

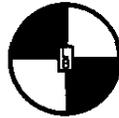
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ARCHITECTURAL RESOURCE ASSESSMENT DENNEYS ROAD AND MCKEE ROAD

Dover, Kent County, Delaware

Prepared By:



Louis Berger & Associates, Inc.
Washington, D.C.

Prepared For:



The Delaware Department of Transportation
Dover, Delaware

November 1997

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ABSTRACT

The Cultural Resource Group of Louis Berger & Associates, Inc., performed a survey and evaluation of the architectural resources within the area of potential effect for a proposed improvement to the intersection of Denneys and McKee roads in the City of Dover, Kent County, at the request of the Delaware Department of Transportation. The proposed improvement involves the construction of a traffic signal at the intersection and the addition of left-hand turning lanes to all four approaches to the intersection.

The goal of the survey was to identify, record, and evaluate all architectural resources dating prior to 1950 and located within the area of potential effect of the proposed improvement. The survey of the area of potential effect of the improvement to the intersection of Denneys and McKee roads identified one previously recorded resource. The study has concluded that this resource is not eligible for the National Register of Historic Places.

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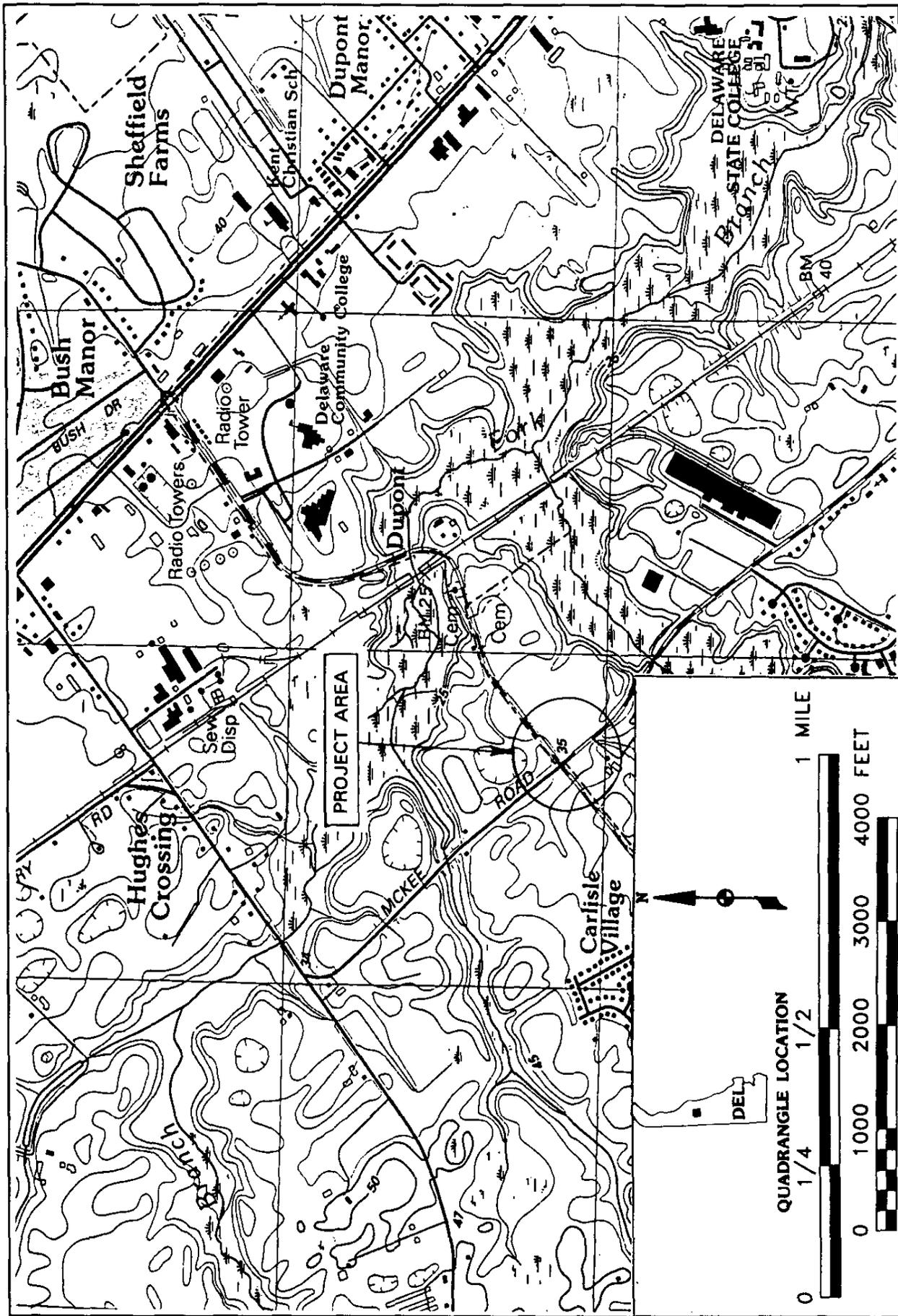
I. INTRODUCTION

At the request of the Delaware Department of Transportation (DelDOT), the Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), performed a survey and evaluation of the architectural resources within the area of potential effect for a proposed improvement to the intersection of Denneys Road and McKee Road (SR 15). DelDOT proposes to construct a traffic signal and turning lanes at the intersection, with an area of potential effect covering approximately 16 acres. The project area is located within the City of Dover's northern boundary (Figure 1).

The architectural survey was conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Procedures for the Protection of Historic Properties (36 CFR 800); and Section 4(f) of the Department of Transportation Act (23 CFR 771). The goal of the survey was to identify, record, and evaluate all architectural resources within the project's area of potential effect dating to or prior to 1950. Evaluation of the resources included determination regarding eligibility for the National Register of Historic Places (NRHP).

The area of potential effect is centered at the intersection of McKee and Denneys roads. Based on project plans and the existing character of the project area, its length was defined as a location extending approximately 1,300 feet along McKee Road south of the intersection and approximately 700 feet from the center of the intersection in the direction of all three of the other existing roadways. The width of the area of potential effect extends approximately 100 feet on either side of the existing roadways. Overall, the area of potential effect includes about 16 acres. The land within this location contains both rural and developed areas. The properties northwest and northeast of the intersection are cultivated agricultural fields. The property southwest of the intersection includes remnants of a nineteenth-century farmstead. The area just southeast of the intersection is a circa 1980s residential development named Mill Creek.

The study was conducted under the general direction of LBA Principal Architectural Historian Martha H. Bowers. Architectural Historian Eric F. Griffiths conducted the field survey and research on October 15-16, 1997. Mr. Griffiths wrote the report.



SOURCE: USGS 7.5 Minute Series, Dover, Del. Quadrangle, 1993

FIGURE 1: Project Area

II. HISTORICAL BACKGROUND

A. GENERAL OVERVIEW

Situated in upper Kent County, at the northern extremity of the Dover corporate limits, the project area falls within the Upper Peninsula Zone as delineated in the Delaware State Historic Preservation Plan.

European settlement of the Kent County area commenced circa 1671. Exploration of this area appears to have been underway since early in the seventeenth century, but the relatively small number of Swedish, Dutch, and English settlers who had landed in the present-day state of Delaware prior to 1671 had concentrated at either the northern or the southern end of the state, along the coast. The region was under Swedish rule from 1638 to 1655, under Dutch rule from 1655 to 1664, under English rule from 1664 to 1673, and under Dutch rule again in 1673-1674, and was finally subjected to enduring English sovereignty in 1674 (Hancock 1976:4).

Based on the record of land grants from the 1670s, early European/American settlers in the Kent County area clustered to some degree along the St. Jones and Mispillion creeks during the first decade of European occupation, but thinly scattered homesteads were established along the lower reaches of most of the creeks in the area (Hancock 1976:5). The early settlers were predominantly English, but included some Dutch colonists and a few people of French Protestant (or Huguenot) heritage. Many settlers moved to the Kent County area from Maryland (Hancock 1976:4-6), and also from Virginia (Heite and Blume 1995:10).

Kent County was founded in 1680 under the name of St. Jones County, and was given its permanent designation by William Penn in 1682. The area had been governed as the upper reaches of the district of Whorekill (an earlier name for Lewes) since 1673. The town of Dover was founded as the permanent county seat of Kent County in 1717. Dover grew slowly in its early decades; its population was said to consist of only twenty families in 1750 (Hancock 1976:9). The small size of the population is representative of the pronounced lack of urbanization that characterized Kent County overall during the colonial period, and to a degree thereafter, due perhaps to the powerful commercial presence of Philadelphia to the north and Baltimore to the west (Heite and Blume 1995:10). Dover, which became Delaware's capital in 1777, has always been the preeminent town in the county (Hancock 1976:71)

The economic life of Kent County has historically been dominated by agriculture, from the early period of European settlement almost to the present. In the late seventeenth and eighteenth centuries, following an initial phase of subsistence production while the homesteads were started and the first fields were cleared, farmers tended to take up the mixed agricultural system that characterized much of the Mid-Atlantic region. This system emphasized the production of wheat, Indian corn, and livestock for market, with other grains, flax, and orchard and garden crops raised for subsistence.

Kent County settlers found the soil, in general, very fertile. Tobacco was grown from the early period of settlement, cultivated chiefly by transplanted Marylanders (Herman et al. 1989:20, 24).

Gristmills, sawmills, and tanyards employing water flow were established by millers and tanners at appropriate locations for the operation of service or custom businesses processing grain, timber, and hides. These were joined in the late eighteenth century by merchant flour mills—more specialized gristmills run by miller entrepreneurs who bought farmers' wheat crops outright instead of taking a portion as toll. Manufacturing industry remained largely absent from the economic landscape in Kent County until the mid-twentieth century (Hancock 1976:18, 22, 36).

The soil-depletive agricultural methods typical of the region's early farmers gradually cost Kent County much of the fertility of its originally highly productive soil. By the 1820s this tendency was threatening a local economic and demographic crisis. From 1820 to 1840 Kent County saw its population decline, from 20,793 to 19,872, as many young people left their home county to settle elsewhere (Hancock 1976:19).

Kent County agriculture began to realize a resurgence in the 1840s, however, as local farmers responded to the general decline in productivity by paying more heed to the tenets of the burgeoning progressive agricultural movement. Encouraged by the Agricultural Society of Kent County, farmers took up the use of lime and guano on their fields, and began to institute improved methods of crop rotation (Hancock 1976:20; Pendleton 1994:5).

The agrarian recovery fostered by improved methods of husbandry was greatly aided by the transportation improvements that characterized the region during the mid-nineteenth century, particularly the introduction of steam navigation and the completion of the Delaware Railroad in 1856. This surge in transportation capacity and speed lowered the price of fertilizer and greatly facilitated the marketing of agricultural commodities. Steamboats and railroads, as well as the agricultural use of lime and guano and the work of the county agricultural society, deserve credit for the rebuilding of agricultural prosperity (Hancock 1976:20).

After 1840, the economic resurgence enabled Kent County to return to its former pattern of moderately paced population growth. The population reached 27,804 in 1860 and 32,874 in 1880. The changes in modes of agricultural organization and activity that had transpired since 1820 were reflected in changes in the economic composition of the population. Slavery declined as a presence, with the number of slaves decreasing from 1,485 in 1800 to 203 in 1860. A local tendency toward manumission was probably one element in this trend, as during the same period the number of free African-Americans in Kent County grew from 5,731 to 7,271 (Hancock 1976:19). Another element, however, may have been a tendency for young farmers to take their slaves with them when they emigrated.

While Kent County people moved away from slavery, they moved toward a different system of personal dependence, namely, widespread agricultural tenancy. During the troubled 1820s and 1830s, merchants with capital to invest had been able to acquire large landholdings from discouraged

families. These investors tended to lend the land to tenants. The trend toward tenancy was reinforced by the conviction among many of the period's progressive agriculturists that farms should be kept smaller than formerly, and be more intensively managed.

During the 1850s, with the advent of the railroad and its promise of removing to a large extent the hindrance of perishability, Kent County farmers began to expand their orchards and vegetable patches. They sought to broaden the range of potentially marketable agricultural commodities. Peaches were a particularly popular choice in this regard, having already proved successful in New Castle County, Kent's northern neighbor, which is situated closer to large urban population centers such as Wilmington and Philadelphia (Hancock 1976:22, 34). In the years immediately following the Civil War (i.e., circa 1865-1875), the expanded peach orchards matured, and production of peaches became a major aspect of the county's agriculture. Although the raising of strawberries, legumes, salad greens, and other garden vegetables increased, county agriculture continued to concentrate on the traditional mainstay of wheat. Farmers took up dairying on a larger scale than formerly, however, sending milk and butter to market (Pendleton 1994:5). Wheat continued to be a significant local crop into the mid-twentieth century, but the amount grown declined somewhat throughout Kent County after the 1870s; prices for the Mid-Atlantic region's wheat fell considerably as the Upper Midwest region gained ascendancy as the nation's main wheat-growing area (Herman et al. 1989:31-32).

