

**CRS No. K07091**

Address: 555 Garton Road

Name: Dwelling, 555 Garton Road

Tax Parcel: 2-05-08511-01-0700

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 555 Garton Road is located along the east side of Garton Road within the proposed West Dover Connector project area. The small rectangular property is approximately 0.21 acre in size and features a *circa*-1950 side gable cottage. The property features a small asphalt driveway, a manicured lawn with scattered trees and shrubs, and a large wood privacy fence that encloses the backyard. An above ground pool and modern shed also occupy the lot.

The one-and-one-half story side-gable building faces west and features a small gabled front porch with a wood deck and concrete steps. 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 an exterior brick chimney on the north elevation. The dwelling is lit by a variety of original windows and is accessed by an aluminum panel door. The dwelling is a common, unadorned example of its type.

*Historical Narrative*

The tract of land on which 555 Garton Road 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 11:99). The 400-acre eastern parcel contained the land that would later encompass the K07091 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 Garton Road 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 555 Garton Road.

*National Register Evaluation*

The property at 555 Garton Road 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 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 555 Garton Road is not eligible for listing in the National Register.



**CRS No. K07091**



K07091. Photograph 1: Dwelling, 555 Garton Road, north and west elevations, view looking southeast. This is an example of a common house form (side gable cottage) with little architectural integrity. Note the modern aluminum paneled door and gable front porch.



K07091. Photograph 2: Dwelling, 555 Garton Road, south and east elevations, view looking northwest. Note the wood privacy fence.

**CRS No. K07092**

Address: 1437 New Burton Road

Name: Dwelling, 1437 New Burton Road

Tax Parcel: 2-05-08511-01-0600

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 1437 New Burton Road is located along the east side of New Burton Road within the proposed West Dover Connector project area. The small rectangular property is approximately 0.32 acre in size and features a *circa*-1950 side gable cottage. The property features a small concrete driveway, mature trees and shrubs, and a manicured lawn. A modern shed is located to the rear of the dwelling.

The one-and-one-half story side-gable building features a small gabled front porch with a concrete landing and concrete steps. 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 two modern gabled dormers on the front (west) elevation. The dwelling is lit by a variety of modern windows and accessed by modern aluminum pane-and-panel doors on multiple elevations. A modern side gabled porch is located on the north elevation and features a poured concrete porch accessed by concrete steps.

*Historical Narrative*

The tract of land on which 1437 New Burton Road 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, eastern portion containing 400 acres and the western parcel measuring 200 acres (Kent County Deed Book II:99). The 400-acre eastern parcel contained that land that would later encompass the property at 1437 New Burton Road. 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 New Burton Road, where the dwelling at 1437 New Burton Road now stands. 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 1437 New Burton Road.

### *National Register Evaluation*

The property at 1437 New Burton Road 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. Alterations to the dwelling include vinyl siding, replacement windows and doors, and a replacement porch. 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 413 New Burton Road is not eligible for listing in the National Register.



CRS No. K07092



K07092. Photograph 1: Dwelling, 1437 New Burton Road, north and west elevations, view looking southeast. This is an example of a common house form (side gable cottage). Note the modern side gable porch, gabled dormers, vinyl cladding, doors, and windows.



K07092. Photograph 2: Dwelling, 1437 New Burton Road, south and east elevations, view looking northwest. Note the modern cladding, doors, and windows.

**CRS No. K07092**



K07092. Photograph 3: Modern shed, 1437 New Burton Road, north and west elevations, view looking southeast.

**CRS No. K07093**

Address: 1435 New Burton Road

Name: Dwelling, 1435 New Burton Road

Tax Parcel: 2-05-08511-01-0500

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 1435 New Burton Road is located along the east side of New Burton Road within the proposed West Dover Connector project area. The small rectangular property is approximately 0.43 acre in size and features a *circa*-1950 front gable cottage and detached garage. The property features a wrap-around gravel driveway, mature trees and shrubs, and a manicured lawn. A small fence encloses a portion of the side and back yards and currently acts as a dog cage.

The one-and-one-half-story front gable cottage features a large modern shed roof wall dormer and a rear gable addition. The wood frame dwelling rests on a concrete block foundation and is currently clad in aluminum siding. The gable roofline is sheathed with asphalt shingles and features an exterior brick chimney attached to the west elevation (façade). The dwelling is lit by a variety of modern windows, including a modern wall dormer at the south elevation. The dwelling retains the original wood pane-and-panel doors. The primary entrance is located in the central bay of the front gable façade and features a decorative wood surround with broken pediment above the opening. This door is accessed by a brick stoop with brick steps. The dwelling features four bays at the side elevations. A modern side gabled porch is located on the north elevation and features a poured concrete floor accessed by concrete steps. A poured concrete patio is located off the rear (east) elevation and is enclosed by a wrought-iron railing and wood steps. This patio provides access to the rear entrance.

A detached three-car garage constructed of concrete block and featuring a gable front addition at the northernmost garage bay is located to the rear of the property. The addition is clad in vinyl siding and features modern doors and windows. Wood pane-and-panel garage doors cover the two remaining garage bays. The rear and side elevations are lit by double-pane steel casement windows.

*Historical Narrative*

The tract of land on which 1435 New Burton Road 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 K07093 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). Tax parcel data indicates that 1435 New Burton Road comprises lots eight, nine and 25 feet of lot seven from the Midway Subdivision Map. There are no buildings present on lots seven, eight, or nine on the Midway Subdivision Map where the dwelling at 1435 New Burton Road now stands. 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 1435 New Burton Road.

#### *National Register Evaluation*

The property at 1435 New Burton Road was evaluated as a front 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 front gable cottage. Front 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 front 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 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 1435 New Burton Road is not eligible for listing in the National Register.



CRS No. K07093



K07093. Photograph 1: Dwelling, 1435 New Burton Road, north and west elevations, view looking southeast. This is an example of a common house form (front gable cottage) with little architectural integrity. Note the modern windows and aluminum siding.



K07093. Photograph 2: Dwelling, 1435 New Burton Road, south and east elevations, view looking northwest. Note the modern elongated wall dormer and rear gable additions.

**CRS No. K07093**



K07093. Photograph 3: Garage, 1435 New Burton Road, south and east elevations, view looking northwest. Note the modern cladding, doors, and windows.

**CRS No. K07094**

Address: 1431 New Burton Road

Name: Dwelling, 1431 New Burton Road

Tax Parcel: 2-05-08511-01-0400

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 1431 New Burton Road is located along the east side of New Burton Road within the proposed West Dover Connector project area. The small rectangular property is approximately 0.25 acre in size and features a *circa*-1950 Ranch dwelling with an attached garage. The property features a concrete driveway, mature trees and shrubs, and a manicured lawn. A chain-link fence encloses a portion of the backyard. A modern shed is located to the rear of the dwelling. A former oval aboveground pool, present in 2002, has since been removed.

The one-story hipped-roof dwelling features a square footprint. At the façade (west elevation), the dwelling is connected to a small hipped roof garage by an enclosed breezeway that is recessed from the façade of the dwelling and attached garage. A large hipped roof addition is located to the rear. The wood frame dwelling rests on a concrete block foundation and is clad in vinyl siding. Typical of the Ranch house form, the eaves overhang the walls. The hipped roofline is sheathed with asphalt shingles and features an exterior brick chimney located on the side (south) elevation. The dwelling is lit by a variety of modern windows, including a projecting window in the southern bay of the façade. The majority of the doors are aluminum pane-and-panel replacements. Openings in the central bay of the façade, the front and rear elevations of the breezeway, and the central bay of the south elevation provide access to the dwelling. The primary entrance at the façade is accessed by a concrete stoop with a wrought-iron railing. The attached garage features a wood pane-and-panel garage door at the façade and small single-light openings at the south and east elevations, and is clad in vinyl siding.

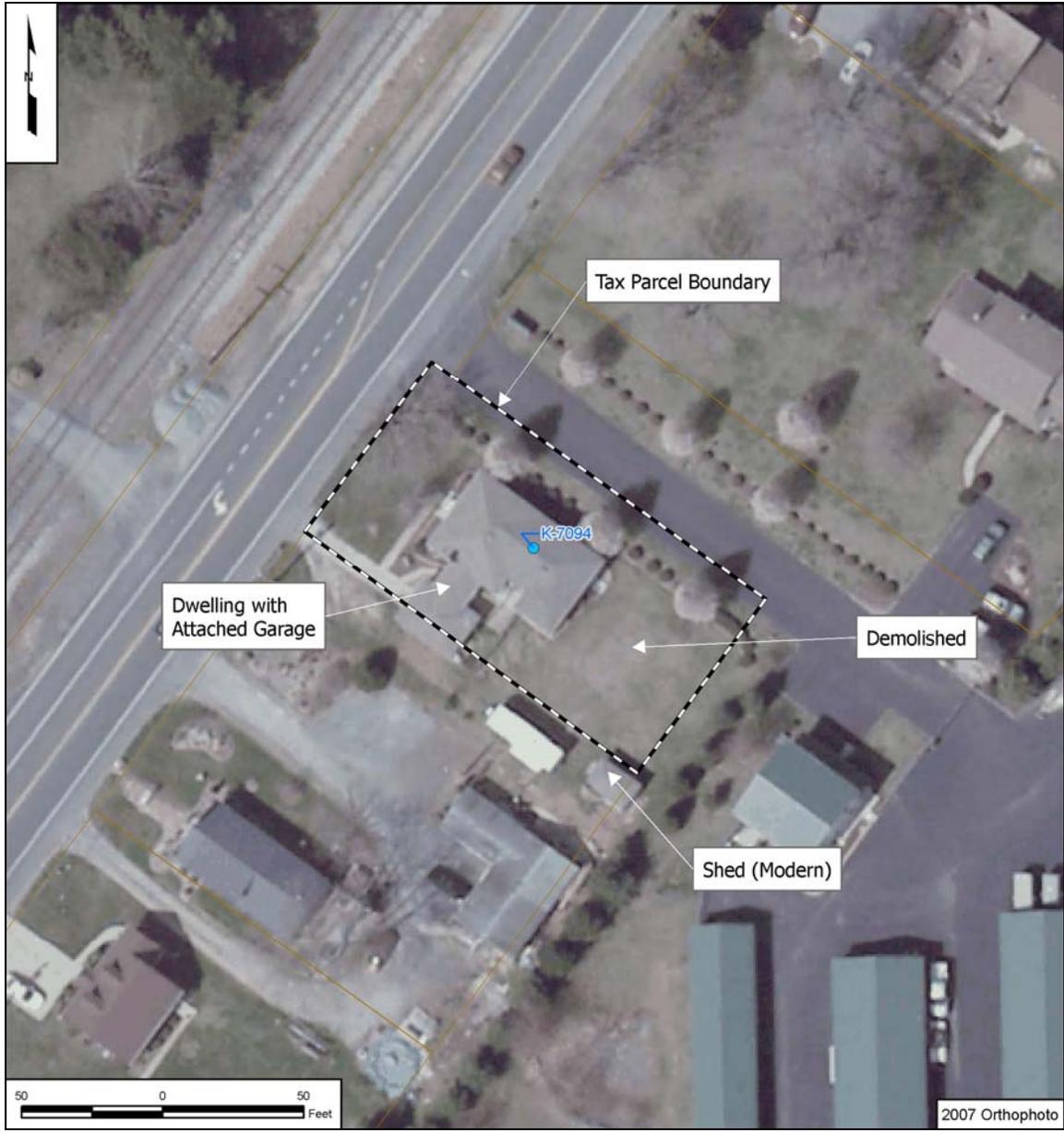
*Historical Narrative*

The tract of land on which 1431 New Burton Road 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 II:99). The 400-acre eastern parcel contained the land that would later encompass the property at 1431 New Burton Road. 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). Tax parcel data indicates that 1431 New Burton Road comprises lot six and 25 feet of lot seven from the Midway Subdivision Map. There are no buildings present on lots six or seven on the Midway Subdivision Map where the dwelling at 1435 New Burton Road now stands. The building is present on a 1954 aerial photograph and the 1956 USGS map (Figure 7). This data supports a construction date of ca. 1945 for the property at 1431 New Burton Road.

#### *National Register Evaluation*

The property at 1431 New Burton Road was evaluated as a Ranch 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 Ranch 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. 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 1431 New Burton Road is not eligible for listing in the National Register.



**CRS No. K07094**



K07094. Photograph 1: Dwelling, 1431 New Burton Road, west elevation, view looking east. This is an example of a common house form (Ranch) with little architectural integrity. Note the modern windows, doors, and vinyl siding.



K07094. Photograph 2: Dwelling, 1431 New Burton Road, south and east elevations, view looking northwest. Note the modern rear addition and the modern cladding and windows.

**CRS No. K07094**



K07094. Photograph 3: Modern shed, 1431 New Burton Road, north and east elevations, view looking southwest.

**CRS No. K07095**

Name: Larimore Surveyors Inc.

Address: 1413 New Burton Road

Tax Parcel: 2-05-08511-01-0100

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 1413 New Burton Road is located along the east side of New Burton Road within the proposed West Dover Connector project area. The single family dwelling is now used as a small business office. The triangular property is approximately 0.4 acre in size and features a *circa*-1950 Minimal Traditional dwelling. The property features mature trees and shrubs and a manicured lawn. A small asphalt parking lot is located to the front of the dwelling. A modern shed is located to the side of the dwelling.

Typical of the Minimal Traditional form, the dwelling features a cross gable at the façade. The one-story side-gable dwelling features a small shed roof porch on the side (south) elevation. The wood frame dwelling rests on a concrete block foundation and is currently clad in vertical vinyl siding. The side-gabled roofline is sheathed with asphalt shingles and features an interior brick chimney. The dwelling is lit by a variety of modern windows. Aluminum pane-and-panel doors provide access to the dwelling.

*Historical Narrative*

The tract of land on which Larimore Surveyors Inc. 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 parcel for Larimore Surveyors Inc. 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 Book 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). Tax parcel data indicates that 1413 New Burton Road comprises lots one and two from the Midway Subdivision Map. There are no buildings present on lots one or two on the Midway Subdivision Map where the building at 1431 New Burton Road now stands. 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 Larimore Surveyors Inc. Property.

### *National Register Evaluation*

The property at 1413 New Burton 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. 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 1413 New Burton Road is not eligible for listing in the National Register.



**CRS No. K07095**



K07095. Photograph 1: Larimore Surveyors Inc., north and west elevations, view looking southeast. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows, doors, and vinyl siding.



K07095. Photograph 2: Larimore Surveyors Inc., south and east elevations, view looking northwest. Note the modern shed roof porch featuring an aluminum pane-and-panel door. Also, note the modern cladding and windows.

CRS No. K07095



K07095. Photograph 3: Modern shed, north and west elevations, view looking southeast.

**CRS No. K07096**

Address: 1305 New Burton Road

Name: Small farm, 1305 New Burton Road

Tax Parcel: 2-05-08508-02-0200

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 1305 New Burton Road is located along the east side of New Burton Road within the proposed West Dover Connector project area. The triangular shaped property is approximately 2.3 acre in size and features a *circa*-1930 front gable cottage with a number of outbuildings. The property features an asphalt driveway, mature trees and shrubs, a manicured lawn, a garage, and three agricultural outbuildings. The outbuildings include a *circa*-1945 poultry house, a *circa*-1930 barn with a *circa*-1945 addition, and *circa*-1945 corn crib. All outbuildings are located to the rear of the dwelling. A modern development is located to the rear (east) of the property.

The one-and-one-half story front gable cottage features a one-story hipped roof enclosed porch located on the front (west) elevation and a small one-story gable addition located on the rear (east) elevation. The wood frame dwelling is clad in aluminum siding and rests on a rusticated concrete block foundation. The clipped gable front roofline is sheathed with asphalt shingles and features an interior brick chimney and open eaves with exposed rafter tails. The dwelling is primarily lit by one-over-one double-hung sash aluminum windows. The dwelling is accessed by a number of wood pane-and-panel doors located on multiple elevations.

A number of outbuildings are located to the rear (east) of the dwelling. The outbuildings are arranged in a courtyard around the driveway. The poultry house is located at the northern end of the courtyard and rests on a poured concrete slab. The wood frame building is clad in vertical board siding and features a shed roof and wood six-over-six double-hung sash windows flanking vertical board wood doors at the façade (south elevation). The building is currently used for storage.

