6.0 RESULTS OF HISTORIC RESOURCES SURVEY

A.D. Marble & Company conducted an intensive level historic architectural investigation of the current APE during May and June 2010. As part of the investigation, four previously identified resources and three newly identified resources were documented and evaluated. The resources are of a variety of uses and characters, including residential, commercial, and religious uses.

Two of the previously identified resources are recommended eligible, while the remaining five properties are recommended not eligible for listing in the National Register due to a lack of integrity and/or significance. A.D. Marble & Company documented the resources on the appropriate CRS and DOE forms, as outlined in Section 2.0 of this report.

Table 1 summarizes A.D. Marble & Company's eligibility recommendations for the seven resources examined as part of the historic resources survey. Figure 2 shows the locations of the surveyed resources and their National Register eligibility statuses. This section of the report provides brief architectural descriptions of the surveyed resources. Please see the appended survey and DOE forms for more complete documentation (Appendices B to E).

Table 1. Results of Historic Resources Survey.

CRS Number	Name and Address	Construction Date	Property Type	Acreage	UTM	Previous National Register Eligibility Status	NR Eligibility Recommendation
N01217	Holy Rosary Church, 3110-3210 Philadelphia Pike	1783; 1919; 1936-ca. 1975	Religious	17.74	A. 18 460442E 4405557N B. 18 460584E 4405435N C. 18 460335E 4405160N D. 18 460249E 4405337N	Undetermined	Eligible—Criteria A and C
N03951	Overlook Colony, Commonwealth Avenue, Green Street, Court Avenue, Brandywine Avenue, Second Avenue, Third Avenue, Fourth Avenue	1918; 1924	Residential Subdivision	28.02	A. 18 460433E 4405638N B. 18 460212E 4405892N C. 18 459936E 4405676N D. 18 460247E 4405427N	Eligible	Not Eligible—Lack of Significance and Integrity
N09455	Overlook Service Station/Joe & Tony's Service Station, 3207 Philadelphia Pike	ca. 1928	Service Station	0.28	18 460414E 4405587N	Undetermined	Eligible—Criteria A and C
N09544	Hering House, 3220 Philadelphia Pike	ca. 1922	Residential	0.25	18 460465E 4405551N	Undetermined	Not Eligible—Lack of Significance
N14541	Yetter's Restaurant, 3101 Philadelphia Pike	ca. 1950	Commercial	0.81	18 460314E 4405470N	None	Not Eligible—Lack of Significance and Integrity
N14542	Claymont Service Station, 3111 Philadelphia Pike	ca. 1930	Service Station	0.33	18 460345E 4405519N	None	Not Eligible—Lack of Significance and Integrity
N14543	Commercial Building, 3203 Philadelphia Pike	ca. 1950	Commercial	0.19	18 460396E 4405565N	None	Not Eligible—Lack of Significance and Integrity

CRS No. N01217 Name: Holy Rosary Church Complex
Address: 3110-3210 Philadelphia Pike Tax Parcel: 06-084.00-551
Date of Construction/Major Alterations: 1783; 1919; 1936, 1949-1950; 1958-1960; ca. 1960; ca. 1975
Time Period: 1880-1940, Urbanization and Early Suburbanization; 1940-present, Commercialization and Suburbanization
Geographic Zone: Piedmont
Historic Period Theme(s): Settlement Patterns and Demographic Change; Architecture, Engineering, and Decorative Arts; Religion

General Description

Overview

The Holy Rosary Church Complex at 3110-3210 Philadelphia Pike is located on the southeast side of Philadelphia Pike between Princeton and Stockdale streets in Claymont, Brandywine Hundred, New Castle County, Delaware. The 17.74-acre property includes the following primary buildings (listed in order of location, from southwest to northeast): a convent consisting of a 1783 main block (former A.A. Grubb and Edward H. Worth dwelling) and a large, 1919 addition; a 1958-1960 church building; a rectory building consisting of a 1936 main block and a *circa*-1960 addition; and a 1949-1950 school. The primary buildings are situated close to and facing Philadelphia Pike (Photographs 1, 2, and 3). Secondary architectural features of the property include the Garden of Remembrance, located southwest of the convent; a stone, four-bay, *circa*-1919 carriage house located east of the convent; a playground and associated modern, prefabricated office trailer located southwest of the school; and a modern sculpture of the Virgin Mary surrounded by a low stone wall, located immediately north of the church. Additional religious statues are located in the Garden of Remembrance, which consists of a sunken, rectangular terrace delineated by a stone retaining wall. The garden was dedicated in 1996 for the seventy-fifth anniversary of the church, although the wall surrounding the garden appears to be of earlier construction. While a modern pergola was constructed at the southwest end of the garden and statues were added after the church took ownership of the property, the garden appears on aerial photographs as early as 1937, during the Worth ownership. Asphalt-paved parking lots are located adjacent to the church and school, and vehicular access to all of the primary buildings is provided by asphalt-paved driveways. An early-twentieth-century stone wall is located along the northwest boundary of the property in front of the section containing the convent and in front of the school and rectory; the wall is broken for driveway and walkway access. A modern iron fence connects two sections of the stone wall and separates the parking area to the southwest of the school from the public sidewalk. Walkways connect the parking areas and buildings to each other. The majority of the property is planted with mature trees. Small lawns immediately surround the convent, church, and rectory, as well as the northwest and northeast elevations of the school.

Convent

The stone convent consists of two primary blocks: an original, two-and-one-half-story, side-gable block constructed in 1783; and a slightly taller, linear, two-and-one-half-story addition constructed in 1919 (Photograph 4). Originally constructed by A.A. Grubb and later added to by

Edward H. Worth of the Worth Steel empire, the house served as the convent for the church complex beginning in 1952 and is therefore referred to as such in this document.

The 1783 block rests on a stone foundation. The exterior walls are stone, and the side gable roof is clad with slate (Photograph 5). Pent eaves extend across the façade (northwest elevation) and the rear (southeast) elevation. A two-story wood porch is attached to the side (northeast) elevation, and a small, one-story, stone addition is attached to the southwest end of the façade. Three gable dormers are present in both the northwest and southeast roof slopes. Most window openings in the original block, unless otherwise noted, feature wood trim and contain single, six-over-six light, double-hung sash windows. The first-story windows have wood sashes, while the upper level windows typically have vinyl sashes. An interior stone chimney projects from the northeast end of the roof ridge. The eaves are raked and feature cornice returns.

The 1919 block rests on a stone foundation. The exterior walls are stone, and the side-gable roof is clad with slate (Photograph 6). A small, central entry porch with a pediment marks the main entrance in the façade (northwest elevation). A large cross gable projects from the rear (southeast) elevation, and a single-story, open, full-width porch with thin aluminum-wrapped wood posts wraps around the southwest and a portion of the southeast elevations. Five gable dormers are present in the northwest roof slope and three gable dormers are present in the southeast slope. Most window openings in the 1919 block, unless otherwise noted, feature wood trim and contain six-over-six light, double-hung sash windows. As seen in the 1783 block, the first floor windows retain the original wood sashes, while the upper level windows have typically been replaced with vinyl sashes. Three interior stone chimneys project from the roof ridge.

The façade (northwest elevation) of the original 1783 block features irregular fenestration, with five bays in the first story and four bays in the second story (Photograph 5). The central entrance in the first story features a wood, six-panel door topped by a transom. A small, two-light wood-sash casement window is located immediately southwest of the entrance and a four-light wood-sash casement window is located immediately northeast of the entrance. The northeast bay in the first story contains an eight-over-eight light, double-hung wood-sash window, while six-over-six light, double-hung vinyl-sash windows are found in all four bays in the second story and in all three gable dormers. Two wood, multi-light doors are located in the one-story stone addition. The symmetrical façade (northwest elevation) of the 1919 block features regular fenestration, with five bays in each story (Photograph 6). The central entrance contains a wood six-panel door flanked by sidelights and is accentuated by a small entry porch with a pediment and thin wood columns.

The fenestration in the side (northeast) elevation of the 1783 block is irregular, with an entrance and two windows in the first story, one entrance and one window in the second story, and three attic windows (Photographs 7 and 8). A vinyl-clad frame enclosure at the northwest corner of the first floor of the porch contains an entrance with a four-light-over-two-panel door facing southeast. The entrance to the southeast of the enclosure has a one-light-over-two-panel wood door, and the second story entrance has a four-light-over-two-panel wood door. The first- and second-story windows at the southeast end of the elevation are wood, six-over-six light, double-hung wood sash, and the window at the northwest end of the elevation is a wood, six-light casement window. The two-story porch, which features a stone foundation, wood floor, thin

wood posts, wood second-story balustrade, and hipped roof, dominates the elevation. Two small, wood, six-over-six light, double-hung windows, above which is centered a small wood fanlight, are present in the attic level. A small date stone at the northwest end of the elevation is inscribed with the date 1783 and the initials AAG (A.A. Grubb).

The rear (southeast elevation) of the 1783 block features irregular fenestration, with three bays in the first story and five bays in the second story (Photographs 8 and 9). A window opening at the northeast end of the first story contains a ribbon of three six-over-six light, double-hung wood sash windows. The central bay in the first story contains an eight-over-eight light, double-hung wood sash window. Vinyl, six-over-six, double-hung sash windows are found in the five openings in the second story and the three gable dormers. A paired entrance at the southwest end of the first story contains two sets of wood multi-light double-leaf doors. The rear elevation of the 1919 block is dominated by a large projecting cross gable, which features a tripartite window opening in the first story comprised of a six-over-six light, double-hung wood sash window flanked by four-over-four light, double-hung wood sash windows. Two single window openings occupy the second story, each containing a six-over-six, double-hung, vinyl sash. An arched window opening with a fanlight is in the attic level (Photograph 10). Three bays of the 1919 block are located southwest of the cross gable. A porch extends from the cross gable along the southeast elevation, wrapping around to the southwest elevation (Photograph 11). The entrance in the southwest wall of the cross gable has been boarded up with plywood. Six-over-six, double-hung wood sash windows are found in the southwest two bays of the first story, and similar windows with vinyl sashes are found in each of the three bays of the second story. A pair of multi-light wood doors with sidelights is located in the northeast bay of the first story.

The fenestration in the southwest elevation of the 1919 block is regular, with two bays each in the first, second, and attic stories (Photographs 11 and 12). A set of two, double-leaf multi-light wood doors with wood screens are located in each bay of the first story. The two windows in the second story and two windows in the attic level contain six-over-six light, double-hung vinyl sash windows. A small louvered vent is present at the apex of the gable.

To the southwest of the convent, steps lead down into the sunken Garden of Remembrance. The garden is encircled with a stone wall on the northeast and northwest sides, and a modern pergola is found at the southwest end (Photographs 12 and 13). Benches and religious statues are found scattered along the edges of the garden and in the yard surrounding the convent.

The associated carriage house is located immediately northeast of the convent, at the end of a paved driveway (Photograph 14). A paved parking area is located to the southwest of the carriage house, encircled by a low stone retaining wall. The five-bay, stone, side-gabled carriage house is one-and-one-half stories high on a full basement, which is exposed at the southeast side. The slate-clad roof has cornice returns and three gabled dormers on each side. Four vehicular bays open from the southwest elevation (Photographs 15 and 16). The entrance is recessed from the rest of the building and accessed up a stone staircase from the parking lot. A four-light over panel door opens at the northwest end of the southwest elevation. A stone chimney extends through the ridge between the entrance and the vehicle bays (Photograph 17). Stone stairs lead down from the parking lot at the southwest end of the building, providing access to the basement level on the southeast elevation. A pair of one-light-over panel stable doors leads into the

basement from the southeast elevation (Photograph 18). Modern replacement windows open into the first and attic levels. The northeast, or rear, elevation is partially hidden by dense foliage but contains three bays of windows covered with original wood shutters. A circular window opens into the attic level of the entrance block on the northeast elevation.

Church

The vernacular, Gothic-inspired church, designed by architect Thomas Donahue, was constructed between 1958 and 1960. The one-and-one-half-story, stone, cruciform building rests on a stone foundation and features a full basement. A concrete water table is visible above the basement level on all elevations, and all windows and doors have concrete surrounds. The exterior walls are constructed of stone, and the cross-gable roof is sheathed with asphalt shingles. The cruciform plan is a result of the intersecting nave and transept. A spire extends from the center of the church, with a cross at its peak.

The symmetrical façade (northwest elevation) is five bays wide (Photograph 19). The main entrance is centered at the northwest end of the nave and is sheltered by a partially enclosed, projecting entry porch with a gable roof. The main entrance contains two sets of double-leaf wood doors. A stepped concrete walkway and an adjacent concrete handicap ramp provide access to the entrance. A rosette window containing stained glass is centered above the entrance at the top of the northwest elevation. Two sets of rectangular, stained glass windows are present in the northwest elevation of the recessed transept, one set on each side of the projecting nave: two wall dormers at the far ends of the elevation each contain a set of paired, tall, Gothic-inspired, stained glass windows; and the northwest elevations of two small entry porches at the intersections of the nave and transept each feature a ribbon of five windows containing leaded glass in a diamond pattern. The stained glass windows throughout depict religious figures in a simplified geometric manner.

The northeast and southwest (side) elevations are nearly identical (Photographs 20 and 21). Each consists of eight bays, including six window bays and two entrances. Starting from the northwest end of the building, the fenestration pattern is as follows: window, window, window, window, door, window, door, window. In each elevation, the first four windows are located in the side walls of the nave, and consist of two sets of paired, rectangular, leaded glass windows; and two sets of paired, tall, Gothic-inspired, stained glass windows situated in wall dormers. The first entrance is located in the small entry porch at the intersections of the nave and transept and contains a pair of double-leaf metal doors topped by a pointed-arch faux transom. The northwest and southwest elevations of the transept each consist of a central entrance flanked by lancet stained glass windows. Each transept entrance contains a pair of double-leaf metal doors and is accessed from the adjacent parking lot by a bank of stone and concrete steps. Narrow, Gothic-inspired, stained glass windows flank each entrance, and a rosette window containing stained glass is centered above each entrance.

The southeast (rear) elevation has limited access due to a steep slope behind the church, extensive vegetation, and a chain link fence. The elevation is divided by a central one-story gabled wing (Photographs 22 and 23). The fenestration of the southeast elevation is irregular, with three window openings in the first and second stories to the northeast of the central gabled vestibule, three windows and one door opening in the first floor in the southwest half, and two

window openings in the second floor of the southwest half of the elevation. The second floor openings are all boarded up and the first floor openings of the northeast half are also boarded with metal vent inserts. Two-light metal sliding windows are found in the outer bays of the first floor of the southwest half, and the third window contains metal louvers. The entrance, located in the second bay from the southwest, consists of a pair of one-light metal doors.

The building appears to have undergone few alterations since its construction.

Rectory

The vernacular rectory building, which contains Gothic Revival detailing, consists of two primary blocks: the original (1936), two-and-one-half-story, stone, cross-gable block at the southwest end; and the *circa*-1960, two-and-one-half-story, frame, side gable addition at the northeast end (Photograph 24). The entire building is situated on a hill, resulting in the exposure of the basement level in the northeast, northwest, and southeast elevations.

The original block rests on a stone foundation, the exterior walls are stone, and the cross-gable roof is clad with slate (Photographs 24, 25, and 26). The cross gable is located at the northeast end of the 1936 block and projects slightly from the façade (northwest elevation) and rear (southeast) elevation. An interior stone chimney is located at the intersection of the main roof and cross gable. A small, original gable dormer is located near the center of the northeast roof slope of the cross gable. A one-story garage enclosed in stone is attached to the basement level of the rear (southeast) elevation, and a two-story enclosed porch with a shed roof is located directly above the garage. The porch appears to be an original feature, but was enclosed with vinyl siding likely in the mid- to late twentieth century. A large, non-original shed dormer is attached to the southeast roof slope of the 1936 block, and a one-story frame garage addition is attached to the southeast elevation of the attached garage/porch. A small, modern, prefabricated shed is situated immediately southeast of the garage addition. Most window openings in the 1936 block, unless otherwise noted, feature wood surrounds and contain single, paired, or ribbons of wood, four-over-four light, double-hung sash windows.

The *circa*-1960 block rests on a brick foundation, the exterior walls are clad with brick (all elevations) and stone veneer (first story of the northwest elevation), and the side-gable roof is clad with slate (Photographs 24, 26, and 27). An interior brick chimney protrudes from the center of the roof ridge. Three evenly spaced wall dormers dominate the northwest and southeast elevations. A pent eave separates the first and second stories of the façade (northwest elevation). Most window openings in the *circa*-1960 block, unless otherwise noted, contain wood or vinyl, six-over-six, double-hung sash windows.

The façade (northwest elevation) of the 1936 block features irregular fenestration, with three bays in the first story and two bays in the second story. The central entrance in the first story, located near the intersection with the cross gable, features a pointed-arch opening, a flush wood door, and a concrete surround. A concrete stoop provides access from the adjacent asphalt-paved driveway. Paired windows flank the entrance. Another paired window is located in the second story of the projecting cross gable, and a ribbon of four windows is located directly above the entrance and the southwestern bay. A narrow, four-light, wood window is located in the apex of the cross gable. The façade (northwest elevation) of the *circa*-1960 block features regular

fenestration, with three bays in each story. A recessed entrance containing a wood panel door is located at the far southwest end of the first story. Two poured concrete steps with a metal railing provide access to the entrance. The remaining openings in the façade contain windows (Photograph 24).

The side (southwest) elevation of the building is comprised of two garage entrances (in the 1936 block and the garage addition) containing modern garage doors; a pedestrian entrance in the southeast bay of the basement level containing a wood panel door; two single window openings in the basement level containing typical windows covered with metal grilles; a total of six paired windows in the first and second stories containing typical windows; and one single window opening in the attic level containing a typical window (Photograph 25).

