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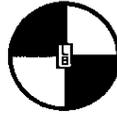
**ARCHITECTURAL RESOURCE SURVEY
ROUTES 273-72-2 INTERSECTION**

Newark, Delaware

DRAFT

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Prepared By:



**The Cultural Resource Group
Louis Berger & Associates, Inc.
East Orange, New Jersey**

Prepared For:



**The Delaware Department of Transportation
Dover, Delaware**

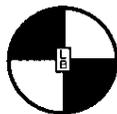
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March 1999

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ABSTRACT

In preparation for proposed intersection improvements, the Cultural Resource Group of Louis Berger & Associates, Inc. (Berger), undertook an architectural resource survey and National Register eligibility evaluation along portions of East Main Street (Routes 273/2 Westbound), Library Road (Routes 273/2 Eastbound and Route 72), the Old Capitol Trail (Routes 72/2), and Ogletown Road (Route 273) in Newark, New Castle County, Delaware, for the Delaware Department of Transportation.

The investigations identified seven architectural resources in the area of potential effect (APE) that were previously inventoried on Delaware State Historic Preservation Office (Delaware SHPO) survey forms. Delaware SHPO files indicated that none of these resources were listed in the National Register of Historic Places. Field investigation revealed that one of the seven previously inventoried architectural resources had been destroyed in the years since it was surveyed. Seven additional individual resources over 50 years of age were identified within the APE during the field investigation. Due to their lack of architectural distinction or important historical associations, the 13 extant architectural resources do not meet the criteria for National Register eligibility.

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INTRODUCTION

The Delaware Department of Transportation (DelDOT) proposes to undertake intersection improvements in the town of Newark, New Castle County, Delaware. The proposed improvements are intended to ease traffic flow and increase vehicular and pedestrian safety along portions of East Main Street (Routes 273/2 Westbound), Library Road (Routes 273/2 Eastbound and Route 72), the Old Capitol Trail (Routes 72/2), and Ogletown Road (Route 273) (Figure 1). This area currently consists primarily of nucleated commercial and residential buildings typical of larger towns.

DelDOT contracted the Cultural Resource Group of Louis Berger & Associates, Inc. (Berger), to perform architectural investigations as part of the preliminary planning for the proposed intersection improvements. The purpose of the investigations was to identify architectural resources currently listed in or determined eligible for listing in the National Register of Historic Places, the federal government's list of buildings, structures, sites, objects, and districts worthy of preservation. Federal legislation requires the identification, evaluation, and treatment of cultural resources impacted by publicly financed undertakings. These legislative mandates include Section 106 of the National Historic Preservation Act of 1966, as amended; Section 101 (b)(4) of the National Environmental Policy Act of 1969, as amended; the Advisory Council on Historic Preservation's Procedures for the Protection of Historic Properties (36 CFR 800); and Section 4(f) of the Department of Transportation Act of 1966, as amended.

Berger conducted architectural and historical research and fieldwork for this project in January 1999. Preliminary research focused on examining survey files at the Delaware State Historic Preservation Office (Delaware SHPO) in order to identify any previously surveyed and documented resources within the project's area of potential effect (APE). Areas immediately adjacent to the proposed improvements constituted the APE, or project areas for the investigation (see Figure 1). The Delaware SHPO survey files contained information on seven previously inventoried architectural resources located within the APE. None of the seven are listed in the National Register of Historic Places. The project researcher also gathered historical information from Delaware SHPO historic contexts for use in developing a historical narrative describing the evolution of the project area and outlining evaluation criteria for National Register eligibility.

Fieldwork activities identified seven additional resources more than 50 years old within the APE that had not been previously inventoried. Delaware SHPO Cultural Resource Survey (CRS) forms were completed for these seven resources, which consisted of individual houses, three of them accompanied by garage buildings. The condition of the seven previously inventoried architectural resources was also checked during the fieldwork, and one was found to have been destroyed since being inventoried. Updated CRS forms were completed for the destroyed resource as well as for the six other previously inventoried resources.

This report, illustrated with copies of historical maps and photographs of the architectural resources, outlines the National Register of Historic Places evaluations for the intersection improvements project in Newark. The following chapter provides a general overview of the project area vicinity, and a historic context describing the salient trends that have contributed to the area's evolution. The context also outlines property types and levels of integrity required for National Register eligibility. The Research Design chapter presents a discussion of the investigation's objectives, methods, and expected results. The Architectural Evaluations chapter provides physical descriptions of the identified architectural resources, National Register eligibility evaluations for the resources, and a summary table describing the action recommended for each resource. The final chapter offers a synopsis of the results and final recommendations of the architectural investigations. Copies of CRS forms completed as part of these investigations are to be found in Appendix A.

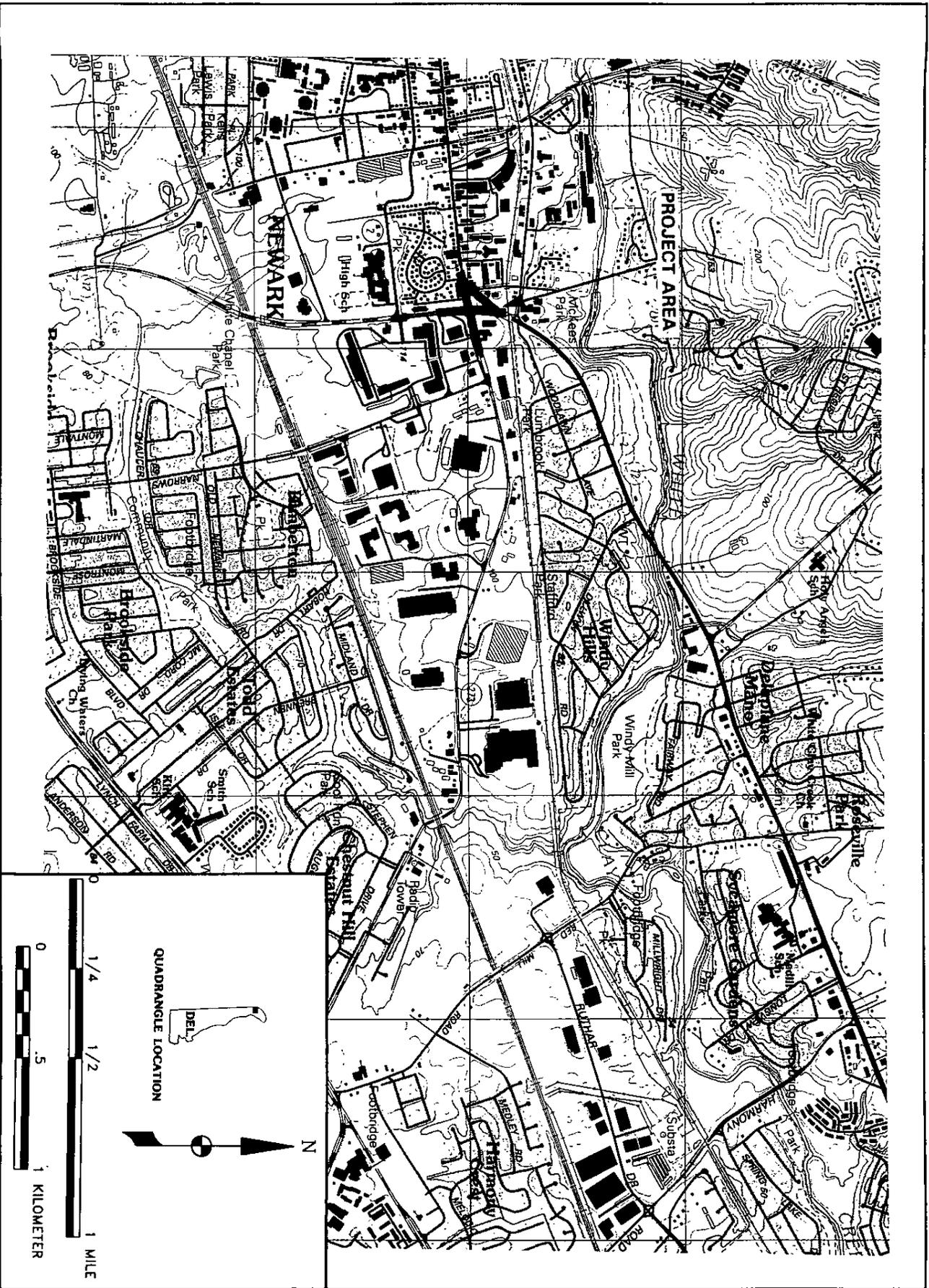


FIGURE 1: Project Location Map

SOURCE: USGS 7.5 Minute, Newark East, DE Quadrangle, 1993

Fieldwork, research, and report preparation activities for this project were undertaken following the Delaware SHPO's *Guidelines for Architectural and Archaeological Surveys in Delaware* (Delaware SHPO 1993). The investigations were performed under the supervision of Berger Principal Architectural Historian Martha Bowers. Architectural Historian Philip E. Pendleton performed the fieldwork and research activities and authored this report. (A copy of Mr. Pendleton's resume is presented in Appendix B.) The report was edited by Suzanne Szanto. Graphics were prepared by Victor Reynolds. Production of the report was coordinated by Valerie Coleman-Moore.

BACKGROUND RESEARCH

General Overview

The project area for the intersection improvements planned by DelDOT is situated along portions of East Main Street, Library Road, the Old Capitol Trail, and Ogletown Road within the town of Newark, in White Clay Creek Hundred, New Castle County (see Figure 1). Adjacent to both Maryland and Pennsylvania in the northwestern portion of Delaware, White Clay Creek Hundred is bounded on the south by Pencader Hundred, on the east by New Castle Hundred, and on the north by Mill Creek and Christiana hundreds.

The project area is located within the Piedmont Geographic Zone as defined by the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1989). As the northernmost of the state's three geographic zones, the Piedmont encompasses land north of the fall line separating this zone from the Coastal Plain as it crisscrosses the state in a generally northeast to southwest direction. A nearly level to hilly topography composed of fertile clay soils well suited for agricultural uses characterizes the Piedmont's surface. Major landforms of the Piedmont include Iron Hill and Chestnut Hill, both generally located south of Newark, and Mount Cuba, located to the north. Early European pioneers saw a rich variety of oak, hickory, poplar, walnut, and ash trees in the Piedmont region prior to extensive land clearance activities. The region's major and minor creeks and streams generally drain southeastward into the Christina River, which flows northeastward before entering the Delaware River at Wilmington (Ames et al. 1989:32-34).

Colonial settlement of northern Delaware began in the early seventeenth century. The first Swedish, Finnish, and Dutch settlers concentrated their homesteads near the Delaware River, basing their settlement's economic life on the fur trade and subsistence agriculture. After England acquired control of the region in the mid-1600s, agricultural settlement gradually intensified and moved inland along the region's larger creeks and streams. Before it became clogged with silt, the Christina River provided an important transportation network into hinterland areas as greater areas of land were cleared for the expanding agricultural economy. Settlement of the region increased significantly after William Penn began granting tracts of land in Delaware to English and Welsh immigrants in the 1680s. As permanent settlement of the area increased, overland transportation networks were created that joined outlying agricultural areas with larger village centers and engendered further intensive settlement along their routes. The development of the villages of Newark and Christiana began in the early eighteenth century along road networks leading to Wilmington (Ames et al. 1989:45-46).

Settlement and agricultural development of the region quickened during the eighteenth century. Despite heavy silting that made navigation impossible, the Piedmont's watercourses provided power for mills and early manufacturing. At first used primarily to power grist- and sawmills, by the early 1800s the area's streams powered a wide variety of manufacturing establishments, including paper mills, woolen mills, spice mills, powder mills, carding mills, and iron-rolling mills. Partly in response to the mills' demands for workers, nucleated settlements developed around these early industrial centers.

Industrial growth along the Piedmont's rural waterways continued during much of the nineteenth century, but agriculture remained the predominant land use throughout the region. By the early nineteenth century very little uncultivated, arable land remained in the Piedmont region of Delaware (Ames et al. 1989:47-49). The introduction of improved transportation networks, such as turnpikes and railroads, greatly assisted both farming and manufacturing activities, and linked the area with the larger regional economy. Rail access provided farmers with more efficient methods of transporting surplus produce to distant markets, thereby boosting productivity and the cultivation of lucrative cash crops. In addition to furnishing outlets for

exporting finished goods, railroads provided mill and manufacturing centers with a means to import raw materials not available locally. Rail station locations also helped to focus commercial activities and further settlement at villages and towns (Ames et al. 1989:49-51).

As the City of Wilmington evolved into the state's largest population and manufacturing center during the late nineteenth and early twentieth centuries, many of the Piedmont's manufacturing centers ceased operations. Improved transportation networks, such as electric trolleys, and the rise of a substantial middle class were factors leading to the development of suburbs on former agricultural land in outlying areas surrounding Wilmington. The introduction of the automobile and corollary improvement of the area's road networks further intensified suburban development around Wilmington. Throughout most other areas of the Piedmont, the economy continued to rely on agriculture (Ames et al. 1989:51).

Since the end of World War II in 1945, the Piedmont has experienced continued suburban growth and extensive development. Much of the region's former agricultural land is now occupied by tract housing. Associated development of strip- and mega-mall complexes, designed to accommodate the commercial needs of area residents unwilling to travel to congested urban or town centers, has swallowed large areas of former farmland as well. Business parks and research laboratories have also relocated to once-rural areas, engendering further suburban development and transforming the Piedmont's landscape.

Historic Context

In accordance with federal and State of Delaware guidelines concerning National Register eligibility for architectural resources, this study uses historic contexts to link the project area's history with property types describing the evolution of its built environment. A context outlines the levels of historical significance and architectural integrity which identified architectural resources must possess in order to be recommended as eligible for listing in the National Register. Subsequent decisions regarding National Register eligibility compare levels of integrity and significance established by the context to the historical significance and architectural integrity of each identified architectural resource. The use of historic contexts makes it possible to systematically evaluate the National Register eligibility of each resource based upon the historical evolution of the locale.

