

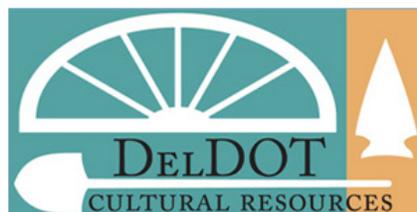
**National Register Eligibility Status and Evaluation for Historic resources affected by the Five Points Maintenance Facility/Park and Ride**

**In association with DeDOT State Contract T200612502  
Federal Aid Number: TBD**



**Delaware Department of Transportation**

**Prepared by Jon Schmidt  
Revised May 2011**



## **ABSTRACT**

The Department of Transportation (DeIDOT) is proposing to construct a storage and maintenance facility for transit vehicles and a park and ride hub for vehicles between Shady Lane and SR 1 in Five Points, Sussex County, Delaware. The proposed undertaking involves demolishing fixtures and retrofitting an existing maintenance facility associated with a defunct Chrysler dealership on one of the tax parcels involved with the project.

This National Register eligibility evaluation was prepared as part of an anticipated Section 106 undertaking with the Federal Transit Administration (FTA) as the lead federal agency. As part of project development compliance, DeIDOT will complete a Categorical Exclusion for the project. In accordance with Section 106 of the Historic Preservation Act of 1966 (Section 106) and the National Environmental Policy Act of 1969 (NEPA), the Categorical Exclusion (CE) will document the anticipated or expected impacts of the proposed project construction on historic architectural resources and archaeology, as well as any other factors deemed appropriate.

DeIDOT was informed on December 29, 2010 that the Delaware Transit Corporation (DART) demolished the two dwelling resources that were surveyed as part of this study. S06250 and S08989 have been demolished. These resources were surveyed, described and evaluated from photographs taken prior to their demolition. This report is written to fulfill the requirements of Section 106 and NEPA.

This report combines the reconnaissance and intensive-levels of historic architectural survey. The survey does not identify any resources as listed or eligible for the National Register of Historic Places. No previously surveyed resources were present in the project area. Environmental Studies cultural resource staff, on behalf of FTA and in consultation with the Delaware State Historic Preservation Office (DE SHPO) has identified two properties in the approximately 6.54 acre Area of Potential Effect (APE) that meets the 50-year minimum age requirement. These resources – S06250 and S08989 – were surveyed and are recommended not eligible for the National Register of Historic Places. The APE of this project overlaps a previous intensive architectural survey for the Western Parkway. This report is submitted as a supplement to the previous report which was coordinated with the DE SHPO.

Survey data for the current project is on file at the Delaware Division of Historical and Cultural Affairs and DeIDOT in Dover.

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## **1.0 Introduction**

The Delaware Department of Transportation is proposing the construction of a transit garage and maintenance facility and Park and Ride hub along Coastal Highway/State Route 1 (SR 1) in Five Points southwest of Lewes, Delaware. Phase I of the project would include using the existing facilities on the parcel as a public transportation maintenance facility. The purpose of the project is to increase access to public transportation and reduce the amount of mileage vehicles incur traveling from service routes at the beach to the existing maintenance and storage facilities in Georgetown. This report presents the results of a combined reconnaissance and intensive-level historic architectural survey conducted within the APE for the project. The survey included a site visit to the project area on February 23, 2010. The APE of this project overlaps a previous intensive architectural survey for the Western Parkway. This report is essentially submitted as a supplement to the previous report which was coordinated with the DE SHPO.

Because DelDOT is using federal funds provided by FTA, this intensive-level historic architectural survey and report has been conducted and written in accordance with the instructions and intent of the following regulations: Section 101(b)(4) of the National Environmental Policy Act of 1969; Sections 1(3) and 2(b) of Executive Order 11593; Section 106 of the national Historic preservation Act, as amended; 23 CFR 771, as amended; the guidelines developed by the Advisory Council of Historic Preservation published November 26, 1980; and the Procedures for the Projection of Historic and Cultural Properties as set forth in 26 CFR 800. These regulations require sponsors of federally licensed or federally assisted projects to consider the effects of their actions on historic properties. The purpose for this intensive-level historic architectural survey is to evaluate resources within the APE for National Register eligibility.

Survey data for the project, including forms, photographs, and maps, are on file at the Delaware Division of Historic and Cultural Affairs and DelDOT in Dover, Delaware.

### **1.1 Project Description**

The proposed project will involve the construction of a transit garage, transit maintenance facility, and park and ride. The existing full-service transit garage located in Georgetown, approximately 14 miles to the west, is inadequately equipped to house and maintain the fleet used in the resort town service area of the proposed facility.