The rear (southeast) elevation of the 1936 block is dominated by the enclosed porch and the first-story garage addition, which obscure the southwest half of the elevation (Photograph 26). Three window openings are present in the projecting cross gable at the northeast end of the elevation: two paired units in the first and second stories, and a single unit in the attic level. An additional ribbon of three windows is located in the shed dormer. The rear elevation of the *circa*-1960 block features eight windows: three two-light metal-sash, sliding windows in the basement level; one tripartite window in the first story; one typical window in the first story; and three typical windows in the second story.

The side (northeast) elevation of the building is comprised of an entrance in the first story of the rear porch of the 1936 block and seven window openings in the *circa*-1960 block (Photograph 27). There are two small window openings (one covered with plywood and one containing a two-light metal sash window) in the basement level, three window openings in the first story, and two window openings in the third story. A small louvered vent is located in the apex of the gable.

<u>School</u>

The stone, two-story, rectilinear school building was constructed in 1949 to 1950 (Photograph 28). A two-story rear (southeast) addition was built ca. 1965 and a one-story addition was built ca. 1975 along the southwest wall of the building, northwest of the *circa*-1965 addition (Photographs 29 to 32). The building rests on a stone foundation. The original block is clad in stone and the *circa*-1965 block is clad in brick on the northeast and southwest elevations, and stone on the southwest and northwest elevations. Bands of concrete demark the tops of the first and second stories in all elevations of the 1950 block. The main entrance, centered in the façade (northwest elevation), is accentuated by a slight projection, a gabled parapet, and a concrete surround. Large paired and tripled windows light the majority of the building's interior, though smaller single windows are present in the first story of the façade. The building is surrounded by a grassy lawn and an asphalt-paved parking lot. A large concrete walkway provides access to the main entrance. A small playground is located south of the building, adjacent to a modern prefabricated shed.

The façade (northwest elevation) of the building is symmetrical (Photograph 28). The central pointed-arch entry bay projects slightly from the face of the elevation. On each side of the central entrance are four single vinyl, one-over-one light, double-hung sash windows in the first story

and two sets of ribbons of three vinyl, one-over-one light, double-hung sash windows in the second story.

The 11-bay side (northeast) elevation features regular fenestration, with ten window openings and one entrance in the first story and nine window openings in the second story (Photographs 32 and 33). All but four window openings in the 1950 block contain ribbons of three vinyl, one-over-one, double-hung sash windows. One window at the southeast end of the first story is paired, and the two windows in the northwest bay and the one window at the southeast end of the second story are single. The entrance, located at the southeast end of the 1950 block, contains a double-leaf metal door. Two window openings in the *circa*-1965 block contain ribbons of three aluminum windows with large fixed lights at the top and small awning sashes at the bottom.

The rear (southeast) elevation of the *circa*-1965 block consists of two regular (stacked) window bays, each containing ribbons of three aluminum windows with large fixed lights at the top and small awning sashes at the bottom (Photographs 31 and 32).

The ten-bay side (southwest) elevation is similar to the northeast (side) elevation, except that small ells project toward the adjacent parking lot at the far northwest and southeast ends of the elevation and a small, *circa*-1975, one-story addition is attached to the southeast end of the elevation (Photographs 29 and 30). Most bays in the southwest elevation contain ribbons of three vinyl, one-over-one, double-hung sash windows. An entrance containing a set of double-leaf metal doors is present in the ell at the far southeast end.

Alterations

The Holy Rosary Church Complex has been relatively unaltered since the completion of the church in 1960. A side elevation was added to the rectory ca. 1965; it was designed in character with the original building, with details such as wood windows, stone veneer, and a slate roof. A rear addition was constructed to the school ca. 1965 and was also designed sympathetically and does not detract from the integrity of the school building. Two modern prefabricated buildings were added to the complex in the late twentieth century, one as an addition to the school building and the other as an outbuilding next to the playground (Photograph 34). While not in character with the surrounding complex, the two buildings are small in size and located where they do not interrupt the associations of buildings or significantly alter the setting. Where windows have been replaced in the school, rectory, and convent, the original fenestration patterns and window types have been retained.

Historical Narrative

The Holy Rosary Catholic parish formed in 1920. Mass was initially held in a nearby Worthland home; the first parish mass was held in the Overlook Community Center. Worthland and Overlook Colony were industrial communities constructed by local corporations for their employees. The demand for workers in the World War I era quickly developed the Claymont area through these self-contained communities as well as the extension of the streetcar line from Wilmington and the resulting streetcar subdivisions. The Catholic residents of Claymont were generally members of St. Patrick's parish, which was located outside of Wilmington. As the

congregation grew, they soon realized the need for their own Catholic parish and began to hold their own mass (CHAD UDel 2007). Quickly outgrowing the community center, the newly established Holy Rosary congregation constructed a small frame chapel near the intersection of Seminole Road and Philadelphia Pike (located northeast, outside of APE) in 1921 (no longer extant). The property also included a two-story bungalow that was used as the rectory (Unknown Author 1921).

In 1930, the parish acquired 6.6 acres of land from Josiah and Elizabeth Bacon that was across Philadelphia Pike and adjacent to Overlook Colony (New Castle County Recorder of Deeds 1930). The property included a three-story stone house directly across from Commonwealth Avenue as well as a filling station near the roadway (Sanborn Map Company 1936). In 1936, the current rectory, which may have originally been used as a school as well, was constructed on the new church property (Schiek and Hester 2000). By 1948, the parish had grown to include 250 families, and the Bishop authorized the construction of a school (Schiek and Hester 2000). In 1949 to 1950, the parish constructed the current school, demolishing the three-story house near the intersection of Philadelphia Pike and Commonwealth Avenue. Eight rooms of the school were used for grades one through four, while the remaining interior was used for worship. The Sisters of St. Joseph taught classes at the Holy Rosary School, and in 1952, the parish purchased the adjacent Grubb/Worth House for use as a convent. Prior to moving into the Grubb/Worth house, the nuns resided in a house on Cathedral Street in the adjacent Stockdale subdivision. The former Grubb/Worth property was comprised of approximately 25 acres of land, predominantly wooded open land, that included the Grubb/Worth House, carriage house, sunken garden, and the house built for Edward H. Worth's daughter (located southwest outside of the APE). The portion of the lot with the main house and an associated carriage house were consolidated into the church property, and the remaining lands were sold to private interests for development (Unknown Author 1952).

Growth in Claymont continued into the 1950s and 1960s due to a resurgence in suburban development after World War II. Mid-twentieth-century aerial photographs illustrate the increase in development surrounding the church property. The parish grew from approximately 350 to 900 families, almost tripling within a decade. As a result, the school's enrollment skyrocketed from 80 students to over 500 (Claymont Renaissance Development Corporation [CRDC] 2006a). The majority of the students resided in the abundant new subdivisions of Claymont, such as Brookview Townhomes, where Vice President Joe Biden lived when he attended Holy Rosary School in the 1950s (CRDC 2006b). Between 1958 and 1965, the school was expanded, the addition to the rectory was constructed, and the present Holy Rosary Church was built on the property (Schiek and Hester 2000). The church, dedicated in May 1960, was designed by Wilmington architect Thomas Donahue, built in a cruciform plan, and included the chapel, a basement, and meeting rooms. Once the church opened, the former worship areas in the school building were converted into additional classroom space (McConomy 1960). By 1980, the school expanded to include kindergarten through eighth grade and added additional classrooms through a one-story addition at the southwest corner. A preschool program was also established in 2006 (CRDC 2006a).

In 2008, facing decreasing enrollment, Holy Rosary School consolidated with St. Helena's School in Bellefonte to form the Pope John Paul II Catholic Elementary School. According to

local reports, the decline in enrollment followed the nationwide trend of low birth rates as well as the regional shift in demographics as Catholic populations moved downstate; however, other social, economic, and political factors may have also contributed to lower enrollment numbers (Prado 2008). The former Holy Rosary School continues in educational use, as it is being leased by the local school district for use as a charter school. The convent currently serves as a retreat house, as the school is no longer taught by the nuns. In 2010, the Holy Rosary Church complex today includes the school, rectory, church, and convent.

Statement of Significance

The property at 3110-3210 Philadelphia Pike was evaluated as a twentieth-century religious property built in the Late Gothic Revival style. Under Criterion Consideration A for religious properties, the church complex must be significant primarily from architectural distinction or historical importance. The development of Holy Rosary Church Complex occurred over several years, with construction occurring between 1936 and 1960. While one of several church complexes under the Diocese of Wilmington, Holy Rosary parish's expansion followed closely that of the local community, and is therefore significant under Criterion A for the social services it provided to the local community from 1936 to ca. 1960. The growth and development of the church complex is tied directly to local settlement and development patterns. Holy Rosary parish was established in 1920, following the influx of population in Claymont responding to the increase in industry and new housing developments in the 1910s. The majority of the Diocese's Delaware parishes are within the City of Wilmington; however, between 1925 and 1960, most of the expansion of the diocese occurred outside of the city in the rapidly expanding suburban areas. All but one of the 17 new parishes and eight new missions during this period were located outside of the city (Catholic Diocese of Wilmington 2010). The Holy Rosary parish quickly expanded as a result of being the only Catholic parish amidst the significant amount of suburban development occurring in the Claymont vicinity in the early to mid-twentieth century. The quick expansion necessitated the acquisition of the large lot across from Overlook Colony in 1930, providing adequate room for the expansion of the church complex from the 1930s into the 1960s. Claymont continued to expand in the 1920s and 1930s, with Philadelphia Pike growing into a commercial strip and residential developments continuing to fill in former estates and farms through the mid-twentieth century. Expansions in local populations and a threefold increase in church membership between 1950 and 1960 resulted in the construction of the new church in 1960. From 1936 to ca. 1960 (50 years from the present), Holy Rosary was a significant local institution in Claymont, providing a meeting place, recreation area, and a parochial school for the increasing local Catholic population and for the community as a whole.

Based on the background research conducted for this project, the Holy Rosary Church Complex does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B.

The Holy Rosary Church Complex includes four primary buildings constructed between 1783 and ca. 1960. The buildings are primarily stone with Late Gothic Revival details, which visually tie together the complex and represent notable examples of architecture that are eligible under Criterion C. The Late Gothic Revival style is visible in the church, school, and rectory of Holy Rosary Church through the use of steeply pitched gable roofs, cross gables, Gothic and Tudor

arches at windows and doors, rose windows, stained or leaded glass windows, and stone construction with bands of contrasting stone trim. This style was commonly executed on churches and school campuses in the first four decades of the twentieth century, and the Holy Rosary Church Complex includes well-preserved examples of the style. The church, not constructed until 1960, continued the stonework and stylistic detailing of the school and rectory. The late-eighteenth-century stone dwelling (convent) with an early-twentieth-century addition complements the stone architectural features of the Late Gothic Revival buildings. The similarity of massing, design, and detailing of the buildings and the interconnected series of pedestrian and vehicular circulation paths all contribute to the complex's significance under Criterion C as a distinguishable unified entity. The complex includes interrelated residential, educational, and religious buildings, the majority of which have persevered and contribute to the overall campus-like feel of the property. The use of stone in the buildings as well as landscape features, such as the wall along the front property line and the sunken garden, further unify the complex. Few changes have occurred to the Holy Rosary Complex since 1960, and all additions were completed either on rear elevations or in character with the design of the buildings and the complex. Sensitive alterations include the use of wood windows on the *circa*-1965 addition to the rectory and the retention of the fenestration patterns and window types in the vinyl replacement windows of the convent. Finally, the work of the architect of the church, Thomas W. Donahue, was researched but other examples of his work were not identified, nor was information located that indicated he was a notable local or regional architect. Background research did not reveal the architect of the Grubb/Worth house (convent).

The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D.

Commonwealth Ave
Commonwealth Ave
3rd Ave
W Brandywine Ave
Alley
Alley
Philadelphia Pike
Cathedral Ave
Forrest Ave
School
Shed
(Modern)
Rectory
N01217
Church
Carriage House
Convent
Harbor Dr
Harbor Dr
Parking Lot
Parking Lot
Yale Ave
100 0 100
Feet
2007 Orthophoto

N01217. Photograph 1: Overview of Holy Rosary Church Complex, view facing northeast from point in front of the convent, showing (from left to right) the school, rectory, and church.

N01217. Photograph 2: Overview of Holy Rosary Church Complex, view facing northeast from point in front of church, showing the rectory (right) and school (background).

N01217. Photograph 3: Overview of Holy Rosary Church Complex, view facing southwest from point near the church, showing the convent (right) and associated garage.

N01217. Photograph 4: Convent, façade (northwest elevation) and northeast elevation, showing the 1783 block (left) and 1919 block (right), facing east.

N01217. Photograph 5: Convent, showing the façade (northwest elevation) of the 1783 block, facing southeast.

N01217. Photograph 6: Convent, showing the façade (northwest elevation) of the 1919 block, facing southeast.

N01217. Photograph 7: Convent, showing the northeast elevation, facing southwest. Note date stone in northwest end of elevation.

N01217. Photograph 8: Convent, showing the northeast and southeast elevations, facing southwest from the parking lot in front of the carriage house.

N01217. Photograph 9: Convent, showing the southeast elevation of the 1783 block, facing northwest.

N01217. Photograph 10: Convent, showing the southeast elevation of the 1783 block (right) and the 1919 block (left), facing west.

N01217. Photograph 11: Convent, showing the southwest and a portion of the southeast elevations of the 1919 block, facing north.

N01217. Photograph 12: Convent, view facing northeast through the Garden of Remembrance toward the southwest elevation.

N01217. Photograph 13: Convent, Garden of Remembrance, facing south.

N01217. Photograph 14: Overview of carriage house, facing northeast from convent and showing the northwest and southwest elevations, as well as the parking court in front.

N01217. Photograph 15: Carriage house, northwest half of façade (southwest elevation), facing northeast.

N01217. Photograph 16: Carriage house, southeast half of façade (southwest elevation), facing northeast.

N01217. Photograph 17: Carriage house, northeast and northwest elevations, facing southeast.

N01217. Photograph 18: Carriage house, southeast elevation, facing northwest.

N01217. Photograph 19: Church, façade (northwest elevation), facing southeast across Philadelphia Pike.

N01217. Photograph 20: Church, northwest and northeast elevations, facing southeast.

N01217. Photograph 21: Church, northwest and southwest elevations, facing east.

N01217. Photograph 22: Church, southwest half of southeast elevation, facing northeast.

N01217. Photograph 23: Church, northeast half of southeast elevation, facing southwest.

N01217. Photograph 24: Rectory, façade (northwest elevation), facing southeast.

N01217. Photograph 25: Rectory, southwest and partial southeast elevations, facing north.

N01217. Photograph 26: Rectory, southeast elevation, facing northwest.

N01217. Photograph 27: Rectory, northeast elevation, facing south.

N01217. Photograph 28: School, façade (northwest elevation), facing south.

N01217. Photograph 29: School, southwest elevation, facing east.

N01217. Photograph 30: School, southwest elevation, facing north.

N01217. Photograph 31: School, southeast and southwest elevations of *circa*-1965 addition, facing north.

N01217. Photograph 32: School, northeast elevation, showing *circa*-1965 addition in foreground, facing west.

N01217. Photograph 33: School, northeast elevation, facing east.

N01217. Photograph 34: Playground and modern outbuilding located southeast of school building, facing southeast.

CRS No. N03951 Name: Overlook Colony
Tax Parcels: Multiple

Address: Commonwealth Avenue, Brandywine Avenue, Green Street, Court Avenue, Second Avenue, Third Avenue, Fourth Avenue
Date of Construction/Major Alterations: 1918/1924/ca. 1954/ ca. 2004
Time Period: 1880-1940±, Urbanization and Early Suburbanization
Geographic Zone: Upper Peninsula
Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture); Settlement Patterns and Demographic Changes (Industrial Communities and Subdivisions)

In 2002, Overlook Colony was determined to be significant as a work of nationally recognized planner John Nolen and for its association with economic and demographic changes within the northern Brandywine Hundred (Bodo 2002). As the APE for the Claymont Improvements project includes the entrance to Overlook Colony and parcels originally subdivided as part of the community, additional studies were undertaken in 2010. This document was prepared to present the results of additional research into the history of Overlook Colony and to evaluate the significance and integrity of the community within a more fully developed historic context.

Description

Overlook Colony is located northwest of Philadelphia Pike in the village of Claymont, Brandywine Hundred, New Castle County, Delaware. Overlook Colony was evaluated as a potential National Register Historic District in 2002, with preliminary boundaries including buildings on both sides of the following streets: Second Avenue between Court and Brandywine avenues, Court Avenue between Second and Fourth avenues, Commonwealth Avenue between Court Avenue and Philadelphia Pike, Third Avenue between Court and Brandywine Avenues, Fourth Avenue between Court and Brandywine avenues, and Brandywine Avenue between Second and Fourth avenues. Commercial uses from the mid-twentieth century separate Overlook Colony from Philadelphia Pike to the south, and mid-twentieth-century suburban development surrounds the community to the north, east, and west.

As originally planned in 1918, Overlook Colony included a 213-acre industrial community laid out for the General Chemical Company (see Figure 3, page 12). The land was resurveyed in 1924, resulting in a smaller area of development that included approximately 30 acres of land with approximately 255 buildings on Green Street and Second, Third, Fourth, Brandywine, Commonwealth, and Court avenues (see Overlook Colony [N03951] Site Plan, page 94). Overlook Colony contains 186 row houses, a boarding house, a community garage, and a community building that date from 1918; as well as a commercial garage, 45 detached single family homes and four multi-family homes constructed between 1924 and ca. 1954; and 14 post-*circa*-1954 single family and duplex homes.

