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PHASE I AND II ARCHITECTURAL RESOURCE SURVEY WHITE OAK ROAD CITY OF DOVER, KENT COUNTY, DELAWARE

Gwen,
Scope has changed
dramatically. Major
work phased back to
area between US 13
and the Route 1
overpass. I'll send plans
when I get
them. Thanks Seth



Prepared by

Philip E. Pendleton

THE CULTURAL RESOURCE GROUP
LOUIS BERGER & ASSOCIATES, INC.
East Orange, New Jersey

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Delaware
Department of Transportation



United States Department
of Transportation
Federal Highway Administration

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October 1994

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October 1994

ABSTRACT

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 White Oak Road, a public road in the City of Dover, Kent County, at the request of the Delaware Department of Transportation (DelDOT). The proposed improvement involves widening White Oak Road within a corridor extending 40 feet from centerline on either side of the road, beginning at U.S. Route 13 and extending northeastward to the City of Dover's eastern limit.

The goal of the survey was to identify, record, and evaluate all architectural resources dating to before 1950 and located within the proposed improvement's area of potential effect. The survey of the area of potential effect of the proposed improvement to White Oak Road recorded two architectural resources not previously surveyed, and also found that the four architectural resources identified in earlier surveys were no longer extant. The evaluation concluded that no National Register eligible architectural resources are present in the area.

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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 White Oak Road, a public road in the City of Dover, Kent County (DelDOT Project No. 93-062-07). DelDOT proposes to widen White Oak Road, within a corridor extending 40 feet from centerline on either side of the road, beginning at U.S. Route 13 and extending northeastward to the City of Dover's eastern limit. Two short sections of the north side of White Oak Road located near the east end of the project corridor, 0.25 mile and 0.05 mile in length respectively, are situated outside the city limit within Little Creek Hundred, Kent County (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 dating to before 1950 and located within the proposed improvement's area of potential effect. Evaluation of the resources included determination regarding eligibility for the National Register of Historic Places (NRHP).

The area of potential effect was defined as a corridor along the course of the proposed improvement, extending approximately 500 feet to either side of the existing roadway. The project corridor is approximately 2.15 miles in length; hence, the area of potential effect extends about 260 acres. State Route 1, a limited-access highway running north-south, cuts through the project area roughly dividing it in half. The southwestern half of the project corridor, from Route 13 to Route 1 and representing the section closer to the center of Dover, is an area of thorough residential development with a limited number of roadside retail businesses. The approximate quarter of the project corridor just northeast of Route 1 consists of farmland, while the final section extending to the northeast end of the project corridor is a partially wooded area characterized by roadside exurban residential development.

Architectural historian Philip E. Pendleton conducted field survey and research during the period August 5-23, 1994. Mr. Pendleton wrote the report.

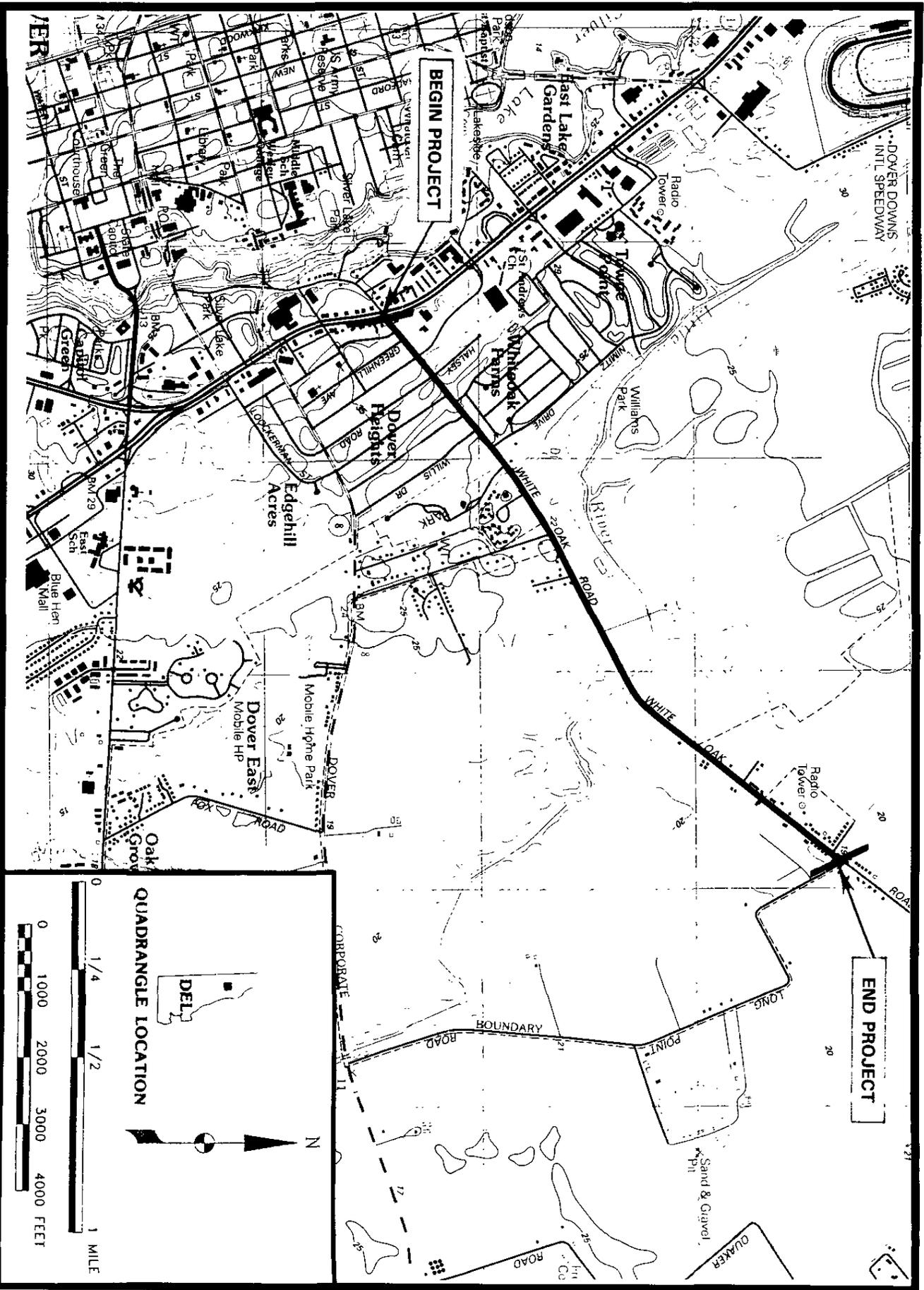


FIGURE 1: Project Area

SOURCE: USGS 7.5 Minute Series, Dover and Little Creek Del. Quadrangles (photorevised 1981 and 1993)

HISTORICAL BACKGROUND

In reference to the Delaware State Historic Preservation Plan and the historic context framework set forth therein, the White Oak Road improvement project area is situated within the Upper Peninsula Zone, with the periods likely to be represented by surviving architectural resources being those of 1730-1770± (Intensified and Durable Occupation), 1770-1830± (Early Industrialization), 1830-1880± (Industrialization and Early Urbanization), and 1880-1940± (Urbanization and Early Suburbanization). The context themes likely to be represented by resources were judged to be (1) Agriculture, and (2) Architecture, Engineering, and Decorative Arts. The small extent of the project area, a corridor approximately 2.15 miles in length and located in an area that was rural until circa 1950, suggested that other themes would probably not be represented by pre-1950 resources. The statewide rarity of above-surface resources surviving from the period 1630-1730± (Exploration and Frontier Settlement) indicated that it was highly unlikely that any resources dating to that period would be surveyed.

Situated in Little Creek Hundred, the physical geography of the project area is representative of that which characterizes the Upper Peninsula Zone at large, a region largely comprised of relatively flat, sometimes gently-rolling terrain which is underlain mostly by rich soils that are drained by numerous small streams flowing into large creeks. The Little River flows across the project corridor approximately one mile from the northeast end of the corridor, although at this point the river is but a relatively small creek passing through farmland. Agriculture has historically been the main land use within the project area and it continues to be so at present. Extensive residential development has transformed the southwestern half of the project area since the 1940s (with one suburban residential house built in 1948 among the surveyed resources). The quarter of the project area nearest the southwest end is now densely developed. The largely wooded area at the opposite end of the project corridor, along its northeast quarter, has been the scene of exurban residential development since the 1960s. Most of the roadside in this area has been subdivided into small lots, many of them used as sites for small dwellings, but a few are occupied by commercial structures (including a radio transmitter and station offices, and a large auto body shop).

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

Based on the record of land grants from the 1670s, the pioneers of 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 future county (Hancock 1976:5). A small European presence in or near the project area is likely to have been established in the early eighteenth century.

The early settlers were predominantly English, with some Dutch present, and a few people of French Protestant (or Huguenot) heritage. Many settlers moved to the Kent County area from Maryland (Hancock 1976:4-6). A few Marylanders probably brought African-American slaves with them, and some were later imported to Kent County, but slavery never became the presence in this area that it did in the Chesapeake tidewater region.

By 1714 Anglican, Quaker, and Presbyterian congregations had been organized in Kent County (Hancock 1976:9). Since the amount of in-migration was limited from the mid-eighteenth century until the mid-twentieth century, the population retained much the same character, in terms of ethnic and religious identity, through most of Kent County's history. The great exception to this pattern of continuity would be the spread of Methodist Church membership during the early nineteenth century. In 1850, Kent County was home to 35 Methodist congregations, but only 3 Quaker, 3 Presbyterian, 3 Baptist, and 2 Episcopalian congregations (Hancock 1976:25).

In 1680, Kent County was founded under the name St. Jones County and 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 said to consist of twenty families in 1750 (Hancock 1976:9). This was representative of a pronounced lack of urbanization that characterized Kent County overall during the colonial period. Dover, which became Delaware's capital in 1777, has always been the preeminent town in the county (Hancock 1976:71).

From the early period of European settlement almost to the present, the economic life of Kent County has historically been thoroughly dominated by agriculture. In the late seventeenth and eighteenth centuries, following an initial phase of subsistence production while the homestead was started and the first fields were cleared, farmers tended to adopt 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. Tobacco was also a presence during the first century or so, and was chiefly cultivated by transplanted Marylanders (Herman et al. 1989:20, 24). In general, Kent County settlers found the soil very fertile.

Gristmills, sawmills, and tanyards employing waterflow were established at appropriate locations for the operation of service or custom businesses processing grain, timber, and hides. These businesses 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, as opposed to such refining establishments, 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 what had originally been highly productive soil. By the 1820s, this tendency was threatening a local economic and demographic crisis. From 1820 to 1840, the county saw its population decline, from 20,793 to 19,872, as many young people left instead of establishing residence in their home county (Hancock 1976:19).

In the 1840s, however, Kent County agriculture experienced a resurgence as local farmers responded to the decline in productivity by increasingly paying heed to the tenets of the burgeoning progressive agricultural movement. Encouraged by the Agricultural Society of Kent County, farmers adopted the use of lime and guano as fertilizers, and began to institute improved methods of crop rotation (Delaware Bureau of Archaeology and Historic Preservation [DBAHP] 1984:8/1-2; Hancock 1976:20). The agrarian recovery, fostered by improved methods of husbandry, was greatly aided by the improvement in the general means of transportation that characterized the region during the middle nineteenth century. This surge in transportation capacity and speed lowered the price of fertilizer and greatly facilitated the marketing of agricultural commodities. According to Manlove Hayes, steamboats and railroads deserved credit as well as did lime, guano, and the county agricultural society 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, attaining 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, with the number of slaves decreasing from 1,485 in 1800, to 203 in 1860. A local tendency toward manumission was probably one element of 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 emigrating farmers to take their slaves with them.

While Kent County's population moved away from slavery, they moved toward a different system of personal dependence, widespread agricultural tenancy. During the troubled 1820s and 1830s, merchants with capital to invest had acquired large landholdings from discouraged families. In turn, these investors tended to let 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 and more intensively managed (DBAHP 1984:8/1).

During the 1850s, with the advent of the railroad giving promise to remove, to a large degree, the hindrance of perishability, Kent County farmers sought to broaden the range of potentially marketable agricultural commodities and began to expand their orchards and vegetable patches. Peaches were a particularly popular choice in this regard, having already proved successful in New Castle County, which as Kent's northern neighbor had been 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 this fruit became a major aspect of the county's agriculture. The

raising of strawberries, legumes, salad greens, and other garden vegetables for near-city markets also rose. In response to this growth, cannery operations were established in the county's towns. It should be noted, however, that corn and wheat continued to be important Kent County commodities during the late nineteenth and early twentieth centuries (Hancock 1976:35-36).

Some parts of the county abstained from participation in the fruit-and-vegetable movement, instead continuing to concentrate on the traditional mainstay of wheat. Farmers in Little Creek Hundred took up dairying on a larger scale than formerly, sending milk and butter to market (DBAHP 1984:7/2). While wheat continued to be a significant local crop into the middle twentieth century, the amount grown declined somewhat throughout Kent County after the 1870s, when prices for the Mid-Atlantic region's wheat fell considerably in response to the Upper Midwest region's ascendance 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 those parts of Kent County that embraced it. In the 1890s, a blight known as the peach yellows ruined many orchards, and over the early and mid-twentieth century peach production in Kent County steadily declined (Hancock 1976:35). The reverses suffered by those emphasizing wheat or peaches made the final quarter of the nineteenth century another period of transition, and economic frustration, for many of the county's farmers. The county's population again stagnated, dipping slightly to 32,762 in 1900, from 32,874 in 1880.

Kent County's agriculturists met the challenges of this period with a trend toward diversification, although farming on the mode of a small (i.e., single farmstead) or medium-sized operations never again fulfilled its old local role as the basis for substantial prosperity and upper-middling status. The orchard business, with the apple supplanting the peach as the leading fruit, ultimately endured as a major aspect of local commercial agriculture, as did farming as an element in the county's overall economic life. As of 1940, Kent County farmers were pursuing a diversified and moderately prosperous agriculture producing wheat, corn, apples, strawberries, truck crops, cattle, hogs, and dairy products. Farming has continued to be one of the most important elements in Kent County's economic life, with more than half of the land in farms in 1975; soybeans, corn, potatoes, and milk were the dominant farm commodities that year (Hancock 1976:35). Since the 1950s, when farmers from New Jersey and Long Island purchased many of the farms in Little Creek Hundred and began consolidating former tenant farms into large unified holdings, farming in this area of the county has tended to concentrate on the production of potatoes and soybeans (DBAHP 1984:7/2, 8/1).

In the course of the twentieth century the City of Dover, its center approximately one mile southwest of the southwest terminus of the project corridor, exerted an even greater influence on the project area. The project area was in an appropriate location to experience suburban development related to Dover's growth, but prior to 1940, this growth was relatively slow. Though Dover's population was just 3,329 in 1900, rating it as a small to medium-sized town, as of 1990 this figure increased to 27,630.

The residential suburb was a development of the late nineteenth century in northern Delaware, where it had evolved as an alternative to the high-population density of Wilmington (Lanier and Herman 1992:252). The growth of automobile ownership after 1915 led the state government to embark upon a program of statewide road improvement. In 1917, the Delaware State Highway Department was created for this purpose (Reed 1947:544). In central and southern Delaware, the resulting highway system stimulated economic growth and caused a shift in the general pattern of urban development. Instead of ever denser construction close to town centers, new residential areas extended from the centers along the highways and improved secondary roads.

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 the Dover Air Force Base (created 1940-1941) have broadened local economic activity beyond farming, the related agricultural service and commerce businesses, and maintenance of the state government, and consequently have drawn new residents to the county (Hancock 1976:36, 72). Dover Air Force Base originated as a public airport, but was converted to military use in December 1941. The base ceased military operations in 1946, was reactivated by the Air Force in 1951, and has remained in active use since that date (Dover Public Library 1983:146).

