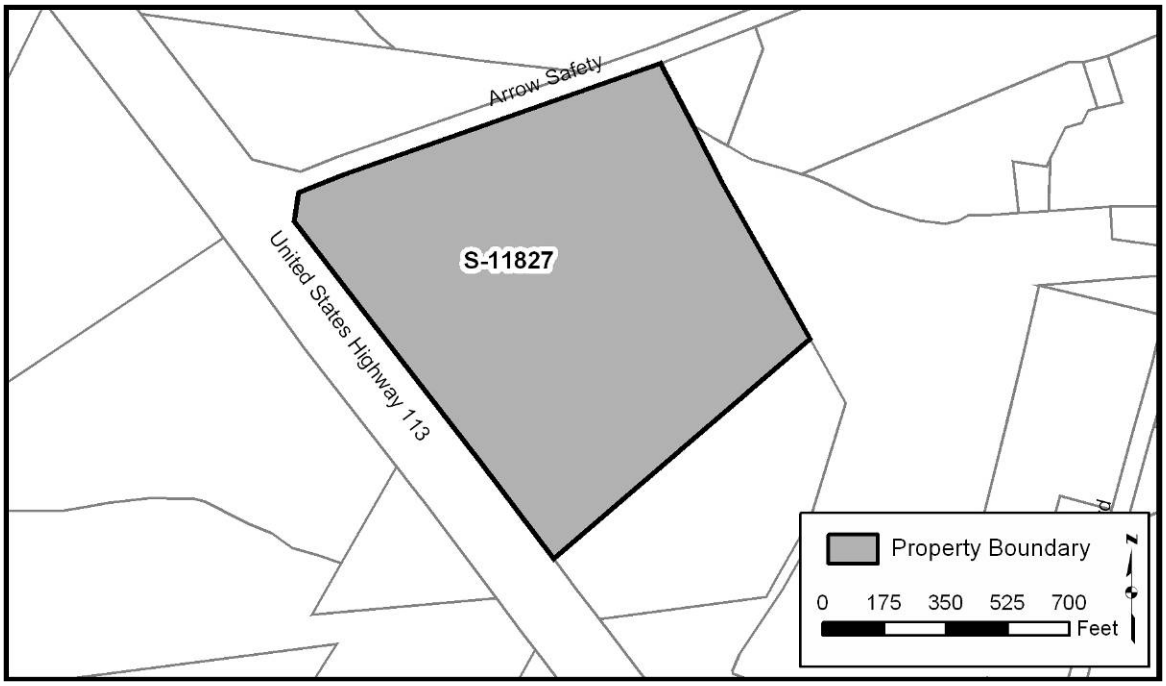
Evidence visible on the exterior of the building indicates that it is of common concrete-block, mid-twentieth century construction. It, therefore, does not have the potential to yield important insights about building construction practices not available through other means and is recommended not eligible under Criterion D.