The small frame barn is one-and-one-half stories tall and rests on a poured concrete slab. The building is sheltered by a side gable roof clad in asphalt shingles and standing seam metal. The northern portion of the structure, clad in standing seam metal at the roofline, appears to be the original block with entry for equipment at the façade in the form of sliding vertical board doors. An addition of similar depth, width, and height is attached to the south elevation of the original block and is clad in asphalt shingles at the roofline. Two pedestrian doors are located in the southern block. The small barn features two shed roof frame additions to the rear (east) elevation, also clad in vertical board siding.

A small gable frame front corn crib with widely spaced narrow slats at the walls is located north of the carriage house. The corn crib may have been moved to this location and currently rests on a concrete block foundation. The two-car garage features a hipped roof sheathed in asphalt shingles, and wood frame construction clad in aluminum siding.

The one-story, frame hipped roof garage features one original wood pane-and-panel garage door along with one aluminum replacement garage door. A small one-half story shed roof addition is located on the rear (east) elevation of the garage. The walls of the garage are clad in wooden clapboard siding.

#### *Historical Narrative*

The parcel that includes 1305 New Burton Road was part of a 164-acre tract purchased by Jacob Kesslering 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. 1930 during Kesselring's tenure of the property. The house may have been built for one of Kesselring's children or as tenant house associated with the farm, although no historical evidence to confirm either theory was located during background research. Earlier maps of the area (Beers 1868, USGS 1906, and USGS 1930) do not show any structures at this location. However, a 1937 aerial photograph of the area shows the dwelling and barn at 1305 New Burton Road. This data supports a construction date of ca. 1930 for the dwelling and barn 1305 New Burton Road Property. The dwelling is indicated on a 1954 aerial photograph and the 1956 USGS map (Figure 7). This 1954 aerial also appears to show the expanded barn, corn crib and poultry house giving them a construction date of ca. 1945. The only building not present on the complex by the 1961 aerial photograph is the garage, which doesn't appear on aerial photography until 1968.

#### *National Register Evaluation*

The property at 1305 New Burton Road was evaluated as a front 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 front gable cottage. Front 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 front 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 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.

In addition, the property was evaluated for its significance within the context of agriculture. Although it retains a poultry house, barn, and corn crib, it does not appear that the levels of agricultural production of this farm were of sufficient amounts to be significant for agricultural production. The farm complex may have been used for tenancy; however, the property has lost any relationship with the farm complex that it served as well as associated agricultural lands. Finally, the outbuildings are not rare or significant examples of agricultural structures that warrant eligibility under Criterion C. Due to lack of significance, the property at 1305 New Burton Road is not eligible for listing in the National Register.



**CRS No. K07096.01**



K07096.01. Photograph 1: Dwelling, 1305 New Burton Road, north and west elevations, view looking southeast. This is an example of a front gable cottage with little architectural integrity. Note the modern aluminum windows and enclosed front porch.

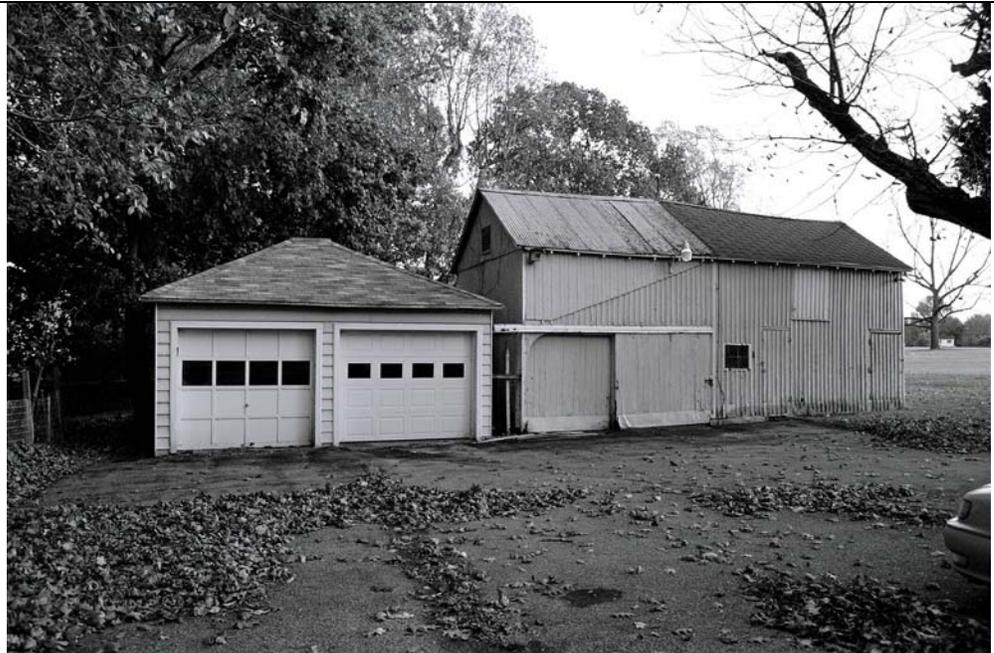


K07096.01. Photograph 2: Dwelling, 1305 New Burton Road, south and east elevations, view looking northwest. Note the small rear gable mud porch and the modern aluminum siding.

**CRS No. K07096.02 and K07096.05**



K07096.02. Photograph 3: Poultry house, 1305 New Burton Road, south and west elevations, view looking northeast.



K07096.05. Photograph 4: Garage and barn, 1305 New Burton Road, north and west elevations, view looking southeast. Note the aluminum replacement garage door.

**CRS No. K07096.03 and K07096.04**



K07096.03. Photograph 5: Barn and corn crib, 1305 New Burton Road, south and east elevations, view looking northwest. Note the multiple rear additions to the carriage house.



K07096.04. Photograph 6: Corn crib, 1305 New Burton Road, north elevation, view looking south. Note the small shed roof addition to the rear of the garage to the right.

**CRS No. K07097**

Address: 706 Wyoming Avenue

Name: Dwelling, 706 Wyoming Avenue

Tax Parcel: 2-05-07620-02-1500

Date of Construction/Major Alterations: ca. 1940

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 706 Wyoming Avenue is located along the south side of Wyoming Avenue within the proposed West Dover Connector project area. The rectangular property is approximately 0.28 acre in size and features a *circa*-1940 side gable cottage. The property features mature trees, shrubs, and a manicured lawn. An asphalt driveway provides access to the property as well as a one-car garage.

The one-and-one-half-story side-gable dwelling features two additions, one each to the south and east elevations. The wood frame dwelling rests on a rusticated concrete block foundation and is currently clad in vertical vinyl siding. The side-gabled roofline is sheathed with asphalt shingles and features an exterior brick chimney. The dwelling is lit by a variety of modern windows. Aluminum pane-and-panel doors provide access to the dwelling. A large wood deck is located off of the rear shed roof addition. Both entrances are accessed by brick stoops with brick steps and wrought-iron railings. The wood frame garage is clad in vinyl siding and features a one-car aluminum garage door as well as an aluminum panel door. The building is lit by fixed single-pane casement windows.

The front gable garage is located at the end of the driveway to the rear of the dwelling. The two-bay wide gable front frame building features an aluminum pedestrian door and aluminum overhead garage door at the façade. The windows have also been replaced and the roof is covered in rolled asphalt shingles.

*Historical Narrative*

The tract of land on which 706 Wyoming Avenue now stands was likely once part of the extensive land holdings of the Ridgely family. This lot is situated approximately 950 yards east-southeast of the Eden Hill mansion. Earlier maps of the area (Beers 1868, USGS 1906, and USGS 1930) do not show any structures at this location. A 1937 aerial photograph of the area shows an orchard at the location of 706 Wyoming Avenue. A 1945 aerial photograph shows the orchard has been replaced by a field and indicates the presence of a building. A building is also shown on a 1954 aerial photograph and the 1956 USGS map (Figure 7). This data supports a construction date of ca. 1940 for the 706 Wyoming Avenue property.

*National Register Evaluation*

The property at 706 Wyoming Avenue 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. Alterations to the dwelling include vinyl siding and 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 706 Wyoming Avenue is not eligible for listing in the National Register.



CRS No. K07097



K07097. Photograph 1: Dwelling, 706 Wyoming Avenue, north and west elevations, view looking southeast. This is an example of a common house form (side gable cottage) with little architectural integrity. Note the modern windows, doors, and vinyl siding.



K07097. Photograph 2: Dwelling, 706 Wyoming Avenue, south and east elevations, view looking northwest. Note the modern rear and side additions and the modern doors, windows, and cladding.

**CRS No. K07097**



K07097. Photograph 3: Garage, 706 Wyoming Avenue, north and west elevations, view looking southeast. Note the modern cladding, garage doors, and windows.

**CRS No. D00103**

Name: Delaware Railroad

Address: N/A

Tax Parcel: Multiple

Date of Construction/Major Alterations: 1855/1963

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): Transportation and Communication

### *Summary Description*

This resource traverses the APE for the West Dover Connector Project. The portion of the resource in the project area begins just north of the at-grade crossing of North Street in the City of Dover and to the south terminates at the south of Isaac Branch. The railroad runs parallel to New Burton Road through the APE.

This portion of the Delaware Railroad consists of a single track (except at the location of sidings) with an at-grade gravel track bed. Two stone arch bridges, similar in appearance to other stone arch bridges built to carry the railroad over obstructions at the time of the line's initial construction through the area between 1855 and 1856, are located at the crossings of both Puncheon Run and Isaac Branch. The bridge over Puncheon Run carries the Delaware Railroad and sidings associated with General Foods International (now Kraft Foods Inc.). The sidings are located at two locations within the APE. A pre-1956 spur is located at the former Eastern States Farmers Exchange (currently an Agway store). Although this siding still exists, it has been unused for a number of years and has fallen into a state of disrepair. A much larger network of sidings is associated with the Kraft Foods spur. This modern addition to the railroad consists of multiple sidings (one to four rails) and an access spur that are used to move raw and finished materials out of the manufacturing facility.

The Dover Train Station is located immediately to the north of the APE for the West Dover Connector Project. The station is no longer a rail-related structure and currently houses modern offices. There were also a number of sidings associated with a local freight station just north of the APE. Both the freight station and the sidings have been removed.

### *Historical Narrative*

The effects of the Industrial Revolution led to significant advances in transportation, urbanization, and industrialization in northern Delaware. By the early 1830s, a significant number of transportation improvements were underway. Subsequently, a mid-nineteenth-century development changed the fortunes of the southern portion of Delaware: the construction of the Philadelphia, Wilmington & Baltimore (PW&B)-backed Delaware Railroad to the lower portions of the state. As early as the 1830s, elected officials and financiers envisioned the Delaware Railroad as a rail line that would link Wilmington with the southern half of the state. In January 1856, construction of the railroad reached Dover, where the Delaware Railroad erected a handsome two-story Italianate-style brick station building, "...hailed when built as one of the most ornate railroad depots in the country" (Hayman 1979:25). By the end of 1856, the Delaware Railroad's tracks had extended beyond Dover and arrived in Seaford, a total distance of over

70.0 miles. Three years later, the Delaware Railroad reached to the Maryland border at a location the railroad company dubbed Delmar (Hayman 1979:19-31).

According to Thomas Scharf’s *History of Delaware*, the Delaware Railroad had a profound effect on the state’s agricultural economy and even before the line’s completion, peach orchards began to be planted along its route. The Delaware Railroad provided the rapid means necessary to move perishable produce to market (Scharf 1888:433-444). Successful peach farmers stood to make a handsome profit from the fruit. Farmers in southern portions of the state began planting peach orchards in anticipation of the railroad’s arrival. Prior to the railroad’s completion, peaches grown for commercial production were generally sold locally or shipped by steamship. Large-scale peach production did not come into being until the advent of the railroad, as the railroad offered a mode of transportation that conveyed the product quickly to market with minimal damage and spoilage. Even before the Delaware Railroad’s completion, peach orchards began to be planted along its route. Between 1860 and 1870, the value of Kent County’s orchard products jumped from \$35,694 to \$489,283 (University of Virginia: U.S. Historical Census Browser 1998), approximately \$775,000 and \$12 million, respectively, in 2004 dollars. Total peach shipments for the entire state in 1875 amounted to five million baskets (Scharf 1888:433-444). Hence, the railroad directly precipitated Delaware’s amazing, albeit short-lived, peach boom.

In March 1881, the Pennsylvania Railroad gained control of the PW&B and with that control came the PW&B lease of the Delaware Railroad. The Pennsylvania Railroad continued to operate the Delaware Railroad under the existing lease arrangement until 1917, when the Pennsylvania Railroad directly assumed the lease of the Delaware Railroad and began operating the route as a Pennsylvania Railroad subsidiary (Burgess and Kennedy 1949:404-406, 554). Between the years 1923 and 1965, the Delaware Railroad featured the following stations and sidings within the West Dover Project APE:

Pennsylvania Railroad Partial List of Stations and Sidings on the Delaware Railroad	
Station or Siding Including Names of Businesses Served	Dist. From Wilmington Passenger Station
Dover, Del. (station)	47.6
Dover, Del. (Frear Transfer Warehouse)	47.6
Dover, Del. (Freight Station Sidings)	47.6
Dover, Del. (Eastern Shore Public Service Co. No. 5)	47.7
Eastern States Farmers Exchange	47.8
Dover, Del. (F. Romeo & Co.)	47.8
Dover, Del. (General Foods, Inc. and Kraft Foods)	±48.75
Dover, Del. (Bridge)	48.88
Dover, Del. (Kesselring’s Private Grade Crossing)	±49.40
Dover Del. (under grade Bridge)	50.40

Source: *Pennsylvania Railroad 1923:132; 1945:120; 1965:1*

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), and the Pennsylvania Railroad continued its rail operations in the state. In 1930, the Pennsylvania Railroad combined the lines on the peninsula to form the Delmarva Division that had its headquarters in Harrington.

The Delmarva Division became part of the Pennsylvania Railroad's Chesapeake Region in 1955, and Pennsylvania Railroad management relocated the division headquarters from Harrington to Baltimore, Maryland (Hayman 1979:134).

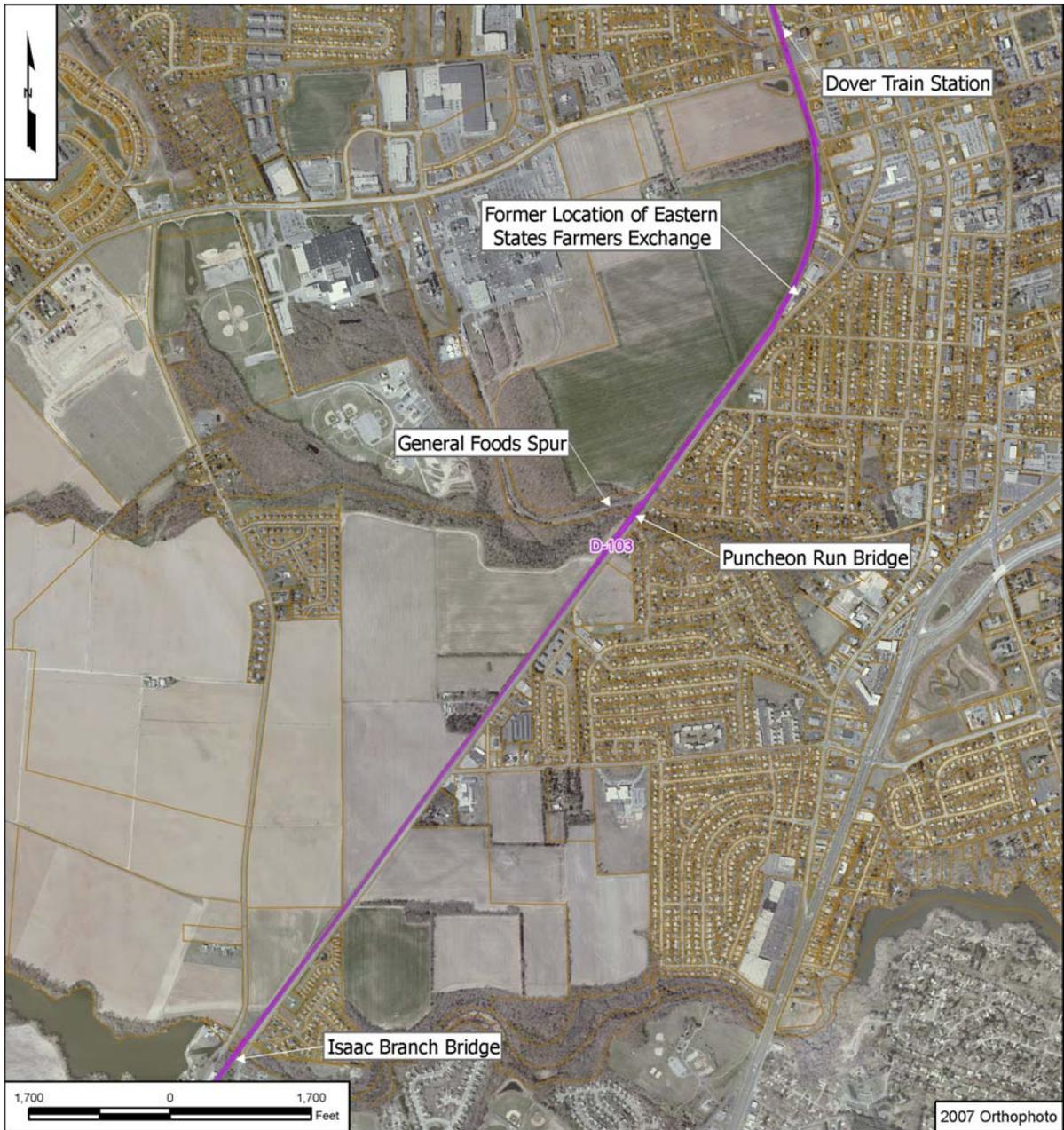
By the 1930s, passenger ridership on the railroads began to wane, and the Pennsylvania Railroad discontinued operating trains between Georgetown and Rehoboth in April 1938. The Interstate Commerce Commission (ICC) granted permission to discontinue trains between Harrington, Georgetown, and Franklin City in June 1949. Passenger train operations between Wilmington and Delmar ended in December 1965 (Baer, personal communication 2005). However, freight service continued on the Delaware Railroad. During 1962-63, General Foods Corporation constructed a modern food production facility in West Dover, within the current project APE. Built to permit extensive rail service into and out of the plant, this facility allowed the firm to consolidate four different northeastern plant operations into this one manufacturing facility. This plant's construction provided the Pennsylvania Railroad with a major new shipper for the Delaware Railroad.

