

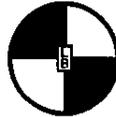
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**ARCHITECTURAL RESOURCE SURVEY
KIRKWOOD HIGHWAY
STATE ROUTE 141 TO STATE ROUTE 100
ELSMERE, DELAWARE
96-007-02**

DRAFT

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Prepared By:



Louis Berger & Associates, Inc.
East Orange, New Jersey

Prepared For:



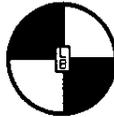
The Delaware Department of Transportation
Dover, Delaware

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ABSTRACT

The Cultural Resource Group of Louis Berger & Associates, Inc., conducted an architectural survey of a portion of Kirkwood Highway (State Route 2) between State Route 141 and State Route 100 in Christiana Hundred and Elsmere, New Castle County, Delaware, for the Delaware Department of Transportation. The architectural investigation inventoried a total of 91 resources over 50 years of age within the project area. Fifty-three of these resources were inventoried in previous cultural resource studies. Only one of these, State Bridge Number 153, was determined eligible for the National Register of Historic Places. None of the remaining previously surveyed resources, nor the remaining 38 remaining resources^s within the project area meet National Register eligibility criteria.

newly surveyed

TABLE OF CONTENTS

	PAGE
ABSTRACT	i
TABLE OF CONTENTS	ii
List of Figures	vi
List of Plates	vii
INTRODUCTION	1
BACKGROUND RESEARCH	3
General Overview	3
The Delaware Comprehensive Historic Preservation Plan	9
Historic Contexts and Their Representation in the Project Area	11
Settlement Patterns and Demographic Changes	11
Architecture and Engineering	12
RESEARCH DESIGN	14
ARCHITECTURAL RESOURCES: DESCRIPTION AND EVALUATION	15
Introduction	15
John Adams House (N-13632)	15
Son Tae Son House (N-13633)	17
Michael A. Gorman House (N-13634)	18
Hilaman House (N-13635)	19
Lewis Domokos House (N-13636)	19
Hilman Flower Shop (N-13637)	20
David Fox House (N-13638)	21
Harvey Booker House (N-13639)	22
Fusco Enterprises Property (N-13640)	23
Mary Walters House (N-13641)	23
Demasi Property (N-13642)	24
Manon House (N-13643)	25
Modi Property (N-13644)	26
Gettier House (N-13645)	26
Ryan House (N-13646)	27
Edmund K. Leung Property (N-13648)	28
Bruette Property (N-13649)	28
Bruette House #1 (N-13650)	29
Bruette House #2 (N-13651)	30

TABLE OF CONTENTS (Continued)

	PAGE
Elwood House (N-13652)	30
Franks Property (N-13653)	31
Jean G. Sayers Property (N-13654)	32
Chan Property (N-13655)	33
Coogan House (N-13656)	33
Fullerton House (N-13657)	34
Carter House (N-13658)	35
Sylvia E. Boyd House (N-13659)	36
Grace V. Mahoney House (N-13660)	36
State Bridge Number 153 (N-12395)	37
VSH Realty, Inc., Property (N-13661)	38
Best Furniture Store (N-13662)	38
Tsionas Property (N-13663)	39
Isabel M. Divirgilio House (N-13664)	39
Bessie V. Bauscher Property (N-13665)	40
Robert J. Johenson House (N-13666)	41
State Bridge Number 152 (N-12594)	41
Davolos Property (N-11906)	42
Krienen-Griffith, Inc., Property (N-11905)	43
Serpe Associates Property #1 (N-11769)	43
Serpe Associates Property #2 (N-13628))	44
Krienen-Griffith Funeral Home (N-11904)	45
Platt House (N-11880)	45
Harold Reed House (N-11879)	46
Willard J. Hirst Property (N-11778)	47
Reed House (N-11878)	48
Bernard C. Pankowski Property (N-11779)	48
Joseph Marccari, Inc., Property (N-11780)	49
Leach House (N-11877)	50
Chen Property (N-11789)	50
John W. Kendall Property (N-11850)	51
Sadie F. Jackson House (N-11790)	52
Everson R. Bullen Property (N-11791)	53
Jesse T. Calloway House (N-11849)	54
Kun Property (N-11792)	54
Old Town Hall Associates Property #1 (N-11848)	55
Old Town Hall Associates Property #2 (N-11847)	56
Dale House (N-11793)	57
Hutloin Property (N-11797)	58