The years immediately following World War II saw the growth of suburban and exurban residential development in the southwestern half of the project corridor. By 1956, a tract development known as Edge Hill had lined the southeast side of White Oak Road with houses along the quarter of the corridor adjoining its southwest terminus, and several buildings not built by this development were ranged across the road on the northwest side. According to the relevant tax assessments on file at City Hall, the Edge Hill development's houses began to be constructed in 1951, probably in response to the reopening of Dover Air Force Base that same year. The Beers state atlas of 1868 had shown just one dwelling along this quarter of the corridor (Figures 2 and 3). The southwest-center quarter of the corridor had also been the scene of residential development, but of a less concentrated nature. Thirteen dwellings, including one farmhouse set back from the road, were present in 1956, while only two had been indicated on the 1868 map (see Figures 2 and 3).

The northeastern half of the project corridor retained its rural character into the 1950s. A farmstead, set back from the road, and two roadside dwellings had been situated in the northeast-center quarter near the Little Creek or Little River in 1868. The farmstead was shown on the 1956 United States Geological Survey (USGS) Dover quadrangle, though the two other houses of 1868 were absent. Shown on the 1949 map for the adjoining USGS Little Creek quadrangle, another roadside house, located closer to the creek, had been built in the intervening period (see Figures 2 and 3). In the northeast quarter the 1868 map had indicated seven dwellings loosely grouped as an unnamed hamlet. The 1949 map indicated that five of these sites were still inhabited. In addition, two sites not shown as developed in 1868 were occupied in 1949 by structures depicted as being relatively large (see Figures 2 and 3).

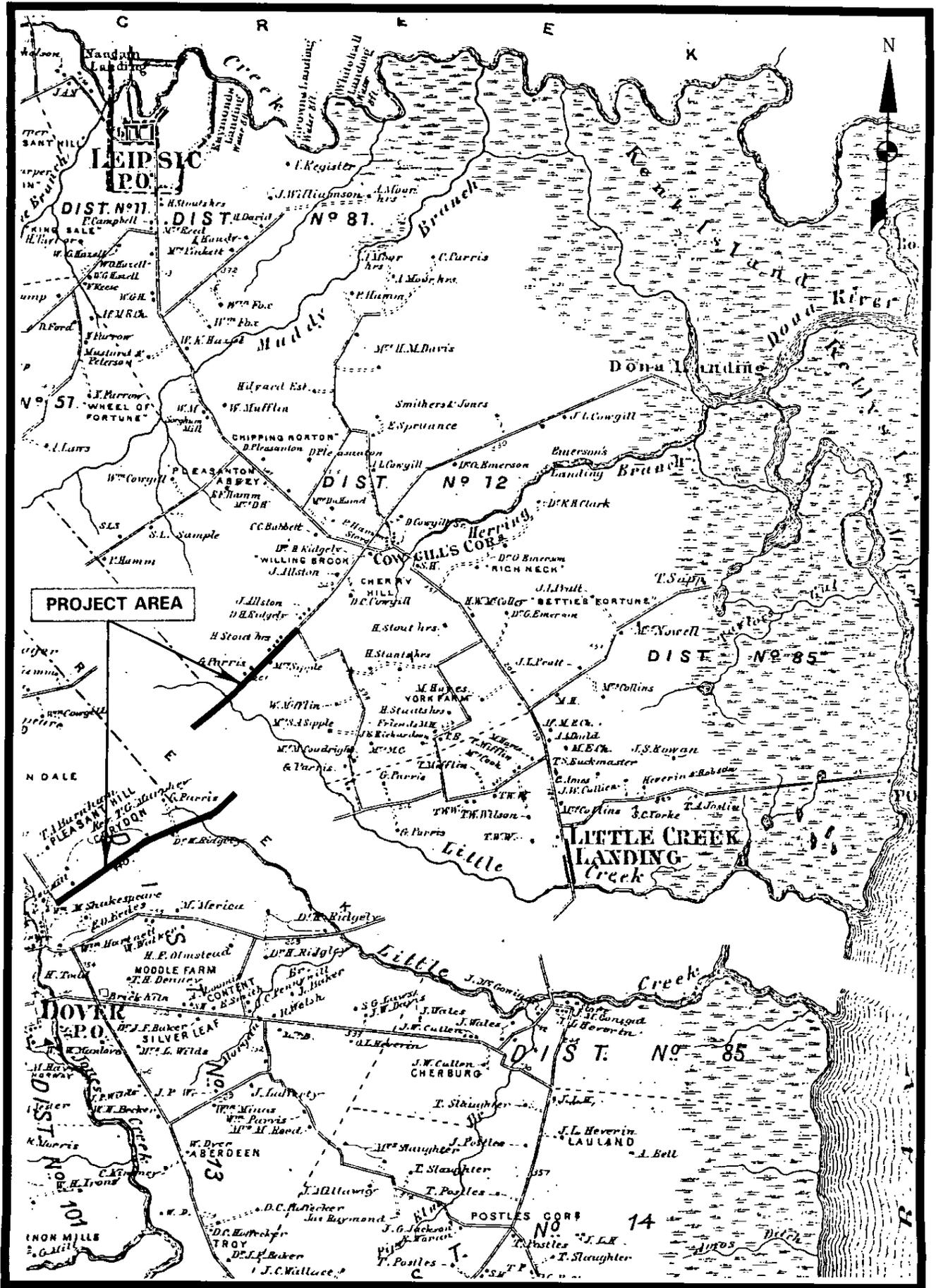


FIGURE 2: Project Area Vicinity, 1868

SOURCE: Beers Atlas 1868

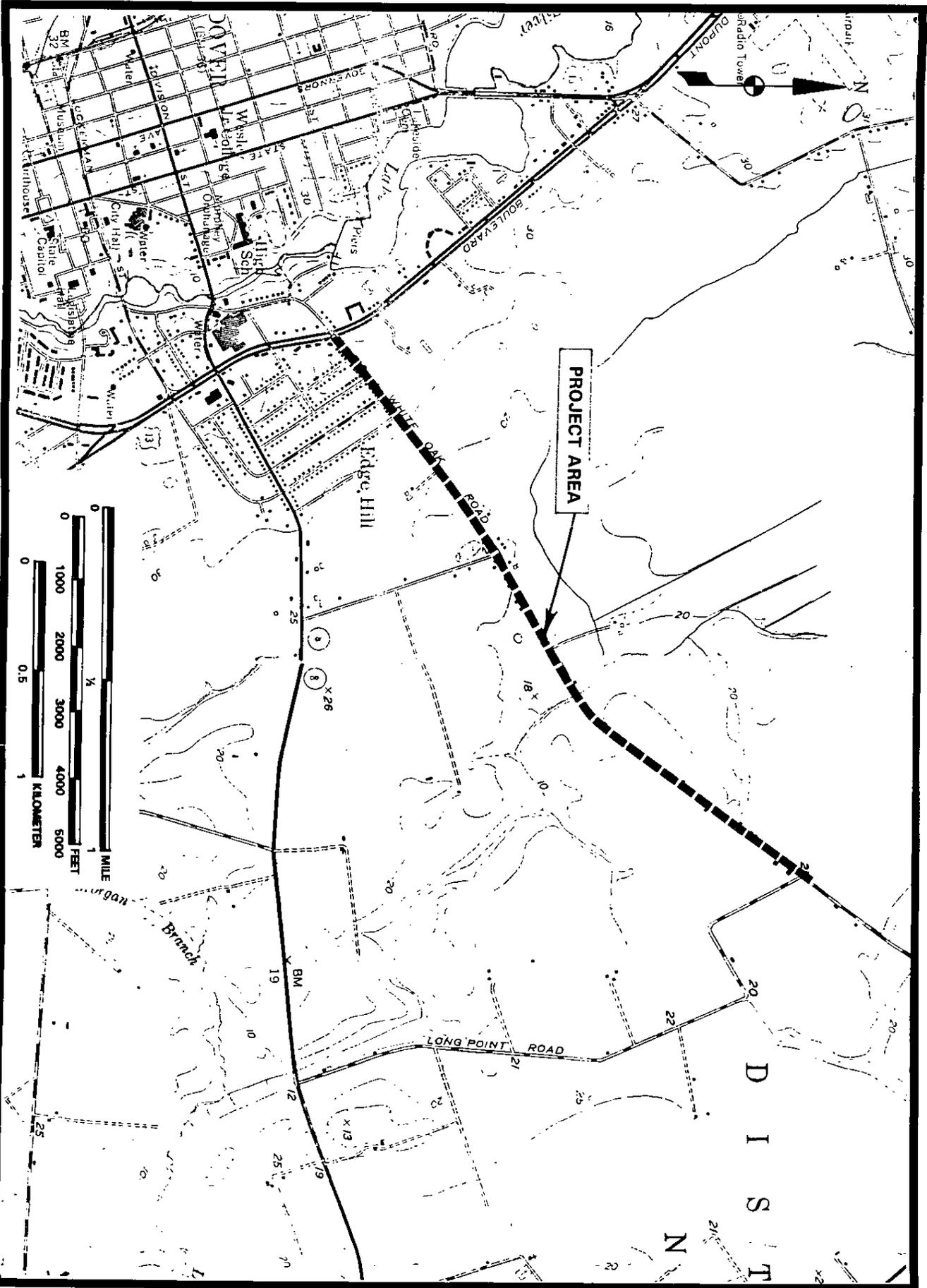


FIGURE 3: Project Area Vicinity, 1949/1956

SOURCE: USGS 15 Minute Series, Dover and Little Creek Del. Quadrangles

The Dover vicinity's population growth since 1945 has resulted in the relatively rapid growth of suburban and exurban residential development in the county, manifested in the project area in its southwestern half and in its northeastern quarter. This development (or redevelopment, since much new construction has taken place on old sites) has no doubt contributed to an acceleration in the loss of historic building stock. Of the total thirteen dwellings within the project area indicated on the Beers 1868 map, only the farmstead, also depicted on the 1956 USGS Dover quadrangle, located in the northeast-center quarter survives. None of the eight buildings in the project area shown on the 1949 edition of the USGS Little Creek quad are extant.

RESEARCH DESIGN

1. 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 White Oak Road, for the purpose of compliance by the Delaware Department of Transportation with Section 106 of the National Historic Preservation Act of 1966. Evaluation of the resources included determination regarding eligibility for the NRHP. The level of survey thus in effect integrated Phase I (i.e., Background Research and Location/Identification) and Phase II (Evaluation). Background historical information on the history of the vicinity was collected for the delineation of an historic context, following the guidelines of the Delaware State Historic Preservation Plan and its associated context documents. The area of potential effect was defined as a corridor along the course of the proposed improvement, about 2.15 miles in length. Nearly all of the project corridor is located within the bounds of the City of Dover. Two short sections of the northwest side of the corridor are located in Little Creek Hundred, Kent County.

2. Methods:

Background research was conducted at the Library of Congress in Washington, D.C., and at the Dover Public Library and the Delaware State Historic Preservation Office, both in Dover, Delaware. Materials collected included historic maps dating from 1859 to 1956. The surveyor conducted fieldwork along the project corridor, collecting architectural data for the completion of the Cultural Resource Survey forms and the NRHP evaluation of the resources, and photographing resources as directed by the survey guidelines of the State Historic Preservation Office. Identification of pre-1950 resources was made by combining assessment of a given building's architectural character with information in historic maps and in the files of the office of the Assessor for the City of Dover.

3. Expected Results: Based on the historical research and on the proximity before 1950 of the project area to the City of Dover—located within the city's bounds due to the annexations of recent years—it was anticipated that the survey would document an agrarian landscape encroached upon by limited residential development in the northeastern half of the project corridor, and mid-twentieth-century residential landscape in the southwestern half. The long history of settlement in the project area vicinity suggested that survivals from three phases of agrarian development might be represented by architectural resources. These phases would include the initial period of durable building in the eighteenth century, the reorganization of the agricultural landscape (and the accompanying domestic architectural arrangements) in response to the progressive agriculture movement during the mid-nineteenth century, and the renewed transition in local agriculture, toward more diversified farming, that characterized the late nineteenth and early twentieth centuries. Early suburban development dating to the middle twentieth century was also likely to be represented.

EVALUATIONS AND RECOMMENDATIONS

INTRODUCTION

The architectural survey identified and evaluated two architectural resources, located in the project area and dating to before 1950, that had not been recorded in earlier surveys. In addition, the survey investigated and evaluated four previously surveyed resources.

The survey found that all four earlier-recorded resources, viz., K-361, K-991, K-992, and K-2039, are no longer extant. As discussed earlier, residential development in the mid-twentieth century and the loss of historic building stock has resulted in areas of the project that lack any relevant architectural resources.

The two newly identified architectural resources are inventoried and evaluated in Evaluations of Architectural Resources. The Cultural Resource Survey forms for the resources are reproduced in Appendix A.

INTERPRETATION

The project area 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 two historic context periods are represented by pre-1950 architectural resources on two properties in the project area, 1830-1880± and 1880-1940±. Two context themes are represented, Architecture, Engineering, and Decorative Arts, for both periods, and Agriculture, for 1880-1940. The major buildings and structures surveyed were examples of four property types. Two of these types represent forms of dwellings, one an example of either the hall-parlor plan house or of the center-passage single-pile plan house, the other an example of the minimal traditional-style house. The other property types present are the horse barn and the dairy barn.

Dwelling houses constitute applicable property types at both of the surveyed resources. The older of the two residences, the dwelling house at the G. Parris Homestead, is an example either of the hall-parlor plan house or of the center-passage single-pile plan house. These enduring, widespread, and closely related house types are rooted in English folk-architectural and Georgian influences, and both developed as American architectural traditions within the Delaware Valley and Chesapeake cultural hearth regions. Both were carried across the nation during the nineteenth century. Given the commonness of both of these property types, significant examples should demonstrate a relatively high degree of integrity of design and materials, unless they are of eighteenth century date. The house at the G. Parris Homestead, built circa 1845, was determined not eligible due to lack of architectural distinction and lack of integrity.

The minimal traditional-style house is represented in the project area by the Lee C. Akers House. This architectural style, which developed during the Depression years as a generally

inexpensive, simplified successor to the Colonial Revival and Tudor styles, was a common choice for suburban housing in and around Dover, as well as throughout the Mid-Atlantic region circa 1935-1950. Examples of the style were built in such numbers that individually significant examples should possess architectural distinction and meet a high standard of integrity. The Lee C. Akers House, constructed in 1948, was determined not eligible, as it does not demonstrate such qualities.

The horse barn and dairy barn property types are each represented at the G. Parris Homestead. Buildings of these types were built in relatively large numbers in central Delaware in the late nineteenth and early twentieth centuries, as the region's farmers carried out another wave of rebuilding in response to the need for agricultural diversification. Both barns at the G. Parris Homestead are said to have been built circa 1925. For a farm building of one of these types of so late a date to qualify as significant, it would have to meet high standards of integrity and architectural distinction. The buildings at the G. Parris Homestead do not meet such standards and, in consequence, were determined not eligible.

EVALUATIONS OF ARCHITECTURAL RESOURCES

The locations of the two surveyed architectural resources are shown in Figure 4.