The following historic context has been divided into five chronological periods based on periods outlined in the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1989). Fieldwork and research identified the themes applicable to the architectural resources found in the project area as follows: Transportation and Communication; Settlement Patterns and Demographic Change; and Architecture, Engineering, and Decorative Arts. These themes are discussed below under each chronological period.

Previously completed historic contexts on file at the Delaware SHPO were consulted in developing the historic context for this study. Two contexts written in the early 1980s, namely, Valerie Cesna and Betsy Bahr's multiple resource National Register nomination of architectural resources in Newark (Cesna and Bahr 1982) and Joan Barrett and Roy Lopata's *Historic Buildings of Newark* (Barrett and Lopata 1983), provided much of the background material concerning Newark's historical development. Also consulted was a preliminary draft railroad transportation context prepared as part of a DelDOT study of historic in-state bridges (Lichtenstein & Associates, Inc. 1997).

Exploration and Frontier Settlement, 1630-1730 ±

Settlement patterns in the Newark area are not well documented during the early portion of this period. Although Swedish and Dutch colonization of Delaware began in the 1630s, much of this settlement focused on areas immediately surrounding the Delaware River and Bay. Primarily involved with fishing, hunting,

and trapping activities, pioneers did not venture far inland and establish permanent encampments or settlements. However, European incursions into the Newark area prior to the late seventeenth century may have occurred. Hunters and trappers traveling between the Delaware River basin and Chesapeake Bay waterways could have traversed the Newark region since tributaries of both of these watercourses flow nearby (Herman et al. 1989:3).

After William Penn became proprietor of Delaware in the late seventeenth century, English, Welsh, and Scotch-Irish immigrants were granted land and began establishing agricultural settlements in inland regions of Delaware, including the Newark area (Barrett and Lopata 1983:2). Early architectural construction at these settlements consisted primarily of log or frame buildings erected quickly and not intended for permanent use. Settlement remained concentrated near the waterways which served as the major transportation networks during the first waves of immigration. Sailing vessels navigating as far inland as Christiana provided an important link with established villages nearer the coast prior to the establishment of the first road networks in the Piedmont during the 1680s (Herman et al. 1989:3-4).

Property types reflecting settlement patterns, transportation, and architecture themes during this period include non-nucleated agricultural settlements, pioneer trapping and hunting camps, roads, paths, early trails, landings, fords, ethnic impermanent architecture, and early durable buildings. Examples of these property types on the landscape should be considered extremely significant, as they provide information on the earliest settlement of the region. While integrity levels are expected to be low, resources should retain some integrity of materials and location in order to convey their significance.

Intensified and Durable Occupation, 1730-1770 ±

Nucleated settlement of Newark began during the mid-eighteenth century at the intersection of two overland transportation routes. One of the intersecting roads led from Delaware's southern counties of Kent and Sussex to New Garden Township in Chester County, Pennsylvania. The other road linked New Castle to the "crossroads in Chester County." In 1758, King George II granted the village the right to hold weekly markets and semiannual fairs, spurring further settlement around the public market square and along Main Street (Barrett and Lopata 1983:2). Newark soon consisted of one street lined with dwellings, shops, and a few inns. In 1764, the town began its association with education when the Academy of Newark erected its building adjacent to the market square. Simonton's Mill, also known as Tyson's Grist and Saw Mill, was probably erected on White Clay Creek a short distance north of town during this period of growth in Newark. The number of scattered farms in the surrounding countryside slowly increased as more woodland came under cultivation (Cesna and Bahr 1982). Architectural forms during this period primarily consisted of more permanent brick, stone, and log versions of Georgian and ethnic vernacular structures (Herman et al. 1989:7).

Property types indicative of these historic themes include roads, taverns, inns, villages and individual building sites, durable and permanent buildings, and stair-passage dwellings. As with the period of Exploration and Frontier Settlement, survival rates and integrity levels for these property types are very low, making surviving examples very significant. Resources documenting these trends should retain sufficient integrity of location, materials, and workmanship to convey information related to their significance.

Early Industrialization, 1770-1830 ±

Throughout this period, Newark remained a relatively small crossroads village located well to the west of the project area. Dwellings and shops lined Main Street, flanking the Academy of Newark building. St. Patricks Inn, a two-story log structure, anchored the western end of Main Street. Two small milling operations ran on White Clay Creek. In addition to the Simonton Mill, Samuel Meteer and John Armstrong began a papermill and sawmill in 1808 (Barrett and Lopata 1983:2, 6; Cesna and Bahr 1982).

Property types documenting these trends include roads, bridges, inns, taverns, villages, hall-parlor and stair-passage plans, farmsteads, and specific-function farm buildings. Although survival rates for dwellings, taverns, and major agricultural buildings are relatively good, these resources in the Piedmont are under severe development pressure. Property types indicative of these themes should be considered very significant but also must retain higher integrity than resources documenting earlier periods. Resources must possess integrity of location, materials, workmanship, and feeling.

Industrialization and Early Urbanization, 1830-1880 ±

The establishment of Delaware College and the expansion of industries along White Clay Creek resulted in increased population and subsequent construction of new residential areas during this period, although the project area continued to remain outside of the Newark urban center. A larger resident population intensified commercial activity in the town. Construction of a railroad south of town also contributed to Newark's further physical development.

Construction of the Old College building in 1834 toward the western end of Main Street and the rebuilding of the Academy building at the public square in 1841 combined to symbolically enframe the town and solidify education's role in the future growth of Newark. Old College and the new Academy building also established Greek Revival forms as the architectural style of choice for most new buildings. Old College soon presided over the main approach to Newark from the south and the campus occupied a large square along the north side of Main Street (Cesna and Bahr 1982).

Two new milling complexes established along White Clay Creek also had a great impact on the town's development. Two brothers from Massachusetts, F. D. and S. M. Curtis, acquired the former Meteer and Armstrong mill property in 1848 and established a sizable paper mill complex. The Curtises also built a row of two-story workers' houses and a superintendent's house opposite the mill complex on Paper Mill Road. The superintendent's house, two and a half stories tall and ornamented with brackets, reinforced the division of class and management at the mill (Barrett and Lopata 1983:6). Joseph Dean purchased the former Tyson's mill and converted it to the manufacture of spun wool and woolen cloth. Dean's mill produced blue jeans, blankets, and military clothing (Cesna and Bahr 1982).

The Philadelphia, Wilmington & Baltimore Railroad (PW&B) began building its line across New Castle County in 1837. Designed to link those three major mid-Atlantic cities, the PW&B dominated rail traffic throughout Delaware for most of the nineteenth century (Lichtenstein & Associates, Inc. 1997:31). In the Newark vicinity, the PW&B established a station roughly three-quarters of a mile south of Main Street. To link the station with Main Street, Philadelphia and Newark merchants financed the construction of Depot Road (now South College Avenue), which terminated at Main Street in front of Old College (Barrett and Lopata 1983:5).

During this period, the Greek Revival style was frequently employed, and three-story, porticoed structures incorporating full Georgian floor plans were widely built. The Deer Park Hotel, first built in 1831, was enlarged according to the Greek Revival style. Thomas Blandy, owner of a foundry on West Main Street, built his mansion Belmont Hall on Greek Revival lines (Barrett and Lopata 1983:5). Gothic Revival motifs were also employed. Architectural historians suspect that the New York-based church architect Robert Upjohn designed St. Thomas' Episcopal Church in the 1840s following Gothic Revival tenets (Cesna and Bahr 1982).

Based on evidence from maps dating to 1849, 1868, and 1893, the project area appears to have remained without any dwellings or the establishment of other settlement sites during the period 1830-1880, although there were homesteads nearby (Figures 2-4). The state atlas of 1868 and the county atlas of 1893 both

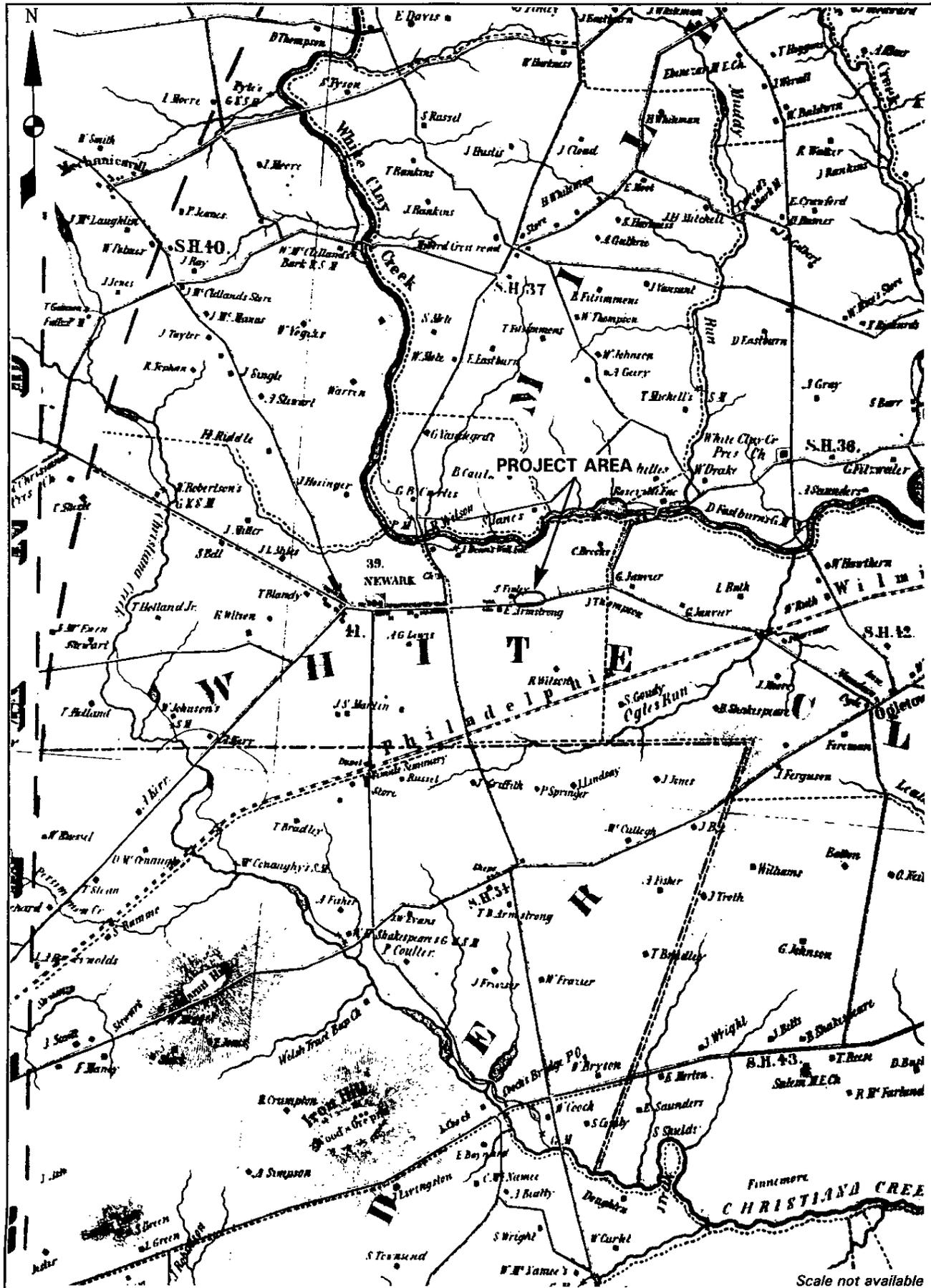


FIGURE 2: Project Area in 1849

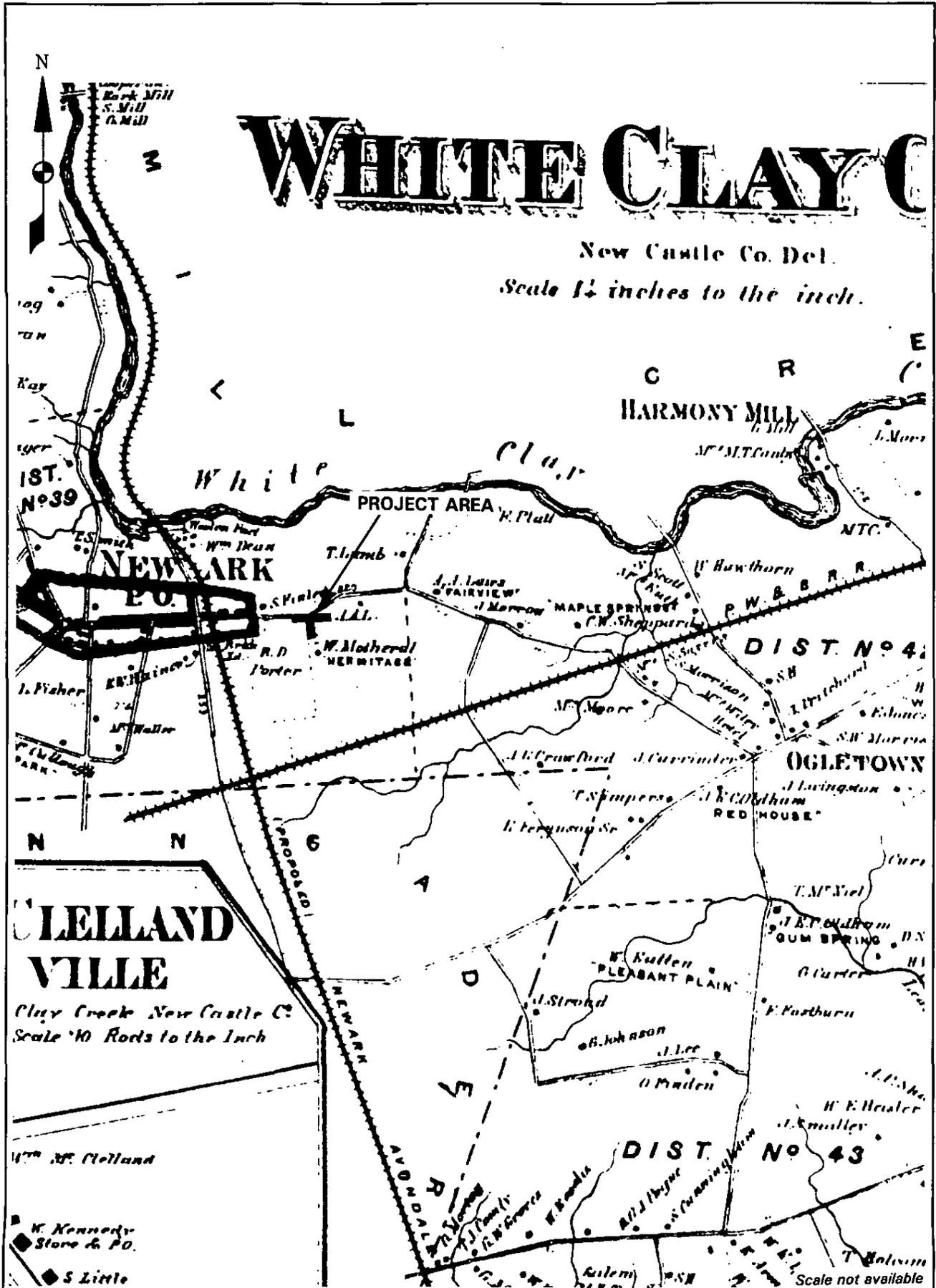


FIGURE 3: Project Area in 1868

included details of the town of Newark, but in neither case did the atlas makers extend the scope of the detailed map eastward to include the project area (Baist 1893; Beers 1868; Rea and Price 1849).