### **1.2 Area of Potential Effect**

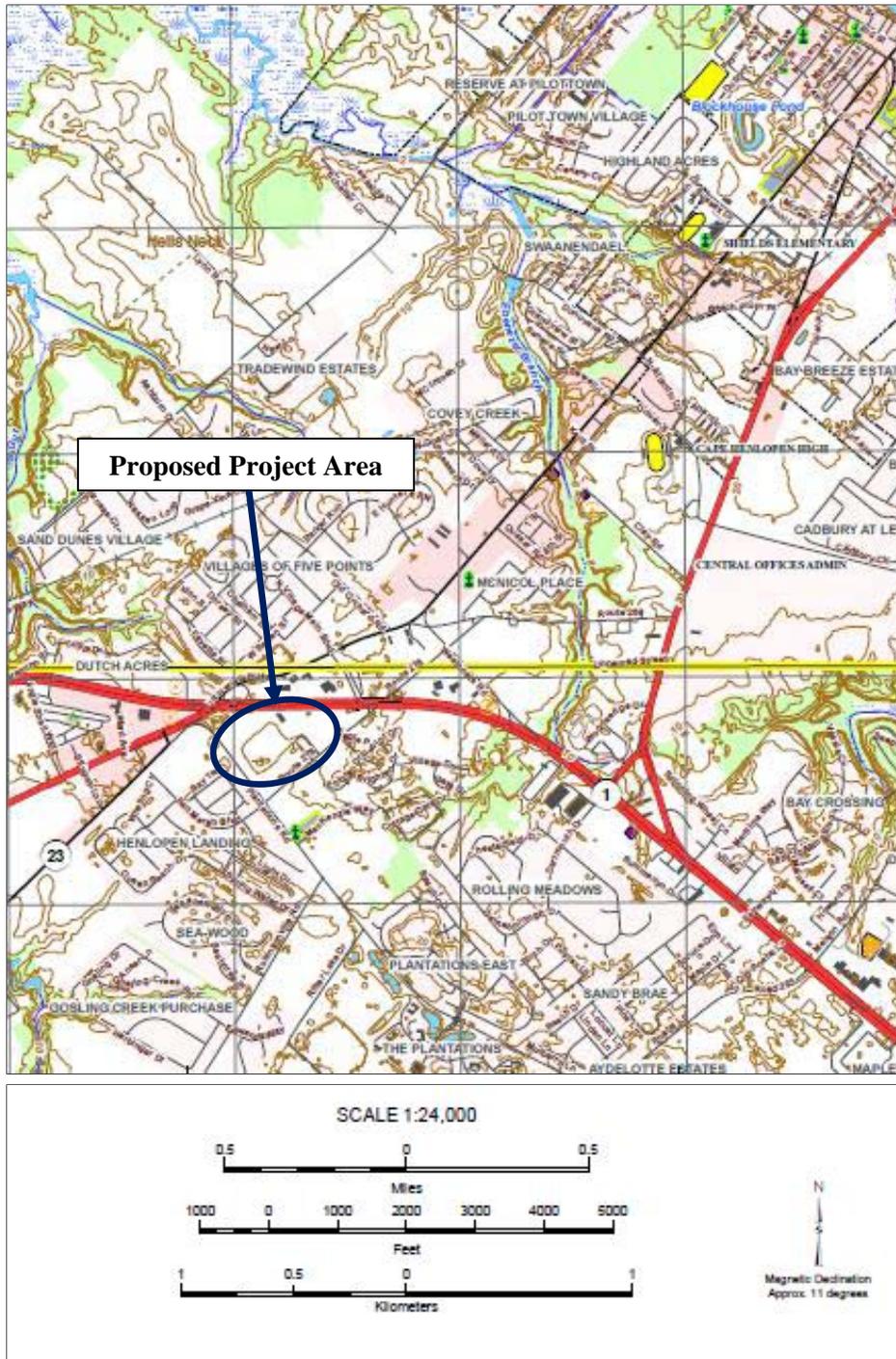
The APE includes locations that may be impacted by construction or may experience effects once construction is completed. Included within the APE are all locations where an undertaking may result in ground disturbance from which elements of the undertaking may be visible and where the activity may result in changes in traffic patterns, land use, and public access, for example. Project effects on historic resources may include both physical and contextual effects. Direct physical effects could include physical destruction, demolition, damage, or alteration of a historic resource. Indirect contextual effects may include isolation of a property from its surrounding environment, the introduction of visual, audible, or atmospheric

elements that are out of character with a property or that alter its setting and context, or elimination of publicly accessible views of the resource.