In 1968, the Pennsylvania Railroad disappeared as a corporate entity when it merged with the New York Central to form the Penn Central Corporation. The merger included all subsidiaries and leased lines. Freight service also continued through the Penn Central era. By 1970, Penn Central had entered bankruptcy, although transportation movements continued. Congress, knowing that federal action was required to save the infrastructure of these railroads, passed the Regional Rail Reorganization Act of 1973 and commissioned the United States Railway Administration (USRA) to develop an overall plan. Growing out of this report, the United States Congress created the Consolidated Rail Corporation, or Conrail, to assume control, effective April 1, 1976, of the lines deemed worthy of continued service (USRA 1975). In the mid-1980s, Congress rejected a takeover bid by Norfolk Southern Railroad and ordered Conrail to "go public" through an IPO stock offering. Conrail, Norfolk Southern, and CSX agreed to find a compromise, which they reached in 1997. Norfolk Southern and CSX drafted a compact to divide Conrail's main trackage between them and to share all terminal duties and facilities (Beck 2000, accessed 8 December 2005). Today, Norfolk Southern operates the former Delaware Railroad line through Dover and southward through the State of Delaware. The line is infrequently used for local tourism events.

#### *National Register Evaluation*

The Delaware Railroad was evaluated as a transportation resource. The resource is an example of a mid-nineteenth-century railroad traversing the counties of New Castle, Kent, and Sussex, Delaware. While this resource retains integrity of location, the integrity of materials, workmanship, design, feeling, setting, and association have been altered. The railroad's alignment, berm, and track profile appear to remain intact within the APE as do two mid-nineteenth-century stone arch bridges. The highly altered Dover railroad station is located just north of the APE and is now used as office space. The Eastern States Farmers Exchange and its associated sidings remain, but the building has been altered in its conversion to a modern store, and the sidings have fallen into a state of disrepair. The rails, crossties, and ballast of the line have been replaced, possibly when the line was altered from two tracks to a single track in 1963. Several sidings and an associated freight station and warehouse have also been removed just north of the APE.

Modern intrusions to the historic line have been made within the APE and include the addition of the General Foods spur and associated siding network. This intrusion has changed the design of the railroad in this area from the single main-line to a network of multiple sidings (one to four rails). The removal of historic features and the modern intrusion of the General Foods spur detract from this portion of the Delaware Railroad. To properly evaluate this linear resource, a critical examination of the entire line should be undertaken. However, that level of effort is outside the scope of work for this study. Based on a physical examination of the portion of the railroad located within and near the project area, this 3.0-mile (15,840 foot) portion of the Delaware Railroad lacks sufficient integrity and is recommended not eligible for listing in the National Register under Criterion A, B, C, or D. The two railroad bridges included in this portion of the Delaware Railroad line will not be directly or indirectly affected by any of the proposed improvements associated with the West Dover Connector project. Therefore, individual eligibility assessments for these two structures are not warranted at this time. Should the project alignments change and have the potential to affect the two railroad bridges, then individual eligibility evaluations will be undertaken as part of future work efforts.



**CRS No. D00103**



D00103. Photograph 1: Delaware Railroad. View looking south. This photograph shows the Dover Train Station, which is currently used for modern office space. To the right of the railroad is the approximate location of the non-extant freight station. Note that associated warehouses and sidings have been removed from this area.



D00103. Photograph 2: Delaware Railroad. View looking south. This photograph shows the at-grade crossing of North Street. Eden Hill Farm is located to the right side of the photograph. This is the northern extent of the APE for the West Dover Connector Project.

**CRS No. D00103**



D00103. Photograph 3: Delaware Railroad. View looking northeast. This photograph shows the former Eastern States Farmers Exchange. The building is now a modern store. Note the original sidings associated with the Farmers Exchange. The sidings have fallen into disrepair.



D00103. Photograph 4: Delaware Railroad. View looking southwest. This photograph is looking south at the Kraft Foods sidings. These sidings are used to network rail cars that are importing and exporting goods from the manufacturing facility.

**CRS No. D00103**



D00103. Photograph 5: Delaware Railroad. View looking southwest. This photograph shows the Kraft Foods spur of the Delaware Railroad. This spur was added in 1963. The spur continues to follow the tree-line to the right of the photograph.



D00103. Photograph 6: Delaware Railroad. View looking west. This is a representative photograph of the stone arch bridges constructed to carry the Delaware Railroad. This bridge crosses Isaac Branch.

**CRS No. D00103**



D00103. Photograph 7: Delaware Railroad. View looking northeast. This photograph was taken from the southern extent of the APE looking north into the APE. Note the Kesselring Farm on the left side of the photograph.

**CRS No. K01084**

Name: Bird Farm

Address: 809 Wyoming Mill Road

Tax Parcel: 2-00-08500-01-1900

Date of Construction/Major Alterations: ca. 1860/ ca.1965

Time Period: 1880-1940, Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Agriculture

*Summary Description*

The property located at 809 Wyoming Mill Road is located along the west side of Wyoming Mill Road within the proposed West Dover Connector project area. The property is approximately 204 acres in size and features a *circa*-1860, L-shaped vernacular farmhouse with a number of early twentieth-century outbuildings. The property features a gravel farm lane, which leads west to the numerous historic and modern outbuildings situated to the rear of the dwelling. The outbuildings include a milk house, milking parlor, hay barn, cart shed, and silo. Also located on the property are two modern garages. The outbuildings and garages are used for storage purposes. Cultivated fields surround the property to the north, south, and west.

According to the current owner, the dwelling located at 809 Wyoming Mill Road was mostly destroyed by a fire in the 1960s; consequently, the dwelling contains numerous modern alterations and modifications including modern doors, windows, and siding. The two-story, L-shaped, vernacular farmhouse features a modern one-story, hipped-roof porch located on the front (east) elevation. A two-story rear ell, complete with a one-story shed roof addition, extends westward off the northwest corner of the west elevation. A one-story shed roof addition projects from the south elevation of the rear ell. The wood frame dwelling is clad with vinyl siding and rests on a full concrete block foundation. The high-pitched gable roof is sheathed with asphalt shingles and features a brick exterior end chimney on the north elevation and a brick interior end chimney on the south elevation. The dwelling is primarily lit by one-over-one double-hung sash vinyl windows.

A number of outbuildings are located to the rear (west) of the dwelling.

A *circa*-1920, two-and-one-half-story frame hay barn, clad in asbestos shingles, sits on the northern edge of the building cluster. Two modern sliding doors clad in corrugated and pressed metal on the east gable end provide access to the interior. Three boarded over windows are present on the south, west, and north elevations. The roof is standing seam metal.

A *circa*-1920, one-story, two-bay frame cart shed is attached directly to the west elevation of the hay barn. The cart shed is clad in a combination of corrugated metal and asbestos shingles. The roof is standing seam metal.

A *circa*-1930, one-story, one-bay wide by two-bay deep, concrete block milk house that is painted white in color stands to the southeast of the hay barn. The door at the front gable is of board-and-batten construction. The windows at the side gables have been boarded over. The roof is standing seam metal.

A *circa*-1930, one-story, one-bay wide by six-bay deep concrete block milking parlor that is painted white in color is located to the south of the milk house. The west elevation has a centrally located board-and-batten door that is flanked on each side by two six-over-six light metal sash windows. The fenestration on the east elevation matches that of the west elevation. The roof is standing seam metal.

A *circa*-1930, concrete stave silo that is held together with metal strap ties is situated to the east of the milking parlor. A one-story, rusticated concrete block feed shed extends off of the north side of the silo and provides the only evidence of the former dairy barn, which is no longer part of the farm complex.

The property also includes two large, modern, concrete block garages located directly west of the dwelling and a one-story modern privy located to the south of the milking parlor.

#### *Historical Narrative*

On January 1, 1858, the 224-acre farm was sold to James T. Bird. The 1868 Pomeroy and Beers Atlas shows the property as being owned by a J.T. Bird. In January 1908, the farm passed by will of Mary Bootes to Harry V. Bootes (Kent County Deed Book N9:51). In August 1914, Bootes sold the 222-acre farm to Joseph H. Marvel for \$20,000 (Kent County Deed Book S10:184). Timothy E. Townsend purchased the farm from Joseph Marvel et al. for \$30,000 in May 1920 and made subsequent updates to convert the farm to dairying (Kent County Deed Book V11:265). On January 13, 1934, the property was devised to Ebe S. Townsend for the sum of \$18,700 (Kent County Deed Book L12:351). On August 4, 1944, Townsend sold the 222-acre farm to Elmer and Virgie Warren for \$24,000 (Kent County Deed Book Q16:222). Elmer Warren died in 1948 and his wife assumed full ownership of the property. On February 11, 1957, Virgie Warren sold the 204.5-acre property to Fred Jurgens for \$71,175 (Kent County Deed Book K21:435). On October 3, 1966, Herman Jurgens and his wife conveyed the farm to John C. Papen et al. (Kent County Deed Book O24:43). The two concrete block garages were likely constructed while John C. Papen owned the property. The two garages are not present on aerial imagery from 1961 but do appear on aerial imagery from 1968. On November 22, 1976, George F. Papen et al. conveyed the 204.5-acre farm parcel to Farm Lands L.P., the current owners (Kent County Deed Book C31:225).

#### *National Register Evaluation*

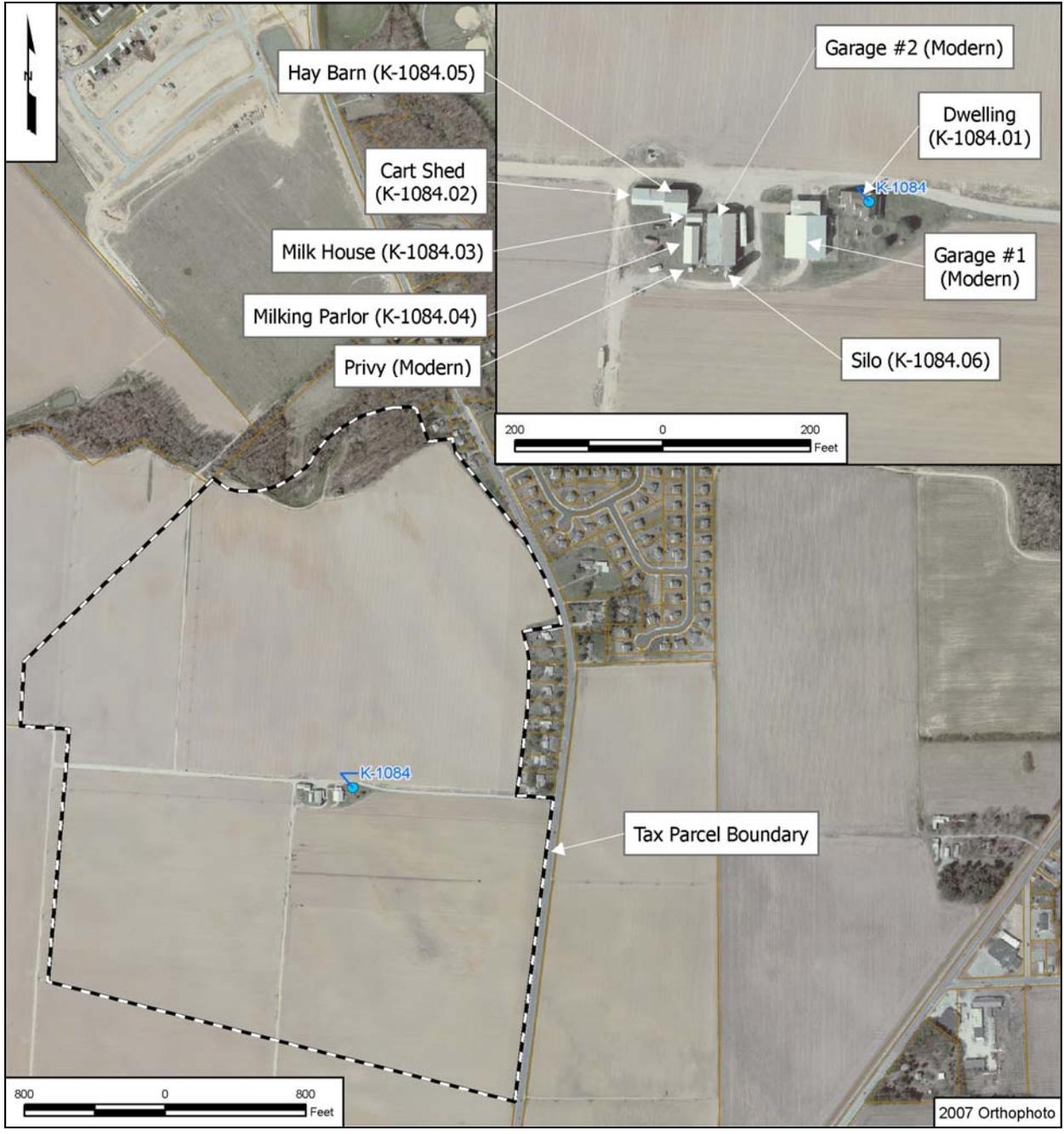
The property at 809 Wyoming Mill Road was evaluated as an agricultural complex. An eligible farm should possess specific features (house, barn, two outbuildings, small-scale features, plan, feeling of a farm complex, and circulation) as well as integrity from the period of agricultural significance. The farm complex is no longer under agricultural use but retains some feeling and setting of an agricultural complex, as it is located amidst farm fields. The farm also retains a historic house and hay barn, although the integrity of materials of the dwelling has been compromised by a reconstruction following a fire ca. 1965. The dairy barn is no longer extant, somewhat compromising the historic farm plan.

As a complex, the farm lacks sufficient integrity to convey its historic agricultural use due to lack of integrity of feeling, design, and association. The loss of the dairy barn, alterations to the existing buildings, discontinuation of agrarian use of the buildings, and altered farm plan have

compromised the integrity of feeling, association, and design of the property. Therefore, Bird Farm is recommended not eligible under Criterion A in the area of agriculture as an example of an early-twentieth-century farm complex.

