

I-95/DELAWARE TURNPIKE PROJECT NEW CASTLE COUNTY, DELAWARE

HISTORIC ARCHITECTURAL INVESTIGATION



prepared for
Delaware Department of Transportation
Dover, DE

by
John Milner Associates, Inc.
West Chester, PA

in association with
Rummel, Klepper & Kahl, LLP
Baltimore, MD

July 2004

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Delaware Department of Transportation
800 Bay Road
Dover, Delaware 19903-0778

by

Courtney L. Clark
Douglas C. McVarish
Wade P. Catts, RPA

John Milner Associates, Inc.
535 North Church Street
West Chester, Pennsylvania 19380

in association with

Rummel, Klepper & Kahl, LLP
81 Mosher Street
Baltimore, Maryland 21217

July 2004

ABSTRACT

John Milner Associates, Inc. (JMA) conducted a historic architectural investigation (including determinations of National Register eligibility) to assist with NEPA and Section 106 compliance associated with proposed Interstate 95 improvements in New Castle County, Delaware. The work was undertaken in association with Rummel, Klepper & Kahl, LLP (RKK) and for the Delaware Department of Transportation (DelDOT).

The area of potential effects (APE) extends to either side of Interstate 95 in New Castle County, Delaware and includes two separate project areas (Figures 1 and 2). The first, associated with proposed replacement of the existing toll plaza, extends from the Maryland-Delaware border on the west to the SR 896 interchange on the east (This portion of the APE originally extended into Maryland; however, due to design revisions, the proposed improvements are now expected to incur entirely within Delaware). The second extends from the SR 1 interchange on the west to the SR 141 interchange on the east. Land use includes suburban residential, agricultural, institutional, light industrial and commercial/recreational. Topography is relatively flat. Wetlands associated with several small streams and rivers dot the APE.

Four properties within the APE were previously evaluated. The Welsh Tract Baptist Church and Parsonage (N-264) was listed in the National Register of Historic Places (National Register) in 1973. The Delaware-Maryland Boundary Monument #81 was listed in 1975. The bridge on Welsh Tract Road (NC-342; N-12612) was included in the statewide bridge survey and determined not eligible for the National Register.

In August 1992, the Delaware State Historic Preservation Office (DE SHPO) issued an eligibility opinion for the Stafford Farm (N-6783). A draft National Register nomination was prepared for the property. However, soon after the draft nomination was prepared most of the farm buildings and structures were demolished, and the property no longer retained the integrity necessary for National Register eligibility.

During the current historic architectural investigation, a total of 27 properties were surveyed. Thirteen of these properties had been previously surveyed (N-13328, N-13343, N-13319, N-13340, N-13342, N-12868, N-12870, N-6783, N-12904, N-1603, N-12907, N-13341, and N-13339), and revised survey documentation was prepared. Of the surveyed properties, two, the Henry L. Churchman House (N-1603) and 180 Welsh Tract Road (N-12868), were recommended as eligible for listing in the National Register.

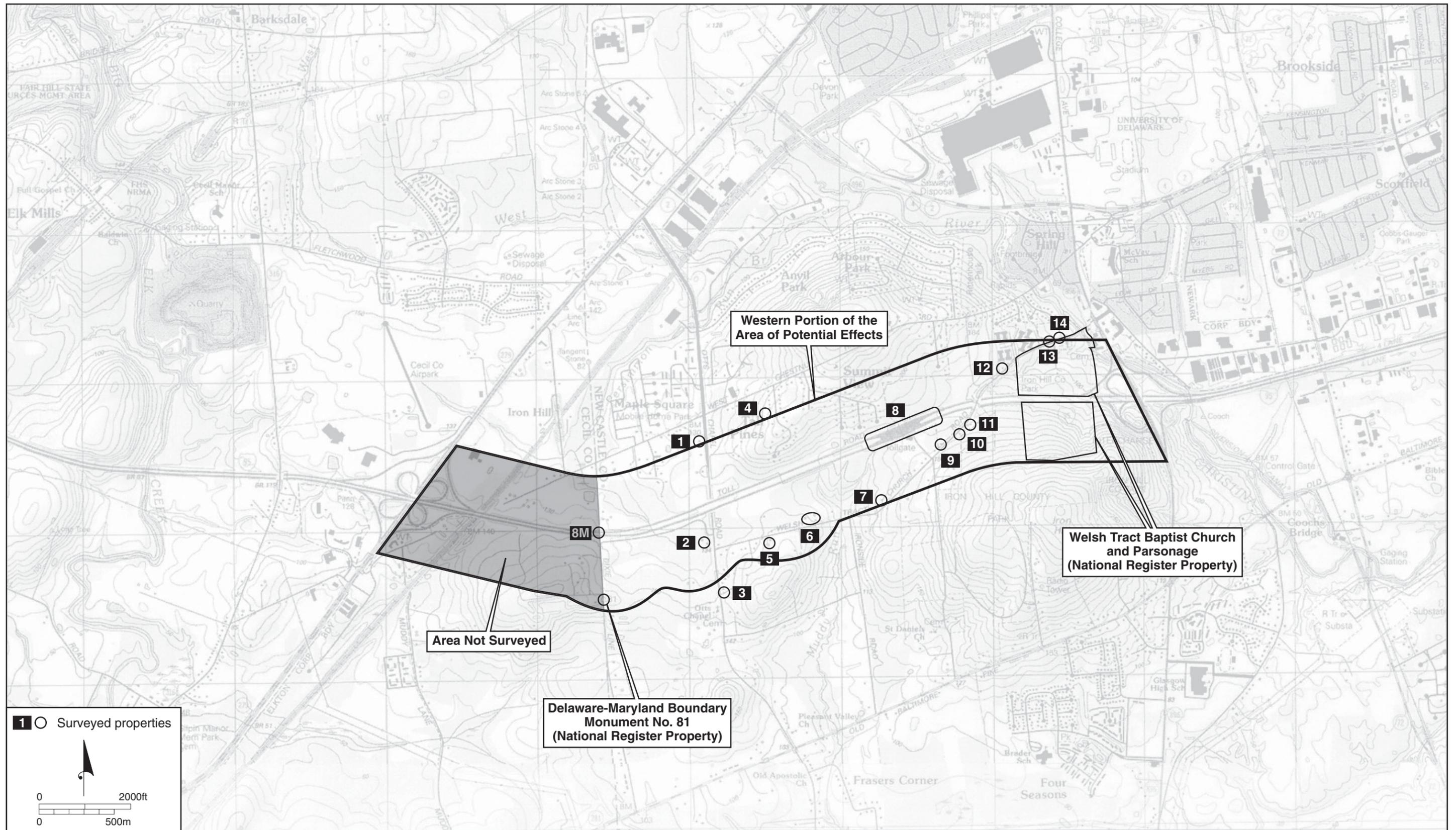


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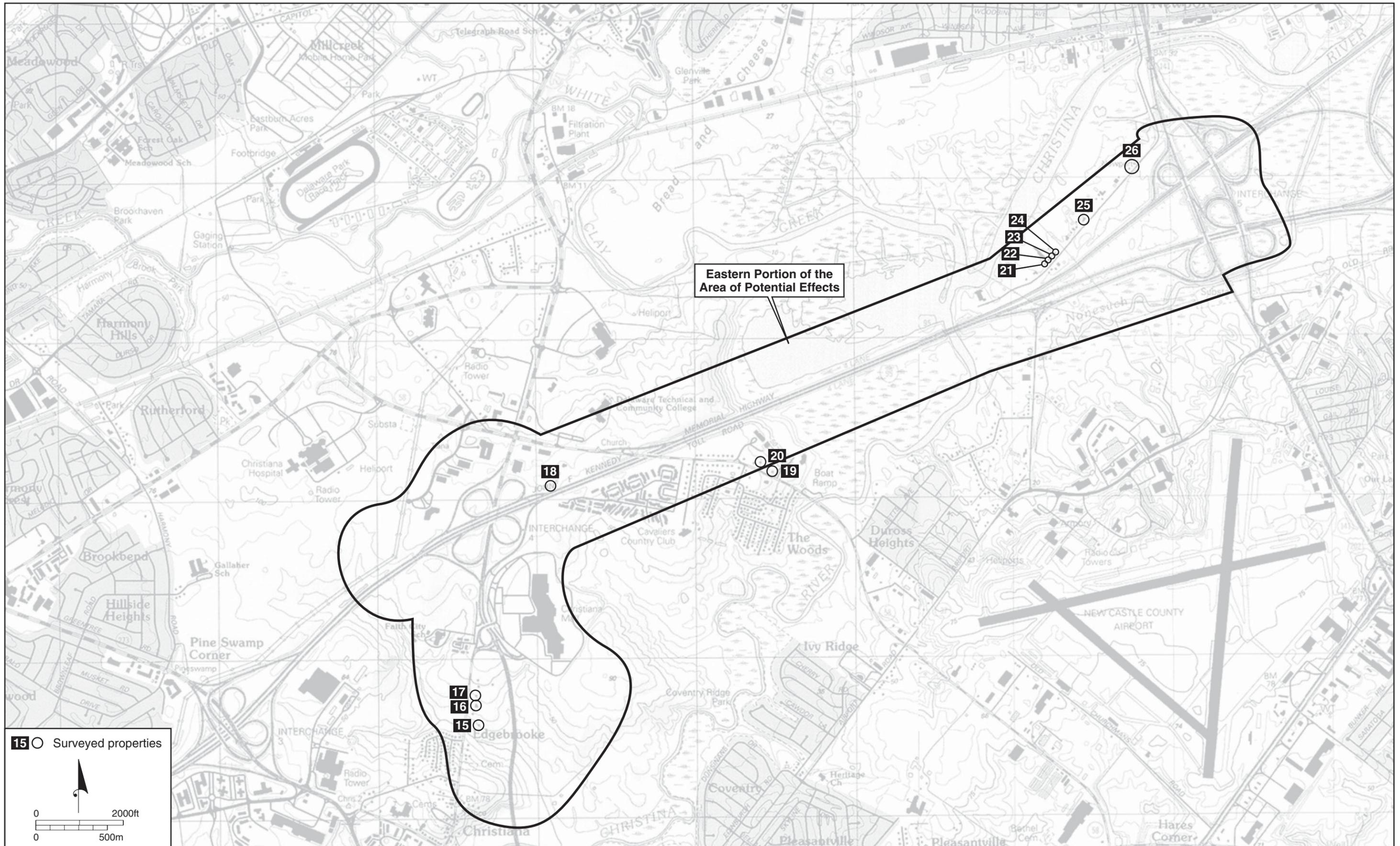


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1.0 INTRODUCTION

1.1 PURPOSE AND GOALS OF THE INVESTIGATION

John Milner Associates, Inc. (JMA) conducted a historic architectural investigation as part of an environmental assessment associated with proposed I-95 improvements in New Castle County, Delaware. While originally scoped as three separate projects, the investigations were subsequently combined for reporting purposes. The work was conducted in association with Rummel, Klepper & Kahl, LLP (RKK) and for the Delaware Department of Transportation (DelDOT) (Appendix I).

The purpose of the investigation was to identify and evaluate architectural properties within or immediately adjacent to the area of potential effects (APE), that met the 50-year age consideration of the National Register of Historic Places (National Register).

The proposed I-95 improvements will be funded by the Federal Highway Administration (FHWA). Therefore, the undertaking is subject to review in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. The investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 1983), as well as guidelines specific to the State of Delaware, including the *Delaware Statewide Comprehensive Historic Preservation Plan* (Ames et al. 1987) and the Delaware State Historic Preservation Office's Guidelines for Archaeological and Architectural Surveys in Delaware (1993).

Fieldwork for the historic architectural investigation was conducted in November and December of 2003, and May and June of 2004.

1.2 DESCRIPTION OF THE AREA OF POTENTIAL EFFECTS

As part of the identification of historic architectural properties, DelDOT, in consultation with the FHWA and the DE SHPO, determined an APE, as defined in 36 CFR 800.16:

(d) 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 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.

With a number of alternative options considered in the project planning and development stages, the APE encompassed all areas of possible direct and indirect effect within two separate sections of the I-95 corridor. The western section extends from the Delaware-Maryland boundary on the west to the SR 896 interchange on the east (Figure 1). This portion of the APE originally extended into Maryland; however, due to design revisions, proposed improvements are now expected to incur entirely within the Maryland portion of Interstate 95. Within this corridor a new toll plaza will be constructed, and new traffic lanes and shoulders will be introduced. The eastern section extends from SR 1 interchange on the west to the SR 141 interchange on the east (Figure 2). Within this corridor existing lanes may be shifted and new ramps, traffic lanes, and shoulders may be introduced. The APE also includes a buffer zone that extends 1,000 feet in all direction from areas of possible ground disturbance. The buffer zone encompasses the projected 65-decibel

contour line, the FHWA threshold for possible noise impacts. Depending on location, the APE extends some 700 to 800 feet beyond this contour line to allow for consideration of possible visual impacts. The APE is shown in Figures 1 and 2.

2.0 BACKGROUND RESEARCH

2.1 PREVIOUS INVESTIGATIONS AND DETERMINATIONS

Two previous architectural resources investigations have occurred within the APE of the present investigation:

Architectural Investigations on State Route 7, U.S. Route 13 to Interstate 95 (1988)

This investigation was conducted by Louis Berger & Associates, Inc. (Bowers et al. 1988) for DelDOT. A total of four properties on Route 7, ranging in date from the late eighteenth to the late nineteenth centuries, were inventoried. Three properties, none located within the present APE, were recommended eligible for the National Register.

Delaware Turnpike Improvements Project Phase I Analysis: Delaware Turnpike Service Area to the Christiana Interchange: Historical and Archeological Resources Technical Study (1993)

This investigation was conducted by Louis Berger & Associates, Inc. and Kise Franks & Straw, Inc. for RK&K and DelDOT. The study identified 26 historic properties in the general project area. Nine of the properties were either listed in the National Register or were recommended eligible for listing. One listed property within the present APE was the Welsh Tract (Old School) Baptist Church and Parsonage (N-264) (Plate 1). Recommended eligible properties included 180 Welsh Tract Road (N-12868), the Lewis Weldin Farm (N-6783), and the Henry L. Churchman House (N-1603). The Lewis Weldin Farm has since been demolished and no longer retains integrity as a historic architectural property. Since no formal determinations of eligibility were rendered for 180 Welsh Tract Road and the Henry L. Churchman House, they were resurveyed in the present investigation.

Welsh Tract Baptist Church (Old School Baptist) National Register of Historic Places Nomination Form (Listed in the National Register of Historic Places, March 1, 1973) (Figure 1, Plate 1)

During the early to mid-eighteenth century Welsh settlers arrived from Wales set out to establish the first Baptist Church in America. These settlers were granted nearly 30,000 acres of land in New Castle County, the territory known today as Pencader Hundred. The land was later subdivided into smaller sections ranging from 100-500 acres. A large number of these early settlers located themselves in the general area of Iron Hill, establishing mills and ironworks. The Welsh Tract Baptist Church was the Welsh settlers' third Baptist meeting house in America. This church would later become the parent church of other Baptist churches, established in the surrounding Delaware area.

Welsh Tract Baptist Church is a simple rectangular brick building on a brick foundation (Plate 1; Figure 3). A clipped gable-front roof, sheathed in wood shingles, shelters the single-room building. The north (front) wall measures two bays wide and has been covered in smooth stucco. An iron date plaque in the center of the gable-end of the north façade is inscribed with the date 1746. It is believed that the date stone was cast at Abingdon Furnace or one of the other ironworks operated by the early Welsh Settlers. The side walls measure two bays deep and are exposed



Plate 1. Welsh Tract Baptist Church and Parsonage, Welsh Tract Road. North and west elevations toward south (Stewart 1936).

brick. The brickwork is laid in Flemish bond, with segmental arches featured over each of the rectangular windows. A beveled brick water table is seen on all facades of the building.

Burials dating from the early eighteenth century surround the church. Across the street stands a frame carriage shed and stone caretaker's house. To the rear of the church is the former farmland left to the congregation during the eighteenth century by Hugh Morris. The Delaware Turnpike (I-95) bisects the farm (Figure 3).

2.2 HISTORIC OVERVIEW

Delaware's historic past, comprising over three and one-half centuries, has been compartmentalized into five temporal study units defined by the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1987) which form the basis of a chronological framework for the investigation of the state's historic resources:

- Exploration and Frontier Settlement (1630-1730)
- Intensified and Durable Occupation (1730-1770)
- Early Industrialization (1770-1830)
- Industrialization and Early Urbanization (1830-1880)
- Urbanization and Suburbanization (1880-1940+)
- Suburbanization and Early Ex-urbanization (1940-1960+)

2.2.1 EXPLORATION AND FRONTIER SETTLEMENT (1630-1730)

The earliest colonial settlement in Delaware, known as Swanendael ("valley of swans"), was made at present Lewes in 1631. This settlement, sponsored by patrols of the Dutch West India Company and privately financed, was established for the purposes of whaling and raising grain and tobacco. The venture ended in tragedy as the all-male population was wiped out by a massacre in 1632. Further north a group of Swedes in the employ of the New Sweden Company built Fort Christina in 1638 in what is now part of the present city of Wilmington, establishing the first permanent European settlement in Delaware. The Swedish government supported the venture, and Fort Christina became the nucleus of a scattered settlement of Swedish and Finnish farmers known as New Sweden.

The Dutch claimed the identical land—from the Schuylkill River south—by right of prior discovery. In 1651 the West India Company, in an attempt to block Swedish efforts to control commerce on the Delaware River, retaliated by building Fort Casimir at New Castle. The Swedes captured this fort in 1654 and renamed it Fort Trinity. Rivalry between Swedes and Dutch continued, and the Dutch recaptured Fort Trinity in 1655, and also seized Fort Christina. As a result, New Sweden ceased to exist as a political entity due to a lack of support from the homeland. However, Swedish families continued to observe their own customs and religion.

In 1657, as a result of peaceful negotiations, the City of Amsterdam acquired Fort Casimir from the West India Company and founded a town in the environs of the fort called New Amstel. This was a unique situation in American colonial history—a European city became responsible for the governance of an American colony. A small fort was also erected at Lewes in 1659 for the purpose of blocking English intrusion, and a few settlers built homes there, including 41 Dutch Mennonites who established a semi-socialistic community in July of 1663. They too were under the supervision of local officials appointed by the burgomasters of Amsterdam.

English hegemony of the region began in 1664 when Sir Robert Carr attacked the Dutch settlement at New Amstel on behalf of James Stuart, Duke of York and brother of Charles II. This was an important move on England's part to secure her economic position in the New World. New Amstel, renamed New Castle, was besieged and sacked by English soldiers and sailors, resulting in the deaths of three Dutch soldiers and the wounding of 10 others. English troops plundered the town, and English officers confiscated property, livestock, and supplies belonging to the City of Amsterdam, as well as the personal property and real estate owned by the local Dutch officials. The homes of the Mennonites and other settlers at Lewes were also pillaged.

A transfer of political authority from Dutch to English then followed, and the Dutch settlers who swore allegiance to the English were allowed to retain their lands and personal properties with all the rights of Englishmen. Former Dutch magistrates continued in office under English authority, and Swedes, Finns, and Dutch alike peacefully accepted the rule of the Duke of York through his appointed governors.

The settlement pattern for this early period was one of dispersed farmsteads, located along the Delaware and its tributaries, such as the Christina, Appoquinimink, Brandywine, White Clay, and Red Clay. Here the land was well suited for agriculture (Hoffecker 1977). The Swedish and Dutch settlers also pushed their settlement far up the valley of the Christina toward the Elk River. The town of Christiana Bridge, so named because it was the crossing place of that river, was established by about 1660 at the head of navigation on the Christina.

With the arrival of Penn in the 1680s, an individualistic system of land settlement developed. Grants of tracts of land were made by the Penn's proprietors. Penn usually granted land to families, and the standard size tract was about 500 acres (Myers 1912:263). However, a study of the land warrants granted in New Castle County between 1679 and 1700 indicates that about 80 percent of the grants issued were for properties of 300 acres or less, and only 13 percent of the warrants were for properties 500 acres or larger (Eastburn 1891). These larger grants usually went to land speculation companies, such as the London Company, which by 1687 possessed a tract of over 1,300 acres north of White Clay Creek. Land was inexpensive, and in Pennsylvania 100 acres sold for 5 to 15 pounds, or about one to three shillings per acre. Unlike the colonies to the south, such as Maryland, Virginia, and the Carolinas, the quality and low cost of the land in Delaware discouraged the establishment of large estates and land tenancy (Bidwell and Falconer 1941).

By 1683 the cultivated areas of the region consisted of the three lower counties, New Castle, Kent, and Sussex; and three Pennsylvania counties, Philadelphia, Buckingham (Bucks), and Chester. The total population of all six counties in 1683 is estimated to have been about 4,000 (Myers 1912:239). In New Castle County five tax districts, called hundreds, had been established by 1687. With the growth of the population, four more hundreds were created in 1710, including Pencador Hundred, within which a portion of the APE is located.

With the exception of the port towns of Philadelphia and New Castle, there were no major commercial or social centers in the area. The small hamlets that were established were almost always situated on a navigable river or stream, the major transportation routes of the period. Few were located inland because the road network was almost nonexistent. An exception was "Ogle's Town," which was established by 1679 along the road to the Elk River. The villages of Christiana Bridge and Cantwell's Bridge were the only hamlets of any size in the area, and both were located on major navigable rivers and roads. Christiana was located on the road from New Castle to Upland, and Cantwell's Bridge was on the Bohemia Manor cart road to the Chesapeake. The

village of Christinahamm, at the mouth of the Christina, was slowly eclipsed by the rise of New Castle, and as early as 1690 was a village of only minor importance (Klein and Garrow 1984).

In the New Castle County region, water transportation was the major mode of travel and commerce in the late seventeenth century. Most of the farmstead tracts and land grants had frontage on a stream or watercourse to ensure that communication and moving of produce to local markets could be accomplished (Hoffecker 1977). In a country that was heavily wooded with a mixture of oaks, walnut, hickory, chestnut, and maple, water travel was the easiest, safest, and most effective means of transport. Overland travel was extremely difficult, because the roads were few and were not easily traversed because of their poor condition. Even the road from New Castle to Christiana Bridge, probably the area's major overland transportation route, was in very poor condition. Generally, the roads in the area were simply intra-regional connectors to the coastal towns.

Swedish settlers grew rye and barley on their farms, but these grains were quickly replaced by wheat when it was found that the latter could be grown more easily. More importantly, wheat became recognized as a marketable commodity, and the farmers and settlers in the area soon shifted from a subsistence-oriented to market-oriented agriculture. Wheat, and to a lesser extent corn, were grown and then shipped by water to local milling sites. The transportation of grains to milling sites supported an extensive coast-wide trade, employing shallops or other similar boats.

These milling sites were among the earliest manufacturing complexes in the region. There was a mill in New Castle by 1658, and one on Red Clay Creek by 1679 (Pursell 1958). Villages such as Christiana Bridge, Newport, Appoquinimink (Cantwell's Bridge) grew because of this shipping trade, and became market places for the surrounding country. The amount of flour that was exported in the seventeenth century is not known, but it is assumed that much was consumed locally. By the start of the eighteenth century, regional specialization was discernible, and northern Delaware began to be recognized as a wheat- and grain-producing region (Hanna 1917; Loehr 1952; Pursell 1958; Hoffecker 1977).

Another seventeenth century export from the region was lumber. The English settlers, faced with rapidly diminishing timber resources in England, were the primary exploiters of the forests. A sawmill was located on Bread and Cheese Island in New Castle County by 1679. However, unlike Sussex County, lumber from mills in New Castle County was probably used more for building materials locally than as an exported commodity. In order to lessen a chronic shortage of building materials and the necessity of importation from abroad, brickmaking was another seventeenth century industry. The Dutch at New Amstel established the first commercial brickyard in Delaware as early as 1657 (Heite 1976).

Iron mining and smelting may have occurred in Delaware as early as the seventeenth century. In 1673 Augustine Hermann's map was published, identifying a location in west Pencader Hundred as "Yron Hill." While any early mining activities are undocumented, it is evident that there was sufficient trust and interest in the deposits to draw a group of Welsh miner/settlers to the area early in the eighteenth century. From this event a long-standing ironmaking and forging tradition was established in northern New Castle County, specifically in the Iron Hill area.

The present APE was granted in 1701 by William Penn as the 30,000 acre Welsh Tract, located primarily in the northwest corner of New Castle County with part in the northeastern corner of Cecil County. This grant made for William Davies, David Evans, William Willis, and a company of new Welsh purchasers was initially settled by immigrants from southwestern Wales,

principally Pembrokeshire and Carmarthenshire. The settlers were predominantly Baptist and Presbyterian, but little is known about their vocations or status before they crossed the Atlantic. About 20 of the families established the Welsh Tract Baptist Church in a tiny log building in 1706. The present Flemish bond brick building, erected in 1746, is listed in the National Register (Dunlap 1965:259-261; MacDonald 1954).

Northern New Castle County was part of a broader regional economy that was centered in Philadelphia, which in the last quarter of the seventeenth century, quickly began to dominate the economic scene in the lower Delaware Valley. New Castle County was a part of Philadelphia's agricultural and commercial hinterland, along with western New Jersey, northeast Maryland, southeastern and northeastern Pennsylvania, and Kent and Sussex counties in Delaware (Lindstrom 1978; Walzer 1972). Farmers in the region sent their grains to the local milling centers, where the wheat flour and bread were then shipped to Philadelphia for export to the West Indies, other North American colonies, and southern European countries. The farmers in New Castle County quickly adapted to this market system of agriculture. It is estimated that over one-half of the farmsteads in the area were situated within eight miles (or a half-day's journey) of a mill or shipping wharf (Walzer 1972:163).

2.2.2 *INTENSIFIED AND DURABLE OCCUPATION (1730-1770)*

At the beginning of this period, settlement in New Castle County continued in much the same fashion as it had in the previous 100 years. In the Philadelphia region, there was a large influx of immigrants between 1725 and 1755, particularly English and Scotch-Irish, most of whom were indentured servants (Munroe 1978a:160; Galesson 1984; Bailyn 1986). As the transportation network improved, colonists began to move inland away from the navigable rivers and streams. Good, productive land was settled first, but as the population began to grow, marginal property was also occupied. Land was still inexpensive. In 1795, for example, land near Christiana Bridge sold for 3 to 4 pounds (about \$300) per acre (Strickland 1801:19; La Rouchefoucault 1800). A study of the land warrants granted by the Penn government in New Castle County between 1701 and 1725 shows that 85 percent of the farm properties granted to settlers in the area were of 300 acres or less in size, a percentage similar to that in the seventeenth century.

Large grants and tracts of the seventeenth century tended to be divided and subdivided by sale and inheritance (Munroe 1954:19). Farms of 100 acres or less increased in frequency from 10 percent of the total between 1679 and 1700 to 27 percent by the first quarter of the eighteenth century (Eastburn 1891). Using nearby Chester County, Pennsylvania, as a comparison, farm sizes dropped from about 500 acres in 1693 to less than 130 acres by 1791 (Ball and Walton 1976:105). By 1750 it appears that the density of rural settlement in southeast Pennsylvania and New Castle County was approximately five households per square mile (Ball 1976:628; Lemon 1972). At the close of the century, Delaware ranked third in population density behind Rhode Island and Connecticut (Seybert 1818).

Lemon (1967) has divided the eighteenth century in the Philadelphia region into three periods of urban growth. The first period, from 1700 to 1729, was one of urban stagnancy after the initial rapid growth of the seventeenth century. However, hamlets - unplanned towns that sprang up at crossroads and around taverns, ferries and mills - did begin to appear at this time. Ogletown is a prime example of the eighteenth century hamlet in New Castle County. It certainly did not deserve the appellation of town "...There being but one Brickhouse & a Few Wooden ones all the property of Thomas Ogle, no tavern in the place..." (Paltsits 1935:7). However, Ogletown was located at a crossroads on a major overland transportation route (Coleman et al. 1987).

The second period of urbanization noted by Lemon saw a renewal of town growth based on internal trade between 1730 to 1765. In the Pennsylvania region, Lancaster, York, Carlisle, Reading, and Wilmington are examples of this period of urban growth. On a more local scale, towns such as Christiana Bridge, Newport, Cuckoldstown (modern Stanton), and Newark were chartered and prospered during this period.

Christiana Bridge, located at the head of sloop navigation on the Christina River, had stagnated since the 1680s, but saw growth and prosperity as a major grain transshipment port for produce coming from the upper Chesapeake Bay area. Over the next half-century, but particularly after the American Revolution, Christiana blossomed under the trading and shipping industries into a burgeoning town. By the end of the century, the town could, boast a population of 289 inhabitants, ranking fourth in New Castle County in size behind Wilmington, New Castle and Newport. Located there were several large mills, between 30 and 50 houses, several taverns, and a Presbyterian Church (Rogers and Easter 1960; Acomb 1958:124; Padelford 1939:11; Conrad 1908 2:495).

Christiana Bridge was also an important transshipment town in Philadelphia's economic hinterland. A bridge was reputedly built there by the Swedes by 1660; a second or replacement structure was contracted out in the 1750s, according to the *Pennsylvania Gazette*. Newspaper advertisements for real estate in northern New Castle County in the eighteenth century suggest the importance of the town for economic considerations, often informing potential buyers of a tract as to the distance from the property to Christiana Bridge.

Newport, established about 1735, rivaled Wilmington and Christiana Bridge as a grain-shipping and flour-milling center during the eighteenth century. Because it was less costly to ship flour by water to Philadelphia from Newport than it was to transport the grain overland directly from Lancaster to Philadelphia, grain was transported to Newport overland from the Lancaster and York areas of Pennsylvania. Contemporary maps of Newport show it to have been laid out in a regular town plan, consisting of parallel streets extending from the Christina River and intersected by others at right angles (Colles 1961:170; Moore and Jones 1804:170; Scott 1807:180). Newport was described by travelers as being the size of New Castle, with about 40 well-built houses, three or four stores, and as many taverns (Padelford 1939:11; Scudder 1877:264; Penn 1879:295).

The crossroads town of Newark, chartered in 1758, represented a shift from a water-oriented shipping town to an inland market town. It was located on the two major overland transportation routes, the road from Dover to southeast Pennsylvania and the road from Christiana to Nottingham. Eighteenth century maps show it to have been at the center of no fewer than six roads (Cooch 1946). Newark was established as a market town that supplied the local population with commodities brought from Philadelphia and the surrounding region. While not quite as large as Newport, it was "...the most considerable collection of houses... since Lancaster" (Penn 1879:295). Several mills for local produce were located along White Clay Creek in the town's vicinity, and the Newark Academy was established in the town by the early 1760s.

The town of Stanton, known as Cuckoldstown as early as 1746, became an important milling and grain center in the late eighteenth century. A gristmill was known to be in the vicinity of Stanton as early as 1679, and by 1800 Cuckoldstown rivaled Newport as a local grain processing center. Ships of moderate draft were able to navigate up Red Clay Creek and take on local, as well as southeastern Pennsylvania, farm produce. Located at the confluence of Red Clay Creek with White Clay Creek, Stanton was never a large town. A map of the New Castle County region,

drawn in 1777, did not even include the location of Stanton (Cooch 1946), and a traveller's guide, published in 1789 (Colles 1961:170), shows only a mill and 10 dwellings in the vicinity of the town. It was described at the end of the eighteenth century as a "...place of little note...in its vicinity were some good flour mills" (Moore and Jones 1804:6).

Wilmington was by far the largest urban center in New Castle County that developed in this period. Chartered in 1739, the city's location was considered by one visitor to be "one of the pleasantest and most favorable on the whole continent" (Acomb 1958:123). Wilmington soon became a port of entry and a post town, and was an important link in the Philadelphia trading network. Of special significance to the city's location was its proximity to the Brandywine mills. Located one-half mile north of Wilmington, Brandywine village was a small town "...chiefly consisting in mills and taverns, eight or ten being within 100 yards of each other" (Chilton 1931:288). Wilmington thus was a receiving center for local and regional farm produce, brought by water from Christiana, Stanton, and Newport, and shipped up the Delaware to Philadelphia (Lindstrom 1978; Walzer 1972).

Lemon's third period of urban development, from 1766 to 1800, was marked by slower town growth and a more erratic economic pattern. While the towns of New Castle County grew slowly, overall population and land tenancy increased (Lemon 1972:216).

The condition of roads in New Castle County improved considerably during the eighteenth century, but in some locations roads were unsatisfactory even by contemporary standards (Munroe 1954:137; Gray 1961:309). In 1755 the road from Middletown to 'Christeen' was considered good, but from Christiana north "the roads are, in many places, extremely bad and the appearance of the country the same" (Padelford 1939:12). The road from Christiana to Philadelphia, by way of Newport, Wilmington, and Chester, was the post road, but it was described as a "hilly and rocky road; a better and more pleasant [sic] is by New Castle" (Schoepf 1911:376).

The road network in north central New Castle County also improved due to both population growth and interregional trade. A road known as the "New Munster Road" passed through Newark on its way to Lancaster and was laid out in 1765. The "Limekiln Road" (present-day Limestone Road) was evidently established as early as 1726, and extended from the rich grain producing country of southeastern Pennsylvania to the mills in the vicinity of Stanton. A road from Ogletown to the Elk River was resurveyed in 1774 (Conrad 1908:2:490). From Wilmington, a nexus of roads radiated west, south, and north, connecting the Delaware River with the head of the Chesapeake Bay (Head of Elk), Kent and Sussex counties, and southeastern Pennsylvania. Christiana was a major crossroads town on the road to Head of Elk, and also on the route from Red Lion to New Castle. Newport was the terminus of the Lancaster Road, and a route from Newport westward to Newark was laid out in 1750. By mid-century, the roadbeds of many of the area's present-day state roads (Route 4, 7, and 273; Old Baltimore Pike; portions of Pennsylvania's Route 896), were already established.

Farming in the eighteenth century in New Castle County continued to be a system of mixed husbandry, combining the cultivation of grains with the raising of livestock (Bidwell and Falconer 1941:84). Farming was the most important occupation for between 80 and 90 percent of the area's population (Egnal 1975:201). Wheat remained as the primary cash crop, followed by rye, corn, barley, oats, and garden vegetables. In many areas, generations of repeated tillage had begun to exhaust the soil, and in general, even judged by contemporary standards, "...the business of the inland farmers at the end of the eighteenth century was ineffectively and even carelessly

managed. Only in a few particulars had any noticeable improvements been made over the primitive methods employed by the earliest settlers" (Bidwell and Falconer 1941:84). A French traveler in Delaware at the end of the eighteenth century, reflecting European views of American agriculture, wrote "the farms are in general small and ill-cultivated; they receive little or no manure and are in every respect badly managed. Some English farmers have recently settled in this neighborhood ...they will doubtless make considerable improvements in agriculture" (La Rouchefoucault 1800:511).

Agricultural practices in New Castle County followed an extensive, rather than an intensive, use of the land (Lemon 1967, 1972:169). Not until the 1750s did three-field or four-field rotational patterns of planting, and only occasionally six-field rotation, become prevalent and widespread. Contemporaries reported that, through the use of these rotational patterns, a yield ranging between six and 20 bushels of wheat per acre could be harvested (Tilton 1946; Strickland 1801). The extensive use of the land was based on this wheat production, the most valuable and important trading commodity that the region could export. It has been suggested that this pattern of land use was the result of a lack of adequate labor supply, the availability of inexpensive land, household consumption, the market, and the attitudes of the people of the region (Lemon 1972:179). Research in southeast Pennsylvania for this time period indicates that on an average farm of 125 acres, 26 acres would be in grain; 13 in meadow for hay; 20 for pasture; eight or nine in flax or hemp, roots, other vegetables, fruits, and tobacco; three for the farmstead; and the remaining 60 acres would be fallow and woodland (Lemon 1972:167; Ball 1976:628).

Studies of the economic development of the region through the eighteenth century (Sachs 1953; Lemon and Nash 1968; Egnal 1975; Ball 1976; Ball and Walton 1976) have found the period to be one of modest changes in agricultural productivity. These changes, based on population growth and the rise in per capita income, can be seen in two distinct periods: 1720 to 1745 and 1745 to 1760. Minor fluctuations throughout the century were caused by King George's War, the French and Indian War, and the non-importation agreements of 1766 and 1769-1770. In addition, colonists were affected by alternating periods of prosperity and depression. Main (1973) categorizes the New Castle County area as a commercial farm community, or a community that sold a high proportion of its agricultural produce. For this type of community to exist, good farmland and accessibility to markets were necessary. Main's research found that these communities were characterized by high percentages of wealth, rich men, artisans, professionals and merchants, and a high proportion of large versus small farmers.

Boundary Delineation

Delaware's boundaries with Maryland, Pennsylvania, and New Jersey are marked by a total of 179 monuments placed every mile along the boundary. A total of seven boundary lines make up the confines of the state: the east-west boundary, or the Tangent Line, Arc, and North lines; the Delaware-Pennsylvania boundary, including the Top of the Wedge Line and the 12-mile Circle; and the Delaware-New Jersey boundary including the 1934 Mean Low Water line and the Delaware Bay Line. Only the Transpeninsular, Tangent, Arc, North, 12-mile Circle, and 1934 Mean Low Water lines are defined by monuments. Monument 81 is one of 93 monuments marking the western boundary of the state and is situated on the Tangent Line.

The Tangent Line starts at the Middle Point of the Transpeninsular Line and runs north 30 degrees, 36 minutes 6 seconds west to mile stone 82 (Tangent Stone). Seventy-six original Mason-Dixon stone still stand on the Tangent Line. At the Tangent Stone, the Tangent Line intersects the Arc Line (Schenck 2004).

The controversy concerning the boundaries of Maryland and Pennsylvania began as early as 1632 when King Charles I granted to Cecilius Calvert, the Second Lord Baltimore, a tract of land north of the province of Virginia to extend northward as that part of Delaware Bay that “lyeth under the fortieth parallel.” The exact location of the parallel was then unknown.

In 1681, William Penn obtained a grant of a large tract located north of Maryland in return for the cancellation of a debt of 15,000 pounds owed by the royal family to his father. The grant was to extend northward along the Delaware from a point 12 miles above New Castle to the 43rd degree of north latitude and then westward five degrees. The southern boundary was to follow the circumference of a 12-mile circle around New Castle until it struck the 40th parallel and thence west along the parallel. However, later surveying confirmed that the 40th parallel was substantially further north (Mahoney 1956:212-213).

Even without the difficulties over the location of the 40th parallel, the two land grants overlapped in present Delaware. This led to a prolonged disagreement between the proprietors of the colonies. The dispute was submitted to the English Court of Chancery in 1735. The first step in the establishment of the boundary was the survey of the Transpeninsular Line establishing the east-west boundary between Pennsylvania’s “Three Lower Counties” (now Delaware) and the Colony of Maryland. This line was surveyed in 1750-1751 by John Watson and William Parsons of Pennsylvania and John Emory and Thomas Jones of Maryland (DPA n.d.) and extends 69.9313 miles from the Atlantic Ocean at Fenwick Island to approximately the Chesapeake Bay (Schenck 2004). In 1760, the midpoint of the transpeninsular line was accepted as the beginning of Delaware’s western boundary with Maryland (HSD n.d.). A survey of the Tangent Line was begun the following year, and the line was extended 80 miles north from the Middle Point and intersected the 12-mile circle 7+ miles from the New Castle Courthouse. Due to uncertainties concerning this survey, in 1762 a second attempt was made to survey the Tangent Line. In this survey, the Tangent Line cut the New Castle radius at a point about ½ mile east of that fixed the previous year (Meade 1982:91).

In 1763 the proprietors chose two Englishmen, Charles Mason, a mathematician and astronomer, and Jeremiah Dixon, a mathematician and land surveyor. Mason and Dixon were commissioned by Frederick, the sixth Lord Baltimore, and Thomas and Richard Penn, surviving sons of William Penn, to “run, fix, settle and define” the boundaries of the Provinces of Maryland and Pennsylvania (Mahoney 1956:212). Because they were surveying other boundary lines, the two were also asked to resurvey the Tangent Line (Meade 1982:91).

Arriving in Philadelphia in November 1763, they began the actual survey in January 1764. Beginning on June 25, 1764 at the Middle Point of the Peninsula, now the southwest corner of Delaware, Mason and Dixon began to run the tangent line northward. They reached the site of Monument 81 on August 25, 1764 (Mahoney 1956:213-4).

The monuments used to mark the survey lines of Mason and Dixon and were brought over from England. They were 34 inches in length, were 12 inches wide and 11 inches thick with a low pyramidal top. The stones are oolite limestone, cut and carved on the Isle of Portland, Dorsetshire, England. Each weighed between 600 to 700 pounds each. Each of the regular milestones bore the letter “M” on one side and the letter “P” on the other. At each five-mile post, a stone was laid bearing the Calvert coat of arms on one side and the Penn coat of arms on the other. All the marker stone were brought to the Chesapeake Bay and landed at the heads of navigation of various rivers off the bay such as the Nanticoke, Choptank, Wye, Chester,

Bohemia, Elk and Patapsco. They were then hauled to the places in the lines (Meade 1982:93; Mahoney 1956:215-216).

All original boundary markers on the Delaware-Maryland and Delaware-Pennsylvania borders are listed in the National Register. Boundary Monument #81 is located within the APE about four miles southwest of Newark, Delaware, and about three miles northeast of Elkton, Maryland near the Maryland-Delaware state line. The marker is 21 feet west of the center of Dixie Line Road and 12 feet NNE of a large tree.

2.2.3 EARLY INDUSTRIALIZATION (1770-1830)

Delaware's manufacturing capacity in the eighteenth century began to be realized. The iron industry, lumber products, and grain milling enterprises continued to grow and prosper. New industries were started that engaged in the preparation of snuff from tobacco, the production of salt from brines in lower Delaware, and the rudimentary beginnings of the textile industry. By the end of the century Delaware was one of the leading manufacturing states and Wilmington was one of America's leading industrial cities. It is evident from research that much of the century was characterized by the stagnated growth of industry due to the effects of first English trade policies, then the Revolutionary War, and finally by the economic uncertainties that followed the War. However, "Locally from 1790 to 1810, commerce prospered as it never had nor would again" (Welsh 1956). This period of increased growth corresponds with the implementation of more sophisticated record-keeping by the federal government and thus, much more substantial research is possible.

A report on the industries of the City of Wilmington in 1791 noted the presence of 12 flour mills, six saw mills, one paper mill, one slitting mill, one barley mill, and one snuff mill. A turn of the century observer commented: "No less than 265,000 barrels of flour, 300,000 barrels of wheat, 170,000 bushels of Indian corn, besides barley, oats, flaxseed, paper, slit iron, snuff, salted provisions and etc. are annually sent from the waters of the Delaware state; of which the Christiana is by far the most productive and probably many times as much so as any other creek or river of like magnitude in the union" (Hancock 1947). Another observer in 1799 recorded the presence of additional mills devoted to the manufacture of linseed oil, a calico printing house, a manufactory of silk bolting-cloth, a hat-making factory, and numerous ship building facilities.

Manufactories that processed iron products also developed. By 1716, iron production was well established in Pennsylvania. In Delaware, Sir William Keith had started a blast furnace on the slopes of Iron Hill by 1725, and a bloomery furnace was known to be in operation by John Ball near St. James Church in Mill Creek Hundred soon after 1706. The construction of a forge by Samuel James within the Welsh Tract in 1723 was the earliest successful forge in the Middle Atlantic. The Abington Iron Works, located on Iron Hill, were in production by the 1730s, as property advertisements in the *Pennsylvania Gazette* indicate. In Maryland, the Principio Furnace Company, which was to become the largest iron producing company in the Middle Atlantic did not begin production until 1734 (Whitely 1887). In a largely agricultural area such as New Castle County there was a close connection between iron-making and agriculture during the eighteenth and part of the nineteenth centuries. The combination of a readily available raw product and a constant market for their products created the need for a large population of machinists. Thus, northern New Castle County was in the forefront of economic development during the first three quarters of the nineteenth century.

Urbanization in New Castle County during the first quarter of the century was closely tied to transportation routes and agricultural and industrial production. However, most of the towns of importance in the eighteenth century—Christiana Bridge, Newport, Stanton, Cantwell's Bridge, and Newark—originally settled because of their location on major transportation arteries, remained major marketing, milling and shipping centers for only a brief period into the nineteenth century. As early as 1808, it was reported that Christiana Bridge "was formerly the greatest of all the waters across the peninsula," and that its decline was caused by the numerous mills on the Elk River and its tributaries, the rise of Baltimore and the inexpensive cost of shipping produce to that city, and the development of other water and overland transportation routes more convenient than the one through the town (American State Papers 1808, Misc. 1:758). In a more favorable review in 1815, however, it was recorded that Christiana Bridge "is an important place as a depot for goods transporting east or south, as it offers the shortest land carriage between the bays" (Niles Weekly Register IV 1822). Clearly, Christiana remained a major crossroads town (Figure 4), but by the late 1820s was no longer the commercial center it had been in the eighteenth century (Cooch 1946).

2.2.4 INDUSTRIALIZATION AND EARLY URBANIZATION (1830-1880)

In the first half of the nineteenth century, methods and routes of transportation underwent substantial changes in New Castle County, as first turnpikes, then canals, and finally railroads were introduced (Figure 5). Throughout the century, improved transportation was the key to urban, agricultural, and industrial development. The first successful turnpike in Delaware was the Newport and Gap turnpike, which was begun in 1808. It was noted in 1809 that the economic situation of Newport was failing and that "the inhabitants hope something from a turnpike road now progressing" (Scudder 1877:264). The Newport and Gap Turnpike did slow this process of decay, but it could not halt it.

By 1815, eight more turnpikes, all with roads in New Castle County, had been chartered: the Wilmington Turnpike Company, incorporated; the New Castle and Frenchtown Turnpike Company, 1809; the New Castle Turnpike Company, 1811; the Kennett Turnpike Company, 1811; the Wilmington and Great Valley Turnpike Company, 1813; the Wilmington and Philadelphia Turnpike Company, 1813; the Elk and Christiana Turnpike Company, 1813; and the Wilmington and Christiana Turnpike Company, 1815. It should be noted that economic decline like that suffered by Christiana was often an impetus for the construction of a turnpike. For example, the two turnpikes that were built through Christiana in 1813 and 1815 were attempts to get Christiana 'back on the map', and to provide a viable Baltimore-Philadelphia overland

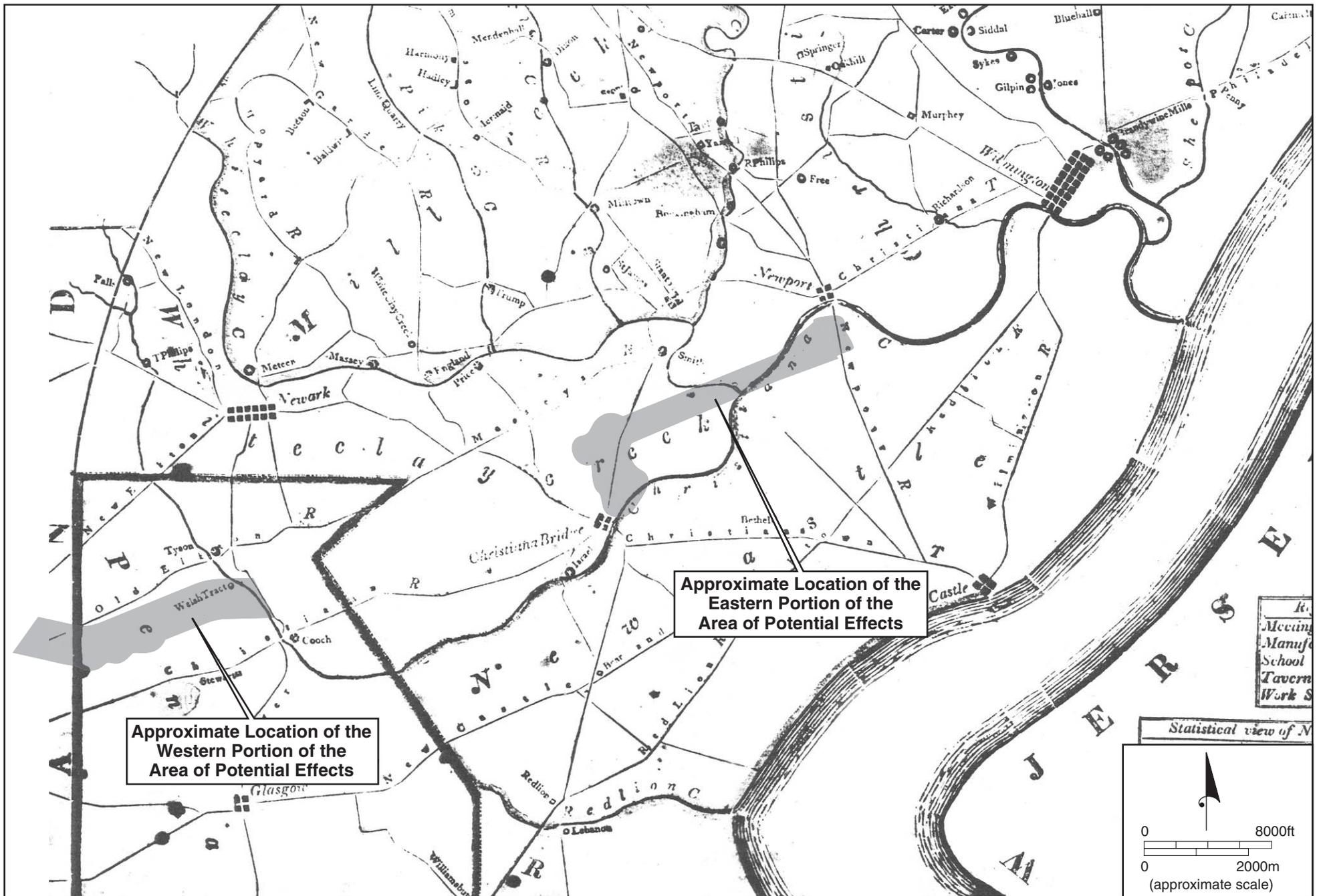


Figure 4. Detail of the *Roads of New Castle County* (Heald 1820), showing the approximate location of the area of potential effects for the proposed I-95/Delaware Turnpike project.

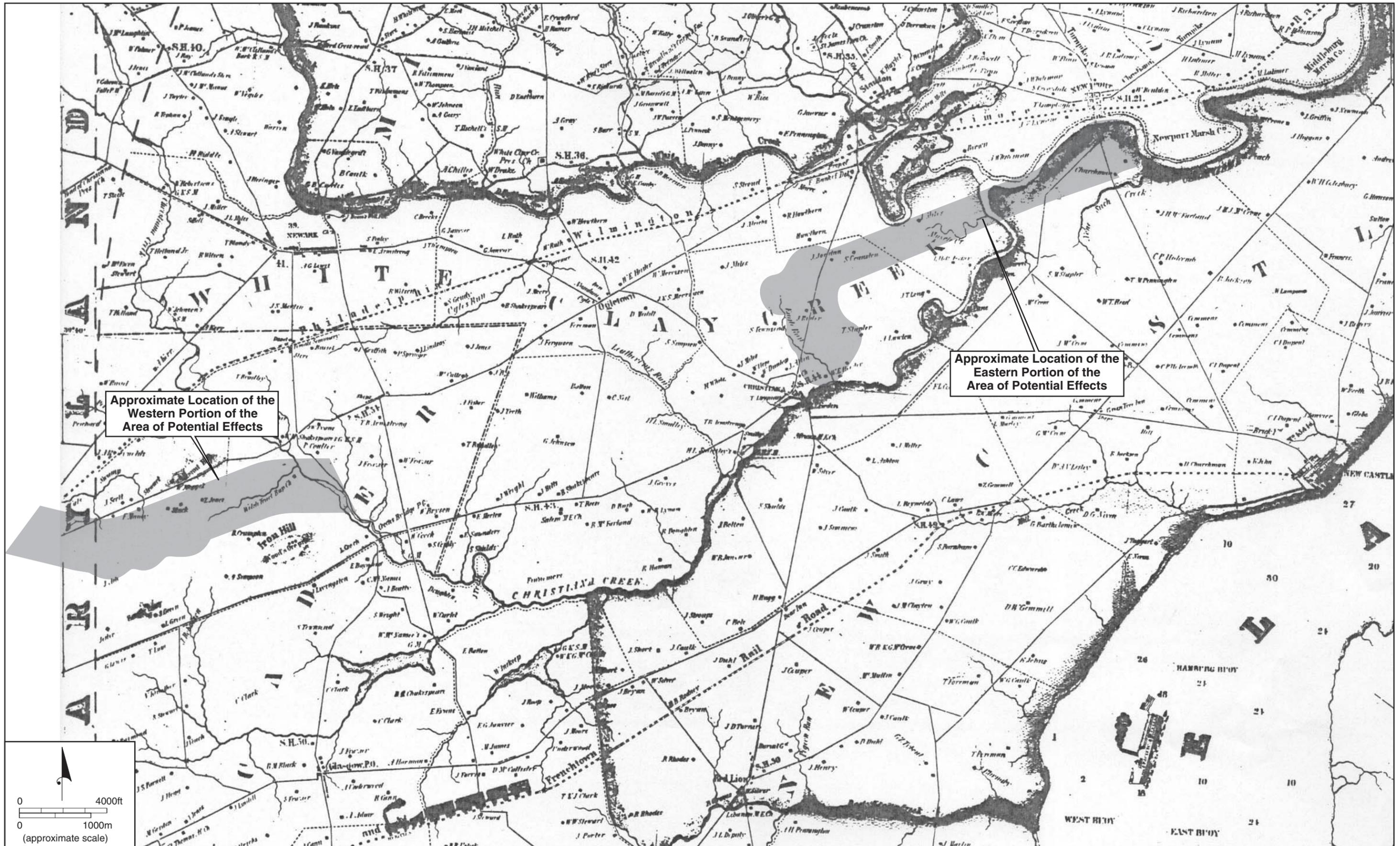


Figure 5. Detail of the Map of New Castle County, Delaware (Rea and Price 1849), showing the approximate location of the area of potential effects for the proposed I-95/Delaware Turnpike project.

connection, and a third turnpike, called the New Castle and White Clay Creek Hundred, was planned to pass through Christiana, was incorporated in 1813, but got little local support and was not constructed (Delaware Laws General Assembly 1813). Despite the improved transportation routes listed above, it was found that water travel was still the cheapest, fastest, safest, and most dependable means of transport available (Gray 1961:311).

The most significant canal built in Delaware was the Chesapeake and Delaware Canal, completed in 1829. Originally planned to connect the Elk and Christina Rivers, it was later constructed across the Delmarva Peninsula below New Castle, just north of Reedy Island. The canal was expected to bring wealth and prosperity to the communities of northern Delaware, and in fact, two new towns were constructed, Delaware City and Chesapeake City, at the termini of the Canal. Instead of widespread prosperity, however, the canal contributed to the economic decline of Christiana, Newport, Stanton, and New Castle, as goods previously shipped overland across the peninsula could now be sent more cheaply by water. Even Chesapeake City and Delaware City were disappointed in their expected economic boom, and growth in these towns was slow. Although not an original purpose of its construction, the Canal also came to serve as a border between two distinct socio-cultural sections of Delaware: the industrial/commercial area of northern New Castle County, and the agrarian communities of southern New Castle, Kent, and Sussex Counties. The Canal would continue to serve in this borderline function throughout the remainder of the century, and does so today.

Railroads came to New Castle County in the 1830s. The first line, the New Castle and Frenchtown Railroad, was constructed in 1832 as a direct result of the opening of the Chesapeake and Delaware Canal, and was an effort to compete with that transportation route (Hoffecker 1977:43). In 1838, the Philadelphia, Wilmington, and Baltimore Railroad was completed, and quickly became the major transportation route across the Delmarva Peninsula (Dare 1856). Throughout the remainder of the century, rail lines continued to be built in northern New Castle County, such as the Baltimore and Ohio, the Wilmington and New Castle, and the Wilmington and Western railroads. As noted previously, the towns of Newark, Stanton, and Newport benefited from their proximity to these railroads, staving off the economic stagnation and decline that were experienced by Christiana, Ogletown, and Glasgow.

New Castle County continued to be predominantly agricultural throughout much of the nineteenth century. In 1815 it was reported that "the greater part of the inhabitants of this state are devoted to agricultural pursuits, and they have rendered it very productive. The principal produce is wheat, rye, Indian corn, barley, oats, and flax. Grasses are abundant, and thrive very luxuriantly, furnishing food for many cattle—and every sort of vegetable ...thrives well here. The staple produce is wheat, of which a great quantity of flour is made for export" (Melish 1815:181). At the start of the nineteenth century, however, agriculture in New Castle County was in a dismal situation. Farming practices continued as much they had during the previous century with the use of the four field system of cropping. Wheat was still the dominant crop, the use of fertilizers was infrequent, and a large number of tenant worked the land. Production was, on the whole, quite low during the first quarter of the century. It was estimated that the average return of crops for all of Delaware was five bushels of wheat per acre, ten of corn, and fifteen of oats, despite the knowledge that the use of fertilizers could increase crop yields to forty bushels of wheat per acre and eighty of corn (Allmond 1958:57).

Demand for American agricultural products was high until about 1815. The out-migration of the population that took place at this time can be seen in the tax assessment data for the nineteenth century for white Clay Creek Hundred (Coleman et al. 1984). A steady rise in the number of

taxables was observed from 1800 to 1818, with a sudden drop in 1819. The assessments also list many of the taxables as no longer being in the Hundred, and often there is a notation of "gone to Ohio" or "Moved to Indiana." Contributing to these difficulties were the problems presented by the Hessian Fly and Black stem-rust, both of which did severe damage to wheat crops. However, it has been suggested that indirectly the Hessian Fly was helpful to wheat cultivation, because it caused increased attention to be given to fertilization and crop tillage, which increased agricultural productivity (Bidwell and Falconer 1941:96).

The revival of the New Castle County Agricultural Society, one of the first such organizations in the nation, in 1818, encouraged farmers in the use of improved drainage techniques, fertilizers, and machinery. New Castle County was on its way to becoming one of the finest agricultural counties in the United States by 1860. Indeed, between 1830 and 1860, when judged by contemporary agriculturalists, the county was considered to be "far superior to other sections of the state" (Hancock 1947:375), and one newspaper observed that "it will satisfactorily compare, in every respect, with the crack counties in the large neighboring states" (Delaware State Journal 1846). Fertilization, farm machinery, and improved drainage were helpful in the agricultural success, but the county's rich natural resources, its fine transportation network, and the proximity of cities, were advantages with which other areas, particularly Kent and Sussex Counties, found difficult to compete. A traveler through the region summed this up well when he wrote "the northern portion of this little state is generally a fine tract of country, being highly and skillfully cultivated, and well adapted to the growth of wheat and other grains of superior quality. In a word, this portion of the state presents all that is delightful in agriculture" (Myers 1849:39).

Average farm size remained much as it had been during the eighteenth century, about 200 acres. However, farms of 300 to 400 acres were not uncommon (Bausman 1933:64). Prior to 1900, real estate values for agricultural property ranged from \$50 to \$125 an acre in the Christiana-Ogletown-Stanton area (DSPD 1898). The system of farming employed in northern Delaware was similar to that used in neighboring Chester County, and was either a cropping system, a mixed system, or a grazing system (Bidwell and Falconer 1941:261). Documentary evidence for the W. M. Hawthorn farmstead (Coleman et al. 1984) indicates that the mixed system of farming was used by the occupants of the farm. In this method, a well-watered portion of the farm was kept as permanent pasture and was frequently manured, with the remainder of the farm cropped in a rotation of corn, oats, barley, wheat, and clover. The Chester county system of farming was widely held in high esteem, and a typical farm, following this pattern, probably was clean and well arranged, with well-built fences dividing the farmstead into seven to twelve enclosures, and with neatly-constructed farm buildings located near a spring (Bidwell and Falconer 1941:262).

Livestock production in New Castle County continued to be a major farm occupation in the first half of the nineteenth century (Bidwell and Falconer 1941:394). Prior to 1850, the area of eastern Pennsylvania, New Jersey, and northern Delaware had been known for its cattle-feeding industry. However, it was dairy-farming that began to predominate in New Castle County, particularly because of the need for fresh butter and milk in the urban centers of Philadelphia and Wilmington. By 1847, dairies ranging from 15 to 100 cows were common in northern New Castle County (Bidwell and Falconer 1941:427).

Between approximately 1840 and 1860, southern New Castle County and Kent and Sussex counties were large producers of peaches, which were shipped by rail and water to Philadelphia, Wilmington, and Baltimore. This "peach boom" was short-lived, however, when a disease called "the Yellows" devastated the orchards. Some northern New Castle County farmers did grow peaches, but the area did not base its agricultural production on this fruit. Thus, farmers in this

area were less affected by the peach blight than areas further south. Other fruits, particularly apples, were grown for profit in the northern New Castle County area (United States Bureau of Census 1850-1880; Myers 1849:39; Hoffecker 1977).

From 1860 until the end of the century, truck or market gardening and the orchard industry began to predominate in much of Delaware. This trend saw its largest percentage increase in the state between 1889 and 1899, with an increase of 457.2 percent (Shannon 1945:260). Northern New Castle County did join this agricultural trend, but still grew a large amount of cereal crops. These grains were no longer for export or widespread consumption, but were for local use in the urban centers, and for cattle-feeding.

Tenant farming, which had been quite common in the eighteenth century, became even more prevalent during the nineteenth century. Large landowners, having acquired much of their holdings during the hard times of the 1820s leased their lands to tenants. One author had likened the farm situation in Delaware in the second half of the nineteenth century to that of the antebellum southern aristocracy: there developed a class of farm owners who not only did little labor themselves, but required that the hired labor render personal services. "They lived on their farms and personally directed their farm businesses. Some of them owned additional farms which they either 'carried on' or rented to tenants" (Bausman 1933:165). By 1900 over 50 percent of all the farmers in Delaware were tenants or share croppers. Over the period between 1880 and 1900 this figure represents almost an eight percent increase in farm tenancy (Shannon 1945:418). Tenancy remained a dominant farming practice into the twentieth century.

The growth of non-agricultural businesses coincided with the decline in agricultural pursuits, which was caused by population expansion and outmigration, poor agricultural production in the early years of the nineteenth century, and urban and industrial expansion (Taylor 1964a; Lindstrom 1978, 1979). Lindstrom (1978:123) found that in 1820 over 76 percent of the population in the Philadelphia hinterland were farmers by occupation, and by 1840 this number had declined to about 70 percent. In addition, the income per agricultural worker fell well below that of the non-agricultural worker. At the same time the income of farmers in the region who were able to remain productive was higher when compared with other areas of the nation. Thus, while many farmers were forced to migrate west or into the cities, or become tenants, many farmers who were successful enjoyed a substantial income and prosperity.

In New Castle County, these changes had brought an end to export crop production, and a real specialization began to occur. New Castle County became an area that specialized in the production of corn, dairy products, fruits and vegetables, and lumber, while producing much less wheat and livestock (Lindstrom 1978:125). By the middle of the century, the county produced goods that were desired by the nearby urban communities supplying perishables such as milk, butter, fruits, and vegetables. This shift from cereal farming to market gardening would continue into the next century.

Regional development during the nineteenth century was much more complex than in the previous decades, primarily due to the great strides in industrialization, urbanization, and transportation that were caused by the Industrial Revolution (Taylor 1964b; Walzer 1972; Lindstrom 1978, 1979). The first half of the century witnessed a noticeable decline in Philadelphia's economic influence over the region, caused by Baltimore's rise, the competition for markets between the two cities, and a drop in the consumption by foreign markets of Philadelphia's agricultural produce. The area responded by diversifying its agricultural

production, but primarily it devoted increasingly more of its resources to manufacturing (Lindstrom 1978:122).

While milling continued to be an important occupation in New Castle County, manufacturing of all sorts became common as the century wore on. The variety of manufacturing and milling establishments in northern New Castle County was astounding. In 1815, *Niles' Weekly Register* observed that the White Clay Creek, Red Clay Creek, and Christiana River drainages within Delaware were the power sources for 46 different mills or manufactories: 24 grist mills, 10 saw mills, 5 cotton mills, 2 woolen manufactories, 1 paper mill, 1 slitting mill, 1 snuff mill, 1 glazing mill, and 1 oil and saw mill (*Niles Weekly Register* 1822). Less than 35 years later, the number of woolen and cotton manufactories had doubled to 14, all steam or water powered, and it was recorded that "the manufactures of Delaware are more extensive than its commerce" (Myers 1849:40). Although Beers' *Atlas of the State of Delaware* (1868) shows only a slight increase since 1815 in the total number of mills and factories in the hundreds of white Clay Creek, Mill Creek, Christiana, and Pencader, the diversification of mill types in 1868 reveals a decline in the number of agriculturally-oriented establishments and arise in the number of manufactories based on an industrially-oriented economy. As noted above, in 1815 there were 24 grist mills and, excluding saw mills, only half as many mills of other types. By 1868, there were 19 grist mills and, again excluding saw mills, 15 mills of all other types—iron, cotton, woolen, paper, snuff, spice, bark, and phosphate.

The first official report on the state of manufacturing in the United States was compiled by Tench Coxe for the Year 1810 (Coxe 1814). The report not only provides the first statewide census for manufacturers, but also a breakdown by county for this data. New Castle County was dominant in most aspects of manufacturing and of the 27 categories of manufacturers, 16 were unique to New Castle County. Manufacturers present statewide included woolen and flaxen goods made at home, fulling mills and looms, tanneries, and distilleries. At this time grist mills produced the greatest value of goods with iron manufacturers second in rank.

The War of 1812 and the Embargo Acts that preceded it proved a great stimulus to manufacturing in Delaware, especially in textiles (Munroe 1979). Much of the reemergence and success of both industry and agriculture in Delaware can be attributed to improved transportation facilities beginning in the 1830s. The linking of Wilmington by railroad with Baltimore and Philadelphia in 1837 provided not only Wilmington, but also its hinterland, with excellent markets both for the purchase of raw materials and the sale of finished products. Contained within this hinterland was also a sizable population of skilled mechanics and machinists who were able to perform the skilled technologies. This combination of good transportation, a large labor pool, and a ready supply of raw materials allowed industry in northern New Castle County to grow and diversify very rapidly. It has been pointed out that "a notable aspect of the industrial pattern in Wilmington was the interrelationship among the local industries" (Hoffecker 1974:27). This pattern benefited greatly not only manufacturers in Wilmington, but also the small businesses that were established surrounding the city. With good railroad facilities, requested goods could be delivered within the same day, even from Philadelphia. The carriage manufacturing business represents the process well with leather tanners, foundries, and wheel shops providing the necessary parts that then only needed assembly. Subsequent sale was usually via railroad to Southern markets or to the government during the Civil War when lucrative contracts for wagons and gun carriages were received (Hoffecker 1974). Other successful businesses also followed this pattern of the shipping of their products for out of state sale. Favorable conditions allowed Wilmington to become a leading manufacturer of transportation related equipment such as carriages, railroad cars, and iron ships. In 1853 the majority of workers in Wilmington were employed in cotton manufacturing,

iron-casting, wheel making, railroad-car manufacture, shipbuilding, carriage making, leather tanning, and coopersy.

At the turn of the twentieth century, America's industrial economy had become truly national in scope; however, Delaware was falling behind the rest of the nation (Hoffecker 1977). Many of the successful firms in Wilmington were bought by large, national companies and the others went bankrupt due to competition from the Midwest. Nonetheless, in 1907, Wilmington stood seventh in manufacturing in the United States according to population, and had a greater diversity of industries than any other city in the United States. In sum, the historical record of the study area shows that the two dominant trends are a developing commercial agriculture and an increasing urbanism.

The Beers *Atlas of the State of Delaware* depicts the project vicinity as it appeared in the immediate post-Civil War years. In the western portion of the project area, Chestnut Hill Road is shown as is a road approximating present Otts Chapel Road. Iron Hill is shown and ore pits are indicated. Much of the project vicinity consists of scattered farmsteads (Figure 6). In the eastern portion of the project area, a road is shown in the vicinity of Stanton Christiana Road. Much of the APE consisted of large farmsteads, including H.L. Churchman's estate on a portion of the former Muscle Cripple tract (Figure 7).

2.2.5 URBANIZATION AND SUBURBANIZATION (1880-1940+)

As shown on Hopkins's 1881 map (Figure 8), at the beginning of this period, the western portion of the project area vicinity consisted primarily of scattered farmsteads located to either side of present Welsh Tract Road and present Chestnut Hill Road. Iron Hill is shown with ore pits indicated south of the project area near present Whitaker Road.

In the 1880s, development in the eastern portion of the APE was concentrated along the Philadelphia-Wilmington-Baltimore Turnpike (Old Baltimore Pike). Development consisted almost entirely of farms ranging in size from 30 acres to well over 100 acres. Because of the location of marshland, the eastern portion of the APE was less intensively developed. Land use was primarily agricultural, most notably the large farm tracts owned by Henry L. Churchman in the vicinity of present Churchmans Road (Figure 9). Little change in development pattern is shown on Baist's 1893 map (Figure 10).

By the 1880s, industrial activity in the project area vicinity came to an end. George P. Whitaker, owner of Principio furnace, employed twenty men to mine ore from Iron Hill. This enterprise shut down in 1884 when the ore was exhausted. An ore pit on Chestnut Hill operated by William McConaughy failed at about the same time (Conrad 1908:527).

The first northern Delaware suburb was Elsmere, begun in 1886 by real estate promoter Joshua T. Heald, designed for working class families and located near the junction of the Baltimore and Ohio Railroad and the Wilmington and Reading Railroad. This community was within walking distance of rail yards and some factories and was a five cent train ride to downtown Wilmington (Hoffecker 1983:57).

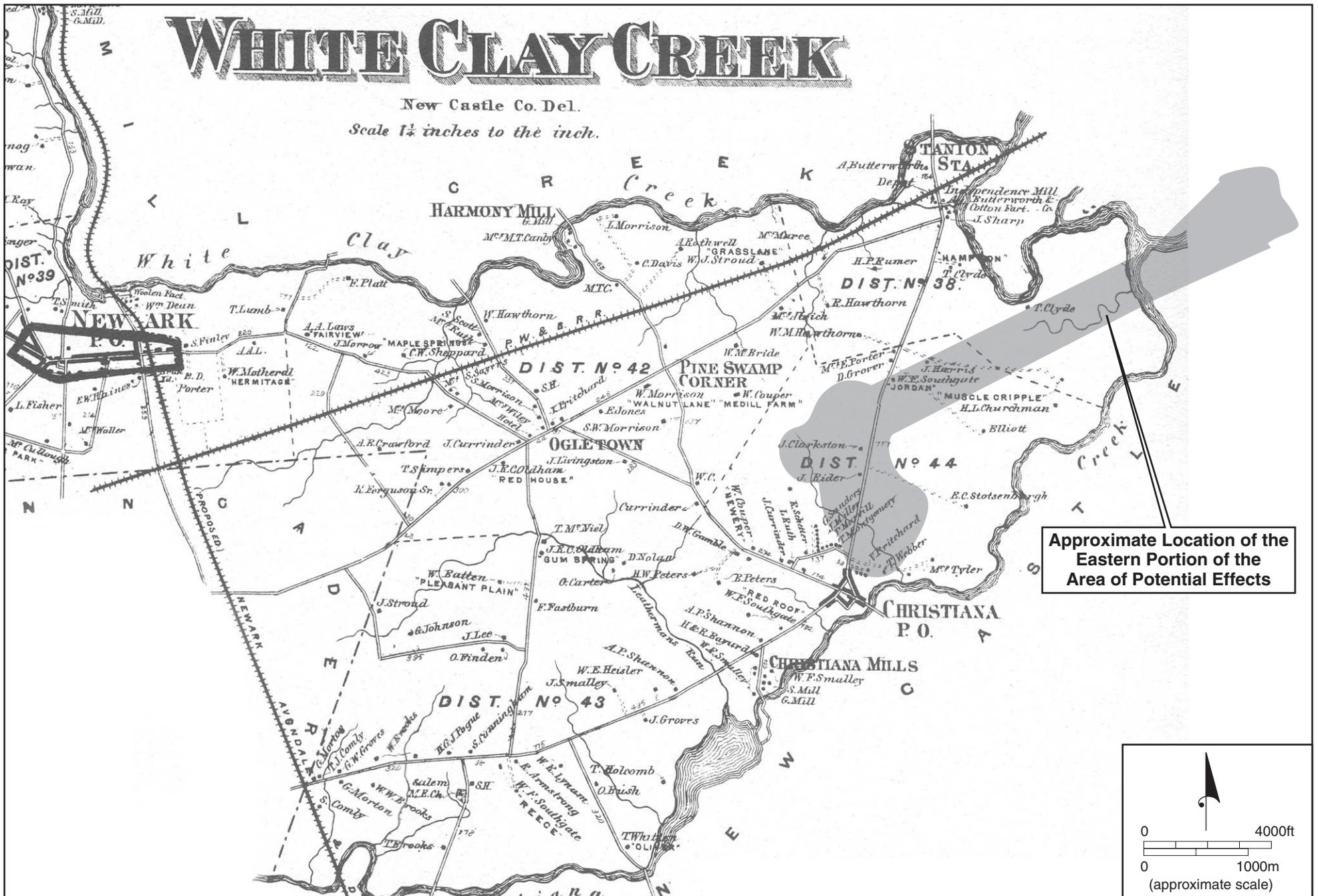
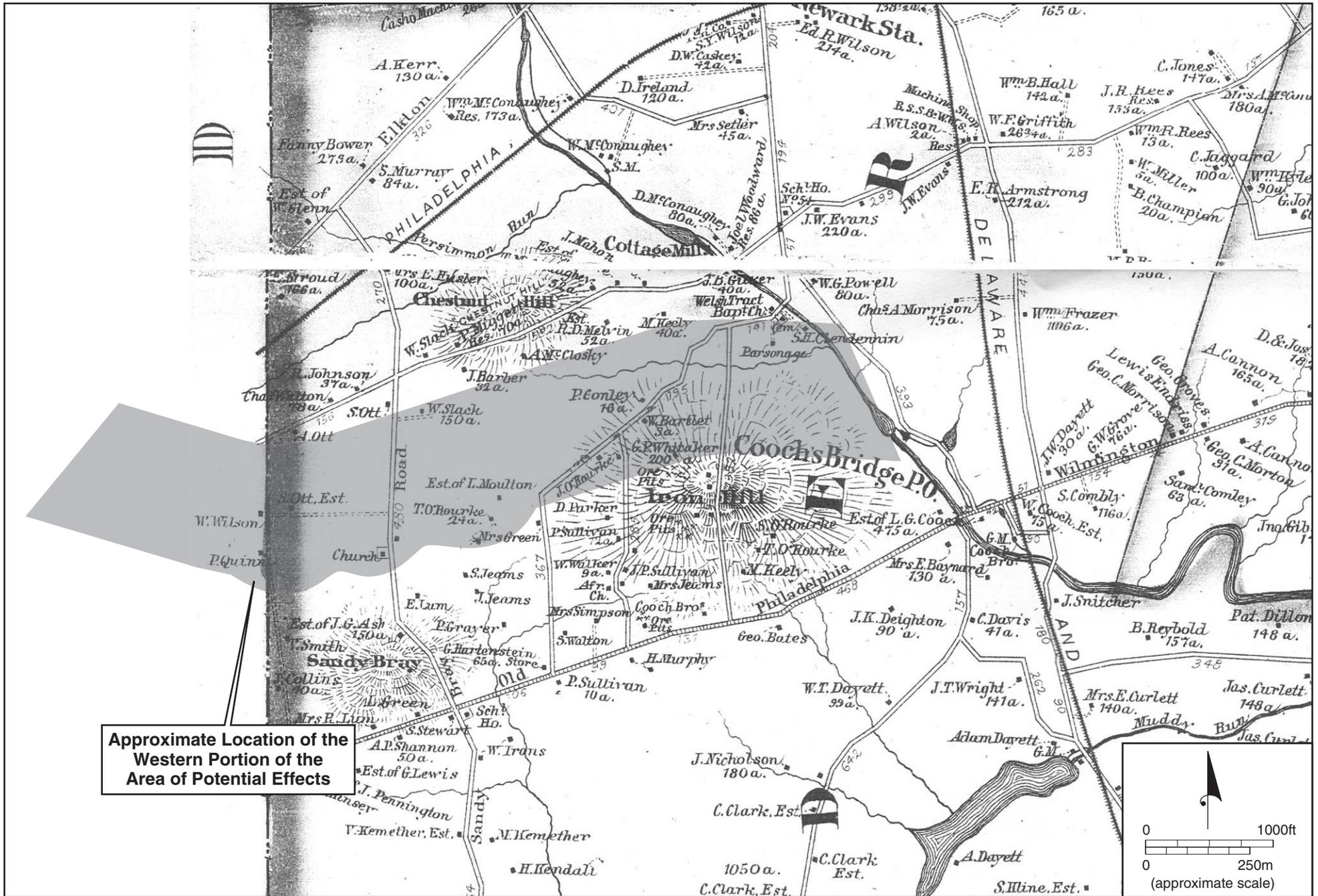


Figure 7. Detail of the *Atlas of the State of Delaware* (Beers 1868), showing the approximate location of the eastern portion of the area of potential effects for the proposed I-95/Delaware Turnpike project.



Approximate Location of the Western Portion of the Area of Potential Effects

Figure 8. Detail of the *Map of New Castle County, Delaware* (Hopkins 1881), showing the approximate location of the western portion of the area of potential effects for the proposed I-95/Delaware Turnpike project.



Figure 9. Detail of the *Atlas of New Castle County, Delaware* (Baist 1893), showing the approximate location of the Delaware portion of the area of potential effects for the proposed I-95/Delaware Turnpike project.

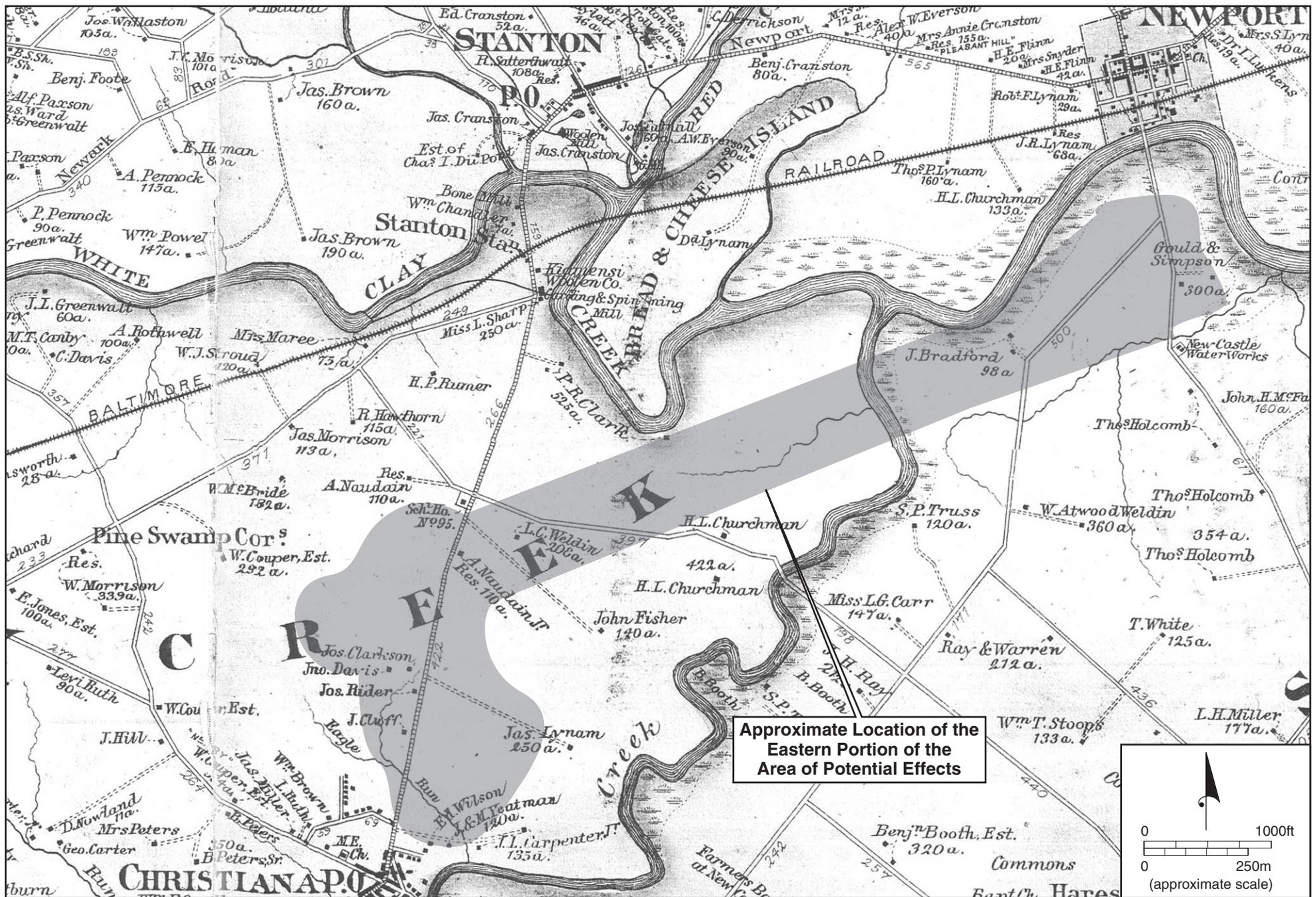


Figure 10. Detail of the *Map of New Castle County, Delaware* (Hopkins 1881), showing the approximate location of the eastern portion of the area of potential effects for the proposed I-95/Delaware Turnpike project.

In the early twentieth century, trolley suburbs were still rare in the Wilmington area. In 1912, 84 percent of the land area of New Castle County remained farmland linked to the city by a web of unpaved roads. The 1910 census listed over 2,000 farms in the county, half farmed by their owners. The chief products of these farms were livestock and grain to feed them. Seventy percent of the county's population resided in Wilmington, a total of 123,188 inhabitants (Hoffecker 1983:58).

Beginning in the 1920s, the newly created State Highway Department undertook some limited road projects, such as paving and bridge replacement, in the project area. More specifically, these road projects included roadway improvements from Bear to Christiana (Route 7) in 1924, Christiana to Newark (Route 4) in 1925, Newark to Maryland Line in 1930, Cooch's Bridge to Maryland Line in 1931, and Welsh Tract Road and Chestnut Hill Road both in 1934. These projects indicate the continuing importance of the Christiana-Elkton Road. In 1925, Route 40, Route 113, and Route 13 were assigned their National Route numbers. County road improvements were also undertaken in tandem with suburban development. The Elkton Road to Pleasant Valley Road project was undertaken in 1926. With the construction of U.S. Route 40 during the 1920s, 30s and 40s, the project area road eventually became known as Old Baltimore Pike. Work from the Maryland Line to Glasgow was started in 1923. Completion of the last link of the dual roadway was in 1936 (State of Delaware State Highway Department Annual Reports 1923-1938).

The economy of the Wilmington area boomed with World War II defense needs. The Dravo Corporation, headquartered outside of Pittsburgh, established a Wilmington shipyard to meet defense contracts. Employing 11,000 at its peak, Dravo was the Wilmington area's largest wartime employer. Chemical and munitions companies including duPont and Hercules Powder also prospered with defense contracts (Munroe 1993:219-220). Growing defense industries increased the need for housing in the Wilmington area.

2.2.6 SUBURBANIZATION AND EARLY EX-URBANIZATION (1940-1960+)

Beginning in the immediate post-World War II period, the population of New Castle County increased rapidly, growing over 21 percent between 1940 and 1950. The rapid increase continued until 1970 with a population growth of 40.4 percent between 1950 and 1960 and 25.5 percent between 1960 and 1970 (NCCDP 1986:14). Since Wilmington and its suburbs, the industrial center of Delaware, lay close to rural areas of Maryland, Pennsylvania, and New Jersey, they drew population from these neighboring states, as well as from rural Delaware (Munroe 1993:217). During the first five postwar years. About 8,500 homes were built in the Wilmington region. Of these, fewer than 700 were in the city. Not only residents but jobs moved to the Wilmington suburbs.

Near the end of the war, General Motors announced plans to build an automobile assembly plant on a 125-acre tract adjacent to Elsmere, Newport, and Richardson Park. When its first car came off the assembly line in 1947, the plant employed 1,067 hourly workers. Three years later the Chrysler Corporation Parts Division opened a storage center in Newark expected to employ 500 workers. The facility was later expanded with construction of an assembly plant (Hoffecker 1983:118-119; Munroe 1993:231).

Retailers also followed their customers to the suburbs. During the trolley car era, the best store location was in the heart of the center city. In the automotive era before limited access highways, the best location was a large plot of open land along an arterial highway. Sears, Wanamaker and

Strawbridge and Clothier each built stores at the edge of Wilmington in the immediate postwar era (Hoffecker 1983:124).

In 1953 the project area still retained much of its rural character; however, in the last several decades, residential, industrial, and commercial development have been rapidly encroaching. During this period of suburban growth (1940s to present) the project area has seen the construction of single-family homes and residential developments in areas that were previously agricultural fields.

By the 1970s most Delaware residents lived in the developed areas within 15 miles of Wilmington but outside the Wilmington city limits. This population was divided among old suburbs like Claymont, newer suburbs like Klair Estates, and incorporated communities including New Castle, Newport, and Newark (Munroe 1993:244).

Suburban expansion continued during the 1960s and 1970s with the construction of major retail and employment centers. Among these was Christiana Mall, located at I-95 and Delaware Route 7. Initial planning began in 1973 by John Wanamaker and New Castle and Associates. Five years later, the \$50 million, 850,000 square foot mall opened with 92 stores including anchors Strawbridge & Clothier, Bambergers and J.C. Penney. Mall expansions occurred in 1990 and 1991. In recent years, the agricultural land near the mall has developed into one of the largest concentrations of retail businesses in the state (Goldblatt 2003).

2.3 HISTORIC CONTEXTS

2.3.1 AGRICULTURE OF NORTHERN DELAWARE

Initial colonial settlement in northern Delaware consisted primarily of scattered farmsteads located on the Delaware River and its tributaries, including the Cristina, Appoquinimink, Brandywine, White Clay, and Red Clay. The relatively flat, well-drained land was well-suited for agricultural use (Hoffecker 1977).

Early Swedish settlers in Delaware grew rye and barley, but cultivation of these grains was soon replaced by wheat cultivation as the latter could be grown more easily. Wheat became recognized as a marketable commodity, and the farm economy began to change from subsistence-oriented to market-oriented agriculture. Wheat and corn were often shipped by water to local milling sites. Wheat flour and bread were often then shipped to Philadelphia for export to the West Indies and other North American colonies and southern European counties (Walzer 1972:163).

Eighteenth century farming in New Castle County was a system of mixed husbandry, combining grain cultivation with raising of livestock (Bidwell and Falconer 1941:84). Between 80 and 90 percent of the population depended on agriculture for their livelihood (Egnal 1975:201). Wheat remained the primary cash crop with lesser amounts of rye, corn, barley, oats and garden vegetables raised. A French traveler in Delaware in the late eighteenth century wrote that “the farms are in general small and ill-cultivated; they receive little or no manure and are in every respect badly managed” (La Rouchefoucault 1800:511).

Beginning in about 1830, an agricultural reform movement swept rural Delaware. This movement encouraged experiments in drainage, fertilizers, and machinery. Use of manure, guano, or lime, substantially increased wheat or corn production, and harvesting of crops was aided by the use of

horse-powered grinders, thresher, corn shellers, hay balers, gins, mowers, hay rakes, and reapers (DeCunzo and Garcia 1992:33). Crop and livestock diversification also occurred.

New Castle farms were the most intensively cultivated in the state. More than three-quarters of the farmland in this region was improved. The average farmer owned more than \$150 in tools and machinery. Northern New Castle County was characterized by capital-intensive dairying and feeder cattle production, while the southern portion of the county was typified by wheat cultivation and dairying (DeCunzo and Garcia 1992:34-35).

In much of the state, Indian corn was the basic animal food in the mid-nineteenth century. Farmers in most hundreds produced between 40 and 55 bushes of corn per animal unit, while in the northern tier, hay and oats formed the primary animal diet (DeCunzo and Garcia 1992:35). Nearly every Delaware farmer raised some swine. In the eight northernmost hundreds, pigs were kept almost exclusively for home use.

By 1850, the total value of New Castle County farms was \$11,459,451. Chief livestock included milch cows, sheep, and swine. Major crops included winter wheat, Indian corn, oats, and Irish potatoes. Principal farm products included butter and wool (DeCunzo and Garcia 1992:41). Corn, oats, wheat and Irish potatoes remained the state's prominent field crops between 1840 and 1870.

In 1884, a total of 2,061 county farms encompassed 253,939 acres. The average farm size was slightly less than 130 acres. An 1887 Census Bureau publication tabulated agricultural production in Delaware toward the end of the nineteenth century. Delaware farmers planted the greatest acreage in corn. Other major field crops included wheat, oats, and market garden products. Fruit cultivation, including apples and peaches, grew in importance in the late nineteenth and early twentieth centuries (DeCunzo and Garcia 1992:43-48).

Between 1880 and 1920, the percentage of improved farm land in New Castle County had decreased by almost 10 percent to 75.2 percent of the total land. By 1930, thirty percent of the farms were categorized as general farm, almost one-quarter as dairy farms, 10 percent as cash farms-grains, and eight percent as self-sufficient farms (DeCunzo and Garcia 1992:102). By 1930, approximately 22,000 acres were planted in corn, about 36,000 in wheat, about 3,000 in truck crops, 3,000 acres in alfalfa hay, and about 800 acres in legumes for hay (DeCunzo and Garcia 1992:110-113). The predominant livestock raised were ducks, turkeys, milch cows and other cows, geese, and sheep (DeCunzo and Garcia 1992:155). The county's farms had approximately 12,000 milk cows in 1930 (DeCunzo and Garcia 1992:157).

Property Types

DeCunzo and Garcia in the historic context for the archeology of agriculture, 1830-1940, list the following associative property types:

Agricultural Complex. An agricultural complex consists of a dwelling or dwellings and domestic and agricultural outbuildings. Kitchens, smokehouses, milk houses, spring houses, wood sheds, ice houses, and other food supply and storage buildings are among expected domestic outbuildings. Agricultural outbuildings would include barns, stables, cart sheds, granaries, hay barracks, hog houses, sheep houses, and potato/root houses. The complex also includes associated utilitarian and nonutilitarian spaces including landscaped lawns, yards, and garden; kitchen gardens; work yards; animal pens; drives, lanes and paths; and agricultural fields, fencelines, and hedgerows (DeCunzo and Garcia 1992:234-235).

Agricultural Dwelling. An agricultural dwelling consists of the residence of a farm owner-operator, tenant farmer, farm manager, or other free agricultural laborer and his or her family household. It consists of at least one dwelling, as well as domestic outbuildings and associated yards, gardens, and activity areas (DeCunzo and Garcia 1992:236).

The predominant type of agricultural dwelling remaining in the study areas is the I-house. This house type is a hall and parlor house with an added central hallway serving a centrally positioned front door. The form is one-room deep with single rooms on either side of the hallway. The I-house is generally three, four or five bays wide. It has two full stories with gable roof and, in earlier houses, gable-end chimneys. Rear extensions giving them an L or T shape in perimeter is common. The I-house symbolized prosperity and respectability among farmers, businessmen and professionals in towns and villages. The I-house mirrored the Folk style with ornaments of varying styles often attached in some form or fashion, including Federal, Greek Revival, Gothic Revival and Italianate (Jakle et al. 1989:120-121, 217).

Other types of formerly agricultural dwellings in the study areas are:

Double-Pile Cottage

The double-pile cottage is a one or one-and-one-half story dwelling with either gable or hipped roof, the ridgeline running parallel to the facade. In twentieth century examples, there is often no hall, and the front door opens directly into the front room. Cottages with steeply pitched roofs resemble a Cape Cod without its characteristic gabled dormers.

Gable-Front, Double-Pile House

This house type is a gabled, two or two-and-one-half story building, two rooms wide (or a single room and a hall) and two rooms deep. Having a front door in one gable end facing the street or road, the varied floor plans of this house are substantial departures from the Georgian plan. Often a porch extends the width of the front gable end, and the gable is decorated with imbricated shingles (especially in late nineteenth or early twentieth century examples) (Jakle et al. 1989:215).

Gable-Front, Double-Pile Cottage

This house type is a gabled, one or one-and-one-half story cottage, two rooms wide and two or more rooms deep. With the front door in a gabled end facing the street or road, the realigned floor plans lack the classical symmetry of the central hallway cottage. In twentieth century examples, space is generally arranged as in bungalows with rooms back to back. One or more large side dormers are frequently used to enlarge space in the half story. A porch frequently extends the width of the front gable end (Jakle et al. 1989:214).

Agricultural Outbuilding. An agricultural outbuilding consists of one or more outbuildings with the same or different agricultural functions located on farms but isolated from the farmstead. Also included are associated work and storage yards (DeCunzo and Garcia 1992:237).

Agricultural Quarter. An agricultural quarter consists of a residence or residential complex housing numbers of agricultural laborers. It includes at least one dwelling, as well as domestic outbuildings and, in some cases, yards, gardens and activity areas (DeCunzo and Garcia 1992:239).

Agricultural Structure. An agricultural structure consists of one or more structures not designed to shelter humans or human activities along with associated outdoor work spaces. Isolated from

the farmstead but located on a farm, the property type includes structures such as stone water towers (DeCunzo and Garcia 1992:243).

2.3.2 SUBURBAN RESIDENTIAL DEVELOPMENT IN NEW CASTLE COUNTY, DELAWARE

Suburban development in the Wilmington area began in the late nineteenth century. The first suburban neighborhood, Elsmere, laid out by Wilmington banker and real estate developer Joshua T. Heald, was developed in Christiana Hundred, just west of Wilmington, in 1886 (Chase et al. 1992:12, 25). By the first end of the first decade of the twentieth century, 19 subdivisions had been constructed in the four hundreds closest to the city of Wilmington (Chase et al. 1992:26).

Initial suburban development in northern New Castle County occurred along major transportation routes that led to Wilmington, Chester, and other employment centers. Among the routes that served as a spine for suburban development were Philadelphia Pike (Route 13), Concord Pike (Route 202), Newport Pike-Maryland Avenue (Route 4), Lancaster Pike (Route 48), and Kirkwood Highway (Route 2). Subsequent suburban development took place in the interstices between primary routes and led to the development of important secondary thoroughfares, such as du Pont, Faulkland, Boxwood, and Centre roads in Christiana Hundred (Chase et al. 1992:9).

In their architecture, New Castle County's subdivision and suburban residences followed national trends. In 1905, the *Sunday Morning Star* of Wilmington reported "there is a general demand for small houses at present but the real estate men have been unable to meet the demands, accordingly more suburban residences will be built" (as cited in Chase et al. 1992:38).

Among the more popular early twentieth century styles or plans was the bungalow in its various permutations. During the 1910s, developer Ernest B. MacNair sought to encourage the construction of bungalows in his developments by offering to sell a prefabricated Aladdin bungalow for \$100 (Chase et al. 1992:38).

