

ARCHITECTURAL RESOURCES: DESCRIPTION AND EVALUATION

INTRODUCTION

The architectural survey identified a total of nine individual resources 50 years of age or older within the project's APE. The project involves the construction of concrete sidewalks at two locations along U.S. Route 13, from Loockerman Street to Division Street and from White Oak Road to Townsend Boulevard. Because this work will not have significant visual impacts upon properties located outside construction areas, the APE includes only those properties immediately adjacent to construction zones (see Figure 1). The field survey determined that none of the nine resources documented in this study had been listed or determined eligible for listing in the National Register, nor had any been previously documented (Figure 5). The "Perry's Pantry" sign, which was the only previously documented site within the APE on record with the Delaware State Historic Preservation Office, has been demolished.

All of the resources identified during this study date from the context period Urbanization and Early Suburbanization 1880-1940±. The properties are represented by four themes: Architecture, Engineering, and Decorative Arts; Transportation and Communication; Retailing and Wholesaling; and Manufacturing. The U.S. Route 13/113 corridor in Dover has been extensively developed with roadside commercial architecture since the opening of the Dupont Highway in 1924. Most of the early twentieth-century resources related to this theme are no longer extant, having been replaced by development which has occurred after 1950, including many modern chain restaurants and hotels (e.g., Red Lobster, Olive Garden, Friendly's, Day's Inn, and the Dover Hotel) that dominate the built environment of the project corridor. Intermixed with the commercial architecture is early to mid-twentieth-century domestic development, typically single-family housing characteristic of suburban development in Delaware during the mid-twentieth century. Owing to the modern character of this corridor and the lack of a cohesive collection of significant pre-1950 property types, this area does not appear to constitute a historic district that would meet National Register criteria. The individual properties 50 years of age or older identified within the APE are discussed below, along with an architectural description and an evaluation of their National Register eligibility.

David Coker House (K-6990)

556 Greenhill Road

Constructed 1948

Tax Parcel ED-05-077.06-01-33.00

(Plates 1 and 2)

(Survey form in Appendix A)

Description: The David Coker House is a one-story minimal traditional house constructed in 1948 and located immediately southwest of Greenhill Road's intersection with the Dupont Highway. It has a concrete foundation, asbestos shingled walls, an interior brick chimney, and an asphalt shingle-clad side-gable roof. The windows are two-over-two double-hung wood-sash units. The east (front) elevation has a concrete patio and paneled wood door with a fanlight. A Chicago window is located just north of the main entrance and consists of a one-light wood fixed window flanked by two-over-two double-hung wood-sash units. A front-gabled bay projects from the elevation south of the main entrance. A side-gable addition, located south of the dwelling's main block, is attached to the house via a side-gable hyphen. The addition has a concrete foundation, asbestos shingled walls, and one-over-one double-hung wood windows. Vinyl siding clads the east elevations of both the addition and the hyphen.

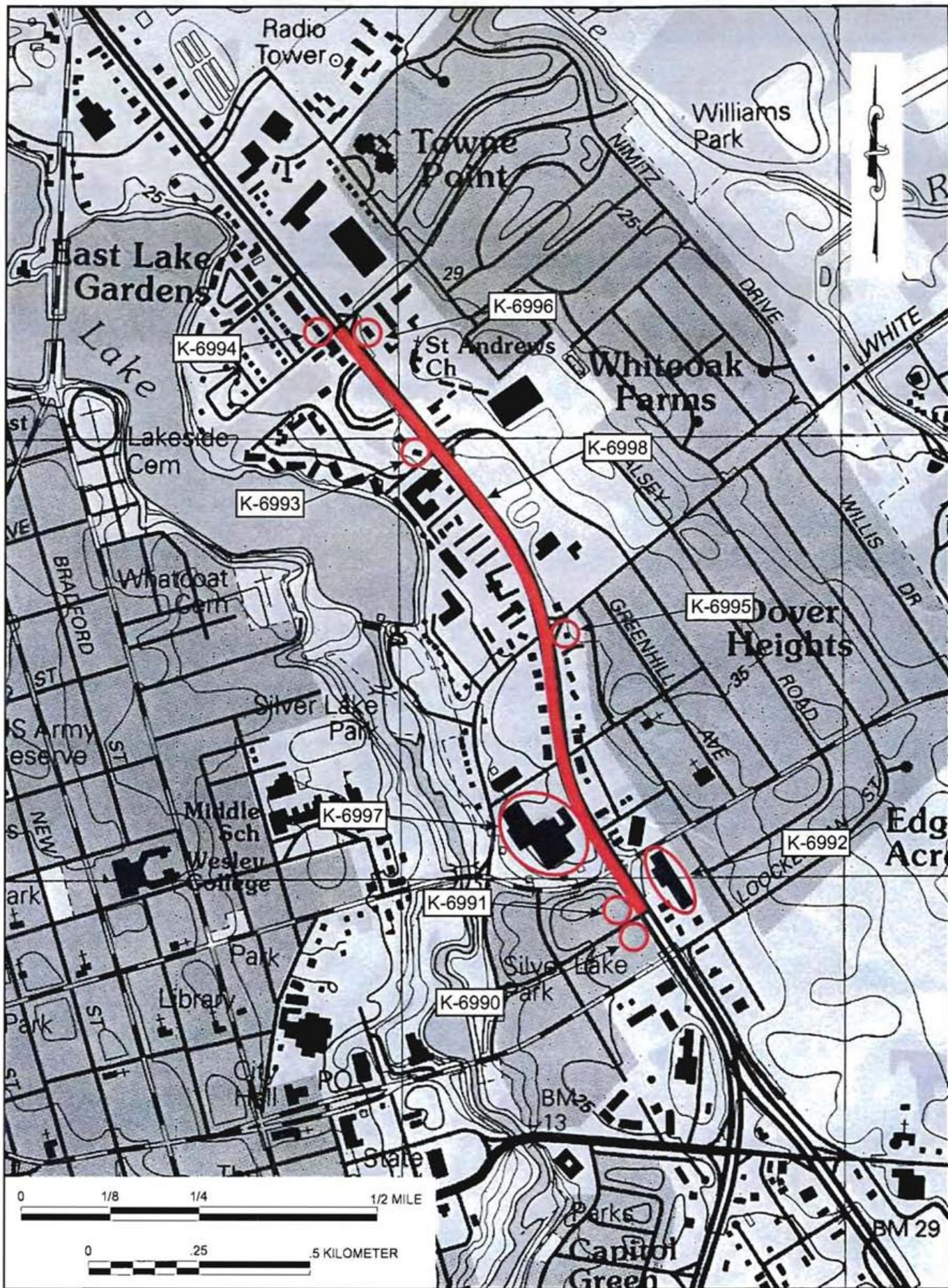


FIGURE 5: Architectural Resources Identified Within the APE SOURCE: USGS 7.5 Minute Quadrangle, Dover, DE 1993