The peach boom did not prove to be a lasting phenomenon in the parts of Kent County that had turned to growing peaches. In the 1890s a blight known as the peach yellows ruined many orchards, and peach production in Kent County steadily declined during the early and middle years of the twentieth century (Hancock 1976:35). Owing to the reverses suffered by growers emphasizing wheat or peaches, the final quarter of the nineteenth century became another period of transition (and economic frustration) for many of the county's farmers. The county's population size again stagnated, dipping slightly, to 32,762 in 1900 from 32,874 in 1880.

Kent County's agriculturists met the challenges of this period by accepting the trend toward diversification. Nevertheless, the small (i.e., single farmstead) or medium-sized farming operation never again fulfilled its old local role as the basis for substantial prosperity and upper-middling status. The orchard business ultimately endured as a major aspect of local commercial agriculture, as did farming as an element in the county's overall economic life. In addition, the commercial raising of poultry emerged as an important aspect of the area's agriculture in the early decades of the twentieth century. Chickens had been a fixture of rural dooryards since the earliest settlement in Kent County. The introduction of breeds from the Far East and Europe beginning in the 1830s led farmers to initiate their own breeding programs. The Delaware Agricultural Experiment Station was among the earliest (1899) in the country to issue special bulletins on poultry. The initial focus was on egg production, although the opening of specialized canning companies in Dover in the mid-nineteenth century offered some incentive to raise chickens as "marketable meat" (Pendleton 1994:6). The development of the broiler industry beginning in the early 1920s transformed poultry farming in Kent (and also Sussex) County, and made this form of agriculture a mainstay of the state's economy (Pendleton 1994:6).

The years since 1939, when International Latex opened its plant outside Dover—the first export manufacturing installation in the county apart from those directly connected with agriculture—have seen a transformation of Kent County's economic life. Manufacturing and the presence of Dover Air Force Base (created in 1940) have broadened local economic activity beyond farming, the related agricultural service and commerce businesses, and maintenance of the state government (Hancock 1976:36, 72).

This economic diversification and the resulting population increase have brought about a relatively rapid and ongoing growth of exurban residential development. In 1900, Dover was a small- to medium-sized town with a population of just 3,329. By 1990, this figure had increased dramatically, to 27,630. The latter trend represents a decline in the rural population which has characterized much of Dover's history.

B. STUDY AREA HISTORY

Occupation and land use in the vicinity of the Denneys and McKee roads study area have been previously examined in association with archaeological investigations on Denneys Road by Heite and Heite (1985) and more recently along Scarborough Road by Heite and Blume (1995). Based on the information from those studies, relevant time periods within this Upper Peninsula Zone study area include 1730-1770 (Intensified and Durable Occupation), 1770-1830 (Early Industrialization), 1830-1880 (Industrialization and Early Urbanization), and 1880-1940 (Urbanization and Early Suburbanization). The key themes are the Agriculture and Settlement Patterns and Demographic Change themes identified by Heite and Heite (1985), and the Architectural theme that is referred to in Chapter III. According to Heite and Blume (1995:13-14), the property types to be expected from the historic period in this area are the farmstead, or "toft," the fields from which agricultural products are derived, and the ditches that have made possible the transformation of low-lying areas into productive economic units. The information that follows is based on the earlier works cited above and deed records from the office of the Kent County Recorder of Deeds in Dover.

The project area consists of the intersection of two historic roads, Denneys Road and McKee Road. Denneys Road is one of the oldest east-west routes in Kent County. It developed as a ridge road located between the Chance's and Mudstones branches of the Dover River. Its most distinctive feature is a horseshoe bend located at the Fork Branch bridge. The course of Denneys Road was established sometime during the early nineteenth century and has not changed since that time. McKee Road, constructed in 1881 as a north-south road in Kent County, intersects Denneys Road west of its horseshoe bend. The land use in the vicinity surrounding the intersection has remained primarily rural, with the exception of a residential development called Mill Creek constructed during the 1980s (Heite and Heite 1985:8).

The study area was probably at one time among the large number of landholdings held during the eighteenth century by Nicholas Loockerman and his son Vincent. During the nineteenth century, the Loockerman holdings began to be subdivided under various owners. Like the Loockermans, many were absentee owners who did not permanently settle on their tracts. One of these individuals was

Richard M. Griffith, a resident of Wilmington. Two tracts which contain the project area were purchased by Griffith in 1860 from William Bright. These tracts amounted to 199 acres along a portion of the Dover River bordering the land of Charles Dupont (Kent County Deed Book R, vol. 4, folio 468).

Griffith did not own this property for very long before he sold it to William F. McKee in 1865. McKee at that time was a resident of Brandywine Hundred, but unlike Griffith, he did settle on his land. According to the Beers (1868) atlas of Delaware, William McKee owned two dwellings in the vicinity of Dupont Station, located just east of the project area (Figure 2). One of these dwellings is a 2½-story farmhouse located at the southwest side of the intersection, which is still extant today. In 1868 it was a modest I-house, one bay deep and four bays long.

William McKee's primary occupation was as a farmer, but he also operated a store in the Dupont Station community. The Dupont Station community, also known as the Fork Branch community, was comprised of an ethnically diverse group called the "Moors." According to Heite and Heite (1985), these people were descendants of white and African-American groups, and a remnant Native American tribe known as Nanticokes (see Heite and Heite 1985:19-23 for further discussion). Although McKee did not have a "Moor" ancestry, he was associated with the community as a merchant (Heite and Heite 1985:13)

William McKee, Sr., retained ownership of 102 acres of the land purchased from Griffith until his death in 1909. Upon his death, McKee's estate was divided among his three adult children— Helen Boyles, Mary Harper, and William McKee, Jr.—and his wife, Clementine. A month after the death of William McKee, Sr., Mary Harper and her husband, Arthur, sold their interest in the inherited land to Helen and Joseph Boyles, Mary's sister and brother-in-law (Kent County Deed Book U, vol. 9, folio 170). Later in the same year, a board of freeholders was chosen to divide the land among the remaining heirs, Clementine, Helen, and William. Serving on the board were Harvey W. Lenard, Herman M. Baxner, Frank Wilds, Caleb S. Pennewill, and William M. Hazel (Kent County Orphans' Court Docket Book Q, vol. 2, p. 107). According to the Orphans' Court records, the board divided the holdings of William McKee, Sr., into two tracts: Residence No. 1 and Residence No. 2. Residence No. 1, containing a total of 53 acres, was bounded by Denneys Road to the north, McKee Road to the east, and the lands of William M. Hope to the west. Residence No. 2, containing 39 acres, was located east of Residence No. 1 and was bordered by Denneys Road to the north and Jacob Mosby's tract to the east. Between these tracts was a 10-acre parcel which William Sr. had reserved as a dower for his wife, Clementine (Kent County Orphans' Court Plot Book 6, p. 208). In 1914, Joseph and Helen Boyles obtained full ownership of both Residence No. 1 and Residence No. 2 when in January of that year William McKee, Jr., sold his third of his father's inheritance to his sister and brother-in-law (Kent County Deed Book P, vol. 10, folio 188).

Joseph and Helen Boyles sold both tracts to Lemuel Covington in 1923. Descendants of Lemuel Covington still retain ownership of 43 acres of the McKee farmstead. It is located in the project area immediately southwest of the intersection and currently contains the nineteenth-century McKee farmhouse and agricultural outbuildings dating from the early to mid-twentieth century. These are

the only buildings 50 years or older located in the study area. The tract on the southeast side of McKee Road was sold by Covington sometime during the decades after he acquired the land. Within the past two decades, this area has been developed into a modern residential neighborhood, called Mill Creek. None of the properties bordering the northeast and northwest quadrants of the intersection have had any substantial development, and they are still used for agricultural purposes.

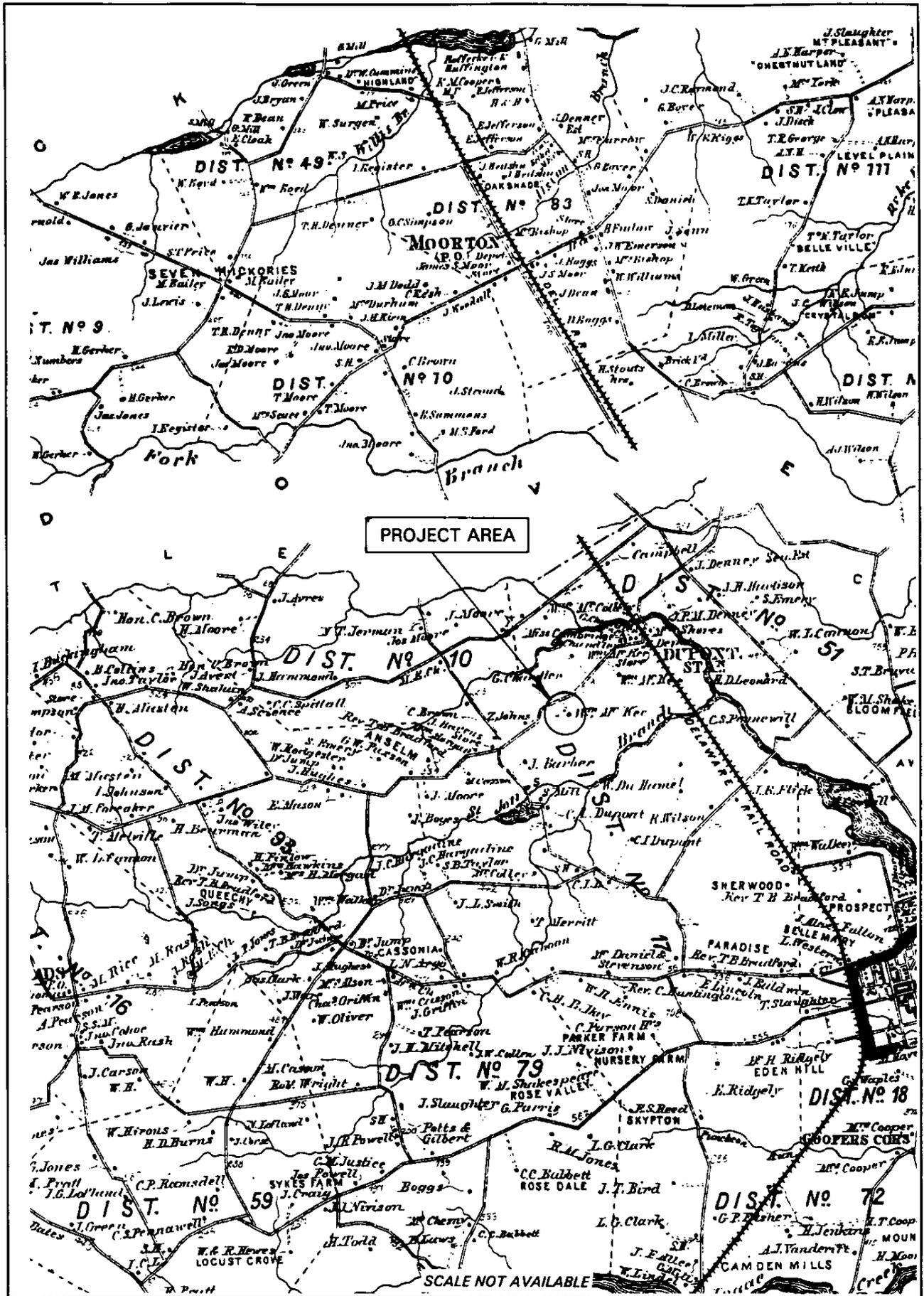


FIGURE 2: Project Area and Vicinity, 1868

SOURCE: Pomeroy and Beers 1868 Atlas

III. RESEARCH DESIGN

A. OBJECTIVE

The goal of the survey was to identify, record, and evaluate all architectural resources dating to before 1950 and located within the area of potential effect of the proposed improvement to the intersection of Denneys Road and McKee Road. The survey was undertaken for the purpose of compliance by the DelDOT with Section 106 of the National Historic Preservation Act of 1966, as amended. The evaluation of resources included determination of eligibility for the NRHP.

The level of this survey combined Phase I (background research and location/identification of resources) and Phase II (evaluation). Background information on the history of the vicinity of the project area was conducted following the guidelines of the Delaware State Historic Preservation Plan and its associated context documents. Deed research for all properties containing buildings 50 years or older in the project area was also conducted to develop property-specific histories, and was included in the development of the historic context for this report. The area of potential effect was defined as a location extending approximately 1,300 feet along McKee Road south of the intersection and approximately 700 feet from the center of the intersection in the direction of all three of the other major roadways, covering an area of approximately 16 acres. All of the project area lies within the Dover city limits.

B. METHODS

Background research was conducted at the Delaware State Archives, the Delaware State Historic Preservation Office (DESHPO), the Dover Public Library, and the Kent County Courthouse, all in Dover. Materials collected and examined included cultural resource survey forms for properties previously recorded in the project area, 1900 and 1910 census data for Kent County, deed records from 1860 to the present for the property located in the project area, Kent County Orphans' Court records, historical maps, and two previous archaeological studies of locations in the vicinity of the project area previously mentioned in this report (Heite and Blume 1995; Heite and Heite 1985). The surveyor conducted fieldwork at the intersection, collecting architectural data for the completion of cultural resource survey forms and the NRHP evaluation of the resources, and photographing resources as directed by the survey guidelines of the DESHPO. Identification of pre-1950 resources was made by combining the assessment of a building's architectural character with information from historical maps, deed records from the office of the Kent County Recorder of Deeds, and information from the Kent County Tax Assessor's Office.