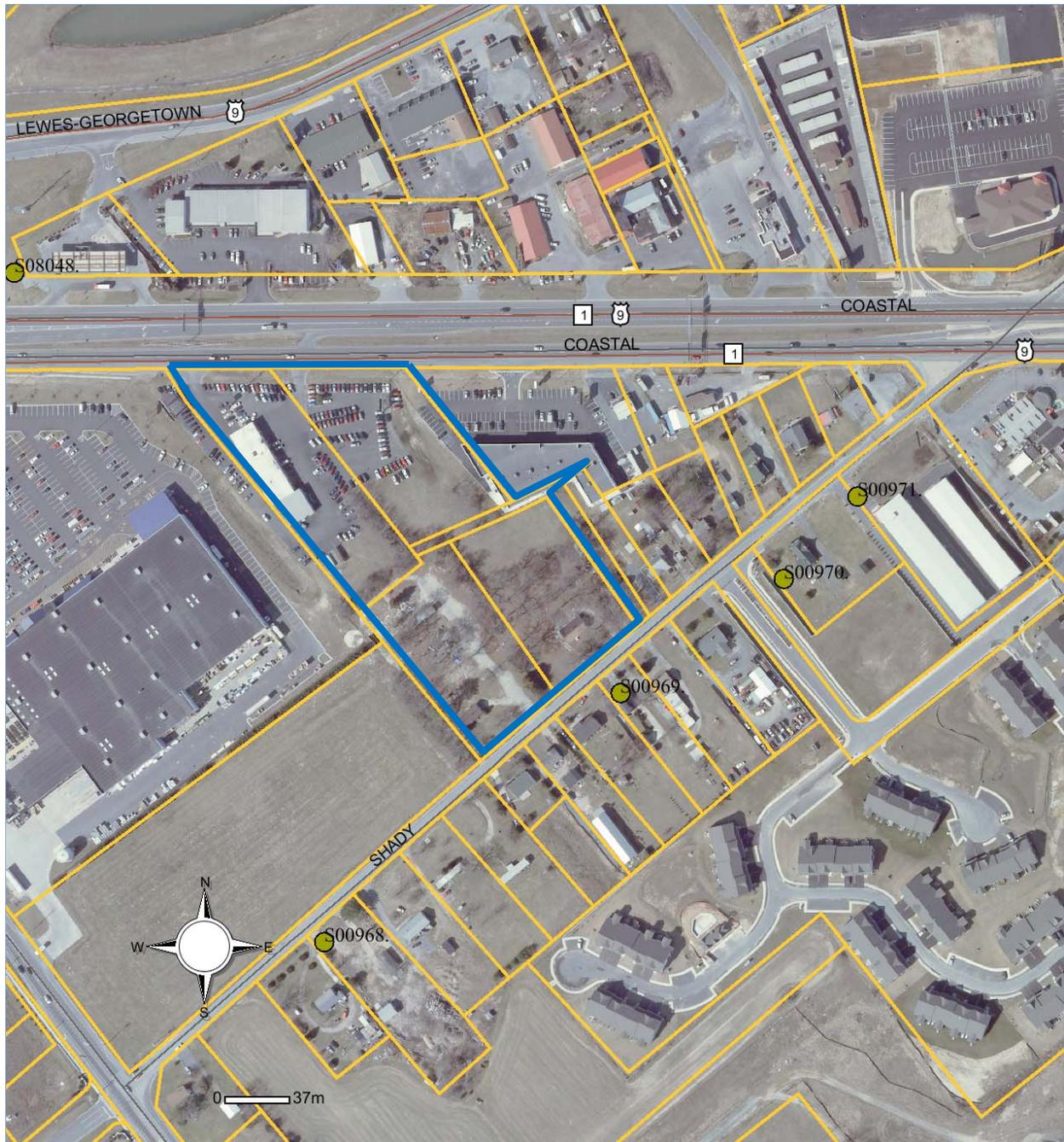
The APE is defined in 36 CRFR 800.16(d) as follows: “the geographic area or area within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects cause[d] by the undertaking.”

One APE has been delineated for this project, an APE for architecture. The APE includes the area in which roadway improvements may directly or indirectly cause changes in the character or use of historic properties. The APE includes all properties that are adjacent to the construction impacts. To account for potential visual or contextual effects, the APE extends beyond the limits of the project to include those properties that would be impacted by applicable visual changes and changes in patterns of use, as well as those properties that could experience a change in historic character associated with the proposed improvements.

The APE illustrated in Figure 1.2 and discussed in this report contains approximately 6.54 acres and was developed by DelDOT in consultation with the Delaware Historic Preservation Office (DE SHPO).



**Figure 1.1:** 1993 7.5' USGS Quadrangle: Lewes (DE DataMIL)



**Figure 1.2** This 2007 aerial photograph is annotated to outline the approximate limits of the Area of Potential Effect (APE). The APE for standing structures consists of all tax parcels within the area outlined in blue, approximately 6.54 acres. The CRS Points shown on the map were surveyed during the previous Western Parkway study. There are no previously surveyed cultural resources within the project APE. (DE CHRIS)

## **2.0 Research Design**

### **2.1 Research Objectives**

In order to comply with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966 as amended, the combined reconnaissance and intensive-level historic architectural survey had as its objective the identification of all historic resources in the project APE.