TABLE OF CONTENTS (Continued)

	PAGE
Bangalore T. Lakshman House (N-11830)	58
Dallabrida Property (N-11829)	59
Machulski Property (N-11828)	59
Hamill, Inc., Property #1 (N-11819)	60
Hamill, Inc., Property #2 (N-11818)	61
Wilson House (N-11817)	62
Pantano and Willard Property (N-11816)	62
Houston House (N-11815)	63
Anthony E. Simone Property (N-11813)	64
Elsmere Manor (N- 3739) N-6700	64
Benjamin Quill House (N-13631)	65
Gilbert Whiteside House (N-11807)	66
James V. Angelone House (N-11806)	66
Carmencia Valdes House (N-11812)	67
Swain House (N-11773)	68
Vault Securities, Inc., Property (N-12012)	68
Talupula Property (N-12011)	69
William Uy House #1 (N-11808)	70
William Uy House #2 (N-11809)	70
Yolanda G. Uy House (N-11810)	71
Rodman F. Mullins House (N-11811)	72
State Bridge NC-631 (N-13596)	72
Devincentis House #1 (N-12010)	73
Devincentis House #2 (N- 6276) N-6726	74
Paul E. White House (N-12006)	75
Cathern B. Gold House (N-12007)	75
Traci L. Peterson House (N-12008)	76
Delaware Energy Savers Property (N-13629)	77
Crusaders Holding Company Property (N-11974)	77
Robert P. Diemedio (N-13630)	78
Richard J. Degnars Property (N-11971)	79
Shah Property (N-11973)	79
Arlene Merrill House (N-11964)	80
 SUMMARY AND CONCLUSIONS	 128
 REFERENCES CITED	 132

LIST OF FIGURES

FIGURE		PAGE
1	Project Location	2
2	Project Area, 1893	7
3	Project Area, 1906	8
4	Project Area, 1942	10
5	Resources Identified in Project Area	16

LIST OF PLATES

PLATE		PAGE
1	John Adams House (N-13632), North and East Elevations, Southwest View	82
2	Son Tae Son House (N-13633), North and West Elevations, Southeast View	82
3	Michael A. Gorman House (N-13634), South Elevation, North View	83
4	Hilaman House (N-13635), North and West Elevations, Southeast View	83
5	Lewis Domokos House (N-13636), East Elevation, West View	84
6	Hilaman Flower Shop (N-13637), North and East Elevations, Southwest View	84
7	David Fox House (N-13638), South Elevation, North View	85
8	Harvey Booker House (N-13639), South Elevation, North View	85
9	Fusco Enterprises Property (N-13640), South and West Elevations, North View	86
10	Mary Walters House (N-13641), West and South Elevations, Northeast View	86
11	Demasi Property (N-13642), North and East Elevations, Southwest View	87
12	Manon House (N-13643), North and West Elevations, Southeast View	87
13	Modi Property (N-13644), East and North Elevations, West View	88
14	Gettier House (N-13645), South and East Elevations, Northwest View	88

LIST OF PLATES (Continued)

PLATE		PAGE
15	Ryan House (N-13646), North and West Elevations, Southeast View	89
16	Edmund K. Leung Property (N-13648), North and East Elevations, Southwest View	89
17	Bruette Property (N-13649), North and West Elevations, Southeast View	90
18	Bruette House #1 (N-13650), North Elevation, South View	90
19	Bruette House #2 (N-13651), North and East Elevations, Southwest View	91
20	Elwood House (N-13652), North and West Elevations, Southeast View	91
21	Franks Property (N-13653), North and West Elevations, Southeast View	92
22	Jean G. Sayers Property (N-13654), South and West Elevations, Northeast View	92
23	Chan Property (N-13655), North and West Elevations, Southeast View	93
24	Coogan House (N-13656), North Elevation, South View	93
25	Fullerton House (N-13657), West and North Elevations, Southeast View	94
26	Carter House (N-13658), North and East Elevations, Southwest View	94
27	Sylvia E. Boyd House (N-13659), East and North Elevations, Southwest View	95
28	Grace V. Mahoney House (N-13660), North and East Elevations, Southwest View	95

LIST OF PLATES (Continued)