C. EXPECTED RESULTS

Based upon DESHPO file information, it was expected that at least one property would require investigation, and that an unspecified number of additional resources over 50 years of age would

possibly be identified within the project area of potential effect. It was not expected that resources dating from the period of Exploration and Frontier Settlement: 1630-1730 would be extant in the project area. European settlement in the area was sparse during that period and the survival rate for such properties is low. Based on historical research, it was believed that the study area would include an agricultural landscape undergoing encroachment by suburban development.

Expected property types dating from the periods of Early Industrialization: 1770-1830, Industrialization and Early Urbanization: 1830-1880, and Urbanization and Early Suburbanization: 1880-1940 would typically be associated with farmsteads, and would potentially include farmhouses as well as barns, springhouses, and other outbuildings. An eligible site should consist of the main dwelling with outbuildings and/or farm buildings of sufficient number and type to clearly convey the domestic and/or agrarian uses to which the property was put during the period of significance. The property should exhibit overall integrity of design, materials, and immediate setting to be considered eligible for the National Register.

Farmstead resources relating to the Architectural theme would most likely derive their significance from Criterion C, having distinctive characteristics of a type or method of construction. Properties significant under the Agricultural theme would most likely derive their significance from Criterion A. These would require documented associations with an event or trend that was important in the history of the area or the country.

IV. RESOURCE DESCRIPTION

A. INTRODUCTION

The survey identified and evaluated only one property containing architectural resources 50 years of age or older. This property, a farmstead associated with William McKee, located at the southwest corner of the intersection, was inventoried in 1979 but was not evaluated for National Register eligibility at that time. This study updated the cultural resource inventory form, which is included in Appendix A, and evaluated the property in terms of the National Register Criteria.

The additional locations along the northwest, northeast, and southeast corners of the intersection contain no architectural resources 50 years of age or older. The southeast corner contains a circa 1980s and 1990s residential development called Mill Creek. The northeast corner contains a cultivated agricultural field with a wood-frame concession stand which, according to the Kent County Tax Assessor, was constructed in 1971. The tract abutting the northwest corner of the intersection contains only a cultivated agricultural field.

B. DESCRIPTION OF ARCHITECTURAL RESOURCES

All of the resources documented in this study are associated with the William McKee Property, located at the southwest corner of the intersection of Denneys and McKee roads. The property represents two historic context periods as defined by the survey guidelines of the DESHPO: 1830-1880 (Industrialization and Early Urbanization) and 1880-1940 (Urbanization and Early Suburbanization). The property type is a farmstead which represents both the Agricultural and Architectural themes.

William McKee Property (K-1058)
Tax Parcel 05-67-3-600
(Plates 1-10)
(Survey forms in Appendix A)

Description: The William McKee property is located in the City of Dover at 1710 McKee Road, at the southwest corner of the intersection of McKee and Denneys roads, approximately 1½ miles west of U.S. Route 13. The property includes a 2½-story farmhouse, a hay barn, a granary, two chicken houses, and a concrete-block milkhouse set on a 43-acre tract (Figure 3). The house, which was constructed during the 1860s, is a 2½-story, gable-front, single-family dwelling. The original structure is a wood-frame, gable-roof, 1x4-bay I-house, now located on the west end of the present dwelling. This part of the house currently contains a poured concrete foundation which was probably added during the 1920s, a weatherboard exterior, 2/2 double-hung wood sash windows, and a composite asphalt-shingle roof covering. There is a lean-to addition constructed circa 1920 on the north elevation of the original block of the house which has weatherboard walls and 2/2 double-hung

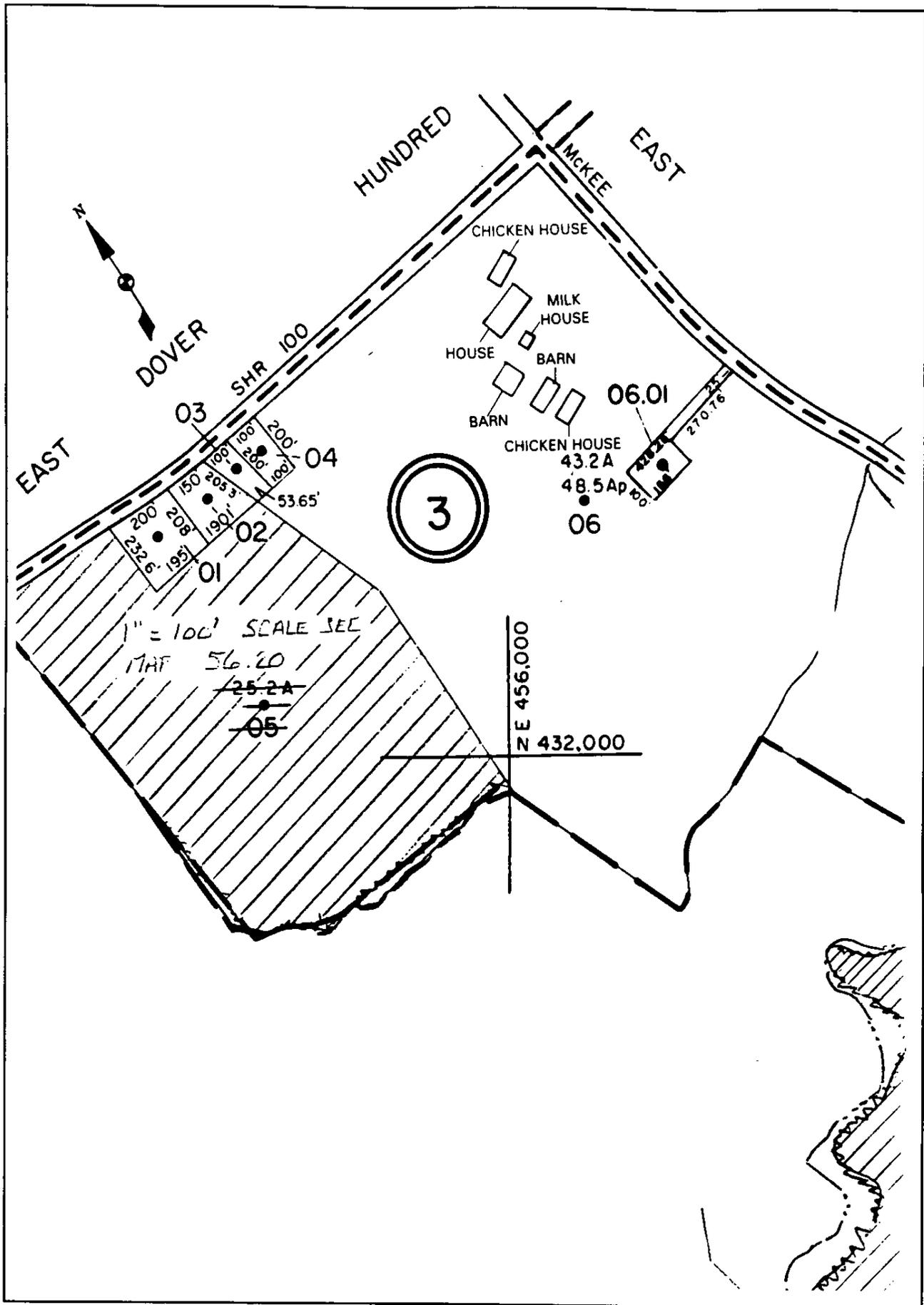


FIGURE 3: Architectural Resources in Project Area

wood windows. A 1-story shed-roof enclosed porch added to the main block's south elevation circa 1920 has 6/6 double-hung, wood sash, ribbon windows. Projecting from the east end of the original main block is a 2½-story gable-front addition, which doubled the size of the original building. The addition faces McKee Road and was probably constructed shortly after the highway was built in 1881. It has a brick foundation, weatherboard walls, 2/2 double-hung wood sash windows, and asphalt composite roof shingles. The facade facing McKee Road (east elevation) contains a 1-story hipped-roof porch supported by three wood Tuscan columns, and a lancet window in the attic story. The front entrance contains a 9-light, panel door located off-center on the south end of the elevation. A 2-story canted bay projecting from the south side of the house features a lancet window in the gable end. The south elevation also contains a hipped-roof porch with wood post supports containing decorative scroll work. There are three panel wood doors on the building's south elevation. One is located in the canted bay, another in the original main block of the dwelling, and the third in the enclosed porch. The residence has two interior chimneys. One of them pierces the roof of the main block of the original structure and the other pierces the roof of the later nineteenth-century addition. The interior of the residence was not accessible at the time of the survey. The dwelling is in fair condition, with no major deterioration evident.

The property also contains two agricultural outbuildings, which, according to the owner, were used as a hay barn and granary. The county tax assessor's records indicate that both outbuildings were constructed during the mid-1940s. The hay barn is located approximately 50 feet southwest of the farmhouse, and the granary, approximately 70 feet south of the hay barn. Both are 2-story wood-frame structures with gable roofs featuring asphalt composite shingles and exposed rafter ends. They have vertical wood siding, are set on concrete piers, and have sliding wood doors. The hay barn has 6-light wood windows and the other structure has 2-light and 4-light, wood windows. The interior of these outbuildings was not accessible at the time of the survey. These two buildings are in fair condition, with no major deterioration evident.

Two chicken houses are located in close proximity to the farmhouse. According to the county tax assessor's records, they were constructed during the 1940s. One of them, a 1-story, wood-frame building with a composite asphalt shingle gable roof, is located approximately 70 feet north of the farmhouse. The building has weatherboard walls with ribbon window openings covered by wire mesh, and one hinged door. The interior consists of one undivided space not in use. This chicken house is in very poor condition. The structural system and the roof are in a highly deteriorated condition and the building is about to collapse. The other chicken house is located approximately 300 feet southwest of the farmhouse, just beyond the granary. This one is also a 1-story wood-frame building with a composite asphalt shingle gable roof, a poured concrete foundation, and vertical wood siding. It has 12-light wood windows covered by wire mesh, and two wood doors located at both ends of its south elevation. Its interior consists of one undivided space currently being used for storage. The building is in fair condition, with no major deterioration noted.

A milkhouse is located approximately 20 feet southwest of the farmhouse, just east of the hay barn. According to the Kent County Tax Assessor records, the milkhouse was constructed circa 1945. It has a rusticated concrete-block exterior with a wood-frame gable roof covered with composite

asphalt shingles. It contains one wood panel door and one 2/2 double-hung wood sash window. Its interior consists of one undivided space currently being used for storage. It is in generally good condition, with no major deterioration noted.

According to the 1979 survey form, in that year the property also contained two additional chicken houses, two stables, and a hay barrack. None of these buildings are extant today, having been removed from the property at some point during the last eighteen years. The property is no longer used as a farmstead. It serves both as a residence and as an office of a commercial landscaping business. A wood-frame garage with an aluminum exterior, constructed circa 1985, is located approximately 300 feet southwest of the house and is currently used for the landscaping business. The nineteenth-century dwelling is scheduled to be demolished within the next two years by its current owner. The foundation of a new building is located west of the house.



PLATE 1: William McKee Property (K-1058), Farmhouse, Front (East) Elevation, View West



PLATE 2: William McKee Property (K-1058), Farmhouse, East and North Elevations, View Southwest



PLATE 3: William McKee Property (K-1058), Farmhouse, South and West Elevations, View Northeast