### **2.2 Methods**

Due to the limited nature of the project to affect resources and a preliminary reconnaissance level survey that identified only two resources meeting the 50-year age requirement in the APE, the methodology for the survey included the completion of a combined reconnaissance and intensive level survey of the APE to evaluate the resource for eligibility for listing in the National Register of Historic Places. The identified property was surveyed on the intensive level and documented on DE SHPO Cultural Resource Survey (CRS) forms. The surveyed property was then evaluated against the National Register Criteria for Evaluation to determine its significance. Survey update forms were completed for a known resource that was previously demolished.

Background research was conducted at the DE SHPO to identify properties within the APE that are listed in or eligible for listing in the National Register of Historic Places. Previous historic sites surveys and regulatory surveys on file at the DE SHPO were reviewed to identify any previously surveyed resources within the APE. Additional background research consisted of a review of pertinent primary and secondary sources, including local and county histories and historic maps and atlases.

Determinations of significance are based on the National Register of Historic Places Criteria. Properties listed in or determined eligible for listing in the National Register can be architectural and archaeological resources. Significant historic properties include districts, structures, objects, or sites that are at least 50 years old and which meet at least one National Register criterion. Criteria used in the evaluation process are specified in the Code of Federal Regulations, Title 36, Part 60, National Register of Historic Places (36 CFR 60.4). To be eligible for inclusion in the National Register of Historic Places, a historic property must possess:

the quality of significance in American History, architecture, archeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- (A) that are associated with events that have made a significant contribution to the broad patterns of our history, or
- (B) that are associated with the lives of persons significant in our past, or
- (C) that embody the distinctive characteristics of a type, period, or method of

construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction, or

- (D) that have yielded, or may be likely to yield, information important in prehistory or history. (36 CFR 60.4)

There are several criteria considerations. Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- (A) a religious property deriving primary significance from architectural or artistic distinction or historical importance, or
- (B) a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or
- (C) a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or
- (D) a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or
- (E) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or
- (F) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historic significance, or
- (G) a property achieving significance within the past 50 years if it is of exceptional importance. (36 CFR 60.4)

When conducting National Register evaluations, the physical characteristics and historic significance of the overall property are examined. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, physical characteristics, and other information. Resources that do not relate in a significant way to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A non-contributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was not present during the period of significance, b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

### **2.3 Expected Results**

Based upon the results of the reconnaissance survey and the project's location in a residential and commercial area in an unincorporated part of Sussex County, the APE has the potential to contain mid-twentieth century commercial and residential resources.

### **3.0 Background Research**

#### **3.1 Previous Architectural Surveys**

Limited background research was conducted in association with this project. These two resources are inside the APE for the Western Parkway architectural assessments but were not identified as historic resources at the time the reconnaissance survey was conducted in December of 2005 and May 2006. It is uncertain why they were overlooked in the previous report. Based on approximate construction dates, it can be concluded that they were believed to not meet the 50-year age requirement at the time of the architectural survey and evaluation. The past APE for the project is depicted in an insert on page 5 of the Skelly and Loy July 2008 report “Western Parkway: Phase I/II Historic Architectural Resource Survey: Evaluation of National Register of Historic places Eligibility, Volume I.” Resources S06250 and S08989 are unidentified within the APE but their location can be found on page 1 of the insert.

Several previous architectural studies of the project area are identified in Section 2.1 on page 6 of the Western Parkway report.

#### **3.2 Historic Context**

The historic context of the project area is presented in Section 3.0 beginning on page 10 of the Western Parkway report. The historic Rea and Price Map of Sussex County, 1868 Beers Atlas of Delaware and 1918 USGS map are represented in that document. Aerial photographs of the project area showing 20<sup>th</sup> century development are presented in the following pages.



**Figure 3.1:** 1937 Aerial Photograph of the project area with contemporary road network overlay. (DE CHRIS)



**Figure 3.2:** 1954 Aerial Photograph of the project area with contemporary road network overlay (DE CHRIS).



**Figure 3.3:** 1961 Aerial of the project area. Note that that S06250 and S08989 have been constructed (circled in red). (DE CHRIS)

#### **4.0 Architectural Survey**

DelDOT was informed on December 29, 2010 that the Delaware Transit Corporation (DART) demolished the two resources that were surveyed as part of this study. S06250 and S08989 have been demolished. These resources were surveyed, described and evaluated from photographs taken prior to their demolition.

A combined reconnaissance and intensive-level survey was conducted February 23, 2010. The survey consisted of identifying all resources greater than 50-years-of-age within the APE (Figure 1.2). After the reconnaissance survey, it was determined that two resources met the minimum age requirement. These resources were not previously surveyed, though they were within the APE of the Western Parkway project. In this combined reconnaissance and intensive level survey report, these resources are surveyed on Delaware CRS forms, described and evaluated for eligibility for the National Register of Historic Places. Table 4.1 summarizes the results of the historic architectural survey.