The buildings that make up the complex also lack sufficient integrity of materials and workmanship to be considered eligible under Criterion C in the area of architecture. To be individually eligible, a farm building must be a rare, unique, or well-preserved example of a barn, house, or outbuilding. Although the dwelling retains its original fenestration at the original block, the replacement of the windows, porch, roof materials, and wall materials, as well as additions, have compromised the integrity of the building. The hay barn, silo, milk house, and milk parlor are common examples of outbuilding types and would not be considered individually eligible.

The property is recommended not eligible under Criterion B as it has no known association with individuals of local historical import. 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, or agricultural lifestyles. While it was outside the scope of research for this project, the property may be eligible for listing in the National Register under Criterion D if a significant documentary record of Bird Farm is located.



**CRS No. K01084.01**



K01084.01. Photograph 1: Dwelling, 809 Wyoming Mill Road, east and north elevations, view looking southwest. Fire ravaged the dwelling in the 1960s; consequently, the dwelling has been heavily altered with modern renovations.



K01084.01. Photograph 2: Dwelling, 809 Wyoming Mill Road, south and west elevations, view looking northeast. Note the multiple rear additions to the dwelling.

**CRS No. K01084.05 and K01084.02**



K01084.05. Photograph 3: Hay barn, 809 Wyoming Mill Road, east and north elevations, view looking southwest. Note the modern doors on the east (front) elevation as well as the asbestos shingles that clad the exterior.



K01084.02. Photograph 4: Cart shed, 809 Wyoming Mill Road, south elevation, view looking northeast. The east elevation of the cart shed is attached directly to the west elevation of the hay barn.

**CRS No. K01084.03 and K01084.04**

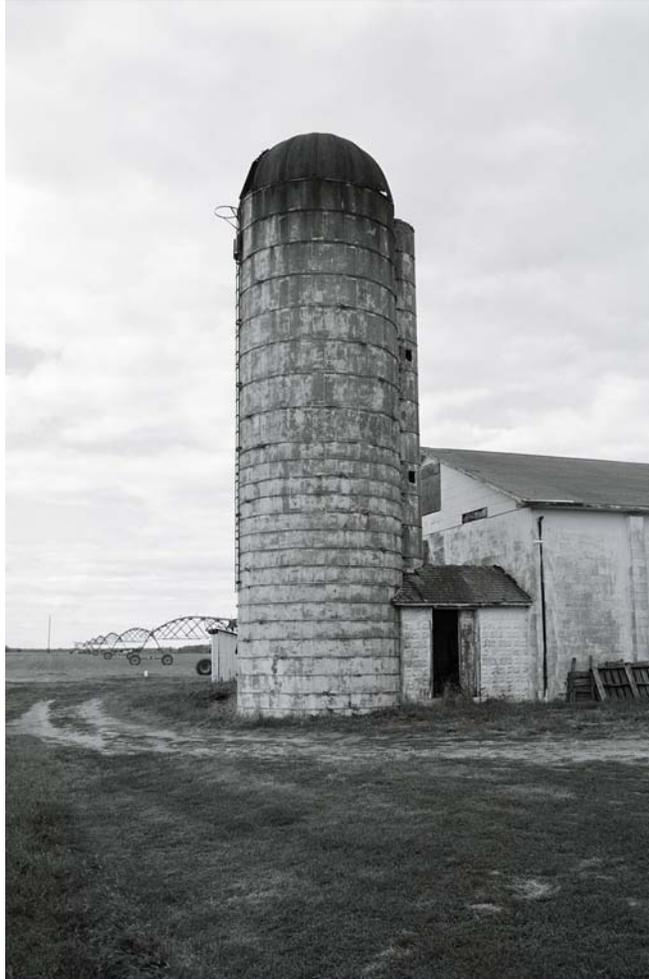


K01084.03. Photograph 5: Milk house, 809 Wyoming Mill Road, east and north elevations, view looking southwest.



K01084.04. Photograph 6: Milking parlor, 809 Wyoming Mill Road, south and west elevations, view looking northeast.

**CRS No. K01084.06**



K01084.06. Photograph 7: Silo, 809 Wyoming Mill Road, view looking northwest. Note the silo currently abuts the south elevation of the modern garage.

**CRS No. K01084**



K01084. Photograph 8: Modern garage #1, 809 Wyoming Mill Road, north and west elevations, view looking southeast.



K01084. Photograph 9: Modern garage #2, 809 Wyoming Mill Road, north and east elevations, view looking southwest.

**CRS No. K01084**



K01084. Photograph 10: Modern privy, 809 Wyoming Mill Road, south and east elevations, view looking northwest.

**CRS No. K07570.001**

Address: 294 Webbs Lane

Name: Dwelling, 294 Webbs Lane

Tax Parcel: 2-00-08512-01-0700

Date of Construction/Major Alterations: ca. 1957

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 294 Webbs Lane is located along the south side of the street and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is enclosed with a pre-fabricated wood fence. The *circa*-1957 Minimal Ranch dwelling is accessed by a poured concrete driveway. The property includes a modern shed.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in aluminum siding. The side gable roofline is clad in asphalt shingles and the ridgeline is pierced with a brick interior chimney. The dwelling is lit by a mixture of original and replacement windows. Wood pane-and-panel doors provide access to the dwelling. A small enclosed recessed porch features louvered windows and an aluminum storm door.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deed Books U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed Book M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections (Sections 1 and 2). Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds,

Subdivision Plan Book III:145). The dwelling at 294 Webbs Lane is located on Block F, Lot 16 in Section 2. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 294 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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. 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 294 Webbs Lane is not eligible for listing in the National Register.

The property at 294 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document, found in Appendix F, for more information regarding this topic.



**CRS No. K07570.001**



K07570.001. Photograph 1: Dwelling, 294 Webbs Lane, 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 and doors as well as the enclosed porch. This resource is located within the Rodney Village subdivision.



K07570.001. Photograph 2: Dwelling, 294 Webbs Lane, south and east elevations, view looking northwest. Note the modern windows and doors as well as the aluminum cladding.

**CRS No. K07570.001**



K07570.001. Photograph 3: Modern shed, 294 Webbs Lane, north and east elevations, view looking southwest.

**CRS No. K07570.002**

Name: Dwelling, 278 Webbs Lane

Address: 278 Webbs Lane

Tax Parcel: 2-00-08512-01-0900

Date of Construction/Major Alterations: ca. 1957

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 278 Webbs Lane is located along the south side of the street and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is partially enclosed with a fence. The *circa*-1957 Minimal Ranch dwelling is accessed by a poured concrete driveway. The property features a modern shed.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is clad in asphalt shingles. The dwelling is lit by a mixture of original and replacement windows. Wood pane-and-panel doors provide access to the dwelling. A small gable addition is located to the rear of the dwelling and connects to the gable front garage located to the side (east) of the dwelling. The addition and the garage are constructed out of materials similar to those on the dwelling.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deed Books U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was apparently also added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds,

Subdivision Plan Book III:145). The dwelling at 278 Webbs Lane is located on Block F, Lot 14 in Section 2. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 278 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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 replacement 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 278 Webbs Lane is not eligible for listing in the National Register.

The property at 278 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.002**



K07570.002. Photograph 1: Dwelling, 278 Webbs Lane, 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 cladding. This resource is located within the Rodney Village subdivision.



K07570.002. Photograph 2: Dwelling, 278 Webbs Lane, north and west elevations, view looking southeast. Note the modern windows, doors, and vinyl cladding. A modern shed is located to the rear of the dwelling.

**CRS No. K07570.003**

Name: Dwelling, 274 Webbs Lane

Address: 274 Webbs Lane

Tax Parcel: 2-00-08512-01-1000

Date of Construction/Major Alterations: ca. 1957

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 274 Webbs Lane is located along the south side of the street and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is enclosed with a chain-link and wood fence. The *circa*-1957 Minimal Ranch dwelling is accessed by a poured concrete driveway. The property includes a modern shed.

The one-story dwelling is four bays wide and two bays deep and features a wide overhang of the eaves at the façade (north elevation). The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is clad in asphalt shingles and the ridgeline is pierced with a brick interior chimney. The dwelling is lit by a variety of vinyl replacement windows. The dwelling is accessed by aluminum pane-and-panel doors.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deed Books U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 274 Webbs Lane is located on Block F, Lot 13

in Section 2. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 274 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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 replacement 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 274 Webbs Lane is not eligible for listing in the National Register.

The property at 274 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.003**



K07570.003. Photograph 1: Dwelling, 274 Webbs Lane, 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 cladding. A modern shed is located to the rear of the dwelling. This resource is located within the Rodney Village subdivision.



K07570.003. Photograph 2: Dwelling, 274 Webbs Lane, north and west elevations, view looking southeast. Note the modern windows, doors, and vinyl cladding.

**CRS No. K07570.004**

Name: Dwelling, 266 Webbs Lane

Address: 266 Webbs Lane

Tax Parcel: 2-00-08512-01-1100

Date of Construction/Major Alterations: ca. 1957

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 266 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is enclosed with a pre-fabricated wood fence. The *circa*-1957 Minimal Traditional dwelling, featuring a cross gable roofline at the façade, is accessed by a poured concrete driveway. The dwelling has a modern carport.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in a combination of vinyl siding and brick cladding. The cross gable roofline is clad in asphalt shingles and the ridgeline is pierced with a brick interior chimney. The dwelling is lit by a mixture of original and replacement windows. Wood pane-and-panel doors provide access to the dwelling.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 266 Webbs Lane is located on Block F, Lot 12

in Section 2. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 266 Webbs Lane was evaluated as a Minimal Traditional house and as part of a 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 close eaves and a cross gable. 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 replacement 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 266 Webbs Lane is not eligible for listing in the National Register.

The property at 266 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.004**



K07570.004. Photograph 1: Dwelling, 266 Webbs Lane, north elevation, view looking south. This is an example of a common house form (Minimal Traditional) with little architectural integrity. Note the modern windows and vinyl cladding. This resource is located within the Rodney Village subdivision.

**CRS No. K07570.005**

Name: Dwelling, 260 Webbs Lane

Address: 260 Webbs Lane

Tax Parcel: 2-00-08512-01-1200

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 260 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 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 Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is three bays wide and two bays deep. A recessed carport is located in the westernmost bay of the building. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is clad in asphalt shingles and features a slight overhang of the eaves. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a variety of vinyl replacement windows. The dwelling is accessed by an aluminum panel door.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III: 90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 260 Webbs Lane is located on Block F, Lot 11

in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 260 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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 replacement 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 260 Webbs Lane is not eligible for listing in the National Register.

The property at 260 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.005**



K07570.005. Photograph 1: Dwelling, 260 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows, doors, and cladding. This resource is located within the Rodney Village subdivision.



K07570.005. Photograph 2: Dwelling, 260 Webbs Lane, north and east elevations, view looking southwest. Note the modern windows, doors, and vinyl cladding.

**CRS No. K07570.006**

Name: Dwelling, 254 Webbs Lane

Address: 254 Webbs Lane

Tax Parcel: 2-00-08512-01-1300

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 254 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 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 Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is clad in asphalt shingles and has a slight overhang at the eaves. The ridgeline is pierced with a brick interior chimney. A second brick chimney is located on the exterior of the west elevation. The dwelling is lit by a variety of vinyl replacement windows. Aluminum pane-and-panel doors provide access to the dwelling. A former garage bay in the west elevation of the north elevation (façade) has been covered over with vinyl siding.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds,

Subdivision Plan Book III:145). The dwelling at 254 Webbs Lane is located on Block F, Lot 10 in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 254 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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. 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 254 Webbs Lane is not eligible for listing in the National Register.

The property at 254 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



CRS No. K07570.006



K07570.006. Photograph 1: Dwelling, 254 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows and doors. This resource is located within the Rodney Village subdivision.



K07570.006. Photograph 2: Dwelling, 254 Webbs Lane, north and east elevations, view looking southwest. Note the modern windows and doors as well as the vinyl cladding.

**CRS No. K07570.007**

Name: Dwelling, 248 Webbs Lane

Address: 248 Webbs Lane

Tax Parcel: 2-00-08512-01-1400

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 248 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is five bays wide and two bays deep with a small gable projection located on the rear (south) elevation. The wood frame building rests on a concrete foundation and is currently clad in asbestos shingles. The side gable roofline is clad in asphalt shingles and features a slight overhang at the eaves. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a mixture of original and replacement windows. Wood pane-and-panel doors provide access to the dwelling. The dwelling features an attached garage located in the westernmost bay of the building.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds,

Subdivision Plan Book III:145). The dwelling at 248 Webbs Lane is located on Block F, Lot 9 in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 248 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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. 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 248 Webbs Lane is not eligible for listing in the National Register.

The property at 248 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.





K07570.007. Photograph 1: Dwelling, 248 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the attached garage. This resource is located within the Rodney Village subdivision.



K07570.007. Photograph 2: Dwelling, 248 Webbs Lane, south and east elevations, view looking northwest. Note the small gable addition to the rear (south) elevation.

**CRS No. K07570.008**

Name: Dwelling, 242 Webbs Lane

Address: 242 Webbs Lane

Tax Parcel: 2-00-08512-01-1500

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 242 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is enclosed with wrought-iron fence and includes a modern shed. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is clad in asphalt shingles and features a slight overhang of the eaves. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a mixture of original and replacement windows. Wood pane-and-panel doors provide access to the dwelling.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 242 Webbs Lane is located on Block F, Lot 8 in

Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 242 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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 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 242 Webbs Lane is not eligible for listing in the National Register.

The property at 242 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended not eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.008**



K07570.008. Photograph 1: Dwelling, 242 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows and cladding. This resource is located within the Rodney Village subdivision.



K07570.008. Photograph 2: Dwelling, 242 Webbs Lane, south and west elevations, view looking northeast. Note the modern windows and vinyl cladding.

**CRS No. K07570.009**

Name: Dwelling, 236 Webbs Lane

Address: 236 Webbs Lane

Tax Parcel: 2-00-08512-01-1600

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 236 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is clad in asphalt shingles and features a slight overhang at the eaves. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a variety of vinyl replacement windows. Aluminum pane-and-panel doors provide access to the dwelling. The westernmost bay features a recessed carport.

### *Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 236 Webbs Lane is located on Block F, Lot 7 in

Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 236 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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 replacement 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 236 Webbs Lane is not eligible for listing in the National Register.

The property at 236 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.009**



K07570.009. Photograph 1: Dwelling, 236 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows, doors, and cladding. This resource is located within the Rodney Village subdivision.



K07570.009. Photograph 2: Dwelling, 236 Webbs Lane, south and west elevations, view looking northeast. Note the modern windows and doors.

**CRS No. K07570.010**

Address: 230 Webbs Lane

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)

Name: Dwelling, 230 Webbs Lane

Tax Parcel: 2-00-08512-01-1700

*Summary Description*

The property at 230 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is sheathed in asphalt shingles and has a slight overhang at the eaves. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a variety of vinyl replacement windows. An aluminum pane-and-panel doors provide access to the dwelling. A recessed carport is located in the westernmost bay of the dwelling.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 230 Webbs Lane is located on Block F, Lot 6 in

Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 230 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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 replacement 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 230 Webbs Lane is not eligible for listing in the National Register.

The property at 230 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.010**



K07570.010. Photograph 1: Dwelling, 230 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows, doors, and cladding. This resource is located within the Rodney Village subdivision.



K07570.010. Photograph 2: Dwelling, 230 Webbs Lane, south and east elevations, view looking northeast. Note the modern windows and doors.

**CRS No. K07570.011**

Address: 224 Webbs Lane

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)

Name: Dwelling, 224 Webbs Lane

Tax Parcel: 2-00-08512-01-1800

*Summary Description*

The property at 224 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is enclosed with a pre-fabricated wood fence. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is clad in asphalt shingles and features a slight overhang at the eave. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a mixture of original and replacement windows. Aluminum pane-and-panel doors provide access to the dwelling. A recessed carport is located in the westernmost bay of the dwelling.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds,

Subdivision Plan Book III:145). The dwelling at 224 Webbs Lane is located on Block F, Lot 5 in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 224 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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 replacement 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 224 Webbs Lane is not eligible for listing in the National Register.

The property at 224 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.011**



K07570.011. Photograph 1: Dwelling, 224 Webbs Lane, 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 and doors as well as the recessed carport. This resource is located within the Rodney Village subdivision.



