

DETERMINATION OF ELIGIBILITY REPORT

West Dover Connector



East Dover Hundred and the City of Dover,
Kent County, Delaware
September 2010

Volume I

► Prepared for:



Delaware Department of Transportation (DelDOT)
P.O. Box 778
Dover, Delaware 19903

In association with

AECOM

516 East State Street
Trenton, New Jersey 08609

► Prepared by:



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Conshohocken, Pennsylvania 19428

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September 2010

ABSTRACT

This Determination of Eligibility Report presents the results of a detailed cultural resource planning study conducted in preparation for the proposed West Dover Connector in East Dover Hundred and the City of Dover, Kent County, Delaware. The purpose of the West Dover Connector Project, being undertaken by the Delaware Department of Transportation (DelDOT), is to improve mobility across the Norfolk Southern Railroad for all travel modes to and from the west side of Dover, reduce congestion at key intersections in the study area, improve connectivity of the roadway network for regional through and local travel, reduce traffic volume on local streets and within historic districts, and improve safety including emergency vehicle access. The Delaware Department of Transportation (DelDOT) has selected four alternatives and the no build alternative for detailed study that are currently being explored to meet these purposes. This report was prepared in conjunction with AECOM for DelDOT to assist in the evaluation of aboveground resources present by 1961 (the cut-off date for the study) and located within the Area of Potential Effect (APE).

A Management Summary, which identified the potential cultural resources located within the project area and presented an APE for the project, was prepared and submitted to DelDOT in November 2005 and was subsequently approved by DelDOT in April 2006. A field view to establish the APE was held on April 18, 2006. Generally, the APE is limited to all properties adjacent to the four alternatives within the project area as well as properties within the viewshed of the proposed project. The APE includes properties fronting portions of Wyoming Mill Road, New Burton Road, Webbs Lane, Garton Road, Wyoming Avenue, North Street, as well as the entire Rodney Village residential subdivision, which is generally bounded by Webbs Lane to the north, Governors Avenue/US 13 to the east, by Isaac Branch to the south, and by the W. Reily Brown Elementary School and agricultural lands to the west.

A total of fifty-two (52) resources were identified within the APE. Eight (8) of these resources had been previously identified. The eligibility of the eight previously surveyed resources is as follows: one (1) of the resources (K07638) has been demolished; one (1) of the resources (Eden Hill Farm, K00125) is listed in the National Register of Historic Places (National Register); two (2) of the resources (K01030, K03205) have been recommended eligible for listing in the National Register; and four (4) resources are being recommended as not eligible for listing in the National Register due to a lack of integrity and/or significance. Of the remaining forty-four (44) newly identified properties, none have been recommended eligible for listing in the National Register.

DelDOT qualified staff (Michael C. Hahn, AICP) also provided significant edits to this final report based on DE SHPO and the Department's own internal review. The Kesslering family can also be credited for accuracy assessment of the Kesslering Farm (K01030) during preparation of final edits.

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1.0 INTRODUCTION

1.0 INTRODUCTION

The Delaware Department of Transportation (DelDOT) and the Federal Highway Administration (FHWA) are evaluating alternatives to address existing and projected transportation needs in the West Dover Connector study area. The proposed project is located in the City of Dover and East Dover Hundred, Kent County, Delaware. This Determination of Eligibility Report is prepared as part of the “Identifying Historic Properties” step in the Section 106 process (36 CFR 800.4) for the proposed project.

This report summarizes the results of architectural and historical investigations of the Area of Potential Effect (APE) and surrounding environment which were conducted in October and November of 2005, April of 2006, and February and March of 2009. The purpose of the architectural investigation was to assess the presence of historic districts, buildings, structures, objects, or sites aged 50 years or older within the APE and to evaluate the eligibility of extant resources for inclusion in the National Register of Historic Places. The methodology for the survey is provided in Section 2.0 of this report. The historical investigation aimed to provide an appropriate and accurate context in which to evaluate the historic significance of the APE’s historic architectural resources, as presented in Section 3.0. Identified property types and their character defining features are included in Section 4.0 and Appendix F.

The investigations associated with this report were conducted in accordance with the guidelines, *Delaware State Historic Preservation Office Survey Forms, Instructions and Data Coordination Guidance* (2002). In addition, the cultural resource evaluations were conducted in accordance with Section 106 of The National Historic Preservation Act of 1966, as amended; and the Procedures for the Protection of Historic and Cultural Properties set forth in 36 CFR 800, as amended. This legislation requires that the effect(s) of any federally assisted undertaking on historically significant districts, buildings, structures, objects, or sites be taken into account during the project planning process. Significant resources are those that are listed in, or eligible for listing in, the National Register of Historic Places.

1.1 Project Location and Description

The West Dover Connector project is located in the City of Dover and East Dover Hundred, Kent County, Delaware (Figure 1). The project area is located on the southern outskirts of the City of Dover and the surrounding area. The study area is defined by North Street and Route 15 to the north, State Street and Route 13 to the east, Route 15 (Southern Boulevard) and Route 10 (Camden Wyoming Avenue) in the Towns of Wyoming and Camden to the south, and Route 15 (Wyoming Mill Road) to the west. Figure 1 shows the West Dover Connector project location.

1.2 Physical Geography

The APE falls within the Mid-Drainage zone of the low Coastal Plain Physiographic Province. This area is underlain by the Pleistocene sands and gravels of the Columbia formation. These deposits have been extensively reworked, resulting in a relatively flat and featureless landscape (1976 Delaware Geological Survey). Topographic elevation in the APE ranges from

**West Dover Connector
Kent County, Delaware**



 Project Location

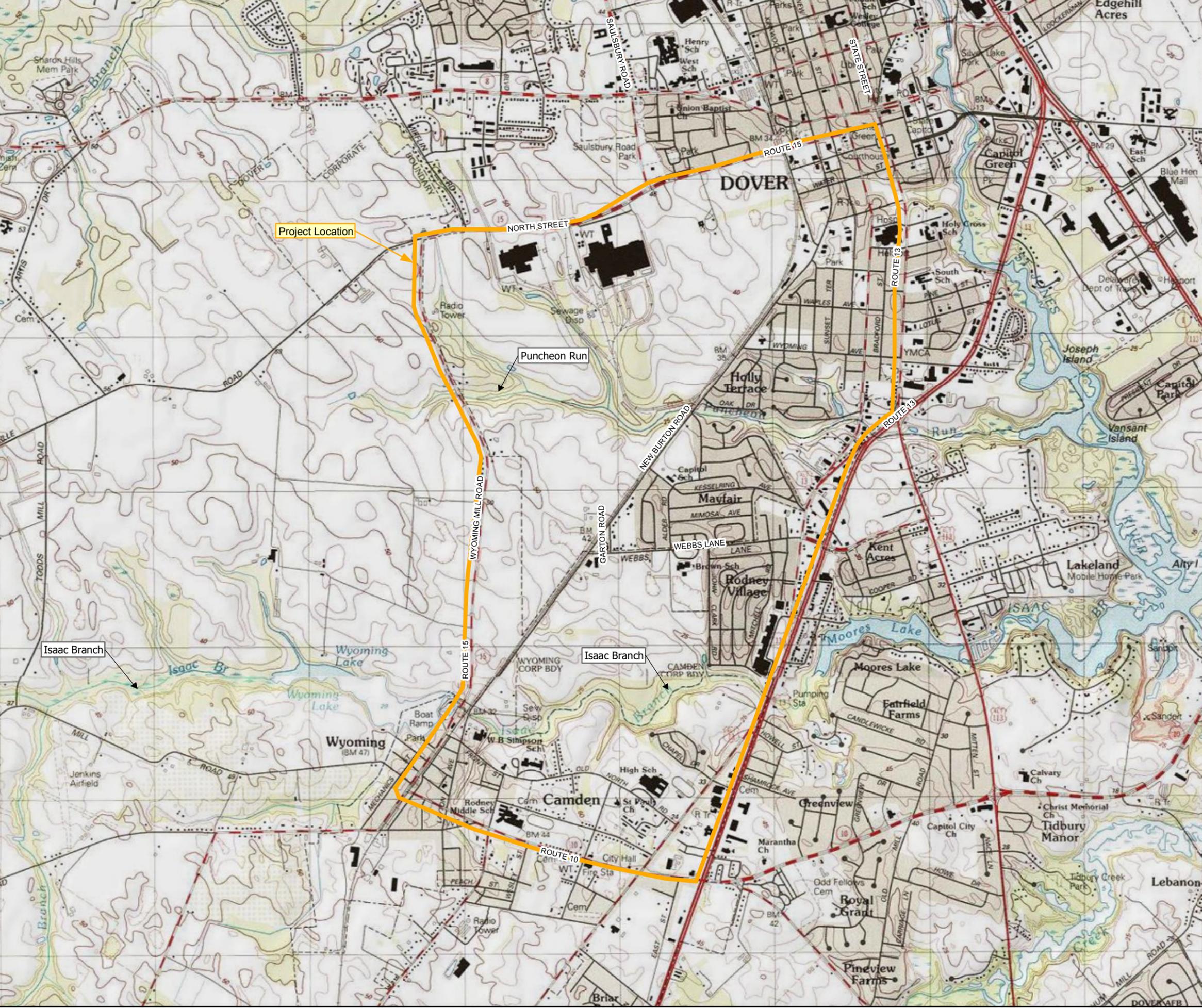


Sources:
A.D. Marble Site Investigation;
USGS 7.5' DRGs: Dover, De; Wyoming, De.

**Figure 1
Project Location Map**

2,000 0 2,000
Feet

September 2010



approximately 25 feet to 50 feet above sea level. The area is drained by a series of small creeks, including Puncheon Run and Isaac Branch. Both of these streams are tributaries to the St. Jones River, a tidal drainage that flows east into the Delaware Bay. Isaac Branch provided water-power for several early mill seats in the vicinity of the APE. Sassafras sandy loam comprises the soil throughout much of the APE. This well drained soil is characterized as prime farmland (USDA 1971). This was a major contributing factor in the agricultural development of the APE. Farmsteads were constructed on landforms of relative topographic prominence and along early road networks. Low lying and poorly drained areas associated with wetlands and drainages were kept in woodland. Agricultural landscapes are still preserved in portions of the western section of the APE. However, suburban land use now characterizes much of the eastern portion of the APE.

1.3 Purpose and Need

The purpose of the West Dover Connector Project, being undertaken by the Delaware Department of Transportation (DelDOT), is to improve mobility across the Norfolk Southern Railroad for all travel modes to and from the west side of Dover, reduce congestion at key intersections in the study area, improve connectivity of the roadway network for regional through and local travel, reduce traffic volume on local streets and within historic districts, and improve safety including emergency vehicle access.

1.4 Alternatives Considered

On the basis of the screening evaluation and input from the Working Group, the resource agencies and the public, DelDOT has retained four alternatives and the no-build alternative for detailed study (Figure 2). Each of the four alternatives would extend Saulsbury Road south from its current terminus at North Street and connect to US 13 using either Webbs Lane or Charles Polk Road. Figure 2 shows a graphic illustration of the alternatives described below.

Under Alternative 4, Saulsbury Road would be extended south from its current terminus at North Street and would connect to US 13 using Webbs Lane. The alignment would cross a Norfolk Southern Railroad spur and Puncheon Run with a grade-separated structure, then continue on the west side of and parallel to the Norfolk Southern Railroad before going around the Kesselring farmstead and crossing the Norfolk Southern Railroad and New Burton Road with another grade-separated structure to connect to Webbs Lane. Webbs Lane would be improved between New Burton Road and US 13 to handle traffic volumes drawn by the connector road. Both north and south connections to New Burton Road would be provided using Garton Road. Alternative 4 also provides an auxiliary connection to Wyoming Mill Road from the connector.

Alternative 5C Modified would extend Saulsbury Road south from its current terminus at North Street, cross Puncheon Run on a structure and pass around the west side of the historic Kesselring Farm building complex west of New Burton Road. Alternative 5C Modified would cross the Norfolk Southern Railroad and New Burton Road on a grade-separated structure and pass to the north of the future headquarters of the Boy Scouts of America and to the south of Webbs Lane. Alternative 5C Modified would parallel existing Charles Polk Road to the south, enabling Charles Polk Road to continue to serve as part of the local roadway network at the southern end of Rodney Village. Alternative 5C Modified would cross Governors Avenue

West Dover Connector Kent County, Delaware



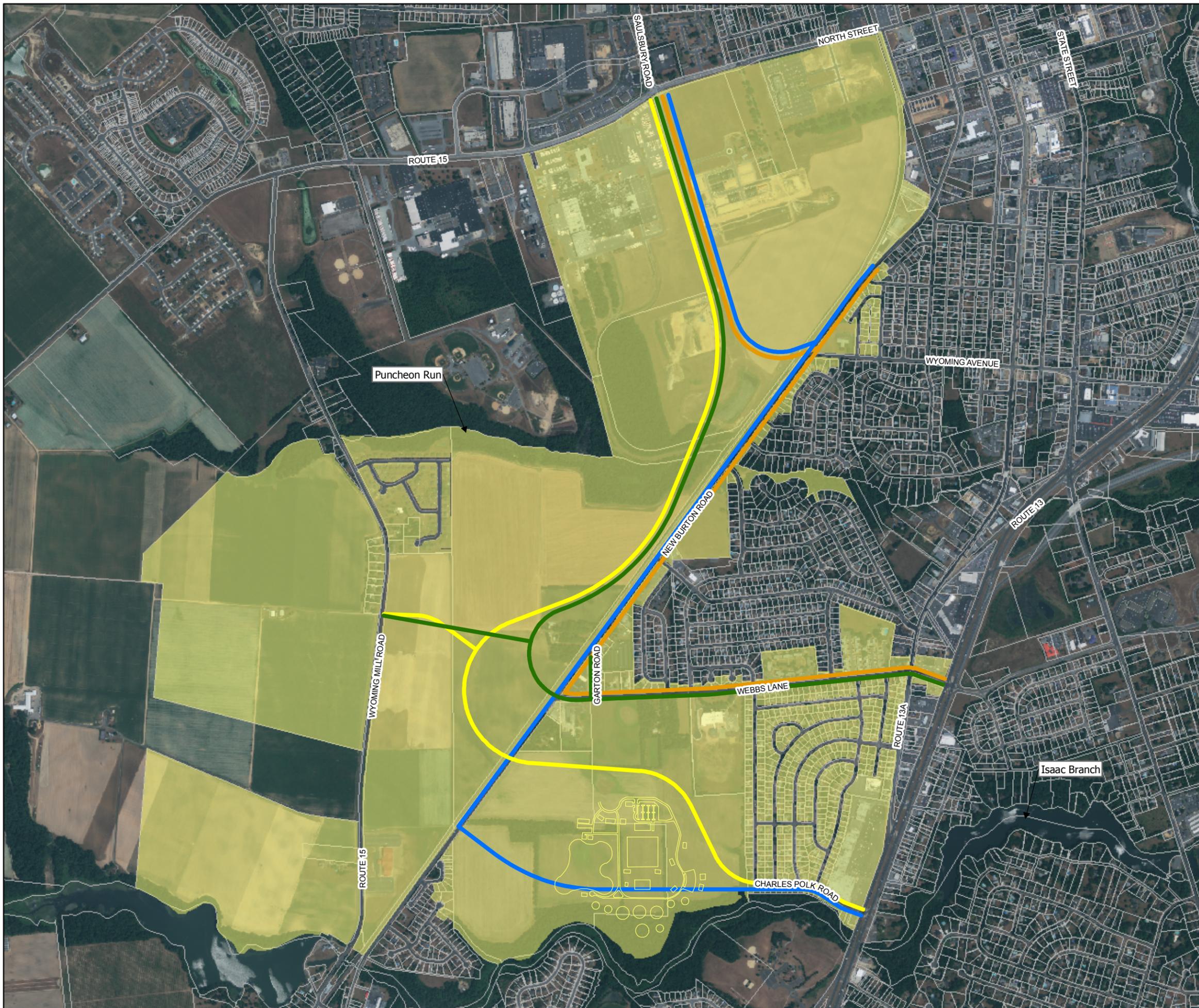
-  Boy Scouts of America Property Layout
-  Alternative 4
-  Alternative 5C Modified
-  Alternative 7C
-  Alternative 7D
-  Area of Potential Effect (APE)
-  Tax Parcels

Sources:
2010 GeoEye, Inc.
Kent County, Delaware
A.D. Marble Site Investigation

Figure 2
Area of Potential Effect (APE) and
Alternatives Retained for
Detailed Study Map

1,200 0 1,200
Feet

September 2010



and terminate at US 13. It would also provide an auxiliary connection to Wyoming Mill Road from the connector.

Under Alternative 7C, Saulsbury Road would be extended from its current terminus at North Street and would connect to US 13 using New Burton Road and Charles Polk Road or a road in its vicinity. The alignment would cross the Norfolk Southern Railroad and New Burton Road with a grade-separated structure in the vicinity of Wyoming Avenue and connect to New Burton Road via a looping ramp on the east side. The connector would then use New Burton Road and the existing crossing of Puncheon Run. The new connector would cross through the Kesselring Farm, run adjacent to the parkland located to the south of the property, and connect to US 13 via Charles Polk Road or a roadway in its vicinity. If necessary, improvements would be made along Charles Polk Road. Access to Rodney Village from the connector roadway would be provided.

Under Alternative 7D, Saulsbury Road would be extended from its current terminus at North Street and would connect to US 13 using New Burton Road and Webbs Lane. The alignment would cross the Norfolk Southern Railroad and New Burton Road with a grade-separated structure in the vicinity of Wyoming Avenue and connect to New Burton Road via a looping ramp on the east side. The connector would then use New Burton Road and the existing crossing of Puncheon Run. The new connector would connect to US 13 using Webbs Lane. Improvements would be provided along Webbs Lane to accommodate additional traffic volumes drawn by the connector road.

1.5 Area of Potential Effect

A Management Summary, which identified the potential cultural resources located within the project area and presented an APE for the project, was prepared and submitted to DelDOT in November 2005 and was subsequently approved by DelDOT in April 2006. A field view to establish the APE was held on April 18, 2006. The APE encompasses all properties adjacent to the four alternatives within the project area as well as properties within the viewshed of the proposed project. This includes properties fronting portions of Wyoming Mill Road, New Burton Road, Webbs Lane, Garton Road, Wyoming Avenue, North Street, as well as the entire Rodney Village subdivision.

The APE encompasses an area approximately 1,350 acres in size. Land use in the APE can be characterized as largely residential in nature. Most of the dwellings are located in residential subdivisions, including Rodney Village, Wedgewood, Mayfair, Mayfair II, Rodney Apartments, Cross Gates, Holly Terrace, Woodbrook, and Sherwood. Five historic farmsteads retain active farmland, although the land is no longer cultivated by the occupants of the farm complexes. Industrial land uses in the APE and its vicinity include General Foods, International. Commercial businesses occupy former residential dwellings along New Burton Road. Modern commercial development is contained along Governors Avenue/US 13 at the southeastern end of the APE.

1.6 Identified Property Types

Eight farms historically existed in the study area, and five of these farms continue to retain their associated agricultural outbuildings. These extant farmsteads include Eden Hill Farm (K00125), H. Jenkins Farm (K03205), Kesselring Farm (K01030), the Bird Farm at 809 Wyoming Mill Road (K01084), and the James F. Allee Farm at 203 Wyoming Mill Road (K07102). One of the former farmsteads, K07638, has been recently demolished. Another farmstead was removed in the mid-twentieth century for the construction of the Rodney Village residential subdivision (K07570).

The majority of 50-year-old buildings within the project area are examples of common vernacular dwellings with little stylistic detailing. Most have also undergone significant alterations, including but not limited to the following: the application of modern siding; the replacement of doors and windows; the construction of additions; and the modification of porches. Properties that represent exceptions to the general lack of architectural significance and integrity include the dwellings on the Eden Hill (K00125), H. Jenkins (K03205), and Kesselring (K01030) farms.

Most of the dwellings in the study area occupy parcels that were created as part of planned residential subdivisions. Pre-1961 residential developments in the study area include the strip development along the west side of Wyoming Mill Road. The Rodney Village residential subdivision was created in 1955. This planned development includes curvilinear streets, regularly-sized lots, sidewalks, lighting, and a shopping center. Further discussion of the evaluation of identified property types is included in Section 4.0 of this report. A copy of the historic context prepared for the evaluation of Rodney Village is found in Appendix F.

One transportation resource is located within the project area: the Delaware Railroad. This linear resource extends north-south through the State of Delaware. Within the project area the railroad is located immediately to the west of New Burton Road and runs parallel to this thoroughfare. Within the project area original sidings have been removed and modern sidings have been added to the line in association with the Kraft Foods manufacturing facility.

2.0 METHODOLOGY

2.0 METHODOLOGY

2.1 Background Research and Previously Surveyed Resources

Prior to conducting a field survey of the study area, background research was performed to gain an understanding of the cultural and architectural development of the area and surrounding region and to identify and assess previously prepared documentation. A.D. Marble & Company's project team thoroughly searched pertinent literature to identify historical information about the study area and vicinity. Appropriate primary and secondary source materials pertaining to the study area were also examined. Specific repositories consulted during this phase include: The Delaware State Historic Preservation Office (DESHPO) in Dover; the Delaware State Archives in Dover; the Kent County Department of Planning Services in Dover; and the Kent County Recorder of Deeds Office in Dover. A.D. Marble & Company's project team consulted historic maps and atlases, aerial photographs, and local histories and also reviewed previous cultural resource surveys and National Register nominations for properties, structures, and sites located within and near the study area.

A review of files held by the DESHPO revealed three previously completed cultural resources reports whose study areas are located within the vicinity of the current study area. These include the *Architectural Resource Survey of Governor's Avenue from Webbs Lane to U.S. Route 13, Kent County, Delaware* by Louis Berger and Associates, Inc., dated September 1994, revised February 1995; the *Architectural Resource Survey of North Street, East Saulsbury Road to West Street, Kent County, Delaware* by Louis Berger and Associates, Inc., dated January 2000; and the *Identification and Evaluation of Standing Structures, Governor's Avenue Safety Project, Water Street to Webbs Lane, Dover, Kent County, Delaware* by URS Corporation, dated January 2003. The *Suburbanization in the Vicinity of Wilmington, Delaware, 1880-1950+/-: A Historic Context* by Susan M. Chase et al., dated June 1992, would be consulted and used in the residential subdivision evaluation and to develop a subdivision context for the City of Dover.

Table 1 identifies architectural resources located within the project APE that have been previously surveyed. The previously identified resources are also shown in Figure 3. Previous documentation is included in Appendix C of this report.

Only one of the eight previously surveyed resources, Eden Hill Farm (K00125), is listed in the National Register of Historic Places. The National Register nomination for Eden Hill Farm, prepared in 1976, did not provide an adequate National Register boundary for the resource. The property has been recently subdivided for development. For the purposes of this study, a National Register nomination addendum was prepared to re-delineate a boundary. The boundary, shown in Figure 3, was reviewed and approved by DelDOT and DESHPO staff.

One of the eight previously surveyed resources, CRS No. K07638 has been demolished since the 1979 survey. Due to the lack of aboveground features, the former farmstead was treated as an archaeological site for the purposes of this survey. A new site number was assigned as 7K-C-433.

Rodney Village, a post-World War II historic district, has the potential to be affected by the project. DelDOT staff prepared a historic context for Dover's post-World War II suburban

development in order to evaluate Rodney Village. This was a preliminary effort that recognized further identification, documentation, research, and analysis efforts were needed to further develop the context. As a result of the recommendations of this study, DeIDOT and the DESHPO concurred that Rodney Village is not eligible for listing in the National Register, pending further development of a subdivision context for Dover. A copy of the historic context for the post-World War II suburbanization is included in Appendix F of this report.

Table 1. Previously Surveyed Resources within the APE.

Name/Address	CRS #	Tax Parcel #	Date	Previous Documentation/NR STATUS/DATE
Eden Hill Farm	K00125	2-05-07600-01-1400	ca. 1749	National Register Listed, 1973; National Register boundary addendum, 2009
Wyoming Mill Road	K01028	2-05-08506-01-6900	ca. 1940	Not Previously Evaluated
Kesselring Farm, 1436 New Burton Road	K01030	2-05-08500-01-0700	ca. 1850	Not Previously Evaluated
New Burton Road*	K01031	2-00-08500-02-0400	N/A	Not Previously Evaluated
1605 New Burton Road	K01072	2-00-08500-02-0200	ca. 1940	Not Previously Evaluated
H. Jenkins House, 400 Webbs Lane	K03205	2-00-08500-02-0501	ca. 1850	Not Previously Evaluated
1362 Governors Avenue	K06725	2-00-08512-02-0600	1923	Recommended Not Eligible; No Determination Made
Rodney Village	K07570	Multiple – Subdivision	1955	Determined Not Eligible, pending further development of a subdivision context for Dover, 2007

* K0103 was incorrectly labled at SHPO. It has been re-assigned as K-07638 and 7K-C-433.

2.2 Initial Field Survey

Following the completion of background research, an architectural field survey was carried out to: 1) identify the range of resources 50 years or older within the current study area; 2) locate individual properties that could potentially be eligible for listing in the National Register of Historic Places; 3) field check those properties that were previously surveyed; and 4) field check those properties that were previously listed or determined eligible or not eligible for listing in the National Register.

A.D. Marble & Company conducted the initial field survey, which included an examination of all those buildings located on tax parcels that were located within the study area, during October and November of 2006. During the course of initial field work, for the purposes of mapping and data organization, A.D. Marble & Company assigned survey numbers to all resources in the APE. These numbers were assigned based on the order the property was added to the survey.

For the purposes of this project, the cut-off date of construction for structures to be evaluated is 1961. Construction dates were obtained during the initial survey effort by visiting the Kent County website for tax assessment data. These dates were then confirmed by viewing the 1906, 1930, and 1956 USGS mapping along with the 1937, 1954, 1961, and 1968 aerial maps of the proposed study area. The 1868 Pomeroy and Beers historic atlas was also consulted for use in dating the historic farmsteads within the proposed study area.

The initial field survey revealed thirty-nine (39) newly identified architectural resources within the West Dover Connector study area constructed in or before 1961, the cut-off date for the survey effort. The results of the initial field survey, including preliminary determination of eligibility, and the methodology proposed for intensive-level investigations were presented in the December 2005 Management Summary.

2.3 Intensive-Level Survey

During the course of intensive-level fieldwork, five additional resources dating to 1961 were identified within the project area. DESHPO Cultural Resource Survey (CRS) forms were completed for those resources within the project constructed in or before 1961. Since the Eden Hill Farm is already listed in the National Register and does not appear to have undergone any significant changes or alterations since the time of its listing, only an update form (CRS-10) was prepared.

For each of the forty-four (44) newly identified properties, a Property Identification form (CRS-1), a Main Building form (CRS-2), and a Map form (CRS-9) were completed. Additional forms, primarily related Outbuilding forms (CRS-3), were completed as necessary. Of the remaining seven (7) previously surveyed properties, an Update form (CRS-10) was completed. CRS forms 1, 2, or 3 were prepared if the previous survey documentation was insufficient or had changed. Detailed resource descriptions and photographs are provided in Section 6.0. CRS forms are available in Appendix D.

All of the identified properties were accessible during intensive-level field work. As part of the field work effort, CRS forms were completed manually in the field; this information was later entered into a computerized form. In addition, each resource was photographed using black-and-white 35-mm film or digital camera. During the course of field work, aerial maps were labeled for each property for use in the preparation of CRS-9 forms. Informal interviews were conducted with property owners when they were available to confirm property histories and/or dates of initial construction or alterations.

For any resources that had the potential to be eligible for historic significance, additional background research was conducted during the intensive-level survey effort to identify any significant associations with events or people and to delineate a property's place within the appropriate historic context. For those resources that clearly lacked integrity and were common examples of a building type, historic research was limited to an examination of historic mapping unless additional research was warranted to clarify construction dates. Additional background research efforts conducted during the intensive-level survey included an examination of records on file at Kent County and agricultural census data research at the Delaware State Archives.