Overlook Colony was constructed on a relatively level piece of land along Philadelphia Pike. Designed to be an entirely self-sufficient community for the workers of General Chemical Company, the plan for Overlook Colony included dwellings as well as open spaces, community buildings, a school, and shops. The row houses and cottages along the side streets represent the

first phase of development in 1918 (Photographs 1 through 13). The land along Commonwealth Avenue (the major north-south artery) and Philadelphia Pike (the southern boundary and connector to Commonwealth Avenue) was originally planned as open space; however, the community was redeveloped in 1924 following the sale of the property out of General Chemical holdings, creating residential lots along these two streets (see Figure 4, page 17). Commercial enterprises subsequently purchased the lots along Philadelphia Pike, mostly with the intention of offering automobile-related services to travelers along the roadway (Photographs 2 and 3), while the lots along Commonwealth Avenue were retained as part of the residential Overlook Colony community (Photographs 14 to 17). A school was constructed on Green Street, east of the residential district, in 1924 (Photograph 21). The school is separated physically and visually by later residential and commercial development and is therefore not included in the study area (see Figure 6, page 20 and Overlook Colony [N03951] Site Plan, page 94; Photograph 22).

Although the original subdivision plan was never filed with New Castle County, the plan was published in multiple contemporary journals and books. The publications showed the entire 213-acre community designed by planner and landscape architect John Nolen. The original Overlook Colony plan included three spokes of roadways centered on a pond and community building, curvilinear streets, and a variety of lot shapes and sizes (see Figure 3, page 12). Only a small portion of the plan was completed adjacent to Philadelphia Pike, including areas of open space (later developed), community buildings, and rows of attached houses occupying linear streets meant to serve as affordable housing for lower income workers. The majority of the original plan, including the curvilinear streets and larger lots intended for the higher echelons of employees, was never executed.

The setbacks of buildings along Commonwealth Avenue are generally uniform. The original plan included a variety of setbacks from the streets and materials at the facades, as reflected by those dwellings dating to 1918. Walkways lead from each dwelling to the sidewalk, and a few continue to the street. Lots graded higher than the street level have steps at the end of the walkways, and are bordered by parged brick retaining walls. A few driveways extend from the rear garages to Commonwealth Avenue, although this was not part of the original design for the community. Chain link and wooden fences have been erected around several properties within Overlook Colony within the last 30 years.

1918 Buildings

The earliest buildings in Overlook Colony were constructed along the minor roadways of the community in 1918. H. Errol Coffin, a New York City-based architect, designed the buildings of Overlook Colony, which are predominantly one-and-one-half- to two-story gabled row houses. The dwellings include features of Tudor Revival architecture, illustrating the influence of the English Garden cities of the time. Most of the buildings had stucco walls, wood trim, slate roofs, and minimal architectural details such as simple wood brackets. The roofs of the 1918 buildings are mostly side gabled, with a variety of cross gables, clipped gables, or hipped roofs. The cross gables on the west side of Third Street are all clipped gables, although the cross gables on all other blocks are front gables. Each unit within a row is generally two to three bays wide, with entrances alternating sides on each unit so that they are typically found in pairs. End units have either corner entrances through an arched vestibule or full-width side porches. The original six-over-six light, double-hung wood sash windows were designed in singles or pairs and the wood

paneled doors had transoms. Porches were common on the front elevations of the row houses, with a combination of full-width porches, partial-width porches, and hoods found throughout the development. Those dwellings retaining original porches have square wood posts and squared balustrades or simple carved corbels. Dormers are found on several of the side-gable roofs, often individually or in continuous rows of two to four. Brick chimneys with two to four terra cotta chimney pots extend from the roof of each unit. Although designed in a unified manner, Coffin created diversity in the streetscape by using alternating forms, including side and front gables, dormers, porches; varying setbacks; and a variety of exterior cladding, such as stucco, vertical board and batten siding, and brick. As originally constructed, stucco was applied in an array of textures and colors to offer variety, and the slate roofing varied in color between buildings. In 2010, the variety of wall and roof cladding has been affected by replacement siding and roofing.

Multiple construction types were employed in the original buildings of Overlook Colony. The majority of the dwellings in the subdivision are of monolithic concrete construction. Fifty-two of the houses are light-pressed steel covered with stucco on metal lath. The remaining houses are brick, hollow tile, or frame construction. The only external difference in construction types within Overlook Colony is the use of brick, as the walls of the frame, tile, and concrete block buildings are generally treated in the same manner, covered in stucco with wood trim.

In 2010, examples of the original building features, including six-over-six light, double-hung wood sash windows; slate roofs; porches; wall materials; and architectural details remain. However, the majority of the 1918 dwellings have modern asphalt shingle roofs, vinyl or metal siding, vinyl or aluminum replacement windows, new doors, and enclosed or removed porches. The brick chimneys are generally in poor condition, and many have been covered with stucco. Most original wood features have been removed, replaced, or encased in vinyl or aluminum. The original windows and the wood paneled doors with transoms remain on only a small percentage of the dwellings. Fenestration patterns have been altered on some dwellings, typically through the addition, relocation, or alteration of window types and the relocation of entrances to center bays. While a few porches have been removed entirely, the majority of the original porches have been replaced with modern materials and designs or enclosed with windows and vinyl or aluminum siding.

Additions are not common, and are typically on rear elevations. Most of the dwellings along the east side of Second Avenue have rear additions, although they are not visible from the roadway. Side additions are found on a few corner units; these, while rare, tend to be of larger scale than the rear additions. The dwellings on the east side of Second Avenue, which are attached to the easternmost dwellings on the south side of Court Avenue and the north side of Brandywine Avenue, were recently rehabilitated with materials intended to be similar to the original design. New stucco has been applied to the walls, the slate roofs were restored, and new vinyl sash windows with six-over-six light patterns were installed. While mimicking the original materials, this renovation compromised the variety of street facades and the visual interest intended in the original design. Overall, most of the dwellings in Overlook Colony have been altered through the application of replacement materials. While many of the buildings retain their original form, only a small number of dwellings retain integrity of design and materials.

1924 to Present Buildings

After the original buildings were erected in 1918, there was a noticeable lull in construction in Overlook Colony. When the property was sold by General Chemical Company in 1924, a new subdivision plan was filed by Claude Banta, local developer, for the 30 acres between Green Street and Philadelphia Pike (see Figure 4, page 17). Banta's plan subdivided the vacant parcels originally intended as open space into lots that were generally rectangular and similar in size, measuring about 25 feet wide and 100 feet deep. Most of these parcels were oriented to Philadelphia Pike and Commonwealth Avenue. The lots that already contained buildings were divided based on the existing building dimensions, extending from the street front to the rear alleys. Corner lots were angled at the rear to provide alley access.

A variety of buildings were constructed on the redeveloped land over the next 30 years. Many individuals purchased multiple lots to accommodate setback requirements and allow for larger dwellings, yards, and parking areas. The lots along Philadelphia Pike were developed commercially as the automobile became increasingly popular and the turnpike became heavily used by travelers between Wilmington and Philadelphia. By 1954, single family dwellings stood on many of the lots subdivided by Banta. Some later infill and construction on those lots associated with the original subdivision and located north of Court Avenue continued until the early twenty-first century.

The earliest houses erected after the redevelopment of Overlook Colony were bungalows constructed along Commonwealth Avenue and the few lots along the side streets created by the extension of Court Avenue. Fifteen frame bungalows and gabled cottages with Craftsman details were built within Overlook Colony between 1924 and ca. 1935. The bungalow house type with its one- to one-and-one-half-story height, integral porch, and low-pitched roof with wide overhangs was the dominant form for smaller houses of this period. Most of the dwellings were originally clad in stucco on the first level with wood siding above, although some had brick veneers or quoins. A few of the bungalows retain stylistic details common to the Craftsman style including wide overhanging eaves, sometimes with wood brackets or exposed rafter tails; tapered square wood columns set on brick or concrete block piers; and dormers. Common modern alterations to these buildings include porch alterations, porch enclosing, replacement windows, and modern vinyl or aluminum cladding.

Thirty-four buildings within Overlook Colony date between ca. 1935 and ca. 1954. After ca. 1935, an array of bungalows, side-gable cottages, ranch houses, Cape Cod houses, and minimal traditional houses with Colonial Revival detailing were constructed in Overlook Colony. These mid-twentieth century dwellings were generally frame structures with stucco, wood siding, or brick walls, and many stood upon raised basements. The most common dwelling dating to this era is the one-story side-gable dwelling, sometimes called the side-gable cottage. Largely to reduce costs, one-story side-gable cottages are small in size and minimal in features and stylistic detailing. Some feature a portico or hood at the main entrance. The side-gable cottage and bungalow forms were popular into the 1940s due to their simplicity, low cost, and wide marketing by builders. While these later buildings have fewer alterations overall due to their age, there is still evidence of porch alterations and enclosures, and application of modern siding, windows, and roof materials.

Fourteen buildings were constructed within the 1924 subdivision of Overlook Colony after ca. 1954. Most of the later construction occurred along Green Street and the north end of Commonwealth Avenue, near the northern boundary of the subdivision. Only two modern buildings were constructed within the subdivision south of Court Avenue. New Castle County parcel data indicates that the house at 3125 Court Avenue was constructed ca. 1995 and the house at 108 Commonwealth Avenue was constructed ca. 2003. Both of these houses are visibly modern and are not of the same design or character as the surrounding dwellings. The modern dwellings in Overlook Colony are typically ranch houses or two-story Colonial Revival houses. Brick veneers and vinyl siding are common wall cladding, and there are few architectural details, limited mostly to Colonial Revival door surrounds.

Community Buildings

Overlook Colony includes two garages (3100 and 3102 West Brandywine Avenue; Photograph 19), the former community building (6 to 16 Commonwealth Avenue and 3200 East Brandywine Avenue; Photograph 2), and the former boarding house (7 to 9 Commonwealth Avenue and 3132 to 3134 West Brandywine Avenue; Photograph 18). All but one of the garages was part of the original 1918 design and was built in the same character as the row houses of the period. The community garage constructed in 1918 (3100 West Brandywine Avenue) is a long, front-gabled frame building clad in stucco with several garage doors along the north, east, and west elevations. The second garage (3102 West Brandywine Avenue) was constructed in the 1920s as a commercial auto repair garage. It is also a long, rectangular building clad in stucco with a series of windows and garage doors along the north, east, and west elevations, although the later garage has a shed roof. The two garages are now used for storage, and the garage doors are the modern metal roll-up type. The former community building is clad in stucco and has a hipped roof with cross gables covered in slate shingles. The community building originally contained an auditorium, stores, and an office and apartment for the superintendent; it now houses shops, offices, and five apartments. The former boarding house remains in use as rental apartments, and is of a similar design as the community building. The stucco-covered building has a large chimney at the southeast corner; stone rubble covers the chimney and the lower portion of the east wall. Overall, the community buildings retain integrity of materials and design at the exterior, although the interior spaces, although not accessible, have likely been significantly reorganized due to changes in use.

The original Overlook Colony plans included a school on the north side of Green Street, east of Commonwealth Avenue; however, the school was not constructed until after the sale of the development in 1924, and it is outside of the redeveloped area purchased by Banta in 1924. The Green Street School was designed by Coffin and Coffin, the partnership formed by H. Errol Coffin, who was the architect of the 1918 dwellings within Overlook Colony. The 1924 design and materials selected for the school were not in keeping with the character of the rest of the community. The three-story brick school, constructed in 1924 to 1925, was designed in the Neo-Classical style and has sustained several additions and alterations over the years (Photograph 21). The site of the Green Street School is northeast of the limits of the 1924 redevelopment of Overlook Colony, across Green Street from dwellings within the development known as Claymont Terrace (see Figure 6, page 20).

Circulation Network, Open Spaces, and Landscape Features

The street pattern of Overlook Colony is linear with limited access. All of the interior streets are singularly accessed from Commonwealth Avenue, the main corridor and connector to Philadelphia Pike. Commonwealth Avenue terminates in an arc-shaped entrance feature at Philadelphia Pike, which separates traffic into center and turn lanes at the traffic light. Commercial buildings constructed between 1930 and 1970 flank the entrance to Overlook Colony. Brandywine Avenue, Court Avenue, and Green Street cross Commonwealth Avenue at perpendicular angles, while Second, Third, and Fourth avenues parallel Commonwealth Avenue, running north and south between Court and Brandywine avenues.

The streets of Overlook Colony are laid out in a hierarchy. Commonwealth Avenue, as the main corridor, is 80 feet wide with a central landscaped median while the side streets of Brandywine Avenue, Court Avenue, Green Street, Second Avenue, Third Avenue, and Fourth Avenue are each 50 feet wide. Twenty-foot wide alleys extend along the rear property lines of each block. Sidewalks are found on each side of most streets and are separated from the roadway by an approximately 5-foot strip of grass. The streets were originally tree-lined, but streetscaping is intermittent as many of the trees died over the years and were not replaced or were removed during road improvements in the late twentieth century.

An examination of plans reveals Overlook Colony was designed with several community open spaces, parks, and recreation areas, none of which remain today as they were either not constructed or were later altered or subdivided for construction. In the original layout of Overlook Colony, Court Avenue angled northward, terminating at a community building and park space at the intersection of Commonwealth Avenue and Green Street. The lots facing Commonwealth Avenue and Philadelphia Pike were to be set aside for community open space, providing community gardens, as well as a visual and functional entrance to the development from Philadelphia Pike, and a green corridor leading to the community building at the intersection of Green Street and Commonwealth Avenue. The community building and parks were intended to be the focal point of the southern spoke of Overlook Colony, which was then connected by a boulevard up to the Village Pond, where all three spokes of the community were connected. The spokes of development extending to the north and west of the Village Pond had curvilinear streets and were planned to include additional dwellings, park spaces, and community facilities. The parks and community building at the north end of Commonwealth Avenue were not completed, nor were the remaining two sections of development to the north. In 1924, Banta redeveloped Overlook Colony, realigning the streets to form a grid system rather than angled streets leading to a focal point. The open space along Commonwealth Avenue was subdivided in 1924 and sold as individual residential lots.

The arc-shaped entrance to Overlook Colony was originally designed by John Nolen as an open paved area bordered by trees and grass (Photographs 2 and 3). The arc-shaped entrance feature was likely included in the design to emphasize the entrance to Overlook Colony and provide an interesting vista. Although originally intended as open space in the 1918 plans and as residential lots in the 1924 redevelopment, the lots flanking the entrance feature along Philadelphia Pike were purchased for commercial uses beginning in the late 1920s. By 1939, the lot to the west of the entrance feature to Overlook Colony was occupied by a filling station. Likely around that time, trees were removed along the edge of the entrance feature and curbing was added within

the entrance feature to separate the traffic accessing the gas station (see Figure 11, page 27). By 1954, the trees on the north side of the intersection were also removed, eliminating the physical and visual separation between the entrance feature and the adjacent commercial properties. By the 1970s, traffic lights and curbing were added to the entrance feature; curbing was installed within both sides of the entrance feature and down the center of Commonwealth Avenue to separate traffic into four separate lanes used for turns, an entrance, and access to the flanking properties (see Figure 12, page 28). The remaining trees along Commonwealth Avenue, which were south of Brandywine Avenue, were removed in the 1980s. The entrance feature is now a paved area with a concrete median at the center flanked by curbing to separate traffic into turn lanes at the traffic light. Devoid of vegetation, the two sides of the entrance feature are used as entrances to the adjacent commercial properties and as additional parking spaces for these properties.

Alterations

The buildings within Overlook Colony generally retain their original uses, although the former community buildings are now under private ownership, with the community building being used for commercial functions. The majority of the modern infill is found at the north end of the development along Green Street and Commonwealth Avenue, north of Court Avenue. There is one modern intrusion on Court Avenue, and one on Commonwealth Avenue between Brandywine and Court avenues. While most of the buildings retain the original form and some features of the 1918 appearance, the design and materials have been altered over the years to create either rows of identical structures where there was once variety or a loss of historic character-defining features. Almost 75 percent of the 1918 buildings still have at least part of their walls covered with stucco, less than half have slate roofs, and less than one-third retain the original windows or modern windows that mimic the design of the original windows. Less than half of the buildings retain original architectural details, such as porches, wood corbels, and brick chimneys. In efforts to create more living space, about one-third of the dwellings feature enclosed porches at the façade. There are numerous examples of additions to rear and side elevations. Generally, the original form, massing, and scale of the buildings remains intact from the first half of the twentieth century, although the original materials have been replaced, covered, or removed on many.

Originally planned with a community garage and no individual outbuildings, detached garages from the mid-twentieth century are now found throughout Overlook Colony, with most facing the rear alleys that divide each block (Photograph 20). The community garage remains extant at the west end of Brandywine Avenue, although it is now used as general storage.

Historical Narrative

Overlook Colony was designed for the General Chemical Company by planner John Nolen and architect H. Errol Coffin as one of several planned industrial communities during the World War I era. The General Chemical Company commissioned Nolen to create a community that would be attractive, affordable, and convenient for the workers of its Marcus Hook plant (General Chemical Company 1919:75-77). Overlook Colony is one of over 25 industrial community designs by Nolen's office and one of several such communities in Claymont and the region. Only

approximately 30 acres of the 213-acre development was completed to Nolen's plans before the company halted construction, later selling the land to private developers in 1924.

A new plan was laid out for Overlook Colony in 1924, which resulted in the adaptation of the street grid, subdivision of lots, and construction in the open spaces. The remaining acreage, approximately 180 acres, was sold and developed separately. Only a few of the General Chemical Company workers remained in the community after the sale of the property, and Overlook Colony became yet another residential subdivision in the fast-growing area of Claymont. In the subsequent years, the community retained the quaint residential nature of the side streets as immigrants moved into the neighborhood, and most of the row homes designed by Coffin were rented out by landlords that owned multiple buildings (Radu 1998). Commercial interests purchased groups of lots along Philadelphia Pike for the development of service stations and other commercial uses, while the open space along Commonwealth Avenue was redeveloped and occupied by detached dwellings of various designs. Construction of dwellings within the 1924 redevelopment area continued into the twenty-first century. Overlook Colony retains few characteristics of the original 1918 industrial community design, as it was adapted by various owners over the years. While some remnants of the original design and buildings are visible, these elements are no longer cohesive.

