

APPENDIX B: FINDING OF NO ADVERSE EFFECT

*SR 26, Atlantic Avenue from Clarksville to Assawoman Canal
Environmental Assessment and Section 4(f) Evaluation*



*U.S. Department of Transportation
Federal Highway Administration*



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December 14, 2007

Mr. Robert Kleinburd
Division Program Manager
Federal Highway Administration
J. Allen Frear Federal Building
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Dover, DE 19904-6726



RE: SR 26/Atlantic Ave. (mainline, Clarksville to the Assawoman Canal); State Contract No. 24-112-12; Federal Aid Project No. ESTP-S026(6); Finding of No Adverse Effect

Dear Mr. Kleinburd:

In following up on e-mail correspondence of November 21, 2007, and subsequent discussion with Delaware Department of Transportation (DelDOT) staff, the DE SHPO would like to offer the following comments regarding the SR 26 mainline project.

This office has reviewed DelDOT's documentation, prepared on your agency's behalf, proposing a finding of No Adverse Effect for the above-referenced undertaking. The documentation contains the minimum information required to support this finding, as stipulated in 36 CFR 800.11(e) of the regulations implementing Section 106 of the National Historic Preservation Act.

The documentation indicates that, pursuant to consultation between DelDOT and the DE SHPO, the Federal Highway Administration has determined that the project will have No Adverse Effect on properties in the Area of Potential Effect that are listed in or are eligible for the National Register of Historic Places. As currently identified, these properties include: the Webb House (Cultural Resource Survey No. S002484); Evans House (S002483); Spring Banke (S00454); Campbell Farm (S09771); Hiestand House (S02439); Banks commercial building (S09766); Hickman House (S-9757); Wolfe House (S09119); Phillips House (S09741); West House (S09115); Townsend Store and Dwelling (S09120); Brown House (S09737); and the Lord Baltimore School (S09133).

The DE SHPO concurs with the finding with respect to these properties. However, after receiving the documentation, the DE SHPO became aware of new information on potential architectural and archaeological resources that may be affected by the SR 26 project, and advised DelDOT as follows:



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Architecture

The University of Delaware Center for Historic Architecture and Design (UDCHAD) was hired by residents of Ocean View to perform a detailed study of their historic resources. UDCHAD defined an historic district, which it views as eligible for listing in the National Register. The historic district boundary proposed by UDCHAD includes contributing elements along SR 26 (see the enclosed list). This proposal contradicts the earlier architectural survey of the SR 26 project area. Based on the 2003 survey by DelDOT's consultant, McCormick Taylor, our agencies had agreed that an eligible historic district may exist in Ocean View outside of the SR 26 project area; further research was necessary to define a district, but such research was beyond the scope of the SR 26 project.

As in 2003, the DE SHPO believes that an eligible historic district can be defined for Ocean View, but finds that UDCHAD's draft report does not fully support the specific recommended boundary. Clarification of how this district boundary was drawn and how properties were determined to be contributing or non-contributing elements is needed. Nevertheless, the DE SHPO wishes to advise that DelDOT's project, as currently designed, will result in demolition or frontage takes from all of the properties on SR 26 that UDCHAD suggested are contributing elements.

Archaeology/Human Burials

Although not cited in the No Adverse Effect documentation, DelDOT's 2004 archaeological survey included testing to determine if burials associated with three cemeteries – Bethel Mariners Church, St. Georges Church, and the Messick Family – existed within the project area. No burial features were found.

However, in November 2007, a contractor working for the Town of Ocean View reported that a human skull was dislodged during installation of a water pipe adjacent to the Bethel Mariners Church cemetery. Based on the 2007 semi-final plans, the SR 26 project limits appear to be close to the reported area of the recent discovery. Therefore, it would be advisable for DelDOT to take additional steps to ensure that no further disturbance of human remains occurs, and thus avoid triggering a review under the State's "Unmarked Human Remains Act" (Title 7 Chapter 54 of the Delaware Code).

Another point of clarification on the documentation: the 2004 survey identified one archaeological site (Parsons Store Site 7S-K-143), but it was recommended not eligible for the National Register.

Given the new information on potential architectural and archaeological resources, the DE SHPO concurs with the finding of No Adverse Effect, with the following conditions:

1. Prior to initiating Right-of-Way acquisition and developing a demolition contract, DelDOT will review the project design to determine if demolitions can be avoided and/or frontage takes can be minimized for the properties in the potential Ocean View historic district, as listed in the enclosure; and

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2. Prior to starting construction, DelDOT will confirm the location and extent of the recent utility work near Bethel Mariners Church, compare it with DelDOT's project plans and the extent of the earlier archaeological survey work, and determine if any additional archaeological survey or monitoring is needed. DelDOT will advise the DE SHPO of its finding. If such survey or monitoring will be performed, DelDOT will consult with the DE SHPO on the scope and timing of the work; and
3. DelDOT's archaeologists shall also review the project plans to ensure that previous surveys have covered the areas to be affected by the construction, including but not limited to areas adjacent to the St. Georges Church and Messick Family cemeteries. DelDOT will advise the DE SHPO of its findings. If additional archaeological survey or monitoring should be performed, DelDOT will consult with the DE SHPO on the scope and timing of the work; and
4. DelDOT will consult with the DE SHPO on finalizing the archaeological survey reports for the project; and
5. DelDOT shall provide the DE SHPO with a copy of the final, signed project plans; and
6. DelDOT shall notify the DE SHPO and other interested parties if any significant changes to the project methods, footprint, materials or design are proposed, and take into account any comments provided by the DE SHPO and/or interested parties prior to implementing such changes; and
7. DelDOT shall consult with the DE SHPO concerning the locations for disposal of project related materials. DelDOT shall ensure that its contractor does not use any such location if the DE SHPO finds that the disposal activity may affect historic properties.

As provided for under Section 800.5(c)(1) of the regulations, the FHWA may carry out the undertaking as planned, taking into account the above-cited conditions. The FHWA must maintain a record of the finding and, on request, provide information on the finding to the public. The FHWA must also reopen consultation with the DE SHPO and other interested parties if the project cannot be carried out as planned (800.5(d)(1)).

Thank you for your consideration of these comments. If you have any questions, please do not hesitate to contact Gwen Davis (at gwen.davis@state.de.us or 302-736-7410), who is reviewing this project.

Sincerely,



Stephen Marz, Deputy Director
and Deputy State Historic Preservation Officer

DOCUMENTATION SUPPORT
FOR
A FINDING OF NO ADVERSE EFFECT

Submitted Pursuant to

36 CFR Part 800.4(d)(2)
and
36 CFR Part 800.5(b)

In accordance 36 CFR Part 800.11(e)

for

SR 26, Atlantic Avenue
From Clarksville to Assawoman Canal
Sussex County, Delaware

State Contract No. 24-112-10
Federal Aid No. ESTP-S026(6)

Prepared
For



Prepared by



Michael C. Hahn, AICP
October 2007

Abstract

This report presents the results of an effects assessment conducted by the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in consultation with the Delaware Historic Preservation Office (SHPO) for the proposed SE 26, Atlantic Avenue, Clarksville to Assawoman Canal in Sussex County, Delaware. Since the undertaking will be federally funded, FHWA seeks to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the implementing regulations contained in 36 CFR Part 800.

This project will make improvements to SR 26 Atlantic Avenue. The existing roadway will be widened to provide one eleven (11) foot lane in each direction with five (5) foot shoulders. A 12-foot center turn lane will be included through the length of the project. Separate right turn lanes will be added at some intersections. The Central Avenue intersection will be realigned and separate right turn and left turn lanes will be added. A traffic signal will be installed at West Avenue. Sidewalks and closed drainage will be provided for much of the roadway segments, primarily through Ocean View and Millville. The work will make improvements that accommodate the area's multi-modal transportation needs.

DelDOT and its project team worked with neighborhood and community officials, schools, local government leaders, concerned citizens, federal and state environmental and cultural resource agencies, and others to develop plans that meet the diverse needs of the community.

The steps to identify historic properties have indicated the following National Register listed or eligible resources are located within the Area of Potential Effects (APE): S-2484, M.O. Webb House; S-2483, Edmund J. and Sadie E. Evans House; S-454, Spring Blake; S-2439, Mark Hiestand House; S-9771, Campbell Farm; S-9766, Russell Banks Property; S-9753 Paul and Margaret McGinn Property; S-9757, Howard Hickman Property; S-9119 Grace D. Wolf Property; S-9741 Blaine T. Phillips Property; S-9120 Townsend Store and Dwelling; S-9115, Ralph and Geraldine B. West Property; S-9737 Mark and Paul Brown Property; S-9133.001 and S-9133.002, Load Baltimore Elementary School.

The Criteria of Effect and Criteria of Adverse Effect were applied to the undertaking. In consultation with FHWA and the SHPO, the results and discussions both on-site and during project review suggested that a finding of no adverse effect was applicable to the project undertaking. Though elements or examples of adverse effects might apply, the undertaking's effects do not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, setting, materials,

workmanship, feeling, setting, or association. The results of that assessment are provided in Table 1 in Section 5 of the document.