By the 1930s, Wilmington's share of the country population began to decline as suburban hundreds began to increase their shares. For example, in the years between 1920 and 1950, Christiana Hundred's share of the county's population grew from four percent to 15 percent (Chase et al. 1992:68). While substantial development occurred in subdivisions, neighborhoods of houses in which lots were sold by a single developer and houses generally erected by a single builder, the pre-1950 suburban houses in the project area represent another type of development, the subdivision of a larger land parcel into a small number of smaller lots on which single houses were erected during the 1920s, 1930, and 1940s.

Property Types

Early to mid-twentieth century suburban residential development in the Wilmington area included the following architectural types or styles:

The Bungalow. A one- or one-and-a-half story house with a ground-hugging outline constructed of wood-frame, brick, stone or concrete block sheathed in wood siding, brick, or stone. The shallow-pitched roof may be a side-gable with the roof ridge parallel to the street, a front gable, or a hipped roof. The bungalow typically features a broad porch across the façade wall anchored

by corner pillars. Nationally, the bungalow was the single most popular house style in the country in the 1910s and 1920s and is the most popular early twentieth century suburban house type in northern Delaware (Chase et al. 1992:40, 60).

The Four Square. A two- or two-and-one-half story house, three or five bays wide with a square or nearly square footprint and elevation. A hipped roof, single-story porch with substantial supports generally extends across the façade wall. The roof junction is marked by deep, overhanging eaves. The roof is generally hipped or pyramidal in form, often with hipped dormers projecting from the roof slopes. The four square was most popular between 1900 and 1920 (Chase et al. 1992:43).

Colonial Revival. A major element of the colonial revival house is a balanced, proportioned, and restrained impression. Typically such houses are side-gabled, five bays wide, two- or two-and-one-half stories in height with a single story wing or porch projecting from one or both gable ends. Constructed of wood-framed, brick, stucco, or stone or a combination of materials, its exterior may also be sheathed in one or a combination of materials. The fenestration is symmetrical and the front door is emphasized by a decorative pediment and pilasters or a flat or gabled stoop (Chase et al. 1992:46).

Dutch Colonial. Dutch colonials are two-story, gambrel-roofed dwellings. Early examples often are oriented with the narrower elevation facing the street, while later examples have the long elevation facing the street. A continuous shed dormer often extends the entire width of the dwelling. Fenestration is usually symmetrical. The centrally placed entry door is often emphasized by a hood roof over the stoop. In the Wilmington area, Dutch colonials are generally found as isolated examples (Chase et al. 1992:48).

Side Gable Cottage. The side-gable cottage was erected in the 1910s and 1920s as simple, inexpensive housing. Its interior often contained but four rooms. Most typically three bays wide, the one-story dwelling is generally of wood-framed construction with clapboard siding. The roof is of moderate pitch, lacking deep overhanging eaves and dormers. Fenestration may be either symmetrical or asymmetrical. In some designs, no porch or roof protects the main entry, while in others a shed- or flat-roofed porch with columns or a cross-gabled hood shelters the front stoop (Chase et al. 1992:50).

Cape Cod Cottage. The Cape Cod cottage, which achieved its greatest popularity in the 1930s, is an elaboration of the side-gabled cottage. The one-and-one-half story dwelling is generally three bays wide and features two and sometimes, three gabled dormers projecting from the front slope of its steeply pitched roof. Most examples are of wood-framed construction, although brick and stucco are sometimes used. The dwelling is usually symmetrical with a central entry flanked by a pair of windows (Chase et al. 1992:50).

Front Gable Cottage. The front-gabled cottage was another plain, inexpensive dwelling style popular in the early years of the twentieth century. This one-and-one-half story dwelling has two or three façade bays. The average pitch roof is occasionally broken by a small, cross-gable dormer. The house is most frequently of wood-framed construction with a clapboard exterior but may also be built of concrete masonry with a stucco or brick exterior. The main entry is frequently sheltered by a porch that may extend across all or part of the façade (Chase et al. 1992:52).

Ranch Style. The ranch style originated in the 1930s in California and became increasingly popular during the 1940s. This one-story dwelling has strong horizontal lines and is frequently laid out in an L with the long block parallel to the street and the end extension reaching toward the street. The asymmetrically massed house may include one or more picture windows and often has a rear patio. Its low pitched roof may be hipped or gabled and generally has noticeably overhanging eaves. Automobile storage is generally provided for in an attached garage or carport. The ranch was not widely built in Delaware until after 1950 with the earliest Wilmington subdivision examples dating from the late 1950s and early 1960s (Chase et al. 1992:57, 60).

Minimal Traditional. The minimal traditional style began to flourish in the pre-war years spanning from 1935 into the 1950s. This style was considered a modern style that introduced new flavor and variation in architecture. Minimal Traditional architecture was a simplified form loosely based on the Tudor style. Houses of this style generally had a dominant front gable, a massive chimney, low or intermediate pitched roof, and little to no detailing. The chimney and gable front locations were two details that often mimicked the formerly popular Tudor style. The most common exterior building materials found are those built of wood, brick, stone or mixtures of these wall-cladding materials. These houses are commonly found within large tract-housing neighborhoods of the period. Two-story examples are rare, however tend to reflect more traditional Eclectic style, like Colonial Revival or Monterey (McAlester & McAlester 1997:477-478).

2.3.3 *INTERSTATE HIGHWAY SYSTEM IN DELAWARE*

The need to construct a limited access highway across northern Delaware arose from changing twentieth century traffic patterns. Beginning in 1925, the New Castle-Pennsville Ferry began operations to relieve traffic congestion through Philadelphia. This ferry, later replaced by the Delaware Memorial Bridge, established a traffic pattern that eventually necessitated the Delaware Turnpike.

On August 16, 1951, the initial span of the Delaware Memorial Bridge was opened to traffic. Later the same year, the southern end of the New Jersey Turnpike opened to connect with the bridge. Southbound traffic began to overburden highways in Delaware, including U.S. Route 13 and U.S. Route 40 (DSHD 1964:7).

In late 1950 and early 1951, the State Highway Department presented a proposal for an express highway through Wilmington to Mayor James F. Hearn's traffic committee. Also planned was an express highway link from the Delaware Memorial Bridge to the Maryland Expressway, then designed to run from the Delaware line near Middletown to the Chesapeake Bay Bridge near Annapolis. By December 1952, approval was given for a toll road linking the Delaware River and Chesapeake Bay bridges (Parks 1968:8-9).

In 1954, the Delaware State Highway Department engaged Howard, Needles, Tamman and Bergendoff, New York-based consulting engineers, to study and report on the feasibility of limited access highways in northern Delaware. The following year, construction occurred on the first major highway improvement in the northern Delaware corridor, a grade separated interchange at the intersection of U.S. 13 and Basin Road, designed to reduce traffic congestion on this overloaded highway (DSHD 1964:7).

In April 1954, the Greater Philadelphia-Delaware-South Jersey Committee proposed three expressways in Wilmington: an east side route to join the Industrial Highway in Pennsylvania, a

west side route to meet the Chester Expressway, and a north route along Concord Pike (Parks 1968:9).

In December 1955, the consulting engineers retained by the State Highway Department recommended that an arterial highway system be constructed in Delaware financed by tolls from the Delaware Memorial Bridge. In June 1956, the Federal Highway Act of 1956 was signed by President Dwight D. Eisenhower, establishing the interstate highway system. The Act provided for 41,000 miles of arterial highways to be known as the National System of Interstate and Defense Highways. Ninety percent of the cost was to be met by the Federal Government and 10 percent by the states.

By the end of 1956, preliminary location plans had been generated for an interstate route extending across Delaware from the Delaware Memorial Bridge to the Maryland line. Initially known as FAI (federal aid interstate)-1, the route eventually became the Delaware Turnpike. At the same time, two additional limited access highways were proposed: FAI-2 to cut through the western portion of Wilmington, and FAI-3 which would skirt the east side of the city. Two years later, five firms of consulting engineers were engaged to produce detailed construction plans and specifications for FAI-1 on the basis of 90-10 Federal-State financing (DSHD 1964:7-8; Parks 1968:9).

In May 1960, Howard, Needles, Tammen and Bergendoff were retained by the Delaware Interstate Highway Division to conduct a traffic and feasibility study of toll highways in northern Delaware. Because of provisions of the Federal Highway Act calling for pay-as-you-go financing, Delaware officials decided to forego federal financing for the highway to expedite construction. An April 1961 report of the consulting engineers indicated that the highway would be feasible as a self-liquidating revenue bond project.

On August 24, 1961, Delaware Governor Elbert N. Carvel signed the Turnpike Act into law, enabling the sale of bonds backed only by the pledge of tolls from the proposed Turnpike. The following January, the Federal Highway Administrator formally approved plans for the turnpike to be part of the federal interstate system. In February 1962, \$28 million in bonds were sold to finance the Delaware Turnpike. At the same time, a separate issue of \$74 million in bonds was sold to finance Maryland's Northeastern Expressway (DSHD 1964:8-9).

Although a redesigned FAI-2 was approved by the U.S. Bureau of Public Roads in 1958, construction on what would become the Wilmington segment of Interstate 95 did not begin until August 1962. The first segment constructed was a high-level bridge over the Brandywine. By July 1966, the southern end of FAI-2 was opened. The entirety of the road was completed in 1968. Construction on FAI-3 (present Interstate 495) began in 1968 (Parks 1968:10).

The first construction contract for the Delaware Turnpike was awarded in May 1962. Contracts for grading, drainage, and bridges were awarded to C.J. Langenfelder and Sons, Inc. of Baltimore, S.J. Groves and Sons Co. of Minneapolis, and James Julian, Inc. of Elsmere (Contracts 7000-7002). The paving contract was awarded to Wilson Contracting Co, Inc. of New Castle (Contract 7003). Construction of Toll Plaza and Service Area buildings was awarded to Frederick G. Krapf and Sons, Inc. of Wilmington, while construction of toll booths and canopies was awarded to Rupert Construction Company of Wilmington (Contracts 7004 and 7005). Toll collection equipment was provided by Taller and Coer, Inc. of Brooklyn (Contract 7006). Roadway lighting was installed by Henkels & McCoy, Inc. of Wilmington, while traffic signs and

delineators were fabricated and installed by Fosco Fabricators, Inc. of Dixon, Illinois (Contracts 7007 and 7008) (DSHD 1964:20-21).

Initial construction was not without headaches. Early in 1963, a newspaper report indicated that the State Highway Department needed up to \$2 million to complete the road and faced two problems, the increased cost of the rest area from \$1.1 million to more than \$2.6 million and the slow pace of road paving by the Wilson Contracting Company, Inc. The increased cost of the rest area stemmed from a redesign intended to make a better impression on travelers (Anonymous 1963a). On November 13, 1963, \$2 million in additional bonds were sold to cover this revenue shortage (DSHD 1964:9).

On November 14, 1963, President John F. Kennedy stood on the Mason-Dixon Line near Newark and dedicated the expressway linking the Delaware Memorial Bridge with the Baltimore Harbor Tunnel (Figure 11). Master of ceremonies for the dedication was Robert Moses, New York highway entrepreneur and president of the New York World's Fair. Other speakers included Governors Elbert N. Carvel of Delaware and J. Millard Tawes of Maryland, N. Maxson Terry, chairman of the Delaware Highway Commission, and John B. Funk, chairman-director of the Maryland State Roads Commission. In his five-minute speech, the President stated that the nation's interstate highway system would save 8,000 lives and \$9 billion in accident costs (see Appendix V). He stressed that highway construction was but one of many pressing national issues, including housing, parks, schools, hospitals, and environmental cleanup (Anonymous 1963c). At the same time, the President unveiled a replica of the Mason-Dixon boundary stone, erected in the highway median (Frank 1964). This monument contained temporary wooden plaques. Later in 1963, the states of Maryland and Delaware mounted permanent bronze plaques to the monument base. These plaques noted the President's dedication of the highway.

The \$30 million road would trim two and one-half miles and 22 minutes from the trip between the Delaware Memorial Bridge and the Maryland state line. At 12:01 a.m., November 15, the turnpike was officially opened to traffic. Construction was 92 percent complete. After Kennedy's assassination, the highway was renamed the John F. Kennedy Memorial Highway (Clements 1978; DSHD 1964:9, 17).

The original portion of the highway was constructed of reinforced Portland cement concrete panels, supported on a selected borrow subsurface. Each lane was 12 feet wide and was paved with 45 foot long panels. The roadway was crossed by 25 bridges, each constructed with reinforced concrete decks on steel beams or girders with reinforced concrete abutments (DSHD 1964).



Figure 11. President John F. Kennedy, and Governors Elbert N. Carvel of Delaware and J. Millard Tawes of Maryland at the ribbon-cutting dedication of the interstate expressway at the Delaware – Maryland State Line (November 14, 1963).

In a *New York Times* article, writer Joseph C. Ingraham described the 59-mile toll highway between the outskirts of Baltimore and Wilmington as “the missing link in the Boston-Washington ‘main street’ of the northeastern megalopolis.” The highway, designed to relieve pressure on U.S. 40, would enable motorists to travel 450 miles between Boston and Washington without facing a traffic light (Ingraham 1963). Interstate 95 was intended to eventually stretch from Houlton, Maine on the New Brunswick border to south of Miami, Florida and extend for 1,879 miles along the East Coast. Connecticut was the first state to complete its portion of I-95 to traffic, while New York was the second. Delaware became the third state to complete the route. By 1968, the route in the remaining 12 states and the District of Columbia was in varying states of completion (Smith 1968).

At the time of its mid-November opening, the highway was accessible only as a through road. The four original exits, at Route 896, Route 273, Route 7, and Basin Road, had yet to be completed. The service station was expected to open on November 15 (Davis 1963). On February 29, 1964, the Restaurant Building in the Service Area was officially dedicated. It opened to turnpike patrons two days later (DSHD 1964:9). With completion of the restaurant, turnpike construction was 97 percent complete. Remaining work included the Basin Road ramps, scheduled for completion by May 30, landscaping at the service area and Administration Building, and permanent installation of traffic and directional signs. In March 1964, a contract was awarded to expand the Service Building at the gasoline service area at a cost of about \$75,000 (DSHD 1964:18-19).

Before the turnpike was a year old, traffic was running 6,000 vehicles per month above predictions. First year toll revenues totaled \$2.05 million and traffic totaled 675 million vehicles, of which about 13 percent were trucks. With the completion of a second Delaware Memorial Bridge span, traffic increased even more. Less than three years after its opening, officials decided that a third lane was needed in each direction and began planning for the expansion. This project, Contract 7058, added a left hand lane in each direction and was completed in the early 1970s. The construction contract was awarded to James Julian, Inc. of Elsmere (Clements 1978; Frank 1964; HNTB 1969).

In the mid-1960s, improvements began to the Service Area. Enlargement of the parking area was completed in May 1965 and a temporary snack bar was constructed. In September 1965, bids were received to expand the restaurant by the addition of a dining room and construction of a permanent snack bar. These projects were scheduled to be completed in June 1966. Construction had begun on an automobile, truck, and service center (HNTB 1965). The Texaco Service Center was completed by December 15, 1966. During the same period, an overhead canopy was installed at the earlier Esso station (HNTB 1967).

In 1968, the original highway shoulders, constructed of double bituminous surface material on a select borrow base, began to be replaced to accommodate heavier use. At the same times, plans were developed to lengthen four main line bridges to accommodate turnpike widening (HNTB 1968:6, 10).

By December 1969, discussion had begun concerning the widening of the turnpike to as many as 12 lanes. The proposal, announced by Ernest A. Davidson, State Highway Department director, included the dualization of the Route 273 and 896 interchanges and the addition of three more lanes in each direction between Route 141 and Route 273. This project, known as Phase II of the highway improvements, was scheduled to be completed in 1974. Phase III called for two additional lanes in each direction between Routes 273 and 896. It was scheduled for completion

by 1980. With the completion of these projects, the turnpike was to be six lanes wide from the Maryland state line to Route 896, 10 lanes to Route 273, and 12 lanes to the Route 141 interchange. The new lanes were to be placed outside the existing roadway in each direction. The inner six lanes were to be used primarily by through traffic, and the outer lanes by local traffic.

The Phase I widening was completed in 1970. A new maintenance building was also constructed in that year. The administration building was in the process of being expanded to accommodate State Police and additional turnpike personnel. Plans for alterations to the Esso service station had been drawn up, and construction was expected to occur in 1971 (HNTB 1970).

The expansion was driven by increasing traffic volume. In 1969, the highway was carrying the volume of traffic earlier predicted for 1990. At the same time, plans began to be developed for removal of tolls at the Route 896 and Route 273 exits and an increase in the main barrier tolls (Mueller 1969). On April 1, 1970, tolls were reduced from 15 cents to 10 cents on Delaware Route 273 and from 25 cents to 15 cents on Delaware Route 896 (Anonymous 1970). By 1971, four additional lanes had been added to the turnpike toll barrier, expanding it to 12 lanes. In 1976, local tolls were eliminated (Clements 1978; HNTB 1971).

The 1973 turnpike annual report further described the planned Phase II turnpike widening. The section from Route 273 to Route 141 was to be widened to 12 lanes. Construction, delayed by the design of an improved Christiana exit, was expected to be completed by the end of 1981 at a total cost of \$65 million (DSHD 1974:12, 13). Rest area improvements also occurred as part of highway construction. In 1974, the rest area ring road was finished. During the following year, the restaurant was enlarged with the addition of 130 seats, and the existing snack bar was replaced (DSHD 1976).

In 1978, the interchange with Route 7 was rebuilt because of construction taking place and planned, including Christiana Mall and Hospital, and expansion of Delaware Technical and Community College (Clements 1978). In 1988, the service area was expanded with the addition of one more restaurant. With this expansion, the service area included Roy Rogers, Bob's Big Boy, and Sbarro (DSHD 1989).

By the 1990s, it was estimated that as much as 45 percent of the traffic on I-95 originated and terminated within the Delaware Interstate Highway System area, and up to 18 percent of the traffic on the Delaware Turnpike section of I-95 originated and terminated at one of the five turnpike interchanges. During the late 1980s and early 1990s a series of studies was undertaken by DelDOT to guide future improvements to the turnpike, particularly in the area of the Route 7 and Route 1 interchanges (DelDOT 1993:II-15- II-16).

In 1999-2000 additional road improvements were made to accommodate the implementation of the EZ pass system. These improvements included installation of electronic equipment and cameras at the toll barrier.

Property Types

Expected property types representative of I-95/Delaware Turnpike include:

- 1) the road itself, including directional signs, barriers, lane markings, and lighting fixtures;
- 2) bridges, both those which carry the limited access highway over roads, waterways, railroad lines and other obstacles, and those that carry local routes over the highway;

- 3) the toll barrier;
- 4) the service area, including restaurant building, automobile and truck service areas and parking;
- 5) associated buildings and structures, including the Turnpike Administration Building and maintenance buildings and structures; and
- 6) objects, including commemorative markers.

Because of the interconnectedness of these property types, I-95/Delaware Turnpike was assessed and evaluated as a possible district and/ or property type that may have achieved significance within the last 50 years with components or facility operations including buildings, structures, and objects.

3.0 RESEARCH DESIGN

The purpose of the historic architectural investigation was to identify all pre-1955 buildings and structures within the APE and evaluate their National Register-eligibility under identified historic contexts. Background information used to develop historic contexts for the investigation was gathered from the Delaware Public Archives, the Delaware State Historic Preservation Office, the University of Delaware Library, the New Castle County Library (Newark Branch), and the Historical Society of Delaware. Construction dates for buildings and structures were estimated, based on exterior appearance. In some cases, these dates were compared to those indicated in the on-line New Castle County and Maryland State assessment record databases.

All properties containing pre-1955 buildings located within the APE were surveyed to obtain the information necessary to complete the appropriate DE SHPO survey forms. Black and white 35mm photographs were taken of the exteriors of buildings. When permission to enter a property could be obtained, portions of buildings not visible from the street were viewed and photographed.

Based upon the identified historic contexts for the APE, the following property types were expected to be present within the APE: farms; limited access roadways and toll plazas; single-family residences, and a boundary marker. Eligibility criteria for each expected property type follow.

Agricultural Properties

An agricultural property may be eligible for the National Register under any of the four criteria.

Under Criterion A, an agricultural property may be eligible if it is associated with events that have made a significant contribution to the broad patterns of history. This contribution may involve an association with an important agricultural advance or an incidental role as the location of an important historical event, such as a battle or skirmish. Under Criterion B, an agricultural property may be eligible for association with the life of a person significant in the past. To be eligible, the significance of the individual to the history of the locality or region must be demonstrated, and it must also be documented that the property is directly associated with the period of his or her productive life. Under Criterion C, an agricultural property may be eligible if it embodies the distinctive characteristics of a type, period, or method of construction. For example, a little altered nineteenth century farm with house, associated outbuildings, and surrounding agricultural land, may be eligible as an example of a type, a nineteenth century farm.

In addition, former farmhouses lacking associated outbuildings and agricultural land may be eligible under Criterion C for their architecture. The most common former farmhouse design is the I-house. An I-house must be a two- or two-and-a-half story, hipped or side-gabled-roof house of rectangular form. The dwelling must have a centrally located front door and be one-room deep with single rooms on either side of the hallway. Its eligibility is strengthened if gable-end chimneys, rear extensions giving them an L or T shape in perimeter, and/or ornaments are featured.

As previously noted, examples of such former farmhouses in the project area are representative of several vernacular types common in the eastern United States. Because of the number of surviving examples, individual examples are rarely eligible for their architecture. Eligibility is

dependent on either retention of an exceptionally high proportion of their original fabric or possession of exterior decorative elements that make the house a good example of a particular architectural style, such as the Victorian Italianate.

Under Criterion D, an agricultural property may be eligible if it has yielded or may be likely to yield information important in history. This information could include construction practices or agricultural techniques or practices.

To be eligible for the National Register under the agricultural context, a property must remain identifiable as a farm. This requires survival of both the farmhouse and the primary outbuildings, most notably, the barn. The setting must be such as to convey the former agricultural use. Although surrounding land may not be currently farmed, sufficient surrounding land must remain undeveloped to convey the agricultural character of the property.

Limited Access Roadways, Commemorative Monuments and Toll Plazas

Because the entirety of the I-95/Delaware Turnpike postdates 1955, its National Register eligibility must be evaluated under Criteria Consideration G: a property achieving significance within the past 50 years if it is of exceptional individual importance and maintains a high degree of integrity.

The Delaware Turnpike was one of many limited access highways constructed throughout the country during the first decade of the federal interstate highway program. Because highway construction was booming nationwide, only a few such roads possess the “exceptional importance” required under Criteria Consideration G.

Interstate 95/Delaware Turnpike is evaluated as a district because of the unified plan and physical development that resulted in its initial construction. Elements of the district include the roadway and exit ramps, lighting and signage, buildings and structures such as the toll barrier and administration building, and objects such as the Delaware-Maryland boundary marker. Due to the scope of this investigation, not all of the roadway is located within the APE, and portions have not been surveyed. Among the major elements outside the APE are the maintenance complex, the service plaza, and, on the I-295 extension, the Delaware Memorial Bridge and associated toll plaza and office/maintenance buildings. The National Register evaluation of eligibility considered all components of the turnpike. This is typical procedure for the evaluation of a district whose boundaries extend outside of the APE of a particular investigation.

To possess this “exceptional importance,” the resource must possess both significance and integrity. Significance is evaluated in relation to the four National Register criteria.

Under Criterion A, the pattern of events represented by the resource must be of exceptional importance to the state of Delaware. That is, the construction of a connection between highways leading to the New Jersey Turnpike and Maryland’s Northeastern Expressway must represent an event of exceptional importance to the state.

Under Criterion B, the resource must be associated with a person important to the history of the community, state, or nation. As noted, the resource was dedicated by President Kennedy in November 1963. Many other properties and locations were associated with the President. Is this resource among those that best represent the President’s contributions to the history of the United States?

Under Criterion C, a resource must possess architectural or engineering significance as representative of a type, period or method of construction, as the work of a master, or possess high artistic values. Because the highway is an anonymous interstate designed with little or no aesthetic concern, it does not possess high artistic values and is not representative of the work of a master. Under Criterion C, the evaluation is limited to a consideration of whether the resource possesses engineering significance because of its method of construction. Additionally, evaluation factors for achieving engineering and architectural significance in highway infrastructure should consider consistently and continually uniform construction practices and applications during periods of expansion and management of its facilities. Most of the original design or supporting facilities should remain in place and should be recognized, clearly present, and operable. For example, removal or replacement of toll plaza signage and gates, and modernization or replacement of booths, operations, and equipment is an inconsistent practice when those original or in-kind components of materials and design practices are not used.

Under Criterion D, a resource must have the potential to yield information in prehistory or history. Eligibility under this criterion is unlikely. The information potential of most modern highways is low or nonexistent.

To possess integrity, the present resource must convey strong associations with the resource as it appeared during its period of significance. Physical changes are expected, but much of the original architectural and engineering fabric of the original resource must remain.

As noted, the portion of I-95 located adjacent to the Maryland-Delaware boundary was dedicated by President John F. Kennedy in November 1963. As part of the ceremony Kennedy unveiled a replica of a Mason-Dixon boundary stone installed in the median of the highway. After the president's death, the legislatures of the two states passed legislation making the highway a memorial to Kennedy, and bronze plaques were affixed to the base of the monument commemorating his dedication of the highway.

The I-95 dedication monument must be evaluated both as a recently constructed commemorative monument and for its association with the late president and his contributions to the interstate highway system. The primary legislative impetus for the interstate highway program was the Interstate Highway Act of 1956. The bill's authors were Representative George Fallon of Maryland and Senator Hale Boggs of Louisiana. According to historian Mark Rose, Fallon contributed the details of fund distribution, control of construction and apportionment, while Boggs concentrated on finances (Rose 1979:89). The bill was approved in the Senate on June 26, 1956 by a vote of 89 to 1 after earlier having received House approval. The legislation, providing for an accelerated highway building program, was signed by President Eisenhower on June 29, 1956.

John F. Kennedy, then junior Senator from Massachusetts, participated in the bill's discussion. He also introduced for publication in the *Congressional Record* a resolution in support of passage of the act issued by the Massachusetts State Senate (United States Congress 1956:11679-11680). Earlier in the Second Session of the 84th Congress, Senator Kennedy had participated in the floor debate by advocating the applicability of the Davis-Bacon Act, requiring the payment of locally prevailing wages, to interstate highway expenditures (United States Congress 1956:9163-1964, 9170-9171).

Kennedy remained an advocate of the interstate highway system during his presidency. Not long after his inauguration, the President issued his “Special Message to the Congress on the Federal Highway Program.” In this message, Kennedy wrote that timely completion of the construction program was essential to national defense, to traffic safety and to the national economy. To fund highway construction, Kennedy advocated increasing federal taxes on diesel fuel, large trucks, highway tires, inner tubes, and tread rubber. In addition, he ordered the immediate release of \$724 million in Federal highway funds scheduled to be released a month later (Kennedy 1961:126-133). Later in his administration, Kennedy occasionally noted the importance of increased highway expenditures during speeches and messages in various venues.¹

Kennedy was clearly a supporter of interstate highway construction, as were most national politicians of the time. He played some role in advancing this agenda both by his Senatorial votes and by his continuing advocacy during his presidency. This role appears not to have been as significant in the development of the system as that played by his predecessor, President Eisenhower, beginning with his February 1955 message to Congress, and by the 1956 bill’s primary authors, Senator Boggs and Representative Fallon. Eisenhower’s advocacy is commemorated in the naming of the entirety of the system in his honor. The primary studies of the politics of the interstate highway system, written by Mark Rose, fail to credit Kennedy with a significant role in advancing the highway agenda (Rose 1979; 1990).

Information concerning the planning and design of the I-95 monument is not contained in records searched at the Delaware Public Archives. The form of the monument, a crownstone, is appropriate given its location near the border between the two states. Such stones were used by Mason and Dixon to mark points on the boundary of the two states. A list of dedication ceremony arrangements in the Delaware Turnpike Administrative Records file at the Delaware Public Archives indicates that the monument was supplied by the state of Delaware (Anonymous 1963b; see Appendix V).

The monument was intended to mark the dedication of the adjoining highway sections. It was not placed to honor the fallen president. In fact, as indicated in the ceremony arrangements list, the dedication of the monument would have occurred even if the president had been unable to attend.

The permanent bronze plaques affixed to the monument after the dedication ceremony note the President’s role in the ceremony. The Maryland plaque, located at the east end of the base, reads:

Maryland NE Expressway dedicated by The President of the United States, John F. Kennedy, November 14, 1963; J. Millard Tawes-Governor; State Roads Commission, John B. Funk –Chairman Director: Harley P. Parinsfield, Lansdale G. Clagett, Leslie H. Evans, John D. McMullen, William P. Owings; Thomas N. Kay – Chief Administration Officer; David H. Fisher; Authorized by General Assembly 1955.

The Delaware plaque, located at the west end of the base, reads:

Delaware Turnpike dedicated by The President of the United States, John F. Kennedy, November 14, 1963; Elbert N. Carvel, Governor; State Highway

¹ See, for instance, Annual Budget Message to the Congress, Fiscal Year 1964. January 17, 1963 (Kennedy 1964:26 ff).

Department, N. Maxson Terry Chairman, Lemuel H. Hickman, Vice Chairman, Thurman Adams, Jr., Harry Bonk, Anthony B. Carroll, Jr., C. Warren Gass, Aubrey B. Lank, Frank H. Mackie, Jr., Albert S. Moor, Elmer Fratt, William J. Hopkins; William J. Miller, Jr., Director of Operation, Ernest A. Davidson, Chief Engineer; James J. Deputy, Controller; Authorized by General Assembly 1961.

On December 18, 1963 the Delaware General Assembly passed legislation to rename the highway the “John F. Kennedy Memorial Highway” and ordered the Department of Highways to erect suitable signs or markers to inform the public of the proper name (General Assembly 1964:590). This legislation was accompanied by a joint resolution of the 122nd General Assembly that read in part:

Whereas, he [President Kennedy] was a great supporter of arterial highways to bind the nation together and on November 14, 1963 dedicated the Delaware Turnpike as part of the nation’s arterial highway system,...therefore

Be It Enacted that the Senate of the 122nd General Assembly, the House of Representatives concurring therein, requests the appropriate governmental bodies in the several states and in the Federal Government to rename the arterial limited access highway leading from Massachusetts to the nation’s capital the “John F. Kennedy Memorial Highway” as a living tribute to this great and dedicated American....(Delaware Turnpike 1964:14).

Early in 1964, the Maryland legislature passed similar legislation and signs indicating the name change were erected in both states.

The dedication monument was envisioned as a memorial to President Kennedy on November 14, 1964 when Governor Carvel placed a wreath at it. In remarks, he remembered the dedication ceremony of a year earlier and described the dedication site as a “hallowed spot.” The ceremony also included a prayer by a Wilmington priest and *Taps* played by a Delaware National Guard bugler (Anonymous 1964).

Is the monument eligible for the National Register because of its association with President Kennedy and as the site of his last formal public appearance prior to his assassination? In addition to being evaluated as a component of a larger Interstate 95 district, the monument was assessed for National Register eligibility under Criterion F as a commemorative property:

A proper primarily commemorative in intent can be eligible if design, age, tradition, or symbolic value has invested it with its own exceptional importance (NPS 1991:39).

Properties required to meet this consideration are those whose “sole or primary function is commemorative.” The monument, erected to mark the dedication of the Maryland and Delaware highway segments meets the National Register definition for a commemorative property. In addition, because the monument is less than 50 years of age, it must also meet the “exceptional importance” consideration of Criteria Consideration G.

Suburban Dwellings

In their suburban context for the Wilmington area, Chase et al. cite characteristics that each house type must possess to retain integrity. These characteristics are as follows:

- A **bungalow** must be a one- or one-and-a-half story house with a low-pitched roof, deep, overhanging eaves, and a broad porch dressing the front façade. The consideration of such a dwelling is further strengthened if the eaves are supported by brackets and if there are bay windows included in the design.
- A **four-square house** must be a two- or two-and-a-half story, hipped-roof house of a simple square or nearly-square both in plan and elevation. It should be a plain, substantial building with a porch across the front. Its eligibility is strengthened if it has dormers as additional features.
- A **colonial revival house** should present a balanced impression. It should be a two- or two-and-a-half story, five bay side-gable dwelling, usually with symmetrical fenestration. While the materials may vary, a colonial revival dwelling's eligibility will be strengthened if it follows traditional decorating conventions with classically-designed ornamentation around the entry door and window shutters.
- The **Dutch colonial** must be a three- or five-bay, gambrel-roofed dwelling of two stories. While the house may be either side- or front-gabled in design, the style should display the typical shed dormer across the width of the building. The Dutch colonial should have a solid, substantial profile.
- The **side-gable cottage** must be a simple, modest dwelling or one- or one-and-a-half stories and generally three bays. The building should be oriented so the roofline runs parallel to the street. The roof must be of average pitch and the projections of the eaves shallow. If there are dormers into the upper floor, they must be of the simplest style as must any porch used to ornament the front of the dwelling.
- The **Cape Cod cottage** is a more complex version of the side-gabled cottage. The simplicity of the side-gabled cottage must show increased ornamentation with the Cape Cod, most notably supplied by two or three gable dormers in the steeply-pitched roof. The eligibility of a house of this style is strengthened if the dwelling is symmetrical in design, has traditional classical decoration around the door, and has shutters at the windows.
- The **front-gable cottage** must adhere to standards of simplicity similar to the side-gable cottage. It must be one- or one-and-a-half stories in height and constructed with two or three bays. The roof must have an average pitch and may be broken with a modest cross-gable dormer. The entry should be sheltered by a front porch (Chase et al. 1992:62-63).
- The **ranch** must be one-story with strong horizontal lines in an L-shape or rectangular form. The asymmetrical dwelling should have a low-pitched roof and overhanging eaves. The eligibility of a house of this style is strengthened if the dwelling is set back from the road on a deep rectangular, or corner lot. Additionally the dwelling lacks decorative detailing, and the exterior cladding is wood, brick, stone or mixed wall-cladding material. Picture windows, patios, and areas for automobile storage (attached, or detached) also strengthen their eligibility.

- The **minimal traditional house** must be a one or two-story dwelling with a low-to-medium height pitched roof, feature at least one front-facing gable and/ or a large chimney. The building should be constructed with a side-gabled rectangular core. Eaves should be close rather than overhanging. The eligibility of a house of this style is strengthened if the dwelling lacks decorative detailing, and the exterior cladding is wood, brick, stone or mixed wall-cladding material.

The National Register eligibility of any of these house types is dependent on integrity of design, materials, and workmanship. The original appearance of the dwelling must have remained largely unchanged. If major alterations have occurred, such as total window replacement, its integrity may have been compromised. If changes can be reversed, the dwelling's integrity may not have been irrevocably compromised (Chase et al. 1992:64).

Subdivisions

In the suburbanization context written for the Wilmington vicinity, Chase et al. suggest basic criteria in order for a subdivision to qualify for eligibility and/ or listing in the National Register of Historic Places. A subdivision must be a residential community established during a specific time period, distant from the center of Wilmington, but tied still to it by employment.

The following physical characteristics define a subdivision:

- The layout of the streets within the subdivision (straight or curving)
- The number of streets that make up the subdivision
- The means of access in and out of the subdivision
- The degrees of architectural variety within the subdivision

In order for a subdivision to be considered eligible for the NR, Chase et al. suggest that the community possess three of the four above-mentioned characteristics, in a form appropriate to the time period in which it was created.

Once a resource has been fully determined a subdivision, it must be evaluated for integrity and significance under the criteria established by the Secretary of Interior. Chase et al. cite the following elements necessary for a subdivision to retain integrity:

- The original physical layout of the plan must be present and discernable.
- No portion of the subdivision can have been destroyed with the invasion of nearby or adjacent highways or industrial plants and
- The earlier dwellings of the subdivisions must still be extant. If the construction of houses spans a number of decades within the subdivision, representative examples of each period should be present (Chase et al. 1992:35-36).

4.0 DESCRIPTIONS AND EVALUATIONS OF RESOURCES

The Welsh Tract Baptist Church and Parsonage (N-264) (Plate 1) were listed in the National Register on March 1, 1973. The property is also recorded in the Historic American Buildings Survey (HABS) and has been assigned HABS number DE-56. The Delaware-Maryland Boundary Monument #81 (D-101.081) was listed in the National Register on February 10, 1975 as part of a nomination of boundary markers on the Pennsylvania-Maryland, Pennsylvania-Delaware, and Delaware-Maryland boundaries (Appendix II).

A bridge along Welsh Tract Road (NC-342; N-12612) was previously surveyed as part of the statewide survey in 1988. The survey report concluded that the 10-foot-long, concrete, rigid frame structure, dating from 1934, was a poor example of its type and thus not eligible for the National Register (Lichtenstein 2000:256). As per DE SHPO survey guidelines, this bridge was not resurveyed in the present investigation.

Two dwellings, 356 Welsh Tract Road (N-13341) and 188 Welsh Tract Road (N-13339), both surveyed on July 28, 1994, have been demolished. CRS *Survey Update Forms* were completed for both.

The following properties were surveyed during the present investigation (Figures 1 and 2 [note: JMA property numbers correspond to section numbers in the text]). Cultural resource survey (CRS) forms were prepared for each property not previously listed or determined eligible for listing in the National Register. Survey update forms were prepared for those properties previously assigned CRS numbers. These survey forms are included in Appendix IV.

4.1 STEPHEN OTT HOUSE, 922 OTTS CHAPEL ROAD (N-13328)

Description

The Stephen Ott House (Plate 2) is located on the west side of Otts Chapel Road, on the southwest corner of Otts Chapel Road and Chestnut Hill Road. Wooded lots to its north and west, and a large open lot to its south surround the property. A partially paved driveway enters the property from the east. The house faces east toward the roadway.

The property consists of a vernacular, nineteenth century, side hall dwelling, rectangular in footprint with a side-projecting bay, and several rear additions. The two-story, wood-framed house is completely covered in horizontal vinyl siding and is sheltered by a gable-front roof sheathed in asbestos shingles. A brick chimney, covered in stucco, rises from the center interior of the dwelling.

The east façade (front) has two first-story bays and two second-story bays. All of the windows featured in the main block are double-hung, two-over-two sash windows, protected by modern storm windows. A modern shed-roofed, single story porch stands across the front facade. The porch is supported by wood post partially buried into the ground. The house is entered through a modern vinyl-and-glass door. The south façade (side) of the main block measures two bays deep (two rooms). A single-story, flat-roof bay projects from the southeast corner.



Plate 2. Stephen Ott House, 922 Otts Chapel Road. East and south elevations toward northwest.

The rear elevation has been substantially altered by additions. The first of these is a modern, two-story, gabled addition that runs the width of the house. A single-story, shed-roof addition extends from its north side. Modern windows light the interior. A modern vinyl door gains access into the addition at its northeast corner. The entrance is sheltered by a single-story, gabled porch. A modern, single-story gabled garage is attached to the rear façade of the addition. The two-bay garage features vinyl roll-down garage doors on the south façade.

History

Pomeroy and Beers's 1868 atlas of Delaware shows the parcel as the location of a house occupied by S[tephen] Ott. The exterior appearance of the present house suggests a later construction date.

The first identified transaction involving the site of the house occurred in September 1891 when Charles L. Simmons, executor of the estate of George Simmons, sold two adjacent parcels, one of 34.5 acres and the other of two acres to Anthony Higgins of Wilmington for \$1,305, per a decree of the Orphans Court (New Castle County Deed Book I15:255, September 9, 1891). How George Simmons acquired the property is uncertain. Simmons is listed as grantee in six deeds, none of which is the deed for this property.

Higgins owned the property for only a short time before selling it to Martha R. Wilson of White Clay Creek Hundred for \$2,100 (New Castle County Deed Book L15:316, September 21, 1891). Eight years later, Wilson sold the 34 ½ acre and 2 acre parcel to Dennis McGonigal of Newark for \$1,900 (New Castle County Deed Book S17:566, December 23, 1898). After McGonigal's death, ownership of the parcels passed to his wife, Mary A.

In 1910, Mary A. McGonigal of Wilmington sold the two parcels to Ida Moss for \$100 (New Castle County Deed Book R22:421, February 10, 1910). After Moss died intestate, ownership of the property passed to her heirs: her husband Philip J. Moss, David H. and Kitty Moss of Washington, D.C., and Mary R. [Moss] Davis and her husband Robert E. of Wilmington. The heirs sold the 34 ½ acre and 2 acre slice of land to Mary F. Leal of Wilmington for \$2,400 (New Castle County Deed Book X23:351, May 30, 1912).

The property was subsequently divided. In 1933, Mary Leal, then residing in Pencador Hundred, sold a 4.62 acre parcel containing the present 922 Otts Chapel Road to John W. and Mildred Barry for \$1,850 (New Castle County Deed Book T38:97, May 17, 1933). Three years later, the property was sold to Herbert F. and Elizabeth M. Wood for the token sum of \$1 (New Castle County Deed Book Z39:50, June 17, 1936).

In 1960, the Woods sold three parcels, one consisting of 17.96 acres, the second of two and one-fourteenth acre and the third of 4.62 acres to Margaret A. Lauer of Wilmington for ten dollars and other good and valuable considerations (New Castle County Deed Book K65:394, May 14, 1960). The same day, Lauer sold the three parcels back to the Woods, listed in County assessment records as the present owners, for \$10 (New Castle County Deed Book Z65:397, May 14, 1960).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Background research concerning the history of the surrounding area has not identified any association between the property and significant historic events. Therefore, it is recommended not eligible under National Register Criterion A. Chain of title research and additional local research has yet to identify or associate any historically important owner, resident, individual, or group of people to the property. Therefore, it is recommended not eligible under National Register Criterion B. The house is an example of a gable-front, double-pile house, a common late nineteenth and early twentieth century vernacular house type. The house lacks both outstanding integrity and stylistic sophistication as a representative of this house type. The dwelling's integrity of material has been lessened with the application of modern siding, the insertion of modern doors, the construction of a modern porch, and the construction of the numerous rear additions. Decorative detail and workmanship are typically seen on dwellings of this time period. None appears now. Lastly, the property's integrity of setting and feeling as a former farmhouse has been lost with the demolition of any former outbuildings. The property no longer functions as an agricultural complex, only as a residence. Modern neighborhood developments closely encroach upon the property. For all these reasons, the property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.2 DWELLING, 1463 OTTS CHAPEL ROAD (N-14160)

Description

This property (Plate 3) is located on the west side of Otts Chapel Road and the southeast corner of Dixie Line Road. The former farm is currently used as a wholesale nursery, with a small dwelling near the roadway, outbuildings to the north, and linear rows of new bedding, shrubs and trees to the rear, west side of the property.

The property consists of an early twentieth-century, vernacular side-gable dwelling. The one-and-one-half-story, wood-frame dwelling is rectangular in shape with a center-passage floor plan. The main block of the dwelling is covered in asbestos shingles and is sheltered by a side-gable roof sheathed in rolled asphalt. Two chimneys rise from the dwelling: a modern, half-engaged brick chimney rises from the northeast corner of the north façade, and a concrete-block, half-engaged chimney rises from the center of the south gable-end.

The entire front (east) facade of the dwelling consists of a full-width addition. The addition is covered in aluminum siding and measures three bays wide. Double-hung, two-over-two horizontal-pane sash windows flank the centered entrance. The door is wood-and-glass and is sheltered by a gable-front hood. A partial concrete deck, with concrete steps sits adjacent to the entrance.

The north elevation of the main block measures two bays deep. A third window is located on the north end of the rear addition. All three openings are double-hung, one-over-one sash windows.



Plate 3. Dwelling, 1463 Otts Chapel Road. Northeast and northwest elevations toward southwest.

A six-pane casement window is centered in the gable peak. A wood, double-door bulkhead is located at the northwest corner of the main block.

The entire west (rear) elevation consists of an enclosed, full-width addition. The one-story addition is covered in aluminum siding and is sheltered by a shed-roof sheathed in standing seam metal. The addition measures three bays wide. A double-hung, one-over-one sash window pierces the northwest corner of the dwelling, and a small four-pane awning window is located to the north side of the door. A wood-and-glass door accesses the interior of the house from the southwest corner. A modern, one-story porch with corrugated plastic roofing shelters the entrance. The shed-roof porch is supported by metal pipe on ground-level concrete deck.

The south elevation of the main block measures two bays deep with windows flanking the chimney. A third window is located on the south end of the rear addition. All three openings on the first-floor are double-hung, one-over-one sash windows. Two four-pane casement windows located in the upper level flank both sides of the chimney.

Two-tool sheds stand northwest of the house. The wood-framed, one-and-one-half-story buildings are covered in asphalt shingle siding. Their gable-front roofs are sheathed in standing-seam metal. Limited access was allowed to the buildings; however, both appear to be in fair condition.

History

The New Castle County tax assessment records, list the approximate construction date of the house as 1940. Architectural and documentary support this date. William P. Forsyth sold the land on which the house was later constructed on to Edward O. Walton in 1913 for \$2,400 (New Castle County Deed Book N24:23, May 16, 1913). In 1940, Edward O. and Martha B. Walton sold a 3.9 acre parcel to Harry E. and Eleanor Howell for \$292.50 (New Castle County Deed Book Z41:296, July 23, 1940). Though not mentioned in the deed, it is assumed, based on the style, shape and size of the house, that the current dwelling was built shortly thereafter.

The Howell family owned the property for 60 years. During the years, it is evident, based the size, location and building materials, that the family enlarged portions of the house. These areas of change are still evident in the dwelling today. In 2000, William Ellis Howell and Edward Phillip Howell sold three parcels, measuring 3.9, 6.5 and 4 acres less exclusions, to the present owners, Michael M. and Belinda T. Orzada, for \$246,000 (New Castle County Deed Book 2806:272, March 31, 2000).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Background research on the property has failed to yield any associations with events important in the history of the surrounding community. Therefore, it is recommended not eligible under National Register Criterion A. Chain of title research and additional local research has yet to identify or associate any historically important owner, resident, individual, or group of people to the property. Therefore, it is recommended not eligible under National Register Criterion B. The property is a common example of its type, a double-pile, side-gabled cottage. It lacks both architectural integrity and decorative details. The dwelling's integrity of material and design has been compromised with the application of modern siding and the construction of the front and

rear additions. Additionally, the property's integrity of setting and feeling have been compromised by the conversion of the former farm into a modern-day nursery. The nursery stood directly behind the dwelling. The former farm fields that surround the property are fallow. Hence, the property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.3 DWELLING, 1636 OTTS CHAPEL ROAD (N-13343)

Description

Situated on the east side of Otts Chapel Road, heavily obscured by tall trees planted across the front lawn, stands this early twentieth-century, vernacular bungalow-style, front gable, double-pile cottage dwelling (Plate 4). The one-and-one-half-story, wood-framed, center-passage dwelling is rectangular in shape, and faces west toward the roadway. The house is covered in vinyl siding and is sheltered by a gable-front roof sheathed in rolled asphalt.

The west façade measures three bays wide. Modern double-hung one-over-one sash windows flank the centered entrance. A pair of double-hung windows is also located centered within the gable peak. The door is wood-and-glass, protected by a modern storm door. A full-width, one-story porch shelters the front of the dwelling. Wood posts on a wood deck with concrete-block pier under-supports support the shed-roof porch. Brick steps, located centered along the front edge of the deck, access the porch.

The south elevation measures three bays deep (two rooms). All three openings are modern double-hung, one-over-one sash windows. The north elevation measures two bays deep. A single, modern double-hung, one-over-one sash window pierces the northeast end of the façade. A plywood-covered entrance is located in the center of the facade. It is believed the entrance may lead to the basement. Wall dormers rise from the center of the upper level of both side facades.

The east (rear) elevation measures three bays wide. Modern double-hung, one-over-one sash windows pierce the southeast and center of the façade. A pair of double-hung windows is also located centered within the gable peak. A modern vinyl-and-glass door, protected by a modern storm door, is located in the northeast corner. An inset corner porch shelters the entrance. A single wood post on a wood deck with concrete-block pier under-supports support the porch. Concrete steps access the porch.

A tool shed stands southeast of the house. The one-story, wood-framed building is covered in plywood siding. The gable-front roof is sheathed in rolled asphalt. A single-story, gable-front addition is attached across the west façade (front). Swing-hinge doors access the interior of the building from the front. The building is currently in poor condition.

History

The present house was erected on a portion of the parcel that Daniel Slack, executor of the estate of George McDaniel, sold to William A. and Mary Ann McDaniel in 1893 (New Castle County



Plate 4. Dwelling, 1636 Otts Chapel Road. West and south elevations toward northeast.

Deed Book A16:26, January 27, 1893). William A. McDaniel died in 1910, and Mary Ann McDaniel died in 1924. The latter devised her estate to Georgiana Jester.

In 1925, Jester sold the 2 acre and 28 perch parcel to Edward G. and Daisy M. Webster for \$150 (New Castle County Deed Book M33:205, April 25, 1925). Edward Webster died in July 1951, leaving Daisy Webster as sole owner of the land. Daisy died on March 4, 1972, leaving as her heirs her children: Mary Alverta Webster Earl, Viola Webster Thompson, Alice M. Webster Grinnage, and David Garfield Webster.

In 1977, Mary Alverta Webster Earl and Maynard Earl, David Garfield Webster and Agnes Webster sold the property to the remaining heirs, Viola Webster Thompson and Alice M. Webster Grinnage for the token sum of five dollars (New Castle County Deed Book P96:27, March 26, 1977). In 1992, Thompson and Grinnage sold the 2 acre 28 perch parcel to its present owner, Vonnie Thompson, for 10 dollars (New Castle County Deed Book 1389:97, August 21, 1992).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research concerning the history of the house and the history of the local area has not revealed any association between the property and events important in local history. Therefore, it is recommended not eligible under National Register Criterion A. Chain of title research and additional local research has yet to identify or associate any historically important owner, resident, individual, or group of people to the property. Therefore, it is recommended not eligible under National Register Criterion B. As noted, the house is an example of a common early twentieth century vernacular type, the front gable, double-pile cottage. It lacks the architectural integrity and stylistic elaboration to be a notable example of this house type. The dwelling's integrity of material has been compromised with the application of modern siding and the insertion of modern windows and doors. The design of the dwelling has been altered with the partial enclosure of the formerly full-width rear porch. The house is a common building type of its time period that exhibits no evidence of outstanding workmanship. Modern development across the street and to one side of the house has lessened the property's overall setting and feeling as a former rural property. For all these reasons, the property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.4 BARBER HOUSE, 123 TALL PINES ROAD (N-13319)

Description

The Barber House (Plate 5) is located on the west side of Tall Pines Road facing east toward the roadway. Tall trees shade the dwelling from all sides. A gravel circular driveway lies across the front portion of the property, with tall trees planted along the sides and in the center of the drive. A dirt walkway flanked by tall shrubs lead to the main entrance of the dwelling.



Plate 5. Barber House, 123 Tall Pines Road. East and south elevations toward west.

This center hall dwelling is representative of a mid-nineteenth-century vernacular I-house. The two-story, wood-framed house consist of a main block, rectangular in footprint, with a side shed porch, several rear additions, and a raised, side, wood-framed deck.

The east façade has three first-story bays and four second-story bays. A shed-roofed, single story vestibule projects from the center of the wall and contains the main entry. This entry contains a pane-and-paneled wood door, flanked by three-light, half-length sidelights. The side walls of the vestibule are pierced with six-over-six, double-hung sash windows. The vestibule is flanked by single, modern one-over-one, double-hung, sash windows. Second floor openings consist of paired, modern double-hung sash windows placed to either side of the centerline of the wall. All of the windows, on both levels are flanked by louvered wood shutters.

The rear elevation has been substantially altered by additions. The first of these appears to have been a single story, full-width porch with a catslide roof. This porch, now enclosed, has a concrete foundation and a door, placed off-center in the wall. This wood-paneled door is protected by a storm door and is reached by concrete steps. A single-light, top-hinged window is placed to the left of the door. A single, one-over-one, double-hung, sash window and a group of three, one-over-one, sash windows are placed to the right of the door.

A partial second story has been added to the catslide. A shallow gabled block has been added above the single window. This block, whose wall is in the same plane as the rear wall of the catslide, features a porthole window in its outer wall and rectangular, top-hinged windows in its side walls. A second story block is placed at the south end of the rear elevation and is recessed from the wall plane of the rear catslide.

A shed-roofed sun porch projects from the north elevation. This porch features a low knee wall, large window openings, and single doors on its front and rear walls. Both doors are surmounted by a narrow, single-light transom. A recently constructed, wood-framed deck adjoins the rear wall of the porch. A raised, wood-framed deck, reached by a second story door and supported by tall wood posts, projects from the south elevation.

The main block of the house has a foundation obscured by poured concrete, walls sheathed in horizontal wood siding, and a roof sheathed in asphalt shingles. A modern brick heater chimney adjoins the north gable end. A bulkhead with two-leaf metal doors also adjoins this elevation and provides exterior access to the basement.

History

While the tax assessment records for New Castle County list the construction date of this dwelling as 1930, the deed records trace the dwelling to 1868. In addition, an 1868 atlas of Delaware depicts a dwelling under the ownership of E. Barber (Pomeroy and Beers 1868).

Originally, the property existed as two separate tracts of land that were later combined as one. John Barber purchased the first tract of land, 32-acres, from Ezekiel and Mary Barber (relationship unknown) in July 1868 for \$2,010.00 (New Castle County Deed Book S8: 484, July 7, 1868). Forty-two years later he acquired two acres and 88 perches of land from Ada B. and Margaret J. Miggett of Philadelphia for \$80.00 (New Castle County Deed Book A23: 314, September 29, 1910).

Several months later the Barbers sold the property, “two tracts of land with buildings,” to John Brear, Jr. for \$4,400.00. The first parcels encompassed 32 acres; and the other encompassed two acres and 88 perches (New Castle County Deed Book A23:318, December 1, 1910). Fourteen years later, John Brear, Jr. sold the two parcels to Sarah D. Brear (relationship unknown) for \$4,500.00 (New Castle County Deed Book C25:384, August 19, 1914).

Brear sold the two parcels of land “with buildings” in May of 1924 to John M. Toy and his wife Lilly S. for \$5,000.00 (New Castle County Deed Book V32:217, May 1, 1924). Two-and-one-half years later, the property was taken over by William N. Lauk, the Sheriff, after the Toy’s defaulted on their mortgage of \$1,914.00 and was sold to the Delaware Mortgage Investment Company for \$18.50, which covered the court fees of this taking (New Castle County Deed Book X34:1, January 10, 1927).

In March of 1930, Guy H. Dennis and his wife Rozayla acquired the two parcels and buildings for five dollars (New Castle County Deed Book W36:587, March 28, 1930). Two years later, the Dennises, after having moved to Maryland, sold the property to George and Pauline Rickel. The property was subject to a mortgage of \$2,500 (New Castle County Deed Book B38:114, January 11, 1932). A few months later, Walter C. Woods purchased the property for \$5,500. At this point in time the parcel was designated as the Walter C. Woods Farm (New Castle County Deed Book K38:198, October 1, 1932).

Woods sold the two parcels of land and the erected buildings to Margie Conard of Washington, D.C. seven years later for the purchase price of 10 dollars (New Castle County Deed Book W41:590, October 28, 1939). After Conard died intestate, ownership of the property passed to her heir, Clyde M. Cox (New Castle County Deed Book G42:573, February 15, 1941). Over the course of several years Clyde M. Cox became the heir, with others, to adjacent property. In 1947 Clyde M. Cox and other heirs sold off three parcels, one consisting of 32 acres, the second of 2.88 acres, and the third of 20.95 acres to Ernest P.F. Stewart for \$11,150 (New Castle County Deed Book U47:161, December 28, 1947).

In 1950 Stewart began subdividing his property. He started by selling “two parcels of land with buildings,” one parcel encompassing 2.812 acres and the second encompassing 0.65-acres, to Donald W. and Helen S. Bertine for 10 dollars (New Castle County Deed Book B50:179, March 31, 1950). The Bertines acquired an additional 4.411 acres from Stewart just six years later (New Castle County Deed Book M57:522, March 30, 1956). In 1960, the Bertines conveyed “three lots of land with buildings” (2.812 acres, 0.65 acres and 4.411 acres) to Mark and Gena Plunguian for a total of 10 dollars (New Castle County Deed Book G66:136, June 28, 1960).

Over the course of several years the Plunguians acquired four separate parcels of land adjacent to each other, one 16.0325 acre parcel, a second three part parcel totaling 7.783 acres, a third 0.322 acre, and fourth, 4.0686 acres, combining them all to one single parcel. In 1965, the Plunguians conveyed 25.034 acres “with buildings” to Joseph H. Flanzer. A clause of exception was included in the conveyance agreement: 2.771 acres of the above total acreage was conveyed to the State of Delaware for right-of-way purposes (New Castle County Deed Book T74:374, March 27, 1965). That same day Flanzer sold the parcel back to Plunguian and his wife. This transaction may have involved the issuance of a mortgage on the property (New Castle County Deed Book T74:421, March 27, 1965).

Ten years later, the Plunguians sold the parcel to Fred F. and Virginia Armstrong for \$163,500.00 (New Castle County Deed Book X90:595, September 18, 1975). The property was soon

thereafter subdivided. The Armstrongs sold 2.812 acres, “a parcel of land with buildings,” to Marlau N. Gould for \$38,000 (New Castle County Deed Book K94:256, August 27, 1976). That same day Gould sold the parcel back to the Armstrongs. This transaction may have involved the issuance of a mortgage on the property (New Castle County Deed Book N27:291, August 27, 1976). Finally, in 1982, the 2.812 acres was conveyed back to Marlau N. Gould, the present owner of the “parcel of land with dwelling,” for 10 dollars (New Castle County Deed Book G120:32, November 12, 1982).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: “How to Apply the National Register Criteria for Evaluation”* (National Park Service 1997). Research on the history of the local area has not resulted in the identification of any association between the house and any event significant in local history. Therefore, it is recommended not eligible under National Register Criterion A. Chain of title research and additional local research has yet to identify any associations of historically important owner, resident, individual, or group of people with the property. Therefore, it is recommended not eligible under National Register Criterion B. A vernacular I-house, the building lacks the stylistic elaboration and high level of integrity necessary to be a notable example of this house type. The integrity of this dwelling’s materials and design have been comprised with the insertion of modern windows and the construction of the rear and side additions. Any and all aspects of the property’s former integrity of design, materials, and workmanship have been lost. Additionally, the property’s formerly rural setting and feeling have been significantly comprised with the development of a late twentieth-century neighborhood, evident on all sides of the property. With all the changes that have occurred to this property, it is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.5 DWELLING, 357 WELSH TRACT ROAD (N-13340)

Description

Slightly setback from the roadway on the south side of Welsh Tract Road stands this early twentieth-century, vernacular I-house (Plate 6). Tall trees grow toward the two front corners of the property, and large clusters of mixed vegetation grow the rear of the property. A partially concrete and dirt driveway lies to the east side of the dwelling. The two-story, wood-framed dwelling is rectangular in shape, with an addition to the side and rear, and faces north toward the roadway. The house is covered in asbestos shingles and is sheltered by a side-gable roof, sheathed in rolled asphalt. A concrete-covered chimney rises from the center interior of the main block.

The north façade of the main block is three bays wide. Pairs of modern casement windows flank the entrance along the first-story, and two multi-pane windows pierce the second-story. These wood-framed, multi-pane windows are divided into two sections: the top portion having six, fixed panes and the lower portion having two, awning panes. Double sliding glass doors are centered on the front façade. These doors do not appear to be functional. A shed-roofed side



Plate 6. Dwelling, 357 Welsh Tract Road. North façade toward south.

addition, along the east elevation shelters the modern main entrance, a vinyl door. A ground-level concrete pad, with wood knee-wall surround is located adjacent to this modern entrance.

The east elevation is obscured by a side addition that covers the depth of the house. The one-story shed-roof addition is covered in modern wood paneling and is lit by multiple, side-by-side metal-framed awning style windows.

Additions to the south (rear) elevation completely obscure the main block of the dwelling. The side addition shelters an additional vinyl door entrance, located at the southeast corner of the house. A large one-and-one-half-story gabled addition is attached to the remaining portion of the rear wall. This addition is covered in asbestos siding. Two gabled dormers rise from the east side roof, and one shed-roof dormer rises from the west roof. The windows are the same multi-pane type used on the main block of the dwelling. A concrete-block half-engaged chimney rises from the southwest corner of the house.

Lastly, the west elevation of the main block has a single, multi-pane window, centered in the gable end. A one-story, shed-roof addition is attached to the side of the rear, gabled addition. The addition measures two bays wide by one-room deep. A small shed-roofed, enclosed entrance is located at the southwest corner.

A former vehicle shed, now used as a garage, stands southwest of the house. The one-story, wood-framed building is covered in vertical wood panel siding. The side-gabled roof is sheathed in rolled asphalt. Two modern entrances pierce the northeast façade.

History

According to New Castle County tax assessment records, the house was constructed in 1955. The house was erected on a portion of one of two tracts that Merle M. Roemer sold to Clyde and Marguerite Cox in 1944 for \$3,145. The larger of the two tracts measured 20.95 acres, while the acreage of the smaller tract was not indicated (New Castle County Deed Book U44:553, December 6, 1944). Cox sold off portions of the land to George M. and Lena P. Dinstel in two separate transactions. In the first, executed in 1955, Cox sold a 4.16316 acre parcel to the Dinstels for the token sum of 10 dollars (New Castle County Deed Book I66:289, May 12, 1955). In the second transaction, executed in 1963, the Coxes sold a 1.96707 acre parcel to the Dinstels, also for the token sum of 10 dollars.

George Dinstel died in May 1977 leaving ownership of the tracts to his wife. In March 1985, Lena P. Dinstel sold the two tracts to the present owners, Gary G. and Marcia A. Gilbert, for \$89,000 (New Castle County Deed Book 218:348, March 29, 1985).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of agriculture. Historical research has not revealed any association of the property with any event significant in local history. Therefore, the property appears not eligible under National Register Criterion A. Neither chain of title research nor any additional local research have resulted in the identification of any owner, resident, individual, or group of people who played a significant role in local history. Therefore, the property is recommended not eligible under National Register Criterion B. The house is a double pile, central

entry house of no architectural distinction. The dwelling's integrity of material and design have been compromised with the application of modern siding to the main block, the insertion of replacement windows and doors, and the construction of the multiple additions. No evidence of decorative detailing or workmanship is seen on the dwelling. The property's integrity of setting and feeling as an early twentieth-century farmhouse have been lost with the demolition of former outbuildings. The only remaining outbuilding of the former agricultural property now functions as a modern-day garage. No part of the property remains in agricultural use. Having undergone all of these changes, the property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.6 L. WALTON HOUSE, 316 WELSH TRACT ROAD (N-13342)

Description

The L. Walton House is located on the north side of Welsh Tract Road. Tall trees grow across the front property boundary, obscuring portions of the dwelling and the three outbuildings. The lot is large, spanning many acres. Portions are open and other parts are heavily wooded. A circular gravel driveway lies to the west side of the dwelling. The house and outbuildings all face south toward the roadway.

The property consists of a vernacular, early twentieth-century dwelling with a centered, cross-gable on the front façade (Plate 7). The house has a center hall floor plan. The main block is rectangular in footprint with a side and rear addition. The two-and-one-half-story, wood-framed house is covered in asbestos shingles and aluminum siding. The center cross-gable roof is sheathed in rolled asphalt. A chimney rises from the interior of the east gable-end.

The south façade has two first-story bays that flank the centered entrance. Three bays span the second-story. All of the windows featured in the main block are double-hung, six-over-six sash windows, protected by wood-frame screen bays. The house is entered through a wood-and-glass door, protected by a modern aluminum framed storm door. A decorative wood door surround highlights the entrance.

The west elevation of the main block measures one bay deep (two rooms). The triple bay window consists of double-hung, six-over-six windows. A single-story, hipped-roof porch projects from the center to the northwest corner of the façade. The enclosed one-room porch is sided in aluminum. Multiple, double-hung six-over-six windows light the area. A wood-and-glass enters the additions at the center-point of the west elevation.

The rear elevation has been substantially altered by an addition that obscures much of the rear of the main block. The large, two-story, gabled addition spans the width of the house. A fixed, sixteen-pane bay pierces the center of the first story, and double-hung, six-over-six pierces the northeast corner. Two double-hung, six-over-six windows pierce the second-story. A wood door is featured on the north end of the west elevation porch enclosure. No steps access the entrance.

Lastly, the east elevation of the main block measures two bays deep (one room). The side of the gabled addition features two additional bays, a door and a window. All of the windows on the



Plate 7. L. Walton House, 316 Welsh Tract Road. South and west elevations toward northeast.

east elevation are double-hung, six-over-six windows. The door is wood-and-glass, protected by a wood frame screen door. A large modern wood deck is constructed in front of the entrance.

Two modern garages are located northwest of the house. To the west stands a three-and-one-half-story barn covered in asbestos siding. The wood-framed barn was inaccessible for the purpose of further survey. The building is in poor, dilapidated condition.

History

According to New Castle County tax assessment records, the house was constructed in about 1900. The house was constructed on a portion of a 50-acre parcel that Jennie Matthews, a singlewoman of Baltimore, sold to Harry McCormick of Mill Creek Hundred in 1892 for the token sum of five dollars (New Castle County Deed Book R5:226, February 9, 1892). In 1913, Harry M. and Tacy J. McCormick sold a two acre parcel of land to Livi Taylor for one dollar and other good and valuable considerations (New Castle County Deed Book H24:346, March 24, 1913). Six years later, the McCormicks sold a 50-acre tract of land to Archie L. and Mary T. Peel for \$3,500 (New Castle County Deed Book 028:492, May 21, 1919).

The Peels owned the parcel containing the house until 1942. In that year, they sold a 35-acre tract including the house to Eugene R. and Julia M. Short of Chester County, Pennsylvania, for \$5,250 (New Castle County Deed Book C43:146, February 27, 1942). In 1944, Eugene Short sold the parcel to August and Pauline Zistl for \$8,500 (New Castle County Deed Book N44:327, August 29, 1944). In 1982, the Zistls sold a 24.280 acre portion of the tract to its present owner Maria T. Zistl for \$120,000 (New Castle County Deed Book B118:326, April 12, 1982).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of agriculture. Research concerning the history of the property and of the local area has not revealed any association with events significant in local history. Therefore, it is recommended not eligible under National Register Criterion A. Neither chain of title research nor any additional local research have resulted in the identification or association of any owner, resident, individual, or group of people who played a significant role in local history. Therefore, the property is recommended not eligible under National Register Criterion B. A three-bay I-house with central front gable and rear ell, the house lacks both the stylistic elaboration and the architectural integrity to be a notable example of its plan type. The dwelling's integrity of materials and design have been compromised with the application of modern siding, the construction of a modern porch to one side, and the construction of the addition. Decorative detail and workmanship typically seen on dwellings of this time period do not appear. The property's integrity of feeling as a former farmhouse has been lost with cessation of its agricultural use and dilapidated state of the only remaining barn. Furthermore, the Delaware Turnpike, Interstate-95, bisects the former agricultural property that once spanned hundreds of acres. As a result, its setting has been dramatically altered. For these reasons, the property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.7 DWELLING, 248 WELSH TRACT ROAD (N-14165)

Description

Setback from the roadway on a heavily wooded lot on the northwest side of Welsh Tract Road stands this mid-twentieth-century, vernacular cottage (Plate 8). A dirt driveway lies to the southwest side of the house. The one-and-one-half-story, brick dwelling is L-shaped in form and faces southeast toward the roadway.

The southeast façade measures five bays wide. Double-hung, six-over-one sash windows light the interior. Each window is protected by modern, aluminum-framed storm windows, and detailed with brick sills. The main entrance, a wood-and-glass door, is centered on the façade and is sheltered by a partially inset porch. A secondary entrance is located adjacent to the main door, sheltered by a shed-roof enclosed vestibule, covered in plywood siding. A modern storm door accesses this entrance. Both entrances are located near the corner of the L on the façade. A modern, handicap accessible ramp addition has been constructed and attached across one-half of the front façade, from the center to the south corner of the dwelling.

The southwest elevation of the dwelling measures two bays deep, one room deep. The first floor windows flank a half-engaged brick chimney. A single window pierces the center of the gable peak, lighting the second-story. Three windows on the first floor and one window in the center of the gable peak pierce the northwest elevation. All of these windows are double-hung, six-over-one sashes, and all have storm window coverings. The rear elevation of the dwelling was inaccessible for survey.

History

The house, listed in assessment records as having been built in 1950, has been in single ownership since the time of its construction. The parents of the present owners had previously defaulted on an obligation to the Farmers' Trust Company of Newark, but had regained ownership of two parcels of land on Welsh Tract Road, one measuring 35 acres and the other of 12.89 acres. Ownership was returned to Archie L. and Mary T. Peel in 1941. The second of the two parcels, that of 12.89 acres, was transferred from the Trust Company to joint ownership by the older Peels and their son and daughter-in-law, Archie L., Jr. and Mary Frances for the token sum of five dollars (New Castle County Deed Book X42:397, November 12, 1941). The property is still owned by the younger Peels.

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research concerning the history of the property and the local area has not revealed any association with events important in local history. Therefore, the property is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have failed to identify associations with any individual, or group of people, important in local, state or national history. Therefore, the property is recommended not eligible under National Register Criterion B. The house is an example of a side gable cottage with end extension and recessed porch, a common post-World War II design. Its level of integrity and stylistic elaboration is typical of houses of this type and period. This property's setting and feeling are



Plate 8. Dwelling, 248 Welsh Tract Road. Southeast and southwest elevations toward north.

rural. The integrity of material and design have been compromised by the construction and insertion of an additional front entrance, and its enclosed vestibule entrance. Additionally, the construction of the modern handicap ramp across the front has changed the design of the front entrance. Outstanding workmanship appears on no part of the exterior. Overall, the integrity and significance of this property is lacking, and it is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.8 DELAWARE TURNPIKE TOLL PLAZA, ASSOCIATED BUILDINGS, STRUCTURES (N-14174), AND INTERSTATE 95 DEDICATION MONUMENT (N-14175)

Description

The Delaware Turnpike toll plaza spans the width of Interstate 95, approximately 1.3 miles east of the Maryland state line. The complex consists of the toll barrier, a single-story administration building, a hipped roof utility building, an antenna tower and associated smaller structures and parking areas. Access to the complex is by means of a roadway that extends off the northwest side of Welsh Tract Road.

Howard, Needles, Tammen and Bergendoff's original design for the toll plaza included eight lanes with toll booths accessible via tunnel from the nearby administration building. Individual toll booths measured 3 feet 7 inches wide and 6 feet 3 inches deep with sliding doors on either of the longer elevations. The lower walls were sheathed in stainless steel panels, while sliding windows formed the upper portions of the door. The upper portion of each booth wall was constructed of glass in a steel frame. The booths were mounted on concrete islands. Steel-framed canopies rose from concrete footings and pedestals. The canopy was supported by four pedestals and extended the width of the toll lanes.

In the series of expansions which the toll plaza has undergone, its basic form has remained unchanged with a steel-framed canopy extending across the travel lane and individual steel-framed and glass shed roofed booth accessed by concrete stairs rising from the tunnel to the concrete islands (Plate 9). Due to changing toll collection technology, interior furnishings of individual booths have changed, most recently with the installation of electronic equipment and video cameras required for EZ pass operation. In addition, to accommodate the continually rising traffic volume on the Turnpike, the number of lanes has substantially increased. These new toll plaza lanes echo the design of the original lanes.

The most recent alterations to the toll plaza were designed in 1999 and constructed in 1999-2000. With these alterations, which included implementation of the EZ Pass system, the number of toll lanes had increased to 15 in the main toll plaza and five additional lanes in a satellite toll plaza to the north. These additional lanes are separated from the main travel lanes by Jersey barriers.

The toll plaza tunnel (Plate 10) extends the width of the roadway and connects to the administration building. This narrow tunnel has concrete walls and floor. No-skid strips are mounted to the floor. Utility conduits are mounted in racks along one side wall, and fluorescent



Plate 9. Toll Barrier, Delaware Turnpike. General view toward northwest.



Plate 10. Toll Plaza Tunnel, Delaware Turnpike. General view toward northwest.

light fixtures are mounted on the opposite wall. Steel doors lead to the plaza stairways. The ceiling of the tunnel is partially obscured by plastic sheeting.

The administration building (Plate 11) is an irregularly shaped, one-story, flat-roofed, steel-framed building. Its walls are partially sheathed in rubble veneer, while other portions of the wall consist of grouped, steel-framed, plate glass windows above hopper windows. Entries consist of two-leaf, steel-framed glass doors with transoms. Secondary entries contain steel doors. The roof features a deep overhang with sheet metal soffits and fascia.

Other buildings and structures include a steel-framed antenna tower with a concrete block utility structure at its base, and a single-story, textured concrete block utility building, square in footprint with a hipped roof.

The Interstate 95 Dedication Monument (8M in Figure 1) (Plate 12) is located in the median of I-95 at the approximate Delaware-Maryland state line. It was erected initially to mark the dedication of the highway. In form, the monument resembles some of the Mason-Dixon boundary markers, an appropriate form given its placement at or near the Delaware-Maryland state line. A flat concrete base is topped by a square plinth and a stone shaft with pyramidal top. As on some of the Mason-Dixon line markers, the Maryland side is ornamented with the armorial shield of the coat of arms of the Calvert family, while the Delaware side is ornamented with the armorial shield of the coat of arms of the Penn family. The shaft has tooled corners and vertical striation. Bronze plaques are mounted to either end of the concrete base. The plaque on the Maryland side lists state officials responsible for the Maryland Northeastern Expressway, while the plaque on the Delaware side lists officials responsible for the Delaware Turnpike.

History

A detailed history is included in the historic context for the turnpike (Section 2.2.3). The monument was erected on the approximate site of President Kennedy's dedication address for the highway in November 1963. After his assassination later the same month, the Maryland and Delaware legislatures voted to rename the highway the John F. Kennedy Memorial Highway. This monument was erected in 1964 to commemorate this renaming.

The toll plaza itself has changed in both size and operation in the years since its initial construction. With the increasing I-95 traffic volumes and the widenings of the highway in Delaware, enlargements of the toll plaza were needed to continue to efficiently handle traffic. After tolls were eliminated on two of the exit ramps in the state, the I-95 toll plaza became the only toll barrier on the length of the road in Delaware. In recent years, changes have continued to occur. Widening reached a total of 15 lanes in the main roadway. In addition, a satellite toll plaza containing five northbound lanes was constructed and separated from the primary traffic lanes by Jersey barriers. In addition, some of the formerly manned booths were converted to automated booths, operated with the installation of the EZ pass system.

Evaluation

The buildings and structures of the Delaware Turnpike were evaluated under the context of the turnpike. The entirety of the Delaware Turnpike is not yet 50 years old. Research concerning the turnpike has not revealed historical, architectural, or engineering significance that would make the turnpike eligible for the National Register under Criteria Consideration G.



Plate 11. Administration Building, Delaware Turnpike. Southeast elevation toward northwest.



Plate 12. Interstate 95 Dedication Monument. Maryland side toward northeast.

The appearance of the toll plaza in 1963 is briefly shown in a motion picture in the collection of DelDOT. Comparison of the present appearance of the toll plaza to its original appearance indicates that much of the structure has been rebuilt, replaced and expanded in multiple phases. Therefore, in its present configuration the toll barrier does not retain architectural integrity as a 1960s highway toll barrier. In addition, some of the formerly manned tollbooths have been converted to an automated operation when the EZ pass system was installed.

For a toll plaza to retain significance and integrity, it must retain a high proportion of original fabric. It may have been expanded, but the original booths and canopy must remain. Some updating of internal booth furnishing may have occurred, but the booths must retain most of their original machinery and furnishings. The basic technology of toll collecting must continue to be used. If toll collection was originally done from manned booths, these booths must not have been converted to automated operation. If some lanes originally contained coin hoppers, these hoppers must remain. Although the I-95 toll plaza continues to resemble its original configuration, major changes have occurred including enlargement, conversion of some lanes to automated operation, and construction of the northbound satellite plaza. As a result, the plaza lacks integrity of design, setting, feeling, and association.

The Interstate 95 dedication monument, representative of the turnpike context, must be evaluated for significance and eligibility under Criteria Consideration F. Under this consideration, a property primarily commemorative in intent may be eligible if “design, age, tradition, or symbolic value has invested it with its own historical significance.” In addition, because the monument is less than 50 years old, it must also possess “exceptional importance” as indicated in Criteria Consideration G.

A commemorative property eligible for design may be significant for the architectural, artistic or other design qualities of its own period in history. As noted, the design of the monument echoes that of historic boundary markers. This design, though particularly appropriate for a monument placed near the boundary between Maryland and Delaware, does not possess architectural, artistic or design significance in its own right, being an adaptation of an earlier style.

A commemorative marker may also be eligible for its age. For instance, a marker erected early in the settlement of a community may qualify for its long association with the history of the community. Having been erected in 1963, the monument lacks significance for its age.

Less easily quantifiable is significance due to tradition or symbolic value. National Register Bulletin 15 cites an example of this type of significance: a commemorative marker erected by a cultural group that believed the place to be the site of its origins (National Park Service 1997:40). By comparison, the I-95 monument was erected to mark the site of a recent event rather than to commemorate a long-standing local tradition. Thus, it does not appear to possess significance due to tradition.

The monument can be argued to have symbolic value. As noted, Governor Carvel called it a “hallowed place” in commemorative services held a year after its dedication. The reason for this characterization rests not in the monument itself but in the fact that President Kennedy participated in the dedication. This occasion was poignant as the last formal public appearance by the assassinated president. The plaques on the monument, installed after the event, commemorate this dedication.

Symbolic value is not rooted in an object or place but is represented in people's attitudes toward that object or place. At the time of the dedication, the monument became known briefly, and on at least the first anniversary of its dedication, was returned to the consciousness of Delawareans. Now, few travelers notice the monument, wedged in the median of an extremely heavily traveled highway, and fewer still recognize any symbolic significance.

This situation may be compared to another Kennedy-related site listed in the National Register, the Dealey Plaza Historic District in Dallas. This area in downtown Dallas is famous not for its role in the broader historical trends of urban development but for what happened there, the assassination of the president. Among the contributing elements of this historic district is the memorial designed by architect Philip Johnson. This site, as the rest of the district, clearly possesses both historic and symbolic significance, significance readily apparent to those who remember the day of the President's assassination.

The fact that President Kennedy participated in the dedication of the monument is evidence that the interstate highway system and its construction continued to be a subject of interest to him. The fact that the dedication was the last formal public appearance of the President has given the occasion increased notability. However, the monument lacks symbolic significance because there is no widespread public consensus of its symbolic role in the history of the Kennedy administration. Therefore, the monument is recommended not eligible for listing in the National Register.

4.9 DWELLING, 180 WELSH TRACT ROAD (N-12868)

Description

An original Craftsman Bungalow-style, wood-shingled dwelling, 180 Welsh Tract Road is located on a tree-shaded, sloping lot on the northwest side of the road. A driveway extends past the east elevation and provides access to a wood-framed garage, located to the rear of the house. With the exception of the recently constructed shed located in the rear yard of the house and replacement roof material, all aspects of this dwelling appear to be original to the date of construction (style, design, details, building materials, etc.).

The house (Plate 13) consists of a two-and-one-half story, wood-framed main block with shed-roofed front porch and gabled roof, east side stoop. The façade, which faces northeast, is marked by the half-width porch and wide shed dormer. The open porch has a concrete slab floor, a roof supported by stubby, wood, box columns, square in cross-section, and shelters the main entry, centered in a wall whose plane projects from the main wall plane of the block. This entry is placed in an elaborate wood surround and is flanked by half-length sidelights. A shed wall dormer, fenestrated with three, three-over-one, double-hung, sash windows rises from the roof slope of the porch. The side wall of the entry block is fenestrated with paired, leaded glass windows set within a heavy wood surround.

The remainder of the northeast façade wall has a four-paneled wood door, surmounted by a three-light transom and two pairs of eight-light casement windows in the first story and two groups of three, eight-light casement windows in the second story.

The northwest gable end is marked by a projecting, single-story, gabled roof vestibule. This vestibule has a single-light, two-panel door in its southeast elevation. This door is surmounted by



Plate 13. Dwelling, 180 Welsh Tract Road. Southeast and northeast elevations toward west.

a transom and is reached by concrete steps. Reflecting the downward slope of the site, the basement level of the rear of the vestibule is exposed. Two-leaf, five-panel, wood doors are placed in the basement wall. The outer wall of the vestibule is fenestrated with two pairs of eight-light, casement windows, while the rear elevation is fenestrated with a pair of eight-light casement windows. The northeast gable end is fenestrated with a mixture of paired, eight-light, casement windows and three-over-one, double-hung, sash windows in the first and second stories. Paired, double-hung, sash windows are placed in the gable peak.

The rear elevation features an exposed stuccoed basement fenestrated with three-light windows, and paired and single, double-hung and casement windows. The double-hung windows have three-over-one, double-hung, sashes while the paired casement windows placed in the center of the wall beneath the eaves, have single lights. A shed-roofed dormer, fenestrated with paired double-hung, sash windows projects from the rear roof slope.

The side-gabled roof has open eaves and is sheathed in asphalt shingles. A brick chimney rises from the southwest portion of the roof.

As noted, a gabled front garage is located to the rear of the house. This garage has folding, five-light, wood panel garage doors. Its gable peak is fenestrated with paired three-over-three, double-hung, sash windows. Its side walls are also pierced with double-hung windows. Sheathed in wood shingles, the garage appears to have been erected at the same time as the house. A small, recently constructed, wood-framed, side-gabled utility shed is placed to the rear of the garage. This shed, whose design mimics the other buildings, is fenestrated with single and paired, eight-light casement windows. Two-leaf, three-light, wood panel doors are placed in the front elevation.

History

According to New Castle County tax assessment records, the house was constructed in about 1920. In 1908, Bertha and Joseph Ward sold a larger tract of land, including the future site of the house, to Elizabeth H. Loose, wife of Aaron S. Loose, for \$450 (New Castle County Deed Book X21:523, July 20, 1908). Four years later, Aaron S. and Elizabeth H. Loose sold a 16 acre, 2 rod and six perch parcel, including the site of the house, to Sadie S. and Elwood S. Wilkins for \$1,200 (New Castle County Deed Book B24:386, November 11, 1912). In 1918, the Wilkinses sold the same parcel to Charles H. and Edith P. Leidlich for \$2,000 (New Castle County Deed Book F28:116, December 21, 1918).

After Edith Leidlich's death in January 1958, title passed to Charles H. Leidlich. Upon his death in 1974, title to the 16+ acre parcel passed to Merrill W. Leidlich. In 1975, he conveyed partial ownership in the piece of land to his wife Eleanor D. Liedlich (New Castle County Deed Book F90:68, June 16, 1975). The Leidlichs then conveyed portions of the tract to William H. Meredith, Jr. and Ethel B. Meredith in two separate transactions. In 1977, they conveyed a one-acre parcel to the Merediths for \$37,000 (New Castle County Deed Book I99:93, November 18, 1977). In 1985, the Leidlichs conveyed a 4.071 acre parcel to the Merediths (New Castle County Deed Book 245:273, June 12, 1985).

The Merediths conveyed both parcels to Donald A. and Lillian Deal in 1990 for \$235,000 (New Castle County Deed Book 997:158, February 23, 1990). In 1995, the Deals conveyed ownership of a parcel of land with buildings to its present owners, Scott P. and Claudia Bradley, for \$158,900 (New Castle County Deed Book 1945:210, June 29, 1995).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research on the history of the property and the local area has not revealed any association with an event significant in local history. Therefore, it does not appear significant under National Register Criterion A. Chain of title research, oral and additional local history research have yet to reveal association of the property with any individual or group of people significant in the history of the local area. Therefore, it is recommended not eligible under National Register Criterion B. However, the house is an outstanding example of the Craftsman Bungalow style. Popular during the late nineteenth-century to the early to mid-twentieth-century, the Craftsman Bungalow style is characterized by wide overhanging eaves, deep porches, grouped windows, low-pitch roofs, gabled or shed-roof dormers, and exposed rafter ends (Carley 1994:212; Gottfried and Jennings 1988:216). All of these characteristics are seen in the dwelling at 180 Welsh Tract Road. The house clearly retains its architectural integrity, with all of its original exterior architectural detailing still intact. In addition, the property also contains a well-preserved 1920s garage, popular during the same time period. The setting and feeling of the property continue to be complimented by its rural location. The property's location was somewhat compromised with construction of the Delaware Turnpike, Interstate-95. For all of the reasons listed above, this property is recommended eligible for the National Register under Criterion C as a locally significant example of a bungalow-craftsman style residential property. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

The recommended National Register boundary, the entirety of the parcel presently associated with the house, is shown in Figure 12.

4.10 DWELLING, 159 WELSH TRACT ROAD (N-14164)*Description*

This mid-twentieth-century, ranch style dwelling (Plate 14) faces northwest toward Welsh Tract Road. The one-story, L-shaped house is constructed of brick with horizontal aluminum siding covering the upper portion of the gable-front end. The cross-gabled roof is sheathed in rolled asphalt. A brick chimney rises from the center interior of the dwelling.

The house measures five bays wide by two bays deep (two rooms). Double-hung, one-over-one windows primarily light the interior of the house, with brick sills below each bay. Two Chicago-style windows, a centered fixed pane window with flanking double-hung one-over-one windows, are featured on the façade. A single light wood entry door is inset within the corner of the gable-front on the façade. A vinyl enclosed porch shelters the entrance.

A one-story, shed-roof sun porch is attached to the east corner of the southeast elevation. Multiple awning-style windows light the interior of the porch. An aluminum storm door accesses



Figure 12. Recommended National Register boundary of 180 Welch Tract Road.



Plate 14. Dwelling, 159 Welsh Tract Road. Northwest façade toward southeast.

the interior from the east elevation. A single-car, gabled carport, supported by wood posts, is attached to the northeast gable-end of the dwelling.

This dwelling is situated on a slightly higher elevation than the roadway. A paved driveway lies to the northeast side of the house. Northeast of the house stands a modern, late twentieth-century tool shed. The wood-framed building is clad in vinyl siding with a gabled roof, sheathed in rolled asphalt. Tall trees mark the property boundaries on all sides.

History

According to New Castle County tax assessment records, this house was constructed in about 1954. The house was constructed on a portion of three tracts measuring 26 acres, 13 acres, and 5 acres, that the Farmers Trust Company, executor of the last will and testament of George W. Russell, deceased, sold to James Albert and Doris Marie Folk for \$3,325 (New Castle County Deed Book W41:44, March 1, 1940).

Thirteen years later, the Folks sold a parcel of land on which the house was built to Maurice A. Anderson and Samuel J. McChesney for \$1,000 (New Castle County Deed Book Y52:240, January 15, 1953). Later the same year, Anderson and McChesney sold the parcel of land to Conrad E. and Margaret E. Hoffman for \$15,500 (New Castle County Deed Book H54:216, November 30, 1953).

In 1976, the Hoffmans sold the parcel containing the house to Louis D. and Katherine Nardo for \$36,000 (New Castle County Deed Book R92:247, March 31, 1976). Later the same year, the Nardos sold the parcel to Gary W. Howell for \$38,500 (New Castle County Deed Book A95:63, October 28, 1976). A year later, Howell sold the parcel containing the house to Samuel McKeeman, Jr. for \$43,000 (New Castle County Deed Book M99:146, November 30, 1977).

In 1987, Samuel McKeeman, Jr. sold the parcel containing the house to Richard N. Samuels and Diann T. Becker for \$78,900 (New Castle County Deed Book 584:80, August 14, 1987). Six years later Samuels conveyed his portion of ownership in the property to Becker, the current owner, for the token sum of one dollar (New Castle County Deed Book 1771:37, July 15, 1993).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research on the history of the property and the local area has not revealed any association of the property with an event important in local history. Therefore, the house is not eligible under National Register Criterion A. Neither a chain of title nor additional local research identified any owner, occupant or group of people who played an important role in the history of the local area. Therefore, the house is recommended not eligible under National Register Criterion B. The house is not an outstanding example of its associated architectural type. It is a typical ranch-style dwelling, a design commonly seen throughout the area. In stylistic elaboration, it fails to rise above the typical ranch house of the eastern United States. The integrity of design of this house has been comprised with the construction of the side and rear additions. Enclosed garages, rather than open carports, were more commonly seen on ranch-style dwellings. Porch areas, whether on the front or rear of the houses, were typically fully opened instead of enclosed. Houses of this type are typically set within suburban neighborhoods, only occasionally seen in rural locations. The property seems out-of-place, being the only house of its period in the immediate vicinity. For

the above-mentioned reasons, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.11 DWELLING, 147 WELSH TRACT ROAD (N-14163)

Description

This property is located on the south side of Welsh Tract Road, southeast of the I-95 overpass. The early twentieth-century, vernacular bungalow-style dwelling (Plate 15) is situated close to the roadway with a dirt driveway lying on the southwest side of the house. Tall trees mark the rear and side boundaries. The Delaware Turnpike lies adjacent to the northeast side of the property. The dwelling faces the side façade of the Delaware Turnpike Toll Plaza facility, situated directly northwest of the property.

This one-and-one-half-story gable-front, wood-framed dwelling faces northwest toward Welsh Tract Road. The house is primarily sheathed in stucco with horizontal aluminum siding covering the upper portion of the gable-end. The gable-front roof is covered in rolled asphalt, and a brick chimney rises from the southwest interior side of the dwelling. The house measures three bays wide by two bays deep (two rooms). Double-hung, one-over-one, sash windows light the interior of the house. Each bay features an aluminum awning, modern storm windows, and brick sill. The main entrance, a single-light, wood panel door, is centered on the northwest façade. A concrete deck extends across the front of the dwelling. A full-width frame addition covered in vertical wood paneling is attached to the rear elevation of the house. Modern double-hung windows with false four-over-one, sash windows light the interior. A single-light wood door accesses the addition from the rear of the southwest elevation. The entrance is sheltered by a modern shed-roof porch which is supported by wood posts on wood decking.

South of the house stands a mid-twentieth-century gable-front garage. This one-story concrete-block building features vinyl siding in the upper portion of the gable end. The roof is sheathed in corrugated metal. The building measures one bay wide by approximately one room deep. No further details were obtained about the building due to limited access to the property.

History

The house is located on a portion of three adjoining parcels, the first of 26 acres, the second of 13+ acres, and the third of five acres, thee roods, and 27 perches, that the Farmers' Trust Company of Newark, executor of the estate of George W. Russell, conveyed in 1940 to James Albert and Doris Marie Folk for \$3,325 (New Castle County Deed Book W41:44, March 1, 1940). In 1946, the Folks sold the 150 square perch parcel on which the house is situated to John Wesley and Dorothy Mae Burns for the token sum of one dollar (New Castle County Deed Book A48:286, May [day not specified], 1946).

John Wesley Burns died on January 7, 1983. In 1987, his widow, Dorothy Mae Burns transferred the parcel containing the house to joint ownership with her son, Robert Frazier Burns (New Castle County Deed Book 551:183, May 29, 1987). Four years later, Robert Frazier Burns



Plate 15. Dwelling, 147 Welsh Tract Road. Northwest and southwest elevations toward east.

transferred partial ownership of the 150 square perch parcel to his wife Bonnie (New Castle County Deed Book 2650:249, May 20, 1991).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research on the history of the property and the local area has not revealed any association of the property with an important event in local history. Therefore, the property is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have not revealed any owner or occupant important to the history of the local area. Therefore, the property is recommended not eligible under National Register Criterion B. The house is representative of a common small house type of its period, the front-gabled cottage. Typical in level of integrity and stylistic sophistication, it lacks architectural distinction. The integrity of this dwelling's materials and design have been compromised with the application of modern siding, the demolition of the front porch, and the construction of the rear addition. Decorative details and workmanship do not appear on the dwelling. The setting, feeling and location of the property as a remote, rural property has been compromised with the construction of the Delaware Turnpike, Interstate-95, visible from all sides of the property. Therefore, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.12 DWELLING, 92 WELSH TRACT ROAD (N-14162)

Description

This mid-twentieth-century, one-and-one-half-story, wood-framed dwelling faces southwest toward Welsh Tract Road (Plate 16). Vinyl siding covers the exterior, and the side-gabled roof is sheathed in rolled asphalt. A shed-roofed rises from the northeast roof slope. A stucco-covered chimney rises from the center interior of the dwelling. The rectangular-shaped dwelling measures three bays wide by two bays deep (two rooms). The house is lit by modern double-hung, one-over-one windows. A one-and-one-half-story gabled enclosure, located on the northeast end of the dwelling, shelters the main entrance. The door is a late twentieth-century slab wood door with stepping lights. A modern wood stoop sits adjacent to the entrance. The vinyl-covered enclosure is primarily lit by modern, double-hung, one-over-one windows. A modern Chicago bay with flanking double-hung one-over-one windows is located on the southeast elevation, adjacent to the entrance. A large shed-roofed screen porch is attached to the rear elevation. This one-story porch is supported by wood posts on a concrete deck. The porch shelters a rear entrance, a single light and-panel door, and two modern windows.

A mid-twentieth-century, one-story garage stands immediately northeast of the house. The building is primarily covered in stucco with aluminum siding covering the upper portions of the gable ends. The gable-front roof is sheathed in rolled asphalt. The building measures three bays wide by one room deep. Two modern garage doors and a centered single-light, wood panel door access the building from the southwest façade. Fixed aluminum-framed windows pierce the side walls of the building, lighting the interior.



Plate 16. Dwelling, 92 Welsh Tract Road. Southeast and northeast elevations toward west.

The property's legal tax boundaries are square in shape. A fence stands along three sides: the southeast, northeast and northwest. The dwelling is situated in the center of the property. A gravel driveway creates a U-shape configuration around the rear of the house, lying between the dwelling and garage. The Delaware Turnpike lies to the immediate west side of the property. Tall mature trees planted along the western boundary of the described property obscure views toward the turnpike facility. Modern apartments are located to the immediate north and east side of the property.

History

According to New Castle County tax assessment records, this house was constructed in 1945. The house was constructed on a portion of a larger tract that William English sold to Frederick D. and Sarah J. Dennis in 1920 (New Castle County Deed Book V28:432, June 9, 1920). In 1939, the Dennises sold the parcel to Robert R. and Annie M. Springer for \$2,500 (New Castle County Deed Book K41:1, April 8, 1939).

The following year, the Springers sold a 5 1/8 acre parcel, including the site of the house, to Frank Hufnal, Jr. and Maude E. Hufnal for \$400 (New Castle County Deed Book M42:426, December 28, 1940). In 1954, the Hufnals sold a .79 acre tract containing the house to its present owners, Robert C. and Joyce A. Wegman, for the token sum of ten dollars (New Castle County Deed Book H55:361, October 22, 1954).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997) under the context of suburban residential development. Research concerning the history of the property and the local area has not revealed any association of the property with an important historic event. Therefore, the property is recommended not eligible under National Register Criterion A. Neither chain of title nor additional local research have identified association with any individual(s) significant in the history of the local area. Therefore, the property is recommended not eligible under National Register Criterion B. The house is a side-gabled cottage with end addition, a common example of its type. It lacks the design elaboration necessary to rise above typical examples of its plan. This property has undergone major changes, severely altering its integrity of material and design. The dwelling has been completely covered with modern siding, and the windows and doors have all been replaced. A huge addition with rear porch has been attached to southwest end of the original dwelling. Furthermore, the property's former rural setting, feeling and location has been compromised with the construction of modern apartment buildings to the rear and one side, and the construction of the Delaware Turnpike, Interstate-95 on the opposite side. For these reasons, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are commonly not significant.