2.4 Assessment of Eligibility

Using the data acquired during both background research and field investigations, each resource was evaluated for National Register eligibility within the state historic contexts outlined in the Delaware Comprehensive Historic Preservation Plan, the Delaware Historic Context Master Reference and Summary, and as per federal National Register guidelines, 36 CFR 60.4.

The National Register of Historic Places, established by Congress in 1966, is the inventory of historic resources significant at the local, state, and national levels. Historic resources that can be considered for the National Register include districts, sites, buildings, structures, and objects that manifest significance in American history, architecture, archaeology, engineering, and culture; possess integrity of location, design, setting materials, workmanship, feeling, and association; and that have:

- A. Association with events that have made a significant contribution to the broad patterns of our history; or
- B. Association with the lives of persons significant in our past; or
- C. Distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yielded, or may be likely to yield, information important to history or prehistory (National Park Service [NPS] 1997).

A property must also retain sufficient integrity from its period of significance. Historic periods and themes are discussed in Section 3.0, Historic Overview. Guidelines for National Register evaluation are included for the identified property types (Section 4.0)

A historic context is a body of information organized by theme, place, and time that assists in the evaluation of National Register eligibility of resources that meet the National Register age consideration (1956 for this study). Section 3.0 provides background on the historical development of the APE and the Upper Peninsula Zone. The historic context is organized by the chronological periods presented in the *Delaware Comprehensive Historic Preservation Plan* and by identified historic themes (ibid: 37).

Chronological periods addressed in this report include:

- 1630 to 1730+/- Exploration and Frontier Settlement
- 1730 to 1770+/- Intensified and Durable Occupation
- 1770 to 1830+/- Early Industrialization
- 1830 to 1880+/- Industrialization and Early Urbanization
- 1880 to 1940+/- Urbanization and Early Suburbanization
- 1940 to present Commercialization and Suburbanization

No aboveground resources dating to the 1630-1730+/- and 1770-1830+/- periods have been identified in the APE to date; these periods are addressed in this document to provide a more complete understanding of the historical development of the study area. Only one aboveground resource within the APE retains architectural features dating to the 1730-1770+/- period: Eden Hill, constructed in 1749, is currently listed in the National Register of Historic Places.

As noted above, the information presented in the historic context is organized by historic themes. Background research identified three general historic themes based on the historic preservation plan:

- Agriculture (related to historic preservation plan theme: Agriculture);
- Residential Architecture (related to historic preservation plan theme: Architecture, Engineering, and Decorative Arts);
- Residential Development (related to historic preservation plan theme: Settlement Patterns and Demographic Changes); and
- Transportation (related to historic preservation plan theme: Transportation and Communication).

The historic context is linked to aboveground resources through the concept of property types. Property types are based on a set of shared physical or associative characteristics. Physical characteristics may include structural forms, architectural styles, or building materials. Associative characteristics relate to events, activities, or specific individuals or a group of individuals. Section 4.0, Summary of Identified Property Types, identifies property types for each historic theme and provides a discussion of the distribution of these property types within the APE.

2.5 DelDOT's Geographic Information System (GIS) Transfer Protocol

In March 2005, DelDOT established its *Cultural Resources Survey GIS Data Transfer Protocol* (Version 7) for use by all of its cultural resources consultants. It states:

This protocol is established to standardize the packaging, naming, and transmission of Cultural Resource Survey (CRS) data to the Delaware Department of Transportation (DelDOT). Using this protocol and the standardized database provided by DelDOT, consultants will be able to submit CRS data in a format that is compliant with DelDOT's Geographic Information System (GIS) infrastructure. With the personnel following these standards, DelDOT will have the ability to efficiently integrate CRS survey data into their DOT project CRS database and prepare it for redistribution to the Delaware State Historic Preservation Office (DESHPO), facilitating faster turnaround and more effective project planning.

The data structure and format, attributes, and layout of the Delaware Cultural Resource GeoDatabase (DELCRSGDB) were created with the consultation of the DESHPO and DelDOT.

The final dataset to be delivered to DelDOT consists of an ArcGIS personal Geodatabase (GDB). The GDB consists of four (4) Feature Classes and fifteen (15) GDB tables. The spatial location and attribute data for cultural resources will be housed in the Feature Classes, while the GDB tables provide the codes and code descriptions used in data entry.

It is understood that all the attribute cells within the database will not always be filled. This lack of completeness is due to the quality of the documentation related to previously recorded CRS

properties in Delaware and the fact that not all the fields within the database pertain to all individual properties (i.e., prehistoric versus historic properties).

The finalized GIS database prepared for this project will be forwarded to DelDOT for delivery to the DESHPO at a future date.

3.0 HISTORIC OVERVIEW

3.0 HISTORIC OVERVIEW

The history of Delaware has been subdivided into six thematic periods that chronicle the major trends and developments of the state. These include 1630-1730+/- Exploration and Frontier Settlement; 1730-1770+/- Intensified and Durable Occupation; 1770-1830+/- Early Industrialization; 1830-1880+/- Industrialization and Early Urbanization; 1880-1940+/- Urbanization and Early Suburbanization; and 1940-Present Commercialization and Suburbanization.

3.1 1630 to 1730+/-: Exploration and Frontier Settlement

The European settlement of Delaware was initiated by the competing colonial powers of Sweden and Holland in the 1620s and 1630s. They established several small, fortified settlements along the Delaware River and Delaware Bay. Following a series of military conflicts, the Dutch took control of Delaware in 1656 and established the town of New Amstel (New Castle) near Fort Casimir (Weslager 1961:12). In 1664, the English gained control of the entire Mid-Atlantic region.

Because central Delaware's interior was removed from major navigable waterways and areas of initial settlement in northern and southern Delaware, there was virtually no European presence in this back country area during the Swedish, Dutch, and early English periods of colonization. Initial European settlement centered along the St. Jones and Mispillion creeks. According to Hancock (1976:5), by the 1670s scattered farms were established along the lower sections of these two creeks. Early settlers were English, although a number were also Dutch and French Huguenot (Hancock 1976:4-6). By 1682, the population of Kent County included only 99 adult males (Scharf 1888:1030).

Significant settlement into central Delaware did not occur until after the 1680s when William Penn granted large tracts to primarily Maryland and Virginia landowners, who wanted to expand their holdings and establish a tobacco plantation agricultural system that had been so successful in the Chesapeake tidewater region. African-American slaves were used on some of these farms. By 1721, an estimated 500 African-American slaves lived in Delaware (Newton 1997). Farmers of smaller parcels operated subsistence operations based on the mixed agricultural system commonly practiced throughout the Mid-Atlantic region during this period.

In 1683, William Penn re-chartered Kent County, which was originally founded as St. Jones County in 1680. Penn also ordered the erection of a county seat, which he named Dover (Scharf 1888:982). By 1697, the courthouse was built, around which a small village began to grow. However, the town of Dover was not laid out officially until 1717 at which time it encompassed 125 acres. During the first decades of the eighteenth century, settlement in and around Dover increased and the local population began to grow.

During this early settlement period in central Delaware, dwellings and farm-related outbuildings were impermanent structures. The area's European inhabitants built earthfast dwellings supported by posts set directly into the ground. Such structures were quite common in the region and were, in fact, promoted by Penn himself. Although they did not always succeed in doing so,

the builders of such dwellings “expected to replace them with more durable houses within the span of a generation” (Herman 1987:84). Not surprisingly, no dwellings from this period are still standing in the study area.

3.2 1730 to 1770+/-: Intensified and Durable Occupation

The mid-eighteenth century in central Delaware witnessed population growth, the maturing of the rural economy, the establishment of local agricultural service center towns, improvements to the transportation network, and the expansion of market-oriented farm production. As in the wider Mid-Atlantic region, during this period farming dominated Delaware’s colonial economy, as 80 to 90 percent of its population was engaged in agriculture (Egnal 1975:201). Mixed farming centered on grain production was the primary form of agriculture during this period. Tobacco continued to be produced as well, mainly by transplanted Marylanders (Herman et al. 1989:20, 24). This intensified, market-oriented farming required more labor inputs. Hence, farmers increasingly employed paid and bound labor to work their fields. As a result, the number of slaves in Delaware increased significantly during this time. By 1770, Delaware’s population included an estimated 1,836 African-Americans, a sizable portion of which were enslaved (U.S. Bureau of the Census 1961:756).

The town of Dover grew somewhat during this time. In 1750, the town had only 20 families (Louis Berger & Associates, Inc. [LBA] 2000:4). By 1762 the town was described as having about 200 to 300 residents, two churches, a general store, a tavern, and shops of several tradesmen (Hancock 1976:9). Caesar Rodney, one of Delaware’s most prominent Revolutionary War-era statesmen, was born in Dover in 1730. For a period, the orphaned Rodney came to live at the estate of Nicholas Ridgely, a well-to-do landowner who lived just west of Dover. Born of wealthy parents in Maryland, Ridgely moved to Kent County in 1738, acquired a plantation just west of Dover in 1748, and built his home, Eden Hill, there in 1749 (Bushman 1992:11-17; DESHPO CRS K00125). The Ridgelys continued to be a successful and prominent family in the Dover area throughout the eighteenth and nineteenth centuries.

The built environment also expanded and became a much more permanent element of central Delaware’s rural landscape during this period. Brick increasingly became a preferred building material for those who could afford it; still, log and wood frame construction were most common. While single-cell hall plans persisted among dwellings throughout this period and into the nineteenth century, chambered-hall and multi-room hall-and-parlor plans became increasingly common. Also, formal architectural styles, typified by the closed-plan Georgian style, were increasingly adopted in the construction of the homes of the rural elite (Lanier and Herman 1997b:16-24). Ridgely’s Eden Hill house serves as an example of rural Georgian architecture from this period.

3.3 1770 to 1830+/-: Early Industrialization

This period witnessed profound economic, political, social, and scientific changes, all of which affected the agricultural landscape of central Delaware, both positively and negatively. The Dover area was spared from the direct effects of military action during the American Revolution and the War of 1812. However, economic disruption caused by the wars and by a series of trade

embargoes along with the depletion of soils and the opening of new lands in the West, seriously affected the farm families in the Dover area. The population of Kent County actually decreased between 1820 and 1830 and remained stagnant during the 1830s at just under 20,000 (University of Virginia Library: Historical Census Bowser). During this period, African Americans made up approximately one quarter of the county's population. The number of African-American slaves in the county decreased during this period, from 2300 in 1790 to 588 in 1830. Conversely, Kent County's free black population increased during this time.

By 1775, Dover had expanded to include a residential section bounded by North, South, East and High streets (Edwards et al. 2003). In 1777, during the Revolution, the capital of Delaware was transferred from New Castle to Dover. This was done to protect the capital from the threat of invading British troops, who entered northern Delaware in 1777. After the war, Dover became the capital of the State of Delaware.

During this period, transportation and rural industry were closely related to the dominant farming economy. Farm products were transported along the area's meager road system and via shallow draft boats on the area's numerous creeks. Landings were established on the larger creeks, including one on St. Jones Creek at Dover. Towns, like Dover, that had creek landing and were connected to the road network became local commercial hubs. These "commercial towns" served as focal points for the local society and economy (Heite and Heite 1986). The area's creeks and runs also powered an increasing number of grist and sawmills. By 1772, John Pennell had built a "tumbling dam," mill-pond, and saw-mill in the vicinity of the study area on Isaac Webb's Branch or Isaac's Creek (Scharf 1888).

According to a context on agricultural tenancy in central Delaware (Siders et al. 1991:18), this period was characterized by intensive building activity that resulted in increased numbers of durable houses. Also, the rural elite, who were engaged in a market-based extensive agricultural economy, contributed a significant component to the rural architectural landscape (Herman et al. 1992). A variation on the double-pile center-passage plan, the double-pile side-passage plan, which originated in urban areas near the end of the Colonial period, spread to the countryside in the early to mid-nineteenth century. Houses continued to be constructed of timber-frame and brick. Another dwelling that appeared with increasing frequency in the rural landscape during this period was the tenant house. These open plan structures, built with log or timber frame dwellings, contained one to three rooms and ranged from one to two stories (Sheppard et al. 2001:11). In response to increased needs for tenant housing brought by demographic pressures, changing farm practices and the influence of agricultural reform, the "house and garden" plan developed. As part of a formal contract, a farm owner leased his laborer a small house and a small plot for raising garden crops and livestock. These tenancies were often clustered together along roadways or tree lines, but were always within sight of the main farmstead. Built on piers and thus being portable, house and garden tenant houses were easily moved; farm owners would frequently move these dwellings within the farm (Sheppard et al. 2001).

3.4 1830 to 1880+/-: Industrialization and Early Urbanization

Beginning around 1840 and continuing throughout the mid-nineteenth century, central Delaware generally experienced an economic upsurge. As farm values and incomes dramatically rose

during this time, the agricultural landscape experienced a period of revitalization. This boom was the result of the convergence of a number of positive factors, including improved farming techniques, the adoption of new agricultural products, the increasing use of farm machinery, the building of the Delaware Railroad, the full exploitation of the Chesapeake & Delaware (C&D) canal, the use of steamboat transportation, and the blossoming of major markets in the industrial cities of the Mid-Atlantic and Northeast. Mixed farming centered on grain (corn and wheat), and livestock production remained the primary focus of farming. The extension of the Delaware Railroad southward into Kent and Sussex counties in 1856 facilitated a major boom in orchard crops, namely peaches in the mid-1800s (Reed 1947:382). The 1859 A.D. Byles map depicts the Delaware Railroad running through the APE (Figure 4). The Delaware Railroad ran along the western boundary of Dover and east of Eden Hill before heading southwest through the APE. The southern terminus of the railroad was located at Seaford and the northern terminus linked with major rail networks in the city of Wilmington (Hoffecker 1977:46). In 1859, the Delaware Railroad reached the Maryland border at a location the railroad company dubbed Delmar (Hayman 1979:19-31). The railroad greatly sped the shipment of perishable orchard and garden crops to burgeoning urban markets. By 1870, Kent County was regarded as the center of the peach growing area (Reed 1947:385). However, a blight known as the yellows reached Kent County in the 1880s and largely wiped out the peach orchards. Still, farmers in Kent County generally realized economic success during this period as both the values of agricultural products and farmlands increased.

During this period, manufacturing expanded in Delaware with 380 factories in existence at the beginning of the Civil War. Still, the vast majority of the state's industry developed to the north, in and around Wilmington. In Kent County, canneries were built as orchard and truck garden farm production expanded during the second half of the nineteenth century (DeCunzo and Garcia 1992). Dover boasted two canning factories by the 1870s (Hancock 1976:51). Mills continued to flourish along the county's creeks during this period. The 1868 Pomeroy and Beers atlas depicts several gristmills south of the APE along Isaac Creek, including Camden Mills and Mount Vernon Mills (Figure 5). A combination grist and sawmill is shown on the northern edge of Dover along the St. Jones River. As a result of this economic upsurge, the town of Dover cemented itself as an important regional economic center. The extension of the Delaware Railroad to the town also played a major role in establishing Dover's local prominence. Along with the aforementioned mills and factories, the town included numerous stores and shops, which served the town's growing residential populace, as well as the farming families outside of the town.

By the eve of the Civil War in 1860, the slave population in Kent County had declined to 203 (University of Virginia Library: Historical Census Bowser). The county's free African-American population had risen to over 7,200 at that time (or 26 percent of the county's population) (ibid.). Although a border state, Delaware remained unscathed during the Civil War. The Underground Railroad, the emancipation of slaves in 1863, the subsequent Union victory, and economic opportunity brought thousands of free African Americans to Delaware during this time (Skelcher 1995a). By 1880, Kent County's African-American population had risen to over 8,100. The overall population of the county in 1880 was just under 33,000 (University of Virginia Library: Historical Census Bowser).

West Dover Connector
Kent County, Delaware



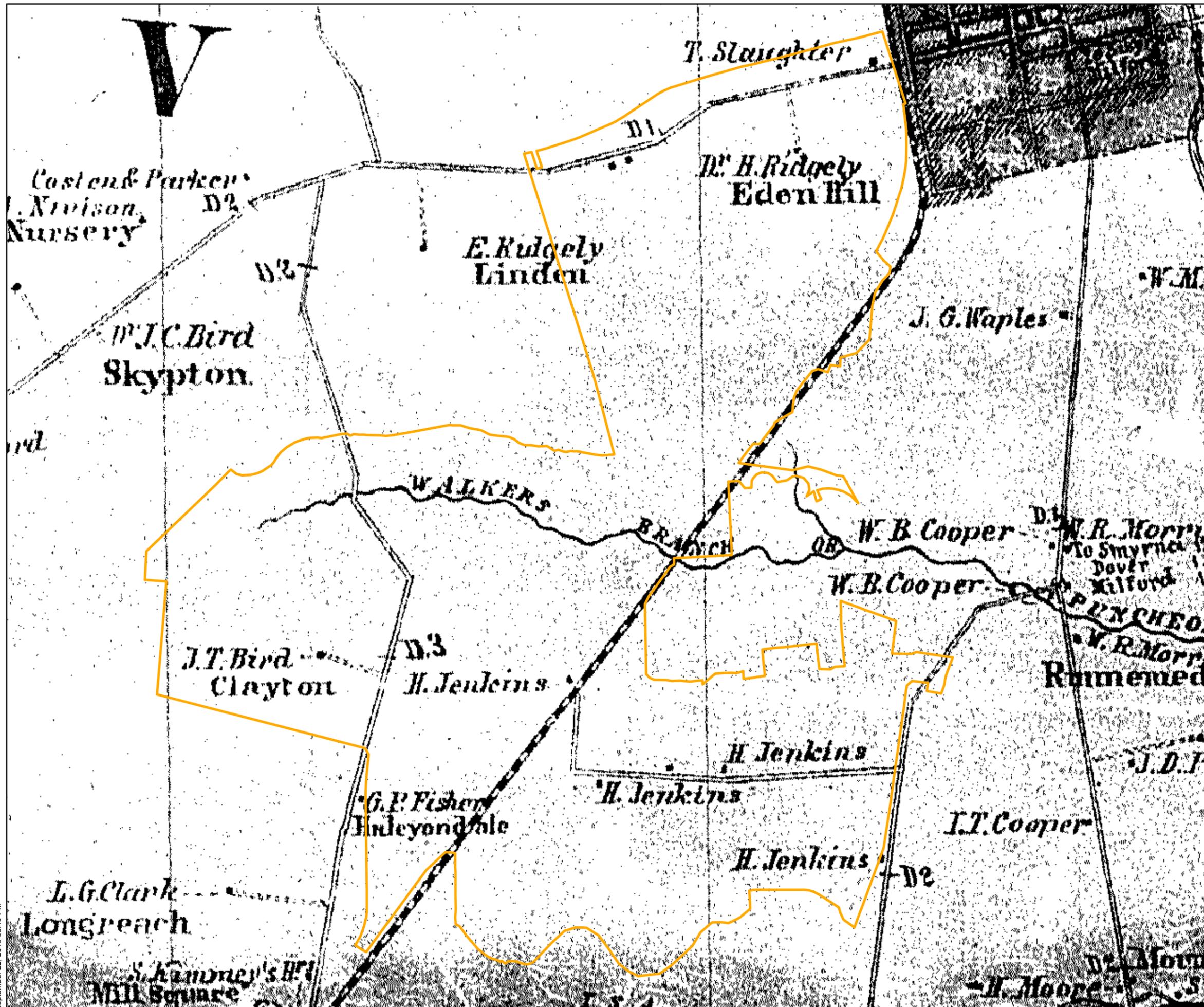
 Area of Potential Effect (APE)

Sources:
1868 Pomeroy and Beers Atlas.

Figure 4
1859 Byles Map

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Feet

September 2010



West Dover Connector
Kent County, Delaware



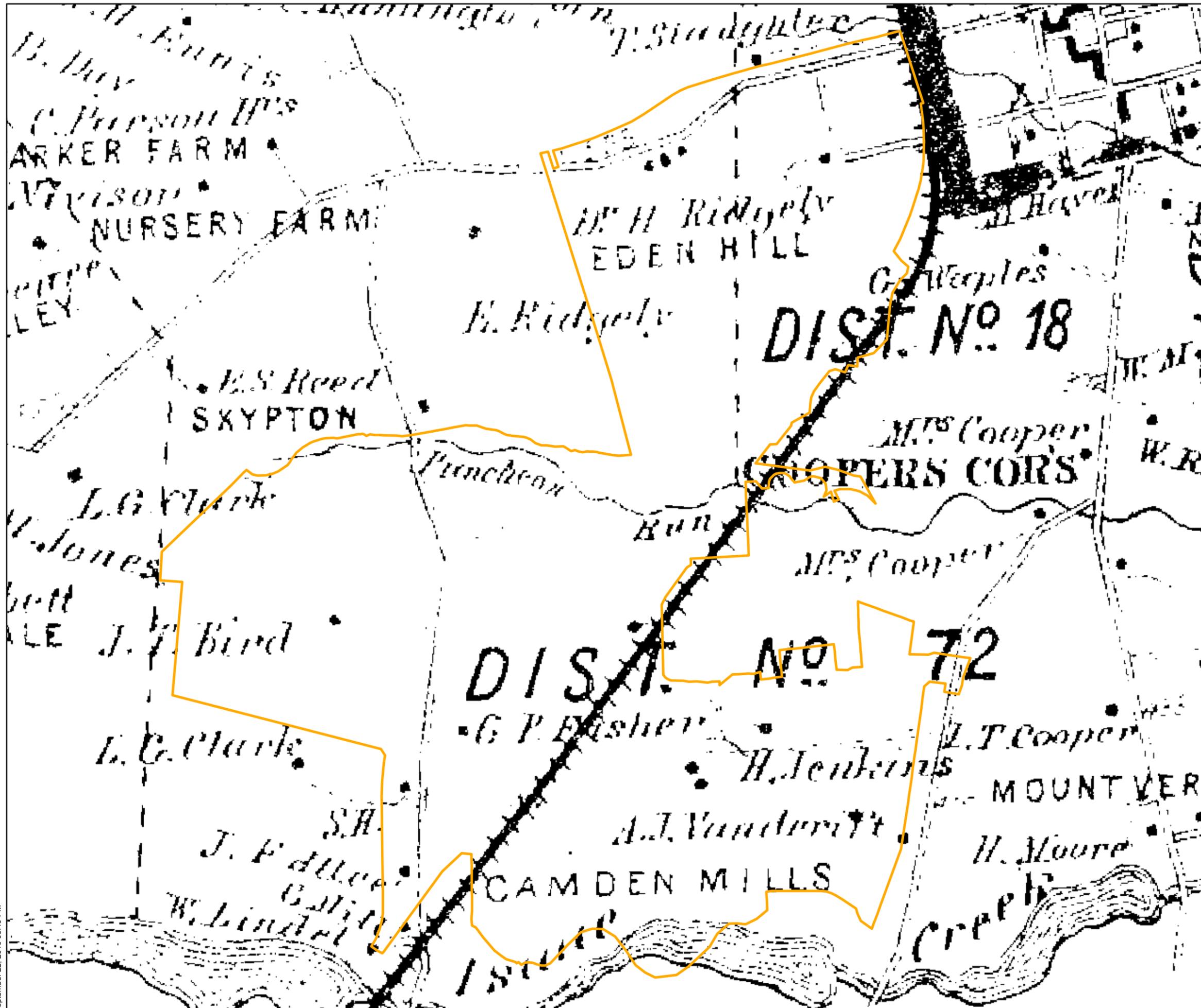
 Area of Potential Effect (APE)

Sources:
1868 Pomeroy and Beers Atlas.

Figure 5
1868 Pomeroy and Beers Atlas

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September 2010



As mentioned above, the vastly increased wealth of farmers and the rural gentry in Delaware's Upper Peninsula precipitated a widespread rebuilding of their built environment. This phenomenon, which was documented in St. Georges Hundred, New Castle County by Dr. Bernard Herman (1987), was manifested throughout Delaware's Upper Peninsula, including the northern half of Kent County. The initial phase of this rebuilding activity focused on remodeling existing houses by adding service wings and replacing dilapidated farm buildings. New house construction also occurred. This involved a mixture of Victorian styles including Italianate, Second Empire, Gothic, late Federal, and Greek Revival. The dwellings of the non-elite citizens (e.g., tenant farmers and farm laborers) remained unchanged from the previous period. The numbers of simple, vernacular dwellings, however, increased markedly during this period as farm tenancy rose. As a result, this period saw a marked increase of the house and garden tenancies (Sheppard et al. 2001).

3.5 1880 to 1940+/-: Urbanization and Early Suburbanization

During this period, industry and manufacturing greatly expanded in Delaware; however, the northern part of the state experienced the great majority of this growth. The 1880 census reported 204 manufacturing establishments in Kent County, roughly half the number reported in New Castle County (University of Virginia Library: Historical Census Browser). Still, the expansion of industry in general, along with other factors, resulted in a reciprocal decrease in the number of people employed in agricultural based businesses. With this change, a greater percentage of the state's population resided in cities rather than in rural areas. During this time period, the Delaware Railroad remained a major mode of transportation. At the turn of the twentieth century, before the highway era, the railroad provided the most important means of transportation in Delaware (Hoffecker 1988:157). Important improvements in transportation occurred, such as the invention of the automobile and the modernization of the state's roadways. The construction of the DuPont Parkway (present-day U.S. Route 13), an innovative concrete highway, resulted in linking Dover to Wilmington and Philadelphia. The highway also helped in the development of Delaware's recreational economy, as shore towns to the south were now more readily accessible by car (DelDOT website, accessed 2 June 2005).

Still, Kent County remained largely a rural zone with an agriculturally-based economy during this period. Farming in this time can best be described as intensive and commercialized. Mixed farming, focusing on grain production, was abandoned as farmers began to change their products to reflect the changing market demands. This resulted in a move towards large-scale dairy, poultry, and garden vegetable/orchard farming. Farmers began to increasingly rely on mechanized farm equipment and industrially-produced fertilizers to increase production (Reed 1947:391-419; DeCunzo and Garcia 1992:96-187). In many cases, farmers also began to direct-market their products through sales at farmers markets and roadside stands.