PLATE		PAGE
29	State Bridge Number 153 (N-12395), South Elevation, North View	96
30	VSH Reality, Inc., Property (N-13661), West and North Elevations, Southeast View	96
31	Best Furniture Store (N-13662), West and North Elevations, Southeast View	97
32	Tsionas Property (N-13663), North and East Elevations, Southwest View	97
33	Isabel M. Divirgilio House (N-13664), East and North Elevations, Southwest View	98
34	Bessie V. Bauscher Property (N-13665), North and West Elevations, Southeast View	98
35	Robert J. Johnson House (N-13666), North Elevation, South View	99
36	State Bridge Number 152 (N-12594), North Elevation, South View	99
37	Davolos Property (N-11906), North and West Elevations, Southeast View	100
38	Krienen-Griffith, Inc., Property (N-11905), North and East Elevations, Southwest View	100
39	Serpe Associates Property #1 (N-11769), South and East Elevations, Northwest View	101
40	Serpe Associates Property #2 (N-13628), South Elevation, North View	101
41	Krienen-Griffith Funeral Home (N-11904), North and West Elevations, Southeast View	102
42	Platt House (N-11880), North and East Elevations, Southwest View	102
43	Harold Reed House (N-11879), North and West Elevations, Southeast View	103

LIST OF PLATES (Continued)

PLATE		PAGE
44	Willard J. Hirst Property (N-11778), South and West Elevations, Northeast View	103
45	Reed House (N-11878), North and West Elevations, Southeast View	104
46	Bernard C. Pankowski Property (N-11779), South and West Elevations, Northeast View	104
47	Joseph Marccari, Inc., Property (N-11780), South Elevation, North View	105
48	Leach House (N-11877), North Elevation, South View	105
49	Chen Property (N-11789), South Elevation, North View	106
50	John W. Kendall Property (N-11850), North and West Elevations, Southeast View	106
51	John W. Kendall Property (N-11850), East and North Elevations, Southwest View	107
52	Sadie F. Jackson House (N-11790), South Elevation, North View	107
53	Everson R. Bullen Property (N-11791), South Elevation, North View	108
54	Jesse T. Calloway House (N-11849), East and North Elevations, Southwest View	108
55	Kun Property (N-11792), South Elevation, North View	109
56	Old Town Hall Associates Property #1 (N-11848), North and West Elevations, Southeast View	109
57	Old Town Hall Associates Property #2 (N-11847), North and West Elevations, Southeast View	110
58	Dale House (N-11793), West and South Elevations, Northeast View	110

LIST OF PLATES (Continued)

PLATE		PAGE
59	Hutloin Property (N-11797), West Elevation, East View	111
60	Bangalore T. Lakshaman House (N-11830), North and West Elevations, South View	111
61	Dallabrida Property (N-11829), North Elevation, South View	112
62	Machulski Property (N-11828), North and West Elevations, Southeast View	112
63	Hamill, Inc., Property #1 (N-11819), North and West Elevations, Southeast View	113
64	Hamill, Inc., Property #2 (N-11818), North and West Elevations, Southeast View	113
65	Wilson House (N-11817), North and West Elevations, Southeast View	114
66	Pantano and Willard Property (N-11816), East and South Elevations, Northwest View	114
67	Houston House (N-11815), West and South Elevations, Northeast View	115
68	Anthony E. Simone Property (N-11813), North Elevation, South View	115
69	Elsmere Manor (N-3739), North Elevation, South View	116
70	Benjamin F. Quill House (N-13631), North and West Elevations, Southeast View	116
71	Gilbert Whiteside House (N-11807), North and West Elevations, Southeast View	117
72	James V. Angelone House (N-11806), North and East Elevations, Southwest View	117

LIST OF PLATES (Continued)

PLATE		PAGE
73	Carmencia Valdes House (N-11812), North and West Elevations, Southeast View	118
74	Swain House (N-11773), North and West Elevations, Southwest View	118
75	Vault Securities, Inc., Property (N-12012), North and East Elevations, Southwest View	119
76	Talupula Property (N-12011), North and East Elevations, Southwest View	119
77	William Uy House #1 (N-11808), South and East Elevations, Northwest View	120
78	William Uy House #2 (N-11809), South and East Elevations, Northwest View	120
79	Yolanda G. Uy House (N-11810), South and West Elevations, Northeast View	121
80	Rodman F. Mullins House (N-11811), South and East Elevations, Northwest View	121
81	State Bridge NC-631 (N-13596), North Elevation, South View	122
82	Devicentis House #1 (N-12010), South and West Elevations, Northeast View	122
83	Devicentis House #2 (N-6276), South and East Elevations, Northwest View	123
84	Paul E. White House (N-12006), North and East Elevations, Southwest View	123
85	Catherin B. Gold House (N-12007), North and East Elevations, Southwest View	124
86	Traci L. Peterson House (N-12008), South and East Elevations, Northwest View	124