**Table 4.1:** Summary of the historic architectural survey.

<b>CRS Number</b>	<b>Property Name/Address</b>	<b>Property Type</b>	<b>NR Recommendation</b>
S06250	33386 Shady Lane	Dwelling	Not eligible
S08989	3600 Mill Creek Road	Dwelling	Not eligible

#### **4.1 National Register Evaluations**

##### **S06250 Dwelling**

33386 Shady Lane

Five Points, Delaware

Tax PIN: 33400600054800

UTM Coordinates: Zone: 18 X:485333.2182 Y:4288696.4059



**Description:** The dwelling is a one-story, four-bay frame dwelling at the southern end of a rectangular 1.63 acre lot on Shady Lane. The majority of the parcel was formerly used as a mobile home park and although the homes are no longer present, the lot contains the detritus from several home sites. Oriented toward the south, the resource fronts Shady Lane at a broad setback. The parcel is relatively flat with a large swath of overgrown grass separating the dwelling from the roadway. The property is largely overgrown with unkempt ornamental plantings around the house and large deciduous trees planted at the eastern and western boundaries of the parcel. Vehicular access to the property is via a narrow stone drive situated along the eastern end of the lot.

The four-bay, one-story, side-gable, single-pile dwelling is clad with wood shingle siding. The frame resource is constructed in the minimal ranch style implementing the style through subtle features and characteristics. Ranch details include the large window at the west end of the façade, the low-pitched side-gable roof, over-hanging eaves, and rectangular proportions.

The primary entrance to the resource is a six-light-over-two-panel glass-and-wood door with a glass storm door at the center of the façade. A concrete stoop and contemporary wood handrail are situated at the base of the door. Fenestration is irregular and asymmetrical. A one-light picture window flanked by two one-over-one, vinyl sash is situated at the western end of the façade. Two one-over-one, vinyl-sash windows are situated to the east of the entry. The roof is clad with asphalt shingles and features narrow overhanging eaves. The resource is situated on a raised concrete block foundation.

The two-bay west elevation consists of two one-over-one, vinyl sash windows and a louvered opening beneath the gable peak. A plain, raking cornice lines the roofline.

Fenestration of the three-bay, north (rear) elevation is regular and asymmetrical consisting of three one-over-one, vinyl-sash windows. An above ground heating oil tank is situated adjacent to the dwelling near the center of the elevation. A concrete block chimney rises from the center of the gable peak at this elevation.

The two-bay, east elevation consists of a nine-light-over-three-panel glass-and-wood entry door with a two-light glass storm door. A concrete pad sits at the base of the entry. A one-over-one vinyl sash window is at the northern end of the elevation. A small louvered vent is situated at the gable peak. The gable end features a plain, raking cornice.

**Applicable Historic Contexts:** Hundred: Lewes and Rehoboth; Quadrant: Lewes; Geographic Zone: Coastal; Time Period: Suburbanization and Early Ex-Urbanization 1940-1960 +/- Historic Period Themes: Architecture, Engineering and Decorative Arts; Transportation; Settlement Patterns and Demographic Change

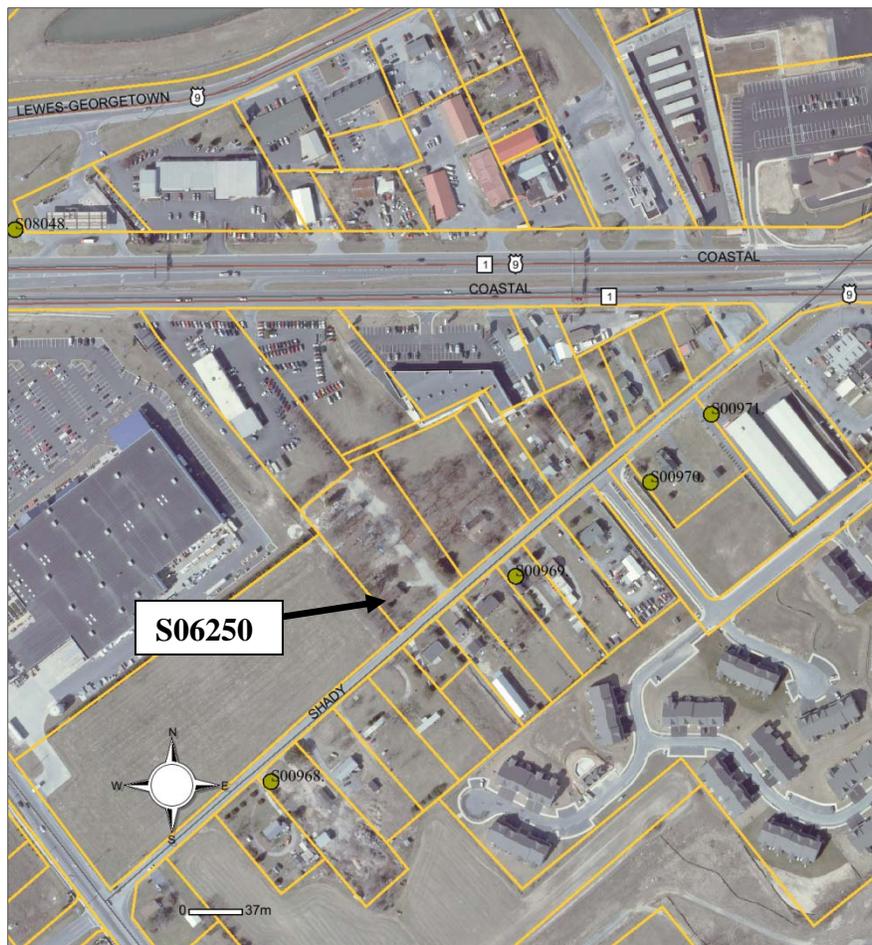
**Evaluation:** Limited research and analysis has not revealed any association of the property with events that have made a significant contribution to the broad patterns of the history of Delaware, Sussex County, or settlement patterns within the local community. The residence is not significant for its association with any particular historical trend of national, regional, or