PLATE 1: David Coker House (K-6990), Southwest View

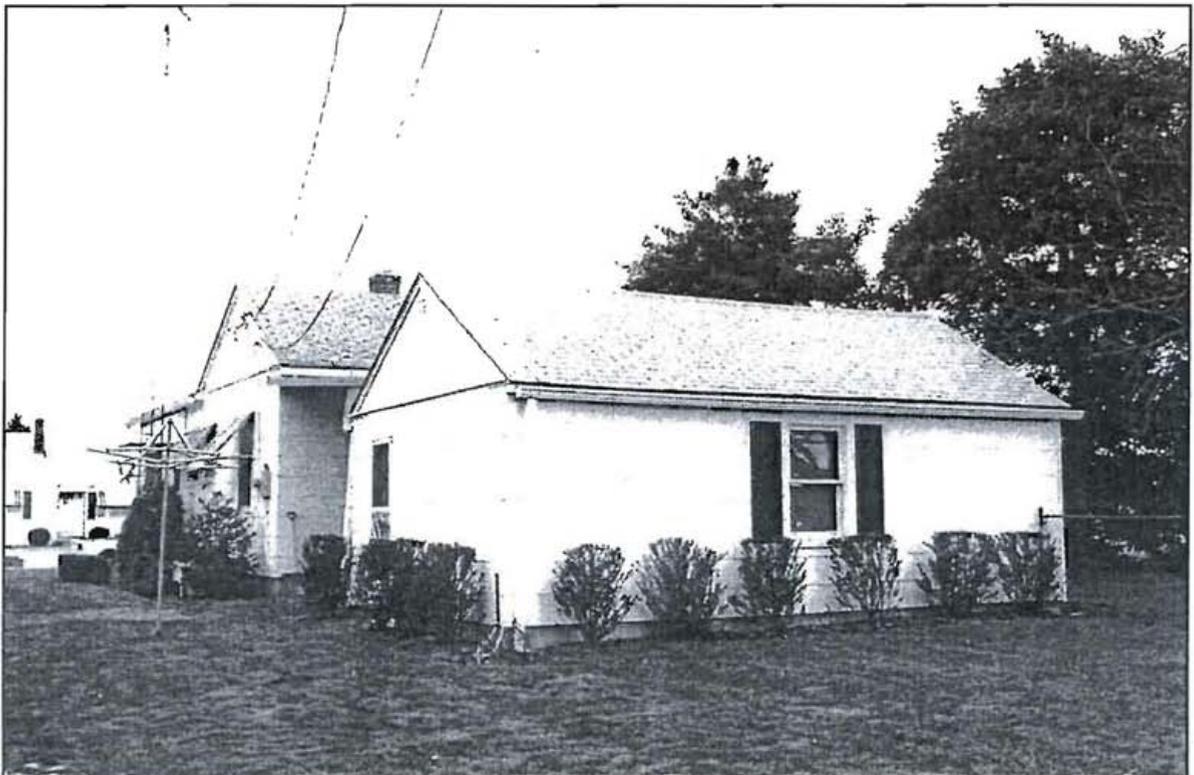


PLATE 2: David Coker House (K-6990), Northeast View

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±, Architecture, Engineering, and Decorative Arts – minimal traditional dwelling property type.

Evaluation: The David Coker House does not appear to meet National Register criteria. The dwelling, constructed in 1948, represents part of the typical mid-twentieth-century suburbanization of Dover. Historical research has uncovered no evidence indicating that the dwelling is associated with an event or individual important to history, and therefore it does not appear to meet Criterion A or B. The dwelling is a typical example of minimal traditional design, a popular style of suburban tract housing which was constructed in great numbers in the years preceding and following World War II. Because the David Coker House is a typical example of this type of housing, it does not appear to meet Criterion C. The dwelling is not likely to yield information important to the understanding of history as defined under Criterion D.

Lawton House (K-6991)

555 Greenhill Road

Constructed 1951

Tax Parcel ED-05-077.06-01-30.00

(Plate 3)

(Survey form in Appendix A)

Description: The Lawton House is located on a 0.20-acre parcel immediately southwest of Greenhill Road's intersection with the Dupont Highway. The house was constructed in 1951 and is a one-story minimal traditional dwelling. It has a concrete block foundation coated with stucco, aluminum siding, an interior brick chimney, and an asphalt shingle-clad side-gable roof. The south (front) elevation has a four-light paneled wood door on a concrete stoop sheltered by a shed-roofed hood with one wrought-iron support. A Chicago window is also located on the south elevation and consists of a one-light wood window flanked by two-over-two double-hung wood-sash windows. A front-gabled bay extends from the elevation west of the main entrance. A side-gable enclosed porch extends from the east elevation and contains four-light metal ribbon windows.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±, Architecture, Engineering, and Decorative Arts – minimal traditional dwelling property type.

Evaluation: The Lawton House does not appear to meet National Register criteria. The dwelling, constructed in 1951, represents part of the typical mid-twentieth-century suburbanization of Dover. Historical research has uncovered no evidence indicating that the dwelling is associated with an event or individual important to history, and therefore it does not appear to meet Criterion A or B. The dwelling is a typical example of minimal traditional design, a popular style of suburban tract housing which was constructed in great numbers in the years preceding and following World War II. Because the Lawton House is a typical example of this type of housing, it does not appear to meet Criterion C. The dwelling is not likely to yield information important to the understanding of history as defined under Criterion D.