K07570.011. Photograph 2: Dwelling, 224 Webbs Lane, south and east elevations, view looking northeast. Note the modern windows, doors and pre-fabricated wood fencing.

**CRS No. K07570.012**

Address: 208 Webbs Lane

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)

Name: Dwelling, 208 Webbs Lane

Tax Parcel: 2-00-08512-01-2000

*Summary Description*

The property at 208 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is five bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is sheathed in asphalt shingles and features an overhang at the eaves. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a variety of vinyl replacement windows. Aluminum pane-and-panel doors provide access to the dwelling. The westernmost bay features a recessed carport.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 208 Webbs Lane is located on Block F, Lot 3 in

Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 208 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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. 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 208 Webbs Lane is not eligible for listing in the National Register.

The property at 208 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.012**



K07570.012. Photograph 1: Dwelling, 208 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows, doors, and vinyl siding. This resource is located within the Rodney Village subdivision.



K07570.012. Photograph 2: Dwelling, 208 Webbs Lane, south and east elevations, view looking northwest. Note the modern windows and doors.

**CRS No. K07570.013**

Address: 206 Webbs Lane

Name: Dwelling, 206 Webbs Lane

Tax Parcel: 2-00-08512-01-2100

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 206 Webbs Lane is located along the south side of Webbs Lane and faces north. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.17 acre in size and features a manicured lawn with mature trees and shrubs. The backyard is enclosed with a chain-link fence and has a modern in-ground pool. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway. The dwelling features a rear ell addition with an attached garage.

The one-story dwelling is five bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad in vinyl siding. The side gable roofline is sheathed in asphalt shingles and features a slight overhang at the eaves. The ridgeline is pierced with a brick interior chimney. The dwelling is lit by a variety of vinyl replacement windows. Aluminum pane-and-panel doors provide access to the dwelling. The rear ell addition features louvered windows and similar building materials. The attached garage features an aluminum garage door and similar cladding.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by

Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 206 Webbs Lane is located on Block F, Lot 2 in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 206 Webbs Lane was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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, rear additions, and replacement 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 206 Webbs Lane is not eligible for listing in the National Register.

The property at 206 Webbs Lane is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.013**



K07570.013. Photograph 1: Dwelling, 206 Webbs Lane, north and west elevations, view looking southeast. This is an example of a common house form (Minimal Ranch) with little architectural integrity. This resource is located within the Rodney Village subdivision.



K07570.013. Photograph 2: Dwelling, 206 Webbs Lane, north and east elevations, view looking southwest. Note the modern windows, doors, and vinyl cladding.

**CRS No. K07570.014**

Name: Dwelling, 1402 Nathaniel Mitchell Road

Address: 1402 Nathaniel Mitchell Road Tax Parcel: 2-00-08512-01-2200

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 1402 Nathaniel Mitchell Road is located at the southwest corner of the intersection at Nathaniel Mitchell Road and Webbs Lane. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.20 acre in size and features a manicured lawn with mature trees and shrubs. The dwelling is situated on an angle within the lot. The property is enclosed with a chain-link fence. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway. The property includes a modern shed.

The one-story dwelling is four bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad with both stucco and vinyl siding. A gable ell is located on the northernmost bay of the front elevation. The roofline is sheathed in asphalt shingles and features a slight overhang at the side gables. The dwelling is lit by a mixture of original and replacement windows. Aluminum pane-and-panel doors provide access to the dwelling. An attached garage is located on the southernmost bay of the front elevation.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by

Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 1402 Nathaniel Mitchell Road is located on Block F, Lot 1 in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 1402 Nathaniel Mitchell Road was evaluated as a Minimal Ranch house and as part of a 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 slightly overhanging eaves and a linear form. 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, 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 1402 Nathaniel Mitchell Road is not eligible for listing in the National Register.

The property at 1402 Nathaniel Mitchell Road is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.014**



K07570.014. Photograph 1: Dwelling, 1402 Nathaniel Mitchell Road, south and east elevations, view looking northwest. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows, doors, and attached garage. This resource is located within the Rodney Village subdivision.



K07570.014. Photograph 2: Dwelling, 1402 Nathaniel Mitchell Road, south and east elevations, view looking southeast. Note the modern windows, cladding, and gable front addition.

**CRS No. K07570.014**



K07570.014. Photograph 3: Modern shed, 1402 Nathaniel Mitchell Road, north and east elevations, view looking southwest.

**CRS No. K07570.015**

Address: 1402 Joshua Clayton Road

Name: Dwelling, 1402 Joshua Clayton Road

Tax Parcel: 2-00-08512-02-1000

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 1402 Joshua Clayton Road is located at the southwest corner of the intersection at Joshua Clayton Road and Webbs Lane. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.20 acre in size and features a manicured lawn. The dwelling is situated on an angle within the lot. The backyard is enclosed with a pre-fabricated wood fence and includes a modern shed. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway.

The one-story dwelling is six bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad with vinyl siding. The side gable roofline is sheathed in asphalt shingles. The dwelling is lit by a variety of vinyl replacement windows. Aluminum pane-and-panel doors provide access to the dwelling.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III: 90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 1402 Joshua Clayton Road is located on Block

C, Lot 1 in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 1402 Joshua Clayton Road was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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, 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 1402 Joshua Clayton Road is not eligible for listing in the National Register.

The property at 1402 Joshua Clayton Road is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.015**



K07570.015. Photograph 1: Dwelling, 1402 Joshua Clayton Road, south and east elevations, view looking northwest. This is an example of a common house form (Minimal Ranch) with little architectural integrity. Note the modern windows, doors, and vinyl cladding. This resource is located within the Rodney Village subdivision.



K07570.015. Photograph 2: Dwelling, 1402 Joshua Clayton Road, north and west elevations, view looking southeast. Note the modern windows and cladding.

**CRS No. K07570.016**

Address: 1402 Governors Avenue

Name: Dwelling, 1402 Governors Avenue

Tax Parcel: 2-00-08512-02-0700

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 1402 Governors Avenue is located at the southwest corner of the intersection at Governors Avenue and Webbs Lane. This resource is located along one of the proposed alternative routes for the West Dover Connector project, within the post-World War II residential subdivision commonly referred to as Rodney Village. The small rectangular property is approximately 0.20 acre in size and features a manicured lawn with mature trees and shrubs. The dwelling is situated on an angle within the lot. The backyard is enclosed with a chain-link fence. The *circa*-1955 Minimal Ranch dwelling is accessed by a poured concrete driveway. A modern shed is located to the rear of the dwelling.

The one-story dwelling is five bays wide and two bays deep. The wood frame building rests on a concrete foundation and is currently clad with both brick veneer and vinyl siding. A front gable wing is attached to the northernmost bay of the front elevation. The cross gable roofline is sheathed in asphalt shingles and features a slight overhang. An interior brick chimney pierces the roofline. The dwelling is lit by a variety of vinyl replacement windows. Aluminum pane-and-panel doors provide access to the dwelling.

*Historical Narrative*

The tract of land that currently forms Rodney Village (K07570) was 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 the 1940s, a portion of the farm east of Route 13 was sold and became known as Taylor Estates. In 1955, Mary Taylor sold a 30.5-acre parcel portion of the farm west of the highway to Dover Builders, Inc., a corporation of the State of Delaware (Kent County Deeds U20:32 and W20:154). This parcel became the Rodney Village residential development. In April 1957, Taylor sold an additional lot to Dover Builders, Inc., measuring 11.9+ acres, which was also apparently added to the Rodney Village development (Kent County Deed M21:115).

Under the direction of Fred Wilson, president of Dover Builders, Inc., the corporation set out to design and build a planned residential development called Rodney Village. The development also included a retail shopping center. Dover Builders, Inc., commissioned the design of Rodney Village to Myers-Richardson Associates, Inc., a consulting engineering firm from Newark, Delaware. The final design plans for lot and street layouts of the residential subdivision were formally recorded at the Kent County Recorder of Deeds Office in 1955. These plans included two residential sections: Sections 1 and 2. Section 1, which included 131 residential lots, was bounded by Governors Avenue on the east and Webbs Lane to the north and was recorded in 1955 (Kent County Recorder of Deeds, Subdivision Plan Book III:90-91). Section 2, which included 109 residential lots, was the western section of the development and was bounded by

Webbs Lane to the north and was recorded in December 1956 (Kent County Recorder of Deeds, Subdivision Plan Book III:145). The dwelling at 1402 Governors Avenue is located on Block A, Lot 1 in Section 1. A main entrance street, Gunning Bedford Drive, provided access to the development from Route 13. Three other streets provided access to Webbs Lane. The average size of the residential building lots was approximately 7,000 square feet or 0.16 acre. Individual lots with dwellings erected upon them began to be sold by Dover Builders, Inc., by 1956. The 1956 USGS map indicates that 98 dwellings were built in the subdivision. A 1961 aerial photograph of the area shows that virtually all of the available residential lots in Rodney Village contained dwellings. This photo also shows the buildings of the Rodney Village retail shopping center along the southeast side of the residential portion of the development.

#### *National Register Evaluation*

The property at 1402 Governors Avenue was evaluated as a Minimal Ranch house and as part of a 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 linear form. 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. 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 1402 Governors Avenue is not eligible for listing in the National Register.

The property at 1402 Governors Avenue is located within Rodney Village, a post-World War II residential subdivision. Rodney Village is recommended Not Eligible for listing in the National Register as a Post-World War II subdivision in *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document for more information regarding this topic.



**CRS No. K07570.016**



K07570.016. Photograph 1: Dwelling, 1402 Governors Avenue, south and east elevations, view looking northwest. This is an example of a common house form (Ranch) with little architectural integrity. Note the modern windows, doors, and front gable block. This resource is located within the Rodney Village subdivision.



K07570.016. Photograph 2: Dwelling, 1402 Governors Avenue, north and east elevations, view looking southwest. Note the modern windows and front gable block.

**CRS No. K07098**

Name: Puncheon Run Culvert

Address: New Burton Road over Puncheon Run Tax Parcel: N/A

Date of Construction/Major Alterations: ca. 1920/ca. 1940/ca. 1990

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

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Transportation

*Description*

The Puncheon Run Culvert carries two lanes of traffic on New Burton Road over Puncheon Run in East Dover Hundred, Kent County, Delaware. The exact date of construction of the culvert is unknown, but it likely dates to ca. 1920 as this was when the State Highway Department first started to widely use this technology. The culvert was altered ca. 1940 as part of a widening project on New Burton Road.

The culvert measures approximately 36 feet long and has a roadway width of approximately 38 feet. The culvert is a standard reinforced concrete box type. The box span over Puncheon Run measures 16 feet long. The roadway is covered with asphalt and consists of two travel lanes and two shoulders. The northwestern and southeastern parapets that flank the roadway have an inscribed rectangular detailing on each elevation. The inscribed rectangular detailing on the inside fascia of the southeastern parapet has been smoothed over, likely due to a repair. Steel guiderails are attached at each quadrant and extend along the roadway. A steel pipe approximately 10 inches in diameter is located along the outside fascia of the northwestern parapet. A second pipe, approximately 2 inches in diameter, runs on top of the roadway adjacent to the interior northwestern parapet.

The culvert is located at the western edge of a suburban Dover residential development. New Burton Road intersects Blue Beach Road immediately southeast of the bridge. The banks of Puncheon Run are tree lined. Residential development dating to the mid-1960s is located at the northeast and southeast bridge quadrants. The Delaware Railroad parallels New Burton Road approximately 50 feet to the northwest.

*Historical Narrative*

It is unclear when a culvert first spanned New Burton Road. DelDOT road plans from 1939 indicate that the approximately 17-foot wide structure would be expanded as part of a New Burton Road widening project ca. 1940. Alterations to the existing structure included expanding the culvert approximately 21 feet to the southeast. As part of this reconstruction, the culvert's original parapets were removed and new parapets were constructed.

The culvert has undergone some minor modifications since the *circa*-1940 expansion. The inscribed rectangular detailing on the roadside fascia of the southeastern parapet have been smoothed over with concrete. A small section of the outside fascia of the southeastern parapet has also been repaired. Additionally, an approximately 10-inch diameter pipe has been affixed to the exterior fascia of the northwestern parapet, and a 2-inch diameter pipe has been installed adjacent to the interior northwestern parapet.

### *National Register Evaluation*

The Puncheon Run Culvert was not previously evaluated for listing in the National Register. The culvert is an example of a typical box culvert designed by the Delaware State Highway Department in the first half of the twentieth century. As identified in *Delaware's Historic Bridges*, significant culverts in Delaware would be early, unaltered examples or those historically associated with larger water control projects (Lichtenstein Consulting Engineers, Inc. 2000:222). While the *circa*-1920 Puncheon Run Culvert may be an early example of a culvert in Delaware, it was heavily altered ca. 1940 when it was expanded as part of a roadway widening project, thus compromising the original integrity of design and materials. Additionally, the culvert is not associated with a large water control project. Further, the culvert does not serve as an important transportation link, nor does it contribute to the historical development of the surrounding area. Therefore, the Puncheon Run Culvert is not eligible for listing under Criterion A. The culvert is not associated with any persons of significance at the local, state, or national level; thus, the bridge is not eligible for listing under Criterion B. The Puncheon Run Culvert is an example of an early-twentieth-century box culvert that was altered as part of a road widening project ca. 1940. The southeastern parapet has been repaired, and pipes have been attached to the northwestern fascia. The Puncheon Run Culvert is an altered example of a commonly used form by the Delaware State Highway Department; therefore, it is not eligible for listing under Criterion C. The Puncheon Run Culvert is an example of a standard culvert design commonly used throughout Delaware and will not provide any new information; thus, the culvert is not eligible for listing under Criterion D. Due to a lack of significance and integrity, the Puncheon Run Culvert is not eligible for listing in the National Register.



**CRS NO. K07098**



K07098. Photograph 1: Puncheon Run Culvert, southeast elevation, overview looking north from Blue Beach Road. The culvert was expanded to its present size ca. 1940. Note guardrail.



K07098. Photograph 2: Detail of southeast elevation, looking northwest. The culvert was expanded to its present size ca. 1940. Note the portion of the parapet that has been repaired near top-center of photograph.

**CRS NO. K07098**



K07098. Photograph 3: Detail of northwest elevation, looking northeast. Note the 10-inch diameter pipe that is attached to the fascia.



K07098. Photograph 4: Puncheon Run Culvert, view looking east. Note the inside parapet surface has been repaired and smoothed over with concrete.

**CRS NO. K07098**



K07098. Photograph 5: Puncheon Run Culvert, overview looking southwest. Note Blue Beach Road to the left and Delaware Railroad to the right.

**CRS No. K07099**

Name: Ewald and Amelia Guse Dwelling

Address: 638 Wyoming Avenue

Tax Parcel: 2-05-07620-02-5200-00001

Date of Construction/Major Alterations: 1928; ca. 1930; ca. 1970

Time Period: 1880-1940±, Urbanization and Early Suburbanization; 1940-1960±, Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula

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

*Description*

The Ewald and Amelia Guse Dwelling is located at the southeastern corner of the intersection of Wyoming Avenue and Yearnley Drive in the City of Dover, East Dover Hundred, Kent County, Delaware. The property includes a one-and-one-half-story Bungalow constructed in 1928 and a *circa*-1930 detached two-car garage. The dwelling rests on a rusticated concrete block foundation; its exterior walls are clad in aluminum siding; and the flared side-gable roof is clad in asphalt shingles. The dwelling measures three bays wide and features a one-story porch that extends the width of the façade (north elevation). The front porch has been enclosed and the balustrade is faced in brick veneer. One-over-one aluminum storm windows light the porch on the north, east, and west elevations. The remaining elevations are lit by three-over-one, double-hung sash, wood windows that are hung singly, in pairs, or sets of three. A two-bay gabled dormer is located in the northern roof slope and a two-bay shed-roofed dormer is situated in the southern roof slope. The main entry into the dwelling is situated in the center bay of the enclosed front porch. A secondary pedestrian access is located in the west elevation of a two-bay enclosed entry porch attached to the southeast (rear) corner of the dwelling. An asphalt drive on the south side of the dwelling leads to the two-car garage, which faces west. The exterior walls of the garage are clad in vinyl siding, and the gable-front roof is clad in asphalt shingles. Two paneled, overhead garage doors provide access to the interior. The garage appears to have been expanded to the east due to variations evident in the roofline on the south elevation; however, all additions have been included under one continuous roofline. The garage is lit in the north elevation by a single six-over-six, double-hung sash, wood window in the main block and a nine-light fixed-sash wood window in the easternmost expansion. Openings in the south elevation include a batten wood garage door hung on a metal track in the *circa*-1970 addition and a paneled vinyl garage door with three lights in the *circa*-2000 addition. Mature trees and plantings are located throughout the property, and a tree-lined drainage forms the southern property boundary.