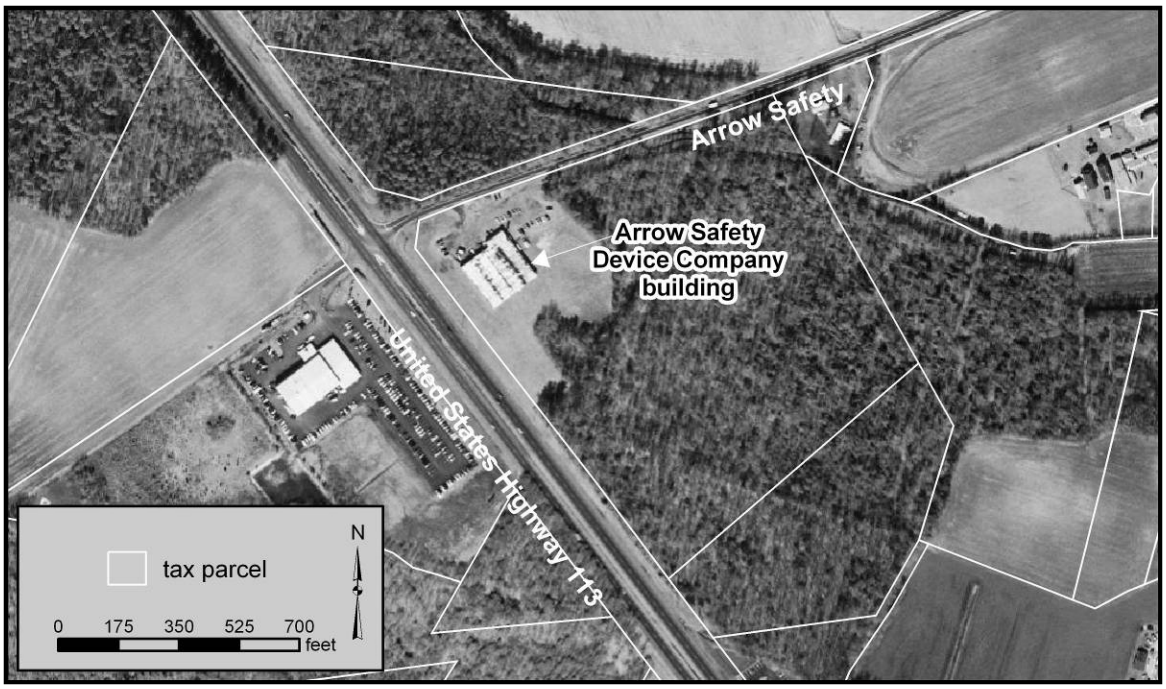
S-11827

main building (.001) façade and west side, view to SE

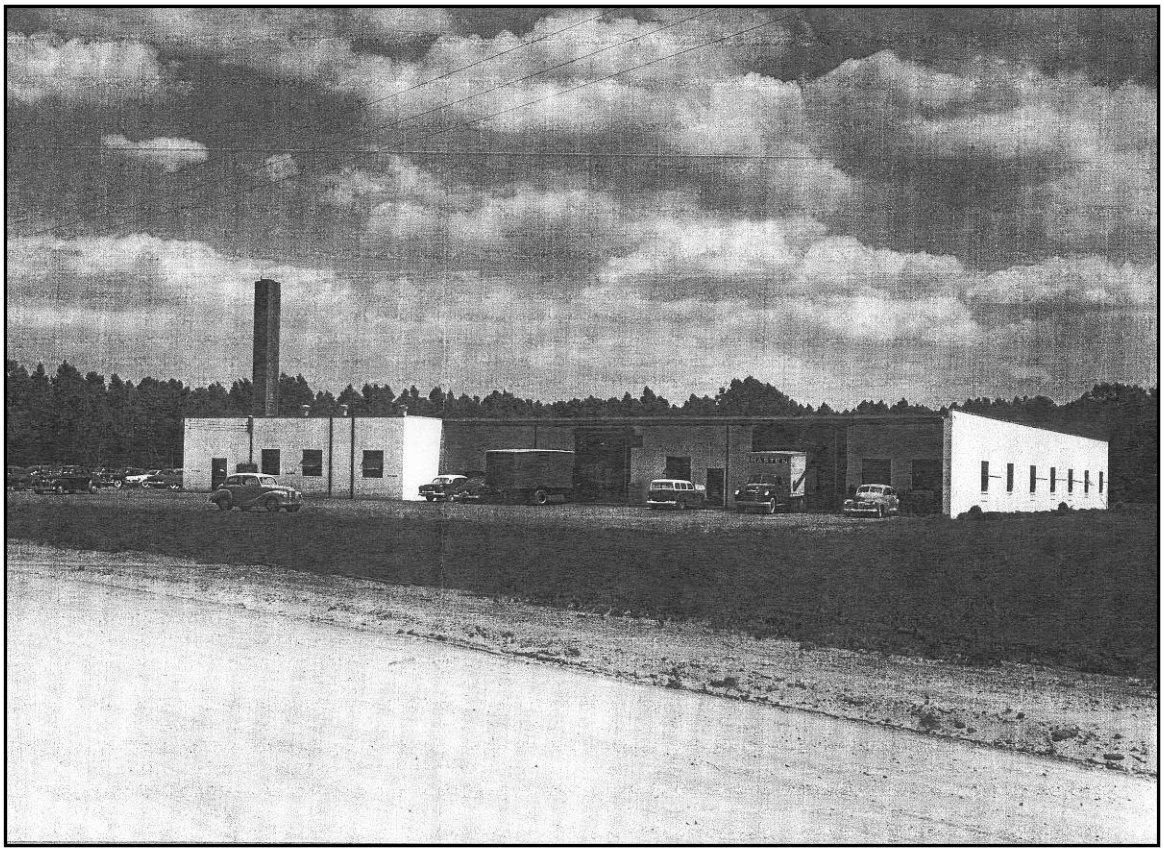


main building (.001) rear and east side, view to NW





(2003 aerial)



The Arrow Saftety Device Company on the east side of DuPont Highway in Georgetown, c. 1954.

S-11828. Dwelling, Stockley and Bethesda Roads, southwest corner (PIN: 133-6.00-148.04) (Detail Map #15)

Description: This property contains a single-story, gabled front, wood-framed dwelling and two modern outbuildings, a prefabricated garage and shed, both located in the rear yard along with a dogpen. The property is an open corner lot planted in grass in a rural setting with a few other houses nearby. A grass driveway extends from Bethesda Road. A board fence extends from the southwest side of the house.

The c. 1935-1940 dwelling was very recently moved to the site (it is not shown on a 2003 aerial photograph). It sits on a concrete-block foundation, is sheathed in vinyl foundation, and has replacement windows and doors. Its gable-front façade faces northwest and features a hip-roofed, full-width, fully enclosed porch with a prefabricated concrete stoop extending up to the center entry. The main entry contains a vinyl clad door with a fanlight in its upper section and four panels below. Fenestration consists of six-over-six, double-hung vinyl sash replacement windows. The side walls are fenestrated with eight-over-eight and six-over-six, double-hung vinyl sash replacements windows. The rear gable end features a central gabled enclosed stoop with prefabricated concrete steps. The stoop incorporates a nine-light, two panel, wood-and--glass door. Fenestration consists of six-over-six, double-hung sash windows.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization 1880-1940+/-; Architecture, Engineering, and Decorative Arts theme; bungalow property type.

Evaluation: The property was evaluated under the historic context of residential subdivision of former agricultural land. A common land use trend in areas of growing population, few, if any, examples of this land use trend are individually eligible. This example, with its relocated house, is not a historic example of the trend, and therefore lacks the significance and integrity to be eligible under Criterion A.

Limited map research has not identified any association between the property and any individual significant in the history of the local area. Therefore, it is recommended not eligible under Criterion B.