Claymont

Claymont is an unincorporated town within Brandywine Hundred, New Castle County, Delaware, located along the Delaware River. Claymont is also traversed by two railroad lines and the old King's Highway, now known as Philadelphia Pike. Development in Claymont began in the seventeenth and eighteenth centuries with inns and taverns serving travelers along King's Highway between Philadelphia, Wilmington, and Washington, D.C. In the mid-nineteenth century, wealthy businessmen from Philadelphia and other cities began to construct summer homes in Claymont, which was named in 1856 after the family home of Mrs. Clemson, wife of the Episcopal Church pastor at the time. The area remained relatively rural to the end of the nineteenth century, at which time the trolley extended into Claymont and connected it to the cities of Pennsylvania and Wilmington. With the coming of the trolley in 1898, there was substantial growth of that area's suburbs. Homes in Claymont began to be constructed as full-time dwellings rather than as seasonal respites from the city. The early twentieth century brought not only residential growth to the area but also industrial growth as several large industries settled along the railroads and river to the east of Claymont. The General Chemical Company, National Aniline Chemical Company, and Worth Steel constructed plants near the Delaware and Pennsylvania state line in the early decades of the twentieth century (Schiek and Hester 2000).

Overlook Colony, 1918 to 1924

The General Chemical Company was formed in 1899 from a conglomeration of 12 existing chemical companies across the United States. The company headquarters were based in New York, New York. The company was quite successful in the early twentieth century and had production plants and warehouses all across the country. In 1912, General Chemical Company opened their large Delaware Valley Works in Marcus Hook, Pennsylvania. Although a successful enterprise, the Marcus Hook plant soon began to have problems with labor relations as a shortage of workers led to a high employee turnover. The Marcus Hook area was quickly becoming a prime industrial location for the time, as several industries established plants along

Philadelphia Pike near the Delaware River. This influx forced the multiple manufacturing interests to compete for laborers from the nearby communities. In addition, the outbreak of World War I removed many of the working men from their jobs to serve overseas in the military while concurrently increasing the demand on American manufacturers for war supplies. The company had to take the initiative in ensuring a healthy workplace and a desirable life overall in order to retain good workers (General Chemical Company 1919:75-77).

At first, the General Chemical Company provided temporary housing options to meet the immediate needs of workers, but it quickly became clear that the problem was too big for makeshift solutions and that a permanent housing solution was necessary. The companies were left with the option to either provide housing in existing communities or to develop their own communities. After careful consideration, the General Chemical Company decided to found a new community with modern facilities and ample recreational space. The company development also provided the opportunity for the residents to take part in the development of educational, recreational, and governmental facilities. Given the option, the employees favored a location removed from the plant in order to separate their work from their home and enjoy a more rural lifestyle. In April 1916, the company acquired a tract of 213 acres approximately 1 mile away from the Marcus Hook plant. It was estimated that the development would house about 5,000 persons. The development was named Overlook Colony because the site was particularly picturesque and the high elevation of the land offered a view of the Delaware River, which was approximately 0.5 mile away from the development (General Chemical Company 1919:75-77). By the time construction began on the development in 1918, Claymont Terrace and Claymont Center subdivisions were already implemented off of Philadelphia Pike near Overlook Colony and in proximity to the streetcar line (Schiek and Hester 2000).

The tract slated for the development of Overlook Colony was wooded and had a creek running through the property. The land was undulating and contained several rocky areas, which presented interesting challenges in developing the land. The character of the property resulted in a great variety in lot sizes and shapes and required creativity in the planning of streets; placement of lots; and construction of shops, public buildings, and dwellings. The company hired well-known planner John Nolen of Cambridge, Massachusetts, to design the Overlook Colony. Considered to be generally recognized as a forerunner in the field, Nolen professionalized the field of planning and standardized the planning of industrial communities. Nolen designed similar industrial communities in several locations across the country, and his peers praised Overlook Colony as a successful and beautiful piece of work, turning what seemed to be handicaps in the landscape into valuable assets in the design (May 1918). John Nolen's office produced over 25 plans for company towns across the country; however, less than one-third were built and even fewer stayed true to plan. Nolen's Cambridge office was one of the largest planning firms in the country between 1915 and 1925, creating plans for anything from gardens to entire city plans. Nolen focused on standardizing company town planning rather than pursuing innovation and new technologies (Crawford 1995).

Nolen enlisted architect H. Errol Coffin of New York City for the design of the buildings. H. Errol Coffin was the primary architect for the buildings within Overlook Colony. The overall design of Overlook Colony was inspired by English Garden villages with Tudor Revival cottages, which were constructed in rows along winding streets in a park-like setting (Nolen,

Coffin and Coffin 1922). The Tudor Revival and English cottage influence of the buildings in Overlook Colony are of a typical design for industrial communities. The following year, Coffin established a practice with Kenneth Ford Coffin, a recent graduate of Cornell University. Coffin and Coffin went on to design several buildings, primarily public schools in New York, New Jersey, and Connecticut. Coffin and Coffin also designed the Claymont School, which was built on land donated by the General Chemical Company as part of the original design for Overlook Colony (Coffin and Coffin 1953).

While the company may have initially intended to build a community of single family detached homes, the expense of materials and labor during World War I constrained construction everywhere. Instead, blocks and rows of one-and-one-half- to two-story units were planned in groups of four to 39 houses. The buildings in the community were heated by a central station and were constructed of materials that were both economical to maintain and fire resistant.

The houses were built of concrete, hollow tile, brick, and steel frame, and had slate roofs of various colors. These construction materials and building forms were common to industrial communities of the period due to their affordability and ease of maintenance. The 75 monolithic concrete buildings are located in two continuous rows at either end of the development: one on the northeast side of Fourth Avenue and the other on the northeast side of Second Avenue. Cinders were used as an aggregate in most of the concrete, as it was a waste product of local industries and therefore affordable and abundant. Cinders had been used in fireproof concrete construction for several years in situations that did not involve heavy loads, as it was lighter and less durable than other aggregates. The cinder concrete was reinforced by steel rods, which made it stronger and more substantial than the usual brick or tile construction, as well as cheaper (Nolen, Coffin and Coffin 1922).

While the dwellings were economically designed, the company did not scrimp when providing amenities for their workers. Space was laid out for playgrounds, schools, and public buildings, and a community center was added as a place to show movies and hold community meetings. For single men, a boarding house and dormitory was built with units for anywhere from one to three men. The local school board also became involved, designing a 12- to 16-room schoolhouse for the community on Green Street (Radu 1998). The General Chemical Company provided a complete system of sewer, water, gas, electricity, and telephone service, as well as sufficient yards or community gardens for each resident. Commonwealth Avenue was designed as the primary thoroughfare, and the intersection with Philadelphia Pike was designed with an entrance feature to emphasize the main entrance to Overlook Colony. A community garage was built to house the vehicles used in the jitney service provided by the company to transport the workers between Overlook Colony and the General Chemical works. The community was also located on the streetcar line and railroad connecting to major urban centers; for these reasons, individual transportation was generally not necessary (General Chemical Company 1919:75-77).

The overall cost to complete Overlook Colony was estimated at $2,000,000. The houses were rented to the employees of the company for relatively low amounts, resulting in only a modest rate of return on their investment and no direct income. The company felt the investment was worthwhile as it would lead to the attraction and retention of the best workers and would

contribute to their health, happiness, and efficiency in the workplace (General Chemical Company 1919).

Construction started in 1918 with the section of the community closest to existing development bound by Green Street to the north, Second Avenue to the east, Philadelphia Pike at the south, and Fourth Avenue to west. Within nine months, the first section of streets and parks was laid out, utilities were installed, and construction had been completed on 186 dwellings, a community building, a garage, and a boarding house on approximately 30 acres of land (Unknown Author 1924b). However, like many of the industrial communities designed by Nolen and others in this time period, Overlook Colony was never fully completed (Radu 1998).

In 1921, General Chemical merged with several other companies to form the Allied Chemical and Dye Corporation (General Chemical Group, Inc., 2010). After the consolidation of Allied Chemical and the end of World War I, the need for industrial housing at Overlook Colony decreased severely. Although maps from the period show the entire street layout, only the first phase of the development had been completed by 1924, which included open space and gardens along Philadelphia Pike and Commonwealth Avenue, the entrance feature at the intersection of the two roads, the community building and boarding house flanking the entrance, and row houses designed by Coffin as worker housing along Second, Third, Fourth, Brandywine and Court avenues (Sanborn Map Company 1927).

The "New" Company Town

Company towns were common in the nineteenth century; however, the late-nineteenth- and early-twentieth-century movements that sought to programmatically and physically improve the standard of living for the working class ultimately led to the evolution of the new company town of the 1910s and 1920s. The followers of the English Garden City and Progressive movements believed that poor living environments for workers led to social inequalities and poor health, which ultimately led to a reduction in effectiveness of the company. In the 1910s, many large companies invested in welfare activities in order to attract the best workers and increase production and success for the company; this included the construction of comprehensive communities that would provide a higher quality of living for their employees (Crawford 1995). The welfare movement combined with a decreasing supply of healthy workmen during World War I led to widespread construction of worker housing in industrial areas during this period. In Claymont alone, three industrial communities were established along Philadelphia Pike around 1918: Worth Steel constructed the Worthland and Hickman's Row communities, and General Chemical Company established Overlook Colony (Cartier 2007). In the greater Wilmington area, several additional industrial communities were established, including the DuPont Company's Carney's Point Village in 1917 and Union Park Gardens, which was created for the Emergency Fleet Corporation in 1918 (Radu 1998).

More than 40 new industrial towns were constructed throughout the country between 1909 and 1920, increasing the standard of living for industrial workers and providing single family units that were larger, of higher quality, of higher architectural design, on larger lots, and combined with access to services such as recreation and transportation. These new company towns were typified as:

- Complete communities, including housing, shops, services, public facilities and recreational facilities
- Physically and conceptually separate from their industrial purpose
- Utilized limited access and provided aesthetic vistas through the use of curvilinear or axial street patterns
- Involved a hierarchy of development in streets, lots, and house types
- Used a variety of styles and forms of affordable dwellings
- Provided parks and extensive landscaping
- Involved the collaboration between architects, planners, and landscape architects
- Laid out to be compatible with the topography and natural features. (Crawford 1995)

The new company town was short-lived as men returned from the war and industrial profits leveled out. In the mid-1920s, company housing faced an overall decline through a change in management styles as pension plans, personnel departments, and employee representation or unions replaced housing and welfare programs. The availability of automobiles to the general population also reduced the worker's dependence on the employer, as the employees were not forced to live within walking distance or near public transportation. The year 1929 marked the official end of the company town. After that point, employers did not generally provide housing for their employees, depending on the construction industry and individuals to meet those demands. Most of the company towns constructed during the 1910s and 1920s were sold to individuals and private interests outside of the industrial community in the 1920s and 1930s (Crawford 1995).

In the vicinity of Overlook Colony, both Worthland and Union Park Gardens are National Register-eligible industrial communities designed in 1917 to 1918. As they were of simpler designs than Overlook Colony, both of these communities were almost entirely completed. All three developments were professionally designed, funded by corporations for the housing of their workers, and included not just dwellings but also open space and community functions. Worthland and Union Park Gardens also retained a higher level of integrity than Overlook Colony, illustrating the key features of the new company town and aesthetics of the English Garden village (Radu 1998).

Worthland, now known as Knollwood, is located off of Philadelphia Pike in Claymont, just northeast of Overlook Colony. Built by the Worth Steel Company in 1917 as rental housing for its workers, Worthland includes approximately 160 dwellings and two company office buildings. Worthland included a variety of housing styles, variable setbacks, community services, and open space. The community was designed with a hierarchy of buildings and streets as well as a separate development for the African-American workers called Hickman's Row. The site of Worthland was buffered from adjacent development by natural features and had limited access to its primarily linear street pattern. Worth Steel retained ownership and thereby control of Worthland until 1963, when it was sold to private investors (Unknown Author n.d.).

Union Park Gardens was designed by John Nolen in 1918 to house workers of the Emergency Fleet Corporation. Comprised of approximately 58 acres, Union Park Gardens was located in the

outskirts of the City of Wilmington. The completeness of the project before it was sold to private interests in 1922 resulted in only a small area of later development and the retention of the original design that illustrates many of the key features of John Nolen industrial communities (Radu 1998). The design for Union Park Gardens included dwellings, community buildings, and a school, as well as a grand boulevard entrance providing controlled and aesthetic views, sidewalks, a hierarchy of streets, curvilinear streets, shared open space, extensive landscaping, and a variety of residential architecture. The development was buffered from adjacent uses by park land and a cemetery. The plan also included adjacent blocks to avoid intrusions from incompatible development. The only portions not completed to design are the block at the corner of Lancaster Avenue and Union Street, which was later developed into row homes; and the lots along the northwest boundary, which were developed into additional housing instead of a playground and community building (see Union Park Gardens, Wilmington, New Castle County, Delaware map). Although the community buildings were not constructed within Union Park Gardens by the time of the 1922 redevelopment, a school, park, and community center were later erected nearby, meeting those needs of the community. Union Park Gardens retains a high level of integrity and maintains its community character. The dwellings, like those of Overlook Colony, were constructed primarily in rows, designed to reflect English cottage or Tudor Revival architecture. Unlike Overlook Colony, the buildings were almost entirely constructed of brick and hollow tile, and have undergone few changes over the years (Nolen 1927). The retention of integrity may be due to the decreased maintenance for masonry buildings, a larger number of owner-occupied dwellings in Union Park Gardens than Overlook Colony, or the overall attractiveness of Union Park Gardens resulting from its park-like setting and close proximity to downtown Wilmington.

Early Concrete Construction in Industrial Communities

With the increased interest in fireproof construction in the late nineteenth and early twentieth centuries, concrete gained popularity as a building material beyond the typical engineering and industrial uses. The concrete industry increasingly marketed the material's use in residential construction based on its fireproof characteristics, low maintenance, ease of use, and affordability. Architects and cement companies experimented with various construction types.

Concrete lent itself well to standardization, asit could be used to erect several buildings quickly and cheaply; therefore, it was used in several industrial communities (Whipple 1920). In 1911 to 1912, a model concrete city was built for workers of the Delaware, Lackawanna & Western Railroad at Nanticoke, Pennsylvania (Whipple 1913). Another community built entirely of concrete that served as a model for contemporary subdivisions was the American Steel & Wire Company's worker community in Donora, Pennsylvania, which was comprised of two-story monolithic concrete houses built in 1917 (Allen 1917). Concrete was one of the several materials used in the construction of row houses in Overlook Colony in 1918, which was somewhat late in the residential concrete building trend. By the completion of Overlook Colony in 1918, industrial communities consisting of concrete houses were present in Youngstown, Ohio; Gary, Indiana; Rochester, New York; Morgan Park, Minnesota; and Walpole, Massachusetts.

Both wood and steel forms were used to help form the concrete walls of these early industrial communities. For example, the 1011 to 1912 Nanticoke complex of 20 two-story duplexes used cinder concrete poured into steel forms, very similar to the construction methods employed six

years later in the row houses at Overlook Colony (Whipple 1913). Cinder aggregate was often used as it was affordable and more convenient for the builders than the more common stone or gravel aggregates. Cinder concrete was not a common construction material, nor was it considered to be an ideal material due to its porosity and lightness; however, it was utilized in the first half of the twentieth century, especially in industrial areas where cinder was an abundant waste product (Whipple 1920). Although praised for efficiency, the general public typically had a negative perception of concrete houses, and companies soon began to shy away from this material's use (Crawford 1995:92-95).

Overlook Colony, 1924 to 1954

In 1924, once the war was over and the Progressive movement was on a decline, General Chemical Company decided to release control of Overlook Colony, apparently with the intention of enabling their workers to become homeowners independent of the company. Overlook Colony was auctioned for less than one-third of the original cost to real estate brokers Young and Company. Representing Hugh B. Eastburn of Bristol, Pennsylvania, Young and Company purchased 30 acres of the community for only $455,000. Eastburn immediately put the property up for sale, although he did offer current tenants preferential terms if they wished to buy their homes. Only approximately 20 percent of the residents purchased their homes; the remaining tenants were given notice to vacate or pay a 40 percent increase in rent (Unknown Author 1924a).

Not long after the auction, Eastburn sold the community to Claude Banta, who subdivided the property into narrow lots for individual sale (Radu 1998). Banta filed a new plan for Overlook Colony in 1924 that was significantly smaller in scale, completely severing the connections to the north and west spokes of the development. The plan was confined to the small area bounded by Green Street, Fourth Avenue, Philadelphia Pike, and Second Avenue. Even within the small portion of the original community, the new plan abandoned the few picturesque features constructed based on John Nolen's design, such as the park, pond, community open space, and diagonal streets leading to the focal point at the intersection of Commonwealth Avenue and Green Street. The only landscape features retained under the 1924 plan were the central median and the entrance feature to Commonwealth Avenue from Philadelphia Pike. Banta's plan utilized alleys only where buildings had already been constructed and straightened and extended Court Avenue to form a grid system of streets, eliminating the planned vistas. The C. Banta plan of 1924 included new lots measuring 25 feet by 100 feet in what was once formerly open space on Commonwealth Avenue, Philadelphia Pike, and Court Avenue (Nolen, Coffin and Coffin 1922).