4.13 DWELLING, 46 WELSH TRACT ROAD (N-14161)

Description

This mid-twentieth-century, Cape Cod style dwelling (Plate 17) stands on the north side of Welsh Tract Road, immediately northeast of the Delaware Turnpike Toll Plaza facility. The one-and-one-half-story, wood-frame dwelling faces south toward Welsh Tract Road. Vinyl siding serves as the exterior cladding to the rectangular-shaped house. The side-gabled roof is sheathed in rolled asphalt, and the cornices are boxed in vinyl. Two gable-front dormers rise from the south roof slope, and a single gabled dormer rises from the rear roof slope. A brick chimney rises from the exterior of the east gable end. The dwelling measures three bays wide by two bays deep (two rooms). Primarily lit by modern double-hung one-over-one windows, the house also features a modern Chicago bay with flanking, double-hung, one-over-one windows. The main entrance is a modern vinyl pane-and-panel door, centered on the façade wall. A gabled-front roof porch shelters the entrance. The one-story porch is supported by wood posts on a concrete deck. A large, modern, one-and-one-half-story addition is attached to the rear elevation. This gabled roof addition is sheathed in vinyl siding and is lit by modern, double-hung, one-over-one windows. A metal double-door bulkhead is located along the exterior north façade of the addition, providing access to the basement of the dwelling. A one-story gabled roof addition is attached to the northeast corner of the east elevation. The addition acts as a secondary entrance to the house and is enclosed entirely by vinyl siding. Jalousie windows light the interior and modern pane-and-panel doors access the addition from both the south and north elevations. An additional shed-roof enclosure and a modern wood deck are attached to the rear of the addition.

The legal tax parcel is rectangular in shape. The dwelling is situated toward the front of the property, near the roadway. A modern one-story garage is attached to the northeast corner of the dwelling's east addition. A paved driveway lies to the east side of the house leading directly to the garage. Tall trees shade the front lawn and hedges are planted along the west side of the drive. Small gardens are planted in the side lawn, east of the garage and rear lawn, north of the house. The rear lawn is primarily open with tall trees lining the rear property boundary.

History

According to New Castle County tax assessment records, the house was constructed in about 1956. The house sits on one of two adjacent parcels under common ownership. The first parcel was conveyed from William M. English to Frederick D. and Sarah J. Downs in June 1920 (New Castle County Deed Book U28:432, June 9, 1920). The Downs owned the property until 1939 when they conveyed it to Robert R. and Annie M. Springer for \$2,500 (New Castle County Deed Book K41:1, April 18, 1939). The second parcel, originally consisting of 9.24 acres, was sold by James H. and Florence I. Swann of Nova Scotia to the Townley Land Company for the token sum of five dollars (New Castle County Deed Book N51:431, October 3, 1951). In 1953, the Townley Land Company transferred the parcel to Robert R. and Annie M. Springer for the sum of \$50 (New Castle County Deed Book N53:465, July 10, 1953).

In 1955, the Springers transferred ownership of the two parcels to their present owner, Elsie Mae Haas, for the token sum of 10 dollars (New Castle County Deed Book O55:268, August 3, 1955).



Plate 17. Dwelling, 46 Welsh Tract Road. Southeast and northeast elevations toward northwest.

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research concerning the history of the house and the local area has failed to reveal association of the property with any event important in local history. Therefore, the property is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have not revealed any association with any individual or group of people important to the history of the local area. Therefore, it is recommended not eligible under National Register Criterion B. The property is a common example of its type. It lacks such elements as shutters and a Colonial Revival door surround that characterize more architecturally elaborate examples of this style. The integrity of this dwelling's materials and design have been compromised with the application of modern siding, insertion of replacement windows and doors, and the construction of the rear and side additions. No outstanding decorative details or outstanding workmanship are apparent. The setting and feeling of the formerly rural property has been compromised with the construction of modern apartment buildings to the southwest. This property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.14 DWELLING, 36 WELSH TRACT ROAD (N-12870)*Description*

This early twentieth-century, two-and-one-half-story, vernacular dwelling faces south toward Welsh Tract Road (Plate 18). Vinyl siding serves as the exterior cladding of the rectangular-shaped house. The side-gabled roof is sheathed in rolled asphalt. A concrete-block chimney rises from the exterior of the east gable-end. The dwelling measures approximately two rooms wide by two rooms deep. The house is lit by modern double-hung, one-over-one windows. A full-width shed-roof enclosed porch shelters the main entrance, located on the southwest corner of the south façade. The door is wood with inset panels. Vinyl siding encloses the porch. A modern pressure-treated wood deck has been built along a portion of the west elevation. Modern sliding glass doors access the interior from this side. A full-width, gabled-roof addition extends from the north (rear) elevation. This one-and-one-half-story addition is clad in vinyl siding and rests on a concrete-block foundation. A modern, enclosed, shed-roofed entrance is attached to the north wall of the gabled addition. This one-story block rests on concrete-block piers. A modern door enters the enclosure from the west elevation. The addition is lit by two modern windows which pierce the east elevation.

Overall, the legal tax parcel is rectangular in shape. The dwelling is situated toward the front of the property, near the roadway. A paved L-shaped driveway lies to the west side of the house. Low-lying vegetation is planted across the front lawn. The rear lawn is open with tall trees lining the rear property boundary. Two modern garages are located to the rear of the dwelling.



Plate 18. Dwelling, 36 Welsh Tract Road. South and west elevations toward northeast.

History

According to assessment records, the present house was erected in about 1900. The house was erected on one of two tracts, acquired by Jacob B. Gicker of Wilmington in 1869. The first, measuring 21 acres, 1 rood and 29 perches, was sold by Benjamin and Ann Healy of Christiana Hundred for \$1,500 (New Castle County Deed Book W8:336, February 27, 1869). The second, measuring 18 acres, 3 roods and 6 perches, was sold by Phebe E. and Joel Woodward for \$1,221 (New Castle County Deed Book W8L407, March 22, 1869). In 1914, John E. Gicker, administrator of the estate of Jacob B. Fisher, sold the two tracts to the Newark Trust and Safe Deposit Company for \$2,000 (New Castle County Deed Book W24:378, February 28, 1914). In 1917, the Trust and Safe Deposit Company sold the parcel to Walter C. and Marguerite H. Given for \$1,500 (New Castle County Deed Book T26:534, May 16, 1917).

The following year, the Givenses sold the property to William M. English of Newark for the token sum of 10 dollars (New Castle County Deed Book R27:148, May 15, 1918). In 1920, English sold the property to Frederick D. and Sarah J. Downs for \$3,000 (New Castle County Deed Book V28:452, June 9, 1920).

Nineteen years later, the Downs sold the property to Robert and Annie M. Springer for \$2,000 (New Castle County Deed Book K41:1, April 8, 1939). In 1964, the Springers sold the property to Frank and Maude Hufnal for 10 dollars and other good and valuable considerations (New Castle County Deed Book Z72:488, May 30, 1964).

In 1977, the Hufnals sold the property, then measured at 1.7237 acres, to William P. and Virginia M. Wegman for \$44,000 (New Castle County Deed Book F98:67, August 18, 1977). Six years later, the Wegmans sold the same parcel to John A. Demers for \$60,000 (New Castle County Deed Book Y123:143, September 27, 1983). The following year, Demers sold the property to Toby M. Tamblyn for \$67,000 (New Castle County Deed Book 142:252, August 10, 1984).

Ten years later, Tamblyn sold the 1.7237 acre parcel to Sara C. Oberle for \$109,000 (New Castle County Deed Book 1837:209, November 11, 1994). In 2000, Oberle, then Sara C. Oberle Boyle, sold the property to the present owner, Michael B. Willoughby, for \$135,000 (New Castle County Deed 20010102:0000302, December 14, 2000).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research concerning the history of the house and the history of the local area has not revealed any association with any important historic event. Therefore, it is recommended not eligible under National Register Criterion A. Chain of title research and all additional local research performed thus far have failed to reveal association with any individual or group or people important in local history. Therefore, it is recommended not eligible under National Register Criterion B. Originally a side-gabled house with rear ell, it has been reoriented with the new entrance placed on the side wall and the addition of a wood-framed lean-to the original front wall. Its present appearance has severed any associations with the period of its original construction. The integrity of materials and design of this dwelling have been comprised with the application of modern siding, the insertion of replacement windows and doors, the enclosure of the front porch, and the construction of the rear and side additions. The formerly rural setting and feeling the property once had has been compromised with the encroaching modern development from the

increasingly traveled, and heavily congested, State Route 0897, west of the property. For all these reasons, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are not significant.

4.15 DWELLING, 104 STANTON CHRISTIANA ROAD (N-14166)

Description

Set back from the roadway on a heavily wooded lot on the east side of Stanton Christiana Road stands this mid-twentieth-century, ranch-style dwelling (Plate 19). Tall trees grow closely on all sides of the house, obscuring the view of the dwelling from the road. A winding dirt driveway leads to the dwelling from the front of the property.

This one-story, brick dwelling is rectangular in form and faces west toward the roadway. The side-gabled roof is sheathed in asphalt. A brick chimney rises from the interior of the south gable end. The west façade measures four bays wide. The fenestration is irregular, following a w-w-d-w pattern. Two double-hung, two-over-two, horizontal pane windows pierce the northwest end of the house, and a Chicago bay-style window pierces the southwest corner. The bay contains a centered, fixed window with flanking double-hung, one-over-one sashes. Brick sills and flanking, non-functional vinyl shutters frame all of the bays. The house is entered through a wood door. An inset corner porch shelters the southwest portion of the façade. A one-room gabled ell extends off the south gable end.

The remaining sides of the house were inaccessible for survey.

History

According to New Castle County tax assessment records, the house was erected in 1950. Chain of title research suggests a later date of construction, probably 1957. Its site was a portion of a larger tract of land owned by Alfred J. and Lamberta F. Clough. This tract, acquired in 1901 by Alfred Clough from Lavina Walters, administrator of Thomas Clough (New Castle County Deed Book N18:288, March 26, 1901, was subdivided into a series of residential lots and was given the name “Clough Heights.”

In 1957, Alfred J. Clough sold the parcel, indicated as Lot 12 in Clough Heights, to Joseph F. and Doris B. Marcone, the present owners, for the token sum of 10 dollars. The lot measures 5.485 acres (New Castle County Deed Book T59:256, February 27, 1957). This deed included the following restrictions: no dwelling costing less than \$7,500 shall be erected and that dwelling inclusive of porches, steps, cellar doors, bay or oriel windows, cornices and other projections shall be set back at least 35 feet; outbuildings shall be erected to the rear of the house unless attached to the dwelling and shall be set back at least 75 feet from the road; lands shall not be used for purpose of nuisance or for purposes dangerous or noxious to the immediate neighborhood; and the property shall not be used for business purposes.



Plate 19. Dwelling, 104 Stanton Christiana Road. West façade toward east.

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997) under the context of suburban residential development. Research concerning the history of the house and the history of the local area has not revealed association with any event important in local history. Therefore, it is recommended not eligible for the National Register under Criterion A. Chain of title research and additional local research performed thus far have failed to yield association to any individual or group of people significant in the history of the local area. Therefore, it is recommended not eligible under National Register Criterion B. The house is not an outstanding example of its associated architectural type. It is a typical small ranch style dwelling, commonly seen throughout the area. As a typical example, it lacks the stylistic elaboration to be notable for its architecture. Elements found on more diagnostic examples of the house type, such as an integral garage and picture window(s), are not present. Therefore, this property is not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the standing structures are commonly not significant.

4.16 DWELLING, 120 STANTON CHRISTIANA ROAD (N-14167)*Description*

This property is located on the east side of Stanton Christiana Road. The rectangular-shaped lot is deep with tall trees, sporadically planted throughout the property. A gravel drive lies to the north side of the dwelling. The house faces west toward the roadway.

The mid-twentieth-century, ranch-style dwelling is primarily rectangular in shape with a gable-front enclosure projecting from the front, a small gable extension to the north end, and a large gabled addition attached to the southeast corner (Plate 20). This one-story, wood-framed house is completely covered in aluminum siding and is sheltered by a gabled roof, sheathed in asphalt. A brick chimney rises from the center interior of the dwelling.

The west façade measures six bays wide. The main block is lit by a Chicago bay-style window, featuring a centered, fixed window with flanking double-hung, one-over-one sashes. A single, awning-style window pierces a gable extension on the north side of the house. A one-story gable-front sun porch extends from the center of the wall. The porch is enclosed and lit by jalousie windows. A vinyl door accesses the porch from the corner of its north side.

The east (rear) elevation measures four bays wide. The fenestration is irregular, following a w-w-d-w pattern. A single, awning-type window pierces a gable extension on the north elevation of the house. The main block is lit by a Chicago bay-style window, featuring a centered, fixed window with flanking double-hung, one-over-one sashes and a pair of double-hung, one-over-one sashes. A vinyl-and-glass door pierces the northeast corner of the main block.

No windows or bay openings are placed in either gable end of the house.

A large, one-story gabled addition is appended to the southeast corner of the house. The homeowner referred to this addition as the "in-laws" suite. The addition measures approximately



Plate 20. Dwelling, 120 Stanton Christiana Road. West façade toward southeast.

three rooms in size. Aluminum siding serves as the exterior cladding. Double-hung, two-over-two horizontal pane sashes light the interior. A vinyl door provides entry to the addition from the north side.

History

According to New Castle County tax assessment records, the house was erected in 1950. Chain of title research suggests a later date of construction, probably 1956 or 1957. Its site was a portion of a larger tract of land owned by Alfred J. and Lamberta F. Clough. This tract, acquired in 1901 by Alfred Clough from Lavina Walters, administrator of Thomas Clough (New Castle County Deed Book N18:288, March 26, 1901, was subdivided into a series of residential lots and was given the name “Clough Heights.”

In 1956, Alfred J. and Lamberta Clough, sold the site of the house, indicated as Lot 9 in Clough Heights, to James M. Russell, Jr. and Ann L. Russell, the present owners, for the token sum of 10 dollars (New Castle County Deed Book Q58:498, September 6, 1956). This deed included the following restrictions: no dwelling costing less than \$7,500 shall be erected and that dwelling inclusive of porches, steps, cellar doors, bay or oriel windows, cornices and other projections shall be set back at least 35 feet; outbuildings shall be erected to the rear of the house unless attached to the dwelling and shall be set back at least 75 feet from the road; lands shall not be used for purpose of nuisance or for purposes dangerous or noxious to the immediate neighborhood; and the property shall not be used for business purposes.

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: “How to Apply the National Register Criteria for Evaluation”* (National Park Service 1997) under the context of suburban residential development. Research concerning the history of the property and the history of the local community has failed to reveal association with any important historical event. Therefore, the property is recommended not eligible for the National Register under Criterion A. Neither a chain of title research nor additional research performed thus far indicates that any former owner, occupant, or group of people was significant in the history of the local area. Therefore, the property is recommended not eligible for the National Register under Criterion B. This property is set within a small suburban development with lots that accurately convey the feeling of a mid-twentieth-century time period. The dwellings are all low-lying ranches, set back from the roadway. However over the years, many have undergone drastic changes. This house is not an outstanding example of its associated architectural type. It is a typical ranch style dwelling, commonly seen throughout the area. It lacks elements seen in more elaborate examples of its style, such as an integral garage or a garage connected by a breezeway. The dwelling has undergone some changes, slightly altering the integrity of materials and design seen with the insertion of modern doors, and the construction of a rear addition. For these reasons, the property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the building are not significant

4.17 DWELLING, 128 STANTON CHRISTIANA ROAD (N-14168)

Description

This one-and-one-half story, brick-clad Cape Cod dwelling is set back from the east side of Stanton-Christiana Road (Plate 21). A concrete walk flanked by two evergreens extends up to the front door, centered on the west façade wall. The door adjoins a concrete stoop and is surmounted by a vertical brick stretcher lintel. The central doorway is flanked by groups of windows. Paired one-over-one, double-hung, sash windows flanked by louvered wood shutters are placed at the north side of the façade wall. A tripartite window consisting of a central picture window flanked by narrow, one-over-one, double-hung, sash windows is placed in the south portion of the façade wall. These windows are also flanked by ornamental louvered wood shutters. The windows have concrete slab sills. Typical of Cape Cod dwellings, the front slope of the steeply pitched roof is pierced by two gabled dormers, each fenestrated with a single, one-over-one, double-hung, sash window.

The gable ends of the house are two bays wide. The south gable end has a single window in the west first story bay and paired windows in the east bay. A single, one-over-one, double-hung, sash window is placed in the gable peak. Exterior access to the cellar is provided by a single story, wood-framed, cat-side-roofed block appended to the rear of the south wall. This block is sheathed in aluminum siding and has a door placed in its east wall.

The rear elevation features a shed-roofed, wood-framed, mudroom projecting from the south end of the east wall. The outer wall of this block contains a central doorway flanked by single, double-hung, sash windows. Concrete steps extend up to the doorway. The side walls are fenestrated with paired, one-over-one, double-hung, sash windows. The rear wall of the main block is fenestrated with two, one-over-one, double-hung, sash windows of different sizes. Both windows have concrete sills. A central gabled dormer fenestrated with a single, one-over-one, double-hung, sash window projects from the center of the rear roof slope. Concrete walks extend from the rear door to the driveway and to a fenced pool area.

The house has a concrete foundation and is sheathed in buff-colored bricks. Its roof is sheathed in composition shingles. A brick heater chimney adjoins the north gable end.

The property also includes a two-bay, single story garage located at the east end of the driveway southeast of the house. Each garage bay contains a wood and glass rolldown door. The garage, of wood-frame construction, is sheathed in vertical wood siding. Its roof is sheathed in asphalt shingles.

History

According to New Castle County tax assessment records, the house was erected in 1954. Title information suggests a later date of construction, possibly 1955 or 1956. Its site was a portion of a larger tract of land owned by Alfred J. and Lamberta F. Clough. This tract, acquired in 1901 by Alfred Clough from Lavina Walters, administrator of Thomas Clough (New Castle County Deed Book N18:288, March 26, 1901, was subdivided into a series of residential lots and was given the name "Clough Heights."



Plate 21. Dwelling, 128 Stanton Christiana Road. West façade toward east.

In 1955, the site of the house, a 1.1941-acre lot, indicated as Lot 7 on the plat of Clough Heights, was sold by Alfred J. and Lamberta F. Clough to Francis W. and Wilma H. Gott, the present owners, for \$1,000 (New Castle County Deed Book V56:118, August 18, 1955). This deed included the following restrictions: no dwelling costing less than \$7,500 shall be erected and that dwelling inclusive of porches, steps, cellar doors, bay or oriel windows, cornices and other projections shall be set back at least 35 feet; outbuildings shall be erected to the rear of the house unless attached to the dwelling and shall be set back at least 75 feet from the road; lands shall not be used for purpose of nuisance or for purposes dangerous or noxious to the immediate neighborhood; and the property shall not be used for business purposes.

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997) under the context of suburban residential development. Research concerning the history of the property and the history of the surrounding community has failed to reveal any connection between the property and any important historic event. Therefore, the property is recommended not eligible under Criterion A. Chain of title research and additional local research have yet to link any historically important owner, resident, individual, or group of people to the property. Therefore, the property is recommended not eligible under Criterion B.

The house is an example of a Cape Cod style dwelling. As typical of Cape Cods in the APE, it lacks the stylistic elaboration of more "high style" examples of its type. Colonial Revival details such as a front door surround and multi-light, double hung, sash windows are lacking. Because of the large number of Cape Cods constructed, few individual examples are eligible. Due to lack of stylistic elaboration, the house lacks architectural significance. This property is set within a small suburban development with lots that accurately convey the feeling of a mid-twentieth-century time period. Additionally, its integrity of design has been comprised with the construction of the additions to the rear and side corners. No outstanding workmanship or details are evident in the dwelling. Therefore, this property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the building are not significant.

4.18 FORMER STAFFORD FARM, 857 CHURCHMANS ROAD (N-6783)

Description

The former Lewis Weldin Farm, also known as the Stafford Farm, was once located along the south side Churchmans Road (where I-95 now lies). The property had been previously surveyed in 1992 and determined eligible for listing in the National Register. However, over the years the farmstead and the majority of its associated outbuildings have been demolished. The only remnant of the former farm is a silo.

The silo to the former farm continues to stand along the north side of I-95 and to the rear of several modern motel and hotels (Plate 22). The structure stands approximately four-stories in height. Cylindrical in form, it is constructed of concrete block and topped by a dome-shaped cap. The silo is in fair condition with a small amount of brush growing out the top.



Plate 22. Silo, former Stafford Farm, 857 Churchmans Road. General view toward east.

History

The Stafford Farm, also known as the Lewis Weldin Farmhouse or Maple Springs Farm, was documented in a draft National Register form, prepared in 1992 (KFS 1992). At that time, the property, measured at 7.40 acres, included one contributing and one noncontributing building, five contributing sites, five contributing and two noncontributing objects.

In the years since this form was prepared, all of the farm's associated buildings, with the exception of the silo, have been demolished to permit construction of commercial and retail buildings. As a result, the former eligibility opinion rendered by the DE SHPO for the property is no longer applicable.

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). In its present condition, the property fails to convey associations with the agricultural history of the air and also does not convey association with any person significant in the history of the area. Therefore, it is recommended not eligible under National Register Criteria A and B. The property's integrity of location, setting, and feeling were completely lost with the demolition of the house and other outbuildings. Over the years the property has undergone development by modern businesses, which now occupy the entire property. Additionally, the expansion and improvements to I-95 have affected the integrity of the property. The single-standing silo does not convey the significance formerly determined for the farmstead. Therefore, the Lewis Weldin Farm property is not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in silo are not significant.

4.19 DWELLING, CHURCHMANS ROAD (N-12904)

Description

This dwelling is located in the southern portion of the Artesian Water Company property, situated perpendicular to Churchmans Road (Plate 23). Its west elevation faces toward the road, and its facade faces the company's driveway. The small dwelling, rectangular in footprint, is set into a bank. A portion of the basement level is exposed on the rear elevation.

The façade is three bays wide. A pane-and-panel wood door is placed in the west bay, while two, small, modern one-over-one, double-hung, sash windows are placed in the east bay. The west gable end features a large, central, half-engaged stucco-covered chimney. One single and one pair of modern one-over-one, double-hung, first story windows flank the chimney. The east elevation is marked by two eight-pane fixed first story windows, and a twelve-light, fixed window is centered in the gable peak. The rear elevation contains three modern, double-hung, sash windows. The concrete block foundation wall is partially exposed on the rear elevation and the east elevation.

The building is sheathed in stucco, while its roof is sheathed in rolled asphalt.



Plate 23. Dwelling, Churchmans Road. Southeast and southwest elevations toward northwest.

History

According to New Castle County tax assessment records, this house was erected in 1935. At that time, the house was located on a portion of the four tracts of land of the Wilmington Country Club, land that was sold to Louis C. Strafford in March 1949 (New Castle County Deed Book A49:19, March 28, 1949).

The house lot subsequently consisted of a small portion of one of three tracts owned by Louis C. Strafford. The first of these tracts measured 332.23 acres, the second 2.98 acres, and the third 431.28 acres, for a total of 763.46 acres. In 1947, Strafford sold the tracts to the Artesian Water Company, a public water utility, who built its headquarters on a portion of the land. The purchase price was \$30,000 (New Castle County Deed Book H49:273, March 28, 1949).

The following year, the water company sold a lot containing the house to Russell M. and Barbara Snyder for \$500 (New Castle County Deed Book K50:173, July 31, 1950). Eight years later, Russell Snyder died. Shortly after, his widow sold three lots, including the site of the house, to Dillman Realty Company for 10 dollars (New Castle County Deed Book I62:424, July 9, 1958).

In 1980, the company sold the same three lots to Helen Dillman for the token sum of one dollar (New Castle County Deed Book T110:109, June 10, 1980). The following year, Dillman sold the three parcels to the Artesian Water Company for \$77,500 (New Castle County Deed Book X115:270, August 25, 1981).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). The property has been evaluated under the context of suburban residential development. Research in the history of the property and the local area has not revealed any association between the property and any important historic event. Therefore, it is recommended not eligible for the National Register under Criterion A. Chain of title research and additional local research have yet to identify any historically important owner, resident, individual, or group of people associated with the property. Therefore, it is recommended not eligible under National Register Criterion B.

This house is representative of the side-gabled cottage type of suburban residence, one of the least elaborated designs found in New Castle County suburban locations. Because of the lack of architectural elaboration of this house type and the number of such buildings erected, few are individually eligible for the National Register. This house is no exception as it lacks stylistic distinction and architectural integrity. The dwelling's integrity of materials and design have been compromised with the insertion of replacement windows, and the construction of the side, concrete-block wall addition. Decorative details and workmanship are not apparent. The property's location, setting and feeling have all been altered. The building currently stands vacant and unused. A large water company, located on the same legal tax boundary, and modern commercial buildings stand across the street from the property. Therefore, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the building are not significant.

4.20 DWELLING, HENRY L. CHURCHMAN HOUSE, 648 CHURCHMANS ROAD (N-1603)

Description

The Henry L. Churchman House is located on the north side of Churchmans Road, southeast of the Delaware Turnpike. Large deciduous trees are planted along the roadway, providing shade across much of the front lawn. The tall trees were planted twenty-five years ago by the current homeowner to screen noise and visual impacts from Churchmans Road. An asphalt driveway lies across the front lawn following a Y-shape pattern around the front of the dwelling. Small shrubs are planted flanking the centralized entrance into the home. A mid-twentieth-century three-car garage is attached to the west gable end of the house. A waist-high picket fence extends east from the center of the east gable end of the house. It is connected to a chain-link fence, which marks the remaining three sides of the rear lawn. The Artesian Water Company is located immediately northeast of the property, seen within close proximity of the rear lawn.

The house itself consists of a two-and-one-half story, stuccoed, side-gabled main block with a sun porch addition to its east gable end (Plate 24). Its façade, five bays wide, is symmetrically arranged. The front door, placed in the center of the façade, has four lights in its upper section with panels beneath. It is sheltered by a gabled front stoop, supported by plain wood posts, square in cross section. The central entry is flanked by paired two-over-two, double-hung, sash windows, each with ornamental louvered wood shutters. Five second story window openings are vertically aligned with the first story openings. These windows are also flanked by louvered wood shutters. Three gabled dormers, each with two-over-two, double-hung, sash windows, rise from the front roof slope.

The east gable end of the house is three bays deep. As mentioned, a sunporch projects from this wall of the house. The sunporch has a door with transom in its south outer bay, while the remaining outer bays contain tall, four-part windows. The south wall of the sunporch contains two sets of three hopper windows. The roof of the porch is flat and appears to be used as a deck. The decks is bounded by plain posts and wood railings. The second story wall has three, two-over-two, double-hung, sash windows, each with louvered wood shutters. A single, double-hung, sash window is placed in the gable peak. The remaining elevations were not viewed.

The house has an open cornice and a roof sheathed in composition shingles. Paired chimneys connected by bridges rise from either gable end of the house.

As noted, a mid-twentieth-century garage is attached to the west end of the house. This single-story, side-gabled garage has three overhead doors in its south façade wall.

History

According to Thomas J. Scharf in his 1888 *History of Delaware*, the property on which the house is situated, was originally part of a patent tract of 800 acres, granted in 1672 by Governor Nichols to Thomas Wollaston, John Ogle, John Hendrick and Harmon Jansen or Johnson. The tract was known by the name “Muscle Cripple” and was located along White Clay Creek (Scharf 1888:932). Until 1937, the four large parcels that later comprised the tract on which the Churchman House stood were under separate ownership.



Plate 24. Henry L. Churchman House, 648 Churchmans Road. Southwest and southeast elevations toward north.

Henry L. Churchman, the house's namesake, was born on Quarry Farm near Chester, Pennsylvania, on November 20, 1821. He was the son of Caleb Churchman (1783-1864), a native of East Nottingham, Chester County, Pennsylvania, and Martha Shelley. The patriarch of the family was John Churchman who was born c. 1665 in Saffron-Walden, Essex, England and died in 1724 in Chester County. Henry L. Churchman was a prominent cattle raiser along the Christiana River in New Castle County (Churchman n.d.)

By 1881, he owned a substantial tract of land in northeastern White Clay Creek Hundred near the Christiana. Hopkins's 1881 map depicted his unmeasured tract on the north side of present Churchmans Road, a tract that may have extended as far north as White Clay Creek. He also owned 422 acres on the south side of present Churchmans Road (Figure 7).

The first tract had its genesis in a 304 acre and 15 perch parcel sold by James Webb and Lydia P. Webb to Henry L. Churchman in 1859 for \$16,725.15 (New Castle County Deed Book E7:374, June 15, 1859). Anesley and Elizabeth G. Newlin sold him a 97-acre parcel in March 1869 for \$8,000 (New Castle County Deed Book W7:101, March 25, 1869). The third tract was sold by Francis C. Simpson to Thomas Strafford in 1898 (New Castle County Deed Book T7:225, October 5, 1898). The fourth tract had its genesis in a 525 acre parcel that Giles Lambson, sheriff of New Castle County, sold to Benjamin and Rebecca Clyde in 1887 for \$14.29 (New Castle County Deed Book X13:202, May 25, 1887).

The first two parcels remained in Churchman family ownership for several generations. Henry L. Churchman died in January 1896 leaving his estate to his three daughters, Annie C. Churchman, Rebecca P. Churchman, and Sally B. Churchman. Annie C. Churchman died in December 1920 and left her estate to her two surviving sisters. Upon Rebecca's death in February 1936, her estate was left to her surviving sister Sally (Sarah B.).

Sally Churchman lived but an additional month. Upon her death, ownership of the parcels passed to her heirs and their spouses: William C. Springer of Newport Delaware; Mary R. Morgan of Philadelphia; Henry L. Churchman of Richardson Park, Christiana Hundred; Bertha C. and Edward M. Phillips of Wilmington; Helen A. Cranston of Wilmington, J. Paul and Elizabeth Cranston, and James and Senie Cranston of Westchester County, New York.

Thomas Strafford sold the third parcel, measured at 107.26 acres, to the Country Club for \$15,000 (New Castle County Deed Book R40:231, September 1, 1937). The fourth parcel remained in Clyde ownership until 1928 when the Brooklyn Trust Company of New York, George W. Clyde, George M. Holstein and John Gennell, Jr., trustees of William Clyde, and Girard Trust Company, trustee of Benjamin and Caroline B. Clyde, sold the 525-acre parcel with a 70-acre exclusion to Harry R. Loose for \$15,500 (New Castle County Deed Book T35:556, March 12, 1928). Six years later, Harry and Beatrice Loose sold the 525-acre tract with the exclusion to John B. Roberts for the token sum of 10 dollars (New Castle County Deed Book E39:172, August 16, 1934). The following year, Roberts sold the parcel back to Loose for the token sum of 10 dollars (New Castle County Deed Book K39:2561, January 15, 1935).

In August 1937, William C. Springer sold two tracts, the first of 232.23 acres and the second of 2.98 acres, to the Wilmington Country Club for \$12,500 (New Castle County Deed Book N40:420, August 21, 1937). The same month, Harry R. and Beatrice Loose sold the 431.23-acre parcel to the Country Club for \$16,000 (New Castle County Deed Book R40:232, August 25, 1937).

In March 1949, the Wilmington Country Club conveyed four tracts of land with the buildings located upon them to Lewis C. Strafford, Alice Strafford, and Ernest Strafford for the token sum of 10 dollars. The tracts measured as follows: 1) 332.23 acres; 2) 2.95 acres; 3) 107.26 acres; and 4) 431.23 acres (New Castle County Deed Book A49:19, March 28, 1949). Later the same year, the Straffords conveyed the parcels to the Artesian Water Company in exchange for \$30,000 (New Castle County Deed Book H49:273, September 1, 1949). The following year, the water company conveyed the parcel of land on which the house is situated to John W. Moore for \$5,000 (New Castle County Deed Book Z49:561, May 19, 1950).

John Moore died in 1951, and ownership passed to his heirs. In 1953, Moore's heirs conveyed the parcel containing the dwelling to John J. and Elsie M. Garber. The deed was subject to the following restrictions: 1) no building shall be erected nearer the front of the lot line than the present buildings; 2) all outbuildings shall be set back at least 150 feet from Churchmans Road; 3) the property shall not be re-subdivided into building plots having a frontage on Churchmans Road of less than 100 feet; 4) no single story buildings with a floor area of less than 700 feet or 2 ½ story buildings with a floor area of less than 550 feet shall be constructed; 5) no building shall be erected unless its plans and specifications are approved by Artesian Water Company; 6) no trailer, basement, tent shack, garage, barn or other outbuilding shall be used as a residence (New Castle County Deed Book H53:148, February 27, 1953).

In 1965, John J. Garber and Elsie M. Garber sold the parcel of land containing the house to George W. and Mary Jane Garber for \$30,000. The deed spelled out easements and rights of access held by the Artesian Water Company (New Castle County Deed Book I76:253, December 17, 1965).

In 1978, the Garbers sold the property to Allen F. Goodfellow for \$72,000 (New Castle County Deed Book F102:147, July 31, 1978). In 1996, ownership passed from Goodfellow to himself as trustee under a revocable trust (New Castle County Deed Book 2137:217, July 17, 1996).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Historically, the property has been associated with the agricultural history of White Clay Creek Hundred. During Henry Churchman's tenure, it was known locally as a large and prominent stock farm. However, due to subsequent land subdivision and building demolition, no associated agricultural land or agricultural outbuildings remain. It no longer conveys convincing associations with its agricultural past and is recommended not eligible under National Register Criterion A. The property possesses local significance for its association with Henry L. Churchman, a prominent nineteenth-century, New Castle County cattle raiser, land speculator, and namesake of Churchmans Road. The house, built by Churchman, is the property most closely associated with his productive life. Therefore, it is recommended eligible under Criterion B. Over the years the property has been significantly minimized in acreage, somewhat affecting the setting and feeling of the property as a former agricultural property. Modern development now surrounds the property on all sides. However, as a well-preserved, vernacular, mid-nineteenth century Georgian-plan house, the Churchman House possesses local significance architecturally and conveys outstanding architectural integrity from its period of construction. Thus, this property is recommended eligible under Criterion C for its architecture. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background

research and field assessment. Building construction methods employed in the house are not significant.

The recommended National Register boundary, the entirety of the parcel presently associated with the house, is shown in Figure 13.

4.21 DWELLING, 423 AIRPORT ROAD (N-14173)

Description

This house is part of a line of buildings of similar age on the northwest side of Airport Road. The house, in fair to poor condition, is located on a slightly overgrown, flat lot planted in bushes and grass. The façade of the house faces southeast toward Airport Road.

This Cape Cod house has a central, slightly projecting, gabled vestibule (Plate 25). This vestibule features a shed, wood hood, a flat wood door surround, and a wood and glass door placed in a deep reveal. The doorway is flanked by metal and frosted glass lamps. Paired, six-over-one, double-hung, sash windows are placed at either end of the façade wall. Both sets have brick sills. Typical of Cape Cod dwellings, two gabled dormers project from the steeply pitched front roof slope. These dormers are sheathed in horizontal vinyl siding and contain single, six-over-one, double-hung, sash windows.

The southeast gable end of the house has two basement windows, two first story windows, and paired windows centered in the gable peak. The two basement windows are set in small rectangular openings. Both first story windows are six-over-one, double-hung, sash windows with brick sills. The gable is pierced by paired, six-over-one, double-hung, sash windows. The house is primarily sheathed in stucco, while the gable peaks are sheathed in cement-asbestos siding. The roof is sheathed in asphalt shingles. A brick chimney adjoins the northeast gable end.

History

The present property consists of three originally separate lots subdivided from the c. 89-acre Kreider property. This property, described as measuring 138 acres, 3 roods, and 22 perches less a 49 acre exclusion, was sold to Miles and Bertha Kreider by August and Mary Mazlewski in 1944 for \$4,000 (New Castle County Deed Book I44:279, May 20, 1944). Several years later, the Kreiders retained surveyors to lay out building lots in the parcel, most measuring approximately one acre in size.

The first of the three lots, consisting of lot 36 and a parcel to its north, measured 1.65 acres. The Kreiders sold the parcel to Judson and Cora Goldsborough in 1950 for \$465 (New Castle County Deed Book M50:102, August 15, 1950). The second parcel, the one-acre lot 35, was sold by the Kreiders in 1949 to Marion E. and Mae Berkley for \$430 (New Castle County Deed Book Y48:387, March 31, 1949). The Berkleys sold the lot to the Goldsboroughs in the following year for \$680 (New Castle County Deed Book C50:263, May 8, 1950). The third parcel, a 3.5-acre tract located to the rear of lots 31 through 35, was sold by the Kreiders to the Goldsboroughs for the token sum of one dollar in 1950 (New Castle County Deed Book X49:365, April 18, 1950).



Figure 13. Recommended National Register boundary of the Henry L. Churchman House.



Plate 25. Dwelling, 423 Airport Road. Southeast and southwest elevations toward north.

The three parcels were sold by the Goldsborough to B&F Towing and Salvage, the current owners, in 1984 for \$85,000 (New Castle County Deed Book 165:159, October 19, 1984).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997) under the context of suburban residential development. Research on the history of the property and the history of the local area has failed to yield association between the house and any important historical event. Therefore, the house is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have yet to identify any historically important owner, resident, individual, or group of people associated with the property. Therefore, the house is recommended not eligible under Criterion B. The house is not an outstanding example of its associated architectural type. It is a typical Cape Cod-style dwelling, commonly seen throughout the area, possessing no outstanding architectural details or workmanship. Unlike eligible examples of the style, it lacks a Classical Revival door surround, shutters and other decorative exterior detailing. Additionally, the dwelling's integrity of location, setting and feeling as a former suburban residential property have been significantly compromised with the construction of I-95 near the property. The former through road (now a dead end because of I-95) has become occupied by abandoned car lots and junkyards, which surround the property on all sides. This property is recommended not eligible under Criterion C for the National Register. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the house are not significant.

4.22 DWELLING, 424 AIRPORT ROAD (N-14172)

Description

This house and associated commercial garage are located on the southeast side of Airport Road across from houses of similar design and construction period.

The vernacular center-hall house is a one-and-one-half stucco, gabled front dwelling, rectangular in footprint (Plate 26). A single-story, wood-framed, gabled vestibule projects from the northwest gable end. This vestibule has a central louvered wood door flanked by four-part, tilt windows. The sidewalls of the vestibule feature similar tilt windows. The vestibule has a brick foundation, walls sheathed in aluminum siding, and a roof sheathed in rolled asphalt.

A first story window is placed in the façade wall east of the vestibule. This window has a brick sill and six-over-six, double-hung sashes. A similar window is centered in the gable peak. A small, louvered wood vent is placed near the apex of the gable.

The northeast sidewall is four bays deep. Each bay contains and single, double-hung, six-over-six sash window similar to those on the front façade wall. Each bay features a brick sill. The house is largely sheathed in stucco, and its roof is sheathed in rolled asphalt. A chimney rises from the rear gable end.



Plate 26. Dwelling, 424 Airport Road. Northwest and northeast sides toward south.

The commercial garage is located to the rear of the house and adjoins an asphalt parking area. The garage, of concrete construction, is two stories in height, rectangular in footprint. Its walls are topped by flat parapets. The front wall has two first story bays and three second story bays. The first story bays contain corrugated vinyl roll-down doors. The second floor openings contain steel-framed industrial windows. The end windows consist of a central, four-light transom sash window, and flanking, four-light, fixed windows. The central window on the wall has been partially enclosed.

The east side wall of the building is two bays deep. A shed-roofed, single-story garage bay adjoins the wall. This garage bay has a steel roll-down door in its front wall.

History

According to New Castle County tax assessment records, the house was built in 1950. The house was erected on a portion of one of two lots, the first of 37.501 acres and the second of 65 acres, that Wilma Schetter sold to Alexander and Antonia Brzoska for the token sum of 10 dollars (New Castle County Deed Book L45:20, August 27, 1945). The following year, the Brzoskas sold a one-acre parcel on which the house would be erected to Joseph and Elsie Cichochi for the token sum of 10 dollars (New Castle County Deed Book A47:243, September 10, 1946).

Joseph Cichochi died on February 2, 1960. Later the same year, his widow, Elsie J., sold the parcel to Vincent T. and Marguerite L. Elliott for \$12,000 (New Castle County Deed Book A67:204, November 18, 1960). Marguerite Elliott died on Christmas Day 1977. In November 1979, her husband, Vincent T., sold a .11673-acre parcel containing the house to Donald B. and Theresa M. Elliott, the present owners, for the token sum of 10 dollars (New Castle County Deed Book A108:48, November 1, 1979).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of suburban residential development. Research on the history of the property and the history of the local area has not revealed any association between the house and any important historical event. Therefore, the property is recommended not eligible under Criterion A. Chain of title research and additional local research have yet to identify any owner or occupant prominent in the history of the local area. Therefore, the property is recommended not eligible under Criterion B.

Similar to the nearby houses at 431 Airport Road, 424 Airport Road is an example of the gabled front cottage type of twentieth century suburban dwelling. The stucco-clad house has been elaborated with the addition of an off-center, gabled front porch. Because of the popularity of this house type, an overwhelming number of plain dwellings like this, some with slight differences, were built. A large number of them still exist today, only changed with enclosures, and/or additions to their cores. Few examples possess the architectural significance necessary for National Register eligibility. This house lacks architectural distinction and integrity. The integrity of the dwelling's materials and design have been comprised by the application of modern siding and the enclosure of the front porch. Additionally, the dwelling's integrity of location, setting and feeling have been significantly compromised with the construction of I-95 across the rear of the property. The former through roadway (now a dead end because of I-95) has become occupied by abandoned car lots and junkyards which surround the property on all sides. This property is

recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the house are not significant.

4.23 DWELLINGS, 431 AIRPORT ROAD (N-14171)

Description

This property, located on the northwest side of Airport Road consists of three similar stucco-covered dwellings. Tall trees growing throughout shade the property. Overgrown shrubs and vines grow along the exterior facades and sides of the buildings. The first, located in the northeast portion of the lot, is a gabled front, one-and-one-half story vernacular center-passage dwelling, rectangular in footprint (Plate 27).

The southeast elevation, the front gable, contains a central door sheltered by a corrugated metal hood. This door adjoins concrete steps. The central entry is flanked by single, one-over-one, double-hung, sash windows with concrete slab sills. A third, one-over-one window is placed in the gable peak. The gable peak is sheathed in horizontal wood clapboards.

The northeast elevation of the house is three bays deep. The front and rear bays contain paired, one-over-one, double-hung, sash windows, while the central bay contains a single, one-over-one, sash window. Three rectangular window openings illuminate the basement. The house has a concrete foundation and is largely sheathed in stucco. Its eaves are open, and its roof is sheathed in rolled asphalt. A brick chimney rises from the center of the roof ridge.

The second dwelling is larger than the first (Plate 28), an early ranch style dwelling. It has a side-gable orientation. The southeast façade measures four bays wide with a central doorway flanked by single, one-over-one, double-hung, sash windows. The door is sheltered by a central, projecting, shed-roofed screened porch.

The northeast elevation features a shed-roofed, wood-framed stoop with concrete foundation. The porch shelters a pane-and-panel wood door. Fenestration of the side wall of the main block consists of one-over-one, double-hung, sash windows with concrete slab sills. The house is constructed of brick and has a roof sheathed in rolled asphalt.

The third building (Plate 29) is the smallest of the three. This vernacular cottage is gable front in orientation. It has been enlarged by shed-roofed rear and side additions. The front gable measures two bays wide. A four-light, wood door is sheltered by a metal hood. A single, two-over-two, double-hung, sash window is placed to the left of the door. The gable peak is pierced by a rectangular, louvered wood vent. The side elevation is two bays deep, each bay containing a two-over-two, double-hung, sash window with concrete slab sill.

The front wall of the side addition is in the same plan as the main block. This addition has a single door opening in its façade wall. A second shed-roofed addition adjoins the rear wall of the cottage. This block has a single, one-over-one, double-hung, sash window in its east side wall, as well as a paneled wood door.



Plate 27. Dwelling #1, 431 Airport Road. Southeast and northeast elevations toward northwest.



Plate 28. Dwelling #2, 431 Airport Road. Southeast and northeast elevations toward northwest.



Plate 29. Dwelling #3, 431 Airport Road. Southeast and northeast elevations toward northwest.

The cottage has a concrete foundation, walls sheathed in stucco, and a roof sheathed in tar paper. A brick chimney rises from the rear of the roof ridge.

History

The present property consists of two originally separate lots, designated as lots 32 and 33 of the Kreider subdivision. In 1949, Miles and Bertha Krieder sold the one-acre lot 32 to William D. and Anna R. Covey for \$430, the standard price of a lot in the subdivision (New Castle County Deed Book 448:323, March 21, 1949). The Coveys owned the property until 1960 when they sold it to the General Motors Corporation (GM) for 10 dollars and other good and valuable considerations (New Castle County Deed Book U66:266, September 7, 1960). Several months later, GM sold the lot to William T. and Alice M. Mahood for \$100 (New Castle County Deed Book M67:581, January 15, 1961).

In 1962, the Mahoods sold the lot to their son, William T. Mahood, Jr. for the token sum of 10 dollars (New Castle County Deed Book P70:11, December 31, 1962). In 1964, Mahood sold the lot to Peter P. and Margie M. Savitski for 10 dollars (New Castle County Deed Book I73:63, July 13, 1964). Three years later, the Savitskis sold the lot to Claude E. Blevins for \$15,000 (New Castle County Deed Book C79:459, July 5, 1967).

Lot 33 was sold by Miles and Bertha Kreider to Friend Jackson Ramsey and Mary Lenora Ramsey in 1948 for \$430 (New Castle County Deed Book S48:284, December 13, 1948). Four years later, the Ramsey sold the lot to Claude E. Blevins for \$1,200 (New Castle County Deed Book A52:377, March 11, 1952). In 2003, Margie M. Savitski, individually, and Kathryn J. D'Agostino, as trustee of the trust for Donald G. Blevins under the will of Claude E. Blevins dated January 30, 1980, sold the two adjacent lots, totaling two acres, to Airport Property, Inc. for \$225,000 (New Castle County Deed 20030917-0120213, September 17, 2003).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1997). It was evaluated under the context of suburban residential development. Research in local history has not revealed any connection between this property and any important historical event. Therefore, the property is recommended not eligible for the National Register under Criterion A. Chain of title research and additional local research have failed to reveal any association between this house and any individual important in local history. Therefore, the property is recommended not eligible for the National Register under Criterion B.

The property contains examples of a basic vernacular, twentieth century house type, the front-gabled cottage. Because of the number of such houses constructed and their general lack of architectural distinction, individual unelaborated examples generally do not possess architectural significance. These three, unelaborated, stucco-clad versions of the house type are no exception. The integrity of materials and design of each of the buildings on this property have been compromised with the construction of additions and the installations of modern doors and windows. Additionally, each of the dwellings' integrity of location, setting, and feeling have also been altered due to the construction of I-95 near the property. The highway turned this once through roadway into a dead end street. Old Airport Road has become occupied by abandoned car lots and junkyards, which flank both sides of the road and surround many nearby properties. The former residential roadway has a feeling of abandonment and lacks cohesiveness. Therefore, this

property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the dwellings are not significant.

4.24 DWELLING, 433 AIRPORT ROAD (N-14170)

Description

This one-and-one-half story, dwelling, rectangular in footprint is located on the northwest side of Airport Road (Plate 30). Its level yard is planted in grass and mature trees. A low brick retaining wall and chain link fences separates the front yard from an asphalt driveway that extends along the west side of the house.

The southeast façade of the house faces toward Airport Road. Asymmetrical in orientation, this elevation features a projecting cross-gabled vestibule sheathed in red brick. The outer wall of the vestibule contains the front door. Set in a deep reveal, this six-light, wood, front door is protected by a single-light storm door. The door opening is placed with a flat wood, broken pediment surround with an urn in the gable peak. The surround is flanked by metal and frosted glass wall lamps. A concrete stoop adjoins the front wall of the vestibule.

The west end of the façade wall contains two, modern, one-over-one, double-hung, sash windows, each flanked by ornamental, louvered wood shutters. The east end of the wall contains a similar single window. The southwest gable end contains two, first story windows, each of the modern one-over-one, double-hung, sash type with flanking shutters. A single, double-hung, sash window is placed in the gable peak and is sheltered by an aluminum shed awning.

A wood-framed, shed-roofed stoop with concrete foundation and steps projects from the west end of the northwest elevation and provides access to the rear door. The house has a concrete foundation, is largely sheathed in stucco, and has a composition shingle roof. A concrete chimney adjoins the northeast gable end of the house.

A stucco-covered, single story, three bay garage is located at the northwest end of the asphalt driveway northwest of the house. Its southeast elevation is pierced by three, ribbed, rolldown doors. Its roof is sheathed in composition shingles.

History

According to New Castle County tax assessment records, the house was built in 1951. The house was erected on a portion of a c. 89-acre tract of land that August and Mary Mazlewski sold to Miles and Bertha Kreider in 1944 for \$7,000 (New Castle County Deed Book I44:279, May 20, 1944). The Kreiders subsequently subdivided the tract into a series of one-acre lots that they sold for residential development.

In 1949, the Kreiders sold a one acre parcel of land to Paul P. and Lillian Naumowich for the token sum of 10 dollars (New Castle County Deed Book R48:488, January 20, 1949). In 1960, the Naumowiches sold the one-acre parcel to its present owners, Hobart V. and Katherine Mitchell, for 10 dollars (New Castle County Deed Book E69:636, March 23, 1960).

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Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of suburban residential development. Research concerning the history of this property and the history of the local area has failed to reveal any connection with important historical events. Therefore, the property is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have not resulted in the identification of any owner or occupant important in local history. Therefore, the property is recommended not eligible under Criterion B.

This house with its side gabled roof and its off-center front entry gable is an example of an English Cottage style dwelling. As other houses in the vicinity, it is a "stripped down" version of its type. While classic English cottage dwellings often feature an asymmetrical front gable sheathed in stone veneer with decorative window types and treatment, as well as a stone front chimney, this house is basically a rectangular, side-gabled box with projecting entry. It lacks the stylistic elaboration to possess architectural significance. The integrity of materials and design has been compromised with the insertion of replacement windows and doors, and the large porch additions attached to the rear façade of the house. The property's location, setting and feeling have been altered with the construction of I-95 near the property. The highway turned this once through roadway into a dead end street. Old Airport Road has become occupied by abandoned car lots and junkyards, which flank both sides of the road and surround many nearby properties. The former residential roadway has a feeling of abandonment and lacks cohesiveness. Therefore, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the house are not significant.

4.25 DWELLING, 467 AIRPORT ROAD (N-14169)

Description

This property, as others in the vicinity, was originally a residential lot but has been converted to mixed residential and commercial use. The property is located on the northwest side of Airport Road and extends northwest to the banks of the Christina River. Overall the property is primarily open, with little vegetation. A long gravel driveway enters the property from the roadway. The house (Plate 31) stands to the northeast side of the drive. Two tall trees are planted near the house, one at the south corner and the other at the northeast corner. Three outbuildings surround the dwelling, located to the north, northwest and southwest. A junkyard is located behind the outbuildings.

The vernacular one story, side-gabled, stuccoed cottage is the original dwelling. The larger and taller east block is a mid-to-late twentieth-century addition. The wood-framed addition is clad in vertical wood paneling. Paired, double-hung, sash windows are placed in its southeast façade wall. The lower west block contains the main entry to the house, accessed from a full-width, shed-roofed, screen front porch. A wood-framed wheelchair ramp extends along the side wall of this block and terminates at the porch door. The southwest gable end of this block is stuccoed and is fenestrated with paired and single windows. The paired windows are six-over-six, double-



Plate 31. Dwelling, 467 Airport Road. Southeast and southwest elevations toward north.

hung sashes. A concrete heater chimney adjoins the southwest gable end. The house has open eaves and roofs sheathed in composition shingles.

Several commercial outbuildings are located down a gravel and dirt driveway to the rear of the house. One, a single-story storage building, has a flat roof, concrete block walls, steel-framed, industrial windows, and an open west elevation. A small steel Quonset hut is located in front of this building.

A gabled front gabled garage with catslide is located west of the first-mentioned outbuilding. This stuccoed, single story building has a southeast façade wall pierced by two openings. One contains an entry door, while the other contains a wood and glass rolldown door.

Another outbuilding consists of a single-story, stuccoed, flat-roofed block with gabled addition. The northeast façade of the flat-roofed block contains two rolldown garage doors and a central entry door. Two concrete heater chimneys project from the façade wall. The west portion of the façade wall of the gabled roof block is recessed. Fenestration of the visible wall consists of six-light, industrial windows.

History

According to New Castle County tax assessment records, the present house on the property was erected in 1950. The building was erected on a portion of a c. 89-acre tract of land that August and Mary Mazlewski sold to Miles and Bertha Kreider in 1944 for \$7,000 (New Castle County Deed Book I44:279, May 20, 1944). The Kreiders subsequently subdivided the tract into a series of one-acre lots that they sold for development.

In 1951, the Kreiders sold several pieces of land totaling 24.409 acres in size to Earl L. and Irene Ethel Van den Heuvel for the token sum of five dollars (New Castle County Deed Book X51:340, November 6, 1951). In 1998, Earl van den Heuvel died and left the property to his wife Irene. Irene died in 1999 and left the property to her son Earl L. van den Heuvel, Jr. The younger van den Heuvel transferred partial ownership of the 5.166-acre property in 2002 to Susan Fitzwater for the token sum of 10 dollars (New Castle County Deed 20020918:0089390, July 28, 2002).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). Research in the history of the property and of the local area has failed to identify an association between the property and any important historical event. Therefore, the property is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have not resulted in the identification of any property owner or occupant who played an important role in local history. Therefore, the property is recommended not eligible under National Register Criterion B. In design, the house resembles a ranch house with its low roofline, single story height, and elongated façade. It is not, however, a good example of that post-war type, lacking the attached garage, flat wall plane, and fenestration patterns that characterize its best examples. The integrity of the dwelling's materials and design have been comprised with the application of modern siding and numerous additions. Additionally, the property's integrity of setting and feeling as a former automotive shop have been compromised with the abandonment and deteriorations of the outbuildings and the presence of abandoned cars and a junkyard within the property vicinity. The property's location has been altered with the construction of I-95 across

the street from the property. The highway turned this once through roadway into a dead end street. Old Airport Road has become occupied by abandoned car lots and junkyards, which flank both sides of the road and surround many nearby properties. The former residential roadway has a feeling of abandonment and lacks cohesiveness. Therefore, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the buildings are not significant.

4.26 DWELLING, 491-495 AIRPORT ROAD (N-12907)

Description

This property, originally two residential lots, has been converted to commercial use as the general land use changed on Airport Road. Both properties are located along the northwest side of Airport Road and extend northwest to the banks of the Christina River. The rears of both properties are fenced in junkyard areas. The houses are located to the front of the properties and are surrounded by chain link fences. Two commercial garage buildings stand to the rear of 495 Airport Road. A concrete driveway lies to the dwellings southwest side. A dirt drive accesses 491 Airport Road from the front-southwest corner.

The house at 495 Airport Road (Plate 32) faces southeast toward Airport Road. A late Cape Cod design, the brick dwelling features a raised front door and flanking angled bay windows. The front door adjoins a wood-framed deck reached by wood-framed stairs. The door itself is placed in an eared wood surround beneath a vertical brick stretcher lintel. The flanking bay windows have piers hidden by wood lattice, walls sheathed in aluminum siding, and hipped roofs sheathed in composition shingles. Fenestration consists of modern one-over-one, double-hung, sash windows. Two gabled dormers project from the front roof slope. Each is sheathed in aluminum siding and contains a single, one-over-one, double-hung, sash window. The walls of the house are sheathed in buff brick and the roof in asphalt roofing paper. A brick chimney adjoins the northeast gable end of the house.

The house at 491 Airport Road (Plate 33), is a one-and-one-half story, stucco-covered dwelling, rectangular in footprint. Its southeast façade wall faces toward Airport Road. This façade features a central raised door that adjoins a concrete patio. Access to this raised patio is by means of concrete steps. The paneled wood-and-glass door is protected by a storm door and is flanked by metal and glass lamps. Eight-over-eight, double-hung, sash windows are placed to either side of the front door. Two gabled wall dormers are aligned vertically with the first story windows. Each of these windows is of the six-over-six, double-hung sash type. The side elevations are three bays wide with three window openings in the first and second stories. A concrete half-engaged chimney adjoins the southwest gable end. The roof of the house is sheathed in asphalt shingles.

Two, similar, two-story, stucco-covered commercial garages are located to the rear of the houses. The south façade of the first is three bays wide. The two east first story bays contain rolldown, wood and glass garage doors, while the west bay contains an entry door. Three, single, second story windows, each one-over-one, double-hung sashes are vertically aligned with the first story



Plate 32. Dwelling, 495 Airport Road. Southeast façade toward northwest.



Plate 33. Dwelling, 491 Airport Road. Southeast and southwest elevations toward north.

openings. The wall is crowned by a flat parapet with concrete slab capstones. A flat roofed rear ell projects slightly from the west wall plane of the building.

The second two-story, flat-roofed commercial garage is also three bays wide across its façade wall. The first story contains two rolldown door openings. The west opening has been enclosed and replaced by an entry door beneath a shed hood. The three second story openings contain multi-light, steel-framed windows. The east elevation of the building is three bays deep. The walls are capped by a flat parapet with concrete slab capstones.

History

The buildings were erected on a portion of a larger c. 89-acre tract that William and Ida M. Beadenkoff sold to August and Mary Mazlowski in 1930 for \$5,000. The parcel was described as a tract of and with buildings. In 1944, the Mazlowskis sold the same tract to Miles and Bertha Kreider for \$7,000 (New Castle County Deed Book I44:279, May 20, 1944). The Kreiders divided the tract into a series of lots sold off for residential or commercial development.

In 1947, the Krieders sold a two-acre parcel of land on which the buildings were erected to Isadore and Jean Dalcki for \$600 (New Castle County Deed Book G47:45, June 4, 1947). Four years later, the Daleckis sold the same parcel to Louis Frederick Petzer and Esther A. Petzer for the token sum of 10 dollars (New Castle County Deed Book B50:104, March 9, 1951).

In 1960, the Petzers sold the same parcel of land to George Q. and Barbara J. Reed for the token sum of 10 dollars (New Castle County Deed Book B67:345, November 23, 1960). Six years later, the two acre parcel was sold to its present owners, Apartment and Home Builders, Inc., for \$13,000 (New Castle County Deed Book K76:319, January 5, 1966).

Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of suburban residential development. Research in the history of the property and the history of the local area has not revealed any association of the property with any event significant in local history. Therefore, the property is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have not revealed any owner or occupant who played an important role in the history of the area. Therefore, the property is recommended not eligible under National Register Criterion B. The two dwellings are not outstanding examples of their associated architectural types. Additionally, Cape-Cod and Colonial Revival style dwellings are common to this area. Both houses are "stripped down" examples of their styles, lacking the decorative elaboration and/or diagnostic elements necessary for architecturally significant examples of their type. For example, 495 Airport Road employs bay windows, elements not found on pure Cape Cod dwellings and lacks the Colonial Revival elements found on pure examples of the style. The house at 491 Airport Road is an unornamented rectangular box of no stylistic distinction. The integrity of materials of both houses has been comprised by the insertion of replacement doors and windows on one and the application of modern siding to the other. Both properties integrity of setting, feeling, and location have been compromised with the abandonment and the presence of abandoned cars and a junkyard within the property vicinity. The property's location has been altered with the construction of I-95 across the street from the properties. The highway turned this once through roadway into a dead end street. Old Airport Road has since become occupied by abandoned car

lots and junkyards, which flank both sides of the road and surround many nearby properties. The former residential roadway has a feeling of abandonment and lacks cohesiveness. Because of these reasons, the above-mentioned properties are recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeology is not evident in the background research and field assessment. Building construction methods employed in the buildings are not significant.

5.0 SUMMARY AND RECOMMENDATIONS

The historic architectural investigation evaluated the National Register eligibility of properties located within the APE of proposed I-95 improvements in New Castle County, Delaware. The APE extends to either side of I-95 and includes two separate project areas. The first, associated with replacement of the existing toll plaza, extends from the Maryland-Delaware border on the west to the SR 896 interchange on the east. The second extends from the SR 1 interchange on the west to the SR 1 interchange on the east.

Two properties within the APE, the Welsh Tract Baptist Church and Parsonage and the Delaware-Maryland Boundary Marker No. 81, were previously listed in the National Register. The historic architectural investigation included the survey of 27 properties, including the resurvey of 13 previously surveyed properties. Of the newly surveyed properties, the Henry L. Churchman House and 180 Welsh Tract Road are recommended eligible for the National Register. The remaining properties lack either the significance or the integrity necessary for National Register eligibility, or do not meet the 50-year age consideration.

The DE SHPO issued an eligibility opinion on the Stafford Farm (N-6783) in August of 1992. Since that time, most of the farm buildings and structures were demolished. The last remaining building on the property is the former silo. A DE SHPO Survey Update Form was prepared for the current report. However, due to an extreme loss of integrity the property is now recommended not eligible for the National Register.

In preparing the research design for the project, JMA anticipated the presence of three property types within the APEs: agricultural properties; limited access highways, commemorative monuments and toll plazas; and suburban dwellings. Fieldwork resulted in several observations concerning these property types. First, due to the changing economy and development pressures in New Castle County, true agricultural complexes are rare, and none exists within the revised APEs. Instead, former farmhouses are now divorced from their agricultural settings due to demolition of associated agricultural outbuildings and subdivision of agricultural land for development. A particular example of this trend is the Henry Churchman House. The Churchman farm contained hundreds of acres in the nineteenth century but now the property associated with the house has been reduced to about one acre bounded by busy Churchmans Road.

Due to these observations, the I-house was added as an additional property type for evaluation. The second major observation is that, though the APEs contain numerous examples of largely post-World War II suburban house types, these house types are not sited in typical residential subdivisions, as are houses of the period elsewhere in New Castle County. This is probably due to the character of development of the area where typically individual lots were sold off for residential development. The closest to a subdivision pattern is found on Stanton-Christiana Road where lots on the east side of the road were all developed around the same time. Nowhere, however, was there a unified subdivision with its own street network.

Three historic contexts were developed to aid in the evaluation of properties within the APE: Agriculture of Northern Delaware, Suburban Residential Development in New Castle County, Delaware, and Interstate Highway System in Delaware. Fieldwork and property-specific research indicated that surveyed properties were also representative of other historic trends. Earlier houses, though initially built as farmhouses, now lack any connection with agricultural land or buildings. A second trend witnessed in the study area is the subdivision of formerly larger, once rural, land tracts to provide house sites for family members, generally children.

Prior to preparation of the research design, a vehicular field reconnaissance of a much larger study area was conducted. For this reason, the research design generally addresses the variety of historic property types present. The few modifications made to the research design and property types resulted from intensive survey and analysis of properties located within the APE.

Based upon the information gathered in preparation of the research design and associated historic contexts, JMA recommends that additional contextual documentation be prepared to permit better evaluation of suburban house types located outside residential subdivisions, particularly those on subdivided former agricultural properties and in linear lot patterns. Such contextual research could prove valuable in permitting the assessment of recent resources throughout the state and in supplementing Chase, Ames, and Siders's *Suburbanization in the Vicinity of Wilmington, Delaware* (1992) and the recent National Register bulletin on suburban residential development.

Field notes, field maps, field drawings, and copies of secondary source historical materials are on deposit in the files of John Milner Associates, Inc., 1216 Arch Street, Fifth Floor, Philadelphia, Pennsylvania. Upon completion of the investigation, survey forms and photographs will be deposited with the DE SHPO.

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APPENDIX I:
SCOPES OF WORK



JOHN MILNER ASSOCIATES, INC.

Restoration & Rehabilitation • Preservation Planning • Archeological & Historical Research • Cultural Landscapes • Materials Conservation

PRINCIPALS

Allan H. Steenhusen
Daniel G. Roberts, RPA
F. Neale Quenzel, AIA
Peter Richardson, AIA, RIBA
Thomas L. Struthers
Charles D. Check, Ph.D.
Peter C. Benton, AIA
John K. Mott, FAIA
Kathryn L. Bowers, SPHR

Via JMA Courier

October 13, 2003

Rummel, Klepper & Kahl, LLP
81 Mosher Street
Baltimore, MD 21217

ASSOCIATES

Joseph F. Balicki, RPA
Tod L. Benedict
Wade P. Catts, RPA
Robert G. Kingsley, Ph.D.
Joel I. Klein, Ph.D., RPA
Robert M. McGinnis, ASLA
Richard Meyer
Alfonso A. Narvaez
Charles S. Raith, AIA
Sarah Jane Ruch
Donna J. Seifert, Ph.D., RPA
Peter E. Siegel, Ph.D., RPA
Elizabeth A. Sullivan
B.J. Titus
Rebecca Yamin, Ph.D., RPA
Philip E. Yocum, AIA

Attn: William Hellmann

Re: I-95/Newark Toll Plaza Project
New Castle County, Delaware and Cecil County, Maryland
Phase IB Cultural Resources Investigations
Supplemental Professional Services Proposal

Dear Mr. Hellmann:

John Milner Associates, Inc. (JMA) is pleased to submit this Supplemental Professional Services Proposal for the referenced project. Presently JMA is conducting Phase IA cultural resources investigations for I-95 improvements in accordance with three professional services proposals: the first for the SR 1 to SR 141 segment, dated October 4, 2001; the second for the SR 1/I-95 interchange segment, dated October 26, 2001; and the third for the I-95 toll plaza segment, dated October 26, 2001. Since these proposals were submitted, the project was restructured. The SR 1 to SR 141 and SR 1/I-95 interchange segments were combined, while the I-95 toll plaza segment remains independent.

The present proposal addresses the I-95 toll plaza segment. The tasks proposed herein are intended to supplement on-going investigations and further assist the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in meeting their Section 106 compliance responsibilities. The Scope of Services was developed in consultation with Rummel, Klepper & Kahl (RKK), DelDOT, and the State Historic Preservation Office (SHPO).

JMA proposes to provide the professional services necessary to carry out the investigations outlined above, in accordance with current (April 1997) guidelines for archeological surveys issued by the Delaware State Historic Preservation Office (SHPO). This Proposal defines the proposed scope of services, identifies a schedule for the project, and specifies compensation and terms for the proposed services.

The objective of the Phase I archeological survey is to document the presence or absence of archeological resources within the area of potential effects (APE). The objective of the historic architectural survey is to evaluate historic properties within the APE and determine if these properties are eligible for listing in the National Register of Historic Places (NRHP).

535 North Church Street, West Chester, Pennsylvania 19380-2397 • 610-436-9000 / fax 610-436-8468

West Chester, PA Philadelphia, PA Alexandria, VA Charlottesville, VA Croton-on-Hudson, NY Louisville, KY

www.JohnMilnerAssociates.com

I. SCOPE OF SERVICES

The proposed project will entail five tasks, as follows: 1) Phase IB archeological investigation, 2) historic architectural evaluations, 3) artifact processing and analysis, 4) preparation of a report, and 5) project coordination and meetings. Each task is described briefly below.

PHASE IB ARCHEOLOGICAL INVESTIGATION

Phase IB archeological survey will be conducted within the APE defined for the toll plaza project areas. JMA will archeologically survey the maximum proposed extent of construction disturbance, as currently illustrated on the alternatives maps supplied by RKK. Background research, such as examination of the SHPO site files, review of previous studies, and information on the prehistory and history of the area have already been completed as part of the Phase IA report. JMA's proposed field investigations will take into account soils, hydrography, and topography, and will be focused on areas that are sensitive for prehistoric and historic archeological remains.

JMA proposes to focus survey efforts on the portions of the project area in the field area north of I-95 and west of Ott's Chapel Road, and in the wooded area south of the toll plaza, particularly focused in the vicinity of streams and drainages. Field investigations will commence with a pedestrian reconnaissance, provided that surface visibility is adequate. If surface visibility is not adequate, subsurface testing in the form of shovel tests is proposed. JMA proposes to excavate shovel test units (STUs) placed at 15 meter intervals in transects spaced 30 meters apart. The testing interval may be further tightened to 7.5 meters in those loci with high artifact densities and/or identified features are encountered. In those areas where testing will be centered on stream drainages, the survey area will extend approximately 100 meters to the east and west away from the drainages. The number of shovel tests excavated will depend on several factors, including local conditions, topography, and background research. JMA anticipates that the number of shovel tests excavated will approximate 600. JMA anticipates that the field crew will consist of a project archeologist (field supervisor) and a team of five (5) archeologists.

The locations of STUs will be recorded on plans of the project area, and the soil profiles will be recorded on standardized forms. Excavated soils will be passed through one-quarter-inch hardware cloth to ensure uniform recovery of cultural material. Cultural material will be retained in bags marked with standard provenience information. Narrative field notes and black-and-white and color photographs will be taken to document the setting and results of the field investigations. Following excavation and recordation, the locations of shovel tests will be restored to as close as original condition as possible by backfilling with the screened soil.

HISTORIC ARCHITECTURAL EVALUATIONS

In accordance with SHPO guidelines, JMA will prepare National Register of Historic Places (NRHP) evaluations for historic architectural properties within the preliminary area of potential effects (APE) that meet the NRHP 50-year age consideration. The Phase IA field examination indicated that the following properties meet these requirements:

771 Chestnut Hill Road
779 Chestnut Hill Road
803 Chestnut Hill Road
844 Chestnut Hill Road
879 Chestnut Hill Road
648 Churchmans Road (CRS# N-1603)
1653 Dixie Line Road
1463 Otts Chapel Road
104 Stanton Christiana Road
120 Stanton Christiana Road
128 Stanton Christiana Road
92 Welsh Tract Road
159 Welsh Tract Road (CRS# N-13339)
180 Welsh Tract Road
188 Welsh Tract Road

In addition, JMA will prepare a NRHP evaluation of the existing toll plaza. While this property does not yet meet the 50-year age consideration, it will be addressed under Criteria Consideration G.

JMA will conduct background research in local historical collections to establish relevant historic contexts within which to evaluate each historic architectural property. Following DelDOT's notification of all property owners, JMA will conduct a field survey to confirm the results of background research and photograph each property, as appropriate.

ARTIFACT PROCESSING AND DATA ANALYSIS

Artifacts recovered in the course of the field investigations will undergo laboratory processing and analysis. Materials will be cleaned and inventoried following guidelines established by the SHPO. The recovered artifacts will be identified as to material, temporal or cultural/chronological association, style, and function. Preliminary analysis will seek patterns in the relative composition of the recovered artifact assemblage, particularly to the extent that such patterns may indicate the functional nature of the assemblages and/or the site formation processes associated with their deposition. These attributes are particularly relevant to the evaluation of potential archeological significance. Field data will be evaluated, synthesized, and placed in a broader regional perspective based on JMA's

knowledge of regional archeological resources and previous background research, the *Management Plan for the Prehistoric Archeological Resources of Northern Delaware* and the *Management Plan for Delaware's Historical Archaeological Resources*. For purposes of this proposal, JMA estimates that the number of artifacts recovered from the Phase I survey will not exceed 1,000.

REPORT PREPARATION

The results of the Phase IB investigations will be presented in a combined report with the results of on-going Phase IA investigations for the I-95 toll plaza segment. The report will include the following elements:

- a. Statement of purpose and goals of the investigation
- b. Description of the project and preliminary APE
- c. Description of the environmental setting as it pertains to cultural resources
- d. Synthesis of cultural development and land use patterns within the preliminary APE
- e. Description of the research and field methods that were employed
- f. Description of Phase IA results and recommendations
- g. Description of Phase IB archeological testing and results
- h. Description and evaluation of historic architectural properties with reference to appropriate historic contexts and NRHP criteria (36 CFR Part 60.4)
- i. Maryland historic sites survey (HSS) and Delaware cultural resource survey (CRS) form for each property/site, as appropriate
- j. GIS data for each CRS form (to be submitted on CD)
- k. Supporting illustrations

Under the terms of this proposal three (3) review copies of the draft report will be delivered to RKK. After review of the draft report by RKK, DelDOT and the DE and MD SHPOs, the report will be revised accordingly and produced in a final version. Upon approval of the final report, JMA will provide six (6) bound copies, and one (1) unbound copy, all with original photographs, to RKK and DelDOT, and one (1) bound copy each to the DE and MD SHPOs.

PROJECT COORDINATION AND MEETINGS

JMA will participate in on-going project coordination and meetings as directed by RKK. It is anticipated that these activities will involve preparation of letters, memoranda, and presentation copy for project team and agency review; participation in meetings and telephone conferences with RKK, DelDOT, DE and MD SHPOs, and other parties, as appropriate; and preparation for and participation in public workshops.

Rummel, Klepper & Kahl, LLP

October 13, 2003

Page 5

II. SCHEDULE

Project initiation will commence within one week of receipt of Notice to Proceed, barring the occurrence of adverse weather conditions or other delaying factors beyond the control of JMA. We anticipate that field investigations can be completed within approximately two to three weeks (10 to 15 days), weather permitting. The draft of the full report will be submitted for review within six (6) weeks of the completion of fieldwork. The final report will be delivered on a mutually agreed upon schedule, following receipt of review comments on the draft report.

We have prepared this proposal based upon available information and our understanding of the required additional services. We appreciate the opportunity to continue our association on this significant and challenging assignment, and look forward to the successful completion of the project.

Sincerely,

JOHN MILNER ASSOCIATES, INC.



Richard Meyer
Senior Project Manager

enc.

cc: Wade P. Catts
Daniel G. Roberts
Douglas C. McVarish
John P. McCarthy



JOHN MILNER ASSOCIATES, INC.

Restoration & Rehabilitation • Preservation Planning • Archeological & Historical Research • Cultural Landscapes • Materials Conservation

PRINCIPALS

Allan H. Steenhusen
Daniel G. Roberts, RPA
F. Neale Quenzel, AIA
Peter Richardson, AIA, RIBA
Thomas L. Struthers
Charles D. Cheek, Ph.D.
Peter C. Benton, AIA
John K. Mott, FAIA
Kathryn L. Bowers, SPHR

ASSOCIATES

Joseph F. Balicki, RPA
Tod L. Benedict
Wade P. Catts, RPA
Robert G. Kingsley, Ph.D.
Joel I. Klein, Ph.D., RPA
Robert M. McGinnis, ASLA
Richard Meyer
Alfonso A. Narvaez
Charles S. Raith, AIA
Sarah Jane Ruch
Donna J. Seifert, Ph.D., RPA
Peter E. Siegel, Ph.D., RPA
Elizabeth A. Sullivan
B.J. Titus
Rebecca Yamin, Ph.D., RPA
Philip E. Yocum, AIA

Via JMA Courier

October 13, 2003

**Rummel, Klepper & Kahl, LLP
81 Mosher Street
Baltimore, MD 21217**

Attn: William Hellmann

**Re: I-95/SR 1 Interchange/Mainline Project
New Castle County, Delaware
Phase IB Cultural Resources Investigations
Supplemental Professional Services Proposal**

Dear Mr. Hellmann:

John Milner Associates, Inc. (JMA) is pleased to submit this Supplemental Professional Services Proposal for the referenced project. Presently JMA is conducting Phase IA cultural resources investigations for I-95 improvements in accordance with three professional services proposals: the first for the SR 1 to SR 141 segment, dated October 4, 2001; the second for the SR 1/I-95 interchange segment, dated October 26, 2001; and the third for the I-95 toll plaza segment, dated October 26, 2001. Since these proposals were submitted, the project was restructured. The SR 1 to SR 141 and SR 1/I-95 interchange segments were combined, while the I-95 toll plaza segment remains independent.

The present proposal addresses the SR 1 to SR 141 and SR1/I-95 interchange segments. The tasks proposed herein are intended to supplement on-going investigations and further assist the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in meeting their Section 106 compliance responsibilities. The Scope of Services was developed in consultation with Rummel Klepper & Kahl (RKK), DelDOT, and the State Historic Preservation Office (SHPO).

JMA proposes to provide the professional services necessary to carry out the investigations outlined above, in accordance with current (April 1997) guidelines for archeological surveys issued by the Delaware State Historic Preservation Office (SHPO). This Proposal defines the proposed scope of services, including a research design for the survey, identifies a schedule for the project, specifies compensation and terms for the proposed services.

The objective of the Phase I archeological investigation is to document the presence or absence of archeological resources within the area of potential effects (APE). The objective of the historic architectural survey is to evaluate historic properties within the APE and determine if these properties are eligible for listing in the National Register of Historic Places (NRHP).

I. SCOPE OF SERVICES

The proposed project will entail five tasks, as follows: 1) Phase IB archeological investigation, 2) historic architectural evaluations, 3) artifact processing and data analysis, 4) preparation of a report, and 5) project coordination and meetings. Each task is described briefly below.

PHASE IB ARCHEOLOGICAL INVESTIGATION

Phase IB archeological investigation will be conducted within the APE defined for the I-95/SR 1 Interchange/Mainline project area. JMA will archeologically survey the maximum proposed extent of construction disturbance, as currently illustrated on the alternatives maps supplied by RKK. Background research, such as examination of the SHPO site files, review of previous studies, and information on the prehistory and history of the area have already been completed as part of the Phase IA report. JMA's proposed field investigations will take into soils, hydrography, and topography, and will be focused on areas that are sensitive for prehistoric and historic archeological remains. Based on the results of the Phase IA documentation, there are few areas within the APE for the I-95/SR 1 interchange that retain the potential for intact archeological deposits. Notable areas include the wooded area west of the southbound exit ramp from I-95 to SR 1, the remnant area of the Stafford farm (a former National Register-listed site), and the slopes immediately north of I-95 bordering Churchman's Marsh.

Field investigations will commence with a pedestrian reconnaissance, provided that surface visibility is adequate. If surface visibility is not adequate, subsurface testing in the form of shovel tests is proposed. JMA proposes to excavate shovel test units (STUs) placed at 15 meter intervals in transects spaced 30 meters apart. The testing interval may be further tightened to 7.5 meters in those loci with high artifact densities and/or identified features are encountered. The number of shovel tests excavated will depend on several factors, including local conditions, topography, and background research. JMA anticipates that the number of shovel tests excavated will approximate 250 to 300. JMA anticipates that the field crew will consist of a project archeologist (field supervisor) and a team of five (5) archeologists.

The locations of STUs will be recorded on plans of the project area, and the soil profiles will be recorded on standardized forms. Excavated soils will be passed through one-

quarter-inch hardware cloth to ensure uniform recovery of cultural material. Cultural material will be retained in bags marked with standard provenience information. Narrative field notes and black-and-white and color photographs will be taken to document the setting and results of the field investigations. Following excavation and recordation, the locations of shovel tests will be restored to as close as original condition as possible by backfilling with the screened soil.

HISTORIC ARCHITECTURAL EVALUATIONS

In accordance with SHPO guidelines, JMA will prepare National Register of Historic Places (NRHP) evaluations for historic architectural properties within the preliminary area of potential effects (APE) that meet the NRHP 50-year age consideration. The Phase IA field examination indicated that the following properties meet these requirements:

424 Old Airport Road
??? Old Airport Road (south side)
433 Old Airport Road
467 Old Airport Road
491 Old Airport Road
495 Old Airport Road

JMA will conduct background research in local historical collections to establish relevant historic contexts within which to evaluate each historic architectural property. Following DelDOT's notification of all property owners, JMA will conduct a field survey to confirm the results of background research and photograph each property, as appropriate.

ARTIFACT PROCESSING AND DATA ANALYSIS

Artifacts recovered in the course of the field investigations will undergo laboratory processing and analysis. Materials will be cleaned and inventoried following guidelines established by the SHPO. The recovered artifacts will be identified as to material, temporal or cultural/chronological association, style, and function. Preliminary analysis will seek patterns in the relative composition of the recovered artifact assemblage, particularly to the extent that such patterns may indicate the functional nature of the assemblages and/or the site formation processes associated with their deposition. These attributes are particularly relevant to the evaluation of potential archeological significance. Field data will be evaluated, synthesized, and placed in a broader regional perspective based on JMA's knowledge of regional archeological resources and previous background research, the *Management Plan for the Prehistoric Archeological Resources of Northern Delaware* and the *Management Plan for Delaware's Historical Archaeological Resources*. For purposes of this proposal, JMA estimates that the number of artifacts recovered from the Phase I survey will not exceed 500.

REPORT PREPARATION

The results of the Phase IB investigations will be presented in a combined report with the results of on-going Phase IA investigations for the SR 1 to SR 141 and SR 1/I-95 interchange segments. The report will include the following elements:

- a. Statement of purpose and goals of the investigation
- b. Description of the project and preliminary APE
- c. Description of the environmental setting as it pertains to cultural resources
- d. Synthesis of cultural development and land use patterns within the preliminary APE
- e. Description of the research and field methods that were employed
- f. Description of Phase IA results and recommendations
- g. Description of Phase IB archeological testing and results
- h. Description and evaluation of historic architectural properties with reference to appropriate historic contexts and NRHP criteria (36 CFR Part 60.4)
- i. Delaware cultural resource survey (CRS) form for each property/site, as appropriate
- j. GIS data for each CRS form (to be submitted on CD)
- k. Supporting illustrations

Under the terms of this proposal three (3) review copies of the draft report will be delivered to RKK. After review of the draft report by RKK, DelDOT and the SHPO, the report will be revised accordingly and produced in a final version. Upon approval of the final report, JMA will provide six (6) bound copies, and one (1) unbound copy, all with original photographs, to RKK and DelDOT, and one (1) bound copy each to the DE and MD SHPOs.

PROJECT COORDINATION AND MEETINGS

JMA will participate in on-going project coordination and meetings as directed by RKK. It is anticipated that these activities will involve preparation of letters, memoranda, and presentation copy for project team and agency review; participation in meetings and telephone conferences with RKK, DelDOT, and SHPO, and other parties, as appropriate; and preparation for and participation in public workshops.

II. SCHEDULE

Project initiation will commence within one week of receipt of Notice to Proceed, barring the occurrence of adverse weather conditions or other delaying factors beyond the control of JMA. We anticipate that architectural and archeological field investigations can be completed within approximately 3 weeks (fifteen working days), weather

Rummel, Klepper & Kahl, LLP

October 13, 2003

Page 5

permitting. The draft of the full report will be submitted for review within six (6) weeks of the completion of fieldwork. The final report will be delivered on a mutually agreed upon schedule, following receipt of review comments on the draft report.

We have prepared this proposal based upon available information and our understanding of the required additional services. We appreciate the opportunity to continue our association on this significant and challenging assignment, and look forward to the successful completion of the project.

Sincerely,

JOHN MILNER ASSOCIATES, INC.



Richard Meyer
Senior Project Manager

enc.

cc: Wade P. Catts
Daniel G. Roberts
Douglas C. McVarish
John P. McCarthy

APPENDIX II:
NATIONAL REGISTER NOMINATION FORMS

1-264

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Delaware
COUNTY:	New Castle
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
Welsh Tract Baptist Church

AND/OR HISTORIC:
Welsh Tract Baptist Church (Old School Baptist)

2. LOCATION

STREET AND NUMBER:
Welsh Tract Road

CITY OR TOWN:
Newark

STATE: Delaware CODE: 10 COUNTY: New Castle CODE: 003

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Both	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate):			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Welsh Tract Baptist Church

STREET AND NUMBER:
Welsh Tract Road

CITY OR TOWN:
Newark

STATE: Delaware CODE: 10

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Hall of Records

STREET AND NUMBER:

CITY OR TOWN:
Dover

STATE: Delaware CODE: 10

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic American Buildings Survey

DATE OF SURVEY: 1936 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Library of Congress

STREET AND NUMBER:

CITY OR TOWN:
Washington

STATE: D.C. CODE: _____

SEE INSTRUCTIONS

STATE:
COUNTY:
FOR NPS USE ONLY
ENTRY NUMBER
DATE

SEE INSTRUCTIONS

SIGNIFICANCE			
PERIOD: (Check One or More as Appropriate)			
<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input checked="" type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	
SPECIFIC DATE(S) (If Applicable and Known) 1746			
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)			
<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input checked="" type="checkbox"/> Religion/Phi-	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<i>osophy</i>	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Art	Architecture	<input type="checkbox"/> Social/Human-	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Literature	<i>ities</i>	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input type="checkbox"/> Transportation	_____
STATEMENT OF SIGNIFICANCE			
<p>In 1701, the Pennsylvania proprietary granted 30,000 acres in western New Castle County to a group of Welsh settlers. This grant, roughly the territory now included in Pencader Hundred, was subdivided into large rectangular lots, ranging in size from 100 to 500 acres. Near the northern edge of the tract, at Iron Hill, the Welsh settlers established mills and ironworks within a few years after their arrival.</p> <p>To this land near Iron Hill, a group of sixteen Baptists travelled in 1703 from the counties of Pembroke and Caermarthen in Wales. After a short stay in Philadelphia, they took up land in New Castle County. The group had already been constituted a church in Wales, and when they settled on the Welsh Tract, they proceeded to build the third Baptist Meeting House in America. From this meeting, groups went as far as the Pee Dee River in South Carolina to form daughter churches. In Delaware, the Duck Creek, Wilmington, and Mispillion churches looked to the Welsh Tract as their parent church.</p> <p>In 1746 the present meeting house was built, containing, according to church records, timbers from the original building. A badly mended portion of one wall is said to be the result of a cannon ball shot when the British encountered American militia at Cooch's Bridge in September of 1777.</p> <p>The Welsh Tract Church introduced liturgical and doctrinal variations to the churches of the Middle States, including singing, the practice of ruling elders, and the imposition of hands. These articles were signed by the Welsh Tract members in 1716, and were the source of controversy between the Delaware church and the Philadelphia churches.</p> <p>Morgan Edwards, Welsh Tract's minister and historian, mentions the disagreement between the two groups. In addition to efforts to found a Baptist College in Providence, later Brown University, Edwards wished to publish a history of the Baptist churches in America. He died in 1795, three years after publishing the second volume in the series. His notes on Delaware Baptists were to be his third, in which the Welsh Tract Church would have taken a central position.</p>			

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Edwards, Morgan. Materials Toward a History of the Baptists in Delaware State, Vol. III.
 "Records of the Welsh Tract Baptist Meeting: 1701-1828". Papers of the Historical Society of Delaware, XLII. Wilmington: The Historical Society of Delaware, 1904.
 Scharf, J. Thomas. A History of Delaware, 1609-1888. 2 vols. Philadelphia: L. J. Richards & Co., 1888.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE Degrees Minutes Seconds	LONGITUDE Degrees Minutes Seconds	LATITUDE		LONGITUDE
NW	.	.	39	39	02
NE	.	.	75	45	08
SE	.	.			
SW	.	.			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 5

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Mr. Edward F. Heits and Rosemary Troy
 ORGANIZATION: Division of Historical and Cultural Affairs DATE: 7/18/72
 STREET AND NUMBER: Hall of Records
 CITY OR TOWN: Dover STATE: Delaware CODE: 10

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:
 National State Local
 Name: E. Berkeley Tompkins
 Title: State Liaison Officer
 Date: 8-24-72

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

 Chief, Office of Archeology and Historic Preservation
 Date: _____
 ATTEST:

 Keeper of The National Register
 Date: _____

SEE INSTRUCTIONS

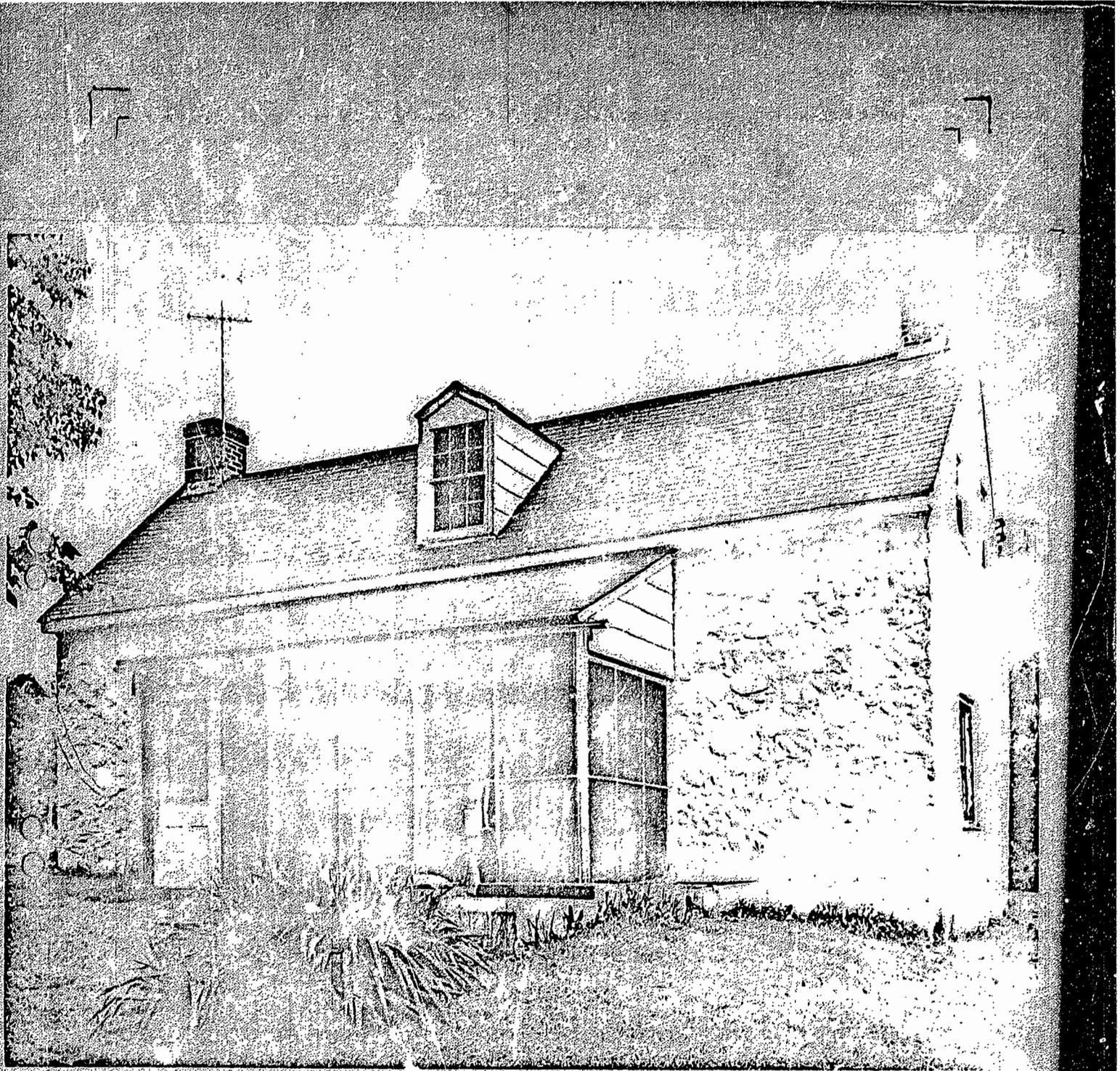
UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE Delaware	
COUNTY New Castle	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Welsh Tract Baptist Church			
AND/OR HISTORIC: Welsh Tract Baptist Church (Old School Baptist)			
2. LOCATION			
STREET AND NUMBER: Welsh Tract Road			
CITY OR TOWN: Newark			
STATE: Delaware	CODE 10	COUNTY: New Castle	CODE 103
3. PHOTO REFERENCE			
PHOTO CREDIT: Graydon Wood			
DATE OF PHOTO: July 1972			
NEGATIVE FILED AT: Historic Registrar's Office, Hall of Records, Dover, Delaware			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Stone caretaker's cottage north of Welsh Tract Road, from south.			