Toward the end of the period, suburban communities began developing outside of urban centers. Dover still remained a small community during the late-nineteenth and early-twentieth centuries, as evidence by an examination of the 1930 USGS map of the area (Figure 6). According to census figures, the town had a population of 3,329 in 1900, 3,720 in 1910 and 4,042 in 1920 (LBA 2000:6). In spite of being a small town, Dover began a series of infrastructural modernization initiatives in the late-nineteenth and early--twentieth century. In 1881, the town

**West Dover Connector
Kent County, Delaware**



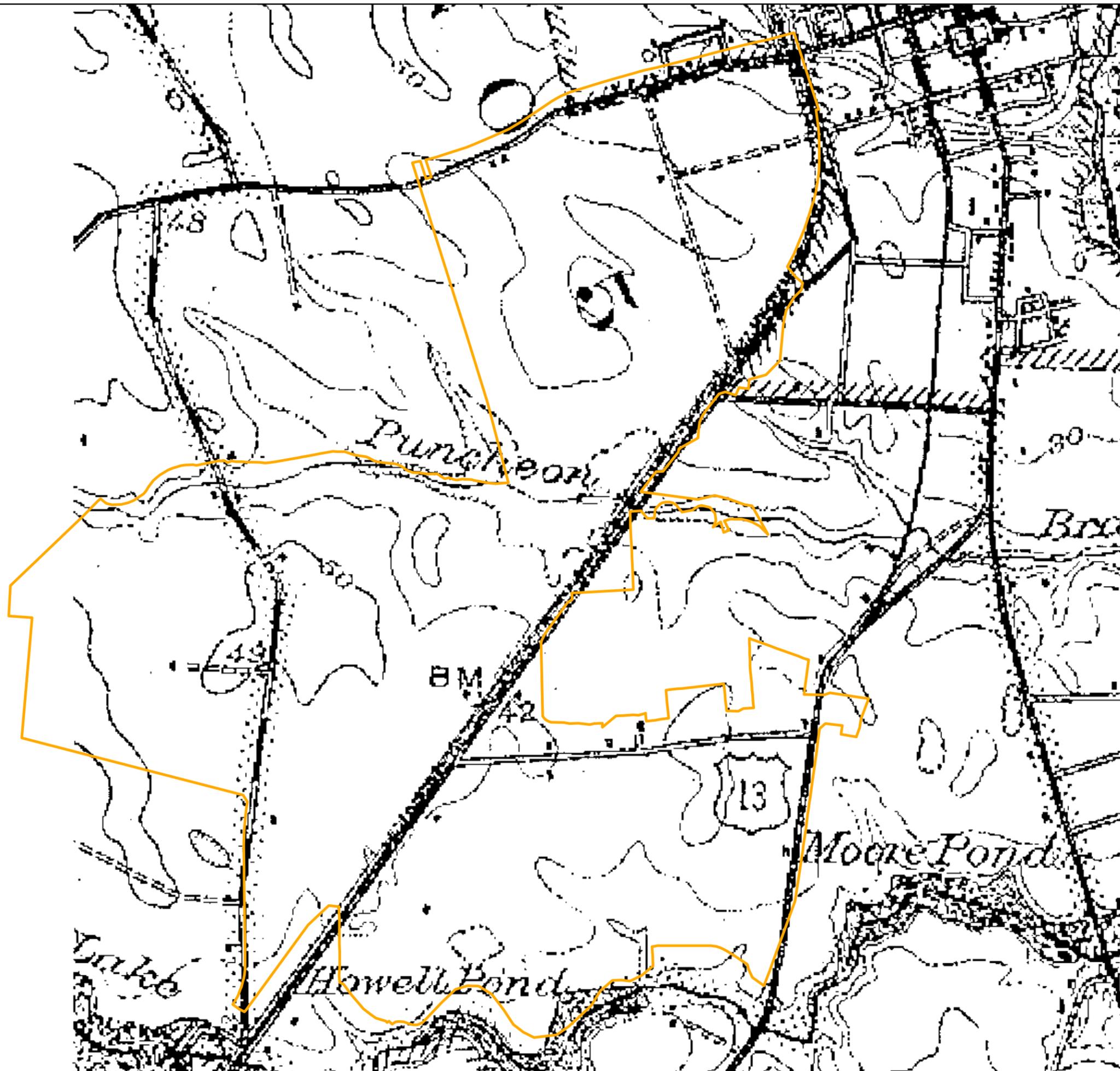
 Area of Potential Effect (APE)

Sources:
USGS 1930 Reprinted 1945.

Figure 6
1930 USGS Map

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September 2010



water works were built. Between 1900 and 1902 the town built a steam generated electric plant. The municipal sewer system was completed by 1936 (Edwards et al. 2003:2-3). In 1907, the city authorized the expenditure of over \$25,000 for the pavement of many city streets (Sammak and Winslow 1967:47, LBA 2000:6). Between 1925 and 1936, Dover's limits were extended and its infrastructure improved. The industrial firm International Latex Corporation came to Dover in 1937. This enterprise became the city's first major non-agricultural industry (City of Dover website, accessed 27 October 2005). Other industrial firms, including General Foods (located in the APE) and the National Cup Company (located outside the APE), soon followed (Edwards et al. 2003:2-3).

The population of Kent County declined slightly during the first half of this period from 32,664 in 1890 to 31,023 in 1920. By 1940, the population had rebounded to 34,441. Over this same period, the African-American population declined from 8,036 in 1890, to 6,752 in 1920, to 6,531 in 1940. These declines may be attributed to lower demands for agricultural labor and higher demands for industrial workers, which caused an out-migration from rural areas to urban centers. Increasingly during this time, African Americans were leaving the rural South to escape Jim Crow discrimination and lack of economic opportunity and were establishing communities in the industrial cities of the North. This phenomenon may have also influenced a portion of African Americans from Kent County to migrate north. Bradley Skelcher, a historian of the Black experience in Delaware, has noted that rural African-American populations in rural Delaware especially declined during the 1920s and early 1930s (1995a:114). However, the education of African Americans in Delaware improved with the establishment of dozens of schools for "colored children," a trend that began in the decades after the Civil War (Skelcher 1995b:213). Opportunities for higher education were also afforded African Americans with the founding of the State College for Colored Students in Dover in 1892. Now known as the Delaware State University, the college had an enrollment of 28 students by 1896 and 138 by 1923. By the end of the 1940s, nearly 400 students attended the school. African-American neighborhoods began to develop in and around Dover, although these areas were segregated from white sections. African Americans settled mainly in the western part of Dover along Queen and Kirkwood streets. A community of African-American tenant farmer and farm laborer families also developed east of the Eden Hill Farm. Known as Pigeon Hill, this area was situated between North and Water streets and Governors Avenue, just outside the APE to the north (LBA 2000:5).

In terms of architectural developments, this period witnessed a broadening of architectural styles. A wide variety of late Victorian and early modern styles were built in the Dover area, although some styles were more commonly employed than others. Dwelling styles and forms from this period include Second Empire, Stick, Shingle, Queen Anne, Foursquare, Front Gable Cottage, Bungalow, Colonial Revival, Side Gable Cottage, and Cape Cod Cottage. A holdover from earlier periods, simple vernacular open-plan forms were still used during this time for tenant housing. Dwellings during this period were increasingly constructed from milled wood frames. Brick was also used, especially as less costly machine-made bricks became available. Another important aspect of house construction during this period was the expansion of exterior covering and roofing materials. These included wood clapboards, tar paper, asphalt siding, asphalt shingles, and tin roofing.

3.6 1940 to Present: Commercialization and Suburbanization

As transportation networks expanded and automobiles became commonplace after World War II, suburbanization spread throughout Delaware. Dense suburbanization and commercialization began around Wilmington and then expanded to other areas. To the south, Dover also experienced major expansion through suburbanization and commercialization. As the available lands around Dover were swallowed up by residential and commercial development, nearby rural areas became attractive locations for further development. This pressure, along with the construction of the new State Route 1 highway in the 1990s, helped facilitate the increasing level of suburbanization and commercialization now present throughout central Kent County. With this dramatic change in land use, farming in the area was severely affected, greatly decreasing its prominence as the primary livelihood in central Delaware (Darsie 1997).

The City of Dover experienced great growth during this period. In 1941, the U.S. Army built an airfield at Dover, although it closed in 1946 after the war. The facility was reopened by the U.S. Air Force in 1951, but again was largely deactivated after the end of the Korean War. In 1954, the Military Air Transport Service reactivated the base. Since then, the base has become one of the world's largest military freight terminals and is currently home to the 512th Airlift Wing (City of Dover website, accessed 27 October 2005). As a result of residential and commercial development, the city expanded over 1,000 acres by 1961. In particular, Dover saw a major population increase in the 1950s. Numerous subdivisions sprang up around Dover. By 1956, the developments of Kent Acres and Rodney Village, both just south of Dover, had been established (USGS 1956; Figure 7). One of Dover's first shopping centers, The Mall at Rodney Village, was built in 1961 in association with the Rodney Village residential development. Other subdivisions and commercial centers were built during this time (Frucht 1994:4; Edwards et al. 2003:2-12). Post-World War II residential architecture and planned developments (like Rodney Village and Kent Acres) in which dwellings were concentrated, expressed the tendencies of industrial mass production. The Levittown phenomenon of the late 1940s and 1950s, which featured acre after acre of identical tract housing, embodied these principles. These residential developments provided very cheap housing, although the expression of individualism through architecture was heavily diminished. Typical mid- to late-twentieth-century dwelling types include Minimal Traditional, Cape Cod, Ranch house, split level, house trailers, prefabricated houses, and custom built homes.

In particular, the Route 13 corridor became the focus of strip mall/shopping center construction during the late 1940s and continued through the 1970s. The strip mall contained many roadside commercial buildings that included retail shopping, dining, and automotive-related establishments. By the 1990s, large-scale, box retail stores began to appear on the fringes of Dover. Residential development continued, as rural agricultural areas adjacent to the city were increasingly developed for housing. The pressure for more housing and the resultant increase in real estate values persuaded many land-owning farmers to sell their farms to developers. The pattern of decreasing farmland and increasing residential development was manifested across much of Delaware and continues to the present.

West Dover Connector Kent County, Delaware



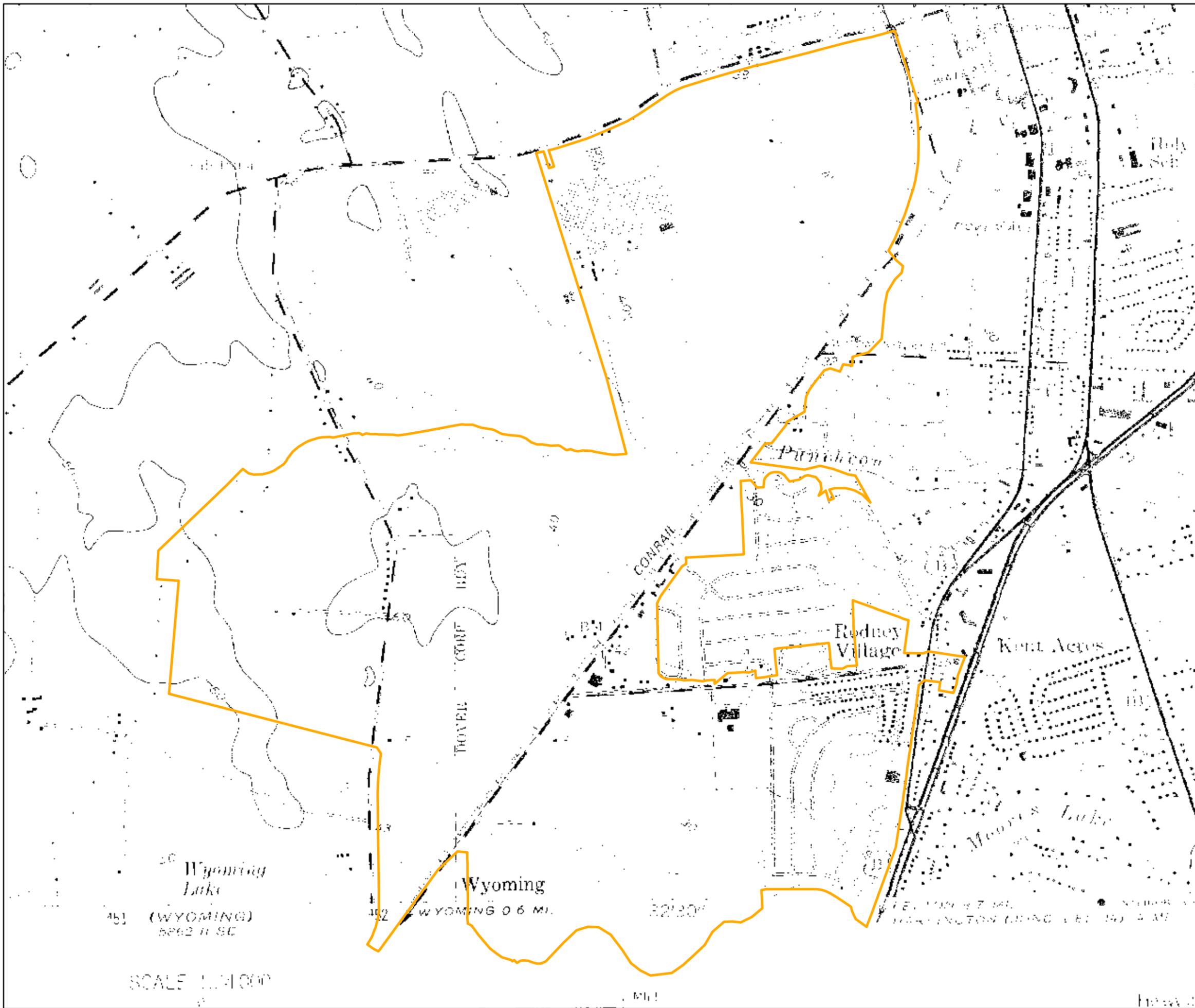
 Area of Potential Effect (APE)

Sources:
USGS 1956 Photorevised 1981.

Figure 7
1956 USGS Map

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Feet

September 2010



During this time, passenger ridership on the Delaware Railroad began to wane; therefore passenger train operations between Wilmington and Delmar ended in December 1965 (Baer, personal communication 2005). Freight service on the railroad continued, however, and was increased within the project APE when General Foods Corporation constructed a modern food production facility in the West Dover area in 1963. To facilitate the movement of both raw materials and finished products, General Foods decided on a location with easy access to the railroad. General Foods constructed a number of sidings along the Delaware Railroad to assist in this process. A large railroad spur was also constructed to provide direct access to the plant (Lower Mills website, accessed 8 December 2005; Kraft Operations website, accessed 8 December 2005).

4.0 SUMMARY OF IDENTIFIED PROPERTY TYPES

4.0 SUMMARY OF IDENTIFIED PROPERTY TYPES

Historic-period resources within the APE range in date of construction from 1749 to the late 1950s. Readily identifiable property types in the APE include agricultural resources, residential dwellings, residential developments, and transportation resources. The influences and trends that encouraged the development of specific property types are identified and included in the preceding historic context (Section 3.0). In this section, the predominant property types found in the APE are defined and a list of character-defining elements or features is included for most property types. A discussion of the applicability of the National Register criteria and the seven aspects of integrity is provided for each of these types.

4.1 Agriculture

Property types with agricultural associations include the farm complex and individual buildings within the farm complex. The majority of agricultural resources in the APE date to the 1830-1880+/- and 1880-1940+/- time periods. Throughout the nineteenth century, the farm complex was the most persistent feature on the Kent County landscape. However, few extant farm complexes remain in the APE. The farm consists of the farm complex (residence[s], barn[s], domestic and agricultural outbuildings, and surrounding yard space and gardens) located within a setting of land under agrarian use, including fields and meadows. Farm complexes in the area are associated with field crop cultivation and vegetable farming and were constructed in the 1830-1880+/- and 1880-1940+/- time periods. Among the agricultural-related buildings potentially associated with historic farm sites are barns, corncribs, granaries, chicken houses, smoke/meat houses, springhouses, carriage houses, stables, and milk houses (Bedell et al. 1998:16).

Farm Complex

In order to be seen as a significant example of a farm complex, a resource must possess the following features that date to and retain integrity from the period of significance:

- Feeling of a farm complex;
- Setting of land reflecting agricultural use or, at a minimum, a visual buffer between the farm and surrounding land use;
- Historic house with or without additions and extensions;
- Historic barn with or without additions and extensions;
- At least two agricultural or domestic outbuilding(s) and/or structure(s) exclusive of the main barn or house that retain sufficient integrity of materials and design to convey the types of farming conducted on the property:
 - Field Crop Agriculture: corncrib/granary, threshing barn, hay barn, multipurpose barn, equipment shed, horse barn; or
 - Dairy Farming: dairy barn, silo, milk house, milk parlor, cow shed;
- Identifiable plan or arrangement of buildings and structures of the farm;
- Some small-scale features associated with the practice of farming, including fence lines or ruins;
- Some vegetation associated with farming, including gardens, fields, woodlots, or tree lines;

- Circulation network connecting the parts of the farm, including farm and field lanes and paths;
- Lack of modern structures located within the historic farm plan;
- Retention of spatial relationship of buildings within the farm complex; and
- Retention of spatial relationship with buildings and/or complexes associated with the main farm, such as tenant houses and/or tenant farms.

It is important that entire farm complexes, including farm dwellings, be evaluated in the context of landscape features and associated outbuildings (Siders et al. 1991:34). Farm complexes should retain or possess specific character-defining features as outlined above and should be evaluated in specific regional contexts alongside other comparable properties.

Agricultural Outbuildings

Beginning in the mid-nineteenth century, farm buildings began incorporating the mechanical and industrial functions of the farm in their plans and uses. Work and storage spaces also became more specific around this time. As a result, outbuildings like the granary/corncrib, stable/horse barn, and poultry house developed. Most of these former specialized spaces are now vacant or used for non-specific storage, except on active farms where they may continue to serve their original function or another agricultural use. Identified examples of agricultural outbuildings are discussed below. Only rare or unusual examples of domestic outbuilding types would be individually eligible for listing in the National Register and would need to retain a high degree of integrity of materials, design, and workmanship.

Multipurpose Barn

Multipurpose barns developed in the second quarter of the nineteenth century. Their erection was promoted by agricultural reformers who advocated large, multifunctional barns that combined the farm's storage, processing, stabling, and other related work functions into a single structure. The bank barn, a type of multipurpose barn, was generally constructed in the hillier areas. The barn housed livestock at the lower level in a stable, while the second floor could be used to store hay and straw and to accommodate the threshing of feed grains. When erected on flat terrain, the earthen hill was artificially created. The barn generally contains space for grain bins on the interior, unless a separate corncrib/granary is located on the property (Lanier and Herman 1997b:197-200).

Corncrib/Granary

Corncribs were constructed as both attached appendages to barns and as detached structures for the storage of corn widely after the mid-nineteenth century. The most common type in the second half of the nineteenth century was the long, narrow log or frame gable-roofed structure that typically rested on wooden block, stumps, or masonry piers. The space between the logs was left unchinked and frame cribs were covered in cribbing (narrow wooden slats) that was evenly spaced to provide ample air circulation for the drying of the ears of corn stored inside.

In the late nineteenth century and in the twentieth century, more corn storage was required as corn production increased. It was during this period that the drive-in crib barn was constructed, which featured two cribs opposite each other with a drive between. The drive-through area was

used to store machinery, and a loft space over the driveway sometimes served as a granary for small grains (Lanier and Herman 1997b:191-193).

Horse Barn/Stable

After 1830, as horses began to replace oxen for pulling farm machinery and wagons and a myriad of farm equipment began to be introduced, farmers increasingly began to build structures exclusively designed to shelter horses as well as riding and driving carriages. Usually constructed of frame and sheathed in vertical board siding like barns, horse barns or stables are generally similar in appearance to barns except they are smaller in size. The ground floor is used to house horses and/or shelter carriages, while the loft is used for hay storage. Dutch doors provide access to the interior of the stall spaces, which flanked a central feeding aisle. After the middle of the nineteenth century, stables were increasingly absorbed into the connected building complex of the farm, although some separate stables were constructed into the twentieth century (Lanier and Herman 1997b:205-207).

Cart/Equipment Shed

With the rise in mechanized agriculture in the mid-1800s, buildings were constructed that could house the associated equipment (threshers, wagons, harrows, plows, etc.). These sheds consisted of a low frame structure with an asymmetrical gable roof and an open front. The location of the cart shed is largely determined by two factors: convenience and ease of use. Typically, the cart shed is sited as close to the barn as possible. These structures were occasionally erected facing each other and at a right angle to the barnyard to form a courtyard plan. In the twentieth century, the asymmetrical roof structures were commonly replaced with a shed roof form. Cartsheds constructed by 1961 would only be considered eligible as contributing resources in a farm complex if they were erected during the period of agricultural significance.

Silo

The silo was developed for the long-term storage of green fodder or silage (commonly chopped corn stalks) to be consumed by animals on the dairy farm. Prior to the upright silo, wholly or partially excavated pits lined with stone masonry that were usually located inside the barn were used to store wet feeds. The upright silo was much cheaper to construct and was initially built within dairy barns, although it was quickly relocated to the exterior. The upright silo likely first appeared on the landscape in the 1870s but was not commonly used until after 1890. The silos on most farms were round and measured from 12 to 20 feet in diameter. The height nearly always measured approximately twice the diameter of the base. Early-twentieth-century silos were made of brick and tile until cement and sheet metal silos became common after 1930. Since World War II, mass-produced steel silos with glass linings and poured concrete foundations, such as the silos sold under the trade name Harvestore, have become the norm for the storage of ensilage, although concrete silos are still occasionally constructed (Lanier and Herman 1997b:214). Unless it is a rare or unusual example of its type (wooden stave, brick, or tile), a silo would not be considered individually eligible. It would, however, be considered contributing to a farm complex that is eligible for its association with dairy farming.

Milk House

On the earliest farms, milk was typically kept cool in the waters of the springhouse, round cellar, or basement. In the early twentieth century, state regulations mandated a storage room to be

separated from the areas where cows were milked to prevent the spread of tuberculosis and other diseases. Milk houses are usually located near the barn or farmhouse kitchen in the shady part of the yard. In more recent years, with modern methods of handling milk, the milk house often adjoins the barn. Often milk houses were built close to the road so that the milk could be easily loaded in wagons or trucks. Milk houses were sometimes built over or near a spring or attached to the ice house, with the ice providing refrigeration for the milk.

Milk houses were usually nearly square in form, and the earliest milk houses measured only 6 feet by 8 feet to 10 feet by 12 feet. Size was largely determined by the amount of milk production on the farm. The earliest milk houses were constructed of frame and clad in clapboards or shingles. Later types were built of cement block, tile, brick, and stone. Many of the cement block buildings are finished with stucco or cement plaster. The milk house is usually covered by a shallow gable roof, although the hipped roof is also common. The door is typically located on the gable end, with small windows in the side walls. The floor of the milk house is typically concrete, and later examples featured a drain to ensure the quick removal of water. The milk cans were typically placed in concrete cooling tubs or trenches on one side, where the cold flowing spring water would cool the milk. Milk houses were generally provided with louvered vents in the walls, ventilating flues in the roof, and/or sliding shutters to cool the interior. In the 1930s and 1940s, many farmers added electrical refrigeration units. A stainless steel refrigerated built tank was included on most dairy farms by the 1960s. From the bulk tank, milk was pumped directly into tank trucks that transported the milk to the dairy or creamery. To accommodate these bulk tanks, many milk houses were replaced or enlarged (Lanier and Herman 1997b:55).

Milking Parlor

Milking parlors are one-story buildings that contain equipment for milking dairy cattle and were common to mid-twentieth-century dairy farms. The milking parlor is usually covered by a shallow gable roof. It is located in close proximity to or attached to the milk house, which is the associated building where milk is stored. These buildings are typically concrete block and have multiple window openings to allow light to the interior spaces. Interior features utilized twentieth-century technology, emphasized cleanliness, and included concrete floors, glass bricks, steel tubing for stall partitions, sliding doors, iron window and door frames, gutters and gutter cleaning systems for the removal of manure, and steel trusses.

Pig Pens/Piggeries

The pig pen was usually located as far away from the farmhouse as possible to avoid flies and odor, and was often in an elevated location to provide good drainage. Piggeries may be freestanding structures or may have been incorporated as additions to the forebay of the bank barn. The pig pen was usually linear in form, with the length determined by the number of pigs to be housed. Most piggeries featured a passage for the storage of feed and equipment as well as the feeding of the pigs. The pens were located to one or both sides of this passage. Piggeries usually had a pedestrian door at the front or the side, with larger structures having two openings. Since pigs enjoy wallowing in water and mud, most piggeries had an outdoor yard, and shorter openings provided access to this area. Windows were also common to piggeries. Some pig shelters were built as a combination pig pen and poultry house; these structures usually contained two floors, with the upper floor housing chickens and the lower portion housing pigs (Noble 1984:117).

Poultry House/Chicken Coop

The poultry house appeared on the landscape on some farms in the mid-nineteenth century. Poultry houses were usually frame buildings clad in horizontal siding with steep sloping shed roofs. They were often built as additions to other buildings and faced the south or east. On the interior, roosting areas were located to the rear or side of the building, where the chickens could perch at night. The roost usually consisted of a sloping framework constructed about 4 feet from the floor with boards nailed over the top. The interior of the structure also contained nesting boxes that were built in single rows or tiers in which the chickens laid their eggs. Inclined walkways made of wide boards with thin strips led to small openings in the walls of the poultry house which allowed the fowls to enter to roost or lay eggs.

The advent of the commercial broiler industry (i.e., the raising of young chicks primarily for meat rather than for eggs alone) began in the early twentieth century and resulted in more standardized, recognizable poultry houses. The first brooder houses were small, shed-like buildings with rows of windows that usually faced south or east. Early-twentieth-century agricultural journals recommended the placement of poultry houses in locations with easy access, good drainage, good air circulation, and protection from extreme heat and cold. A variety of designs was recommended. The open-front design was favored for optimal air circulation. By the 1930s, poultry houses or apartments, often reaching two to four stories in height, were common on farms throughout the county and featured rows of windows and shed or shallow gable roofs. Artificial illumination of poultry houses became common after 1920. Modern broiler houses, by contrast, are often prefabricated metal structures of hundreds of feet in length that contain large numbers of birds. These buildings sometimes have self-closing vents with fans. Others feature mechanically controlled interiors (Lanier and Herman 1997b:218-219).

Tool Shed

On farms where tools were not stored in the cart shed, the blacksmith shop, or elsewhere, a building was constructed in which the farmer kept his tools. This structure varied widely in size, shape, and design. Some were recycled buildings that had former uses. Most tool sheds were of frame construction, although some were built of stone or brick.

Carriage House

On the most prosperous farms, the carriage house was a stand-alone building used to house the family carriages, buggies, and sleighs. On many farms, carriages and buggies were stored in the wagonshed rather than in a separate carriage house. Most carriage houses had a hipped or gabled roof and featured wide doors at one end for the entry and exit of vehicles. Examples from the mid- to late nineteenth century sometimes feature elaborate architectural detailing associated with the revival architectural styles of the period. In the twentieth century, these structures were used for the storage of wagons and equipment or automobiles (Lanier and Herman 1997b:57).

Domestic Outbuildings

Domestic outbuildings were generally located in close proximity to the dwelling and sheltered specific activities that were usually related to the processing or storage of specific food items. To be eligible as a contributing resource in a farm complex, domestic outbuildings must display characteristics associated with farm life and the common household chores of the period of

significance of the property. Only rare or unusual examples of domestic outbuilding types would be individually eligible for listing in the National Register and would need to retain a high degree of integrity of materials, design, and workmanship.

Garages

Garages were built to house the automobile and were widely constructed after 1920. Garages were typically constructed separately from other structures due to the risk of fire. These one-story structures often featured gable or hipped roofs and housed one to two automobiles. Large sliding or hinged doors were popular early on, although they were replaced by overhead doors by the 1950s. The floors were typically of concrete or wood, with a workbench and storage area along one side with a small window above.

Privy

Until the installation of indoor plumbing in farmhouses in the twentieth century, most farms had outdoor privies. Typically, the privy is a small, gable- or shed-roofed building with a hinged door. Light is often provided to the inside by a small window located high on a wall or by a cutout in the door. Some privies contain a trapdoor at the bottom rear to permit occasional cleaning. Privies may occasionally remain within the setting of the farm complex, although most are no longer in use. Most extant privies have been moved; thus, the below-grade sections of privies may be potentially significant archaeological sites (Lanier and Herman 1997b:57-58).

Shed

Sheds are small utilitarian buildings used for the storage of non-food items, such as small tools, chemicals, or machines. They are often built to supplement the storage space available in structures designed for a specific function such as animal shelters, food storage, or food production. These multi-purpose sheds are difficult to characterize because of their simple building form and resemblance to other outbuildings. Most sheds are small wood-frame structures with gable roofs and few wall openings. Sheds are likely to be associated with domestic properties as well as agricultural properties.

Workshop

Workshops were occasionally built on farms to provide a space for domestic craftwork. Like summer kitchens, workshops resembled small one-room houses and were situated in close proximity to the house. Workshops are usually heated by a stove and had a chimney or flue. Workshops were fitted with numerous windows and doors. These openings allow for the passage of light, people, and any necessary shop equipment into the work space. Large doors on a gable end were sometimes included for the removal of a finished product. Workshops were one to two stories in height. Two-story workshops often had an interior stair. Specific types of workshops can be identified by the objects located inside the space or by interviews with local residents (Lanier and Herman 1997b:551; Visser 1997:152-154).

Landscape Features

Landscape components associated with the farm complex include evidence of responses to natural environment; continued land use activities; the circulation network; and small-scale elements, such as fencing. In order for a farm complex to be eligible, the land must display

characteristics from the period of agricultural significance of the property in addition to the retention of buildings. The land must retain characteristics that provide evidence of its use in the production of crops or livestock, although past and current agricultural uses and methods may have changed. While the landscape does not need to appear exactly as it did in the past, the general character of the historic period must be retained for eligibility (NPS 1999:21).