Property types documenting these trends in the themes of Settlement, Architecture, and Transportation include mills, workers' housing, towns, churches, schools, manufacturing concerns, a variety of nineteenth-century architectural styles, single and multiple family dwellings, railroad lines, depots, roads, and bridges. Although survival rates for resources of these types are relatively good, especially in comparison with earlier periods, these resources are under development pressure. Integrity levels are relatively high for these resources, requiring integrity of materials, workmanship, design, location, setting, and feeling.

Urbanization and Early Suburbanization, 1880-1940 ±

Continued expansion of existing industries and the establishment of new manufacturing concerns resulted in further residential growth in Newark that created socially and architecturally distinct neighborhoods. A variety of architectural styles proliferated, reflecting the diversity and eclecticism of the period. The University of Delaware developed plans for its future expansion that had considerable physical impact on the town's evolution. Construction of the Baltimore & Ohio Railroad through the center of Newark also influenced the form of the town's continued development.

Several industries continued to expand during this period, thereby contributing to the town's prosperity. The Curtis Paper Mill remained a successful concern manufacturing an assortment of specialty-grade papers. The Dean Mill fell victim to a fire in 1886, but the buildings soon rose from the ashes as part of the National Vulcanized Fiber Company. The Continental Diamond Fiber Company established a factory in Newark along Chapel Street. Numerous smaller concerns began operations in Newark as well, including machine shops, lumber and coal yards, an organ manufactory, creameries, and a wallpaper manufacturer (Barrett and Lopata 1983:5-6).

The founding of these businesses precipitated rapid population growth, the construction of new streets, and further residential development. In 1887, the town's residential population reached 1,200 (Barrett and Lopata 1983:2), and four years later it was approximately 2,000 (Sanborn-Perris Map Co. 1891). By 1915, the town boasted 2,500 residents (Sanborn Map Co. 1915), a number which almost doubled to 4,500 occupants in 1929 (Sanborn Map Co. 1929). Streets parallel and perpendicular to Main Street were established during the late nineteenth century to assist subdivision of property and residential construction. Cleveland and Delaware avenues paralleled Main Street while Choate and Academy streets composed the principal intersecting roads. Much new residential development focused on areas of Chapel and Choate streets relatively near the White Clay Creek mills (Cesna and Bahr 1982).

A wide variety of architectural styles were employed by local residents during this period of prosperity. In addition to the Romanesque and Second Empire styles, Italianate, Colonial Revival, Neo-Classical, and a variety of late Victorian forms were used for domestic and commercial architecture. Italianate features such as bays windows and scroll brackets were typically applied to Greek Revival structures, creating a transitional hybrid during the early years of this period. Revival styles were used especially for Newark's commercial and municipal structures as Main Street evolved from a shopkeepers' neighborhood to a commercial center during the early twentieth century. The Rhodes Pharmacy Building exhibited Gothic Revival forms, while the Aetna Hose, Hook, and Ladder Station No. 2 displayed Colonial Revival features. The Wilmington Trust Bank and the State Theater reflected the influence of the Neo-Classical style (Barrett and Lopata 1983:8). Large Colonial Revival dwellings were erected on lots composing the western end of the Quality Hill district in the 1920s and 1930s. Newark industrialist J. Pilling Wright erected a Colonial Revival dwelling on Kent Way in 1922 (Cesna and Bahr 1982).

During the early years of this period, Delaware College undertook to remake itself as the University of Delaware. Shortly before World War I, the college had physically expanded south of Main Street but soon determined a need to plan for the future development of the campus. As a result, the university put together a formal plan to create a Jeffersonian-inspired formal academic mall. Adopted in the early 1920s, this plan has guided much of the university's development in central Newark since that time. Between 1920 and the 1950s, the university began to fill the mall with brick Georgian Revival lecture halls, auditoriums, a library, laboratories, and dormitories (Cesna and Bahr 1982). This construction and development continue throughout Newark today.

Construction of the Baltimore & Ohio Railroad (B&O) through Newark in the 1880s created a rail corridor that physically divided the West Main Street and New London Road areas from central Newark. A fierce competitor of the Pennsylvania Railroad, the B&O determined to have a direct line between Washington, D.C., and New York City, and almost acquired the Philadelphia, Wilmington & Baltimore Railroad in 1881 toward that end. The Pennsylvania Railroad, however, eventually acquired the PW&B, leaving the B&O with no recourse but to erect its own line (Lichtenstein & Associates, Inc. 1997:33). Built between 1886 and 1887, the B&O's line through Delaware, part of its Baltimore & Philadelphia division, typically followed within four miles of the PW&B's right-of-way. Although needing to develop freight and passenger service, the B&O avoided direct competition with regard to most of the towns served directly by the PW&B. The PW&B had built its station about one mile south of Newark, providing the B&O an opportunity to build its line directly through Newark. A one-and-a-half-story frame station, possibly designed by Philadelphia-based architect Frank Furness, was erected at Newark. The B&O operated four daily passenger trains between Washington and New York in addition to 34 local passenger trains linking the line's larger towns and cities. Freight traffic on the line, however, remained small. Historical maps show few intensive industries located along the B&O line. The Pennsylvania Railroad had erected its Pomeroy Branch line through eastern Newark and the White Clay Creek valley, cornering the access to most of the town's manufacturing-related freight traffic (Harwood 1990:29, 186-187, 33, 51-52). Hence the B&O's direct impact on the town's evolution appears to have been minimal. Ironically, today the B&O's successor, CSX Transportation, uses the line as one of its principal northeast freight-hauling routes (Lichtenstein & Associates, Inc. 1997:41).

Construction of residential and commercial properties within the project area evidently began in the early years of the twentieth century. In the 1893 county atlas, the map of White Clay Hundred depicted no homesteads or other settlement sites in the project area, and the detail depicting the built-up area of Newark did not extend to cover the project area (see Figure 4) (Baist 1893). The project area was first represented on a Sanborn insurance map in 1922, although three earlier Sanborn editions had been drafted for Newark, beginning in 1891. Through 1949, Sanborn coverage of the area was restricted to the western portion along the town's East Main Street. The map for 1922 showed the presence there of three frame and brick dwellings and a plumbing contractor's shop along the northwest side of the street, with a commercial garage and an additional dwelling situated on the wedge of land within the angle of the Y-shaped junction (Figure 5). By 1929 two more dwellings had been added to the row along the northwest side of East Main within the project area, along with two on the southeast side of the street (Figure 6). During the ensuing two decades two more dwellings were constructed on the southeast side of East Main (Figure 7) (Sanborn Map Co. 1907, 1915, 1922, 1929, 1949; Sanborn-Perris Map Co. 1891).

A wide array of property types may survive on the architectural landscape, documenting significant trends in Newark's evolution. Dwellings, neighborhoods, churches, schools, and towns are among the property types that relate to settlement, while roads, streets, railroads, grade crossings, train stations, light and switch standards, and bridges are among those relating to transportation trends. Architectural property types encompass the great variety of late Victorian and early twentieth-century styles. Survival rates for all these resources are high, as are related levels of integrity. The resources must possess integrity of location, materials, design, feeling, workmanship, setting, and association.

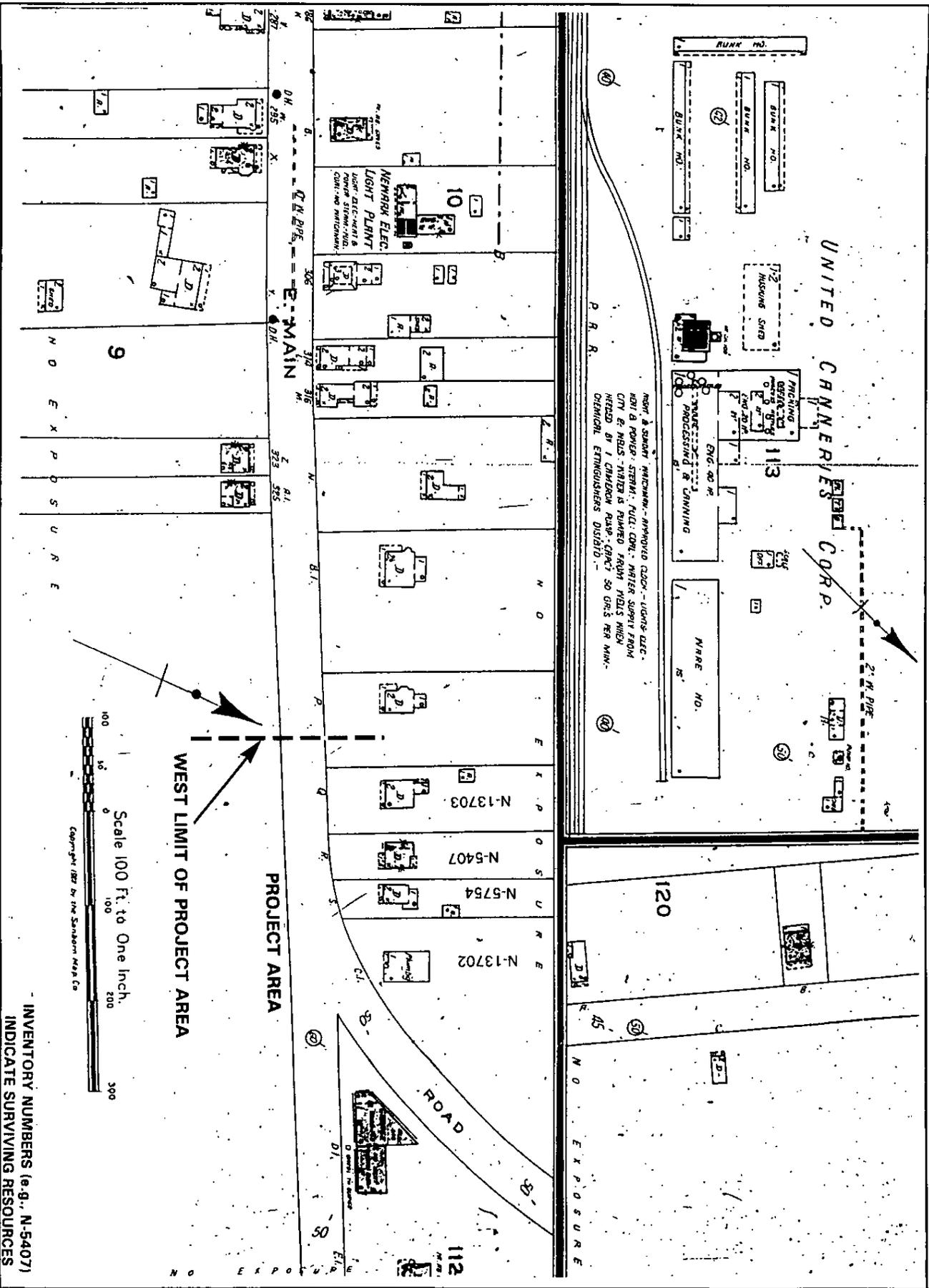
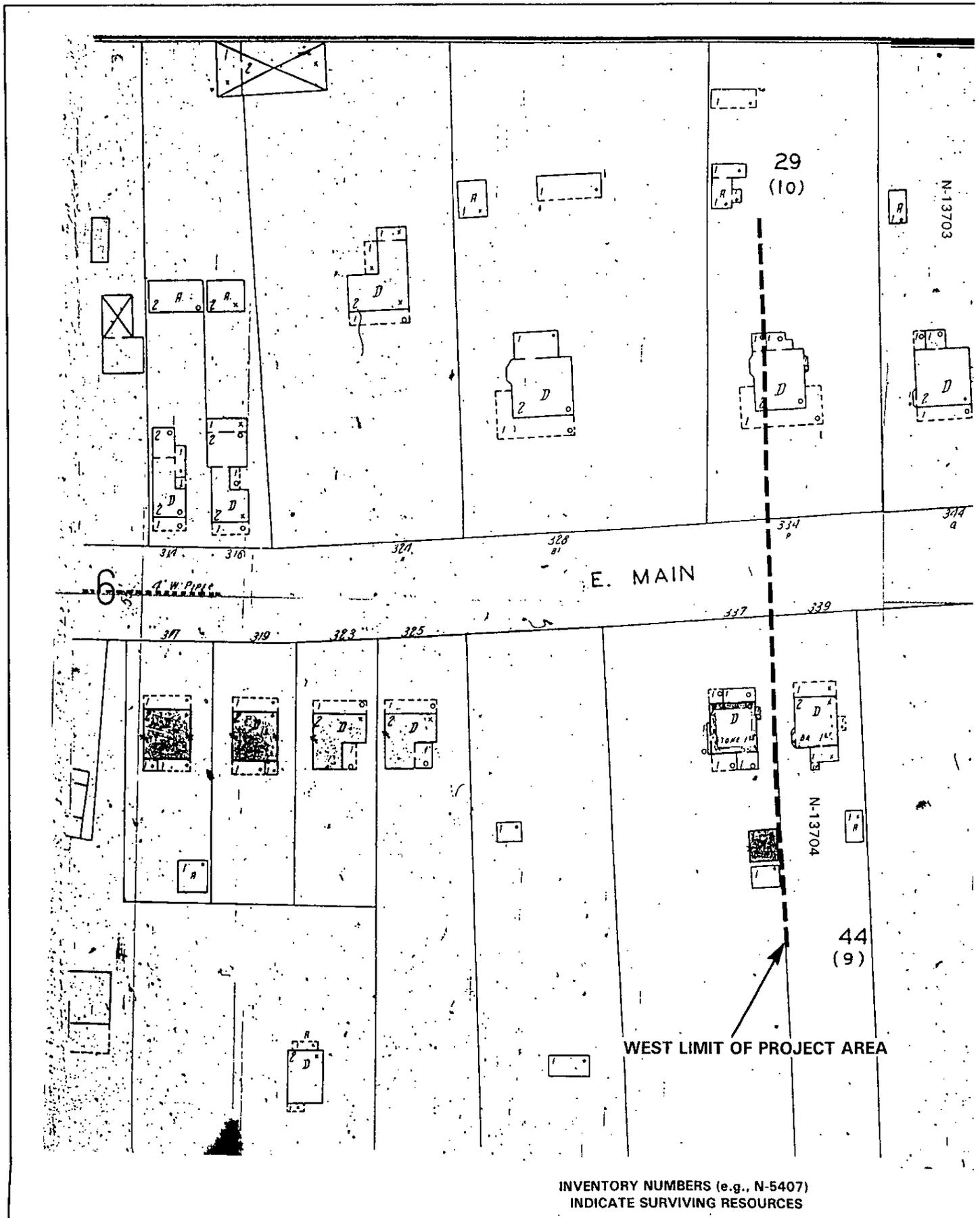