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

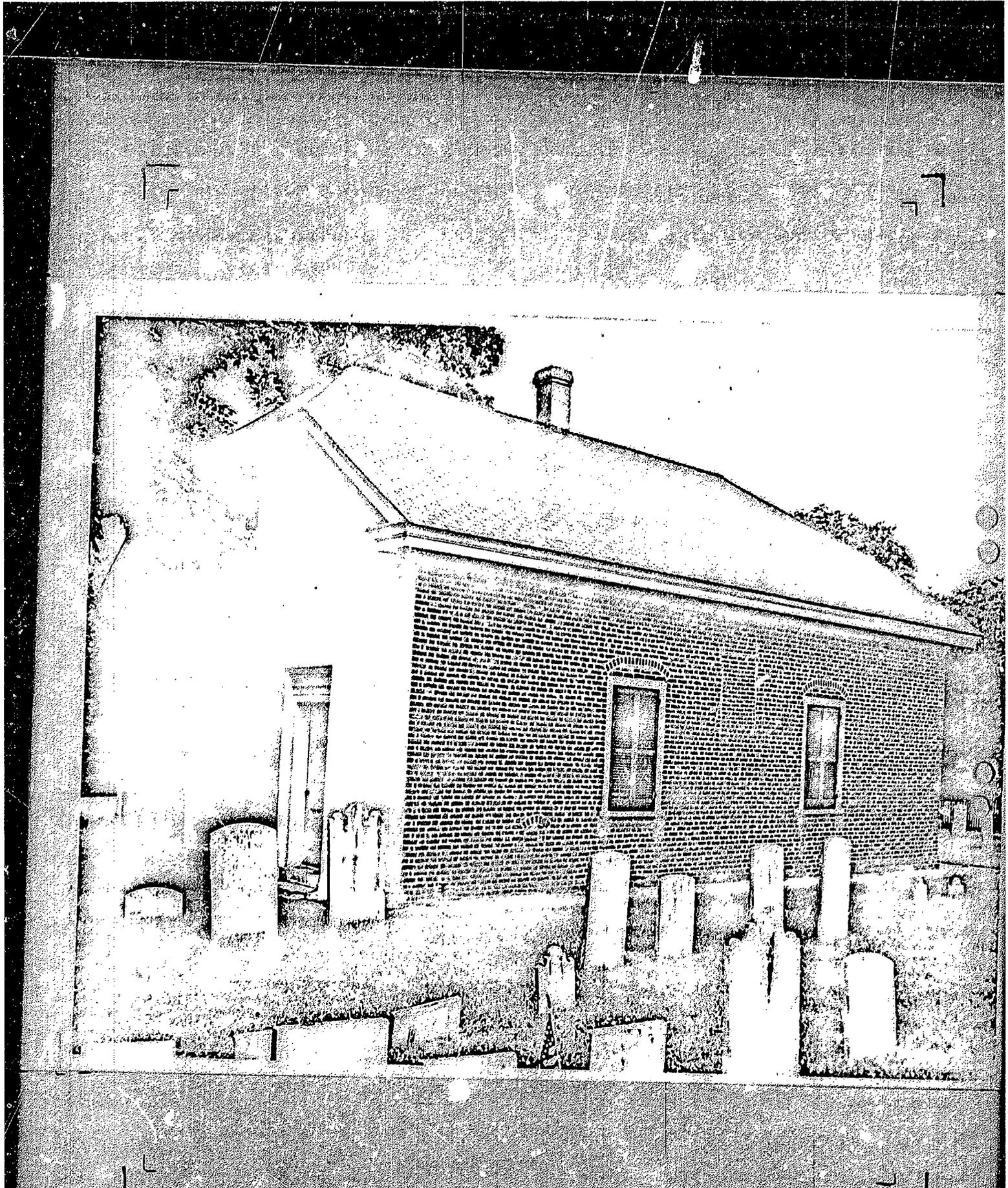
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

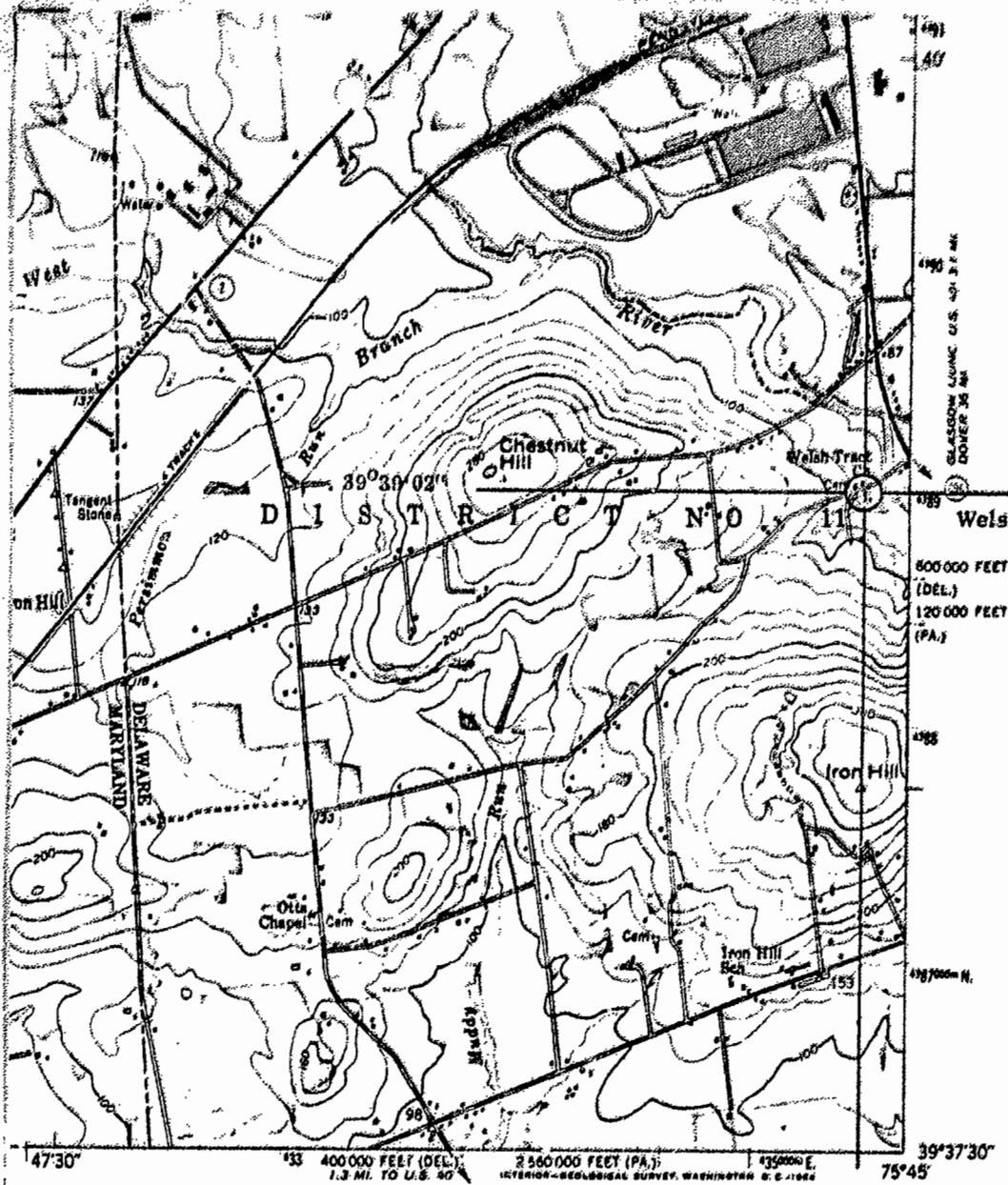
(Type all entries - attach to or enclose with photograph)

STATE	Delaware
COUNTY	New Castle
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Welsh Tract Baptist Church			
AND/OR HISTORIC: Welsh Tract Baptist Church (Old School Baptist)			
2. LOCATION			
STREET AND NUMBER: Welsh Tract Road			
CITY OR TOWN: Newark			
STATE: Delaware	CODE 10	COUNTY: New Castle	CODE 003
3. PHOTO REFERENCE			
PHOTO CREDIT: Graydon Wood			
DATE OF PHOTO: July 1972			
NEGATIVE FILED AT: Historic Registrar's Office, Hall of Records, Dover, Delaware			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Three-quarter front view from northwest			





1 MILE



ROAD CLASSIFICATION

Heavy-duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt
		State Route	○

NEWARK WEST, MD-DEL-PA.
NE 1/4 ELKTON 15' QUADRANGLE
N3937.5-W7545/7.5

1953
AMS 5863 III NE-SERIES V832

75°45'08"

WELSH TRACT BAPTIST MEETING HOUSE
Near Cooch's Bridge, New Castle County, Delaware.

DEL
2 COVER V

Owners: Welsh Tract Baptist Church.

Date of Erection: 1746- so marked on tablet on facade.

Present Conditions: Good as to physical condition and as to changes.

Number of Stories: One story.

Materials of Construction: Brick in Flemish bond, stuccoed on front facade, shingle roof.

Other Existing Records: "Church Records of Welsh Tract Meeting House", J. Thomas Scharf, also "History of Delaware", same author, p.954-5.

Additional Data: This meeting house, as in the case of many other Delaware churches, succeeded an early log building. The meeting houses of all denominations were usually very similar in general aspects and size. This is quite a typical meeting house, rectangular with a pitched roof, docked gables and a rather heavy cornice. The two front doors are worthy of note. The bricked-up window on the west elevation seems to indicate that a pulpit and its window had formerly been there. The relieving arches over the windows with the brick filling between them and the window lintels show early influence.

Lanscet R. Royle

Approved [Signature]
District Officer

5/10/77 - TW

Field check July 29, 1970
H.W. Paul M.

Name: Welsh Tract Baptist Meeting House
County: New Castle Hundred: Pancader
Town: near Newark

Map Number AA N-264

BIBLIOGRAPHY:
Bennett, page _____
Vallandigham, page _____ photo opp. p. 265 Brick meetinghouse built 1746
Water Resources, page _____
WPA Guide, page 454
Eberlein and Hubbard, page 157
Hammond, page _____
Lewis, entry _____
Betty Harrington MacDonald, page 25
HABS, entry Del-56, 4 views, 1 plate
Historical Marker number _____
National Register, date _____

Other bibliography:
GWDC #10

NCCo Plan vol-11-1967

STATE OF DELAWARE
DEPARTMENT OF STATE
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS
HISTORIC PRESERVATION PROGRAM

INVENTORY
of historic sites,
bibliographical
record card



March 19, 1973

Mrs. Gertrude H. Johnson
Trustee
Old Baltimore Pike
Newark, Delaware 19711

Dear Mrs. Johnson:

It is my sincere pleasure to inform you that Welsh Tract Baptist Church has been placed on the National Register of Historic Places, effective March 1, 1973. By virtue of its placement on the National Register, Welsh Tract Baptist Church now enjoys a certain measure of protection under the National Historic Preservation Act of 1966; the enclosed literature should explain the provisions of this law, but please do not hesitate to call on us if you have any questions.

A certificate, certifying the award of this honor, will be mailed within a few weeks.

Sincerely,

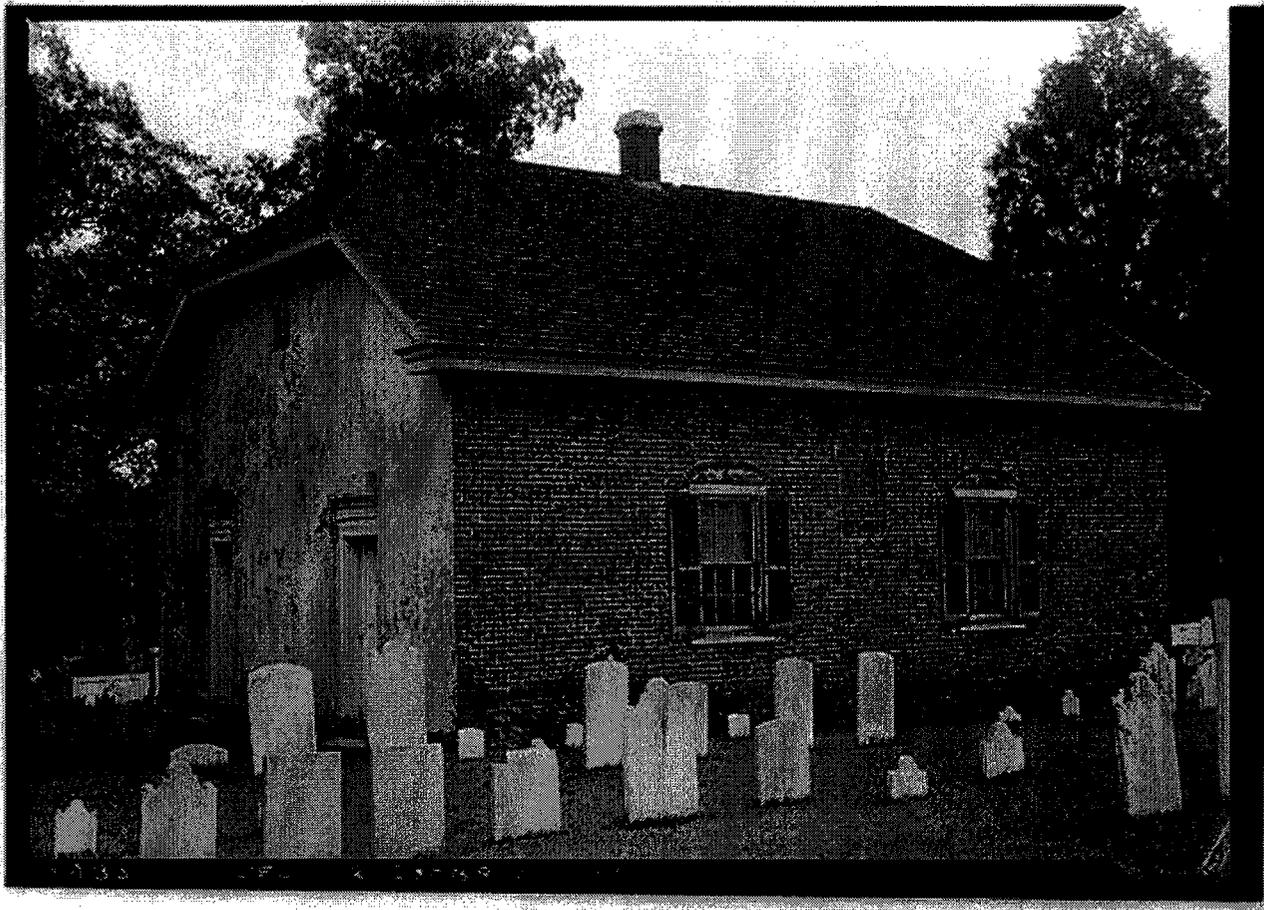
E. Berkeley Tompkins, Director
Division of Historical and
Cultural Affairs
State Liaison Officer for the
National Register

EBT:efb:pfl

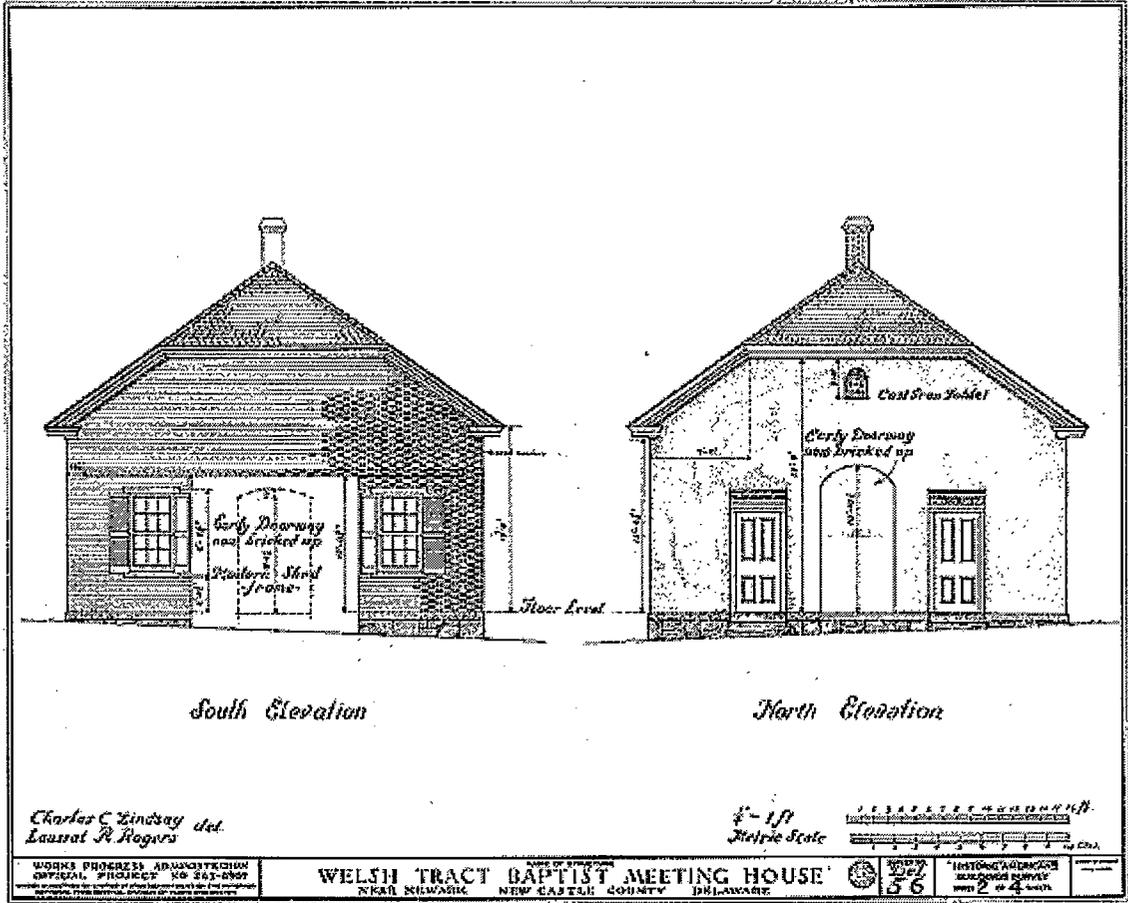
Enclosures



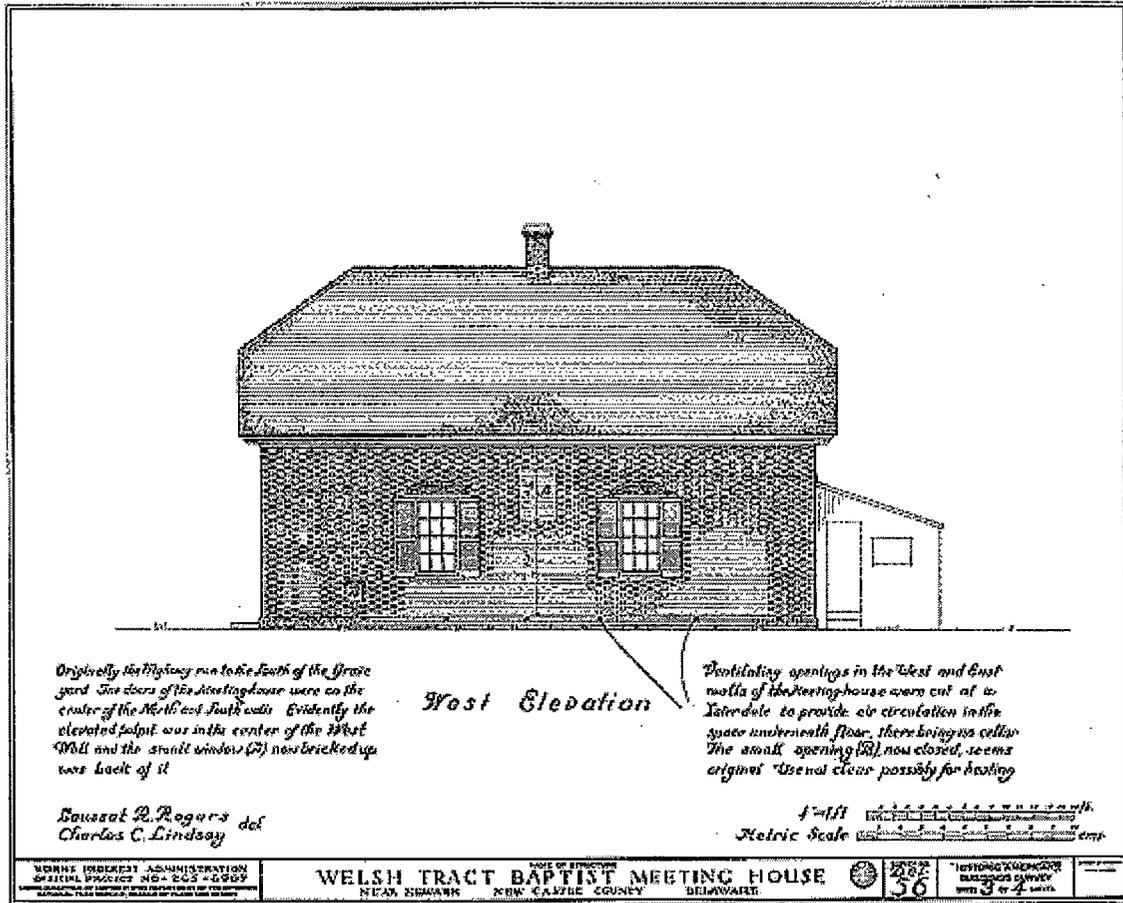
**1. Historic American Buildings Survey W. S. Stewart, Photographer Sept. 14,
1936 WEST ELEVATION
HABS, DEL,2-COBR.V,1-1**



Larger reference image (JPEG - 153K bytes)
Highest resolution image (TIFF - 17614K bytes)



Larger reference image (TIFF - 180K bytes)
Highest resolution image (TIFF - 653K bytes)



Larger reference image (TIFF - 202K bytes)
Highest resolution image (TIFF - 753K bytes)



Larger reference image (TIFF - 192K bytes)
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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: DELAWARE

COUNTY: Kent, Sussex, & New Castle

FOR NPS USE ONLY

ENTRY NUMBER: DATE: FEB 10 1975

1. NAME

COMMON: Maryland-Delaware, Delaware-Pennsylvania boundaries and the "Post Marked West" site. Technical for...

AND/OR HISTORIC: Transpeninsular Line, Mason-Dixon Line, Tangent Line, The Arc, The 12-Mile Circle

2. LOCATION

STREET AND NUMBER: Not applicable state boundary lines between DE-MD/DE-PA

CITY OR TOWN: Not applicable

STATE: Delaware, Maryland and Pennsylvania

CODE: COUNTY: CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building	<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Occupied	Yes: <input type="checkbox"/> Restricted
<input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure	<input type="checkbox"/> Private	<input type="checkbox"/> Unoccupied	<input checked="" type="checkbox"/> Unrestricted
<input type="checkbox"/> Object	<input type="checkbox"/> Both	<input checked="" type="checkbox"/> Preservation work in progress	<input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: The States of Delaware, Maryland, and Pennsylvania and the United States

STREET AND NUMBER: Not applicable

CITY OR TOWN: Not applicable

STATE: Not applicable

CODE: na

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Delaware Hall of Records, Maryland Hall of Records, etc.

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Not applicable

DATE OF SURVEY: Federal State County Local

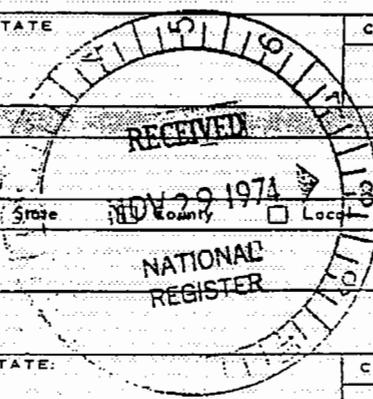
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:



SEE INSTRUCTIONS

STATE: Delaware

COUNTY: Kent, Sussex & New Castle

FOR NPS USE ONLY

ENTRY NUMBER: DATE: FEB 10 1975

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The present Maryland-Delaware, Pennsylvania-Delaware, and Maryland-Pennsylvania boundaries have resulted from a complex series of events that included court cases, surveys, resurveys, and physical violence. The seeds of conflict were sown in 1631, when a Dutch settlement was established at Zwaanendael, the present site of Lewes. In the following year, Charles I issued the Maryland charter, granting to Lord Baltimore the land "hitherto uncultivated" between Virginia and the fortieth parallel. Although the British never recognized the validity of Dutch claims on the Delaware shore, it was later argued that the Dutch had "cultivated" the area before the Royal Charter was issued to Maryland. The Penn charter for Pennsylvania was similarly vague concerning the location of the fortieth parallel. At the same time he was granted Pennsylvania by the King, Penn received from the Duke of York (later James II), a charter for the town of New Castle and the land on the west shore of Delaware Bay; the Duke claimed these lands by right of conquest from the Dutch.

King Charles ordered Lord Baltimore to "make a true division and separation of the said provinces of Maryland and Pennsylvania, according to the bounds and degrees of our said Letters Patents by setting a fixing certain Land Marks where they shall appear to border upon each other for the preventing and avoiding all doubts and controversies that may otherwise happen concerning the same" Since the wording of the charters was vague, and since the various charters contained geographical misconceptions, it was impossible to draw boundaries according to their provisions. Since the King could theoretically do no wrong, the courts were obliged to resolve the differences in accordance with the charters.

The two proprietary families finally reached an agreement in 1732, a century after the Maryland charter was granted. However, the map appended to this agreement contained the seeds for further controversy, since it identified the southern boundary of the Lower Counties as Cape Henlopen, but actually showed the Cape at Fenwick Island, 15 miles south of the actual location. In 1750, Maryland was ordered by the court to accept this line, and to draw her boundary with the Lower Counties along it. This transpeninsular line, drawn in 1751 and marked with monuments every five miles, was the first segment in the permanent boundary surveys. The definition of the middle point on this line was the subject of still more court debate.

Finally, in 1763, Charles Mason and Jeremiah Dixon, noted English astronomers, arrived to settle the dispute by mathematical means. They accepted the 1751 survey of the southern boundary of the Lower Counties, which had been marked by

SEE INSTRUCTIONS

Form 10-300a
(July, 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE DELAWARE	
COUNTY Kent, Sussex & New Castle	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	7-9 1975

NOV 29 1974

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

NATIONAL
REGISTER

(Continuation Sheet)

(Number all entries)

7. Description (continued)

crownstones every five miles and by a middle point marker. These crownstones bore the Penn and Calvert arms, and served as the model for Mason-Dixon survey markers at the five-mile points. In addition to the five-mile crownstones, Mason and Dixon placed on their line milestones marked with M and P.

The transpeninsular line today is marked by six monuments, exclusive of those at the middle point. The first monument, at Fenwick Island, stands on the grounds of the Fenwick Island Light House.

The north-south line between Maryland and Delaware begins from the middle point, where Mason and Dixon set their first crownstone, to a point where this line meets the twelve-mile circle around the town of New Castle. Since the point of tangency is somewhat south of the southern boundary between Maryland and Pennsylvania, a wedge of disputed land was claimed by Pennsylvania until the present century. In 1849, the line from the point of tangency to the northeast corner of Maryland was resurveyed by Lt. Col. J. D. Graham, who set the present boundary stones along this portion of the line. There should now be 94 monuments along this line; 88 were still in place in 1950. The National Geodetic Survey is now resurveying and remonumenting the western and southern boundaries of Delaware.

The "Post Marked West" site, beginning of the line that became the Pennsylvania-Maryland boundary, is now marked by a modern monument. The circle, or arc, line between Delaware and Pennsylvania is monumented by colonial markers as well.

The Maryland Board of Natural Resources Bulletin 4 (1951), contains the latest and most complete inventory of the markers along the Maryland portions of the colonial survey lines. A photocopy of the appropriate pages is attached.

For purposes of this registration, the boundary lines may be described as follows:

1. The southern boundary of Delaware, consisting of stones set every five miles, from Fenwick Island to the southwestern corner of the state, known as the "Middle Point", where three stones stand. This line is approximately 35 miles long, and is marked by six crownstones, exclusive of the three Middle Point stones.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

DELAWARE	
COUNTY	Kent, Sussex & New Castle
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	FEB 18 1975

(Number all entries)

7. Description (second continuation)

2. The western boundary of Delaware, from the Middle Point to the Maryland-Pennsylvania border. The northern terminus of this line is a stone set by Colonel Graham, who monumented the line from the tangent stone northward to this point. Along this line there should, theoretically, be 94 monuments; 88 of these were found and photographed in 1950. Every five miles, this line is marked by crownstones, and every mile it is marked by simple M-P stones.

3. The northern boundary of Delaware, an arc of a twelve-mile circle measured from the spire of the Old Court House in New Castle. Along this line, stones survive at regular intervals. This is the only circular state boundary in America.

4. The "Post Marked West" site, in northwestern Delaware, the beginning point for the measurement of Pennsylvania's boundary with Maryland. This point has recently been marked by the United States Coast and Geodetic Survey.

5. The west line, due west from the "Post Marked West", forming the boundary between Maryland and Pennsylvania and a very small portion of the boundary between Pennsylvania and Delaware.



3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian; 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input checked="" type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

When Charles Mason and Jeremiah Dixon completed their boundary survey between the Penn and Calvert proprietaries, their report represented the most sophisticated mathematical work every accomplished on the North American continent to that date, 1768. The remarkable accuracy of their survey is testimony to the high development that had been reached by scientific instruments.

Politically, the boundary lines represent an important turning-point in the history of Delaware. Until the western boundary of the three lower counties (Delaware) was finally established, large tracts remained vacant for want of clear title. When the boundary was finally settled, the land in lower Delaware west of tidewater could be confidently developed.

Mason and Dixon's report, when it was accepted, resolved the long-standing conflict between the two proprietaries, and ended a court battle that had begun in 1682, with the issuance of William Penn's vague royal charter. Because both proprietors could construe their charters to include much of the same territory, both colonies claimed jurisdiction over Sussex County, Delaware, parts of the northern counties of Delaware, and the territory around the present Maryland-Pennsylvania boundary.

The boundary markers survive today in a remarkably good state of preservation. Most of the original stones still are in place; at some points, they are preserved in public parks, but most can be found along hedgerows or in the woods. A very few of them have been mistreated, moved, or defaced. Others have been lost and replaced with newer markers. The historical societies of Delaware, Pennsylvania and Maryland have each preserved crownstones in their museums; these removed stones have been replaced with replicas.

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE DELAWARE	
COUNTY Kent, Sussex & New Castle	
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(Number all entries)

8. Significance (continued)

Perhaps the most significant aspect of the Mason-Dixon survey is its symbolic importance. Beginning at the "Post Marked West" in northwestern Delaware, the survey defines the southern boundary of Pennsylvania, a line that later became the symbolic division between slave and free states.

Even though the line is significant for historical, sentimental, and scientific aspects, it continues to serve a useful purpose as the boundary line for three states.

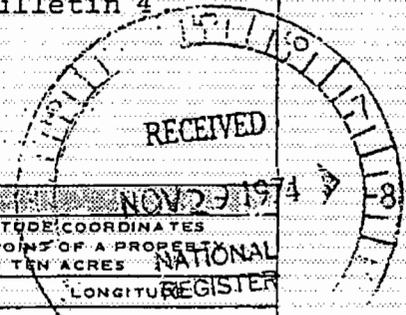


9. MAJOR BIBLIOGRAPHICAL REFERENCES

Scharf, J. Thomas, History of Delaware ... Philadelphia: Richards, 1888.

State of Maryland, Board of Natural Resources. Bulletin 4. Annapolis, 1951.

Delaware Boundary Commission minutes, Hall of Records, Dover



10. GEOGRAPHICAL DATA SEE CONTINUATION SHEET

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 . .	0 . .		0 . .	0 . .	
NE	0 . .	0 . .		0 . .	0 . .	
SE	0 . .	0 . .		0 . .	0 . .	
SW	0 . .	0 . .		0 . .	0 . .	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: not applicable

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
Maryland		too numerous to mention	
Pennsylvania		too numerous to mention	
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

SEE INSTRUCTIONS
No UTM
HF

11. FORM PREPARED BY

NAME AND TITLE: Edward F. Heite, Historic Registrar

ORGANIZATION: Division of Historical and Cultural Affairs DATE: October 30, 1974

STREET AND NUMBER: Hall of Records

CITY OR TOWN: Dover STATE: Delaware CODE: 10

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Dr. Ronald M. Finch

Title: State Historic Preservation Officer

Date: 11/25/74

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

W. R. ...
Chief, Office of Archeology and Historic Preservation

Date: 2/18/75

ATTEST:

W. ...
Keeper of The National Register

Date: 2-14-75

Form 10-200g
(July 1933)

RECEIVED

NOV 29 1974

NATIONAL
REGISTER

(Number of entries)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Delaware	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	SEP 2 1975

Boundary Lines, Description, coordinates

(In lieu of item 10, Geographical Data)

The following coordinates on the Delaware boundaries were determined by the Geological Survey in 1892. See their bulletin 817, second edition, 1930, page 126.

The tangent point, where the 12-mile circle intersects the east boundary of Maryland:

latitude $39^{\circ}38'56.95''$

longitude $75^{\circ}47'20.04''$

The northeast corner of Maryland, where the so-called Mason-Dixon Line (latitude $39^{\circ}43'19.91''$) intersects the north-south boundary between Maryland and Delaware in longitude $75^{\circ}47'20.03''$

The southeast corner of Pennsylvania, where the so-called Mason-Dixon Line (latitude $39^{\circ}43'19.91''$) intersects the 12-mile circle in longitude $75^{\circ}46'26.69''$.

The northeast corner of Delaware, on the east bank of Delaware River, where the states of Delaware, Pennsylvania, and New Jersey meet is:

latitude $39^{\circ}48'27.92''$

longitude $75^{\circ}25'31.53''$

The beginning point for the transpeninsular line is a stone on the grounds of the Fenwick Island Light House, a short distance from the Atlantic Ocean. According to the United States Coast Guard, this monument stands at:

latitude $38^{\circ}27'05''$

longitude $75^{\circ}03'20''$

At the southwest corner of Delaware stands the Middle Point marker, the beginning of the north-south line and the end of the transpeninsular boundary, halfway between the Delaware shore and Chesapeake Bay. The monument and its modern cover are maintained by the Delaware Department of Highways and Transportation. According to the Department, the location of the corner is:

latitude $38^{\circ}27'35.869''$

longitude $75^{\circ}41'38.456''$

United States Department of the Interior
National Park Service

DRAFT

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Lewis Weldin Farmhouse (Maple Springs Farm)

other name/site number Stafford Farm / N-6783

2. Location

street & number 857 Geoffrey Drive not for publication

city or town Newark vicinity

state Delaware code DE county New Castle code 003 zip code 19713

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State of Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 - See continuation sheet.
- determined eligible for the National Register
 - See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other, (explain): _____

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

Lewis Weldin Farmhouse
Name of Property

New Castle, Delaware
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)

building(s)
 district
 site
 structure
 object

Number of Resources within Property
(Do not include previously listed resources in the count.)

DRAFT		
Contributing	Noncontributing	
1	1	buildings
5	0	sites
0	0	structures
5	2	objects
11	3	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Domestic: single dwelling
Agriculture: animal facility
Agriculture: storage
Agriculture: agricultural outbuilding
Agriculture: agricultural field
Landscape: garden
Landscape: orchard
Landscape: unoccupied land

Current Functions
(Enter categories from instructions)

Domestic: single dwelling
Landscape: garden
Landscape: lawn

7. Description

Architectural Classification
(Enter categories from instructions)

Other: vernacular Italianate

Materials
(Enter categories from instructions)

foundation Brick
walls Brick
Asbestos shingles
roof Standing seam metal
other Asphalt shingles
Asphalt paper

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

The Lewis Weldin Farmhouse (Maple Springs Farm) is located in White Clay Creek Hundred, New Castle County, between the towns of Christiana and Stanton. The 7.40-acre property contains a farmhouse, garage, chicken coop, and three pole barns. A granary shed, machine shed and silo are contained in the Delaware Turnpike (I-95) right-of-way, owned by the state of Delaware, located immediately south of the property. The farmhouse and outbuildings are arranged in a linear plan with the house and garage located to the north and the outbuildings to the south and east. The property is approached by a paved drive from Geoffrey Drive, running perpendicular to Delaware State Route 58 (Churchmans Road). The complex is bounded by commercial development along Delaware State Route 7 (Stanton - Christiana Road) on the west, by Delaware State Route 58 (Churchmans Road) on the northeast, and by the Delaware Turnpike (I-95) on the south. (See accompanying site plans).

Lewis Weldin Farmhouse
Name of Property

New Castle, Delaware
County and State

8. Statement of Significance

DRAFT

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance
(Enter categories from instructions)

Architecture

Period of Significance

C. 1868-1942

Significant Dates

C. 1868; c. 1910

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

DRAFT

Section number 7 Page 2

The following description of the Lewis Weldin Farmhouse (Maple Springs Farm) is separated into individual descriptions for each resource. The resources are listed by their historic use, followed by the current use. A number has been assigned to each resource, which is indicated on the enclosed site map.

(1) Farmhouse -- This building has historically served, and continues to serve, as the primary residence for the property. The dwelling is located at the top of the driveway leading from Geoffrey Drive, with the principal facade facing north toward Churchmans Road. The building is constructed in two distinct sections running east to west.

The west section of the farmhouse dates from c. 1868 and is a two-and-one-half story, three bay dwelling. The L-shaped section is laid in common bond brick, repointed circa 1950, with a brick foundation. The intersecting gables of the section are covered with a standing seam metal roof with an interesting flat rectangular area at the ridgeline at the west facade. This flat roof area may have been designed to support a balustrade, a belvedere, or cupola. This points up the most notable feature of the farmhouse: its incomplete state. For unknown reasons, the original builder of the farmhouse, Lewis Weldin, was never able to complete the building. Subsequent owners constructed their own additions to the farmhouse but never completed the brick portion off of the west facade. The original intent may have been to construct a five- or six-bay T-shaped building with a central roof feature as noted above. Elements of the existing building which illustrate its incomplete state include the lack of a roof overhang, eaves, a cornice, and brackets at the west facade; the use of inferior brick which has spalled over time and which was most likely never meant to serve as exterior face brick for an extended period; the presence of only one window opening at the second story of the west facade as well as a simple single-leaf door and one window opening at the first level; and the lack of a prominent entrance door on the north or west facade.

The flared roof ends of the west section reveal a molded cornice and large scrolled brackets in the eaves. The north facade contains three bays, with the center bay positioned closer to the east bay. Three basement windows with simple stone lintels, are located below the first story windows. Pairs of scrolled brackets in the eaves are positioned over each of the three windows on the second story. Two half-lunnette windows fill the east facade gable. The west facade is noted by a full one-story screened porch, with a central entrance door. The wood entrance door is paneled with one light in the upper half. Within the porch area, the first story of the west facade is stuccoed. The porch has a concrete foundation with a wood balustrade running along all three sides. Six brick piers support doric columns, a beaded-board ceiling, and a standing seam metal roof. Three canvas awnings extend from the screened porch to the west. (In the 1950s, the porch was screened and the concrete floor was installed). The south facade of the rear brick ell is one bay wide, with a small attic window in the gable. A bulkhead, leading to the basement, is centrally located under the first-story window. The east facade of the rear brick ell is two-and-one-half bays wide and contains the same details as on the north facade. Window openings throughout the brick portion of the dwelling are four-over-four, double hung, Italianate wood sash, with simple stone lintels and sills. Windows are fitted with three panel wood shutters at the first-story, and wood louvers at the second-story. A two-over-two, double hung, wood sash window is located in the south bay of the west facade, first story, under the porch roof. A narrow rectangular

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

DRAFT

Section number 7 Page 3

two-over-two, double hung, wood sash window is located in the north bay of the east facade at the second story. There are two interior brick chimneys with simple brick caps. One of the chimneys is located at the east end of the north facade roof ridge, and the other is located in the valley between the west and south gables.

The east portion of the farmhouse is in two distinct sections dating to circa 1910, according to the sister of the current owner. The first section is a two-and-one-half-story, two-bay building. The side-gabled roof is finished with asphalt shingles, and has aluminum gutters. The building is attached to the east gable end of the brick section, off-center by approximately five feet and located just below the brackets and attic windows of the brick gable. The second section is a one-story addition erected on the north and east facades of the two-and-one-half-story building. The addition is three bays by one bay on the north facade, and two bays by one bay on the east facade. The building has a flat roof covered with asphalt paper. At the southeast corner entry, the roof steps down slightly from the level of the rest of the building. The two sections have a concrete foundation, and are clad with asbestos shingles. Windows throughout are two-over-two double hung wood sash. The two-and-one-half-story section contains simple wood frame windows, and the one-story section windows have molded lintels and sills. A pair of canvas awnings are located at the first-story windows of the south facade of the two-and-one-half-story section.

The main entrance to the farmhouse is located in the south facade of the brick east gable wing, in a one-story extension of the two-and-one-half-story asbestos shingle building. The entrance door is a single-leaf, twelve-light wooden door with a simple surround and a simple wooden screened door. To the west is a two-over-two double hung wooden side light with a molded frame and a plain wooden sill. The entrance area is covered by a shed roof extension off of the brick section of the house. The roof is covered with asphalt shingles and is supported by a single chamfered post. Other features include a beaded board porch ceiling, a concrete floor and steps, and iron banisters at the porch and steps. The circa 1910 additions to the farmhouse contribute to an understanding of the evolution of the house over its 124-year history.

The current owner of the property did not grant access to the interior of the farmhouse. However, a verbal description of the house was provided via telephone by the sister of the owner, Louise (Stafford) Dempsey.

The first floor in the brick section of the farmhouse contains a dining room and living room. The dining room is located in the north half of the dwelling, and the living room in the south wing. A staircase within a five-foot-by-six-foot hall is located in the northwest corner of the building. A central hallway, running on an east-west axis, separates the living and dining rooms. East of the central hall, the kitchen is situated in the one-story frame addition, with an enclosed entry vestibule at the southeast corner of the house. A family room is located in the first floor of the two-and-one-half-story addition. The second floor of the house contains bedrooms and a bath.

Contributing

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Continuation Sheet**DRAFT**Section number 7 Page 4

(2) Garage -- The two-car garage is located immediately east of the farmhouse. The circa 1950 concrete block building stands one story, with a side-gabled roof. The roof is sheathed with asphalt shingles, and there is clapboard siding in the gable. Window openings contain square, four-light metal sash, located on the east and west facades. Two overhead garage doors and a single-leaf entrance door extend across the south elevation.

Non-Contributing

(3) Hedgerow -- The hedgerow, pre-1942, encloses a small yard at the west porch and surrounds the farmhouse on the north, west and south sides.

Contributing

(4) Lawn -- The lawn, pre-1942, surrounds the farmhouse on the north, east and west sides, and extends north up to Churchmans Road. The lawn is referred to as "the meadow" by the Stafford family.

Contributing

(5) Hedgerow -- The pre-1942 hedgerow runs east to west along Churchmans Road, within the right-of-way, acting as a property boundary.

Contributing

(6) Peach orchard -- The orchard is located east of the farmhouse. The grove of trees was planted by the Staffords prior to 1942 for the family's own use.

Contributing

(7) Hedgerow -- The pre-1942 hedgerow extends north to south between the garage and chicken coop. The hedgerow acts as a barrier between the farmhouse and the lawn and orchard to the east.

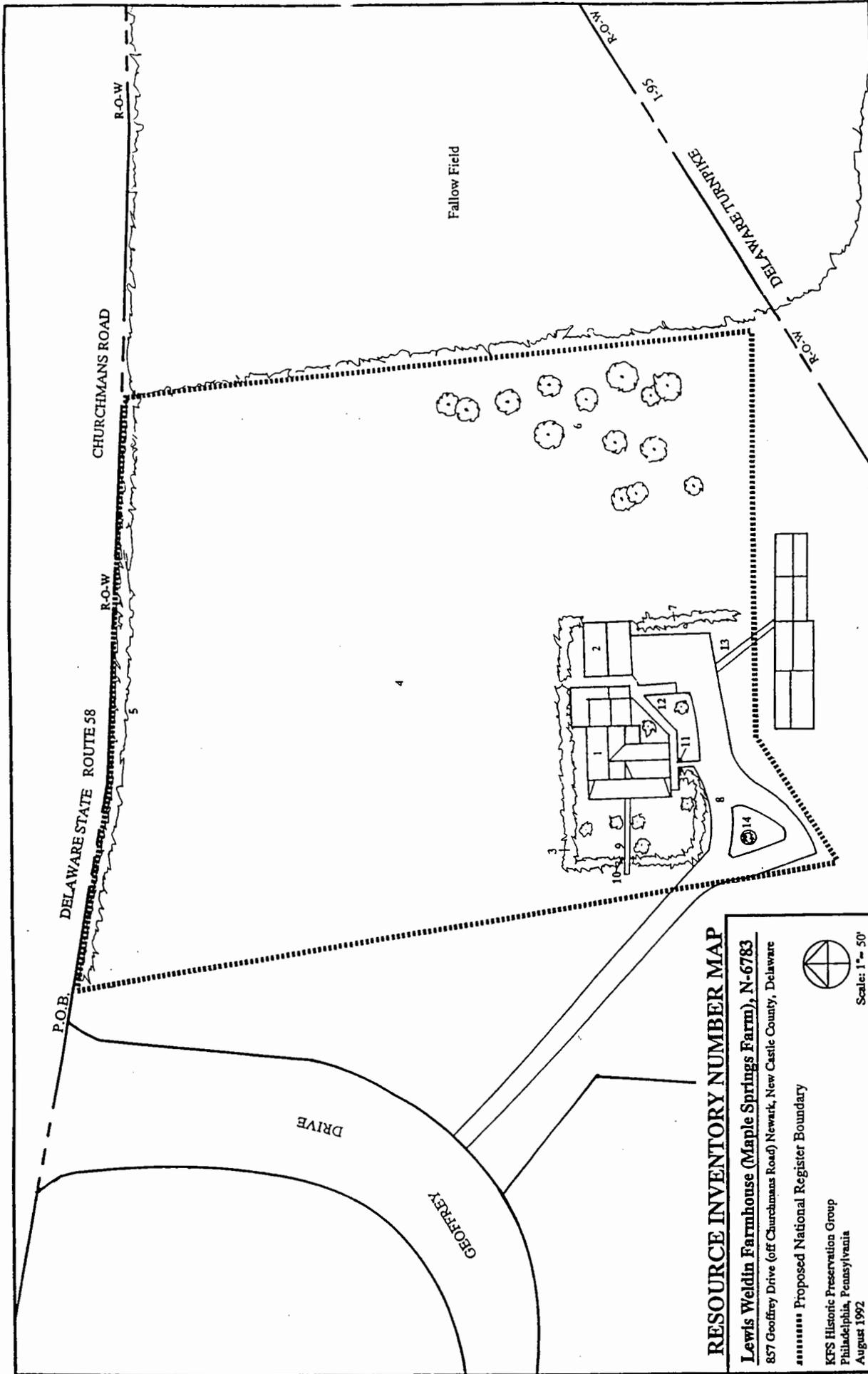
Contributing

(8) Drive -- The pre-1942 paved drive, with its circular turn-about, extends from a point just northwest of the circle, then around to the south (rear) side of the farmhouse where it terminates at the garage. That portion of the drive from the circle to Geoffrey Drive dates from the late 1980s and is therefore outside of the proposed National Register boundary.

Contributing

(9) Walkway -- The early-twentieth-century walkway provides access from the lawn on the west side of the farmhouse to the west facade porch entrance.

Contributing



RESOURCE INVENTORY NUMBER MAP

Lewis Weldin Farmhouse (Maple Springs Farm), N-6783

837 Geoffrey Drive (off Churchmans Road) Newark, New Castle County, Delaware

..... Proposed National Register Boundary

KFS Historic Preservation Group
Philadelphia, Pennsylvania

August 1992



Scale: 1" = 50'

APPENDIX III:
DETERMINATION OF ELIGIBILITY FORMS

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 100-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Churchman, Henry L., House

other names/site number Jarber House; CRS # N-1603

2. Location

street and number 648 Churchmans Road not for publication

city or town Newark vicinity

state Delaware code DE county New Castle code 003 zip code 19702

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain). _____ _____ _____	_____	_____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC/ single dwelling

Current Functions

(Enter categories from instructions)

House

7. Description

Architectural Classification

(Enter categories from instructions)

Mid- 19th Century

Materials

(Enter categories from instructions)

foundation Stone
walls Stucco
roof Asphalt
other chimneys (4) covered in stucco

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

This property is located on Churchmans Road in White Clay Creek Hundred, New Castle County, Delaware. When the house was constructed its location was rural and development in the area was scattered. Churchmans Road was a rural roadway, in the southeast outskirts of Newark and southwest outskirts of Newport. Over the years the road has undergone a number of improvements including realignment. Churchmans Road lied to the north of the house instead of the south which explains why the historic rear of the house presently serves as the principal façade. Historic maps verify this roadway positioning. Today, the road is set within a suburban setting, with neighborhood developments and modern commercial businesses flanking the roadway. The Churchman property is located within a section of the road that is bound to the southeast by Airport Road and to the northwest by Interstate 95. The house is on the north side of the road, immediately south of Interstate 95 and immediately north of The Woods neighborhood development.

Historically, the property encompassed hundreds of acres of agricultural land. Late twentieth-century development now closely surrounds the mid-nineteenth-century dwelling, which is centered on approximately one-acre of land. Tall pine trees are planted along the front of the property along Churchmans Road. A circular driveway lies to the front of the property, with a short extension to the north, which leads to the garage. A large, single tree is planted in the center of the circular drive provides shade across the front of the dwelling. Low-cut shrubs are planted along the front of the house, flanking the entrance. A wood, picket fence extends from both the northwest and southeast ends of the house with gates accessing the rear lawn at both ends. Chain link fencing is attached to both corner ends and encompasses a rectangular-shaped rear lawn. Clusters of trees growing in arbitrary locations shade the rear lawn. A concrete patio with a masonry built grill is located northeast of the rear wall. A circular concrete fishpond trimmed and accented with loose stone is located northwest of the patio.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

The property located at 648 Churchmans Road is recommended eligible for the National Register of Historic Places under Criterion A and C. Under Criterion A, the property possesses local significance as one of the area's larger agricultural properties. It is a fine, representative example of a mid-nineteenth-century farmhouse of the Mid-Atlantic region. Under C, the dwelling is significant as an example of a building type, a residential farmhouse that is a well-executed example of a vernacular, Georgian-plan dwelling. This building type was common in the Mid-Atlantic region during the nineteenth-century. With the fast-growing modern development and the sprawling suburban neighborhoods, good examples of this building type are becoming more and more difficult to find. The property relates to the following historic context in the Delaware Comprehensive Historic Preservation Plan: Piedmont; 1830 – 1880 +/- Industrialization and early Urbanization; Agriculture; Settlement patterns and demographic changes; Architecture, Engineering and decorative arts.

Overview

In the first half of the nineteenth century, methods and routes of transportation underwent substantial changes in New Castle County, as first turnpikes, then canals and finally railroads were introduced. Throughout the century, improved transportation was the key to urban, agricultural, and industrial development (Clark et al 2004; 12).

Throughout the nineteenth century New Castle County was predominately agricultural. In 1815, it was reported "the greater part of the inhabitants of this state are devoted to agricultural pursuits, and they have rendered it very productive. The principal produce

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

AGRICULTURE

Period of Significance

1859-1896

Significant Dates

1859

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Anonymous

1896 *Wilmington Morning News*. January 18, 1856. Microfilmed copy obtained from Wilmington Public Library. Wilmington, Delaware.

Clark, Courtney L., Douglas C. McVarish and Wade P. Catts

2004 *I-95/ Delaware Turnpike Project, New Castle County, Delaware. Historic Architectural Investigation*. John Milner Associates, Inc. West Chester, Pennsylvania.

Foster, Gerald

2004 *American Houses: A Field Guide to the Architecture of the Home*. New York, New York: Houghton Mifflin Company.

Melish, John

1815 *Travels through the United States of America in the Years 1806, and 1807, 1809, 1810 and 1811*. John Melish, Philadelphia.

New Castle County Deeds

Office of the Recorder of Deeds. Wilmington, Delaware.

Poppeliers, John C., Allen Chambers, Jr., Nancy B. Schwartz

1983 *What Style is it?: A Guide to American Architecture*. National Trust for Historic Preservation. New York, New York: John Wiley & Sons, Inc.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Delaware Department of Transportation

10. Geographical Data

Acreage of Property 1 _____

UTM References

(Place additional UTM references on a continuation sheet.)

1 18 445454 4393227

Zone Easting Northing

2 _____

3 _____

Zone Easting Northing

4 _____

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Courtney L. Clark, Project Architectural Historian

organization John Milner Associates, Inc.

date May 2004

street & number 1216 Arch Street

telephone 215-561-7637

city or town Philadelphia

state PA zip code 19107

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/ title Allen F. Goodfellow

street & number 648 Churchmans Road

telephone (302) 368-7377

city or town Newark

state DE

zip code 19702

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

648 Churchmans Road
New Castle County, DE

Description (continued)

Exterior

This mid-nineteenth-century vernacular style house faces southwest towards Churchmans Road. The two-and-one-half story rectangular-shaped house is constructed of granite block, eighteen inches thick, sheathed in stucco. The foundation is obscured by stucco. Small, rectangular-shaped basement level windows pierce the front and rear elevations. The awning-style windows feature double-panes. The side-gabled medium-pitched roof is sheathed in asphalt shingles. Three gable-front dormers, equally spaced from each other, rise from the front and rear roof slopes. Open eaves with enclosed rafters are featured along the roofline, seen across the southwest and northeast facades. Four chimneys rise from the interior of the dwelling, two from each gable end. The chimneys appear to be attached by a stucco-covered bridging parapet that was added in the mid-twentieth-century. A small gabled entrance porch extends from the center of the front façade sheltering the present-day main entrance of the house. Concrete steps rise up to the entrance. Two additions extend from both ends of the house: from the northwest a modern three-car garage, and from the southeast a historic single-story enclosed sun-porch.

The southwest elevation of the house measures five bays wide (three rooms). A single-story portico porch extends from the center of the dwelling sheltering the main entrance. The gabled-roof porch is supported by square-shaped wood post on concrete decking. The panel-and-glass wood door is protected by a modern aluminum-framed storm door. Two windows flank both sides of the first floor entrance. The second level is fenestrated with five equally spaced windows. All of these bays contain double-hung, two-over-two windows, flanked by the dwellings original wood, panel inset shutters. The gabled dormers are lit by double-hung windows that feature gothic detailing. The sashes appear to be primarily two-over-two, with diamond-shaped peaks highlighting the center of each. On the northwest end of this facade stands an attached mid-to-late twentieth-century car garage. The single-story, gabled addition measures three bays wide. The garage is constructed of concrete-block and sheathed in stucco. Entrance is obtained only through the panel-and-glass wood garage doors.

The southeast elevation measures one bay deep (two rooms). A single-story, enclosed screen porch is attached to the southeast end of the house, sheltering a south corner entrance. Within one-half of the porch stands a modern wood enclosure built by Mr. Goodfellow (the current owner). The wood-framed enclosure is clad in wood paneling and is accessed through a modern door, which pierces its southwest side. A modern double-hung, one-over-one window provides light from the southeast side. Located at the south corner of the screened porch is a wood-framed, screened door accessing the interior of the porch. Concrete steps lie across the south corner rising up to the door. A double-door metal bulkhead is located adjacent to the steps, allowing access into the basement. Wood railings trim the perimeter of the flat-roofed porch. The second level is fenestrated by three double-hung, two-over-two windows. The windows are equally spaced across the façade and are each flanked by wood paneled shutters. A pair of double-hung, four-over-four windows is featured in the center of the gable peak flanked by wood louvered shutters. Modern air conditioning units extend from the lower half of each bay.

The northeast elevation measures five bays wide (three rooms). The entrance contains a centered door (the historic front entrance) flanked by two windows on either side. The wood-paneled door possesses Italianate characteristics with its two narrow, side-by-side arched panels featured in its upper half. Two smaller, square-shaped panels are located directly below. The entrance is doubly highlighted by flanking three-pane sidelights and a triple-pane transom and a plain door surround with flanking wood pilasters and a wood entablature. Concrete steps rise to the entry stoop. The second level is fenestrated with five equally spaced windows. All of the windows across the first and second levels are double-hung, two-over-two windows, flanked by wood panel shutters. According to the Mr. Goodfellow, these shutters are replicas made to look like the original, which are featured across the front of the dwelling. The gabled dormers are lit by double-hung windows that feature gothic detailing. The sashes appear to be primarily two-over-two, with diamond-shaped peaks highlighting the center of each. A single entrance, sided by a modern window to one side pierces the northeast wall of the modern garage attachment. The door is wood-and-glass and the window is a double-hung, one-over-one.

Lastly, the northwest side measures two rooms wide. The first floor is completely obscured and covered by the modern addition attached to this end of the house. The second level is fenestrated by three double-hung, two-over-two windows. The windows are equally spaced across the façade and are each flanked by wood paneled shutters. A pair of double-hung, four-over-four windows is featured in the center of the gable peak flanked by wood louvered shutters. Modern air conditioning units extend from the lower half of each window.

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National Register of Historic Places Continuation Sheet

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648 Churchmans Road
New Castle County, DE

Description (continued)

Interior

Entering the dwelling from either the front or rear entrance, one first enters into the dwelling's central hall. Immediately noticeable is the wooden stairwell located on the interior southwest elevation rising to the second floor. A small wood landing is apparent from the bottom of the stairwell. A large parlor occupies the entire west side of the first floor and a library and mid-twentieth-century kitchen occupy the east side. Ceiling height in all the rooms is approximately ten feet, six inches. Historic and reproduction crown and baseboard molding accent each room. Interior doorways and window openings are also accented with the same molding. The doors entering each room are paneled wood and are additionally highlighted by their eight-foot + height. Four-inch plank flooring is seen throughout the house and is believed to be long leaf yellow pine.

According to Mr. Goodfellow, the former owner was a carpenter and constructed the kitchen, located in the south corner of the first floor, during the mid-twentieth-century. Prior to that time, it is believed that the present Kitchen acted as a sitting room. The kitchen was in the basement. The present kitchen has wooden cabinetry made of knotty pine paneling and floors covered in linoleum. A door along the southwest elevation accesses the basement. The library has a fireplace on the southeast wall with a simple mantle surround. The opening is flanked by tall built-in bookshelves. Mr. Goodfellow had the bookcases built to add height to that area of the wall. Painted wainscoting, installed by the previous owner, covers one-half of all the walls in the room. A glass-and-panel door is featured in the east corner of the room and accesses a small bathroom and closet enclosure seen within the screen porch. A modern brass light fixture that hangs from the center of the ceiling lights the library. The parlor is accessed through large double doors. A door leading to the attached garage pierces the north corner of the northwest façade. Mr. Goodfellow had a faux wood transom applied above the door to give the visual effect of being the same height as the other doors on this floor of the house. On the same wall is a painted granite fireplace surround and mantle. It is believed that it was salvaged from a building, or house in Philadelphia. Four large floor-to-ceiling windows light this room. A pair of windows pierces both the southwest and northeast elevations.

Access was limited on the second level of the house and prohibited to the third. Again, the stairwell is located in the center of the second level and continues to the third. Two bedrooms flank either side of the stairwell on the second level. The main bathroom is located on the center of the northeast elevation. Over the years, an additional bathroom was added between the rooms on the east side of the house. Separate doorways access the bathroom from its respective room. Some rooms have ceiling tiles covering the original plaster ceiling. The floors vary in covering with hardwood in some and carpet in the others.

Statement of Significance (continued)

is wheat, rye, Indian corn, barley, oats, and flax. Grasses are abundant, and thrive very luxuriantly, furnishing food for many cattle – and every sort of vegetable...thrives well here. The staple produce is wheat, of which a great quantity of flour is made for export" (Melish 1815: 181). The farming practices of the nineteenth century mimicked those of the previous century with the use of the four-field system of cropping. Wheat continued to be the dominant crop, fertilizers were infrequent, and a large number of tenants worked the land. By 1860, New Castle County implemented improved drainage techniques, fertilizers, and machinery was to become one of the finest agricultural counties in the United States. In comparison to Kent and Sussex counties New Castle's rich natural resources, transportation network, and proximity to other large cities helped it advance quicker (Clark et al 2004; 13).

It was not uncommon for farm sizes to average 200 to 400 acres. This was plenty of land for those farmers that had agriculture and livestock production. Prior to 1850, the area of eastern Pennsylvania, New Jersey and Northern Delaware had been known for its cattle feeding industry. More importantly, dairy farming began to become a predominate function of these farms. Between 1840 and 1860 farmers throughout the state produced various fruits, the area was especially known for peach production. Apples were also grown in large numbers. During this same time period the county was experiencing a change in production of their formally popular produce. Goods more desired by the nearby urban communities created a shift in New Castle County's earlier agricultural production. Market gardening became the more sensible option for farmers (Clark et al 2004; 14-15).

According to Thomas J. Scharf in his 1888 History of Delaware, the Churchman House was situated, and originally part of a patent track of 800 acres, granted in 1672 by Governor Nichols to Thomas Wollaston, John Ogle, John Hendrick and Harmon Jansen or Johnson. The tract was known by the name "Muscle Cripple" and was located along White Clay Creek (Scharf 1888:932). By 1881,

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National Park Service

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Section number 8 Page 3

648 Churchmans Road
New Castle County, DE

Statement of Significance (continued)

Mr. Churchman is known to have owned a substantial tract of land in northeastern White Clay Creek Hundred near the Christiana. Hopkins's 1881 map depicted his unmeasured tract on the north side of present Churchmans Road, a tract that may have extended as far north as White Clay Creek. He also owned 422 acres on the south side of present Churchmans Road.

It is known that Henry L. Churchman was a prominent cattle raiser along the Christiana River in New Castle County. Agricultural census records from 1860 indicate that Mr. Churchman farmed nearly 200 acres of his land. His livestock consisted of horses (6), cows (12), oxen (4), swine (6) and other cattle (20). That same year he produced bushels of Indian corn (1500), potatoes (200), and had orchards. He also produced butter (1300 pounds) and hay (100 tons) (US Census 1860:5). By 1870 Mr. Churchman was recorded as having farmed over 390 acres of land. His livestock inventory had substantially increased to included horses (13), a mule, cows (7), oxen (10), sheep (123), swine (13) and other cattle (108). Production had increased to include bushels of wheat (1200), Indian corn (2000), oats (400), and potatoes (100). He also continued producing wool (384 pounds), butter (800 pounds), hay (200 tons) and orchards (US Census 1870:7). US Census records of 1880 include a lot more information from farmers such as farm values, fencing and fertilizer costs, and labor information. Records indicate that Mr. Churchman tilled 420 acres of land. Grasslands included the production of 72 acres of hay. Cattle included horses (39), oxen (10), cows (7) and other (2). His farm also included swine (9), barnyards of poultry (9) and other (5). Cereal production included bushels of barley (50), Indian corn (1400), oats (2000), and wheat (1200). Orchards, butter and wood for forest products were also produced that year (US Census 1880:12). In all this, let it be known that Henry L. Churchman did not own, nor produce the most land in the area. In comparison to other farmers and their records posted in the census records, Mr. Churchman's farm production appears to have been above average.

Style and plan of dwelling

As explained by Gerald Foster in his book *American Houses: A Field Guide to the Architecture of the Home*, early architecture found in the Mid-Atlantic (Delaware River region) built by early settlers tended to be more complex than other regions along the east coast. Immigrants from Europe adapted themselves to the surrounding landscape, which at that time was fertile, with rolling countryside and rich of resources like clay, lime and stone. The settlers brought with them vernacular building traditions that were reflected in the various buildings and homes that they built for themselves. As with construction today, there were considerable variations in the house types built. The floor plans distinguished the homes, not the façades or exterior ornaments. The primary building materials used during this time period, wood, brick and stone, gave the area outward character. More identifying features of the "Mid-Atlantic Georgian" dwelling were:

The form of the house was typically a two-story block under a gable ended or hipped roof with chimneys at each gable roof. Entries were centered under front eaves. A five bay symmetrical façade reflected the symmetrical floor plan. Stylistic details included pent roofs over the first level on the front façade occasionally extending along the gable ends also. Projecting door hoods and rectangular transom lights were common, as were paneled shutters and doors. Construction material was typically of stone however occasionally brick and wood frame houses covered in weatherboard or stucco were also seen. Brick tended to be more common in Southern New Jersey and stone in Pennsylvania (Foster 2004; 55-66).

As Georgian style became universally popular as a sign of gentility, it came to dominate the rural vernacular landscape as well as affluent estates. Houses in urban areas tended to be larger and grander than the rural versions. More ornaments such as quoins, pilasters, and pedimented center pavilions were seen on these fancier dwellings. The Georgian house was also known for its partial versions. A two-thirds three-bay model and a one-third, two-bay model became common (Foster 2004; 68). The hiatus of construction of the Georgian period of architecture essentially ended during the Revolutionary war years, however builders continued to used the style into the nineteenth-century. Nineteenth century examples included elements that made the former Georgian style more vernacular by changing the scale and emphasizing and over-emphasizing areas of the exterior (Poppeliers et al 1983; 20-21).

The Churchman house, located at 648 Churchmans Road is a good representative example of a vernacular mid-nineteenth century dwelling with a Georgian plan. Originally built in a rural section of New Castle County the house retains many of its original features, both on the exterior and interior. The two-and-one-half-story, five-bay dwelling is constructed of stone and sheathed in stucco.

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National Register of Historic Places Continuation Sheet

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648 Churchmans Road
New Castle County, DE

Statement of Significance (continued)

The original front façade is pierced in the center by a wood panel door framed by a rectangular transom and sidelights. The rear, now entrance façade is pierced in the center by an entrance covered by a gabled hood. The house continues to be lit by its original windows, which are all flanked by wood panel shutters. The upper level dormers seen on both the front and rear facades continue a sense of balance and symmetry with their equal spacing between each structure.

History of the property

Henry L. Churchman, the house's namesake, was born on Quarry Farm near Chester, Pennsylvania, on November 20, 1821. He was the son of Caleb Churchman (1783-1864), a native of East Nottingham, Chester County, Pennsylvania, and Martha Shelley. Henry L. Churchman began farming and grazing practices at the age of 22 while assisting his father on a family farm in Philadelphia County, Pennsylvania. Outside of farming, Mr. Churchman held financial and political positions within the community. He was a known member of the Republican Party and president of the National Bank of Newport. His industry, economy and habits all rendered him successful. Henry Churchman was married to Sarah Reed in December of 1842 (Runk 1899; 1368-1369). The United States census records account for the birth of ten children between 1850 and 1870 (US Census 1850, 1860, 1870).

As early as 1842 it is believed Mr. Churchman came to New Castle County and purchased "Spring Garden," a farm, which he greatly improved and resided at for ten years, when he returned to his old homestead known as "Marsh Farm," in Philadelphia County. In June of 1859 he purchased what I known as "Cripple Farm," located in White Clay Creek Hundred (Runk 1899; 1368). Mr. Churchman died in 1896 his obituary read the following:

DIED
CHURCHMAN – At Stanton, Delaware, on January 13, 1896, Henry L.
Churchman, aged 75 years.

Relatives and friends are invited to attend the funeral on Thursday, January 16. Services at his late home at 1' o
clock. Interment at Wilmington and Brandywine Cemetery. Carriages will meet 10:30am train at Stanton, Delaware
(Wilmington Morning News, January 15, 1896).

Documentary and architectural evidence suggest that the dwelling was constructed circa 1859. The first tract had its genesis in a 304-acre and 15 perch parcel sold by James Webb and Lydia P. Webb to Henry L. Churchman in 1859 for \$16,725.15 (New Castle County Deed Book E7:374, June 15, 1859). Anesley and Elizabeth G. Newlin sold him a 97-acre parcel in March 1869 for \$8,000 (New Castle County Deed Book W7:101, March 25, 1869). The third tract was sold by Francis C. Simpson to Thomas Strafford in 1898 (New Castle County Deed Book T7:225, October 5, 1898). The fourth tract had its genesis in a 525 acre parcel that Giles Lambson, sheriff of New Castle County, sold to Benjamin and Rebecca Clyde in 1887 for \$14.29 (New Castle County Deed Book X13:202, May 25, 1887).

The first two parcels remained in Churchman family ownership for several generations. Henry L. Churchman died in January 1896 leaving his estate to his three daughters, Annie C. Churchman, Rebecca P. Churchman, and Sally B. Churchman. Annie C. Churchman died in December 1920 and left her estate to her two surviving sisters. Upon Rebecca's death in February 1936, her estate was left to her surviving sister Sally (Sarah B.).

Sally Churchman lived but an additional month. Upon her death, ownership of the parcels passed to her heirs and their spouses: William C. Springer of Newport Delaware; Mary R. Morgan of Philadelphia; Henry L. Churchman of Richardson Park, Christiana Hundred; Bertha C. and Edward M. Phillips of Wilmington; Helen A. Cranston of Wilmington, J. Paul and Elizabeth Cranston, and James and Senie Cranston of Westchester County, New York.

Thomas Strafford sold the third parcel, measured at 107.26 acres, to the Country Club for \$15,000 (New Castle County Deed Book R40:231, September 1, 1937). The fourth parcel remained in Clyde ownership until 1928 when the Brooklyn Trust Company of New York, George W. Clyde, George M. Holstein and John Gennell, Jr., trustees of William Clyde, and Girard Trust Company, trustee of Benjamin and Caroline B. Clyde, sold the 525-acre parcel with a 70-acre exclusion to Harry R. Loose for \$15,500 (New Castle County Deed Book T35:556, March 12, 1928). Six years later, Harry and Beatrice Loose sold the 525-acre tract with the exclusion to

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648 Churchmans Road
New Castle County, DE

Statement of Significance (continued)

John B. Roberts for the token sum of 10 dollars (New Castle County Deed Book E39:172, August 16, 1934). The following year, Roberts sold the parcel back to Loose for the token sum of 10 dollars (New Castle County Deed Book K39:2561, January 15, 1935).

In August 1937, William C. Springer sold two tracts, the first of 232.23 acres and the second of 2.98 acres, to the Wilmington Country Club for \$12,500 (New Castle County Deed Book N40:420, August 21, 1937). The same month, Harry R. and Beatrice Loose sold the 431.23-acre parcel to the Country Club for \$16,000 (New Castle County Deed Book R40:232, August 25, 1937).

In March 1949, the Wilmington Country Club conveyed four tracts of land with the buildings located upon them to Lewis C. Strafford, Alice Strafford, and Ernest Strafford for the token sum of 10 dollars. The tracts measured as follows: 1) 332.23 acres; 2) 2.95 acres; 3) 107.26 acres; and 4) 431.23 acres (New Castle County Deed Book A49:19, March 28, 1949). Later the same year, the Straffords conveyed the parcels to the Artesian Water Company in exchange for \$30,000 (New Castle County Deed Book H49:273, September 1, 1949). The following year, the water company conveyed the parcel of land on which the house is situated to John W. Moore for \$5,000 (New Castle County Deed Book Z49:561, May 19, 1950).

John Moore died in 1951, and ownership passed to his heirs. In 1953, Moore's heirs conveyed the parcel containing the dwelling to John J. and Elsie M. Garber. The deed was subject to the following restrictions: 1) no building shall be erected nearer the front of the lot line than the present buildings; 2) all outbuildings shall be set back at least 150 feet from Churchmans Road; 3) the property shall not be re-subdivided into building plots having a frontage on Churchmans Road of less than 100 feet; 4) no single story buildings with a floor area of less than 700 feet or 2 ½ story buildings with a floor area of less than 550 feet shall be constructed; 5) no building shall be erected unless its plans and specifications are approved by Artesian Water Company; 6) no trailer, basement, tent shack, garage, barn or other outbuilding shall be used as a residence (New Castle County Deed Book H53:148, February 27, 1953).

In 1965, John J. Garber and Elsie M. Garber sold the parcel of land containing the house to George W. and Mary Jane Garber for \$30,000. The deed spelled out easements and rights of access held by the Artesian Water Company (New Castle County Deed Book I76:253, December 17, 1965).

In 1978, the Garbers sold the property to Allen F. Goodfellow for \$72,000 (New Castle County Deed Book F102:147, July 31, 1978). In 1996, ownership passed from Goodfellow to himself as trustee under a revocable trust (New Castle County Deed Book 2137:217, July 17, 1996).

Significance

The property at 648 Churchmans Road possesses significance under National Register Criteria A and C. Under Criterion A, the property possesses local significance as one of the area's larger agricultural properties. It is a fine, representative example of a mid-nineteenth-century farmhouse of the Mid-Atlantic region. Under C, the dwelling is significant as an example of a building type, a vernacular residential farmhouse with aspects of a Georgian-plan. This building type was common in the Mid-Atlantic region during the eighteenth and nineteenth-century. With the fast-growing modern development and the sprawling suburban neighborhoods, good examples of this building type are becoming more and more difficult to find. Overall, the property retains integrity of design, materials, and workmanship. Original elements reminiscent of the Georgian plan that remain intact include the fenestration patterns, entry and porch details. The design characteristics are all-intact and remain well preserved. These elements are evident in the dwelling's height, shape and form both on the interior and exterior. The dwelling's materials, fenestration patterns and openings, and simple ornamentations highlight these aspects. The integrity of materials is seen in its stone construction and stucco cladding. The integrity of workmanship is seen in the interior woodwork both on the first and second levels of the house. Overall the dwelling has been well preserved.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 9,10 Page 6

**648 Churchmans Road
New Castle County, DE**

References (Continued)

Runk, J.M. and Company

1899 *Biographical and Genealogical History of the State of Delaware*. Volume 2. Chambersburg, Pennsylvania.

Scharf, Thomas J.

1888 *History of Delaware, 1609-1888*. Volume II. L.J. Richard, Philadelphia.

United States Agricultural Census

1860 U.S. Agricultural Census for Delaware. Microfilmed copies in collection of the Delaware Public Archives. Hall of Records. Dover, Delaware.

1870 U.S. Agricultural Census for Delaware. Microfilmed copies in collection of the Delaware Public Archives. Hall of Records. Dover, Delaware.

1880 U.S. Agricultural Census for Delaware. Microfilmed copies in collection of the Delaware Public Archives. Hall of Records. Dover, Delaware.

United States Bureau of Census

1850 U.S. Census for Delaware. Microfilmed copies in collection of the National Archives and Records Administration Mid-Atlantic Region, Philadelphia, Pennsylvania.

1860 U.S. Census for Delaware. Microfilmed copies in collection of the National Archives and Records Administration Mid-Atlantic Region, Philadelphia, Pennsylvania.

1870 U.S. Census for Delaware. Microfilmed copies in collection of the National Archives and Records Administration Mid-Atlantic Region, Philadelphia, Pennsylvania.

United States Geological Survey (USGS)

1992 *Newark West, Md.-Del.-Pa.* 7.5-minute quadrangle. U.S. Geological Survey, Reston, Virginia.

Verbal Boundary Description

The boundary for the property located at 648 Churchmans Road is shown in bold on the accompanying map. The boundary follows the legal tax parcel of the property and is rectangular in shape. Beginning at the property's most northern point, the boundary moves southeast, measuring a distance of approximately 44.25 meters. From the eastern point the boundary moves southwest approximately 88.5 meters. From the property's southern point the boundary then moves northwest along Churchmans Road approximately 46.5 meters. Lastly, the boundary moves northeast back to the north point, the original point of origin, a distance measuring approximately 87.5 meters.

Verbal Boundary Justification

The boundary encompasses approximately one-acre of ground space and the dwelling, legal tax boundaries that have been in-place since 1950. Historically, the property included approximately 400-acres of land however, over the years the surrounding acreage was sold off to other parties, which led to further subdivision of land. None of the former property contains or encompasses areas that would contribute to the property.

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National Park Service

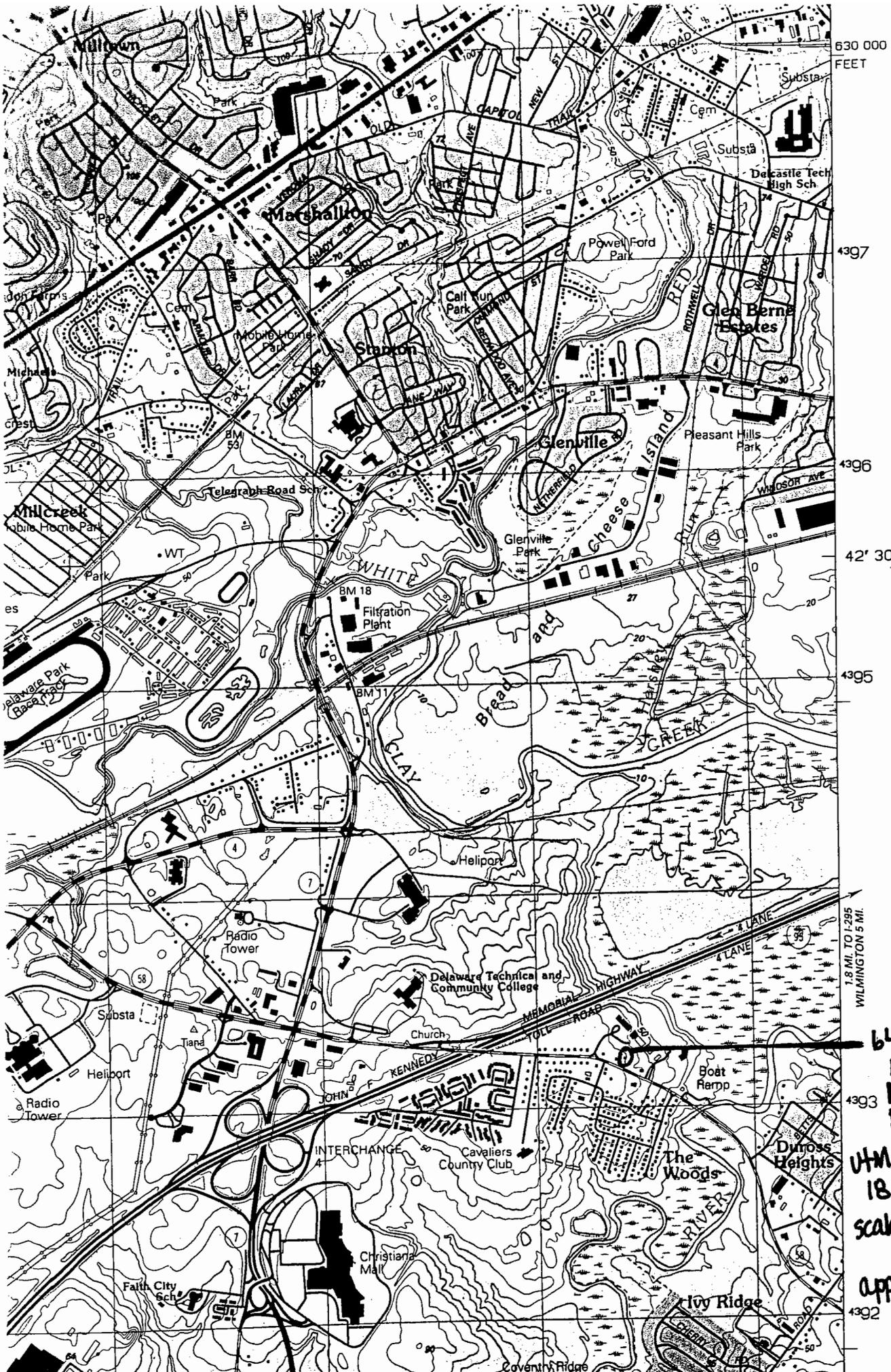
National Register of Historic Places Continuation Sheet

Section number _____ Page _____

**648 Churchmans Road
New Castle County, DE**

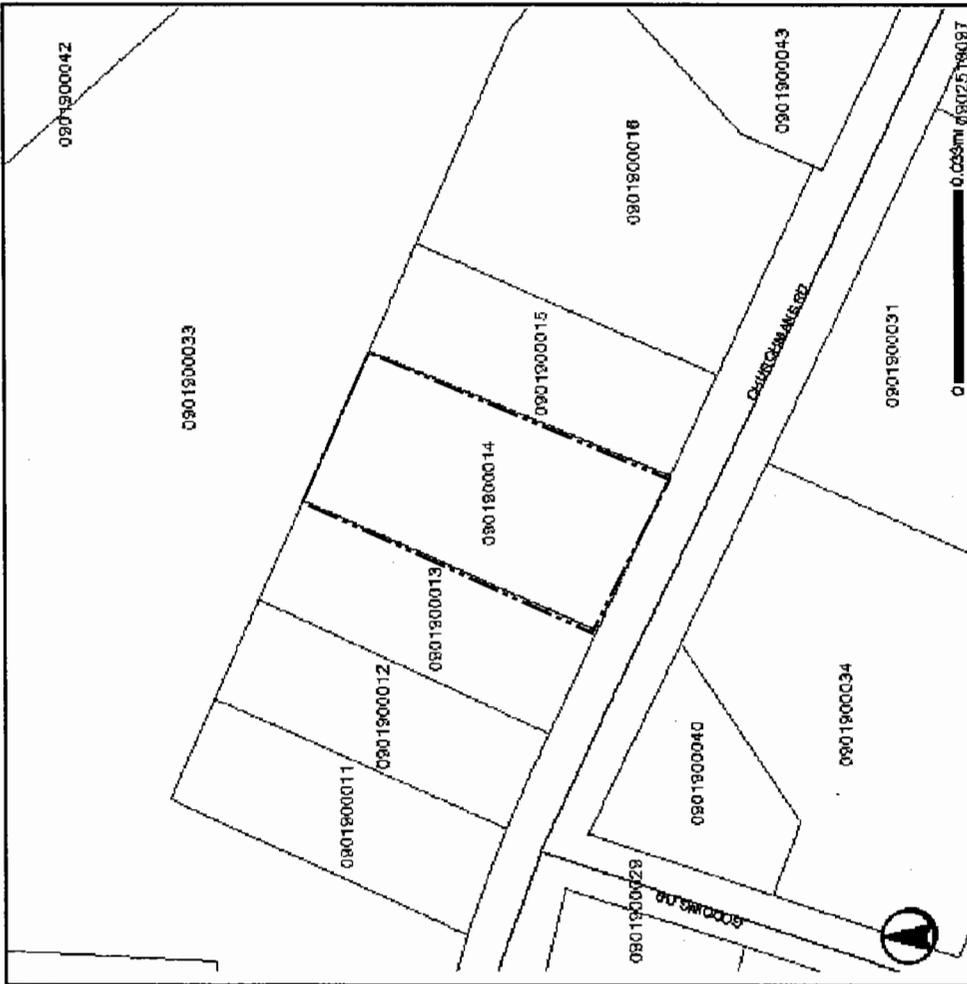
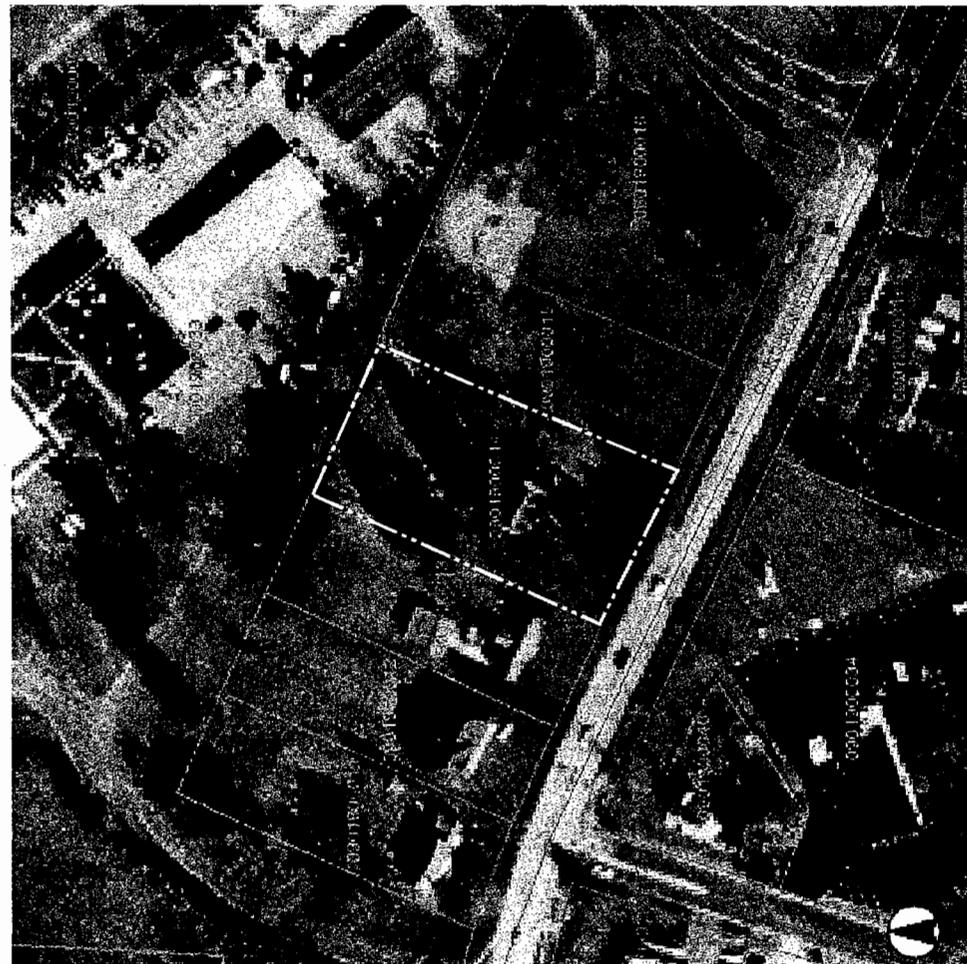
Photographs

- Photograph 1. View of SW façade.
- Photograph 2. View of NE façade.
- Photograph 3. View of entrance on NE façade.
- Photograph 4. View of typical dormer.
- Photograph 5. View of window bay in gable end.
- Photograph 6. View of typical window.
- Photograph 7. View of interior; library.
- Photograph 8. View of typical interior door.
- Photograph 9. View of interior; hall and stairwell.
- Photograph 10. View of 2nd floor bedroom; SE corner.
- Photograph 11. View of 1st floor parlor.



648 Churchmans Rd
 Newark
 New Castle County
 Delaware

UTM ref:
 18/445454/4393227
 scale:
 1:24,000
 approx. 1-acre



New Castle County eParcelview Map
648 Churchmans Road, New Castle County, Delaware
UTM reference: 18/445454/4393227
Scale: 1 inch = .033 mile



1811



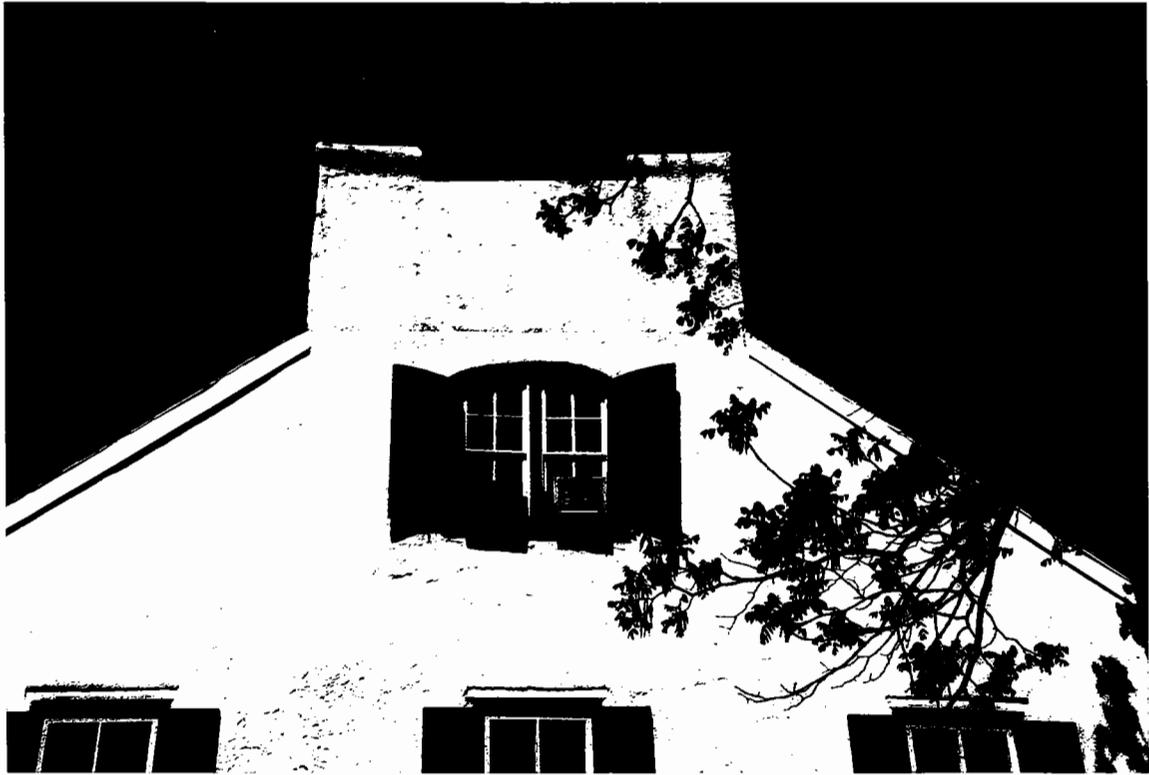
2911



3 811



4 811



5 311



6 311



7311



8 311



9 3 11



10 3 11



11 811

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 100-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Liedlich, Charles and Edith House

other names/site number CRS # N-12868

2. Location

street and number 180 Welsh Tract Road not for publication

city or town Newark vicinity

state Delaware code DE county New Castle code 003 zip code 19702

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain). _____ _____ _____	_____	_____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property

(Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	1	buildings
		sites
		structures
		objects
2	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC/ single dwelling

DOMESTIC/ secondary structure

Current Functions

(Enter categories from instructions)

House

Garage

7. Description

Architectural Classification

(Enter categories from instructions)

Bungalow / Craftsman

Materials

(Enter categories from instructions)

foundation Stone, rubble

walls Wood shingles

roof Asphalt

other chimneys (1) brick & concrete

(1) covered in stucco

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

This property is located on Welsh Tract Road in Pencader Hundred, New Castle County, Delaware. Welsh Tract Road is a rural road on the southwest outskirts of the City of Newark bound to the west by Otts Chapel Road and to the east by State Route 0896. Residential properties are spread out along both sides of the road. The property, 180 Welsh Tract Road, is on the northwest side of the roadway, immediately southeast of Delaware's Interstate 95 Toll plaza and northeast of Whittaker Road. Approximately one-acre in size, the property contains an early twentieth-century Craftsman Bungalow style dwelling, garage and modern work shed. Cedar-wood fencing stands along the front, southeast perimeter boundary, along Welsh Tract Road, and along the southwest boundaries. The property is nicely groomed and landscaped, with patches of mixed vegetation and tall trees planted throughout. A stone-laid fishpond is located in the rear lawn, between the house and garage. An asphalt, L-shaped driveway lies to the northeast side of the dwelling leading to the garage. A dirt and gravel path continues from the end of the driveway, leading to the work shed.

This early twentieth-century Craftsman Bungalow style wood-framed house faces southeast towards Welsh Tract Road. The two-and-one-half story rectangular-shaped core rests on a stone rubble foundation partially faced with concrete. Small basement level windows are feature along the northeast and northwest facades. The exterior clad is wood shingles. A side-gabled roof sheathed in asphalt shelters the dwelling. Shed-roof dormers extend from the south end of the front façade and center of the rear. Open eaves with exposed canoe-head rafter ends are featured along the roofline, seen on the front and rear facades. Two chimneys rise of the interior of the dwelling, a brick and concrete chimney from the southwest gable end, and a stucco-clad chimney from the center, rear of the house. An entrance porch extends from the south end of the front façade sheltering the main entrance of the house. A secondary entrance is extends from the northeast gable end of the house. Concrete steps lie along the southeast façade rising up to the entrance. Access to the dwellings basement is provided through five-cross panel, wooden double-doors located on the northwest side of the extension, beneath the elevated front entrance.

The principal façade of the house measures three bays wide (two rooms). A half-width, single-story porch extends from the south end of the house creating an L-formation to the overall shape of the dwelling. The slightly sloped shed-roofed porch is supported by square-shaped wood post on a ground level slate deck. The porch ceiling is sheathed in board-and-batten. The main entrance, sheltered by the porch, is set within a decorative surround.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

The property located at 180 Welsh Tract Road is recommended eligible for the National Register of Historic Places under Criterion C, as a locally significant property that exemplify the distinctive characteristics of a residential Craftsman Bungalow style of architecture retaining distinctive characteristics and high artistic values of this construction type. The property relates to the following historic context in the Delaware Comprehensive Historic Preservation Plan: Upper Peninsula; 1880-1940 +/- Urbanization and Early Suburbanization; settlement patterns and demographic change; architecture, engineering and decorative arts.

Overview

During the 1880s, New Castle County consisted primarily of scattered farmsteads. Farms ranging in size from 30 acres to 100 acres were mostly concentrated along the Philadelphia-Wilmington-Baltimore Turnpike (Old Baltimore Pike)(Hopkins 1881). At this time industrial activity had primarily ended, as the ore from the surrounding hills were exhausted (Conrad 1908:527). From 1880 to 1950 the cultural trend of settlement quickly became the suburbs of the major surrounding cities. This transition of urban growth was being seen both nationally and locally. As stated in the National Register Thematic nomination: Adaptations of Rural Bungalows in the Lower Peninsula Zone of Delaware, 1880-1940 +/- by Mulchahey, et al, new architectural trends were reflected in domestic living. These trends/ styles included the bungalow. Bungalows were originally published and understood as small, inexpensive, convenient housing. The designs of these houses were geared towards the average/ moderate-income family who wanted an attractive, substantial, comfortable home that did not cost a lot. These cottage size dwellings allowed for inventiveness, versatility, creativity and an eclectic nature. Although, appearing mainly in suburban neighborhoods on the outskirts of Wilmington, the house type also became popular in small towns and rural locations.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

Period of Significance

1918-1930

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

unknown

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Conrad, Henry C.

1908 *History of the State of Delaware from the Earliest Settlements to the Year 1907. Volume II.*
Henry C. Conrad, Wilmington.

Delaware State Historic Preservation Office

Historic Preservation Research Room. Dover, Delaware.

Foster, Gerald

2004 *American Houses: A Field Guide to the Architecture of the Home.* New York, New York: Houghton Mifflin Company.

Hopkins, G.M. & Company.

1881 *Map of New Castle County, Delaware.* G.M. Hopkins & Company, Philadelphia.

Lanier, Gabrielle M. and Bernard L. Herman

1997 *Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes.* Baltimore, Maryland: The John Hopkins University Press.

Liedlich, Eleanor

2004 Liedlich Family Informant. Oral interview via telephone. Newark, Delaware. Information obtained between May 24, 2004 and June 1, 2004.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Delaware Department of Transportation

10. Geographical Data

Acreage of Property 1

UTM References

(Place additional UTM references on a continuation sheet.)

1 18 434675 4388532
Zone Easting Northing

2 _____ _____ _____

3 _____ _____ _____
Zone Easting Northing

4 _____ _____ _____

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Courtney L. Clark, Project Architectural Historian

organization John Milner Associates, Inc.

date June 2004

street & number 1216 Arch Street

telephone 215-561-7637

city or town Philadelphia

state PA zip code 19107

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/ title Scott P. and Claudia Bradley

street & number 180 Welsh Tract Road

telephone (302) 366-8976

city or town Newark,

state DE

zip code 19702

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

**180 Welsh Tract Road
New Castle County, DE**

Description (continued)

The panel-and-glass door is flanked by single-pane frosted-glass sidelights and topped by a decorative wood entablature. Art-and Crafts style wall mounts, with amber-and-clear hued glass, flank the sidelights and provide light within the porch area. Above the porch, extending from the upper level is a shed-roof, triple bay dormer. Double-hung, three-over-one windows light the interior. On the entrance level of east end of this facade is a half-width inset sun porch. A narrow, concrete-slab leads to a five-cross panel, wooden door entrance located at the east corner of the "L". A triple-pane transom tops the entrance. A large single bay having four, eight-pane sash casements pierces the northeast side of the door. Two bays of triple, eight-pane sash casements partially light the second level of this corner.

The northeast elevation measures four bays deep (two rooms). At the "L", on the northeast side of the porch extension is a small, rectangular-shaped lead-glass window that assists in lighting part of the interior. The entrance level of the northeast side is fenestrated with one large bay having four, eight-pane sash casements and a small, three-over-one fixed window. A single-story, three-sided enclosed gabled entrance stands attached to the north end of the house, sheltering a north corner interior entrance. A glass-and-panel door topped by a triple-pane transom provides access to the enclosure from the southeast façade. A four-pane sidelight pierces the southwest side of the entrance. Single large bays of four, eight-pane sash casement windows pierce the northeast and northwest sides of the enclosure. Again, concrete steps lie along the southeast façade rising up to the door. Access to the dwellings basement is provided through five-cross panel, wooden double-doors located on the northwest side of the extension, beneath the elevated front entrance. The second level is fenestrated by a large bay of four, two-over-one sash casements, a double-hung, one-over-one window, and a double-hung, three-over-one window. A pair of double-hung, one-over-one windows is featured in the center of the gable peak.

The northwest elevation measures four bays wide (two rooms). Pairs of double-hung, three-over-one sash windows pierce both the north and west corners of the first level. A small, three-pane fixed sash, and a double-hung, three-over-one sash window are featured in between the two corner windows. The second level features single double-hung, three-over-one windows on both the north and west corners. Two small casement sashes are featured centered in between the corner windows. A shed-roof dormer lies along the center of the roof, directly above the second-level casements. Two double-hung, two-over-two sash windows light the interior room of this section of the dwelling.

Lastly, the southwest elevation measures three bays deep (two rooms). The entrance level of this side is fenestrated with a pair of double-hung, three-over-one windows, and two single double-hung, three-over-one windows. Two single double-hung, three-over-one windows pierce the second level. A pair of double-hung, one-over-one windows is featured in the center of the gable peak.

A garage, echoing the some of the same elements of design and material of the house, is set northwest of the rear of the house. An L-shaped asphalt drive leads directly to the outbuilding from the road. This one-and-one-half story rectangular-shaped building faces east. The exterior cladding is primarily stucco, with wood shingles covering the gable ends. A gable-front roof sheathed in composite shelters the building. Open eaves with exposed rafter ends are featured along the roofline, seen on the sidewalls. The single-room building measures one bay wide by two bays deep. The front façade features sliding glass-and-panel garage doors. A pair of casement windows is featured in the center of the gable peak. A small single-story, shed-roofed closet extends from the southeast corner of the side, south façade. This addition is accessed through a swing-hinge door made of vertical wood slats. The remaining south façade is fenestrated with an eight-pane awning-style window and glass-and-panel door, located at the southwest corner. The rear, west façade features two eight-pane, awning-style windows on the first level, and a pair of casement windows in the center of the gable peak. A small single-story, shed-roof addition extends from the northwest corner of the north wall. This one-room size extension features an eight-pane awning-style window on its north side. The core of the building also features a single eight-pane awning-style window on its north façade. This building is considered a contributing resource to the property.