*Historical Narrative*

By a deed dated September 29, 1928, William Tomlinson, Jr., and his wife, Margaret D., conveyed approximately 25 acres of land on the south side of Wyoming Avenue and on the east side of New Burton Road to Ewald and Amelia Guse. This deed was conveyed in consideration of \$3,300 (Kent County Deed Book N13:299). The couple proceeded to erect the one-and-one-half story Bungalow, known today as 638 Wyoming Avenue, shortly thereafter (Robert Korschak, personal communication 10 February 2009). Ewald Guse died in September 1950. His wife, Amelia, later sold off the surrounding acreage to her daughter and son-in-law, Olga and William Korschak. Amelia Guse retained only a life interest in the small 140-foot by 150-foot lot known today as 638 Wyoming Avenue. Following her death, the property passed to Olga Korschak (Kent County Deed Book L20:501). Olga Korschak died on September 14, 2003. By

the specifications of her will, following the death of her husband, William, the property at 638 Wyoming Avenue was vested to her children: Robert William Korschak and Carol Gene Lorhmann. Carol Gene Lorhmann vested her interest in the property to her brother Robert William Korschak by a deed dated June 11, 2004 (Kent County Deed Book 626:84). Robert William Korschak and his wife, Rhae, reside on the property today.

#### *National Register Evaluation*

The Ewald and Amelia Guse Dwelling at 638 Wyoming Avenue was evaluated as a Residential Resource theme identified in the *West Dover Connector Determination of Eligibility Report*. The property does not appear to be significant for its association with early-twentieth-century residential suburban development in Dover and is recommended not eligible under Criterion A for residential development trends. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. With its aluminum siding and enclosed front porch, the dwelling is an altered example of a common early-twentieth-century form, the Bungalow. The materials and design integrity of the dwelling have been compromised by the enclosure of the formerly open front porch and application of aluminum siding to the exterior walls. The dwelling is not architecturally significant and lacks integrity; therefore, the property is not eligible for National Register listing under Criterion C. The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D. Due to lack of significance and integrity, the Ewald and Amelia Guse Dwelling is not eligible for listing in the National Register.



CRS NO. K07099



K07099. Photograph 1: Overview of Ewald and Amelia Guse property. Dwelling, north and west elevations, view looking southeast. This Bungalow was constructed in 1928; note enclosed front porch and aluminum siding.



K07099. Photograph 2: Dwelling, east elevation, view looking west. The dwelling is clad in aluminum siding and retains its original three-over-one double-hung sash wood windows.

**CRS NO. K07099**



K07099. Photograph 3: Dwelling, west and south elevations, view looking northeast. Note enclosed two-bay rear entry porch to the right.



K07099. Photograph 4: Garage, west elevation, view looking east.

CRS NO. K07099



K07099. Photograph 5: Garage, east and north elevations, view looking southwest. The garage is located southeast of the dwelling. Note vinyl siding.



K07099. Photograph 6: Garage, south and east elevations, looking northwest. Note the slight change in the roofline and cornice, which denotes the two eastern additions. The first addition has the hanging garage door, while the second addition has the overhead garage door.

**CRS No. K07100**

Address: 890 New Burton Road

Name: Eastern States Farmers Exchange

Tax Parcel: 2-05-07600-01-2400

Date of Construction/Major Alteration: ca. 1945; ca. 1970; ca. 1980

Time Period: 1940-1960±, Suburbanization and Early Ex-Urbanization

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Agriculture and Commercial Development (Retailing/ Wholesaling)

*Description*

This property is located on the northwest side of New Burton Road on a triangular parcel of land that is bounded on the west by the Delaware Railroad in the City of Dover, East Dover Hundred, Kent County, Delaware. The property consists of a *circa*-1945 feed and garden supply store with numerous additions and a *circa*-1950 warehouse. The feed and garden supply store is a shed-roofed, concrete block building. A loading dock area extends across two-thirds of the width of the façade (east elevation) and is sheltered by an asphalt-clad pent roof. The dock is faced with treated lumber. A pedestrian store entrance is located toward the northern end of the dock and consists of a glass-and-steel-paneled door. Two of the three dock doors have been replaced with vinyl overhead garage doors. A third dock door, located in the main block's first bay, is no longer over the dock and appears to be an original paneled wood-and-glass sliding door. One-over-one, double-hung sash, vinyl replacement windows light the northeastern corner of the building. The large vehicular door in the north elevation has been filled in and features only a flush steel pedestrian door. A *circa*-1970 addition extends from the south elevation of the original core. This addition features brick-clad exterior walls and a shallow gable roof. Paired commercial glass doors are centrally located in the east elevation of the addition. The doors are flanked by three commercial glass windows and capped by large transom windows. The west elevation of the *circa*-1970 addition is clad in metal. A *circa*-1980 addition, clad in metal, extends from the west elevation of the main block. Three oversized sliding doors with overhead track are located in the west elevation of the addition, and an overhead garage door provides access into the southwest corner of the addition. A *circa*-1980 addition extends from the south elevation of the *circa*-1970 addition. This *circa*-1980 addition is clad in standing seam metal and features numerous overhead garage door openings, some of which have been covered over. Paired commercial glass doors provide access to the interior. A modern wood arbor extends from the east elevation. A modern greenhouse extends from the south elevation of the addition. A wood fence encloses the greenhouse and extends around the west elevation of the *circa*-1980 addition.

A *circa*-1950 warehouse is located at the northern property line. The warehouse has a concrete block foundation and an arched metal roof. An opening in the west elevation has been covered over. The east and north elevations were not visible during the survey.

The property is minimally landscaped and primarily serves as a home gardening and landscaping business. The Southern States Dover Cooperative Property, a similarly styled feed store, is located on the tax parcel to the north.

*Historical Narrative*

By a deed dated November 15, 1945, Martin and Julia Janeka conveyed a 0.5-acre triangular parcel of unimproved land, bounded on the west by the Delaware Railroad and on the southeast

by New Burton Road, to the Eastern State Farmers Exchange. This deed was conveyed in consideration of \$1,000 (Kent County Deed Book Z16:249). The Eastern State Farmers Exchange proceeded to erect a concrete block building on the property. The following year, Eastern States Farmers Exchange acquired an additional 0.3 acre on the north side of their 1945 purchase (Kent County Deed Book Z16:473).

Eastern State Farmers Exchange was established as a farmer's cooperative in Springfield, Massachusetts, in 1920. Eastern States was a membership cooperative where membership was activated solely by patronage, as opposed to through ownership of stock (Funding Universe website, accessed 25 January 2009). Although this was the only property they operated in Kent County, Eastern States Farmers Exchange also owned property in Frankford and Laurel, which are both in Sussex County, Delaware. Based on an examination of historic aerials dating between 1937 and 1968, a Quonset hut was moved to this location. The Quonset hut doesn't appear on a 1937 historic aerial but is visible on a 1954 aerial. It is possible that this structure may have been relocated from a nearby military facility following the end of World War II. Interviews with the employees during the site visit did not yield any information on the previous location of this structure.

A 1964 merger between Eastern States Farmers Exchange and the Cooperative Grange League Federation Exchange of Ithaca, New York, resulted in the formation of Agway, Inc. A third cooperative, the Pennsylvania Farm Bureau Cooperative Association, joined Agway, Inc., in June 1965. The result was the formation of a large agricultural supply and marketing cooperative that covered 13 states, spanning along the eastern seaboard from Maryland to Maine and extending westward to include western New York, western Pennsylvania, and eastern Ohio.

As a result of this merger, the real estate owned by Eastern States Farmers Exchange was transferred to the ownership of Agway, Inc., in June 1964 (Kent County Deed Book Q23:261). It was during the ownership of Agway, Inc., that the property underwent many alterations, including the construction of numerous additions. These changes reflect the many services offered by Agway, Inc., which likely included seed, farm supplies, lawn and garden supplies, and pet products. Additionally, it appears that at one time grain storage bins and a grain drying apparatus were also located on the property, none of which remain extant (City of Dover website, accessed 26 February 2009).

Agway, Inc., encountered financial difficulties in the 1990s and went through a reorganization. It was likely that, as part of this reorganization, the property was conveyed to JAC Enterprises, Inc. This deed dated September 22, 1996, was conveyed in consideration of \$235,000 (Kent County Deed Book 187:39). Today, the property includes a landscaping business during the growing season, a construction/traffic sign business, and a small feed business.

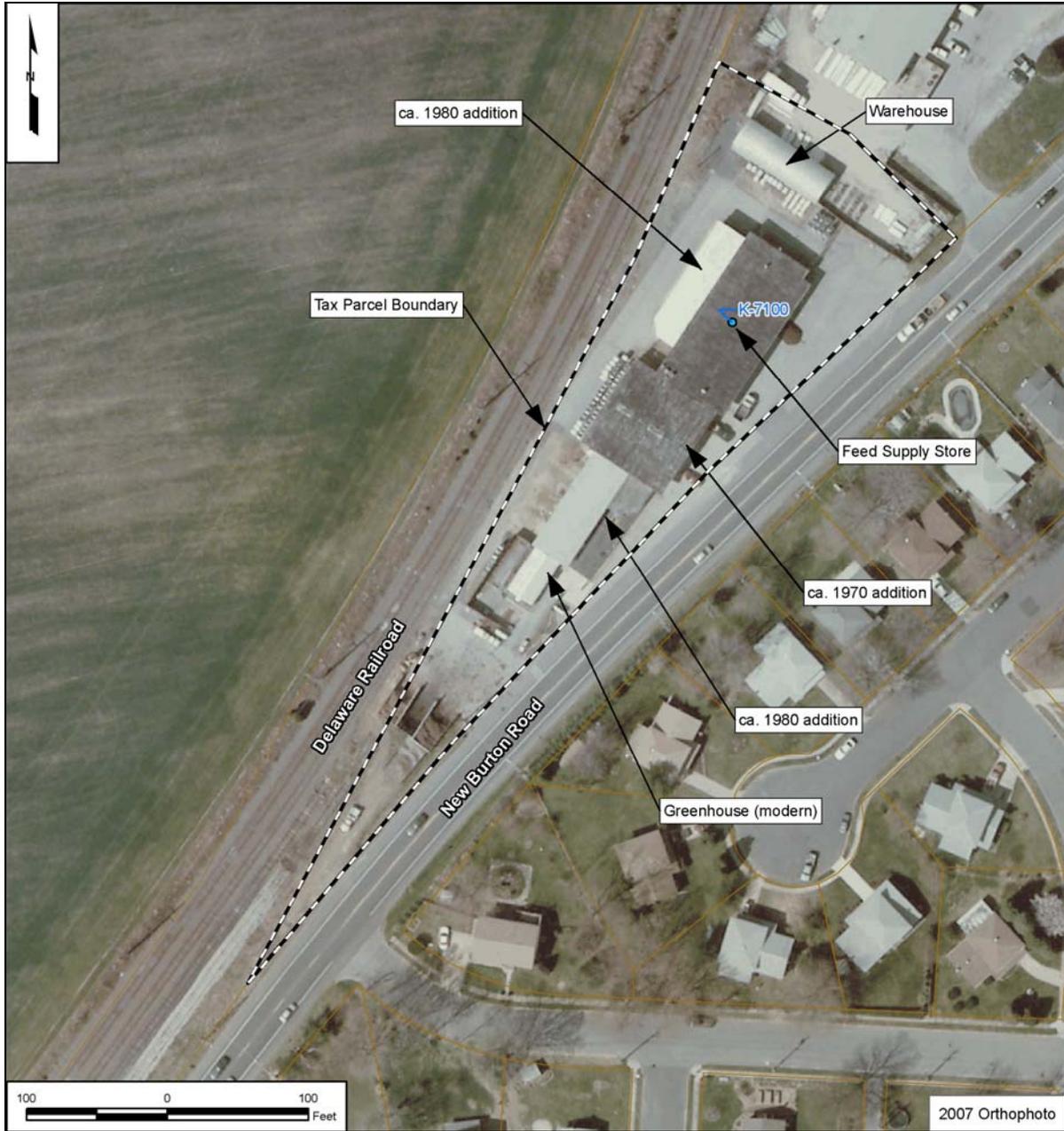
#### *National Register Evaluation*

The property was evaluated as a Commercial and Agricultural Resource theme identified in the *West Dover Connector Determination of Eligibility Report*. For this resource to be considered eligible under Criterion A, it must possess a strong association with local commerce and retain elements that reflect its historic function. Grain and fertilizer retail facilities would need to retain some evidence related to historic use, such as storage facilities (grain bins), grain mixing

facilities, and loading docks, as well as a retail space. While the location and setting are intact at this facility (situated close to important transportation corridors, the Delaware Railroad and New Burton Road), the feeling of the complex has changed due to the extensive additions extending from the southern and western elevations of the original core. Although the complex retains the original retail store with an area for retail storage accessed via loading docks, the complex has lost the original mixing facilities and grain storage bins. The property is not an outstanding example of a retail establishment; therefore, the property is not eligible under Criterion A for commerce and agriculture. Based on historic research conducted for this project, the property does not appear to be associated with an individual of historic importance; thus, the property is not eligible under Criterion B. The property does not embody outstanding architectural characteristics of a grain and fertilizer retail store as it lacks associated mixing facilities and grain storage bins. The interior of the original core was not accessible during the field survey (only the *circa*-1970 addition was open to the public); therefore, it is unknown if the interior retains integrity. The loading dock has undergone minor alterations, as it no longer extends the full width of the façade. The construction of numerous additions extending from the south and west elevations of the core, as well as the reconstruction of the northeastern corner of the original core, has resulted in a loss of integrity of design, workmanship, and materials. The construction of numerous additions and the loss of original features, including the grain storage bins, contribute to the property's loss of integrity; therefore, the property is not eligible under Criterion C. The property does not appear to have the potential to yield information about processing technology; therefore, the property is not eligible under Criterion D. Due to a lack of integrity, the Eastern States Farmers Exchange is not eligible for listing in the National Register.

In addition, the property is recommended not eligible as the warehouse is not an eligible example of a Quonset hut. Quonset huts are potentially eligible under Criterion A for their association with World War II military activities in Delaware. The properties associated with World War II in Delaware that are considered to be of preservation priority by the DESHPO include the primary locations for war activities, such as Fort Miles near Cape Henlopen and Fort DuPont near Delaware City. Due to a lack of historic association, the Quonset huts associated with the property are not eligible under Criterion A for association with the World War II military effort in Delaware.

Architecturally significant Quonset huts that are eligible under Criterion C should retain a high integrity of design and materials as they are an example of a recent building type. Typical character-defining features for Quonset huts include: arch rib design, bulkhead framing, and overall semicircular form with an interior metal (usually steel) structural system. Examples with an interior wood structural system exist, but are relatively rare. Fenestration, including original placement of doors and windows, should be largely intact. Typically, multi pane, fixed windows should appear on the sides of the building as well as the ends of the building, where windows will flank the entrance. The entrance should feature a wide garage-type door, which may be the overhead type or the sliding type on tracks. Due to post-World War II alterations, the integrity of materials, workmanship, and design has been negatively affected, and the former Quonset hut cannot be considered eligible in the area of architecture.



CRS NO. K07100



K07100. Photograph 1: Main building (original core), east and north elevations, view looking southwest. Note the replacement windows.



K07100. Photograph 2: Circa-1970 addition, east elevation, view looking southwest.

CRS NO. K07100



K07100. Photograph 3: Main block (original core; to left) and one of the *circa*-1980 additions (to right), north and west elevations, view looking southeast. Note the altered entrance in the main block. Three sliding doors provide access to the west elevation.



K07100. Photograph 4: Perspective view of the west elevation of the complex and the numerous post-1970 additions. Note railroad tracks for the Delaware Railroad in foreground.

CRS NO. K07100



K07100. Photograph 5: Perspective view, looking north. Note the post-1970 additions, including greenhouse and fencing.



K07100. Photograph 6: Warehouse, south elevation, looking north. This *circa*-1950 building separates the Eastern States Farmers Exchange property from the Southern States Dover Cooperative Property to the north.