FIGURE 5: Project Area Detail (West Portion) in 1922

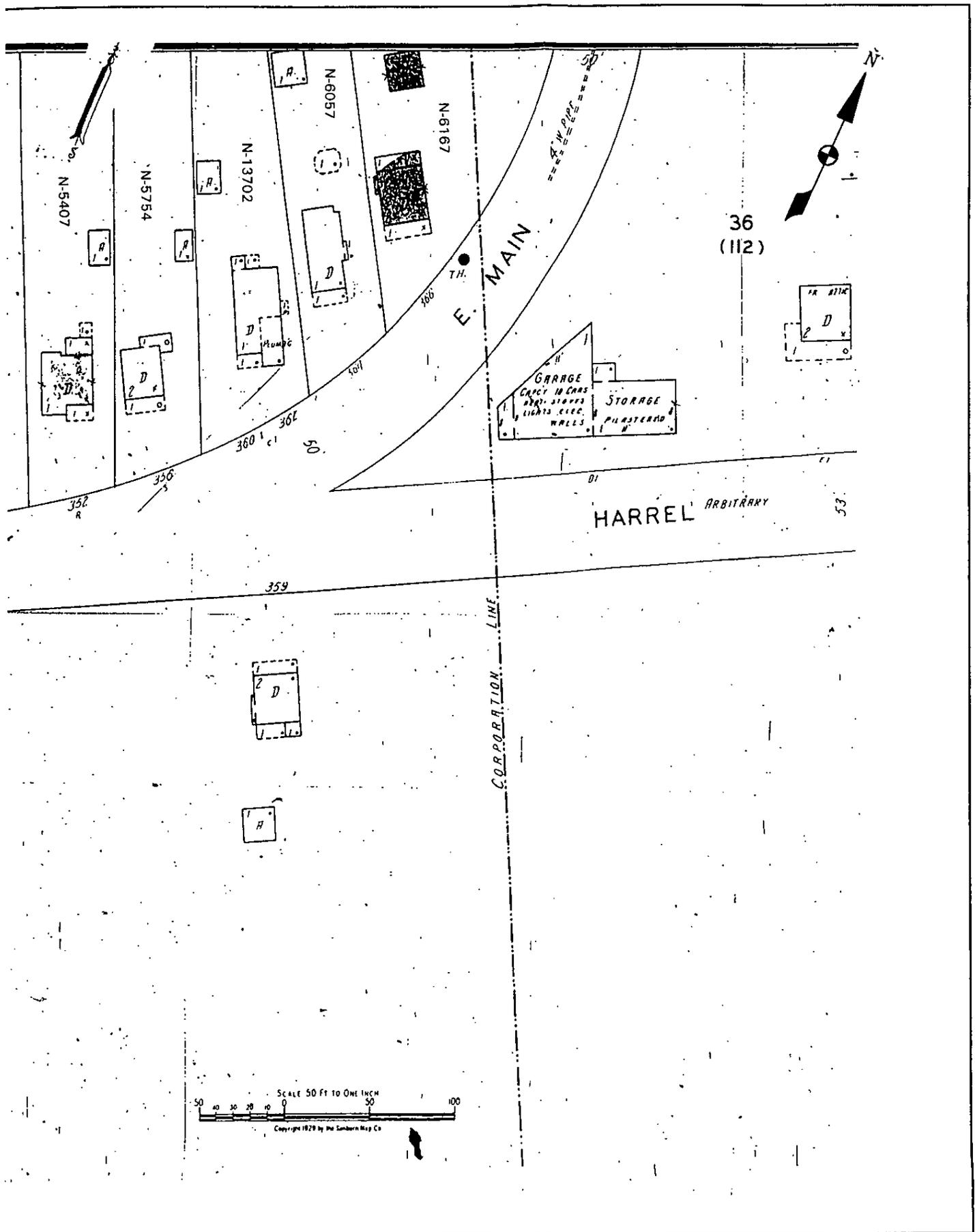
INVENTORY NUMBERS (e.g., N-5407)
INDICATE SURVIVING RESOURCES

SOURCE: Sanborn Map Co. 1922



INVENTORY NUMBERS (e.g., N-5407)
INDICATE SURVIVING RESOURCES

FIGURE 6: Project Area Detail (West Portion) in 1929



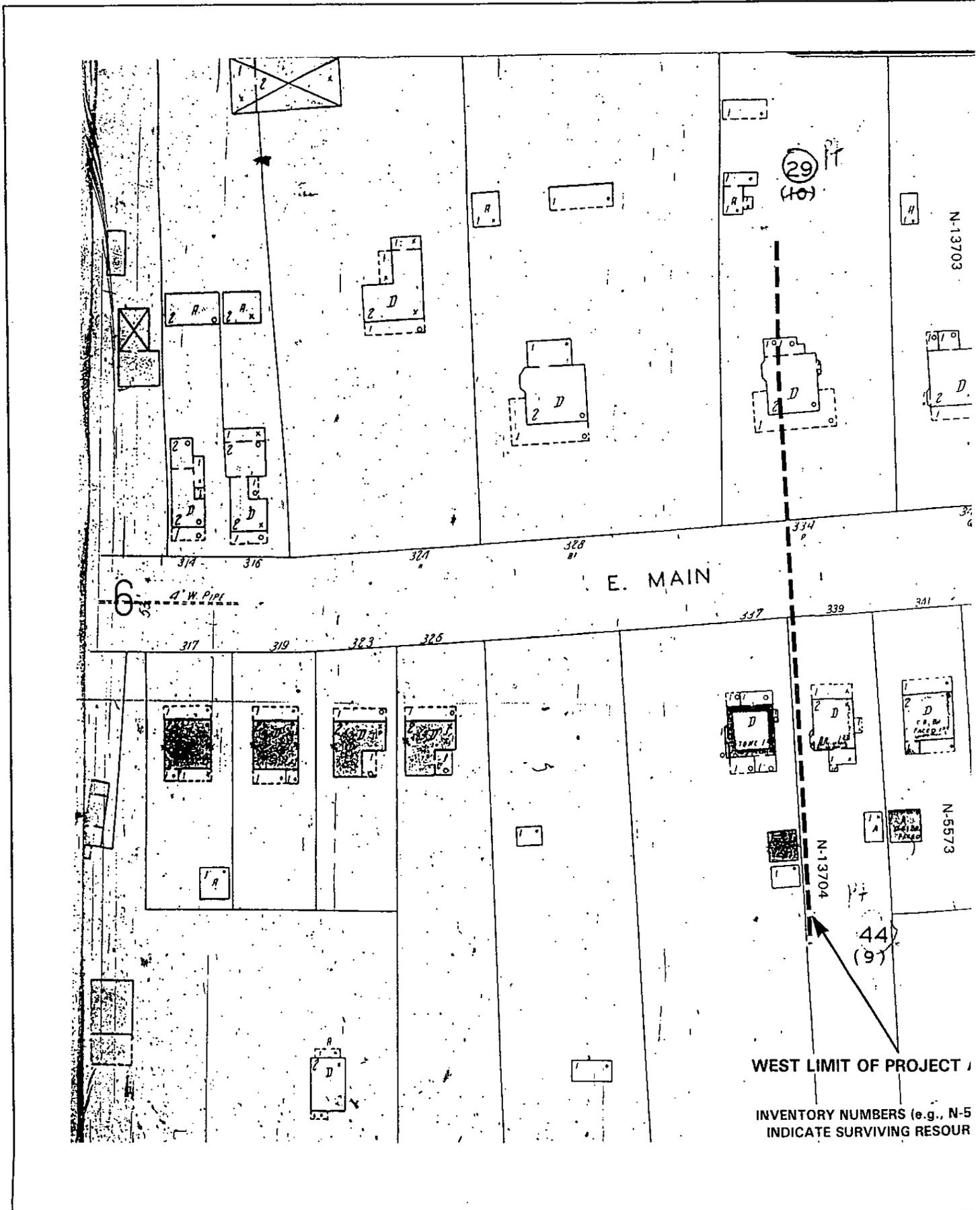
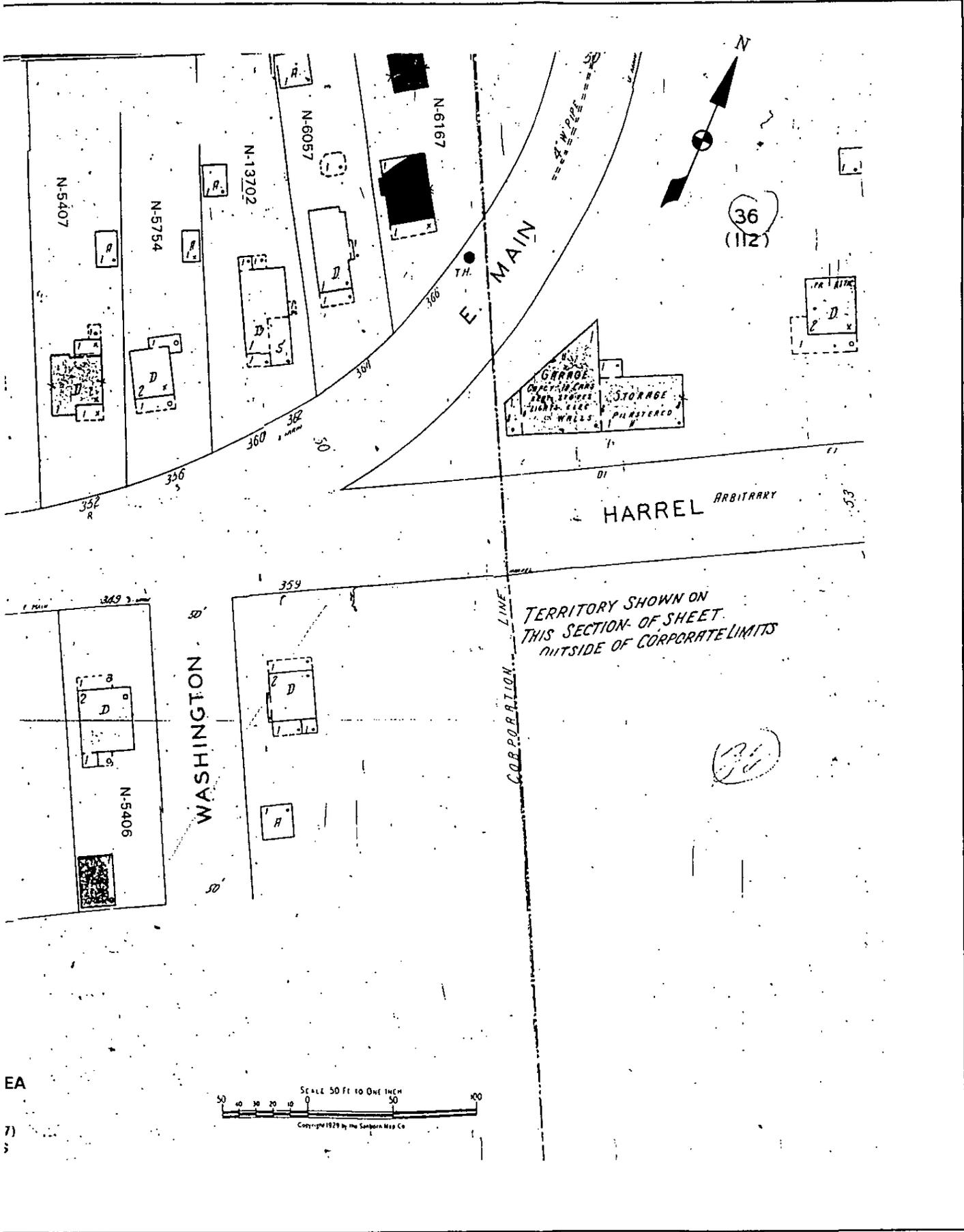


FIGURE 7: Project Area Detail (West Position) in 1949



TERRITORY SHOWN ON
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OUTSIDE OF CORPORATE LIMITS

HARREL ARBITRARY

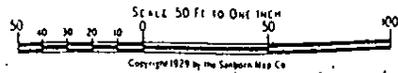
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RESEARCH DESIGN

Objectives

In order to assist DelDOT's project planning and analysis of alternatives, the objectives of the present study involve identifying architectural resources located within the APE, and evaluating the National Register of Historic Places eligibility of those resources in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. The level of survey combined Phase I (Background Research and Location/Identification) and Phase II (Evaluation) studies. Sufficient research was undertaken for the development of a historic context following the guidelines of the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1989) and its associated context documents. The project area, or APE, consisted of properties immediately adjacent to the proposed undertaking along East Main Street, the Old Capitol Trail, Library Road, and Ogletown Road in Newark, White Clay Creek Hundred. Combined, this area encompasses roughly 900 meters (3,000 feet) in length along these roadways.