Further north from the garage stands a modern work shed. The design and materials closely mimic that of the house and garage. A gravel path leads to the building from the end of the paved driveway. This one-story rectangular-shaped building faces east. The exterior is clad in board-and-batten. The side-gabled roof is sheathed in composite. Open eaves with exposed canoe-head rafter ends are featured along the roofline, seen on the front and rear facades. The single-room building measures two bays wide by one bay deep. The front façade features wood-and-glass swing-hinge double-doors and a single casement vinyl window with sixteen-faux (vinyl-applied) panes. The south façade features a single casement vinyl window with eight-faux (vinyl-applied) panes. The remaining sides are solid with no open bays.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2

180 Welsh Tract Road
New Castle County, DE

Statement of Significance (continued)

The numerous bungalow advertisements, floor plans, and decorating ideas that appeared in local newspapers such as the *Wilmington's Sunday Morning Star*, and popular magazines like *House Beautiful*, *Good Housekeeping*, and *Ladies Home Journal*, and their thrifty constructions and inexpensive building cost created an explosion of the house type throughout the county, and state. Overall, regardless of their location, these new house types expressed the values, desires, and economic situation of the American population (Mulchahey, et al 1990).

Craftsman Bungalow style architecture

The Craftsman Bungalow Style of architecture may well be thought of, or viewed as an informal, or rather vernacular version of the academic definition of the Prairie style of architecture. As explained by McAlester and McAlester in their *Field Guide to American Houses*, the Prairie style originated during the early twentieth century by a creative group of Chicago architects. Of this group, the best known were Frank Lloyd Wright and his former student, Louis Sullivan. Prairie style architecture was a result of "...a reaction to the excesses of Victorian clutter..." a style that shared "a disdain for senseless ornament, a preference for comfortable informality, and a respect for the people who lived there." Identifying features of this new style included low-pitched roofs with widely overhanging eaves; two stories, with wings and/ or porches; eaves, cornices, and façade detailing emphasizing horizontal lines; often with massive, square porch supports. Inspired in part by the Arts and Crafts Movement of the nineteenth century, additional elements of design included the "...use of natural building materials – stone, and rough wood shingles, free of Classical orders and ornaments. large porches, bands of windows grouped for viewing the landscape (or seascape)the nature of shingling which produced horizontal character despite turrets, towers, and steep roofs". Immediately, this high style creation became fashionable in domestic living amongst America's wealthy. After World War I the style quickly faded (Foster 2004:339-340; McAlester & McAlester 1997:439-451).

Not long after the Prairie style was introduced, vernacular versions of the style began appearing in pattern books and popular magazines, quickly spreading elsewhere. Though typically smaller in size and scale to the formerly high style design, the bungalow (as it became known) began booming in suburban developments throughout southern California. Local architects continued to incorporate scaled down elements from the Craftsman movement, Prairie Style, Stick Style and too Japanese characteristics. Building materials remained in their natural state, with the more earthly materials highlighting the prominent areas of the exterior (Poppeliers et al, 1983:76-79). Foster explains further, more specifically the "Craftsman Bungalow":

"Typically a rectangular-plan house of moderate size, 1-or 1½- story, occasionally 2. Front-gabled, side-gables or with hipped roof, all gently sloped with wide overhangs with dormers across the front or both front and rear upper level facades. Wide, deep front porches are typical. The stylistic details and construction are generally wood, with natural rustic materials used for foundations and porches. Exposed rafter end with open eaves and exposed beam-ends located at the gables. Windows are grouped in rows. Ideally, there is a strong relationship to gardens and the outdoors is made from the porches and pergolas."

"The Craftsman Style is not synonymous with the Bungalow, although the two are terms are closely allied in history, and "Craftsman Bungalow" or "California Bungalow" describes a lot of houses, especially in California. However, regardless of the house form, it is the rustic detailing, even the barest vestigial remnant, that determine a Craftsman home (Foster 2004:346-350).

As time passed and the style continued spreading across the United States, adapting itself to the various classes of citizens. At this time the Craftsman Bungalow began losing many of its original characteristics. Additionally, the cost of labor and materials had risen since the last decade of the nineteenth-century so, the construction of the higher style Victorians and excessive details on homes diminished.

Sears, Roebuck also contributed in the popularity and spread of the style across the United States. The company offered various styles and models through mail-order catalogs at affordable prices. The company arranged for the building materials to these homes to be shipped in by train and had local workers construct the houses (Poppeliers et al 1983:76-77).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

180 Welsh Tract Road
New Castle County, DE

Statement of Significance (continued)

Bungalows appeared as a house form throughout the Mid-Atlantic during the late nineteenth-century (1890). The exterior elements and details mimicked that of the initial beginnings of the style, described above. Lanier and Herman's described the style in following way:

Harmonizing with the surrounding landscape, exterior cladding and any exterior detail was typically naturally colored, or the material was left in its natural state, unpainted. Bungalows were built of various combinations of materials, having various wall claddings however, frame bungalows were most often sheathed in shingles. One of the most common exterior characteristics of the bungalow was a broad porch. From house to house, the porch across the front façade ranges in width. The type of porch varied: shed, wrap-around, cross-gable, and pyramidal, but in all cases the porch was an integral key feature to the form of the building. Fenestration and door placement also varied however, central placement of a door on the front façade, leading directly into a living area or a small vestibule on the interior was the most common plan. The height of bungalows ranged from one to two-and-a-half stories in height. Additional characteristics included low silhouettes with low-pitched overhanging eaves supported by brackets or featuring exposed rafter ends, side and rear porches (Lanier & Herman 1997: 46-48, 165).

Interior arrangements of the bungalow were characterized by compact, informal rooms, often interconnected to adjacent rooms creating a sense of flow, as opposed to narrow, closed off hallways. The bungalow rediscovered the notion of the open plan seen in the earlier traditional house types. However, the spatial arrangement of the bungalow advanced the design solution taking the open plan family room and laying it out to measure three, or four rooms in depth. The larger of the interior rooms typically included fireplaces with rustic hearths of natural material like cobblestone, or brick. Built-in furniture was also common, especially built-in cupboards, bookcases, and window seats. The most common room types included a living room, dining room, kitchen, two or more bedrooms, and a bath (Lanier & Herman 1997: 46-48, 167).

This was a new style of architecture that initially began developing in the suburban neighborhoods on the outskirts of Wilmington. As its popularity grew, the style also began appearing in larger public buildings and in rural locations.

Craftsman Bungalow elements used in the dwelling located at 180 Welsh Tract Road include the rectangular house plan, the side-gable roof that gentle slopes over the porch, and the wide, deep front porch. Additional details are the natural wood shingles used as the exterior cladding, the exposed rafter ends seen across the front and rear facades, and the various groups of windows.

Overall, throughout the state of Delaware, outstanding examples of the Bungalow Craftsman style seem rare in comparison to other architectural styles. The style appears mostly in suburban neighborhoods. The following are a few of the listed historic districts in the National Register of Historic Places that include representative examples of the style: Townsend Historic District (Townsend), Saint Georges Historic District, and the Arden Historic District (Wilmington). Independent buildings of the style listed in the National Register of Historic Places include: the McCoy House (Kirkwood), Newport Railroad Station (Newport), the Ross, Edgar and Rachel House (Seaford), and the Saint Luke's Protestant Episcopal Church (Seaford) (Delaware State Historic Preservation Office). All of these resources in some fashion appear to highlight extraordinary features of the Bungalow Craftsman style.

The house located at 180 Welsh Tract Road clearly illustrates itself as an impeccable example of the Craftsman Bungalow style. Located in a rural section of New Castle County the house possesses many of its original exterior features. The two-and-one-half-story, three-bay dwelling retains its wood shingle exterior cladding, overhanging roof with exposed rafter ends, and multi-pane windows. The sweeping shed roof porch topped by a sweeping shed-roof dormer, continues to be supported by large wood columns. The interior was inaccessible. The setting and feeling of the property continues to be complimented by its rural location. The Delaware Turnpike, Interstate-95 has slightly compromised the property's location with its construction immediately to the rear of the property however, a wooded area covered by tall trees and brush obscure the visualization of the site.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

180 Welsh Tract Road
New Castle County, DE

Statement of Significance (continued)

History of the property

Documentary and architectural evidence suggest that the dwelling was constructed between circa 1919. In 1918 Sadie and Elwood Wilkins sold the parcel of land (16-acres, 2-roots, and 6-perches) to Charles and Edith Liedlich for the sum of \$2000.00 (New Castle County Deed Book F28:116, December 21, 1918). Shortly after taking possession of the property, the 1920 US Census indicates that Charles and Edith Liedlich and their two sons, Merrill and Raymond, occupied the property. Additionally, Charles Liedlich is listed as being a residential carpenter (US Census 1920 ED163:8B). Ten years later, the 1930 US Census list occupants of the property to be Charles and Edith Liedlich and their son, Merrill. Mr. Liedlich's listed occupation is a Superintendent, and Merrill's as a carpenter both in building construction (US Census 1930 ED2-110:6A).

After Edith Liedlich's death in January 1958, title passed to Charles H. Liedlich. Upon his death in 1974, title to the "16+ acre parcel with buildings" passed to Merrill W. Liedlich. In 1975, Merrill conveyed partial ownership in the piece of land to his wife Eleanor D. Liedlich (New Castle County Deed Book F90:68, June 16, 1975).

Two years later, the Liedlich's then conveyed portions of the tract, a one-acre parcel, to the William and Ethel Meredith for \$37,000 (New Castle County Deed Book I99:93, November 18, 1977). In 1985, the Liedlich's conveyed a 4.071-acre parcel to the Meredith's (New Castle County Deed Book 245:273, June 12, 1985). Five years after the last of two parcels was sold to the Meredith's, they conveyed "...both parcels of land with improvements thereon erected..." to Donald A. and Lillian Deal for \$235,000 (New Castle County Deed Book 997:158, February 23, 1990). In 1995, the Deals conveyed ownership of a parcel of land with buildings to its present owners, Scott P. and Claudia Bradley, for \$158,900 (New Castle County Deed Book 1945:210, June 29, 1995).

Based on the fact the property was sold to the Liedlich's with no known listed buildings described in the deed, and that the family was occupying the property by the time the 1920 US Census was taken, and knowing that the head of the household, Mr. Charles Liedlich, was a residential contractor it is safe to presume that the house was built by Mr. Liedlich himself between 1918 and 1920.

Through an oral interview with Mrs. Eleanor Liedlich, the wife of the late Merrill Liedlich, it was learned that after Eleanor and Merrill married that he never return as an occupant to the house, he rented it out to a tenant upon his acquisition of the property. Mrs. Liedlich remembers Charles and Edith living in the house when they were alive, but does not know whether or not Charles built the house. Mrs. Liedlich confirmed that both Charles and Merrill were local contractors and builders. She was unaware of what construction projects that Charles was involved with. As for Merrill, after working at Rubert Construction for a number of years, Merrill and she acquired the company. Their company was involved in a number of local projects (pers.com. 05/24/04).

Significance

The property at 180 Welsh Tract Road possesses significance under National Register Criteria C. Under Criterion C, the dwelling is significant as an example of a rare building type in New Castle County, and furthermore one of the few of its type throughout the state. The house is an outstanding representation of the Craftsman Bungalow style with evident influences of the Art-and-Crafts movement. Overall, the property retains integrity of location, design, setting, materials, workmanship, and feeling. The property remains in a rural location with pockets of woods and sections of former farmland between neighboring properties. The earthen colored wooden fence and plantings that surrounds the property enhance the character of the setting. A sense of seclusion is definitely felt and helps to recapture a time and place of the property. Original elements evocative of the Craftsman period continue to remain intact. These components include the exposed rafter ends, various fenestration patterns, leaded-glass windows, high-style entry and porch details. The design and form characteristics are all-intact and remain well preserved. These elements are evident in the dwellings height, shape and form, exterior building materials, numerous fenestration patterns and openings, and simplistic ornamentations. The designed landscape surrounding the house, the low-lying manicured beds and lawn of mixed, indigenous vegetation, further highlight the key features of the overall design of the property. The dwelling's materials and marks of workmanship accent the property's aesthetics qualities. The natural colored, cedar shingles cover the entire exterior of the house, complimenting the indigenous colors and materials in the surrounding.

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National Register of Historic Places Continuation Sheet

Section number 8,9,10,11 Page 5

**180 Welsh Tract Road
New Castle County, DE**

Statement of Significance (continued)

The rounded canoe-shaped rafter ends, the multi-paned bays and sloping roofs are highlights of workmanship common in this style of architecture, and have been nicely preserved. All these aspects together have assisted in the preservation of the property's feeling, as an early twentieth-century rural property.

Bibliography (continued)

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1997 *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc.

Mulchahey, Susan A., Rebecca J. Siders, Gabrielle M. Lanier, Nancy K. Zeigler, Bernard L. Herman

1990 *National Register of Historic Places: Adaptations of Bungalows in the lower Peninsula/ Cypress Swamp Zone of Delaware, 1880-1940+/-*. Center for Historic Architecture and Engineering. College of Urban Affairs and Public Policy. University of Delaware. Newark, Delaware.

New Castle County Deeds

Office of the Recorder of Deeds. Wilmington, Delaware.

Poppeliers, John C., Allen Chambers, Jr., Nancy B. Schwartz

1983 *What Style is it?: A Guide to American Architecture*. National Trust for Historic Preservation. New York, New York: John Wiley & Sons, Inc.

United States Bureau of Census

1920 U.S. Census for Delaware. Microfilmed copies in collection of the National Archives and Records Administration Mid-Atlantic Region, Philadelphia, Pennsylvania.

1930 U.S. Census for Delaware. Microfilmed copies in collection of the National Archives and Records Administration Mid-Atlantic Region, Philadelphia, Pennsylvania.

United States Geological Survey (USGS)

1992 *Newark West, Md.-Del.-Pa. 7.5-minute quadrangle*. U.S. Geological Survey, Reston, Virginia.

Verbal Boundary Description

The boundary for the property located at 180 Welsh Tract Road is shown in bold on the accompanying map. The boundary follows the legal tax parcel of the property and is triangular in shape. Beginning at the north point, immediately south of Interstate-95, the boundary moves slightly southeast, measuring a distance of approximately 127 meters. From the southeast point the boundary moves northeast along Welsh Tract Road approximately 82 meters. Lastly, the boundary moves northwest back to the north point, the original point of origin, a distance measuring approximately 97 meters.

Verbal Boundary Justification

The boundary contains the dwelling, two outbuildings, and surrounding landscape, all of which contribute to the integrity of the property. The boundary encompasses approximately one acre, legal tax boundaries that have been in-place since 1975. Historically, the property included approximately 16-acres of land however, with the constructed and implementation of Interstate-95 the property was bisected and sold off. None of the former property contains or encompasses areas that would contribute to the property.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8,9,10,11 Page 6

**180 Welsh Tract Road
New Castle County, DE**

Photographs

- Photograph 1. View of SE and NE facades of dwelling.
- Photograph 2. View of NW and NE facades of dwelling.
- Photograph 3. View of the E and S facades of garage.
- Photograph 4. Front entrance.
- Photograph 5. Detail of exposed rafter ends along porch roofline.



180 Welsh Tract Rd.

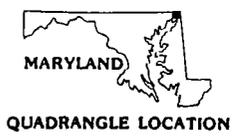
NEWARK,
NEW CASTLE COUNTY,
DELAWARE

UTM REF.:
18/434675/4388532

SCALE:
1:24,000
approx. 1-acre

ROAD CLASSIFICATION

- Primary highway, hard surface ————— Light-duty road, hard or improved surface ... —————
- Secondary highway, hard surface ————— Unimproved road ... —————
- Interstate Route ○ U. S. Route ○ State Route



1	2	3
4	5	
6	7	8

- 1 Oxford
- 2 West Grove
- 3 Kennett Square
- 4 Bay View
- 5 Newark East
- 6 North East
- 7 Elkton
- 8 St. Georges

NEWARK WEST, MD.-DEL.-PA.
39075-F7-TF-024

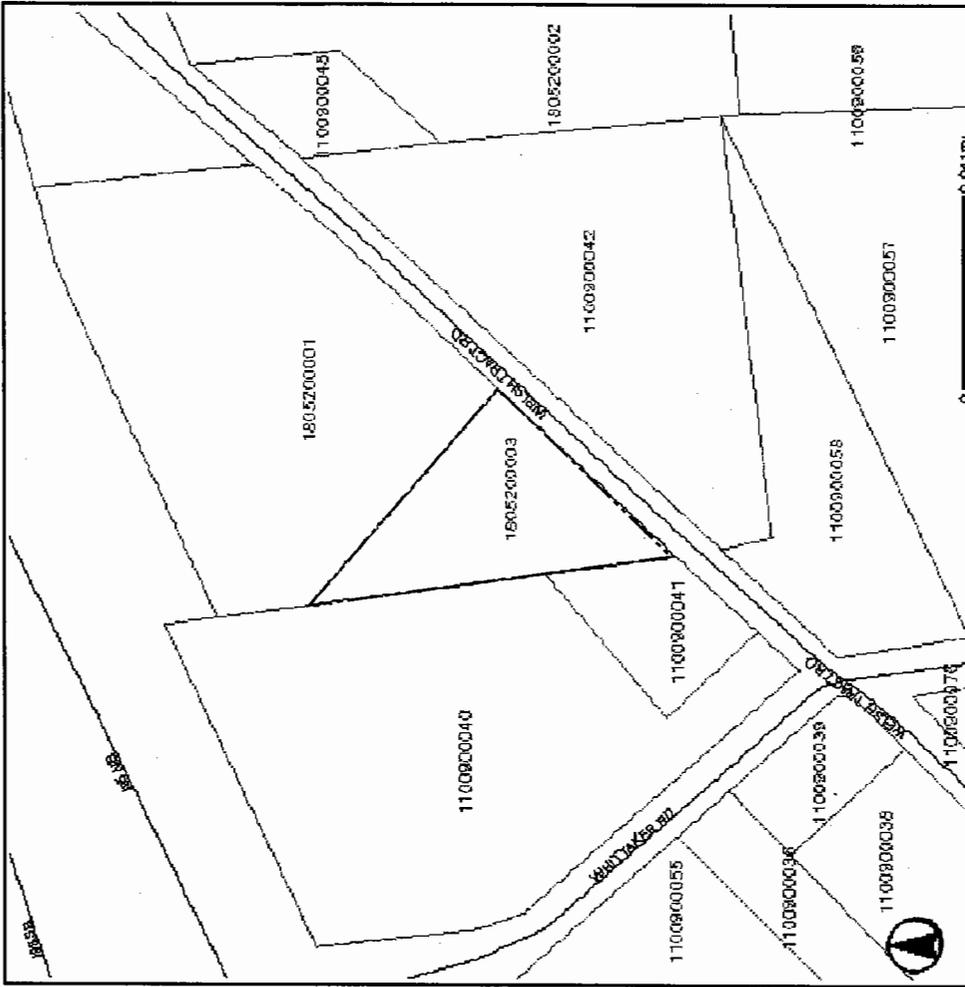
1992

FRANKLIN MAPS
233 S. Henderson Road
Knox, TN 37603

22092

ADJOINING 7 1/2' QUADRANGLE NAMES

DATA 1943 II NE-SERIES V832



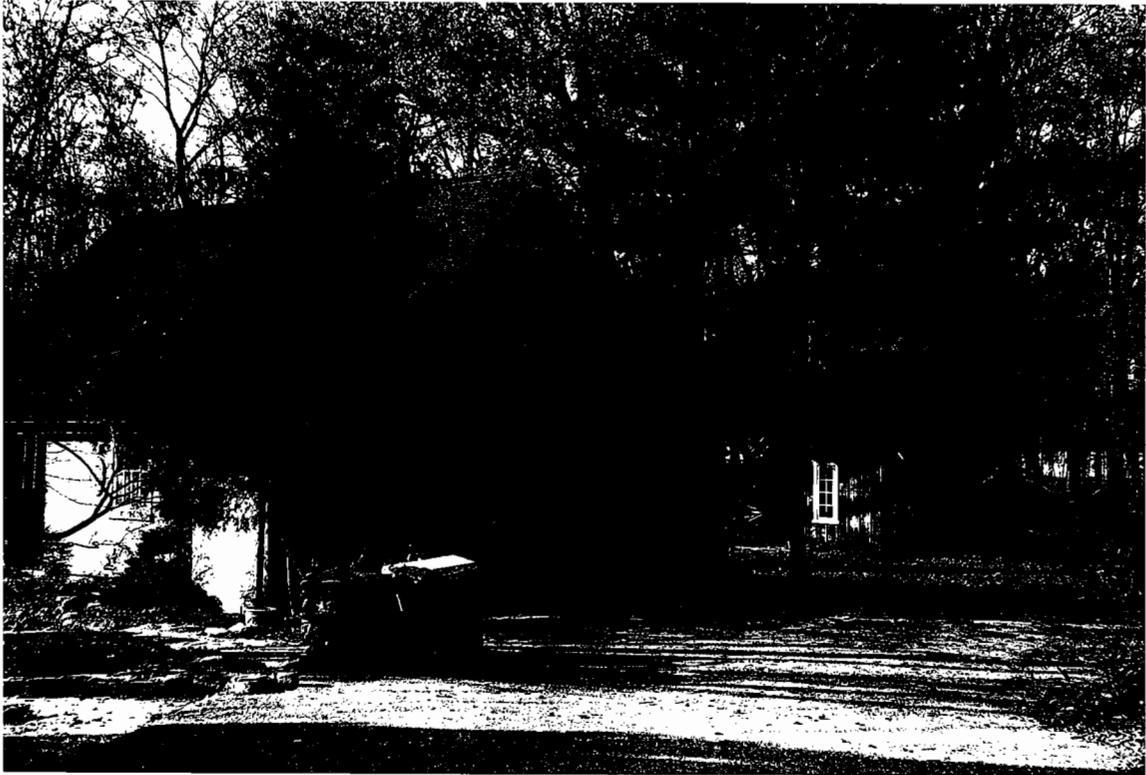
New Castle County eParcelview Map
180 Welsh Tract Road, New Castle County, Delaware
UTM reference: 18/434675/4388532
Scale: 1 inch = .041 mile



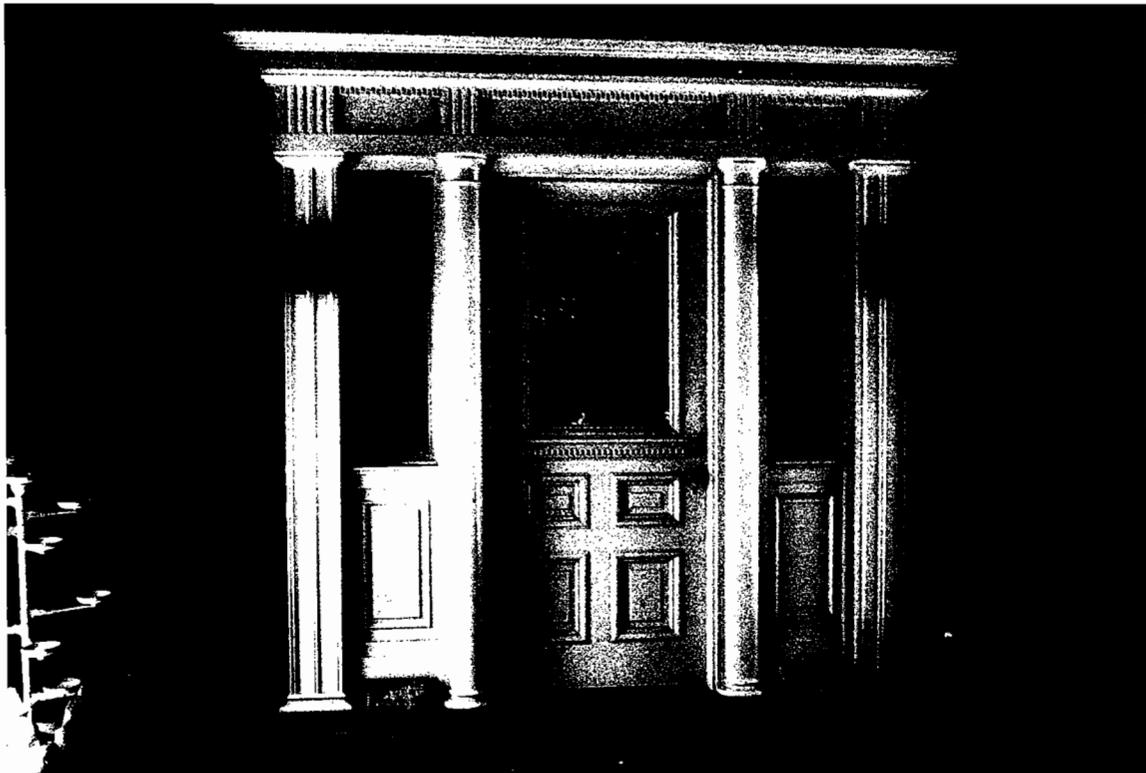
175



275



3 of 5



4 of 5



535

APPENDIX IV:

**DELAWARE STATE HISTORIC
PRESERVATION OFFICE
CULTURAL RESOURCE SURVEY FORMS:
ARCHITECTURE**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-13328

1. HISTORIC NAME/FUNCTION: S. Otts House (Beer Atlas)
2. ADDRESS/LOCATION: 922 Otts Chapel Road (0 Otts Chapel Road - Assessment Office)
3. CURRENT CONDITION: excellent good fair poor demolished
4. INTEGRITY: vinyl siding; modern doors; addition to the W side with attached garage
-
5. SETTING INTEGRITY: Large modern dwelling with outbuildings have been built to the south of the property, along Otts Chapel Road; A modern development has been built along the east side of Otts Chapel Road (the rear facades of these houses face Otts Chapel Road).

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
0	CRS 2 Main Building Form	
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
0	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

8. OTHER NOTES OR OBSERVATIONS:

CRS# N-13328

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II

 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |

DELAWARE STATE HISTORIC PRESERVATION OFFICE

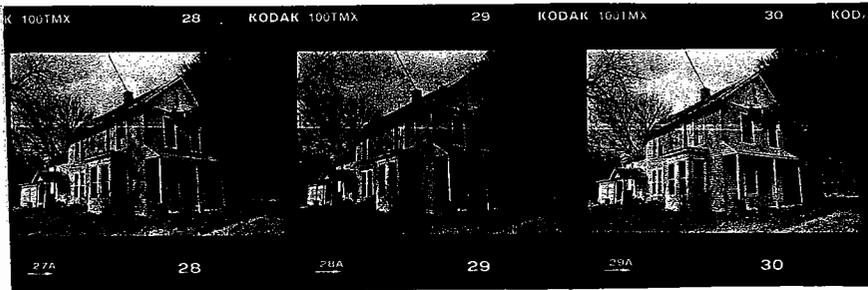
PHOTOGRAPHIC INVENTORY

CRS # N-13328 Date 11/17/03 Photo Roll # C-4563 Surveyor Courtney Clark

Description View of front, E side and S side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14160
SPO Map 04-05-33
Hundred Pencader
Quad Newark West
Other 1101200004

1. HISTORIC NAME/FUNCTION: Orzada Farms Wholesale Nursery
2. ADDRESS/LOCATION: 1463 Otts Chapel Road
3. TOWN/NEAREST TOWN: Newark vicinity?
4. MAIN TYPE OF RESOURCE: building structure
landscape district site object
5. MAIN FUNCTION OF PROPERTY: dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
2	CRS 3 Secondary Building Form	garages
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. McVarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

9. OTHER NOTES OR OBSERVATIONS:

CRS# N-14160

The current owner purchased the property from two brothers who apparently grew up on the property. At the time of the current owners acquisition of the property both brothers were still alive and were estimated to be in their 70s. The property has always been used for some form of farming.

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14160

1. ADDRESS/LOCATION: 1463 Otts Chapel Road

2. FUNCTION(S): historic single family dwelling current single family dwelling

3. YEAR BUILT: 1920 CIRCA?: ARCHITECT/BUILDER: not known

4. STYLE OR FLOOR PLAN: three bay; center passage; vernacular cottage

5. INTEGRITY: original site moved
if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known) year _____

a. Full-width addition across the front, E side

b. Full-width addition across the rear, W side

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1 1/2
Additions: 1-story, shed-roof addition across the E side; aluminum siding; modern brick chimney on the exterior of the N end; 1-story shed-roof addition on the W side; aluminum siding

b. Structural system (if known): frame, light-timber

c. Foundation: materials: concrete block
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): asbestos on main block; aluminum siding on the additions

e. Roof: shape: side gabled
materials: rolled asphalt on main block and E addition; standing-seam metal roofing on W addition
cornice: open
dormers: n/a
chimney: location(s): centered concrete-block chimney on the exterior of the S side

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: E

1) Bays three

2) Windows

fenestration regular w/ 2 windows flanking the centered entrance
type double-hung 2-over-2 horizontal, pane sashes
trim aluminum storm windows
shutters none

Facade (cont'd)

- 3) **Door(s)** one
 location centered
 type wood, pane-and-panel
 trim none
- 4) **Porch(es)** gable-front hood over entrance; aluminum siding; partial concrete deck

b. Side: Direction: N

- 1) **Bays** three
- 2) **Windows**
 fenestration regular w/ 2 windows in main block; 1 window in rear addition; 1 small window centered in the upper level of the main block
 type double-hung 1/1 sash; six-pane casement sash
 trim aluminum storm windows
 shutters none
- 3) **Door(s)** one
 location NW corner of main block
 type bulkhead; wood; double-doors
 trim none
- 4) **Porch(es)** n/a

c. Side: Direction: S

- 1) **Bays** three
- 2) **Windows**
 fenestration 1 window in rear addition; 1 window in main block; 1 pair of side-by-side windows in front addition; 2 small windows in the upper level of the main block flanking the chimney
 type double-hung 1/1 sash; four-pane casement sash
 trim aluminum storm windows
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: W

- 1) **Bays** three
- 2) **Windows**
 fenestration 1 window at N end; 1 small window adjacent to entrance
 type double-hung 1/1 sash; four-pane casement sash
 trim aluminum storm windows
 shutters none
- 3) **Door(s)** one
 location S end
 type wood; pane-and-panel
 trim none
- 4) **Porch(es)** modern shed-roof porch sheltering door and casement window, supported by metal piping on concrete decking; plastic corrugated roofing

9. **INTERIOR:** no access

10. **LANDSCAPING:** large parcel of land; split-rail fencing across the front, E property boundary and flanking the dirt driveway; driveway lies to N side of dwelling (between dwelling and garages); shrubs are planted along each; Nursery (with potted plants and trees) to rear, W side of the dwelling; large open land to S side of dwelling.

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14160

1. ADDRESS/LOCATION: 1463 Otts Chapel Road

2. FUNCTION(S): historic garage current garage

3. YEAR BUILT: 1940 CIRCA?: ARCHITECT/BUILDER: not known

4. STYLE/FLOOR PLAN: rectangular shaped building

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a.

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system frame- light timber

b. Number of stories 1 1/2

c. Wall coverings aluminum siding on both sides; asphalt shingles w/ brick pattern on front, S side

d. Foundation obscured

e. Roof

structural system gabled-front; exposed wood rafter-ends along both sides

coverings standing-seam metal

openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: S

1) bays: one

2) windows: none

3) door(s): single door centered; plywood with swing-hinge opening

4) other: none

b. Side: direction: E

- 1) **bays:** two
- 2) **windows:** double-light, wood frame, fixed windows; one on S-end and one on N-end
- 3) **door(s):** none
- 4) **other:** none

c. Side: direction: W

- 1) **bays:** two
- 2) **windows:** double-light, wood frame, fixed windows; one on S-end and one on N-end
- 3) **door(s):** none
- 4) **other:** none

d. Rear: direction: N

- 1) **bays:** one
- 2) **windows:** double-light, wood frame, fixed window; centered
- 3) **door(s):** none
- 4) **other:** none

9. INTERIOR (if accessible):

a) **Floor plan** **single room; open**

b) **Partition/walls** **none**

c) **Finishes** **no access**

d) **Furnishings/machinery** **no access**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14160

1. ADDRESS/LOCATION: 1463 Otts Chapel Road

2. FUNCTION(S): historic garage current garage

3. YEAR BUILT: 1940 CIRCA?: ARCHITECT/BUILDER: not known

4. STYLE/FLOOR PLAN: rectangular shaped building

5. INTEGRITY: original site moved

if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a. 1-story gabled addition to N side; multiple open-bays; tree trunk supports; corrugated metal roofing 1940

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system frame- light timber

b. Number of stories 1 1/2

c. Wall coverings asphalt siding in brick pattern on both sides; vertical wood paneling on front, S side

d. Foundation obscured

e. Roof

structural system gabled-front; exposed wood rafter-ends along both sides

coverings standing-seam metal

openings none

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: S

1) bays: one

2) windows: Fixed, single-light window in the upper level

3) door(s): plywood, sliding double-doors

4) other: Modern 1-story full-width porch across the S side; supported by wood posts

- b. **Side: direction: E**
 - 1) **bays:** one
 - 2) **windows:** double-light, wood frame, fixed window
 - 3) **door(s):** none
 - 4) **other:** none

- c. **Side: direction: W**
 - 1) **bays:** no access
 - 2) **windows:** no access
 - 3) **door(s):** no access
 - 4) **other:** no access

- d. **Rear: direction: N**
 - 1) **bays:** no access
 - 2) **windows:** no access
 - 3) **door(s):** no access
 - 4) **other:** no access

9. **INTERIOR (if accessible):**

a) **Floor plan** **no access**

b) **Partition/walls** **no access**

c) **Finishes** **no access**

d) **Furnishings/machinery** **no access**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14160

1. ADDRESS/LOCATION: 1463 Otts Chapel Road

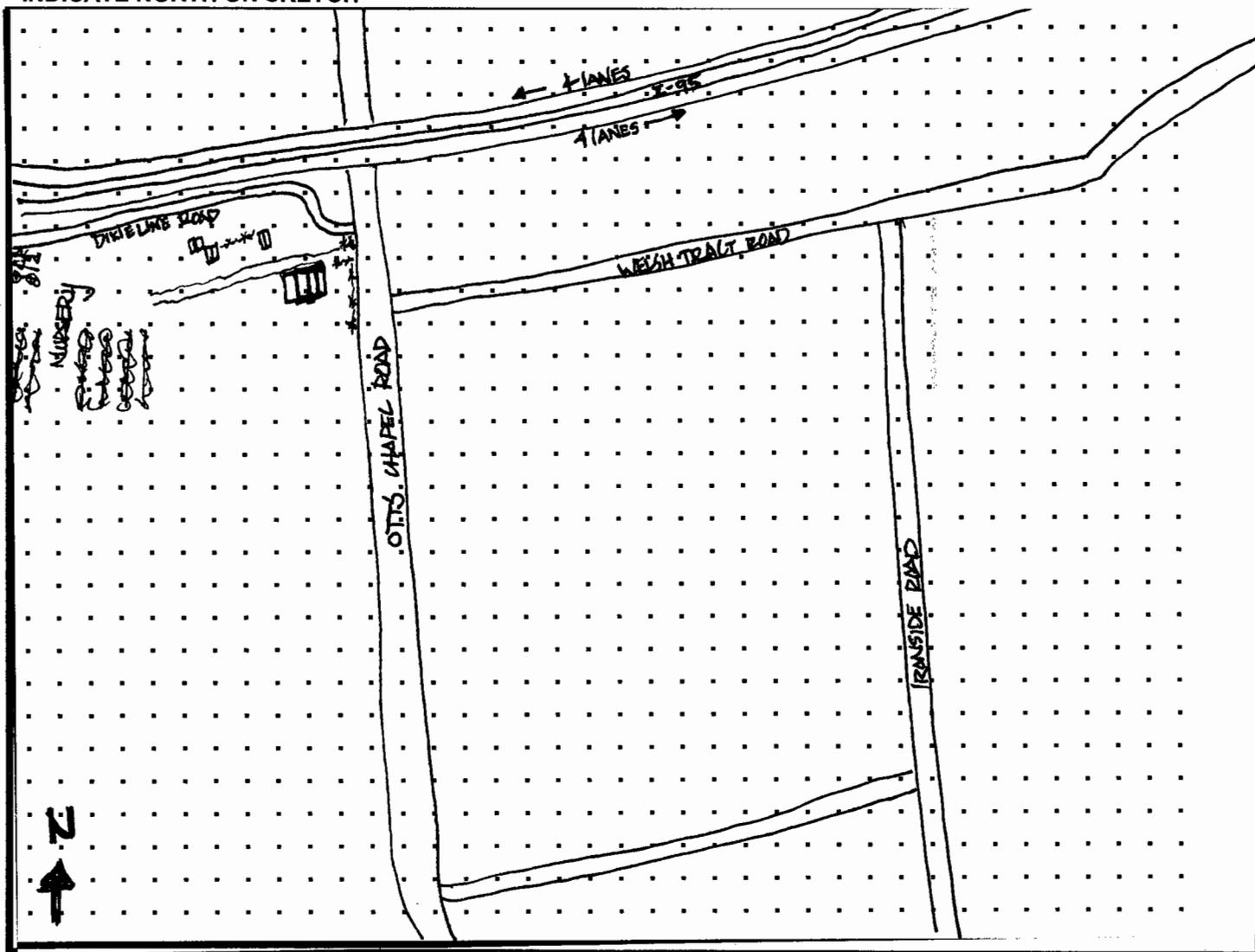
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

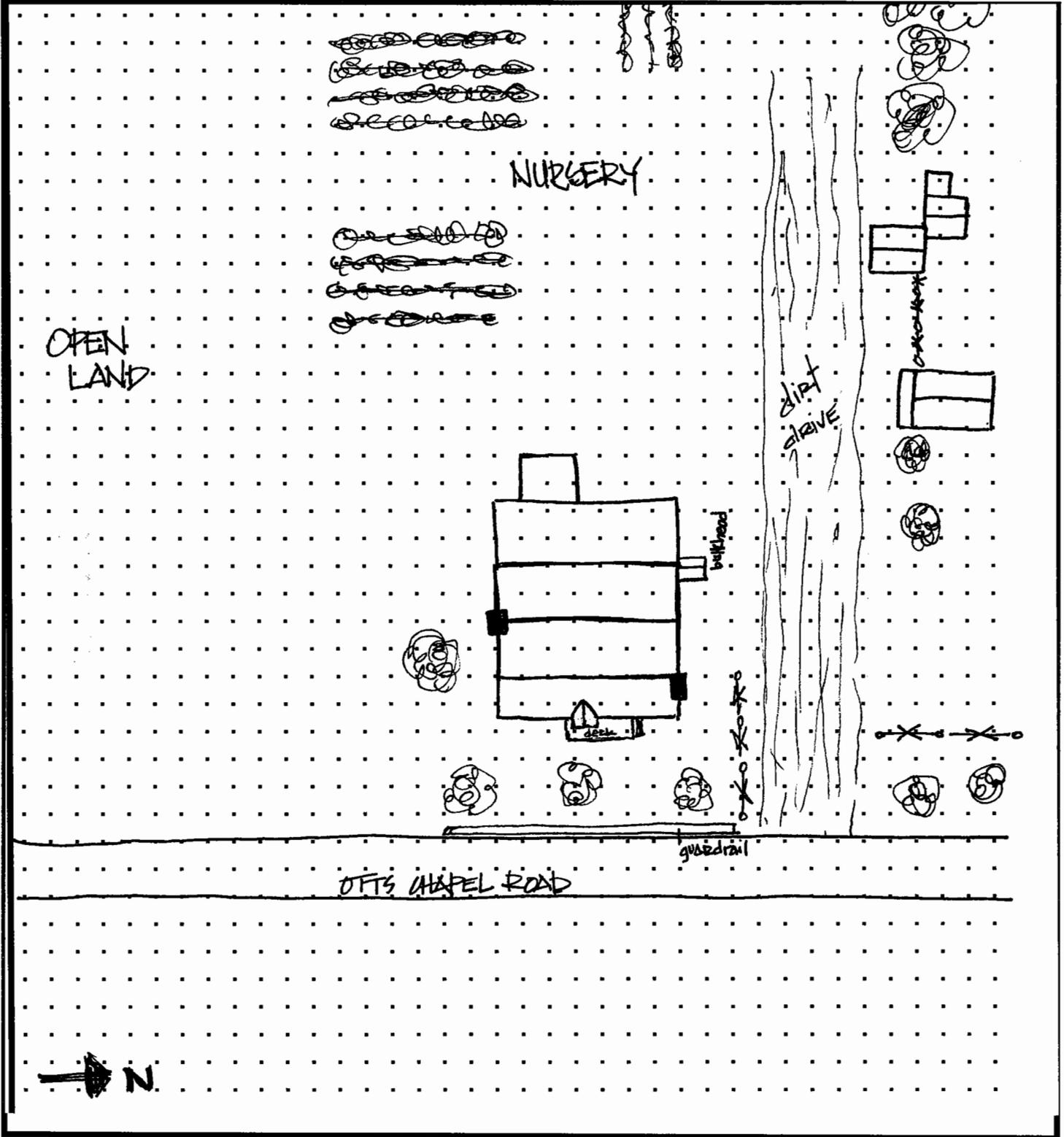
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

Card 1 of 2

CRS # N-14160 Date 11/17/03 Photo Roll # C-4563 Surveyor Courtney Clark

Description View of front, E side and N side of dwelling; View of NE sides of both garages; View of rear, W side and S side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):

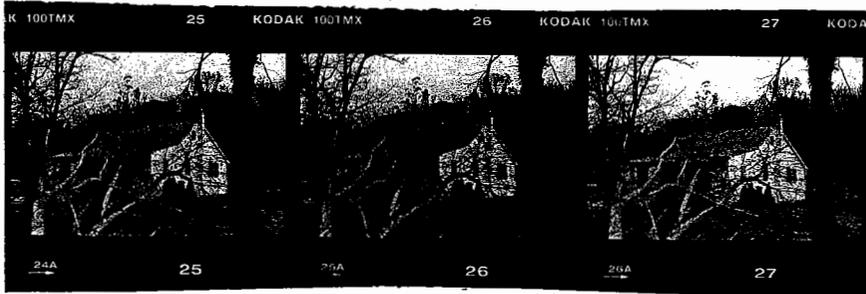


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CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-14160
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-13343

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 1636 Otts Chapel Road
3. CURRENT CONDITION: excellent good fair poor demolished
4. INTEGRITY: vinyl siding; modern doors and windows; enclosure to rear, E side of the dwelling
5. SETTING INTEGRITY: Modern dwellings have been constructed to the north side of the property.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
1	CRS 3 Secondary Building Form	shed
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-13343

1. ADDRESS/LOCATION: 1636 Otts Chapel Road

2. FUNCTION(S): historic single-family dwelling current vacant

3. YEAR BUILT: 1930 CIRCA?: ARCHITECT/BUILDER: Not Known

4. STYLE OR FLOOR PLAN: three bay; center-passage

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year
a. none
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

- a. Overall shape: rectangular Stories: 1 1/2
Additions: none
- b. Structural system (if known): wood-frame
- c. Foundation: materials: obscured by poured concrete
basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): vinyl siding
- e. Roof: shape: gable-front
materials: rolled asphalt
cornice: enclosed, boxed vinyl
dormers: wall dormers across the middle of dwelling
chimney: location(s): covered in concrete; center interior of dwelling

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: W
 - 1) Bays three
 - 2) Windows
 - fenestration regular w/ 2 windows flanking centered entrance
 - type modern double-hung 1/1 sash
 - trim vinyl surround
 - shutters none

Facade (cont'd)

- 3) **Door(s)** one
 location center of main block
 type wood-and-glass
 trim none
- 4) **Porch(es)** Full-width, 1-story hipped-roof porch; exposed rafter ends; wood post supports on wood deck w/ concrete-block piers as under-support; brick steps

b. Side: Direction: N

- 1) **Bays** two
- 2) **Windows**
 fenestration irregular
 type modern double-hung 1/1 sash
 trim none
 shutters none
- 3) **Door(s)** one (basement entrance)
 location center
 type unknown; covered by plywood
 trim none
- 4) **Porch(es)** n/a

c. Side: Direction: S

- 1) **Bays** three
- 2) **Windows**
 fenestration regular
 type modern double-hung 1/1 sash
 trim none
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: E

- 1) **Bays** three
- 2) **Windows**
 fenestration regular
 type modern double-hung 1/1 sash
 trim none
 shutters none
- 3) **Door(s)** one
 location near NE end
 type vinyl-and-glass
 trim
- 4) **Porch(es)** inset on NE corner; single wood post support; wood deck w/ concrete pier under-supports

9. **INTERIOR:** no access

10. **LANDSCAPING:** deep, rectangular lot; woods to the rear, E end of the boundary; tall trees planted across the front of property boundary, obscuring immediate sight of house.

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-13343

1. ADDRESS/LOCATION: 1636 Otts Chapel Road

2. FUNCTION(S): historic storage shed current unused

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved

if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a. 1-story gable-front addition across front, W side

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system wood-frame

b. Number of stories one-story

c. Wall coverings plywood

d. Foundation concrete

e. Roof
structural system gable-front
coverings rolled asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: W
 - 1) bays: unknown; obscured by front addition
 - 2) windows: unknown
 - 3) door(s): unknown
 - 4) other: ADDITION has (1) pair of wood, swinge-hinge doors

b. Side: direction: N

- 1) **bays:** n/a
- 2) **windows:** n/a
- 3) **door(s):** n/a
- 4) **other:** n/a

c. Side: direction: S

- 1) **bays:** n/a
- 2) **windows:** n/a
- 3) **door(s):** n/a
- 4) **other:** n/a

d. Rear: direction: E

- 1) **bays:** inaccessible
- 2) **windows:** inaccessible
- 3) **door(s):** inaccessible
- 4) **other:** n/a

9. INTERIOR (if accessible):

a) Floor plan inaccessible

b) Partition/walls inaccessible

c) Finishes inaccessible

d) Furnishings/machinery inaccessible



CULTURAL RESOURCE SURVEY
MAP FORM

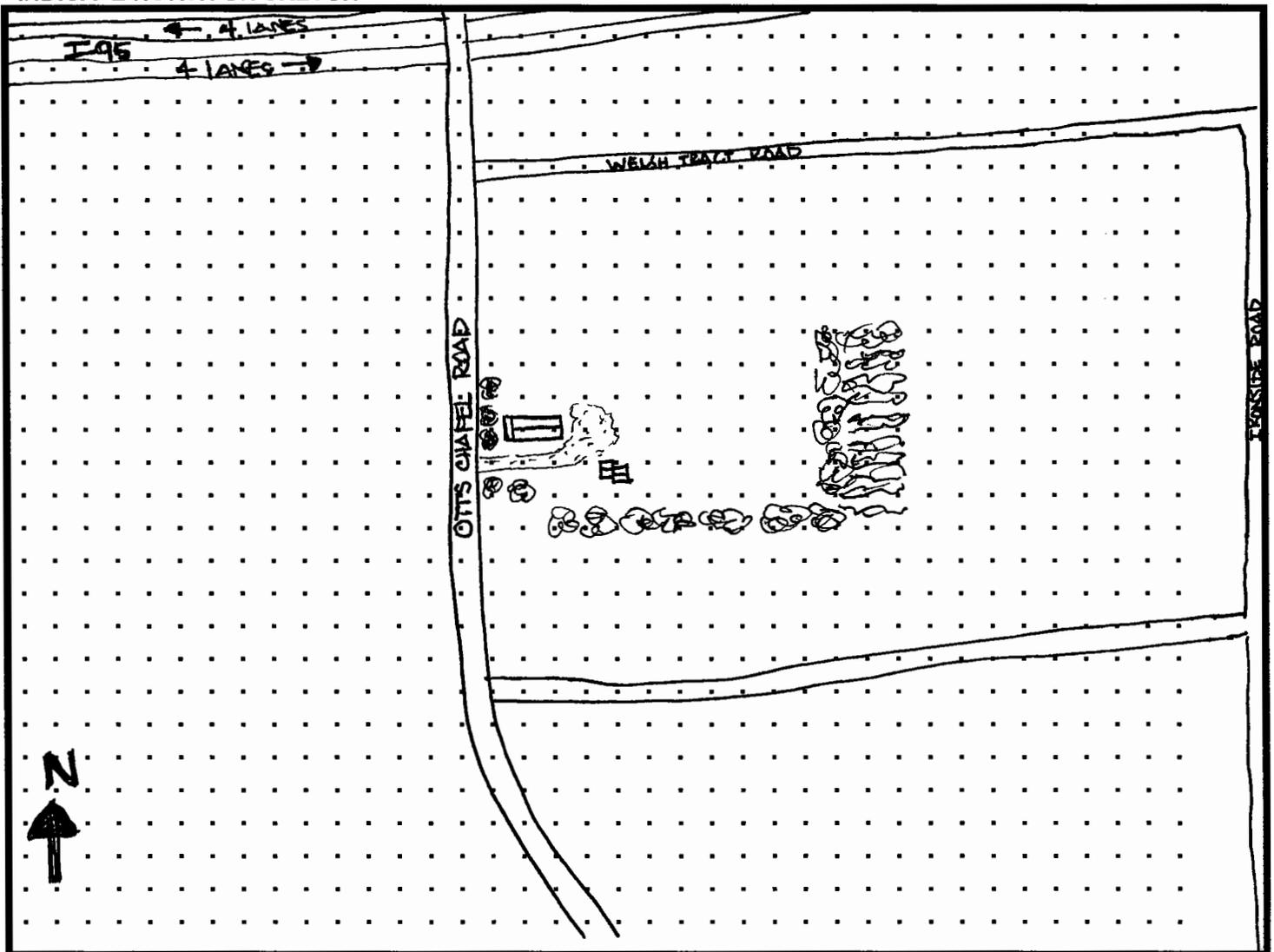
CRS # N-13343

1. ADDRESS/LOCATION: 1636 Otts Chapel Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

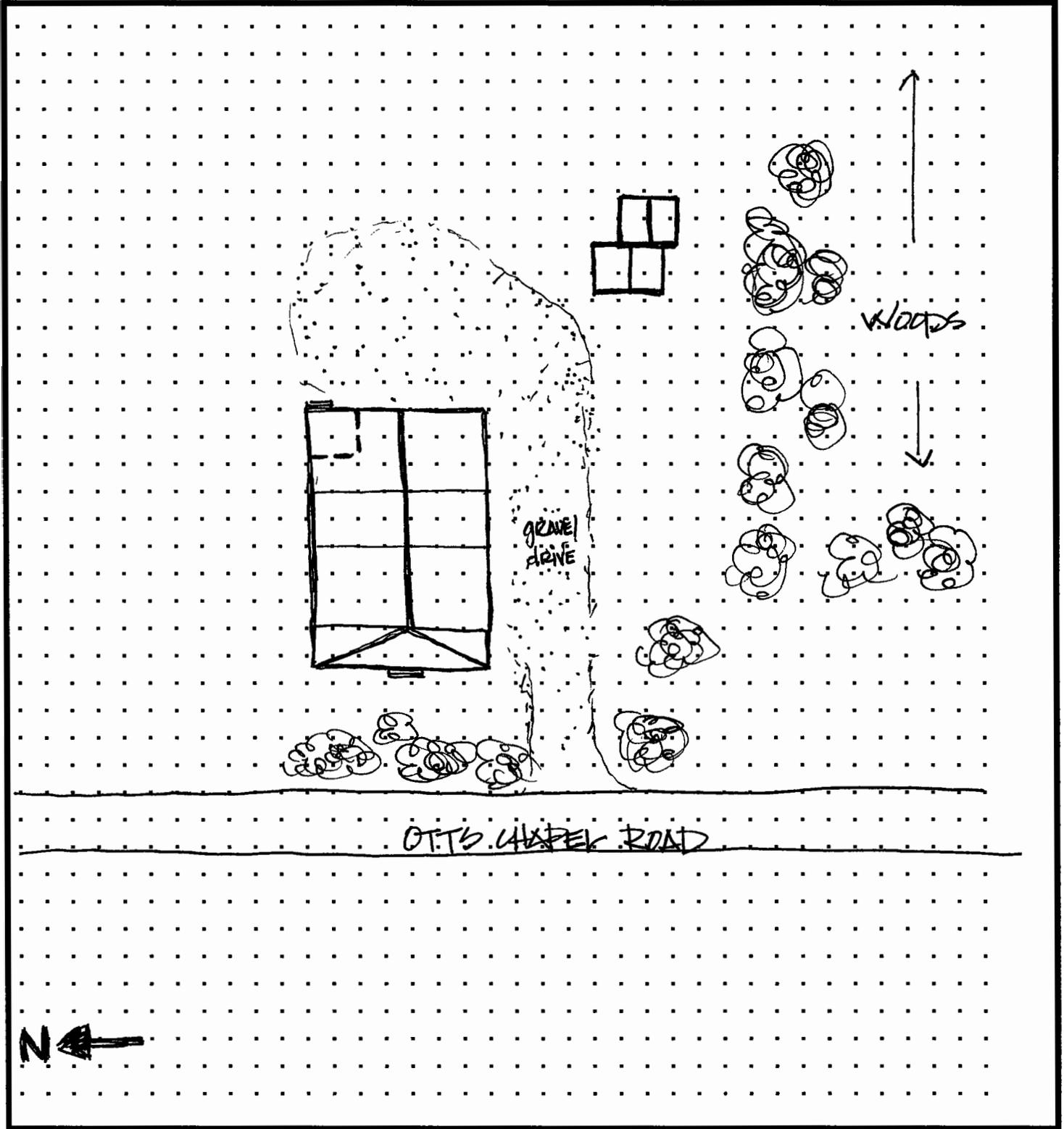
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

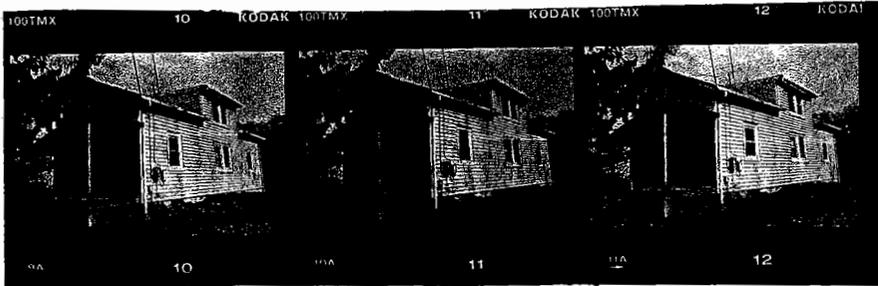
PHOTOGRAPHIC INVENTORY

CRS # N-13343 Date 11/17/03 Photo Roll # C-4563 Surveyor Courtney Clark

Description View of front, W side and S side of dwelling; View of rear, E side and N side of dwelling; View of front, W side and N side of shed

Negative location (if other than SHPO) _____

Attach contact print(s):

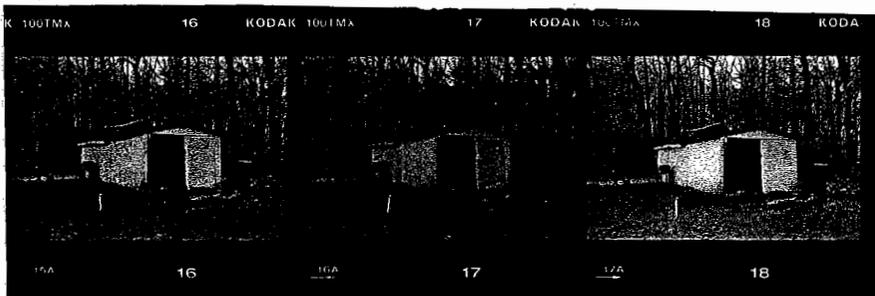
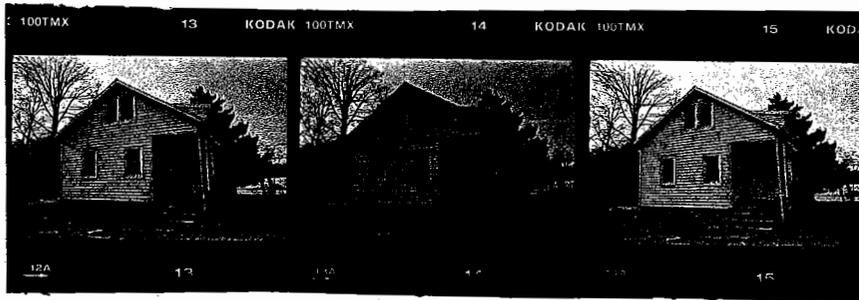


doc # 20-06-01-05-12

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DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-13343
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-13319

1. HISTORIC NAME/FUNCTION: Barber House (Pomeroy & Beer Atlas)

2. ADDRESS/LOCATION: 123 Tall Pines Road

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: modern brick chimney on the SE corner of the dwelling; modern windows; addition attached to W side and S side of dwelling

5. SETTING INTEGRITY: The dwelling is setback from Tall Pines Road. Historically, the house and associated agricultural buildings were located off of Chestnut Hill Road. Over the years the multiple-acre property was subdivided. No outbuildings remain. The dwelling is situated amongst a 1960/1970s neighborhood development.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
1	CRS 7 Object Form	water pump
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

8. OTHER NOTES OR OBSERVATIONS:

CRS# N-13319

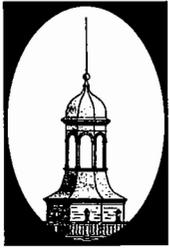
Currently the dwelling is rented out to a single tenant. The owner lives in Europe.

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-13319

1. ADDRESS/LOCATION: 123 Tall Pines Road

2. FUNCTION(S): historic dwelling current dwelling

3. YEAR BUILT: 1868 CIRCA?: ARCHITECT/BUILDER: not known

4. STYLE OR FLOOR PLAN: three bay; center passage; vernacular farmhouse

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. addition across rear, W facade

b. one-story, shed roof porch addition on N end

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 2 1/2
Additions: One-story, shed-roofed porch attached to N end; full-width addition attached to rear W; second-level wood deck constructed to SE corner of the dwelling

b. Structural system (if known): wood-frame

c. Foundation: materials: covered by poured concrete
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): horizontal wood-siding

e. Roof: shape: side-gable
materials: asphalt shingles
cornice: n/a
dormers: n/a
chimney: location(s): modern brick chimney on exterior of S gable-end

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: E
1) Bays three
2) Windows
fenestration regular w/ 2 windows on 1st floor flanking entrance; 4 windows across 2nd floor
type modern double-hung 1/1 sash
trim wood surround
shutters non-functional ; wood; louvered panels

Facade (cont'd)

- 3) **Door(s)** one
 location centered on main block
 type pane-and-panel, wood
 trim flanked by three-light, half-length sidelights
- 4) **Porch(es)** shed-roofed, single story vestibule; pierced on each side by six-over-six, double hung sash windows

b. Side: Direction: S

- 1) **Bays** two
- 2) **Windows**
 fenestration irregular; one on each corner end of 1st level
 type modern chicago bays (centered fixed sash with flanking double-hung 1/1 sash , and centered fixed 12-pane sash with flanking double-hung 4/4 sash)
 trim none
 shutters none
- 3) **Door(s)** bulkhead
 location attached to SW corner of main block
 type metal; double-door
 trim
- 4) **Porch(es)** 2nd level wood deck attached to SW corner; supported by wood posts

c. Side: Direction: N

- 1) **Bays** three
- 2) **Windows**
 fenestration irregular; one pair and one single window
 type modern double-hung 1/1 sash
 trim none
 shutters 2nd level window have wood awnings
- 3) **Door(s)** one
 location centered along N end addition
 type pane-and-panel; wood
 trim wood
- 4) **Porch(es)** full-width, one-story, shed-roof screen porch; attached open wood deck to west end

d. Rear: Direction: W

- 1) **Bays** four
- 2) **Windows**
 fenestration irregular; one set, and two single windows
 type one-set, and one single - modern double-hung 1/1 sash; one- awning style window
 trim none
 shutters none
- 3) **Door(s)** one
 location towards NW end
 type pane-and-panel, wood
 trim wood
- 4) **Porch(es)** one-story, shed-roof enclosure sheltering the entrance

9. **INTERIOR:** not accessible

10. **LANDSCAPING:** trees and low-lying plants planted in an arch-shaped formation around the dwelling; circular gravel driveway in front lawn; tall trees grow along perimeter of property boundaries

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY
OBJECT FORM

CRS # N-13319

1. ADDRESS/LOCATION: 123 Tall Pines Road
2. TYPE/FUNCTION/TITLE: well/ pump
3. YEAR: Construction: 1870 Circa? Installation: _____ Circa?
Previous location(s): _____
4. DESIGNER/FOUNDER/SCULPTOR: n/a
5. SPONSOR/OWNER: John Barber
6. STYLE: n/a
7. CURRENT CONDITION: excellent good fair poor

8. DESCRIPTION:

a) Object

form
technology and materials cast iron
surface finish painted black
decoration none
dimensions 36" tall x 6" diameter
alterations or changes n/a

b) Base

form square
technology and materials concrete
surface finish smooth
decoration n/a
dimensions 24" x 24"
alterations or changes n/a

8. DESCRIPTION (cont'd):

CRS # **N-13319**

c) Inscriptions

**1) location n/a
lettering n/a
text n/a**

**2) location n/a
lettering n/a
text n/a**

**3) location n/a
lettering n/a
text n/a**

d) Other n/a



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-13319

1. ADDRESS/LOCATION: 123 Tall Pines Road

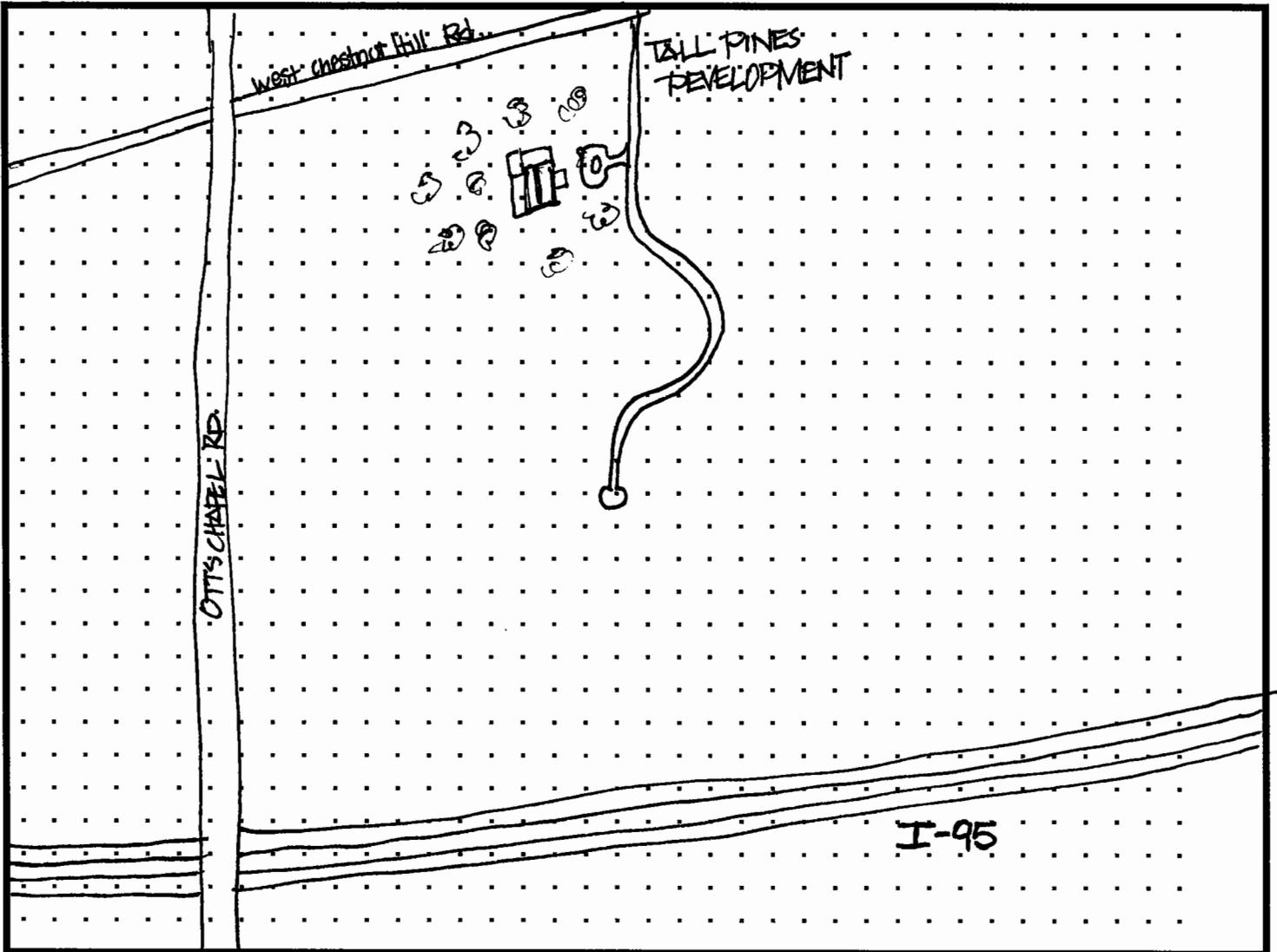
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

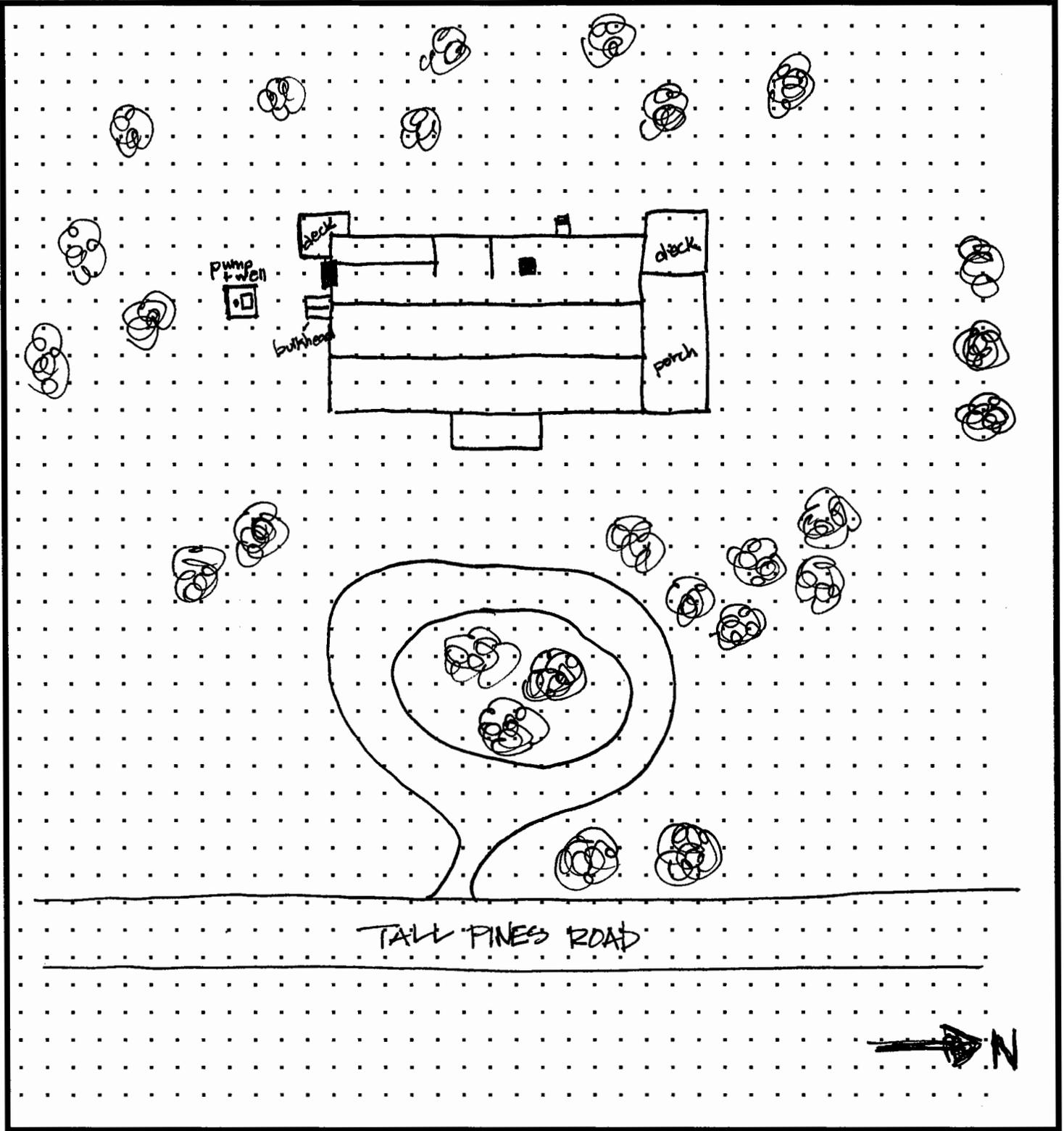
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

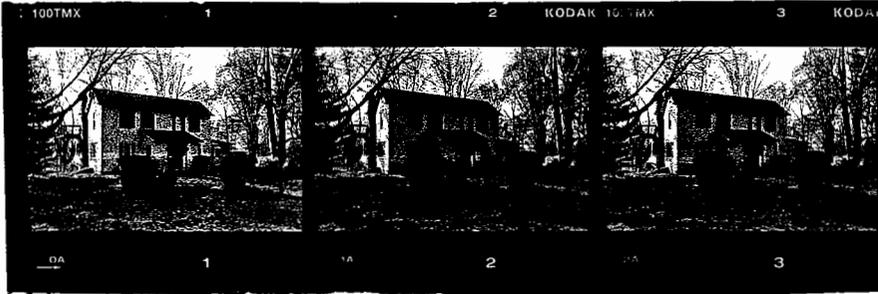
PHOTOGRAPHIC INVENTORY

CRS # N-13319 Date 11/17/03 Photo Roll # C-4563 Surveyor Courtney Clark

Description View of front, E side and S side of dwelling; View of rear, W side and N side of dwelling; View of an iron water pump located adjacent to S end of dwelling.

Negative location (if other than SHPO) _____

Attach contact print(s):

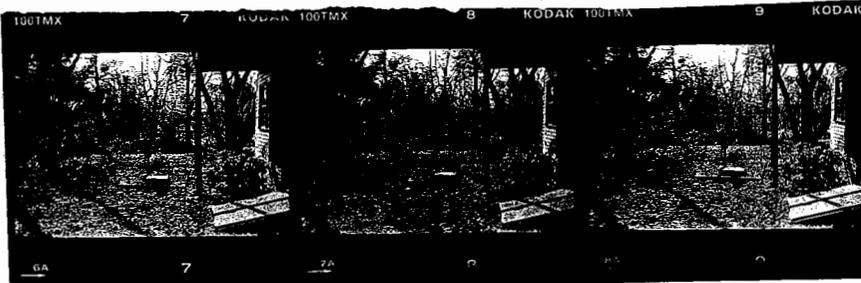
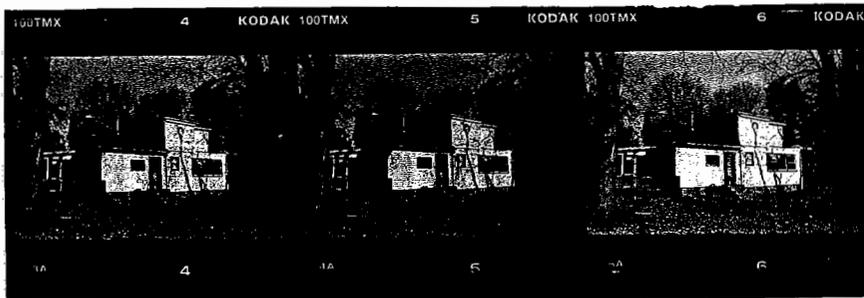


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DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-13319
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-13340

1. HISTORIC NAME/FUNCTION: Dwelling

2. ADDRESS/LOCATION: 357 Welsh Tract Road

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: Asbestos siding to core of the dwelling, vertical wood paneling covers the additions; Additions extend from the E and W side of the dwelling; 1960s replacement windows; modern doors

5. SETTING INTEGRITY: rear of property used as junkyard.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
1	CRS 3 Secondary Building Form	outbuilding
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-13340

1. ADDRESS/LOCATION: 357 Welsh Tract Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1900 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: three bay; center-passage

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. 1 1/2-story gabled addition to rear, S side

b. 1-story shed-roof addition to E side

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 2
Additions: 1 1/2-story gabled addition to rear, S side; covered in asbestos shingles; (2) gabled dormers; (1) shed-roof dormer; fixed, multi-pane windows; 1-story shed-roof addition along entire E side; wood panel siding; awning style windows; 1-story shed-roof addition to W side of main block and gabled addition; she-roof porch enclosure on S end.

b. Structural system (if known): wood-frame

c. Foundation: materials: obscured by poured concrete
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): asbestos shingles

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: see additions
chimney: location(s): covered in concrete; center interior of dwelling

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: N

1) Bays three

2) Windows

fenestration regular w/ 2 windows flanking centered entrance
type modern casement; multi-pane on upper level
trim wood frame
shutters none

Facade (cont'd)

- 3) **Door(s)** one
 location center of main block
 type modern sliding glass; double-door
 trim vinyl surround
- 4) **Porch(es)** n/a

b. Side: Direction: E

- 1) **Bays** unknown; obscured by addition
- 2) **Windows** unknown; obscured by addition
 fenestration unknown
 type unknown
 trim unknown
 shutters
- 3) **Door(s)** unknown; obscured by addition
 location unknown
 type unknown
 trim unknown
- 4) **Porch(es)** n/a

c. Side: Direction: W

- 1) **Bays** one
- 2) **Windows**
 fenestration regular; centered in the gable end of main block
 type multi-pane
 trim wood-frame
 shutters n/a
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: S

- 1) **Bays** unknown; obscured by addition
- 2) **Windows** unknown; obscured by addition
 fenestration unknown
 type unknown
 trim unknown
 shutters unknown
- 3) **Door(s)** unknown; obscured by addition
 location unknown
 type unknown
 trim unknown
- 4) **Porch(es)** n/a

9. **INTERIOR:** no access

10. **LANDSCAPING:** rectangular lot; deep; wooded w/ overgrown brush to the rear; front lawn planted w/ various vegetation; row of planted trees mark the E property boundary

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-13340

1. ADDRESS/LOCATION: 357 Welsh Tract Road
2. FUNCTION(S): historic vehicle shed current garage
3. YEAR BUILT: 1910 CIRCA?: ARCHITECT/BUILDER: _____
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a.

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

- a. Structural system wood-frame
- b. Number of stories one-story
- c. Wall coverings Vertical wood paneling
- d. Foundation unknown
- e. Roof
structural system side-gable
coverings rolled asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: NE
- 1) bays: two
- 2) windows: n/a
- 3) door(s): (1) modern roll-down vinyl garage door; (1) modern vinyl door
- 4) other: n/a

b. Side: direction: NW

- 1) **bays:** n/a
- 2) **windows:** n/a

- 3) **door(s):** n/a

- 4) **other:** n/a

c. Side: direction: SE

- 1) **bays:** inaccessible
- 2) **windows:** inaccessible

- 3) **door(s):** inaccessible

- 4) **other:** n/a

d. Rear: direction: SW

- 1) **bays:** inaccessible
- 2) **windows:** inaccessible

- 3) **door(s):** inaccessible

- 4) **other:** n/a

9. INTERIOR (if accessible):

a) Floor plan inaccessible

b) Partition/walls inaccessible

c) Finishes inaccessible

d) Furnishings/machinery inaccessible



CULTURAL RESOURCE SURVEY
MAP FORM

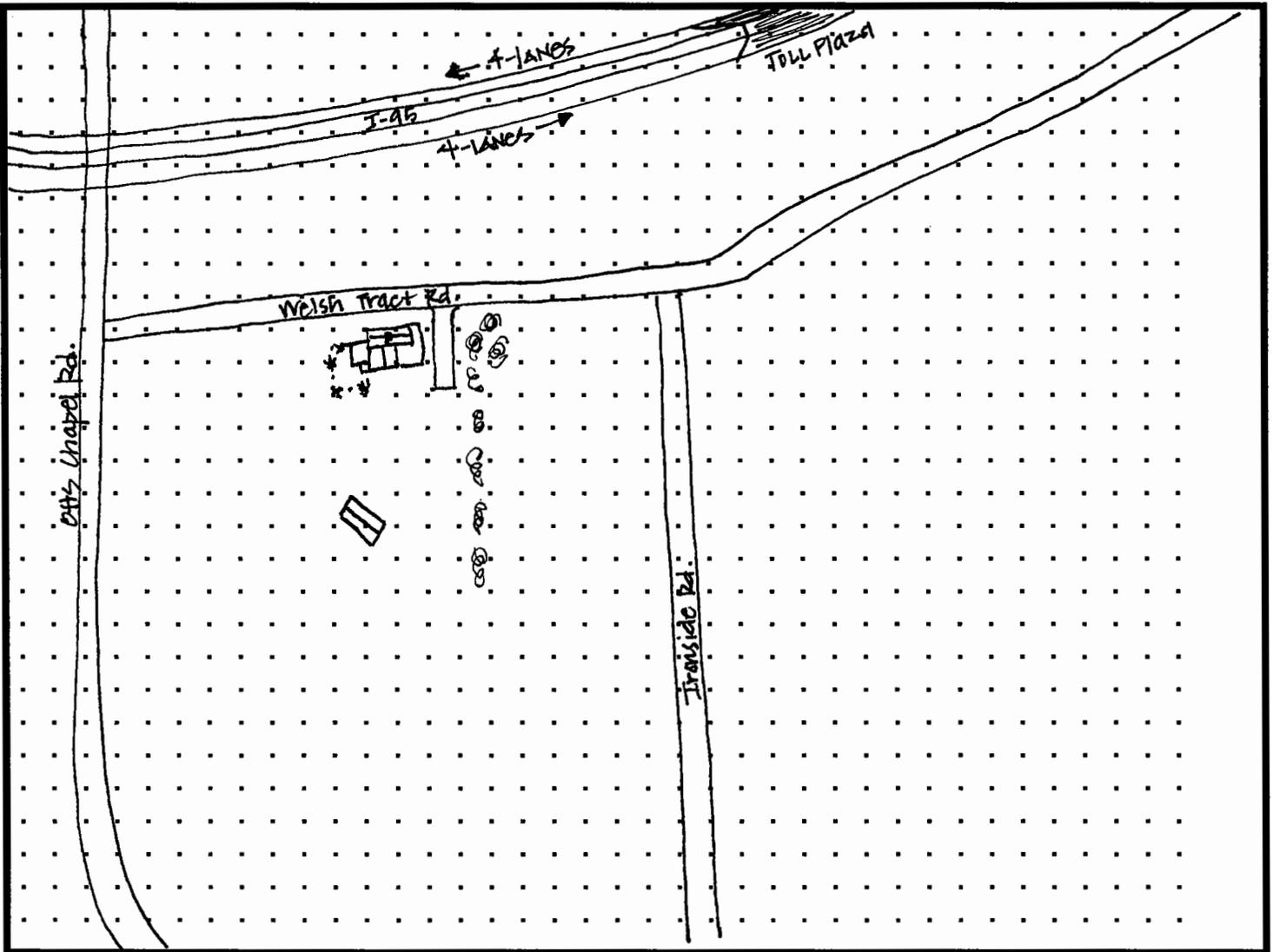
CRS # N-13340

1. ADDRESS/LOCATION: 357 Welsh Tract Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

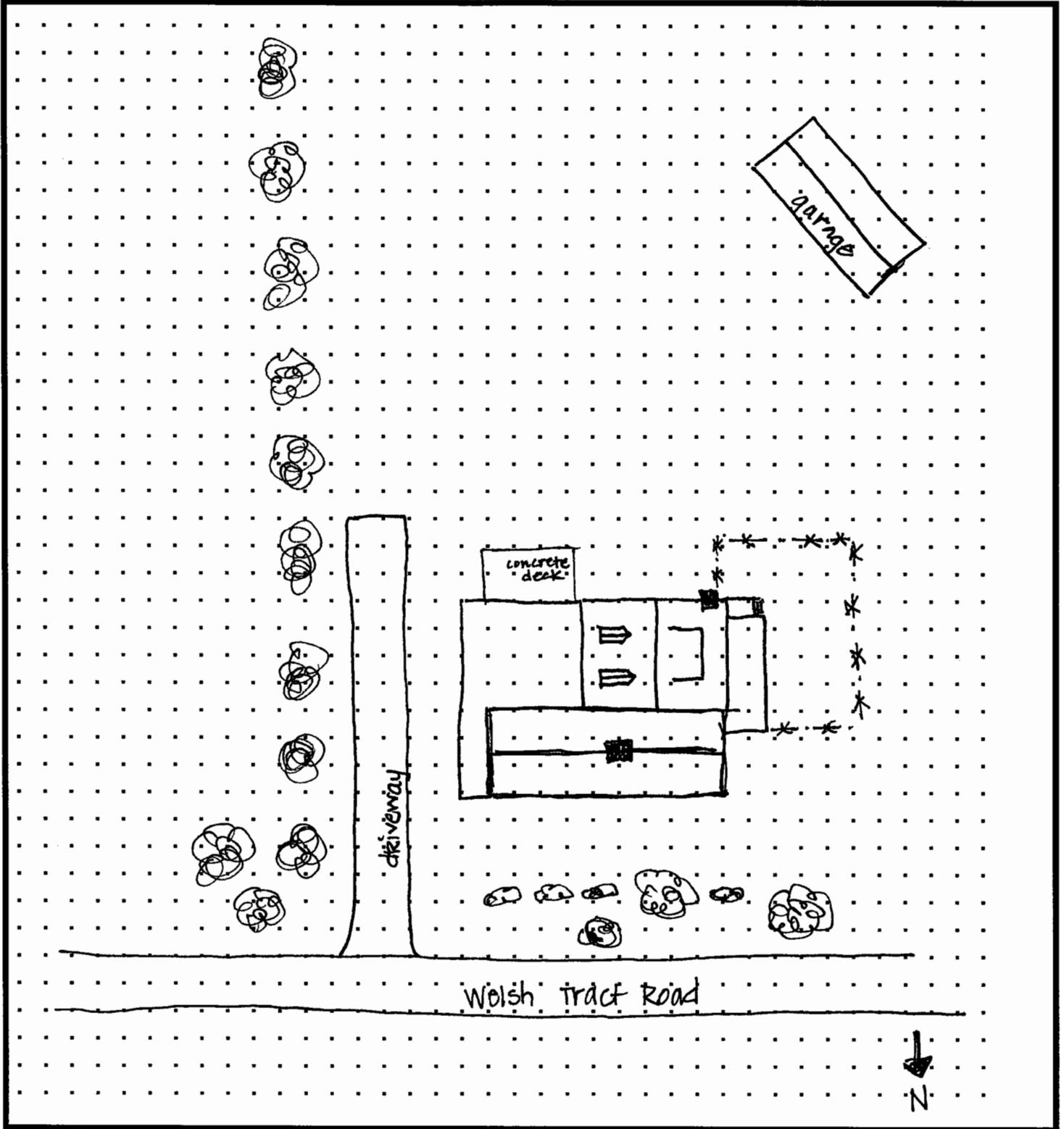
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

PHOTOGRAPHIC INVENTORY

CRS # N-13340 Date 11/17/ 03 Photo Roll # C-4563 Surveyor Courtney Clark

Description View of front, N side of dwelling; View of rear, S side and E side of dwelling; View of front, NE side of garage.

Negative location (if other than SHPO) _____

Attach contact print(s):

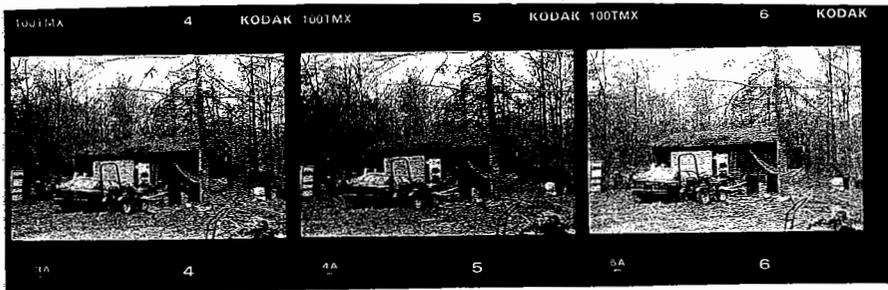
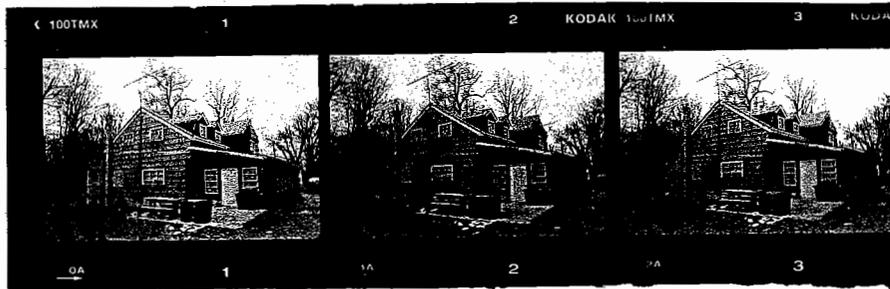


doc # 20-06-01-05-12

CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-13340
Card 2 of 2





CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-13342

1. HISTORIC NAME/FUNCTION: L. Walton House (Beer Atlas)

2. ADDRESS/LOCATION: 316 Welsh Tract Road

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: aluminum and asbestos siding; rolled asphalt roofing

5. SETTING INTEGRITY: Historically the property was used farming purposes, today the ronly agricultural emaining outbuilding is in poor, delapidated condition. Two modern garages have been built and are located NW of the dwelling.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
3	CRS 3 Secondary Building Form	barn; (2) garages
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

8. OTHER NOTES OR OBSERVATIONS:

CRS# N-13342

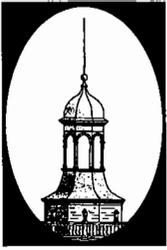
August and Pauline Zistl purchased the property in the 1940s. They used the barn for raising chickens. The barn is no longer used, as its condition is very poor. August died a number of years back (date unknown). Currently, Pauline lives in the dwelling with her daughter. She says that she and her husband used to own a lot more land but the construction of I-95 split the property in two. Pauline is an artist.