1. Lee C. Akers House (K-6738)

Tax Parcel 05-68.18-1-16

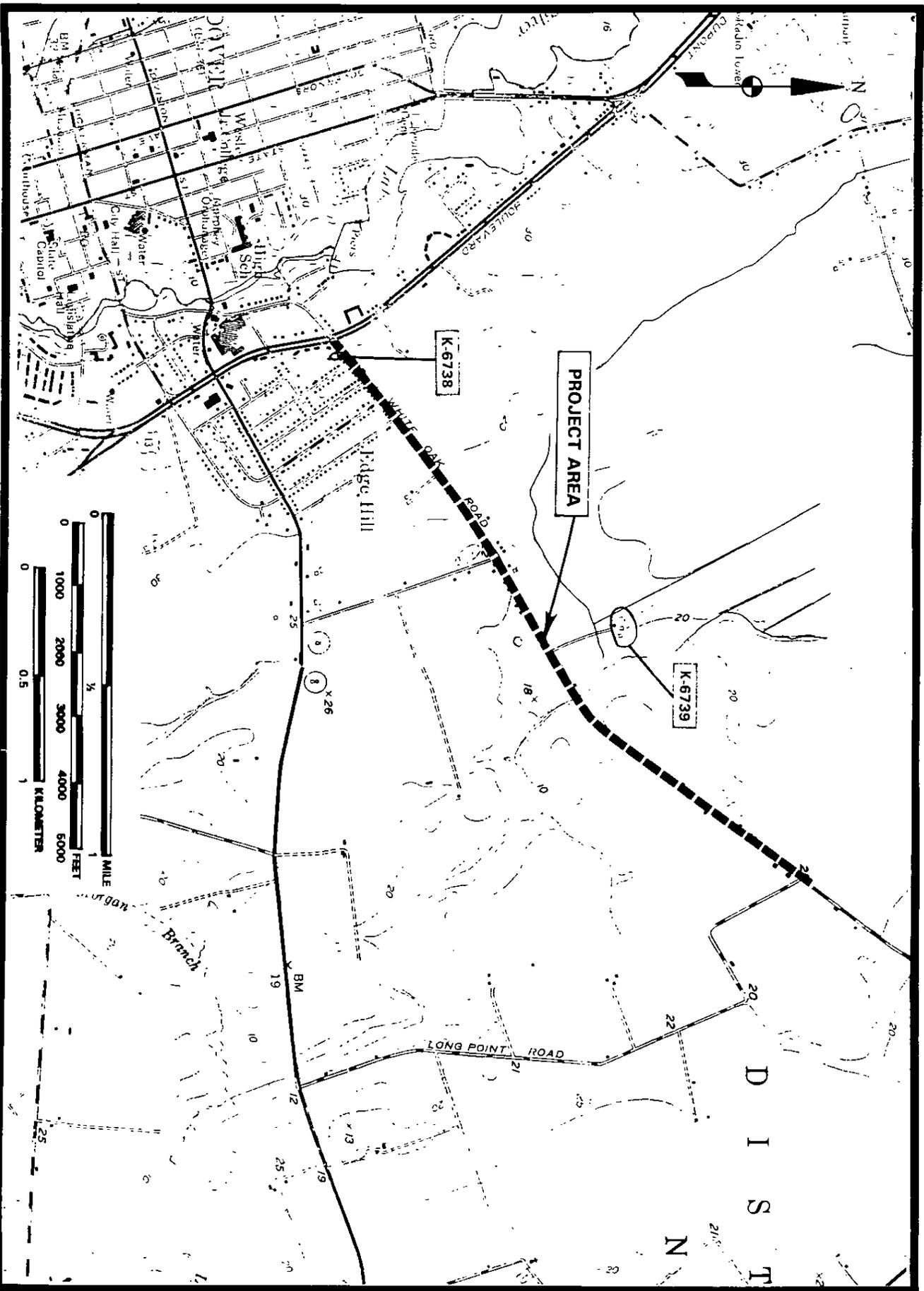
(Plates 1-3)

(Survey forms in Appendix A)

Description: The Lee C. Akers House is located in the City of Dover at 712 White Oak Road, on the south corner of a tee-shaped intersection of White Oak Road with North Edge Hill Avenue, approximately 0.05 mile northeast of the intersection of White Oak Road with Dupont Boulevard (U.S. Route 13). The two-story suburban house is set on a 7,500 square foot tree-shaded corner lot. The house is a gable-roofed, frame structure built on a concrete block foundation, clad in asbestos shingle, and roofed in composition shingle. The house was originally rectangular in shape, with a three-bay principal facade of symmetrical design. A two-part addition—consisting of a one-story extension, one bay in length, plus a small one-story rear wing and recessed rear porch—has been made at the northeast end. Window sash is eight-over-eight (on the front) and six-over-six type. A brick chimney pierces the roof of the original section in a central position. The front entry is framed by a simplified Colonial Revival-style architrave incorporating pilasters and frieze, and is fitted with a six-panel door on which the top two panels are filled with glass panes. No pre-1950 outbuildings are present.

According to the city tax assessment, the two-story Lee C. Akers House was built in 1948. Its lot evidently originated in the Edge Hill subdivision, which adjoins the Akers property on the northeast and southeast (or rear). The other Edge Hill houses were built from 1951 onward, and

FIGURE 4: Architectural Resources in the Project Area



SOURCE: USGS 15 Minute Series, Dover and Little Creek Del. Quadrangles

The house is said to have been built circa 1845, this being an orally transmitted attribution given to the present owning family by local people when the property was purchased in 1936 by Roland E. Garrison (who is still the legal owner). The decoration of the widely overhanging cornice with Italianate brackets suggests that the house was constructed a decade or two later, though the brackets could represent an alteration applied early on to embellish an otherwise plain exterior. The window trim is of the simplest sort with no embellishment. Extending from the northeast gable end is a one-and-one-half-story kitchen wing, two bays in length. The wing's front entry is in its southwesterly bay, so that the house has two front entries. The kitchen wing is evidently an addition carried out in the nineteenth century.

Roland Garrison's son George, the current resident, recalls that the house has undergone two sets of alterations in his family's ownership, circa 1936 and circa 1948. The renovations included addition of a one-story lean-to along most of the rear elevation, construction of a broad, shed-roofed dormer on the rear slope of the kitchen wing's roof, rebuilding of the wing's internal end brick chimney in much lower height, replacement of the wing's front window with a paired window, and replacement of both front doors with ones of sash-over-two-panels type. The front porch, limited to the entry bay, was converted to an enclosed porch, though its shed roof was retained.

The complex of farm buildings was completely rebuilt from circa 1925 to 1939, this work started by the last owner before the Garrisons, and completed by Roland Garrison. The front rank of agricultural structures includes, moving from southwest (or behind the house and just to the left) to northeast, a chickenhouse that has been converted to a garage, a horse barn, and a dairy barn. The second rank consists of an airplane hangar (a frame structure moved to the farmstead in 1949), a workshop-machine shed, and a pumphouse.

The chickenhouse was constructed in two similar sections by Roland Garrison in 1939 and 1940. It is a rectangular, shed-roofed structure built in wood frame, clad in vertical board, and roofed with tar paper. Garage doors now fill five of the six front bays; the remaining bay has been fitted with two doors.

The horse barn and the dairy barn were both built circa 1925. The horse barn is a two-story, gable-roofed, wood-frame building constructed on a foundation of rock-face concrete block, clad in vertical board, and roofed with standing-seam metal. One of the four original open-stable bays on the principal facade has been partially closed. A lean-to has been added along the northeast end. At the southwest end is a work room with stairs leading to the loft.

The dairy barn is a large two-story, gambrel-roofed structure. Built on a foundation of poured concrete, the first story is rock-face concrete-block masonry and the second story is wood frame clad with weatherboard. The roof is covered with wood shingle. An extension has been added to the northeast end to provide open-fronted stable space on the first floor and additional loft space on the second. A one-story, one-room milk-house wing built in concrete block has also been added, extending frontward from the southwest end. The first-story lateral walls of the original section, as well as the milk house, are fitted with nine-pane fixed sash (with several



PLATE 1: Lee C. Akers House (K-6738), Streetscape with Akers House at Center Beneath Tree Cover, Looking South



PLATE 2: Lee C. Akers House (K-6738), Looking Southeast



PLATE 3: Lee C. Akers House (K-6738), Looking West

were originally uniform one-story minimal traditional-style cottages. The Lee C. Akers House likely represents an interval prior to the reopening of the Dover Air Force Base (which took place in 1951), during which time the Edge Hill development was planned, but largely stalled due to market conditions.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture theme, minimal traditional-style house property type.

Evaluation: This house is not eligible for the National Register. An undistinguished example of the minimal traditional-style house property type, it lacks integrity of design due to a large post-1950 addition.

2. G. Parris Homestead (K-6739)

Tax Parcels 05-68.00-1-01 (farm buildings)

and 05-68.00-1-01.01 (house)

(Plates 4-11)

(Survey form in Appendix A)

Description: This 384-acre property is located within the City of Dover on the northwest side of White Oak Road, approximately 1.1 miles northeast of the intersection with Dupont Boulevard (U.S. Route 13). The limited-access toll highway, S.R. 1, runs past the farmstead about 250 yards to the west. The architectural complex, set back about 1,100 feet to the northwest from White Oak Road, consists of a dwelling house, said to have been built circa 1845, five farm buildings, built circa 1925-1939, and a small airplane hangar that was moved to the farmstead in 1949. The complex stands on a lot of about 3-4 acres in extent, that is surrounded by extensive cleared fields currently rented by a farmer who cultivates soybeans on a large scale. The rather geometrical farmstead is organized with a large rectangular farmyard (about 2-2.5 acres) to the rear, within which the farm structures are arranged in two parallel rows, separated by a broad lane. To the front and left (as viewed from the road) is a spacious rectangular lawn area (1-1.5 acres), not as broad on its northeast-southwest alignment as the farmyard. The house is in a position central to the divide between farmyard and front lawn. An additional lane runs between the house and the first row of farm buildings. A cluster of large hardwood trees is grouped in the part of the lawn directly in front of the house. All of the farmstead buildings are oriented facing southeast.

The house is a gable-roofed structure built of wood frame on a stucco-clad brick foundation. The frame is clad in asbestos shingle, and the roof in composition shingle. The original section, or main block, is two stories in height and rectangular in shape, and in plan represents either an asymmetrical variant of the center-passage single-pile type or the hall-parlor type. Its principal, or southeast, facade is arranged with four evenly-spaced bays, with the front entry located in the third bay. The rear facade is arranged as three bays. Window sash is of the six-over-six type. A full basement runs beneath the original section. Two brick chimneys pierce the roof in internal end positions.

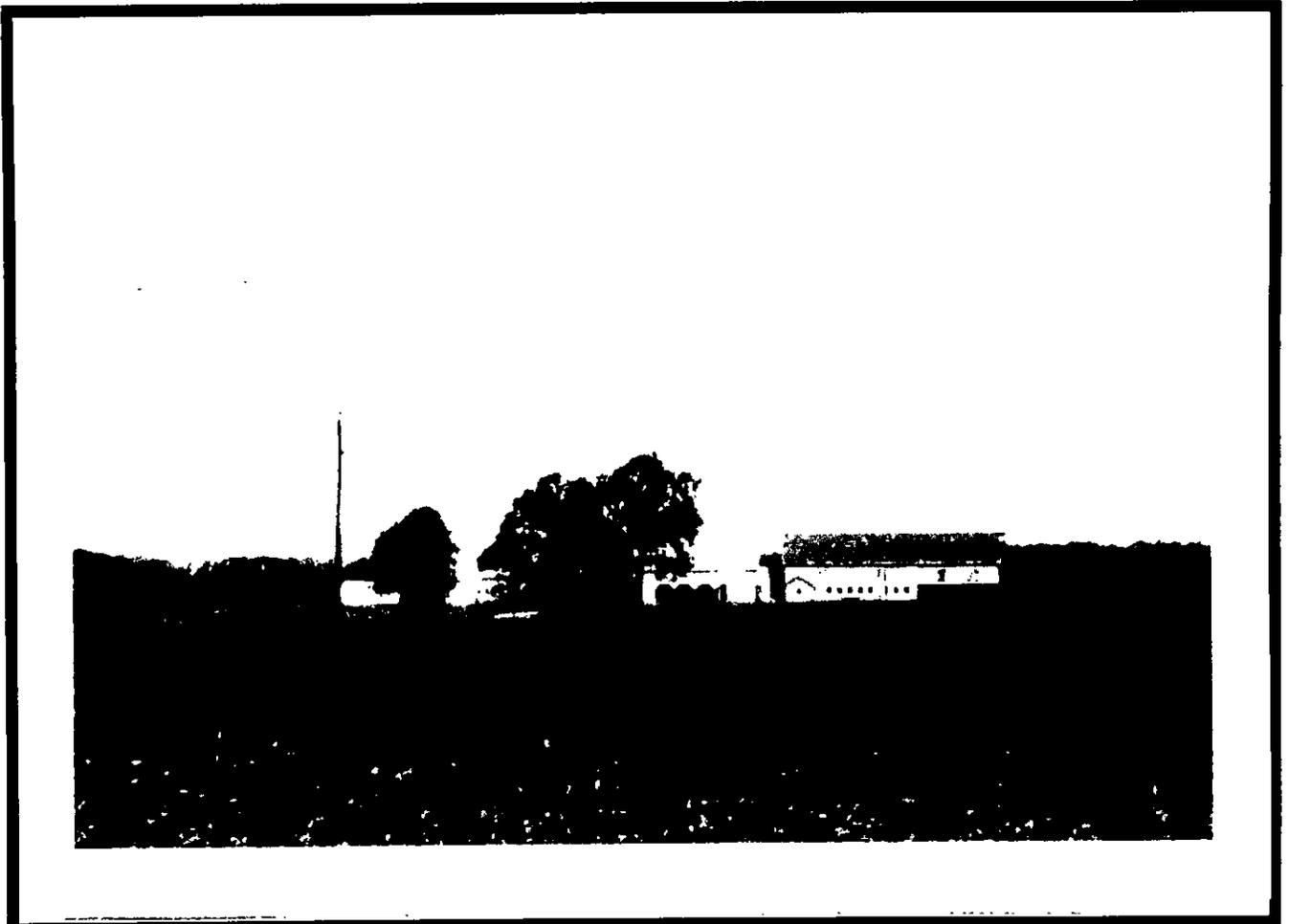


PLATE 4: G. Parris Homestead (K-6739), Environmental View, Looking Northwest



PLATE 5: G. Parris Homestead (K- 6739), House, Looking North



PLATE 6: G. Parris Homestead (K-6739), House, Looking South



PLATE 7: G. Parris Homestead (K-6739), Garage (Former Chickenhouse), Looking North