The assessment of effects presented in this report determined that proposed improvements to SR 26 will have “no effect” on the following individual resources: S-2483, Edmund J. and Sadie E. Evans House; S-454, Spring Blake; S-9766, Russell Banks Property; S-9753, Paul and Margaret McGinn Property; S-9119 Grace D. Wolf Property; S-9741 Blaine T. Phillips Property; and S-9737, Mark and Paul Brown Property.

Each of these historic properties is significant for its association or representation with events that have made an important contribution to the broad patterns of our history. Other properties may embody distinctive characteristics of a type, period, or method of architectural construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction. The undertakings actions would not alter or involve, directly or indirectly, these physical, location, representative, or functional characteristics. Moreover, results of the identification and evaluation resulted in “no historic properties affected” as “no effect” was defined under 36 CFR 800.11(i).

As a result of the application of the Criteria of Adverse Effect, the following properties will be affected by the undertaking, but the effects is not considered adverse: S-2484, M.O. Webb House; S-2439, Mark Hiestand House S-9771, Campbell Farm; S-9757, Howard Hickman Property; S-9120, Townsend Store and Dwelling; S-9115, Ralph H. and Geraldine B. West Property; and S-9133.001 with S-9133.002, Load Baltimore Elementary School.

FHWA and DelDOT have considered and consulted with the SHPO and the public on alternatives or measures to avoid and/or help minimize effects on historic properties. The undertaking best minimizes impacts and harm to historic properties (and others) by incorporating various minor shifts in the alignment. While shifts to avoid help minimize impacts to one historic property could be achieved at one end, historic properties on the opposite side of the transportation corridor may be impacted or avoided. Taken into account, the physical and main features of a property were considered and best balanced to minimize harm to all properties, particularly historic properties. The proposed transportation improvements take into account various minor geometric shifts in alignment where impacts to certain historic properties were unavoidable. As a result of this minimization effort, a Finding of No Adverse Effect was reached between agencies as far as Section 106 consultation.

With respect to all proposals, avoidance, minimization, and mitigation measures for effects, the DE SHPO has extensively reviewed the project. Plan modifications and changes throughout the project development process reflect the participation of the DE SHPO towards a Finding of No Adverse Effect. All

comments subject to DE SHPO consultation to minimize the effect as much as possible have been incorporated into the final proposed plan. Plans of this undertaking, including any comments provided by the DE SHPO and response to DE SHPO comments are included in Part 6.

1) DESCRIPTION OF THE UNDERTAKING

A. Introduction

This report presents the results of an effects assessment conducted by the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in consultation with the Delaware State Historic Preservation Office (SHPO) for the proposed SR 26, Atlantic Avenue transportation improvement project from Clarksville to the Assawoman Canal, Sussex County, Delaware. Since the project will be federally funded, FHWA seeks to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the implementing regulations contained in 36 CFR Part 800.

The intent of this report is to demonstrate that FHWA has taken into consideration the effects of the project on historic properties and, in consultation with the SHPO, the agency (The Delaware Department of Transportation), has sought ways to avoid, minimize and mitigate effects attributable to the project.

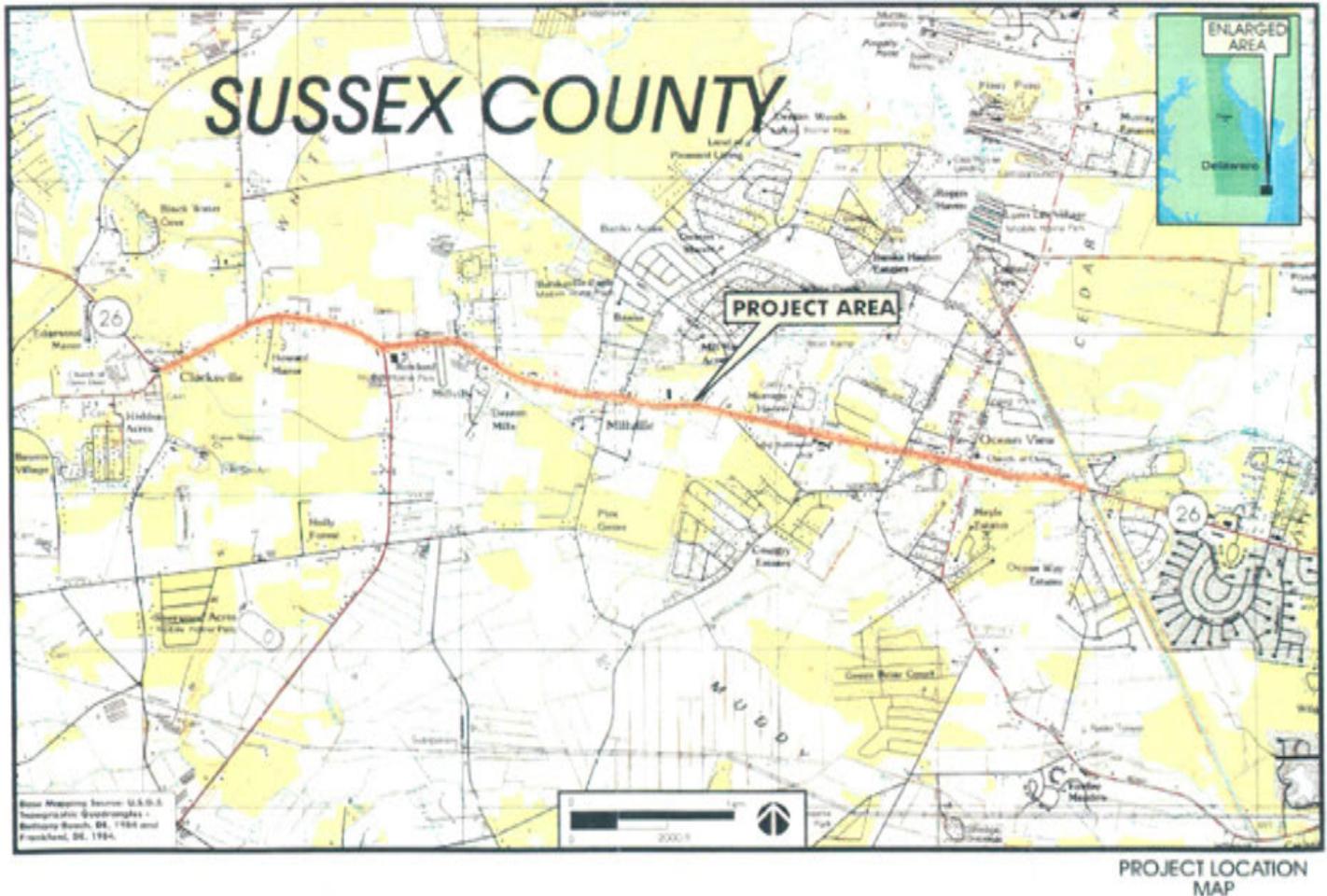
B. Proposed Undertaking Action

The SR 26 transportation improvement project consists of approximately 3.94 miles of existing roadway from Clarksville to the Assawoman Canal. The typical section of the roadway currently exists of one lane in each direction with varying shoulder width. The project will make improvements to SR 26 Atlantic Avenue. The existing roadway will be widened to provide one eleven (11) foot lane in each direction with five (5) foot shoulders. A 12-foot center turn lane will be included through the length of the project. Separate right turn or a stripped left turn will be added at some intersections or turning movements. The Central Avenue intersection will be realigned and separate right turn and left turn lanes will be added. A traffic signal will be installed at West Avenue. Sidewalks and closed drainage will be provided for much of the roadway segments through Ocean View and Millville and upon other areas near Clarksville. The work will make improvements that accommodate the area's multi-modal transportation needs.

Furthermore, the project is aimed at properly delineating and controlling the many wide-open, unnecessary, and unsafe commercial access points; thus making safer for all modes of travel.

The project limits begin from the intersection of Powell Farm Road and Omar Road at the Saint Georges Church in Clarksville to the Assawoman Canal in Ocean View. Figure 1 illustrates the project area and limits. Part 6 also encloses the project plans for the proposed action.

FIGURE 1 PROJECT LOCATION MAP



The need of the transportation improvements and development of plans to improve SR 26 (Atlantic Avenue) stems from persistent and fast-paced growth that contributes to existing and future traffic congestion on existing roadways and through local neighborhoods. The road is one of the main arteries for the Delaware Beach resort area as is the project area.

Minor and major strips of property acquisition are required throughout the project corridor. This is evident with respect to historic properties. Involving both historic and non-historic properties, various right-of-way impacts vary from sliver acquisitions, full property acquisition takes, permanent easements, and temporary construction easements. No individual historic property will be permanently impacted or fully acquired by right-of-way for purposes of

transportation corridor improvements. Part 4 and 5 of this report will list and discuss the associated level of property impacts and type of effect to each historic resource.