PLATE 4: William McKee Property (K-1058), Farmhouse, North Elevation, View South



PLATE 5: William McKee Property (K-1058), Hay Barn, View Southwest



PLATE 6: William McKee Property (K-1058), Granary, View Southwest



PLATE 7: William McKee Property (K-1058), Chicken House No. 1, View North



PLATE 8: William McKee Property (K-1058), Chicken House No. 2, View North

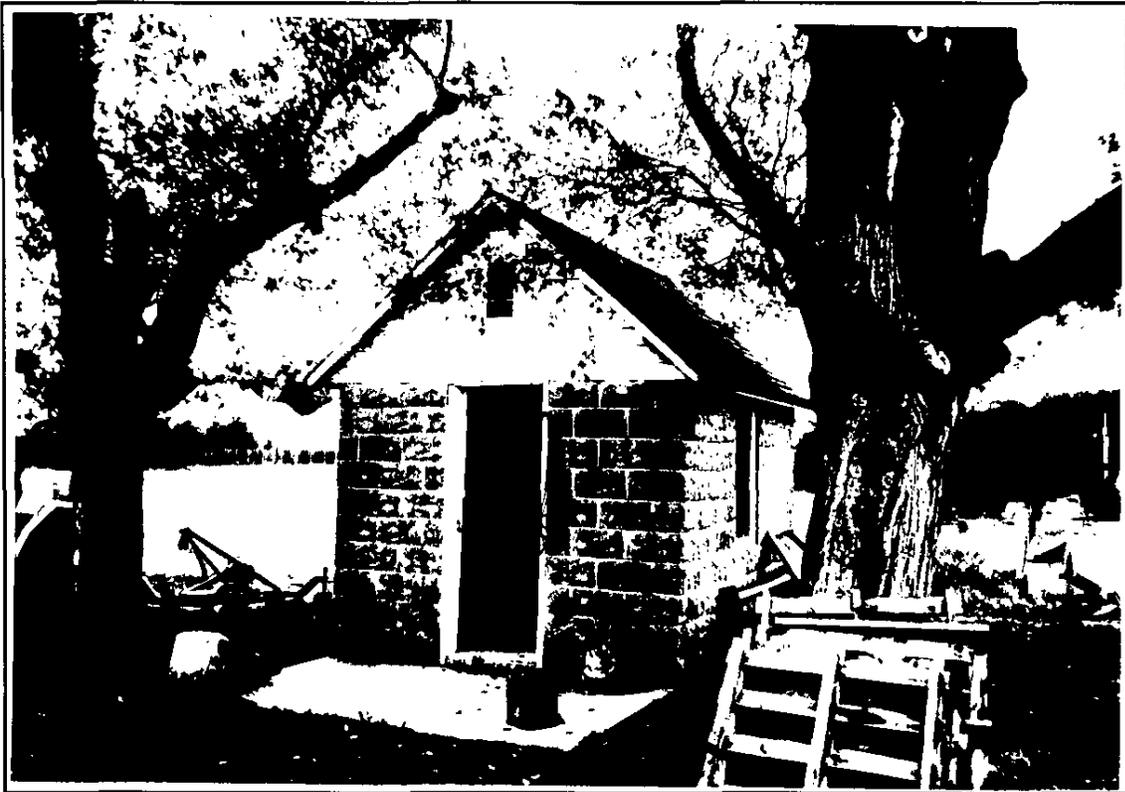


PLATE 9: William McKee Property (K-1058), Milk House, View South

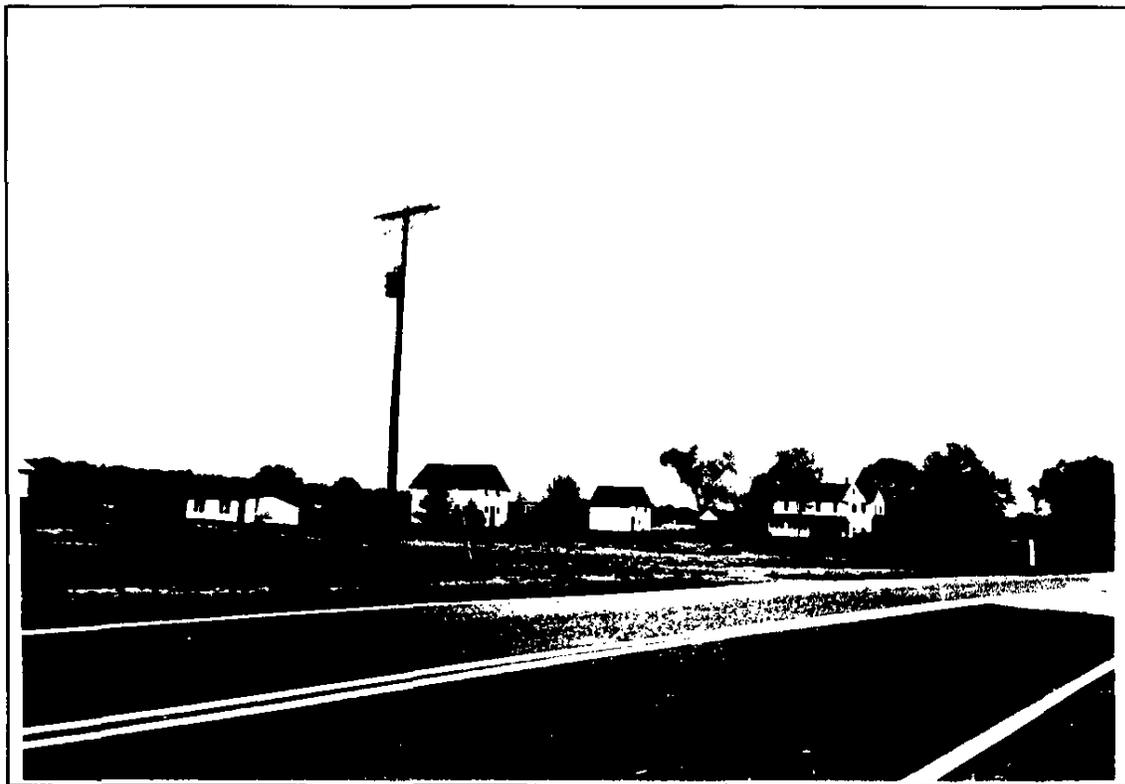


PLATE 10: William McKee Property (K-1058), Farmstead, View Northwest

V. EVALUATIONS AND CONCLUSIONS

A. INTERPRETATION

The project area for this architectural survey is located within the Upper Peninsula Zone, one of Delaware's five cultural regions as designated in the State Historic Preservation Plan. The survey found that the architectural resources on one property in the project area, the McKee farmstead, represent two historic context periods: 1830-1880 (Industrialization and Early Urbanization) and 1880-1940 (Urbanization and Early Suburbanization). The resources on this farmstead property can be related to these two contexts under the Architectural and Agricultural themes.

The dwelling on the McKee farmstead was originally constructed as an I-house, which, based on Kent County deed records and the general physical character of the building, was probably constructed by William McKee in the mid-1860s. According to architectural examinations of the building, major additions to the farmhouse were made circa 1880 and 1920. The I-house was a popular rural folk form in the eastern United States during the last half of the nineteenth century. The I-house form was usually three to five bays in length and one bay in width, with a side-gable roof. Most houses of this type were plain, simple structures without stylistic detailing. Because of their popularity in the eastern part of the country and the consequently large number of houses of this type still standing, I-house dwellings require a high degree of integrity of design and materials to be eligible for the NRHP.

The outbuildings on the McKee farmstead represent a variety of types of agricultural structures that may be expected to occur on Delaware farmsteads in the Urbanization and Early Suburbanization historic context period. As discussed in detail earlier in this report, these structures include a hay barn, a granary, two chicken houses, and a concrete-block milkhouse. According to the Kent County Tax Assessor, all of these buildings are only slightly older than 50 years, having been constructed circa 1940. Because of their fairly recent origin, all of the buildings would have to meet high standards of integrity and architectural distinction in order to satisfy National Register eligibility requirements.

B. EVALUATION

The William McKee Property is not eligible for the NRHP under its property type classification as a farmstead representing either the Agricultural or the Architectural theme for the historic context periods 1830-1880 and 1880-1940. The property does not possess associations with events, developments, or persons of demonstrable significance in local or state agricultural history (Criteria A, B), nor does it demonstrate significant characteristics of domestic or agrarian construction in either period (Criterion C). The property's integrity of design has been diminished by the removal of the hay barrack, stables, and poultry houses previously recorded on the site. The modern suburban residential development of Mill Creek, located on the opposite side of McKee Road from the farmstead, has infringed upon the property's historic rural setting, thus also altering this aspect of its overall integrity.

VI. SUMMARY

At the request of the Delaware Department of Transportation, the Cultural Resource Group of Louis Berger & Associates, Inc., performed a survey and an evaluation of the architectural resources within the area of potential effect for a proposed improvement at the intersection of Denneys and McKee roads in the City of Dover, Kent County. The Delaware Department of Transportation proposes to add a traffic signal and turning lanes at the existing intersection.

The goal of the survey was to identify, record, and evaluate all architectural resources dating to or before 1950 and located within the proposed improvement's area of potential effect. The survey of the area of potential effect identified only one resource, previously recorded in 1979. The evaluation concluded that this resource is not eligible for the National Register of Historic Places due to a lack of demonstrable historical or architectural significance, and limited integrity in terms of overall design. The proposed undertaking, therefore, will have no effect on significant architectural resources.

VII. REFERENCES CITED

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- Hancock, Harold B.
1976 *A History of Kent County, Delaware.* A.D. Byles, Philadelphia. On file at the Library of Congress, Washington D.C.
- Heite, Edward F., and Cara Lee Blume
1995 *A Community on McKee Road: Archaeological and Historical Investigations for Scarborough Road from U.S. Route 13 (Dupont Highway) to State College Road. Dover, Kent County, Delaware.* Delaware Department of Transportation, Dover.
- Heite, Edward F., and Louise B. Heite
1985 *Fork Branch/Dupont Station Community: Archaeological Investigations on Denneys's Road, Dover, Kent County, Delaware.* Delaware Department of Transportation, Dover.
- Herman, Bernard L., Rebecca J. Siders, David L. Ames, and Mary Helen Callahan
1989 *Historic Context Master Reference and Summary.* Center for Historic Architecture and Engineering, College of Urban Affairs and Public Policy, University of Delaware, Newark. On file at the Delaware State Historic Preservation Office, Dover.
- Kent County Records
1865-1923 Deed Books. Located at Kent County Courthouse, Dover, Delaware.
- 1909 Kent County Orphans' Court Docket Book Q. Located at Delaware State Archives, Dover, Delaware.
- 1909 Kent County Orphans' Court Plot Book 6. Located at Delaware State Archives, Dover, Delaware.
- Pendleton, Philip E.
1994 *Phase I and II Architectural Resource Survey, White Oak Road, City of Dover, Kent County Delaware.* Prepared by the Cultural Resource Group of Louis Berger & Associates, Inc., for the Delaware Department of Transportation, Dover.
- United States Geological Survey [USGS]
1993 *Dover Delaware. 7.5-Minute Series.* United States Geological Survey, Washington, D.C. On file at the Library of Congress, Washington D.C.



CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # K-1058
SPO Map 10-11-22
Hundred East Dover City
Quad Dover
Zone Upper Peninsula
Acreage 43 Acres

1. NAME OF PROPERTY: William McKee Property

2. STREET LOCATION: 1710 McKee Road, West Side

3. OWNER'S NAME: Ed Hazlett TEL. #: _____

ADDRESS: 1722 McKee Road, Dover, DE 19001

4. TYPE OF RESOURCE(S): building structure _____ site _____
object _____ district _____

5. SURROUNDINGS: (check more than one if necessary)
fallow field _____ cultivated field woodland _____
scattered buildings _____ densely built up other _____

6. FUNCTION: original Farmstead present Residence/Business

7. LIST ADDITIONAL FORMS USED:

CRS-2 Main Building, CRS 3 Related Outbuildings
CRS 10 Survey Update Form CRS-9 Landscape and
Large Complex Map Form

8. SURVEYOR: Eric Griffiths TEL. #: (202) 331-7775

ORGANIZATION: Louis Berger + Associates, Inc DATE: 10/97

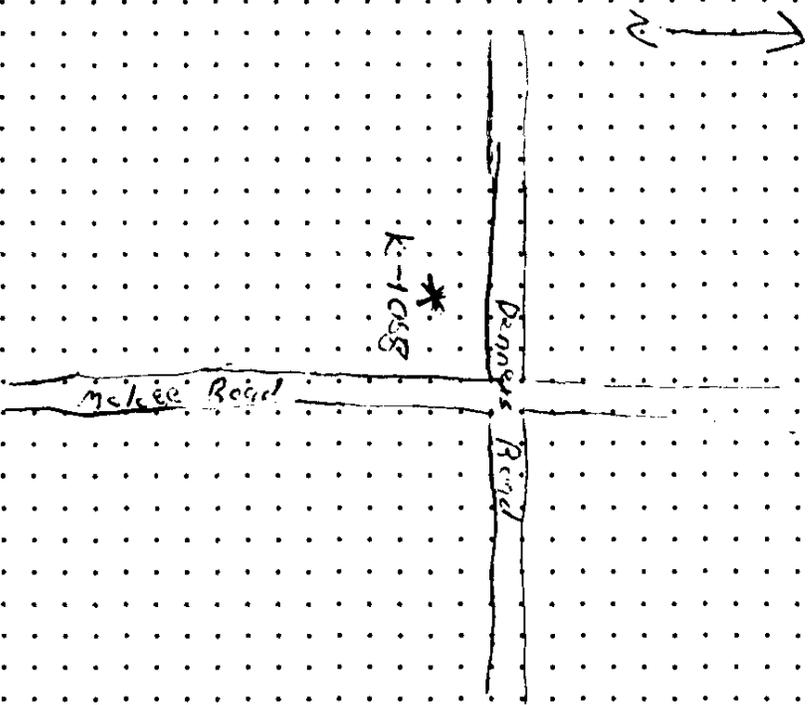
ADDRESS: 1819 H St, N.W., Suite 900, Washington, DC 20006

USE BLACK INK ONLY

9. LOCATION MAP:

CRS # K-1058

Please indicate position of resource in relation to geographical landmarks such as streams and roads.



INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

10. OTHER INFORMATION Consider the following:

- a) Relationship to setting
- b) Associated traditions or stories
- c) Noteworthy features
- d) Comparison with others in area
- e) Threats
- f) Additional documentation

11. COMPREHENSIVE PLANNING:

- a) Time period(s) 1850-1890 1890-1942
- b) Historic theme(s) Agriculture & Architecture

12. EVALUATION Eligible?: Yes () No () Potential () Unknown ()

- a) Area(s) of significance
- b) NR criteria

13. CERTIFICATION:

Surveyor: Ernie J. V. [Signature] Date 10-25-17

PI: _____ Date _____



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # k-1058
SPO Map 10-11-22
Hundred East Dover City
Quad Dover
Zone Upper Peninsula
Acreage 43 Acres

1. ADDRESS OF PROPERTY: William McKee Property
2. DATE OF INITIAL CONSTRUCTION: 1865
3. FLOOR PLAN/STYLE: I- House
4. ARCHITECT/BUILDER: N/A

5. INTEGRITY: original site moved
if moved, when and from where _____

list major alterations and dates (if known) c. 1881 - Front-Gable
addition to E end, c. 1920 lean-to Addition to N End, c. 1920
short-porch Addition to S. End.