Edgehill Shopping Center (K-6992)

U.S. Route 13, North of Loockerman Street

Constructed circa 1950

Tax Parcel ED-05-077.06-01-31.00

(Plate 4)

(Survey form in Appendix A)

Description: The Edgehill Shopping Center is a one-story, flat-roof, concrete block building which currently houses many businesses, including Eckert Drugs, the Delaware Computer Exchange, Sherwood Williams,

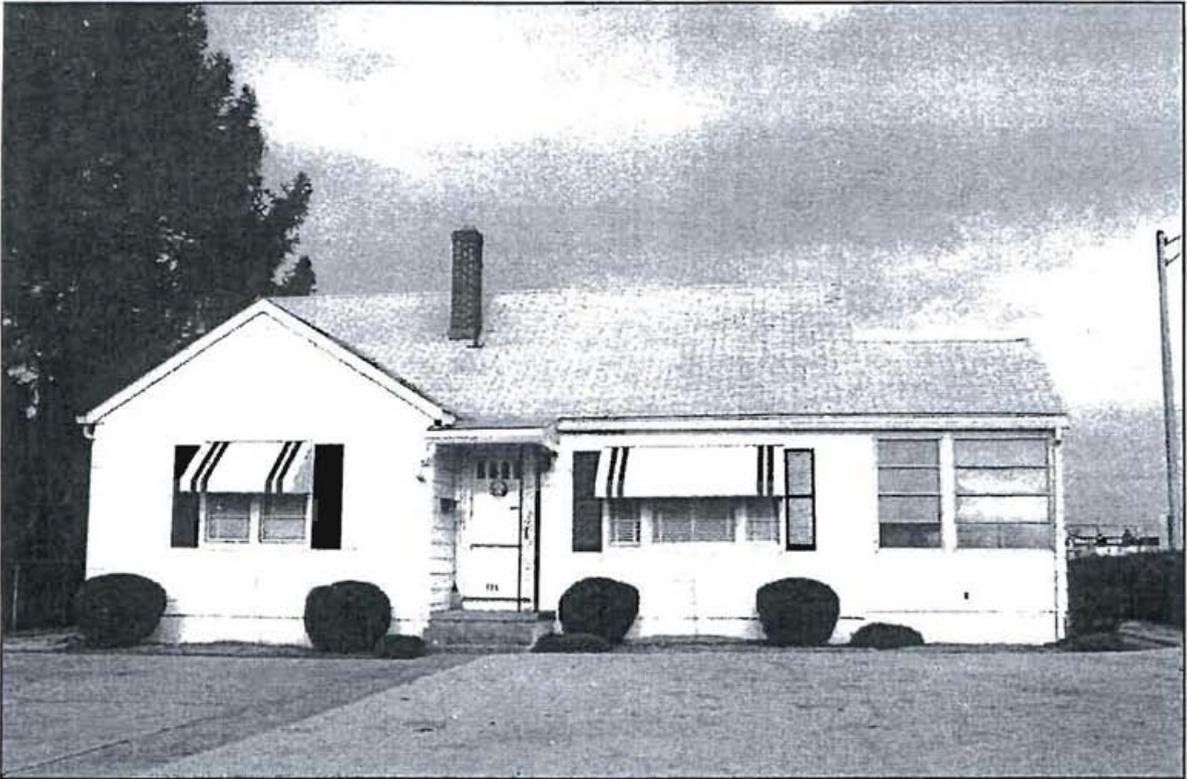


PLATE 3: Lawton House (K-6991), North View



PLATE 4: Edgehill Shopping Center (K-6992), Southeast View

Rent Rite, Wings-to-Go, Brite Cleaners, and Perfect Nails, as well as part of the Delaware State Library. The building consists of a center block with two wings and a brick veneer-clad west (front) elevation with a paneled wood awning. The center block, which contains Eckert Drugs, the Delaware Computer Exchange, Wings-to-Go, and Rent Rite, has a projecting bay on the west (front) elevation and a small tower clad with wood paneling which extends from the roof. A one-story wing containing the Sherwood Williams store and the Perfect Nails manicure salon extends north from the center bay. A second wing extends south from the center block and contains a branch of the Delaware State Library.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Retailing and Wholesaling – shopping center property type.

Evaluation: Although typical of strip-mall construction from the 1960s and 1970s, the Edgehill Shopping Center appears to have been constructed around 1950, as the location and footprint of this building is identical to a shopping center depicted on the 1951 Brown map of Dover (Figure 6). The building, however, does not appear to meet National Register criteria. It is an undistinctive example of mid-twentieth-century suburban commercial architecture which has been significantly diminished with the brick veneer and paneled wood awning, both of which were added to the front elevation of the building after its initial construction. Because these modifications have significantly diminished the building's design and materials integrity, the shopping center is not likely to meet National Register criteria.

Armiger's Auto Center (K-6993)
N. Dupont Highway, north of White Oak Road
Constructed circa 1950
Tax Parcel ED-05-068.13-01-78.00
(Plate 5)
(Survey form in Appendix A)

Description: Armiger's Auto Center is a service station constructed circa 1950. It is a one-story wood-frame building with vertical wood paneled walls and a flat roof with wide overhanging eaves. The windows are one-light metal sliding units. The eastern half of the building consists of a small office, and the western half contains two vehicle bays. The north (front) elevation has a metal-frame glass door leading into the office. The garage bays have 12-light metal overhead doors. An oriel window is located on the east elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Retailing and Wholesaling – service station property type.

Evaluation: Armiger's Auto Center does not appear to meet National Register criteria. The service station was constructed circa 1950, and represents part of the mid-twentieth-century commercialization of the U.S. Route 13/113 corridor in Dover. Historical research has uncovered no evidence indicating that the building is associated with an event or individual important to history, and therefore it does not appear to meet Criterion A or B. The building is a typical example of a simple block-form, mid-twentieth-century service station, lacking distinctive architectural associations which would qualify it for individual listing under Criterion C. The service station will not yield information important to the understanding of history as defined under Criterion D.