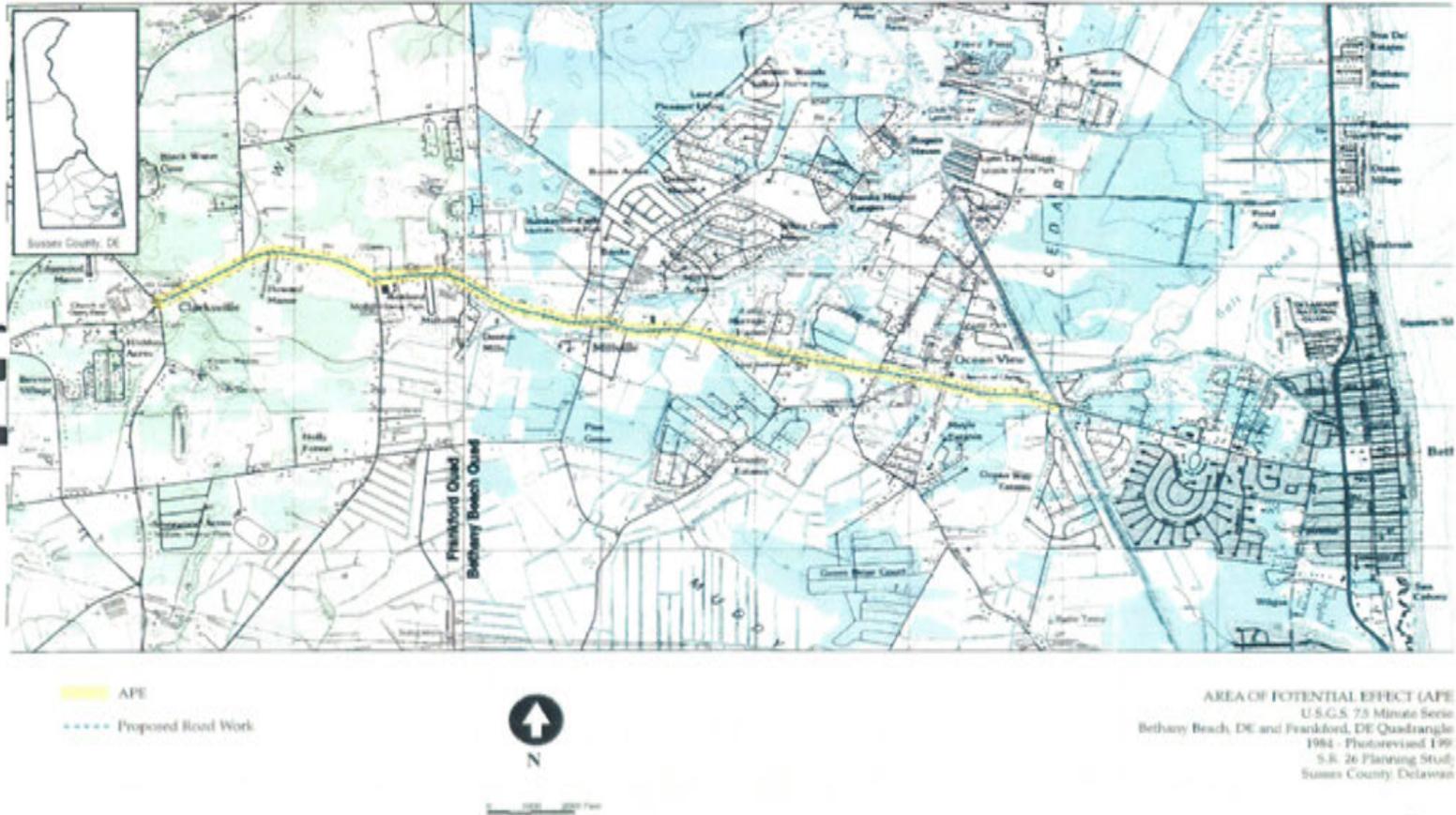
C. Area of Potential Effects

As part of the identification of historic properties, FHWA, in consultation with the SHPO and other Consulting Parties, defined the area of potential effects (APE) for the undertaking. According to Section 106 regulations,

"Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of the historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking".
(36 CFR Part 800.16[d])

The APE for the current project includes the area of temporary construction and permanent disturbance, and stormwater management areas as illustrated in Figures 2. The APE also extends to address the area and adjacent properties to the road in which indirect effects such as visual or audible changes may be experienced by historic properties.

FIGURE 2 AREA OF POTENTIAL EFFECTS



Attached project plans (attached in Part 6), which delineate the limits of construction and adjoining properties, illustrate and locate all properties in the APE.

2) A DESCRIPTION OF THE STEPS TAKEN TO IDENTIFY HISTORIC PROPERTIES

As part of this identification effort, pursuant to 36 CFR 800.4(a)(1), in conjunction with representatives from DelDOT's Environmental Studies Section and the Delaware State Historic Preservation Office (SHPO), the project's Area of Potential Effect (APE) was confirmed based on the current design scheme and supporting operations. For historic resources, the APE included all roadside adjacent properties for above ground resources. This would capture any physical impacts upon the property as well as visual and audible impacts that may indirectly apply.

For purposes of the archeological survey, the APE and efforts to identify historic properties was expanded and determined to consist of lands within all limits of construction. Beyond the roadway corridor itself, this would include proposed stormwater management facilities and/or areas on private property as a result of access modifications.

The cultural resource survey of the SR 26 Project Corridor was conducted in the Spring of 2002 by McCormick, Taylor and Associates, Inc. for DelDOT and the Federal Highway Administration (FHWA) in compliance with the mandates of Section 106 of the National Historic Preservation Act of 1966, Section 106 and 110, as amended; Implementing regulations 36 CFR Part 800; the Federal Highway Act of 1966, as amended; Section 10119(b)(4) of Executive Order 11593. The cultural resource survey was undertaken in consultation with the DelDOT and the SHPO and performed in accordance with the protocols established by DelDOT, the SHPO's *Guidelines for Architectural and Archeological Surveys* (1993), and the Secretary of the Interior's Standards and Guidelines. A Draft Determination of Eligibility Report prepared in July 2003, with a revisions and acceptance from DelDOT/FHWA to the report in December 2003. Though no objection evolved, SHPO eventually provided limited comments towards the final eligibility report during later stages. Considered technical in nature, SHPO comments were taken into consideration.

Archeological background information and field investigations were undertaken by McCormick, Taylor and Associates, Inc. and Skelly and Loy, Inc for DelDOT in a series of stages and scope tasks beginning in 2002 through 2006. Background planning efforts, field investigations, and results concluded that no archeological resources, historic, pre-historic, or burials, potentially exist in the projects APE. Background analysis and field-testing results were submitted in series of reports to DelDOT and the SHPO. No further

recommendations and measures are proposed. Thus, archeological resources or its potential impacts will not be discussed further in this report.

The purpose of the historic structures survey was to identify all buildings and structures, fifty (50) years in age or older, situated in the APE. Studies and background research information conducted in the APE resulted in the identification of one (1) property already listed in the National Register of Historic Places (NRHP), twenty-nine (29) inventoried and identified properties, and two (2) non-eligible properties per a previous 1999 cultural resource study. The listed property is S-454, Spring Banke and was listed in the NRHP on 1976. In April of 1999, Louis Berger and Associates, Inc. determined with DelDOT and the SHPO that two (2) properties in the SR 26 APE were not eligible at the intersection of SR 26 and SR 17 near Millville. These two properties are/were known as the S-2478, C.J. Raubacher House and S-9148, Shore Deal Auto Property.

Field survey in the spring of 2002 resulted in the identification of eighty-two (82) resources meeting the fifty (50) years or older requirement for historic evaluation within the APE. The National Register Criteria for Evaluation were then applied to all previously and newly identified resources and three (3) potential liner village districts for Clarksville, Millville, and Ocean View. In all, 114 total historic stranding structure properties were evaluated.

Conclusions from the revised and final National Register Determination of Eligibility Report concluded that fifteen (15) properties were found and recommended eligible. One property, S-454, Spring Banke was already listed to the National Register of Historic Places. Of the 15 National Register eligible/listed properties, one property S-9121 Pearl G. Robinson House at 212 Atlantic Avenue (or tax parcel 1-34-12-411.00) has been removed since the completion and identification stage as well as the effects determination.