**CRS No. K07101**

Address: 850 New Burton Road

Name: Southern States Dover Cooperative

Tax Parcel: 2-05-07600-01-2300

Date of Construction/Major Alteration: ca. 1946

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

Geographic Zone: Upper Peninsula

Historic Period Theme(s): Agriculture and Commercial Development (Retailing/Wholesaling)

*Description*

This property is located on the northwest side of New Burton Road in the City of Dover, East Dover Hundred, Kent County, Delaware. The property is bounded on the south by the former Eastern States Farmers Exchange/Agway, Inc., Property (K07100), on the west by the Delaware Railroad, and on the southeast by New Burton Road. The property consists of a *circa*-1946 general feed store. The store is a side-gabled, concrete block building with an integrated loading dock area that extends across three-fourths of the width of the façade (east elevation). A brick chimney extends from the western slope of the asphalt shingle-clad roof, near the building's southwestern corner, and four modern, circular, ridge ventilators are located along the roof ridge. The façade (east elevation) measures 13 bays wide with two pedestrian entrances, four overhead fiberglass garage door openings, and six four-light, metal windows. The main pedestrian entrance, sheltered by the integrated loading dock roof, consists of a steel-and-glass door flanked by sidelights located in the third bay. A flush steel pedestrian door is also located in the elevation's first bay and accessed by modern wood steps. The northernmost portion of the concrete block loading dock has been extended eastward to accommodate the loading of larger trucks. Four-light metal windows light the north, west, and south elevations. Garage openings are also located in the north, west, and south elevations. Two of the four garage openings in the west elevation have been filled in with concrete block, and the remaining two central garage openings feature paneled wood overhead garage doors. The garage opening in the north elevation is sheltered by an asphalt-clad shed roof and accessed by a concrete ramp. The south elevation is largely obscured by a wood fence. Two four-light metal windows light the half-story on the south elevation. The northeastern corner of the building appears to have been reconstructed within recent years as the concrete block in this corner has not been painted to match the building.

The northern portion of the property was subdivided within the past few years, and a modern office building was recently erected on the property. The property is minimally landscaped with a large shrub separating the asphalt parking area and New Burton Road. A wood fence extends around the south elevation of the building.

*Historical Narrative*

By a deed dated January 24, 1946, Martin and Julia Jenka conveyed an unimproved 2.5-acre parcel of land located between New Burton Road and the Delaware Railroad to the Southern States Dover Service, Inc., in consideration of \$2,500 (Kent County Deed Book G17:50). Southern States proceeded to erect a concrete block feed store on the property. It is unclear as to what other structures typical of this type of business were erected on the property over the next several decades. Dover Council minutes dating to 1964 do indicate a fuel tank was on the property. However, no supporting structures remain extant today. Southern States later acquired

an additional 0.9 acre on the north side of their property in 1976 (Kent County Deed Book C31:53).

Southern States Dover Cooperative conveyed the property to Sea Gull Properties, L.L.C., by a deed dated January 12, 1998; however, the property was still leased by the Southern States Cooperative. The deed was conveyed in consideration of \$525,000 (Kent County Deed Book 246:246). Southern States vacated the property in 2000, and the Kirck Plumbing & Heating Supply Company began operating out of the building some time thereafter. Sea Gull Properties conveyed the former feed store and 1.5 acres to NBR Properties, L.L.C, by a deed dated June 11, 2008 (Kent County Deed Book 4521:122). The property was vacant in 2009.

#### *National Register Evaluation*

The property was evaluated as a Commercial and Agricultural Resource. For this type of resource to be considered eligible under Criterion A, it must possess a strong association with local commerce and retain elements that reflect its historic function. Grain and fertilizer retail facilities would need to retain some evidence related to historic use, such as storage facilities (grain bins), grain mixing facilities, and loading docks, as well as a retail space. The complex retains the original retail store that includes an area for retail storage with loading docks. While the location and setting are intact at this facility, the complex has lost all supporting structures. Southern States Dover Cooperative is not an outstanding example of a retail establishment. Therefore, the Southern States Dover Cooperative is not eligible for listing in the National Register under Criterion A. Based on historic research conducted for this project, the property does not appear to be associated with an individual of historic importance; thus, the property is not eligible under Criterion B. The property does not embody outstanding architectural characteristics of a grain and fertilizer retail store as it lacks associated mixing facilities and grain bins. The interior of the historic core was not accessible during the field survey; therefore, it is unknown if the interior retains integrity. While the property has minimal alterations, the building is not architecturally significant. Therefore, the property is not eligible under Criterion C. The property does not appear to have the potential to yield information about processing technology; therefore, the property is not eligible under Criterion D. Due to lack of integrity, Southern States Dover Cooperative is not eligible for listing in the National Register.



**CRS NO. K07101**



K07101. Photograph 1: Overview of the Southern States Dover Cooperative Property, east and north elevations, view looking southwest. Note construction of additional loading dock area to the southern end in order to accommodate larger trucks.



K07101. Photograph 2: West elevation, view looking south. Note the first and tenth vehicle bays have been filled in.

**CRS NO. K07101**



K07101. Photograph 3: Perspective view of east elevation looking southwest along the loading dock. Note the replacement garage doors.



K07101. Photograph 4: North elevation, view looking west. Note the northeastern corner of the building has been rebuilt.

**CRS No. K07102**

Address: 203 Wyoming Mill Road

Name: James F. Allee Farm

Tax Parcel: 2-05-08500-01-2101 (buildings);  
2-05-08500-01-2100 (land)

Date of Construction/Major Alterations: ca 1759; ca. 1840; ca. 1880; ca. 1920, ca. 1990

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

Geographic Zone: Upper Peninsula

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

*(Note: DelDOT staff (Hahn) modified this assessment in January 2011 since info was not accurate.)*

*Description*

This farmstead is located on the west side of Wyoming Mill Road, north of the village of Wyoming in East Dover Hundred, Kent County, Delaware. The property includes a circa-1840 dwelling with an encased eighteenth-century core and circa-1880, circa-1940, and circa-1990 additions; a circa-1880 stable with a circa-1920 dairy barn addition; a circa-1920 feed house; a circa-1920 silo; a circa-1940 chicken coop; and a circa-1950 garage. The buildings are located on a rectangular parcel that has been subdivided from the surrounding agricultural lands. A gravel drive is located on the north side of the dwelling and leads westward toward the outbuildings.

The dwelling is a two-and-one-half-story L-shaped farmhouse with a side gable orientation. The walls of the entire front block are clad in stucco, while the multiple rear additions are clad in wood, stucco, and vinyl siding. The present-day owner indicates the north block of the dwelling (Period I) dates to ca. 1759. However, the entire front block appears to date with the ca. 1840 Period II south block, which became a sizable addition. Beyond verbal interviews, interior access to the dwelling was not offered during the site visit. Thus, the Period I construction was ultimately renovated and re-constructed, and then incorporated as an addition for the circa 1840, Period II addition.

The overall form today, including the central passage, roof pitch, proportions, exterior end chimneys, and simple transom, suggest a circa-1840 construction date for the entire facade block.

A circa-1880, two-and-one-half-story rear ell clad in beaded clapboard and resting on a brick foundation extends from the west elevation of the Period II front block. This represents a Period III construction phase.

The Period I original block has also been altered and enlarged representing its Period IV changes. Period I is currently stucco-clad and features a contemporary gable dormer on the façade (east elevation) and a three-bay shed-roofed dormer on the west elevation. A circa-1990, one-story, shed-roofed sunroom extends from the west elevation of the front block and addition. The shed dormer and sunroom are clad in vinyl siding. Thus, the ca. 1759 block or Period I construction has been substantially altered. Interior access could not confirm the gable end

chimney's construction and whether alterations to flooring and access to the upper 1/2 floor have occurred.

Lastly, extending from the south elevation is a stucco-clad stepped masonry wall with a shingle-clad cap that serves to screen the air conditioning unit so that it is not visible from the east. Adjacent to the wall, to the east, is a bulkhead door that provides access to the basement level of the main block.

The dwelling's roof is sheathed in asphalt shingles and features stucco-clad interior chimneys at the gable ends. The dwelling is largely lit by double-hung sash vinyl replacement windows with six-over-six inserts, although two double-hung sash vinyl windows with six-over-nine inserts light the first story of the front block. Two-over-two double-hung sash, wood windows light the half-story of the main block and rear ell. A bay window is also located in the west elevation of the rear ell's first story. Inoperable, paneled vinyl shutters flank the façade (east) windows. The three-bay façade of the front block features a paneled wood door in a recessed paneled opening surmounted by a three-light transom. The entrance is accessed via wood steps flanked by a wood railing. A secondary entrance is located in the Period I section and features a four-light paneled wood door that is accessed by two wood steps. A third pedestrian entrance is located in the sunroom, which is lit by groups of three-light awning-sash windows with six-light inserts.

A circa-1950 garage is located west of the dwelling. The frame garage is clad in wood planks and features two plank wood sliding doors in the east elevation. The remaining elevations have been covered in vinyl siding. A paneled steel door is located in the north elevation, and paired one-over-one, double-hung sash vinyl windows light the south elevation. The pedestrian entrance in the north elevation is sheltered by a shed-roofed carport. Historic aerials from 1954, 1961, and 1968 show a structure west of the chicken house that matches the form of the current garage. The same aerials also depict a small structure located where the garage currently stands. It is likely that the current garage was first located west of the chicken house before being moved to its present location and replacing the smaller structure after 1968. The dairy barn complex, located at the western edge of the farmstead, is formed of buildings that span a 40-year time period, including a circa-1880 stable with a circa-1920 dairy barn extending from the east elevation, a circa-1920 feed house, and a circa-1920 silo. The gable-front stable is clad in wood and standing seam metal siding and features a hinged wood pedestrian door and a batten hay door in the west elevation and six-light wood windows in the north elevation. The south elevation was not accessible during the field view.

The two-and-one-half-story dairy barn has a concrete block first story and wood plank upper stories. It could be possible that this barn was reconstructed using timbers from the barn noted in an 1894 deed; however, the interior of the barn was not accessible. The gambrel roof is clad in corrugated metal. Paired batten doors provide access to the dairy barn's interior in the south elevation. Two-light fixed metal windows flank the doorway. A shed roof shelters the south elevation's first story. The frame portion of the south elevation includes a centrally located batten hay door and a frame opening in the gable. Three former openings for the two-light fixed metal windows in the north elevation have been covered in plywood. A wooden Dutch door provides access to the interior in the east elevation. Six two-light, fixed, metal windows light the first story of the dairy barn's north elevation. The upper story of the north elevation is identical

to the south elevation. A circa-1920 feed house, clad in wood planks, is centrally located on the north elevation of the stable. The shed roof is clad in metal sheets. The silo is attached to the northwest corner of the feed house. The dairy barn is now used as a stable.

A circa-1940 chicken house is located on the north side of the driveway, roughly between the dwelling and the garage. The frame structure is clad in wood planks and has an asymmetrical side-gable roof covered in wood shakes. Three openings in the south elevation are covered with chicken wire. A plank wood door in the south elevation provides pedestrian access to the interior. A barnyard located south and west of the dairy barn complex is enclosed within a modern wood board fence. A horse trailer, a food service trailer, a tow-behind recreational vehicle, and two chain-link dog pens are scattered throughout the rear yard. A modern, aboveground swimming pool is located west of the dwelling's rear ell. Numerous manicured shrubs are located around the dwelling's foundation and the yard is dotted with mature trees. A modern split rail fence separates the farm complex from the agricultural lands to the south.

### *Historical Narrative*

Lucy Hastings, the present-day owner of the property, indicated during a field view that a portion of the dwelling dates to ca. 1759. However, deed research prior to 1849 was inconclusive due to vague property descriptions and a lack of prior deed citations in a deed dated March 27, 1849. George P. Fisher, the property owner in 1849, held extensive lands in Kent County, and a search of the Kent County Grantor/Grantee indices did not reveal when or how he obtained the James F. Allee Farm. The present-day dwelling retains a brick front block whose materials, center hall plan, and overall proportions indicate a circa-1840 construction or renovation date.

By a deed dated March 27, 1849, George P. Fisher and his wife, Eliza Ann, of Dover Hundred, Kent County, conveyed a "certain farm whereon William Webb now resides in Dover Hundred" to Samuel Kimmey of Dover in consideration of \$3,000 (Kent County Deed Book Y3:15). Metes and bounds were not provided for this transaction, although it was described as being:

part of the original tract called Millsquare which lies on the west side of the road leading from the Dover and Georgetown Road to the village of Camden and adjoining lands of Doctor William W. Morris on the north, Doctor Isaac Kamp on the west, the mill seat of John R. Richards on the south, and the residue of the original tract called Millsquare on the east side of the Camden Road...containing 112 acres.

Thomas Scharf's 1888 history of Delaware records the original "Mill Square" as a tract of "two hundred and sixty acres lying west of Smyrna, now owned in part by Judge George P. Fisher" (Scharf 1888:1083). Samuel Kimmey's ownership of the portion of the Millsquare tract that includes present-day 203 Wyoming Mill Road is confirmed by Byles's 1859 map of Dover and the surrounding area (Figure 4). This map also shows G.P. Fisher residing at Haleydale, just north of Kimmey's property and west of Hunn Jenkins's land.

George P. Fisher was a well-known individual both in Delaware and in Washington D.C. during the nineteenth century. He was born in Milford, Delaware, on October 13, 1817. He was the son of General Thomas Fisher, the elder Fisher being the only man to be elected as sheriff of both

Kent and Sussex counties twice. Fisher's dwelling at Haleyard, which is no longer extant, served as his father's primary residence after General Fisher finished his last term as sheriff of Kent County. Fisher graduated from Dickinson College in 1838 and returned to Dover to study law under the Honorable John M. Clayton (Scharf 1888:585). In 1840, Fisher married Eliza A. McColley of Milford, Delaware.

Fisher was admitted to the bar in April 1841 at Georgetown and he began to practice law out of his office in Dover. Shortly thereafter, Fisher was elected to the Delaware House of Representatives, and in 1846 he became Secretary of the State of Delaware. In 1849, the Honorable John M. Clayton was appointed Secretary of State by President Taylor. Fisher left Dover to take the role of Mr. Clayton's clerk at the State Department and started making a name for himself as a public servant in Washington D.C. (Scharf 1888:585). He eventually drew the interest of President Taylor himself, who assigned him to travel to Brazil and deal with matters there involving claims of U.S. citizens against Brazil. He performed these duties until 1852 when he returned to Dover to practice law again. In 1855, he started a five-year appointment as Delaware's Attorney General. His success led to his nomination by both wings of the "Peoples Party" for Congress. He was re-nominated by the Republicans in 1862, but his election bid failed. Although his re-election to Congress was unsuccessful, his term while there attracted the interest of President Abraham Lincoln. In 1863, Fisher raised the first Delaware Cavalry to which he was appointed Colonel, though he quickly resigned in March 1863 when President Lincoln appointed Fisher as associate justice of the Supreme Court of the District of Columbia (Conrad 1908:1031). He became a friend and trusted advisor to President Lincoln in matters dealing with Delaware. He held this post until 1870 when President Grant appointed him United States district attorney for the District of Columbia (Scharf 1888:586). He died on February 10, 1899 in Washington D.C. His obituary on page 12 of the Washington D.C. newspaper, The Evening Star, indicates he died of pneumonia at 81 years of age at his residence at 1732 N Street NW.

Although Fisher owned this property until 1849, it is very unlikely it served as his residence. The deed from Fisher to Samuel Kimmey mentions William Webb residing on the farm at the time of conveyance. According to the 1859 Byles map and historical accounts, Fisher's main residence in Delaware appeared to be Haleyard, which was located just north of Kimmey's property and west of Hunn Jenkins's land. (Scharf 1888:585).