LIST OF PLATES (Continued)

PLATE		PAGE
87	Delaware Energy Savers Property (N-13629) East and South Elevations, Northwest View	125
88	Crusaders Holding Company Property (N-11974), South and West Elevations, Northeast View	125
89	Robert P. Diemedio House (N-13630), South and West Elevations, Northeast View	126
90	Richard J. Degnars Property (N-11971), South and East Elevations, Northwest View	126
91	Shaw Property (N-11973), North and West Elevations, Southeast View	127
92	Arlene Merrill House (N-11964), South and West Elevations, Northeast View	127
93	Street Scape, 1700 Block of Kirkwood Highway, View West	130
94	Street Scape, North Side of Kirkwood Highway, 1100 and 1200 Blocks, Northeast View	130
95	Street Scape, South Side of Kirkwood Highway, 900 Block, Southwest View	131
96	Street Scape, South Side of Kirkwood Highway, 2600 - 2800 Block, Southwest View	131

Kirkwood Hwy
report

- N-13645 "Gettier Hse"
- loc. may be wrong on
Fig. 5, or misnamed
if going by current
owners (Giansanti or
Krumins, tax parcels
07-038.10-223, 07-038.10-
222 respectively). Gettier
prop. faces Elizabeth
Ave. See plan sheet ~~15~~ 15

- what happened to
N-13647? - not on
Fig. 5, or property descrip,
or forms; yet in on
CRS book is listed as
2306 Kirkwood Hwy

08-09-35

N-13649 - Breuette Property -

? From photo ^{+ plan sheet 16} - 9 years
that it would be the

Palivoda ~~pp~~ property -

not Breuette (~~tax~~ tax

parcel # 07-038.10-411, vo.

07-038.10-268)

* Next p. 28 has same

tax parcel # for King Hse

- 269 -

INTRODUCTION

On behalf of the Delaware Department of Transportation (DelDOT) and the Federal Highway Administration, the Cultural Resource Group of Louis Berger & Associates, Inc. (Berger), completed an architectural resource survey and evaluation along an approximately 1½-mile portion of Kirkwood Highway (State Route 2) from State Route 141 to State Route 100 (Dupont Road) in Christiana Hundred, New Castle County (Figure 1). DelDOT's plans include safety and traffic flow improvement within the existing state right-of-way, between curb to curb.

Preliminary research at the Delaware State Historic Preservation Office (SHPO) revealed that no structures within the project area were previously listed in the National Register of Historic Places. Fifty-three resources, however, had been surveyed between the years 1987 and 1996. Only one of these resources, State Bridge Number 153 (N-12395) was determined eligible for listing in the National Register of Historic Places. (Copies of the survey forms for all previously inventoried properties are included in Appendix A.)

The background research and fieldwork ^{ion} were conducted during the weeks of June 1st and June 15th, 1998. The project area of potential effect (APE) was defined as containing all properties adjacent to Kirkwood Highway within the project corridor, as well as properties adjacent to the various side streets at or near their intersect with the highway within the project corridor. Ninety architectural resources built before 1950 were identified within the APE. This report contains evaluations of National Register eligibility for all 91 properties. ^{one}

Berger carried out the architectural resource survey in accordance with the instructions and intents of Section 101 (b)(4) of the National Environmental Policy Act; Section 106 of the National Historic Preservation Act, as amended; the Procedures for the Protection of Historic Properties (36 CFR 800); and Section 4(f) of the Department of Transportation Act (23 CFR 771).