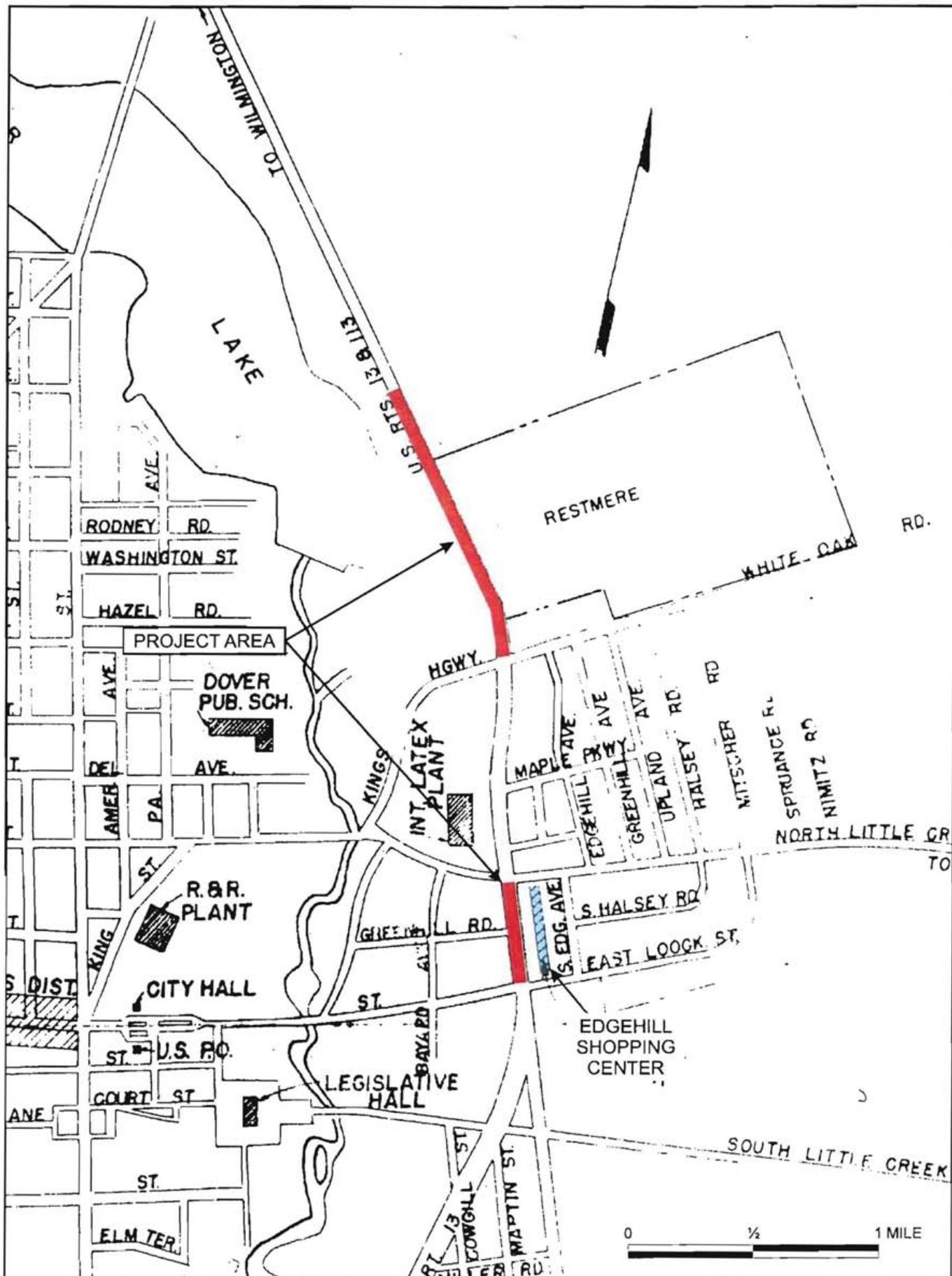


FIGURE 6: 1951 Map of the Project Area Showing the Location of the Edgehill Shopping Center