A decade later, Samuel Kinney had died, and by the order of the Orphans Court, the farmstead was sold at a public sale to James F. Allee on November 3, 1859 (recited in Kent County Deed Book S5:94). The 1859 deed lists the property as adjoining the lands of George P. Fisher, Levi Clark, and the mill pond and mill property of William P. Lindale. A map of Kent County published in 1868 confirms James F. Allee's ownership of the farm (Beers 1868; Figure 5). James F. Allee (1814-1899) held a number of relatively minor political positions during his life. He was elected a town commissioner for Dover in 1843, 1848, 1849, 1852, 1853, 1854, 1867, and 1868 (Scharf 1888:1051-1052). He served in the Court of Chancery and the Orphans' Court from 1857 to 1862 (Conrad 1908:608). Interestingly, it was during his service to the Orphans Court that he purchased this property at public sale. He also served as the secretary-treasurer of the Delaware Railroad while the railroad was being constructed. James F. Allee also went on to operate a jewelry business, which his son J. Frank Allee eventually took over as his father

became increasingly ill (Reed 1947 vol. III:437-438). The Allees retained the property for several more years before conveying it to Annie M. Barnard, the wife of Daniel Barnard, on November 9, 1874. The Barnards entered into a mortgage agreement with Susan S. Culbreth on December 13, 1874 (Kent County Mortgage Book L1:410). Almost 20 years later, Susan S. Culbreth took the Barnards to court. The 109-acre farm was sold at a public sale on December 12, 1893. Susan S. Culbreth submitted the highest bid of \$2,000. The 109-acre farm included a “large two-story brick dwelling house with kitchen and porches attached; barn, stable, carriage house and other outbuildings, one-story tenant house, peach orchard and other fruits.” The deed was conveyed on April 28, 1894 (Kent County Deed Book P7:257). These orchards are visible on an aerial photograph of the area taken in 1937 but are no longer present in 2010. Of all the buildings referenced in the document, only the dwelling and stable are extant in 2010.

Susan S. Culbreth died in 1899 and by the specifications of her will, the farmstead was conveyed to Cora Lee Snowden Buskirk (Kent County Will Book C2:41). The dairy barn, feed house, and silo were likely erected during Buskirk’s ownership, as they appear on a 1937 aerial of the area. Subsequently, the farmstead passed to Carl B. Scull, Jr., in 1936 (Kent County Will Book V2:314). It was likely during his ownership that the garage, chicken house, and the one-and-one-half-story addition were erected on the property, although aerial imagery suggests the garage was originally located west of the chicken house prior to its current location. Aerial imagery from 1954, 1961, and 1968 show a small structure, which is no longer extant, located where the current garage now stands. At Scull’s death in 1950, the farmstead was vested to his wife, Sarah K. Scull (Kent County Will Book G3:206).

Following Sarah K. Scull’s death on September 29, 1986, the farmstead was vested to her two daughters, Rebecca S. Richardson and Amelia E. Osborne (Kent County Will Book D6:144). The sisters conveyed the farmstead and surrounding agricultural lands to Farm Lands Inc., L.P., in 1987 (Kent County Deed Book L43:194). The deed, which was conveyed in consideration of \$280,000, also included a covenant that restricted the use of the surrounding farmlands from being used for any purpose other than agricultural. Farm Lands, L.P., retained the agricultural lands but conveyed the dwelling, outbuildings, and a 3.23-acre rectangular lot to C. Andrew and Lucy J. Hastings by a deed dated February 28, 1990 (Kent County Deed Book X47:305).

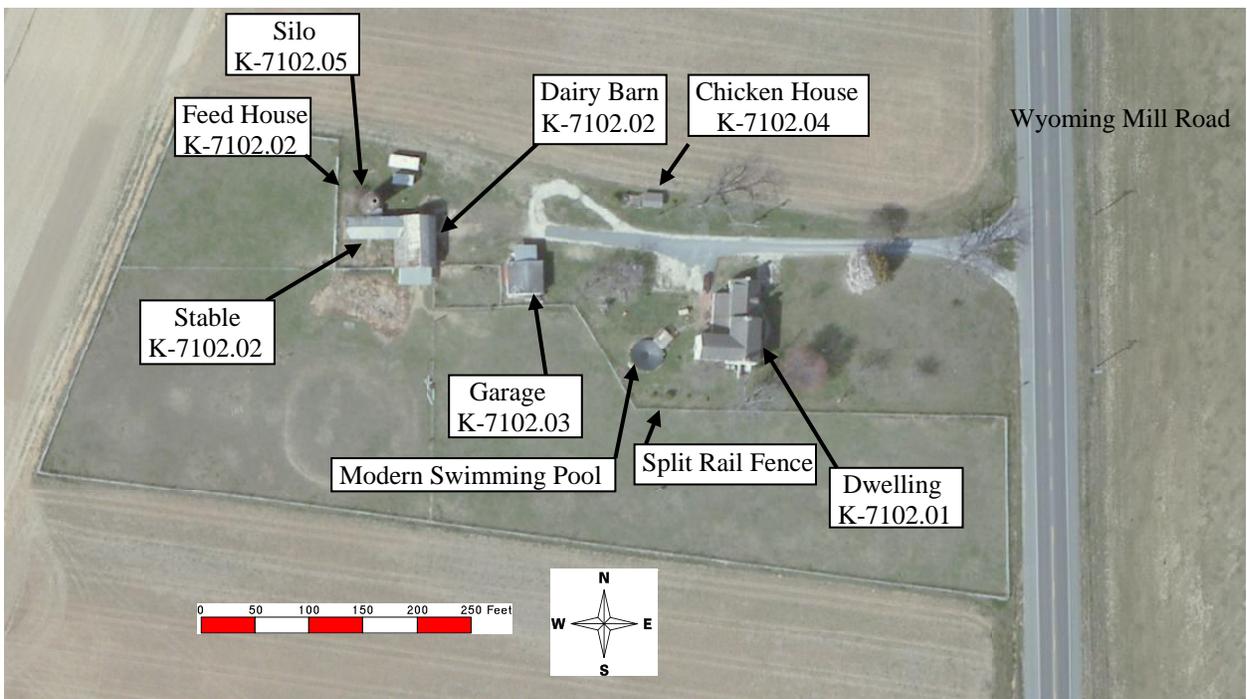
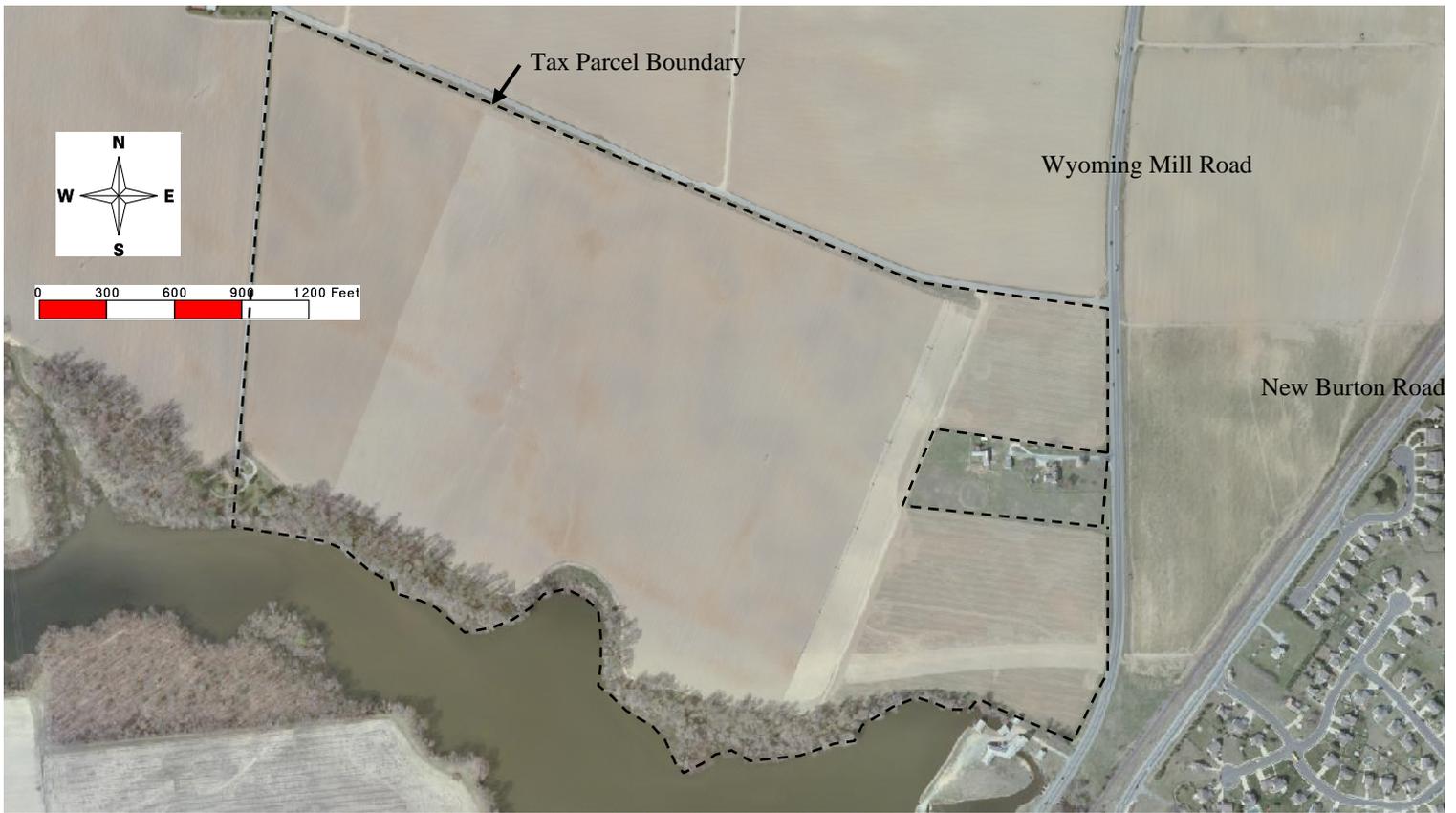
### *National Register Evaluation*

The James F. Allee Farm is an example of a nineteenth-century farm that has lost nearly all of its original outbuildings and was adapted to dairy farming in the twentieth century. Examinations of aerial photography and primary references suggest that the farmstead once included other agriculture-related outbuildings, such as an equipment shed, a carriage house, and an earlier barn, none of which remain extant in 2010. With the loss of the buildings, the farmstead is no longer identifiable as a nineteenth-century farm complex. In addition, those buildings that are extant, including a circa-1880 stable, circa-1920 dairy barn and silo, a circa-1940 poultry house, and a circa-1950 garage, do not enable the farmstead to convey a unified appearance as they are of different ages and materials. In addition, changes into the twentieth century have affected the layout of the farm so that it no longer conveys an identifiable plan or arrangement. The loss of the original outbuildings and farm plan detract from integrity of design, feeling, materials, and association of the overall complex. Further, the property is no longer used as a dairy farm, thereby compromising integrity of association. The present use of the farm is as a horse farm,

with the associated agricultural lands rented out for custom farming. The split-rail fence that runs south of the dwelling is not original to the property. Based on its condition, the fence was likely constructed in recent years as part of the present-day horse farm operations. This fence also serves as a physical barrier between the outbuildings and the surrounding, historically associated farmlands, which are now rented out. Due to a lack of significance and integrity, the James F. Allee Farm is not eligible under Criterion A in the area of agriculture.

The James F. Allee Farm does not represent the contribution of an individual who has played a role in the historic development and/or prosperity of Dover, East Dover Hundred, Kent County, or the United States. Although George P. Fisher, a prominent figure in the history of Delaware, owned the property, he did not occupy the dwelling associated with the farmstead and instead lived at a nearby farm. James F. Allee occupied relatively minor political roles and was not critical or notable to the historical development of the local area. Therefore, the James F. Allee Farm is not eligible for listing in the National Register under Criterion B for association with individuals of historical importance. Under Criterion C, the dwelling and facade has undergone several alterations to both its ca. 1759 Period I and ca. 1840 Period II construction. Additions are attached and rooflines and windows are altered. The circa 1990 sunroom addition to the rear elevation specifically detracts the property visually. The replacement of the original windows with double-hung sash vinyl types with inserts is equally detracting. Parged with stucco and portions vinyl sided, the dwelling is not architecturally significant and lacks integrity of design and craftsmanship, and materials. While the extant outbuildings, with the exception of the circa-1950 garage, retain integrity of design, materials, and workmanship, they are not rare or unusual examples of their type. Therefore, the James F. Allee Farm is not eligible for listing under Criterion C for architecture or agriculture.

The James F. Allee Farm is not eligible under Criterion D (potential to yield information) as it is not likely to yield important information about historic agricultural practices, architectural practices, commodities, land use patterns, production methods, social relations and activities, or agricultural lifestyles. According to a conversation with the owner in 2009, the north block dates to circa-1759 and is constructed of hewn logs. However, the depth and alignment of the window and door openings does not readily reflect log construction. In addition, the exterior walls are clad in stucco or in twentieth-century, beaded board siding. Furthermore, the rear additions and roofline sustained twentieth-century additions or alterations. Due to a lack of integrity and based on exterior investigations only, the James F. Allee Farm dwelling is not recommended eligible as an example of a hewn log dwelling under Criteria C and D. However, if a project should require demolition of the dwelling, a qualified architectural historian should examine the dwelling to determine interior integrity and eligibility under Criterion D for potential to yield information on log construction or other design techniques. This effort was not possible during the course of this study as the interior was not accessed, not did spot elements of deconstruction occur.



Detail from 2007 DelDOT Geomedia. Two tax parcels.

**CRS No. K07102 and K07102.01**



K07102. Photograph 1: James F. Allee Farm, overview looking west. The buildings occupy a narrow rectangular parcel surrounded by agricultural fields.



K07102.01. Photograph 2: Dwelling, south and east elevations, view looking northwest. Note the rear ell is clad in beaded clapboard. All windows are replacements.

**CRS No. K07102.01 and K07102.03**



K07102.01. Photograph 3: Dwelling, north and west elevations, looking southeast. Note the twentieth-century additions extending from the front block and rear ell.



K07102.03. Photograph 4: Garage, south and east elevations. Note the vinyl cladding and replacement windows in the south elevation.

**CRS No. K07102.03 and K07102.02**



K07102.03. Photograph 5: Garage, north and west elevations, view looking southeast. Note both elevations are clad in vinyl siding.



K07102.02. Photograph 6: Dairy barn complex, east and north elevations, view looking southwest. The dairy barn, feed house, and silo date to ca. 1920. The frame stable, extending from the west elevation of the dairy barn (to the right, between the dairy barn and the silo), dates to ca. 1880 and is the only extant outbuilding reference in an 1894 description of the property.

CRS No. K07102.02 and K07102.04



K07102.02. Photograph 7: Dairy barn complex, north and west elevations, view looking southeast. Note the gable-front *circa*-1880 stable (to right) and enclosed barnyard (in foreground).



K07102.04. Photograph 8: Chicken house, west and south elevations, view looking northeast. The three openings in the south elevation are covered in chicken wire. Note the dog pen to the west (left) of the chicken house.

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

This report presents the results of a historic resources survey and determination of eligibility for the West Dover Connector Project. An initial survey and a review of historic resources indicated that there were four historic contexts that would need to be prepared to evaluate the National Register eligibility of resources in the APE: residential architecture, agriculture, transportation, and residential development. Historic contexts and property types were developed for the APE for use in the evaluation of resources constructed by 1961.

Of the 52 resources identified in the APE, one has been demolished (K07638). Eden Hill (K00125) was previously listed in the National Register and two (K01030 and K03205) are recommended eligible for listing in the National Register as a result of this survey (Table 4). The remaining 48 resources are recommended not eligible due to lack of integrity and/or historic significance.

**Table 4: National Register-Listed or Eligible Properties Based on Intensive Level Survey.**

Name/Address	CRS/ Survey Number	Tax Parcel #	Date	NR Eligibility Status
Eden Hill Farm	K00125	2-05-07600-01-1400	ca. 1749	National Register Listed, 1973
Kesselring Farm, 1436 New Burton Road	K01030	2-05-08500-01-0700	ca. 1850	Recommended eligible under Criteria A & C
H. Jenkins House, 400 Webbs Lane	K03205	2-00-08500-02-0501	ca. 1850	Recommended eligible under Criteria A & C

Although sufficient background research was conducted for the National Register evaluation of the Rodney Village residential subdivision as part of this survey effort, a more complete context for post-World War II residential development in the vicinity of Dover is needed. This context could be structured in a similar manner as the subdivision context developed for the City of Wilmington and would build upon *A Historic Context for Dover's Post-World War II Residential Suburban Development with National Register Evaluation for Rodney Village* (Carpenter 2006). Please consult the aforementioned document found in Appendix F for more information regarding this topic.

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

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