The current listed or eligible properties currently extant include:

- S-2484, M.O. Webb House – located southeast of SR 26 and Omar and Powell Farm Road under tax parcel 1-34-11-192.00
- S-2483, Edmund J. and Sadie E. Evans House – located northeast of SR 26 and Omar and Powel Farm Roads under tax parcel 1-34-11-158.02
- S-454, Spring Blake (National Register Listed) – located on the north side of SR 26 and east of Irons Land under tax parcel 1-34-11-172.00
- S-2439, Mark Hiestand House – located east of Diane Road intersection and SR 26 under tax parcel 1-34-11-182.00
- S-9771, Campbell Farm – located on the north side of SR 26 under tax parcel 1-34-11-171.00

- S-9766, Russell Banks Property – located on the south side of SR 26 under tax parcel 1-34-12-14.00
- S-9753 Paul and Margaret McGinn Property – located at 518 Atlantic Avenue under tax parcel 1-34-12-354.00
- S-9757, Howard Hickman Property – located at 509 Atlantic Avenue under tax parcel 1-34-12-50.01
- S-9119 Grace D. Wolf Property – located at 338 Atlantic Avenue under tax parcel 1-34-12-400.00
- S-9741 Blaine T. Phillips Property – located at 324 Atlantic Avenue under tax parcel 1-34-12-404.00
- S-9120 Townsend Store and Dwelling – located at 318 and 320 Atlantic Avenue under tax parcel 1-34-12-405.00
- S-9115, Ralph and Geraldine B. West Property – located at 307 Atlantic Avenue under tax parcel 1-34-12-164.00
- S-9737 Mark and Paul Brown Property – located at 404 Atlantic Avenue under tax parcel 1-34-12-287.00
- S-9133.001 and S-9133.002, Load Baltimore Elementary School. – located at 120 Atlantic Avenue under tax parcel 1-34-12-424.00

3) A DESCRIPTION OF THE AFFECTED HISTORIC PROPERTIES

The steps to identify historic properties have indicated that the resources are illustrated in Figure 3 are either listed in or eligible for the National Register of Historic Places and are located within the APE for the proposed undertaking. Each property is addressed and described in the discussion below.

- S-2484, M.C. Webb House – located southeast of SR 26 and Omar and Powell Farm Road under tax parcel 1-34-11-192.00

The M.C. Webb House was built circa 1880. It is a two and ½ story, five bay, asbestos-clad I-house dwelling with vernacular Gothic Revival detailing and an asphalt-shingle cross gable roof with



a brick foundation and full width front porch.

The house features its original full width front porch, its original fish scale shingles along the front façade in the gable peak, arch windows, corbelled brick chimney, and original wood sash windows – all anticipated physical characteristics for eligible I-house with Gothic Revival detailing. The M.C. Webb House therefore retains both integrity and significance as an I-house property with vernacular Gothic Revival detailing.

The M.C. Webb House is recommended eligible for the National Register of Historic Places under Criteria C: architectural significance as an I-house property type with vernacular Gothic Revival detailing. The dwelling's Gothic Revival-style detailing exhibits good integrity of design, workmanship, and materials, and remains true to its vernacular I-house form.

The period of significance for the M.C. Web House is circa 1870 to 1885, the date of original construction for the main dwelling. The dwelling and small mixed barn and corn crib are contributing features, while a modern animal stable and small barn are not contributing features to the resource because they were either moved to the property or constructed well after the period of significance.

- S-2483, Edmund J. and Sadie E. Evans House – located northeast of SR 26 and Omar and Powel Farm Roads under tax parcel 1-34-11-158.02

The Edmond J. and Sadie Evans House (historic builder) is a two and ½ story, three-bay wood shake shingle clad vernacular I-house with Colonial Revival detailing, with an asphalt-shingle, side-gable roof with a one-story addition seed to the west end façade and a port cochere located to the east façade.



According to the historic background, the dwelling is a circa 1872 three-bay vernacular I-house that was converted to the Colonial Revival style with the addition of side wings and porte cochere c.1932. Prior to the 1940's, the former owners (Evens and McLaughlin families) engaged in small-scale strawberry cultivation on the property. Today, the dwelling is situated on a smaller lightly wooded 0.25 acre parcel of land.

The circa 1872 dwelling was originally a two story, five room dwelling with a lean-to kitchen and a small front wood porch, much different from the

vernacular Colonial Revival form seen presently. Inside the interior wall remain lath and plaster, and the floors are heart of pine. Interior doors are solid pine panel with glass knobs. Despite the renovations in circa 1931, many original materials remain. The eight-over-eight wood sash windows one located on the front façade of the house have been moved to the rear façade; the original wood staircase was reused, and the former front door now functions as the rear entry.

To the north of the main building is a one-story, three-bay, vernacular guest cottage with a front gable roof. According to the current property and homeowner, this dwelling was originally built as a garage in the early 1930's, but was converted into a guest cottage.

The Evans dwelling, once an I-house form, features characteristics associated with potentially eligible vernacular I-house dwellings with Colonial Revival detailing under Criteria C. The dwelling features a porte cochere, Georgian-style entry, and a double-hung wood sash eight-over-one divided light windows, with a cedar shake exterior, and an enclosed rear porch sited on a lot with mature trees in a suburban-like form, all indicative of the Colonial Revival period. In addition, the house still retains some of the features associated with its previous I-house form: it retains some of its original six over one, and two-over-two double hung sash windows along the second story of the front (south) façade, a corbelled brick interior chimney (now parged); and a cedar shake exterior. While the setting has been compromised by the addition of an in-law suite (former garage) located at the end of the vehicular drive, mature trees flank the front and sides of the dwelling.

The dwelling has integrity of an I-house property type with Colonial Revival detailing, and significance because it illustrates the additive building process over time that occurred with Colonial Revival detailing, and significance because it illustrates the building process over time that occurred with Baltimore Hundred I-Houses. The period of significance of this property is when the property was first constructed, circa 1872 and circa 1932 when the Colonial Revival detailing was added to the dwelling.

- S-454, Spring Blake (National Register Listed) – located on the north side of SR 26 and east of Irons Land under tax parcel 1-34-11-172.00

Spring Blake is a four bay wood frame dwelling that was listed on the national register in 1976. The main dwelling is 2 and ½ stories and resembles a stack house in original design and form. It has been slightly



altered with two bays of 6/6 wood sash windows with shutters, but no original bay entrance. The kitchen addition is 1 and ½ stories and consists of enclosed entranceway and a 6/6 double hung wood sash window that is un-shuttered. End chimneys are centered at gable ends.

Sheathing consists of cedar shingles and horizontal lap board siding. The dwelling is roofed in cedar shingles as well. Some landscaping features such as fencing, shrubs, lilies, and deciduous trees were added over time, which does not reflect its original setting or the dwelling in its historic context as a rural agricultural dwelling. No support outbuildings exist. The setting is more characteristic of a suburban dwelling-like and the legal tax parcel is small. A modern post and rail fence fronts the property with overgrown vegetation.

Taken as a whole, the dwelling's construction and existence exemplifies a well preserved 17th and 18th century farm or tenant house with limited means. The dwelling is listed to the National Register of Historic Places under Criteria C. Although limited research was undertaken with this undertaking and during the National Register listing for this property, the period of significance is 1650-1699 and 1800-1824, making this one of the earliest remaining dwellings in Baltimore Hundred, Sussex County and the entire State of Delaware.

- S-2439, Mark Heistand House
– located east of Diane Road intersection and SR 26 under tax parcel 1-34-11-182.00



The Mark Hiestand house is a circa 1920, one and one-half story, three bay wood shake shingle-clad Colonial Revival Cape Cod style dwelling with an asbestos shingle, side gable roof. The main (north) façade features a central single-leaf entrance with a wood and glazed door that is flanked by tripartite windows with wood 6/6 sashes. The entrance has a pedimented portico supported by Doric columns. The east façade features paired wood windows with 6/6 sashes on the first floor and a one and one-half story wood shake shingle-clad addition with an asbestos shingle gable roof. Its north façade has a tripartite wood window with 6/6 sashes. Both the main block and the addition have a rakes cornice. The west façade features a rebuilt brick exterior end chimney and paired vinyl and single wood windows. A modern (c.1995) wood deck and detached studio outbuilding is seen off the rear (south) façade. The dwelling lies on a partially landscaped lot and is set back approximately 150 feet off SR 26.

The dwelling has relatively few alterations and is in good condition. Outbuildings present area also generally in good condition and only need continuing maintenance.

The property is significant under Criterion C as a relatively intact example of Colonial Revival/Cape Cod architecture along the State Route 26 corridor in Sussex County, Delaware. Although the property contains several outbuildings and some level of subsistence farming may have been conducted on the property in the past, the significance of the Mark Hiestand House does not derive from any agricultural association, but from its Colonial Revival architecture. The period of significance for this dwelling is the time period in which it was constructed, circa 1910-1925.

- S-9771, Campbell Farm – located on the north side of SR 26 under tax parcel 1-34-11-171.00

The Campbell Farm is situated on a larger agricultural lot than its surrounding area. Overall the integrity of this farmstead is good owing to the presence of a main dwelling, agricultural outbuildings, and fields.



The main house is a two and one-half story, five-bay, vinyl-clad, Gothic Revival building with an asphalt-shingle cross-gable roof. The main façade (south) has an enclosed porch. To the rear (north) of the dwelling lies a rear ell with a side-gable roof; one story additions with shed roofs have been added to the east and west facades. This main dwelling serves as a contributing feature to the agricultural complex.

A number of support outbuildings, some modern, exist on the property. Most secondary structures are contributing features of this agricultural complex.

To the north of the main building is a one-story small barn/corncrib that features plank walls and a front gable asphalt-shingle roof. This building is may be considered distinctive on its own.