6. CURRENT CONDITION: excellent good
fair poor

7. DESCRIBE THE RESOURCE AS COMPLETELY AS POSSIBLE:

- a) Overall shape Rectangular
stories 2 1/2
bays
wings
- b) Structural system Frame
- c) Foundation materials Brick, Poured Concrete
basement
- d) Exterior walls (modern over original)
materials weather Board
color(s) white
- e) Roof
shape; materials Gable, Composite Asphalt
cornice Box
dormers
chimney location(s) 2 Interior, Central

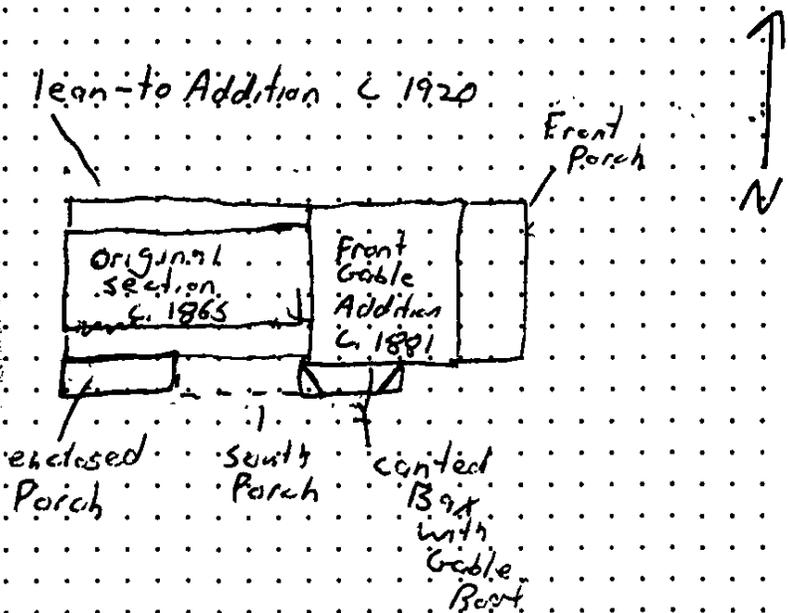
USE BLACK INK ONLY

7. DESCRIPTION (cont'd):

CRS # k-1058

- f) Windows
 spacing Even
 type Except on 2/2 on lean-to Addition + 6/6 on enclosed Porch
 trim ~~Plain~~ 2/2, 6/6 - enclosed Porch
 shutters Plain
- g) Door
 spacing
 type 6-light wood Panel
 trim Simple
- h) Porches 2 Hip roof, 1-shed enclosed
 location(s) Front (East) and South elevations
 materials
 supports Tuscan Columns and wood Posts
 trim
- i) Interior details (if accessible)

8. SKETCH PLAN OF BUILDING:



INDICATE NORTH ON SKETCH

9. SURVEYOR: Eric Griffiths DATE OF FORM: 10/97

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

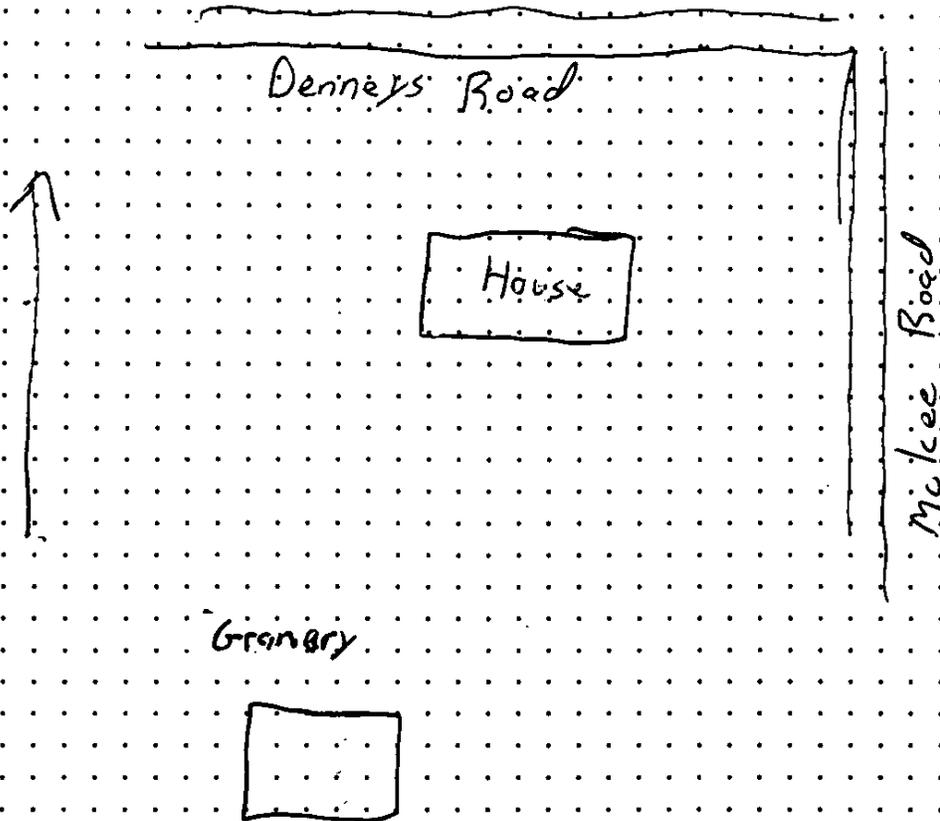
CRS # k-1059
SPO Map 10-11-22
Hundred East Dover City
Quad Dover
Zone Upper Peninsula
Acreage 43 Acres

1. ADDRESS OF PROPERTY: 1710 McKee Road
2. FUNCTION: Granary
3. DATE: 1945
4. STYLISTIC FEATURES: _____
5. ARCHITECT/BUILDER: N/A
6. DESCRIPTION:
 - a) Structural system Wood-Frame
 - b) Wall coverings Vertical Board, Wood
 - c) Wall openings
windows 2 + 4-light Wood Sash
doors sliding Barn Door
other wood (Vertical Board) Hinged Door
 - d) Foundation Concrete
 - e) Roof
structural system Gable
coverings Composite Asphalt Shingle
openings
 - f) Interiors ~~N/A~~ Not Accessible
floor plan
partition/walls
interior finish
furnishings/machinery

USE BLACK INK ONLY

7. SKETCH PLAN: See Also Large Complex Map Form CRS # k-1058

Show relationship to main building and provide sketch plan of outbuilding.



INDICATE NORTH ON SKETCH

8. SURVEYOR: Eric P. Griffiths DATE OF FORM: 10/95

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

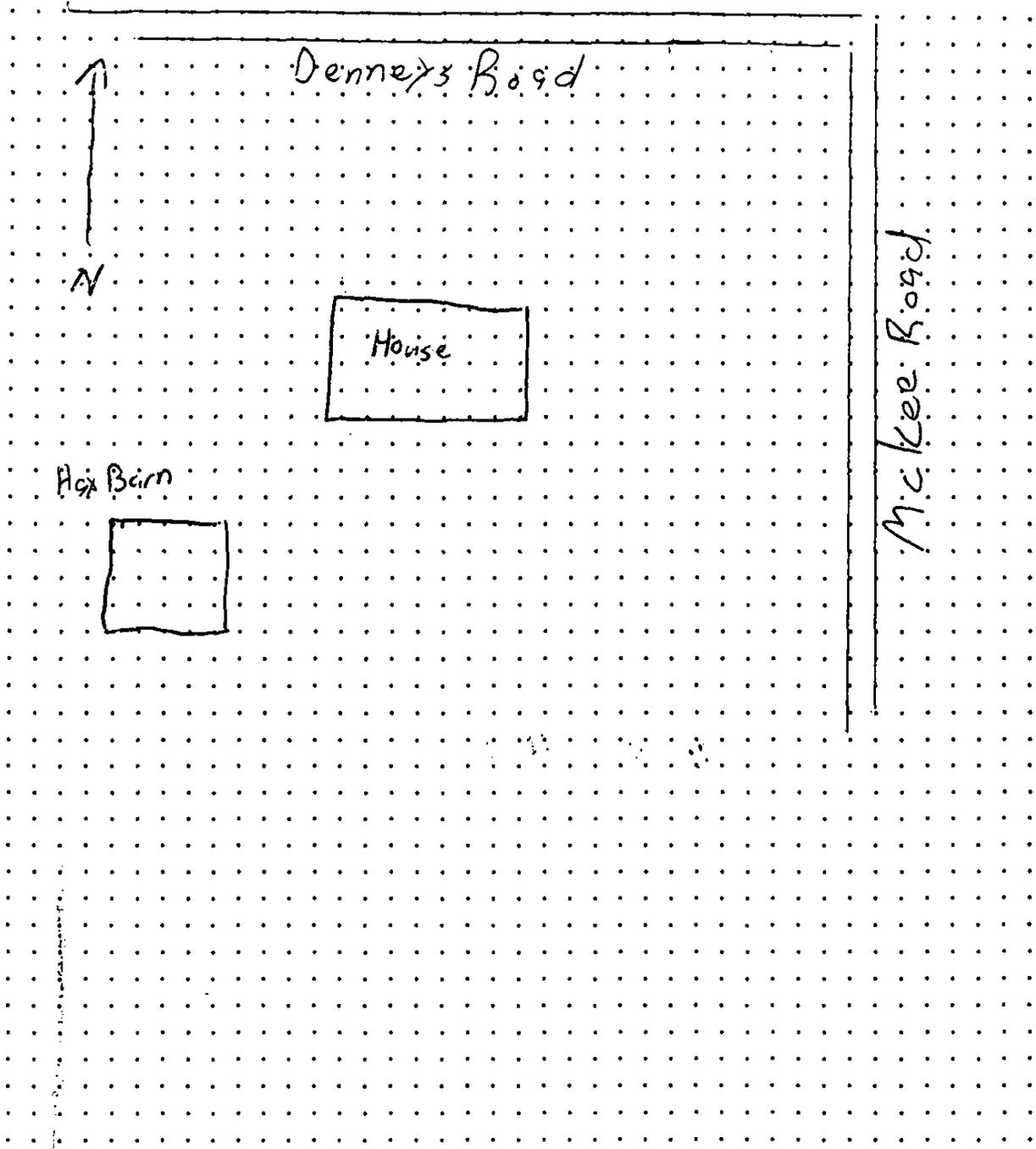
CRS # k-1058
SPO Map 10-11-22
Hundred East Dover City
Quad Dover
Zone Upper Peninsula
Acreage 43 Acres

1. ADDRESS OF PROPERTY: 1710 McKee Road
2. FUNCTION: Hay Barn
3. DATE: 1945
4. STYLISTIC FEATURES: _____
5. ARCHITECT/BUILDER: N/A
6. DESCRIPTION:
 - a) Structural system Wood-Frame
 - b) Wall coverings Vertical Board, wood
 - c) Wall openings
 windows 6-light
 doors Sliding Barn Door
 other _____
 - d) Foundation Concrete
 - e) Roof
 structural system Gable
 coverings Composite Asphalt Shingle
 openings _____
 - f) Interiors N/A
 - floor plan _____
 - partition/walls _____
 - interior finish _____
 - furnishings/machinery _____

USE BLACK INK ONLY

7. SKETCH PLAN: See Also Large Complex Map Form CRS # k-1058

Show relationship to main building and provide sketch plan of outbuilding.