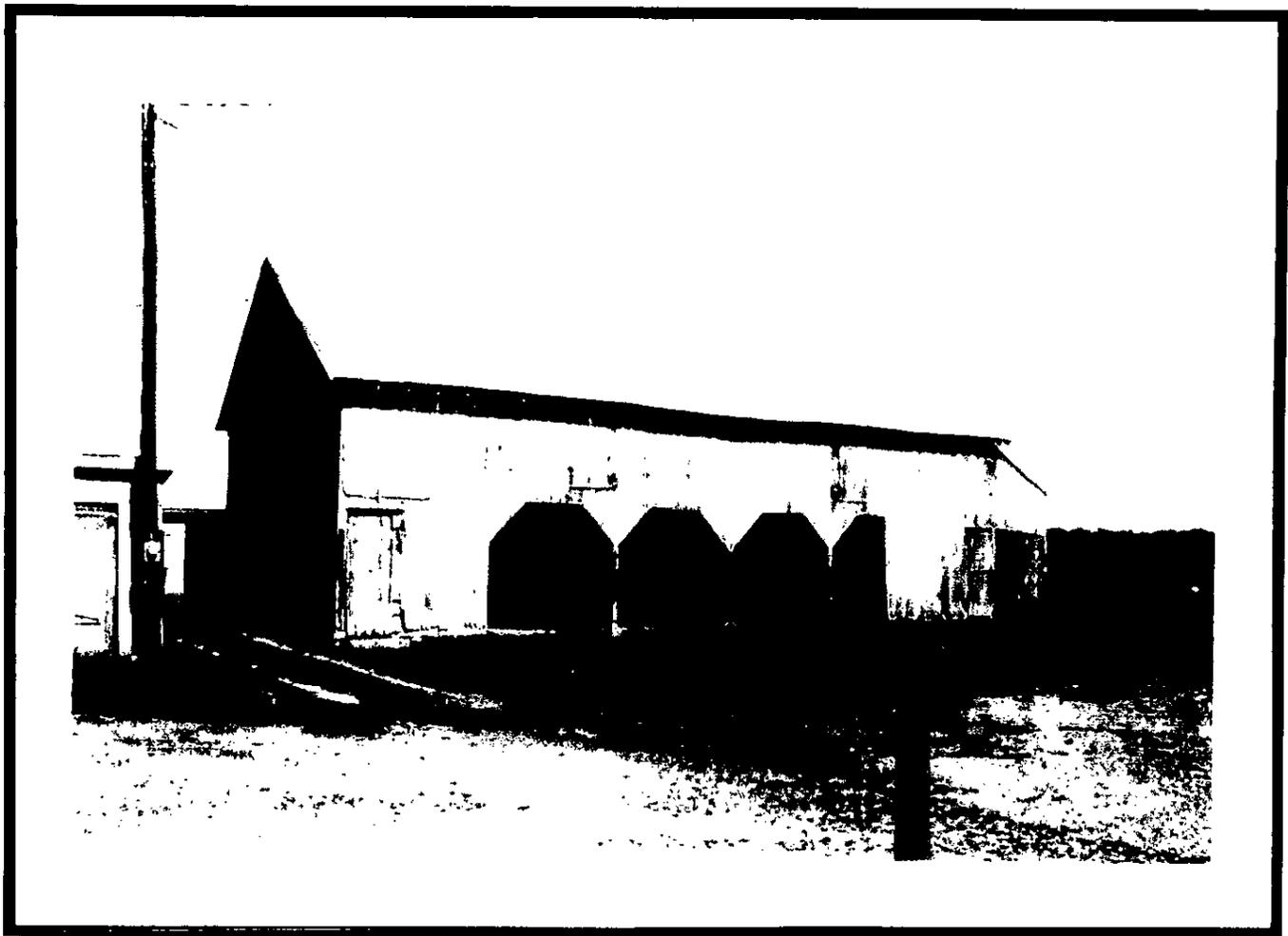


PLATE 8: G. Parris Homestead (K-6739), Horse Barn, Looking North

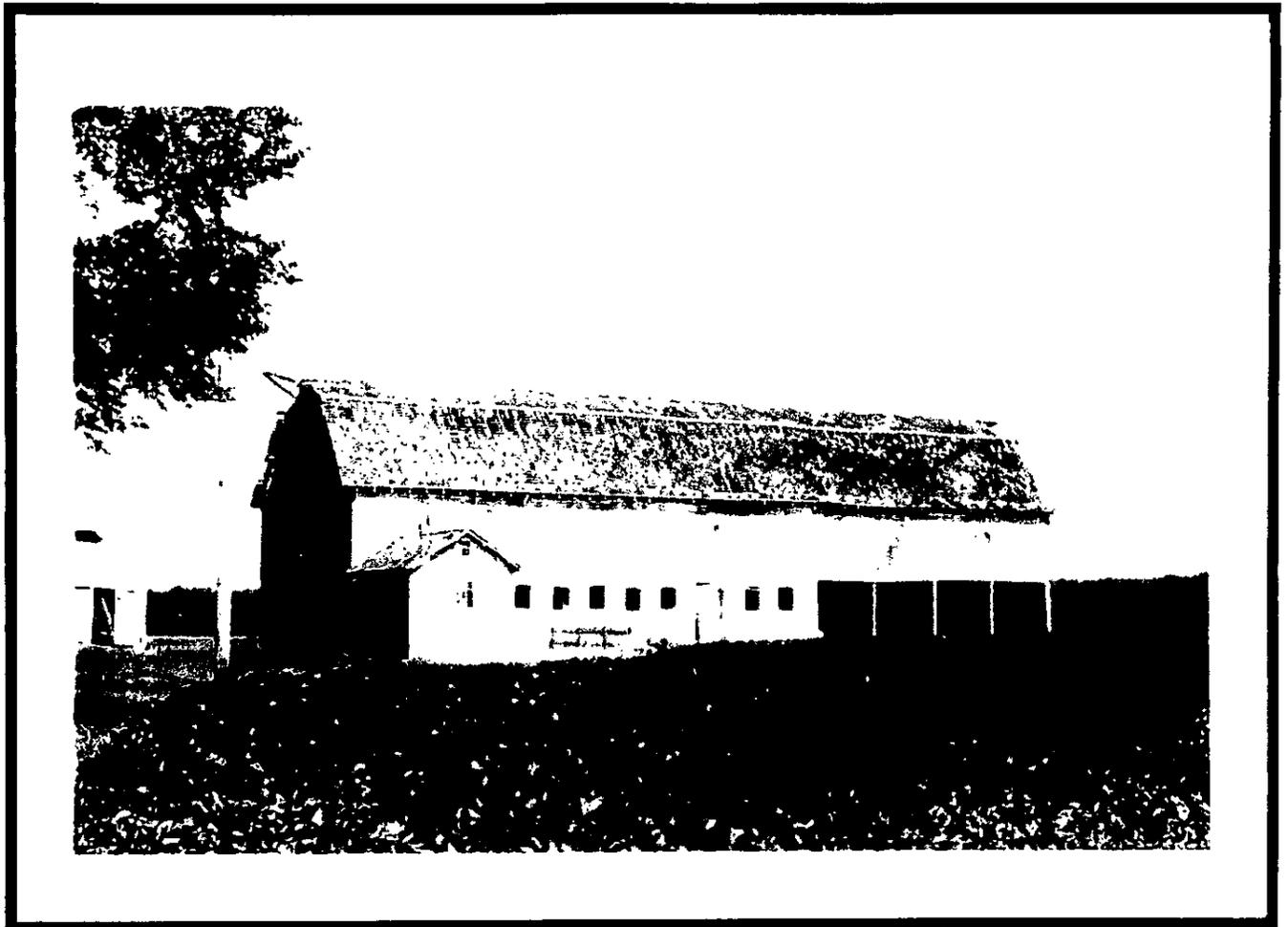


PLATE 9: G. Parris Homestead (K-6739), Dairy Barn, Looking North



PLATE 10: G. Parris Homestead (K-6739), Pumphouse, Looking North

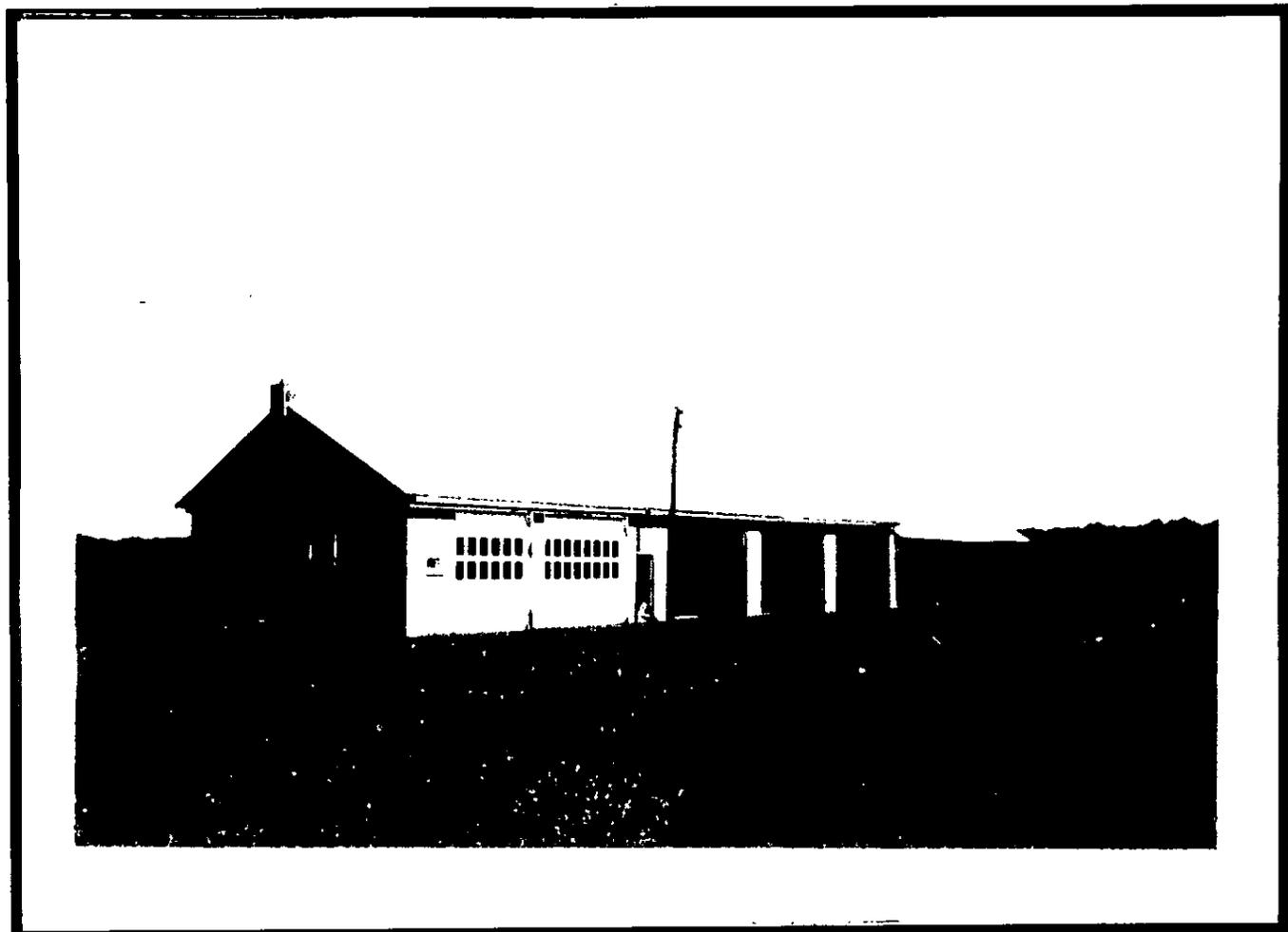


PLATE 11: G. Parris Homestead (K-6739), Workshop-Machine Shed, Looking North

missing). Protective hoods project at either end to shelter hay tracks and their large attic-level doors.

Built circa 1925, the pumphouse is a one-story, gable-roofed structure constructed of wood frame on a concrete-block foundation. It is clad in vertical board and roofed in composition shingle. Rafter ends project beneath the roof's broad eaves overhang.

The one-story, gable-roofed workshop-machine shed was built in three sections. The workshop section at the southwest end is the oldest, constructed circa 1936. The workshop's foundation is poured concrete, and the walls are concrete block, with frame in the gables. On the front or southeast elevation, two broad-paneled garage doors and one smaller entry permit access to the interior, while four sets of paired six-over-six sash on the southwest and northwest elevations admit light. The centrally positioned machine shed, built in 1948, is of similar construction, except that the three garage bays lack doors. An additional machine shed on the northeast end is of lower height and is built of light-wood frame. The entire building is roofed with corrugated metal.

The airplane hangar is a shed-roofed structure built of frame, and was moved to the farmstead in 1949 to house a crop-dusting airplane that George Garrison flew as a sideline during the 1950s. It was not photographed during the survey due to the fact that it had been moved to the site. Relocated structures are not normally eligible for the National Register.

The farmstead is indicated as being the property of G. Parris on the Beers atlas of 1868. The relative original plainness of its exterior suggests that the house was built as a tenant farmhouse. Roland E. Garrison bought the farm in 1936, and in recent years, the Garrison family has continued to use the house as a residence, but the farmland has been rented. The farm buildings are no longer in use and are deteriorating.

Applicable Historic Context: Upper Peninsula Zone, Industrialization and Early Urbanization 1830-1880±. Architecture theme, hall-parlor plan house property type or center-passage single-pile plan house property type. Urbanization and Early Suburbanization 1880-1940±. Horse barn and dairy barn property types.

Evaluation: The G. Parris Homestead is not eligible for the National Register. The house, built circa 1845 as an example of either the center-passage single-pile plan house property type or of the hall-parlor plan house property type, fails to demonstrate the architectural distinction and integrity of design necessary for a mid-nineteenth-century resource of these property types to be considered significant. The overall farmstead, rebuilt circa 1925-1939, and its individual buildings, subsequently the recipients of additions, also lack architectural distinction. Furthermore, the presence of the early to mid-twentieth-century farm buildings effectively detract from the house's integrity of setting. Although the overall farmstead property is noteworthy for representing an unusual survival of a large agricultural tract within the city bounds, it lacks integrity of design due to the conversion of its farmland into one very large open field appropriate to modern techniques of cultivation.

RECOMMENDATIONS

The survey and evaluation of the area of potential effect of the proposed improvement to White Oak Road concluded that no National Register eligible architectural resources are present in the area.

SUMMARY

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 White Oak Road, a public road in the City of Dover, Kent County. DelDOT proposes to widen White Oak Road, within a corridor extending 40 feet from centerline on either side of the road, beginning at U.S. Route 13 and extending northeastward to the City of Dover's eastern limit.

The goal of the survey was to identify, record, and evaluate all architectural resources dating to before 1950 and located within the proposed improvement's area of potential effect. The survey of the area of potential effect of the proposed improvement to White Oak Road recorded two architectural resources not previously surveyed, and also found that the four architectural resources identified in earlier surveys were no longer extant. The evaluation concluded that no National Register eligible architectural resources were present in the area. The proposed undertaking, therefore, will have no effect on significant architectural resources.

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1956 *Dover, Delaware.* 7.5-Minute Series. United States Geological Survey, Washington, D.C. On file at the Library of Congress, Washington, D.C.

1981 *Dover, Delaware.* 7.5-Minute Series. United States Geological Survey, Washington, D.C. On file at the Library of Congress, Washington, D.C.

1993 *Little Creek, Delaware.* 7.5-Minute Series. United States Geological Survey, Washington, D.C. On file at the Library of Congress, Washington, D.C.

APPENDIX A
CULTURAL RESOURCE SURVEY FORMS



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # K-6738
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 7,500 sq. ft.

1. ADDRESS OF PROPERTY: 712 White Oak Road
2. DATE OF INITIAL CONSTRUCTION: 1948
3. FLOOR PLAN/STYLE: Minimal Traditional
4. ARCHITECT/BUILDER: N/A

5. INTEGRITY: original site moved
if moved, when and from where _____
list major alterations and dates (if known) 2-part addition
to NE end, after 1950

6. CURRENT CONDITION: excellent _____ good
fair _____ poor _____

7. DESCRIBE THE RESOURCE AS COMPLETELY AS POSSIBLE:

- a) Overall shape Main block is rectangular.
stories 2
bays 3
wings 1-story, L-shaped at NE end
- b) Structural system Frame
- c) Foundation materials Concrete block
basement present
- d) Exterior walls (modern over original) materials Asbestos shingle
color(s) Blue-gray
- e) Roof shape; materials Gable; composition shingle
cornice Box
dormers _____
chimney location(s) Central

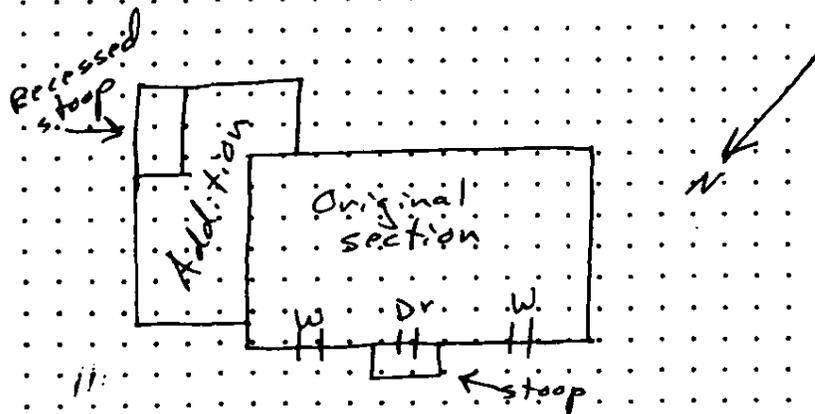
USE BLACK INK ONLY

7. DESCRIPTION (cont'd):

CRS # K-6738

- f) Windows
 - spacing Even
 - type 6/6 except 8/8 on front.
 - trim plain
 - shutters
- g) Door
 - spacing Even
 - type 6-panel (w. lights for 2 small upper panels)
 - trim Simplified Colonial-Revival style, with pilasters and frieze
- h) Porches
 - location(s) Front and rear stoops
 - materials
 - supports
 - trim
- i) Interior details (if accessible)

8. SKETCH PLAN OF BUILDING:



INDICATE NORTH ON SKETCH

9. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # K-6738
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 7,500 sq. ft.