To the north of the main house, beyond the corncrib and vehicle shed, lies an elongated, metal-clad chicken hatchery house with a gable roof. The east façade features a single-leaf entrance with a flush door at its southern end and a one-story addition with a gable roof extending from the north. A metal conical silo lies each of the chicken house.

As a statement of significance, the property under Criteria A continues operating in an agricultural capacity with the presence of Allen's Hatchery and is one of the few remaining examples along the State Route 26 corridor. The new late twentieth century buildings associated with the hatchery illustrates the changing agricultural pursuits of local farmers. Though still an active chicken farm, the period of significance is 1885 to 1940.

- S-9766, Russell Banks Property
– located on the south side of SR 26 under tax parcel 1-34-12-14.00

During the time of the architectural survey and evaluation, the main building of the Russell Banks property serves as a commercial service station. The circa 1930's building is a two and one-half story, four bay, concrete block, colonial Revival building with an asphalt-shingle gable roof. The main (south) façade features, moving east to west, a single-leaf entrance in one bay, two fixed single light-commercial windows in two and three, and a single-leaf entrance in bay four. The second story has wood 1/1 windows; the gable also has a wood 1/1 window. The east façade has an irregular fenestration pattern; the south facade has a single-leaf entrance with a flush door to the east and two wood 1/1 windows in the gable peak.



To the west of the main building is one-story, concrete block, icehouse with an asphalt-shingle, front gable roof. The main (south) façade has a single-leaf entrance with a flush metal door, the east and west facades are unadorned.

The Russell Banks property is recommended eligible for the National Register of Historic Places under Criterion A. As stated by the current/former owner, the building was originally operated by Floyd McGee as a Studebaker car dealership. It is not certain when it was converted to a gas station (now pet a care center); although the owner surmised that it was before 1960. Owing to the property's direct association with the growth and development of the automobile (and subsequent urban growth of communities along SR 26) as a dealership and as a gas station, the property is eligible under Criterion A. Increased mobility, development of the state road system, and subsequent commercial development serve as historic themes associate with this building.

Elements on the Colonial Revival style building are evident on the rectangular block constructed of masonry, the gable roof, the decorative quoins, and a raked cornice. Most of the materials have remained unchanged and the workmanship remains evident. Even though the main building is vernacular

construction, the property maintains integrity of location, design, feeling and association as a commercial transportation related property. Its setting has been altered by the introduction of a trailer home and a contemporary aluminum-clad building adjacent to the main block. However, its unadorned style has always been commercial, yet, it has blended in well with its residential surroundings.

- S-9753 Paul and Margaret McGinn Property – located at 518 Atlantic Avenue under tax parcel 1-34-12-354.00

The Paul and Margaret McGinn dwelling is a two and one-half story, three bay, vinyl-clad dwelling/commercial property with an asphalt-shingle, cross-gable roof.



However, what makes this property interesting is its small barn/garage located towards the rear of the property.

This small barn/garage is constructed of wood and has a standing-seam metal front gable roof that is steeply pitched. The main (north) façade has a central double-leaf vernacular entrance with a board and batten door. To the west of this entrance is a double-wide single leaf entrance with a hinged board and batten door. Above the central entrance is a wood board hay door. The building is approximately 30' by 35'.

Built circa 1920, the vernacular small barn/garage is eligible under Criterion C as a distinctive example of its type. It maintains good integrity of materials and workmanship. The barn is representative and maintains association to Victorian farmsteads that convey careful definition of space. As a mixed use barn, the building provided storage of farm implements, wagons, plows, as well as draft animals, feed, and grain storage. Today, many of the smaller barn structures have been converted into vehicular garages, and storage spaces. This building is evident of this trend.

- S-9757, Howard Hickman Property – located at 509 Atlantic Avenue under tax parcel 1-34-12-50.01

The Howard Hickman House is a circa 1925 one and one-half story,



three bay, aluminum clad Craftsman building with an asphalt-shingle cross gable roof. The main (south) façade features a central entrance with a wood door flanked by wood 4/1 windows. The muntins are arranged vertically. An extended roofline rests on square posts, forming a porch along the full façade of the first floor. On the north and south facades, there are gable roof dormers with cornice brackets and a tripartite window. Each tripartite window contains a 4/1 double hung sash. The east façade has an irregular fenestration pattern of single, paired, and tripartite wood windows with 4/1 double hung sashes. A brick exterior end chimney is also evident. The west façade has an irregular fenestration pattern of single and paired wood 4/1 double hung sashes.

To the west is a one-story, three bay, metal clad work shed with a corrugated metal front-gable roof. The main (south) façade has a central vehicular entrance. Its east end is characterized with a single leaf pedestrian entrance; the west is a wood 8/8 double-hung sash window. It dates to approximately the same time period as the dwelling.

The dwelling is significant under Criterion C as a relatively intact example of the Bungalow building type in Sussex County, Delaware. The Period of Significance is circa 1925, when the house was built.

The dwelling and adjacent work shed are contributing elements within the property. The dwelling still exhibits traits of Bungalow massing and serves as a distinctive example of its style. In addition, the dwelling retains its original windows, exposed rafter tails, and decorative brackets indicative of the Craftsman style. Although the integrity off feeling (and setting) has been altered or compromised by increased commercial, conversion or residential, and modern development along State Route 26, the property maintains integrity of location, design, setting (as roadside architecture), materials, workmanship, and association.

- S-9119 Grace D. Wolf Property – located at 338 Atlantic Avenue under tax parcel 1-34-12-400.00

The Grace D. Wolf dwelling is a two and one-half story, seven-bay, clinker brick, Colonial Revival dwelling with a paneled wood glazed door, fluted pilasters, and an arch-head surround. Wood sash 6/6 double hung windows flank the entrance. The second floor features seven bays of the same window. The east façade has a one-story enclosed with decorative wrought iron coverings



the corner piers, a flat roof, and a Chinese latticework wood balustrade. There is a real ell of the same material with similar fenestration and an exterior brick chimney at its southern end. This dwelling is exceptionally large in scale when compared to other, more modest residential dwellings of seen along SR 26. The dwelling is set back from the road on a slightly wooded and contemporary landscaped lot.

To the south of the main building are one and one-half clinker brick and asphalt-shingle front gable roof and a wood cornice and a partial return. The main (east) façade has two vehicular entrances with paneled roll-down doors. There is a wood sash 6/6 window in the gable peak. The north façade has a single-leaf entrance with a flush door. Based on similar physical appearance of the main house, the garage was constructed circa 1941.

A brick and concrete knee (non-contributing) wall is seen north of the driveway entry and east of the dwelling, facing Dukes Drive. It was likely constructed during the mid 20th century.

According to the current homeowner, Grace D. Wolf, her father, Harry Dukes, renovated the house in 1941. Previously, the house was a duplex, shared by her family and several widow aunts. According to Grace Wolf, her grandfather from Bayard, Delaware, originally built the dwelling circa 1850. In 1941, her father, Harry Dukes, tore the building down to its wood frame, moved the dwelling south approximately 12 feet, and reconstructed the entire building of clinker brick.

The Grace D. Wolf House is significant under Criterion C as a relatively intact and excellent example of Colonial Revival architecture and clinker brick construction along the Route 26 corridor in Sussex County, Delaware. The property exhibits many of the defining elements of the later (circa 1905-40) examples of Colonial Revival-style dwellings in Baltimore Hundred. The dwelling is balanced, with a seven-bay front façade and central door with fluted pilasters and an arched pediment. The side gable roof is also consistent with the style in this period. The cornice returns, Chinese railing on the rear roof porches, screened side porch, and suburban feeling of the lot all add to the illustration of Colonial Revival style architecture in this area. The house retains integrity of design, materials, workmanship, location, setting, feeling, and association, with little alteration to its c. 1941 construction in spite of the fact that the original c 1850 I-house has been completely renovated and moved a few feet from its original foundation. The period of significance for this dwelling is c. 1850, when the dwelling was initially constructed, and c.1941, when it was moved and renovated.

- S-9741 Blaine T. Phillips Property – located at 324 Atlantic Avenue under tax parcel 1-34-12-404.00



The circa 1860 Blaine T. Phillips house is a two and one-half story, three bay, aluminum clad, Gothic Revival building with a cross gable, asphalt-shingle roof with a partial return cornice. The main façade (north) features a full-width screened-in one-story porch with a wood trim and an asphalt-shingle hipped roof. The second floor has wood two-over-two windows flanked by faux louvered shutters. There is a rounded-arched window in the gable peak. The east façade features two bays of wood two over two windows on the first and second floors and two fixed light windows in the gable peak. The east façade of the two and one-half story rear ell has the same windows on the second floor and an enclosed one-story porch with the same wood detailing as on the main façade. It also features a one-story shed roof addition. The west façade features the same fenestration on the main block as the east façade. There are interior brick chimneys on the east and west ends of the main block and in the southern end of the rear ell.