INDICATE NORTH ON SKETCH

8. SURVEYOR: Eric Griffiths DATE OF FORM: 10/97

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

CRS # 1C-1058
SPO Map 10-11-22
Hundred East Dover City
Quad Dover
Zone Upper Peninsula
Acreage 43 Acres

1. ADDRESS OF PROPERTY: 1710 McKee Road

2. FUNCTION: Chicken House #1

3. DATE: 1945

4. STYLISTIC FEATURES: _____

5. ARCHITECT/BUILDER: N/A

6. DESCRIPTION:

a) Structural system Frame

b) Wall coverings Vertical Board

c) Wall openings
windows Bibban, No Glazing, Screen Covering
doors Wood
other _____

d) Foundation concrete

e) Roof
structural system Gable
coverings Asphalt
openings _____

f) Interiors

floor plan 1 large open space

partition/walls N/A

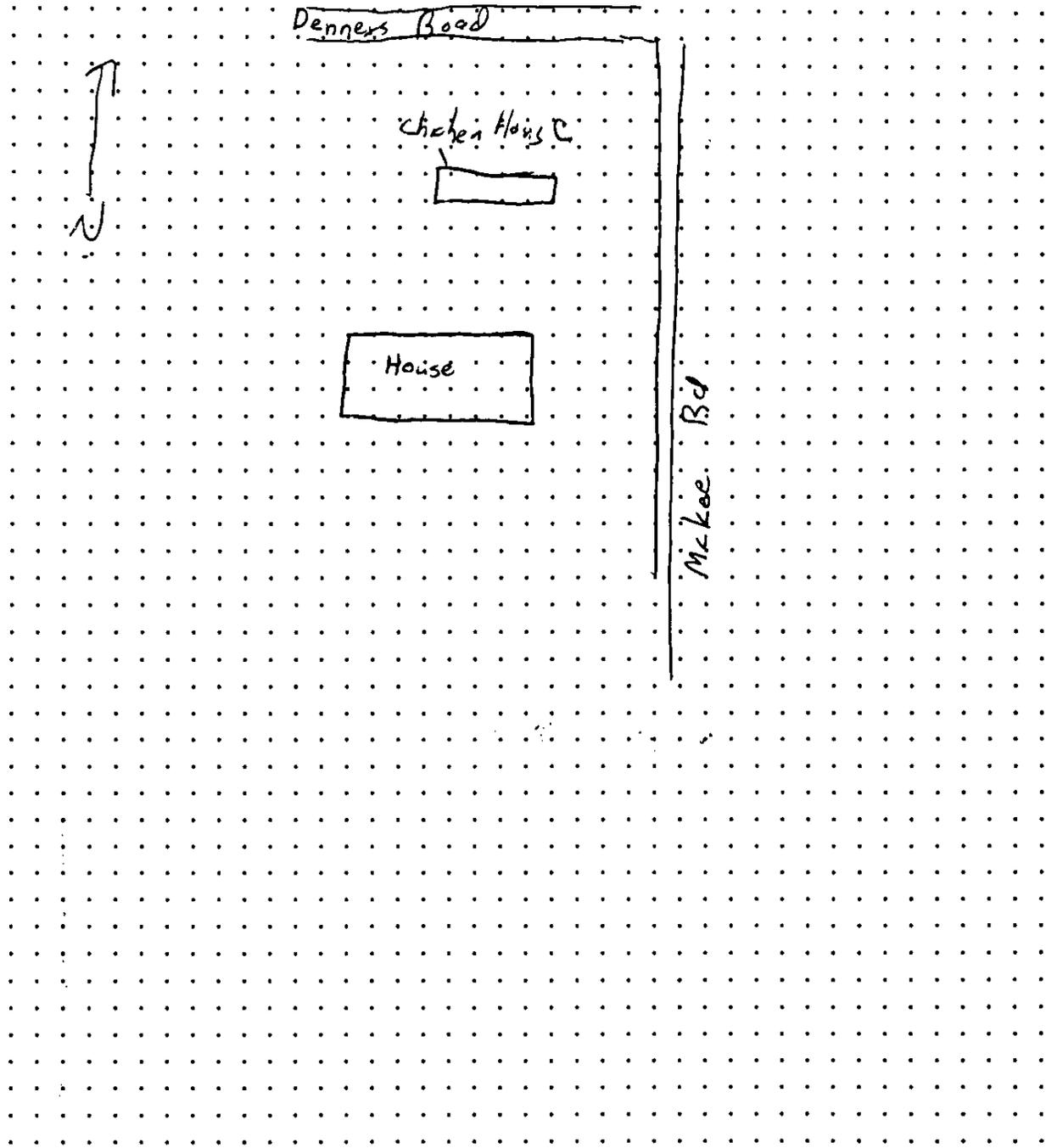
interior finish _____

furnishings/machinery N/A

USE BLACK INK ONLY

7. SKETCH PLAN: See Also Large Complex Map Form CRS # K-1058

Show relationship to main building and provide sketch plan of outbuilding.



INDICATE NORTH ON SKETCH

8. SURVEYOR: Eric Griffiths DATE OF FORM: 10/97

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

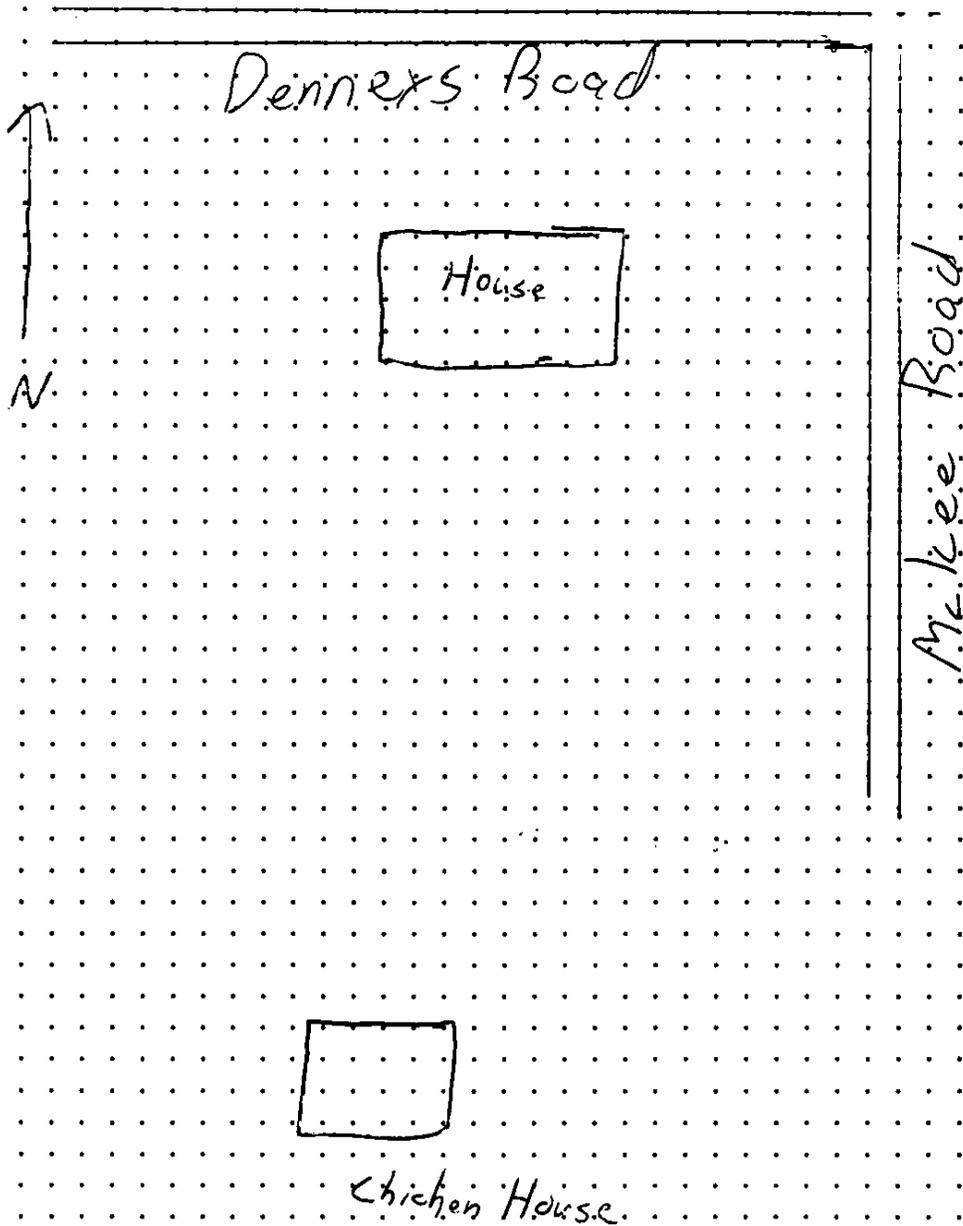
CRS # K-1058
SPO Map 10-11-22
Hundred East Dover City
Quad Dover
Zone Upper Peninsula
Acreage 43 Acres

1. ADDRESS OF PROPERTY: 1710 McKee Road
2. FUNCTION: Chicken House #2
3. DATE: 1945
4. STYLISTIC FEATURES: _____
5. ARCHITECT/BUILDER: N/A
6. DESCRIPTION:
 - a) Structural system Wood-Frame
 - b) Wall coverings vertical wood Board
 - c) Wall openings
windows 12-light wood Sash
doors 2 Wood Hinged
other
 - d) Foundation Concrete
 - e) Roof
structural system Gable
coverings Composite Asphalt shingle
openings _____
 - f) Interiors
floor plan 1 open space
partition/walls N/A
interior finish
furnishings/machinery

USE BLACK INK ONLY

7. SKETCH PLAN: See Also large Complex Map Forms CRS # k-1058

Show relationship to main building and provide sketch plan of outbuilding.



INDICATE NORTH ON SKETCH

8. SURVEYOR: Eric Griffiths DATE OF FORM: 10/95

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

CRS # k-1058
SPO Map 10-11-22
Hundred E. Dover City
Quad Dover
Zone upper Peninsula
Acreage 43 Acres

1. ADDRESS OF PROPERTY: 1710 McKee Road

2. FUNCTION: Milk House

3. DATE: 1945

4. STYLISTIC FEATURES: _____

5. ARCHITECT/BUILDER: N/A

6. DESCRIPTION:

a) Structural system Masonry - Concrete Block

b) Wall coverings Concrete Block

c) Wall openings
windows 2/2 Double Hung Wood Sash
doors
other

d) Foundation Concrete Block

e) Roof
structural system Gable
coverings Asphalt Shingle Composite
openings

f) Interiors

floor plan 1 Open Space

partition/walls N/A

interior finish

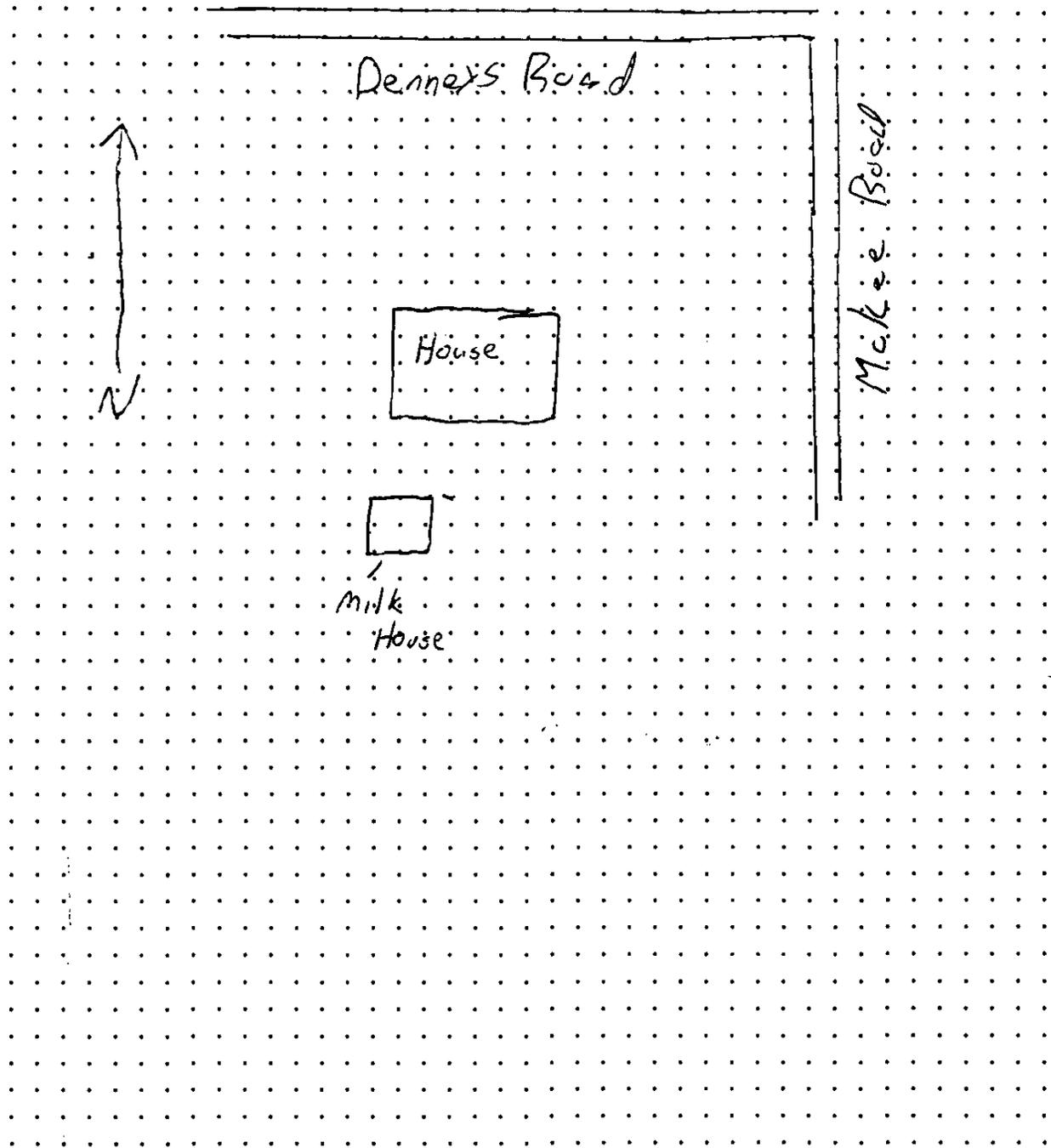
furnishings/machinery N/A

USE BLACK INK ONLY

7. SKETCH PLAN: See Also Large Complex Map Form

CRS # k-1058

Show relationship to main building and provide sketch plan of outbuilding.