The components of a circulation network, including farm lanes and paths that facilitated movement within the farm complex, should be considered contributing features to the farm complex if they retain integrity from the period of significance. Small-scale features associated with agricultural and domestic life on farms, such as fencing, wells, and ditches, would also be considered contributing elements to an eligible farm complex.

In establishing the National Register boundaries of eligible farm complexes, landscape features should be used as boundary demarcations, especially if this was the historic purpose that they served. The edges of farm fields, fence lines, tree lines, farm lanes, and streams can delineate boundaries for farm complexes if these features date to or have origins in the period of significance.

Evaluation Criteria

To be eligible under *Criterion A* in the area of agriculture, a farm complex must have originally, or through much of its history, been associated with and be reflective of a trend or pattern in agriculture. An agricultural complex would likely be significant under Criterion A if it demonstrates an intact farm comprising evidence of the types of farming that were conducted in the study area. Evidence of the type of agricultural activity practiced on a farm may be gained from an examination of extant features and documentary resources. If a farm complex appears to retain sufficient integrity to convey one of the farming types listed above, agricultural census data will be consulted.

To be eligible under *Criterion B* in the area of agriculture, a property must include buildings or structures that represent the contribution of an individual who has played a role in the historic agricultural development and/or prosperity of East Dover Hundred, Kent County, or the nation.

To be eligible under *Criterion C* in the area of architecture, a farm complex must include buildings or structures, landscape features, small-scale features, circulation pattern, and spatial orientation that embody the distinctive characteristics of a type, period, or method of construction. Additionally, a farmhouse, a barn, or an outbuilding may be individually eligible if it is a rare or unusual example of its type. For individual structures to be eligible under Criterion C, they must possess an exceptionally high degree of integrity of design and materials.

To be eligible under *Criterion D* in the area of agriculture, a resource must be likely to yield important information about historic agricultural practices, architectural practices, commodities, land use patterns, production methods, social relations and activities, agricultural lifestyles, or construction techniques.

Aspects of Integrity

Agricultural resources must retain four of the seven aspects of integrity to be considered eligible. In assessing the integrity of farms, it is important to use the identified period of significance as the benchmark for measuring whether subsequent changes contribute to the historic evolution of the property or alter its historic integrity. Historic integrity requires that the various characteristics that shaped the land and buildings during the period of significance be present today in much the same way as they were historically. This assessment should consider whether the property reflects the spatial organization, physical components, and historic associations that it attained during the periods of significance (NPS 1999:21).

Integrity of *setting* requires that the character of the physical environment of a historic agricultural property and its relationship to surrounding features and open space remain intact. Setting is one of the most important aspects of integrity when evaluating farms for National Register eligibility under Criterion A. The location of the farm property, complemented by its setting, is important in conveying the sense of historic farming trends.

In order to have integrity of *location*, an agricultural property must be located either where it was constructed or where important trends or patterns in agriculture occurred.

A property may be associated with trends in agriculture or patterns of ownership by a particular family. Thus, to retain sufficient integrity of *association*, a resource must be able to reflect its historic relationship to agriculture and/or cultural traditions.

Presence or absence and the layout of buildings and structures, vegetation, small-scale elements, and land uses are the most important features to consider when addressing the integrity of *design* of a farm complex.

When addressing integrity of *materials* in a farm complex, components to consider include buildings and structures, vegetation, and small-scale elements.

Integrity of *workmanship* is physical evidence of functional and/or decorative craftsmanship.

Feeling is a property's ability to express the sense of a particular time and place in history or its historic character. The cumulative effect of integrity of setting, design, materials, and workmanship creates a sense or feeling of the past.

4.2 Residential Architecture

This section introduces and describes the most common residential architectural styles/forms evident in the built environment of the APE as property types and identifies their typical characteristics. Due to the lack of pure, high-style property types in the study area, criteria for evaluating architectural properties in the APE is based largely on existing contexts and the regional field guide, *Everyday Architecture of the Mid-Atlantic* (Lanier and Herman 1997). Supplemental information on national trends is taken from the style guide, *A Field Guide to American Houses* (McAlester and McAlester 1998).

The majority of architectural resources in the APE date to the 1880-1940+/- and 1940-present historic period. Dwellings dating to the 1730-1770+/- period appear to be rare in the study area and would likely be located in the midst of subsequent additions and/or remodeling efforts.

The West Dover Connector survey area contains no high-style examples of architecture within its APE. Most resources in the APE reflect some architectural detailing of popular styles but are not examples of fully elaborate forms. A discussion of the most common architectural styles in the APE and registration requirements is provided below.

Center Hall Plan

The earliest closed plans featured unheated formal entry halls or passages. In southern New Castle County, stair-passage plan types, in which the principal stairs to the upper story or stories were found in the entry hall or passage, were introduced in the late 1740s (Siders et al. 1993:323). The same space allowed access to the ground-floor rooms located in the main body of the building, while access to service wings was indirect (Lanier and Herman 1997b:28). The earliest houses of this type were single-pile, while double-pile “full Georgian” variations already familiar to the vicinities of Philadelphia and Annapolis were introduced to the study area in the later decades of the eighteenth century (Lanier and Herman 1997b:26-31). Center passage, double-pile houses continued to be constructed throughout the 1800s. As noted by Lanier and Herman, “In the mid-nineteenth century . . . the image of the imposing boxlike Georgian house became the symbol of agricultural success and polite society on the rich farmlands of the region” (Lanier and Herman 1997b:32).

At the exterior, a center hall plan may be identified by a centrally placed doorway leading into a stair passage that connects all of the rooms in the main block of the dwelling. As it was a common plan, a dwelling would not likely be individually eligible as an example of a center hall plan but rather as an example of an architectural style or form that utilizes the center hall plan.

Folk Victorian

Many residences in Kent County constructed during the mid- to late nineteenth century exhibit traditional forms while featuring Victorian details due to the fabrication of pre-cut lumber and balloon framing. The application of Victorian details to traditional building forms is often referred to as Folk Victorian (McAlester and McAlester 1998:308-317). The cross gable, or I-house, form usually comprises two stories and features a side gable plan. Chimneys could be at the center or at the gable end(s). Window surrounds are generally simple or may have a simple pediment above.

In order to be seen as a significant example of a Folk Victorian dwelling, a resource must possess the following as well as exceptional integrity from the period of significance:

- Simplified form with detailing confined to the porch, gable end, and cornice;
- Decorative porch as a dominant feature;
- Porch ornamentation, including spindle-work or jig-saw cut work;

- Symmetrical façade; and
- Cornices with brackets and molding.

Colonial Revival

The Colonial Revival style became quite common during the early twentieth century and persisted into the late twentieth century. The Colonial Revival style rekindled an interest in small seventeenth- and eighteenth-century Dutch Colonial, Cape Cod, and English house forms of the Atlantic seaboard. Colonial Revival style houses generally combine both colonial and contemporary elements. In the early twentieth century, Colonial Revival residences sometimes mimicked the late-eighteenth-century houses in overall form but differed in detail and execution. Earlier examples of the style featured Dutch Colonial, Cape Cod, and English forms. By the mid-twentieth century, stylistic details had been simplified to stylized door surrounds, cornices, and other details that merely suggested rather than mirrored Colonial precedent (McAlester and McAlester 1998:324-326). Common dwelling forms to which Colonial Revival details were applied include the Side Gable Cottage and Front Gable Cottage.

In order to be seen as a significant example of a Colonial Revival dwelling, a resource must possess the following as well as exceptional integrity from the period of significance:

- Larger than colonial buildings, often with over-sized architectural details;
- Symmetrical façade, usually with central door;
- Front door with fanlight and/or sidelights (often oversized), usually with decorative crown supported by pilasters, or entry porch supported by slender columns;
- Double-hung sash windows, usually with multi-pane glazing in upper (if not both) sashes;
- Windows frequently in adjacent pairs, and often with shutters;
- Gable, hip, or gambrel roof, generally covered by slate or shingles;
- Clapboard or smooth brick siding; and
- Large chimney stack in gable end.

Bungalow

The bungalow dwelling type was very popular in Delaware between the 1910s and the 1930s. The bungalow's low cost, versatility, and ease of construction all contributed to its proliferation (Chase et al. 1992:40). Most bungalows in Delaware were constructed as multiple groups in new suburbs that developed in and around Wilmington; however, single dwellings were also commonly built in villages and rural areas of the state (Lanier and Herman 1997b:180).

In order to be seen as significant as an example of a bungalow, a resource must possess the following as well as exceptional integrity from the period of significance:

- Typically one-and-one-half stories;
- Low-pitched gable or hipped roof with wide, overhanging eaves; gable usually faces street; often with dormer windows;

- Three-bays wide with central entrance;
- Roof rafters usually exposed; decorative beams or braces are visible under gables;
- One-story integral porch, often supported by massive, short, battered square columns or piers; column bases generally extend to ground level without breaking at level of porch floor;
- Wood shingle siding is most common; stone, brick, stucco, and rusticated concrete block are also used;
- Exterior chimney, generally constructed of rough masonry; and
- Varied window openings, including bay windows, often small windows flanking chimney at side elevation (Chase et al. 1992:40; Lanier and Herman 1997b:180).

Front Gable Cottage

The front gable cottage was extremely simple and inexpensive to build. Sears marketed a one-and-one-half-story version of the dwelling type between 1908 and 1916 and a larger, two-story version in the 1920s (Chase et al. 1992:52).

In order to be seen as a significant example of a front gable cottage, a resource must possess the following as well as exceptional integrity from the period of significance:

- One and one-half story in height, sometimes two;
- Front gable roof with moderate pitch, sometimes with cross gable;
- Full- or partial-width porch; and
- May be embellished with brackets, ornamental shingles, and classical columns at porch (Chase et al. 1992:52).

Side Gable Cottage

Like the front gable cottage, the side gable cottage was extremely simple and inexpensive to build. Plans for the dwelling type were sold by catalogue between ca. 1915 and 1925 and again during the 1940s when it reached the height of its popularity. Side gable cottages were built in multiple groups and also as single dwellings in many suburban subdivisions.

In order to be seen as an example of a side gable cottage, a resource must possess the following as well as exceptional integrity from the period of significance:

- One to one-half story height;
- Side gable roof with moderate pitch and shallow eaves;
- Three-bay width;
- Lack of ornamentation;
- Symmetrical or asymmetrical fenestration; and
- Entrances sometimes sheltered by small shed- or flat-roofed porches or gabled door hoods (Chase et al. 1992:50).

Minimal Traditional

The Minimal Traditional dwelling was the earliest of the modern dwelling types that developed after World War II. This housing style, which was loosely based on the earlier Tudor style, dominated residential architecture from the late 1930s to the early 1950s (McAlester and McAlester 1998:477).

The distinctive characteristics of the Minimal Traditional form are:

- Typically one story in height;
- Low-pitched side-gable roof, often with cross gable and close, not overhanging, eaves;
- Small entry porch with simple supports;
- Usually built of wood, sometimes with aluminum or brick veneer;
- Rectangular shape, sometimes with shallow front gable ends; and
- Limited traditional (Colonial-inspired) detailing (McAlester and McAlester 1998:478).

Minimal Ranch

The Minimal Ranch dwelling type was developed based on the presence of several dwellings immediately adjacent to the APE that combine features of the Ranch house (defined below) and the Minimal Traditional dwelling defined above, as presented in McAlester and McAlester (1998). The latter style, which developed after World War II, dominated residential architecture from the late 1930s to the early 1950s and featured one-story height; low-pitched, side gable roof with close, sometimes slightly overhanging, eaves and rake; an asymmetrical façade; usually a chimney at one gable end; sometimes with a projecting cross gable; and limited traditional detailing (McAlester and McAlester 1998:478). The Minimal Ranch dwellings in the APE differ from Minimal Traditional dwellings by their lack of chimneys, entry porches, and traditional detailing. Minimal Ranch dwellings differ from Ranch dwellings by their close, sometimes slightly overhanging, eaves and less rambling forms. Aluminum siding, when present on examples constructed after 1945, is considered an original material.

The distinctive characteristics of the Minimal Ranch type are:

- Typically one story in height;
- Low-pitched side-gable roof with close or slightly overhanging eaves and rake;
- Asymmetrical façade;
- May have small cross gable at roofline, reminiscent of Minimal Traditional;
- Rectilinear footprint, sometimes with projecting front gable wings deeper than Minimal Traditional dwellings;
- May have integrated porch or carport;
- Some with Colonial Revival detailing;
- Usually built of wood, sometimes with aluminum siding.

Ranch

The Ranch style originated in the late 1930s but did not reach the height of its popularity until the 1950s and 1960s, the period to which most examples in the study area date (Chase et al. 1992:60).

The distinctive characteristics of the Ranch form are:

- One-story height;
- Low-pitched side gable, hipped or flat roof, with deep overhanging eaves;
- Broad, rambling (asymmetrical) front façade;
- Rectilinear or elongated shape with horizontal emphasis;
- Rambling floor plan;
- Usually garage or carport attached to the kitchen end, but may be separate;
- Often have large picture windows, ribbon windows, low chimneys, and minimal front porches; and
- Little ornamentation.

Evaluation Criteria

The features for determining whether individual resources are eligible for listing in the National Register under the residential architecture context are primarily physical and usually apply to the resources' eligibility under *Criterion C*. To be eligible under *Criterion C* in the area of architecture, a property must include a building or structure that embodies the distinctive characteristics of a type, period, or method of construction as outlined in the property type discussion. A dwelling may represent the characteristics of an architectural style or type of vernacular architecture popular in Kent County, the region, or Delaware in a given period. For individual buildings to be eligible under *Criterion C*, they must possess strong integrity of design and materials.

To be eligible under *Criterion A*, a dwelling must have originally, or through much of its history, been associated with and be reflective of a trend or pattern in history. Residential dwellings would likely be eligible under *Criterion A* for trends or patterns in history developed under the agricultural or residential development context.

To be eligible under *Criterion B* in the area of architecture, a dwelling must be associated with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation.

To be eligible under *Criterion D* in the area of architecture, the dwelling fabric must possess the potential to yield information on building practices or methods of construction or the property must possess archaeological potential. Eligibility of aboveground resources under *Criterion D* is rare; generally only an extremely well-preserved example of a dwelling style, form, or construction method with significant historical documentation that has the potential to answer important resource questions would be eligible under *Criterion D*.

Aspects of Integrity

Residential architecture resources must retain four of the seven aspects of integrity to be considered eligible. Integrity of *design* is most critical when evaluating individual resources as representative examples of a type under Criterion C. For buildings and structures, design refers to massing, fenestration, ornamentation, and other architectural qualities. Integrity of building design would be compromised on the exterior through incompatible additions as well as the loss of at least two of the five major architectural elements (rooflines, windows, doors, chimneys, and porches).

Integrity of *materials* is the retention of those physical elements of construction used to create buildings, structures, and features. The cladding of original siding with historic-period replacement siding (clapboards or asbestos shingles) is acceptable if the building retains its original design, form, and massing. While replacement windows and/or doors may have been installed in a building, the original fenestration pattern should remain.

Additive changes are often clearly identifiable as products of a particular period or value of the owner and do not necessarily compromise integrity. When assessing integrity of materials, it is important to identify if the changes were made during the period of significance and why they were made. A question to ask would be: do the material changes reveal important aspects of the history and evolution of the property, such as changing trends in agriculture or cultural values, or do they detract from the overall integrity of the property?

Integrity of *workmanship* is physical evidence of functional and/or decorative craftsmanship during a given period in history. When materials or methods are replaced, evidence of workmanship is either masked or lost.

Location is defined as the place where a historic-period building was constructed. Dwellings that have been relocated and retain integrity of materials, design, and workmanship would still be eligible under this context.

Association is the direct link between a property and the important events and persons that shaped it.

Setting is defined as the physical environment of a dwelling.

Feeling is a property's ability to express the aesthetic sense of a particular time and place in history or its historic-period character. The cumulative effect of integrity of setting, design, materials, and workmanship creates a sense or feeling of the past.

4.3 Residential Development

Expected residential development property types consist of suburban developments dating to the 1880-1940+/- and 1940-present historic periods. Within the study area, strips of residential development are located near the edges of farms along roadways in the study area. Rodney Village, which originally developed throughout the 1950s and 1960s, is the largest development

in the APE and is an example of the post-World War II residential subdivision that engulfed the landscape surrounding Dover and many of the urban areas of America.

Residential Strip Development

In response to the population growth that began after World War I in rural areas throughout Delaware, residential subdivisions began to appear on the peripheries of towns on land fronting major roads along the edges of farms. This trend continued in the APE through 1956. Although these small linear subdivisions often contain houses of similar design fronting a single roadway, this type of development is of insufficient size to be termed suburban development and to be evaluated as such. The frequency of strip residential development in Delaware indicates that this trend is not uncommon. Examples of residential strip development in the APE include the dwellings located along Wyoming Mill Road.

In order to be seen as significant as an example of a strip residential development, a resource must possess the following as well as integrity from the period of significance:

- Evidence of historic division of former farmlands for the purpose of residential development at the edge of a former farm field;
- Alignment of a strip of residential lots along a roadway;
- Retention of dwellings with architectural unity (similar form, materials, and/or details) and exceptionally high integrity; and
- A substantial documentary record that provides information on the development and execution of this type of residential development.

Post-World War II Residential Subdivision

Procedures for evaluating Post-World War II residential subdivisions can be found in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006; Appendix F). Please consult the aforementioned document for more information regarding this topic.

Evaluation Criteria

To be eligible under *Criterion A* in the area of residential development, the resource must reflect its association with a significant trend or pattern in residential development. Residential development resources would likely be evaluated as historic districts since they comprise clusters of buildings, with individual buildings included as basic components of the districts (Chase et al. 1992:105). A large majority of the buildings in the development must date to the period of significance. Additionally, the development must retain sufficient architectural integrity (at least four of the seven aspects) to convey the character of the period for which the district is recommended eligible. The neighborhood may also reflect the heritage of a certain social or economic group important in the history of the area.

Residential development resources may be eligible for the National Register under *Criterion B* if there is a documented association with the contributions of a particularly notable individual, such

as a builder or a developer who was important at a local, state, or national level. The district would have to be the property type that best illustrates the person's important achievements. Planned communities that would be potentially eligible under Criterion B are rare and do not appear to exist in the APE.

In order for a residential development resource to be considered eligible under National Register *Criterion C*, it must embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction. Within this category, residential development resources are potentially eligible as significant examples of various eras and functions or for their incorporation of various architectural styles, types, or building materials. Potentially eligible groupings or districts must retain a high degree of integrity of both their architectural and landscape characteristics, as well as orientation to the transportation route(s) that led to the development. Retention of the local transportation network should be a salient characteristic for a residential development.

To be eligible under *Criterion D* in the area of residential development, a resource must be likely to yield important information about a specific type of residential development.

Aspects of Integrity

Retention of *location* along a major transportation route, complemented by its historic setting, enables a development to convey its past character. The integrity of location would remain intact if buildings and features remain in their original location. Moved or relocated features (buildings, roadways, etc.) within the development would detract from the integrity of the grouping.

Design is the combination of elements that create the form, plan, and spatial organization of a residential development. Retention of layout, spatial relationship between buildings, and original ornamentation and materials from the period of significance would enhance the design integrity of a development.

When considering integrity of *setting*, the location of the development within the larger setting and the relationship to features outside the development's boundaries should be taken into account. Features considered under integrity of setting include vegetation, sidewalks, or fencing, and the relationship between buildings and other features, such as building setbacks and transportation networks. Integrity of setting would be compromised by the removal of or major alterations to buildings and the addition of buildings that post-date the period of significance.

The choice and combination of *materials* reveal the preferences of those who designed and built the development and indicate the availability of particular types of materials and technologies. A development must retain the key exterior materials for buildings, fencing, landscaping, and sidewalks dating from the period of its historic significance.

Workmanship is the physical evidence of the craftsmanship used in the construction of the elements that make up a development, including buildings, structures, objects, or sites.

Feeling is a development's expression of a historic sense of a particular period of time. Integrity of feeling results from the presence of physical features that, taken together, convey the resource's period of significance.

Association is the direct link between an important historic event or person and a development. An example of integrity of association is the retention of the relationship between a development and a transportation corridor that led to its development. Like feeling, integrity of association requires the presence of physical features that convey a property's historic character, as well as the retention of spatial relationships. New land uses and the loss of elements of design would diminish a development's integrity of association.

4.4 Transportation

Expected property types include railroads and their ancillary features as well as bridges and culverts dating to the 1880-1940+/- and 1940 to present historic periods.

Railroads

The Delaware Railroad is within the APE and includes two historic stone arch bridges, sidings, businesses served by the sidings, and a railroad station.

In order to be seen as significant as an example of a railroad, a resource must possess the following as well as integrity from the period of significance:

- Historic route or alignment, including main line and prominent spurs, continuing under operation; and
- Key contributing features (railroad stations, railroad bridges, freight and passenger stations, yards, interlocking or signal towers, equipment maintenance and storage facilities, tunnels, etc.).

In addition, berms, tracks, culverts, switches, catenaries, and other small-scale elements help enhance integrity but are not critical.

Bridges and Culverts

Please consult *Delaware's Historic Bridges* (Lichtenstein Consulting Engineers, Inc. 2000), which provides a context for the evaluation of historic bridges and culverts dating before 1957.

Evaluation Criteria

To be eligible under *Criterion A* in the area of transportation, a historic resource must reflect its association with an event or a trend or pattern in transportation history in the APE. Such trends may include, but are not limited to, the railroad era. To be eligible under *Criterion A*, the transportation route must retain the physical features that characterized its appearance and function during the period of its association with a trend in transportation. This includes the retention of ancillary features as well as the historic path of the transportation routes.

To be eligible under *Criterion B* in the area of transportation, a historic transportation resource must be associated with the lives of a person or people that were historically important. There must be a documented association with the contributions of the notable individual who was important at a local, state, or national level. Additionally, the resource would have to be the historic resource that best illustrates the person's important achievements.

To be eligible under *Criterion C* in the area of transportation, a transportation resource must represent a type, period, or method of construction; or the route may represent the work of a master builder or designer.

To be eligible under *Criterion D* in the area of transportation, a resource must be likely to yield important information about the history of transportation construction.

Aspects of Integrity

Location is the place where the historic property was constructed or the place where the historic event occurred. Retention of the location of the transportation route or feature, complemented by its historic setting, enables a transportation route or feature to convey its past character. Additionally, the retention of the relationship between a corridor and the towns and other destinations along its route is important. If the transportation route has been relocated, integrity of location is destroyed.

Design is the combination of elements that create the form, plan, space, and structure of a transportation feature. Design is the result of decisions made during the planning of the transportation feature. The use of original materials and layout and construction technologies dating to the period of significance of the feature would result in retention of integrity of design. If the transportation feature has been widened or repaved, integrity of design is reduced.

Setting is the physical environment of a transportation feature. Whereas location refers to the place the feature was built, setting refers to the character of the surroundings. When considering integrity of setting, how the feature is located within the larger setting and the relationship to surrounding features should be considered. For example, the relationship of a corridor to topographic features is considered under integrity of setting. The maintenance of the relationship between the corridor and the buildings that provided service to travelers along the feature during the period of significance contribute to integrity of setting.

Materials are the physical elements that were used during a particular period of time and in a particular manner to form a transportation feature. The choice and combination of materials reveal the preferences of those who designed and built the feature and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A transportation feature must retain the key exterior materials dating from the period of its historic significance. Reconstructed or rebuilt transportation features would generally not retain integrity of materials unless they are exceptionally early or rare examples of their types.

Workmanship is the physical evidence of the craftsmanship used in the construction or alteration of a transportation feature. Workmanship is important because it can furnish evidence of the technology of construction.

Feeling is a resource's expression of the historic sense of a particular period of time. Integrity of feeling results from the presence of physical features that, taken together, convey the property's historic character. Transportation features that retain integrity of location, setting, design, and materials would likely retain integrity of feeling.

Association is the direct link between an important historic event or person and a transportation feature.

5.0 A R C H A E O L O G Y

5.0 ARCHAEOLOGY

Four previously identified archaeological sites fall within the project’s APE: 7K-C-48, 7K-C-49, 7K-C-73, and 7K-C-110. All are attributable to the prehistoric period. Three of the four (7K-C-48, 7K-C-73, and 7K-C-110) are associated with Puncheon Run, while the fourth (7K-C-49) lies along Isaac Branch. One additional historic period archaeological site, a nineteenth-century dwelling (K07638), was identified as a result of the historic architecture survey and assigned a site number of 7K-C-443. No other historic period archaeological sites have been identified within the APE. Characteristics of the four reported sites are summarized in the table below.

Table 2. Previously Reported and Newly Identified Archaeological Sites within the APE.

CRS #	Site #	Period of Attribution	Associated Drainage	Tax Parcel #
K00469	7K-C-48	Prehistoric	Puncheon Run	2-05-07600-01-1303
K00470	7K-C-73	Prehistoric	Puncheon Run	2-05-08500-01-0700
K00471	7K-C-49	Prehistoric	Isaac Branch	2-00-08500-02-0400
K05473	7K-C-110	Prehistoric	Puncheon Run	2-05-07600-01-1303
K07638	7K-C-443	Historic	Isaac Branch	2-00-08500-02-0400

Areas within the APE that have the greatest likelihood to contain prehistoric sites are those that have level, well-drained soils and lie within the near vicinity of water sources. Such water sources would include the two larger drainages that flow through the APE, Puncheon Run and Isaac Branch, as well as other smaller perennial drainages, intermittent drainages, Carolina bays, and other seasonal or perennial wetlands. Because much of the part of the APE that is likely to contain prehistoric archaeological sites has been maintained as farm fields during the historic and modern periods, any prehistoric sites could have the potential to have retained a relatively high level of integrity, plowing being the principal agent of disturbance.

Areas within the APE that have the greatest likelihood to contain historic archaeological sites are those that lie within the near vicinity of standing historic structures, or areas within the near vicinity of where such structures once stood. As currently designed, two alternatives would impact areas that contain or contained previously reported historic structures. Alternatives 4 and 5C Modified would likely impact the acreage associated with the Kesselring Farm (K01030). Additional areas of historic archaeological potential would fall along Isaac Branch, where several mills once stood during the historic period. However, no standing structures or ruins associated with such mills have been recorded to date in the CRS files. The integrity of the historic archaeological deposits associated with these structures could be relatively high, as there appears to have been little modern construction activity within the near vicinity of these buildings.

A formal Phase IA Archaeology Survey will be prepared during the next phase of the project. The results of the Phase IA survey will determine if Phase IB testing is required.

6.0 RESULTS OF HISTORIC
RESOURCES SURVEY

6.0 RESULTS OF HISTORIC RESOURCES SURVEY

A.D. Marble & Company conducted an intensive-level historic architectural survey within the APE during November 2005 and April 2006. As part of the intensive-level survey, 44 previously unevaluated resources were documented and then evaluated. Eight resources out of fifty two (total) had been previously identified. Eligibility of the eight previously identified resources is as follows: one (1) of the resources (K07638) has been demolished; one of the resources (Eden Hill Farm, K00125) is already listed in the National Register of Historic Places; two (2) of the resources (K01030, K03205) have been recommended eligible for listing in the National Register; and four (4) resources are being recommended as not eligible for listing in the National Register due to a lack of integrity and/or significance. Of the 4 non-eligible, Rodney Village (K07570) had already been recommended not eligible. Of the 44 newly identified properties, none has been recommended eligible for listing in the National Register. A.D. Marble & Company documented the resources on the appropriate CRS forms, as outlined in Section 2.0 of this report.

Table 3 summarizes A.D. Marble & Company's eligibility recommendations for all resources examined as part of the historic resources survey. Figure 3 shows the locations of the identified resources and their National Register eligibility status.

Table 3. Results of Historic Resources Survey.