To the south of the house is a c. 1925 two-story, one bay, asbestos-clad, front-gable garage. The first floor of the main (north) façade has a vehicular entrance with a metal roll-down door. This building, however, is non-contributing. Other noncontributing buildings extant on the property consist of a one-story shed, an animal shelter facility, and a wood frame chicken house.

The Blaine T. Phillips property is eligible for the National Register of Historic Places under Criterion C. The dwelling meets many of the criteria to be considered as an eligible I-house plan executed in the Gothic Revival style. The dwelling is symmetrical, two and one-half stories, and three bays wide. In addition, it features a central cross-gable, corbelled brick interior chimneys, 2/2 wood windows, and a screened-in wood frame porch that extends across the full first floor of the main façade. The dwelling retains integrity of location, setting, design, feeling, materials, workmanship, and association with residential development in Sussex County, Baltimore Hundred.

- S-9120 Townsend Store and Dwelling – located at 318 and 320 Atlantic Avenue under tax parcel 1-34-12-405.00



The Townsend dwelling, itself, (above left) is a two and one-half story, three bay, aluminum-clad, vernacular Victorian dwelling with and asphalt-shingle, cross-gable roof and brick foundation. The main (north) façade has a single-leaf entrance flanked by faux louvered shutters in its westernmost bay; the easternmost bay has a bay window with three wood sash 1/1 windows. The second floor has three wood sash 1/1 windows flanked by faux louvered shutters. In the gable peak there is one wood sash 1/1 window. The east façade has one wood sash 1/1 window on the first and second floors of the main block; the rear cross gable has a two-story bay window with three wood sash 1/1 windows and a fixed diamond-shaped light in the gable peak. The west façade of the main block has a fixed diamond-shaped window on the first floor and a wood sash 1/1 window in the second floor; the cross gable has the same fenestration as the east façade. Faux louvered shutters flank the windows on each façade. The residence dates to the late 19th or early 20th century. The main building is a contributing resource within the property

South and southeast of the main building two mixed-use barns are present and a single one-bay, weatherboard-clad corncrib. The corncrib and one of the barns may have been moved to the property at a later date. All three are believed to be built during the early 20th century and all three are contributing resources within the property.

East of the main dwelling is a second house converted for commercial use (above right). This is a two and one-half story, three bay, weatherboard-clad, vernacular building with an asphalt-shingle front-gable roof. The main (north) façade features a central double-leaf entrance with glazed doors flanked by two one-light picture windows. A fourth bay with a fixed picture window was created by a one-story addition on the east façade. A one-story shed roof porch support by metal poles extends across the four bays. The second floor on the main block has two wood sash 1/1 windows and the gable peak has one wood sash 1/1

window. The east façade has an irregular fenestration pattern of wood sash 1/1 windows. The west façade has an irregular fenestration pattern of wood sash 1/1 windows and a single leaf entrance with a wood door. The stuccoed interior chimney is best seen from this façade rising from the ridgeline. A painted sign proclaims this building once functioned as the E.B. Phillips General Store in Millville, Delaware. The building is also a contributing resource within the property.

A general store with separate residence was a common feature in communities of Sussex County throughout the late nineteenth and early 20th centuries. The general store, itself, served as a commercial center for isolated and rural communities, and frequently served in additional capacities, such as post offices and private residences. The defining characteristics of the general store include original store-front windows, store front awnings, and window signage. The Townsend store and dwelling is recommended eligible for the National Register of Historic Places under Criteria A and Criteria C. Historically, the Townsend (most recently the E.B. Phillips) Store functioned as a hub of commerce for the town of Millville, Delaware. One of a handful of general stores that once operated in the Millville vicinity, the Townsend store and dwelling is a relatively unaltered property that retains much of its original feeling, materials, setting, and association as a general store and family residence that it had in the early 20th century. While the Townsend (E.B. Phillips) store is currently not in use, it retains its original store-front awning, window signage, and location close to Route 26/Atlantic Avenue, and represents the development of rural retail outlets during the late 19th century and early 20th century in southern Delaware.

Although the town of Millville has lost much of its feeling as a linear village due to demolition, infill, and modern alterations/additions, the Townsend store and dwelling stand as a lone example of what the “downtown” area of Millville once functioned as during the early to mid-20th century. As such, the Townsend (E.B. Phillips) Store is nonetheless significant for its vernacular architectural style. Both the store and the corncrib located south of the main dwelling are free of significant modern additions, or unsympathetic alterations, retain their original materials, workmanship, and setting, and are one of the few remaining examples of their kind within the town limits of Millville, Delaware.

- S-9115, Ralph H. and Geraldine B. West Property – located at 307 Atlantic Avenue under tax parcel 1-34-12-164.00

The Ralph H. and Geraldine B. West house is a circa 1939, two and one-half story, three-bay, clinker



brink, Colonial Revival dwelling with an asphalt-shingle, side-gable roof and a dentilled cornice with a partial return. The main (south) façade features a projecting central single-leaf entrance with a wood and glazed door and a pedimented portico supported by square wood posts. Flanking the entrance there are paired wood sash 6/6 windows. All the windows have brick soldier course lintels and wood sills. The second floor has single wood 6/6 windows. The east façade has a one story screened-in porch with a decorative wood tracery. The second floor has wood sash 6/6 windows and the gable peak has one wood half-lunette window. All the windows have brick soldier course lintels and wood sills. An exterior end brick chimney rises from this façade. The west façade has a one-story brick-enclosed porch with single and paired wood windows with 6/6 sashes and a dentilled cornice; a modern wood deck has been added along the first floor. The second floor has a wood sash 2/2 window flanked by wood 6/6 sash windows. The gable peak has a paired wood sash 6/6 window. All the windows have brick soldier course lintels and wood sills. The dwelling is set back approximately 150 feet from Route 26 and the surrounding buildings are a mixture of residential (modern) and commercial (mostly modern).

During the time of the nomination, the current homeowner (Geraldine (Gerry) West, this dwelling was constructed (circa 1939) by the McCabe family of Millville. Few changes have been made to the interior or exterior since it was consulted and occupied.

To the west of the main building is a one-story, two-bay wood shakes shingle-clad, commercial building with an asphalt-shingle, front gable roof. This building is a non-contributing building on the property.

To the west of the main dwelling on an adjacent tax parcel (1-34-12-163.00/S9116) is a circa 1932 one and one-half story, three-bay, wood shake shingle-clad building with an asphalt-shingle, side gable roof. The main façade has a central double-leaf entrance with sidelights. A modern wood deck addition wraps around the front and ends at a shed-roof entrance. The rear façade has a central single leaf entrance and vinyl sash 1/1 windows. This building once functioned as a chicken feed house according to Geraldine (Gerry) West and was part of the West property before it was subdivided and sold off. Presently, it is no longer associated with the Ralph H. and Geraldine B. West House, but serves as a retail store for Lord's Landscaping business. Beyond the weight scale located in front of the building and SR 26 all of the former feed house components have been removed.

The Ralph H. and Geraldine B. West House is significant under Criterion C as a relatively intact example of a Colonial Revival architecture and clinker brick construction along the Route 26 corridor in Sussex County, Delaware. The Period of Significance for this dwelling is the time period in which it was constructed, circa 1939. The dwelling retains both integrity and significance, specifically, may defining elements of the later (circa 1905-1940) examples of

Colonial Revival-style dwellings in Baltimore Hundred such as paired multi-pane windows, a side gable roof, a side screen porch, and Adam-style portico, and a dentilled cornice. Furthermore, the house retains its original frame windows, entrances, and clinker brick exterior. Few changes had been made to the exterior of the dwelling since it was constructed. The lot exhibits a suburban feeling with a paved driveway and mature trees. The wood deck constructed along the rear (north) façade detracts only slightly from the integrity, as does the commercial development setting evident to the west and northwest of the property. Overall, the dwelling maintains integrity of design, materials, workmanship, location, feeling, and association. As a result, the Ralph H. and Geraldine B. West House is an excellent example of the Colonial Revival style and clinker brick construction in Baltimore Hundred, Sussex C

The former feed house associated with the West house has been highly altered and lies on a different tax parcel. The former feed house (now modern landscaping business) is not individually eligible or contributing to the eligibility of the Ralph H. and Geraldine B. West House.

- S-9737 Mark and Paul Brown Property – located at 404 Atlantic Avenue under tax parcel 1-34-12-287.00

The Mark and Paul Brown House is a two and one-half story, three bay asbestos shingle clad, four square plan Colonial Revival building with an asphalt-shingle hipped roof. The main (south) façade of the first floor has a central entrance with a wood and glazed door flanked by wood 4/1 windows with the muntins arranged in a vertical pattern with no crossbar. The first floor has an open porch supported by brick piers and large square wood posts with a recessed screened-in porch with decorative wood tracery. The open porch extends to the west over the driveway forming a porte-cochere supported by the extended and same brick and wood posts. The porch span appears wider than usual but likely extends to accommodate the width of the two-car garage to its north. The second floor has paired wood 4/1 windows with the muntins arranged in a vertical pattern with no crossbar. The roof has a hipped roof dormer with paired wood 4/1 windows with the muntins arranged in a vertical fashion with no crossbar. The first floor on the east façade has two sets of tripartite windows with the same sashes as seen on the main façade. The second floor has two wood single windows with the same sash. The west façade has single and paired wood windows with the same sashes as seen in the main façade. An interior brick chimney rises behind the dormer. The dwelling is a contributing feature of this resource.