The vacant lots within the redeveloped Overlook Colony were sold to individuals and small developers and included restrictions for development to preserve the residential character, such as restricting the development to Caucasian residents, setting a minimum cost of new construction, and prohibiting changes to the physical design of existing buildings (Radu 1998). The open lots in the redeveloped Overlook Colony were promoted in advertisements in local papers that emphasized city conveniences and beautiful country home sites. The lots maintained permanent deed restrictions, and the company offered affordable prices and financing to potential homebuyers. The convenient location on Philadelphia Pike provided accessibility to transportation in 1924, as it was on the Philadelphia trolley line, the Pennsylvania Railroad, and the Red Arrow bus line from Wilmington to Marcus Hook. In addition, the development was

located near the multiple industries still active in Marcus Hook, including the General Chemical Company and the Worth Brothers Plant and Silk Mills (Unknown Author 1924c).

While new buildings were restricted to residential use to maintain the character of the neighborhood, the designs of the new dwellings were generally not compatible with the original Tudor Revival architecture. The resulting houses were bungalows and other detached single family dwellings that used a variety of architectural forms and styles. The lot sizes were generally larger than the original plan. Two lots were required for the construction of each detached dwelling, changing the character of the community. The remaining undeveloped land originally planned for Overlook Colony to the north and west was eventually sold and developed into unrelated residential subdivisions (including Clearfield and Greenshire), for schools to serve the Claymont community, and for the construction of Interstate 95 directly to the northwest.

As a part of the initial development of Overlook Colony, General Chemical donated land on the north side of Green Street to the local school board. The land was just outside of the first phase of construction in the community. The school was planned near the east end of the proposed development and was to be separated from the community building and parks by a row of dwellings. In 1924, the Green Street School was constructed to serve Claymont area students from the first through ninth grades. The three-story brick school was designed in the Neo-Classical style by Coffin and Coffin, the partnership formed by H. Errol Coffin, architect of Overlook Colony (Unknown Author 1924d). While designed by the same architect as Overlook Colony, the final design for the school was neither consistent with the 1918 buildings nor with the original 1917 Nolen plan. General Chemical donated an additional 22.7 acres of land in 1950 for the construction of the elementary school just east of the original school, which was then used as a high school. Additional expansion projects in the 1950s and 1960s provided classrooms and shops for the students, and the Claymont schools eventually encompassed the entire north side of Green Street east of Commonwealth Avenue (Unknown Author 1957). High school classes were moved out of the Green Street School in 1969, and the remaining middle school classes were relocated in 1978, after which the Green Street School was adapted for use as the Claymont Community Center.

Even with all of the attractive features of Overlook Colony, it took several years for buildings to occupy the remaining lots along Commonwealth Avenue and Philadelphia Pike. By 1927, only two dwellings had been constructed on Commonwealth Avenue, and one filling station was opened on Philadelphia Pike (Sanborn Map Company 1927). Originally intended as open space, and then as residential lots, Philadelphia Pike soon developed a commercial identity separate from the rest of Overlook Colony. Commercial interests began to purchase multiple lots on Philadelphia Pike, and a string of service stations opened in the 1920s and 1930s (Sanborn Map Company 1936). The multiple service stations indicate the prevalence of automobiles during this period and the status of Philadelphia Pike as a major thoroughfare in northern Delaware. By 1939, the northern half of Commonwealth Avenue was built out south of Court Avenue, and three more service stations opened on Philadelphia Pike on lots redeveloped for residential use. The west side of the arc-shaped entrance feature at Commonwealth Avenue and Philadelphia Pike was utilized by the Gulf station as a parking area and for access to the gas pumps. As a result, the trees bordering the entrance feature were removed, curbing was added within the west side of the entrance feature, and the curb along the outside of the entrance feature was lowered to

eliminate the barrier between the entrance feature and the adjacent property (United States Department of Agriculture [USDA] 1939).

Claymont and Overlook Colony, 1954 to Present

Construction continued in Overlook Colony into the twenty-first century, although all but two of the lots south of Court Avenue were built out by 1954 (ASCS 1954). New buildings introduced within the community after 1954 included 14 single family dwellings and duplexes along Green Street, Commonwealth Avenue, and Court Avenue; and garages constructed along the alleys. Only a couple side additions were constructed in recent years, although several rear additions can be seen on modern aerial photographs.

Between 1954 and 2010, additional landscape, use, and vista alterations occurred in Overlook Colony. By 1954, the trees on the north side of the entrance feature of Commonwealth Avenue were removed, eliminating the physical and visual separation between the entrance feature and the adjacent commercial properties (ASCS 1954). By the 1970s, traffic lights and curbing were added at the intersection of Commonwealth Avenue and Philadelphia Pike; curbing was installed within both sides of the entrance feature and down the center of Commonwealth Avenue to separate traffic into four separate lanes, used for turns, an entrance, and access to the flanking properties (see 1970s Bird's Eye View of Overlook Colony). The remaining trees along Commonwealth Avenue, south of Brandywine Avenue, were removed in the 1980s, and street trees throughout the community died and were not replaced, altering the streetscape and view sheds (Lamb 2010). The entrance feature is now a paved area with a concrete median at the center flanked by curbing to separate traffic into turn lanes at the traffic light. Devoid of vegetation, the two sides of the entrance feature are used as entrances to the adjacent commercial properties and as additional parking for these properties.

Following World War II, with the increasing use of the automobile, commercial growth began to sprawl along Philadelphia Pike, further increasing traffic. The lack of space between the earlier commercial buildings and roadway traffic resulted in the absorption of sidewalks and other adjacent areas, such as the entrance feature to Overlook Colony, in order to provide parking spaces for area businesses. In addition, the constant traffic made the area less appealing for residential life. Traffic levels were further exacerbated by the construction of I-95 nearby in ca. 1965. Beginning in the 1930s and 1940s, Overlook Colony was inhabited by recent immigrants and lower-income families, with many dwellings serving as rental units. This trend continues today, with a low number of homeowners or long-term residents within the community. As a result, the residential buildings of the community began to suffer due to a lack of capital necessary for upkeep.

In recent years, interest in the renewal of Claymont and specifically Overlook Colony has increased. Beginning in 1988, the Interfaith Housing Development Corporation completely rehabilitated the row of dwellings on the east side of Second Avenue for low-income housing, and there is a noticeable increase in individual rehabilitation projects throughout the community. The Claymont Renaissance Development Corporation has been actively planning the redevelopment of the community, and in 2008, Overlook Colony and nearby properties were selected as a Blueprint Community. Sponsored by the Federal Home Loan Bank of Pittsburgh, Blueprint Communities are provided with training, monetary, and technical assistance in project

implementation; and access to a network of funding sources (Claymont Business Owners Association 2008).

National Register Evaluation

In 2002, Overlook Colony was determined to be eligible for listing in the National Register for both historical and architectural significance. This initial determination was based on preliminary evaluation research and it was noted in the letter from the Delaware State Historic Preservation Office (DE SHPO) that additional study and documentation was required (Bodo 2002). In 2010, additional research and documentation was conducted that resulted in the recommendation that Overlook Colony is not eligible for listing in the National Register due to a lack of significance and overall loss of integrity.

Under Criterion A, Overlook Colony was previously determined eligible for its association with economic and demographic changes within the northern Brandywine Hundred. Overlook Colony is associated with the Industrial Company Town under the Settlement Patterns and Demographic Change context. The development is also relevant in the social history context of industrial communities in Delaware. Typical of these types of communities, General Chemical funded the development, employing nationally recognized community planner John Nolen and architect H. Errol Coffin to design and build the community. The location of the colony off of Philadelphia Pike in Claymont, the quaint row houses of a cohesive design, and the inclusion and relationship of community buildings were significant features in the planned employee housing associated with Overlook Colony. Although initially designed as a model industrial community, less than one-seventh of Overlook Colony was completed as planned, and subsequent redevelopment significantly altered the character-defining features of the development. Open spaces connecting the entrance and Philadelphia Pike to the community buildings and interior of the residential community were lost through redevelopment and removal of vegetation. The layout was also altered by redevelopment of original lot sizes and later infill of different styles and forms. The incompleteness of the original community design combined with the lack of cohesiveness in later redevelopment severs the relationship between Overlook Colony and the Green Street School that was planned as part of the industrial community. While the community retains some components related to this context, as a whole it does not retain sufficient integrity to convey significance under Criterion A.

Overlook Colony does not retain the street layout, open spaces, and independence from surrounding areas that characterize industrial communities from the 1910s and 1920s. Later development along Commonwealth Avenue, Philadelphia Pike, Green Street, and Court Avenue has not only eliminated planned vistas and open spaces, but has disrupted the cohesiveness and association of the buildings in Overlook Colony.

Industrial communities were very common in Claymont and the surrounding area at the time Overlook Colony was built, and better examples exist of industrial communities, such as Worthland in Claymont, and John Nolen designs such as Union Park Gardens in Wilmington. Several other industrial communities were built in southeast Pennsylvania and northern Delaware ca. 1918; better examples of industrial communities that retain integrity can be found elsewhere in the region, including Worthland, which is also in Claymont; and Union Park

Gardens in Wilmington. Both of these communities retain integrity and better convey their significance as industrial communities as they were developed more completely and did not sustain as many alterations over the years. Although the corporate entity that initiated construction of Union Park Gardens sold their interests in the community before General Chemical sold Overlook Colony, the community was more fully completed and retained the aesthetic and associative characters of the original industrial community. In addition, Overlook Colony is not eligible as an early industry-related residential development in Claymont; by the time of the layout of Claymont in 1918, Worthland was already under construction.

While many of the original row homes of Overlook Colony remain, modern materials have been used in repairs and replacements, and the streetscape has been altered through the use of fences, loss of vegetation, and the enclosing or removing of porches. Individual buildings and rows of dwellings may retain integrity, but as a whole, Overlook Colony is not a cohesive group of buildings visually or functionally related, nor does it retain elements that identify it as a significant or notable design.

The original design of Overlook Colony had little impact on the future development and evolution of the area, as only a small portion (30 acres) of the 213-acre subdivision was completed as planned. The social history of the area follows that of other nearby communities and is more strongly linked to the general economics of the region than to the ideals embodied in the design of Overlook Colony, since only a small area of development was constructed as an industrial community and because of the degree to which it was altered.

Furthermore, under Criterion A in the context of Settlement Patterns and Demographic Change, the subsequent development in Overlook Colony that occurred after General Chemical Company released control of the property also does not have any historic significance. From the 1910s onward, Claymont and Brandywine Hundred were some of the fastest-growing areas in Delaware, and several subdivisions were laid out around the time of Overlook Colony in 1918 and the redevelopment of Overlook Colony in 1924. As much of the land was built out when C. Banta redeveloped Overlook Colony, there was little room to adapt the subdivision to popular aesthetics of contemporary developments. Also, due to the large numbers of subdivisions built in the area that were followed by the Great Depression, many communities were not completed and took many years to be built out; for these reasons redevelopment is not an unusual or notable occurrence. It took more than 30 years to fill most of the lots in Overlook Colony, with the last of the vacant lots only recently being occupied. The community does not embody any distinctive characteristics of a subdivision dating to the second quarter of the twentieth century, nor does the sporadic construction of a small number of houses along Commonwealth Avenue convey significant demographic, social, or aesthetic changes over time.

The original purpose of the community to house workers of the nearby General Chemical Company was served until 1924, when the company sold the properties to individuals and private developers. The community continued in its intended function as a worker community for several years, although individual homeownership and variation in construction types and styles became the norm from the 1930s onward. Lots along Philadelphia Pike were developed for commercial uses, while a variety of single family detached dwellings lined Commonwealth Avenue and Green Street.

The redevelopment of Overlook Colony is not significant for its association with settlement or demographic changes as it was basically infill development in a community that has an abundance of planned residential subdivisions from the early to mid-twentieth century. The later building types of Overlook Colony are commonly found throughout the region in the mid-twentieth century and do not illustrate a unified design, evolution of designs, or an overall plan for development.

Overlook Colony is not eligible under Criterion B as research did not reveal any association between Overlook Colony and the productive lives of individuals significant in local, state, or national history. C. Banta, the individual responsible for the redevelopment of Overlook Colony, is not noted in secondary or primary histories as playing a significant role in the development of the area or Delaware in the early twentieth century.

Overlook Colony is not eligible under Criterion C as a historic district as it does not comprise a cohesive grouping of buildings displaying the distinctive characteristics of a type, period, or method of construction. The later development along Commonwealth Avenue and Philadelphia Pike interrupts what would otherwise be a cohesive grouping of stucco row houses with Tudor Revival details. The post-1924 construction is of a variety of styles, forms, and methods of construction, and therefore does not create a cohesive group of buildings.

Although the use of concrete in the construction of Overlook Colony is documented in journals of the period, the community is not significant under Criterion C for its method of construction as it was not an early or notable example of this method. In addition, there is no evidence that the concrete dwellings of the Overlook Colony influenced building practices in the region or housing in industrial communities of the period.

Also under Criterion C, the redeveloped Overlook Colony does not contain the critical components for a subdivision to be eligible as a designed landscape. Common features of industrial communities in the 1910s and 1920s include:

- Distinctive identity separate from the factory
- Unified and coherent community
- Balanced naturalistic setting with contour planning using features such as curving streets and extensive landscaping
- Communal spaces such as parks, recreation areas, shops, and services
- Hierarchy of environment
- Control perspective through building and street placement and landscaping.
- Variation in architecture and layout
- Restrictions on land use and alterations. (Radu 1998; Crawford 1995)

While Overlook Colony remains independent of the industrial area in Marcus Hook, the incomplete nature of the development and the subsequent changes result in a lack of most of the other significant features of the development type. Although changes are common in communities of this type, as employees purchased the company houses and the industries sold off the communities to developers or individuals, the remaining development should still be recognizable for its homogeneous quality. While some of the row houses of Overlook Colony

convey a feeling of its history, later development and changes to the design disallow a cohesive community. The original design utilized contour planning, curving streets, and communal spaces that were never completed. Some features, such as open spaces, landscaping, street placement, variation in architecture, and land use restrictions were initially part of Overlook Colony, but have since been largely lost either through redevelopment, alterations, or lack of maintenance. Some variation in architecture remains through varied gables, façade planes, and original materials. However, recladding of roofs and exterior walls has resulted in a loss of historic materials and of historic design features, such as a variation in textures, colors, and materials on the building facades. The streets were redesigned to form a grid system and eliminate the perspective controls evident in the original design. Additional changes, such as loss of street trees, curbing in the entrance feature, and installation of fences on individual lots, also altered the viewsheds intended in the original design. Finally, the original open spaces along Commonwealth Avenue and Philadelphia Pike were subdivided for dense development.

Overlook Colony was designed by John Nolen, landscape architect and planner, with the buildings designed by H. Errol Coffin of New York City. Nolen was a prominent planner, especially of company towns during this period. While the original design of Overlook Colony was thought to be of particular value as a design of John Nolen, less than one-seventh of the development was constructed, and the subsequent alterations to the layout and architecture removed most of the significant design features that identified the development as the work of Nolen. The specific features noted in the original plan were the use of natural features in the design, the tying together of three spokes of the community with open space and community functions, and the overall use of what could have been significant topographic hindrances in design to the advantage of the development (May 1918). These features were best seen in the plan for the portion of Overlook Colony not completed. The portion that was completed contained vistas, open spaces, and some community functions that were lost in the 1924 redevelopment.

In comparing Overlook Colony to similar properties, it is apparent that Overlook Colony is not an early or exceptional design, nor does it retain integrity to better portray significance as a John Nolen design, an industrial community, or a designed landscape. There were many other industrial communities designed in the 1910s and 1920s, including several in New Castle County and Brandywine Hundred and at least one other John Nolen design in the region. While none of John Nolen's plans were completed in their entirety, Overlook Colony was also substantially altered from the original plan. For example, Union Park Gardens in Wilmington was not entirely completed, but it was a smaller undertaking, and only a couple sections were not completed to Nolen's plans (Photographs 23 to 26). One area not completed at Union Park Gardens included the playground and community building at the north end of the community, which was subsequently developed as additional row housing when schools and recreational activities were provided nearby but outside the community. The second section not completed was just south of the main entrance to Union Park Gardens, which was later infilled with brick row houses that are obviously not part of the original design. The street layout, open spaces, controlled vistas, variety of architecture, and extensive landscaping remains largely intact at Union Park Gardens, whereas these features have been lost at Overlook Colony. Also, Union Gardens illustrates the character-defining features of Nolen plans and industrial community designs through the use of strong

boundaries, curvilinear streets, integral open space and parks, interesting views, and limited access streets.

H. Errol Coffin was the primary architect for the buildings within Overlook Colony. The Tudor Revival and English cottage influence of the buildings in Overlook Colony are of a typical design for industrial communities and are not particularly notable for a development from this time period. Tudor Revival became increasingly popular from the 1910s through the 1930s, and is common in subdivisions from the period. Overlook Colony was designed early in Coffin's career, and is not a representative example of his work. The year after the construction of Overlook Colony, Coffin established a practice with Kenneth Ford Coffin; Coffin and Coffin went on to design several buildings, primarily public schools in New York, New Jersey, and Connecticut, which better illustrate Coffin's work (Coffin and Coffin 1953).

Collectively, Overlook Colony does not retain sufficient integrity of materials and workmanship to warrant consideration as a historic district comprised of resources that embody the distinctive characteristics of a type, period, or method of construction. Originally designed as a community of Tudor Revival row houses and detached dwellings, community buildings, open spaces, and a curvilinear circulation network, many of the distinguishing features have been removed or concealed over time. Thus, while blocks of row houses and individual community buildings may remain intact, as a whole the district does not retain a cohesive character.

Integrity

The dwellings, community buildings, and layout of Overlook Colony do not retain sufficient integrity to convey their historic associations. Loss of integrity of design, setting, workmanship, materials, feeling, and association result in the inability of the property to convey a visual sense of its overall historic environment or to be a cohesive arrangement of historically or functionally related properties.