Name/Address	CRS/ Survey Number	Tax Parcel #	Date	NR Eligibility Status
Delaware Railroad	D00103	Multiple	1855	Recommended Not Eligible – Lacks Significance and Integrity
1048 Wyoming Mill Road	K01028	2-05-08506-01-6900	ca. 1930	Recommended Not Eligible – Lacks Significance
Kesselring Farm, 1436 New Burton Road	K01030	2-05-08500-01-0700	ca. 1840/ 1900	Recommended eligible under Criteria A & C
1605 New Burton Road	K01072	2-00-08500-02-0200	ca. 1900	Recommended Not Eligible – Lacks Significance
809 Wyoming Mill Road	K01084	2-00-08500-01-1900	ca. 1860	Recommended Not Eligible – Lacks Significance and Integrity
H. Jenkins House, 400 Webbs Lane	K03205	2-00-08500-02-0501	ca. 1840/ 1925	Recommended eligible under Criteria A & C
1362 Governors Avenue	K06725	2-00-08512-02-0600	ca. 1923	Recommended Not Eligible – Lacks Significance
827 Wyoming Mill Road	K07077	2-00-08500-01-1800	ca. 1955	Recommended Not Eligible – Lacks Significance
849 Wyoming Mill Road	K07078	2-00-08500-01-1700	ca. 1955	Recommended Not Eligible – Lacks Significance
863 Wyoming Mill Road	K07079	2-00-08500-01-1600	ca. 1955	Recommended Not Eligible – Lacks Significance
887 Wyoming Mill Road	K07080	2-00-08500-01-1500	ca. 1960	Recommended Not Eligible – Lacks Significance
903 Wyoming Mill Road	K07081	2-00-08500-01-1400	ca. 1960	Recommended Not Eligible – Lacks Significance
923 Wyoming Mill Road	K07082	2-00-08500-01-1300	ca. 1960	Recommended Not Eligible – Lacks Significance

Name/Address	CRS/ Survey Number	Tax Parcel #	Date	NR Eligibility Status
949 Wyoming Mill Road	K07083	2-00-08500-01-1200	ca. 1960	Recommended Not Eligible – Lacks Significance
967 Wyoming Mill Road	K07084	2-00-08500-01-1100	ca. 1960	Recommended Not Eligible – Lacks Significance
987 Wyoming Mill Road	K07085	2-00-08500-01-1000	ca. 1960	Recommended Not Eligible – Lacks Significance
492 Webbs Lane	K07086	2-00-08500-02-0100	ca. 1965	Recommended Not Eligible – Lacks Significance
423 Webbs Lane	K07087	2-05-08511-01-1100	ca. 1950	Recommended Not Eligible – Lacks Significance
419-421 Webbs Lane	K07088	2-05-08511-01-1200	ca. 1950	Recommended Not Eligible – Lacks Significance
417 Webbs Lane	K07089	2-05-08511-01-1400	ca. 1950	Recommended Not Eligible – Lacks Significance
415 Webbs Lane	K07090	2-05-08511-01-1500	ca. 1950	Recommended Not Eligible – Lacks Significance
555 Garton Road	K07091	2-05-08511-01-0700	ca. 1950	Recommended Not Eligible – Lacks Significance
1437 New Burton Road	K07092	2-05-08511-01-0600	ca. 1950	Recommended Not Eligible – Lacks Significance
1435 New Burton Road	K07093	2-05-08511-01-0500	ca. 1950	Recommended Not Eligible – Lacks Significance
1431 New Burton Road	K07094	2-05-08511-01-0400	ca. 1950	Recommended Not Eligible – Lacks Significance
1413 New Burton Road	K07095	2-05-08511-01-0100	ca. 1950	Recommended Not Eligible – Lacks Significance
1305 New Burton Road	K07096	2-05-08508-02-0200	ca. 1930	Recommended Not Eligible – Lacks Significance and Integrity
706 Wyoming Avenue	K07097	2-05-07620-02-1500	ca. 1940	Recommended Not Eligible – Lacks Significance
New Burton Road over Puncheon Run	K07098	N/A	ca. 1920	Recommended Not Eligible – Lacks Significance
638 Wyoming Avenue	K07099	2-05-07620-02-5200-00001	1928	Recommended Not Eligible – Lacks Significance and Integrity
890 New Burton Road	K07100	2-05-07600-01-2400	ca. 1945	Recommended Not Eligible – Lacks Integrity
850 New Burton Road	K07101	2-05-07600-01-2300	ca. 1946	Recommended Not Eligible – Lacks Integrity
203 Wyoming Mill Road	K07102	2-05-08500-01-2101 (buildings) 2-05-08500-01-2100 (land)	ca. 1840	Recommended Not Eligible – Lacks Significance and Integrity
Rodney Village*	K07570	Multiple – Subdivision	1955	Recommended Not Eligible; pending development of subdivision context for Dover
294 Webbs Lane	K07570.001	2-00-08512-01-0700	ca. 1957	Recommended Not Eligible – Lacks Significance
278 Webbs Lane	K07570.002	2-00-08512-01-0900	ca. 1957	Recommended Not Eligible – Lacks Significance

Name/Address	CRS/ Survey Number	Tax Parcel #	Date	NR Eligibility Status
274 Webbs Lane	K07570. 003	2-00-08512-01-1000	ca. 1957	Recommended Not Eligible – Lacks Significance
266 Webbs Lane	K07570. 004	2-00-08512-01-1100	ca. 1957	Recommended Not Eligible – Lacks Significance
260 Webbs Lane	K07570. 005	2-00-08512-01-1200	ca. 1955	Recommended Not Eligible – Lacks Significance
254 Webbs Lane	K07570. 006	2-00-08512-01-1300	ca. 1955	Recommended Not Eligible – Lacks Significance
248 Webbs Lane	K07570. 007	2-00-08512-01-1400	ca. 1955	Recommended Not Eligible – Lacks Significance
242 Webbs Lane	K07570. 008	2-00-08512-01-1500	ca. 1955	Recommended Not Eligible – Lacks Significance
236 Webbs Lane	K07570. 009	2-00-08512-01-1600	ca. 1955	Recommended Not Eligible – Lacks Significance
230 Webbs Lane	K07570. 010	2-00-08512-01-1700	ca. 1955	Recommended Not Eligible – Lacks Significance
224 Webbs Lane	K07570. 011	2-00-08512-01-1800	ca. 1955	Recommended Not Eligible – Lacks Significance
208 Webbs Lane	K07570. 012	2-00-08512-01-2000	ca. 1955	Recommended Not Eligible – Lacks Significance
206 Webbs Lane	K07570. 013	2-00-08512-01-2100	ca. 1955	Recommended Not Eligible – Lacks Significance
1402 Nathaniel Mitchell Road	K07570. 014	2-00-08512-01-2200	ca. 1955	Recommended Not Eligible – Lacks Significance
1402 Joshua Clayton Road	K07570. 015	2-00-08512-02-1000	ca. 1955	Recommended Not Eligible – Lacks Significance
1402 Governors Avenue	K07570. 016	2-00-08512-02-0700	ca. 1955	Recommended Not Eligible – Lacks Significance
New Burton Road	K07638	2-00-08500-02-0400	ca. 1890	Demolished – Now Arch. Site K7-C-433

***Rodney Village had previously been recommendd not eligible, but is included in Table 3 for purposes of the project undertaking.**

Brief architectural descriptions, aerial site plans, and photographs of all resources surveyed or discussed follow. Please see the appended survey forms for more complete documentation (Appendices D and E).

An addendum to the National Register nomination for Eden Hill Farm (K00125), originally documented in 1972, was prepared to record conditions at the property in 2009. A CRS 10 update form was also prepared. Both documents are included in Appendix C. This effort did not alter or warrant inclusion under the Results of the Historic Survey in Table 3. The property was already listed on the National Register. Table 3 is only focused on the status of new eligibility survey results.

CRS No. K00125

Name: Eden Hill Farm

Address: West end of West Water Street Tax Parcel: ED-05-076.00-01-14.00-000

Date of Construction/Major Alterations: 1749; ca. 1850

Time Period: 1880-1940, Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Agriculture

The farm complex associated with Eden Hill was listed in the National Register in 1972 under Criterion A as the home to a succession of family members who had a demonstrably significant impact on the Dover area. Eden Hill was occupied by the Ridgely family for over 250 years, from the time of the dwelling's erection in 1749 to the sale of the farm complex and 30.5 acres to the State of Delaware in 2004.

Based on a comparison of Eden Hill to other farm complexes in the area, it appears that the listed property is eligible under Criterion C in the area of architecture. Although the National Register nomination makes little mention of the property's architectural characteristics, the dwelling at Eden Hill is a good example of mid-eighteenth- to mid-nineteenth-century architecture.

Eden Hill Farm also features a number of barns and associated agricultural outbuildings and landscape features, including two tree-lined allees. Despite the loss of surrounding agricultural lands and modern development, the property is one of few examples of intact farm complexes remaining in the Dover area that date from the mid-eighteenth to mid-nineteenth centuries.

The National Register nomination written and prepared in 1972 did not provide a concise reason or map to provide a sufficient boundary for the dwelling, outbuildings, landscape grounds, and farm fields that are contributing and/or associated with the property. Five acres were recognized at that time. A National Register addendum was prepared in 2009 based on changes from the original nomination and during the time of the Determination of Eligibility Report for the West Dover Connector. This addendum was processed with the DESHPO to delineate and recognize a boundary that encompasses 15.9 acres to include the farm complex as well as the tree-lined allees associated with the access ways and setting. Relevant information pertaining to Eden Hill is included in Appendix C.

CRS No. K01028

Address: 1048 Wyoming Mill Road

Name: Dwelling, 1048 Wyoming Mill Road

Tax Parcel: 2-05-08506-01-6900

Date of Construction/Major Alterations: ca. 1930

Time Period: 1880-1940, Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Agriculture

Summary Description

The property at 1048 Wyoming Mill Road is located along the east side of Wyoming Mill Road within the proposed West Dover Connector project area. The rectangular-shaped property is approximately 2.4 acres in size and features a *circa*-1930 vernacular farmhouse with multiple additions as well as a former equipment shed that has been renovated into an L-shaped six-car garage. The dwelling features a large shed roof front porch that has been enclosed as well as two hipped-roof additions that have been added to the rear of the house. The dwelling is currently clad in vinyl siding and features modern doors and windows. The property features a circular stone driveway, mature trees and shrubs, and a manicured lawn. A concrete foundation footprint, most likely from the razed barn and associated silo, is present to the east of the dwelling. The majority of the original tax parcel has been sold and subdivided to include a modern development located immediately to the north and east of the current tax parcel for K01028.

The property was previously surveyed in June 1999, and no formal determination of National Register eligibility was made at that time. Since that time, there has been little to no change to the primary dwelling. It appears that since the previous survey, the majority of the outbuildings have been removed, with the remaining building, a *circa*-1930 six-bay equipment shed, being heavily renovated and reused as a six-car garage (see CRS-3 form). Remnants of the barn and silo can be seen on the property in the form of a concrete foundation. A small shed has also been removed from the property.

Historical Narrative

The original CRS form for K01028 states that the farm complex was built ca. 1880. Both the 1868 Pomeroy and Beers atlas and the 1906 USGS mapping show no buildings in this area. The dwelling is depicted on the 1930 USGS map of the area, suggesting that the construction date for K01028 was more likely in the early twentieth century. A 1937 aerial photograph shows a farmstead with multiple outbuildings in the location of K01028. The property is indicated on a 1954 aerial photograph as well as the 1956 USGS map.

National Register Evaluation

The property at 1048 Wyoming Mill Road was evaluated as a residential resource and as an agricultural resource. The property consists of a rectangular parcel of land located along the east side of Wyoming Mill Road. The dwelling is all that remains of this farmstead. The farmland has been subdivided, with a modern development being constructed to the north and east of the remaining parcel. The outbuildings have been removed and the property is no longer conducting active farming. Landscape features associated with agriculture, including fencing and ditches, are no longer visible. Thus, the property lacks sufficient integrity to be considered eligible under Criterion A in the area of agriculture. Background research conducted for this project revealed

no association with persons of historic importance; therefore, the 1048 Wyoming Mill Road is recommended not eligible under Criterion B. The dwelling features modern materials and multiple additions and has been remodeled to the extent that the original form of the dwelling is no longer apparent; therefore, the property is recommended not eligible under Criterion C. Finally, the property does not appear to have the potential to yield information and it is recommended not eligible under Criterion D. Due to a lack of significance and integrity, 1048 Wyoming Mill Road is recommended individually not eligible for listing in the National Register.



CRS No. K01028



K01028. Photograph 1: Dwelling, 1048 Wyoming Mill Road, north and west elevations, view looking southwest. This dwelling has been heavily altered through the construction of multiple modern additions. The original core of the dwelling is no longer distinguishable.



K01028. Photograph 2: Dwelling, 1048 Wyoming Mill Road, south and east elevations, view looking northwest. Note the multiple rear additions to the dwelling.

CRS No. K01028



K01028. Photograph 3: Garage, 1048 Wyoming Mill Road, south and west elevations, view looking northeast. This building appears to have been an equipment shed that has been renovated into a six-car garage.



K01028. Photograph 4: Barn/Silo Foundations, 1048 Wyoming Mill Road, view looking southwest. This foundation may have belonged to a barn and silo that were once located on the property.

CRS No. K01030

Name: Farm Complex, Kesselring Farm

Address: 1436 New Burton Road Tax Parcel: 2-05-08500-01-0700

Date of Construction/Major Alterations: ca. 1840/ ca. 1900

Time Period: 1830-1880, Industrialization and Early Urbanization; 1880-1940, Urbanization and Early Suburbanization; 1940-1960, Suburbanization and Early Ex Urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Agriculture and Architecture, Engineering, and Decorative Arts (Residential Architecture)



(Please note: Revisions and photos to this write-up were undertaken by DelDOT qualified staff in January 2011 per input and request of the property owner. DelDOT staff provided corrections or clarifications to the property's assessment. The current property owners also have reservation and objection that the property is being considered eligible for the National Register of Historic Places.)

Description

The property at 1436 New Burton Road (Photo 1) is located along the west side of New Burton Road within the proposed West Dover Connector project area. A short gravel driveway stretches



west from New Burton Road and leads to the main dwelling and domestic and agricultural outbuildings that comprise the Kesselring Farm, as indicated on the 1868 Beers Atlas. The property is approximately 191 acres in size and features a circa-1840/1900 Folk Victorian dwelling with a number of original outbuildings. Cultivated fields, as well as mature sycamore, walnut, and evergreen trees, surround the property to the north, south, and west. An original tree line court way

extends westward along the northern edge of the gravel farm lane. The Delaware Railroad track serves as the eastern boundary of the property. Modern development is visible to the northwest and more recently to the southwest of the farm complex. Primarily, the property characterizes a rural setting.



This 191-acre property contains an L-shaped, two-and-one-half-story, three-bay frame dwelling, currently vacant. This dwelling is comprised of an original rear ell, erected ca. 1840 (Photo 2) and a front block that was erected ca. 1900 (Photo 3). The wood frame dwelling is clad with asbestos shingles and rests on a full brick foundation. The cross-gabled roof is sheathed with asphalt shingles and contains an exterior brick chimney on the north elevation of the front block and an interior brick chimney on the west end of the rear ell.



Main Dwelling (.01)

The symmetrical façade faces east and contains five bays in a regular fenestration pattern. A semi-enclosed, one-story, shed-roof, aluminum-sided porch extends the entire first floor of the east (front) elevation. A one-over-one light, single-leaf, aluminum screen door occupies the center bay. A three-ribbon set of aluminum jalousie windows flanks each side of the entry to the north and south. The second floor contains three evenly spaced, six-over-six light, double-hung sash wooden windows trimmed with plain, flat, wooden lintels and sills. The cross gable contains a single four-over-four light, double-hung sash, arched wooden window complete with a wooden lintel and sill. A pair of louvered vinyl shutters embraces each of the double-hung sash wooden windows on the east elevation. The south elevation contains seven bays in an irregular fenestration pattern. A one-story, three-bay addition protrudes from the south elevation of the rear ell and joins the southwest corner of the front block (Photo 4). A





fifteen-light, single-leaf, wooden door occupies the center bay. A one-story, one-bay porch shelters the entry. This porch consists of a standing-seam-metal shed roof supported by plain wooden posts. Two concrete steps lead to the wooden porch floor, which is supported by concrete block piers. A one-over-one light, double-hung sash aluminum window comprises the westernmost bay of this one-story addition, while a six-over-six light, double-hung sash wooden window flanks each side of the entry to the east and west.

The south elevation of the front (east) block contains three evenly spaced, six-over-six light, double-hung sash wooden windows on the first floor (Photo 5). The second floor contains two evenly spaced double-hung sash wooden windows. The westernmost bay consists of a six-over-six light window, while the easternmost bay contains a six-over-one light window. The second floor of the

south elevation of the rear ell consists of two evenly spaced, six-over-six light, double-hung sash wooden windows. All of the aforementioned windows are accentuated by wooden lintels and sills and are flanked by vinyl louvered shutters. A set of paired, four-over-four light, double-hung sash arched wooden windows rests in the gable of the front (east) block.

In addition, the south elevation of the front porch consists of a set of paired aluminum jalousie windows.

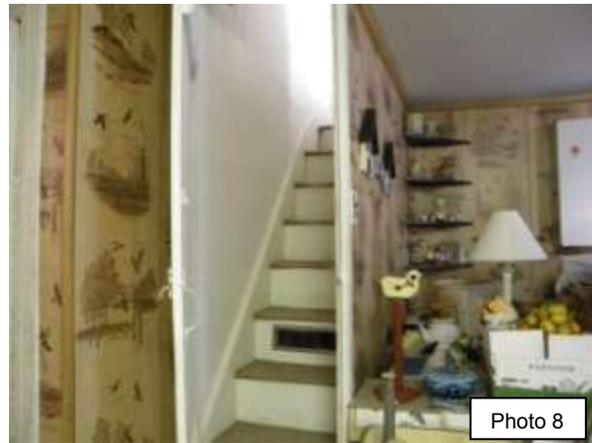
The west (rear) elevation of the dwelling contains four bays in an irregular fenestration pattern. The first floor of the rear ell consists of three unevenly spaced, six-over-six light, double-hung sash wooden windows. The second floor of the front block contains one six-over-six light, double-hung sash wooden window. Two two-over-two light, double-hung sash wooden

windows rest directly underneath the gable in the rear ell. Each window sits atop a wooden sill and is capped by a plain wooden lintel. All of the windows on the west elevation are flanked by vinyl louvered shutters. Seven bays in an irregular fenestration pattern complete the north elevation of the dwelling (Photo 6).



A one-story, three-bay, enclosed porch extends the full elevation of the rear ell. The entry is located in the center bay and consists of an aluminum screen door complete with jalousie windows.

Modern wooden decking surrounds the entry. A single six-over-six light, double-hung sash wooden window flanks the entry to the east and west. One set of paired six-light, fixed-sash wooden windows comprises the first floor of the north elevation of the front block. Four unevenly spaced six-over-six light, double-hung sash wooden windows make up the second floor of the north elevation. Two, six-over-six light, double-hung sash wooden windows sit beneath the gable of the front block in the upper story. Each of the windows on the north elevation sits atop a wooden sill and is capped by a wooden lintel. Vinyl louvered shutters complete each window. Based on visual inspection, beyond the jalousie windows flanking across porch additions, all wooden sash windows are original. Interior inspection by DeIDOT Staff (Mike Hahn, Jon Schmidt) confirmed that all doors, staircase, wood flooring and door trim, and hardware are original (Photo 7 and 8). The third floor is also improved with bedrooms complete with plaster and lath walls. The fireplace mantel has been altered or is simply unadorned. Transoms are evident at the front door (east end) and throughout upstairs bedrooms. Overall, the dwelling is in fair condition.



Outbuildings

The property also contains a number of outbuildings both older and contemporary that are located to the rear (west) of the historic dwelling. Most outbuildings date to the early twentieth century. The dwelling and outbuildings are organized in a range plan, with the dwelling facing the main road, the farm lane running alongside the dwelling, and the farm buildings placed behind the dwelling facing the lane, with the domestic outbuildings closest to the dwelling and the barn farthest from it.

Garage #1 (.02) and Garage #2 (.03)

Two *circa*-1930, one-story, frame garages are located immediately west of the dwelling. Located to the west of the main dwelling is the first of two garages (herein referred to as garage # 1; Photo 9), currently in good condition and used as a garage. Garage # 1 is a one-and-a-half-story, one-bay, *circa*-1930 frame building. Wooden tongue-and-groove boards, painted white, cover the exterior of the garage. A corrugated-metal clad, medium-pitched gable roof, with the ridge parallel to New Burton Road, caps the building. Garage # 1 sits on four poured concrete foundation walls. The north (front) elevation contains one bay. A vertical board sliding door

provides access into the building. The south elevation consists of two evenly spaced, six-light, fixed-sash wooden windows, while the east and west elevations are devoid of openings.





Garage #2 (Photo 10) is actually an older chicken house, but has been adaptively converted and altered into more of a functioning garage or storage building. It (herein referred to as garage # 2) rests immediately to the west of garage # 1. This one-story, one-bay, circa-1930 frame outbuilding currently stands in fair condition. Wooden tongue-and-groove boards, painted white, clad the exterior, while a corrugated-metal clad shed roof, which slopes south to north, caps

the building. Garage # 2 sits atop a concrete foundation. The building faces south and contains three bays. The west side of the building provides a vertical board sliding door on metal tracking for access into the interior (Photo 11). The east (rear) elevation contains one single-leaf, vertical board door affixed with metal strap hinges. A small, one-story, one-room addition extends off of the west elevation, thereby making the conversion or dual use of this outbuilding. The north elevation is devoid of openings.

Milk House (.04)

Directly across the farm lane to the north of garage # 2 sits a one-story, one-bay, circa-1880 frame milk house in fair condition and currently used for storage (Photo 12). Smooth vertical boards clad the exterior while a corrugated-metal covered, high-pitched gable roof, with the ridge parallel to New Burton Road, caps the building. The milk house sits atop concrete blocks. The south (front) elevation contains one single-leaf, vertical board door attached



with metal strap hinges. The east and west elevations each consist of one four-light, fixed-sash wooden window. The north elevation contains no openings.

Tool Shed (.05)

A circa-1880, one-story, frame tool shed, in fair condition during the time of this initial survey (2006) is located to the north of the privy (Photo 13). The tool shed has been recently removed and is no longer extant on the property. Although not relevant now, the outbuilding was white-washed with board-and-batten siding. It did not sit upon a foundation. A corrugated-metal clad shed roof, which slopes south to north, capped the building. The tool shed faced east and contained one single-leaf, wooden door attached with metal strap hinges on the east elevation. A single window-like opening, now covered with plywood, occupied the lone bay on the west elevation. The south and north elevations had been devoid of openings.



Equipment Shed #1(.06)

Directly to the north of the former tool shed is a one-story, five-bay, circa-1880 frame equipment shed (herein referred to as equipment shed # 1; Photo 14), in fair condition and currently used for storage. The building does not have a foundation. Wooden plank board, painted red, covers the exterior, while a corrugated-metal clad, asymmetrical gable roof shelters the building. Equipment shed # 1 faces south and contains its five-bays on the south elevation. Five stall-like openings, each divided by unfinished, hand-sawn timber supports, provide the only openings in the building. The east, west, and north elevations contain no openings.



Equipment Shed #2(.07)

Directly to the west of equipment shed # 1 sits the second (herein referred to as equipment shed # 2) of the four equipment sheds located on the property. The building, currently used for storage, is in fair condition (Photo 15). Equipment shed # 2 is a one-and-a-half-story, three-bay, circa-1920 frame building attached directly to the east elevation of the multi-purpose barn. The



equipment shed is clad with board-and-batten siding as well as corrugated metal and has no foundation. A high-pitched gable roof, with its ridge perpendicular to New Burton Road, caps the building. Equipment Shed # 2 faces south and contains three openings divided by hand-hewn unfinished posts. The north, east, and west elevations contain no openings. Hay storage slats still present on the upper story reveal the floor's historical usage.



Dairy and Horse Barn (.08)

A two-and-a-half-story, circa-1870 frame multi-purpose barn, in good condition and currently used for storage, is attached to the west elevation of equipment shed # 2 (Photo 16). According to the property owner, the framed barn was originally functioning and served as a dairy barn before being

modified for horses. The barn sits atop a field stone and mortar foundation. A high-pitched cross-gabled roof, clad in corrugated metal, caps the building. The exterior is covered with board-and-batten siding, painted red, while corrugated metal covers the north and south elevations of the west wing.

The barn faces south and contains seven bays. One board-and-batten Dutch door, attached with metal strap hinges, occupies the westernmost bay of the south elevation of the west wing. A single-leaf, board- and-batten door, affixed with metal strap hinges, sits to the east of the single window-like opening that occupies the westernmost bay of the east wing of the south elevation. Two evenly spaced window-like openings lead to the single-leaf, board-and-batten door, affixed with metal strap hinges, that occupies the easternmost bay. Two single-leaf, board-and-batten doors, attached with metal strap hinges, are located on the second floor of the east wing.

The east elevation of the west wing consists of seven bays. The southernmost bay contains a two-light, fixed-sash opening covered with wire mesh. A single-leaf, board-and-batten door, affixed with metal strap hinges, sits to the north. Two, two-light, fixed-sash openings, covered with wire mesh, lie to the north and lead to a single-leaf, board-and-batten, Dutch door affixed with metal strap hinges. A single-leaf, board-and-batten door, attached with metal strap hinges, provides the only opening on the second floor of the east elevation. The east elevation of the

east wing is concealed by equipment shed # 2.



The north (rear) elevation contains three bays (Photo 17). Two single-leaf, vertical board doors occupy the first floor and are attached with metal strap hinges. The second floor consists of a single-leaf, board-and-batten door attached with metal strap hinges.

Seven bays complete the west

elevation of the horse barn (Photo 18). One door-like opening, now covered with metal paneling, occupies the northernmost bay. Three, two-light, fixed-sash windows, covered with wire mesh, lead to two single-leaf, board-and-batten doors with metal strap hinges on the first floor. Two single-leaf board-and-batten doors, affixed with metal strap hinges, provide the only openings on the second floor. Two recent contemporary sheds (one yellow aluminum clad; white pressed wood) have been recently placed on the grounds by the west elevation of the dairy/horse barn.



Photo 18



Photo 19

Granary (.09)

A two-story, three-bay, circa-1880 frame corncrib/granary, in fair condition and currently used for storage, is located across the farm lane to the south of the multi-purpose dairy/horse barn (Photo 19). The building sits atop brick piers sealed with mortar. The exterior is clad in board-and-batten siding, with corrugated metal covering the east elevation. A high-pitched gable roof, covered with

corrugated metal and with its ridge parallel to New Burton Road, caps the building. A one-bay, one-story equipment shed addition is attached to both the north and south elevations of the corncrib/granary. According to the property owner, the side attached additions were built by Ammon Kesselring and originally served as feeding sheds and stations for beef cattle.

The east (front) elevation contains three bays. A set of hinged double-leaf, board-and-batten doors occupies the southern equipment shed addition. A set of double-leaf wooden sliding doors occupies the center bay of the first floor of the corncrib/granary. One open bay provides access into the northern equipment shed addition. A single-leaf, board-and-batten door, attached with metal strap hinges, provides access into the second floor of the corncrib/granary.

The north elevation of the corncrib/granary is concealed by the northern equipment shed addition. The south elevation of the corncrib/granary is concealed by the southern equipment shed addition. The west (rear) elevation of the corncrib/granary consists of two bays. One modern one-over-one light, fixed-sash metal window occupies the west elevation of the southern equipment shed addition. A single-leaf, board-and-batten door, affixed with metal strap hinges, occupies the first and second floors of the west elevation of the corncrib/granary. A metal track is still present at the first floor of the north elevation of the corncrib/granary, which suggests the presence of sliding doors at one time.