local importance. It is an individual example of roadside residential development, common during the mid-twentieth century. The resource is recommended not eligible for the National Register of Historic Places under Criterion A.

Limited research has not shown the property to be associated with persons who have made lasting, significant contributions to local, regional, or national history. For this reason, the house is recommended not eligible for listing to the National Register of Historic Places under Criterion B.

The resource is a vernacular, one-story dwelling constructed with elements of the minimal ranch style. Due to broad regional construction in this style, significant examples of Ranch dwellings must strongly express the characteristics of integrity: location, design, feeling, association, workmanship, materials and setting. This particular example does retain a degree of integrity of location and materials, However, these are not expressed particularly well. The original windows appear to have been replaced, as have the roofing materials. Although the cladding appears to be from the historic period, it is unremarkable and does not particularly contribute to any significance the house possesses. This building is recommended not eligible for listing to the National Register of Historic Places under Criterion C.

The dwelling is not likely to provide new information on this construction type that is already available through other means. Therefore, the property is not eligible for the National Register under Criterion D.



**S08989 Dwelling**

17550 Shady Lane

Five Points, DE

Tax PIN: 33400600054100

UTM Coordinates: Zone: 18 X:485386.6917 Y:4288730.1089



**Description:** The dwelling is a one-story, four-bay frame dwelling at the southern end of a rectangular 1.47 acre lot on Shady Lane. Oriented toward the south, the resource fronts Shady Lane at a broad setback. The parcel is relatively flat with a large swath of unkempt grass separating the dwelling from the roadway. Large deciduous trees are situated north of the dwelling and along the eastern boundary of the parcel. Vehicular access to the property is via a narrow stone drive situated to the east of the dwelling.

The four-bay, one-story, side-gable, single-pile dwelling is clad with aluminum siding. The frame resource is vernacular in style containing elements of minimal traditional. The primary entrance is a contemporary four-panel metal door with a fanlight at the top and a protective glass storm door at the western end of the façade. A concrete stoop with wire metal handrails is situated at the base of the door. Fenestration is irregular and asymmetrical, consisting of one-over-one vinyl sash windows arranged as singles with a paired set at the center of the façade. An air conditioning unit projects from the façade between the second and third

bays. The steeply pitched side-gable roof is clad with asphalt shingles and features narrow overhanging eaves adorned with a contemporary gutter. The resource is situated on a raised concrete block foundation with two casement windows indicating a basement. The roof is adorned with a narrow raking cornice.

The two-bay east elevation consists of the gable end and a cat-slide rear section. Fenestration is regular and symmetrical consisting of one-over-one, vinyl sash windows with plain, wood surrounds. A louvered vent is situated at the gable peak.

The six-bay rear elevation is oriented toward the north. There are two entrances at the elevation. The first floor entrance in the second bay is a nine-light-over-two-panel glass-and-metal door accessed by a set of poured concrete steps with wire metal handrail. A flat-panel, wood door in the fourth bay provides an exterior entrance to the basement. Fenestration is irregular and asymmetrical consisting of one-over-one wood sash arranged in singles with a set of paired windows in the third bay. A small, two-light awning window comprises the first bay. All windows are situated at the top of the elevation, directly beneath the narrow, overhanging eave. The two-pitched, side-gable roof is clad with asphalt shingles. There are two concrete block chimneys at the northern edge of the roof slope. One is at the eastern end of the elevation; the other is near the center.