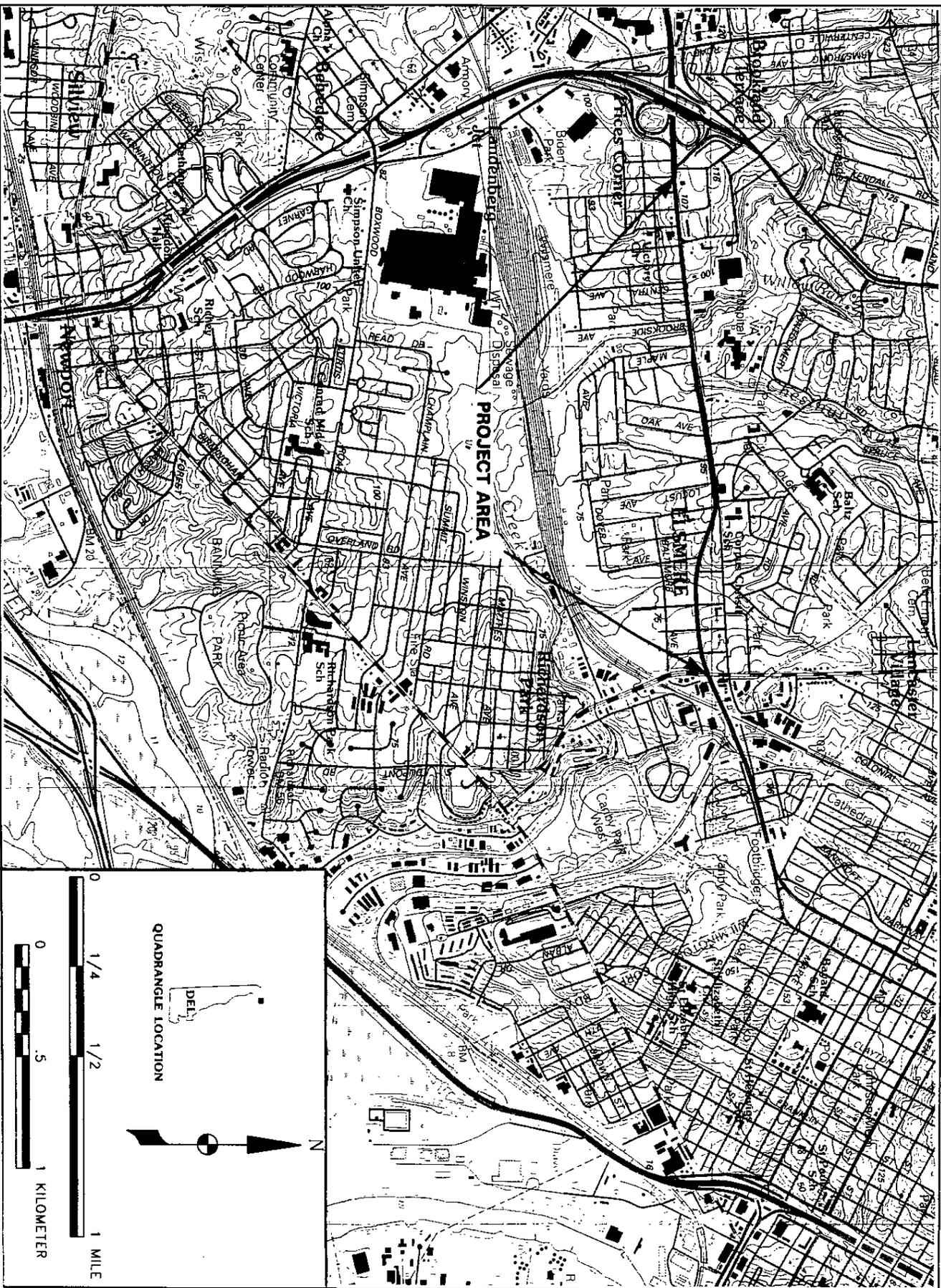


FIGURE 1: Project Location

SOURCE: USGS 7.5 Minute Quadrangle, Wilmington South, DE NJ 1993

BACKGROUND RESEARCH

GENERAL OVERVIEW

The city of Elsmere is located in Christiana Hundred, which is situated in the Red Clay Valley area of northwestern New Castle County in the Upper Peninsula Zone delineated in the Delaware State Plan. The development of Elsmere is directly linked to the economic and demographic changes affecting Wilmington, which were brought about by the Industrial Revolution during the late nineteenth century.