Methods

The methodology for the present study involved background research to identify architectural resources in the APE and provide data for the development of a historic context, and fieldwork identification and documentation of architectural resources. Following research and fieldwork activities, National Register of Historic Places eligibility evaluations were undertaken utilizing the criteria developed by the historic context.

Background research activities entailed an examination of materials at various repositories. Delaware SHPO survey files were examined and copies of previously completed CRS and National Register forms were obtained for architectural resources identified within the APE. Historic contexts and other historical information describing the development of the project area were also inspected at the Delaware SHPO. Further research at the Hagley Library near Greenville, Delaware, resulted in the gathering of copies of historical maps and insurance surveys depicting the project area. Tax parcel and land ownership information was collected by Berger staff at the New Castle County Department of Land Use. Berger staff conducted additional historical research at the University of Delaware Morris Library in Newark.

Fieldwork consisted of pedestrian survey of the project area to identify architectural resources meeting the National Register's 50-year age criterion. Based upon the resource's architectural style, building materials, and form, the surveyor noted the location of resources more than 50 years of age on project area maps. Subsequent comparison with historical map views confirmed the age of these resources. An effort was also made to identify resources less than 50 years of age that may have attained significance within that period and meet one of the criteria exceptions. Copies of the previously completed CRS forms were also used in the field to compare against the current condition of the resource and to determine whether updated CRS forms were required. Field documentation of newly identified architectural resources involved collecting architectural information for the completion of CRS forms and evaluation of the resource's National Register eligibility, and photographing the resources as per the survey guidelines of the Delaware SHPO.

In compliance with the regulations of the Advisory Council on Historic Preservation implementing Section 106 (36 CFR 800), and the procedures mandated in "Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines" (United States Department of the Interior 1983) and the Delaware SHPO's *Guidelines for Architectural and Archaeological Surveys in Delaware* (Delaware SHPO 1993), this investigation used historic contexts to evaluate the National Register eligibility of the identified architectural resources. The National Register-eligible levels of integrity and significance defined in the relevant

Delaware SHPO context were applied to the resources documented during fieldwork, and their historical significance, as ascertained during research, to determine whether the resource met National Register criteria.

Expected Results

Based upon the results of the historical research, and the project area's location within the City of Newark, surveyors anticipated finding a residential and commercial landscape composed of a variety of architectural styles documenting Newark's development during the first half of the twentieth century.

ARCHITECTURAL EVALUATIONS

Introduction

A review of Delaware SHPO survey files found that seven previously inventoried architectural resources stood within the APE for the planned Newark improvements. These resources were originally documented in the course of a 1979 cultural resources survey undertaken by the City of Newark Department of Planning. This effort ultimately documented over 750 resources constructed prior to 1945 on CRS forms. In 1980, the City nominated 37 of these resources to the State Review Board for listing in the National Register of Historic Places as part of a Multiple Resource Area (Barrett and Lopata 1983:1). Most of these 37 resources were subsequently listed in the National Register, but none of the seven architectural resources within the APE were among the 37 so listed. Copies of completed CRS forms and National Register documentation were obtained for the seven resources for comparison during field investigations.

Field investigations for this project began with a review of the previously inventoried resources. The field review indicated that one of the seven previously inventoried architectural resources within the project area (N-5405 or 343-347 East Main Street) had been destroyed subsequent to its original documentation. A CRS Survey Update Form (CRS-10) has been completed for this resource stating that it no longer survives. Each of the remaining six previously inventoried architectural resources (N-5406, N-5407, N-5573, N-5754, N-6057, and N-6167) was surveyed and photographed. Figure 8 illustrates the location of the six previously inventoried architectural resources within the APE. Each of these resources was examined to determine if it had experienced significant changes warranting additional documentation. Comparison of each resource's current condition with the previously completed CRS inventory form indicated that none of the six resources had been radically altered in the interim.

The field investigations identified seven additional architectural resources in the APE that met the National Register's 50-year age criterion. Figure 8 also depicts the locations of these seven resources (inventoried as N-13702 through N-13708). The six surviving previously inventoried resources and the seven newly identified resources have been evaluated for National Register eligibility. In addition, the seven newly identified resources have been documented on CRS inventory forms.

Table 1 lists the architectural resources identified by this investigation in the APE by CRS number and summarizes the results of the investigations. National Register evaluations of 13 architectural resources, six previously inventoried and seven newly identified, are presented below.

In terms of land use, in recent years the project area has become increasingly dominated by commercial retail and service businesses and by service facilities constructed for governmental agencies and nonprofit organizations. Most of the properties lining the roadways involved in the proposed project are occupied by buildings constructed since 1970, and most of these large structures have fairly extensive parking areas, including Shinh's Paint Store, a McDonald's chain restaurant, a Jewish Federation of Delaware regional center, the Aetna Hose, Hook and Ladder Company of Newark fire station, a large facility for the U.S. Postal Service, the Newark branch of the New Castle County Library, and a telephone facility for the Diamond State Telephone Company. The railroad bridge that carries the CSX rail line (formerly the B&O line) over the Old Capitol Trail at the north end of the project area was constructed since 1950, and no railroad structures more than 50 years old are located in the APE. Only on the segment of East Main Street that lies within the APE and in a subdivision adjacent to the south side of East Main Street, subject to visual effects from the proposed project by the library's open parking lot, are buildings of more than 50 years' age present. Many of these

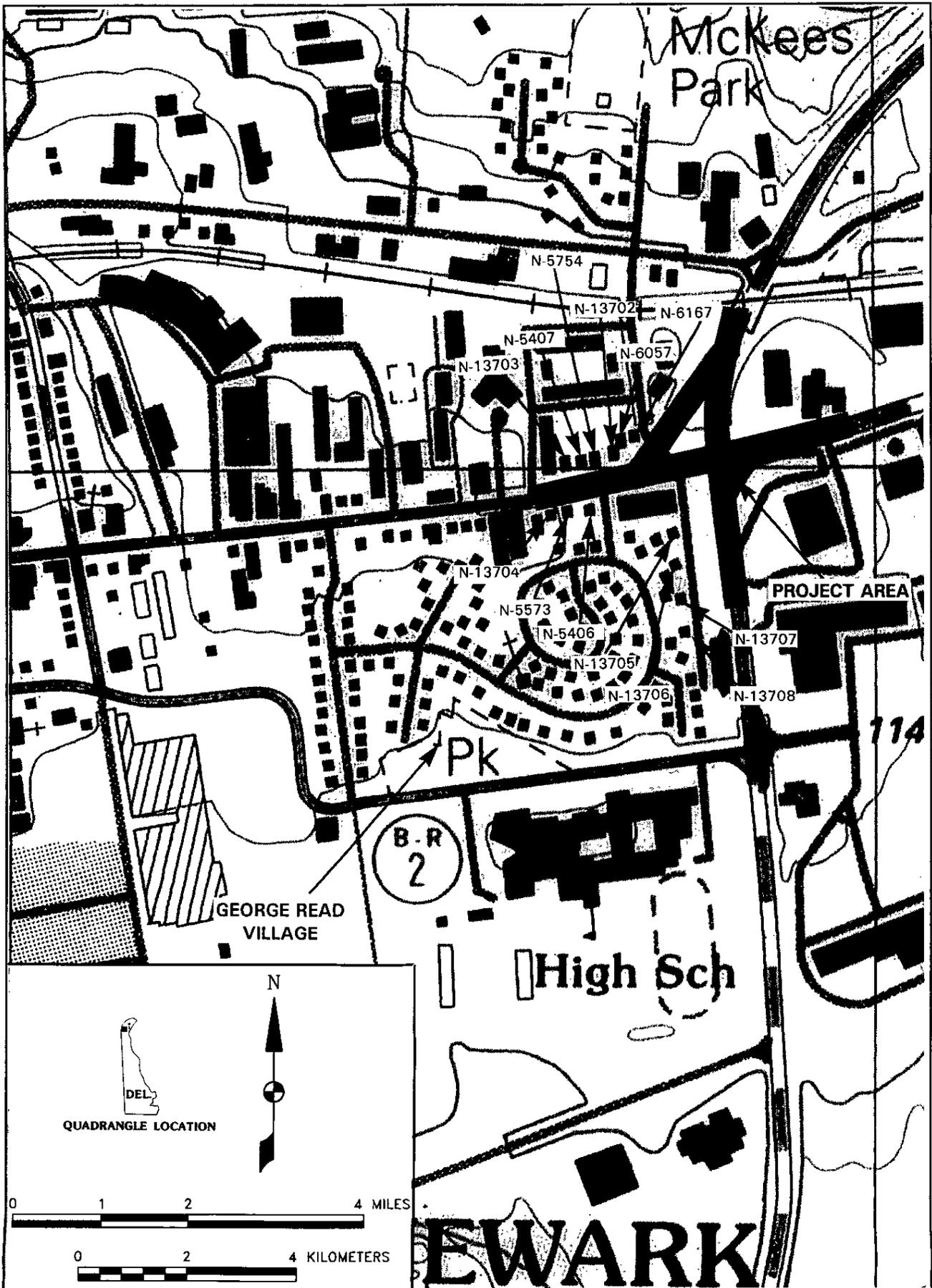


FIGURE 8: Architectural Resources

SOURCE: USGS 7.5 Minute Newark East, DE Quadrangle, 1993

pre-1950 properties have been converted from residential to commercial use, and as a consequence have been subject to varying degrees of alteration.

Four of the newly inventoried resources, namely, N-13705 through N-13708, represent dwellings constructed circa 1943 as constituent buildings in George Read Village (New Castle County Department of Land Use). This was a housing development, situated between Main Street and Delaware Avenue, that originally consisted of approximately 100 two-story duplex buildings, evidently rental units. The buildings were constructed on a fairly uniform L-shaped plan. At some date George Read Village was subdivided and the buildings became individual properties. The village now presents a disparate appearance, apart from the still-evident ubiquitous L-shape, as some of the houses have been converted to single-family dwellings and some remain duplexes. Some of the buildings are now occupied wholly or partially by owners, and others are occupied entirely by tenants. Many have received additions, many are now accompanied by garages, and most of the houses have undergone a wide range of cosmetic renovations, such as replacement or removal of siding, window sash, doors, chimneys, or other exterior elements. In reference to its architectural character as built, George Read Village as a whole lacks integrity of design, materials, workmanship, and setting.

349 East Main Street (N-5406)

Constructed during 1929-1949

Tax Parcel: 18-021.00-080

(Plates 1 and 2)

(Survey form in Appendix A)

Description: The house at 349 East Main Street, previously documented on a CRS inventory form, stands at the corner on the south side of Main Street and on the west side of Washington Street. It is a two-story, gable-roofed building with a tile roof, brick walls and foundation, a two-story wooden entry porch on a brick foundation, and a brick end chimney. The garage is a gable-roofed structure with three bays and is built of rock-faced concrete block with a roof covering of asphalt shingle.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house and garage were indicated on the Sanborn map of 1949, indicating that they were constructed at some point during the years 1929-1949 (see Figures 6 and 7) (Sanborn Map Co. 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. As alterations have been limited, the property does demonstrate integrity of design, materials, and workmanship. As it does not possess qualities of architectural distinction or important historical associations, however, this property does not meet the criteria of historic significance for National Register eligibility.

352 East Main Street (N-5407)

Constructed circa 1920

Tax Parcel: 18-021.00-005

(Plates 3 and 4)

(Survey form in Appendix A)

Description: The house at 352 East Main Street, previously documented on a CRS inventory form, is located on the north side of the street immediately to the west of the intersection with the Old Capitol Trail and Washington Street. A one-story, front-gabled structure incorporating a front sunroom or enclosed porch, it has a roof covered in asphalt shingle, weatherboarded gables, brick walls and foundation, and a small brick chimney at the rear. A stylistic touch is given to the modest house by the fanlight and sidelights at the

principal entry and by the windows' arched frames surmounted by segmental brick arches. The garage is a front-gabled structure with stucco walls, a single bay, and a roof covering of asphalt shingle.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house was depicted on the Sanborn maps of 1922, 1929, and 1949. A garage of similar dimensions to the property's present one was shown on the 1929 and 1949 Sanborn maps, but in a different location, suggesting that it was either moved or replaced (see Figures 5-7) (Sanborn Map Co. 1922, 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. As alterations have been relatively limited, the property does demonstrate integrity of design, materials, and workmanship. As it does not possess qualities of architectural distinction or important historical associations, however, this property does not meet the criteria of historic significance for National Register eligibility.

341 East Main Street (N-5573)
Constructed during 1929-1949
Tax Parcel: 18-021.00-079
(Plates 5 and 6)
(Survey form in Appendix A)

Description: The house at 341 East Main Street, previously documented on a CRS inventory form, is situated on the south side of the street approximately 50 meters (or 165 feet) west of the intersection with the Old Capitol Trail and Washington Street. It is a one-and-a-half-story, gambrel-roofed structure with a foundation of concrete, first-story walls of brick, upper-story walls of frame clad in vinyl siding, and a brick end chimney. A shed-roofed dormer extends across the front of the gambrel. On both front and rear, the roof extends beyond the gambrel structure with shed roofs, the front one sheltering a broad, brick-skirted porch supported by concrete foundation, brick pillars, and concrete arches. The rear roof slope shelters an integral lean-to. The roof is covered with asphalt shingle. A former bay window on the west elevation has been removed and filled in with brick. The original section of the garage is a front-gabled structure with two bays, stucco walls, gable infill of asbestos shingle, and roof cover of asphalt shingle. The garage was extended to the rear in recent years.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house and garage were indicated on the Sanborn map of 1949, indicating that they were constructed at some point during the years 1929-1949 (see Figures 6 and 7) (Sanborn Map Co. 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. As alterations have been relatively limited, the property does demonstrate integrity of design, materials, and workmanship. As it does not possess qualities of architectural distinction or important historical associations, however, this property does not meet the criteria of historic significance for National Register eligibility.