The two-bay, east elevation features irregular and asymmetrical fenestration consisting of one-over-one, wood sash and a two-light casement window. A second casement window is located in the foundation, located beneath the gable peak. At this elevation, the concrete foundation has been parged. A louvered vent is situated directly beneath the gable peak. The roof line is trimmed with a narrow raking cornice.

**Applicable Historic Contexts:** Hundred: Lewes and Rehobeth; Quadrant: Lewes; Geographic Zone: Coastal; Time Period: Suburbanization and Early Ex-Urbanization 1940-1960 +/- Historic Period Themes: Architecture, Engineering and Decorative Arts; Transportation; Settlement Patterns and Demographic Change

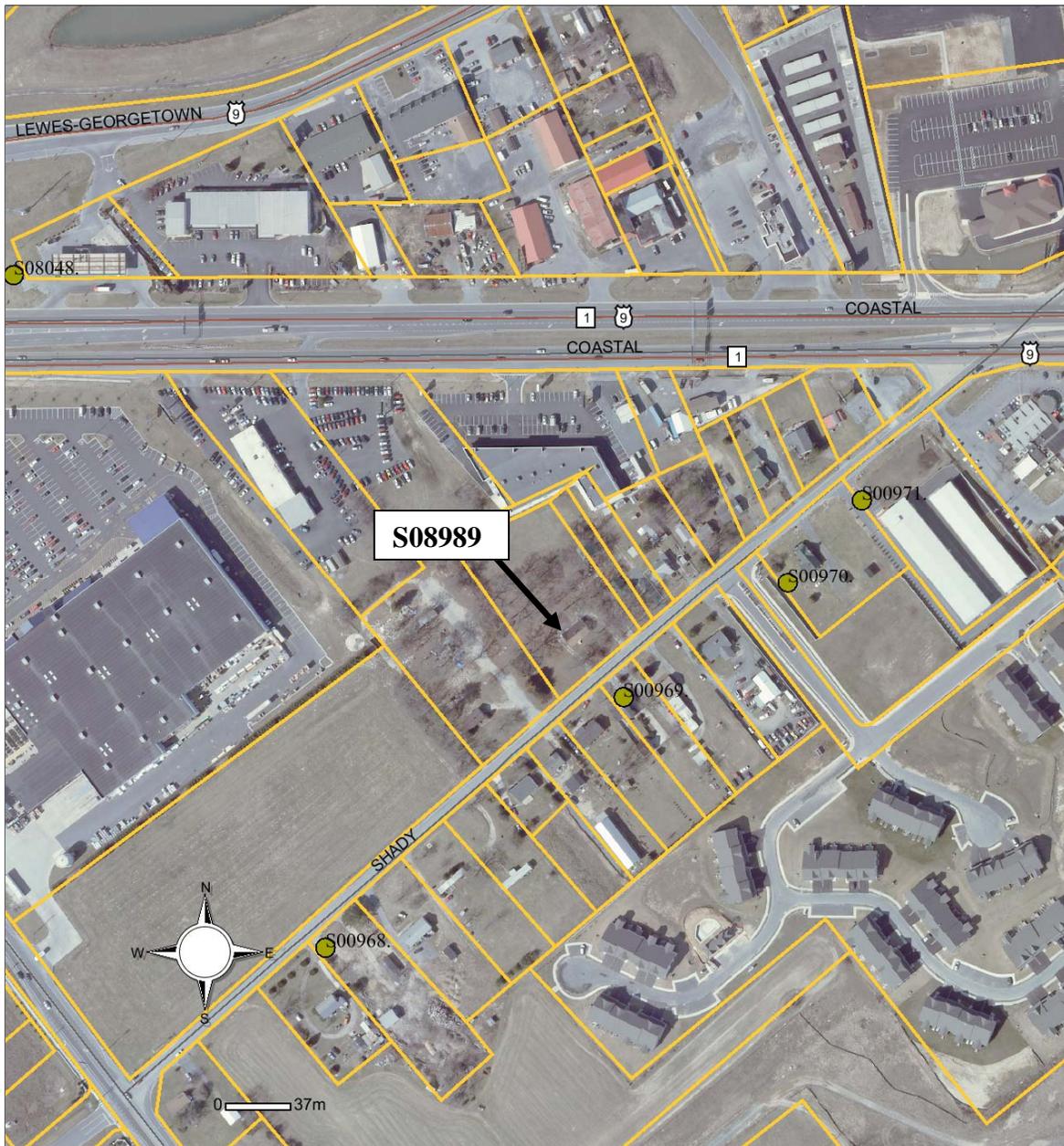
**Evaluation:** Limited research and analysis has not revealed any association of the property with events that have made a significant contribution to the broad patterns of the history of Delaware, Sussex County, or settlement patterns within the local community. The residence is not significant for its association with any particular historical trend of national, regional, or local importance. It is an individual example of roadside residential development, common during the mid-twentieth century. The resource is recommended not eligible for the National Register of Historic Places under Criterion A.