The permanent settlement of Christiana Hundred can be traced to 1682, when William Penn became proprietor of this area and began making land grants. He set aside 15,500 acres, known as "Steyning Manor," for his daughter Letitia, which comprised the area around the present-day New Castle County and Chester County, Pennsylvania, border. Letitia, in turn, sold land grants to settlers until 1750 when all lands within "Steyning Manor" were sold. (New Castle County Department of Planning [NCCDP]1989:1-47).

New Castle County was officially established during the late seventeenth century. The county was originally divided into five subdivisions, or hundreds, in 1687: Brandywine, Christiana, New Castle, St. George's, and Appoquinimink hundreds. Another subdivision added Pencader, Red Lion, Mill Creek, and White Clay Creek hundreds to the county in 1710, bringing the total number of hundreds to nine (Bevan 1929:795). The early agricultural economy of New Castle County was based on a system of mixed farming, a combination of grain cultivation (chiefly wheat, corn, barley, and oats) and the raising of livestock (Bowers 1987:5). Population within the region increased throughout the eighteenth century, causing the average farm size to decrease. The actual percentage of cultivated land increased, however, signaling the intensification of agriculture. Among the factors facilitating this intensification were the beginnings of a regional road network, which made transportation to markets more efficient, and the introduction of crop rotation and fertilizers, which helped prevent soil depletion (NCCDP 1989:1-49).

Wilmington was named after Thomas Willing, a Quaker, who founded Wilmington in 1731. Willing inherited land along the Christiana River and recognized this area as an ideal location for a shipping and commercial center for the grain cultivated by county farmers. Willing arranged for the town to be laid out in a grid pattern, resembling the street plan of Philadelphia. The first families who settled the new town were also Quakers. The most prominent of these early Wilmington settlers was William Shipley, who was responsible for establishing Wilmington as a commercial center. Shipley helped establish the first market and flour mills in the town, and organized the commercial transport of grain cultivated in farms located in Lancaster and Chester counties, Pennsylvania, and New Castle County, Delaware, to Wilmington. In Wilmington, much of the grain was processed in the town's flour mills and then transported up the Delaware River to Philadelphia (Hoffecker 1974:4). Wilmington quickly prospered from this commercial development and grew from just 610 residents in 1739 to 1,230 in 1770 (Hoffecker 1974:10).

Wilmington's economic base did not change for over 100 years. The community's dependence on getting grain and other raw agricultural products from farms located throughout New Castle County and parts of Pennsylvania helped foster the development of a road network within the region during the first decades of the nineteenth century. Previously, the rivers within the region provided the primary and most efficient means of transportation for settlers. Along with the river system, old Indian trails and early routes formed by the colonial government were important elements of the transportation system during the seventeenth and eighteenth centuries. The colonial government constructed so-called "King's Roads" as passable routes between established towns within New Castle County. However, before 1752 most of these roads lacked bridges and causeways. They also were generally not very straight, but followed the contours of the land. As a result, many roads were frequently impassable, discouraging their use for overland transportation (New Castle County Regional Planning Commission (NCCRPC) 1966:14-16). During the early nineteenth century this situation began to change with the construction of a turnpike system. The first three major turnpikes were established in the county with portions located in Christiana Hundred. The first turnpike to be established was the Newport-to-Gap Turnpike (Route 41) in 1809. A year later, the Wilmington Turnpike Company began work on the Lancaster Pike (Route 48), completed in 1817. The Wilmington and Kennett Turnpike Company completed the Kennett Turnpike (Route 52) in 1815. These major turnpikes not only helped stimulate the agrarian economy by providing efficient overland transportation routes between the hinterland and trade centers, but also provided venues for businesses, such as inns, blacksmith shops, and taverns (NCCDP 1989:1-51).

Railroad construction was the next important transportation development that affected Wilmington. The first railroad constructed through the city was the Philadelphia, Wilmington, and Baltimore Railroad, which was completed in 1837 and provided Wilmington with a link to both Philadelphia and Baltimore (Hoffecker 1974:17). Other Wilmington rail lines included the Wilmington and Northern Railroad, constructed in 1874, which linked the city with Birdsboro and Reading, Pennsylvania, and a line of the Baltimore and Ohio Railroad that provided another link to markets in Baltimore and Philadelphia (Bevan 1929:775). The competition of the Philadelphia and Columbia Railroad around mid-century, however, diverted so much agricultural produce directly to Philadelphia (bypassing Wilmington) that milling in Wilmington and other areas of the county along Red Clay Creek declined dramatically (Hoffecker 1974:17). By 1860, only 30 mills were operating. By 1900, the Bancroft Textile Mill was the only one still operating along the south side of Brandywine Creek.