The property has lost many of the physical features that made up the character and appearance during the period that it served as an industrial community. Overlook Colony retains the original location although the footprint of the planned industrial community has been reduced. The site of the development was chosen based on not just availability, but the bucolic surroundings and location off of a major thoroughfare that provided easy access to the industrial site where the residents worked Although it retains a physical connection to Philadelphia Pike, the association of the community to Philadelphia Pike has been somewhat lost due to commercial development between the residential area and the highway.

Integrity of setting as originally designed has been lost through the subdivision and development of intended open spaces. The construction of buildings on what was intended to be open space and the change in plan to eliminate vistas, community parks, and instead establish a dense development on a grid diminished the feeling of the development as an early-nineteenth-century industrial community. The landscaping has been altered as the trees were lost along the streets and individual properties added fences, altering the relationship between properties and roadways.

Overlook Colony does not retain the majority of physical features that illustrate integrity of design, including the original layout of the subdivision, the influence of the English Garden village, or the association with John Nolen. The street layout, landscape features, vegetation, vistas, relationships between features, and many of the individual design details in the buildings have been lost. Over time, the design has been altered, as the circulation system was changed, the development was not completed, trees were removed, and the original boundary was severely reduced. The existing extent of Overlook Colony no longer retains any association with the lands to the north, which were supposed to be the centerpiece of the designed community.

Overlook Colony no longer conveys John Nolen's concept of nature and aesthetics due to the alteration of the original design and ongoing construction within the community. John Nolen designs are of a unified character, integrating dwellings, community buildings, and recreation with the natural features of a site. Nolen's plans for industrial communities inevitably contained parks, curvilinear streets, designed focal points and vistas, and abundant use of community facilities and landscaping. Comparison of original plans to the present landscape is summarized below, showing significant features of the original design that were retained, lost, or never completed:

- Retained: Houses, median of Commonwealth Avenue, sidewalks, layout of entrance feature, setbacks, limited access streets, location of buildings.
- Lost: angled streets to provide interesting views, open space along Commonwealth Avenue and Philadelphia Pike, unified architecture.
- Not completed: community green, central community building, gardens, other two spokes of development, central pond and park.

Some of the original building materials have been retained in Overlook Colony, although most have been updated, replaced in kind, or replaced with modern materials, sometimes of like appearance. Coffin specifically describes the variation in the application of stucco on the buildings in his original designs, as well as the use of different colors in the stucco and in the roof tiles throughout the development in order to avoid monotony. Wood siding and brick were also utilized, often painted different colors to increase the variety in the building designs (Comstock 1919). Although several buildings are still clad in stucco and have slate roofs, the workmanship and materials of the original cladding has been altered by the loss in variety of colors and textures of exterior cladding treatments. The original six-over-six light wood sash windows have been replaced with one-over-one light modern replacements, or in a few cases, faux six-over-six light vinyl windows. Few porches remain intact; many have been enclosed, while others were removed, and most have been significantly altered in design and materials. Several examples of the alteration of window and door patterns exist within the community, including picture windows, bay windows, or new or relocated openings. While the majority of components within the district retain the original form and some integrity of the materials, sizeable amounts of ornamentation have been lost and modern alterations have been made.

Green Street School
E Greenshire Ct
Additional Survey Area 2010
Greenshire Ave
Franklin Ave
Maple Ave
E Court Ave
Lawson Ave
Overlook Colony (N03951)
2nd Ave
Alley
Commonwealth Ave
Community Building
Green St
3rd Ave
Alley
4th Ave
Survey Area 2002/2010
W Brandywine Ave
Boarding House
Alley
W Court Ave
Community Garage
Philadelphia Pike
200 0 200 Feet
2007 Orthophoto

N03951. Photograph 1: View looking northwest along Fourth Avenue from Brandywine Avenue, showing the contrast between the dwellings within Overlook Colony to the right and modern row houses of a separate subdivision to the left. Also note the loss of street trees and addition of modern fences within Overlook Colony.

N03951. Photograph 2: View looking north across Philadelphia Pike toward the entrance to Overlook Colony at Commonwealth Avenue. The former community building is seen at the far left. Note the commercial character of the buildings along Philadelphia Pike, as well as the lack of distinction in the entrance that resulted from the removal of trees framing the arc and the addition of curbing separating the arc into center and turn lanes.

N03951. Photograph 3: View of entrance feature of Overlook Colony at the intersection of Commonwealth Avenue and Philadelphia Pike, looking southwest. Note the loss of bordering trees that originally emphasized the entrance, as well as the addition of curbing within the arc, and reduction of curbing at the edge of the arc so that it is integrated into the adjacent commercial property and used for parking and an entrance.

N03951. Photograph 4: View looking southeast along Fourth Avenue toward Brandywine Avenue, showing the alterations typical of the dwellings in Overlook Colony. Note the modern fences, roof cladding, porch alterations, and modern window types.

N03951. Photograph 5: View of dwellings along the north side of Brandywine Avenue, between Third and Fourth avenues. Note the loss of integrity of materials, design, and workmanship through the use of modern materials and alteration of porches. Also note the loss of street trees and use of modern fences that diminishes the association and feeling of the neighborhood.

N03951. Photograph 6: View of the west side of Third Avenue, looking northwest from Brandywine Avenue. Note the enclosed porch in the foreground; the use of modern siding, roofing, and windows; the addition of shutters; and modern fences.

N03951. Photograph 7: View of dwellings on the south side of Court Avenue, between Third and Fourth avenues. Note the enclosure of porches and use of modern cladding, roof shingles, and windows.

N03951. Photograph 8: View looking along the east side of Third Avenue facing southeast from Court Avenue. Note the presence of fences, modern features that disrupt the association of the dwellings from the street. Also note the modern siding, roof materials, and porch alterations.

N03951. Photograph 9: View of dwellings on the north side of Court Avenue, west of Commonwealth Avenue. Note the contrast between the later dwelling at the far right and the dwellings constructed in 1918. Also note the modern addition to the row of dwellings and the multiple alterations to the dwellings.

N03951. Photograph 10: View of dwellings on the north side of Court Avenue at the east end of Overlook Colony. Note the enclosed porch, modern windows, siding, and roof materials, as well as the addition of fences separating individual properties from each other and from the public right-of-way.

N03951. Photograph 11: View of dwellings on the south side of Court Avenue, east of Second Avenue, which are part of modern rehabilitation efforts. Note the lack of variety in exterior cladding.

N03951. Photograph 12: View looking northwest along Second Avenue from Brandywine Avenue. Note the recently rehabilitated row of dwellings on the right and the lack of street trees along most of the block.

N03951. Photograph 13: View of dwellings on the north side of Brandywine Avenue, west of Second Avenue. Note the brick construction that is found in only a few of the original buildings in Overlook Colony.

N03951. Photograph 14: View looking southeast along Commonwealth Avenue across the intersection with Court Avenue, showing early buildings from the redevelopment of Overlook Colony in the 1920s and 1930s.

N03951. Photograph 15: View looking northwest along the median of Commonwealth Avenue from the intersection with Brandywine Avenue.

N03951. Photograph 16: View of dwellings associated with post-1924 redevelopment along the west side of Commonwealth Avenue, near the intersection with Brandywine Avenue. Note the variety in the styles and forms resulting from varying dates of construction.

N03951. Photograph 17: View of dwellings along the north side of Court Avenue, just east of Commonwealth Avenue. Note the difference in design and construction periods of these dwellings at the edge of the development from those that were constructed in the 1918 phase of construction associated with Overlook Colony.

N03951. Photograph 18: Former boarding house. View looking south across Commonwealth Avenue at the intersection with Brandywine Avenue.

N03951. Photograph 19: View of community garages at the west end of Brandywine Avenue, now used as general storage buildings.

N03951. Photograph 20: View looking southeast from Court Avenue along the alley between Commonwealth Avenue and Third Street, showing the prevalence of garages in Overlook Colony.

N03951. Photograph 21: View looking north from Green Street, showing the Green Street School and the Claymont Community Center.

N03951. Photograph 22: View looking south along Green Street from the entrance to the Green Street School toward Commonwealth Avenue. Note the dwellings along the south side of the road, within the Claymont Terrace subdivision (foreground) and within the post-1924 redevelopment of Overlook Colony (background).

N03951. Photograph 23: Union Park Gardens. View facing west across Lancaster Avenue toward the apartment house and the entrance to the community.

N03951. Photograph 24: Union Park Gardens. View facing southwest along South Bancroft Parkway, showing the curvilinear street, use of natural features and open space, and the controlled vistas of the John Nolen planned community.

N03951. Photograph 25: Union Park Gardens. View facing northeast along South Sycamore Street showing row houses along the tree-lined streets within the community.

N03951. Photograph 26: Union Park Gardens. View facing across South Bancroft Parkway from Sycamore Street, showing the variety in building materials, setbacks, and facades.

CRS No. N09455 Name: Overlook Service Station; Joe & Tony's Service Station
Address: 3207 Philadelphia Pike Tax Parcel: 06-084.00-475
Date of Construction/Major Alterations: ca. 1927; 1982
Time Period: 1880-1940, Urbanization and Early Suburbanization
Geographic Zone: Piedmont
Historic Period Theme(s): Transportation and Communication; Architecture

Description

The service station at 3207 Philadelphia Pike is located on the northwest side of Philadelphia Pike along a commercial strip, just east of the intersection with Commonwealth Avenue. The rectangular tax parcel is almost entirely occupied by the *circa*-1927 service station and the side garage addition constructed in 1982. A small parking area is located between Philadelphia Pike and the side garages. Modern gas pumps sheltered by a modern canopy are located between the roadway and the main service station building. The rest of the lot is paved with asphalt and is separated from the roadway by a concrete sidewalk.

The *circa*-1927 service station building is comprised of a two-story concrete block square building with a *circa*-1927 rear, one-story garage/service area, and a 1982 side garage addition (Photographs 1 to 5). The walls are covered in painted stucco. A painted metal sign, which replaced the original sign in the mid- to late twentieth century, is installed in the façade (southeast elevation) on a painted strip that separates the first and second floors on all elevations. The two-story block has a hipped roof with hipped dormers on each side (Photograph 2). The garage at the rear of the service station is also stuccoed and has a low-pitched gambrel roof with exposed eaves (Photograph 3). The 1982 side garage addition is concrete block with a shed roof and a faux mansard at the southeast elevation (Photograph 5). The roof of the original block is covered with asphalt shingles, and the mansard roof of the garage addition is covered with wood shingles. Paired six-over-one light, double-hung wood sash windows are located in each dormer. The eaves are covered by a smooth layer of stucco connecting to the wall below.

The façade includes a central vehicle entrance flanked by pedestrian entrances and display windows on each side (Photograph 1). The vehicle entrance is an open vestibule leading to the rear service area. The areas flanking the vehicle entrance were originally used as a show room (south corner) and office (east corner); the show room is now used as storage and a work area. The pedestrian entrances are glass doors with metal frames and are topped by single light transoms. The display window on the southwest side of the façade features a single pane of plate glass with a painted multi-light toplight, similar to that seen in *circa*-1930 photographs of the station (Photograph 6). The display window to the northeast is an 18-light steel fixed sash with a painted multi-light toplight; the display window was likely replaced in the mid- to late twentieth century. Pairs of original six-over-one light, double hung wood sash windows are found in each of the four bays of the second floor. The southeast elevation of the garage addition has three vehicle bays, each with a modern metal roll-up door.

The southwest elevation includes three bays in the two-story block and two bays in the one-story garage block (Photograph 2). The first floor has 20-light steel sash windows with central pivot sashes in the outer two bays. A five-panel wood door leads into the restroom in the center bay.

Two narrow, frosted, six-light, fixed wood sash windows are located immediately to the northwest of the door. Paired, six-over-one light, double-hung wood sash windows are found in each of the three bays on the second floor; it should be noted that the center bay of windows is smaller than the windows in the outer bays.

The northwest elevation includes three bays in the one-story rear garage and three bays in the 1982 one-story side garage addition (Photograph 3). Twenty-light steel sash windows with central pivot sashes are located in the outer bays of the garage, which has a central vehicle entrance comprised of a modern metal roll-up door. There are no windows in the northwest wall of the garage addition, although there are three metal louvered vents. The second floor of the main block has no openings.

The northeast elevation includes four bays in the two-story block and three bays in the 1982 side garage addition (Photographs 4 and 5). Single-light rectangular windows with aluminum sashes are located in the southeast two bays of the original block. A modern wood door covered by a modern aluminum screen door is located in the third bay. A 20-light steel sash window with a central pivot sash is located in the fourth bay of the two-story building, adjacent to the southeast wall of the garage addition. Paired six-over-one light windows are found in the east two bays of the second story; the second pair is smaller than the first. A single one-over-one light, double-hung aluminum sash window is found in the third bay. A stuccoed chimney extends the center of the northeast slope of the roof. Modern, solid steel doors are found in three bays of the garage addition.

The interior of the service station consists of the storage room (former show room) in the south corner, the office in the east corner, and the two rear service areas. The storage room and 1982 garage addition were not accessible at the time of survey. A row of three, six-over-six-light, double-hung wood sash windows open from the former showroom into the vehicle entrance vestibule. The office area has changed little over time, and is comprised of a service counter, side shop, and rear office. Doors connect the service vestibule to the southwest and rear service area. The service area is a large open space with poured concrete floors and exposed concrete block walls. Modern fluorescent lights hang from the ceiling, and vehicle lifts and other equipment are located throughout the room. It appears that few alterations have been made to the service area other than upgrading or replacing equipment.

Historical Narrative

The service station at 3207 Philadelphia Pike was constructed ca. 1927 on lots 7 through 13 of Section B of the Overlook Colony subdivision. James McNulty and Edward Herley bought the lots from Claude Banta, the developer of the subdivision, in November 1926 (New Castle County Recorder of Deeds 1926). The two-story concrete block service station was constructed soon after, as it appears on the 1927 Sanborn Fire Insurance Maps of Claymont. First known as the Overlook Service Station, the building operated as a filling station, service station, and auto showroom and had two apartments on the second floor. Today, the station remains in operation as a filling and service station under the name Joe & Tony's Service Station. The showroom and apartments are no longer in use as such and serve primarily as storage.

The first gas stations had tanks directly on the roadway, which quickly became a nuisance to communities as lines for service extended out onto the highway, impeding traffic. By the early 1920s, stations provided driveways off of the road, and gas pumps were placed on islands between the building and roadway, typically under a canopy or porte cochere. Signage was often placed by the roadway to catch the attention of passers-by, and soon each oil company established a distinctive image in signage and/or architecture. One of the earliest trends in service station architecture masqueraded as a house, conveying a traditional and comforting image to motorists. Independent stations, such as the Overlook Service Station, often designed their buildings to fit in with the community character, whether it be Main Street or a residential district. The Overlook Service Station included stucco walls and a residential form common in Claymont that was similar to the Four-Square type dwelling. In the 1920s, filling stations began to provide service areas so motorists could fill up, wash their cars, and receive automobile repairs and maintenance in one stop. Some stations, such as the Overlook Service Station, even included showroom spaces to sell cars in addition to servicing them, and most would provide restroom facilities for travelers (Liebs 1995:95-107, Rossin and Bowers 1992).

The Overlook Service Station began operation under Gulf Oil in 1928 and continues in operation as a Gulf station today. Gulf Oil opened its first drive-in service station in 1913 in Pittsburgh, Pennsylvania. Gulf expanded its service facilities rapidly, and by 1930 it operated hundreds of gas stations throughout the Mid-Atlantic and Southeastern states. A 2007 survey of Philadelphia Pike in Brandywine Hundred that was prepared by the Center for Historic Architectural Design (CHAD) at the University of Delaware (UDel) and a pictorial history of Claymont by Scheick and Hester states that the Gulf Oil Company has indicated the service station at 3207 Philadelphia Pike is the longest continuously operating Gulf station in America (CHAD UDel 2007; Scheick and Hester 2000:93). The Overlook Service Station was constructed as an independent service station, and therefore did not utilize the standardized, streamlined design seen in some Gulf Oil stations. Rather, it embodies the form of the Foursquare, a contemporary residential architecture form. However, the orange disc signage was installed near the entrance and branded gas tanks were installed on the island near the road. The stucco walls were also painted at some point, likely in the orange and white colors of Gulf Oil, although they are now shades of blue with orange signage.

Gulf Oil Company formally purchased the property in 1932 through a sheriff's sale for the debts of James McNulty. Gulf Oil maintained ownership until 1949, at which time the company sold the station to brothers Joseph and Anthony Vassalotti. The Vassalottis formed a partnership called Joe & Tony's Service in 1957. Ten years later, the Vassalottis sold the service station property to Michael DeCostanza (New Castle County Recorder of Deeds 1932, 1949, and 1957). Michael DeCostanza and his brother, John DeCostanza, continue to operate the service station today under the name Joe and Tony's Service Station. The 1982 garage addition was constructed under the ownership of the DeCostanza brothers, and the current canopy and gas pumps were installed. While the original orange disc signage and branded gas pumps are no longer extant, the modern Gulf label and colors are still used on the *circa*-1980 canopy and gas pumps, which are located in the same place as the original island. No other significant changes have been made to the property. In 2000, the DeCostanzas received the New Castle County Historic Review Board's "Preservation Award" (Scheick and Hester 2000:93)

National Register Evaluation

The property at 3207 Philadelphia Pike was evaluated as an auto support facility. The building is located along a commercial section of the Philadelphia Pike and is amidst service stations and retail shops constructed between 1925 and the twenty-first century. The Overlook Service Station is significant under Criteria A and C; although modern alterations have been made to continue and update services, the property retains sufficient integrity to convey its historic and architectural significance. The property meets the registration requirements developed for the Claymont Improvements project as it retains its original roadside location, the form and layout of the office separate from the repair facilities, its original fenestration and wall cladding, and its original use as a service station. While the signage and pumps have been replaced, these alterations were made in a manner that does not detract from the integrity of the commercial property.