356 East Main Street (N-5754)
Constructed circa 1920
Tax Parcel: 18-021.00-004
(Plate 7)
(Survey form in Appendix A)

Description: The house at 356 East Main Street, previously documented on a CRS inventory form, stands on the north side of the street at the intersection with the Old Capitol Trail and Washington Street. It appears

to have been much altered and enlarged since 1949. The renovation probably took place during the 1970s, since its present character was noted during the townwide survey of 1979. Most of the original two-story, gable-roofed house is intact, though sided with aluminum, representing the front block of today's structure.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house was depicted on the Sanborn maps of 1922, 1929, and 1949 (see Figures 5-7) (Sanborn Map Co. 1922, 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. It fails to demonstrate integrity of design, materials, and workmanship due to the extensive alteration it has undergone. Lacking architectural distinction or important historical associations, this property does not meet the criteria of historic significance for National Register eligibility.

364 East Main Street (N-6057)

Constructed circa 1925

Tax Parcel: 18-021.00-002

(Plate 8)

(Survey form in Appendix A)

Description: The house at 364 East Main Street, previously documented on a CRS inventory form, is located on the northwest side of the Old Capitol Trail approximately 40 meters (or 135 feet) northeast of its intersection with East Main Street and Washington Street. The address designation "East Main" for the property has apparently been retained due to longstanding use. The building appears to have been extensively altered, although the basic footprint of the structure is the same as it was in 1949. This renovation probably took place at some date circa 1960-1979, since its character is indicated on the inventory form compiled during the townwide survey of 1979. The front-gabled, one-story, bungalow-like structure had its front porch enclosed, its walls reclad in stained weatherboard, and a stone front exterior stairway and a stone exterior chimney added.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house was depicted on the Sanborn maps of 1929 and 1949, indicating that it was built sometime during the years 1922-1929 (see Figures 5-7) (Sanborn Map Co. 1922, 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. It fails to demonstrate integrity of design, materials, and workmanship due to the alteration it has undergone. Lacking architectural distinction or important historical associations, this property does not meet the criteria of historic significance for National Register eligibility.

366 East Main Street (N-6167)

Constructed circa 1925

Tax Parcel: 18-021.00-001

(Plate 9)

(Survey form in Appendix A)

Description: The house at 366 East Main Street, previously documented on a CRS inventory form, is situated on the northwest side of the Old Capitol Trail approximately 60 meters (or 200 feet) northeast of its intersection with East Main Street and Washington Street. The address designation "East Main" for the property has apparently been retained due to longstanding use. It is a one-and-a-half-story, gable-roofed structure with a foundation of stone masonry, walls of concrete block coated in stucco, and a roof covering

of asphalt shingle. A lean-to, evidently integral to the original construction (judging from Sanborn maps), extends across the rear of the house. Dormers extend across both front and rear roof slopes, probably representing additions. The dormers were present, however, when the house was inventoried in the townwide survey of 1979.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house was depicted on the Sanborn maps of 1929 and 1949, indicating that it was built sometime during the years 1922-1929 (see Figures 5-7) (Sanborn Map Co. 1922, 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. It fails to demonstrate integrity of design, materials, and workmanship due to the alteration it has undergone. Lacking architectural distinction or important historical associations, this property does not meet the criteria of historic significance for National Register eligibility.

360-362 East Main Street (N-13702)

Constructed circa 1920

Tax Parcel: 18-021.00-003

(Plate 10)

(Survey form in Appendix A)

Description: The house at 360-362 East Main Street stands on the northwest side of the Old Capitol Trail approximately 20 meters (or 70 feet) northeast of its intersection with East Main Street and Washington Street. The address designation "East Main" for the property has apparently been retained due to longstanding use. The house, identified on the 1922 Sanborn map as a combined residence and plumbing shop, is a one-story bungalow-like structure with a hip-and-cross-gable roof covered with asphalt shingle; modern cladding consisting of brick, aluminum, and other synthetic siding; and a concrete foundation. The front of the building has evidently been altered considerably in recent years, with the front of the former shop section rebuilt with synthetic siding and new windows to form a sunroom. The former small front porch of the dwelling section has been enclosed with brick walling.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house was depicted on the Sanborn maps of 1922, 1929, and 1949 (see Figures 5-7) (Sanborn Map Co. 1922, 1929, 1949). According to the current New Castle County assessment, this building was renovated in 1979 (New Castle County Department of Land Use). The house represents an undistinguished example of the mass-market housing of that period. It fails to demonstrate integrity of design, materials, and workmanship due to the alteration it has undergone. Lacking architectural distinction or important historical associations, this property does not meet the criteria of historic significance for National Register eligibility.

344 East Main Street (N-13703)

Constructed circa 1920

Tax Parcel: 18-021.00-006

(Plate 11)

(Survey form in Appendix A)

Description: The house at 344 East Main Street is located on the north side of the street about 40 meters (or 130 feet) west of the intersection with the Old Capitol Trail and Washington Street. It has been enlarged

considerably in recent years. The original two-story, hip-roofed house of four-square type is basically intact, minus the original front and rear porches and the adjoining first-story walls, but a large one-story front addition and a large two-story rear addition have been constructed.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: According to the current New Castle County assessment, the house was built circa 1920. It was renovated in 1964 and was added to in 1989 and 1997 (New Castle County Department of Land Use). The house was depicted on the Sanborn maps of 1922, 1929, and 1949 (see Figures 5-7) (Sanborn Map Co. 1922, 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. It fails to demonstrate integrity of design, materials, and workmanship due to the extensive alteration it has undergone. Lacking architectural distinction or important historical associations, this property does not meet the criteria of historic significance for National Register eligibility.

339 East Main Street (N-13704)

Constructed circa 1925

Tax Parcel: 18-021.00-078

(Plates 12 and 13)

(Survey form in Appendix A)

Description: The house at 339 East Main Street is situated on the south side of the street approximately 65 meters (or 215 feet) west of the intersection with the Old Capitol Trail and Washington Street. This fairly intact building is a two-and-a-half-story structure with architectural details commonly associated with the four-square type, although its lateral walls are longer than the front and rear walls. The four-square attributes include the house's hipped roof and a dormer on the front roof slope and a porch across the front elevation with corresponding hipped roofs. The porch is supported by wooden posts and a brick foundation, and has wooden rail skirting. *Brick segmental arches trim the first-story window openings, and the first-story west elevation is fitted with a bay window toward the rear.* A brick chimney rises on the east side of the house. The house's walls are brick for the first story and frame clad in asbestos shingle for the second story, with a foundation of concrete and a roof covering of asphalt shingle. The garage is a front-gabled structure with two bays, brick facing on the front, stucco on the lateral walls, gable infill of aluminum siding, and roof covering of asphalt shingle.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house and garage were depicted on the Sanborn maps of 1929 and 1949, indicating that they were built sometime during the years 1922-1929 (see Figures 5-7) (Sanborn Map Co. 1922, 1929, 1949). The house represents an undistinguished example of the mass-market housing of that period. As alterations have been limited, the property does demonstrate integrity of design, materials, and workmanship. As it does not possess qualities of architectural distinction or important historical associations, however, this property does not meet the criteria of historic significance for National Register eligibility.

9-11 McKean Place (N-13705)

Constructed 1943

Tax Parcel: 18-021.00-152

(Plate 14)

(Survey form in Appendix A)

Description: The house at 9-11 McKean Place stands on the eastern edge of the George Read Village development, adjacent to the parking lot of the Newark branch of the New Castle County Library. Like its fellow Village houses, it was evidently originally designed as a duplex apartment building, with a hipped roof; an L-shaped plan; an entry in each wing-end elevation, each entry with a small shed-roofed hood and a concrete stoop; and two brick chimneys. The foundation is concrete, the walls are of frame clad in vinyl siding, and the roof covering is composed of asphalt shingle.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The current New Castle County assessment provides a construction date of 1943 for this house, apparently the year in which the overall George Read Village development was built (New Castle County Department of Land Use). The property is an undistinguished example of wartime mass-market housing construction. The house appears to have been converted to single-family occupancy, but exterior alterations have been relatively limited. Hence the property demonstrates integrity of design, materials, and workmanship. As it does not possess qualities of architectural distinction or important historical associations, however, this property does not meet the criteria of historic significance for National Register eligibility.

6-8 McKean Place (N-13706)
Constructed circa 1943
Tax Parcel: 18-021.00-153
(Plates 15 and 16)
(Survey form in Appendix A)

Description: The house at 6-8 McKean Place is located on the eastern edge of the George Read Village development, adjacent to the parking lot of the Newark branch of the New Castle County Library. Like its fellow Village houses, it was evidently originally designed as a duplex apartment building, with a hipped roof; an L-shaped plan; an entry in each wing-end elevation, each entry with a small shed-roofed hood and a concrete stoop; and two brick chimneys. The foundation is concrete, the walls are of frame clad in vinyl siding, and the roof covering is composed of asphalt shingle. The garage, which is probably less than 50 years old, is a front-gabled structure with one bay, walls of frame clad in vinyl siding, and a roof covering of asphalt shingle.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house was built circa 1943, evidently the year in which the George Read Village development was constructed. The property represents an undistinguished example of wartime mass-market housing. Having been relatively little altered, it demonstrates integrity of design, materials, and workmanship. As it does not possess architectural distinction or important historical associations, however, this property does not meet the criteria of historic significance for National Register eligibility.

402-404 Delaware Place (N-13707)
Constructed circa 1943
Tax Parcel: 18-021.00-156
(Plate 17)
(Survey form in Appendix A)

Description: The house at 402-404 Delaware Place is situated on the eastern edge of the George Read Village development, adjacent to the parking lot of the Newark branch of the New Castle County Library.

Like its fellow Village houses, it was evidently originally designed as a duplex apartment building, with a hipped roof; an L-shaped plan; and an entry in each wing-end elevation, each entry with a small shed-roofed hood and a concrete stoop. The foundation is concrete, the walls are of frame clad in asbestos shingle, and the roof covering is composed of asphalt shingle. The original brick chimneys have been taken down.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The house was built circa 1943, evidently the year in which the George Read Village development was constructed. The property represents an undistinguished example of wartime mass-market housing. Having been relatively little altered, it demonstrates integrity of design, materials, and workmanship. As it does not possess architectural distinction or important historical associations, however, this property does not meet the criteria of historic significance for National Register eligibility.

401-403 Delaware Place (N-13708)

Constructed 1943

Tax Parcel: 18-021.00-157

(Plates 18 and 19)

(Survey form in Appendix A)

Description: The house at 401-403 Delaware Place stands on the eastern edge of the George Read Village development, adjacent to the parking lot of the Newark branch of the New Castle County Library. Like its fellow Village houses, it was evidently originally designed as a duplex apartment building, with a hipped roof; an L-shaped plan; an entry in each wing-end elevation, each entry with a small shed-roofed hood and a concrete stoop; and two brick chimneys. The foundation is concrete, the walls are of frame clad in vinyl siding, and the roof covering is composed of asphalt shingle. Aside from the application of vinyl siding, alterations made in recent years include the conversion of the building into a single-family residence, the addition of a one-story lean-to along the northwest elevation, and the replacement of the door hoods with ones of a larger, hip-roofed design. The garage, which is probably less than 50 years old, is a front-gabled structure with a single bay, stone facing on the front, lateral walls clad in stucco, and gable infill of vinyl siding.

Applicable Historic Context: Piedmont Zone, Urbanization and Early Suburbanization 1880-1940±. Settlement Patterns.

Evaluation: The current New Castle County assessment provides a construction date of 1943 for this house, apparently the year in which the overall George Read Village development was built (New Castle County Department of Land Use). The property represents an undistinguished example of wartime mass-market housing construction. Having been converted for single-family occupancy, and received various other exterior modifications, the property fails to demonstrate integrity of design, materials, and workmanship. Lacking architectural distinction or important historical associations, this property does not meet the criteria of historic significance for National Register eligibility.