Equipment Shed #3 (Modern)

Attached directly to the south elevation of the southern equipment shed addition of the corncrib/granary (.09) is a one-story, five-bay, circa-1965 frame equipment shed (Photo 20; herein referred to as equipment shed # 3). The building contains no foundation. The exterior is clad with corrugated metal, and an asymmetrical gable roof, clad with corrugated metal, shelters the building. Equipment shed # 3 faces east and contains five open bays divided by circular-sawn finished posts. The north, west, and south elevations are devoid of openings.



Workshop (.10)

To the east of equipment shed # 3 sits a *circa*-1955 one-and-one-half-story, two bay framed workshop in good condition. The outbuilding is currently used as a workshop (Photo 21). According to the property owner, the workshop was actually an old machine shop moved from behind the Farmers Bank of Dover off Loockerman Street. Since lands and buildings behind the Farmers Bank were slated for liquidation, Mr. Ammon Kesselring purchased rights to acquire the building and had it moved in 1960.



The corrugated-metal clad building is painted red and rests atop a concrete foundation. A high-pitched gable roof, with the ridge parallel to New Burton Road, caps the workshop. The workshop faces north and contains two evenly spaced bays. One four-over-four light, double-hung sash wooden window sits to the east of a large two-light corrugated metal collapsing garage door. The east and west elevations each contain three evenly spaced, six-over-six light, double-hung sash wooden windows. The south elevation contains two bays. One six-over-six light, double-hung sash wooden window is located to the east of a single-leaf, two-over-two panel wooden door.

Equipment Shed #4 (Modern)

The fourth equipment shed (herein referred to as equipment shed # 4; Photo 22) sits southeast of the workshop. This one-story, one-bay, circa-1964 frame building is clad in corrugated metal and contains no foundation. A corrugated-metal clad asymmetrical gable-roof caps the building.



The south (front) elevation contains its one open bay. The north, east, and west elevations are devoid of openings

Mobile Home (Modern)

In addition to the historic and mid-20th century outbuildings, the property also contains a modern circa-1977 mobile home located directly west of the historic dwelling and currently inhabited by the present property owner (Photo 23).

Landscaped Features

The dwelling and outbuildings are situated in an arrangement that can be identified as a range farm plan. In a range farm plan, the dwelling faces the main road, the farm lane runs along the side of the dwelling, and the farm buildings are placed behind the dwelling facing the lane, with domestic outbuildings placed nearest to the house and the main barn farthest from it (Lanier and

Herman 1997:225). The Kesselring Farm contains and retains the original farm plan with access and circulation pattern to its fields. This contributes to the overall setting and feeling of the late-nineteenth-century to mid twentieth century farm complex.



Historical Narrative

The tract of land on which the 1436 New Burton Road farm complex now stands was originally surveyed for George Clifford on June 10, 1684, by virtue of a warrant granted to him on October 17, 1682 (Kent County Orphans Court Docket F1: 139). Originally known as *Smyrna*, the 600-acre parcel was situated in what was at that time the northern portion of Murderkill Hundred. The parcel extends north from Isaac Webb's Branch to Walker's Branch (now Puncheon Run). Early land owners in the area included members of the Ridgely, Webb, and Jenkins families. The parcel passed through several owners between 1684 and 1724 (Kent County Deed Books B1:80, B1(2):36, H1:123). In 1727, the property's owner, Andrew Caldwell, divided the *Smyrna* tract (aka *Smerna*) into two parcels, the eastern portion containing 400 acres and the western parcel measuring 200 acres (Kent County Deed Book I1:99). The 200-acre western parcel contained land that would later encompass 1436 New Burton Road.

Between 1727 and 1810, the 200-acre tract passed hands numerous times in order to settle various debts. In 1759, Thomas Parke, Kent County Sheriff, sold the parcel on behalf of Enoch Armitage. John Clayton purchased the 200-acre tract of unimproved land for £150 (Kent County Deed Book P1:163). Though the parcel changed hands several times, the parcel remained in the Clayton family until 1810 (Kent County Deed Books Q1:24, V1:249). In 1810, William Clarke, sheriff, sold the property of John Clayton, Esq., to pay for debts against the estate (Kent County Deed Book L2:202).

On April 11, 1810, Nicholas Moore Ridgely received title to a 300-acre tract that he had purchased at sheriff sale in March 1810 for \$4,831 (Kent County Deed Book L2:202). Throughout the early nineteenth century, the property stayed in the Ridgely family. On September 13, 1849, H. Jenkins became the sole owner of the former 600-acre Smyrna tract (Kent County Deed Book Y3:167; Sehorn 2000:3). This deed states that the property was under the tenure of Avery Draper and was commonly called the “Draper Farm” (Kent County Deed Y3:167). The Byles map from 1859 indicates the property is owned by H. Jenkins.

H. Jenkins retained the property for over thirty years. The Federal agricultural census schedules for the time of Hunn Jenkins’ tenure of the property were consulted. These included the records from 1850, 1860, 1870 and 1880 (United States Census Bureau 1850, 1860, 1870, 1880). Unfortunately, these records contained no reference to Hunn Jenkins or Avery Draper. This strongly suggests that Jenkins leased out the land, perhaps to multiple farmers. Upon his death in 1884, the property, which included a frame dwelling, a barn, a grain house, fruit orchards, and ‘other fixtures’ (Kent County Deed Book Q7:79), was sold to the Garton family. An aerial photograph from 1937 indicates the presence of the *circa*-1840 to 1900 dwelling, *circa*-1870 dairy barn, *circa*-1880 equipment shed #1, and *circa*-1920 equipment shed #2. The current granary and tool shed buildings are not visible on aerial photography until 1968; however, its form and materials suggest an earlier construction date of ca. 1880. It is possible that the corncrib/granary was moved to this location between 1961 and 1968. Garage #1, garage #2/former chicken house, the privy, and the tool shed are obscured on the 1937 aerial by trees; however, based upon their materials and forms, they were likely extant when the 1937 aerial photograph was taken. Since 1944, the property has remained in the Kesselring Family after the Garton family sold the land to Jacob Kesselring (Kent County Deed Book N16:463). The workshop and equipment shed #3 and #4 were constructed by the Kesselring’s. The workshop building is present on 1961 aerial imagery, but not on the 1954 aeriels. This accurately reflects accounts provided by the Kesselring family members that the workshop building was moved and the additions to the corncrib/granary occurred in the early 1960’s. Equipment shed #3 is present on 1968 aerial imagery but not on 1961 aeriels, which confirms a construction date of ca. 1965. On December 18, 2001, Helen C. Kesselring et al. conveyed the 191-acre farm, along with other parcels, to the current owner, Kesselring Company, LLC, for one dollar (Kent County Deed Book D451:107). In 2011, the property owners under the Kesselring Company, LLC are Doris Taylor, Joyce and Charles Cowden, Elaine and Larry Kesselring and Alice Kesselring.

The rear ell of the frame dwelling is believed to have been built prior to 1849, since the Draper Family was living on the property at this time. The dwelling appears on the 1859 Byles’ Map and the 1868 Beers’ Atlas. If the rear ell of the Folk Victorian dwelling was erected ca. 1840, then the Ridgely family’s ownership of the property would probably take credit for the Period I, initial construction of the main dwelling. The Garton Family, who owned the property from 1894 until 1937, presumably erected the *circa*-1900 front block, which resulted in the Folk Victorian dwelling (Period II) that currently stands on the property.

National Register Evaluation

The Kesselring Farm, located at 1436 New Burton Road, was evaluated as a farm complex as identified in the *West Dover Connector Determination of Eligibility Report* (A.D. Marble & Company 2006). As labeled in the name of locus, the Kesselring Farm was previously

documented by Delaware's Division of Historical and Cultural Affairs in 1979. It was not evaluated for listing in the National Register at that time. For purposes of past cultural resource survey efforts and since 1937, the Kesselring Farm under the same family ownership is the historic nomenclature commonly associated to this property. A series of additional outbuildings, main house updates, and changes in vegetation/landscaping and farming practices can be credited by the Kesselring family.

As required in the registration requirements for eligible farms, the Kesselring Farm retains the feeling of an agricultural complex due to its location in the middle of crop fields on a once active farmstead. The property also retains a historic house, barn, and several outbuildings in an arrangement that can be identified as a range plan. The retention of the dwelling, barn, corncrib/granary, equipment sheds, and farm location and layout reflect the appearance of a late nineteenth-to-early-twentieth-century crop farm. Overall, the farm complex in 2011 retains historic outbuildings and its main dwelling, enabling it to convey agricultural use and as a continuing farm complex from the mid-nineteenth to the mid-twentieth century. Building features are in mostly fair condition.

In addition to retaining historic features, the farm retains integrity from the period of active agricultural use and significance (ca. 1840 to 1960). The Kesselring Farm retains a higher degree of integrity than most other farm complexes in the surrounding Dover area, as many former farm complexes lack the associated acreage or have lost outbuildings due to demolition or neglect or though partial subdivision of lands for housing or other land use transactions. The setting and original acreage in which the farm is located continues under agricultural use and cultivation, and the presence of the mature trees and tree lines are small-scale features that also contribute to integrity of setting.

In addition, the cultivated fields and numerous historic outbuildings cumulatively contribute to integrity of association. The farm plan and circulation patterns to buildings and fields remain intact, which supports integrity of location. The relocation of a corncrib/granary and workshop onto the property in the mid-twentieth century has not affected the property. In addition, the buildings are located within the farm complex in a manner that do not alter the range plan. The dwelling, as well as the historic domestic and agricultural outbuildings, remains largely unaltered, supporting integrity of materials. Although most of the outbuildings are no longer used for their original functions, they stand in relatively good or fair condition. Thus, integrity of workmanship, materials, and design survives. Likewise, the overall feel of the property and the continued existence of the farm plan and outbuildings combine to support integrity of feeling. The addition of the modern dwelling and contemporary sheds do not infringe upon the overall feel of the farm complex, since they are mobile and impermanent. Therefore, the Kesselring Farm is recommended eligible under Criteria A and C of the National Register as a historic farm complex.

The property is recommended not eligible under Criterion B as it is not associated with anyone of substantial historical importance under the National Register. To be eligible under Criterion D in the area of agriculture, a resource must be likely to yield important information about historic agricultural practices, architectural practices, commodities, land use patterns, production methods, and social relations, activities, or agricultural lifestyles. Research did not reveal that the Kesselring Farm has the potential to yield information on agricultural practices or construction

methods, nor was archeological testing conducted as part of this study; therefore, the property is recommended not eligible under Criterion D.

The tax parcel that comprises the Kesselring Farm, Kent County Number 2-05-08500-01-0700 (191 acres), includes the farm complex as well as sufficient agricultural lands, will serve as the National Register boundary for this resource. This boundary was prepared in accordance with the guidelines set forth in the National Register Bulletin: *Defining Boundaries for National Register Properties* (National Park Service 1997).

Kesselring Farm (K-01030) Location Map 2007 from DeIDOT GeoMedia

The entire property is hatched below while ID'ed numbers are spotted at façade or main access.

ID	Name
1	Dwelling (K-01030.01)
2	Garage #1 (K-01030.02)
3	Garage #2 (K-01030.03)
4	Milk House (K-01030.04)
5	Tool Shed (K-01030.05)
6	Equipment Shed #1 (K-01030.06)
7	Equipment Shed #2 (K-01030.07)
8	Dairy/Horse Barn (K-01030.08)
9	Granary (K-01030.09)
10	Workshop (K-01030.10)
11	Mobile Home Circa 1977
12	Equipment Shed #3 Circa 1965
13	Equipment Shed #4 Circa 1964



CRS No. K07638 (Archaeological Site 7K-C-443)

Name: Farmstead Site, New Burton Road
Address: E. side of New Burton Road Tax Parcel: 2-00-08500-02-0400
Date of Construction/Major Alterations: ca. 1890; demolished after 1979
Time Period: 1880-1940, Urbanization and Early Suburbanization
Geographic Zone: Upper Peninsula
Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Agriculture

This property was previously documented in 1979 without a determination of eligibility. At the time of the 1979 survey, the farmstead was comprised of a *circa*-1890 farmhouse, barn, corncrib, and a modern mobile home. Since the previous survey, the farmstead has been demolished and no longer features any integrity reflective of its agricultural use or architecture. The surrounding agricultural land that comprises the tax parcel (113.6 acres) continues to be utilized for agricultural purposes. This property has potential historic archeological significance and should be further investigated if it could be directly affected by the project.



CRS No. K07638



K07638. Photograph 1: Farmstead, New Burton Road, view looking south. The photograph shows the brick foundation of the now collapsed farmhouse. This property no longer features any extant structures and has lost integrity and is now considered an archaeological site.

CRS No. K01072

Address: 1605 New Burton Road

Name: Dwelling, 1605 New Burton Road

Tax Parcel: 2-00-08500-02-0200

Date of Construction/Major Alterations: ca. 1900

Time Period: 1880-1940, Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Agriculture

Summary Description

The property at 1605 New Burton Road is located along the eastern side of New Burton Road within the proposed West Dover Connector project area. The irregular triangle-shaped property is approximately 3.4 acres in size and features a *circa*-1900 Colonial Revival dwelling, an original wood frame tool shed, and a modern garage. The property features a long wrap-around stone driveway that runs to the rear of the dwelling. The property is heavily wooded and features mature trees, shrubs, and a manicured lawn.

The property was previously surveyed in 1981 and no formal determination of National Register eligibility was made at that time. There have been a number of changes to the property since its last survey. A large barn has been removed and a modern garage constructed in its location. A number of smaller outbuildings have also been removed. Due to the inadequacy of the previous documentation, a CRS 2 form was prepared for the dwelling and a CRS 3 was completed for the tool shed.

The 2.5 story dwelling measures three bays wide and two bays deep. The dwelling features a screened one-story porch located on the side (north) elevation, as well as an enclosed shed roof porch located on the rear (east) elevation. The dwelling has been heavily renovated with modern doors, windows, vinyl siding, and vinyl shutters. The tool shed is a one-story tall frame structure that is currently clad in wood clapboard. The structure is one-bay wide and one-bay deep with a small wood panel door providing access.

Historical Narrative

The tract of land where the 1605 New Burton Road property now stands was originally surveyed for George Clifford on June 10, 1684, by virtue of a warrant granted to him on October 17, 1682 (Kent County Orphans Court Docket F1:139). Originally known as *Smyrna*, the 600-acre parcel extended from Isaac Webb's Branch in the south to Walker's Branch (now Puncheon Run) in the north. In 1727, the property's owner, Andrew Caldwell, divided the *Smyrna* tract into two parcels, the eastern portion containing 400 acres and the western parcel measuring 200 acres (Kent County Deed Book I1:99). The 200-acre western parcel contained the land that would later encompass the 1605 New Burton Road Property. By 1849, Hunn Jenkins became the sole owner of the former 600-acre *Smyrna* tract (Kent County Deed Y3:167; Sehorn 2000:3). After Jenkins' death the property was again broken up. In 1894, the property was purchased by Edward Garton, whose family retained the farm parcel until 1940 (Kent County Deed Q7:174; Sehorn 2000:13). Jacob Kesselring purchased the then 113.25-acre parcel in 1940 (Kent County Deed W15:5; Sehorn 2000:13). In 1950, Kesselring divided his large farm estate between his two sons, Ammon and Harvey (Kent County Register of Wills, Will Record H3:233).

The 1906 USGS map does not show a structure in the location of 1605 New Burton Road. However, this may be a map error, since the house is believed to date to ca. 1900 during the early tenure of the Garton family. The house is present on the 1930 USGS map. An aerial photo of the area taken in 1937 shows the K01072 house and shed. The dwelling is depicted on a 1954 aerial photograph as well as the 1956 USGS map (Figure 7).

National Register Evaluation

The property at 1605 New Burton Road (K01072) was evaluated as both a residential and agricultural resource in September of 1981 with no formal determination of eligibility made at the time. While the property retains the dwelling and a tool shed, all agricultural outbuildings and related landscape features have been removed and most of the associated farmland has been lost. Due to a lack of integrity of feeling, association, and design, the former farm complex is recommended not eligible under Criterion A in the area of agriculture. Background research revealed no association between the property and persons of historical import; therefore, 1605 New Burton Road is recommended not eligible for listing under Criterion B. While the dwelling is an example of the Colonial Revival style, featuring dormer windows and an entrance portico with column supports, it does not retain sufficient integrity of materials and workmanship to be considered eligible in the area of architecture. The walls and cornice have been encased in vinyl siding, the roof is clad in asphalt shingles, and the windows are replacements. Better-preserved examples of the Colonial Revival style exist in the early-twentieth-century neighborhoods of nearby Dover. As no archaeological testing has been conducted on the property, the property's archaeological potential cannot be assessed at this time. Additionally, the property does not appear to have the potential to yield information on notable construction techniques under Criterion D. Therefore, 1605 New Burton Road (K01072) is recommended individually not eligible for listing in the National Register.



CRS No. K01072



K01072. Photograph 1: Dwelling, 1605 New Burton Road, south and west elevations, view looking east. This is an example of a Colonial Revival style with little architectural integrity. Note the modern windows, replacement roof, and vinyl siding.



K01072. Photograph 2: Dwelling, 1605 New Burton Road, north and east elevations, view looking southwest. Note the screened porch and rear shed roof addition.

CRS No. K01072



K01072. Photograph 3: Modern garage at 1605 New Burton Road, north and west elevations, view looking southeast.



K01072. Photograph 4: Tool shed at 1605 New Burton Road, north and west elevations, view looking southeast.

CRS No. K03205

Address: 400 Webbs Lane

Name: Farm Complex, H. Jenkins Farm

Tax Parcel: 2-00-8500-02-0501

Date of Construction/Major Alterations: ca. 1840/ ca. 1925

Time Period: 1830-1880, Industrialization and Early Urbanization; 1880-1940, Urbanization and Early Suburbanization; 1940-1960, Suburbanization and Early

Ex-Urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Agriculture and Architecture, Engineering, and Decorative Arts (Residential Architecture)

Description

The property at 400 Webbs Lane is located along the south side of Webbs Lane within the proposed West Dover Connector project area. A short gravel driveway stretches south from Webbs Lane and leads to the main dwelling and domestic and agricultural outbuildings that comprise the H. Jenkins Farm, named for the owner delineated on the Beers' Atlas of 1868. The property is approximately 11 acres in size and features a *circa*-1840 center hall plan dwelling with a number of original outbuildings. Cultivated fields surround the property to the east, south, and west. A partial segment of the original tree line extends southward directly south of the original corncrib/granary. The property also retains mature maple, cypress, walnut, and evergreen trees.

The farm complex includes an L-shaped, two-and-one-half-story, seven-bay frame dwelling. This dwelling is comprised of an original five-bay section, erected ca. 1840 (herein referred to as Period I), and a two-bay addition appended by a rear ell to the south (herein referred to as Period II) that was attached to the east end of the Period I block ca. 1925. It is likely that the dwelling, which overlooks Webbs Lane from the south, was built during the tenure of the Jonathan Jenkins family (1828 to 1847). Two maps of the area (Byles 1859 and Beers 1868), which were compiled during Hunn Jenkins's period of ownership of the property, depict a dwelling at the location of 400 Webbs Lane. Because the house does not appear on the 1804 Orphans Court map but is on the 1859 map, it seems likely that the house was built during the period from 1804 to 1859, presumably ca. 1840 due the architectural form and style of the dwelling. The *circa*-1925 Period II block was erected during the ownership of Jacob Kesselring.

The wood frame dwelling is clad with vinyl siding and sits atop a full field stone and mortar foundation. The Period I and II blocks are united under one high-pitched gable roof clad in asphalt shingles. Two interior brick chimneys protrude from the roof ridge at each of the Period I block. A single brick interior chimney is located to the north on the ridge of the roof of the rear ell. The dwelling contains various one-story porch additions on multiple elevations, as well as modern alterations such as replacement windows and vinyl siding. The dwelling is primarily lit by six-over-six light, double-hung sash, vinyl windows.

The property also contains a number of outbuildings, most of which date to the early twentieth century. A *circa*-1900, two-story, frame carriage house in good condition and currently used as a garage is located to the south of the main dwelling. A *circa*-1910 windmill in poor condition and no longer in use sits immediately to the west of the carriage house. A *circa*-1910, one-story,

frame tool shed, in fair condition and currently used for storage, sits across the farm lane slightly to the northeast of the carriage house. A *circa*-1910, one-story, frame chicken coop in fair condition and currently used for storage is located to the south of the tool shed. The remains of a frame piggery (pig house) are located to the southeast of the chicken coop. A *circa*-1935, one-story, frame chicken house, currently vacant and in disrepair, is situated to the southeast of the tool shed. A *circa*-1860, two-story, frame corncrib/granary in good condition and currently used for storage sits to the southwest of the chicken house. Directly to the west of the corncrib/granary is a *circa*-1860, two-and-one-half-story, frame bank barn in good condition and currently used for storage. A *circa*-1880 feed house in fair condition and vacant sits to the northwest of the barn. The property contains no modern outbuildings and/or structures.

The dwelling and outbuildings are situated in an arrangement that can be identified as a range farm plan. In a range farm plan, the dwelling faces the main road, the farm lane runs along the side of the dwelling, and the farm buildings are placed behind the dwelling facing the lane, with domestic outbuildings placed nearest to the house and the main barn farthest from it (Lanier and Herman 1997b:225). The H. Jenkins Farm retains the original farm plan, which contributes to the setting and feeling of a late-nineteenth-century farm complex.

Historical Narrative

The tract of land on which the 400 Webbs Lane farm complex now stands was originally surveyed for George Clifford on June 10, 1684, by virtue of a warrant granted to him on October 17, 1682 (Kent County Orphans Court Docket F1:139). Originally known as *Smyrna*, the 600-acre parcel was situated in what was at that time the northern portion of Murderkill Hundred. The parcel extends north from Isaac Webb's Branch to Walker's Branch (now Puncheon Run). Early land owners in the area included members of the Ridgely, Webb, and Jenkins families. The parcel passed through several owners between 1684 and 1724 (Kent County Deed Books B1:80, B1(2):36, H1:123). In 1727, the property's owner, Andrew Caldwell, divided the *Smyrna* tract (aka *Smerna*) into two parcels, the eastern portion containing 400 acres and the western parcel measuring 200 acres (Kent County Deed Book I1:99). The 400-acre eastern parcel contained that land that would later encompass the parcel located at 400 Webbs Lane.

Between 1728 and 1762, ownership of the 400-acre parcel changed numerous times (Kent County Deed Books I1:165, L1:18, P1:221, Q1:81). In January 1762, Benjamin Chew sold the 400-acre tract to John Vining for £1500 (Kent County Deed Book Q1:81). The Vining Family owned the property until 1798 when it passed to the James McClyment Family. In 1811, the property was conveyed to Jabez Jenkins: the property stayed in the Jenkins family until 1896. Jabez Jenkins died sometime after October 29, 1813 (the date of his last will and testament). His will stipulated that his approximately 550-acre farm (part of the former 'Smyrna' tract) be divided equally among his two sons, Hunn and George Jenkins. On March 12, 1828, Hunn Jenkins, George Jenkins, and his wife, Patience, sold the 550-acre farm parcel to Jonathan Jenkins for \$5000 (Kent County Deed Book A3:185-186). Cartographic research and the architectural form and style of the dwelling suggests that the dwelling (K03205) was built during the tenure of the Jonathan Jenkins family. As per Jonathan Jenkins' last will and testament (dated June 30, 1847), much of his land holdings, including the present parcel, were to be sold at public venue upon his death (Kent County Deed Book Y3:35-36). On April 7, 1849, Henry Ridgely (occupant of nearby Eden Hill and executor of will of Jonathan Jenkins) and Ruth B. Jenkins

(widow) conveyed the 550-acre farm parcel for the sum of \$7,505 to Hunn Jenkins, a descendent of Hunn Jenkins who owned the property with his brother, George, from 1813 until 1828 (Kent County Deed Book Y3:35-36).

Hunn Jenkins retained the property for over thirty years. The Federal agricultural census schedules for the time of Hunn Jenkins' tenure of the property were consulted. These included the records from 1850, 1860, 1870 and 1880 (United States Census Bureau 1850, 1860, 1870, 1880). Unfortunately, these records contained no reference to Hunn Jenkins. This strongly suggests that Jenkins leased out the land, perhaps to multiple farmers. Hunn Jenkins was an influential and wealthy man. He served several terms as director of the Farmers' Bank at Dover and he helped found the First National Bank of Dover, for which he also served as president and on the board of directors. At the time of his death, which occurred sometime after December 1884, Jenkins was a resident of Germantown in Philadelphia. His will directed that his holdings in Delaware be sold after his death.

On October 29, 1896, Edward M. Needles, serving as executor for the estate of H. Jenkins, conveyed the title of a 140-acre portion of the Jenkins' 550-acre estate to Millard F. Barnum and William H. Barnum, of Blossburg, Tioga County, Pennsylvania, for the consideration of \$5250 (Kent County Deed Book X7:43). At this time, the farm was operated by a tenant, David Ireland (Kent County Deed Book X7:43). The majority of this parcel (approximately 110 acres) was situated south of Webb's Lane. On March 17, 1906, Millard F. Barnum et al. sold a 112-acre portion of the property to a farmer, Jacob Kesselring, for \$7550 (Kent County Deed Book E9:379). A Kent County farm directory from 1913 indicates that Kesselring produced truck garden crops, grain, and potatoes on his 112-acre farm (*The Farm Journal Farm Directory of Kent County, Delaware, 1913* in Sehorn 2000). In 1986, an 11-acre portion of the "Home Farm," which included the residence and other improvements at 400 Webbs Lane, was devised to David R. Kesselring, who currently inhabits the property.

National Register Evaluation

The H. Jenkins Farm, located at 400 Webbs Lane, was evaluated as a farm complex as identified in the *West Dover Determination of Eligibility Report* (A.D. Marble & Company 2006). The H. Jenkins Farm was previously documented by Delaware's Bureau of Archeology and Historic Preservation in 1981 but was not evaluated for listing in the National Register at that time. As required in the registration requirements for eligible farms, the H. Jenkins Farm retains the feeling of an agricultural complex due to its location in the middle of crop fields on a once-active farmstead. The property also retains a historic house, barn, and several outbuildings in an arrangement that can be identified as a range plan.

In addition to retaining historic features, the farm retains integrity from the period of active agricultural use and significance (ca. 1840-1956). The H. Jenkins Farm retains a higher degree of integrity than most other farm complexes in the West Dover Connector study area. The setting in which the farm is located continues under agricultural use and cultivation, which contributes to integrity of setting. In addition, the cultivated fields and numerous historic outbuildings cumulatively contribute to integrity of association. The farm plan remains intact, which supports integrity of location. The dwelling, as well as the historic domestic and agricultural outbuildings, remain largely unaltered representative examples of their type, therefore supporting integrity of

materials. Although most of the outbuildings are no longer used for the original functions, they stand in relatively good or fair condition. Thus, the property retains integrity of workmanship, materials, and design. Likewise, the overall feel of the property and the continued existence of the farm plan and outbuildings combine to support integrity of feeling. Therefore, the H. Jenkins Farm is recommended eligible under Criteria A and C of the National Register as a historic farm complex.

The property is recommended not eligible under Criterion B. Although Hunn Jenkins was influential for his service as director of the Farmers' Bank at Dover and his aid in founding the First National Bank of Dover, research suggests that Jenkins did not occupy the H. Jenkins farm and most likely leased the property during his ownership; therefore, the H. Jenkins property does not best reflect H. Jenkins's historical contributions to the city, region, or state. To be eligible under Criterion D in the area of agriculture, a resource must be likely to yield important information about historic agricultural practices, architectural practices, commodities, land use patterns, production methods, and social relations, activities, or agricultural lifestyles. Research did not reveal that the H. Jenkins Farm has the potential to yield information on agricultural practices, nor was archeological testing conducted as part of this study; therefore, the property is recommended not eligible under Criterion D.

The existing tax parcel that comprises the H. Jenkins Farm, Kent County Number 2-00-8500-01-0501 (11 acres) is presented as the proposed National Register boundary for the resource. The boundary includes the farm complex as well as sufficient surrounding agricultural lands to provide a setting for the resource. This boundary was prepared in accordance with the guidelines set forth in the *National Register Bulletin: Defining Boundaries for National Register Properties* (National Park Service 1997).