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-13342

1. ADDRESS/LOCATION: 316 Welsh Tract Road
2. FUNCTION(S): historic single-family dwelling current single-family dwelling
3. YEAR BUILT: 1890 CIRCA?: ARCHITECT/BUILDER: unknown
4. STYLE OR FLOOR PLAN: three bay; center-passage; Victorian
5. INTEGRITY: original site moved
 if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known)

- | | <u>year</u> |
|--|-------------|
| a. 1-story hipped-roofed enclosure on W side | |
| b. Large 2-story gabled addition on N side | |

6. CURRENT CONDITION: excellent good fair poor
7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)
- a. Overall shape: rectangular Stories: 2 1/2
 Additions: 1-story hipped-roofed porch enclosure on W side; aluminum siding; Large, full-width 2-story gabled addition on N side; aluminum siding; Multi-pane windows
- b. Structural system (if known): wood-frame
- c. Foundation: materials: obscured
 basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): aluminum; asbestos shingles
- e. Roof: shape: cross-gable
 materials: rolled asphalt
 cornice: enclosed by vinyl
 dormers: none
 chimney: location(s): (2) brick chimneys; interior of E gable-end; exterior of N side

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: S
- 1) Bays three
- 2) Windows fenestration regular w/ 2 windows flanking centered entrance
 type double-hung 6/6 sash
 trim wood surrounds
 shutters none

Facade (cont'd)

- 3) **Door(s)** one
 location center of main block
 type wood-and-glass
 trim flat wood door surround; flanking pilasters topped by a pediment
- 4) **Porch(es)** n/a

b. Side: Direction: E

- 1) **Bays** four
- 2) **Windows**
 fenestration irregular
 type double-hung 6/6 sash
 trim wood surrounds
 shutters none
- 3) **Door(s)** two
 location addition portion of dwelling; bulkhead at NE corner of main block
 type wood-and-glass; metal double-door bulkhead
 trim wood screen door
- 4) **Porch(es)** modern wood deck along addition

c. Side: Direction: W

- 1) **Bays** one
- 2) **Windows**
 fenestration irregular
 type triple window; double-hung 6/6 sash
 trim wood surround; wood-frame screen
 shutters
- 3) **Door(s)** see below
 location see below
 type see below
 trim see below
- 4) **Porch(es)** 1-story, hipped-roof porch enclosure; aluminum siding 1-room in size; (1) wood-and-glass door flanked by double-hung 6/6 sash windows; pair of windows on S end; wood door w/ no level exit on N end;

d. Rear: Direction: N

- 1) **Bays** unknown; obscured by addition
- 2) **Windows** unknown; obscured by addition
 fenestration unknown
 type unknown
 trim unknown
 shutters unknown
- 3) **Door(s)** unknown; obscured by addition
 location unknown
 type unknown
 trim unknown
- 4) **Porch(es)** n/a

9. **INTERIOR:** no access

10. **LANDSCAPING:** Large lot; Circular driveway on W side of dwelling; house nicely shaded by tall trees on all sides

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-13342

1. ADDRESS/LOCATION: 316 Welsh Tract Road

2. FUNCTION(S): historic _____ current garage

3. YEAR BUILT: 1970 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a. none

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system wood-frame

b. Number of stories one-story

c. Wall coverings vinyl siding

d. Foundation concrete

e. Roof
structural system side-gable
coverings rolled asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: S

1) bays: four

2) windows: n/a

3) door(s): (3) modern roll-down vinyl garage door; (1) modern vinyl door

4) other: n/a

b. Side: direction: E

- 1) **bays:** n/a
- 2) **windows:** n/a

- 3) **door(s):** n/a

- 4) **other:** n/a

c. Side: direction: W

- 1) **bays:** n/a
- 2) **windows:** n/a

- 3) **door(s):** n/a

- 4) **other:** n/a

d. Rear: direction: N

- 1) **bays:** inaccessible
- 2) **windows:** inaccessible

- 3) **door(s):** inaccessible

- 4) **other:** n/a

9. INTERIOR (if accessible):

a) Floor plan inaccessible

b) Partition/walls inaccessible

c) Finishes inaccessible

d) Furnishings/machinery inaccessible



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-13342

1. ADDRESS/LOCATION: 316 Welsh Tract Road

2. FUNCTION(S): historic _____ current garage

3. YEAR BUILT: 1970 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a. I-story addition to E end

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system wood-frame

b. Number of stories one-story

c. Wall coverings vinyl-siding

d. Foundation concrete

e. Roof
structural system side-gable
coverings rolled asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: S

1) bays: three

2) windows: n/a

3) door(s): (2) modern roll-down vinyl garage door; (1) modern vinyl door

4) other: ADDITION has (1) vinyl door; (1) vinyl garage door; (2) pairs of modern casement windows

- b. Side: direction: E
- 1) bays: one
 - 2) windows: modern casement
 - 3) door(s): n/a
 - 4) other: n/a

- c. Side: direction: W
- 1) bays: n/a
 - 2) windows: n/a
 - 3) door(s): n/a
 - 4) other: n/a

- d. Rear: direction: N
- 1) bays: inaccessible
 - 2) windows: inaccessible
 - 3) door(s): inaccessible
 - 4) other: n/a

9. INTERIOR (if accessible):

a) Floor plan inaccessible

b) Partition/walls inaccessible

c) Finishes inaccessible

d) Furnishings/machinery inaccessible



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-13342

1. ADDRESS/LOCATION: 316 Welsh Tract Road

2. FUNCTION(S): historic barn current unused

3. YEAR BUILT: 1890 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a. none
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system wood-frame
b. Number of stories 3 1/2
c. Wall coverings asbestos shingles
d. Foundation stone
e. Roof
structural system side-gable
coverings asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: E
1) bays: seven
2) windows: inaccessible
3) door(s): inaccessible
4) other: n/a

- b. **Side: direction: N**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** n/a

- c. **Side: direction: S**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** n/a

- d. **Rear: direction: W**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** n/a

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

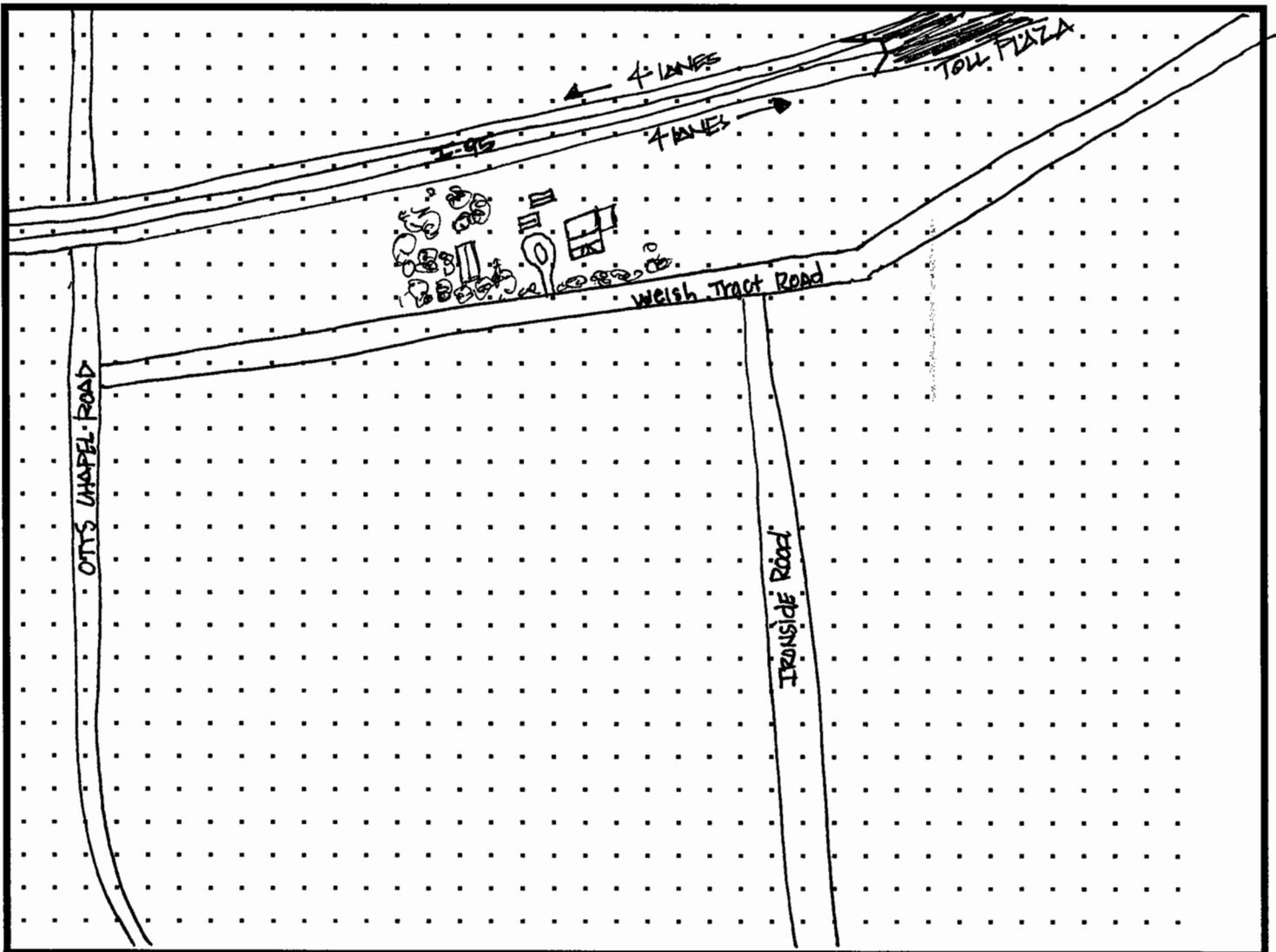
CRS # N-13342

1. ADDRESS/LOCATION: 316 Welsh Tract Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

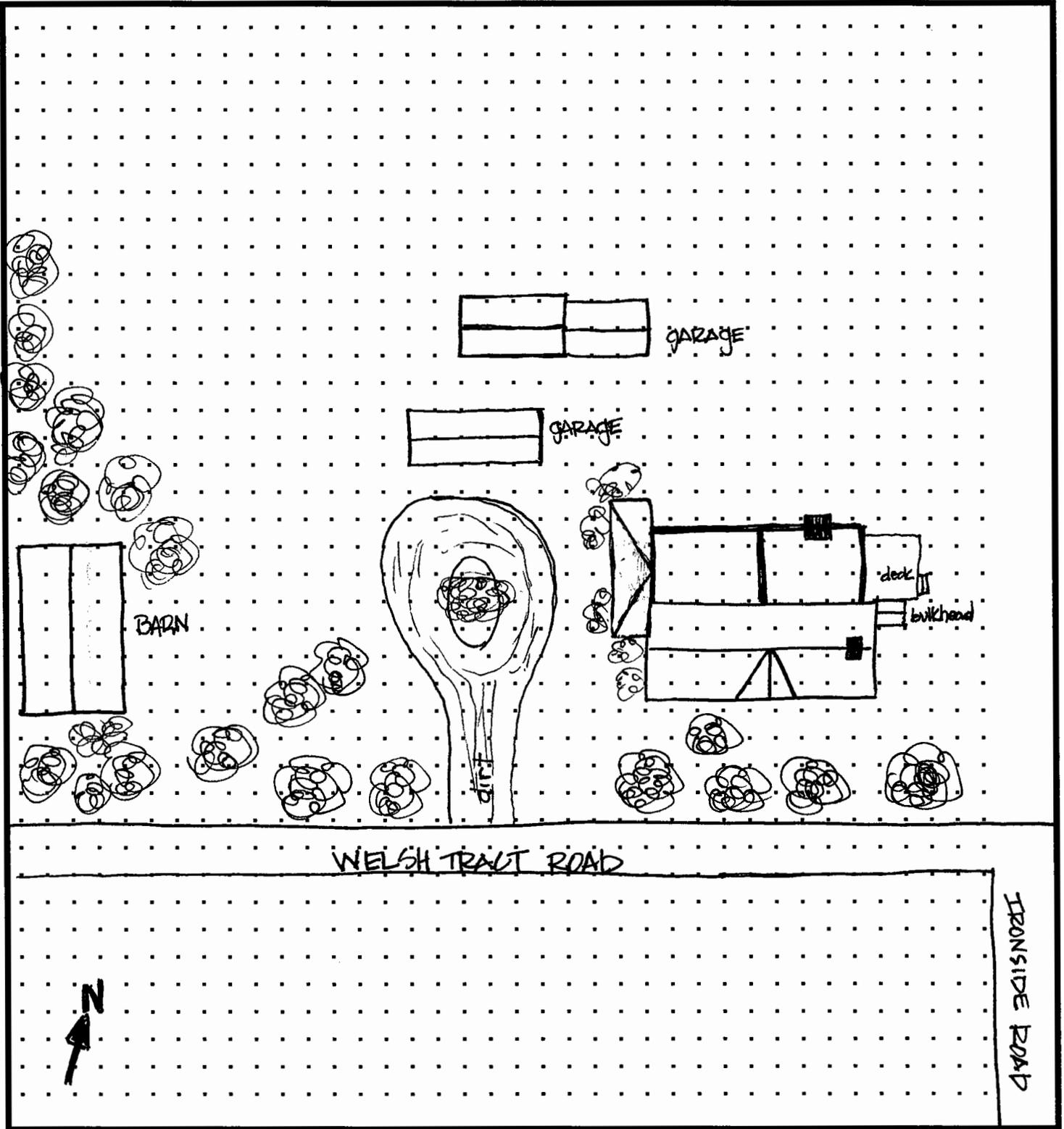
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 3

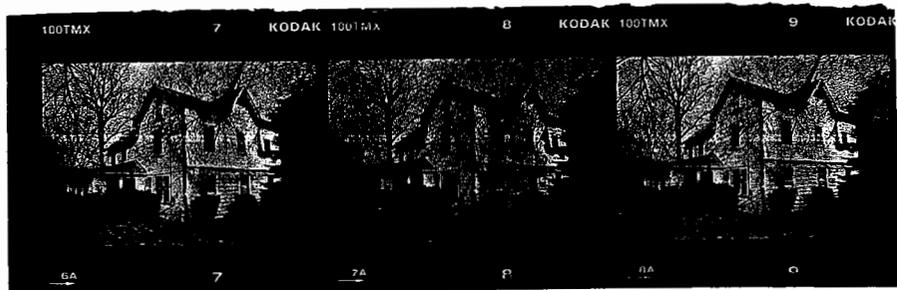
PHOTOGRAPHIC INVENTORY

CRS # N-13342 Date 11/17/2003 Photo Roll # C-4564 Surveyor Courtney Clark

Description View of front, S side and W side of dwelling; View of E side of former barn; View of SE side of both garages; View of rear, N side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):

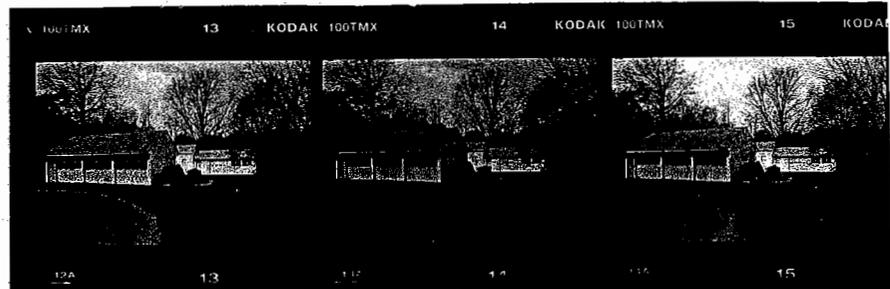
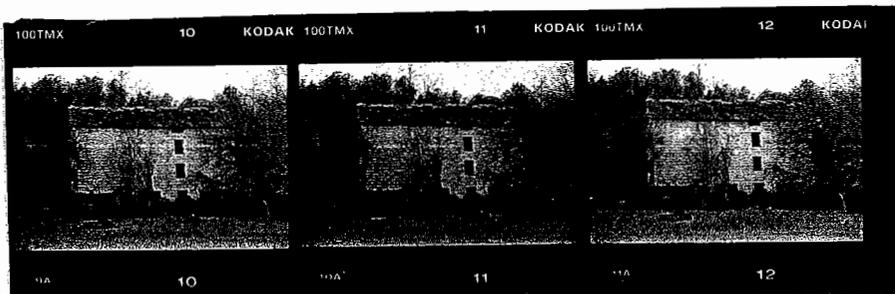


doc # 20-06-01-05-12

CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-13342
Card 2 of 3



DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-13342
Card 3 of 3





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14165
SPO Map 04-05-33
Hundred Pencader
Quad Newark West
Other 1101300001

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 248 Welsh Tract Road
3. TOWN/NEAREST TOWN: Newark vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

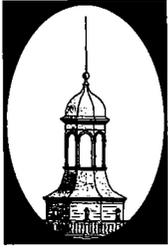
Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14165

1. ADDRESS/LOCATION: 248 Welsh Tract Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: vernacular cottage; single-pile

5. INTEGRITY: original site moved
if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known) year

- a. corner enclosure on the SE side
- b. modern handicapped ramp across the SE side

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: L-shape Stories: 1 1/2
Additions: corner enclosure at crossing of gables on SE side; wood panel siding; modern doorsheltered by modern shed-roof porch over entrance

b. Structural system (if known): brick

c. Foundation: materials:
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): brick

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: n/a
chimney: location(s): brick, exterior chimney centered on SW gable-end

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: SE
 - 1) Bays five
 - 2) Windows
 - fenestration two windows on S end; one window centered within gabled-ell on E-end
 - type double-hung, 6/1 sash
 - trim aluminum storm windows; brick sills
 - shutters none

Facade (cont'd)

- 3) **Door(s)** two
 location centered on main block
 type wood pane-and-panel
 trim modern storm door
- 4) **Porch(es)** partial inset porch; supported by lattice woodwork post on S corner; brick and poured concrete decking; shed-roof enclosed vestibule shelters additional entrance; plywood siding; w/ modern storm door entrance

b. Side: Direction: NE

- 1) **Bays** three
- 2) **Windows**
 fenestration regular spacing of 3 windows on 1st floor; 1 - window centered in upper level of gable-end
 type double-hung 6/1 sash
 trim aluminum storm windows
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

c. Side: Direction: SW

- 1) **Bays** two
- 2) **Windows**
 fenestration regular spacing of 2 windows on 1st floor, flanking chimney; 1-window centered in upper level of gable-end
 type double-hung 6/1 sash
 trim aluminum storm windows
 shutters n/a
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: NW

- 1) **Bays** inaccessible
- 2) **Windows** inaccessible
 fenestration inaccessible
 type inaccessible
 trim inaccessible
 shutters inaccessible
- 3) **Door(s)** inaccessible
 location inaccessible
 type inaccessible
 trim inaccessible
- 4) **Porch(es)** inaccessible

9. **INTERIOR:** no access10. **LANDSCAPING:** tall trees and overgrown brush surround the dwelling on all sides; dirt driveway along SW side of dwelling11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY
MAP FORM

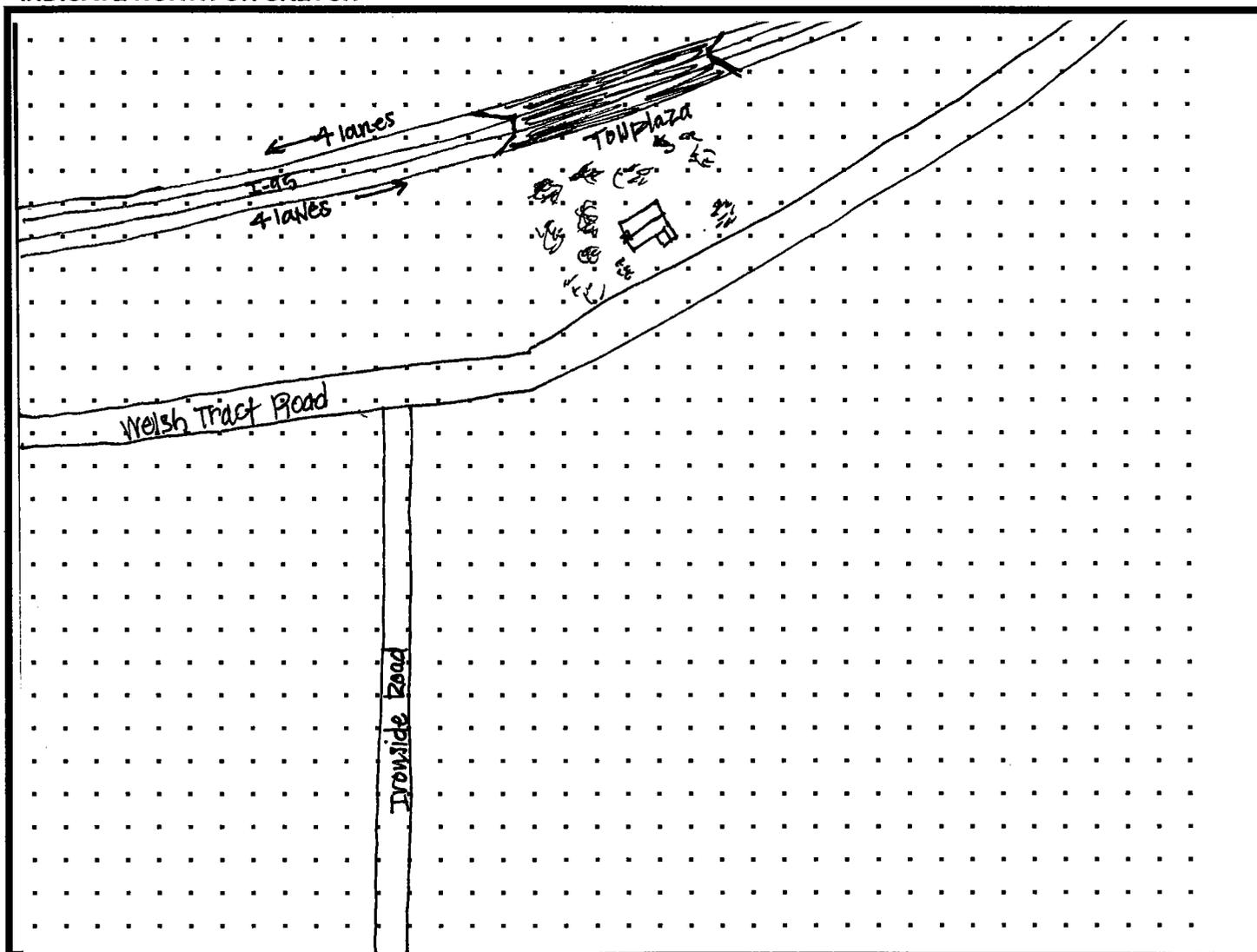
CRS # N-14165

1. ADDRESS/LOCATION: 248 Welsh Tract Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

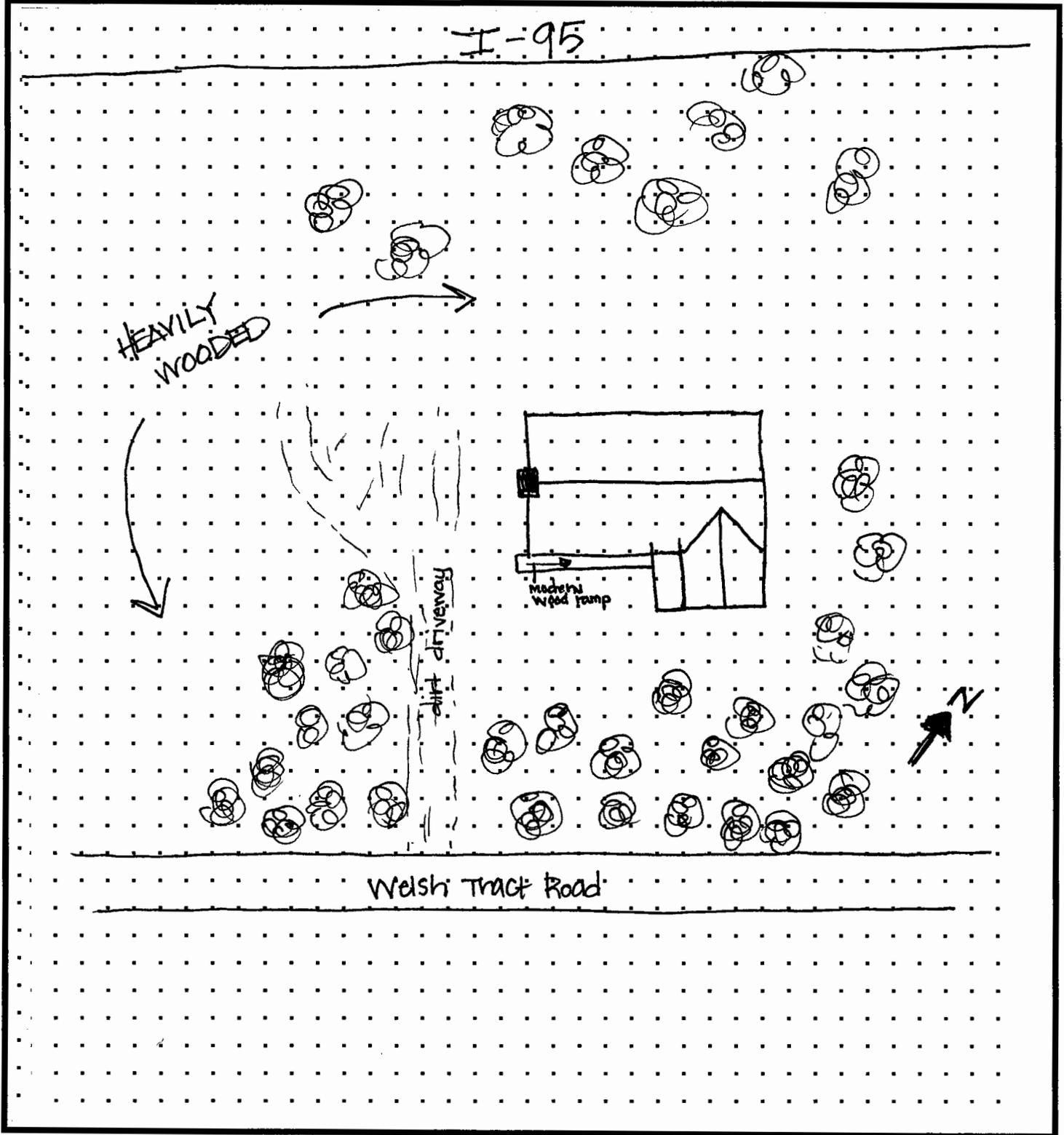
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # N-14165 Date 11/24/03 Photo Roll # C-4566 Surveyor Courtney Clark

Description View of front, SE side and SW side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14174
SPO Map 04-05-33
Hundred Pencader
Quad Newark West
Other 1100900055

1. HISTORIC NAME/FUNCTION: State Of Delaware, Department Of Transportation, Toll Operations
2. ADDRESS/LOCATION: 1200ss Whittaker Road
3. TOWN/NEAREST TOWN: Newark vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
landscape district
5. MAIN FUNCTION OF PROPERTY: commercial - transportation
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	administration and toll collection building
1	CRS 3 Secondary Building Form	storage shed
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
1	CRS 7 Object Form	monument
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

9. OTHER NOTES OR OBSERVATIONS:

CRS# N-14174

According to the Toll Systems Administrator (Jon Osbourne), the Administration Building was built in the 1960s. In the past 4 years the building has undergone interior changes and improvements for security purposes. All of the windows in building have been replaced. An addition was constructed to the northeast corner of the building, adding a few additional offices spaces. An additional enclosed walkway was attached to the northeast corner of the building, extending approximately 200-yards north. The walkway leads to additional secondary toll booths lanes. The entrance level of the building contains administrative offices, an E-Z pass sales desk, a monitor and security room (with security monitors, and officers monitoring on-coming and exiting vechiles and toll collectors) and bathrooms. There is a full basement below the ground-level. The basement contains a tunnel leading to access of the individual toll booths, storage rooms, a computer equipment room, one office, and a maintenannce room. Originally there were 6 toll booths across I-95 (three for each direction of travel), today there are fourteen.

A large photograph from the dedication service of the facility opening, with President John F. Kennedy cutting the ribbon, is located in the office area of the building. A painting of the former President and a plaque regarding the dedication are located in the small entrance area of the building.

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|--|
| <input type="checkbox"/> Agriculture | <input checked="" type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input checked="" type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14174

1. ADDRESS/LOCATION: 1200 SS Whittaker Rd

2. FUNCTION(S): historic Toll Collector / Administration current Toll Plaza-Frederick G. Krapf & Sons

3. YEAR BUILT: 1963 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE OR FLOOR PLAN: modern contemporary; L-shape

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. Above-ground tunnel addition on NE corner of building

b. Circular addition on SE corner of building

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1
Additions: 1-story, circular-shaped addition to SE corner of building; stone veneer siding; large commercial glass-plate windows; 1- commercial glass-plate door on NE side; 1-story long, rectangular-shaped addition to NE corner of building; concrete tunnel with stone, pebble siding; approximately 200 yards in length

b Structural system (if known): concrete block

c. Foundation: materials: concrete block
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): Stone veneer; paneling beneath each window bay

e. Roof: shape: flat
materials: unknown
cornice: boxed
dormers: n/a
chimney: location(s): n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: NW
1) Bays three
2) Windows
fenestration 2- large window bays, flanking entrance
type large commercial glass-plate windows; vertical rectangle shape
trim steel frame
shutters n/a

Facade (cont'd)

- 3) **Door(s)** **one**
 location **corner of L; central**
 type **commercial glass-plate**
 trim **steel frame**
- 4) **Porch(es)** **concrete deck/ sidewalk**

b. Side: Direction: SW

- 1) **Bays** **two**
- 2) **Windows** **n/a**
 fenestration **n/a**
 type **n/a**
 trim **n/a**
 shutters **n/a**
- 3) **Door(s)**
 location **central**
 type **steel**
 trim **n/a**
- 4) **Porch(es)** **concrete deck/ sidewalk**

c. Side: Direction: NE

- 1) **Bays** **none**
- 2) **Windows** **n/a**
 fenestration **n/a**
 type **n/a**
 trim **n/a**
 shutters **n/a**
- 3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**
- 4) **Porch(es)**

d. Rear: Direction: SE

- 1) **Bays** **three**
- 2) **Windows**
 fenestration **2 window bays flanking the entrance**
 type **large commercial glass-plate**
 trim **steel frame**
 shutters **n/a**
- 3) **Door(s)** **double**
 location **central**
 type **commercial glass-plate**
 trim **steel frame**
- 4) **Porch(es)** **concrete deck/sidewalk**

9. **INTERIOR:** Upon entering the building there is a small waiting area with soda and snack machines along the walls; a large, open Toll Collection Administration room with video recordation, complete overview of the roadways and a small interior window for distribution and sales of electronic transponders occupy the NW corner of the building; Administration offices occupy the remaining ground level of the building; the basement contains rooms for storage, 1 office, 1 maintenance/ supply room and an underground tunnel to the respective toll booths; the interior was recently (2001) redesigned, for security purposes
10. **LANDSCAPING:** Beds of mixed vegetation are planted across each side of the building; A large parking lot lies to the SE side of the building; I-95 lies to the immediate NW of the property; Tall trees bound the SW and NE sides of the property.
11. **OTHER COMMENTS:** Other buildings associated with this property located on different (nearby) parcel of land are described on secondary building and object forms.



CULTURAL RESOURCE SURVEY
OBJECT FORM

CRS # N-14174

1. ADDRESS/LOCATION: In The Grass Median Of I-95 At The Maryland/ Delaware State Borders; Between Otts Chapel Road And Route 279

2. TYPE/FUNCTION/TITLE: I-95 dedication monument

3. YEAR: Construction: 1963 Circa? Installation: _____ Circa?

Previous location(s): _____

4. DESIGNER/FOUNDER/SCULPTOR: n/a

5. SPONSOR/OWNER: State of Delaware

6. STYLE: Modern contemporary

7. CURRENT CONDITION: excellent good fair poor

8. DESCRIPTION:

a) Object

form elongated, rectangle w/ slight pyramidal top (monument)

technology and materials cast concrete

surface finish vertical raked grooves in the center; horizontal raked grooves along the edges

decoration molded emblems on each side (both are different)

dimensions monument (38" tall x 12" wide x 12" wide)

alterations or changes n/a

b) Base

form rectangle

technology and materials cast concrete

surface finish smooth

decoration cast iron plaques inset on the E and W ends

dimensions ground base (6" tall x 18" wide x 36" long) monumnet base (4" tall x 15" wide x 15" long)

alterations or changes n/a

8. DESCRIPTION (cont'd):

CRS # N-14174

c) Inscriptions

1) location E end of ground base

lettering block

text Maryland NE Expressway dedicated by The President of the United States, John F. Kennedy, November 14, 1963; J. Millard Tawes - Governor; State Roads Commission, John B. Funk - Chairman Director, Paul J. Bailey, Harley P. Parinsfield, Lansdale G. Clagett, Leslie H. Evans, John D. McMullen, William P. Owings; Thomas N. Kay - Chief Administration Officer; David H Fisher; Authorized by General Assembly 1955

2) location W end of ground base

lettering block

text Delaware Turnpike dedicated by The President of United States, John F. Kennedy, November 14, 1963; Elbert N. Carvel, Governor; State Highway Department, N. Maxson Terry, Chairman, Lemuel H. Hickman, Vice Chairman, Thurman Adams, Jr., Harry Bonk, Anthony B. Carroll, Jr., C. Warren Gass, Aubrey B. Lank, Frank H. Mackie, Jr., Albert S. Moor, Elmer Fratt, William J. Hopkins; William J. Miller, Jr., Director of Operations, Ernest A. Davidson, Chief Engineer, James J. Deputy, Controller; Authorized by General Assembly 1961

3) location

lettering

text n/a

d) Other

n/a



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14174

1. ADDRESS/LOCATION: 1200 SS Whittaker Road
2. FUNCTION(S): historic _____ current toll booths
3. YEAR BUILT: 1963 CIRCA?: ARCHITECT/BUILDER: Rupert Construction Company; Howard, Needles, Tammen and Bergendoff
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a. Expansion to the number of drive-thru lanes

b. Constuction of an additional tollbooth for EZ Pass users

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system concrete, steel framing

b. Number of stories 1

c. Wall coverings Steel panels

d. Foundation concrete

e. Roof

structural system canopy

coverings unknown

openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: W

1) bays: one

2) windows: one - glass plate

3) door(s): n/a

4) other: n/a

- b. **Side: direction: E**
- 1) **bays:** one
 - 2) **windows:** one- glass plate
 - 3) **door(s):** n/a
 - 4) **other:** n/a
- c. **Side: direction: N**
- 1) **bays:** one
 - 2) **windows:** n/a
 - 3) **door(s):** sliding glass doors
 - 4) **other:** n/a
- d. **Rear: direction: S**
- 1) **bays:** one
 - 2) **windows:** one - glass plate
 - 3) **door(s):** n/a
 - 4) **other:** N/a

9. **INTERIOR (if accessible):**

a) **Floor plan** **small, single-man rooms**

b) **Partition/walls** **n/a**

c) **Finishes** **n/a**

d) **Furnishings/machinery** **register/ cash drawer for collecting money for tolls and making change**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14174

1. ADDRESS/LOCATION: 1200 SS Whittaker Road
2. FUNCTION(S): historic _____ current garage
3. YEAR BUILT: 2000 CIRCA?: ARCHITECT/BUILDER: not known
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

- a. _____
b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

- a. Structural system concrete-block
- b. Number of stories 1
- c. Wall coverings concrete-block
- d. Foundation concrete
- e. Roof
structural system hipped
coverings asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: NE
- 1) bays: one
- 2) windows: n/a
- 3) door(s): modern vinyl garage door, centered
- 4) other: n/a

b. Side: direction: SE

- 1) **bays:** none
- 2) **windows:** n/a

- 3) **door(s):** n/a

- 4) **other:** n/a

c. Side: direction: NW

- 1) **bays:** none
- 2) **windows:** n/a

- 3) **door(s):** n/a

- 4) **other:** n/a

d. Rear: direction: SW

- 1) **bays:** none
- 2) **windows:** n/a

- 3) **door(s):** n/a

- 4) **other:** n/a

9. INTERIOR (if accessible):

a) Floor plan no access

b) Partition/walls no access

c) Finishes no access

d) Furnishings/machinery no access



CULTURAL RESOURCE SURVEY
MAP FORM

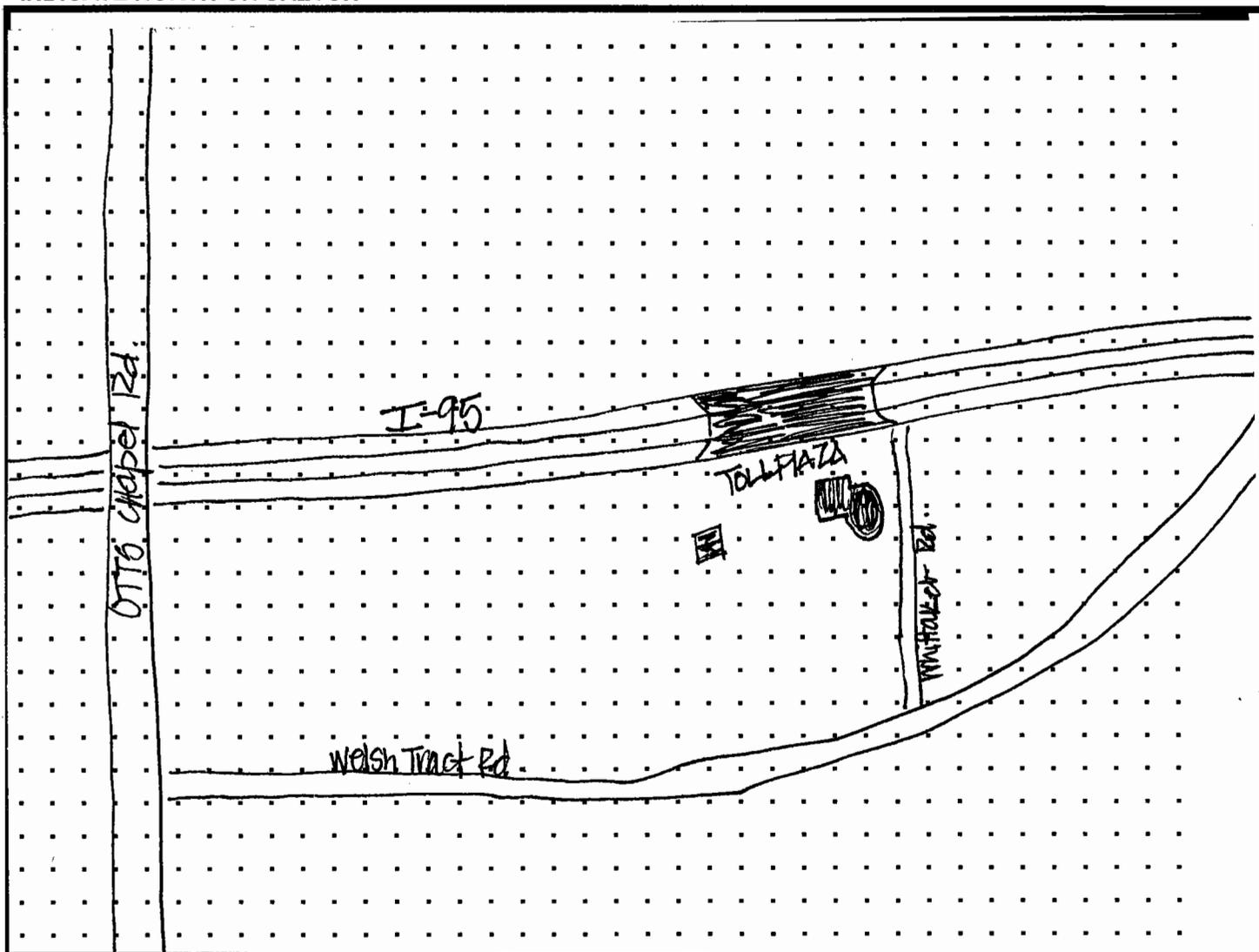
CRS # N-14174

1. ADDRESS/LOCATION: 1200 Ss Whittaker Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

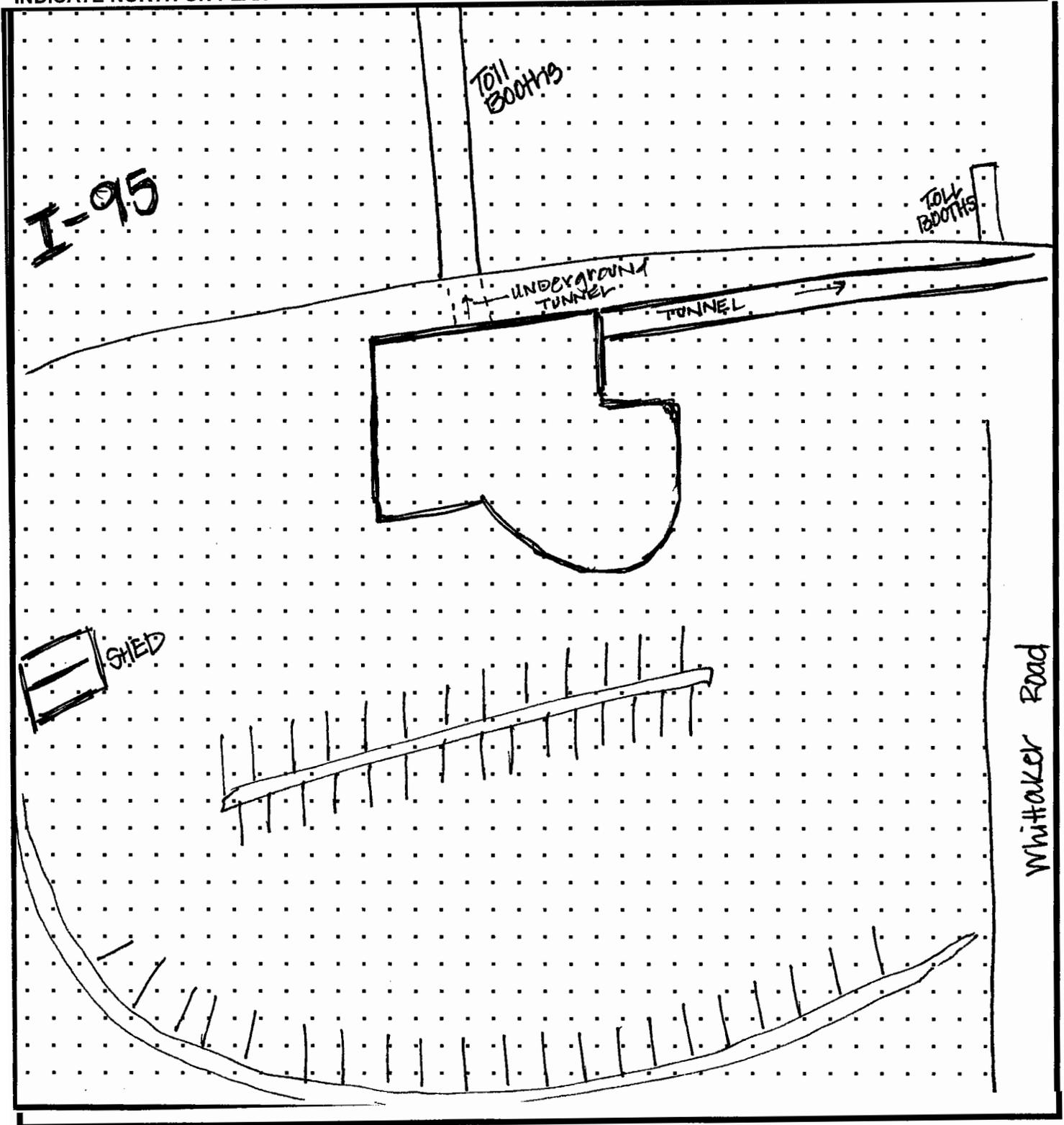
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

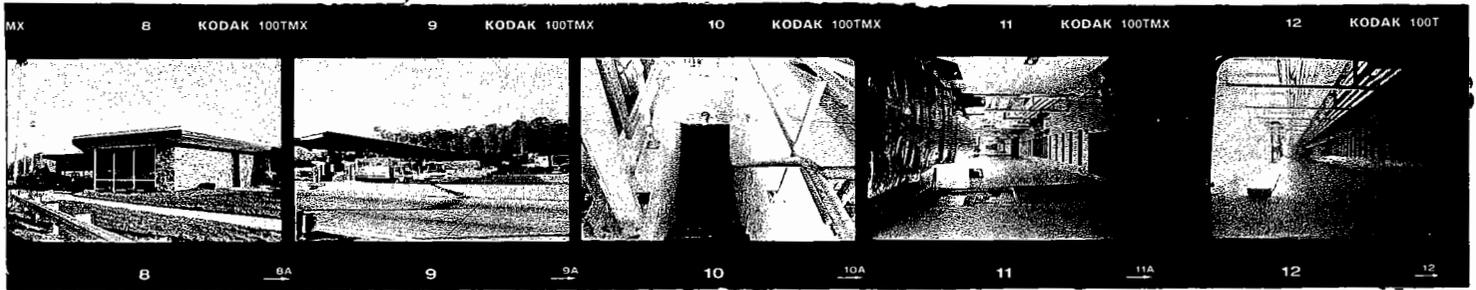
PHOTOGRAPHIC INVENTORY

CRS # N-14174 Date 11/24/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description At Toll Plaza site:View of front, NW side of Administration Building; View of E side of Toll Booths; View of entrance into underground tunnel from center toll booth; View looking N from center of underground tunnel; View looking NW at SE end of underground tunnel; View of a typical office within Administrative Building; View of a typical office within Administrative Building (**same office, different angle); View of rear, SE side of Administration Building; View of front, NE side of garage

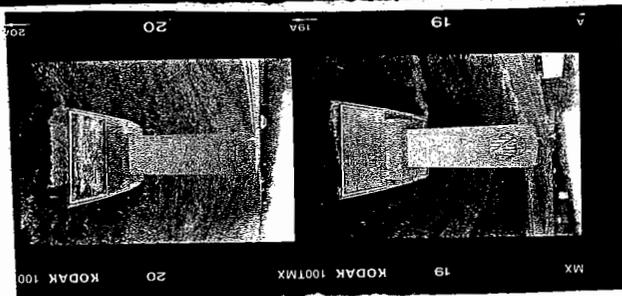
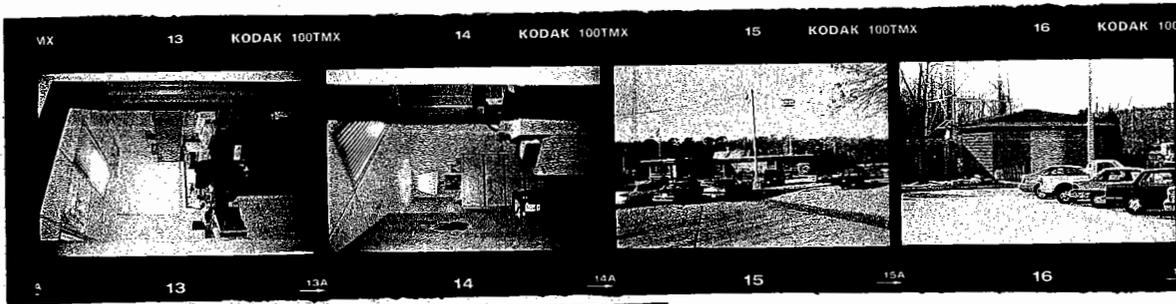
At Delaware/ Maryland State Borders: View of W side of I-95 Dedication Monument; View of E side of I-95 Dedication Monument

Negative location (if other than SHPO)



DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-14174
Card 2 of 2





CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-12868

1. HISTORIC NAME/FUNCTION: Dwelling

2. ADDRESS/LOCATION: 180 Welsh Tract Road

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: All historic fabric has been retained.

5. SETTING INTEGRITY: The property's integrity of location, setting and feeling has been retained; the property is nicely landscaped and fairly remote.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
0	CRS 2 Main Building Form	
1	CRS 3 Secondary Building Form	shed
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

8. OTHER NOTES OR OBSERVATIONS:

CRS# N-12868

A small modern shed has been constructed at the rear of the property. The building possesses architectural features that mimic details seen in the dwelling and garage.

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input checked="" type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-12868

1. ADDRESS/LOCATION: 180 Welsh Tract Road

2. FUNCTION(S): historic _____ current garage

3. YEAR BUILT: 1995 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved

if moved, from where

original location's CRS # year

list major alterations and additions with years (if known)

year

a.

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system wood-frame

b. Number of stories one-story

c. Wall coverings board-and-batten

d. Foundation concrete

e. Roof

structural system side-gable

coverings rolled asphalt

openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: E

1) bays: two

2) windows: (1) pair of fixed, 8-pane sash windows; wood-framed

3) door(s): (1) pair of vertical wood-slat swing-hinge doors

4) other: n/a

b. Side: direction: S

- 1) **bays:** one
- 2) **windows:** (1) single fixed, 8-pane sash window; wood-framed
- 3) **door(s):** n/a
- 4) **other:** n/a

c. Side: direction: N

- 1) **bays:** one
- 2) **windows:** (1) single fixed, 8-pane sash window; wood-framed
- 3) **door(s):** n/a
- 4) **other:** n/a

d. Rear: direction: N

- 1) **bays:** inaccessible
- 2) **windows:** inaccessible
- 3) **door(s):** inaccessible
- 4) **other:** n/a

9. INTERIOR (if accessible):

a) Floor plan inaccessible

b) Partition/walls inaccessible

c) Finishes inaccessible

d) Furnishings/machinery inaccessible



CULTURAL RESOURCE SURVEY
MAP FORM

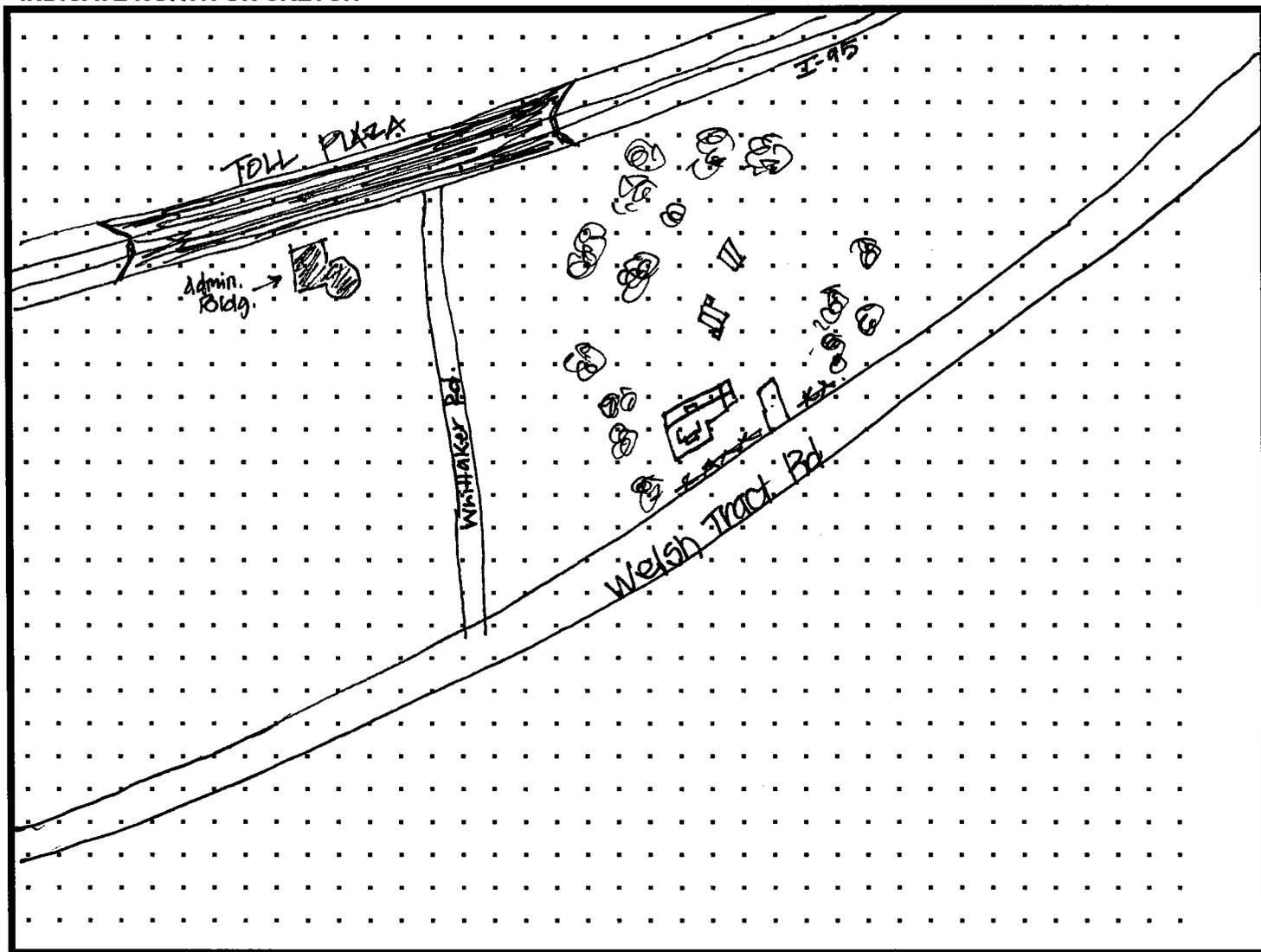
CRS # N-12868

1. ADDRESS/LOCATION: 180 Welsh Tract Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

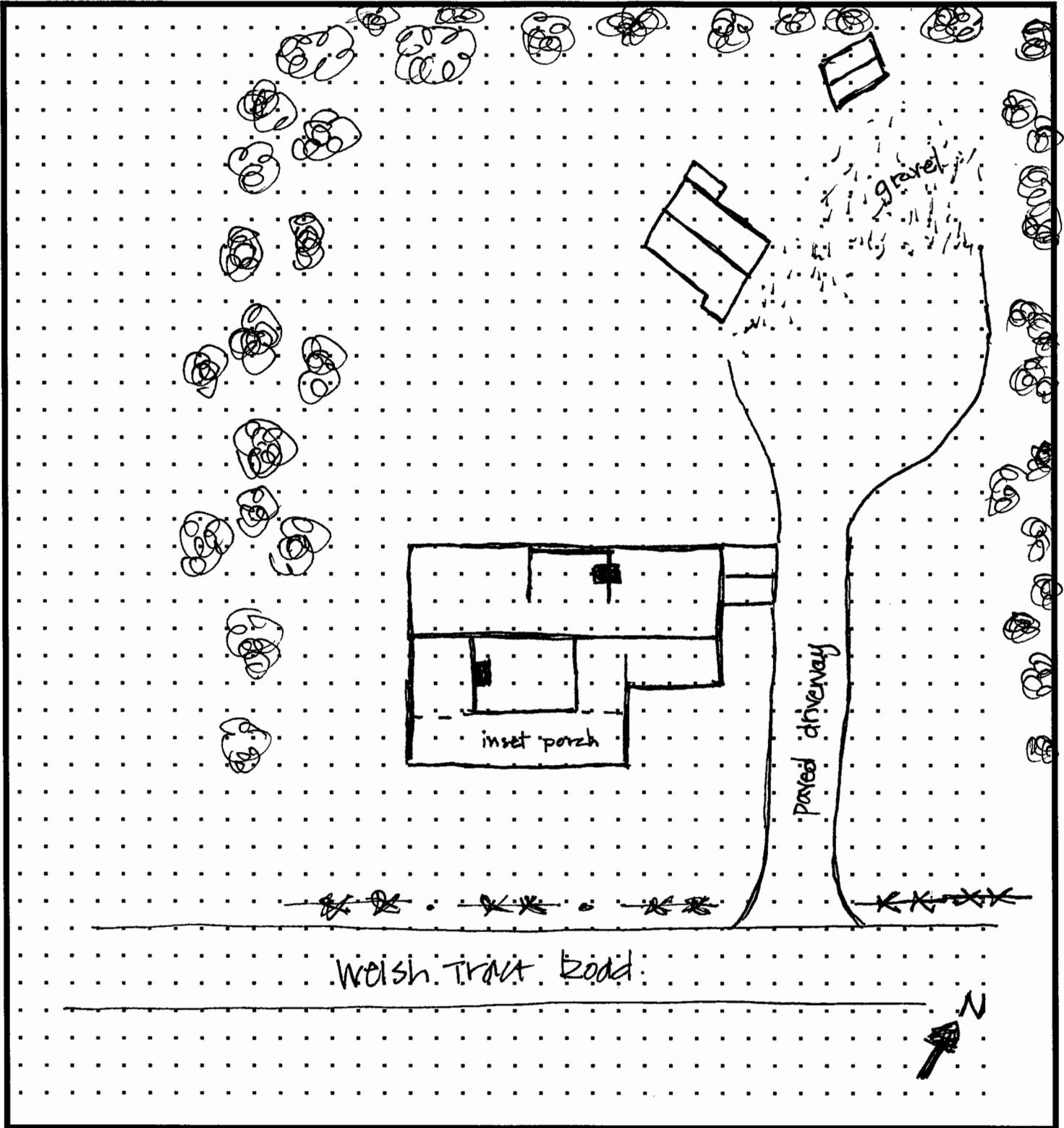
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

PHOTOGRAPHIC INVENTORY

CRS # N-12868 Date 11/17/03 Photo Roll # C-4564 Surveyor Courtney Clark

Description View of front, SE side and NE side of dwelling; View of front, E side and S side of garage;View of rear, NW side and NE side of dwelling.

Negative location (if other than SHPO) _____

Attach contact print(s):

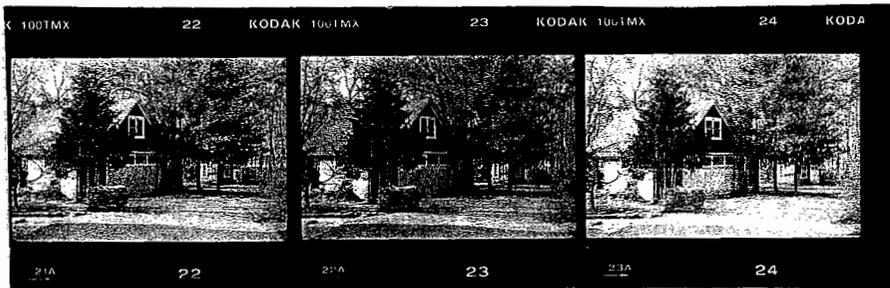


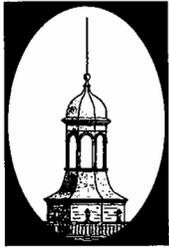
doc # 20-06-01-05-12

CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-12868
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14164
SPO Map 04-05-33
Hundred Pencader
Quad Newark West
Other 1100900045

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 159 Welsh Tract Road
3. TOWN/NEAREST TOWN: Newark vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
1	CRS 3 Secondary Building Form	outbuilding
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14164

1. ADDRESS/LOCATION: 159 Welsh Tract Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1955 CIRCA?: ARCHITECT/BUILDER: not known

4. STYLE OR FLOOR PLAN: Ranch

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. Carport attachment on E end

b. porch enclosure on N side

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: L-shape Stories: 1
Additions: 1-story gabled carport addition on E end

b. Structural system (if known): brick

c. Foundation: materials: covered by poured concrete
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): brick

e. Roof: shape: L-shape
materials: rolled asphalt
cornice: open
dormers: n/a
chimney: location(s): brick chimney located in center interior of dwelling

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: NW

1) Bays four

2) Windows

fenestration 1 -window in front gable-end on NE end; 1 -window in corner of crossing gables; 1-pair of windows at NW end of dwelling

type 2 - Chicago bays w/ flanking double-hung 1/1 sashes; pair of double-hung 1/1 sash

trim none

shutters n/a

Facade (cont'd)

- 3) **Door(s)** one
 location within front gable-end on NE end of dwelling
 type wood pane-and-panel
 trim wood storm door
- 4) **Porch(es)** enclosed inset corner porch; on NW corner of front gable-end; vinyl siding

b. Side: Direction: SW

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 2 windows
 type double hung 1/1 sash
 trim brick sills
 shutters
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

c. Side: Direction: NE

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 2 windows
 type double-hung 1/1 sash
 trim brick sills
 shutters
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: SE

- 1) **Bays** five
- 2) **Windows**
 fenestration 1- window on SE end sheltered by sunporch; 3- regular windows on exterior of main block
 type double-hung 1/1 sash
 trim brick sills
 shutters none
- 3) **Door(s)** one
 location door on SE end sheltered by sunporch
 type wood; pane-and-panel
 trim none
- 4) **Porch(es)** 1-story, shed-roof sunporch; enclosed by awning glass-pane windows and vinyl siding

9. **INTERIOR:** no access

10. **LANDSCAPING:** Tall trees and woods surround the dwelling on all sides; planted hedges across N side; paved driveway lies to the E side of the dwelling

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14164

1. ADDRESS/LOCATION: 159 Welsh Tract Road
2. FUNCTION(S): historic _____ current shed
3. YEAR BUILT: 1990 CIRCA?: ARCHITECT/BUILDER: unknown
4. STYLE/FLOOR PLAN: _____
5. INTEGRITY: original site moved
if moved, from where _____ original location's CRS # _____ year _____

list major alterations and additions with years (if known) _____ year _____

a. none

b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system frame - light timber

b. Number of stories 1

c. Wall coverings vinyl siding

d. Foundation wood

e. Roof

structural system side-gable

coverings rolled asphalt

openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: SW

1) bays: three

2) windows: 2 - modern double-hung 4/4 sash windows flanking by modern, non-functional shutters

3) door(s): 1 - pair of double-doors; wood; swing hinge

4) other: none

b. Side: direction: NW

- 1) bays: none
- 2) windows: n/a
- 3) door(s): n/a
- 4) other: n/a

c. Side: direction: SE

- 1) bays: none
- 2) windows: n/a
- 3) door(s): n/a
- 4) other: n/a

d. Rear: direction: NE

- 1) bays: none
- 2) windows: n/a
- 3) door(s): n/a
- 4) other: n/a

9. INTERIOR (if accessible):

a) Floor plan no access

b) Partition/walls no access

c) Finishes no access

d) Furnishings/machinery no access



CULTURAL RESOURCE SURVEY
MAP FORM

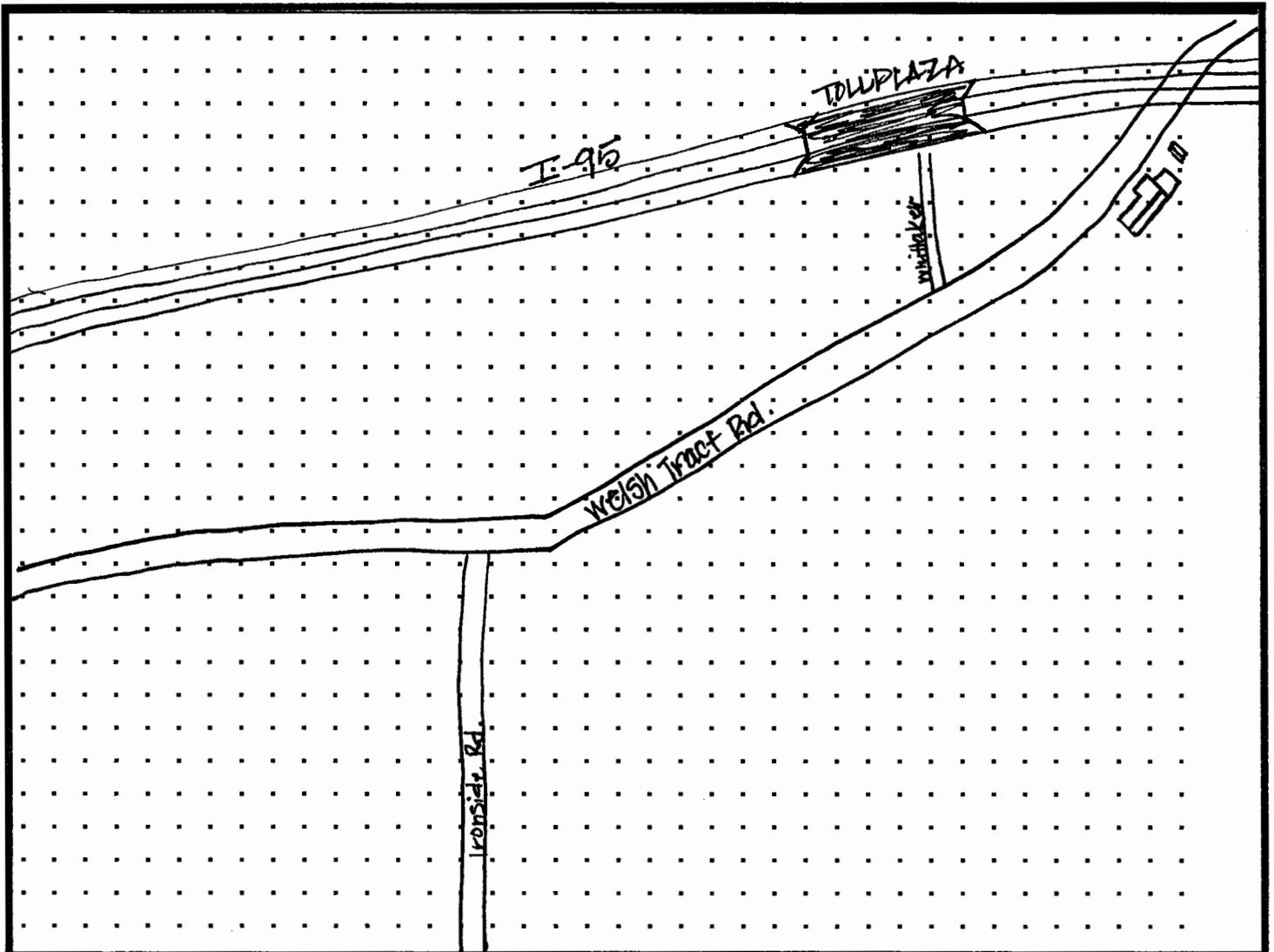
CRS # N-14164

1. ADDRESS/LOCATION: 159 Welsh Tract Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

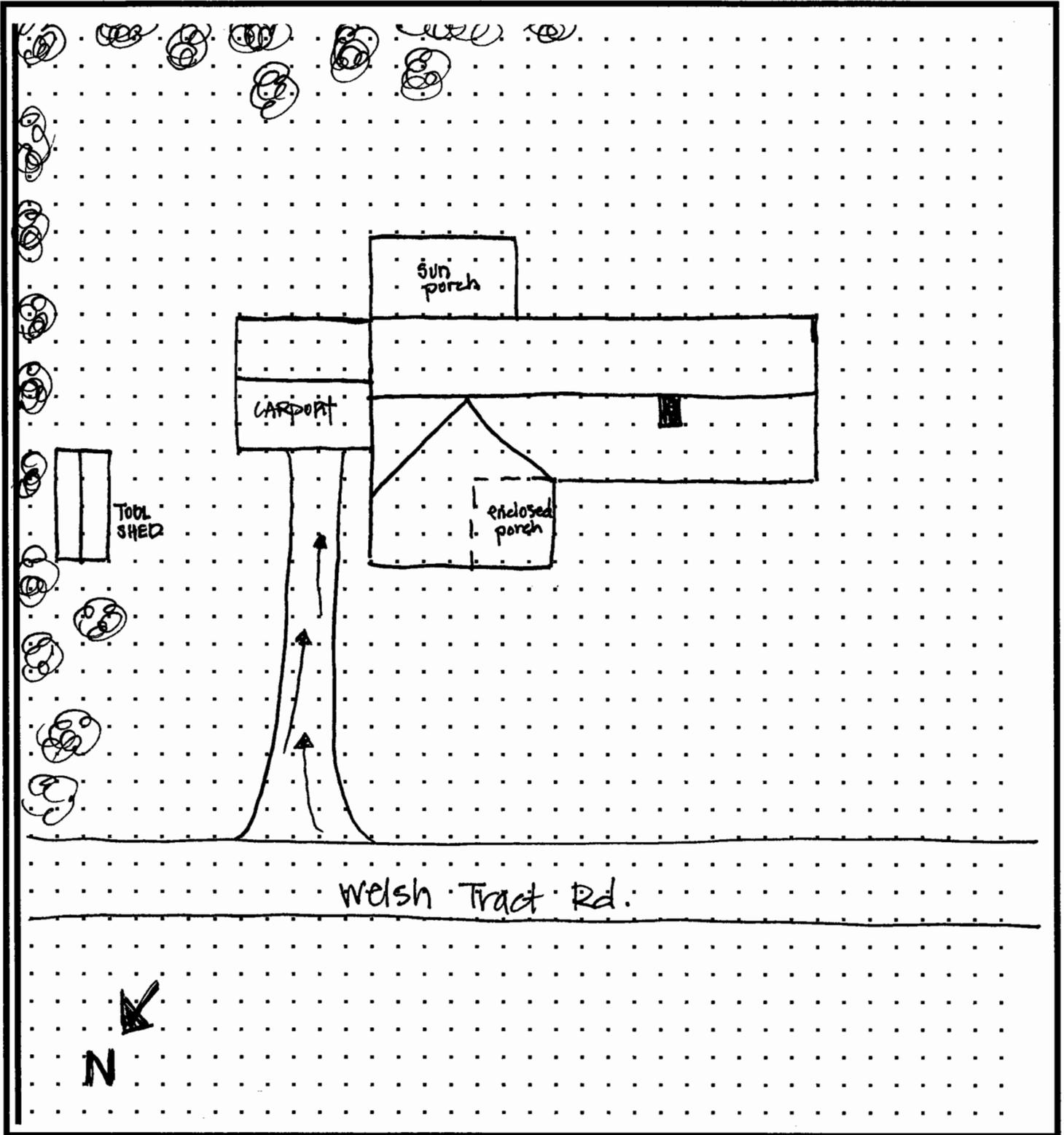
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

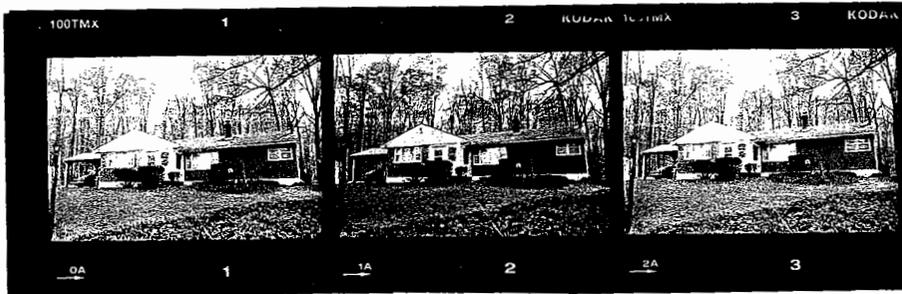
PHOTOGRAPHIC INVENTORY

CRS # N-14164 Date 11/17/03 Photo Roll # C-4565 Surveyor Courtney Clark

Description View of front, NW side of dwelling; View of rear, SE side and NE side of dwelling; View of front, SW side and NW side of shed

Negative location (if other than SHPO) _____

Attach contact print(s):

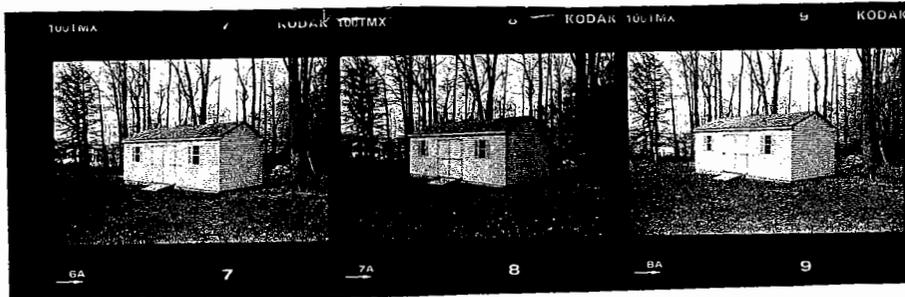


doc # 20-06-01-05-12

CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-14164
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14163
SPO Map 04-05-33
Hundred Pencader
Quad Newark West
Other 1100900047

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 147 Welsh Tract Road
3. TOWN/NEAREST TOWN: Newark vicinity?
4. MAIN TYPE OF RESOURCE: building landscape structure district site object
5. MAIN FUNCTION OF PROPERTY: dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
1	CRS 3 Secondary Building Form	garage
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14163

1. ADDRESS/LOCATION: 147 Welsh Tract Road
2. FUNCTION(S): historic single-family dwelling current single-family dwelling
3. YEAR BUILT: 1930 CIRCA?: ARCHITECT/BUILDER: not known
4. STYLE OR FLOOR PLAN: vernacular - gable front, 3-bay, center-passage
5. INTEGRITY: original site moved
 if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known)

- a. Full-width, shed-roof addition across rear, E side _____ year _____
- b. _____

6. CURRENT CONDITION: excellent good fair poor
7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)
- a. Overall shape: rectangular Stories: 1 1/2
 Additions: Vertical wood panel siding; modern double-hung, 4/4 windows on the N and S-ends; pane-and-panel wood door in SW corner sheltered by modern shed-roof porch on wood deck
- b. Structural system (if known): light-timber frame
- c. Foundation: materials: concrete block
 basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): stucco on all sides; horizontal aluminum in W gable-end
- e. Roof: shape: gable-front
 materials: rolled asphalt
 cornice: open
 dormers: none
 chimney: location(s): S side interior, brick chimney

8. DESCRIPTION OF ELEVATIONS:
- a. Facade: Direction: NW
- 1) Bays three
- 2) Windows fenestration regular w/ 2 windows flanking the entrance; upper level window over door
 type double-hung, 2/2 sash
 trim aluminum storm windows; brick sills
 shutters none

Facade (cont'd)

- 3) **Door(s)** **one**
 location **centered**
 type **pane-and-panel wood**
 trim **aluminum storm door**
- 4) **Porch(es)** **full-width concrete deck**

b. Side: Direction: SW

- 1) **Bays** **two**
- 2) **Windows**
 fenestration **regular w/ 2 windows on 1st floor**
 type **double-hung, 2/2 sash**
 trim **aluminum storm windows; brick sills; aluminum awnings**
 shutters
- 3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**
- 4) **Porch(es)** **n/a**

c. Side: Direction: NE

- 1) **Bays** **two**
- 2) **Windows**
 fenestration **regular w/ 2 windows on 1st floor**
 type **double-hung, 2/2 sash**
 trim **aluminum storm windows; brick sills; aluminum awnings**
 shutters
- 3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**
- 4) **Porch(es)** **n/a**

d. Rear: Direction: SE

- 1) **Bays** **part of interior; no access**
- 2) **Windows** **part of interior; no access**
 fenestration **part of interior**
 type **part of interior**
 trim **part of interior**
 shutters **part of interior**
- 3) **Door(s)** **part of interior; no access**
 location **part of interior**
 type **part of interior**
 trim **part of interior**
- 4) **Porch(es)** **none**

9. **INTERIOR: no access**

10. **LANDSCAPING: Tall trees grow to rear of property**

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14163

1. ADDRESS/LOCATION: 147 Welsh Tract Road

2. FUNCTION(S): historic garage current garage

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE/FLOOR PLAN: rectangular shaped building

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a. none
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system concrete-block
b. Number of stories 1
c. Wall coverings exposed concrete-block on all sides with horizontal aluminum siding in W gable-end
d. Foundation concrete-block
e. Roof
structural system gabled-front
coverings corrugated metal roofing
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: NW
1) bays: one
2) windows: none
3) door(s): centered open bay entrance
4) other: none

- b. **Side: direction: SW**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** n/a

- c. **Side: direction: NE**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** n/a

- d. **Rear: direction: SE**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** n/a

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14163

1. ADDRESS/LOCATION: 147 Welsh Tract Road

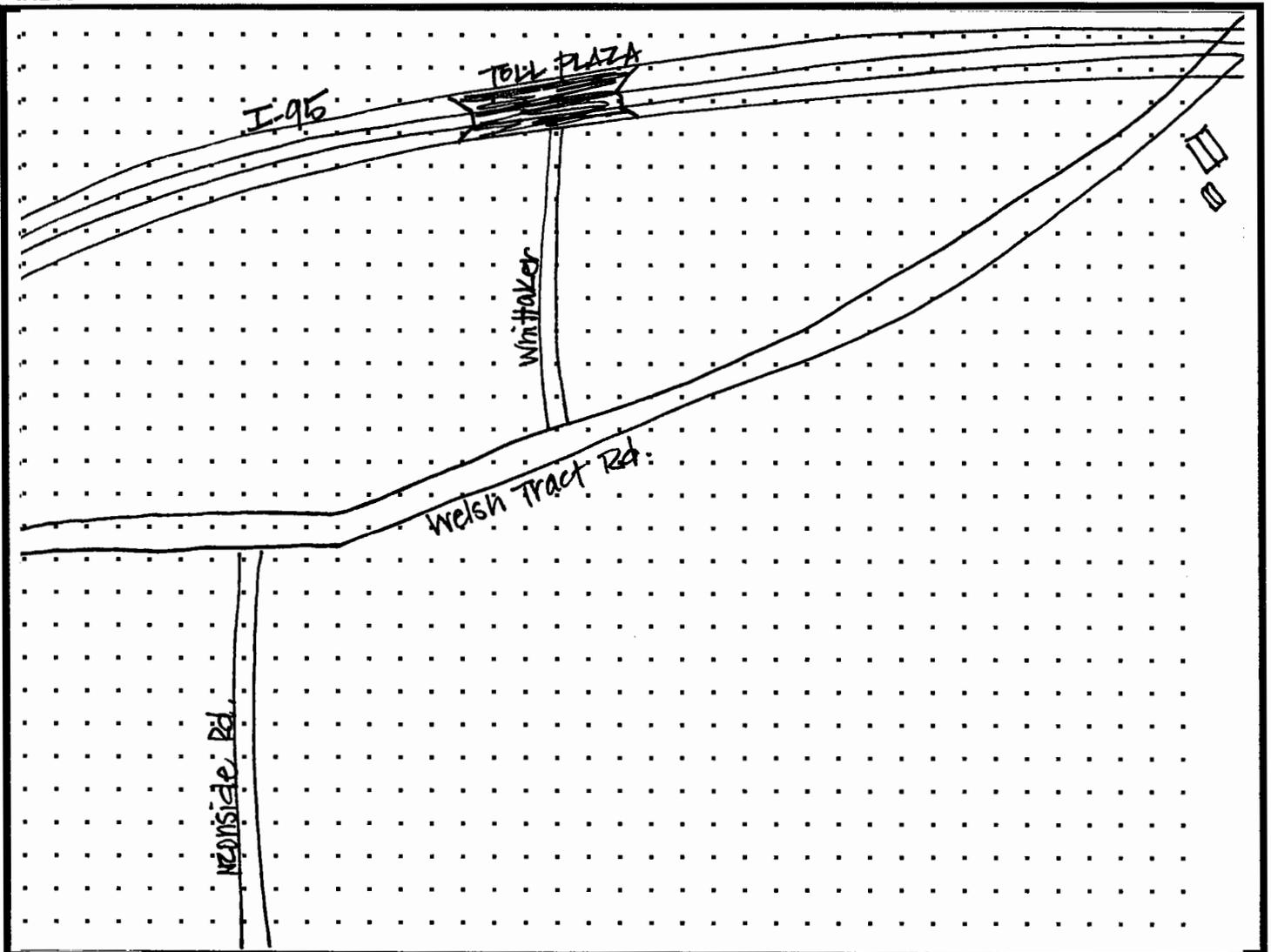
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

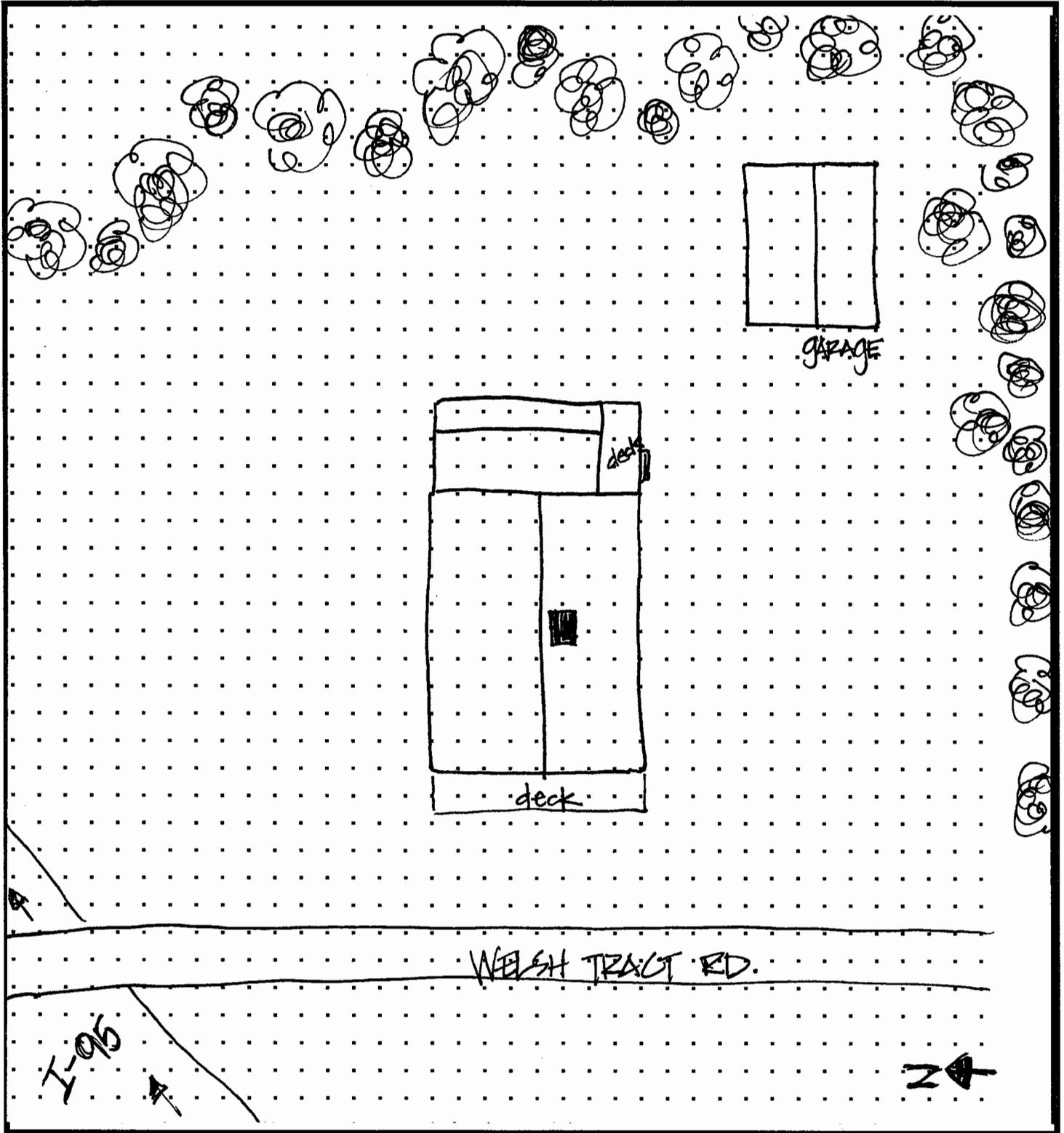
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # N-14163 Date 11/24/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, NW side and SW side of dwelling; view of front, NW side of garage

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14162
SPO Map 04-05-33
Hundred Pencader
Quad Newark West
Other 1100900031

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 92 Welsh Tract Road
3. TOWN/NEAREST TOWN: Newark vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
1	CRS 3 Secondary Building Form	garage
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

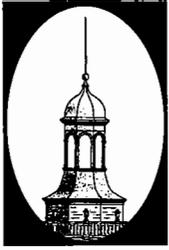
Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14162

1. ADDRESS/LOCATION: 92 Welsh Tract Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE OR FLOOR PLAN: vernacular

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

<u>list major alterations and additions with years (if known)</u>	<u>year</u>
a. porch enclosure on NE end	1970
b.	

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

- a. Overall shape: rectangular Stories: 1 1/2
Additions: 1 1/2-story gabled addition on NE end; vinyl siding; Chicago bay window w/ flanking double-hung 1/1 windows on SE side; modern slab door with stepping lights, adjacent to window; modern wood stoop; modern double-hung 1/1 window on NE end, double-hung 1/1 window in upper level; one pair of modern double-hung 1/1 windows centered on NW side
- b. Structural system (if known): light-timber frame
- c. Foundation: materials: covered by poured concrete
basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): vinyl-siding
- e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: 1-shed-roof dormer on NW side
chimney: location(s): centered , interior; covered in stucco

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: SE
 - 1) Bays three
 - 2) Windows
 - fenestration regular w/ 3 windows on 1st floor
 - type modern double-hung, 1/1 sash
 - trim none
 - shutters none

Facade (cont'd)

- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
 4) **Porch(es)** n/a

b. Side: Direction: NE

- 1) **Bays** two
 2) **Windows** part of interior; no access
 fenestration part of interior
 type part of interior
 trim part of interior
 shutters part of interior
 3) **Door(s)** part of interior; no access
 location part of interior
 type part of interior
 trim part of interior
 4) **Porch(es)** n/a

c. Side: Direction: SW

- 1) **Bays** two
 2) **Windows**
 fenestration regular w/ 2 windows on 1st floor; one window in upper level
 type modern double-hung, 1/1 sash
 trim none
 shutters none
 3) **Door(s)** N/A
 location N/A
 type N/A
 trim N/A
 4) **Porch(es)** N/A

d. Rear: Direction: NW

- 1) **Bays** three
 2) **Windows**
 fenestration regular w/ 2 windows on 1st floor flanking entrance
 type modern double-hung 1/1 sash
 trim none
 shutters none
 3) **Door(s)** one
 location centered on main block
 type modern vinyl pane-and-panel
 trim modern storm door
 4) **Porch(es)** 1-story, shed-roof screen porch w/ entrance on NW side

9. **INTERIOR:** no access

10. **LANDSCAPING:** Tall trees planted across the front, SE lawn; Tall trees grow along SW property boundary obscuring view of I-95 and toll plaza

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14162

1. ADDRESS/LOCATION: 92 Welsh Tract Road

2. FUNCTION(S): historic garage current garage

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE/FLOOR PLAN: rectangular shaped building

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a.
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system unknown
b. Number of stories 1
c. Wall coverings stucco siding
d. Foundation unknown
e. Roof
structural system side-gable
coverings rolled asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: SE
1) bays: three
2) windows: none
3) door(s): two modern vinyl garage doors; one modern vinyl, pane-and panel door centered on SE side
4) other: none

- b. **Side: direction: NE**
 - 1) **bays:** one
 - 2) **windows:** fixed, aluminum framed single-light window on N-end
 - 3) **door(s):** n/a
 - 4) **other:** n/a

- c. **Side: direction: SW**
 - 1) **bays:** one
 - 2) **windows:** fixed, aluminum framed single-light window on W side
 - 3) **door(s):** n/a
 - 4) **other:** n/a

- d. **Rear: direction: NW**
 - 1) **bays:** two
 - 2) **windows:** regular w/2 fixed, aluminum framed single-light windows
 - 3) **door(s):** n/a
 - 4) **other:** n/a

9. **INTERIOR (if accessible):**

- a) **Floor plan** **no access**

- b) **Partition/walls** **no access**

- c) **Finishes** **no access**

- d) **Furnishings/machinery** **no access**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14162

1. ADDRESS/LOCATION: 92 Welsh Tract Road

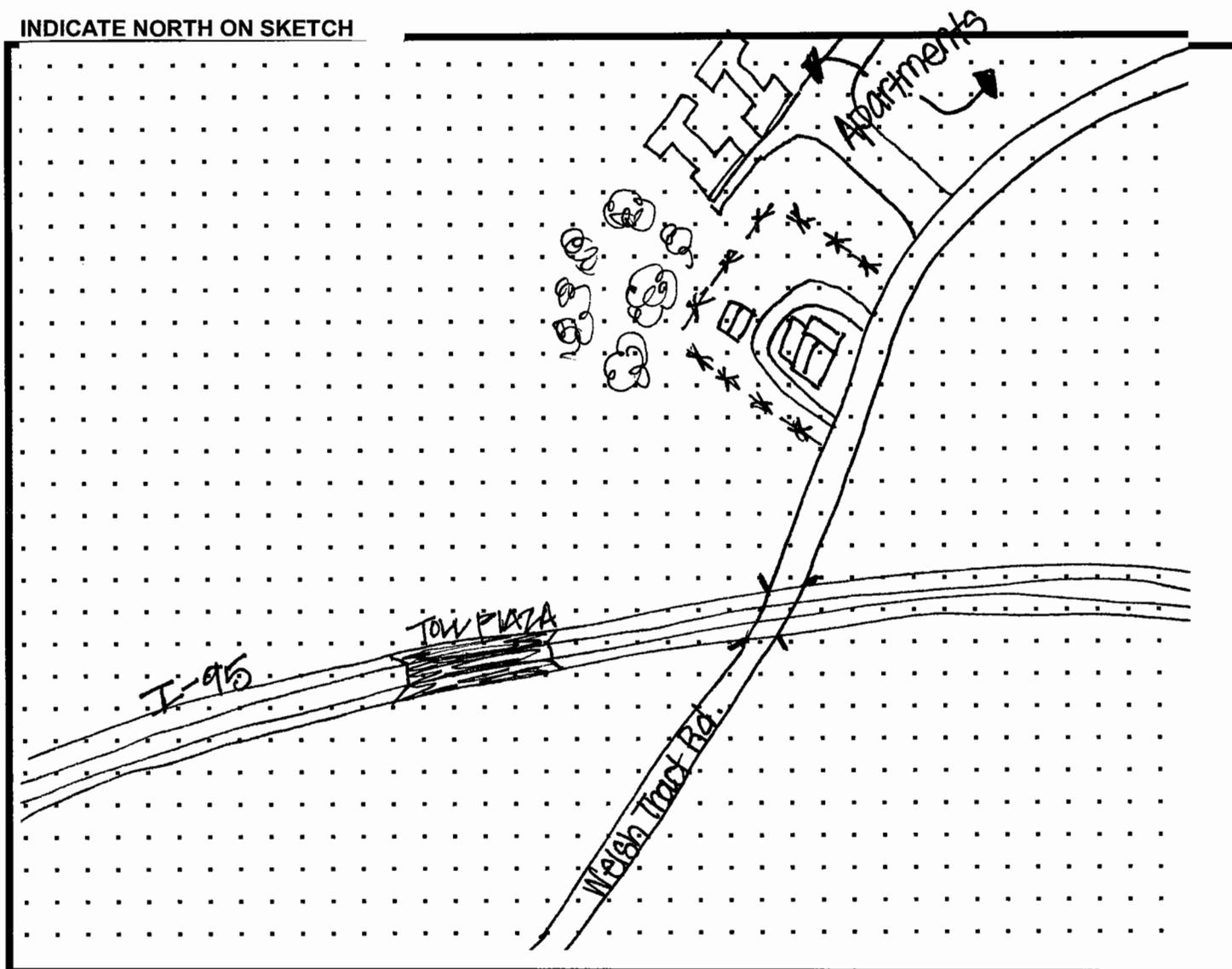
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

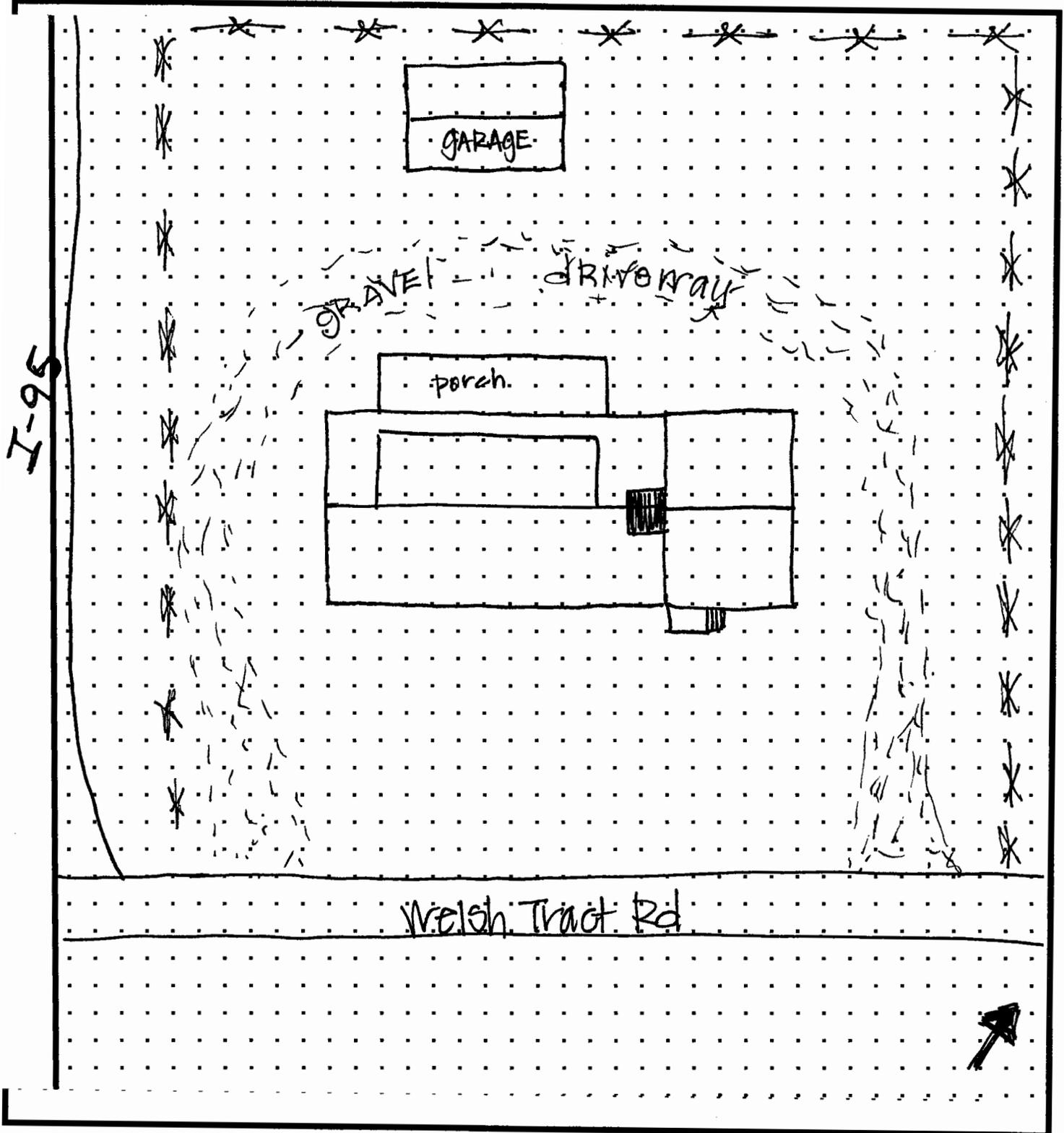
INDICATE NORTH ON SKETCH



4. SITE PLAN:

CRS # N-14162

INDICATE NORTH ON PLAN



USE BLACK INK ONLY

CRS-9

DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

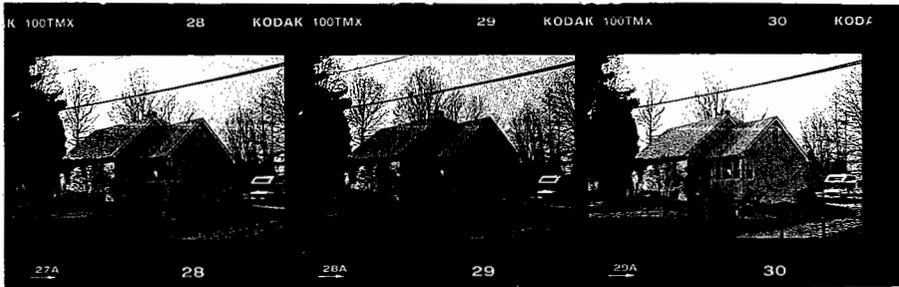
PHOTOGRAPHIC INVENTORY

CRS # N-14162 Date 11/17/03 Photo Roll # C-4564 Surveyor Courtney Clark

Description View of front, SW side and SE side of dwelling; view of rear, NE side and SE side of dwelling; view of front, SW side and SE side of garage

Negative location (if other than SHPO) _____

Attach contact print(s):

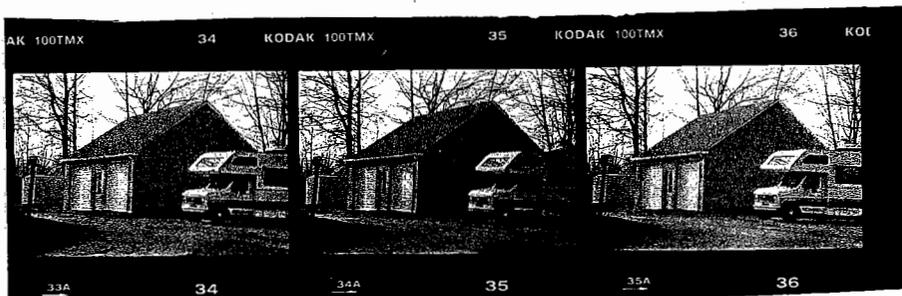


doc # 20-06-01-05-12

CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-14162
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14161
SPO Map 04-05-33
Hundred Pencader
Quad Newark West
Other 1100900033

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 46 Welsh Tract Road
3. TOWN/NEAREST TOWN: Newark vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
1	CRS 3 Secondary Building Form	garage
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14161

1. ADDRESS/LOCATION: 46 Welsh Tract Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: 3-bay, center passage, with Colonial Revival detailing

5. INTEGRITY: original site moved
if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known) year _____

a. large addition on rear, N side

b. entrance addition to E side with garage attachment

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1 1/2
Additions: 1 1/2-story, gabled addition to N side; vinyl siding; modern double-hung 1/1 windows; metal double-door bulkhead attached to N side; 1-story, gabled addition to E side with shed-roof enclosure across N side; vinyl siding; modern doors; modern louvered glass-pane windows; attached modern wood deck to N side

b. Structural system (if known): frame, light-timber

c. Foundation: materials: covered by poured concrete
basement: full partial not visible no basement

d. Exterior walls (original if visible & any subsequent coverings): vinyl-siding

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: enclosed with vinyl
dormers: 2 - gable-front on S side; 1 - large gable-front on N side
chimney: location(s): brick chimney on exterior of E side

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: S

1) Bays three

2) Windows

fenestration regular w/ 2 windows on 1st floor flanking entrance; dormers on upper level
type 1-pair of modern double-hung 1/1 sash; 1-modern Chicago bay flanked by double-hung 1/1 sash

trim none

shutters none

Facade (cont'd)

- 3) **Door(s)** one
 location centered on main block
 type modern vinyl covered pane-and-panel
 trim none
- 4) **Porch(es)** 1-story, gable-front porch; supported by wood posts on concrete deck

b. Side: Direction: E

- 1) **Bays** one
- 2) **Windows**
 fenestration window on S end of main block
 type modern double-hung 1/1 sash
 trim none
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

c. Side: Direction: W

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 2 windows on 1st floor
 type modern double-hung, 1/1 sash
 trim none
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: N

- 1) **Bays** two
- 2) **Windows**
 fenestration windows on W end of main block; dormer on upper level
 type modern double-hung 1/1 sash
 trim none
 shutters none
- 3) **Door(s)** none
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** none

9. **INTERIOR:** no access

10. **LANDSCAPING:** Garden planted to the E side of dwelling; garden planted to the N side of dwelling; tall trees and woods to the rear N end of property boundary

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14161

1. ADDRESS/LOCATION: 46 Welsh Tract Road
2. FUNCTION(S): historic _____ current garage
3. YEAR BUILT: 1980 CIRCA?: ARCHITECT/BUILDER: unknown
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a. none

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system wood frame

b. Number of stories one-story

c. Wall coverings vinyl-siding

d. Foundation unknown

e. Roof

structural system gable-front

coverings asphalt

openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: S

1) bays: one

2) windows: none

3) door(s): vinyl garage door centered; multi-paneled

4) other: n/a

b. Side: direction: E

- 1) **bays:** n/a
- 2) **windows:** none
- 3) **door(s):** none
- 4) **other:** n/a

c. Side: direction: W

- 1) **bays:** n/a
- 2) **windows:** none
- 3) **door(s):** none
- 4) **other:** n/a

d. Rear: direction: N

- 1) **bays:** three
- 2) **windows:** regular modern double-hung 1/1 flanking the garage door
- 3) **door(s):** vinyl garage door centered; multi-paneled
- 4) **other:** n/a

9. INTERIOR (if accessible):

a) Floor plan **inaccessible**

b) Partition/walls **inaccessible**

c) Finishes **inaccessible**

d) Furnishings/machinery **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14161

1. ADDRESS/LOCATION: 46 Welsh Tract Road

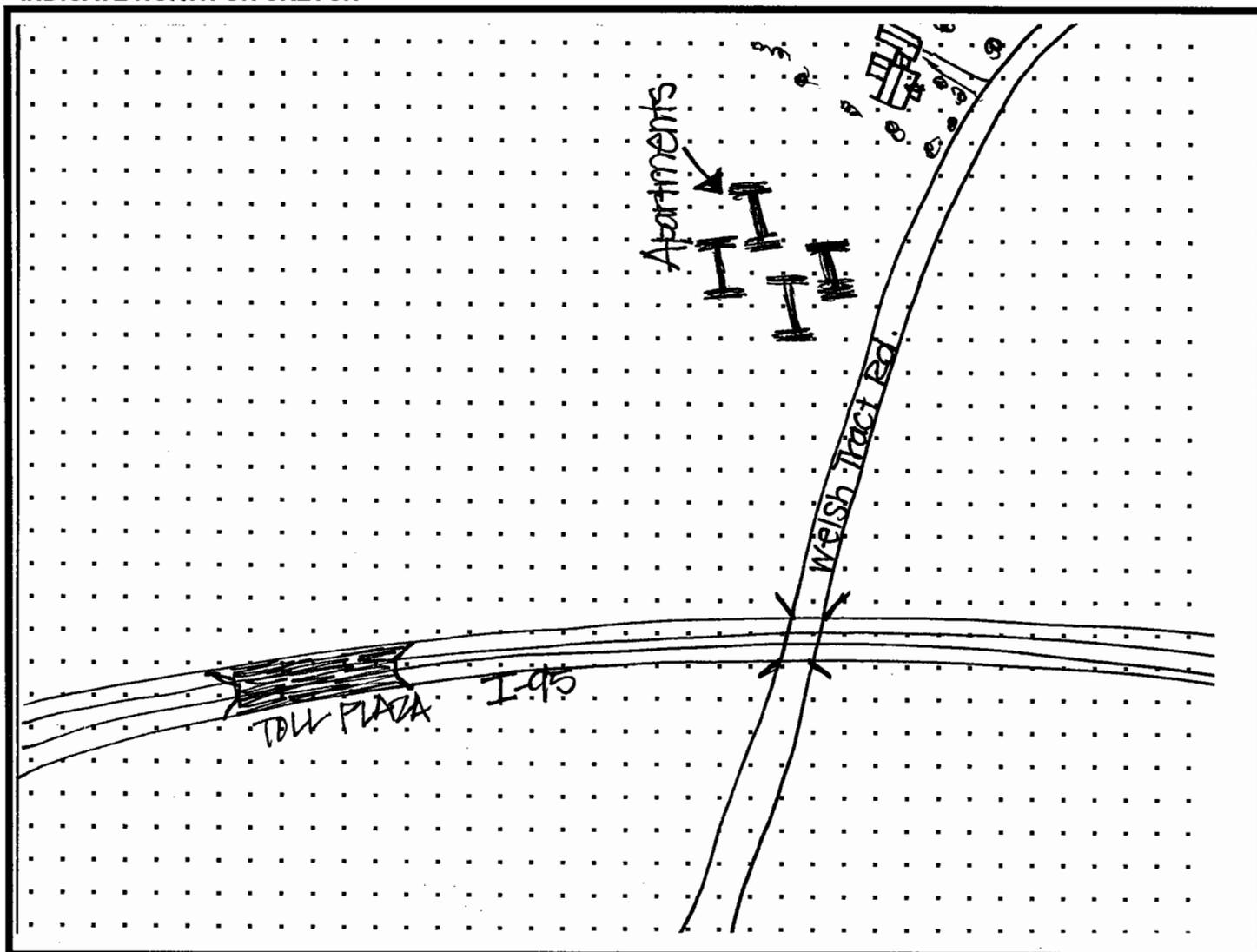
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