SOURCE: Brown 1951

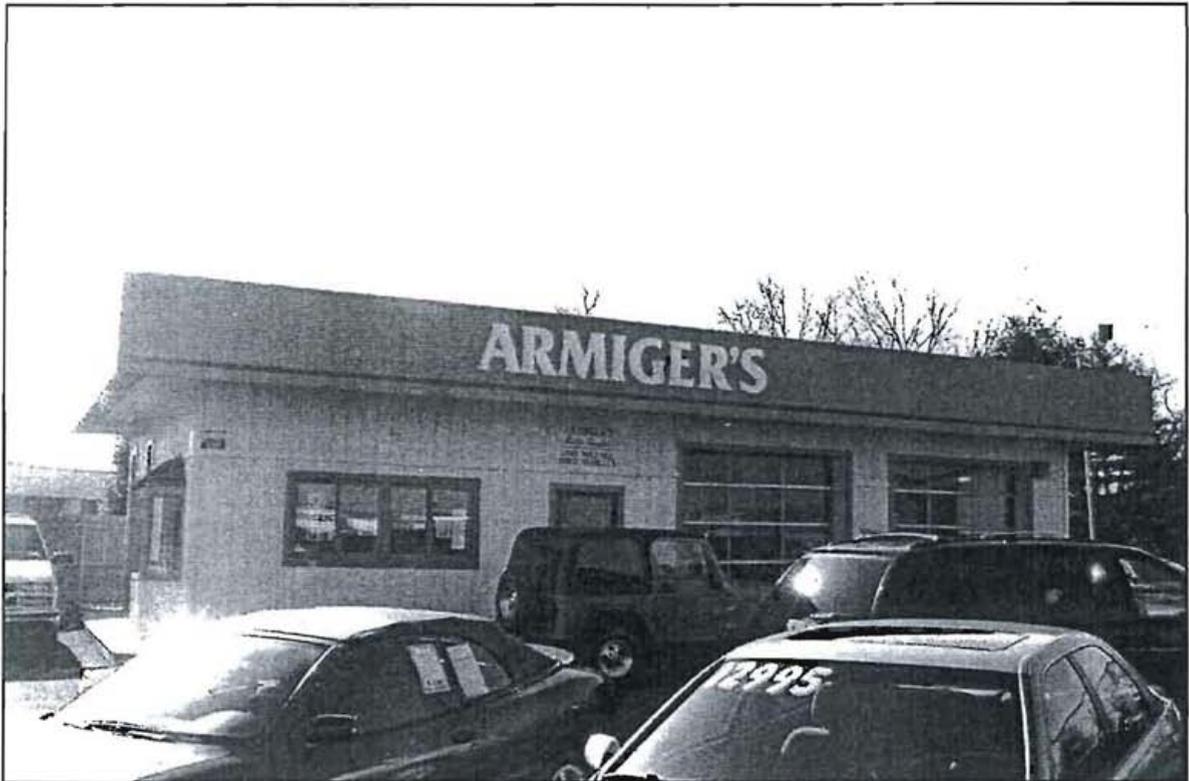


PLATE 5: Armiger's Auto Center (K-6993), Southwest View



PLATE 6: Carmen Lopez House (K-6994), West View

Carmen Lopez House (K-6994)
484 N. Dupont Highway
Constructed 1947
Tax Parcel ED-05-068.13-01-39.00
(Plates 6 and 7)
(Survey form in Appendix A)

Description: The Carmen Lopez House is located on a 0.35-acre parcel immediately north of Lakeview Drive's intersection with the Dupont Highway. The dwelling is a bonded brick minimal traditional house constructed in 1947, with an interior bonded brick chimney and an asphalt shingle-clad side-gable roof. The windows are eight-over-eight, six-over-six, and one-over-one double-hung wood units. The east (front) elevation has a four-light paneled wood door on a stoop sheltered by a front-gabled hood with two wrought-iron supports. A side-gable addition has been attached to the building's south elevation and has a paneled wood door on a brick stoop on its south side. A front-gable addition has been constructed onto the west (rear) elevation.

A bonded brick garage, constructed at the same time as the dwelling, is located about 30 feet southwest of the house. It is a one-story building with an asphalt shingle-clad, side-gable roof. There are two garage bays, each with a hinged wood door on the garage's west (front) elevation. Two six-over-six double-hung wood-sash windows are located between the two garage doors.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture, Engineering, and Decorative Arts – minimal traditional dwelling property type.

Evaluation: The Carmen Lopez House does not appear to meet National Register criteria. The dwelling has been the home of Carmen Lopez since it was constructed in 1947 and only represents part of the typical mid-twentieth-century suburbanization of Dover (C. Lopez, personal communication 2001). Historical research has uncovered no evidence indicating that the dwelling is associated with an event or individual important to history, and therefore it does not appear to meet Criterion A or B. The dwelling is a typical example of minimal traditional design, a popular style of suburban tract housing which was constructed in great numbers in the years preceding and following World War II. Because the Carmen Lopez House is a typical example of this type of housing, it does not appear to meet Criterion C. The dwelling is not likely to yield information important to the understanding of history as defined under Criterion D.

Cedar Beach Enterprise Service Station (K-6995)
N. Dupont Highway, at intersection with White Oak Road
Constructed 1950
Tax Parcel ED-05-068.18-01-18.00
(Plate 8)
(Survey form in Appendix A)

Description: This property contains a service station constructed in 1950. It is a one-story, brick building with a flat roof and an awning clad with aluminum siding. The northern portion of the building contains a small office with a metal-frame glass door and three plate-glass display windows on the west (front) elevation. The southern half of the building contains two garage bays, each with 12-light metal overhead doors on the west (front) elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Retailing and Wholesaling – service station property type.