CRS No. K03205



K03205. Photograph 1: Property overview, 400 Webbs Lane, view looking south. The photograph captures the north section of the farm plan. Note how the dwelling faces the road and the farm lane passes to the east of the dwelling.



K03205. Photograph 2: Property overview, 400 Webbs Lane, view looking southwest. This view captures the southeastern end of the farm plan. Note how the outbuildings face the farm lane.

CRS No. K03205.01



K03205.01. Photograph 3: Dwelling, 400 Webbs Lane, north elevation, view looking south. Note the five-bay Period I (west-end) block with the decorative entry porch and end chimneys and the two-bay Period II (east-end) block with the pent roof overhang.

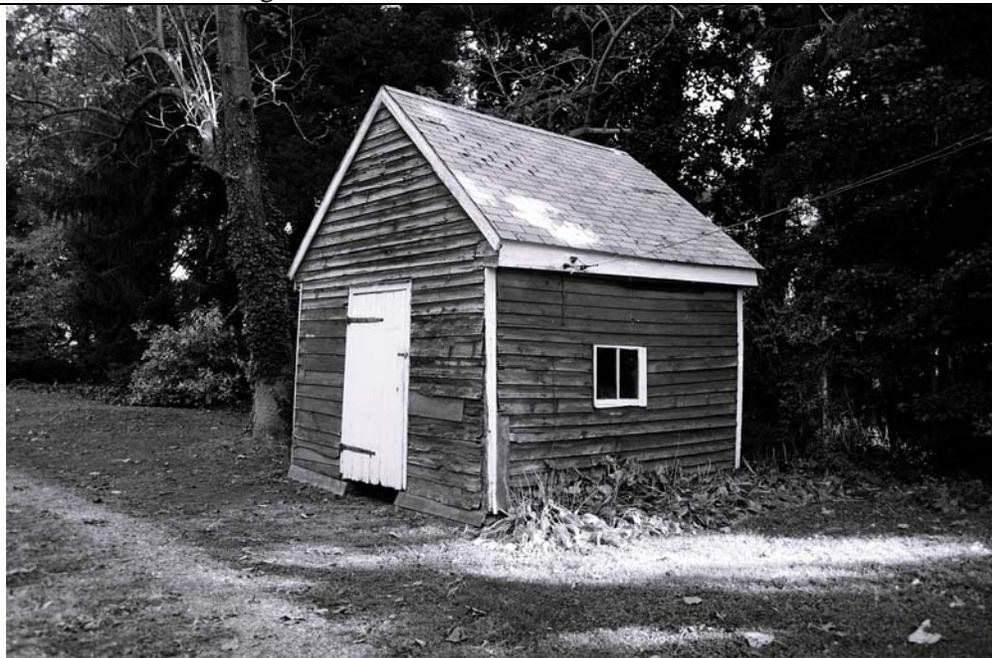


K03205.01. Photograph 4: Dwelling, 400 Webbs Lane, north and east elevations, view looking southwest. This photograph captures the east elevation of the Period II block and the rear ell.

CRS No. K03205.03 and K03205.07



K03205.03. Photograph 5: Carriage house, 400 Webbs Lane, north and east elevations, view looking southwest. This two-story, *circa*-1900 frame carriage house sits directly to the south of the dwelling.



K03205.07. Photograph 6: Tool shed, 400 Webbs Lane, south and west elevations, view looking northeast. This one-story, *circa*-1910 frame tool shed sits across the farm lane to the east of the carriage house.

CRS No. K03205.08 and K03205.06



K03205.08. Photograph 7: Chicken house, 400 Webbs Lane, south and west elevations, view looking northeast. The *circa*-1935 chicken house consisted of a two-story, heated feeder house in the center and two one-story chicken house wings. The western wing was torn down in Spring 2005.



K03205.06. Photograph 8: Corncrib/granary, 400 Webbs Lane, north, view looking south. The two-story, *circa*-1860 corncrib/granary sits across the farm lane to the south of the carriage house.

CRS No. K03205.02 and K03205.05



K03205.02. Photograph 9: Barn, 400 Webbs Lane, north and east elevations, view looking southwest. The two-and-one-half-story, *circa*-1860 frame bank barn is attached to the west side of the corncrib/granary via an enclosed exterior passageway.



K03205.05. Photograph 10: Feed house, 400 Webbs Lane, east elevation, view looking west. The one-story, *circa*-1880 frame feed house is located to the northwest of the barn. The ample vegetation and mature trees seen in the foreground capture the landscape features surrounding the farm complex.

CRS No. K03205.04 and K03205



K03205.04. Photograph 11: Chicken coop, 400 Webbs Lane, north and west elevations, view looking southeast.



K03205. Photograph 12: Piggery/pig house remnants, 400 Webbs Lane, view looking southeast.

CRS No. K06725

Name: Dwelling, 1362 South Governors Avenue

Address: 1362 South Governors Avenue Tax Parcel: 2-00-08512-02-0600

Date of Construction/Major Alterations: ca. 1923

Time Period: 1880-1940, Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture)

Summary Description

The property at 1362 South Governors Avenue is located at the northwest corner of South Governors Avenue and Webbs Lane within the proposed West Dover Connector project area. The small rectangular property is approximately 1.0 acre in size and features a *circa*-1923 dwelling with two modern sheds and a modern office/homeless shelter. The property features a large asphalt parking lot located to the rear of the original Foursquare dwelling. The property is enclosed with a chain-link fence and includes mature trees and shrubs as well as a manicured lawn.

The property was previously surveyed in 1994 and was recommended to be not eligible for listing in the National Register of Historic Places, although no determination of eligibility was made at that time. The modified Foursquare dwelling was constructed ca. 1923 and measures 2.5 stories tall, two bays wide and two rooms deep and features a two-story projecting bay at the façade. The wood-frame dwelling rests on a rusticated concrete block foundation and is currently clad in aluminum siding. There have been few changes to the primary dwelling since its last survey; thus, a CRS form was not prepared for the resource. One notable change to the dwelling is the addition of treated lumber ramps and stairs that provide additional access to the dwelling on the south and west elevations. The building usage has also changed since 1994. The former single-family dwelling is now used as part of a homeless shelter. Buildings added to the property since 1994 include the two modern sheds as well as the modern office building that is also used as part of the shelter.

Historical Narrative

According to the original CRS form, 1362 South Governors Avenue was built in 1923. The 1906 USGS map does not show this dwelling, but it is depicted on the 1930 USGS map. The property and dwelling are present on a 1937 aerial map of the area. The building is also present on the 1956 USGS map and a 1964 aerial photograph. This data supports a construction date of 1923 for the K06725 dwelling.

National Register Evaluation

The property at 1362 South Governors Avenue (K06725) was evaluated as a residential resource in September 1994 as part of the *Architectural Resource Survey of Governors Avenue from Webbs Lane to U.S. Route 13, Kent County, Delaware* prepared by Louis Berger & Associates and was recommended not eligible for inclusion in the National Register of Historic Places. The property was reevaluated as part of this study and appears to lack sufficient integrity to be considered eligible. Two modern sheds and a modern building have been added to the property and the dwelling has been converted to an institutional use. These changes have altered the integrity of setting, feeling, and association of the dwelling and it is recommended not eligible

under National Register Criterion A as an example of an early-twentieth-century dwelling. Historic research revealed no association between the resource and individuals of historic importance, and it is recommended not eligible under Criterion B. Alterations to the integrity of materials, design, and workmanship of the dwelling include the installation of treated lumber ramps and stairs at the south and west elevations, the encasement of the original wall and eave cladding in vinyl, the replacement of the roof covering, and the replacement of windows. Therefore, the property is recommended not eligible under Criterion C in the area of architecture. The property does not appear to have the potential to yield information on unique construction techniques and no archeological testing was conducted for this study; therefore, 1362 South Governors Avenue is recommended not eligible under Criterion D. Due to a lack of integrity, 1362 South Governors Avenue (K06725) is recommended individually not eligible for listing in the National Register.



CRS No. K06725

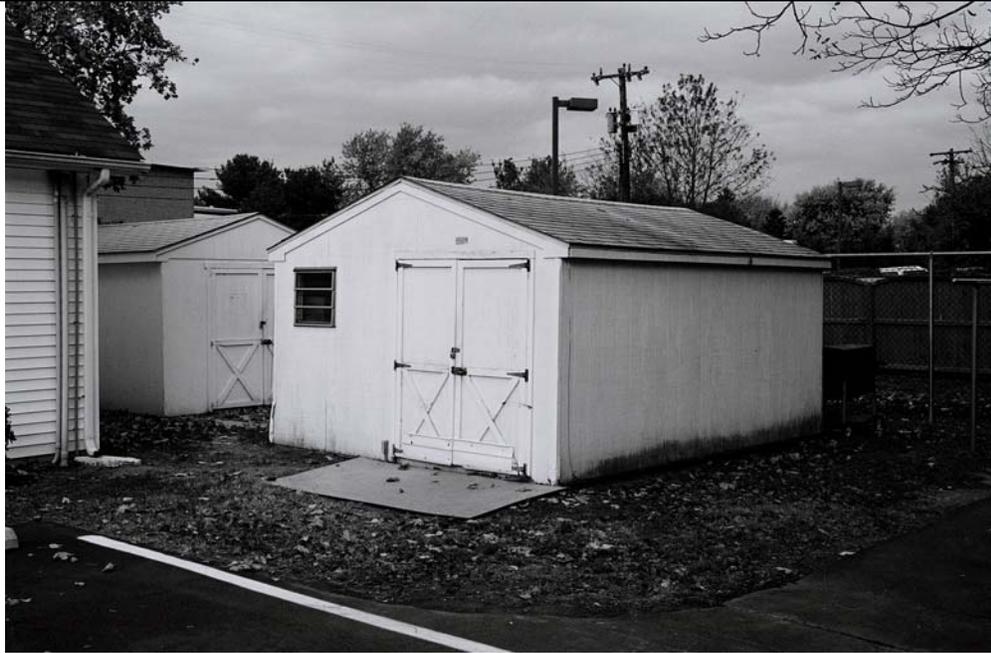


K06725. Photograph 1: 1362 South Governors Avenue, north and east elevations, view looking southwest. This is an example of a Foursquare dwelling that lacks architectural integrity due to the encasement of the walls and eaves in vinyl, the covering of the roof in later materials, and the replacement of windows.



K06725. Photograph 2: 1362 South Governors Avenue, south and west elevations, view looking northeast. Note the multiple rear additions as well as wood handicap ramps.

CRS No. K06725



K06725. Photograph 3: Modern equipment shed #1, south and east elevations, view looking northwest.



K06725. Photograph 4: Modern equipment shed #2, south and east elevations, view looking northwest.

CRS No. K06725



K06725. Photograph 5: Modern office building, east elevation, view looking northwest.

CRS No. K07570 – Rodney Village (previously recommended non-eligible)

Rodney Village, adjacent to South Governor’s Avenue, is a post-World War II residential neighborhood of approximately 400 single-family homes that were constructed from 1955 into the 1960s. The subdivision was built in response to the housing shortage of the post-World War II era that was influenced by a growing economy and the expanding population of Dover and surrounding roadway network. A more detailed description and history of Rodney Village is provided in *A Historic Context for Dover’s Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village*, which was prepared by Patrick Carpenter of DelDOT in 2006 and is provided in Appendix F of this report.

As a result of this study, Rodney Village is still recommended not eligible for the National Register of Historic Places as a post-war subdivision due to a lack of significance and integrity. The neighborhood is not the earliest postwar subdivision in Dover. In addition, its curvilinear design and layout are not unique, as several other earlier subdivisions had already introduced these design elements in Dover. Also, a sizeable portion of the houses in the subdivision were constructed after 1962. The degree of culminate integrity loss among individual houses strips the community of its historic character and from conveying its sense of time and place.

CRS No. K07077

Address: 827 Wyoming Mill Road

Name: Dwelling, 827 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1800

Date of Construction/Major Alterations: ca. 1955

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 827 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The small rectangular property is approximately 0.72 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is enclosed with a chain-link fence. The *circa*-1955 Minimal Traditional dwelling is accessed by an asphalt driveway. The property features a modern garage, shed, and gazebo.

The one-story side gable dwelling features a cross gable at the southern end of the façade (east elevation) and multiple modern additions to the north and west elevations. A one-story addition to the north elevation is offset from the façade of the original dwelling. A later one-story gable addition to the rear forms an ell. The frame dwelling rests on a concrete block foundation, and the walls of the original block and multiple additions are clad in vinyl siding. The complex roofline is sheathed with asphalt shingles and features an interior brick flue at the west slope of the original block. The dwelling is lit by a variety of modern window types, including fixed and double-hung sash presented singularly and in groups. The dwelling is accessed via brick stairs that lead to a modern aluminum pane-and-panel door located in the central bay of the east elevation. The primary entrance is sheltered by a shed extension of the eastern slope of the side gable roof. The secondary entrance to the dwelling is in the rear ell and is accessible via a wooden deck.

Historical Narrative

The property at 827 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings

present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. The southernmost dwelling depicted on this map is 827 Wyoming Mill Road (K07077), constructed ca. 1955.

National Register Evaluation

The property at 827 Wyoming Mill Road was evaluated as a Minimal Traditional house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Ranch house are uncommon. Alterations to the dwelling include multiple additions, replacement windows and doors, and vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 827 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 827 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07077



K07077. Photograph 1: Dwelling, 827 Wyoming Mill Road, north and east elevations, view looking southwest. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows and doors as well as the multiple modern additions. A modern garage is located to the rear of the dwelling.



K07077. Photograph 2: Dwelling, Wyoming Mill Road, south and west elevations, view looking northeast. Note the modern windows and doors as well as the modern vinyl cladding. Also, note the large rear gable addition.

CRS No. K07077



K07077. Photograph 3: Modern garage, 827 Wyoming Mill Road, south and east elevations, view looking west.



K07077. Photograph 4: Modern shed and modern gazebo, Wyoming Mill Road, east elevations, view looking west.

CRS No. K07078

Address: 849 Wyoming Mill Road

Name: Dwelling, 849 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1700

Date of Construction/Major Alterations: ca. 1955

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The Property at 849 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The small rectangular property is approximately 0.5 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1955 Minimal Traditional dwelling is accessed by an asphalt driveway. The property features a modern greenhouse and two modern sheds.

The one-story cross-gable dwelling features multiple additions located on the front and side elevations. The wood frame dwelling rests on a concrete block foundation and is currently clad in aluminum siding. The side gable roof with a gable-front projection is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features modern windows and doors. The primary entrance is accessed by a modern wood handicap ramp that leads to a small wood deck landing that is protected by a small shed roof porch.

Historical Narrative

The property at 849 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. The dwelling at 849 Wyoming Mill Road is likely one of these three earlier dwellings constructed ca. 1955.

National Register Evaluation

The property at 849 Wyoming Mill Road was evaluated as a Minimal Traditional house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Ranch house are uncommon. Alterations to the dwelling include replacement windows and doors. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 849 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 849 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07078



K07078. Photograph 1: Dwelling, 849 Wyoming Mill Road, south and east elevations, view looking northwest. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows and doors. A number of modern outbuildings are located to the rear of the dwelling.



K07078. Photograph 2: Dwelling, 849 Wyoming Mill Road, north and west elevations, view looking southeast. Note the modern windows and doors as well as the modern aluminum cladding. The modern greenhouse can be seen on the right side of the photograph.

CRS No. K07078



K07078. Photograph 3: Modern greenhouse, 849 Wyoming Mill Road, north and west elevations, view looking southeast.



K07078. Photograph 4: Modern shed #1, 849 Wyoming Mill Road, east and north elevations, view looking southwest.

CRS No. K07078



K07078. Photograph 5: Modern shed #2, 849 Wyoming Mill Road, south and east elevations, view looking northwest.

CRS No. K07079

Address: 863 Wyoming Mill Road

Name: Dwelling, 863 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1600

Date of Construction/Major Alterations: ca. 1955

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 863 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The small rectangular property is approximately 0.57 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1955 Minimal Ranch dwelling is accessed by a stone horseshoe driveway. The property features a detached garage that is accessed by a covered concrete patio.

The one-story side-gable dwelling features a connecting side gable roof that extends to the detached garage. The wood frame dwelling rests on a concrete block foundation and is currently clad in vinyl siding. The side gable roofline is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features modern windows and doors. The primary entrance is accessed by a brick stoop sheltered by a small shed roof extension of the main roofline. The formerly detached concrete block garage is clad in vinyl siding and is now attached to the dwelling by later additions.

The gable front garage is frame covered in vinyl siding and features a modern aluminum garage door at the façade. An original wood pane-and-panel pedestrian door is located under the sheltered patio on the south elevation of the garage.

Historical Narrative

The property at 863 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of

Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. The dwelling at 863 Wyoming Mill Road is likely one of these three earlier dwellings constructed ca. 1955.

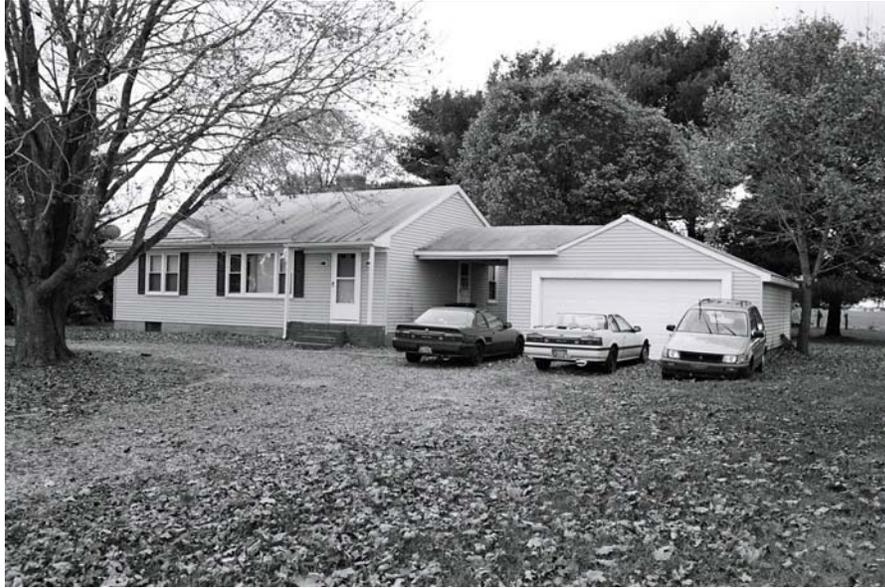
National Register Evaluation

The property at 863 Wyoming Mill Road was evaluated as a Minimal Ranch house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Ranch house featuring close eaves and a small cross-gable front block. Minimal Ranch houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Ranch house are uncommon. Alterations to the dwelling include replacement windows and doors and vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 863 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 863 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07079



K07079. Photograph 1: Dwelling, 863 Wyoming Mill Road, north and east elevations, view looking southwest. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows, doors, and vinyl siding. Also, note the now attached garage featuring modern vinyl siding and aluminum garage door.



K07079. Photograph 2: Dwelling, 863 Wyoming Mill Road, north and west elevations, view looking southeast. Note the modern windows and doors as well as the modern vinyl cladding.

CRS No. K07080

Address: 887 Wyoming Mill Road

Name: Dwelling, 887 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1500

Date of Construction/Major Alterations: ca. 1960

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 887 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector proposed improvements. The small rectangular property is approximately 0.43 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1960 Minimal Traditional dwelling is accessed by a stone horseshoe driveway. The property is accessed by an asphalt driveway. A chain-link fence encloses the backyard, which includes an aboveground pool and modern shed.

The one-story side-gable dwelling with front gable projection at the southern end of the east elevation (façade) features a large front gable modern addition to the northern end of the façade. A modern shed-roofed addition is attached to the rear elevation. The wood frame dwelling rests on a concrete block foundation and is currently clad in vinyl siding. The side gable roofline is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features modern windows and doors. The primary entrance is accessed by a wood porch supported by wood posts.

Historical Narrative

The property at 887 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. An aerial photograph from 1961 and the 1981 photo-revised version of the 1956 USGS map show the remaining six dwellings

(K07080 to K07085) along the west side of Wyoming Mill Road. The dwelling at 887 Wyoming Mill Road is one of these later six dwellings constructed ca. 1960.

National Register Evaluation

The property at 887 Wyoming Mill Road was evaluated as a Minimal Traditional house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling include replacement windows and doors, a large addition, and vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 887 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 887 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07080



K07080. Photograph 1: Dwelling, 887 Wyoming Mill Road, north and east elevations, view looking southwest. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows, doors, and vinyl siding. Further note the gable front addition located on the east elevation.



K07080. Photograph 2: Dwelling, 887 Wyoming Mill Road, south and west elevations, view looking northeast. Note the modern windows, doors, and cladding. Also note the rear enclosed shed roof addition.

CRS No. K07080



K07080. Photograph 3: Modern shed, 887 Wyoming Mill Road, south and east elevations, view looking northwest.

CRS No. K07081

Address: 903 Wyoming Mill Road

Name: Dwelling, 903 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1400

Date of Construction/Major Alterations: ca. 1960

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 903 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The small rectangular property is approximately 0.5 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1960 Minimal Traditional dwelling is accessed by an asphalt driveway. A modern shed also occupies the parcel. The property is very similar in appearance to the adjoining property at 923 Wyoming Mill Road (K07082).

The one-story side-gable dwelling features a gable front block typical of the Minimal Traditional style. The wood frame dwelling rests on a concrete block foundation and is clad in vinyl siding. The side gable roofline is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features modern windows and doors. Two tripartite windows with window boxes flank the central entrance. Faux shutters flank the window openings of the façade (east elevation). A number of the windows are sheltered by aluminum awnings. The primary entrance is located in a small hipped-roof vestibule that is accessed by a brick stoop with a wrought-iron railing. A rear entrance is sheltered by a small shed-roofed hood and accessed by a concrete stoop.

Historical Narrative

The property at 903 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the

approximate location of this residential strip development. An aerial photograph from 1961 and the 1981 photo-revised version of the 1956 USGS map show the remaining six dwellings (K07080 to K07085) along the west side of Wyoming Mill Road. The dwelling at 903 Wyoming Mill Road is one of these later six dwellings constructed ca. 1960.

National Register Evaluation

The property at 903 Wyoming Mill Road was evaluated as a Minimal Traditional house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling including replacement windows and doors and vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 903 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 903 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07081



K07081. Photograph 1: Dwelling, 903 Wyoming Mill Road, south and east elevations, view looking northwest. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows, doors, and vinyl siding. Note also the gable front addition as well as the hipped roof foyer area.



K07081. Photograph 2: Dwelling, 903 Wyoming Mill Road, north and west elevations, view looking southeast. Note the modern windows and doors as well as the modern vinyl cladding.

CRS No. K07081



K07081. Photograph 3: Modern shed, 903 Wyoming Mill Road, east and north elevations, view looking southwest.

CRS No. K07082

Address: 923 Wyoming Mill Road

Name: Dwelling, 923 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1300

Date of Construction/Major Alterations: ca. 1960

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 923 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The property is very similar in appearance to the adjoining property at 903 Wyoming Mill Road (K07081). The small rectangular property is approximately 0.5 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1960 Minimal Traditional dwelling is accessed by an asphalt driveway. The backyard is enclosed by a chain-link fence and a modern shed also occupies the property.

The one-story side gable dwelling features a gable front projection. The wood frame dwelling rests on a concrete block foundation and is currently clad in vinyl siding. The side gable roofline is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features modern windows and doors. Tripartite windows flanked by faux shutters are found on either side of the central entrance of the east elevation (façade). The primary entrance is located in a small hipped-roof vestibule that is accessed by a brick stoop with a PVC railing. A rear entrance is sheltered by a small shed roof hood and accessed by a concrete stoop.

Historical Narrative

The property at 923 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. An aerial photograph from 1961 and

the 1981 photo-revised version of the 1956 USGS map show the remaining six dwellings (K07080 to K07085) along the west side of Wyoming Mill Road. The dwelling at 923 Wyoming Mill Road is one of these later six dwellings constructed ca. 1960.

National Register Evaluation

The property at 923 Wyoming Mill Road was evaluated as a Minimal Traditional house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling include replacement windows and doors and vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 923 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 923 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07082



K07082. Photograph 1: Dwelling, 923 Wyoming Mill Road, north and east elevations, view looking southwest. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows, doors, and vinyl siding.



K07082. Photograph 2: Dwelling, 923 Wyoming Mill Road, rear (west) elevation, view looking east. Note the modern windows and doors as well as the modern vinyl cladding.

CRS No. K07082



K07082. Photograph 3: Modern shed, 923 Wyoming Mill Road, east elevation, view looking west.

CRS No. K07083

Address: 949 Wyoming Mill Road

Name: Dwelling, 949 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1200

Date of Construction/Major Alterations: ca. 1960

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 949 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The small rectangular property is approximately 0.5 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1960 Ranch dwelling features a wide overhang at the eaves, which is a definitive feature of this style. The property is accessed by a horseshoe-shaped asphalt driveway. The backyard is enclosed by a chain-link fence. A modern garage is located at the northwestern corner of the parcel.

The original core of the one-story side-gable dwelling is enclosed by multiple additions. These alterations resulted in changing the roof from a side-gable to a hipped roof form. The wood frame dwelling rests on a concrete block foundation and is clad in vinyl siding. The hipped roof is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features modern windows and doors. The primary entrance in the east elevation (façade) is sheltered by a small recessed porch with a brick stoop. The rear (west) elevation features an enclosed shed roof porch.

Historical Narrative

The property at 949 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. An aerial photograph from 1961 and

the 1981 photo-revised version of the 1956 USGS map show the remaining six dwellings (K07080 to K07085) along the west side of Wyoming Mill Road. The dwelling at 949 Wyoming Mill Road is one of these later six dwellings constructed ca. 1960.

National Register Evaluation

The property at 949 Wyoming Mill Road was evaluated as a Ranch house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is an altered mid-twentieth-century house featuring a linear form and overhanging eaves. Ranch houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Ranch house are uncommon. Alterations to the dwelling include replacement windows and doors and vinyl siding as well as changes to the original form. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 949 Wyoming Mill Road is not eligible for listing in the National Register.

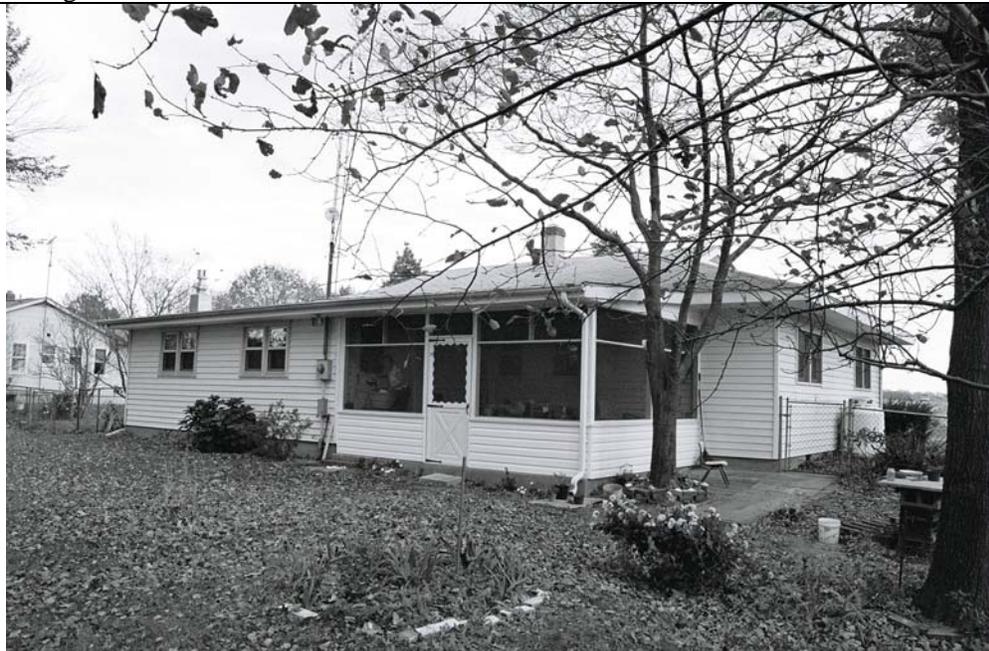
The property at 949 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07083



K07083. Photograph 1: Dwelling, 949 Wyoming Mill Road, north and east elevations, view looking southwest. This is an example of a common house form (Ranch) with little architectural integrity. Note the modern windows, doors, and vinyl siding. The original dwelling core has been enclosed with modern additions.