Under Criterion A, the station is an example of a 1920s service station and auto showroom associated with the development of a secondary commercial district along a state highway. Local histories indicate this is the longest continuously operating Gulf station in the nation. Although the original Gulf signage and gas pumps were replaced, the modern pumps and canopy are in the same location as the original, and updated signage continues to convey the association of the station with the Gulf Oil Company. The replacement of the pumps and the construction of additional service bays in the 1982 addition detract from integrity of design but are seen as necessary for the continuation of use of the service station. The original layout of the property remains intact with the gas pumps in the same location. The service station also continues in operation under the Gulf name; therefore, the service station continues to convey its significance under Criterion A.

Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B.

The property is also significant under Criterion C as an early traditional design for service stations and auto showrooms; the building emulated contemporary residential architecture, which was common for early auto support facilities. While the original pumps and signage have been lost, the service station building remains intact and the modern pumps and side addition do not detract significantly from the residential design of the building. The Overlook Service Station retains integrity of materials, design, workmanship, location, and association adequate to convey its appearance during the period of historic operations and its significance as an early service station.

The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D.

2nd Ave
Lawson Ave
Alley
E Brandywine Ave
Tax Parcel Boundary
Garage Addition
(Modern)
Commercial
Building
N09455
Commonwealth Ave
Commonwealth Ave
Connecting Rd
Alley
Philadelphia Pike
Cathedral Ave
100
0
100
Feet
2007 Orthophoto

CRS No. N09455	
	N09455. Photograph 1: Overview of Overlook Service Station, now Joe & Tony's Service Station, 3207 Philadelphia Pike, southeast elevation, looking northwest.
	N09455. Photograph 2: Service station, southwest elevation, looking north.

CRS No. N09455	
	N09455. Photograph 3: Service station, northwest elevation, looking northeast.
	N09455. Photograph 4: Service station, southeast and northeast elevation of the main building, looking southwest.

CRS No. N09455	
	N09455. Photograph 5: Service station, southeast and northeast elevations of 1982 garage addition, looking east.
	N09455. Photograph 6: Service station, ca. 1930.

CRS No. N09544 Name: Hering House, 3220 Philadelphia Pike
Address: 3220 Philadelphia Pike Tax Parcel: 06-084.00-550
Date of Construction/Major Alterations: ca. 1922; ca. 1965
Time Period: 1880-1940, Urbanization and Early Suburbanization
Geographic Zone: Piedmont
Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture)

Description

The dwelling at 3220 Philadelphia Pike is located on the southeast side of Philadelphia Pike, just west of the intersection with Stockdale Avenue and east of the Holy Rosary Church Complex, along a predominantly commercial strip. The narrow tax parcel contains a *circa*-1922 one- and one-half-story dwelling with a *circa*-1965 rear addition and a *circa*-1923 one-bay garage (Photograph 1). A paved driveway enters the lot on the southwest side of the dwelling, leading to the garage at the southern corner of the lot. A paved parking area extends to the northeast of the driveway, in front of the dwelling, and a sidewalk continues along the southwest and southeast perimeter of the dwelling. The lot is surrounded by a wood fence along the sides and rear of the lot behind the dwelling. A concrete pad extends to the southeast of the rear addition, upon which stands a modern frame pavilion with a gable roof. The remaining area of the lot is lawn with shrubs growing along the foundation of the northwest and northeast sides of the house.

The *circa*-1922 bungalow has a gambrel roof with a molded wood cornice with returns. The foundation of the concrete block dwelling is faced in stone veneer, while the walls are clad in a brick veneer and the roof is covered with asphalt shingles. The windows of the main block are six-over-one light, double-hung wood sash with arched wood trim and a flat arch in the brick veneer above unless otherwise noted. A brick chimney extends through the southeast slope of the roof, near center. The rear addition extends across the northeast two bays of the southeast elevation (Photographs 2 and 3). The two-story frame addition is covered in brick veneer across the first level and asbestos siding along the second level. The low-pitched hipped roof is covered with asphalt shingles and the windows are all one-over-one light, double-hung aluminum sash unless otherwise noted.

The façade (northwest elevation) is three bays wide with a full-width first-story porch and a large pedimented dormer in the center of the attic level (Photograph 1). The porch has a stone base and is enclosed with wood frame and windows. The entrance is up four concrete steps in the center bay. The door is a 12-light-over-panel wood door with two-light sidelights and a fanlight. Simple pilasters flank the entrance and a row of four one-over-one light, double-hung wood sash windows are located in each of the outer bays. A wide fanlight extends across each row of four windows, and pilasters mark each corner of the porch. The porch roof is flat with extended eaves. The dormer has a front gable roof with a continuous cornice. A six-light fixed sash window is flanked by six-over-six light, double-hung wood sash windows. The windows have wood trim and the walls are clad in wood shingles. A small diamond window is located in the gable.

The southwest elevation is comprised of the two-bay main block, one bay of the front porch, and one bay of the rear addition (Photographs 1 and 2). The basement level of the southwest elevation contains a two-light sliding wood sash window in each bay. The first level contains a pair of windows in the northwest bay and a single window in the southeast bay. The second level contains a pair of windows in the center bay and a small window opening in the southeast bay that has been filled in with plywood. A small, fixed-sash, one-light window is located at the center of the gable, above the paired windows of the second level. The southwest elevation of the porch contains three one-over-one light, double-hung wood sash windows topped by a fanlight. The rear addition extends southeast from the one-bay main block. A row of three windows with a brick sill is found in the first level, while the second level has a single window.

The southeast, or rear, elevation is three bays wide and is comprised of one bay of the main block and two bays of the rear addition (Photographs 2 and 3). A two-light sliding window is located in the basement level of the main block. Two one-over-one light, double-hung windows are located in the first story of the main block; the northeast window is smaller than the other. The attic level of the main block has two hipped roof dormers with vinyl siding. The southwest dormer serves as an entrance to an attic unit, accessed by metal staircase from the exterior. The door is a modern nine-light-over-panel. The northeast dormer, near the rear addition, has a two-light sliding aluminum sash window with a molded lintel and wood trim. An entrance is located in the southwest bay of the rear addition, just northeast of a window. The door is a modern one-light-over-panel behind a one-light-over-panel aluminum storm door. A pair of windows is located in the northeast bay of the first story of the rear addition. A pair of typical windows is located in each of the second-story bays.

The northwest elevation is comprised of one bay in the rear addition, two bays in the main block, and one bay in the porch. A typical window is found in each story of the rear addition. A pair of windows is located in the northwest bay of the first story and in the center of the second story of the main block. A smaller, six-light, hopper sash window is located in the southeast bay, and a single light awning sash window is located in the gable of the main block. Three one-over-one light, double-hung wood sash windows topped with a fanlight are found in the northeast bay of the porch.

The garage was constructed soon after the dwelling, likely ca. 1923. The one-story concrete block garage is located at the southern corner of the lot and is one bay wide and three bays deep (Photograph 5. The southeast bay appears to be the result of a later addition as it has a flat roof, separate from the hipped roof of the main block, and a different color of brick (Photograph 6). The concrete block walls are clad in brick veneer on the northeast, northwest, and southwest elevations, and the hipped roof is covered with asphalt shingles. The garage door is a modern multi-light paneled roll-up door. The northeast elevation has pedestrian entrances in the outer bays and an arched window opening in the center. The northwest entrance has a five-panel wood door surrounded by wood trim and is topped by a flat arch. The southeast entrance has a four-light-over-two-panel wood door. The southeast elevation has two bays of two-light awning sash windows. The southwest elevation of the garage has two bays of four-light awning sash windows set in arched openings with brick flat arches and concrete sills (Photograph 7).

Historical Narrative

The dwelling at 3220 Philadelphia Pike was constructed ca. 1922 on lot 1 of Section A of the Stockdale Subdivision. The subdivision was created by the Stockdale Corporation in 1921 on approximately 52 acres of land that had been owned by the Young family since 1879. The subdivision included several properties southeast of Philadelphia Pike, southwest of Governor Printz Boulevard, and northeast of the Holy Rosary Church property. The Stockdale Corporation laid out the subdivision in 1922, with revisions in 1936, and included restrictions on setbacks, costs of buildings, types of buildings, and the ethnicity of its residents (New Castle County Recorder of Deeds 1922, 1936). Sanborn Fire Insurance Maps and aerial photographs show that the development expanded slowly, and the dwelling at 3220 Philadelphia Pike was surrounded by empty lots for many years.

Lot 1 of Stockdale was purchased in 1922 by George and Helen Hering, who likely constructed the bungalow at 3220 Philadelphia Pike. The Herings owned the property until 1946, at which time they sold it to Forrest I and Ada Reiss. The Reisses also owned the vacant lots 2 and 3 to the northeast of the property, and they later purchased lot 4 as well; all these lots have been consolidated into the current tax parcel (New Castle County Recorder of Deeds 1946, 2003). The Reisses opened a service station on the property to the northeast of the dwelling in the 1940s, and likely lived in the house at 3220 Philadelphia Pike. Aerial photographs, the form, and materials of the addition indicate that the addition was likely constructed ca. 1965 under the ownership of the Reiss family. The Reiss family owned the service station and residence until they sold the property to Payal Enterprises, Inc., in 2003. Payal Enterprises, Inc., sold the land to Nilesh and Ramesh Patel, the current owners, the following year. The Patels demolished the service station and erected a Dunkin' Donuts on the property directly northeast of the dwelling shortly thereafter (New Castle County Tax Assessment 2010).

National Register Evaluation

The property at 3220 Philadelphia Pike was evaluated as a residential property and an example of a bungalow house form. The building is located along a commercial section of the highway amidst service stations and retail shops constructed between 1925 and the twenty-first century. The dwelling at 3220 Philadelphia Pike is not significant under Criterion A for association with settlement and development patterns in the region, as the Stockdale subdivision is not a notable development, and the dwelling is surrounded by commercial properties and others not related to residential development of the early twentieth century. Stockdale was not a particularly early development for Claymont, nor is it noteworthy for its design. The development took many years to fill in, and later residential and commercial development has resulted in a lack of cohesiveness sufficient to convey the subdivision. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. The dwelling has sustained one major alteration through the construction of the addition. The dwelling is an example of a common housing type, the bungalow, with Dutch Colonial influences. Due to the rear addition of the dwelling, it does not retain sufficient integrity to be eligible under Criterion C for architecture. The property does not appear to possess the potential to yield information on rare building

practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D.

CRS No. N09544	
	N09544. Photograph 1: Overview of Hering House, 3220 Philadelphia Pike, northwest elevation, looking east.

CRS No. N09544	
	N09544. Photograph 2: Dwelling, southeast elevation of main block and southwest elevation of rear addition, looking northwest.

CRS No. N09544	
	N09544. Photograph 3: Dwelling, southeast elevation, looking northwest.
	N09544. Photograph 4: Dwelling, northeast elevation, looking southwest.

CRS No. N09544	
	N09544. Photograph 5: Garage, northwest and northeast elevations, looking south.
	N09544. Photograph 6: Garage, southeast and northeast elevations, looking west.

CRS No. N09544	
	N09544. Photograph 7: Garage, southwest elevation, looking southeast.

CRS No. N14541 Name: Yetters Restaurant
Address: 3101 Philadelphia Pike Tax Parcel: 06-084.00-470
Date of Construction/Major Alterations: ca. 1950-ca. 1975
Time Period: 1940-1960, Suburbanization and Early Ex-urbanization
Geographic Zone: Upper Peninsula
Historic Period Theme(s): Retailing/Wholesaling

Description

The commercial property at 3101 Philadelphia Pike, originally Yetters Restaurant and currently home to Yetters Discount Liquors, is located on the northwest side of Philadelphia Pike in a commercial area across the street from Holy Rosary Church. The property includes a *circa*-1950 brick commercial building with multiple additions and a small wooden storage shed. A temporary structure used for clothing donations is located at the south corner of the lot. Parking is provided at the façade and sides of the building, with custom access via the northeast side elevation. A concrete sidewalk with curbing separates the building from Philadelphia Pike. An alley lined with garages that are associated with the dwellings fronting on Brandywine Avenue to the north runs along the northwest side of the property.

The original commercial building is a three-bay, square, one-story brick building on a concrete foundation. The building was expanded between ca. 1955 and ca. 1965 through four additions: 1) a *circa*-1955 one-story brick block that extends from the south half of the southwest wall of the main block; 2) a *circa*-1960 one-story brick addition that extends from the northwest wall of the first brick addition; 3) a *circa*-1965 concrete block addition that extends from the northwest wall of the main block; and 4) a *circa*-1965 one-story concrete block that extends from the northwest wall of the first concrete block addition. Originally constructed as a restaurant with a small package store, the restaurant eventually closed, and the display windows along the southeast elevation (façade) were boarded up. The exterior walls are painted brick and concrete block. The building has a flat roof or slightly angled shed roof with a deep wood-shingled faux mansard roof extending along the southeast elevation, wrapping around the northeast and southwest corners and extending partially along the side elevations. A 2-foot brick wall with decorative scrolled wrought-iron piers that support the faux mansard roof extends along the front of the building, providing a covered walkway below the canopy. The façade is five bays wide, including three bays of the original block and two bays of the *circa*-1955 addition (Photograph 1). Large, rectangular window openings with concrete sills are found in each bay of the façade, although all but the easternmost display window has been boarded up.

Two plate glass display windows extend from the east corner around to the northeast elevation. A metal and glass entrance vestibule is located in the center bay of the northeast elevation, with double one-light metal and glass doors leading into the building. The two concrete block additions extend northwest of the entrance vestibule. The first addition has no openings on this elevation; the second concrete block addition has a louvered vent near the center of the wall (Photograph 2). There are no openings on the northwest or southwest elevations of the second concrete block addition (Photograph 3). The first concrete block addition has only a louvered vent in the southwest wall. A brick chimney extends along the northwest wall of the second brick addition, continuing through the eaves before it tapers. A boarded up entrance is located to the

southwest of the chimney, accessed down three concrete stairs from ground level. A small boarded up window opening with a concrete sill and aluminum awning are located to the southwest of the entrance (Photograph 4). Two paired four-light, wood sash, casement windows are located in the southwest elevation of the second brick addition. The three bays of openings on the southwest elevation of the first brick addition have been boarded up (Photograph 5).

The interior of Yetters Restaurant is highly altered from its historic appearance due to the conversion of the building from a restaurant to a store and the multiple additions made over time. The interior is now comprised of an open shopping area in the east portion of the building with counters in the east corner, where the display windows remain intact. Refrigerators and storage areas border the store area to the northwest and southwest.

A large advertising sign, which is attached to the southeast elevation, extends into the parking lot and is supported on a steel post. Smaller signs are attached to the roof of the building near the northeast elevation. A modern wood storage shed with a shed roof is located at the west corner of the property and is within the modern chain link fence that encircles the rear of the building (Photograph 4). The shed sits upon concrete block piers and is clad in vertical wood siding. A solid wood door provides access to the shed from the northeast elevation. Two concession-type openings are found on the southeast side of the shed and are covered with wood plank doors attached to overhead pulleys.

Historical Narrative

The building that currently houses Yetters Discount Liquors was constructed at 3101 Philadelphia Pike ca. 1950 as Yetters Restaurant. The current building replaced a smaller frame building that housed the restaurant, which opened shortly after William Yetter purchased the land in 1939. The current parcel was part of the 1924 Overlook Colony subdivision, lots 7 through 29 of Section A. William Yetter died in 1948, and the land transferred to his wife, Blanche Yetter. It was likely while under the ownership of Blanche Yetter and the other members of the family that the original building was demolished and the current structure was erected.

In the mid-twentieth century, Philadelphia Pike was a busy thoroughfare with several service stations, gas stations, and restaurants providing services to the public traveling by automobile. Aerial photographs from 1954, 1961, and 1968 show the multiple additions to the building, indicating that the restaurant was successful and required additional space during the 1950s and 1960s. The package store in the restaurant expanded over the years and occupied the entire building after the restaurant closed in the 1980s. The property remained in the ownership of the Yetter family until it was purchased by Paul and Patricia DiAntonio, the current owners, in 1994.

National Register Evaluation

The property at 3101 Philadelphia Pike was evaluated as a commercial property. The building is located along a commercial section of the Philadelphia Pike amidst service stations and retail shops constructed between 1925 and the twenty-first century. The property does not appear to be significant to the commercial development of Claymont, which was well established by the

building's construction in the 1950s; therefore, the property is not eligible for listing in the National Register under Criterion A. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. The building is an example of a highly altered mid-twentieth-century commercial property that is not of a notable style, type, or method of construction. The building has sustained four additions that compromise the original building's integrity of design, materials, and workmanship; therefore, the property is not eligible for National Register listing under Criterion C. The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D. Due to lack of significance and integrity, the commercial property at 3101 Philadelphia Pike is not eligible for listing in the National Register.

N
W Brandywine Ave
Commonwealth Ave
Commonwealth Ave
Connecting Rd
3rd Ave
ca. 1965
Concrete Block
Addition
ca. 1965
Concrete Block
Addition
Tax Parcel Boundary
Alley
Shed
(Modern)
Alley
N14541
Commercial
Building
ca. 1960
Brick Addition
Philadelphia Pike
ca. 1955
Brick Addition
Temporary Structure
(Modern)
100
0
100
Feet
2007 Orthophoto

CRS No. N14541	
	N14541. Photograph 1: Overview of Yetters Restaurant, 3101 Philadelphia Pike, southeast elevation, looking northwest.
	N14541. Photograph 2: Commercial building, northeast elevation, looking southwest.