Table 1

Architectural Resources Located Within the Area of Potential Effect

Resource Number	Address/Name	Context	Property Type	Integrity	Recommendation
N-5405	343-347 East Main Street	Not applicable	Not applicable	Not applicable	Resource destroyed; CRS-10 completed
N-5406	349 East Main Street	Settlement Patterns	Dwelling	Good	Not eligible
N-5407	352 East Main Street	Settlement Patterns	Dwelling	Good	Not eligible
N-5573	341 East Main Street	Settlement Patterns	Dwelling	Good	Not eligible
N-5754	356 East Main Street	Settlement Patterns	Dwelling	Poor	Not eligible
N-6057	364 East Main Street	Settlement Patterns	Dwelling	Poor	Not eligible
N-6167	366 East Main Street	Settlement Patterns	Dwelling	Fair	Not eligible
N-13702	360-362 East Main Street	Settlement Patterns	Dwelling	Poor	Not eligible
N-13703	344 East Main Street	Settlement Patterns	Dwelling	Poor	Not eligible
N-13704	339 East Main Street	Settlement Patterns	Dwelling	Good	Not eligible
N-13705	9-11 McKean Place	Settlement Patterns	Dwelling	Fair	Not eligible
N-13706	6-8 McKean Place	Settlement Patterns	Dwelling	Good	Not eligible
N-13707	402-404 Delaware Place	Settlement Patterns	Dwelling	Fair	Not eligible
N-13708	401-403 Delaware Place	Settlement Patterns	Dwelling	Poor	Not eligible