1. NAME OF PROPERTY: Leo C. Akers House

2. STREET LOCATION: ⁷¹² White Oak Road, SE side, 0.05 mi. NE of jct. w u.s. 13

3. OWNER'S NAME: Leo C. and Ruby A. Akers TEL. #: (302) 734-8663

ADDRESS: 712 White Oak Road, Dover, DE 19901

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

5. SURROUNDINGS: (check more than one if necessary)

fallow field cultivated field woodland

scattered buildings densely built up other

6. FUNCTION: original Dwelling present Dwelling

7. LIST ADDITIONAL FORMS USED:

2 - Main building

8. SURVEYOR: Philip E. Pendleton TEL. #: (202) 331-7725

ORGANIZATION: Louis Berger + Associates, Inc. DATE: 10/94

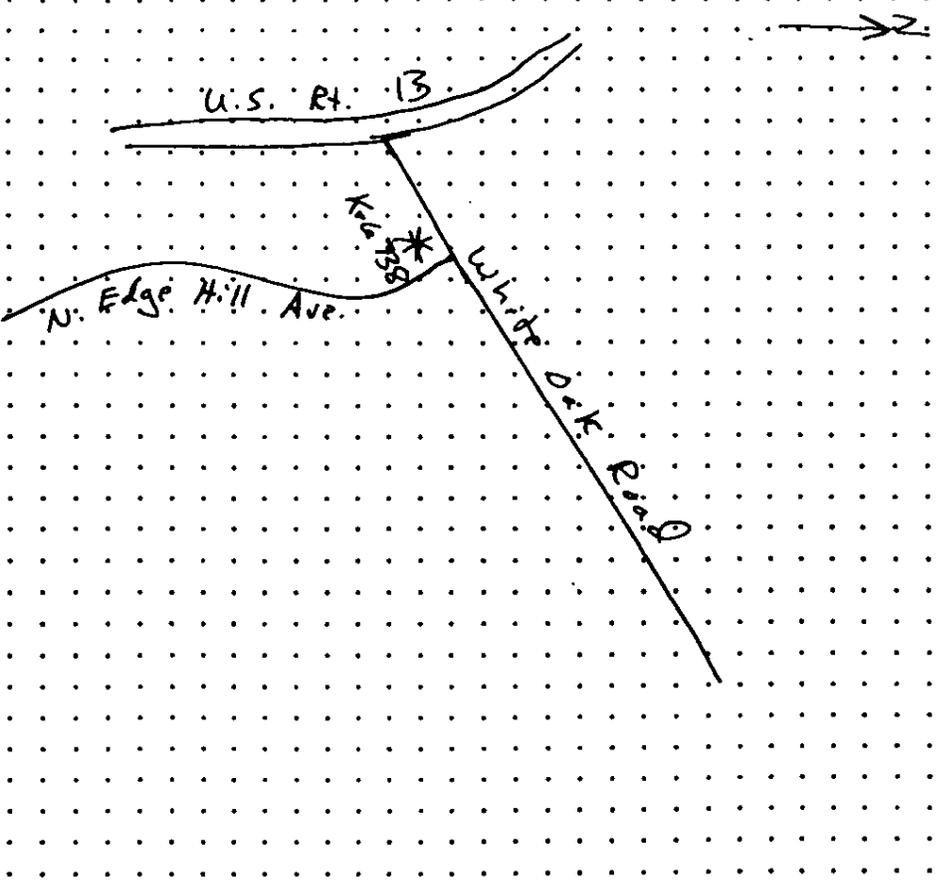
ADDRESS: 1819 H St., NW, Ste. 900, Washington, DC 20006

USE BLACK INK ONLY

9. LOCATION MAP:

CRS # K-6738

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) 1880-1940 +/-

b) Historic theme(s) Architecture

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

a) Area(s) of significance

b) NR criteria

13. CERTIFICATION:

Surveyor: Philip E. Rindler Date 12/19/94

PI: _____ Date _____



CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # K-361
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage _____

1. NAME OF PROPERTY: Brickyard
2. ADDRESS OF PROPERTY: White Oak Road, 1 mi. NE of jct. w. U.S. Rt. 13
3. CURRENT CONDITION: excellent _____ good _____
fair _____ poor _____ demolished

4. ARCHITECTURAL INTEGRITY: Remnant has been destroyed for construction of State Route 1.

5. SETTING INTEGRITY: _____

6. HISTORIC CONTEXT INFORMATION: construction date _____

chronological period(s) 1630-1730+/- _____ 1730-1770+/- _____
1770-1830+/- _____ 1830-1880+/- _____ 1880-1940+/- _____

historic theme(s) _____

property type(s) _____

7. EVALUATION: eligible: Yes() No() Potential() Unknown()
area(s) of significance _____
NR criteria _____

8. FORMS ADDED: _____

9. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94
PRINCIPAL INVESTIGATOR: _____ DATE: _____

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # K-992
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage _____

1. NAME OF PROPERTY: _____

2. ADDRESS OF PROPERTY: White Oak Road, 0.6 mi. NE of jct. w U.S. Rt. 13

3. CURRENT CONDITION: excellent _____ good _____
fair _____ poor _____ demolished

4. ARCHITECTURAL INTEGRITY: Building has been taken down.

5. SETTING INTEGRITY: _____

6. HISTORIC CONTEXT INFORMATION: construction date _____

chronological period(s) 1630-1730+/- _____ 1730-1770+/- _____

1770-1830+/- _____ 1830-1880+/- _____ 1880-1940+/- _____

historic theme(s) _____

property type(s) _____

7. EVALUATION: eligible: Yes() No() Potential() Unknown()

area(s) of significance _____

NR criteria _____

8. FORMS ADDED: _____

9. SURVEYOR: Philip E. Pondleton DATE OF FORM: 10/94

PRINCIPAL INVESTIGATOR: _____ DATE: _____

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # K-991
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage _____

1. NAME OF PROPERTY: _____

2. ADDRESS OF PROPERTY: White Oak Road, 0.1 mi. NE of jct. w. U.S. Rt. 13

3. CURRENT CONDITION: excellent _____ good _____
fair _____ poor _____ demolished

4. ARCHITECTURAL INTEGRITY: Building has been taken down.

5. SETTING INTEGRITY: _____

6. HISTORIC CONTEXT INFORMATION: construction date _____

chronological period(s) 1630-1730+/- _____ 1730-1770+/- _____

1770-1830+/- _____ 1830-1880+/- _____ 1880-1940+/- _____

historic theme(s) _____

property type(s) _____

7. EVALUATION: eligible: Yes() No() Potential() Unknown()

area(s) of significance _____

NR criteria _____

8. FORMS ADDED: _____

9. SURVEYOR: Philip E. Pondleton DATE OF FORM: 10/94

PRINCIPAL INVESTIGATOR: _____ DATE: _____

USE BLACK INK ONLY



DELAWARE STATE HISTORIC PRESERVATION OFFICE
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # K-6739
SPD Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 384 acres

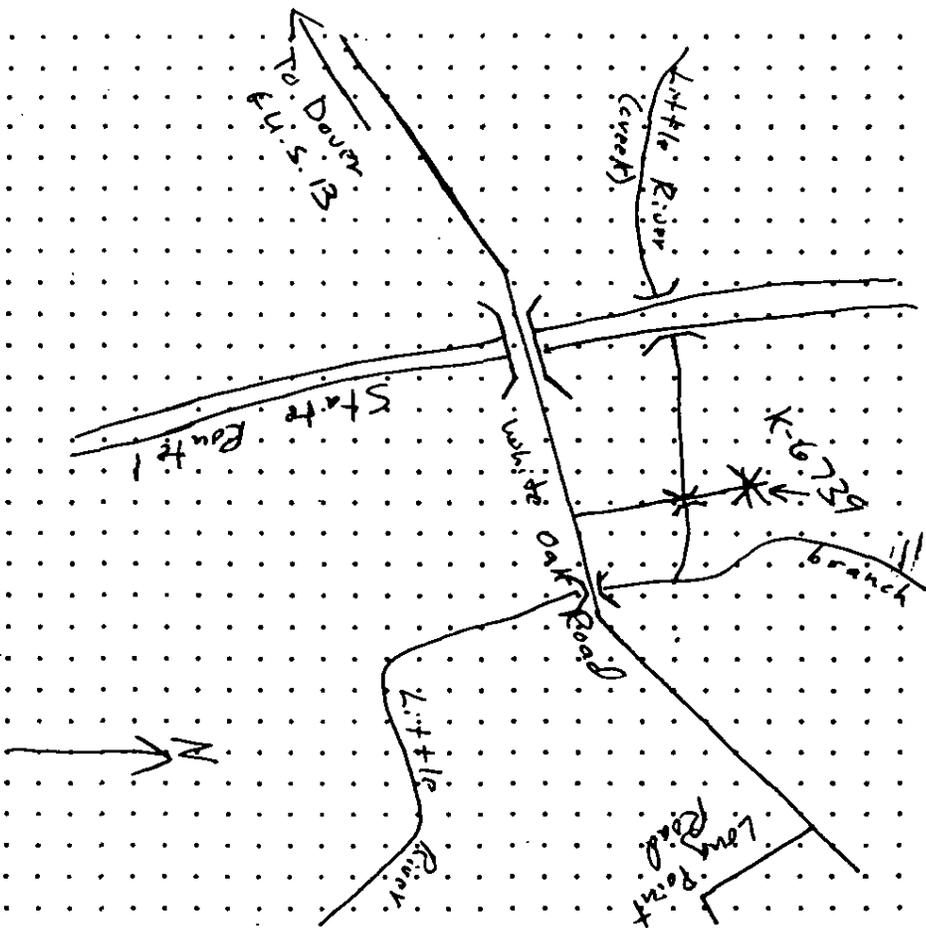
1. NAME OF PROPERTY: G. Parris Homestead
2. STREET LOCATION: White Oak Road, NW side, 1.1 mi. NE of jct. w us 13
3. OWNER'S NAME: Roland E. Garrison, c/o George Garrison TEL. #: (302) 734-2220
ADDRESS: R.D. 4, Box 434, Dover, DE 19901
4. TYPE OF RESOURCE(S): building structure site
object district landscape
5. SURROUNDINGS: (check more than one if necessary)
fallow field cultivated field woodland
scattered buildings densely built up other
6. FUNCTION: original Agriculture present Dwelling
7. LIST ADDITIONAL FORMS USED:
2 - Main building
3 - 5 - Dairy barn, horse barn, chickenhouse, pumphouse, ^{workshop-machine shed}
9 - Large complex
8. SURVEYOR: Philip E. Pendleton TEL. #: (202) 331-7775
ORGANIZATION: Louis Berger & Associates, Inc. DATE: 10/94
ADDRESS: 1819 H St., NW, Ste. 900, Washington, DC 20006

USE BLACK INK ONLY

9. LOCATION MAP:

CRS # K-6739

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

House is said to date to circa 1845.
 Farm buildings, built circa 1925-1939,
 represent rebuilding of farmsstead.
 + barn
 + house
 Probably originally a tenant farmsstead.

11. COMPREHENSIVE PLANNING:

- a) Time period(s) 1830-1880 +/- (House)
 1880-1940 +/- (Farm buildings)
- b) Historic theme(s) Agriculture

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

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

13. CERTIFICATION:

Surveyor: Philip S. Pendergast Date 10/19/94
 PI: _____ Date _____



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # K-6739
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 384 acres

1. ADDRESS OF PROPERTY: White Oak Rd., 1.1 mi. NE of jct. w U.S. 13
2. DATE OF INITIAL CONSTRUCTION: Circa 1845 (oral attribution)
3. FLOOR PLAN/STYLE: Center-passage single-pile (asymmetrical variant)
4. ARCHITECT/BUILDER: N/A

5. INTEGRITY: original site moved
if moved, when and from where _____
list major alterations and dates (if known) _____

6. CURRENT CONDITION: excellent _____ good _____
fair poor _____

7. DESCRIBE THE RESOURCE AS COMPLETELY AS POSSIBLE:

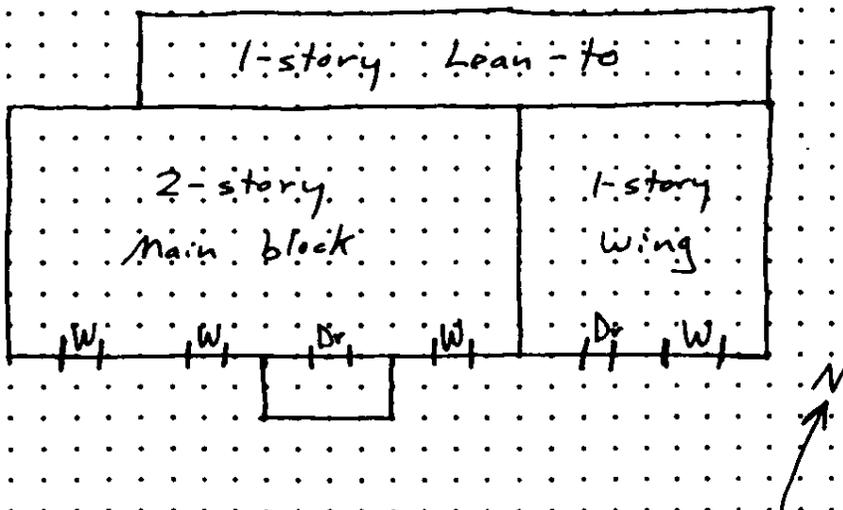
- a) Overall shape Rectangular
stories 2
bays 4
wings Wing @ NE end - 1 story, 2 bays
- b) Structural system Frame
- c) Foundation materials Stucco, evidently over brick
basement Yes - Full under main block
- d) Exterior walls (modern over original) materials Asbestos shingle
color(s) Light gray
- e) Roof shape; materials Gable; composition shingle
cornice Wide eaves overhang with Italianate brackets
dormers Shed-roofed, added on rear slope of (possibly added)
chimney location(s) 2 internal end on wing
main block, 1 internal end on wing. 1 on wing has been lowered in height.