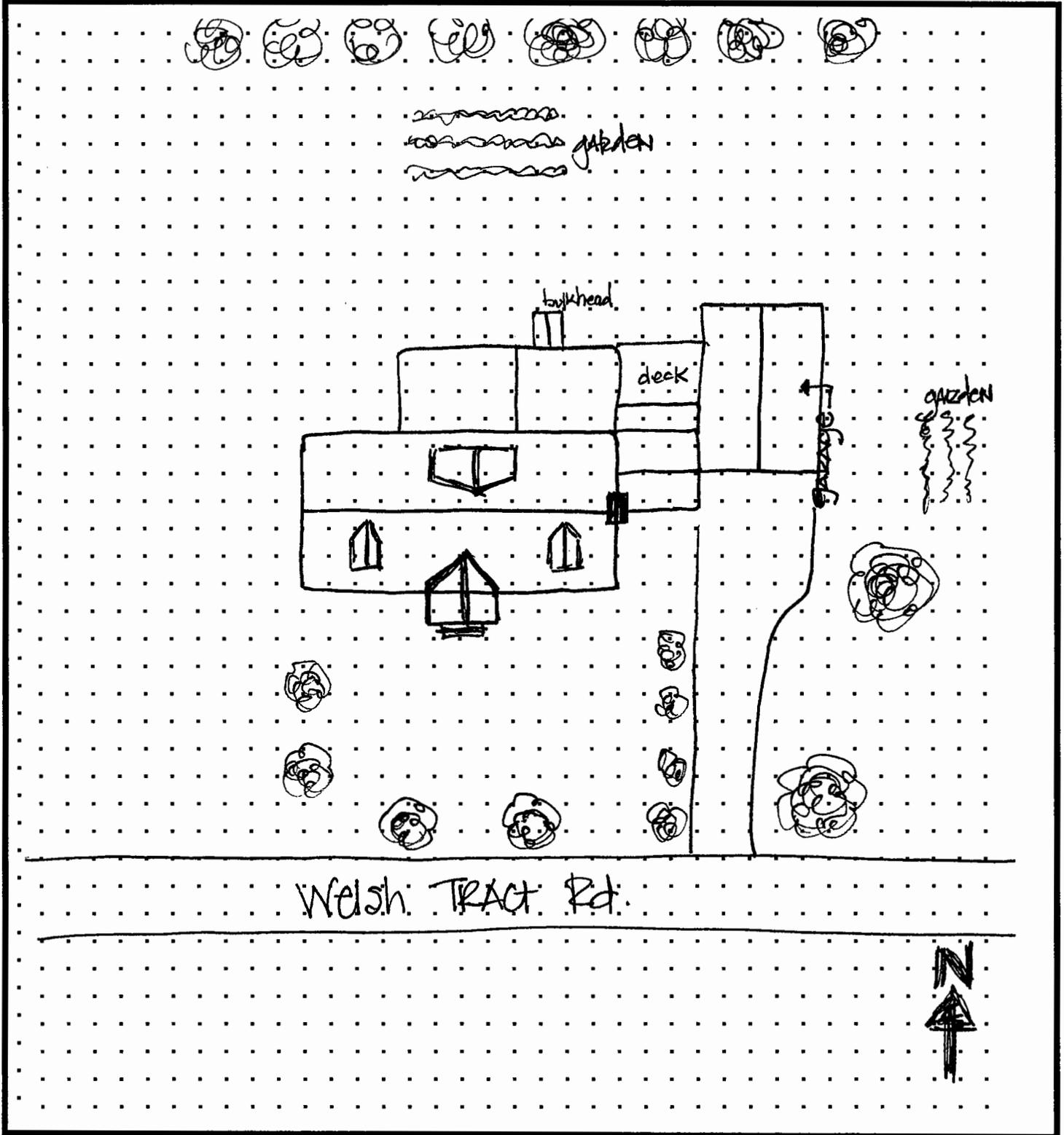
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

Card 1 of 2

CRS # N-14161 Date 11/17/03 Photo Roll # C-4565 Surveyor Courtney Clark

Description View of front, S side and E side of dwelling; view of rear, N side of dwelling and garage

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-14161
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-12870

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 36 Welsh Tract Road
3. CURRENT CONDITION: excellent good fair poor demolished
4. INTEGRITY: In 1992 vinyl siding was added to the exterior, and modern doors and windows were installed; one-and-one-half-story gabled-roof addition to N side; one-story shed-roof addition to S side; wood deck addition to the W side
5. SETTING INTEGRITY: outbuildings to rear of dwelling; Welsh Tract Baptist Church across the street (SE of the dwelling); Welsh Tract Church Caretaker's Cottage E of the dwelling

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
0	CRS 2 Main Building Form	
2	CRS 3 Secondary Building Form	garages
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

c) Historic period theme(s)

- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-12870

1. ADDRESS/LOCATION: 36 Welsh Tract Road

2. FUNCTION(S): historic _____ current garage

3. YEAR BUILT: 1980 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved

if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a. none

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system wood frame

b. Number of stories one-story

c. Wall coverings vinyl-siding

d. Foundation unknown

e. Roof

structural system gable-front

coverings asphalt

openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: S

1) bays: one

2) windows: fixed, octogonal-shaped window in upper portion of gable-end

3) door(s): vinyl garage door centered; multi-paneled

4) other: none

- b. **Side: direction: E**
- 1) **bays:** n/a
 - 2) **windows:** none
 - 3) **door(s):** none
 - 4) **other:** one-story one-room shed-roof addition; sliding glass doors, and single wood door with wood surround; vinyl-siding sheathes entire addition; asphalt roofing
- c. **Side: direction: W**
- 1) **bays:** n/a
 - 2) **windows:** none
 - 3) **door(s):** none
 - 4) **other:** n/a
- d. **Rear: direction: N**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** inaccessible

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-12870

1. ADDRESS/LOCATION: 36 Welsh Tract Road
2. FUNCTION(S): historic _____ current garage
3. YEAR BUILT: 1990 CIRCA?: ARCHITECT/BUILDER: unknown
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

- a. none
- b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

- a. Structural system wood frame
- b. Number of stories one-story
- c. Wall coverings horizontal wood-siding
- d. Foundation wood
- e. Roof
 structural system side-gable
 coverings asphalt
 openings faux four-sided ventilator

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: E
- 1) bays: three
- 2) windows: modern double-hung windows with faux four-over-four vinyl mullions
- 3) door(s): one modern pair of wood swing-hinge doors
- 4) other: none

- b. **Side: direction: N**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** inaccessible

- c. **Side: direction: S**
 - 1) **bays:** none
 - 2) **windows:** none

 - 3) **door(s):** none

 - 4) **other:** n/a

- d. **Rear: direction: W**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** inaccessible

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

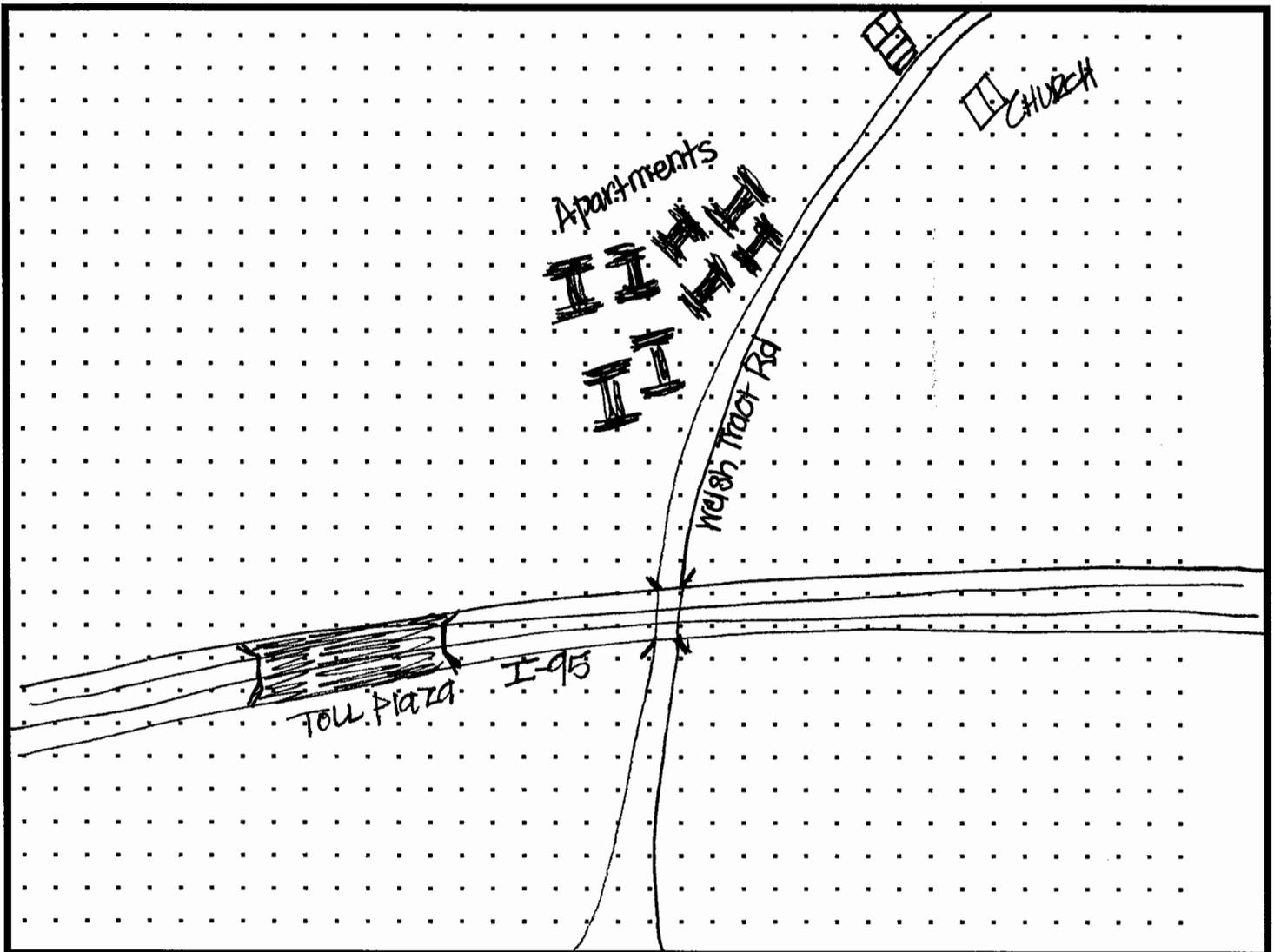
CRS # N-12870

1. ADDRESS/LOCATION: 36 Welsh Tract Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

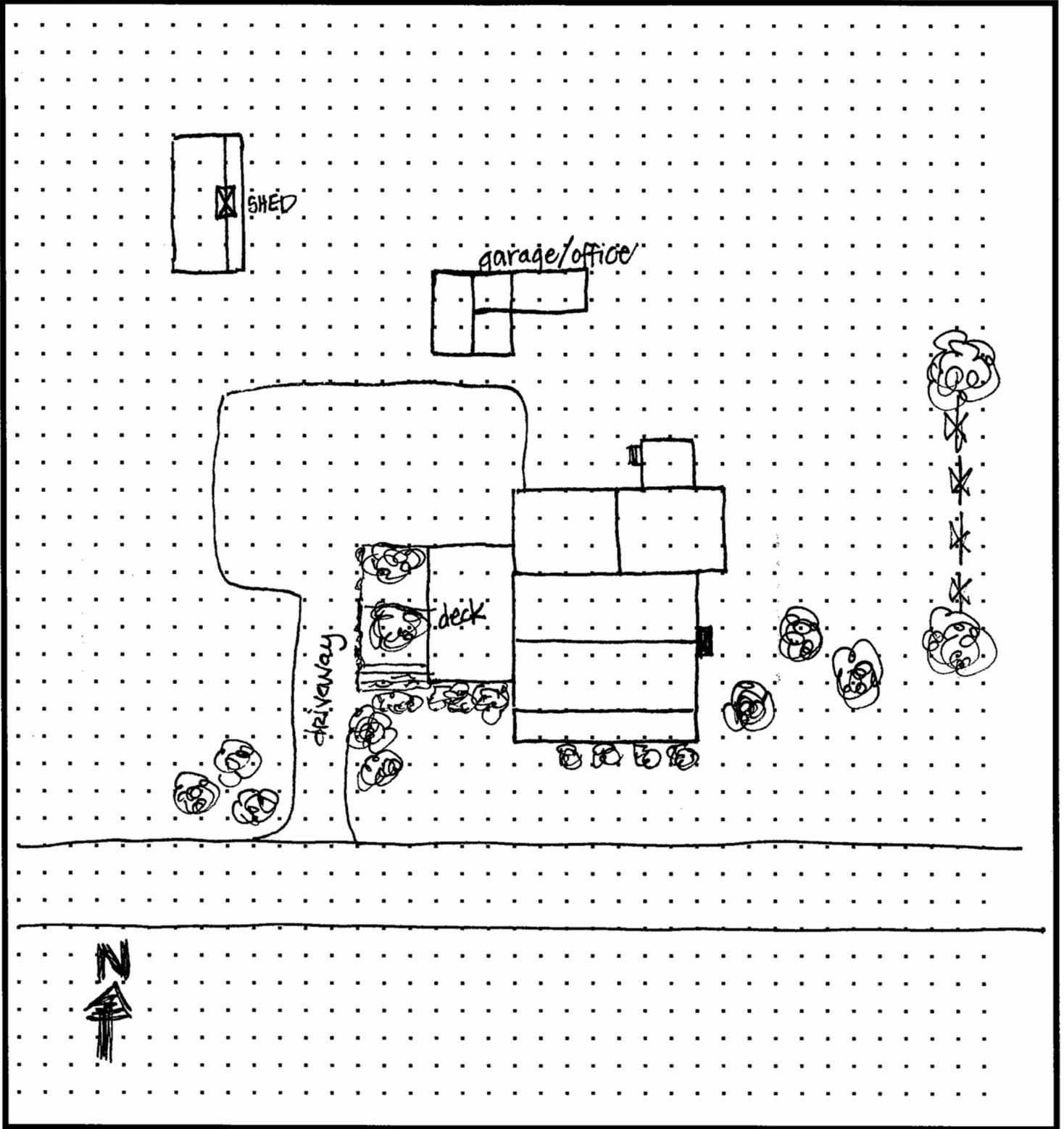
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

Card 1 of 2

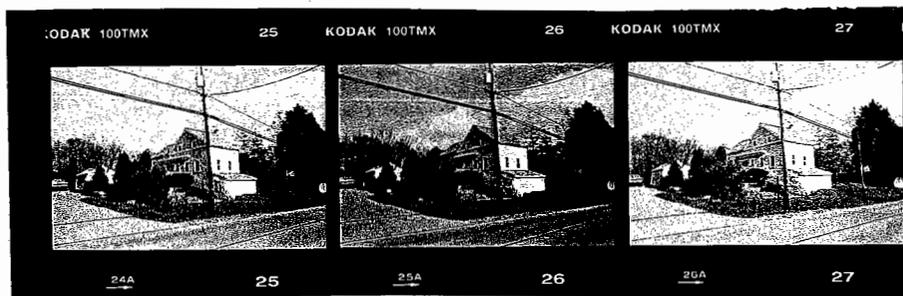
PHOTOGRAPHIC INVENTORY

CRS # N-12870 Date 11/24/03 Photo Roll # C-4566 Surveyor Courtney Clark

Description View of front, S side and W side of the dwelling; view of front, S side and W side of garage #1; view of S end and front, E side of garage #2

Negative location (if other than SHPO) _____

Attach contact print(s):

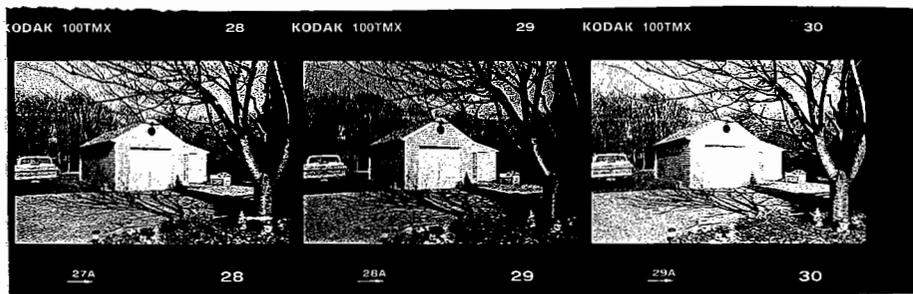


doc # 20-06-01-05-12

CRS-13

DELAWARE STATE HISTORIC PRESERVATION OFFICE
PHOTOGRAPHIC INVENTORY

CRS # N-12870
Card 2 of 2





DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14166
SPO Map 08-09-34
Hundred White Clay Crk.
Quad Newark East
Other 0903000071

1. HISTORIC NAME/FUNCTION: Dwelling, 104 Stanton Christiana Road
2. ADDRESS/LOCATION: 104 Stanton Christiana Road
3. TOWN/NEAREST TOWN: Christiana vicinity?
4. MAIN TYPE OF RESOURCE: building structure
 landscape district site object
5. MAIN FUNCTION OF PROPERTY: Dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14166

1. ADDRESS/LOCATION: 104 Stanton Christiana Road (S.R. 7)

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1955 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: Ranch-style

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. none

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1
Additions: none

b. Structural system (if known): brick

c. Foundation: materials: poured concrete
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): brick

e. Roof: shape: side-gable
materials: asphalt
cornice: open
dormers: none
chimney: location(s): brick; interior of S end

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: W
1) Bays four
2) Windows
fenestration irregular
type (1) Chicago bay w/ fixed center sash and flanking double-hung 1/1 sashes; to S side of entrance; (2) double-hung 2/2 horizontal pane sashes; towards N end
trim brick sills
shutters non-functional; vinyl; louvered panels

Facade (cont'd)

- 3) **Door(s)** **one**
 location **center**
 type **wood**
 trim **none**
- 4) **Porch(es)** **inset, open porch from center to S end of front side of dwelling**

b. Side: Direction: S

- 1) **Bays** **no access**
- 2) **Windows** **no access**
 fenestration **no access**
 type **no access**
 trim **no access**
 shutters **no access**
- 3) **Door(s)** **no access**
 location **no access**
 type **no access**
 trim **no access**
- 4) **Porch(es)** **n/a**

c. Side: Direction: N

- 1) **Bays** **no access**
- 2) **Windows** **no access**
 fenestration **no access**
 type **no access**
 trim **no access**
 shutters **no access**
- 3) **Door(s)** **no access**
 location **no access**
 type **no access**
 trim **no access**
- 4) **Porch(es)** **no access**

d. Rear: Direction: E

- 1) **Bays** **no access**
- 2) **Windows** **no access**
 fenestration **no access**
 type **no access**
 trim **no access**
 shutters **no access**
- 3) **Door(s)** **no access**
 location **no access**
 type **no access**
 trim **no access**
- 4) **Porch(es)** **no access**

9. **INTERIOR:** no access

10. **LANDSCAPING:** heavily overgrown lot; tall trees shade dwelling from all sides; dwelling set back from the road w/ curved dirt driveway leading to house

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY
MAP FORM

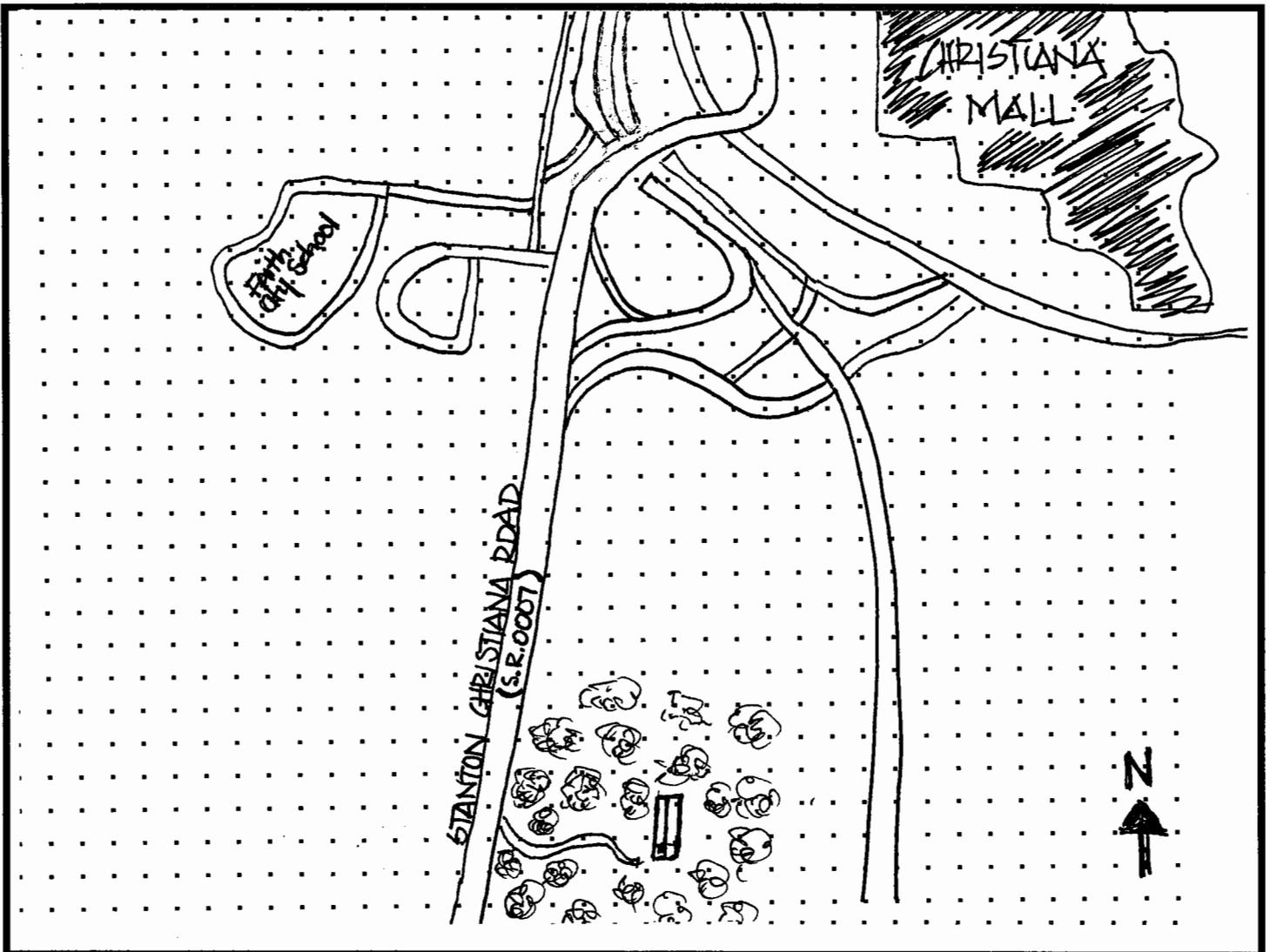
CRS # N-14166

1. ADDRESS/LOCATION: 104 Stanton Christiana Road (S.R. 7)
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

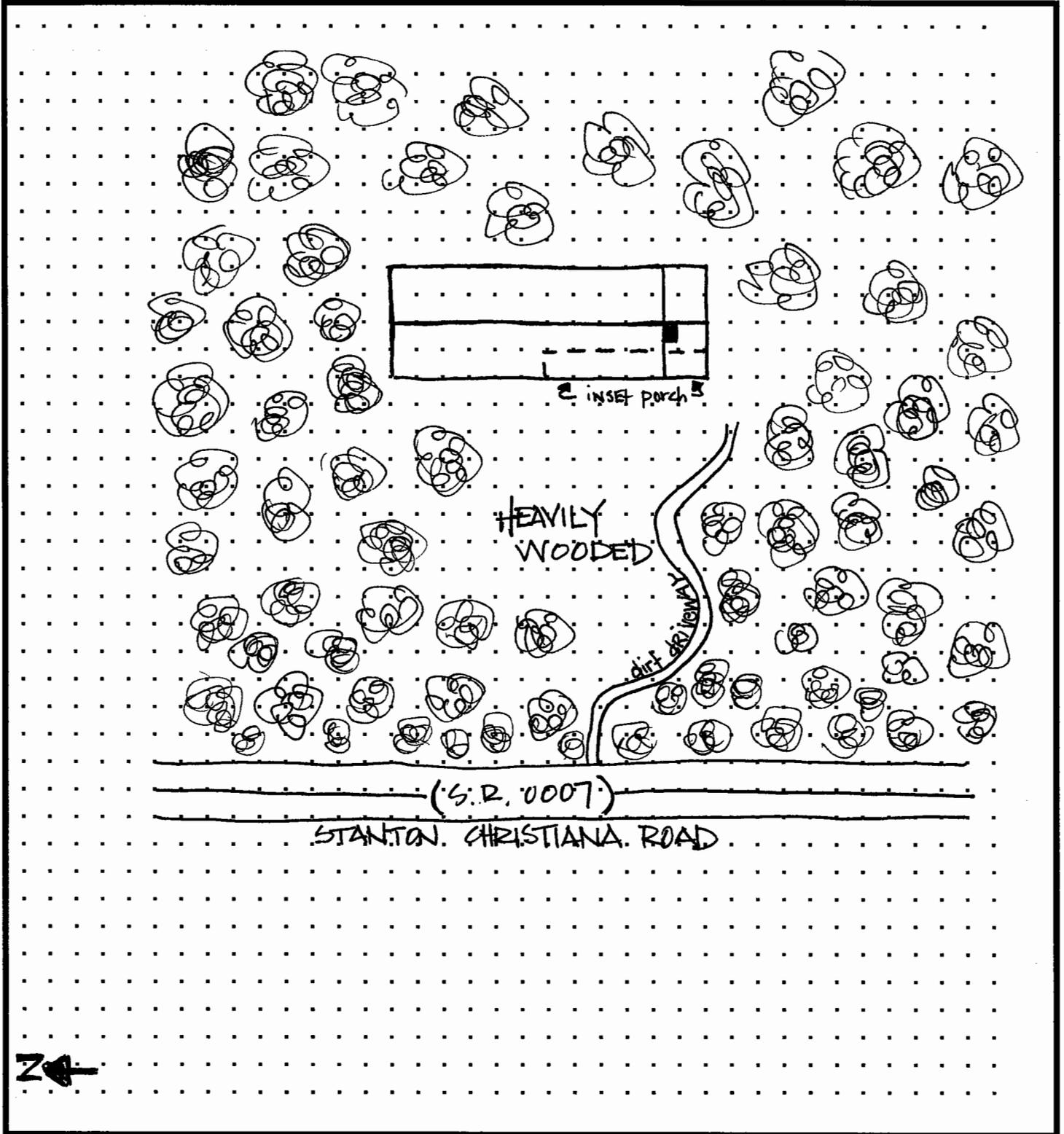
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # N-14166 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, W side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14167
SPO Map 08-09-34
Hundred White Clay Crk.
Quad Newark East
Other 0903000068

1. HISTORIC NAME/FUNCTION: Dwelling, 120 Stanton Christiana Road
2. ADDRESS/LOCATION: 120 Stanton Christiana Road
3. TOWN/NEAREST TOWN: Christiana vicinity?
4. MAIN TYPE OF RESOURCE: building structure
landscape district site object
5. MAIN FUNCTION OF PROPERTY: Dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14167

1. ADDRESS/LOCATION: 120 Stanton Christiana Road (S.R. 7)
2. FUNCTION(S): historic single-family dwelling current single-family dwelling
3. YEAR BUILT: 1956 CIRCA?: ARCHITECT/BUILDER: not known
4. STYLE OR FLOOR PLAN: Ranch-style
5. INTEGRITY: original site moved
 if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known)

- | | <u>year</u> |
|--|-------------|
| a. addition to rear, E side (in-law suite) | 1975 |
| b. | |

6. CURRENT CONDITION: excellent good fair poor
7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)
- a. Overall shape: rectangular Stories: 1
 Additions: 1-story gabled addition to rear, E side; 3-room interior; aluminum siding; double-hung 2/2 horizontal pane sashes; vinyl-covered door w/ one sidelight
- b. Structural system (if known): wood-frame
- c. Foundation: materials: concrete-block
 basement: full partial not visible no basement
- d. Exterior walls (original if visible & any subsequent coverings): aluminum siding
- e. Roof: shape: side-gable
 materials: asphalt
 cornice: boxed and enclosed w/ wood
 dormers: n/a
 chimney: location(s): brick chimney; center, interior

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: W
- 1) Bays six
- 2) Windows
 fenestration irregular
 type (1) Chicago bay w/ fixed center sash and flanking double-hung 1/1 sashes; (1) awning style windows on NW end; louvered glass-panes in enclosed porch (center of front)
 trim none
 shutters none

Facade (cont'd)

3) **Door(s)** **one**
 location **N side of enclosed porch**
 type **modern vinyl covered door**
 trim

4) **Porch(es)** **enclosed gable-front sun porch; 1-story; louvered-glass pane window bays;**
 modern vinyl door

b. Side: Direction: S

1) **Bays** **no access**

2) **Windows** **no access**
 fenestration **no access**
 type **no access**
 trim **no access**
 shutters **no access**

3) **Door(s)** **no access**
 location **no access**
 type **no access**
 trim **no access**

4) **Porch(es)** **n/a**

c. Side: Direction: N

1) **Bays** **n/a**

2) **Windows**
 fenestration **n/a**
 type **n/a**
 trim **n/a**
 shutters **n/a**

3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**

4) **Porch(es)** **n/a**

d. Rear: Direction: E

1) **Bays** **four**

2) **Windows**
 fenestration **irregular**
 type **(1) Chicago Bay w/ centered fixed sash and flanking double-hung 1/1 sashes;**
 (1) pair of double-hung 1/1 sash; (1) awning-style window on NE end
 trim **n/a**
 shutters **n/a**

3) **Door(s)** **two**
 location **(1) door on NE end of dwelling; (1) bulkhead in centered of exterior**
 type **(1) vinyl-and-glass; (1) metal double-door bulkhead**
 trim **n/a**

4) **Porch(es)** **n/a**

9. **INTERIOR: no access**

10. **LANDSCAPING: deep, rectangular-shaped lot; tall trees sporadically planted throughout property**

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14167

1. ADDRESS/LOCATION: 120 Stanton Christiana Road (S.R. 7)

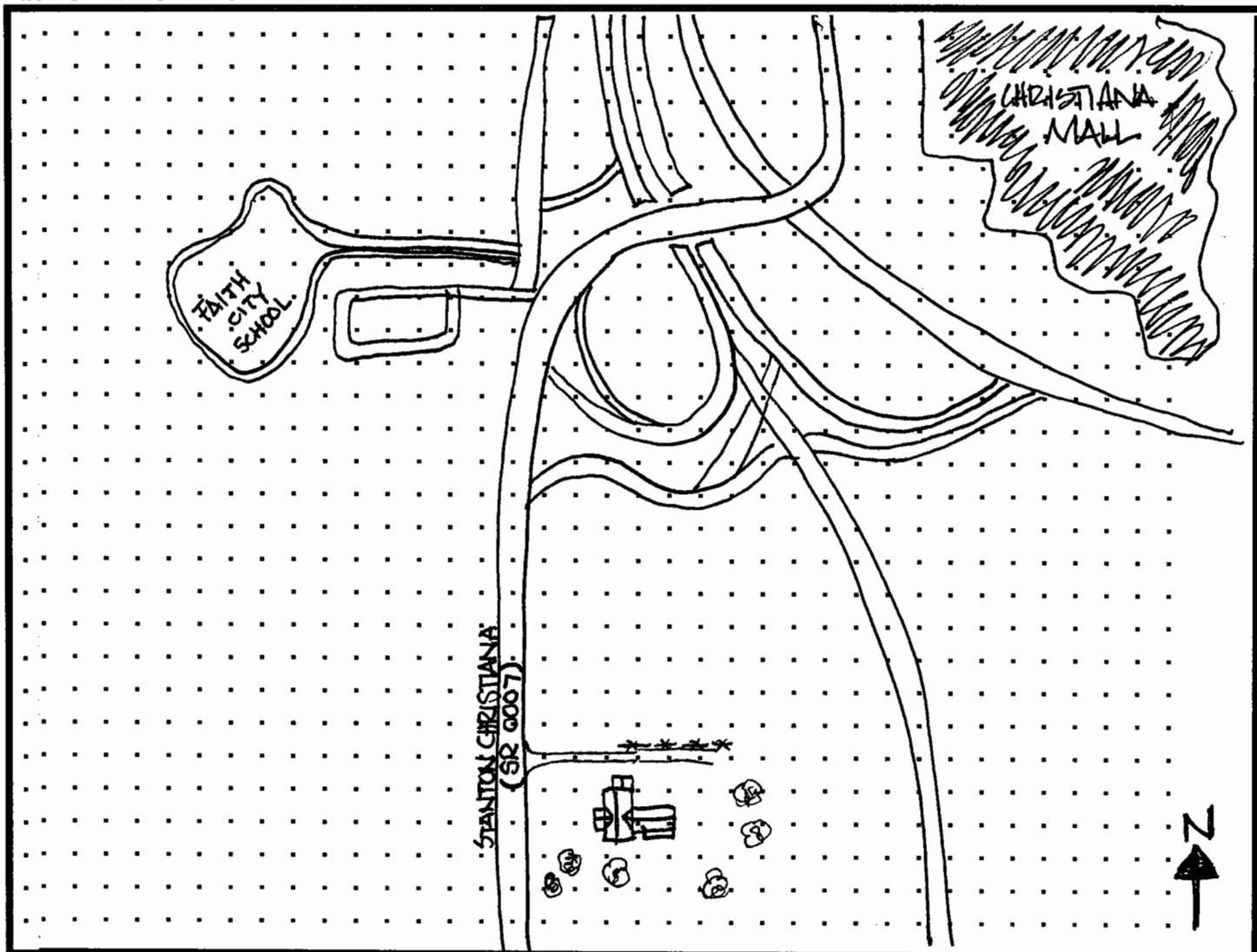
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

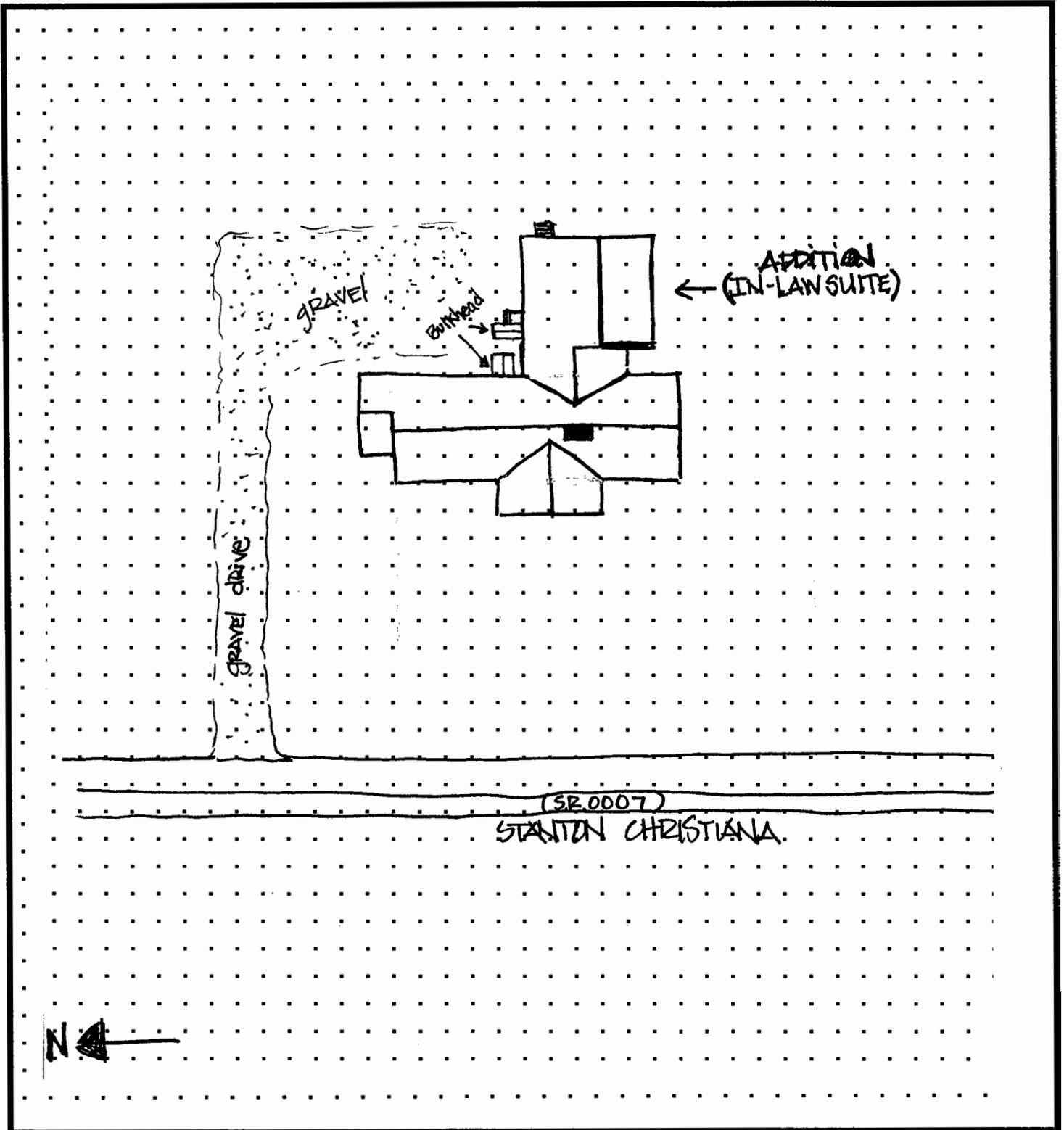
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

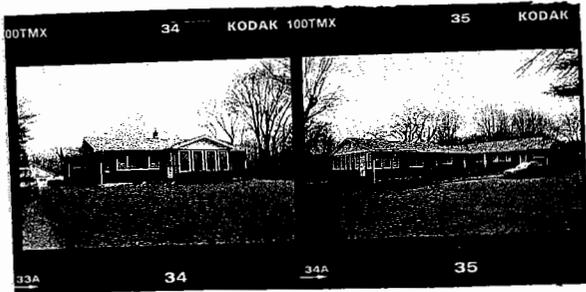
PHOTOGRAPHIC INVENTORY

CRS # N-14167 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, W side of dwelling; View of rear, E side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14168
SPO Map 08-09-34
Hundred White Clay Crk.
Quad Newark East
Other 0903000066

1. HISTORIC NAME/FUNCTION: Dwelling, 128 Stanton Christiana Road
2. ADDRESS/LOCATION: 128 Stanton Christiana Road
3. TOWN/NEAREST TOWN: Christiana vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: Dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	
1	CRS 3 Secondary Building Form	garage
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14168

1. ADDRESS/LOCATION: 128 Stanton Christiana Road (S.R. 7)

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1956 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE OR FLOOR PLAN: 3-bay, center passage, with Cape cod detailing

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. small, porch enclosed addition on SE corner of E side

b. small entrance addition to basement on E corner of S side

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

- a. Overall shape: rectangular Stories: 1 1/2
Additions: 1-story, porch enclosed addition to SE corner of E side; shed-roof; modern storm door; brick decking; 1-story addition to E corner of S side; gabled; appears slightly embanked
- b. Structural system (if known): brick
- c. Foundation: materials: poured concrete
basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): brick
- e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: (2) gable-front dormers on W side; (1) large gable-front dormer on E side
chimney: location(s): brick chimney on exterior of N side

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: W
 - 1) Bays three
 - 2) Windows
 - fenestration regular w/ windows flanking entrance on 1st floor; dormers on upper level
 - type (1) pair of modern double-hung 1/1 sash; (1) Chicago bay w/ fixed center pane and flanking double-hung 1/1 sash
 - trim concrete slab sill; soldier brick lintels
 - shutters none

Facade (cont'd)

- 3) **Door(s)** one
 location centered on main block
 type modern pane-and-panel; vinyl
 trim none
- 4) **Porch(es)** concrete slab w/ steps

b. Side: Direction: N

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 2 windows flanking chimney on 1st floor
 type modern double-hung 1/1 sash
 trim concrete slab sill; soldier brick lintels
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

c. Side: Direction: S

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 2 windows on 1st floor
 type (1) single modern double-hung 1/1 sash; (1) pair of modern double-hung 1/1 sash
 trim concrete slab sill; soldier brick lintels
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: E

- 1) **Bays** three
- 2) **Windows**
 fenestration regular w/ two window and corner entrance
 type (1) single modern double-hung 1/1 sash; (1) pair of modern double-hung 1/1 sash
 trim concrete slab sill; soldier brick lintels
 shutters none
- 3) **Door(s)** one
 location SE corner
 type modern, pane-and-panel door; vinyl
 trim none
- 4) **Porch(es)** porch enclosure (see above)

9. **INTERIOR:** no access

10. **LANDSCAPING:** rectangular lot; semi-circular driveway across front lawn w/ extension along S side; pool to rear, E side of dwelling; tall holly trees flank front entrance; multiple trees planted within semi-circle of front lawn

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14168

1. ADDRESS/LOCATION: 128 Stanton Christiana Road (S.R. 7)
2. FUNCTION(S): historic _____ current garage
3. YEAR BUILT: 1970 CIRCA?: ARCHITECT/BUILDER: unknown
4. STYLE/FLOOR PLAN: square
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a. 1-story shed-roof addition to rear, E side

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

- a. Structural system wood frame
- b. Number of stories one-story
- c. Wall coverings vertical wood paneling
- d. Foundation unknown
- e. Roof
structural system side-gable
coverings asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: W
- 1) bays: two
- 2) windows: n/a
- 3) door(s): (2) pane-and-panel garage doors; wood
- 4) other: none

- b. **Side: direction: N**
 - 1) **bays:** two
 - 2) **windows:** double-hung 1/1 sash

 - 3) **door(s):** n/a

 - 4) **other:** n/a

- c. **Side: direction: S**
 - 1) **bays:** none
 - 2) **windows:** n/a

 - 3) **door(s):** n/a

 - 4) **other:** n/a

- d. **Rear: direction: E**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** inaccessible

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14168

1. ADDRESS/LOCATION: 128 Stanton Christiana Road (S.R. 7)

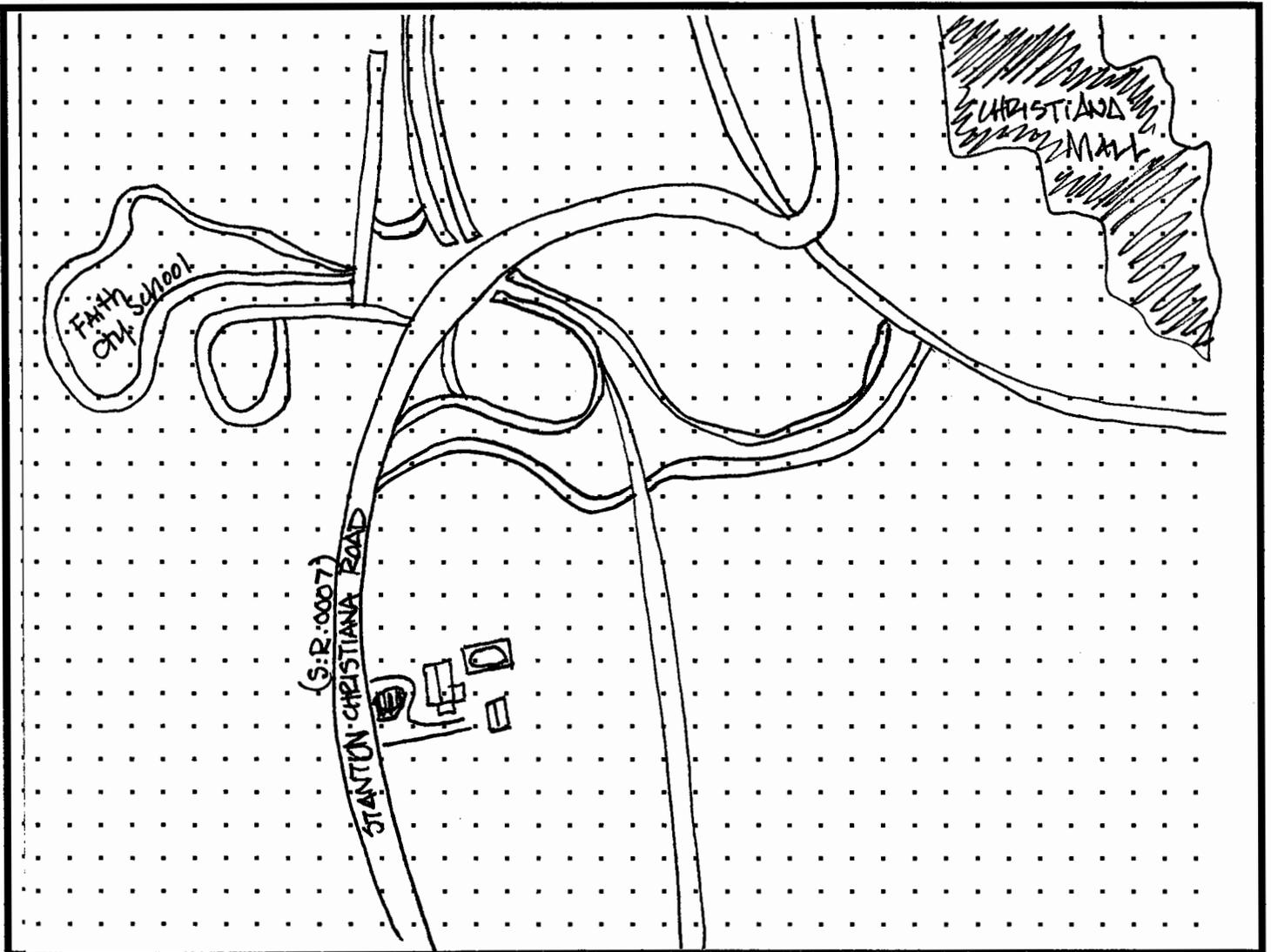
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

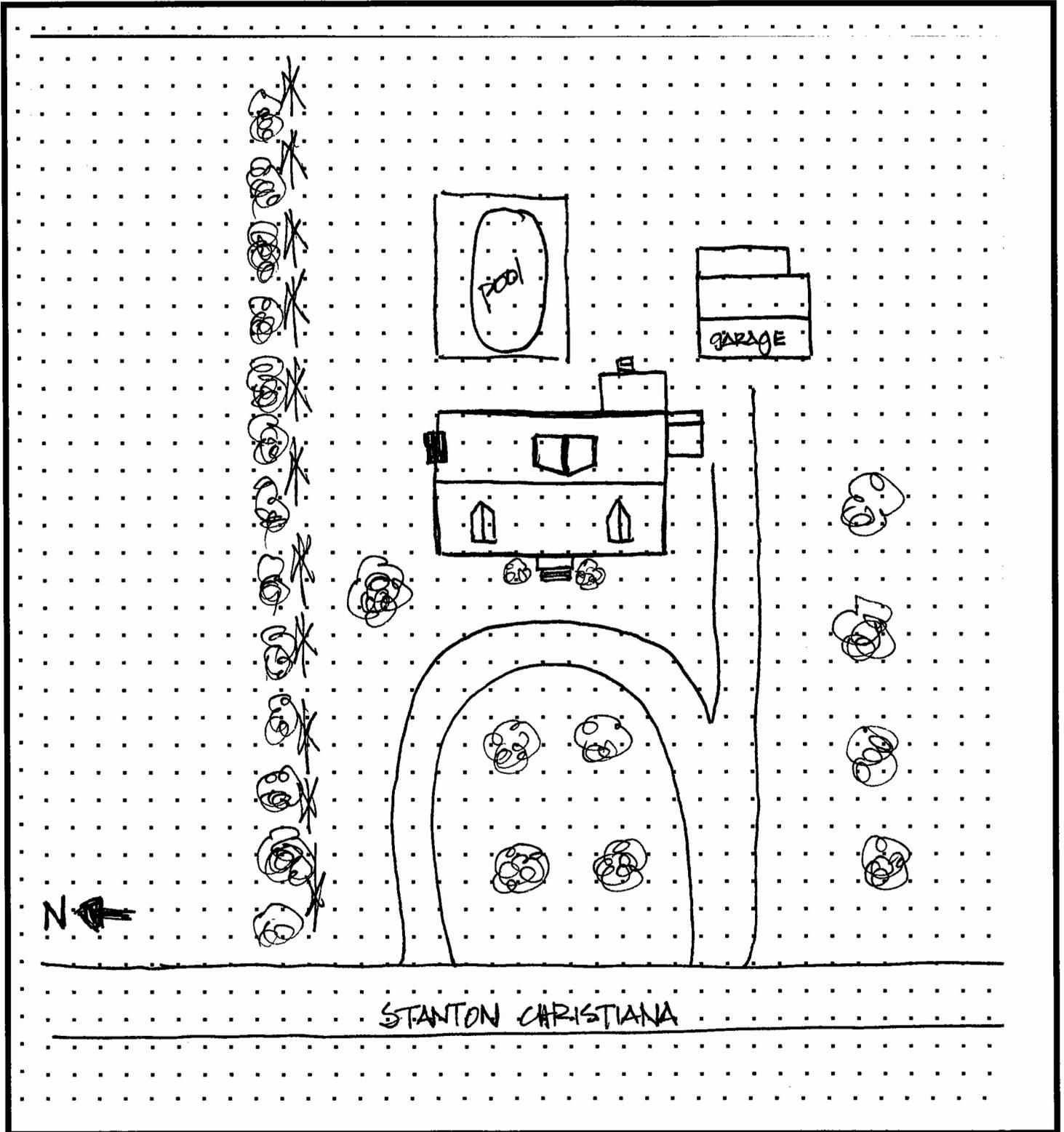
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

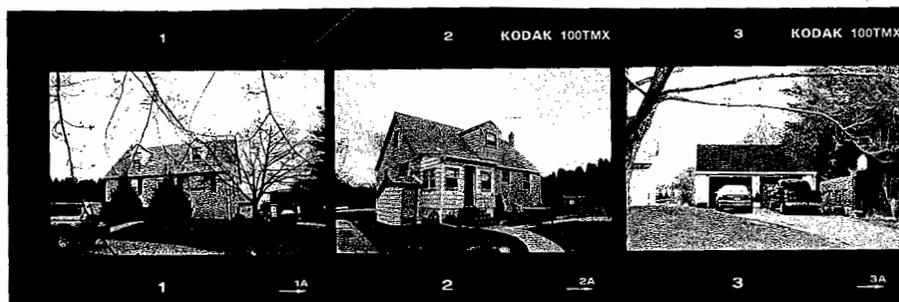
PHOTOGRAPHIC INVENTORY

CRS # N-14168 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, W side of dwelling; View of rear, E and S side of dwelling; View of front, W side of garage

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-6783

1. HISTORIC NAME/FUNCTION: Lewis Weldon Farm/ Stafford Farm

2. ADDRESS/LOCATION: 857 Churchmans Road

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: This property lacks integrity. Only one structure remains standing from the former farm.

5. SETTING INTEGRITY: The last remaining structure of the former farm stands along the north side of I-95, between the roadway and the rear of modern hotel/ motels.

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
0	CRS 2 Main Building Form	
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
1	CRS 5 Structure (Building-Like) Form	silo
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Miler Associates, Inc., Date: 12/1/2003

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
STRUCTURE (BUILDING-LIKE) FORM

CRS # N-6783

1. ADDRESS/LOCATION: 857 Churchmans Road; N side of I-95

2. FUNCTION: agricultural; silo IN USE?
no

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/PLAN: cylindrical

5. INTEGRITY: original site moved

if moved, from where original location's CRS # year

list major alterations and additions with dates (if known) year

a. none

b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION (describe the structure as completely as possible):

a) Overall shape cylindrical
height 4-stories
length n/a
width n/a

b) Structural system: concrete-stave

c) Foundation:

d) Exterior covering: exposed concrete-staves; metal, standing-seam dome-shaped roof

e) Openings opening in cap

f) Other features hemispherical metal cap



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-6783

1. ADDRESS/LOCATION: 857 Churchmans Road

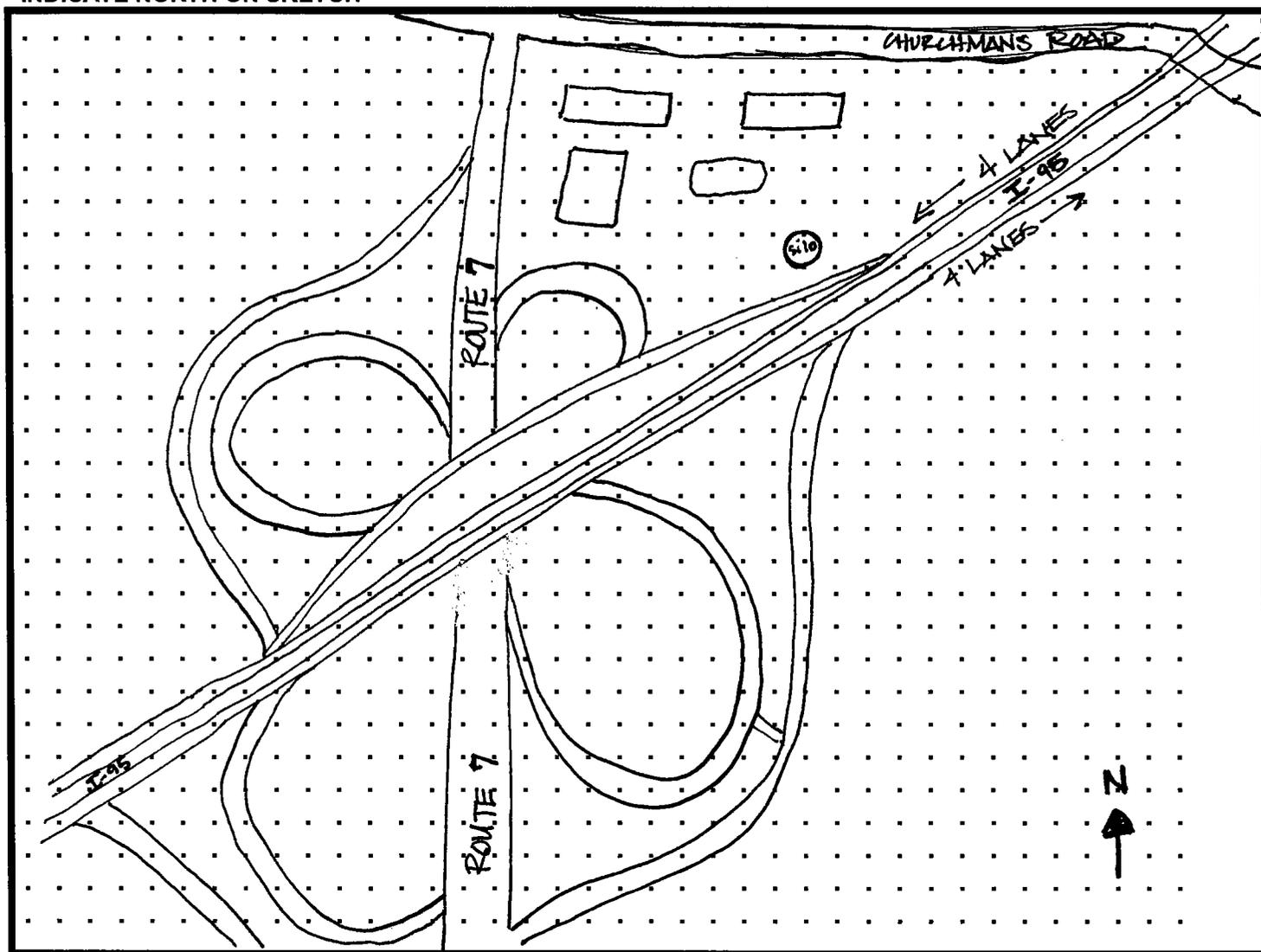
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # N-6783 Date 11/17/2003 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of silo along N side of I-95; former Stafford Farm property (857 Churchmans Road)

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-12904

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: Churchmans Road; N Corner Of Churchmans Road And County Commerce Drive
3. CURRENT CONDITION: excellent good fair poor demolished
4. INTEGRITY: integrity of material has been comprised with the insertion of replacement windows, and the construction of the side, concrete-block addition.
-
5. SETTING INTEGRITY: the property's integrity of location, setting and feeling as a residential property has been altered. the buildings is vacant and unused. a large water company is located on the same legal tax boundary and modern commercial buildings across the street.
-

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	building
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-12904

1. ADDRESS/LOCATION: Churchmans Road; N Corner Of Churchmans Road And County Commerce Drive

2. FUNCTION(S): historic single-family dwelling current vacant

3. YEAR BUILT: 1930 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE OR FLOOR PLAN: 3-bay, side-hall

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. concrete-block attached to E side (embanked)

b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1 1/2
Additions: two sided, L-shaped concrete-block wall attached to E side of dwelling; embanked

b. Structural system (if known): unknown

c. Foundation: materials: concrete
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): stucco

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: none
chimney: location(s): large chimney on W gable-end; covered in stucco

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: S
1) Bays three
2) Windows fenestration irregular w/ 2 windows and a corner entrance
type (2) small modern double-hung 1/1 sash
trim none
shutters remanats of shutters; hardware still intact

Facade (cont'd)

- 3) **Door(s)** one
 location west end
 type pane-and-panel; wood
 trim wood frame
- 4) **Porch(es)** n/a

b. Side: Direction: W

- 1) **Bays** two
- 2) **Windows**
 fenestration irregular w/ windows flanking chimney
 type (1) modern double-hung 1/1 sash; (1) pair of modern double-hung 6/6 sash; (1) fixed 12-pane sash centered in upper portion of gable-end
 trim none
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

c. Side: Direction: E

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 2 windows on 1st floor
 type (1) fixed, 12-pane sash; (1) pair of fixed, 8-pane sash
 trim n/a
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

d. Rear: Direction: N

- 1) **Bays** three
- 2) **Windows**
 fenestration irregular
 type fixed, 12-pane sash
 trim none
 shutters n/a
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

9. **INTERIOR:** no access

10. **LANDSCAPING:** located in the southern portion of the Artesian Water Company property, situated perpendicular to Churchmans Road; varied ground elevation on all sides of property; Artesian Water Company E of dwelling

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-12904

1. ADDRESS/LOCATION: Churchmans Road; N Corner Of Churchmans Road And County Commerce Drive

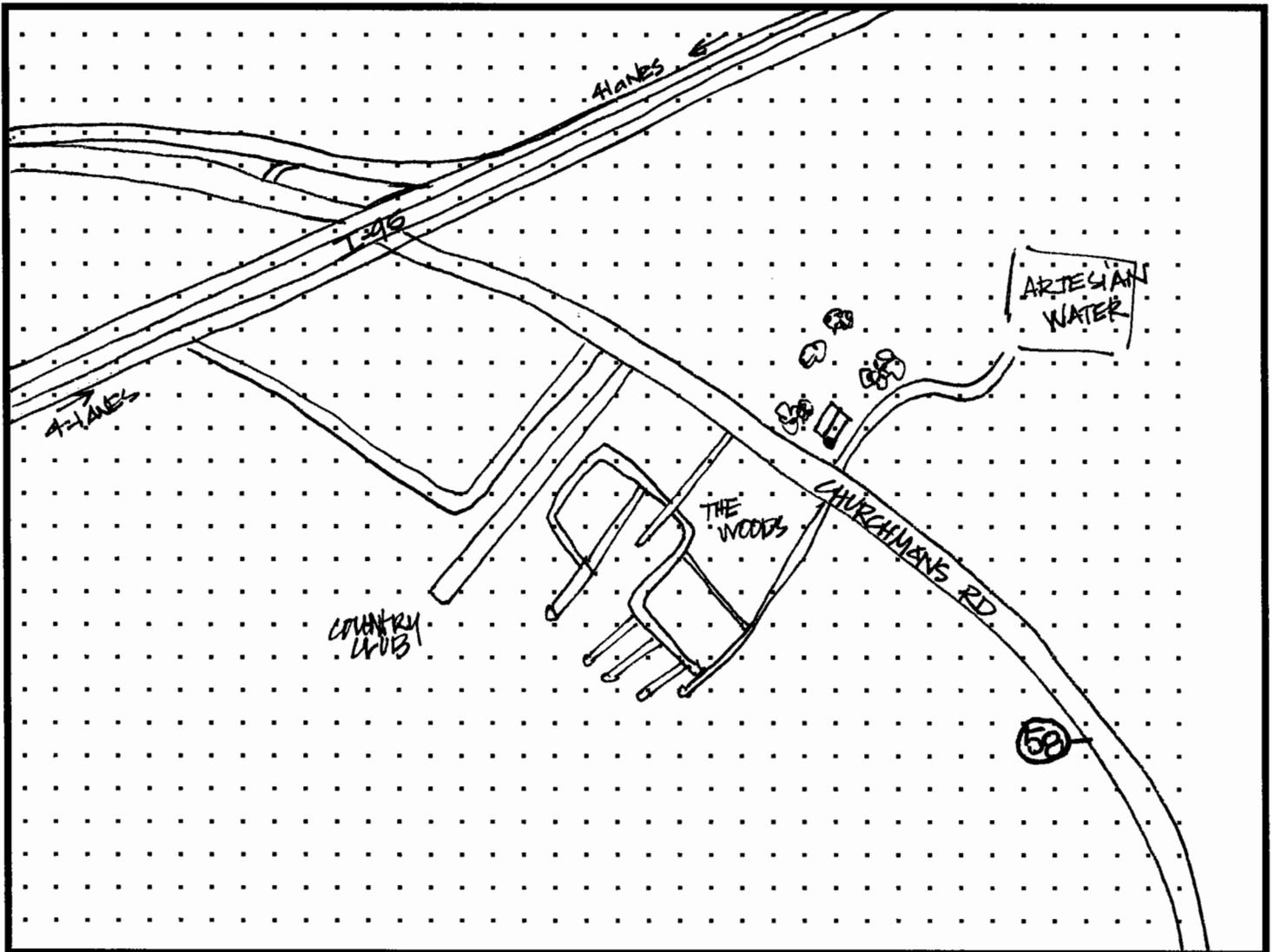
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

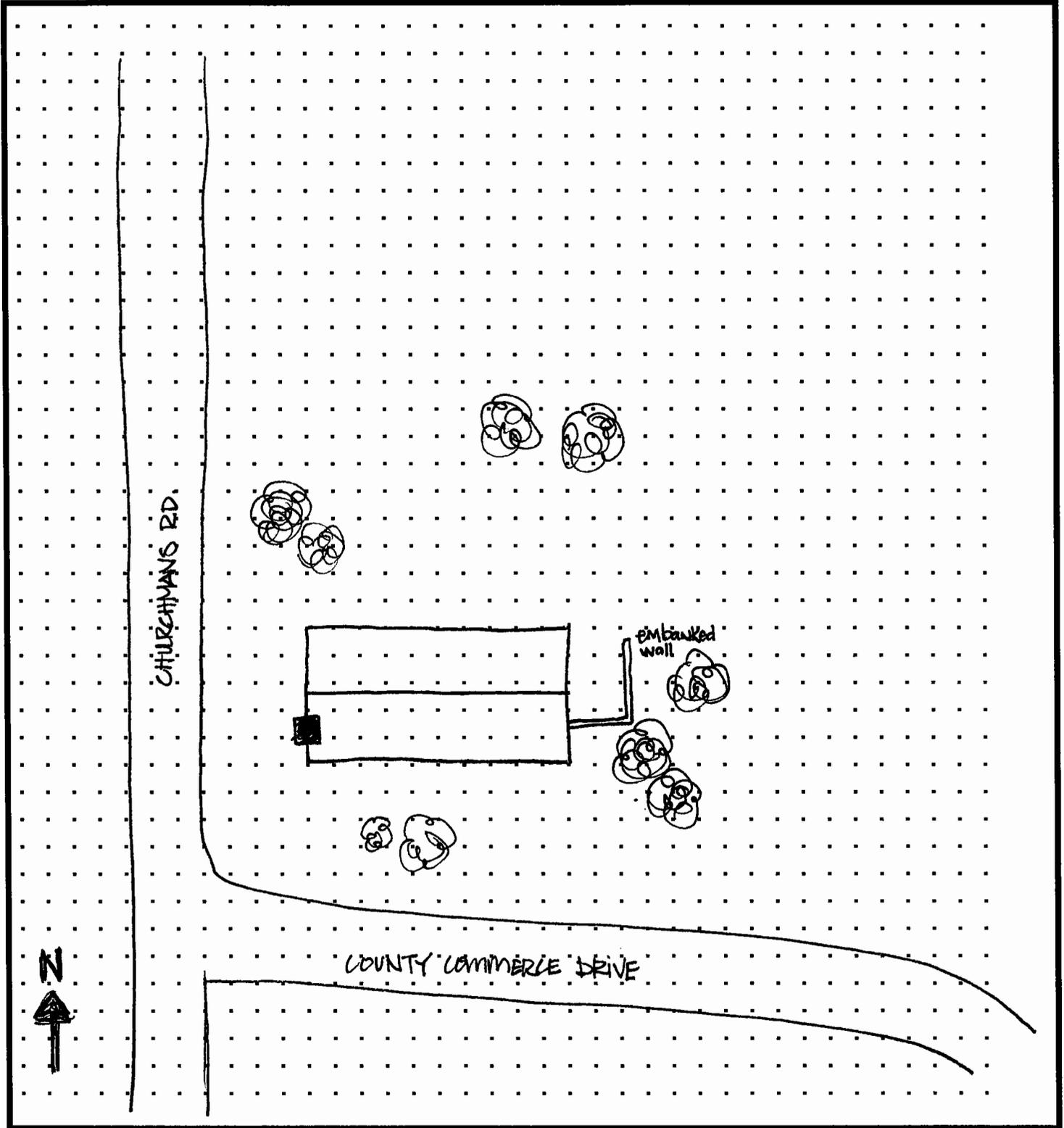
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

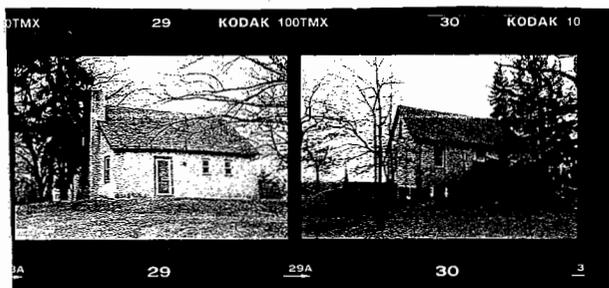
PHOTOGRAPHIC INVENTORY

CRS # N-12904 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, S and portion of W side of dwelling; View of rear, N and E side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-1603

1. HISTORIC NAME/FUNCTION: Henry L. Churchmans House ; Jarber House

2. ADDRESS/LOCATION: 648 Churchmans Road

3. CURRENT CONDITION: excellent good fair poor demolished

4. INTEGRITY: all historic fabric intact; attached 3-bay wide garage on NW end

5. SETTING INTEGRITY: modern development surrounds the property

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

8. OTHER NOTES OR OBSERVATIONS:

CRS# N-1603

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II

 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input checked="" type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-1603

1. ADDRESS/LOCATION: 648 Churchmans Road

2. FUNCTION(S): historic dwelling current dwelling

3. YEAR BUILT: 1850 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: five-bay; center-hall

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year
a. 3-bay garage attached to NW gable-end 1980
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

- a. Overall shape: rectangular Stories: 2 1/2
Additions: 1-story, 3-bay garage attached to NW gable-end; wood-and-glass garage doors; stucco siding
- b. Structural system (if known): unknown
- c. Foundation: materials: sheathed by concrete
basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): stucco
- e. Roof: shape: side-gable
materials: asphalt shingles
cornice: n/a
dormers: (3) regular gable-front dormers w/ double-hung 2/2 gothic sashes
chimney: location(s): in both gable-ends; stucco covered

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: SW
 - 1) Bays five
 - 2) Windows fenestration regular w/ 2 single windows flanking entrance on 1st floor; 5 windows across 2nd floor
type double-hung 2/2 sash
trim wood surrounds; wood storm windows
shutters functional; wood panel

Facade (cont'd)

- 3) **Door(s)** one
 location centered on main block
 type pane-and-panel, wood
 trim none
- 4) **Porch(es)** small one-story, gable-front porch; wood post supports; wood deck

b. Side: Direction: SE

- 1) **Bays** three
- 2) **Windows**
 fenestration unknown; limited access; 3 regular windows across 2nd floor; 1 small window centered w/in gable peak
 type double-hung 2/2 sash
 trim none
 shutters functional wood panel
- 3) **Door(s)** two
 location within screened porch
 type wood-and-glass
 trim none
- 4) **Porch(es)** one-story flat roof enclosed sun porch; deck on roof-top w/ wood slat hand railing

c. Side: Direction: NW

- 1) **Bays** three
- 2) **Windows**
 fenestration 3 regular windows across 2nd floor; 1 small window centered within gable peak
 type double hung 2/2 sash
 trim none
 shutters none
- 3) **Door(s)** none
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** none

d. Rear: Direction: NE

- 1) **Bays** five
- 2) **Windows**
 fenestration regular with 2 single windows flanking entrance on 1st floor; 5 windows across 2nd floor
 type double hung 2/2 sash
 trim wood surrounds; wood storm windows
 shutters functional; wood panel
- 3) **Door(s)** one
 location centered on main block
 type panel, wood
 trim transom and flanking sidelights
- 4) **Porch(es)** none

9. **INTERIOR:** center hall with large parlor on NW end; library and kitchen SE end; 4 bedrooms on 2nd floor; 3rd floor inaccessible
10. **LANDSCAPING:** tall trees are planted close to the dwelling on all sides; hedges are planted across the front side; U- shaped driveway in front lawn
11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-1603

1. ADDRESS/LOCATION: 648 Churchmans Road

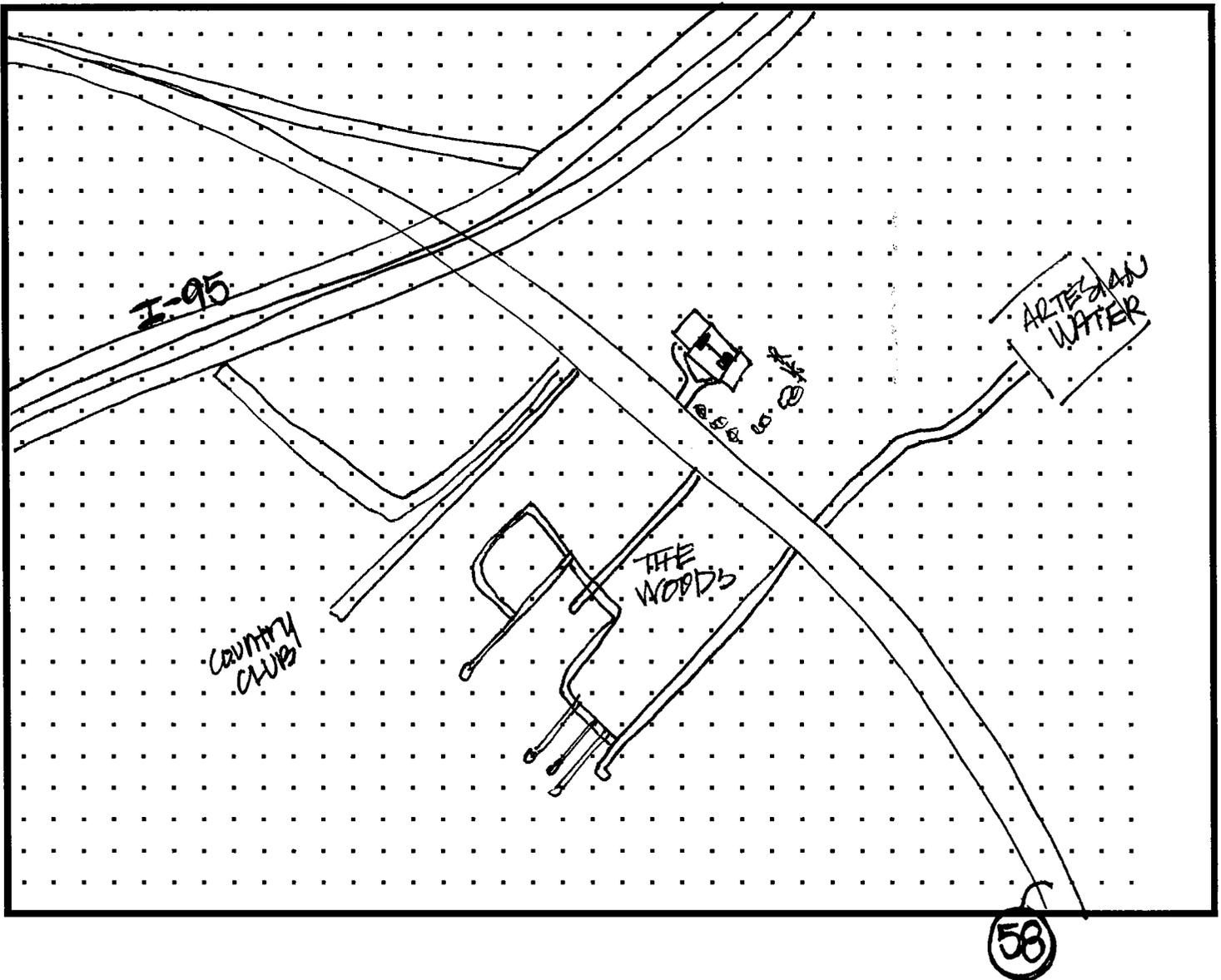
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

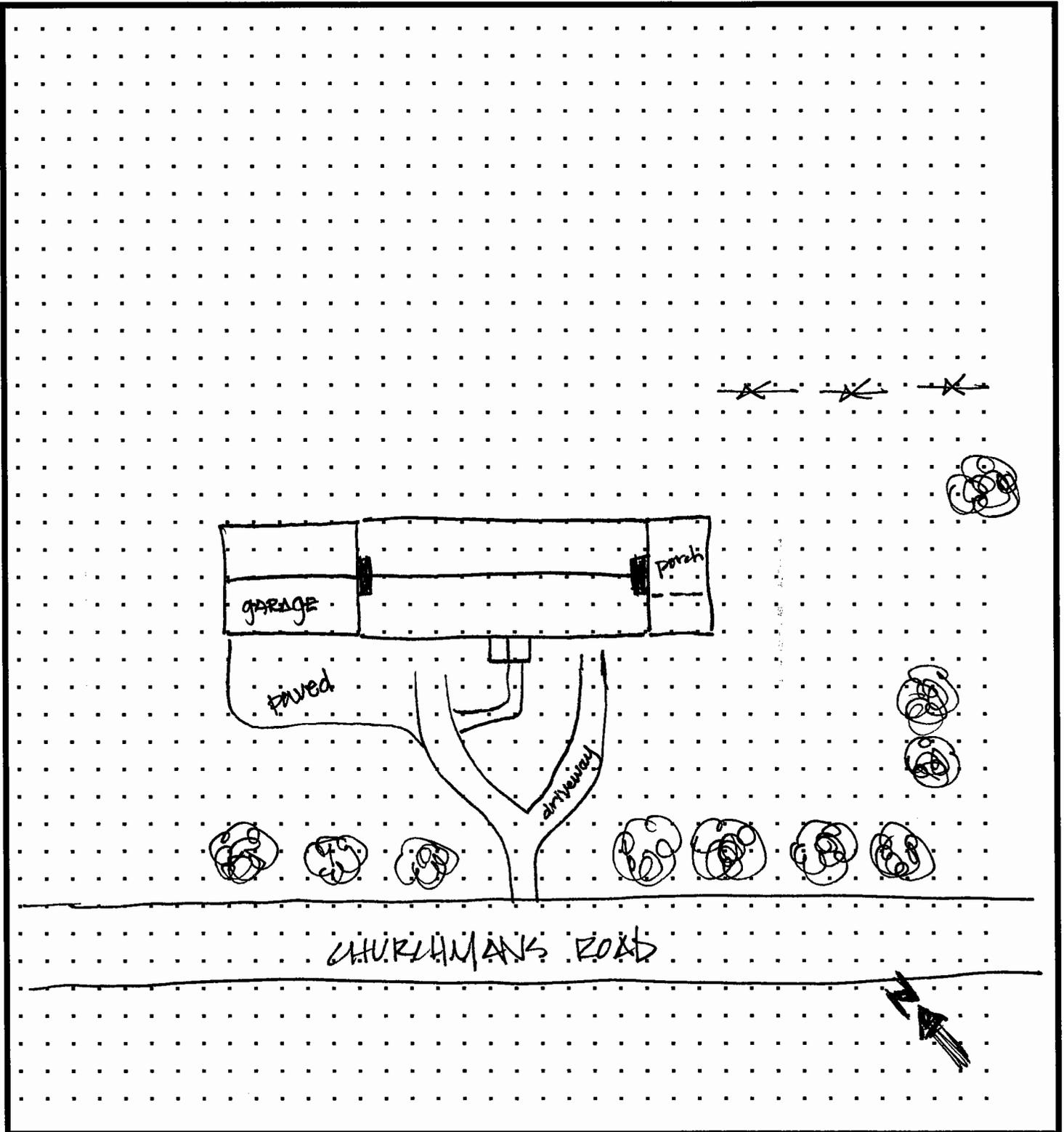
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # N-1603 Date 11/17/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, SW and SE side of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14173
SPO Map 08-09-34
Hundred Christiana
Quad Wilmington So.
Other 1000800025

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 423 Old Airport Road
3. TOWN/NEAREST TOWN: Newport vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: Dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	
0	CRS 3 Secondary Building Form	
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14173

1. ADDRESS/LOCATION: 423 Old Airport Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE OR FLOOR PLAN: 3-bay, center-passage, with Cape Cod detailing

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

- a. none
- b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1 1/2
Additions:

b Structural system (if known): unknown

c. Foundation: materials: covered by stucco
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): stucco w/ asbestos shinngles in the gable ends

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: (2) gable-front on SE side covered in vinyl siding
chimney: location(s): brick; exterior on NE side

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: SE
 - 1) Bays three
 - 2) Windows fenestration regular w/ 2 windows flanking entrance
type (2) pairs of double-hung 6/1 sash
trim brick sills
shutters none

Facade (cont'd)

- 3) **Door(s)** **one**
 location **center**
 type **wood-and-glass**
 trim **wood surround w/ flanking pilasters**
- 4) **Porch(es)** **open vestibule w/ attached shed-roofed hood**

b. Side: Direction: SW

- 1) **Bays** **two**
- 2) **Windows**
 fenestration **regular w/ 2 windows on the 1st floor and one window in upper portion of gable**
 type **(2) single double-hung 6/1 sash; (1) pair of double-hung 6/1 sash**
 trim **brick sills**
 shutters **none**
- 3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**
- 4) **Porch(es)** **n/a**

c. Side: Direction: NE

- 1) **Bays** **no access**
- 2) **Windows** **no access**
 fenestration **no access**
 type **no access**
 trim **no access**
 shutters **no access**
- 3) **Door(s)** **no access**
 location **no access**
 type **no access**
 trim **no access**
- 4) **Porch(es)** **no access**

d. Rear: Direction: NW

- 1) **Bays** **no access**
- 2) **Windows** **no access**
 fenestration **no access**
 type **no access**
 trim **no access**
 shutters **no access**
- 3) **Door(s)** **no access**
 location **no access**
 type **no access**
 trim **no access**
- 4) **Porch(es)** **no access**

9. **INTERIOR: no access**

10. **LANDSCAPING: slightly overgrown, flat lot planted in bushes and grass**

11. **OTHER COMMENTS:**

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14173

1. ADDRESS/LOCATION: 423 Old Airport Road

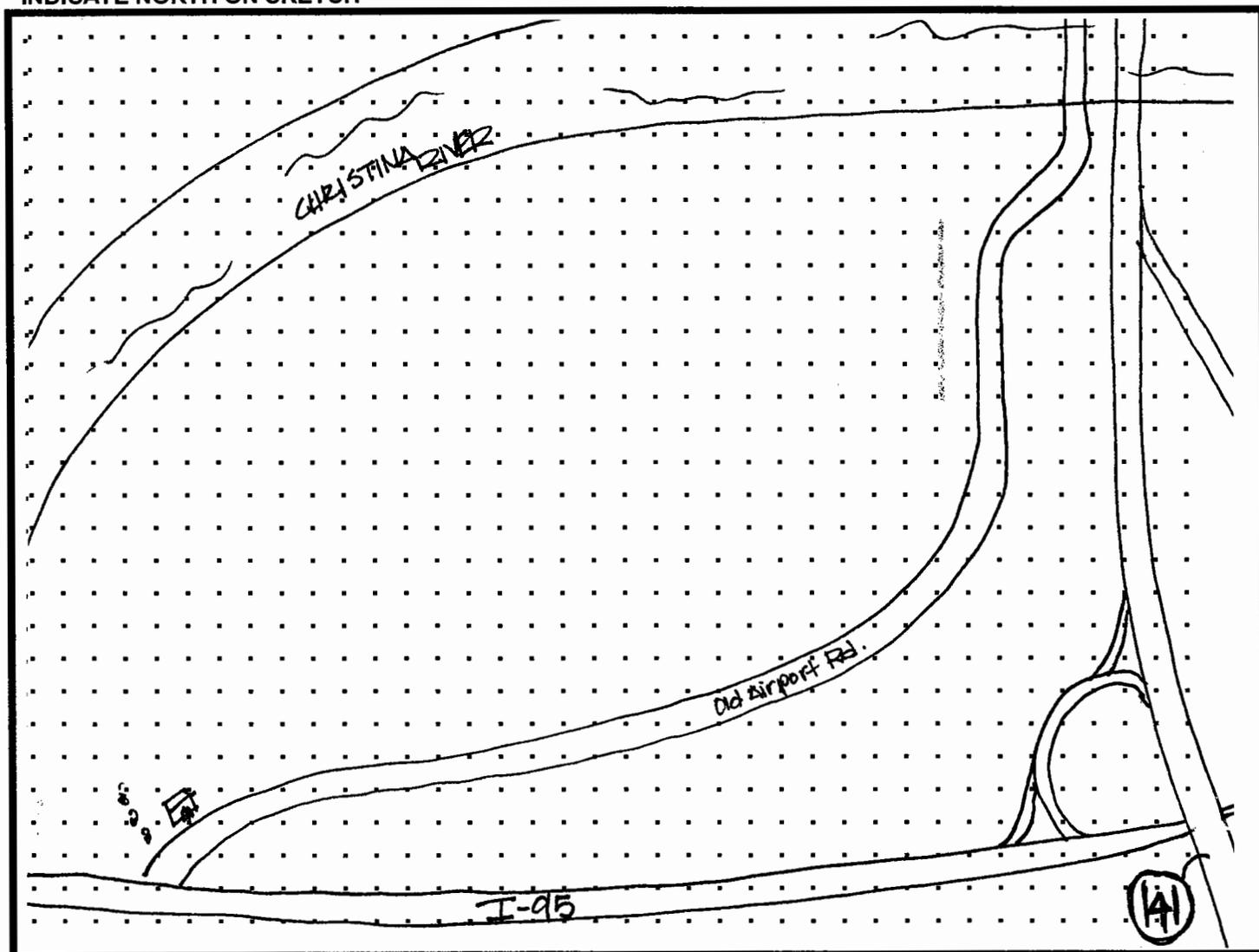
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

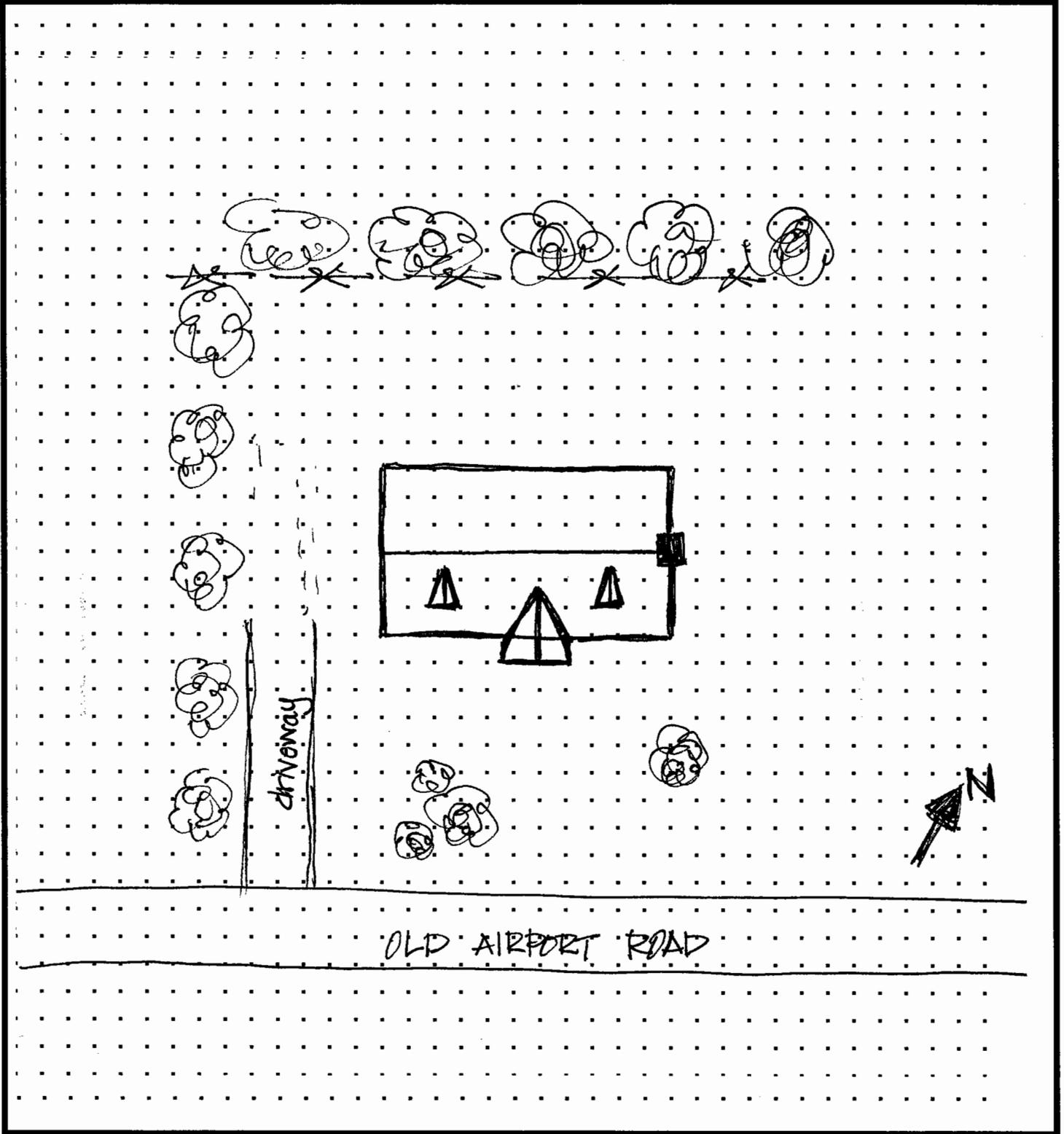
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # N-14173 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, SE and NE side of dwelling.

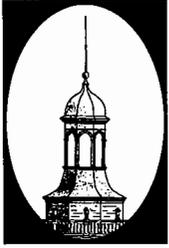
Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14172
SPO Map 08-09-34
Hundred Christiana
Quad Wilmington So.
Other 1000800038

1. HISTORIC NAME/FUNCTION: Dwelling, 424 Airport Road
2. ADDRESS/LOCATION: 424 Airport Road
3. TOWN/NEAREST TOWN: Newport vicinity?
4. MAIN TYPE OF RESOURCE: building landscape structure district site object
5. MAIN FUNCTION OF PROPERTY: Dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
1	CRS 3 Secondary Building Form	garage
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14172

1. ADDRESS/LOCATION: 424 Old Airport Road
2. FUNCTION(S): historic single-family dwelling current single-family dwelling
3. YEAR BUILT: 1940 CIRCA?: ARCHITECT/BUILDER: _____
4. STYLE OR FLOOR PLAN: 3-bay, center-passage
5. INTEGRITY: original site moved
 if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known) year

a. porch enclosure on NW side

b. _____

6. CURRENT CONDITION: excellent good fair poor
7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)
- a. Overall shape: rectangular Stories: 1 1/2
 Additions: porch enclosure on the NW side; aluminum siding; aluminum framed awning glass windows
- b. Structural system (if known): unknown
- c. Foundation: materials: sheathed in stucco
 basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): stucco
- e. Roof: shape: gable-front
 materials: rolled asphalt
 cornice: enclosed by vinyl
 dormers: none
 chimney: location(s): exterior on SE side

8. DESCRIPTION OF ELEVATIONS:
- a. Facade: Direction: NW
- 1) Bays three
- 2) Windows fenestration regular w/ 2 windows flanking entrance, a window in gable peak; small, louvered wood vent in apex of gable
 type double-hung 6/6 sash
 trim brick sills
 shutters none

Facade (cont'd)

- 3) Door(s) one
location center
type wood-and-glass
trim none
- 4) Porch(es) enclosed gable-front porch; covered by aluminum siding; aluminum-framed awning windows

b. Side: Direction: NE

- 1) Bays four
- 2) Windows
fenestration regular
type double-hung 6/6 sash
trim brick sills
shutters none
- 3) Door(s) n/a
location n/a
type n/a
trim n/a
- 4) Porch(es) n/a

c. Side: Direction: SW

- 1) Bays no access
- 2) Windows no access
fenestration no access
type no access
trim no access
shutters no access
- 3) Door(s) no access
location no access
type no access
trim no access
- 4) Porch(es) no access

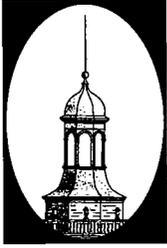
d. Rear: Direction: SE

- 1) Bays no access
- 2) Windows no access
fenestration no access
type no access
trim no access
shutters no access
- 3) Door(s) no access
location no access
type no access
trim no access
- 4) Porch(es) no access

9. INTERIOR: no access

10. LANDSCAPING: small lawn area to the front and rear of the dwelling; I-95 abuts rear of property boundary; small hedges are planted across the front and side lawn

11. OTHER COMMENTS: Machine shop adjacent to dwelling, to the NE side



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14172

1. ADDRESS/LOCATION: 424 Old Airport Road

2. FUNCTION(S): historic garage current machine shop

3. YEAR BUILT: 1955 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/FLOOR PLAN: square

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a. one-story addition to NE side
b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system concrete
b. Number of stories 2
c. Wall coverings stucco
d. Foundation
e. Roof
structural system flat
coverings unknown
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: NW
1) bays: two
2) windows: (3) on 2nd level; metal-framed; awning windows
3) door(s): (2) vinyl roll-down garage doors
4) other: none

- b. **Side: direction: NE**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** none

- c. **Side: direction: SW**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** none

- d. **Rear: direction: SE**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible

 - 3) **door(s):** inaccessible

 - 4) **other:** none

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14172

1. ADDRESS/LOCATION: 424 Old Airport Road

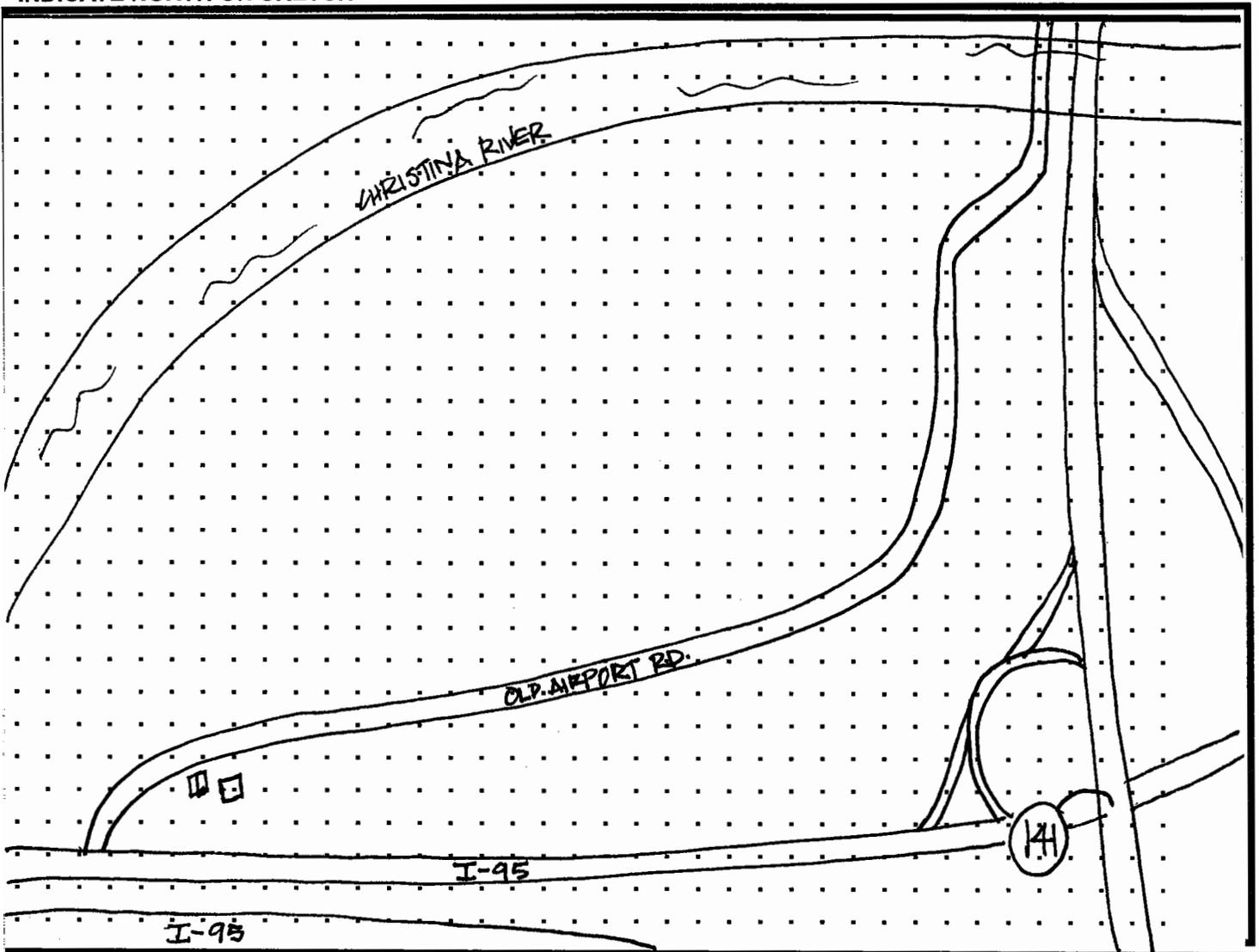
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

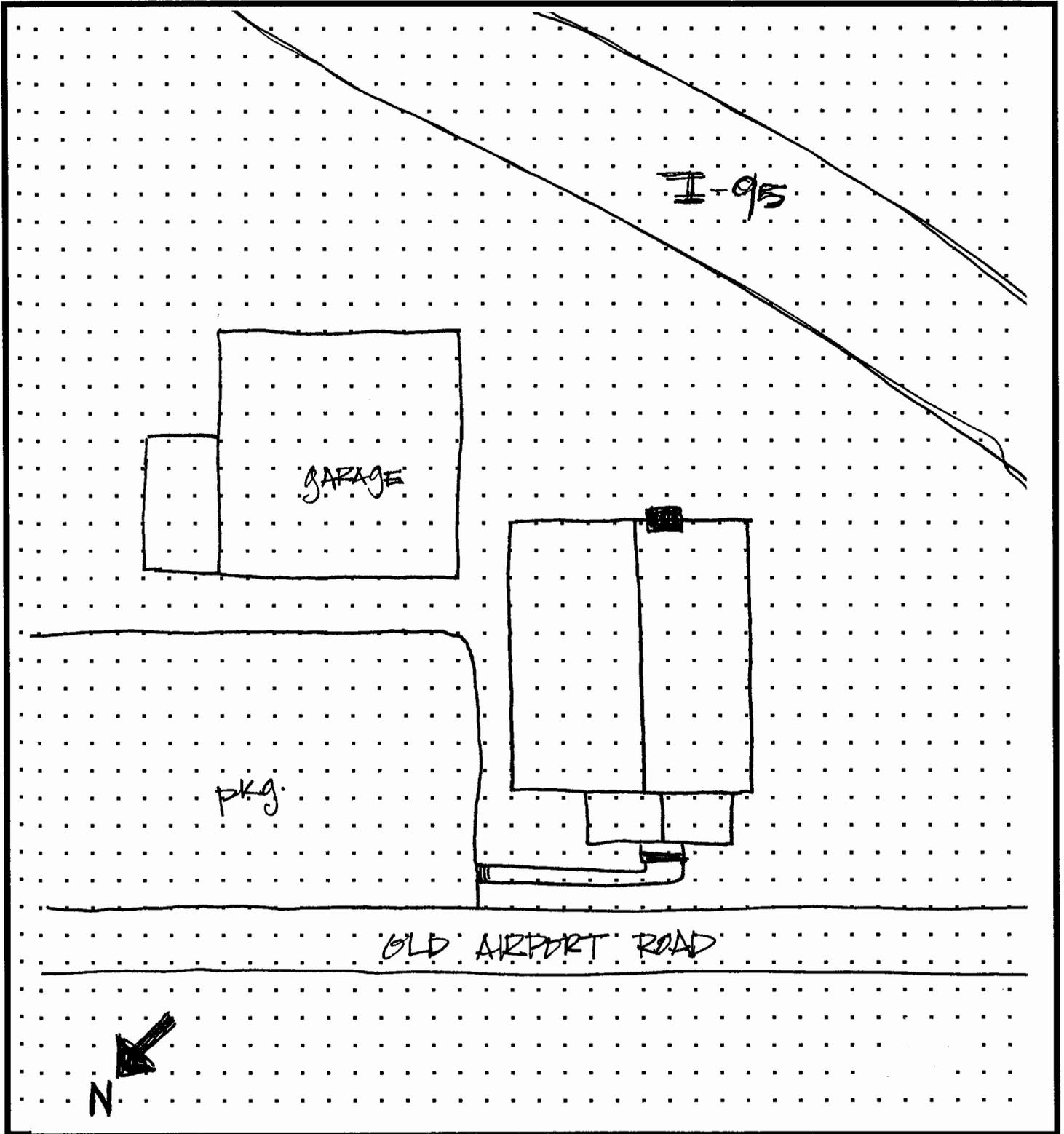
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

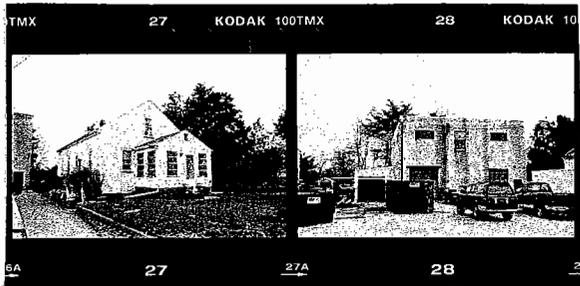
PHOTOGRAPHIC INVENTORY

CRS # N-14172 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, NW and NE side of dwelling; View of front, NW side of garage.