Limited research has not shown the property to be associated with persons who have made lasting, significant contributions to local, regional, or national history. For this reason, the house is recommended not eligible for listing to the National Register of Historic Places under Criterion B.

The resource is a vernacular, one-story dwelling constructed with elements of the minimal ranch style. Due to broad regional construction in this style, significant examples of

Ranch dwellings must strongly express the characteristics of integrity: location, design, feeling, association, workmanship, materials and setting. This particular example does retain a degree of integrity of location and materials, However, these are not expressed particularly well. The original windows appear to have been replaced, as have the roofing materials. Although the cladding appears to be from the historic period, it is unremarkable and does not particularly contribute to any significance the house possesses. This building is recommended not eligible for listing to the National Register of Historic Places under Criterion C.

The dwelling is not likely to provide new information on this construction type that is already available through other means. Therefore, the property is not eligible for the National Register under Criterion D.



## **5.0 Conclusions and Recommendations**

This combined reconnaissance and intensive-level architectural history survey was conducted within the APE for the Five Points Maintenance/Park and Ride Facility in Lewes and Rehoboth Hundred, Sussex County, Delaware. The survey included a site visit to survey the two properties found to meet the 50-year age requirement within the APE. No property within the APE is presently listed on the National Register and the two surveyed dwellings – S06250 and S08989 – are recommended not eligible for the National Register of Historic Places.

The research design anticipated the likelihood of locating the resources within the APE. Field work identified the property type within the APE. However, the presence of an expanded suburbanization context or separate context that addresses significance and develops a viable historic context for post-World War II development would have been helpful for this project. Similarly, these resources were determined to be in the APE for the Western Parkway project, a study conducted between 2006 and 2008. Although these resources are not believed to have met the 50-year age requirement at the time of the survey for the Western Parkway project, not much time has passed since the previous study. For instances such as this, it would be helpful to establish a sort of escrow account so that consultants could revisit their work. Perhaps it would be helpful to mandate that consultants provide reconnaissance on resources perceived to be 40 or 45 years old, rather than 50, so that when future projects in the area take place, there is a baseline to work from.

## **6.0 Sources**

Ames, David L., Mary Helen Callahan, Bernard L. Herman, and Rebecca J. Siders. *Delaware Comprehensive Historic Preservation Plan*. Newark: Center for Historic Architecture and Engineering, University of Delaware, 1989.

Delaware Division of Historical and Cultural Affairs. *Cultural and Historical Resource Information System (CHRIS)*. <http://chris.delaware.gov/CHRIS/faces/faces/main.html>. Accessed January and February 2011.

National Park Service. *National Register Bulletin 15b: How to Apply the National Register Criteria for Evaluation*. Washington, DC: U.S. Department of the Interior, 1995.

USGS. Lewes, Delaware-Sussex Co., 7.5' Quadrangle, US Geological Survey, Scale 1:24,000, 1993.

**Appendix A Cultural Resource Survey Forms**

S06250      33386 Shady Lane  
S08989      17550 Shady Lane

**Appendix B Resume of Principal Investigator**

**Jon Schmidt**  
Jon.Schmidt@state.de.us

**Experience**

**Planner III, Delaware Department of Transportation**

Dover, DE

March 2009 – Present

- Implement NEPA, Section 106 and 4(f) for DelDOT transportation projects
- Manage consultants working in the field on behalf of DelDOT

**Preservation Specialist, Westfield Architects and Preservation Consultants**

Haddon Heights, NJ

February 2007 –December 2008

- Developed preservation plans and historic structure reports to preserve historic structures.
- Compiled and managed successful grant applications to Garden State Preservation Trust

**Preservation Intern, New Castle County Department of Planning**

New Castle, DE

September 2006 to February 2007

- Conducted reconnaissance level architectural history surveys in support of County planning documents
- Provided staff assistance to New Castle County Historic Review Board

**Education**

**University of Delaware**

**Newark, DE**

Master of Arts, Urban Affairs and Public Policy

2006

Concentration in Historic Preservation

**Thesis:** The Historical Experience of Cheswold: A Methodology for the Research of Fragmentary Landscapes in Delaware

**Penn State University**

**State College, PA**

Bachelor of Arts, History

2003

**Relevant Training and Skill Sets**

- Friend of Transportation Research Board Subcommittee ADC 50 Historic Preservation and Archaeology
- Attended Various FHWA Training Sessions: NEPA and Performance Evaluation, How NEPA Affects DelDOT, Introduction to Section 106
- Member of Historic Bridge Alliance
- Authored National Register Nominations for Six Mile Run Reformed Church in Somerset, NJ; Saint Mary of Mount Virgin, New Brunswick, NJ; Chesterford School House, Maple Shade, NJ