INDICATE NORTH ON SKETCH

8. SURVEYOR: Eric Griffiths DATE OF FORM: 10/97

USE BLACK INK ONLY

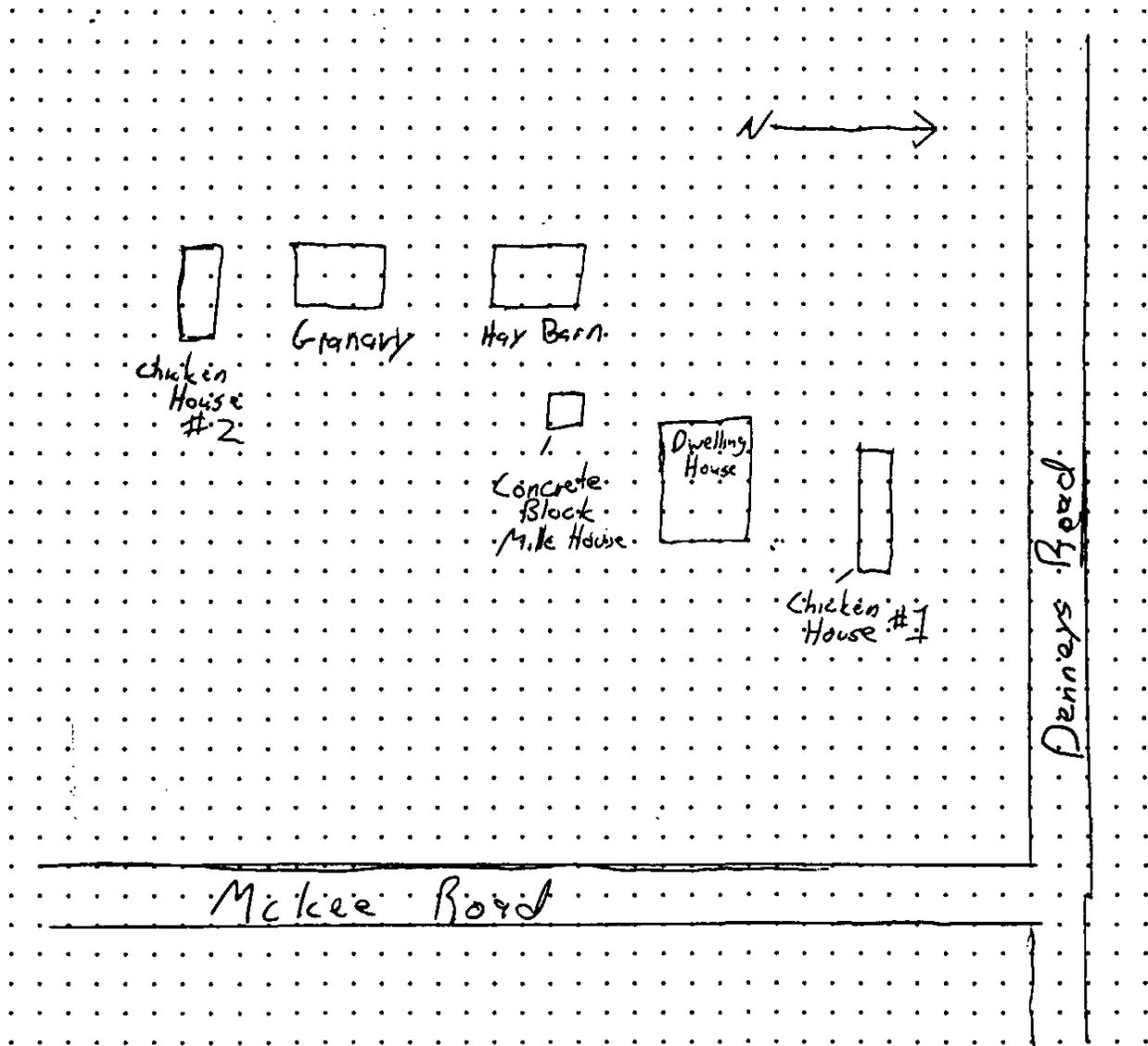


CULTURAL RESOURCE SURVEY
LANDSCAPE AND LARGE COMPLEX MAP FORM

CRS # k-1058
SPO Map 10-11-22
Hundred East Dover
Quad Dover
Zone Upper Peninsula
Acreage 43 Acres

SKETCH MAP:

Show relationship to geographical landmarks and major features of environment.



INDICATE NORTH ON SKETCH

SURVEYOR: Eric Griffiths DATE OF FORM: 10/97

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

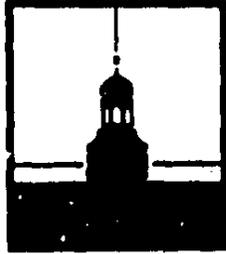
CRS # K-1058
SPO Map 10-11-22
Hundred East Dover city
Quad Dover
Zone Upper Pennsylvania
Acreage 43 Acres

1. NAME OF PROPERTY: William McKee Property
2. ADDRESS OF PROPERTY: 1710 McKee Road
3. CURRENT CONDITION: excellent _____ good _____
fair poor _____ demolished _____
4. ARCHITECTURAL INTEGRITY: Integrity of Design, Materials of House
has been Altered due to 20th Century Additions. None of the
19th Century outbuildings are Extant.
5. SETTING INTEGRITY: Has been Altered with a late 20th Century
Residential Development named Mill Creek Constructed
on the east side of McKee Road, Across the street from the Farmstead
6. HISTORIC CONTEXT INFORMATION: construction date 1865
chronological period(s) 1630-1730+/- _____ 1730-1770+/- _____
1770-1830+/- 1830-1880+/- 1880-1940+/- _____
historic theme(s) Agriculture and Architecture
property type(s) Farmstead

7. EVALUATION: eligible: Yes() No() Potential() Unknown()
area(s) of significance _____
NR criteria Criteria C
8. FORMS ADDED: _____
9. SURVEYOR: Eric Griffiths DATE OF FORM: 10/97
PRINCIPAL INVESTIGATOR: _____ DATE: _____

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY
LOCUS IDENTIFICATION FORM



DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 678-5314

FORM CRS-3

FOR OFFICE USE ONLY

CRS # R-1054
Quad Dover
SPO map # 10-11-22
Hundred East Down
DOCUMENT 20-06/78/04/7

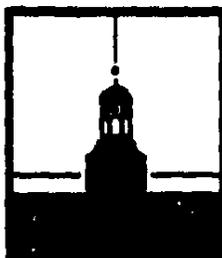
1. NAME OF LOCUS: _____
2. STREET LOCATION: Rt 156 near Rt 100
3. OWNER'S NAME: Cathy Covington TEL. # _____
ADDRESS: R.D. 5, Dover, DE 19901
4. TYPE OF LOCUS: a) structure b) district _____ c) archaeological site _____
d) other _____
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)
a) fallow field _____ b) cultivated field c) woodland _____
d) scattered buildings _____ e) densely built up _____ f) other _____
6. THREATS TO LOCUS: (check more than one if necessary)
a) none known b) zoning _____ c) roads _____ d) developers _____
e) deterioration _____ f) other _____
7. REPRESENTATION ON OTHER SURVEYS:
TITLE: _____ # _____
TITLE: _____ # _____
TITLE: _____ # _____
8. YOUR NAME: Z. A. Warrick TEL. # _____
YOUR ADDRESS: _____
ORGANIZATION (if any) Div. Historical Cultural Affairs - BAHF DATE: 2 July 1979

X

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY
STRUCTURAL DATA FORM

DELAWARE BUREAU OF
ARCHAEOLOGY AND HISTORIC
PRESERVATION
HALL OF RECORDS
DOVER, DELAWARE 19901
(302) 678-5314



Form CRS-1
FOR OFFICE USE ONLY

CRS # K-1027
Quad P222
SPO map # 10-11-22
Hundred East Down
DOCUMENT 20-06778/0476

1. ADDRESS OF STRUCTURE : Rt 156 near Rt 100

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

a) Overall shape see plan
stories
bays
wings

b) Structural system frame

c) Foundation
materials
basement yes

d) Exterior walls white clapboard
materials
color(s) wood

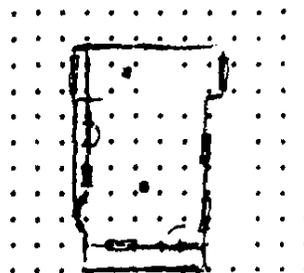
e) Roof
shape gable - asphalt shingles
cornice Box
dormers cross gable in front section protruding over bay of gothic windows
chimney location(s) two interior central chimneys
see plan

f) Windows
spacing 2/2
type ash arch windows in gothic style
trim -
shutters -

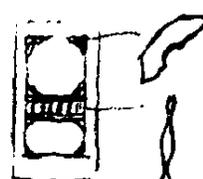
g) Door
spacing all
type glass paneled
trim screen door w/ East lake trim

h) Porches
location(s) front and side
materials frame
supports brick
trim East lake on back - Greek-plain-columns on front

i) Interior details (if accessible)



SKETCH PLAN



USE BLACK INK ONLY

MAP

indicate position of locus in relation
graphical landmarks such as streams and

9. COMMENTS:

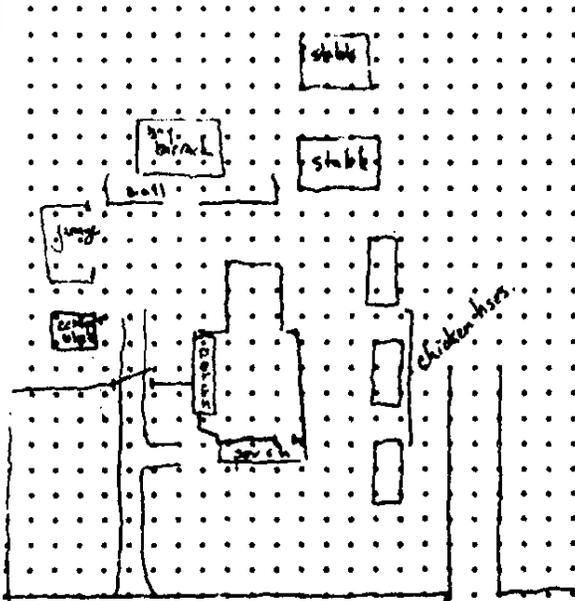
Consider the following:

photos:

Oakley Covington,
Dover, DE
R.D. #5

- a) relationship to setting
- b) associated traditions or stories
- c) noteworthy features
- d) comparison with others in area

cow stable
 horse stable
 hay barrack - create block → vertical board
 old granary



NORTH ON SKETCH

USE BLACK INK ONLY

APPENDIX B

RESUMES

MARTHA H. BOWERS
Principal Architectural Historian

EDUCATION

- Graduate studies in American architecture and history, University of Iowa, 1976-1982
- M.A., American History, University of Iowa, 1975
- Graduate studies in Linguistics, University of Massachusetts, Amherst, 1971-1973
- B.A., History, University of Massachusetts, Amherst, 1970

SPECIAL CERTIFICATION

- Certificate, Preparing Agreement Documents under Section 106 of the National Historic Preservation Act (36 CFR 800), University of Nevada, Reno, 1991

PROFESSIONAL AFFILIATIONS

- Vernacular Architecture Forum
- Society for Industrial Archaeology
- Southern New England Chapter, SIA
- National Trust for Historic Preservation

PROFESSIONAL EXPERIENCE

General responsibilities include cultural resource studies involving buildings and structures. As project manager and/or project architectural historian, plan, supervise, and conduct architectural surveys and HABS/HAER recordation projects, prepare impact assessments and case reports for consultation pursuant to Section 106 process, and develop management plans for historic buildings and structures. Prepare proposals, budgets, and technical reports. Since joining LBA in 1982, Ms. Bowers' major projects have included:

Contract Management:

- **General Services Contract for Architectural Resource Studies.** With the New Hampshire Department of Transportation.
- **General Services Agreement for Statewide Cultural Resource Projects—Standing Structures.** With the Delaware Department of Transportation.
- **Open-End Agreement for Cultural Resource Studies in 10-State Area.** With BCM/Smith Environmental Technologies, Inc., for the Northern Division, Naval Facilities Engineering Command.

Section 106 Documentation (36 CFR 800):

- **Traffic Resignalization, Easton, Pennsylvania.** Drafted No Adverse Effect Determination and supporting materials for consultation with SHPO and Advisory Council on Historic Preservation. For the Pennsylvania Department of Transportation.