7. DESCRIPTION (cont'd):

CRS # K-6739

- f) Windows
 - spacing Even
 - type 6/6
 - trim Plain
 - shutters No
- g) Door
 - spacing Main block - 3rd bay from left; Wing - 1st bay
 - type Both sash-over-2-panels.
 - trim Plain
- h) Porches
 - location(s) Front entry - 1 bay in width
 - materials Wood
 - supports Original work has been removed or concealed
 - trim in enclosing, except for roof and cornice.
- i) Interior details (if accessible)

8. SKETCH PLAN OF BUILDING:



INDICATE NORTH ON SKETCH

9. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

CRS # K-6739
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 384 acres

1. ADDRESS OF PROPERTY: White Oak Rd., 1.1 mi. NE of jct. w U.S. 13

2. FUNCTION: Dairy Barn

3. DATE: Circa 1925

4. STYLISTIC FEATURES: _____

5. ARCHITECT/BUILDER: N/A

6. DESCRIPTION:

a) Structural system 1st story - block masonry
2nd story and above - frame

b) Wall coverings 1st story - rock-face concrete block
2nd story - weatherboard
milkhouse wing - concrete block

c) Wall openings
windows Fixed 9-pane sash
doors Board and batten
other

d) Foundation Poured concrete

e) Roof
structural system Gambrel
coverings Wood shingle
openings

f) Interiors 1st floor of original section: large milking area w.
24 stanchions in 2 rows, enclosed work room in
W corner. 2nd floor: loft.
NE extension to end, also 2 stories' open-fronted stable
space on 1st floor, loft on second.
1-story, 1-room milkhouse extends to front @ SW end.

partition/walls
Vertical board

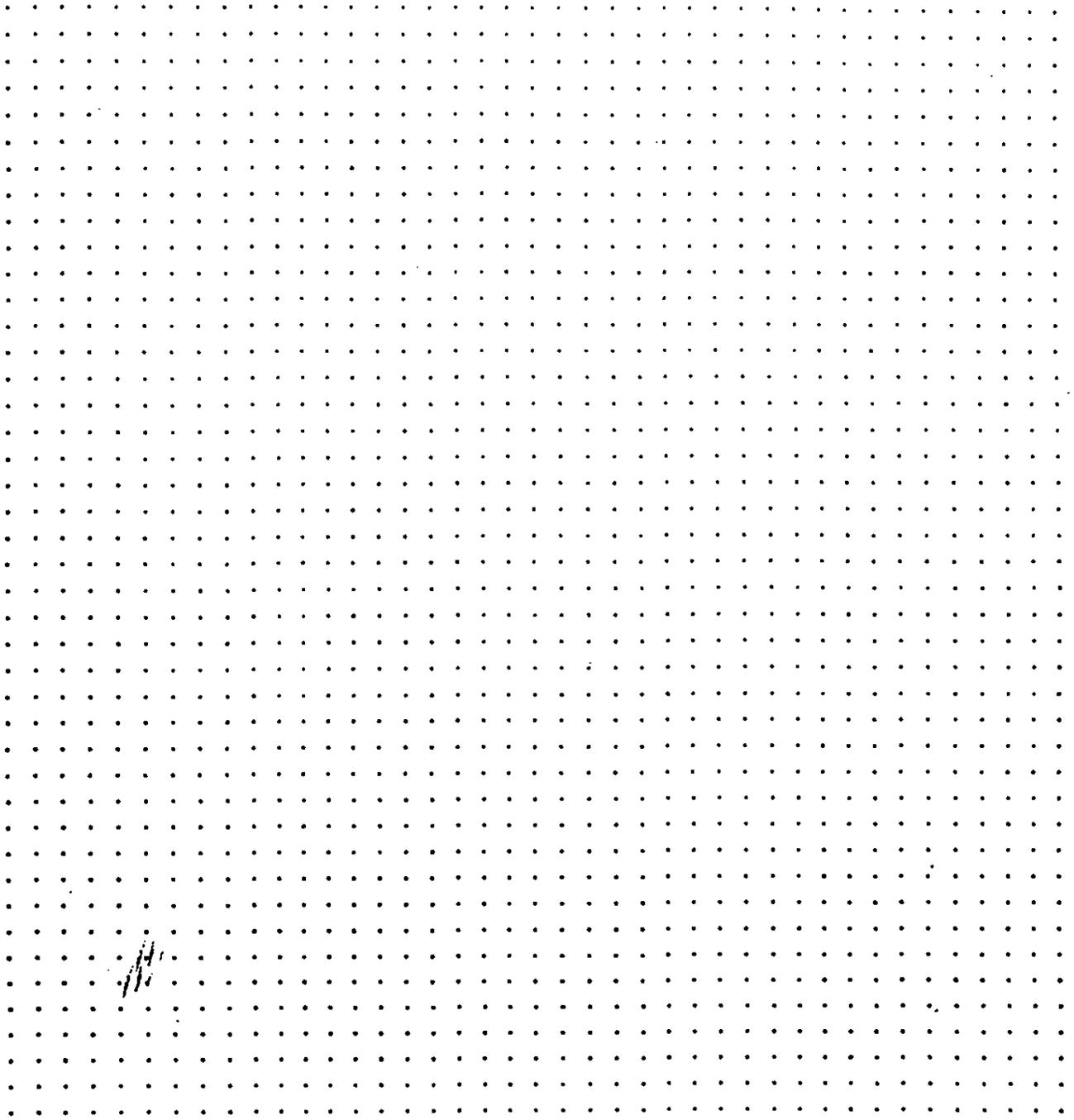
interior finish
White wash over concrete block walls on 1st floor.

furnishings/machinery
Milking stanchions

USE BLACK INK ONLY

7. SKETCH PLAN: See Large Complex Map form. CRS # K-6739

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



INDICATE NORTH ON SKETCH

8. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

15 THE GREEN, DOVER, DE 19901

CRS # K-6739
SPO Map 10-11-22
Hundred Dover City
Quad Dover 1
Zone Upper Peninsula
Acreage 384 acres

1. ADDRESS OF PROPERTY: White Oak Rd., 1.1 mi. NE of jct. w U.S. 13

2. FUNCTION: Horse Barn

3. DATE: Circa 1925

4. STYLISTIC FEATURES: _____

5. ARCHITECT/BUILDER: N/A

6. DESCRIPTION:

a) Structural system Frame

b) Wall coverings Vertical board

c) Wall openings 4 open bays, 1 at NE end now half-
windows closed; board-and-batten door (to
doors workroom) at SW end.
other

d) Foundation Rock-face concrete block.

e) Roof Gable
structural system
coverings Standing-seam metal
openings

f) Interiors 2 stories.
floor plan Work room at SW end w. stairs to left above.
4 stall areas
Lean-to added at NE end.

partition/walls Horizontal board

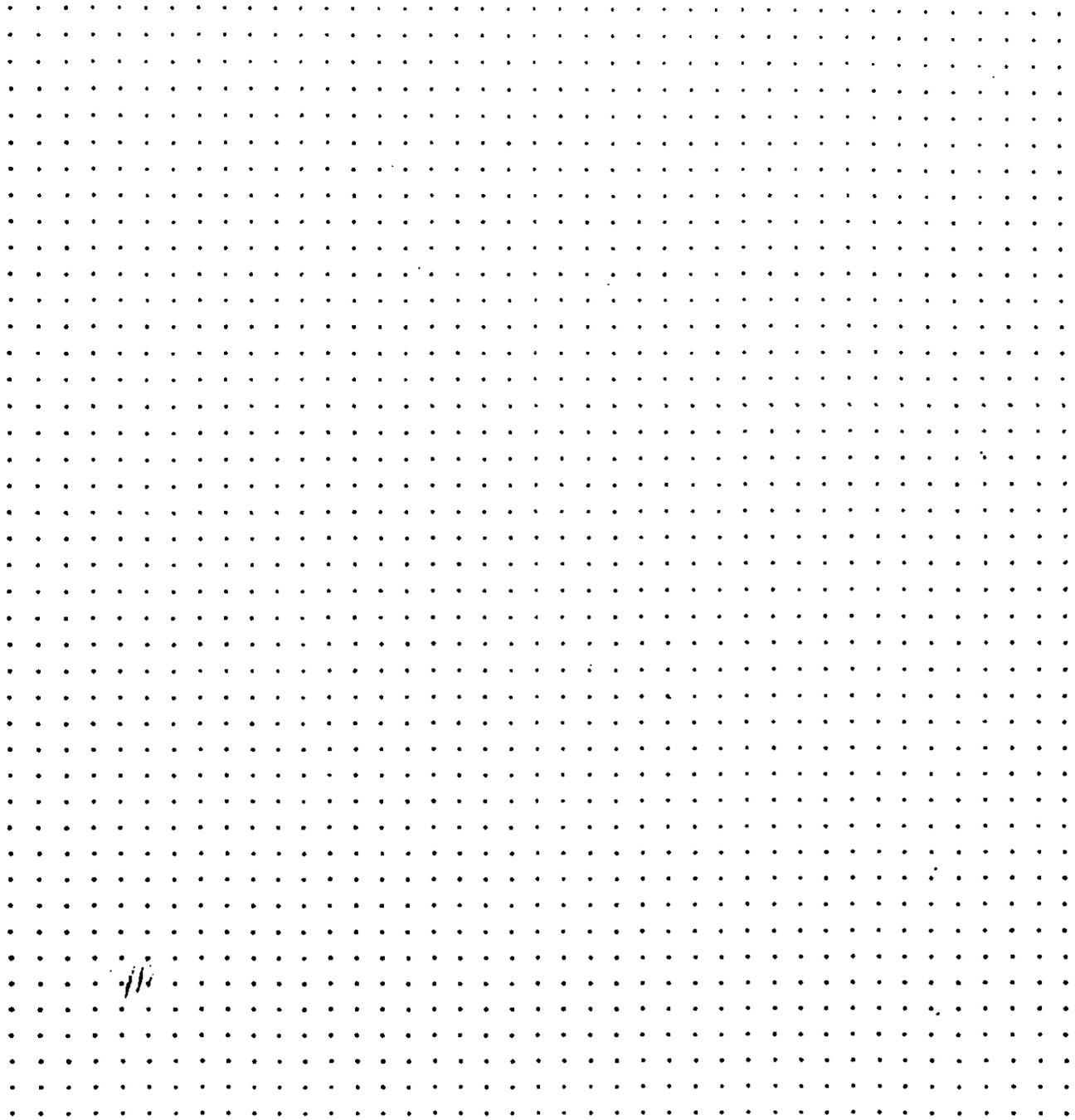
interior finish

furnishings/machinery

USE BLACK INK ONLY

7. SKETCH PLAN: See Large Complex Map form. CRS # K-6739

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



INDICATE NORTH ON SKETCH

8. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

15 THE GREEN, DOVER, DE 19901

CRS # K-6739
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 384 acres

1. ADDRESS OF PROPERTY: White Oak Rd., 1.1 mi. NE of jct. w U.S. 13

2. FUNCTION: Pumphouse

3. DATE: Circa 1925

4. STYLISTIC FEATURES: Exposed rafter ends

5. ARCHITECT/BUILDER: N/A

6. DESCRIPTION:

a) Structural system Frame

b) Wall coverings Vertical board

c) Wall openings
windows 5 fixed 6-pane windows
doors 2 board-and-batten doors
other