CRS No. N14541	
	N14541. Photograph 3: Commercial building, northwest and southwest elevations of second concrete block addition, looking west.
	N14541. Photograph 4: Commercial building, southwest elevation of first concrete block addition, southwest and northwest elevations of second brick addition, and southeast and southwest elevations of shed. View looking northeast.

CRS No. N14541	
	N14541. Photograph 5: Commercial building, southwest and northeast elevations, showing the brick additions and part of the original block.
	N14541. Photograph 6: Shed, northeast and northwest elevations, looking southwest.

CRS No. N14542 Name: Claymont Service Center
Address: 3111 Philadelphia Pike Tax Parcel: 06-084.00-471
Date of Construction/Major Alterations: ca. 1930; ca. 1975; ca. 2006
Time Period: 1940-1960, Suburbanization and Early Ex-urbanization
Geographic Zone: Upper Peninsula
Historic Period Theme(s): Retailing/Wholesaling, Transportation and Communication

Description

The service station at 3111 Philadelphia Pike is located on the west side of the intersection of Commonwealth Avenue and Philadelphia Pike along a commercial strip near the entrance to the residential subdivision of Overlook Colony. The property includes a *circa*-1930 concrete block service station with a *circa*-1975 addition to the northwest elevation. The building is encircled by a paved parking area. A concrete sidewalk with curbing separates the building from Philadelphia Pike, and the main entrance is off of the arc at the end of Commonwealth Avenue, which is also used as expanded parking for the property. An alley, which is lined with garages associated with the dwellings fronting on Brandywine Avenue to the north, runs along the northwest side of the property. The gas pumps, canopy, and signage from the building's use as a filling station have been removed.

The original block consists of three sections with an L-shaped footprint (Photograph 1). The office is located in the northeast corner where the wall angles. To the southwest of the office section, beyond the tower, the wall protrudes out and includes the two service bays of the service center, which occupies the northeast portion of the building. The *circa*-1975 addition extends from the northwest wall of the office section, providing an additional service bay and creating a nearly square footprint (Photographs 2 and 3).

The walls of the one-story concrete block building are stucco, and the roof is flat, with a vertical protrusion or tower near the center of the southeast elevation (façade). A metal-clad canopy extends along the top of the façade. The tower extends above the canopy, and has two rows of glass block inset in the southeast wall. The office section has two ribbon windows containing three aluminum sash windows that flank a central entrance at the northeast corner. The entrance is a modern nine-light-over-two-panel metal door. The service section of the building has metal roll-up doors covering the two service bays. A pedestrian entrance is located in the northeast wall of the service section, where it protrudes out from the office section. The opening contains a modern nine-light-over-two-panel metal door (Photograph 1). The southwest elevation contains four bays of windows providing light into the service section of the building. Each window contains 20 lights with metal sash and a central pivot sash (Photograph 4). The northwest elevation includes one vehicle entrance to the service section, with a modern metal roll-up door (Photograph 3). Four metal sash windows open into the northwest elevation of the *circa*-1975 addition, each with a 36-light metal window with a central pivot sash. The northeast elevation has a service bay with a modern metal roll-up door to the northwest of a metal 36-light sash window (Photograph 2).

The interior was partially accessible and includes open garage areas in the service bays at the southwest and rear additions. The garage areas have concrete floors, vehicle lifts, and other

mechanical equipment. The office is located at the east corner of the building and has been significantly altered from its historic appearance. Doors, counters, and windows have been replaced, as have the floor, ceiling, and wall materials. Partitions provide a service counter separate from two offices and connecting to the rear service area.

Historical Narrative

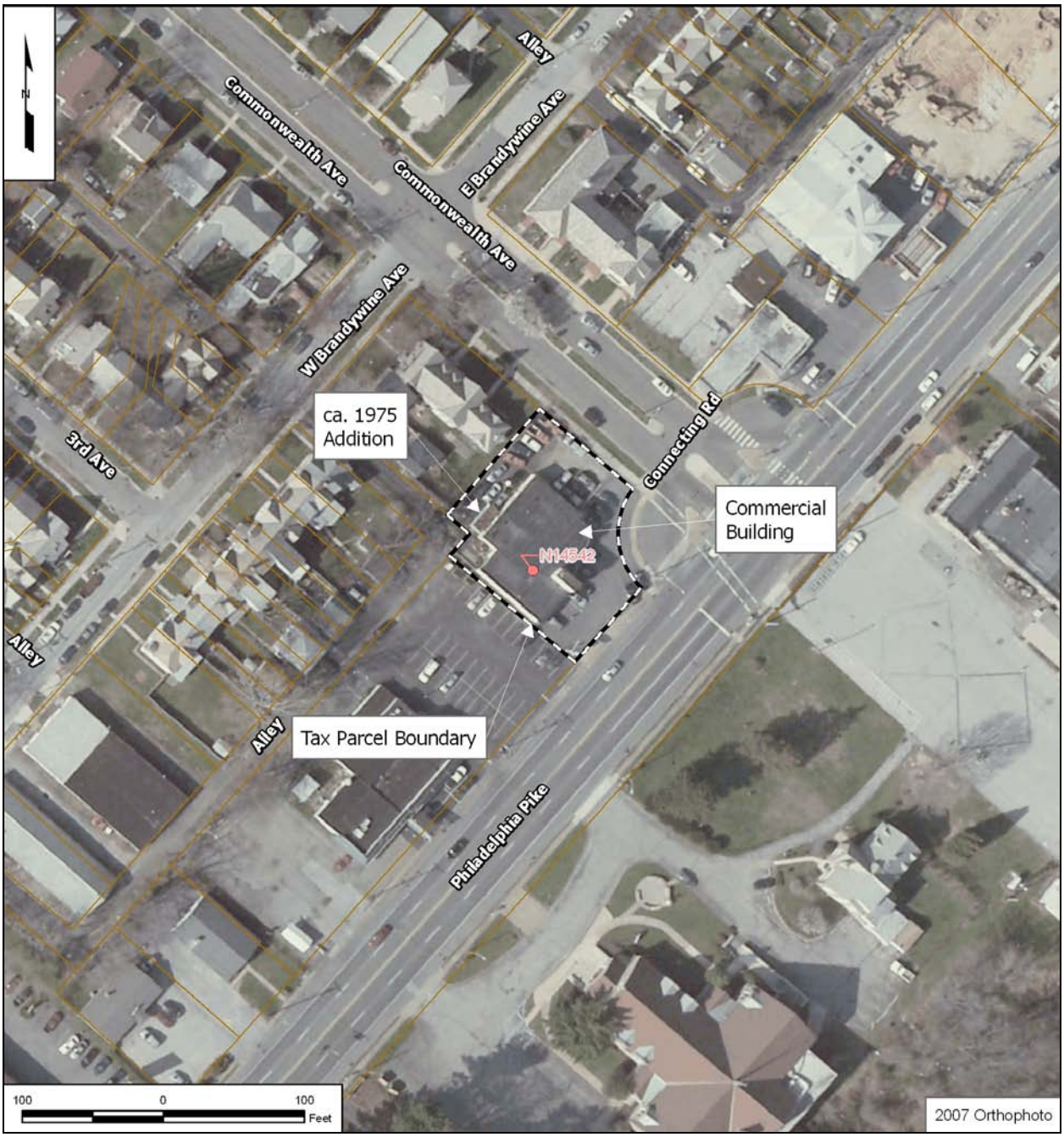
The Claymont Service Station was constructed at 3111 Philadelphia Pike ca. 1930, after the Diamond Ice and Coal Company purchased lots 1, 3, and 5 of Section A of the Overlook Colony subdivision. The Diamond Ice and Coal Company formed a partnership with Gulf Oil Company for the operation of the Claymont Service Station, selling ice from a small vestibule located in the base of the tower, pumping gas from tanks on the front portion of the lot, and offering two garage bays for auto servicing. *Circa*-1940s photographs show the building with signage installed along the walls above the office with the name Claymont Service Station. The tower had back-lit glass block extending almost the entire height; neon letters spelling out "Diamond Ice" were installed vertically along the feature, and a neon Gulf sign was installed at the top. The windows at the office of the service center were full-length plate glass and included a curved window at the north corner of the building, which is now a flat angle covered with stucco. The entrance to the office was glass and had a transom. A flat metal canopy extended directly out from the wall of the façade, encircling the roof parapet over the windows and doors (Rickowski 2010b; Photograph 5).

Brothers Howard and Clarence Kuhn managed the station from the 1930s into the 1990s, and kept the station in the Kuhn family into the 1990s. Diamond Ice sold their interest in the Claymont Service Station to Gulf Oil in 1957, and Gulf Oil sold their interest to Ken Kuhn and his wife Caroline in 1974. Under Ken Kuhn's ownership, the station was expanded into the adjacent vacant lots 1001, 1003, and 1005 of Section A of the Overlook Colony subdivision, which he purchased from the estate of Douglas Davidson in 1974 (New Castle County Recorder of Deeds 1957, 1974). When the station was expanded, Kuhn also replaced the canopy with the current structure, covered much of the glass block in the tower, enclosed the ice vestibule, and shortened the display windows of the office. The Kuhn family photographs provided by the current owner, Ken Rickowski, show not only the service station in the 1940s and 1950s but also the alterations and addition to the building in the 1970s. The photographs show that the gas pumps remained on the property into the 1970s, although the canopies and signage changed over time. It is likely that they were removed in the 1990s or 2000s after the Kuhns sold the service station. Stephen Reed purchased the station from the Kuhns in 1995. When the current owner, Ken Rickowski, took over the station in 2006, he made additional alterations to the building, including the reduction in the office windows, bricking in the corner window of the office, and renovations to the interior (Rickowski 2010b). The Claymont Service Station no longer sells gasoline or ice but remains in use as a service station under the auspices of AAMCO.

National Register Evaluation

The property at 3111 Philadelphia Pike was evaluated as a commercial property with remnants of Art Moderne design. The building is located along a commercial section of the Philadelphia Pike amidst service stations and retail shops constructed between 1925 and the twenty-first century.

The property does not appear to be significant Under Criterion A for association with the commercial development of Claymont, as it is a later example of the many service stations constructed along Philadelphia Pike in the early twentieth century. Sanborn Fire Insurance Maps and aerial photographs show that there were at least two other service stations within 500 feet of the station when it was constructed ca. 1930, at least one of which was also owned by Gulf Oil Corporation. The Claymont Service Station has also lost the ability to convey its appearance as an early-twentieth-century filling station through modifications and additions to the building, loss of signage, and loss of the gas pumps and canopies. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. The building is not significant as an example of the Art Moderne style due to a loss of integrity. Art Moderne was a popular style from about 1930 to 1940 and is typified by smooth stucco wall surfaces, asymmetrical façades, flat roofs with coping, and horizontal grooves, lines, or balustrades that give the building a horizontal emphasis. Although the Claymont Service Station is still stucco and retains the tower used by Diamond Ice, the windows have been modified and the curved corner of the office, streamlined canopy, and glass block in the tower have been lost, significantly altering the appearance of the station and resulting in a loss of integrity of design. Therefore, the property is not eligible for National Register listing under Criterion C. The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D. Due to lack of significance and integrity, Claymont Service Station at 3111 Philadelphia Pike is not eligible for listing in the National Register.


Alley
Commonwealth Ave
E Brandywine Ave
Commonwealth Ave
W Brandywine Ave
ca. 1975
Addition
3rd Ave
Connecting Rd
Commercial
Building
N14642
Alley
Alley
Tax Parcel Boundary
Philadelphia Pike
100
0
100
Feet
2007 Orthophoto

CRS No. N14542	
	N14542. Photograph 1: Overview of Claymont Service Station, 3111 Philadelphia Pike, showing the southeast and northeast elevations, looking west.
	N14542. Photograph 2: Claymont Service Station, northwest elevation, showing rear addition, looking southwest.

CRS No. N14542	
	N14542. Photograph 3: Claymont Service Station, northwest elevation, showing southwest wall of rear addition, looking northeast.
	N14542. Photograph 4: Claymont Service Station, southwest elevation, showing service bays in the southeast elevation, looking north.

CRS No. N14542	
	N14542. Photograph 5: Claymont Service Station, ca. 1940 (from the Kuhn family photographs, courtesy of Ken Rickowski).

CRS No. N14543 Name: Commercial Building, 3203 Philadelphia Pike
Address: 3203 Philadelphia Pike Tax Parcel: 06-084.00-474, 06-084.00-473
Date of Construction/Major Alterations: ca. 1950; ca. 1970
Time Period: 1940-1960, Suburbanization and Early Ex-urbanization
Geographic Zone: Piedmont
Historic Period Theme(s): Retailing/Wholesaling

Description

The commercial building at 3203 Philadelphia Pike is located on the east side of the intersection of Commonwealth Avenue and Philadelphia Pike along a commercial strip near the entrance to the residential Overlook Colony. The property includes two tax parcels of an irregular shape due to the arc of the roadway at the southeast end of Commonwealth Avenue. The property is comprised of a *circa*-1950 concrete block commercial building with a *circa*-1970 shed and is encircled by a paved parking area. A concrete sidewalk with curbing separates the building from Philadelphia Pike, and a grass median separates the property from Commonwealth Avenue, which also serves as parking.

The building forms an "L" shape, with a front wing extending to the southeast and a side wing extending to the southwest. The façade (southeast elevation) and southwest elevation of the one-story concrete block building are covered with brick veneer, while the rear elevations are painted concrete block. A flat canopy encircles the façade and the southwest elevation, and is covered with aluminum. The seven-bay façade includes four bays on the side wing and three on the front wing (Photograph 1). Fifteen-light fixed wood sash windows occupy the first and third bays of each wing, flanking an entrance. The entrances each include a one-light-over-panel wood door. The door in the side wing is concealed by a two-light aluminum screen door. The screen door of the front wing is a one-light-over-panel aluminum door. A one-over-one-light, double-hung wood sash window is found in the fourth bay of the side wing near the junction with the front wing. The windows on the southeast and southwest elevations have brick sills, and the doors have concrete jambs.

The southwest elevation is comprised of two bays in the side and front wings (Photograph 2). Fifteen-light, fixed wood sash windows are found in the outer bays, while entrances are found in the inner bays. The entrance in the side wing is located in a cutaway corner and contains a one-light wood door with a two-light-over-panel aluminum storm door. The door in the front wing is located at the northwest corner of the wall, near the wall of the side wing, and contains a pair of one-light modern glass doors with metal frames. The trim of the pair of doors is flat and covered with aluminum. The northwest elevation faces the back of the lot, which is enclosed with a chain link fence. The northwest elevation is five bays wide with openings in each bay, although they are at varying heights and intervals (Photograph 3). The outer bays contain two-light fixed wood sash windows, the center bay has been boarded up with plywood, and the remaining two bays contain metal ventilation units. The windows of the northeast and northwest elevations have concrete sills. The northeast elevation faces the parking area between 3203 and 3207 Philadelphia Pike (Photograph 4). The northeast elevation is four bays wide with openings at varied heights and intervals within those bays. Two-light fixed wood sash windows are found in

the second and fourth bays, while the first and third bays have openings filled with metal louvered vents.

A *circa*-1970 frame shed covered with corrugated aluminum siding is located to the rear of the building, off of the northwest elevation (Photograph 5). The shed occupies the adjacent lot, which is held under common ownership. The shed is open to the northwest and is used for general storage.

Historical Narrative

The commercial building at 3203 Philadelphia Pike was constructed ca. 1950 on lots 1, 3, and 5 of Section B of the Overlook Colony subdivision. John and Sophie Nickols purchased the three lots in 1935, but the land remained vacant until Joseph and Hettie Vassalotti purchased the land in the 1950s. The Vassalottis also owned the adjacent Gulf Station at 3207 Philadelphia Pike, and likely purchased the adjacent lot to rent out as an income-producing property, as there is no indication that the property was ever used as a service station. The building at 3203 first appears on aerial photographs from 1954, and the rear shed can be seen on 1978 aerial photographs. Joe & Tony's Inc., under the management of Michael and John DeCostanza, currently owns both properties. The building at 3203 Philadelphia Pike currently holds a dry cleaner, a tax services office, and a barber shop. While it is unclear what other uses may have occupied the building, the location of entrances indicates that the building was likely always used for at least two separate commercial establishments.

National Register Evaluation

The property at 3203 Philadelphia Pike was evaluated as a commercial property. The building is located along a commercial section of the highway amidst service stations and retail shops constructed between 1925 and the twenty-first century. The property does not appear to be significant to the commercial development of Claymont, which was well established by the building's construction in the 1950s, and is therefore not eligible under Criterion A. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. The building is an example of a simple mid-twentieth-century commercial property that is not of a notable style or type; therefore, the property is not eligible for National Register listing under Criterion C. The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D. Due to lack of significance and integrity, the commercial building at 3203 Philadelphia Pike is not eligible for listing in the National Register.

2nd Ave
Lawson Ave
Alley
E Brandywine Ave
Commonwealth Ave
Commonwealth Ave
Shed
(Modern)
Philadelphia Pike
W Brandywine Ave
Commercial
Building
N14643
Connecting Ln
Tax Parcel Boundary
Alley
100
0
100
Feet
2007 Orthophoto

CRS No. N14543	
	N14543. Photograph 1: Overview of commercial building, 3203 Philadelphia Pike, showing the southeast elevation, looking northwest.
	N14543. Photograph 2: Commercial building, southwest elevation, looking northeast.

CRS No. N14543	
	N14543. Photograph 3: Commercial building, northwest elevation, looking northeast.
	N14543. Photograph 4: Commercial building and modern shed, northeast elevation, showing the northeast and southeast elevations of the shed, looking southwest.

CRS No. N14543	
	N14543. Photograph 5: Shed (modern), northwest and southwest elevations, looking north.