- **Albertus L. Meyers Bridge, Allentown, Pennsylvania.** Prepared No Adverse Effect Determination for proposed pedestrian barrier. For the Pennsylvania Department of Transportation.
- **Newark International Airport, Newark, New Jersey.** Prepared Criteria of Effects report for proposed aircraft maintenance facility. For the Port Authority of New York and New Jersey.
- **Federal Prison Camp, Bryan, Texas.** Prepared Criteria of Effects report for proposed property acquisition. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **U.S. Navy Surface Action Group Homeport, Staten Island, New York.** Prepared draft Memorandum of Agreement and supporting materials for consultation with SHPO and Advisory Council on Historic Preservation. For the Northern Division, Naval Facilities Engineering Command.
- **Clover Co-Generation Facility, Halifax County, Virginia.** Drafted Memorandum of Agreement and supporting materials for use in consultation with SHPO and Advisory Council on Historic Preservation. For Old Dominion Electric Cooperative and Rural Electrification Administration.
- **U.S. Route 113, Milford-Georgetown, Delaware.** Drafted Memorandum of Agreement and supporting materials for use in consultation with SHPO and Advisory Council on Historic Preservation. For the Delaware Department of Transportation and the Federal Highway Administration.
- **Transportation Improvement Projects, Statewide, North Carolina.** Provided professional review and comment on architectural survey and impact assessment reports prepared by other consultants, and participated in development of impact assessments and mitigation measures. For the North Carolina Department of Transportation.
- **Spicket River Bridge, Lawrence, Massachusetts.** Prepared Criteria of Effects report for consultation with Massachusetts Historical Commission. For the City of Lawrence.
- **Submarine Electronic Systems Laboratory, Naval Underwater Systems Center, New London, Connecticut.** Prepared visual impact analysis for nineteenth-century stone seacoast fortification. For the Northern Division, Naval Facilities Engineering Command.
- **Redevelopment of Davids Island, New Rochelle, New York.** Drafted Memorandum of Agreement and supporting materials for consultation with SHPO and Advisory Council on Historic Preservation. For Xanadu Properties Associates.

Historic Building and Structure Assessments:

- **Architectural Resource Investigations, Statewide, Pennsylvania.** Supervised and/or conducted surveys and assessments of historic architectural resources. Drafted Criteria of Effect reports and agreement documents for use by Pennsylvania Department of Transportation in consultations with SHPO and Advisory Council on Historic Preservation.

- **Delaware Water Gap National Recreation Area, New Jersey and Pennsylvania.** Reports on eighteenth-, nineteenth-, and twentieth-century farmsteads, residences, and other buildings submitted to the National Park Service, Mid-Atlantic Region.
- **General Services Contract for Architectural Resource Investigations, Statewide, Delaware.** Conducted architectural resource assessments in support of transportation improvement projects undertaken by the Delaware Department of Transportation.
- **General Services Contract for Architectural Resource Investigations, Statewide, New Hampshire.** Conducted architectural assessments in support of transportation improvement projects undertaken by the New Hampshire Department of Transportation.
- **Architectural Resource Investigations, Statewide, Virginia.** Supervised and/or conducted surveys and assessments of historic architectural resources and HABS/HAER documentation. For the Virginia Department of Transportation.
- **Federal correctional and detention facility sites (proposed): Aguadilla and Guaynabo, Puerto Rico; Bryan, Texas; Yankton, South Dakota; Brooklyn, New York; Philadelphia, Pennsylvania; Seattle, Washington; Elkton, Ohio; Ft. Devens, Massachusetts; and Houston, Texas.** Supervised and/or conducted architectural assessments. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **Realignment of Naval Undersea Warfare Center Laboratories, Newport, Rhode Island.** Cultural resource investigations and co-author of text for environmental assessment. Submitted to WRT for the Northern Division, Naval Facilities Engineering Command.
- **Essex No. 19 Hydroelectric Station, Essex, Vermont.** Report on early twentieth-century hydroelectric station. For Stetson Harza and Green Mountain Power Company.
- **Clyde River Project, Orleans County, Vermont.** Report on hydroelectric stations dating between 1906 and 1957. For Stetson Harza and Citizens Utilities Company.
- **Champlain Valley Lime Co. Plant, Colchester, Vermont.** Report on 1920s lime production facility. For The Johnson Company.
- **Lamoille River Hydroelectric Project, Vermont.** Report on four hydroelectric stations dating between 1903 and 1948. For the Central Vermont Public Service Corporation.
- **Hydroelectric Stations on Passumpsic, Black, and Ottaquechee Rivers, Vermont.** Report on six hydroelectric stations dating between 1907 and 1941. For the Central Vermont Public Service Corporation.
- **Centre Street Bridge Replacement, Nutley, New Jersey.** Report on stone arch bridge and adjacent Yanticaw and Booth parks. For Blauvelt Engineers and the New Jersey Department of Transportation.

- **Central Street Bridge Replacement, Franklin, New Hampshire.** Report on West Franklin Historic District submitted to New Hampshire Department of Transportation. Contributing author to project EIS and author of Section 4(f) evaluation.
- **Metropolitan District Commission Water Supply System, Boston, Massachusetts.** Project Manager and co-author of National Register of Historic Places Nomination Form. For the Metropolitan District Commission.
- **State Correctional Facility, Suffield, Connecticut.** Contributing author to cultural resource survey report and project manager/author of historic structure documentation for Carmaralza Hathaway House. Submitted to Frederic R. Harris, Inc., for the Connecticut Department of Corrections.
- **Route 92, Middlesex County, New Jersey.** Contributing author of technical report on cultural resource investigations in central New Jersey. For the New Jersey Department of Transportation.
- **Route 7 North, Route 896, and Route 7 South, New Castle County; and U.S. Route 113, Milford-Georgetown, Delaware.** For the Delaware Department of Transportation.
- **F.E. Warren Air Force Base National Historic Landmark, Cheyenne, Wyoming.** Comprehensive survey and management plan for former U.S. Army post, developed as part of cultural resource studies for Peacekeeper in Minuteman Silos. For the U.S. Air Force.
- **Fort Totten and Fort Hamilton, New York City.** Cultural resource survey and management plan. For the National Park Service, Mid-Atlantic Region.
- **Former Anaconda Wire & Cable Company Complex, Hastings-on-Hudson, New York.** For Henry George Greene, A.I.A.

Historic American Engineering Record Documentation:

- **Chest Creek Bridge and Hogback Bridge, Clearfield County, Pennsylvania, and Ontelaunee Creek Bridge, Lehigh County, Pennsylvania.** For the Pennsylvania Department of Transportation.
- **Torpedo Firing Pier, Naval Undersea Warfare Center, Newport, Rhode Island.** For the Northern Division, Naval Facilities Engineering Command.
- **George P. Coleman Memorial Bridge, York and Gloucester Counties, Virginia.** For the Virginia Department of Transportation.
- **Landing Bridge over Raritan River, New Brunswick, New Jersey.** For Buchart-Horn, Inc.
- **Submarine Escape Training Facility, U.S. Naval Submarine Base, New London, Connecticut.** For the Northern Division, Naval Facilities Engineering Command.

- **Endicott-Era Coastal Defense Batteries, Fort Wadsworth, Staten Island, New York.** For the Northern Division, Naval Facilities Engineering Command.
- **Historic Resources of the Metropolitan Providence Wastewater Collection and Treatment System, Rhode Island.** For the Narragansett Bay Commission.
- **Storehouse #1, U.S. Navy Fleet Supply Base, Brooklyn, New York.** For the U.S. Department of Justice, Federal Bureau of Prisons.
- **Wood's Grist Mill, Alpina Iron Furnace, and Lewisburg Iron Furnace, Jefferson and Lewis Counties, New York.** For the National Park Service, Mid-Atlantic Region.

Historic American Buildings Survey Documentation:

- **Hungarian Sick Benefit Societies Building, Bridgeport, Connecticut.** For the City of Bridgeport.
- **Fort Hill Farm and Edgewood Farm, Halifax County, Virginia.** For Old Dominion Electric Cooperative.
- **Hayt Farmstead, Patterson, Putnam County, New York.** For Hartz Associates, Inc.
- **Charles Carpenter House, Joseph Reinboth House, and Abraham Ackley House, Camden, New Jersey.** For Oliver & Becica, A.I.A., and the U.S. General Services Administration.
- **Matthias Harman House, Anne Arundel County, Maryland.** For the Maryland Department of Transportation.
- **Island Hospital (a.k.a. City Hospital), Roosevelt Island, New York, New York.** For the Roosevelt Island Operating Corporation.

Resource Management Planning:

- **Installation Planning and Design Guide, F.E. Warren AFB National Historic Landmark, Cheyenne, Wyoming.** Contributing author of report issued by U.S. Air Force.
- **Management Plan for Historic Resources at Essex No. 19 Hydroelectric Station, Essex, Vermont.** For Stetson Harza and the Green Mountain Power Corp.
- **Management Plan for Historic Resources at Newport #1, 2, 3 Hydroelectric Station, Newport, Vermont.** For Stetson Harza and the Citizens Utilities Company.
- **Cultural Resource Management Plan for Metropolitan Park System, Boston, Massachusetts.** For the Metropolitan District Commission.
- **Feasibility Study for Adaptive Re-use of Fort Tompkins at Fort Wadsworth, Staten Island, New York.** For the Northern Division, Naval Facilities Engineering Command.

- **Management Plans for Hydroelectric Stations on Passumpsic, Black, and Ottaquechee Rivers, Vermont.** For the Central Vermont Public Service Corporation.

Thematic/Context Studies:

- **Multiple Property Documentation Form for Hydroelectric Generating Stations, Statewide, Vermont.** For Stetson Harza, the Citizens Utilities Company, the Green Mountain Power Company, the New England Power Service Corporation, and the Central Vermont Public Service Corporation.
- **Statewide Historic Contexts on Hydroelectric Power Development in Virginia, Michigan, and Indiana.** For the American Electric Power Service Corporation.
- **Water Supply System of Metropolitan Boston, Massachusetts.** For the Metropolitan District Commission.

PUBLICATIONS

- *Cultural Resource Survey of U.S. Route 113, Milford-Georgetown, Sussex County, Delaware.* DelDOT Archaeological Series 99, Delaware Department of Transportation (with Charles H. LeeDecker, Amy Friedlander, Elizabeth Rosin, Ingrid Wuebber, and John W. Martin). 1992.
- *Architectural Investigations on State Route 7, U.S. Route 13 to Interstate 95, New Castle County, Delaware.* DelDOT Archaeological Series 57, Delaware Department of Transportation. 1988.
- *Architectural Investigations of the Route 896 Corridor, Summit Bridge to S.R. 4, New Castle County, Delaware.* DelDOT Archaeological Series 53, Delaware Department of Transportation. 1987.
- *Architectural Investigation of the Route 7 North Corridor, Milltown to Pennsylvania State Line, New Castle County, Delaware.* DelDOT Archaeological Series 48, Delaware Department of Transportation. 1986.
- MDC's Water System Surveyed. *Massachusetts Historical Commission Newsletter*, vol. 11, Spring 1985.
- *Davenport Architecture: Tradition and Transition* (with Marlys Svendsen). Issued by the City of Davenport, Iowa. 1984.
- *Where the Mississippi Runs West* (with Marlys Svendsen). Issued by the City of Davenport, Iowa. 1983.
- Documenting Historic Bridges. In *The Bracket*, Winter 1983.
- *History of Central Nevada: An Overview of the BLM-Battle Mountain District* (with Hans Muessig). Cultural Resource Series No. 4, Bureau of Land Management, Nevada. 1982.

- The Prairie Style in a Prairie State: Houses in Mason City. In *The Bracket*, April 1982.
- Review of Wesley I. Shank, *The Iowa Catalog: Historic American Buildings Survey*. In *Nebraska History*, Summer 1980.

PAPERS

- The Water Supply System of Metropolitan Boston. Paper presented at the Society for Industrial Archaeology annual conference, Boston, Massachusetts, 1984.
- Railroad Bridge Construction over the Mississippi and Missouri Rivers to Iowa. Paper presented at the Society for Industrial Archaeology annual conference, St. Paul, Minnesota, 1983.
- Historic Bridge Surveys. Paper presented to Minnesota Department of Transportation, 1983.
- Invited panelist for presentation on the application of National Register criteria to vernacular architectural resources, Montana Historical Society annual conference, Great Falls, 1982.
- Description of the National Register and other programs of the Iowa SHPO for a class at the Iowa State University College of Design, Ames, 1980.

ERIC F. GRIFFITTS
Architectural Historian

EDUCATION

- M.A., History with a Specialization in Historic Preservation, Oklahoma State University, 1995
- B.A., History, The College of New Jersey, 1993

PROFESSIONAL EXPERIENCE

Conducts architectural surveys and historic research for cultural resource surveys, National Register determinations of eligibility, and historic context studies. Since joining LBA in 1997, Mr. Griffiths' major projects include:

- **Dawson House Site, Dover, Delaware.** Historic research in support of an archaeological investigation of an eighteenth-century farmstead. For the Delaware Department of Transportation.
- **Creighton Road Site, Hanover County, Virginia.** Phase I architectural survey. For Hanover County, Virginia.
- **Denneys and Mckees Roads, Dover, Delaware.** Architectural Survey. For the Delaware Department of Transportation.
- **Lee House Site, Stafford County, Virginia.** Historic Research in support of an archaeological investigation of a nineteenth-century farmstead. For the Virginia Department of Transportation.

PAST PROFESSIONAL EXPERIENCE

Historic Sites Surveyor, P.A.C Spero and Company, Inc. Conducted architectural surveys on transportation related projects in Pennsylvania and Maryland.

Member, Town of Newton Historic Preservation Advisory Commission. Participated as a member of a local government organization that reviewed design guidelines for a National Register listed central business district.

Graduate Assistant, Oklahoma State University History Department. Conducted an intensive level architectural survey of a residential and commercial district in Lawton, Oklahoma.

Summer Intern, New Jersey State Historic Preservation Office. Prepared a thematic context document about municipal properties in the state in support of future preservation planning.