K07083. Photograph 2: Dwelling, 949 Wyoming Mill Road, north and west elevations, view looking southeast. Note the shed-roof screened porch and rear addition.

CRS No. K07083



K07083. Photograph 3: Modern garage, 949 Wyoming Mill Road, south and east elevations, view looking northwest.

CRS No. K07084

Address: 967 Wyoming Mill Road

Name: Dwelling, 967 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1100

Date of Construction/Major Alterations: ca. 1960

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 967 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The small rectangular property is approximately 0.48 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1960 Minimal Traditional dwelling is accessed by an asphalt driveway. A chain-link fence encloses the backyard.

The one-story side-gable dwelling features a shed-roof screened porch addition located on the rear (west) elevation. The wood frame dwelling rests on a concrete block foundation and is clad in asbestos shingles, likely the original wall cladding. The side gable roofline is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features original one-over-one double-hung sash windows with vinyl shutters and modern wood panel doors. The primary entrance is accessed by a small brick stoop with a wrought-iron railing and sheltered by a hipped roof overhang. This house is identical in form to 903, 923, and 927 Wyoming Mill Road (K07081, K07082, and K07085).

Historical Narrative

The property at 967 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. An aerial photograph from 1961 and the 1981 photo-revised version of the 1956 USGS map show the remaining six dwellings

(K07080 to K07085) along the west side of Wyoming Mill Road. The dwelling at 967 Wyoming Mill Road is one of these later six dwellings constructed ca. 1960. The dwelling is identical to the forms of 903, 923, and 927 Wyoming Mill Road (K07081, K07082, and K07085).

National Register Evaluation

The property at 967 Wyoming Mill Road was evaluated as a Minimal Traditional house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling include replacement windows and doors. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 967 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 967 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07084



K07084. Photograph 1: Dwelling, 967 Wyoming Mill Road, north and east elevations, view looking southwest. This is an example of a common house form (Minimal Traditional). Note the gable front block as well as the hipped vestibule area.



K07084. Photograph 2: Dwelling, 967 Wyoming Mill Road, south and west elevations, view looking northeast. Note the enclosed shed roof porch.

CRS No. K07085

Address: 987 Wyoming Mill Road

Name: Dwelling, 987 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1000

Date of Construction/Major Alterations: ca. 1960

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Summary Description

The property at 987 Wyoming Mill Road is located along the west side of Wyoming Mill Road to the west of the proposed West Dover Connector improvements. The small rectangular property is approximately 0.48 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1960 Minimal Traditional dwelling is accessed by a gravel driveway.

The one-story side gable dwelling faces east and features a gable front block. The wood frame dwelling rests on a concrete block foundation and is currently clad in vinyl siding. The side-gable roofline is sheathed with asphalt shingles and features an interior brick chimney. The dwelling features original 1/1 double-hung sash windows and modern aluminum panel doors. The primary entrance is located in a small hipped-roof vestibule that is accessed by a wood deck with a wood railing. A secondary entrance at the rear (west) elevation is sheltered by a shed roof hood and is accessed by a modern wood deck. This house is identical in form to 903, 923, and 967 Wyoming Mill Road (K07081, K07082, and K07084).

Historical Narrative

The property at 987 Wyoming Mill Road was once part of a much larger farm tract (Papen Farms – K01084) owned by Virgie Warren. Virgie Warren and her husband, Elmer Warren, purchased the farm from Ebe Townsend and his wife on August 4, 1944 (Kent County Deed Book Q16:222). When Elmer Warren died in 1948, his wife, Virgie Warren, took full tenure of the farm (USGenWeb, Kent County, Delaware cemeteries website, accessed 7 November 2005). Beginning in 1954 to 1955, Mrs. Warren subdivided a series of contiguous building lots along the west side of Wyoming Mill Road. These lots measured between one-half acre and one acre. Half-acre lots sold for between \$750 and \$775, while the one-acre lots sold for \$1,500. No formal subdivision plan was developed for these lots. Based on deed research, Mrs. Warren sold the lots to family members and friends, who in turn constructed dwellings on the lots and sold them soon after. Some of the one-acre lots were further subdivided by later owners. Interestingly, the *circa*-1955 to 1960 deeds for the properties state: “[T]he Grantees...do hereby covenant and agree with the Grantors, their heirs and assigns, that said lands and premises shall not be conveyed, sold, rented, leased or demised to any person or persons other than those of the Caucasian Race.” The dwellings along this stretch of Wyoming Mill Road were all constructed between ca. 1954 and 1960. A 1954 aerial photograph of the area does not show any dwellings present along this stretch of Wyoming Mill Road. The 1956 USGS topographic map of the area (Figure 7) shows three dwellings (K07077, K07078, and K07079) along the west side of Wyoming Mill Road, just north of the farm lane for 809 Wyoming Mill Road (K01084), in the approximate location of this residential strip development. An aerial photograph from 1961 and the 1981 photo-revised version of the 1956 USGS map show the remaining six dwellings

(K07080 to K07085) along the west side of Wyoming Mill Road. The dwelling at 987 Wyoming Mill Road is the northernmost of these latter six dwellings constructed ca. 1960.

National Register Evaluation

The property at 967 Wyoming Mill Road was evaluated as a Minimal Traditional house and as a strip residential development under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling include replacement windows and doors and vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 967 Wyoming Mill Road is not eligible for listing in the National Register.

The property at 987 Wyoming Mill Road is one of nine adjacent mid-twentieth-century properties occupying the west side of Wyoming Mill Road (K07077 to K07085). This small collection of dwellings is a common type of residential development in Delaware. The nine properties that make up this small strip development are collectively unremarkable, lack integrity and a significant documentary record, and do not appear to be able to provide any new information on this type of residential development. Therefore, the Wyoming Mill Road grouping is recommended not eligible as an example of residential strip development.



CRS No. K07085



K07085. Photograph 1: Dwelling, 987 Wyoming Mill Road, north and east elevations, view looking southwest. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows, doors, and vinyl siding. Also, note the gable front projection as well as the hipped vestibule area.



K07085. Photograph 2: Dwelling, 987 Wyoming Mill Road, south and west elevations, view looking northeast. Note the modern windows and doors as well as the modern vinyl cladding.

CRS No. K07086

Address: 492 Webbs Lane

Date of Construction/Major Alterations: ca. 1965

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Retailing/Wholesaling

Name: Dover Building Supply Inc.

Tax Parcel: 2-00-08500-02-0100

Summary Description

The property at 492 Webbs Lane is located at the southeast corner of New Burton Road and Webbs Lane and is located within the proposed West Dover Connector project area. The small triangular parcel is part of the larger Dover Building Supply Company that also occupies a large rectangular lot to the east. The commercial building located at 492 Webbs Lane currently houses rental items that are offered through the Supply Company. The lot is paved with asphalt.

The one-story concrete block structure is a common example of a mid-twentieth-century commercial construction. The square building features a flat roof with no visible detailing. At the north elevation, common aluminum-framed glass commercial doors provide pedestrian access to the buildings. Modern aluminum garage doors provide access for deliveries at the west elevation. The south and east elevations were inaccessible due to limited access.

Historical Narrative

An aerial photograph of the area taken in 1937 shows the site of K07086 as an open field. The parcel on which this mid-twentieth-century warehouse is located remained as active farmland into the twentieth century. Jacob Kesselring purchased the then 113.25-acre parcel in 1940 (Kent County Deed W15:5; Sehorn 2000:13). In 1950, Kesselring divided his large farm estate between his two sons, Ammon and Harvey (Kent County Register of Wills, Will Record H3:233). An aerial photograph from 1954 shows the immediate vicinity as disturbed; however, the quality is not sufficient enough to ascertain whether a structure is present. A building is present on the 1956 USGS map (Figure 7), and aerial photography from 1961 shows the presence of one large and one adjacent small structure. An aerial photograph from 1968 shows the footprint of the large concrete block structure currently standing on the parcel, while the smaller structure on the 1961 aerial is no longer present. This data supports a construction date of ca. 1965 for the commercial building at 492 Webbs Lane.

According to the Dover Building Supply website (accessed 23 June 2010), the concrete block building was formerly home to a branch store of A.H. Angerstein Incorporated. A.H. Angerstein started as a small feed and coal supply company in 1924. As the business grew, they expanded their offerings to include hardware, building materials, and heating oil. The company expanded again in the mid 1960s and began to offer more products such as windows, doors, lighting, and other items aimed at the “do-it-yourself” homeowner and contractors. It was during this time period that the company expanded from Elsmere, Delaware, and opened a branch store at 492 Webbs Lane.

National Register Evaluation

The property at 492 Webbs Lane was evaluated as a commercial resource. The property consists of a small triangular parcel of land located at the southeast corner of New Burton Road and

Webbs Lane. Commercial concrete block buildings are common mid-twentieth-century building types within the vicinity of the West Dover Connector APE, as well as the State of Delaware. The building at 492 Webbs Lane is a typical example of a mid-twentieth-century commercial building featuring one-story height, concrete block construction, and replacement garage doors. The property does not appear to convey significance under any of the four National Register Criteria for Evaluation. Therefore, 492 Webbs Lane is recommended not eligible for listing in the National Register.



CRS No. K07086



K07086. Photograph 1: Dover Building Supply Inc., north and west elevations, view looking southeast. This is an example of a common mid-twentieth-century commercial building with little architectural integrity. Note the modern garage doors.

CRS No. K07087

Address: 423 Webbs Lane

Date of Construction/Major Alterations: ca. 1950

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture)

Name: Dwelling, 423 Webbs Lane

Tax Parcel: 2-05-08511-01-1100

Summary Description

The property at 423 Webbs Lane is located along the north side of Webbs Lane within the proposed West Dover Connector APE. The small rectangular property is approximately 0.21 acre in size and features a manicured lawn with mature trees and shrubs. A *circa*-1950 Minimal Traditional dwelling is now used as an office for Independent Newspapers Inc., which has a small campus of buildings centered on the intersection of Garton Road and Webbs Lane. 419-421 Webbs Lane, located to the east, is another resource that was identified as 50 years old in the survey effort (K07088) and is occupied by the newspaper company. The property is accessed by a small asphalt driveway with an asphalt parking lot.

The one-story side-gable dwelling features a side gable addition on the west elevation. The wood frame dwelling rests on a concrete block foundation and is currently clad in vinyl siding. The side-gable roofline is sheathed with asphalt shingles and features a brick chimney located on the west elevation of the original core. The dwelling features a variety of original windows, with some windows flanked by vinyl shutters. The primary entrance is located under a small gable front porch that is accessed by a concrete stoop with walkway.

Historical Narrative

The parcel that the dwelling occupies remained as active farmland well into the twentieth century. In 1950, Kesselring divided his large farm estate between his two sons, Ammon and Harvey (Kent County Register of Wills, Will Record H3:233). The frame dwelling is believed to have been built ca. 1950 on a lot subdivided off Kesselring's farm. A 1937 aerial photograph shows the area as an open field. Deed research revealed the 1946 Midway Subdivision map, which laid out 25 lots of land east of New Burton Road and Garton Road and north of Kesselring Road (Webbs Lane) (Kent County Plot Book 1:228). There are no buildings present on the lots fronting Kesselring Road (Webbs Lane) on the Midway Subdivision map. The building is present on a 1954 aerial photograph and the 1956 USGS map. This data supports a construction date of ca. 1950 for the dwelling at 423 Webbs Lane.

National Register Evaluation

The property at 423 Webbs Lane was evaluated as a Minimal Traditional house under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal

close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling include vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 423 Webbs Lane is not eligible for listing in the National Register.



CRS No. K07087



K07087. Photograph 1: Dwelling, 423 Webbs Lane, south and west elevations, view looking northeast. This is an example of a common house form (Minimal Traditional). Note the modern doors, replacement shutters, and gable front entryway.



K07087. Photograph 2: Dwelling, 423 Webbs Lane, north and east elevations, view looking southwest. Note the modern parking area located to the rear of the building.

CRS No. K07088

Address: 419-421 Webbs Lane

Name: Dwelling, 419-421 Webbs Lane

Tax Parcel: 2-05-08511-01-1200

Date of Construction/Major Alterations: ca. 1950

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture)

Summary Description

The property at 419-421 Webbs Lane is located along the north side of Webbs Lane within the proposed West Dover Connector APE. The small rectangular property features a number of structures including a *circa*-1950 Minimal Traditional dwelling (421 Webbs Lane), a modern office building (419 Webbs Lane), and a modern shed. The dwelling is now used as an office for Independent Newspapers Inc., which has a small campus of buildings centered on the intersection at Garton Road and Webbs Lane. A large asphalt parking lot and driveway provides access to this property. 423 Webbs Lane, located to the west, is another resource that was identified as 50 years old in the survey effort (K07087) and is occupied by the newspaper company.

The one-story side gable dwelling faces south and features multiple additions. The wood frame dwelling rests on a concrete block foundation and is currently clad in asbestos shingles. The side gable roofline is sheathed with asphalt shingles and features a plain box cornice. The dwelling features a mix of modern and original windows. The primary entrance in the east elevation features a modern aluminum pane-and-panel door located in a gable front addition and includes a shed roof porch with concrete steps and landing.

Historical Narrative

The tract of land on which 419-421 Webbs Lane now stands was originally surveyed for George Clifford on June 10, 1684, by virtue of a warrant granted to him on October 17, 1682 (Kent County Orphans Court Docket F1:139). Originally known as *Smyrna*, the 600-acre parcel extended from Isaac Webb's Branch in the south to Walker's Branch (now Puncheon Run) in the north. In 1727, the property's owner, Andrew Caldwell, divided the *Smyrna* tract into two parcels, the eastern portion containing 400 acres and the western parcel measuring 200 acres (Kent County Deed Book I1:99). The 400-acre eastern parcel contained the land that would later encompass the K07088 parcel. By 1849, Hunn Jenkins became the sole owner of the former 600-acre *Smyrna* tract (Kent County Deed Y3:167; Sehorn 2000:3). After Jenkins' death in the 1890s, the property was again broken up. After several other owners, Jacob Kesselring purchased the then 164-acre parcel in 1919 (Kent County Deed M11:241; Sehorn 2000:11). The parcel remained farmland well into the twentieth century. The frame dwelling is believed to have been built ca. 1950 on a lot subdivided off Kesselring's farm. Aerial imagery from 1937 and 1945 show the area as an open field. Deed research revealed the 1946 Midway Subdivision map, which laid out 25 lots of land east of New Burton Road and Garton Road and north of Kesselring Road (Webbs Lane) (Kent County Plot Book 1:228). There are no buildings present on the lots fronting Kesselring Road (Webbs Lane) on the Midway Subdivision map. The building is present on a 1954 aerial photograph and the 1956 USGS map. This data supports a construction date of ca. 1950 for 419-421 Webbs Lane. Tax parcel data indicates this tax parcel number was

combined from two parcels, which were originally lots 18, 19, 20, and 21 on the Midway Subdivision map.

National Register Evaluation

The property at 423 Webbs Lane was evaluated as a Minimal Traditional house under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling include vinyl siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 423 Webbs Lane is not eligible for listing in the National Register.



CRS No. K07088



K07088. Photograph 1: Dwelling, 419-421 Webbs Lane, south and east elevations, view looking northwest. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the later large gable front addition.



K07088. Photograph 2: Dwelling, 419-421 Webbs Lane, north and west elevations, view looking southeast. Note the modern shed roof addition on the rear (north) elevation.

CRS No. K07088



K07088. Photograph 3: Modern office, 419-421 Webbs Lane, south and east elevations, view looking northwest.



K07088. Photograph 4: Modern shed, 419-421 Webbs Lane, south and east elevations, view looking northwest.

CRS No. K07089

Address: 417 Webbs Lane

Date of Construction/Major Alterations: ca. 1950

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture)

Name: Dwelling, 417 Webbs Lane

Tax Parcel: 2-05-08511-01-1400

Summary Description

The property at 417 Webbs Lane is located along the north side of Webbs Lane within the proposed West Dover Connector project area. The small rectangular property is approximately 0.72 acre in size and features a *circa*-1950 Minimal Traditional dwelling with a detached garage from the same time period and a modern workshop. The property is accessed by a concrete driveway and is enclosed by a chain-link fence.

The one-story side-gable building faces east and features multiple additions. The wood frame dwelling rests on a concrete block foundation and is currently clad in a combination of brick veneer and vinyl siding. The side-gable roofline is sheathed with asphalt shingles and features a plain box cornice with an exterior brick chimney. The dwelling has modern doors and windows.

The detached garage is one story in height and is constructed out of concrete block. The fenestration pattern has been heavily altered. The gable front building features modern windows and pedestrian doors and no longer has a garage door.

Historical Narrative

The tract of land on which 417 Webbs Lane now stands was originally surveyed for George Clifford on June 10, 1684, by virtue of a warrant granted to him on October 17, 1682 (Kent County Orphans Court Docket F1:139). Originally known as *Smyrna*, the 600-acre parcel extended from Isaac Webb's Branch in the south to Walker's Branch (now Puncheon Run) in the north. In 1727, the property's owner, Andrew Caldwell, divided the *Smyrna* tract into two parcels, the eastern portion containing 400 acres and the western parcel measuring 200 acres (Kent County Deed Book I1:99). The 400-acre eastern parcel contained the land that would later encompass the K07089 parcel. By 1849, Hunn Jenkins became the sole owner of the former 600-acre *Smyrna* tract (Kent County Deed Y3:167; Sehorn 2000:3). After Jenkins' death in the 1890s, the property was again broken up. After several other owners, Jacob Kesselring purchased the then 164-acre parcel in 1919 (Kent County Deed M11:241; Sehorn 2000:11). The parcel remained farmland well into the twentieth century. The frame dwelling and garage are believed to have been built ca. 1945 on a lot subdivided off Kesselring's farm. Aerial imagery from 1937 and 1945 show the area as an open field. Deed research revealed the 1946 Midway Subdivision map, which laid out 25 lots of land east of New Burton Road and Garton Road and north of Kesselring Road (Webbs Lane) (Kent County Plot Book 1:228). There are no buildings present on the lots fronting Kesselring Road (Webbs Lane) on the Midway Subdivision map. The building is present on a 1954 aerial photograph and the 1956 USGS map (Figure 7). This data supports a construction date of ca. 1950 for 417 Webbs Lane.

National Register Evaluation

The property at 417 Webbs Lane was evaluated as a Minimal Traditional house under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century Minimal Traditional house featuring shallow eaves, a cross-gable front block, and a small entry porch. Minimal Traditional houses are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the early twentieth century, individually eligible examples of the Minimal Traditional house are uncommon. Alterations to the dwelling include replacement windows, doors, and siding. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of frame construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 417 Webbs Lane is not eligible for listing in the National Register.



CRS No. K07089



K07089. Photograph 1: Dwelling, 417 Webbs Lane, south elevation, view looking northeast. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the large gable front addition.



K07089. Photograph 2: Dwelling, 417 Webbs Lane, north and east elevations, view looking southwest. Note the modern gable front addition on the rear (north) elevation.

CRS No. K07089



K07089. Photograph 3: Garage, 417 Webbs Lane, south and east elevations, view looking northwest. The fenestration of the garage has been compromised. Note the modern windows, doors, and cladding.



K07089. Photograph 4: Modern workshop, 417 Webbs Lane, south and west elevations, view looking northeast.

CRS No. K07090

Address: 415 Webbs Lane

Date of Construction/Major Alterations: ca. 1950

Time Period: 1940-1960, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture)

Name: Dwelling, 415 Webbs Lane

Tax Parcel: 2-05-08511-01-1500

Summary Description

The property at 415 Webbs Lane is located along the north side of Webbs Lane within the proposed West Dover Connector APE. The small rectangular property is approximately 0.36 acre in size and features a *circa*-1950 side gable cottage with a detached garage from the same time period. The property is accessed by an asphalt driveway and features a manicured lawn with scattered mature trees and shrubs and a detached garage.

The one-and-one-half story side gable dwelling features two small shed roof additions. The wood frame dwelling rests on a concrete block foundation and is currently clad in formed stone. The side gable roofline is sheathed with asphalt shingles and an interior brick chimney. The dwelling is lit by a variety of original windows and is accessed through two wood pane-and-panel doors. A small shed roof hood protects the rear entrance to the dwelling. A small concrete slab provides access to this entrance and is enclosed with a small wood fence. The gable ends are clad in asbestos shingles.

The detached gable front garage is one-story and constructed with concrete block. Two hinged wood panel doors in the south elevation provide access to the small outbuilding from the driveway. The building is lit by small steel-frame double-pane casement windows located on the side and rear elevations.

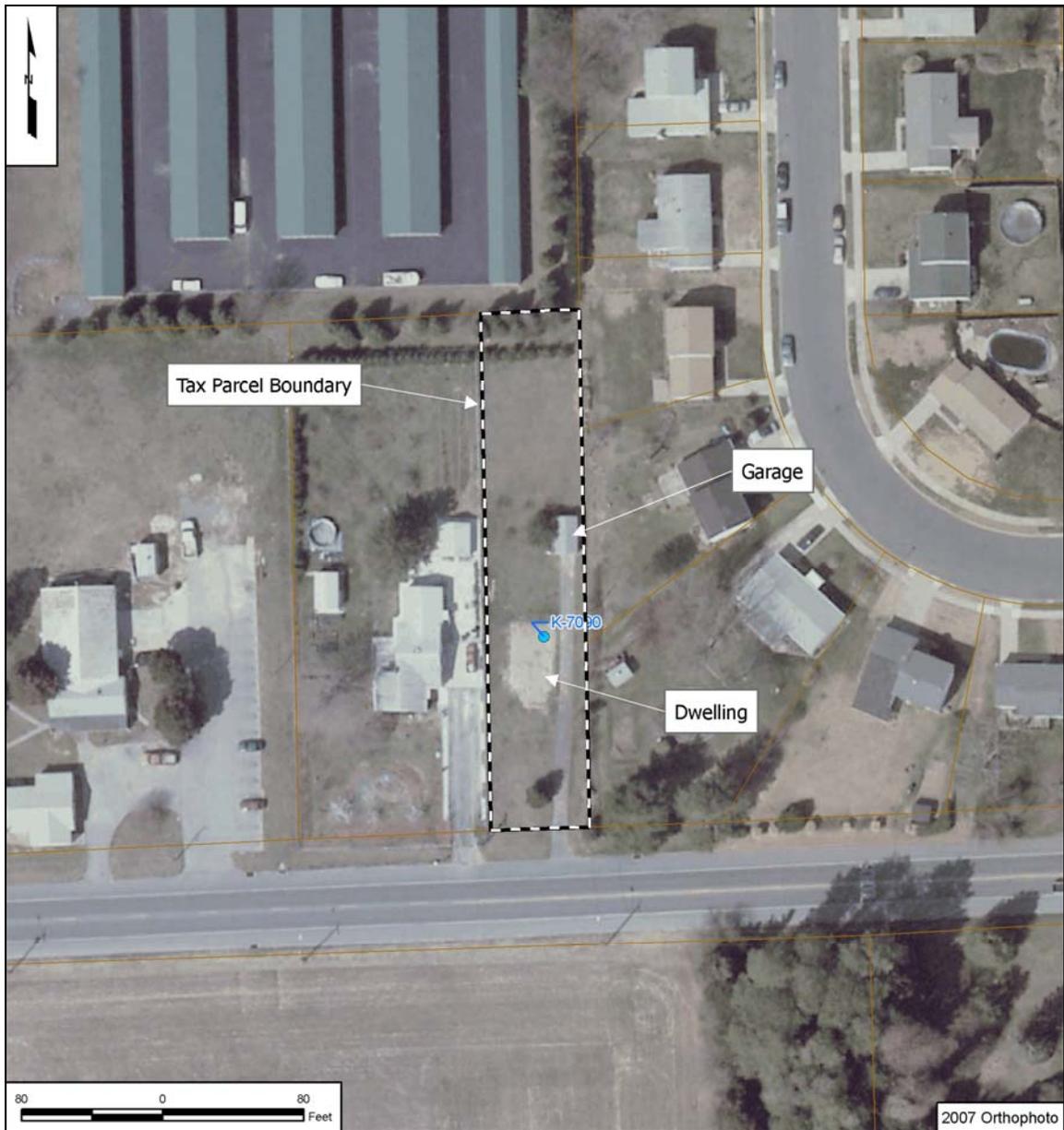
Historical Narrative

The tract of land on which 415 Webbs Lane dwelling and garage now stand was originally surveyed for George Clifford on June 10, 1684, by virtue of a warrant granted to him on October 17, 1682 (Kent County Orphans Court Docket F1:139). Originally known as *Smyrna*, the 600-acre parcel extended from Isaac Webb's Branch in the south to Walker's Branch (now Puncheon Run) in the north. In 1727, the property's owner, Andrew Caldwell, divided the *Smyrna* tract into two parcels, the eastern portion containing 400 acres and the western parcel measuring 200 acres (Kent County Deed Book II:99). The 400-acre eastern parcel contained the land that would later encompass the K07090 parcel. By 1849, Hunn Jenkins became the sole owner of the former 600-acre *Smyrna* tract (Kent County Deed Y3:167; Sehorn 2000:3). After Jenkins' death in the 1890s, the property was again broken up. After several other owners, Jacob Kesselring purchased the then 164-acre parcel in 1919 (Kent County Deed M11:241; Sehorn 2000:11). The parcel remained farmland well into the twentieth century. The frame dwelling is believed to have been built ca. 1950 on a lot subdivided off Kesselring's farm. Aerial imagery from 1937 and 1945 show the area as an open field. Deed research revealed the 1946 Midway Subdivision map, which laid out 25 lots of land east of New Burton Road and Garton Road and north of Kesselring Road (Webbs Lane) (Kent County Plot Book 1:228). There are no buildings present on the lots fronting Kesselring Road (Webbs Lane) on the Midway Subdivision map. The building is

present on a 1954 aerial photograph and the 1956 USGS map (Figure 7). This data supports a construction date of ca. 1950 for the 415 Webbs Lane dwelling and garage.

National Register Evaluation

The property at 415 Webbs Lane was evaluated as a side gable cottage under the Residential Architecture theme identified in the *West Dover Connector Determination of Eligibility Report*. The dwelling is a typical example of a mid-twentieth-century side gable cottage. Side gable cottages are relatively common mid-twentieth-century residential types within the APE, as well as within the State of Delaware. As such, the construction of this house is commonplace and is not representative of a significant trend in the area. For this reason, the property is recommended not eligible under Criterion A. Background research did not reveal close associations with the productive life of an individual who has played a role in the historic development and/or prosperity of the area, state, or nation; therefore, the property is not eligible under Criterion B. Given the relatively common use of this dwelling type in the twentieth century, individually eligible examples of the side gable cottage are uncommon. Due to the commonality of the type, the property is recommended not eligible under Criterion C. The building is a common example of concrete block construction that is not likely to provide information on this construction method not already available through other means; therefore, the property is not eligible under Criterion D. Due to lack of significance, the property at 415 Webbs Lane is not eligible for listing in the National Register.



CRS No. K07090



K07090. Photograph 1: Dwelling, 415 Webbs Lane, south and west elevations, view looking northeast. This is an example of a common house form (side gable cottage) with little architectural integrity. Note the shed roof addition located on the front (south) elevation.



K07090. Photograph 2: Dwelling, 415 Webbs Lane, north and east elevations, view looking southwest. Note the shed roof addition located on the rear (north) elevation.

CRS No. K07090



K07090. Photograph 3: Garage, 415 Webbs Lane, south and west elevations, view looking northeast.