d) Foundation Concrete block

e) Roof
structural system Gable
coverings Composition shingle
openings

f) Interiors

floor plan 3 rooms in row
||

partition/walls Vertical board

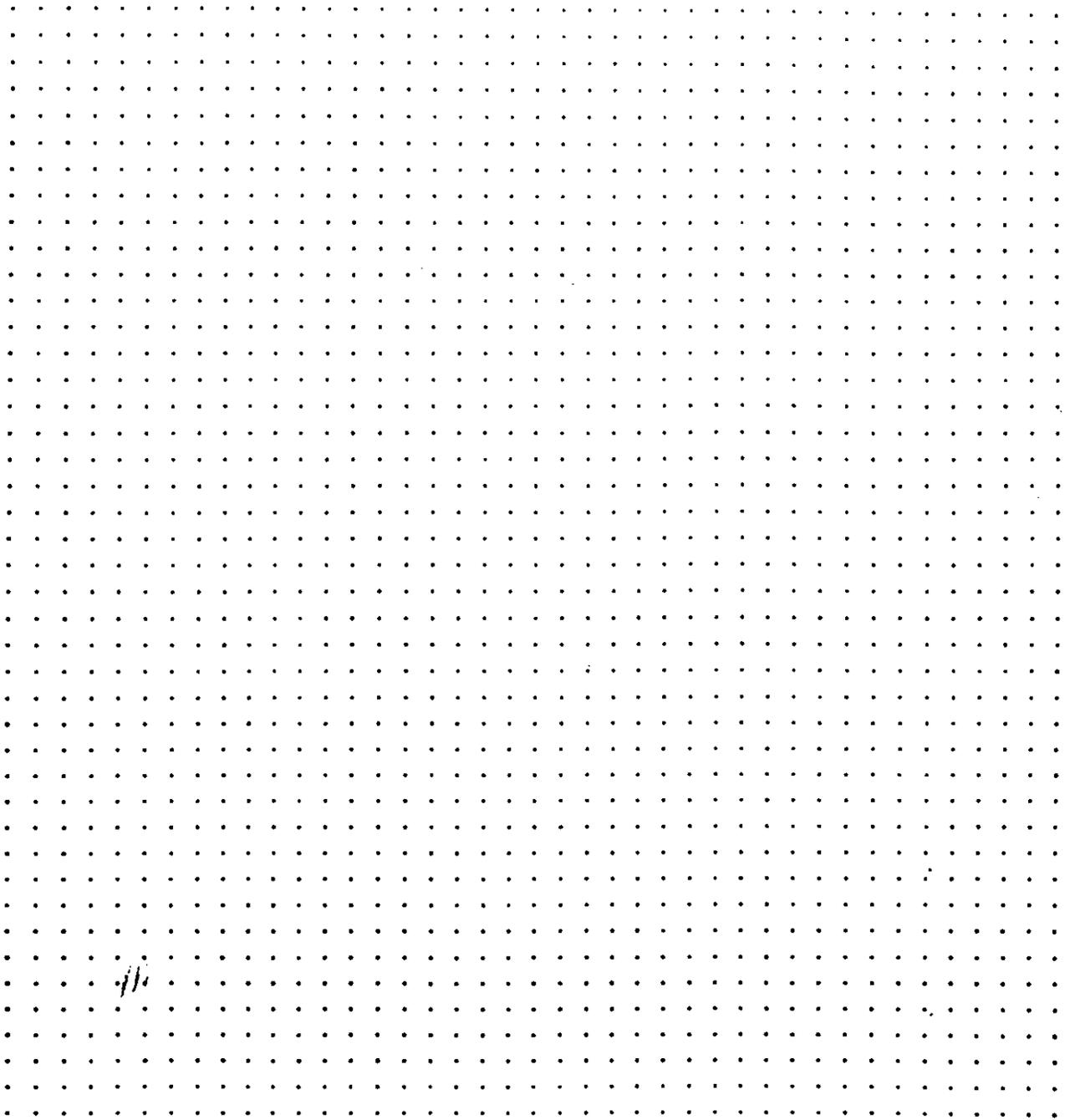
interior finish

furnishings/machinery

USE BLACK INK ONLY

7. SKETCH PLAN: See Large Complex Map form. CRS # K-6739

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



INDICATE NORTH ON SKETCH

8. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

10 THE GREEN, DOVER, DE 19901

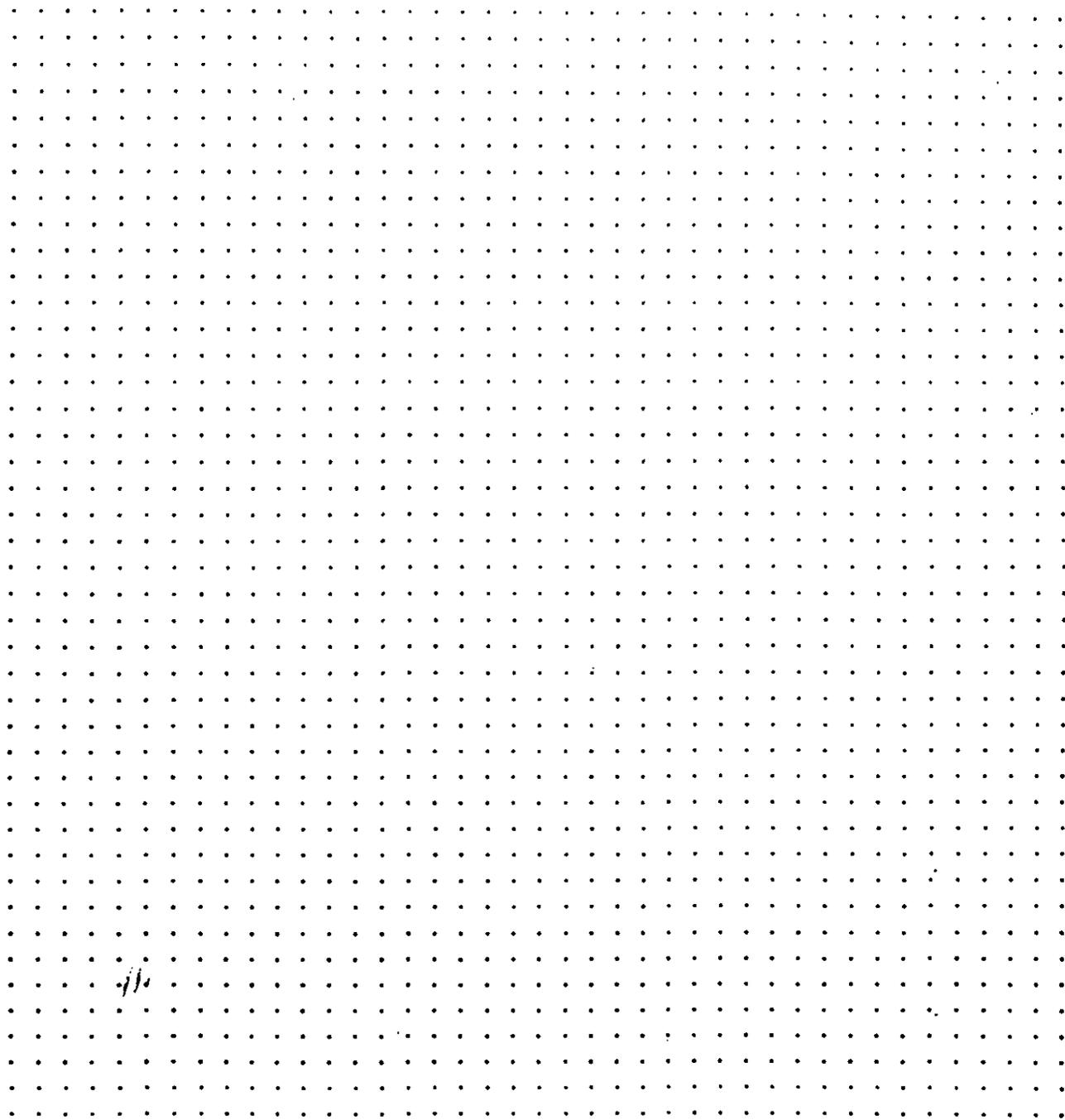
CRS # K-6739
SPO Map 10-11-22
Hundred Dover City
Quad Dover 1
Zone Upper Peninsula
Acreage 384 acres

1. ADDRESS OF PROPERTY: White Oak Rd., 1.1 mi. NE of jct. w U.S. 13
2. FUNCTION: Chickenhouse (now converted to garage)
3. DATE: 2 similar sections - 1939 and 1940
4. STYLISTIC FEATURES: _____
5. ARCHITECT/BUILDER: N/A
6. DESCRIPTION:
 - a) Structural system Frame
 - b) Wall coverings Vertical board
 - c) Wall openings
 windows 6 bays: Garage doors in 5,
 doors 2 doors plus fixed sash in 4th. from
 other sw.
 - d) Foundation N/V
 - e) Roof
 structural system Shed
 coverings Tar paper
 openings
 - f) Interiors
 - floor plan 2 sections
 - partition/walls Vertical board
 - interior finish
 - furnishings/machinery

USE BLACK INK ONLY

7. SKETCH PLAN: See Large Complex Map form. CRS # K-6739

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



INDICATE NORTH ON SKETCH

8. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
RELATED OUTBUILDING FORM

10 THE GREEN, DOVER, DE 19901

CRS # K-6739
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 384 acres

1. ADDRESS OF PROPERTY: White Oak Rd., 1.1 mi. NE of jct. w U.S. 13

2. FUNCTION: Workshop - Machine Shed

3. DATE: 3 sections: Ca. 1936, 1948, and ca. 1960

4. STYLISTIC FEATURES: _____

5. ARCHITECT/BUILDER: N/A

6. DESCRIPTION:

a) Structural system SW and center sections - concrete-block masonry
NE section (lower in height) - light frame

b) Wall coverings
Vertical board in NE section.

c) Wall openings SW section (workshop) - 3 garage doors on front or SE; 2 pairs of 6/6 sash on each of SW and NW elevs.
windows
doors
other

d) Foundation Ctr. section - 3 garage doors
NE section - open-fronted
Poured concrete for SW + Ctr; N/U or dirt for NE

e) Roof Cable
structural system Corrugated metal
coverings
openings

f) Interiors

floor plan
1/4"

partition/walls

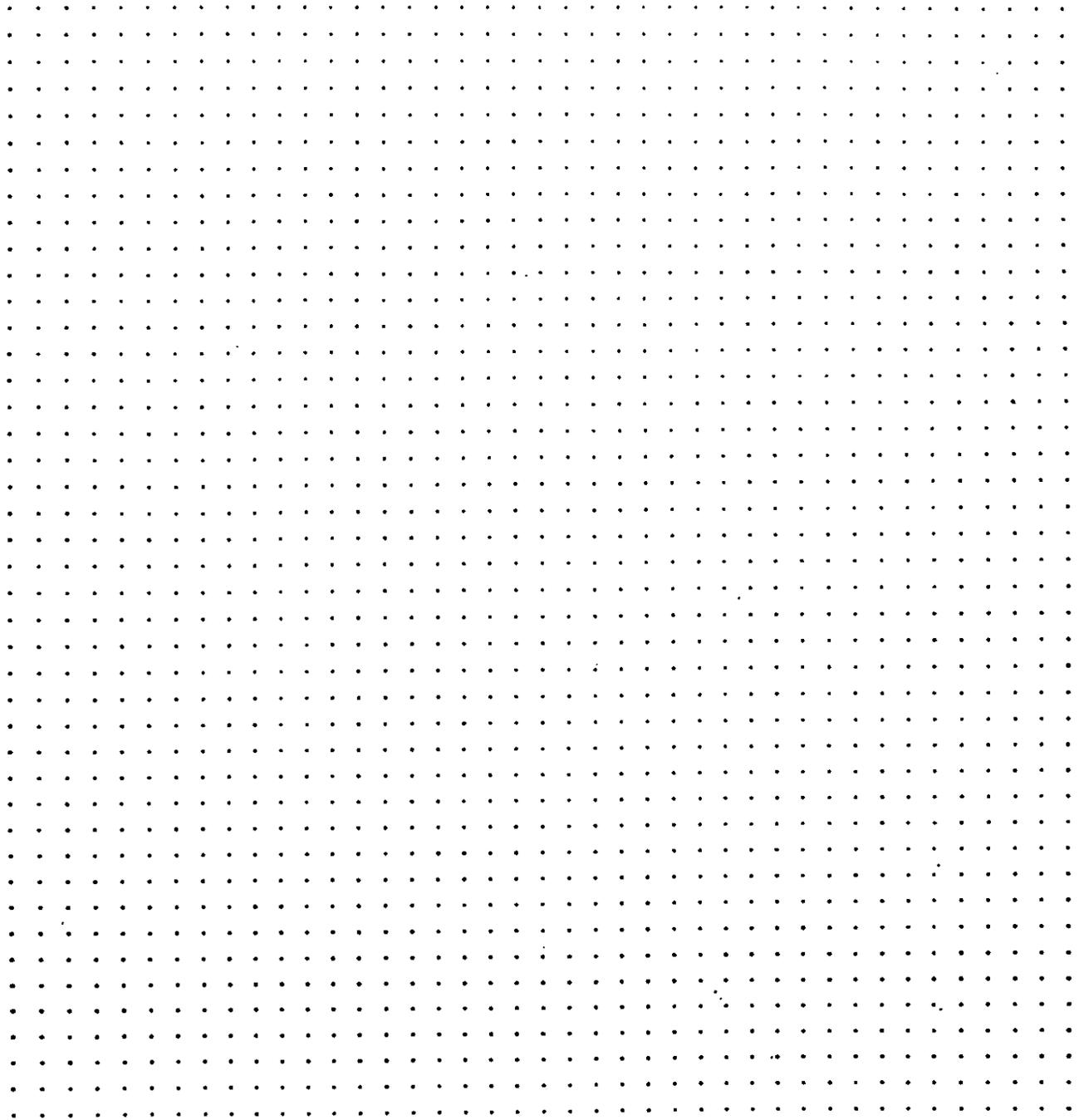
interior finish

furnishings/machinery Work bench on SW and NW walls in workshop.

USE BLACK INK ONLY

7. SKETCH PLAN: See Large Complex Map form. CRS # K-6739

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



INDICATE NORTH ON SKETCH

8. SURVEYOR: Philip E. Pendleton DATE OF FORM: 10/94

USE BLACK INK ONLY

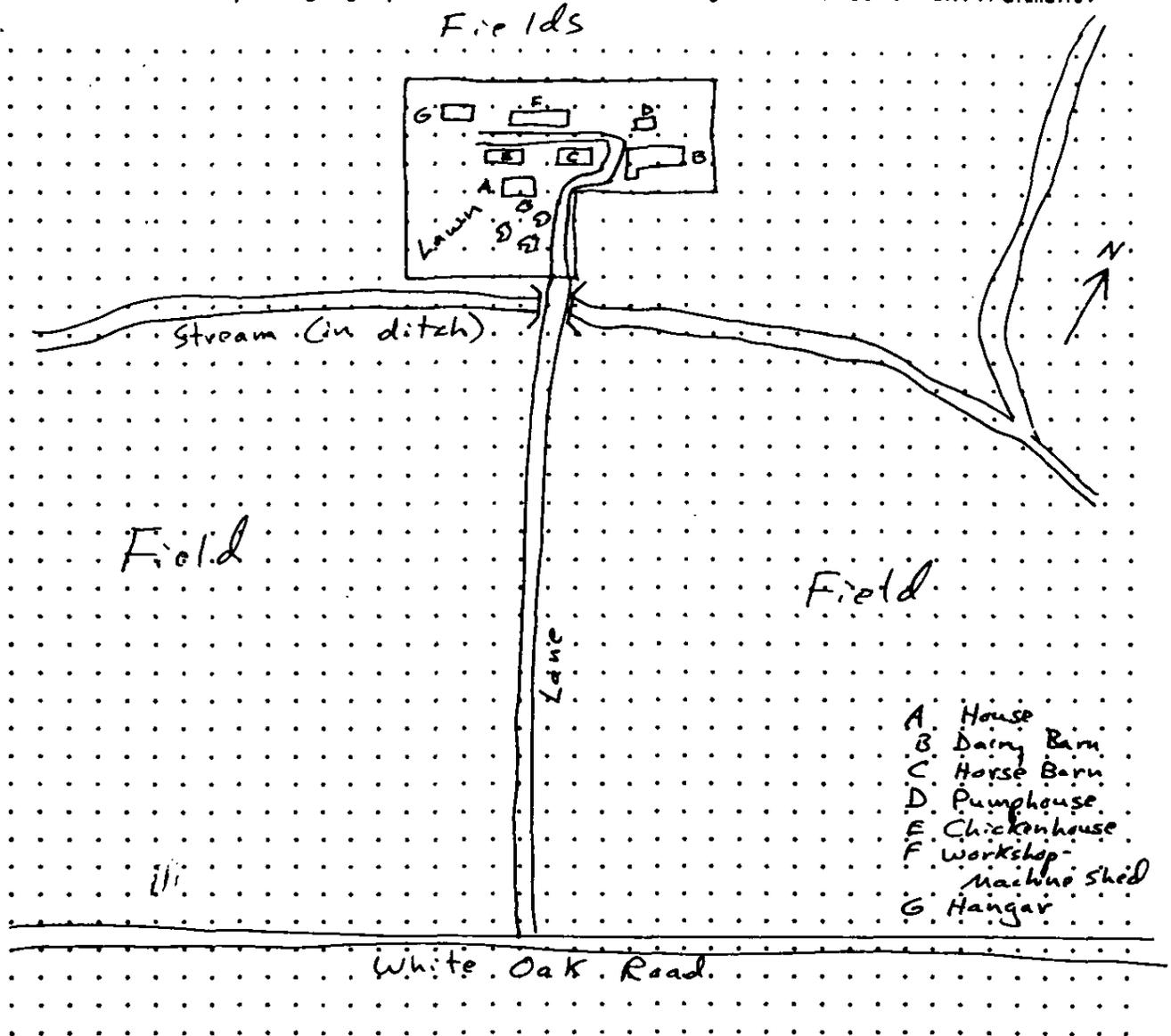


CULTURAL RESOURCE SURVEY
LANDSCAPE AND LARGE COMPLEX MAP FORM

CRS # K-6739
SPO Map 10-11-22
Hundred Dover City
Quad Dover
Zone Upper Peninsula
Acreage 384 acres

SKETCH MAP:

Show relationship to geographical landmarks and major features of environment.



INDICATE NORTH ON SKETCH

SURVEYOR: Philip E. Pendleton

DATE OF FORM: 10/94

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY
SURVEY UPDATE FORM

CRS # K-2039
SPO Map 12-13-22
Hundred Dover City
Quad Little Creek
Zone Upper Peninsula
Acreage _____

1. NAME OF PROPERTY: _____

2. ADDRESS OF PROPERTY: White Oak Road, 0.1 mi. SW of jct. w Long Point Rd.

3. CURRENT CONDITION: excellent _____ good _____
fair _____ poor _____ demolished

4. ARCHITECTURAL INTEGRITY: Building has been taken down.

5. SETTING INTEGRITY: _____

6. HISTORIC CONTEXT INFORMATION: construction date _____

chronological period(s) 1630-1730+/- _____ 1730-1770+/- _____

1770-1830+/- _____ 1830-1880+/- _____ 1880-1940+/- _____

historic theme(s) _____

property type(s) _____

7. EVALUATION: eligible: Yes() No() Potential() Unknown()

area(s) of significance _____

NR criteria _____

8. FORMS ADDED: _____

9. SURVEYOR: Philip E. Pondleton DATE OF FORM: 10/94

PRINCIPAL INVESTIGATOR: _____ DATE: _____

USE BLACK INK ONLY

APPENDIX B
TECHNICAL PROPOSAL

TECHNICAL PROPOSAL
FOR
ARCHITECTURAL RESOURCE ASSESSMENT
WHITE OAK ROAD, U.S. 13 TO DOVER CITY LIMITS
KENT COUNTY, DELAWARE
Contract No. 93-062-07

Louis Berger & Associates, Inc.
May 1994

This project involves an architectural resource survey and evaluation along White Oak Road between U.S. Route 13 and the Dover city limits, a distance slightly under two miles. Transportation improvements at this location will occur within an 80-foot right of way centered around the centerline of the existing roadway. According to the DelDOT project description (no plans currently available), an unspecified number of architectural resources within the project area may represent early twentieth century residential construction associated with agricultural activities in the area. For purposes of this proposal, it is assumed that a total of ten (10) architectural resources will be recorded and evaluated.