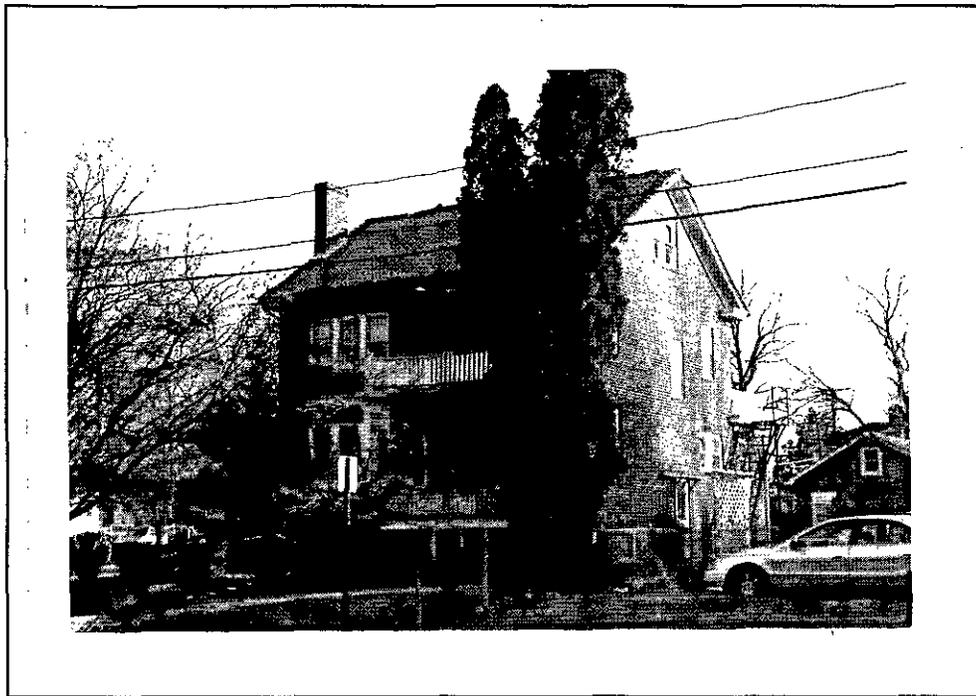


PLATE 1: 349 East Main Street (N-5406), Looking Southeast



PLATE 2: 349 East Main Street (N-5406), Garage, Looking Northwest



PLATE 3: 352 East Main Street (N-5407), Looking West

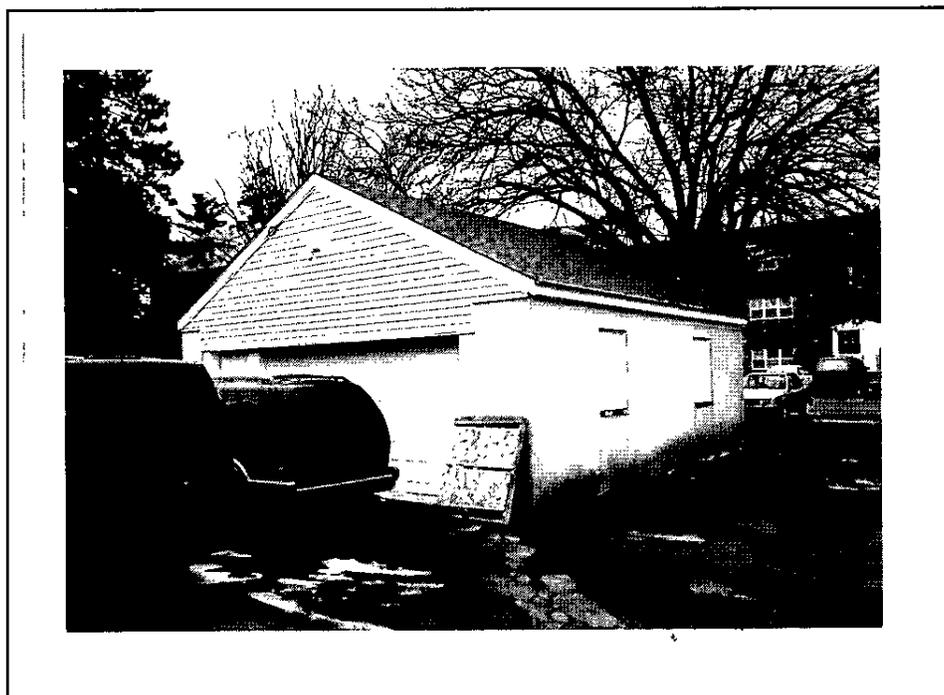


PLATE 4: 352 East Main Street (N-5407), Garage, Looking Southwest

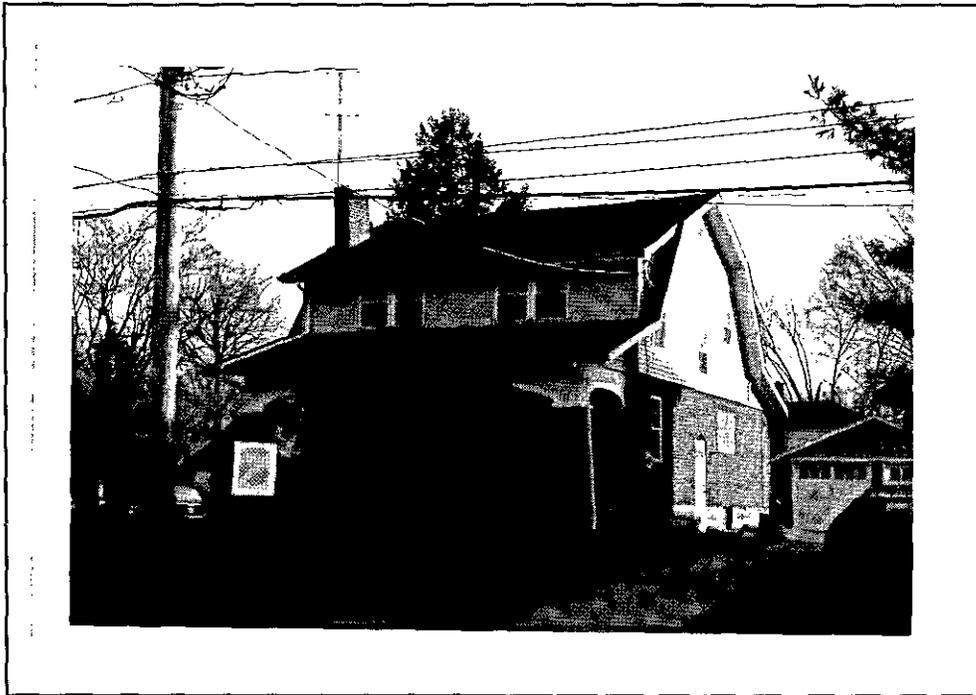


PLATE 5: 341 East Main Street (N-5573), Looking Southeast

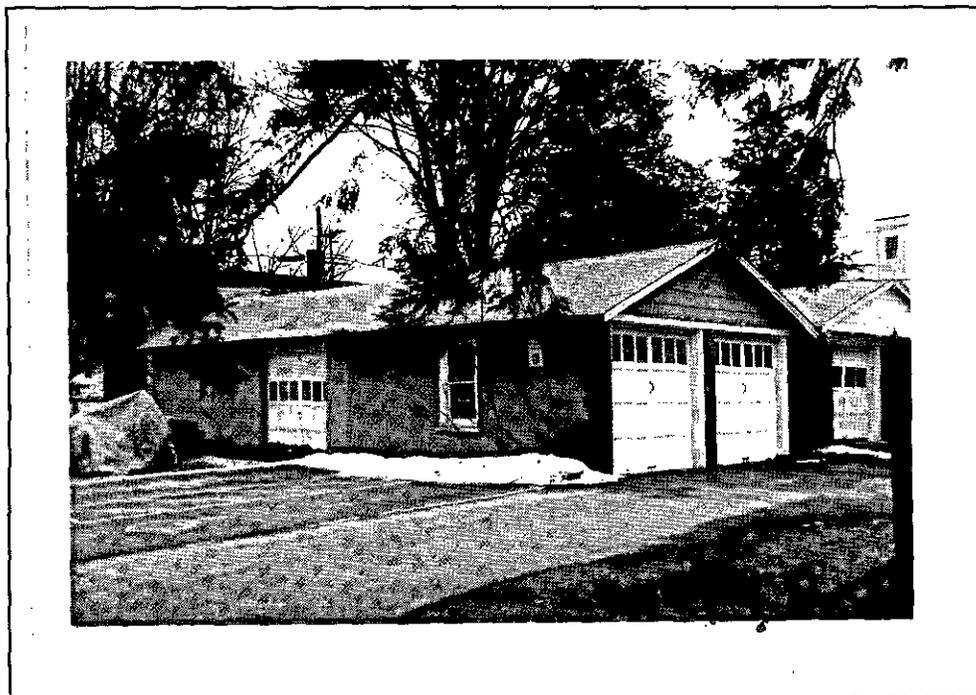


PLATE 6: 341 East Main Street (N-5573), Garage, Looking Southwest



PLATE 7: 356 East Main Street (N-5754), Looking Northwest



PLATE 8: 364 East Main Street (N-6057), Looking West



PLATE 9: 366 East Main Street (N-6167), Looking Northwest

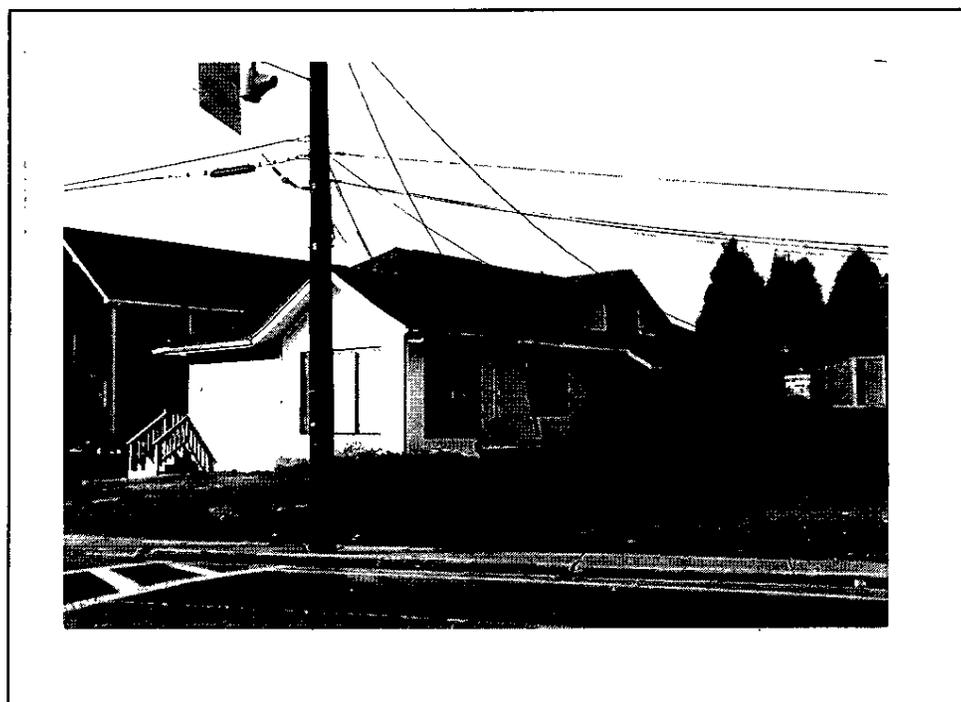


PLATE 10: 360-362 East Main Street (N-13702), Looking Northwest

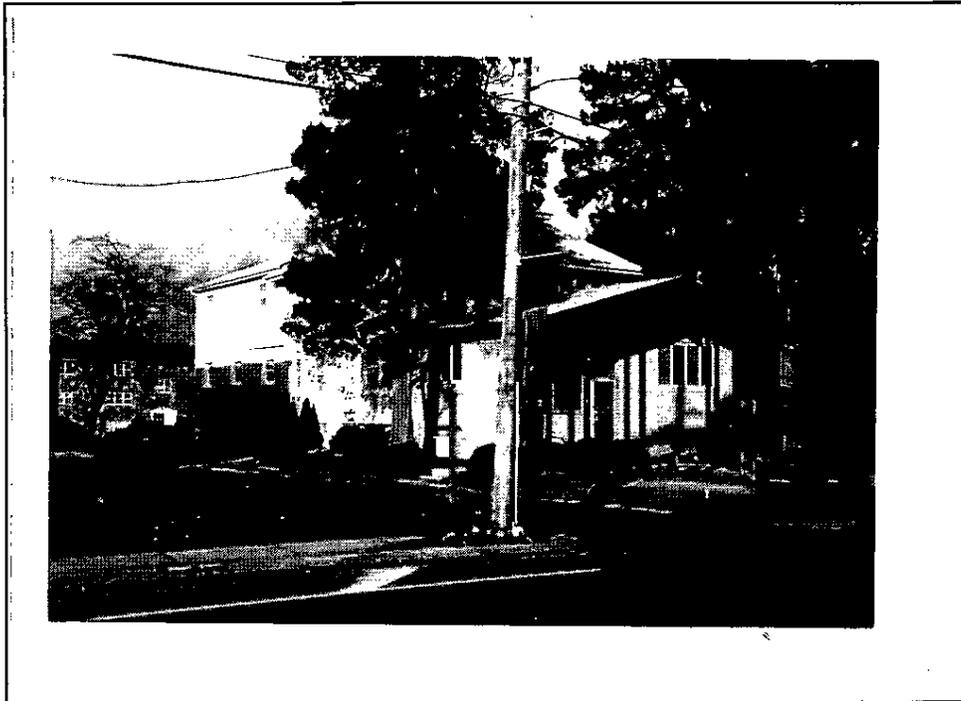


PLATE 11: 344 East Main Street (N-13703), Looking Northeast



PLATE 12: 359 East Main Street (N-13704), Looking Southeast



PLATE 13: 339 East Main Street (N-13704), Garage, Looking South



PLATE 14: 9-11 McKean Place (N-13705), Looking North



PLATE 15: 6-8 McKean Place (N-13706), Looking East

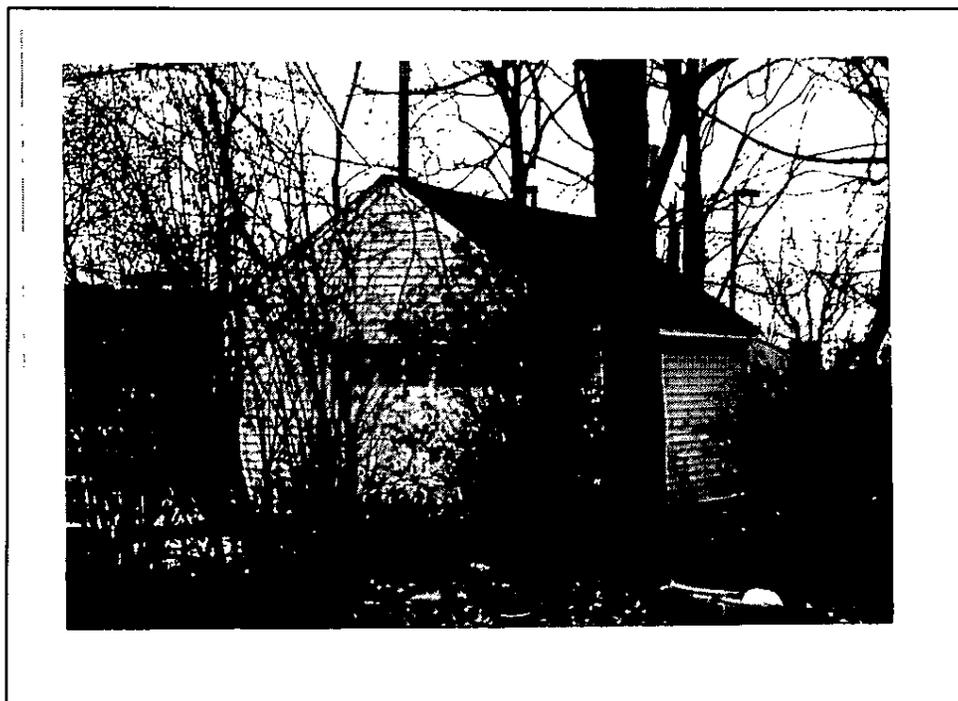


PLATE 16: 6-8 McKean Place (N-13706), Garage, Looking Southeast

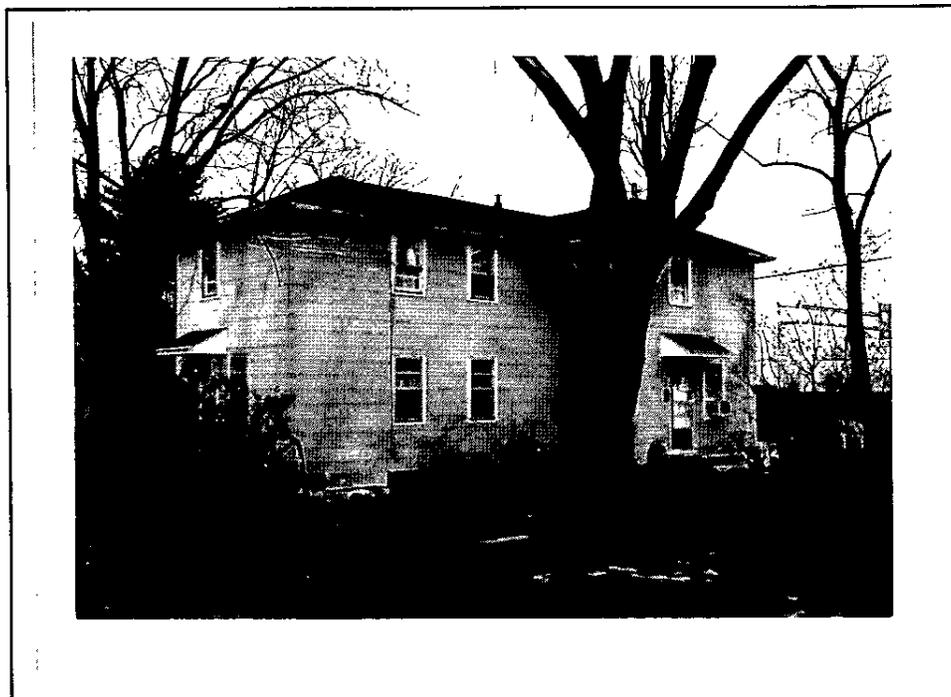


PLATE 17: 402-404 Delaware Place (N-13707), Looking Northeast



PLATE 18: 401-403 Delaware Place (N-13708), Looking East



PLATE 19: 401-403 Delaware Place (N-13708), Garage, Looking South

SUMMARY AND RECOMMENDATIONS

Under contract to the Delaware Department of Transportation, the Cultural Resource Group of Louis Berger & Associates, Inc., has undertaken research and architectural survey activities in preparation for improvements to the intersection of East Main Street, the Old Capitol Trail, Library Road, and Ogletown Road in Newark, New Castle County.

The intention of the investigations was to identify, document, and evaluate the National Register of Historic Places eligibility of architectural resources in the APE for the proposed improvements pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended in 1992. The survey identified 14 architectural resources in the APE. Seven of these resources had been previously inventoried on Delaware State Historic Preservation Office Cultural Resource Survey (CRS) forms. None of the seven resources were already listed in the National Register. One of the seven previously inventoried resources was destroyed subsequent to initial documentation. Seven additional architectural resources were newly identified by Berger, documented on CRS forms, and evaluated for National Register eligibility. The 13 extant resources were evaluated for National Register eligibility individually and were found not to meet National Register significance criteria.

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- 1929 *Newark, Del.* Sanborn Map Company, New York. Microfilmed insurance maps, on file, Hagley Museum and Library, Greenville, Delaware.
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Sanborn-Perris Map Co., Limited

- 1891 *Newark, Del.* Sanborn-Perris Map Co., Limited, New York. Microfilmed insurance maps, on file, Hagley Museum and Library, Greenville vicinity, Delaware.

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APPENDIX A

Cultural Resource Survey Forms

APPENDIX B

Personnel Qualifications

PHILIP E. PENDLETON
Architectural Historian

EDUCATION

- Postgraduate work at University of Delaware, Center for Historic Architecture and Engineering, 1990-1991
- M.A., American History, University of North Carolina at Chapel Hill, 1981
- B.A., History, Washington and Lee University, 1976

TECHNICAL TRAINING

- Training Course in Section 106 (Introduction to Federal Projects and Historic Preservation Law), Advisory Council on Historic Preservation, 1994
- Field School in Architectural History, Old Sturbridge Village Museum. Intensive seven-week program in methods of vernacular architecture study, 1989

PROFESSIONAL EXPERIENCE

Conducts architectural survey and historical research for cultural resource investigations, National Register determinations of eligibility, HABS/HAER recordation projects, and historic context studies. Since joining Berger in 1992, Mr. Pendleton's major projects include:

- **Naval Air Station Patuxent River, Lexington Park, Maryland.** Historic context, architectural inventory and determination of eligibility for complex of buildings and structures on naval air station, including context and survey with regard to pre-1942 history and surviving buildings. For the U.S. Navy, Naval Air Station Patuxent River.
- **Middle River Depot, Middle River, Maryland.** Determination of eligibility for former military aircraft assembly plant built during World War II. For the U.S. General Services Administration, Region 3.
- **Federal Building, Concord, New Hampshire.** Architectural survey in association with proposed addition to the Federal Building. For the U.S. General Services Administration.
- **Proposed Detention Center, Lee County, Virginia.** Architectural survey and Phase II archaeological investigations. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **Federal Correctional Institution, Petersburg, Virginia.** Phase II cultural resource investigations. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **Gloucester City U.S. Coast Guard Station, New Jersey.** Determination of eligibility for Coast Guard Station and former Immigration Service detention center. For the U.S. Coast Guard.
- **Elko Tract, Henrico County, Virginia.** Phase II archaeological investigations. For CH2M Hill.

- **State Bridge No. 69, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 123A, Kent County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 177, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 211A, Kent County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 424, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 445, Sussex County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 456, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **Madison Street Improvements, Wilmington, Delaware.** Architectural recordation. For the Delaware Department of Transportation.
- **State Route 9, Kent County, Delaware.** Architectural survey. For the Delaware Department of Transportation.
- **U.S. Route 30, Marshall and Tama Counties, Iowa.** Cultural resource study. For the Iowa Department of Transportation.
- **State Route 25, Town of Haverhill, Grafton County, New Hampshire.** Architectural survey. For the New Hampshire Department of Transportation.
- **Belleville Bridge Replacement, State Route 7, Essex, Bergen and Hudson Counties, New Jersey.** Intensive historic architectural investigation. For the New Jersey Department of Transportation.
- **Long Valley Bypass, Morris County, New Jersey.** Architectural survey. For the Morris County Department of Public Works.
- **New Bethlehem Bridge Replacement, State Route 28, Clarion and Armstrong Counties, Pennsylvania.** Architectural evaluation. For the Pennsylvania Department of Transportation.
- **Maiden Creek Intersection Reconstruction, U.S. Route 222 & State Route 73, Berks County, Pennsylvania.** Architectural evaluation and criteria of effects analysis. For the Pennsylvania Department of Transportation.

- **Kratz Road Bridge Replacement, Montgomery County, Pennsylvania.** Architectural evaluation and criteria of effects analysis. For the Pennsylvania Department of Transportation.
- **U.S. Route 15, Tioga County, Pennsylvania.** Architectural survey. For the Pennsylvania Department of Transportation.
- **State Route 72, Laurens County, South Carolina.** Phase I cultural resource survey. For the South Carolina Department of Transportation.
- **U.S. Route 58, Lee County, Virginia.** HABS recordation of the Ewing Livestock Market, a shelter for livestock auctions built in the 1930s. For the Virginia Department of Transportation.
- **Route 871, Augusta County, Virginia.** Phase II architectural evaluation of Cochran's Mill, a circa 1800 gristmill. For the Virginia Department of Transportation.
- **Interstate Route 95, Atlee-Elmont Interchange, Hanover County, Virginia.** Phase II architectural evaluation of French Hay, an early nineteenth-century plantation house. For the Virginia Department of Transportation.
- **Route 621, Rappahannock County, Virginia.** Phase II architectural evaluation of the Hughes-Varner Homestead, a nineteenth-century farmstead. For the Virginia Department of Transportation.
- **U.S. Route 50, Fairfax County, Virginia.** Phase II architectural evaluation of the Chantilly Overseer's House, an overseer's dwelling on an antebellum plantation in northern Virginia. For the Virginia Department of Transportation.
- **U.S. Route 19, Russell County, Virginia.** Phase II architectural evaluation of the Andy F. Hendricks House, a Greek Revival house dating to circa 1850. For the Virginia Department of Transportation.
- **Route 622, Warren County, Virginia.** Phase II cultural resource investigations resulting in determination of eligibility for Boyd's Mill Historic District. For the Virginia Department of Transportation.
- **Route 700, Washington County, Virginia.** Phase II cultural resource investigations, including architectural evaluation of the Henry Roberts House, a circa 1855 Greek Revival house. For the Virginia Department of Transportation.
- **Route 626, Nelson County, Virginia.** Phase II architectural evaluation of Norwood Plantation, a circa 1855 Greek Revival house with slave quarters and office building of similar date. For the Virginia Department of Transportation.
- **Route 603, Isle of Wight County, Virginia.** Phase II archaeological investigations. For the Virginia Department of Transportation.

- **State Route 10, Chesterfield County, Virginia.** Phase II archaeological investigations. For the Virginia Department of Transportation.
- **Interstate Route 895, Henrico County, Virginia.** Phase II archaeological investigations. For the Virginia Department of Transportation.
- **First Street Bridge, Richmond, Virginia.** IPS Intensive documentation. For the Virginia Department of Transportation.
- **U.S. Route 60 Bridge, Clifton Forge, Virginia.** IPS Intensive documentation. For the Virginia Department of Transportation.
- **Spotsylvania Courthouse Bypass of State Route 208, Spotsylvania County, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.
- **Route 631, Tazewell County, Virginia.** Phase I and II cultural resource investigations. For the Virginia Department of Transportation.
- **Route 337, City of Portsmouth, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.
- **Route 647, Washington County, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.
- **Cowan Boulevard, Fredericksburg, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.

PAST PROFESSIONAL EXPERIENCE

Architectural Historian, KCI Technologies, Inc. In 1992, conducted a cultural resource survey for the Mon-Fayette Transportation Improvement Project, Monongahela County, West Virginia, and Fayette County, Pennsylvania. For the Pennsylvania Turnpike Commission.

Consulting Historian, Oley Valley Heritage Association. From 1986 to 1992, conducted comprehensive historical research and architectural-historical survey on colonial-period history of southeastern Pennsylvania settlement.

Project Historian, Historic American Buildings Survey. In 1991, prepared historical data for two HABS reports for the Monocacy National Battlefield Project.

Consulting Historian, Berks County Conservancy. From 1988 to 1989, researched and wrote a historic context essay and participated in an intensive field survey for the Gristmills of Berks County, Pennsylvania, National Register Thematic Nomination.

PAPERS AND PUBLICATIONS

- *Oley Valley Heritage: The Colonial Years, 1700-1775*. Vol. 28 in the Publications of the Pennsylvania German Society. 1994. In 1996, recipient of the Award of Merit from the Pennsylvania Federation of Museums and Historical Organizations, and of the Certificate of Commendation from the American Association for State and Local History, the highest forms of recognition for individual projects conferred by these organizations.
- Historic American Buildings Survey Reports: Gambrill House (HABS NO. MD-1051), Clifton Farm (HABS NO. MD-1052). 1991. HABS subsequently incorporated the Clifton Farm document as an instructive example in its Guidelines for HABS Historical Reports.
- Eighteenth-Century Housemills of Berks County, Pennsylvania. Paper presented at Vernacular Architecture Forum annual meeting. 1990.