To the southwest of the main dwelling is a one-story, two bay asbestos-shingle clad garage with an asphalt-shingle, front gable roof. The main (south) façade has two vehicular entrances with wood doors. The garage is a contributing feature of this resource.

The Mark and Paul Brown House (S-9737) is eligible for the National Register of Historic Places under Criterion C. The main building serves as an example of a Colonial Revival, four-square dwelling in Sussex County, Baltimore Hundred. It features a hipped roof with a hipped roof dormer, a full-width front porch, and original 4/1 windows. The building also exhibits original massing, fenestration and door patterns. The site features some mature trees and a garage that dates to the period of the house. The period of significance for the resource is circa 1925. The property maintains integrity of location, setting, design, and association with residential development and roadside architecture in Sussex County, Baltimore Hundred.

- S-9133.001 and S-9133.002, Load Baltimore Elementary School. – located at 120 Atlantic Avenue under tax parcel 1-34-12-424.00



The Load Baltimore Elementary School is a circa 1931, two-story, fifteen-bay brick institutional school building with an asphalt-shingle side gable roof with hipped roof wings at the east and west ends. It is believed to be a Delaware School Auxiliary Association (DSAA) commissioned building. The school originally functioned as the main high school for the Indian River School District.

The central entrance projects a few feet north of the main block and is one bay wide. On the first floor it has a contemporary double-leaf entrance with aluminum and glazed door with a single light transom above. The central entranceway has a limestone surround with pilasters and a broken pediment. Above the window is an inset plaque with the name of the school. The second story has a wood Palladian window. This entire length of the school has a brick quoins and is capped with a front gable; the wood cornice has partial returns. Above the entrance bay at the ridgeline is a wood square lantern with an oculus and balustrade with urns capped by a wood octagonal cupola with a weathervane. The original section of the building was constructed in 1931, per a date stone on the front façade.

Flanking in the central entrance are two stories and two bays of paired wood windows with 8/8 sashes and paneled wood transoms. Four sets of windows form each of the two bays. Central limestone keystones cap the window on the first floor while the second floor windows abut the wood cornice. A brick belt course runs between the first and second floors. A limestone belt course runs under the first floor windows.

The two-story wings project several feet north of the main block. Each wing forms one bay. The first floor on each end has one set of tripartite arch-head windows with wood sashes. The arches have their original wood infill. A brick belt course lies above the windows and a limestone belt course runs below them. The corners of the wings have brick quoins.

The west façade is three bays deep. The central bay projects a few feet from the main block and is one bay wide. The west façade also has a double-leaf entrance on the ground floor, a wood sash 8/8 window on the first floor, and a wood sash 6/6 window on the second floor. The projection has brick quoins. Flanking on the projection are three pairs of windows where the sashes are the same configuration as on the main façade. A brick belt course runs between the first and second floors; a limestone belt course runs under the first floor windows. The wing of this façade as a one-story flat-roof addition; there is one window in the same style as on the main façade and a brick belt course runs above the window just below the roofline.

To the east of the main building is an Art Deco-inspired two-story, three-bay, brick addition (built circa 1950) with a flat roof. The main (north) façade features a slight central projection with brick quoins in which each of the three bays are contained. The central bay also projects slightly and has paired wood windows with 6/6 sash; a wood panel connects the first and second floor windows. Flanking the central bay are wood windows with 6/6 sash. Each window has a brick jack arch and limestone sills. The roofline has wood coping. The west façade has one bay of single wood windows, one bay of tripartite multi-light windows, and one, two-story, five sided, brick, westward projection. To the west of the addition is a link building (breezeway) to the main building that also spans a driveway. It is brick with a flat roof with an opening on the north side.

To the west of the main building is a two-story, three-bay, brick gymnasium with a segmental arch roof with a partial wood cornice return, built circa 1950, per its date stone. Brick piers delineate the bays and the corners have brick quoins. The east bay of the main (north) façade of this gymnasium has a double-leaf entrance with wood and glazed doors and a wood Colonial Revival surround; on the second floor there is a wood 6/6 window. The central bay has a circular insignia on the second floor and a louvered round opening above it. The west bay mirrors the east bay.

Construction plans under the Delaware State Highway Department's Contract 322 indicate that 5 foot sidewalks existed in front of the school and were built with the original 1931 construction of the main building and along SR 26. The original sidewalk in front of the school/road is a supporting design element that contributes to the property. Sidewalks can be seen in front of many neighboring buildings, but appear to have been replaced in-front of the school and throughout other areas of the pedestrian corridor. However, the sidewalk location and design along SR 26 remains the same in front of the school.

Educational trailers are evident behind the rear of the building (south). They are non-contributing as well as a storage barn.

The Lord Baltimore Elementary School is significant under Criterion A and Criterion C as an educational institution commissioned by the Delaware School Auxilliary Association and Pierre S. du Pont and a Colonial Revival school. The Period of Significance of the Lord Baltimore Elementary School is circa 1931 when the school was initially constructed to circa 1950 (i.e. when the educational wing and gymnasium were constructed). The construction consists with some the early and only remaining pre-fabricated schoolrooms provided by the West Virginia saw mill of Minter Homes Corporation.

Additions were made to the original portion of the school in 1950 for an educational wing and a gymnasium. The school maintains a relatively high degree of integrity, with its restrained Colonial Revival style evidenced by its balanced symmetry, side-gable roof, pedestrian sidewalk and trees, and original materials, design, feeling, and setting, free of unsympathetic modern alterations and additions along the front (north) façade. The Lord Baltimore School also illustrates educational trends in Delaware. While the Lord Baltimore Elementary School is not directly affiliated with the people notable in local, state, or national history, it is nonetheless an important example of a du Pont school, construed by the DSAA in Delaware for Caucasian schoolchildren. The Lord Baltimore School is an excellent example of the building campaign that took place over the entire state of Delaware during the early 20th century to improve the state's educational facilities.

The school is still used for its original purpose, and also maintains its integrity of location, setting, materials, feeling, and setting. The circa 1950 alterations and additions are sympathetic and do not detract from the core building (they add). The main building, wing, and gymnasium are all contributing elements of the property. The property also exhibits landscaping and a suburban feel that are typical of the Colonial Revival style in the area such as the front pedestrian sidewalk and mature trees.

4) A Description of the Undertakings Effect on Historic Properties

Within the application or assessment of effects upon a number of historic architectural properties, the criteria of adverse effect did apply under 36 CFR Part 800.5(a)(1). However, this criteria is not considered adverse 36 CFR Part 800.5(b)(2) to the undertaking.

Regarding the historic properties, the widening/improvements will physically encroach on National Register boundaries for the S-2439, Mark Hiestand House; S-9771, Campbell Farm; S-9757, Howard Hickman Property; and S-9115, Ralph H. and Geraldine B. West Property.

Due to overhead utility adjustments, drainage outfall/piping, and/or sidewalk reconstruction, permanent easements are also needed upon the S-2439, Mark Heistand House; S-9771, Campbell Farm; and S-9737 Mark and Paul Brown Property.

Sidewalk replacements, in-kind and within (or nearly within) the existing footprint and existing right of way will occur to several properties. For the S-9133.001 with S-9133.002, Load Baltimore Elementary School, the sidewalk replacement or alteration in front of the property is relevant towards the historic nomination and function of the facility.

Visual effects apply since the road will be upgraded and improved, while existing utilities will be relocated/adjusted. A sidewalk and a closed drainage system (underground) will be situated or reconstructed in front of many properties. A center turn lane will also be a new transportation corridor element. Most notably, applicable visual effects will occur to properties such as the S-2484, M.O. Webb House; S-2439, Mark Hiestand House; and the S-9120, Townsend Store and Dwelling.

Although not necessarily applicable but important to note, temporary construction easements (TCE's) are needed with respect to S-2484, M.O. Webb House; S-2439, Mark Hiestand House; S-9771, Campbell Farm; S-9766, Russell Banks Property; S-9115, Ralph and Geraldine B. West Property; and S-9133.001 and S-9133.002, Load Baltimore Elementary School. The TCE's are needed strictly to accommodate access for adjacent transportation improvements. Plan details attached to this Finding of No Adverse Effect are included in Part 6.

The center turning lane widening of SR 26 (Atlantic Avenue) and intersection improvements at various locations along the project corridor creates a wider roadway profile in front of all historic properties. Whether new right of way is needed or improvements are within existing right of way, the overall widening may move linear transportation or supporting elements closer to a historic building or contributing feature to a National Register historic property.