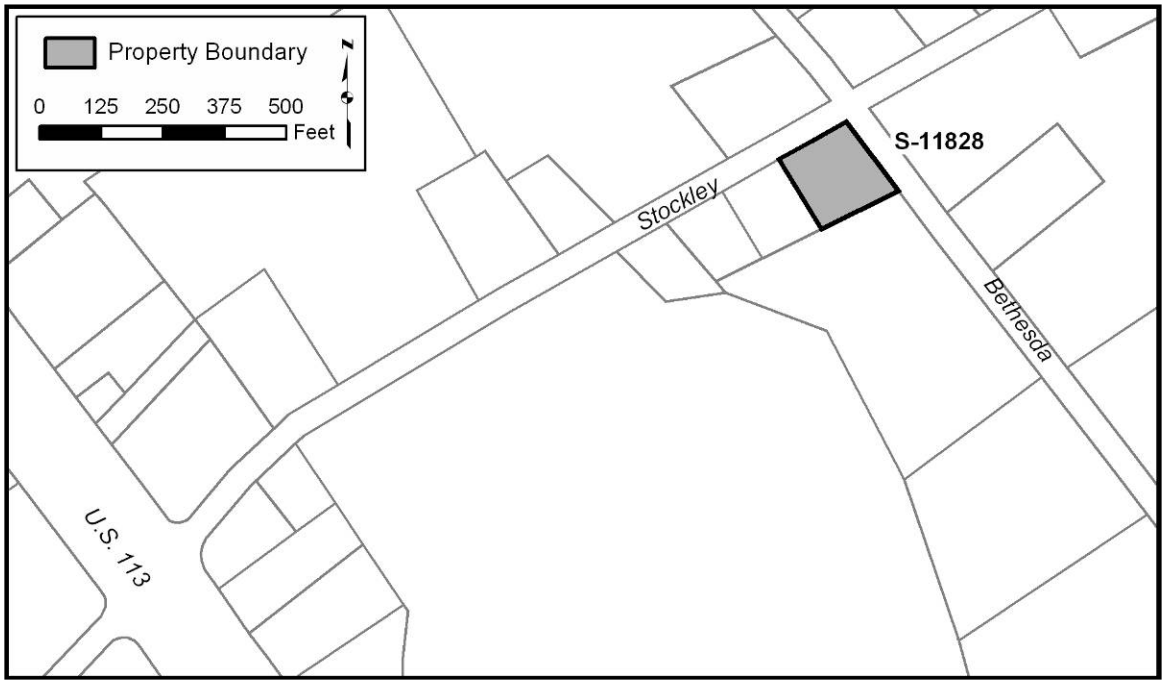
The house appears to have originally been an example of a simple, gabled-front bungalow. It has been extensively altered, however, and most historic exterior fabric has been either removed or altered due to placement on a new foundation, replacement of windows and doors and siding, and enclosure of the front porch. It lacks the integrity to be eligible for the National Register under Criterion C.

The building on this property represents a common example of wood framing and is not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

S-11828

main building (.001) façade and west side,
view to SE

main building (.001) rear and east side,
view to NW



S-11912. Dwelling, south side of Redden Road (PIN: 135-6.00-10.00) (Detail Map #1)

Description: This property is located along the south side of Redden Road and contains a mid-twentieth-century dwelling and garage, a modern shed, and a garden. Though closely surrounded by agricultural fields on three sides, modern fencing nicely distinguishes the residential lawn to this property. The front and side lawns are open with little to no landscaping. A few shrubs are planted across the façade of the house. A linear paved driveway lies to the west side of the house.

The c. 1940s, one-and-one-half-story brick dwelling faces north. The façade features a centralized main entrance sheltered by a slightly inset porch, supported and trimmed by iron railing. Two secondary entrances also exist, one within the rear gabled ell, and one within a rear patio area along the west side of the house. A combination of four-over-four wood-sash and six-over-six vinyl-sash, double-hung windows light the interior. Vinyl, non-functional shutters flank each opening. Additions include a gabled hyphen, which extends west from the rear gabled ell and attaches to the property's two-car, gabled-front garage (.002). All architectural elements of the garage (style, massing, materials) match those of the house. Overall, the house is believed to rest on a concrete-block foundation covered by brick veneer, same as that covering the exterior walls. The side-gabled roof is sheathed in asphalt, and features boxed cornices and two brick chimneys. One chimney rises from the center of the exterior of the west gabled end of the main block of the house, and the other from the center of the exterior of the rear of the garage.

Applicable Historic Context(s): Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization 1940-1960+/-; Architecture, Engineering, and Decorative Arts theme; World War II-era cottage property type.