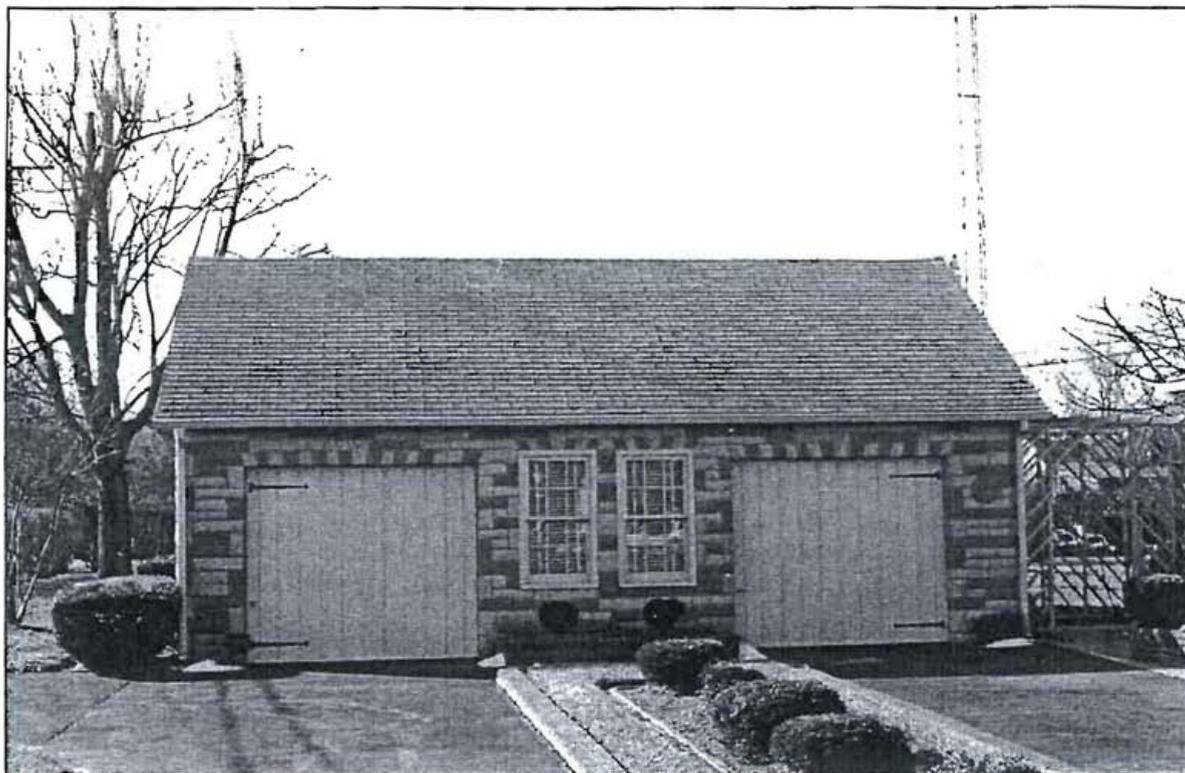


PLATE 7: Carmen Lopez House, Garage (K-6994), West View



PLATE 8: Cedar Beach Enterprise Service Station (K-6995), Southeast View

Evaluation: Cedar Beach Enterprise Service Station does not appear to meet National Register criteria. The service station was constructed in 1950 and represents part of the mid-twentieth-century commercialization of the Dupont Highway in Dover. Historical research has uncovered no evidence indicating that the building is associated with an event or individual important to history, and therefore it does not appear to meet Criterion A or B. The building is a typical example of a simple block-form, mid-twentieth-century service station, lacking distinctive architectural characteristics and features which would qualify it for individual listing under Criterion C. The service station will not yield information important to the understanding of history as defined under Criterion D.

Legales Building (K-6996)

431 N. Dupont Highway

Constructed circa 1940

Tax Parcel ED-05-068.13-01-56.00

(Plate 9)

(Survey form in Appendix A)

Description: The Legales Building is located on a 0.5385-acre parcel southeast of Townsend Boulevard's intersection with the Dupont Highway. No date of construction was provided in the tax records and no local oral source could provide a definite date of construction. The building appears to have been constructed circa 1950, based upon visual inspection during the field survey. It is a two-story wood-frame minimal traditional professional building, with an asphalt shingle-clad side-gable roof with cornice returns. The first story is clad with brick veneer and the second story is clad with aluminum siding. The windows are six-over-six double-hung wood-sash units. The west (front) elevation features a shed-roof porch with six wrought-iron supports. Four entrances are located on the elevation inside the porch. All are one-light paneled wood doors which have been boarded-up. Two 18-light wooden display windows are also located on the elevation's first story. A brick exterior chimney is located on the east (rear) elevation. An exterior wood staircase on the south elevation leads to a second-story entrance. The building is vacant and is in poor condition. Half of the wall cladding has been removed from the east (rear) elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture, Engineering, and Decorative Arts – minimal traditional property type.

Evaluation: The Legales Building does not appear to meet National Register criteria. The building, constructed circa 1950, represents part of the typical mid-twentieth-century suburbanization of Dover and was built as office space for private professional practices. Historical research has uncovered no evidence indicating that the building is associated with an event or individual important to the historical development of Dover or Delaware, and therefore it does not meet Criterion A or B. The gable roof, spare lines, and exterior cladding give this small office building a minimal traditional character resembling that of dwellings from the late 1940s and 1950s. However, it does not possess qualities of demonstrable architectural importance and does not meet Criterion C. The dwelling is not likely to yield information important to the understanding of history as defined under Criterion D.



PLATE 9: Legales Building (K-6996), Southeast View

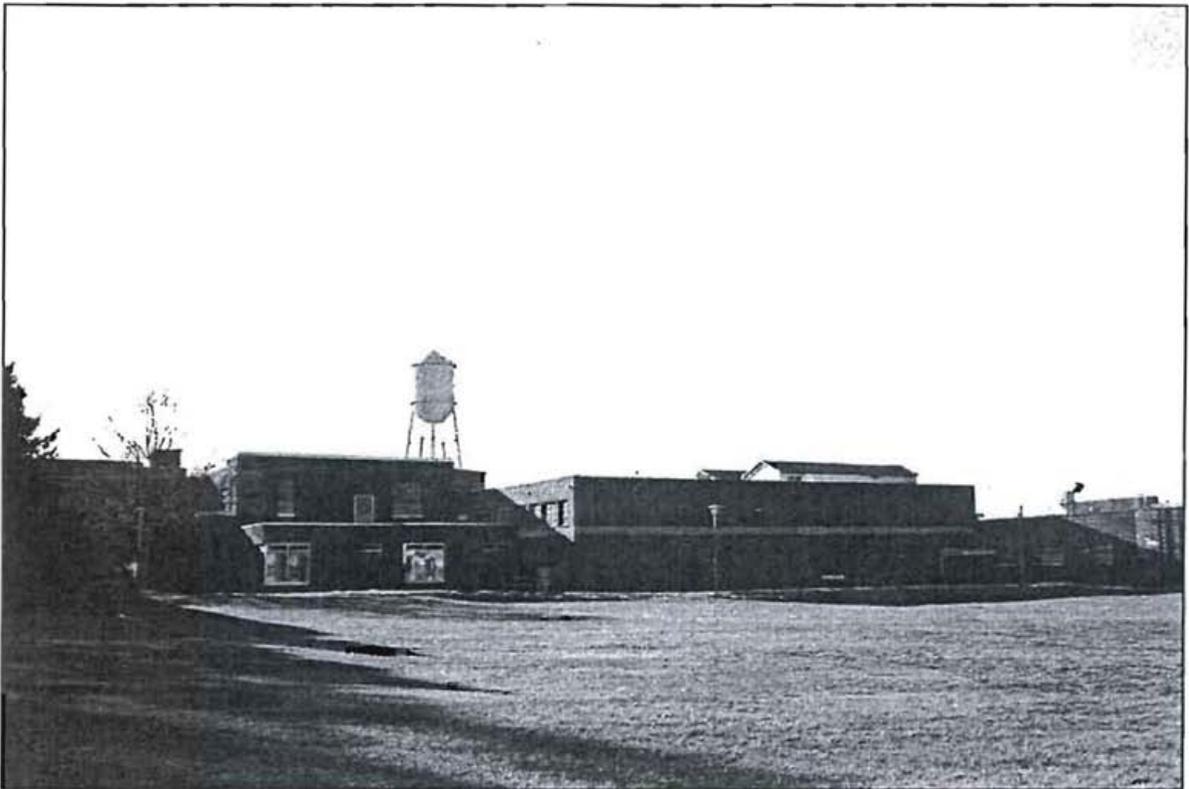


PLATE 10: Latex/Playtex Park (K-6997), Buildings 101 and 102, Southwest View

Latex/Playtex Park (K-6997)**50 N. Dupont Highway****Constructed 1937****Tax Parcel ED-05-077.06-01-02.00****(Plates 10 through 14)****(Survey form in Appendix A)**

Description: Latex/Playtex Park is a large industrial complex located on the west side of U.S. Route 13, immediately north of the highway's intersection with Division Street. Seemingly a single sprawling mass, the complex is in fact composed of more than a dozen structural units erected between 1937 and 1970. The original manufacturing facility constructed in 1937 consisted of Buildings 101 and 102 (Figure 7). Building 101 is a two-story brick building with four-over-four double-hung and one-light metal windows. A one-story flat-roofed bay extends from the south elevation, with a metal exterior staircase on the east side of the projecting bay leading to an upper story entrance accessible on the main block. Building 102 is adjacent to the west end of Building 101, and is also a two-story brick structure containing three-light metal windows and a concrete belt course located between the first and second stories.