However whether its widening for a center lane, new or construction within the existing right-of-way, easements, resurfacing the existing pavement, curbs, drainage, utilities, and/or sidewalk replacement (new or in-kind), this undertaking action, in consultation with the SHPO, will have “no effect” to the following individual resources: S-2483, Edmund J. and Sadie E. Evans House; S-454, Spring Blake; S-9766, Russell Banks Property; S-9753, Paul and Margaret McGinn Property; S-9119 Grace D. Wolf Property; S-9741 Blaine T. Phillips Property, and S-9737, Mark and Paul Brown Property. These National Register historic properties will not be discussed further.

With respect to the physical impact changes that will experience new strip acquisitions, permanent easements, and/or alterations to a historic property, all new construction as well as any visual impacts associated with the proposed undertaking, are not directly adverse for the following individual resources: S-2484, M.O. Webb House; S-2439, Mark Hiestand House; S-9771, Campbell Farm; S-9757, Howard Hickman Property; S-9120; Townsend Store and Dwelling; S-9115, Ralph H. and Geraldine B. West Property; and S-9133.001 with S-9133.002, Load Baltimore Elementary School.

5) An Explanation of Why the Criteria of Adverse Effect Were Applicable or Inapplicable, Including Any Conditions or Future Actions to Avoid, Minimize, or Mitigate Adverse Effects

As described in 36 CFR 800.5 (a)(1) and (2), the Criteria of Adverse Effect has been applied to this undertaking. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling or association. When considering the criteria of adverse effect, DelDOT on behalf of the FHWA, and in consultation with the Delaware SHPO, has concluded that this undertaking does not result in an adverse effect.

The following specific examples of adverse effects under 800.5(a)(2) that did or not do not apply to the undertaking are discussed below.

The following attached summary chart (Table 1) documents the overall impacts:

(i) Physical destruction of or damage to all or part of the property(s)

Regarding the historic properties, the center lane widening improvements will physically encroach on National Register boundaries for the S-2439, Mark Hiestand House; S-9771, Campbell Farm; S-9757, Howard Hickman Property; and S-9115, Ralph H. and Geraldine B. West Property.

Due to overhead utility adjustments, drainage outfall/gutters, or reconstruction of the transportation corridor, permanent easements are also needed upon the S-2439, Mark Hiestand House and S-9771, Campbell Farm.

In consultation with DeIDOT, the Federal Highway Administration, and SHPO our agencies suggests that this physical affect is not considered adverse. The reasons are stated below:

The physical take under 36 CFR, 800.5 (a)(2)(i) will occur, but the character defining features such as location, design, setting, and feeling will be slightly affected by physical alteration and disturbance. However, the location, design, setting, and feeling elements will continue to operate and function no differently than before the undertaking. Setting and feeling elements will not be lost or impacted to a point of severity.

In addition, them main dwelling and/or outbuildings historically contributing and associated to each property are set back from the road and will not be adversely affected.

The physical impacts in this area are a compromising balance for all property impacts, particularly with respect to historic properties. The properties will continue to remain and function as a National Register of Historic Places Eligible Property.

In sum, the physical take under 36 CFR, 800.5 (a)(2)(i) will occur, but no character defining features will be adversely or physically affected. Additionally the contributing elements are setback in distance from the road. No character defining features, such as location, design, setting, materials, workmanship, feeling, and association will be adversely affected or even physically altered or disturbed in relationship with the undertaking.

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR Part 68) and applicable guidelines

The S-9133.001 with S-9133.002, Load Baltimore Elementary School will not be physically altered as a result of this undertaking. However, the original pedestrian design elements of sidewalk placed in front of the school and SR 26 (as originally plotted and installed circa 1931 for the school and road) will be replaced and slightly re-positioned (altered) from its existing footprint. However, the overall circulation and linear pattern will not change. In addition, numerous additions and maintenance replacements have occurred to the same sidewalks that all lie in-front of the school. Sidewalk elements will essentially be replaced in-kind and/or undertaken in a manor that is consistent with the Secretary's of the

Interior's Standards for Rehabilitation. Since compatible and in-kind elements will be incorporated with the undertaking at this property location, the impact alteration effect is not considered adverse.

(iii) Removal of the property from its historic location

The historic properties will retain their historic location.

(iv) Change of the character of the property's use of or physical features within the property's setting that contribute to its historic significance

This application example does not apply to historic properties. The impacted land use area (by acquisition or take) on historic properties will not change the character of the property's use of or physical features within the property's setting that contribute to its historic significance. In addition, within this area there are no physical features within this property's setting that contribute to its historic significance.

With respect to the sidewalk replacement at the S-9133.001 with S-9133.002, Load Baltimore Elementary School, the potential change of a physical feature within the property's setting that contribute to its historic significance does not apply. A rebuilt sidewalk within (and continuing within) the current state right of way with the same relative footprint is not applicable. Plus, the same sidewalk corridor will continue to function as a linear sidewalk element for the property and for the SR 26 corridor. This physical replacement is not a change as the character-defining element (i.e. the linear sidewalk) will always remain and function within a roadside and early school building setting.

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features

Visual effects apply since the road will be upgraded and improved, while existing utilities will be relocated/adjusted. A sidewalk and a closed drainage system (underground) will be situated or reconstructed in front of many properties. A center turn lane will also be a new transportation corridor element. Most notably, applicable visual effects will occur to properties such as the S-2484, M.O. Webb House; S-2439, Mark Hiestand House; S-9757, Howard Hickman Property; and, S-9771, Townsend Store and Dwelling.

However, in consultation with the SHPO, the visual effects upon applicable historic properties may be considered "not adverse". This is because no new features will be introduced beyond what already exists on the property and surrounding area. The visual setting is roadside commercial or residential architecture and this visual element of those properties and their defining features will not change in an adverse fashion. Overall, the slight visual

changes in the undertaking are compatible and will not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. Contributing historic elements of each property are still intact.

No audible changes and atmospheric changes will occur. Noise studies were not required.

- vi) **Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization**

The undertaking will not cause the neglect of the historic properties.

- (v) **Transfer, lease or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance**

Not applicable.

After considering the Criteria of Adverse Effect and applying the above examples to the undertaking, our agency (DeIDOT) has determined the SR 26 transportation corridor improvements from Clarksville to the Assawoman Canal in Sussex County, Delaware to be a No Adverse Effect to historic properties, as stipulated in 800.5(b). The affected properties will retain enough of their historic integrity to convey their significance and remain eligible to and/or listed on the National Register. According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation, to maintain historic integrity, an eligible property will always possess several and usually most of the seven aspects of integrity. The retention of specific aspects of integrity is paramount for a property to convey its significance. This status will not change because of the undertaking.

Continuing through project development and into actual construction, DeIDOT's Environmental Studies will advise the SHPO and FHWA that a change in the scope of the project might require revisiting our finding of No Adverse Effect.

As previously indicated, enclosed are the Semi-Final Construction Plans (revised) for the SR 26 transportation corridor improvements from Clarksville to the Assawoman Canal in Sussex County, Delaware.

6) Copies or summaries of any views provided by consulting parties and the public

DeIDOT and/or SHPO met with several individual property owners during the course of the identification stage, during development of the plans/options, and effect determinations. DeIDOT and SHPO equally visited a number of properties to validate the accuracy of historic information and eligibility recommendations.

In addition, letters were sent by several property owners (and/or meetings arranged) who were not National Register Eligible. Property owners (or members of the public) expressed concern either for the project in general or that their property was not considered eligible for the National Register of Historic Places (or both). DeIDOT agreed to cooperatively work with concerned property owners (and civic leaders) to further minimize the extent of their property impact (National Register or not). For property owners met on site, the SHPO further elaborated on the National Register program and justified why properties are not recommended eligible for the National Register of Historic Places.

DeIDOT also had an extensive public outreach effort. Historic properties and appropriate personnel were in attendance to hear any views of the public. No concerns were ever directly expressed during public workshops or working groups that National Register eligible properties would be affected.

According to the SHPO, the Sussex County Preservation Planner was supposed to provide input into the identification and evaluation of historic properties. During that time, DeIDOT staff attempted to follow-up, but still, no views were ever expressed or documented concerning proposed impacts to known historic properties from the County.

During consultation and coordination with the SHPO, Section 106 eligibility time-lines (both drafts and final eligibility reports) were also graciously extended for the SHPO to review eligibility recommendations. Ultimately comments from the SHPO were received months after given deadlines and continued coordination. SHPO comments were taken into consideration. With this, all input finally received did not change continuing Section 106 consultation and closure for identifying historic properties, effect determinations, design alternatives with the public (including FHWA), and this supporting documentation.

Semifinal construction plans were also provided to SHPO in a series of review sages in 2006 and in 2007 for the criteria of effect. Designs and minimization efforts collaborated between the SHPO and DeIDOT's Engineering staffs were successful to reduce effects, resulting in a Finding of No Historic Properties Affected.

Appendix B: Finding of No Adverse Effect

In sum, DeIDOT and its project team has worked extensively with neighborhood and community officials, schools, local government leaders, concerned citizens, federal and state environmental and cultural resource agencies, and others to develop plans that meet the diverse needs of the community.