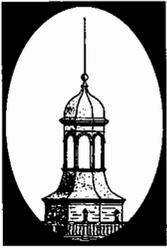
Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14171
SPO Map 08-09-34
Hundred Christiana
Quad Wilmington So.
Other 1000800023

1. HISTORIC NAME/FUNCTION: Dwellings, 431 Airport Road
2. ADDRESS/LOCATION: 431 Airport Road
3. TOWN/NEAREST TOWN: Newport vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: Dwellings
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwellings
1	CRS 3 Secondary Building Form	apartment
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14171

1. ADDRESS/LOCATION: 431 Old Airport Road

2. FUNCTION(S): historic single-family dwelling current vacant

3. YEAR BUILT: 1935 CIRCA?: ARCHITECT/BUILDER: not known

4. STYLE OR FLOOR PLAN: 3-bay, center-passage

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. one-story addition attached to NW side

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1 1/2
Additions: one-story addition attached to NW side; shed-roof; stucco siding; one-room in size

b. Structural system (if known): unknown

c. Foundation: materials: sheathed in stucco
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): stucco

e. Roof: shape: gable-front
materials: rolled asphalt
cornice: open
dormers: none
chimney: location(s): brick; center, interior

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SE
1) Bays three
2) Windows
fenestration irregular w/ 2 windows flanking entrance, a window in gable peak
type double-hung 1/1 sash
trim concrete slab sills
shutters none

Facade (cont'd)

- 3) **Door(s)** **one**
 location **center**
 type **modern wood-and-glass**
 trim **none**
- 4) **Porch(es)** **concrete steps and small pad; vinyl awning sheltering door**

b. Side: Direction: NE

- 1) **Bays** **three**
- 2) **Windows**
 fenestration **regular**
 type **(2) pairs of double-hung 1/1 sash; (1) single double-hung 1/1 sash**
 trim **concrete slab sills**
 shutters **none**
- 3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**
- 4) **Porch(es)** **n/a**

c. Side: Direction: SW

- 1) **Bays** **four**
- 2) **Windows**
 fenestration **regular**
 type **double-hung 1/1 sash**
 trim **concrete slab sills**
 shutters **none**
- 3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**
- 4) **Porch(es)** **n/a**

d. Rear: Direction: NW

- 1) **Bays** **inaccessible**
- 2) **Windows** **inaccessible**
 fenestration **inaccessible**
 type **inaccessible**
 trim **inaccessible**
 shutters **inaccessible**
- 3) **Door(s)** **inaccessible**
 location **inaccessible**
 type **inaccessible**
 trim **inaccessible**
- 4) **Porch(es)** **inaccessible**

9. **INTERIOR: inaccessible**

10. **LANDSCAPING: flat, rectangular lot; abuts the Christiana River to the rear of the lot; tree shaded; overgrown landscape**

11. **OTHER COMMENTS: all buildings vacant and appear unused; lot for sale (2-acres)**



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14171

1. ADDRESS/LOCATION: 431 Old Airport Road

2. FUNCTION(S): historic single-family dwelling current vacant

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: Ranch

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

- a.
- b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1
Additions: none

b. Structural system (if known): brick

c. Foundation: materials: not visible
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): stucco

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: none
chimney: location(s): brick; interior

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: SE
 - 1) Bays four
 - 2) Windows fenestration irregular
type (2) single double-hung 1/1 sash; (1) pair double-hung 1/1 sash
trim brick sills
shutters none

Facade (cont'd)

- 3) **Door(s)** one
 location off center; towards NE end
 type vinyl-and-glass
 trim none
- 4) **Porch(es)** partial screen porch ; one-story; shed-roof w/ wood posts supports; concrete deck

b. Side: Direction: NE

- 1) **Bays** three
- 2) **Windows**
 fenestration irregular
 type double-hung 1/1 sash
 trim brick sills
 shutters none
- 3) **Door(s)** one
 location off-center
 type wood-and-glass
 trim none
- 4) **Porch(es)** one-story, shed-roof porch w/ plastic pipie supports; concrete deck

c. Side: Direction: SW

- 1) **Bays** no access
- 2) **Windows** no access
 fenestration no access
 type no access
 trim no access
 shutters no access
- 3) **Door(s)** no access
 location no access
 type no access
 trim no access
- 4) **Porch(es)** no access

d. Rear: Direction: NW

- 1) **Bays** no access
- 2) **Windows** no access
 fenestration no access
 type no access
 trim no access
 shutters no access
- 3) **Door(s)** no access
 location no access
 type no access
 trim no access
- 4) **Porch(es)** no access

9. **INTERIOR:** no access

10. **LANDSCAPING:** flat, rectangular lot; abuts the Christiana River to the rear of the lot; tree shaded; overgrown landscape

11. **OTHER COMMENTS:** all buildings vacant and appear unused; lot for sale (2-acres)



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14171

1. ADDRESS/LOCATION: 431 Old Airport Road

2. FUNCTION(S): historic outbuilding/ apartment current vacant

3. YEAR BUILT: 1935 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a. one-story addition to NW side
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system unknown
b. Number of stories 1
c. Wall coverings stucco
d. Foundation wood
e. Roof
structural system gable-front
coverings tar paper
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: SE
1) bays: two
2) windows: double-hung 2/2 sash
3) door(s): wood-and-glass
4) other: none

- b. Side: direction: NE**
 - 1) **bays:** two
 - 2) **windows:** double-hung 2/2 sash
 - 3) **door(s):** n/a
 - 4) **other:** none

- c. Side: direction: SW**
 - 1) **bays:** no access
 - 2) **windows:** no access
 - 3) **door(s):** no access
 - 4) **other:** none

- d. Rear: direction: NW**
 - 1) **bays:** no access
 - 2) **windows:** no access
 - 3) **door(s):** no access
 - 4) **other:** none

9. INTERIOR (if accessible):

- a) Floor plan no access**

- b) Partition/walls no access**

- c) Finishes no access**

- d) Furnishings/machinery no access**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-14171

1. ADDRESS/LOCATION: 431 Old Airport Road

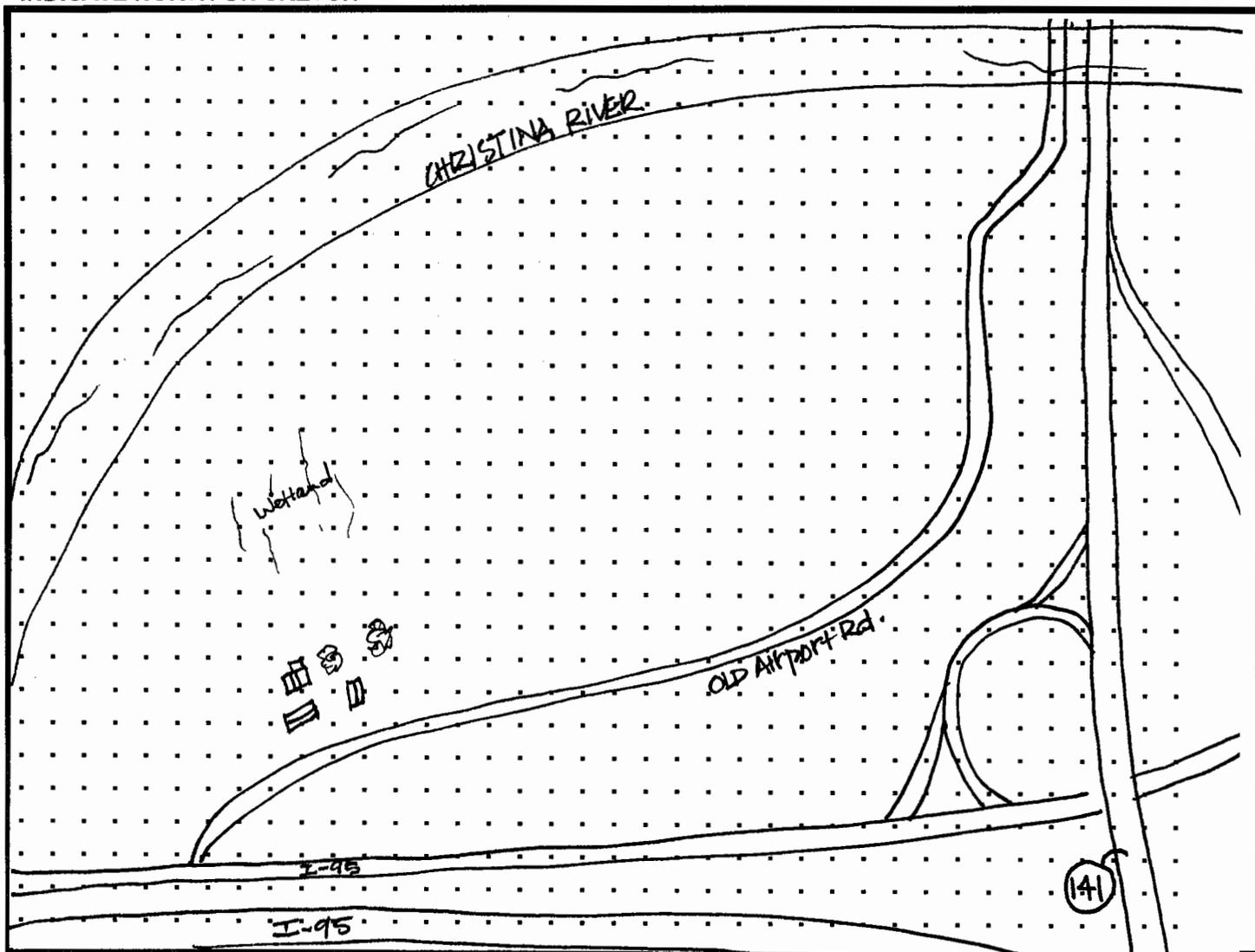
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

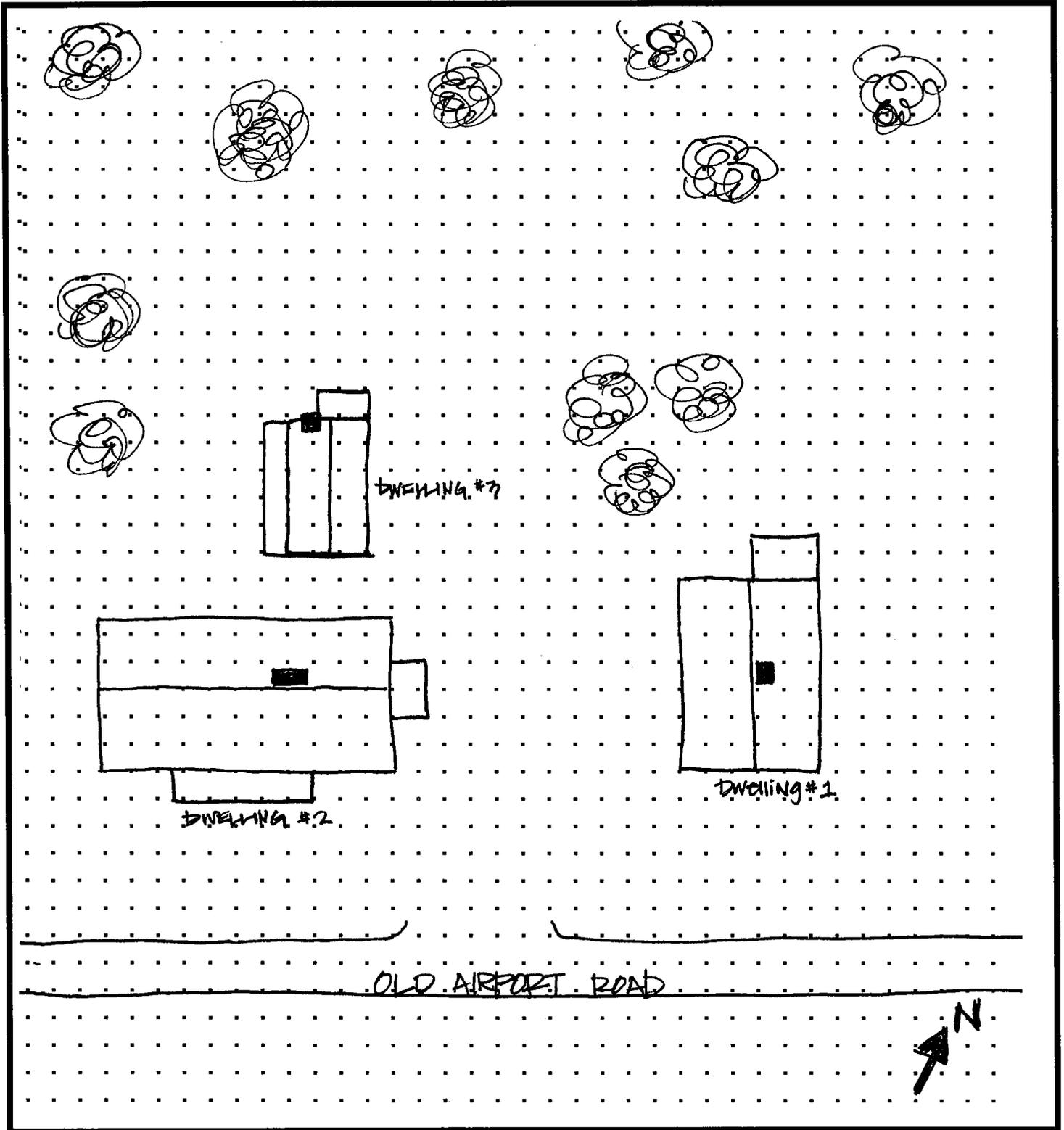
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

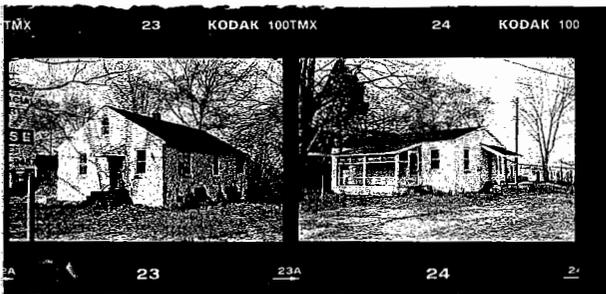
PHOTOGRAPHIC INVENTORY

CRS # N-14171 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, SE and NE side of dwelling on east side of property;View of front, SE and NE side of dwelling on west side of property;View of front, SE and NE side of secondary building, behind above mentioned dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14170
SPO Map 08-09-34
Hundred Christiana
Quad Wilmington So.
Other 1000800022

1. HISTORIC NAME/FUNCTION: Dwelling, 433 Airport Road
2. ADDRESS/LOCATION: 433 Airport Road
3. TOWN/NEAREST TOWN: Newport vicinity?
4. MAIN TYPE OF RESOURCE: building structure site object
 landscape district
5. MAIN FUNCTION OF PROPERTY: Dwelling
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	
1	CRS 3 Secondary Building Form	garage
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

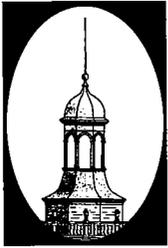
Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14170

1. ADDRESS/LOCATION: 433 Old Airport Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1940 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: center-passage

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. Full-width porch across rear, NW side

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1 1/2
Additions: Full-width, shed-roof porch attached to NW side; enclosed by storm windows; concrete deck

b. Structural system (if known): brick

c. Foundation: materials: obscured by stucco
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): stucco

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: none
chimney: location(s): (1) brick; center, interior; (1) concrete-block chimney; NE agble-end, exterior

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SE

1) Bays four

2) Windows

fenestration irregular

type modern double-hung 1/1 sash

trim brick sills

shutters modern shutter; vinyl; louvered wood-slats; non-functional

Facade (cont'd)

- 3) **Door(s)** one
 location in vestibule
 type modern wood-and-glass
 trim none
- 4) **Porch(es)** gable-front, brick vestibule w/ decorative wood surround; broken pediment and pilasters

b. Side: Direction: SW

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 1 window centered in upper level of gable peak
 type modern double-hung 1/1 sash; double-hung 6/1 sash in upper level
 trim brick sills
 shutters modern shutter; vinyl; louvered wood-slats; non-functional
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

c. Side: Direction: NE

- 1) **Bays** two
- 2) **Windows**
 fenestration regular w/ 1 window centered in upper level of gable peak
 type modern double-hung 1/1 sash; double-hung 6/1 sash in upper level
 trim brick sills
 shutters none
- 3) **Door(s)** n/a
 location n/a
 type n/a
 trim n/a
- 4) **Porch(es)** n/a

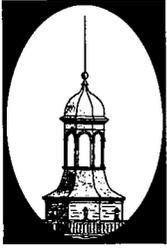
d. Rear: Direction: NW

- 1) **Bays** four
- 2) **Windows**
 fenestration irregular
 type modern double-hung 1/1 sash
 trim n/a
 shutters none
- 3) **Door(s)**
 location center
 type wood and glass
 trim n/a
- 4) **Porch(es)** full-width, shed-roof porch; one-story; concrete deck; enclosed by storm windows; inset corner entrance on W end

9. **INTERIOR:** inaccessible

10. **LANDSCAPING:** flat; rear of property abuts the Christiana River; fenced-in front lawn; assorted vegetation planted throughout the property

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14170

1. ADDRESS/LOCATION: 433 Old Airport Road
2. FUNCTION(S): historic garage current garage
3. YEAR BUILT: 1955 CIRCA?: ARCHITECT/BUILDER: built by current owner
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a. none

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

- a. Structural system concrete-block
- b. Number of stories 1
- c. Wall coverings exposed concrete-block
- d. Foundation concrete
- e. Roof
structural system side-gable
coverings rolled asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: SE
- 1) bays: three
- 2) windows: n/a
- 3) door(s): (3) roll-down vinyl, garage doors
- 4) other: none

- b. **Side: direction: NE**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- c. **Side: direction: SW**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- d. **Rear: direction: NW**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

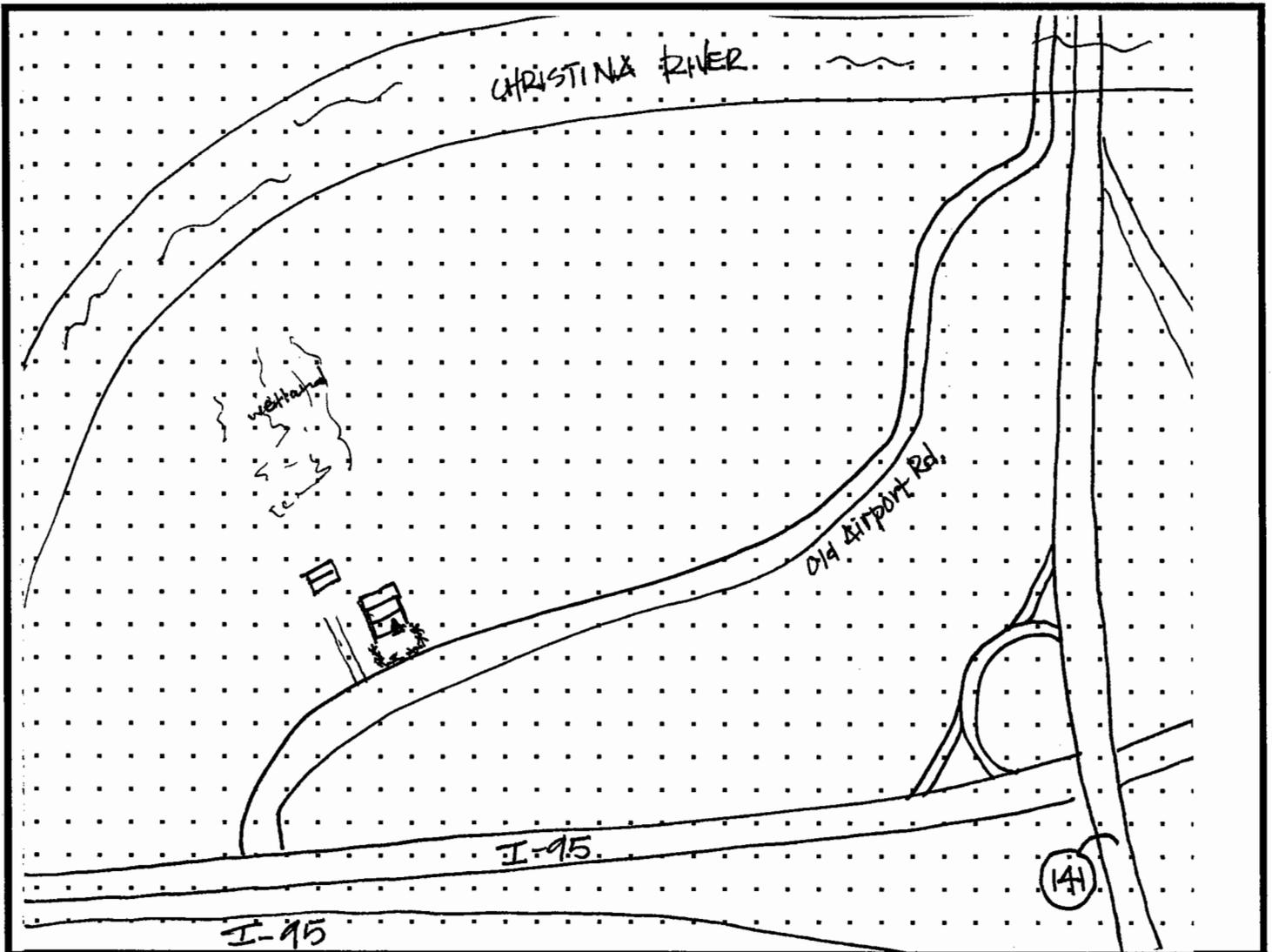
CRS # N-14170

1. ADDRESS/LOCATION: 433 Old Airport Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

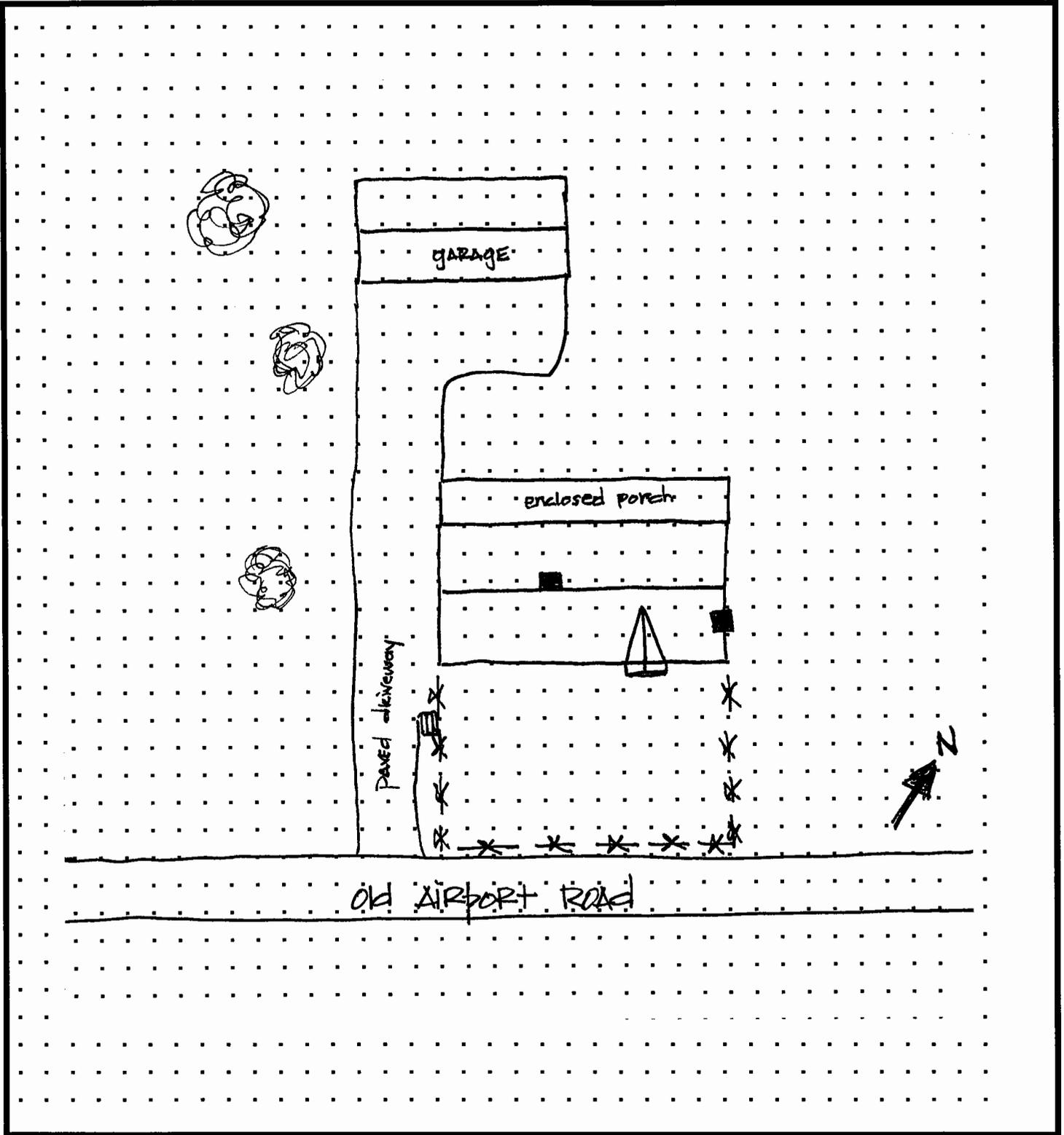
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

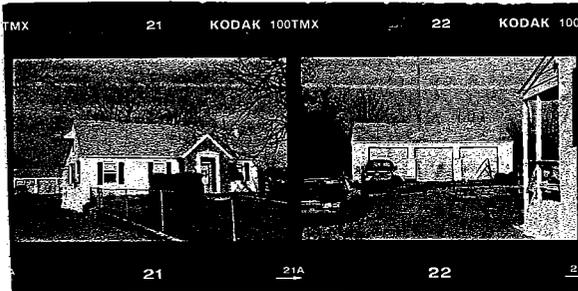
PHOTOGRAPHIC INVENTORY

CRS # N-14170 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, SE side and SW side of dwelling; View of front, SE side of garage

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-14169
SPO Map 08-09-34
Hundred Christiana
Quad Wilmington So.
Other 1000800010

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 467 Old Airport Road
3. TOWN/NEAREST TOWN: Newport vicinity?
4. MAIN TYPE OF RESOURCE: building structure
 landscape district site object
5. MAIN FUNCTION OF PROPERTY: residential/ commercial
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):
I-95/ Newark Toll Plaza Project (Section 106)

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	dwelling
4	CRS 3 Secondary Building Form	shed; vechile shed; garage; outbuilding
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II
 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-14169

1. ADDRESS/LOCATION: 467 Old Airport Road
2. FUNCTION(S): historic single-family dwelling current single-family dwelling
3. YEAR BUILT: 1953 CIRCA?: ARCHITECT/BUILDER: unknown
4. STYLE OR FLOOR PLAN: side hall
5. INTEGRITY: original site moved
 if moved, from where _____ other location's CRS # _____ year _____

list major alterations and additions with years (if known) year

a. Gabled addition to NE side of main block

b. Shed-roof screened porch on SE side of main block

6. CURRENT CONDITION: excellent good fair poor
7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)
- a. Overall shape: rectangular Stories: 1
 Additions: Gabled addition attached to NE side of main block; one-story; concrete-block chimney in center interior; vertical wood paneling siding; modern shed-roof screened porch attached to SE side of main block
- b. Structural system (if known): brick
- c. Foundation: materials: concrete
 basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): stucco
- e. Roof: shape: side-gable
 materials: rolled asphalt
 cornice: open
 dormers: none
 chimney: location(s): concrete-block chimney; exterior; SW side of main block

8. DESCRIPTION OF ELEVATIONS:
- a. Facade: Direction: SE
- 1) Bays three
- 2) Windows fenestration irregular
 type (1) pair of modern double-hung 6/6 sash; (1) modern double-hung 6/6 sash
 trim none
 shutters none

Facade (cont'd)

3) **Door(s)** **one**
 location **within screened porch**
 type **modern vinyl-and-glass**
 trim

4) **Porch(es)** **Modern shed-roof screen porch attached across SE side of main block; wood post supports; wrap-around handicap accessible ramp on S corner; wood**

b. Side: Direction: SW

1) **Bays** **two**

2) **Windows**
 fenestration **regular w/ pairs of windows flanking the chimney**
 type **(2) pairs of double-hung 1/1 sash windows**
 trim **none**
 shutters **none**

3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**

4) **Porch(es)** **n/a**

c. Side: Direction: NE

1) **Bays** **inaccessible**

2) **Windows** **inaccessible**
 fenestration **inaccessible**
 type **inaccessible**
 trim **inaccessible**
 shutters **inaccessible**

3) **Door(s)** **n/a**
 location **n/a**
 type **n/a**
 trim **n/a**

4) **Porch(es)** **n/a**

d. Rear: Direction: NW

1) **Bays** **five**

2) **Windows**
 fenestration **irregular**
 type **(2) pairs of double-hung 1/1 sash; (1) single double-hung 6/6 sash**
 trim **none**
 shutters **n/a**

3) **Door(s)** **two**
 location **west corner of main block; center of side addition**
 type **wood-and-glass**
 trim **none**

4) **Porch(es)** **Full-width, shed-roof open carport; supported by doric wood columns**

9. **INTERIOR: inaccessible**

10. **LANDSCAPING: large, deep lot; lots of abandoned cars; several outbuildings to rear of dwelling**

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # _____

1. ADDRESS/LOCATION: 467 Old Airport Road
2. FUNCTION(S): historic garage current vacant
3. YEAR BUILT: 1953 CIRCA?: ARCHITECT/BUILDER: _____
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a. none

b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

- a. Structural system concrete-block
- b. Number of stories 1
- c. Wall coverings exposed concrete-block
- d. Foundation concrete-block
- e. Roof
 structural system gable-front
 coverings rolled asphalt
 openings n/a

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: SE
- 1) bays: three
- 2) windows: (1) double-hung 6/6 sash windows
- 3) door(s): (1) garage door; wood-and-glass; (1) wood-and-glass door
- 4) other: none

- b. **Side: direction: NE**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- c. **Side: direction: SW**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- d. **Rear: direction: NW**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

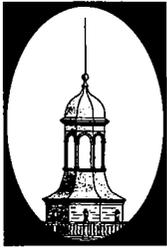
9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14169

1. ADDRESS/LOCATION: 467 Old Airport Road

2. FUNCTION(S): historic _____ current shed

3. YEAR BUILT: 1980 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved
if moved, from where _____ original location's CRS # _____ year _____

list major alterations and additions with years (if known) _____ year _____
a. none
b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system wood-frame
b. Number of stories 1
c. Wall coverings vertical wood paneling
d. Foundation none
e. Roof
structural system gable-front
coverings rolled asphalt
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: SW
1) bays: one
2) windows: n/a
3) door(s): metal swing-hinge doors
4) other: none

b. Side: direction: SE

- 1) **bays:** n/a
- 2) **windows:** n/a

- 3) **door(s):** n/a

- 4) **other:** none

c. Side: direction: NW

- 1) **bays:** inaccessible
- 2) **windows:** inaccessible

- 3) **door(s):** inaccessible

- 4) **other:** none

d. Rear: direction: NE

- 1) **bays:** inaccessible
- 2) **windows:** inaccessible

- 3) **door(s):** inaccessible

- 4) **other:** none

9. INTERIOR (if accessible):

a) Floor plan inaccessible

b) Partition/walls inaccessible

c) Finishes inaccessible

d) Furnishings/machinery inaccessible



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-14169

1. ADDRESS/LOCATION: 467 Old Airport Road

2. FUNCTION(S): historic vehicle shed current storage shed

3. YEAR BUILT: 1953 CIRCA?: ARCHITECT/BUILDER: _____

4. STYLE/FLOOR PLAN: rectangular

5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year
a. none
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:
a. Structural system wood-frame
b. Number of stories 1
c. Wall coverings plywood
d. Foundation n/a
e. Roof
structural system shed-roof
coverings corrugated metal
openings n/a

8. DESCRIPTION OF ELEVATIONS:
a. Facade: direction: SE
1) bays: one
2) windows: square-shaped open bay
3) door(s): none
4) other: none

- b. **Side: direction: NE**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- c. **Side: direction: SW**
 - 1) **bays:** one
 - 2) **windows:** n/a
 - 3) **door(s):** open drive-in bay
 - 4) **other:** none

- d. **Rear: direction: NW**
 - 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

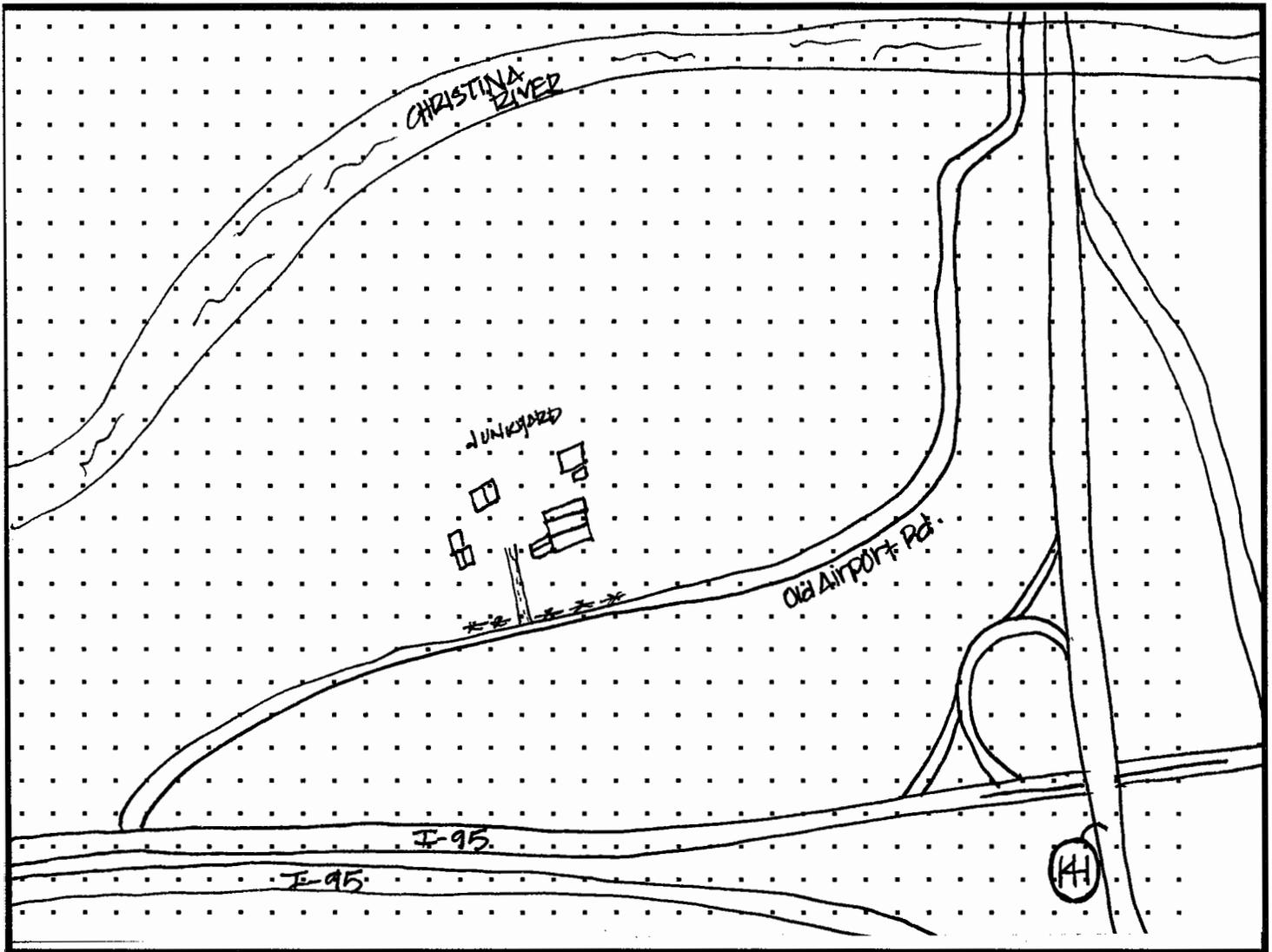
CRS # N-14169

1. ADDRESS/LOCATION: 467 Old Airport Road
2. NOT FOR PUBLICATION reason: _____
3. LOCATION MAP:

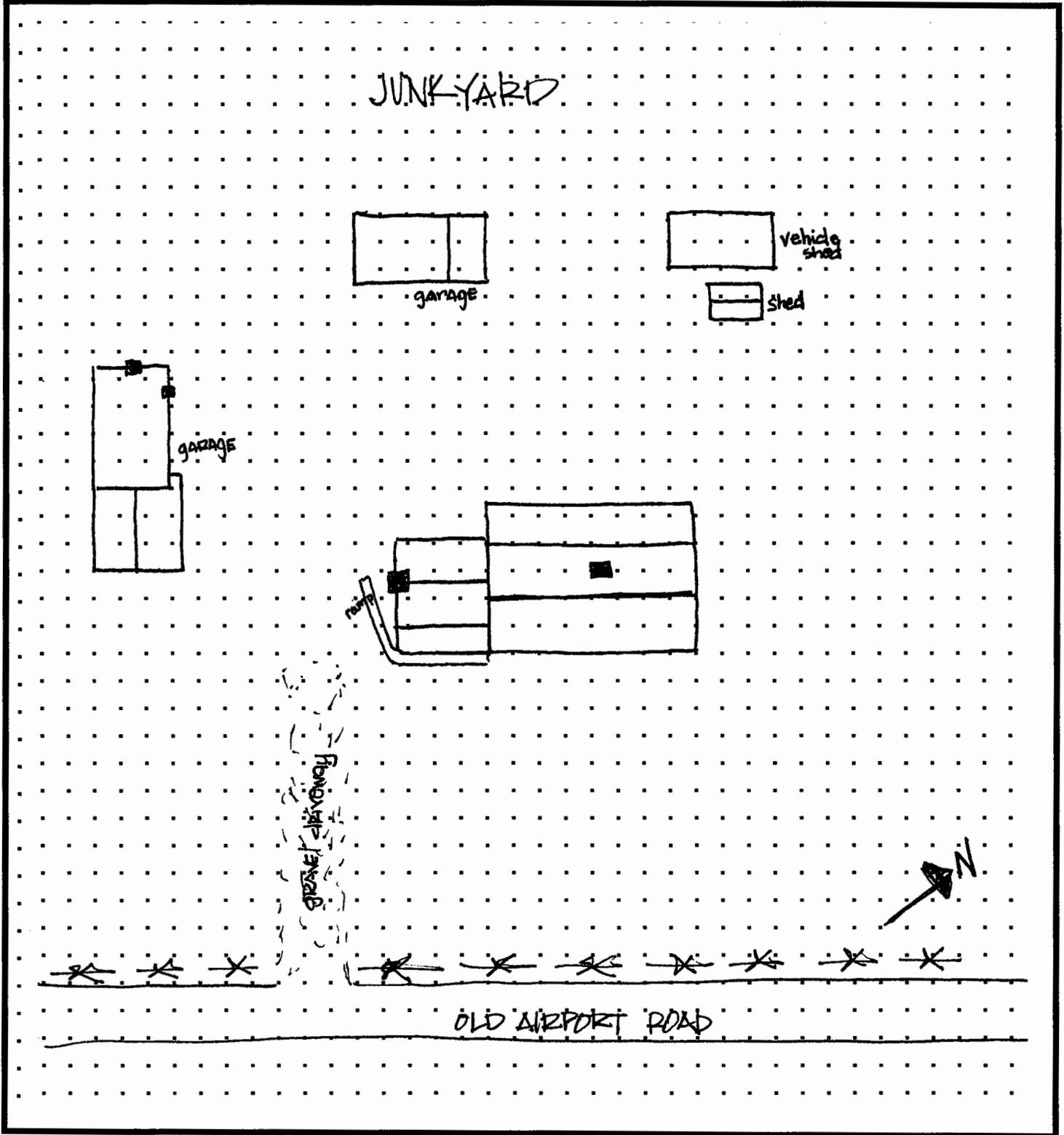
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

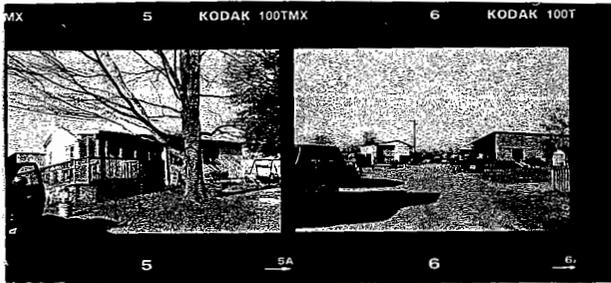
PHOTOGRAPHIC INVENTORY

CRS # N-14169 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, SE side and SW side of dwelling; View of SE sides of outbuildings located at rear of property; View of front, NE side of outbuilding located W of dwelling

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # N-12907

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: 491-495 Old Airport Road
3. CURRENT CONDITION: excellent good fair poor demolished
4. INTEGRITY: integrity of the houses has been comprised with the insertion of replacement doors and windows to one and the application of modern siding to the other
-
5. SETTING INTEGRITY: integrity of setting and feeling as a former automotive shop has been compromised with the change of use of the outbuildings and the abandoned cars and junkyard that has built up around the property.
-

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
2	CRS 2 Main Building Form	dwelling
2	CRS 3 Secondary Building Form	garages
0	CRS 4 Archaeological Site Form	
0	CRS 5 Structure (Building-Like) Form	
0	CRS 6 Structure (Land Feature) Form	
0	CRS 7 Object Form	
0	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
0	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: Douglas C. Mcvarish

Principal Investigator signature: _____

Organization: John Milner Associates, Inc. Date: 11/1/2003

8. OTHER NOTES OR OBSERVATIONS:

CRS# N-12907

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
 - Paleo-Indian
 - Archaic
 - Woodland I
 - Woodland II

 - 1600-1750∇ Contact Period (Native American)
 - 1630-1730∇ Exploration and Frontier Settlement
 - 1730-1770∇ Intensified and Durable Occupation
 - 1770-1830∇ Early Industrialization
 - 1830-1880∇ Industrialization and Early Urbanization
 - 1880-1940∇ Urbanization and Early Suburbanization
 - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
 - Upper Peninsula
 - Lower Peninsula/Cypress Swamp
 - Coastal
 - Urban (City of Wilmington)

- c) Historic period theme(s)
- | | |
|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication |
| <input type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying | <input type="checkbox"/> Government |
| <input type="checkbox"/> Fishing/Oystering | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Manufacturing | <input type="checkbox"/> Education |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations |
| <input type="checkbox"/> Finance | <input type="checkbox"/> Occupational Organizations |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events |



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-12907

1. ADDRESS/LOCATION: 495 Old Airport Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1940 CIRCA?: ARCHITECT/BUILDER: not known

4. STYLE OR FLOOR PLAN: three bay; center-passage; Cape Cod

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year
a. none
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

- a. Overall shape: rectangular Stories: 1 1/2
Additions: none
- b. Structural system (if known): brick
- c. Foundation: materials: concrete block
basement: full partial not visible no basement
- d. Exterior walls (original if visible& any subsequent coverings): brick
- e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: (2) gable-front dormers covered in vinyl
chimney: location(s): none

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: SE
 - 1) Bays three
 - 2) Windows
 - fenestration regular w/ bay windows flanking entrance
 - type (2) modern angled bay windows
 - trim n/a
 - shutters none

Facade (cont'd)

- 3) **Door(s)** **one**
 - location** **center**
 - type** **modern vinyl**
 - trim** **none**
- 4) **Porch(es)** **Modern wood deck at entrance**

b. Side: Direction: SW

- 1) **Bays** **two**
- 2) **Windows**
 - fenestration** **regular**
 - type** **(2) double-hung 1/1 sash**
 - trim** **none**
 - shutters** **none**
- 3) **Door(s)** **n/a**
 - location** **n/a**
 - type** **n/a**
 - trim** **n/a**
- 4) **Porch(es)** **n/a**

c. Side: Direction: NE

- 1) **Bays** **two**
- 2) **Windows**
 - fenestration** **regular**
 - type** **(2) double-hung 1/1 sash**
 - trim** **none**
 - shutters** **none**
- 3) **Door(s)** **n/a**
 - location** **n/a**
 - type** **n/a**
 - trim** **n/a**
- 4) **Porch(es)** **n/a**

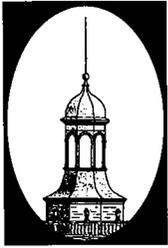
d. Rear: Direction: NW

- 1) **Bays** **three**
- 2) **Windows**
 - fenestration** **irregular**
 - type** **(2) double-hung 1/1 sash**
 - trim** **none**
 - shutters** **none**
- 3) **Door(s)** **one**
 - location** **center**
 - type** **vinyl-and-glass**
 - trim** **none**
- 4) **Porch(es)** **fenced-in open patio**

9. **INTERIOR: inaccessible**

10. **LANDSCAPING: large, deep lot; lots of abandoned cars; several outbuildings to rear of dwelling**

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-12907

1. ADDRESS/LOCATION: 491 Old Airport Road

2. FUNCTION(S): historic single-family dwelling current single-family dwelling

3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: unknown

4. STYLE OR FLOOR PLAN: three bay; center passage; w/ Colonial Revival detailing

5. INTEGRITY: original site moved
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year
a.
b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: 1 1/2
Additions: none

b. Structural system (if known): unknown

c. Foundation: materials: sheathed in stucco
basement: full partial not visible no basement

d. Exterior walls (original if visible& any subsequent coverings): stucco

e. Roof: shape: side-gable
materials: rolled asphalt
cornice: open
dormers: (2) wall dormers on 2nd story
chimney: location(s): concrete; exterior; SW gable-end

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SE
1) Bays three
2) Windows
fenestration regular w/ windows flanking the entrance
type (2) pair double-hung 8/8 sash windows on 1st story; (2) double-hung 6/6 sash in dormers
trim none
shutters none

Facade (cont'd)

- 3) **Door(s)** **one**
 - location** **center**
 - type** **wood-and-glass**
 - trim** **none**
- 4) **Porch(es)** **concrete-block deck**

b. Side: Direction: SW

- 1) **Bays** **three**
- 2) **Windows**
 - fenestration** **regular**
 - type** **(3) double-hung 6/6 sash windows on both the 1st and 2nd stories**
 - trim** **none**
 - shutters** **none**
- 3) **Door(s)** **n/a**
 - location** **n/a**
 - type** **n/a**
 - trim** **n/a**
- 4) **Porch(es)** **n/a**

c. Side: Direction: NE

- 1) **Bays** **three**
- 2) **Windows**
 - fenestration** **regular**
 - type** **(3) double-hung 6/6 sash windows on both the 1st and 2nd stories**
 - trim** **none**
 - shutters** **none**
- 3) **Door(s)** **n/a**
 - location** **n/a**
 - type** **n/a**
 - trim** **n/a**
- 4) **Porch(es)** **n/a**

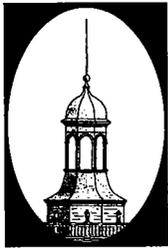
d. Rear: Direction: NW

- 1) **Bays** **inaccessible**
- 2) **Windows** **inaccessible**
 - fenestration** **inaccessible**
 - type** **inaccessible**
 - trim** **inaccessible**
 - shutters** **inaccessible**
- 3) **Door(s)** **inaccessible**
 - location** **inaccessible**
 - type** **inaccessible**
 - trim** **inaccessible**
- 4) **Porch(es)** **inaccessible**

9. **INTERIOR:** inaccessible

10. **LANDSCAPING:** large, deep lot; abandoned cars to rear of dwelling

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-12907

1. ADDRESS/LOCATION: 495 Old Airport Road
2. FUNCTION(S): historic automotive garage current storage
3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: _____
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a. none

b. _____

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system concrete-block

b. Number of stories 2

c. Wall coverings stucco

d. Foundation concrete

e. Roof

structural system flat

coverings not visible

openings not visible

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: SW

1) bays: three

2) windows: (3) double-hung 6/3 sash; steel framed; on 2nd floor

3) door(s): (1) steel door towards W end; (2) wood-and-glass rolldown, garage doors

4) other: none

- b. **Side: direction: NW**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- c. **Side: direction: SE**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- d. **Rear: direction: NE**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
SECONDARY BUILDING FORM

CRS # N-12907

1. ADDRESS/LOCATION: 495 Old Airport Road
2. FUNCTION(S): historic automotive garage current storage
3. YEAR BUILT: 1950 CIRCA?: ARCHITECT/BUILDER: _____
4. STYLE/FLOOR PLAN: rectangular
5. INTEGRITY: original site moved
if moved, from where original location's CRS # year

list major alterations and additions with years (if known)

year

a. none

b.

6. CURRENT CONDITION: excellent good fair poor

7. DESCRIPTION:

a. Structural system concrete-block

b. Number of stories 2

c. Wall coverings stucco

d. Foundation concrete

e. Roof

structural system flat

coverings unknown

openings n/a

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: SW

1) bays: three

2) windows: (3) modern double-hung 1/1 sash on 2nd level

3) door(s): (2) wood-and-glass roll down, garage doors; (1) steel door towards S end

4) other: none

- b. **Side: direction: SE**
- 1) **bays:** two
 - 2) **windows:** (2) modern double-hung 1/1 sash on 1st and 2nd levels
 - 3) **door(s):** n/a
 - 4) **other:** none

- c. **Side: direction: NW**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

- d. **Rear: direction: NE**
- 1) **bays:** inaccessible
 - 2) **windows:** inaccessible
 - 3) **door(s):** inaccessible
 - 4) **other:** none

9. **INTERIOR (if accessible):**

a) **Floor plan** **inaccessible**

b) **Partition/walls** **inaccessible**

c) **Finishes** **inaccessible**

d) **Furnishings/machinery** **inaccessible**



CULTURAL RESOURCE SURVEY
MAP FORM

CRS # N-12907

1. ADDRESS/LOCATION: 491-495 Old Airport Road

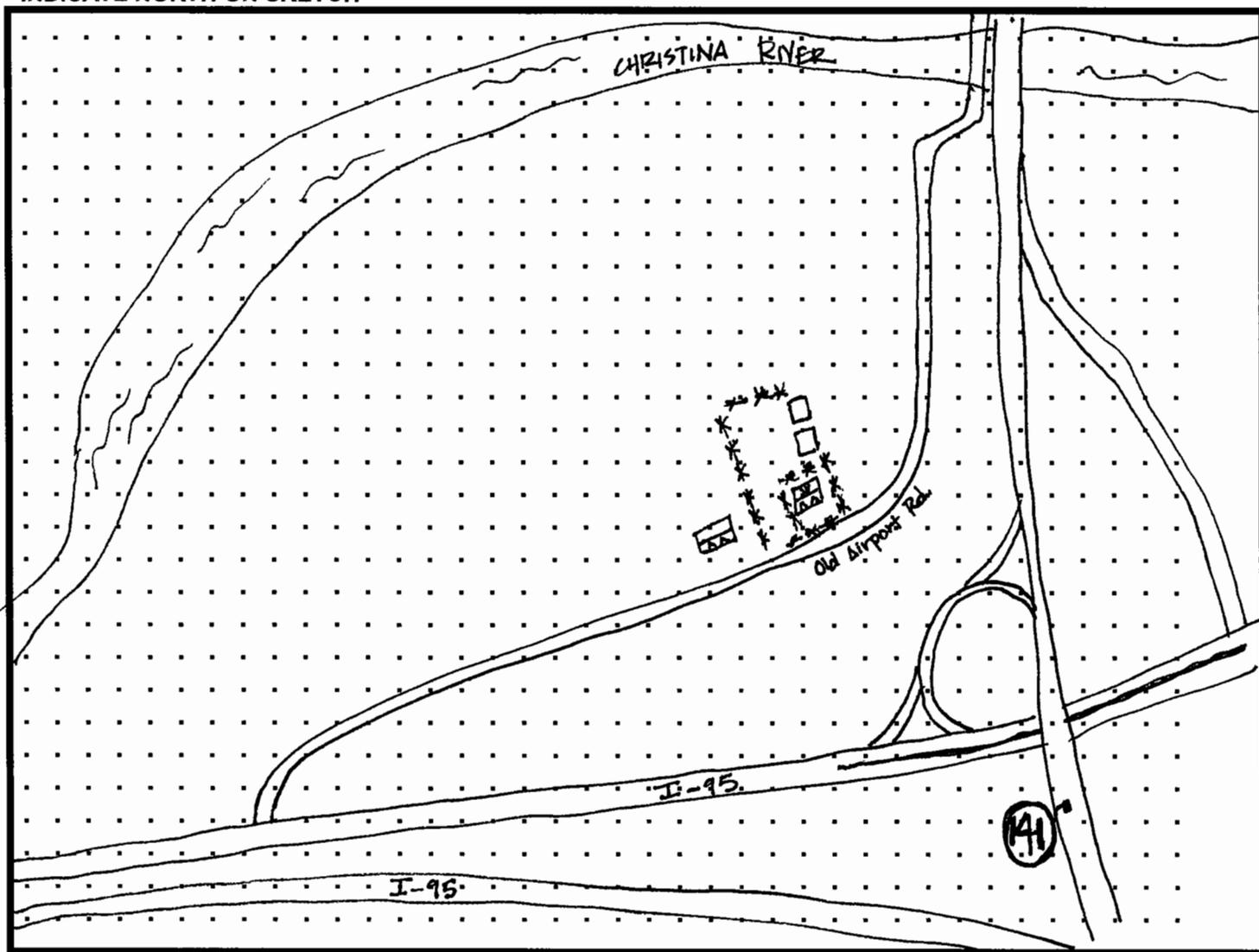
2. NOT FOR PUBLICATION reason: _____

3. LOCATION MAP:

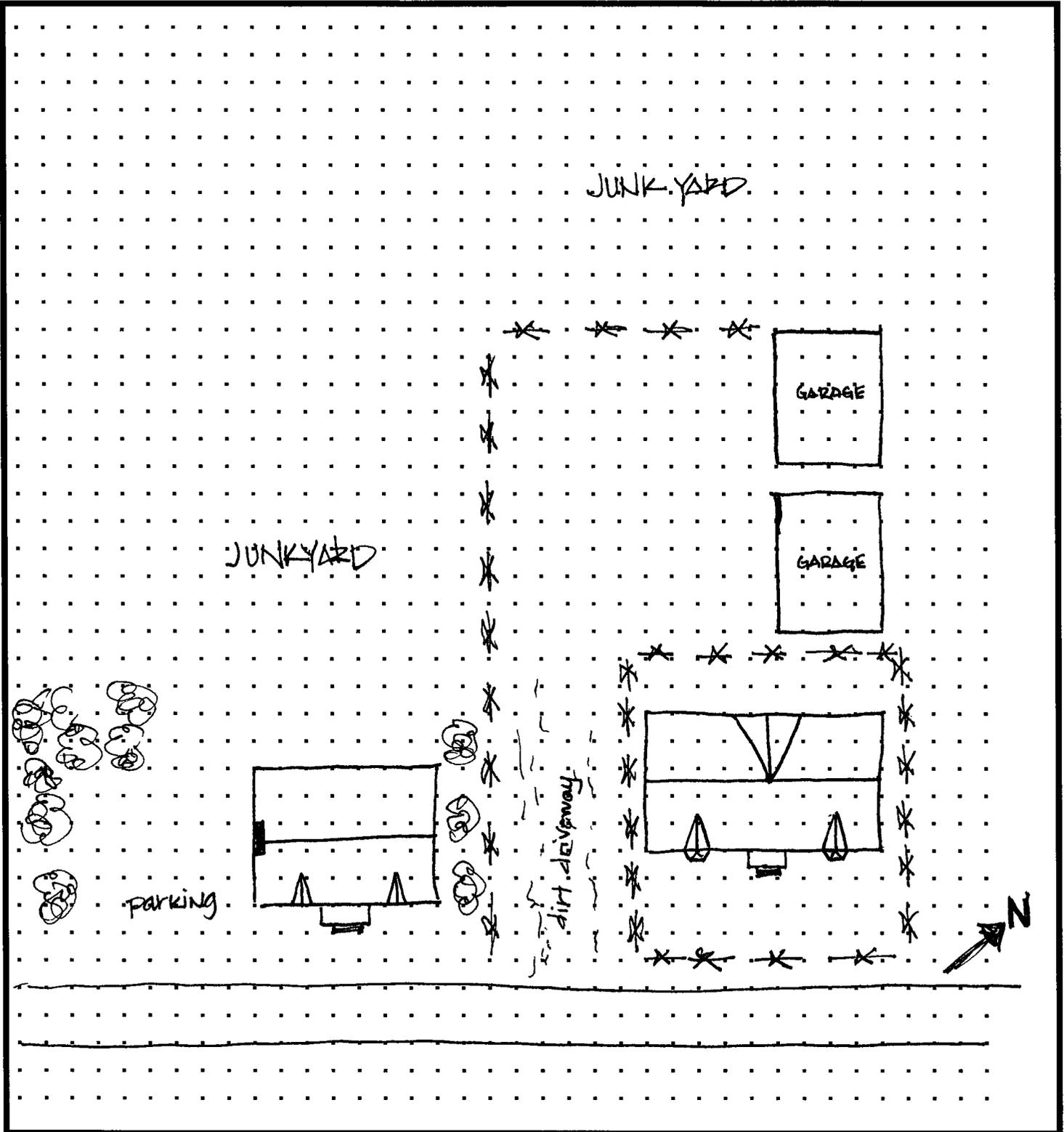
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map)

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # N-12907 Date 12/01/03 Photo Roll # C-4567 Surveyor Courtney Clark

Description View of front, SW side of garage #1; View of front, SW side of garage #2; View of front, SE side of dwelling #1; View of front, SE side and SW side of dwelling #2

Negative location (if other than SHPO) _____

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13

APPENDIX V:

**TRANSCRIPT OF ADDRESS OF PRESIDENT
JOHN F. KENNEDY AT DEDICATION OF
DELAWARE TURNPIKE/NORTHEAST
EXPRESSWAY (NOVEMBER 14, 1963)**

PUBLIC PAPERS OF THE PRESIDENTS
OF THE UNITED STATES

John F. Kennedy

*Containing the Public Messages, Speeches, and
Statements of the President*

JANUARY 1 TO NOVEMBER 22, 1963

1963



UNITED STATES GOVERNMENT PRINTING OFFICE

WASHINGTON : 1964

461 Remarks at the Dedication of the Delaware-Maryland Turnpike. November 14, 1963

Mr. Moses, Governor Carvel, Governor Tawes, Congressman Fallon of Maryland, Congressman McDowell of Delaware, Mrs. Brewster, representing Senator Brewster, who stayed on the Senate floor today, distinguished guests, ladies and gentlemen:

It is a pleasure for me to join the citizens of Delaware and Maryland in opening this new highway. This highway has been built by the dedicated effort of the citizens of these two States, and it joins a great interstate highway which represents a cooperative effort between the United States Government and the people of the various States, through which this long ribbon will pass.

It symbolizes, I believe, this highway, first of all, the partnership between the Federal Government and the States, which is essential to the progress of all of our people; and secondly, it symbolizes the effort we have made to achieve the most modern interstate highway system in the world, a system which, when completed, will save over 8000 lives a year and \$9 billion in cost. And third, it symbolizes the effort which we are giving and must be giving to organizing an effective communication system here in the United States of America.

No industry has a greater impact upon the Nation and no industry has a greater opportunity to affect our economic progress. This administration has proposed a new, comprehensive, national transportation policy, calling for an examination of the relationship between highways, rails, air routes, and water routes, and our goal is the development of the most efficient, economic, and the safest transportation system for all of our people.

Finally, this highway symbolizes a coordinated effort which is consistent with the approach which we must have to the problems in this section of the United States, for it may be only a few years when the whole area, stretching from Washington to Boston, will be one gigantic urban center. We have

now undertaken a comprehensive study of all of the transportation needs which this area of the country will require in the coming years. But highway planning is not enough.

Already one-third of the people of the United States live in the 15 States through which this highway will pass. By the year 2000, these States will need to find housing and parks for 23 million more people, an increase of roughly 50 percent in less than 40 years. They will need schools for 6 million more of your children. They will need hospital and nursing homes for some 8 million men and women over the age of 65, compared to 4½ million today. They will need to provide an additional 2 billion gallons of water every day.

So we must clean these rivers and we must get fresh water from salt water. These are some of the facts which the people of the Northeast must face, and the State governments must face them with them, and the Federal Government must take the lead. They may be facts which some would prefer to ignore. They may be facts which some would prefer to forget, but if the United States of America, and particularly the Northeast United States, these 15 States, are going to move ahead and provide a better life for the people of Delaware and the people of Maryland, and the people of the United States, then we are going to have to do something about it.

Because people several years ago made the plans and took the initiative, this highway is now being dedicated. I hope in the year 1963 we will again take stock of the needs of the country over the next decade and we will begin today, this year, this decade, the things which will make this country a better place to live in for the rest of this century.

I congratulate you, the people of Delaware, the people of Maryland, and the people of the United States.

Thank you.

NOTE: The President spoke at 3:15 p.m. from a platform erected at the Maryland-Delaware border. In his opening words he referred to Robert Moses, president, State of New York Long Island State Park Commission, Governor Elbert N. Carvel of Delaware, Governor J. Millard Tawes of Maryland, Representative George H. Fallon of Maryland, Representative Harris B. McDowell, Jr., of Delaware, and

Mrs. Daniel B. Brewster, wife of Senator Brewster of Maryland.

The highway, a 59-mile strip forming a part of Interstate Route 95, runs from Baltimore to Wilmington. Officially it is two roads designated respectively the Maryland Northeastern Expressway and the Delaware Turnpike.

462 Remarks in New York City at the AFL-CIO Convention. November 15, 1963

Mr. Meany, Members of the Executive Council, fellow delegates, ladies and gentlemen:

The other day I read in the newspaper where Senator Goldwater asked for labor's support before 2000 cheering Illinois businessmen. I have come here to ask labor's support for a program for the United States.

I am glad to come to this convention, and I think that the AFL-CIO, that this convention, and looking back over the years, over this century, can take pride in the actions it has taken, pride in the stand it has made, pride in the things it has done not only for the American labor movement, but for the United States as a whole. It is no accident. I think that those who oppose what we are trying to do today could recall the comparative history of the years between World Wars I and II and the years since World War II. The 20-year period from 1919 to 1939 was marked by an 11-year depression, a 2-year depression, 8 years of stagnation in the twenties on the farms of America. And all of the efforts which were made in the thirties against almost comparable opposition, and on occasions even greater to what we do today—all of the efforts which were made in the thirties and later carried out in the administration of President Truman, I think have made it possible for us to have a far different history from 1945 through to 1965.

Those 20 years, 1919 to 1939, those years from 1945 through 1965, tell the story of the progress which Franklin Roosevelt made in the thirties and on which we now live and benefit in the 1960's. It is no accident—

it is no accident that this country staggered through 20 years. And it is no accident—it didn't just merely happen that this country has steadily increased in wealth and strength in the years from 1945 on. It is because of the steps that were taken in the thirties to lay the foundation for progress in the forties and fifties and sixties that make it possible for us to meet in these circumstances. And our obligation in the 1960's is to do those things in the Congress of the United States and in the various States which will make it possible for others in the 1970's and 1980's to continue to live in prosperity.

Three years ago, and one week, by a landslide, the people of the United States elected me to the Presidency of this country, and it is possible that you had something to do with that majority of 112,000 votes. And I think it, therefore, appropriate to say something about what we have done, and even more appropriate to say something about what we must do.

With your help and support, with your concern, we have worked to try to improve the lot of the people of the United States. In the last 3 years abroad we have doubled the number of nuclear weapons in our strategic alert forces. In the last 3 years we have increased by 45 percent the number of combat-ready Army divisions. We have increased by 600 percent the number of our counter-insurgency forces; increased by 175 percent our procurement of airlift aircraft, and doubled our polaris and minute-man program. The United States is stronger today than ever before in our his-

APPENDIX VI:
VITAE OF PRINCIPAL PREPARERS



COURTNEY L. CLARK
Project Architectural Historian
John Milner Associates, Inc.
1216 Arch Street, 5th Floor
Philadelphia, PA 19107
(215) 561-7637 (phone)
(215) 977-7360 (fax)
cclark@johnmilnerassociates.com

EDUCATION

M.F.A.	Savannah College of Art and Design	Historic Preservation	2000
B.A.	University of South Carolina	Art Studio	1997

EXPERIENCE PROFILE

Courtney Clark has four year's experience in the field of Historic Preservation and Interior Design. Her studies at the University of South Carolina concentrated in both commercial and residential interiors performing drafting skills, creating space planning solutions and assembling presentation boards. While studying at the Savannah College of Art and Design, she was involved in a number of historic resource surveys, condition assessment projects, preparation of National Register nominations, HABS/ HAER Recordations and suggested rehabilitation/ adaptive re-use projects. Mrs. Clark has been involved in a number of projects throughout the southern and Mid-Atlantic states. Her involvement includes a wide variety of cultural resource projects for both the governmental and private sectors including public outreach, historical research, historic resource surveys, recordations, Section 106, Section 4(f), preservation planning, and telecommunication projects.

KEY PROJECTS

2003 Proposed Relocation of Route 23, Chester and Montgomery Counties, Pennsylvania. Boles, Smyth Associates, Inc.

PREVIOUS PROJECTS

2003 Historic Resources Identification, Survey and Determination of Eligibility Report for Cumberland County Landfill Expansion Project, Cumberland and Franklin Counties, Pennsylvania.

2003 Historic Resources Survey and Determination of Eligibility Report for S.R. 0422, Section M02 and M03 and A Determination of Effects Report for S.R. 0422, Section M01, Transportation Improvement Project, Chester, Montgomery and Berks Counties, Pennsylvania. GTS Technologies and Edwards and Kelcey.

2003 Large Format Photographic and HABS/HAER Documentation of Historic Farmstead, Evesham Township, New Jersey.

- 2003 Resource Identification, Evaluation and Potential Project Effect Data Report., Bedminster Wastewater Treatment Plant, Bedminster Township, Bucks County, Pennsylvania. Bedminster Municipal Authority.
- 2003 Reconnaissance Level Survey of Princeton Township, Mercer County, New Jersey. Princeton Township Office of Historic Preservation and Historic Preservation Commission.
- 2003 Pennsylvania Bridge Survey Form for Perkiomenville Bridge No. 99, Upper Frederick Township, Montgomery County, Pennsylvania. Czop/Specter, Inc.
- 2002-2003 Historic Resources Survey and Determination of Eligibility Report and Determination of Effects Report for Mary Street Bridge Replacement Project, Fairview Township, Luzerne County, Pennsylvania. Borton-Lawson Engineering.
- 2002 Pennsylvania Historic Resource Survey Forms for Central York School District Intersection Improvement Project: Potential roadway realignments. Springettsbury Township, York County, Pennsylvania. ASC Group, Inc.
- 2002 State Level Recordation of Hammer Creek Bridge, Elizabeth and Warwick Townships, Lancaster County, Pennsylvania. GTS Technologies.
- 2002 Pennsylvania Historic Resource Survey Form for Swarthmore Business Historic District, Swarthmore Borough, Delaware County, Pennsylvania. Czop/Specter, Inc.
- 2002 Determination of Eligibility Forms for Sprint PCS Bellegrove Proposed Antennae Site, Whiteford, Harford County, Maryland. Marshall Miller & Associates.
- 2001-2002 Reconnaissance and Intensive Level Historic Resources Survey of Salem County, New Jersey. New Jersey Department of Environmental Protection, Historic Preservation Office.
- 2000 Researched, Documented and Prepared Interior Design Solutions for Days Inn Hotel in Savannah's Historic District, Savannah, Chatham County, Georgia. The Savannah College of Art and Design.
- 2000 Proposed Adaptive Re-Use Project on the Post Theater on Tybee Island. Savannah, Georgia. The Savannah College of Art and Design.
- 2000 Researched, Documented, Prepared conservation recommendations for the Saint Paul's Episcopal Church, Savannah, Chatham County, Georgia. The Savannah College of Art and Design.
- 2000 Assisted in the preparation of a National Register for Historic Places nomination for Chatham County Powder Magazine, Savannah, Chatham County, Georgia. The Savannah College of Art and Design.
- 2000 Photo documented sections of the Historic Landmark District. Beaufort, Beaufort County, South Carolina. Historic Beaufort Foundation.
- 1999 Researched and documented the College Point Little League Building. Queens, New York. Landmarks Preservation Commission.
- 1999 Created interior design solutions for the interpretive area of a house museum, floor plans and façade improvements. Savannah, Chatham County, Georgia. Historic Savannah Foundation and The Savannah College of Art and Design.



DOUGLAS C. McVARISH

Principal Architectural Historian/Project Manager
John Milner Associates, Inc.
1216 Arch Street, 5th Floor
Philadelphia, PA 19107
(215) 561-7637 (phone)
(215) 977-7360 (fax)
dmcvarish@johnmilnerassociates.com

EDUCATION

M.S.	University of Vermont	Historic Preservation	1991
M.P.	University of Virginia	Urban Planning	1987
	University of Virginia	History of Architecture	1988-1989
B.A.	Hampshire College	American Studies	1978

PROFESSIONAL CERTIFICATION

- 2001 OSHA-certified 8-hour HAZWOPER refresher course
- 1999 OSHA-certified 40-hour Hazardous-Waste Operations Training (HAZWOPER)

EXPERIENCE PROFILE

Douglas C. McVarish has over 15 years experience in the field of historic preservation. He has collaborated on, directed, or conducted, historical and architectural projects in 16 eastern and midwestern states. These projects have been documented in historic resource survey reports, National Register nominations, and HABS/HAER recordations. Mr. McVarish has developed special expertise in the areas of American industrial history and industrial architecture, military architecture, bridge building technology, and vernacular architecture. In addition, he has become familiar with many collections of historical and architectural records in the United States and with local, state and federal regulations pertaining to historic preservation.

KEY PROJECTS

- 2003-2004 Context development for I-95 and U.S. Route 113 highway improvement projects, Delaware. Rummel Klepper and Kahl and the Delaware Department of Transportation.
- 2003 Architectural Inventory of Pre-1950 New Jersey Army National Guard Facilities. U.S. Army Corps of Engineers, St. Louis District, and the New Jersey Department of Military and Veterans Affairs.
- 2003 BHP survey form preparation, Crawford Electrical Generating Station, Middletown, Pennsylvania. The Smart Associates.
- 2003 Historic architectural investigation, Reading Regional Airport, Berks County, Pennsylvania. DMJM Aviation, Inc.

- 2002-2003 Historic architectural and effects investigations for Penns Neck EIS, Mercer and Middlesex Counties, New Jersey. DMJM+Harris and New Jersey Department of Transportation.
- 2002 Architectural resources reconnaissance survey, CR 143, Town of Huron, Wayne County, New York. New York State Education Department.
- 2002 Historic documentation of proposed school construction sites, Chester County, Pennsylvania. West Chester Area School District.
- 2002 Survey form, West Chester Historic District Expansion, Pennsylvania. Borough of West Chester.
- 2002 HAER-level documentation, Middletown Air Depot, Pennsylvania. Susquehanna Area Regional Airport Authority.
- 2001-2002 Historic resource screening studies, Pennsylvania, New Jersey and Delaware. Commerce Bank.
- 2000-2002 Historic buildings surveys, Fort Dix, New Jersey. Foster Wheeler Environmental Corporation and Fort Dix.
- 2001 Historic documentation of the New York, Susquehanna and Western Palisades train tunnel, Bergen County, New York. Environmental Science Services, Inc. and the PSEG Power Cross Hudson Corporation.
- 2001-2002 Historic Architectural Investigations. Roadway Improvement Projects, Upper Merion Township, Pennsylvania. Boles, Smyth Associates, Inc.
- 2001 Historic documentation of the Hiteman Leather Tannery, West Winfield, New York. CDM Federal Programs Corporation.
- 2001-2002 Historic architectural survey. Proposed Limerick Energy Center vicinity, Montgomery and Chester Counties, Pennsylvania. Foster Wheeler Environmental Corporation.
- 2001-2002 National Register nomination and multiple property documentation form. Ste. Genevieve, Missouri. City of Ste. Genevieve and Missouri State Historic Preservation Office.
- 2000-2001 Historical and photographic documentation of railroad bridges in the proposed Southern New Jersey Light Rail Transit System corridor, Camden, Burlington and Mercer Counties, New Jersey. Bechtel Infrastructure and New Jersey Transit.
- 2000-2001 Historic resources surveys of airports in Philadelphia, York County, and Dauphin County, Pennsylvania. DMJM Aviation and BAA Harrisburg.
- 1999-2002 National Historic Landmark nomination. Ste. Genevieve National Historic Landmark District. Ste. Genevieve, Missouri. National Park Service.
- 1999-2001 Historic engineering evaluation. Ohio River Navigation System. Greenhorne & O'Mara, Inc. and the U.S. Army Corps of Engineers.
- 2000 Historic American Buildings Survey documentation. Special Antenna Cover Building 9023, Camp Evans, Monmouth County, New Jersey. Geo-Marine, Inc. and the U.S. Army Corps of Engineers, Fort Worth District.

- 1999 Historic, architectural and landscape documentation. Ruth E. Nissen property, Cheltenham Township, Pennsylvania. National Trust for Historic Preservation.
- 1999 Historic resources recommendation of eligibility report. Piney Hydroelectric Plant, Clarion County, Pennsylvania. Foster Wheeler Environmental Corporation.
- 1999 Section 106 report. Pownal Tannery, North Pownal, Vermont. Stone & Webster Engineering Corporation
- 1999 Popular history of the Philadelphia Naval Shipyard, Philadelphia, Pennsylvania. Kvaerner Philadelphia Shipyard, Inc.
- 1999 Historic American Engineering Record documentation for two buildings and two structures. Philadelphia Naval Shipyard, Philadelphia, Pennsylvania. Kvaerner Philadelphia Shipyard, Inc.
- 1998-1999 Historic engineering evaluation. Monongahela River Navigation System. Pennsylvania and West Virginia. Pittsburgh District, U.S. Army Corps of Engineers.
- 1998 Historic American Engineering Record documentation for the Victory Bridge, Perth Amboy-Sayreville, New Jersey. Goodkind & O'Dea.
- 1998 Calvert County Historic Schools Survey. Calvert County Planning Department.
- 1998 National Register assessment of eligibility, TWA Maintenance Hanger, Philadelphia International Airport, Philadelphia. D & Z Infrastructure and the Philadelphia Division of Aviation.
- 1998 Reconnaissance level survey for the Portland Natural Gas Transmission System pipeline, Oxford and Franklin Counties, Maine. El Paso Energy and the Portland Natural Gas Transmission System.
- 1998 National Register assessment of eligibility for the March Estate, Greenland, New Hampshire. El Paso Energy and the Portland Natural Gas Transmission System.
- 1994-1998 Historic resources investigations for highway improvement projects. New Jersey Department of Transportation.
- 1992-1998 Historic resources investigation for bridge replacement and highway improvement projects. Pennsylvania Department of Transportation.
- 1997 Architectural investigation of 23 Bergen Street. Bridgeton, New Jersey. New Jersey Rural Housing Action Corporation.
- 1997 Historic documentation concerning the Douglass House, Trenton, New Jersey. City of Trenton, Department of Housing and Community Development.
- 1997 Reconnaissance level architectural survey and historic context development for the Long Island Beach Reformulation Study. Suffolk County, New York. Greeley-Polhemus Group, Inc. and the New York District, U.S. Army Corps of Engineers.
- 1996-1997 Determinations of Eligibility and National Register nominations for selected properties in the Delaware Water Gap National Recreation Area. Monroe and Pike Counties, Pennsylvania and Sussex County, New Jersey. National Park Service.

- 1996-1997 Phase II architectural investigation and historic resources effect evaluation for proposed Portland Natural Gas Pipeline, New Hampshire and Maine. El Paso Energy.
- 1996 Phase II architectural investigation for proposed Route 58A improvements, Lee County, Virginia. Patton Harris Rust and Associates, P.C.
- 1996 Historic survey report for Warner Theater, Atlantic City, New Jersey. Caesars Atlantic City.
- 1995-1996 Historical research on the Rev. John Witherspoon Estate (Tusculum), Princeton Township, New Jersey. Princeton Township Historic Preservation Commission.
- 1995 Historic context report for pre-military occupancy of the Seneca Army Depot, Romulus, New York. Greeley-Polhemus Group, Inc. and the New York District, U.S. Army Corps of Engineers.
- 1995 Historic American Engineering Record recordation of Enterprise Pottery, Trenton, New Jersey. New Jersey Department of Transportation.
- 1995 Reconnaissance level architectural survey for proposed high-voltage power line. Montgomery and Giles County, Virginia and Mercer and Summers County, West Virginia. Appalachian Power Company.
- 1994-1995 Historic context for Consolidated Edison Astoria Generating Station, Queens, New York. Roy F. Weston, Inc.
- 1995-1995 National Register Nomination for the Court Street School, Freehold, New Jersey. Court Street School Education Community Center, Inc.
- 1994 Historic resource survey of Black Rock Lock and Canal, and Buffalo District Reservation, Buffalo, New York.
- 1993-1994 Historic resources components of cultural resources surveys of the Naval Complex Philadelphia, the Naval Hospital Philadelphia, the Naval Security Station (Washington, DC), Marine Corps Air Station Cherry Point (North Carolina), and Ships Parts Control Center (Mechanicsburg, PA). U.S. Navy. Naval Facilities Engineering Command.
- 1993 Historic resources survey of aluminum industry related resources in Westmoreland and Allegheny Counties, Pennsylvania. National Park Service, Western Pennsylvania Partnership Branch.
- 1993 Historic American Engineering recordation of the Penns Creek Bridge. Selingsgrove vicinity, Pennsylvania. Pennsylvania Department of Transportation.
- 1993 Historic American Engineering Record recordation of the New Shaft Mine Complex. Allegany County, Maryland. Soil Conservation Service.
- 1992 Historic resources survey of Rosebank Family Housing complex. Staten Island, New York. U.S. Coast Guard.
- 1992 Historic American Engineering Record recordation of Simpsonville Mill, Simpsonville, Maryland. Maryland Department of Transportation.

SUMMARY OF PROFESSIONAL ACTIVITIES:

Mr. McVarish is author or co-author of over one hundred and ten (110) cultural resources reports, two (2) scholarly articles and one (1) paper presented at a professional meeting.



WADE P. CATTS

Associate
Principal Archeologist/Senior Project Manager
John Milner Associates, Inc.
The Barclay
535 North Church Street
West Chester, PA 19380
(610) 436-9000 (phone)
(610) 436-8468 (fax)
wcatts@johnmilnerassociates.com

EDUCATION

M.A.	University of Delaware	American History	1988
B.A.	University of Delaware	History/Anthropology	1981

PROFESSIONAL CERTIFICATIONS AND SPECIALIZED TRAINING

2003	Section 106: Principles and Practice Workshop
2003	Integrating Section 106 and the National Environmental Policy Act Workshop
1999	Registered Professional Archeologist
1998	OSHA 40-hour Hazardous Waste Operations Training
1992	Delaware Sediment and Stormwater Management

EXPERIENCE PROFILE

Wade P. Catts is a graduate of the University of Delaware, and he also holds a Master’s degree in American History from the same institution. Prior to joining John Milner Associates, Inc. (JMA) in 1993, Mr. Catts was employed for over a decade as an archeologist and research historian at a University of Delaware-based consulting division that focused its research efforts on the history and prehistory of the Delmarva Peninsula. Since joining JMA, Mr. Catts’ research efforts have included historical and archeological data recovery investigations at the New Geneva Pottery Waster site in Fayette County, Pennsylvania, the Ashcomb’s Quarter site in Solomons Island, Maryland, Beverwyck Plantation in Morris County, New Jersey, and Raritan Landing near New Brunswick, New Jersey. He has conducted Phase II evaluation investigations at numerous historic sites in Pennsylvania, Maryland, New Jersey, Delaware, and Virginia, and Phase I surveys throughout the Middle Atlantic region. Further, he has conducted historical background and archival research for archeological and historical projects. Mr. Catts is a recognized historical archeologist with research interests in the history of farmsteads and agricultural landscapes, urban development, military history and archeology, environmental history, African-American studies, and Middle Atlantic regional history and historic preservation.

KEY PROJECTS

2003	Managed archeological investigations at Old New Castle Courthouse, New Castle Delaware, as part of renovation/restoration activities. Delaware State Museums.
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- 2003 Managed historical documentation compilation, including GIS data inventory, of the Indian River Bridge Project, Sussex County, Delaware. Rummel, Klepper & Kahl, LLP, for Delaware Department of Transportation.
- 2002-2003 Directed Data Recovery Investigations at two historic sites as part of the multi-consultant team at Raritan Landing Archeological District, Route 18 Extension Project, Middlesex County, New Jersey. New Jersey Department of Transportation.
- 2001-2003 Conducted historical research regarding British military occupation and copper processing at Raritan Landing as part of the Route 18 Extension Project, Middlesex County, New Jersey. New Jersey Department of Transportation.
- 2002 Conducted Historical Research for Historic Structure Report of United States Marine Hospital National Historic Landmark, Louisville, KY. City of Louisville, Louisville Development Authority.
- 2002 Directed Phase I and Phase II archeological and historical research at the proposed site of the Delaware National Guard Readiness Center, Smyrna, Delaware. Delaware National Guard.
- 2002 Directed archeological overview and assessment of Hopewell Furnace National Historic Park, Birdsboro, PA. National Park Service.
- 2002 Conducted historical research and assisted in the preparation of a Historic Structures Report for the U.S. Marine Hospital, National Historic Landmark. Louisville, KY.
- 2001 Conducted historical and archeological investigations of five historic sites of Hopewell Furnace National Historic Park, Birdsboro, PA. National Park Service.
- 2001 Co-directed data recovery investigations and conducted historical research of the Raritan Landing Project, New Brunswick, NJ. New Jersey Department of Transportation.
- 2001 Conducted historical research and assisted in developing historic commemorative contexts for seven national military parks (Chickamauga/Chattanooga, Gettysburg, Shiloh, Vicksburg, Antietam, Valley Forge, Minute Man). National Park Service.
- 2001 Conducted historical research and directed Phase I archeological investigations at Hopewell Furnace National Park. National Park Service.
- 2000 Directed archeological investigations at Block III, John Dickinson Plantation, Delaware. Delaware State Museums.
- 2000 Conducted historical research and Phase I archeological survey at site of Camp Security/Camp Indulgence, a British Revolutionary War Prisoner-of-War encampment, York County, Pennsylvania. Pasch Construction.
- 2000 Directed historical research and prepared historic context for Phase IA cultural resources investigation for a proposed parking facility at the site of the Second Street Market, Lower Market Street Historic District, Wilmington, Delaware. Wilmington Renaissance Corporation.
- 2000 Directed historical research and Phase II archeological evaluation for the Triangle Woods Archeological Site, New Castle County, Delaware. Delaware Department of Natural Resources and Environmental Control.
- 2000 Co-directed data recovery efforts at the Raritan Landing Archeological District. New Jersey Department of Transportation.

- 1998 Data recovery investigations at the Jacob M. Zook House, Exton Square Mall expansion, Chester County, Pennsylvania. The Rouse Company.
- 1998 Data recovery investigations at the Diggs-Monroe and Culp-Mindoft sites, Gettysburg, Pennsylvania. The Borough of Gettysburg.
- 1998 Phase I and II archeological investigations at the Joseph Carrell, Jr. Farmstead site, Street Road Commercial Development Project, Bucks County, Pennsylvania. Newman Development Group of Warrington, L.L.P.
- 1997 Phase IA cultural resources investigation of sediment removal areas in the Christina River, Newport, New Castle County, Delaware. DuPont Environmental Remediation Services.
- 1997 Phase I archeological survey of the proposed access road, DuPont Holly Run Plant, Newport, Delaware. DuPont Environmental Remediation Services.
- 1996 Phase II archeological evaluation of the Grover Farmstead, Cranbury Neck Road Bridge Replacement, Middlesex County, New Jersey. New Jersey Department of Transportation.
- 1996 Phase II archeological investigations at the Zook, Massey and Jacobs houses, Exton Mall Expansion Project, West Whiteland Township, Chester County, Pennsylvania. The Rouse Company.
- 1996 Phase IB archeological survey of the former Koppers Company, Inc. Property, Newport, New Castle County, Delaware. Beazer East and DuPont Specialty Chemicals in association with Woodward-Clyde Consultants, Inc.
- 1995 Phase II evaluation of the Motts Run Water Filtration Plant Site, Spotsylvania County, Virginia. Hayes, Seay, Mattern & Mattern, Inc.
- 1994 Phase I archeological investigations at the Dundale Mansion and Barn, Villanova University, Delaware County, Pennsylvania. Villanova University.
- 1994 Phase I archeological investigations at the Pennell House Site, Delaware County, Pennsylvania. Wawa Dairies, Inc.
- 1993 Phase II evaluation of the William Wingate House Site, Fort DuPont State Park, New Castle County, Delaware. Delaware Department of Natural Resources and Environmental Control.
- 1993 Phase I and II archeological investigations of the Laurel Mill, Laurel, Sussex County, Delaware. Delaware Department of Natural Resources and Environmental Control.
- 1993 Data recovery excavations at the New Geneva Pottery Waster Dump Site, Fayette County, Pennsylvania. Pittsburgh District, U.S. Army Corps of Engineers.
- 1992 Data Recovery investigations at the Dehorty Site, New Castle County, Delaware. Delaware Department of Transportation.
- 1991 Archeological excavations at St. Paul's Church, Kent County, Maryland. University of Delaware and vestry of St. Paul's Episcopal Church.
- 1991 Data Recovery excavations at the Eagle Run Tenant House Site and the William Patterson Mansion House and Boat Dock, New Castle County, Delaware. Delaware Department of Transportation.

- 1990 Data Recovery investigations of the Thomas Williams Site, New Castle County, Delaware. Delaware Department of Transportation.
- 1990 Phase I archeological survey associated with the replacement of the New Jersey Route 45 Bridge over Fenwick Creek, Salem County, New Jersey. New Jersey Department of Transportation.
- 1989 Southeast Sussex Corridor cultural resources survey, Sussex County, Delaware. Delaware Department of Transportation.

SELECTED PUBLICATIONS

- 2001-2002 Research Questions for the Archaeology of Rural Places: Experiences from the Middle Atlantic. *Northeast Historical Archaeology* 30-31:143-154.
- 2002 Research Questions for the Archeology of Rural Places: Experiences from the Middle Atlantic: *Northeast Historical Archaeology*, in press.
- 1993 Small Wonder, There's Diversity! Current Historical Archaeology in Delaware (with David Grettler). *Bulletin of the Archaeological Society of Delaware* 30.
- 1993 "Entertained . . . at ye Tavern Close By." Historical Archaeological Inquiry at Thomas Ogle's Tavern, Ogetown (with Angela Hoseth and Ellis C. Coleman). *Bulletin of the Archaeological Society of Delaware* 30:5-16.
- 1991 A Report of the Archaeological Investigations at the House of Thomas Cuff, A Free Black Laborer, 108 Cannon Street, Chestertown, Kent County, Maryland (with Doug McCall). *North American Archaeologist* 12(2):155-181.
- 1990 *Management Plan for Delaware's Historical Archaeological Resources* (with LuAnn DeCunzo). Delaware Department of State.
- 1990 Building a Framework for Research: Delaware's Management Plan for Historical Archaeological Resources (with LuAnn De Cunzo). *Northeast Historical Archaeology* 19:1-49.
- 1988 "Slaves, Free Blacks, and French Negroes: An Archaeological and Historical Perspective on Wilmington's Forgotten Folk." Unpublished M.A. thesis, Department of History, University of Delaware, Newark.
- 1986 Soil Chemistry and Historic Archaeological Site Activity Areas: A Test Case from Northern Delaware (with Jay F. Custer, Ellis C. Colman, and Kevin W. Cunningham). *Historical Archaeology* 20(2):89-94.
- 1986 Local Historical Summary. In *Current Research in the Historic Archaeology of Northern Delaware*, edited by Jay F. Custer and Kevin W. Cunningham, *Bulletin of the Archaeological Society of Delaware* 21:3-21.
- 1986 Archaeological Investigations at the Wilson-Slack Site. In *Current Research in the Historic Archaeology of Northern Delaware*, edited by Jay F. Custer and Kevin W. Cunningham. *Bulletin of the Archaeological Society of Delaware* 21:102-148.

1986 Archaeological Investigations at the William M. Hawthorn Site. In *Current Research in the Historic Archaeology of Northern Delaware*, edited by Jay F. Custer and Kevin W. Cunningham. *Bulletin of the Archaeological Society of Delaware* 21:58-101.

SUMMARY OF PROFESSIONAL ACTIVITIES

Mr. Catts is author or co-author of fifty-two (52) cultural resources reports, thirteen (13) scholarly articles and monographs, five (5) book reviews, nineteen (25) papers presented at professional meetings, six (6) symposia organized at professional meetings, and one (1) professional conference organized.

- 1964 *Public Papers of the Presidents of the United States: John F. Kennedy...January 1 to November 22, 1963*. United States Government Printing Office, Washington, D.C.
- Kise Franks & Straw (KFS)
- 1992 Lewis Weldin Farmhouse (Maple Springs Farm). Draft National Register of Historic Places Registration Form. On file at the Delaware State Historic Preservation Office, Dover.
- Klein, Terry H. and Patrick H. Garrow, editors
- 1984 Final Archaeological Investigations at the Wilmington Boulevard, Monroe to King Streets, Wilmington, New Castle County, Delaware. Delaware Department of Transportation Archaeology Series 29, Dover.
- La Rouchefoucault Liancourt, Duke De (La Rouchefoucault)
- 1800 *Travels Through the United States of America, the Country of the Iroquois, and Upper Canada in the Years 1795-1797*. Two volumes. Translated by H. Neuman. R. Phillips, London.
- Lemon, James T.
- 1967 Urbanization and the Development of 18th Century South Eastern Pennsylvania and Adjacent Delaware. *William and Mary Quarterly* 24(4):501-542.
- 1972 *The Best Poor Man's Country: A Geographical Study of Early Southeastern Pennsylvania*. Johns Hopkins University Press, Baltimore.
- Lemon, James T., and Gary B. Nash
- 1968 The Distribution of Wealth in Eighteenth Century America: A Century of Changes in Chester County, Pa., 1693-1802. *Journal of Social History* 2:1-24.
- Lichtenstein Consulting Engineers (Lichtenstein)
- 2000 *Delaware's Historic Bridges, Survey and Evaluation of Historic Bridges with Historic Contexts for Highways and Railroads*. Second edition. Delaware Department of Transportation, Dover.
- Lindstrom, Diane
- 1978 *Economic Development in the Philadelphia Region, 1810-1850*. Columbia University, New York.
- 1979 American Economic Growth before 1840: New Evidence and New Directions. *The Journal of Economic History* 39(1):289-301.
- Loehr, Rodney C.
- 1952 Self-Sufficiency on the Farm. *Agricultural History* 26(2):37-41.
- MacDonald, Betty Harrington
- 1954 Welsh Tract Baptist Church. Unsourced clipping dated January 23, 1954, in Welsh Tract Baptist Church vertical file, New Castle County Public Library, Newark Branch.
- McAlester, Lee and Virginia
- 1997 *A Field Guide to American Houses*. Alfred A. Knopf, New York.

- Mahoney, William T.
1956 *The Mason-Dixon Line in Cecil County. In Cecil County: A Reference Book of History, Business and General Information.* County Directories of Maryland, Baltimore.
- Main, Jackson T.
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