As the plant expanded in the 1950s and 1960s, additional building units were constructed (see Figure 7). Buildings 103 through 108 are all one-story brick units which have been attached to the west side of Building 102. All contain 12-light and 16-light metal windows, as well as one-over-one double-hung metal windows. Only Building 104 contains noteworthy features. Two wood-frame gabled-roof monitors clad with metal extend from atop the roof. These structures contain chemical tanks used in plant manufacturing. Building 113 is a one-story brick structure which is attached to the north side of Building 114. It has 35-light metal windows and two metal smokestacks extending from its roof. Buildings 109 and 111 are two-story brick units separated by Building 110, a one-story brick unit which functions as a small hyphen. These three units compose the far south side of the building complex, adjacent to the south sides of Buildings 102 and 104. Building 112, adjacent to the east side of Building 111, is a two-story brick unit which has been attached to the south end of Building 101. The latest building unit to have been added to the complex is Building 115, which has been constructed onto the east (front) of Building 101. It is a two-story brick building with two-light metal ribbon windows. This building currently contains the complex's main entrance, a double-glass door, located on the south elevation.

Other buildings and structures on the property that are detached from the main complex include the water tower and Building 130. The water tower of the convex bottom type stands approximately 80 feet tall, supported by four columns. Building 130 is a one-story wood-frame building clad with aluminum siding. It has a flat roof and eight-light industrial band windows. The building is currently used as a paint and carpenter's shop.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Manufacturing – factory property type.

Evaluation: International Latex moved its operations from Rochester, New York, to Dover following the completion of the Dover plant along the Dupont Highway in 1937. The company chose Dover as its new home because of its proximity to the market areas of the country's largest urban corridor extending from Washington, D.C., to Boston, today known as megalopolis. The factory employed 250 people when it first opened. Consumer products, such as girdles and infant's clothing, were made at the plant. During World War II the factory manufactured only military products, including boats, stretchers, and collapsible water containers. The post-war boom economy expanded consumer production after the war. In 1955 a new warehouse and distribution center was constructed at the Dover plant, and in 1959 a research laboratory was added to the complex. As International Latex diversified, divisions within the company were incorporated.