The architectural resource assessment will involve the following tasks:

1. Identify all architectural resources listed in, nominated to, or previously determined eligible for the National and State Registers of Historic Places; resources included in BAHP inventories and prior cultural resource reports, the Historic American Buildings Survey, Historic American Engineering Record; and resources which may be recorded in pertinent local or county inventories.
2. Conduct a thorough search of pertinent historical and architectural literature pertaining to the project area to obtain a basic understanding of the developmental and architectural history of the project area. Major repositories will include the Hall of Records, Dover, the Historical Society of Delaware Library, Wilmington, and, as appropriate, local libraries.
3. Contact knowledgeable professional and avocational historians/architectural historians who may have knowledge of the project area; contact appropriate officials or agencies having jurisdiction over or interest in properties of local or regional importance.
4. Conduct a comprehensive vehicular survey of the area of potential effect, supplemented as necessary with pedestrian survey.
5. Prepare a comprehensive photographic inventory of the built environment and setting of the area of potential effect, obtaining at least one view of each property clearly or likely to be over 50 years of age. Properties less than 50 years of age will to be photographically recorded (individually, in groups, or in streetscapes) to the extent necessary to clearly convey their nature. All photographs will be keyed to USGS maps or, if necessary due to density, on maps of larger scale.

6. Locate those properties or areas listed in, nominated to, or eligible for the National Register, and identify those additional properties which appear to meet one or more National Register criteria or which require further work to assess National Register eligibility.

7. Investigate each property which potentially meets one or more National Register criteria, to the extent necessary to fully describe and photographically record existing character and features, define the nature and extent of alterations (integrity), and define the boundaries of the resource.

8. Conduct detailed site-specific historical research to the extent necessary to support a professional opinion concerning National Register eligibility.

9. Evaluate each property according to National Register Criteria. The evaluation will be an explicit statement of which Criteria are met, and how they are met. The evaluation will also include a statement describing and justifying the boundaries of the resource. If a property does not appear to meet one or more National Register Criteria, this finding will be explicitly stated and justified.

10. Prepare a report presenting the results of the intensive survey in accordance with the Delaware SHPO's Guidelines for Architectural and Archaeological Surveys, to include completed Cultural Resource Survey (CRS) forms for all inventoried resources, and Determination of Eligibility Forms for properties meeting the Criteria. Three (3) copies of the draft report will be submitted to DelDOT for review and comment. The final report, revised as necessary to address all comments, will be submitted to DelDOT in three (3) copies, one with original photographs.

LBA will initiate work on this project within five working days following receipt of written notice to proceed. Background research, field investigation, and site-specific research will be completed within two weeks following initiation of the work. Draft deliverables will be submitted within four weeks following completion of the research and field effort. Final deliverables will be submitted within two weeks following receipt of all comments.

Completion of this project will be supervised by Martha H. Bowers, Project Manager.

APPENDIX C

RESUME

PHILIP E. PENDLETON

RESUME

NAME: Philip E. Pendleton

EDUCATION: Section 106 training course conducted by the Advisory Council on Historic Preservation, "Introduction to Federal Projects and Historic Preservation Law," 1994.

Postgraduate course work at University of Delaware Center for Historic Architecture and Engineering, historic preservation philosophy and practice, vernacular architecture history, and fieldwork methods, 1990-1991.

Field School in Architectural History, Old Sturbridge Village. Intensive seven-week program in methods, 1989

M.A., American History, University of North Carolina at Chapel Hill, 1981.

B.A., History, Washington and Lee University, 1976.

EXPERIENCE:

1992 - Present

Architectural Historian, The Cultural Resource Group, Louis Berger & Associates, Inc.

Conducts survey and historical research for historic architectural surveys and National Register Assessments, HABS Recordation Projects, and Historical Context Studies.

Green Line Metrorail Route, Washington, D.C. Architectural Historian, HABS recordation of 3701-3711 Georgia Avenue/3706-3710 New Hampshire Avenue, NW, a building that originally housed apartments, retail stores and a service station. For the Washington Metropolitan Area Transit Authority, Washington.

Route 58, Lee County, Virginia. Architectural Historian, HABS recordation of the Ewing Livestock Market, a shelter for livestock auctions. For the Virginia Department of Transportation, Richmond.

Middle River Depot, Middle River, Maryland. Architectural Historian, historic architectural assessment of former Glenn Martin Company military aircraft plant building. For the General Services Administration, Washington.

Proposed Federal Building Annex, Concord, Merrimack County, New Hampshire. Architectural Historian, historic architectural assessment of historic buildings adjacent to project site. For the General Services Administration, Washington.

U.S. Coast Guard Station, Gloucester City, New Jersey. Architectural Historian, historic architectural assessment of former Immigration Detention Center building. For the General Services Administration, Washington.

Greater Sandy Run Acquisition Area, Onslow County, North Carolina. Architectural Historian, historic architectural assessment of Camp Davis site, a World War II military installation, and seven homesteads on USMC property. For Marine Corps Base Camp Lejeune.

Pleasantville Covered Bridge, Berks County, Pennsylvania. Architectural Historian, historic architectural assessment. For the Pennsylvania Department of Transportation, Harrisburg.

Route 28, Clarion and Armstrong Counties, Pennsylvania. Architectural Historian, historic architectural assessment of the Craig House. For the Pennsylvania Department of Transportation, Harrisburg.

Delaware Water Gap National Recreation Area, Bushkill, Pennsylvania. Architectural Historian, historic architectural assessment of two properties. For the Delaware Water Gap National Recreation Area, Bushkill.

Vine Street, City of Philadelphia, Pennsylvania. Architectural Historian, assessment of visual impacts of proposed prison. For the Federal Bureau of Prisons, Washington.

Route 871, Augusta County, Virginia. Architectural Historian, Phase II architectural evaluation of Cochran's Mill Property. For the Virginia Department of Transportation, Richmond.

Route 50, Fairfax County, Virginia. Architectural Historian, Phase II architectural evaluation of the Chantilly Overseer's House. For the Virginia Department of Transportation, Richmond.

Route 228, Fairfax County, Virginia. Architectural Historian, Phase II architectural evaluation of the McMillen Farm. For the Virginia Department of Transportation, Richmond.

Route 662, Lee County, Virginia. Architectural Historian, Phase II architectural evaluation of two late-eighteenth/early-nineteenth-century homesteads. For the Virginia Department of Transportation, Richmond.

Route 58, Lee County, Virginia. Architectural Historian, Phase II architectural evaluation of three nineteenth-century homesteads. For the Virginia Department of Transportation, Richmond.

Route 662, Page County, Virginia. Architectural Historian, Phase II architectural evaluation of the village of Rileyville. For the Virginia Department of Transportation, Richmond.

Route 621, Rappahannock County, Virginia. Architectural Historian, Phase II architectural evaluation of the Hughes-Varner Homestead. For the Virginia Department of Transportation, Richmond.

Route 631, Tazewell County, Virginia. Architectural Historian, Phase II architectural evaluation of the Brewster Homestead. For the Virginia Department of Transportation, Richmond.

Route 622, Warren County, Virginia. Architectural Historian, Phase II architectural evaluation of Boyd's Mill Historic District. For the Virginia Department of Transportation, Richmond.

Route 30, Marshall and Tama Counties, Iowa. Architectural Historian, Phase I Cultural Resource Investigations. For the Iowa Department of Transportation, Des Moines.

Route 72, Laurens County, South Carolina. Architectural Historian, Phase I Cultural Resource Investigations. For the South Carolina Department of Transportation, Columbia.

Route 267, Fairfax County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

Route 250, Highland County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

Route 637, Loudoun County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

Route 607, Madison County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

Route 337, City of Portsmouth, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

Route 622, Washington County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

Route 633, Wise County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

Route 94, Wythe County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

1992

Architectural Historian, KCI Technologies, Inc.

Mon-Fayette Transportation Improvement Project, Monongalia County, West Virginia and Fayette County, Pennsylvania. Architectural Historian, Cultural Resource Survey. For the Pennsylvania Turnpike Commission, Harrisburg.

Defense Distribution Region East Susquehanna Site East Access Improvements, Fairview Township, York County, Pennsylvania. Architectural Historian, Historic Structures Inventory and Determination of Eligibility Report. For the Pennsylvania Turnpike Commission, Harrisburg.

Greater Sandy Run Acquisition Area, Onslow County, North Carolina. Architectural Historian, historic architectural assessment of Camp Davis site, a World War II military installation, and seven homesteads on USMC property. For Marine Corps Base Camp Lejeune.

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Route 94, Wythe County, Virginia. Architectural Historian, Phase I Cultural Resource Investigations. For the Virginia Department of Transportation, Richmond.

1992

Architectural Historian, KCI Technologies, Inc.

Mon-Fayette Transportation Improvement Project, Monongalia County, West Virginia and Fayette County, Pennsylvania. Architectural Historian, Cultural Resource Survey. For the Pennsylvania Turnpike Commission, Harrisburg.

Defense Distribution Region East Susquehanna Site East Access Improvements, Fairview Township, York County, Pennsylvania. Architectural Historian, Historic Structures Inventory and Determination of Eligibility Report. For the Pennsylvania Turnpike Commission, Harrisburg.

1986-1992 **Consulting Historian, Oley Valley Heritage Association.** Historic community study project, Berks County, Pennsylvania.

Comprehensive research and architectural survey on eighteenth-century history of valley settlement. Examined court and church records, gathered probate and land records, mapped property changes in 80-square-mile area, 1700-1775. Performed architectural-historical survey.

1991 **Project Historian, Historic American Buildings Survey, Monocacy National Battlefield Project.** Prepared detailed historical data for HABS reports on Gambrill House and Clifton Farm. Frederick County, Maryland.

1988-1989 **Consulting Historian, Berks County Conservancy.**

Contributor to "Gristmills of Berks County" National Register Thematic Nomination. Researched and wrote historic context essay, participated in intensive field survey and 35mm photography.

PAPERS AND PUBLICATIONS:

Pending *Gristmills of Berks County, Pennsylvania.* Co-authored with Stephen Kindig, to be published by the Berks County Conservancy.

1994 *Oley Valley Heritage: the Colonial Years, 1700-1775.* 1994 volume in the annual publication series of the Pennsylvania German Society. Social-historical work featuring extended chapter on the valley settlement's architectural landscape.

1991 Historic American Buildings Survey reports: "The Gambrill House" (HABS NO. MD-1051), "Clifton Farm" (HABS NO. MD-1052).

1990 Eighteenth Century Housemills of Berks County, Pennsylvania. Paper presented at Vernacular Architecture Forum.

Project Location: Kenton Road at College and Walker Roads

County: Kent

Waterbody: Headwater areas associated with an unnamed tributary of Silver Lake

U.S. Army COE:

DNREC: No blue line

Historic:

Notes:

~~... of base on next firehouse~~
~~7. ~~fish~~ area on opposite side of rd - on E side -~~
~~adj to wire fence~~

Project Location: Acorn Rd. White Oak Road, U.S.13 to west of SR 1

County: Kent

Waterbody: Headwater areas associated with an unnamed tributary of Little River

U.S. Army COE:

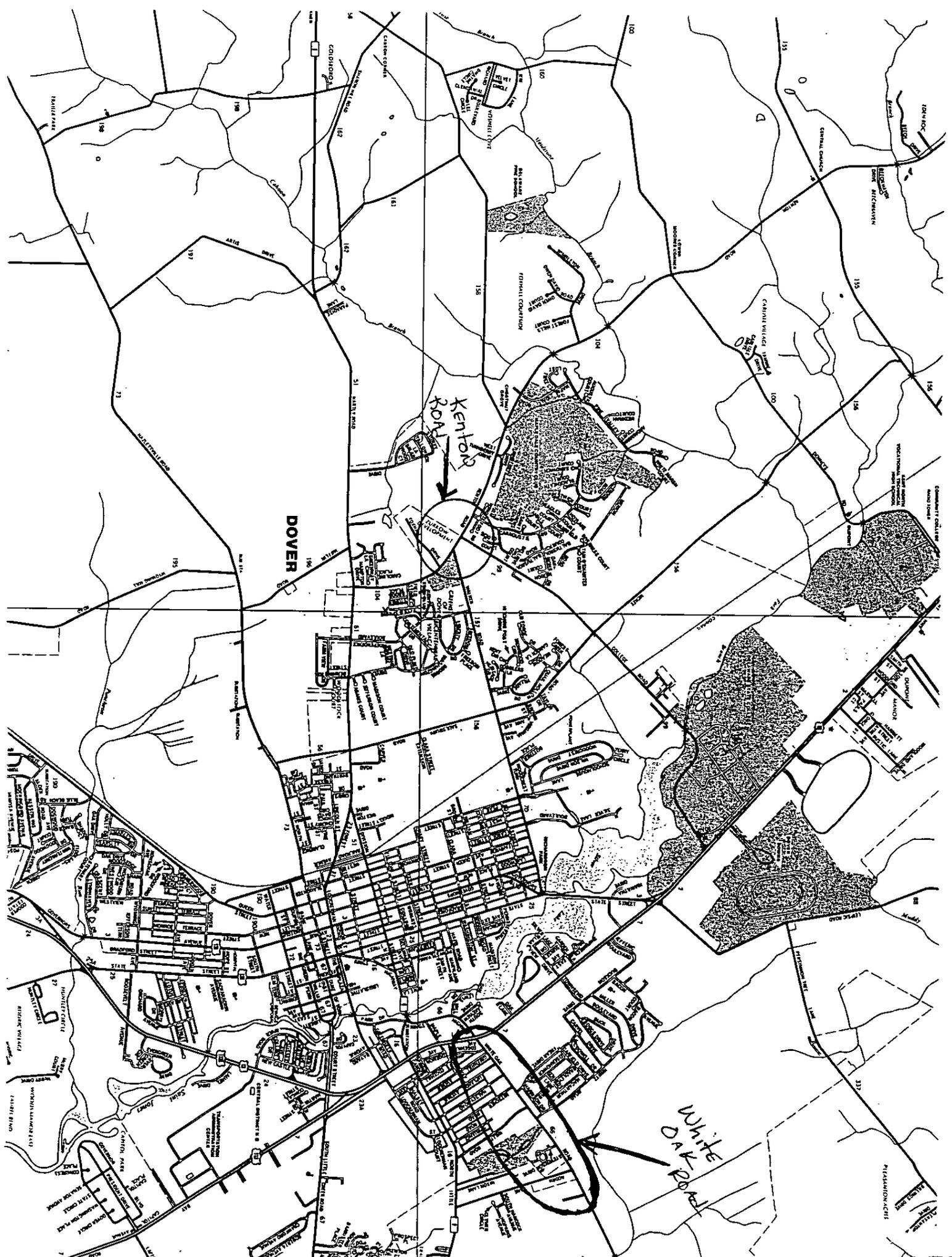
DNREC: No blue line

Historic:

Notes:

- widening 2 12ft lanes, 8' shoulder, ditches
- SWM pond existing - will widen out - wetland
vegt. has ~~now~~ established itself in the pond
- Regs Study - determined that 4 previously inventoried
properties are gone; 2 new properties - one
19m + one (20m) not eligible
- ~~now~~ Next audit history to review eval.
determination
will be impacted

Field review
8/26/96





STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION

MEMORANDUM:

August 20, 1996

TO: Laurie Mutz, COE
Jim Chaconas, DNREC
John Swartz, DNREC
Gwen Davis, SHPO
Lynn Broaddus, DNREC

FROM: Joy Ford, Environmental Planner *JF*

RE: **Monthly Field Review**

This is to confirm our field review meeting rescheduled for **Monday, August 26, 1996**. We will meet in the DelDOT Administration Building at 8:30 A.M.

The following is a list of projects to be reviewed (maps attached):

New Castle County

Southwood Road from Valley Road to the PA State Line
Bringhurst Woods/Rockwood Museum, Pedestrian/Bicycle Facility
Bridge 456 on N45 over Sawmill Branch

Kent County

Kenton Road at College and Walker Roads
White Oak Road, US-13 to West of SR 1

If you have any questions, please do not hesitate to call. Thank you for your time and continued cooperation.

JF/jf

cc: Eugene E. Abbott, Director of Planning
Joseph T. Wutka, Manager, Project Development
Therese M. Fulmer, Manager, Environmental Studies
Seth Constable, Environmental Studies



Delaware Department of Transportation