Evaluation: This property was evaluated for the National Register for its house, a c. 1940 World War II-era cottage. The property appears to represent the historical trend of farmland subdivision. As stated in the research design, individual examples of this trend rarely possess historical significance, and this property is therefore recommended individually not eligible for the National Register under Criterion A.

Regional contextual history has not identified a connection between the house and any individual significant in the history of the local area. Therefore, it is recommended not eligible under Criterion B.

As described and visually evident, this house has undergone some alterations. A few of the windows and doors have been replaced with non-sensitive and/or period replacements, and decorative shutters have been hung around each bay. A hyphen addition has also been constructed between the rear ell of the main house and the garage. Architecturally, this dwelling was probably never a distinctive construction. In fact, the majority of houses built during this time period were constructed rapidly and inexpensively. Some were, however, embellished with a bit more design and detail, like the Cape Cods, and, in general, are felt to be better illustrations of this time period. Such an example is the Webb House (S-10466) in Milford. Overall, this property is felt to be lacking both in significance and integrity, and is therefore recommended not eligible under Criterion C.

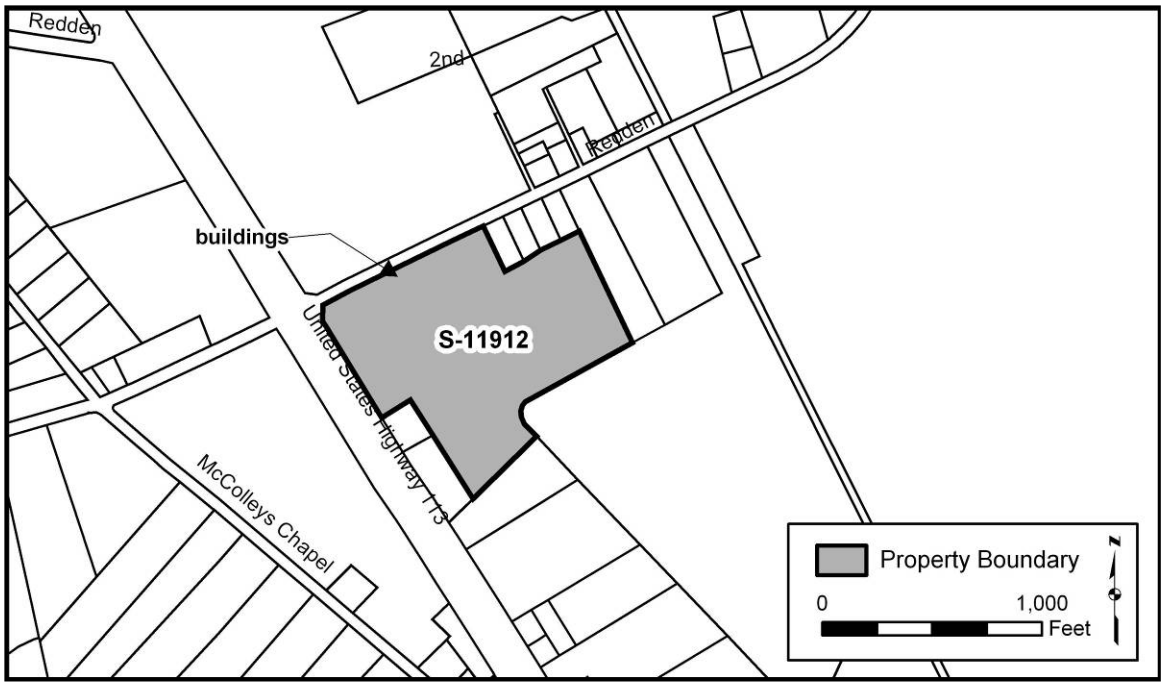
The buildings on this property represent a common example of wood and masonry construction and are not likely to provide new information on this construction type that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

COMPARATIVE EXAMPLE:

Webb House (S-10466)

S-11912

main building (.001) façade and west side, view to SE

main building (.001) rear and east side, view to NW

main building (.001), attached garage rear and west side, view to NE