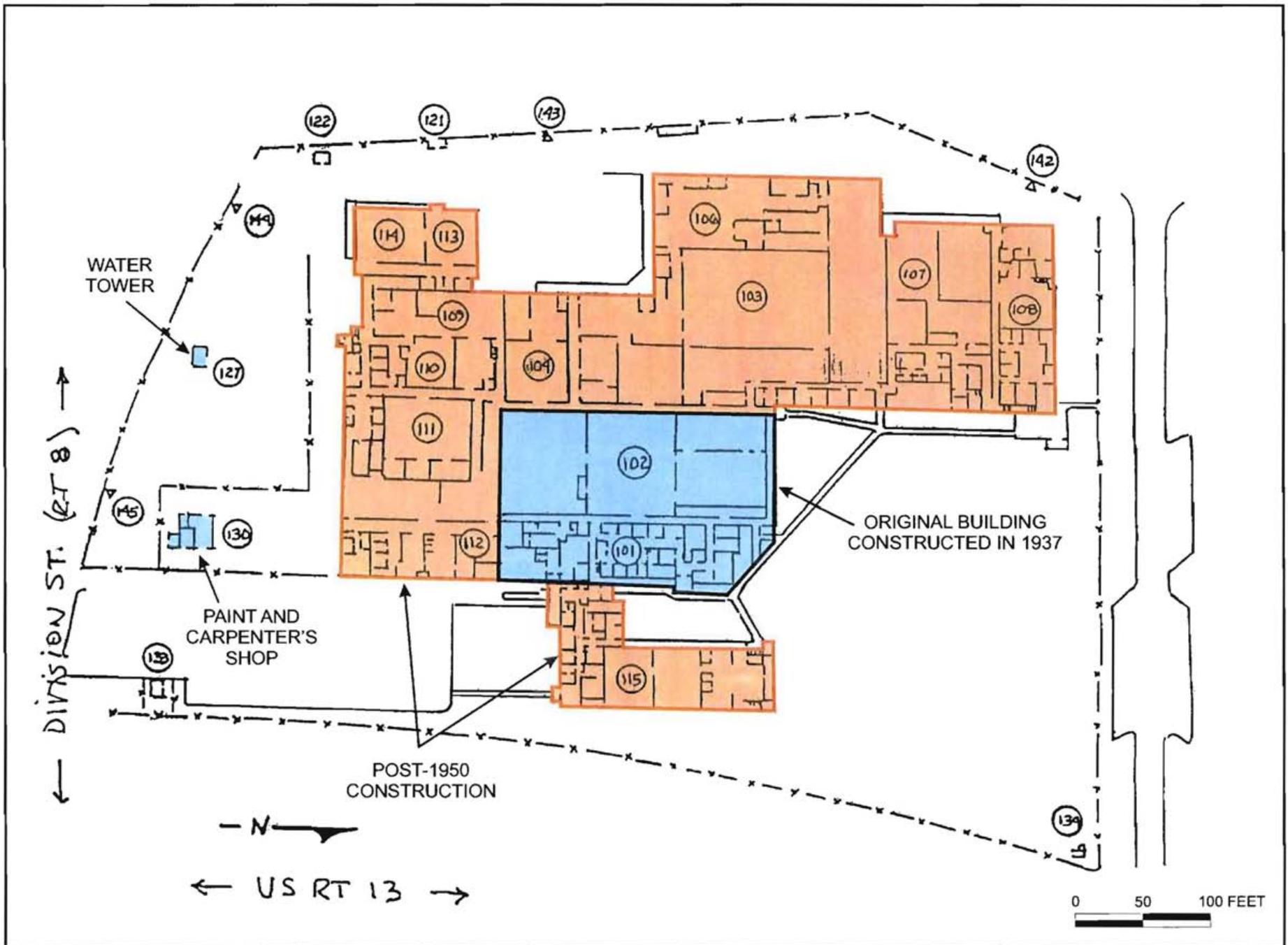


FIGURE 7: Plan of Latex/Playtex Park

SOURCE: Plan on file at International Latex/Playtex Corporation, Dover, Delaware



PLATE 11: Latex/Playtex Park (K-6997), Building 101, Southwest View



PLATE 12: Latex Playtex Park (K-6997), Building 115, Northwest View



PLATE 13: Latex/Playtex Park (K-6997), Water Tower, Southwest View



PLATE 14: Latex/Playtex Park (K-6997), Building 130, Southeast View

The consumer products division of the company became incorporated as International Playtex Corporation, a government and industrial division was formed as ILC Industries, Inc., and a chemical division was formed as International Latex & Chemical Corporation (Sammak and Winslow 1967:59).

International Latex was one of the first major corporations to build a factory in Dover. The success of the company has allowed the corporation to expand production facilities not just within the Dover plant, but worldwide. The plant has also been one of the largest employers in Dover over the last 60 years. The establishment of the International Latex plant was part of a broad range of events, including the opening of the Dupont Highway (1924), Dover Air Force Base (1940), and the General Foods factory (1963), all of which facilitated the development of Dover from a city with a predominately agricultural base during the early twentieth century into a modern diversified city. For this reason, the factory complex is significant under Criterion A, as it is associated with a pattern of events that stimulated the mid-twentieth-century commercialization/industrialization of what was previously a government center with an economy based on agriculture.

Despite its significance, the Latex/Playtex Park complex does not appear to meet National Register criteria because of its diminished integrity. Buildings 103 through 115 have all been added to the complex after 1950 as a result of the expansion of the plant during the 1950s and 1960s (see Figure 7). This construction has more than doubled the original size of the complex. The original complex, which consisted of Buildings 101 and 102, is now concealed on three sides by modern construction. Buildings 103 through 107 have been added to the west side of the original complex, Buildings 109 through 112 have been added to the south side, and Building 115 has been added to the east side. The original main entrance to the complex was located on the east elevation of Building 101, facing the Dupont Highway. Following the construction of Building 115, the formal main entrance to the complex was redesigned and relocated to that building's south elevation. These changes to the factory have resulted in a loss of integrity with respect to design, materials, and workmanship. Because the plant no longer possesses historical integrity, it does not meet National Register criteria. The role of the complex in the economic diversification of Dover was one of a series of events rather than the sole or greatest event; therefore, the complex does not convey the degree of historical integrity necessary for eligibility to the National Register.

Dupont Highway (U.S. Route 13/113) (K-6998)
From Loockerman Street to Townsend Boulevard
Constructed 1923, redesigned after 1968
(Plate 15)
(Survey form in Appendix A)

Description: The Dupont Highway (U.S. Route 13/113) in Dover from Loockerman Street to Townsend Boulevard is a six-lane divided highway surfaced with asphalt. The width of the roadway is approximately 98.4 feet, curb to curb, and consists of three northbound and three southbound lanes, with additional turning lanes located at all intersections with secondary roads. The northbound and southbound lanes are separated by concrete islands between Loockerman and Division streets, and north of Division Street the highway is divided by a grass median.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±, Transportation and Communication - highway property type.

Evaluation: The Dupont Highway appears to be significant under Criterion A. The highway is a significant engineering resource because it was the first modern highway constructed in Delaware and was the longest highway in the United States when it opened in 1924. The Dupont Highway was the first of many modern Delaware highways that facilitated significant social and economic developments which have impacted the



PLATE 15: Dupont Highway (K-6998), Northeast View

“broad pattern of events” within Delaware. Modern highways, the Dupont Highway and State Route 1 in particular, are partly responsible for the development of suburbs around Wilmington and other Delaware towns and cities, as workers were able to travel between their homes and places of employment in less time because of improved roads. Improved roads also allowed business to relocate from the inner cities to the suburbs.

Although no study has ever assessed the eligibility status of the Dupont Highway as a whole, portions of the highway have been documented. In 1992 Berger documented the portion of the Dupont Highway between Milford and Georgetown as part of its cultural resource survey of the U.S. Route 113 corridor between these two towns (LeeDecker et al. 1992). Berger concluded that this portion of the highway would not meet National Register criteria because its integrity of design, materials, and workmanship were altered through periodic widening and upgrading activities over time.

As with the portion from Milford to Georgetown, the Dupont Highway through Dover retains its historical alignment and has also been extensively modified through upgrading activities. As traffic patterns using this corridor in Dover have increased over the years, the highway has expanded from a four-lane roadway to a six-lane roadway with turning lanes. Aerial photographs from the late 1940s show that the highway through Dover was only a dualized (four-lane divided) road at that time. Plans for DelDOT Contract 1850, Intersection Alterations on U.S. Route 13 at Loockerman & Court Street, show that portions of the road within the current project area were still dualized at the time of that project in 1968. Alterations from Project 1850 included the construction of concrete islands dividing the northbound and southbound lanes. Further alterations to the highway dating since 1968 include additional concrete medians constructed between Loockerman and Division streets, as well as additional northbound and southbound lanes. These changes have radically altered the original design of this section of the highway.

The setting around the highway has likewise changed. When the highway opened in 1924 and through most of the next two decades, the surrounding area was predominately rural, even in the vicinity of Dover. Today, however, the highway is a major, modern commercial corridor with no remnant of its agricultural character still intact. As a result of these changes, most of which have occurred since 1960, the highway no longer retains sufficient integrity of design, feeling, and setting to be eligible for listing in the National Register.