With its commercial economy in decline, Wilmington began to compensate by developing a strong manufacturing base. The city had many advantages that successfully helped transform its economy in the years preceding the Civil War. First, the city had use of the railroads which could import raw materials and export manufactured items. Second, the city was in close proximity to coal and iron mined in Pennsylvania. Finally, many of those who profited with the milling and commercial success of the Wilmington area began to reinvest in the city's early industrial factories. In the years preceding the Civil War, manufacturing in Wilmington included a few cotton mills, a match factory, a fertilizer plant, railroad car manufacturing, and shipbuilding. In the years following the war, the four largest firms in the city were all involved in industrial manufacturing. Harlan and Hollingswood, Pusey and Jones, the Labdell Car Wheel Company, and Jackson and Shipp all

constructed railroad cars and steamships. Harlan and Hollingswood were pioneers in construction of iron commercial ships and were among the four largest builders of these vessels during the late 1880s (Hoffecker 1974:17-22).

Wilmington's industrial expansion fueled the largest population growth in the history of Wilmington as the growing industries required a large quantity of labor. Demand for labor attracted newly arrived immigrants from Europe, African-Americans fleeing Jim Crow laws enacted by the southern states during Reconstruction, and other people from traditionally rural lifeways seeking what they hoped would be a better life in the city. Wilmington's population rose steeply from 8,452 in 1840 to 21,506 in 1860. By 1900, the city's population was around 76,000 (Hoffecker 1974:28).

By the late 1880s, population had far exceeded existing housing, and none of the Wilmington factories provided its workers with housing. The lack of space within the city required that new housing be built in the areas located in the city's periphery. However, such developments were only possible if affordable public transportation was made available to workers, providing them with access from their homes to the workplace. Such a development did occur with the Wilmington City Railway Company (Hoffecker 1974:111).

In 1860 a local businessman, Joshua T. ^{Heald}~~Herold~~, formed the Wilmington City Railway Company, which established a horse trolley line that served the inner city of Wilmington. It had tracks extending from Front and French streets up to Market and Tenth streets and to Delaware Avenue (Hoffecker 1974:40). In 1881, the company expanded its routes to Fourth Street and both the Christina River and Brandywine Creek. Six years later a line was established up Market Street to Riverview Cemetery. A year later, in 1887, the company began to replace its horse cars with an electric trolley system, and by the early 1890s the transformation was complete (Chase et al. 1992:86). Also during the 1890s, the Peoples Railway Company was formed and quickly became a major competitor of the Wilmington City Railway Company. It was the Peoples Railway Company that seized the rights to construct what would become one of its most profitable lines, a route from center city Wilmington to Elsmere, a growing residential subdivision located just southwest of Wilmington (Hoffecker 1983:54).

Elsmere became the first official suburb of Wilmington in 1891. The suburb originated in 1886 as a newly completed junction between the Baltimore and Ohio Railroad and the Wilmington and Northern Railroad (*Evening Journal*, October 19, 1969:17). At that time, the area consisted of large farm tracts owned by Edward Woodward, William Bracken, William Dickerson, Thomas Walters, and James Brown (G.M. Hopkins & Co. 1881). The subsequent development of Elsmere was a real estate initiative on the part of Joshua T. ^{Heald}~~Herold~~. ~~Herold~~ understood Wilmington's excessive lack of worker housing and perceived the benefits of establishing a working-class suburb in Elsmere. This location was very attractive because of its location along the lines of the Baltimore and Ohio Railroad and the Wilmington and Northern Railroad, and because it was also within walking distance of some of the city's factories. When the Peoples Railway Company line was completed during the early 1890s, Elsmere had an affordable and efficient mass transit route to downtown Wilmington, making it even more attractive for working-class development. ~~Herold~~ acquired land just west of the railroad juncture and subdivided it into building lots. He sold each lot for about 200

dollars (Hoffecker 1983:57). The Marion Investment Company laid out the streets and started constructing the first homes (*Evening Journal*, October 19, 1969:17). The first streets in Elsmere consisted of Ohio, Western, and Northern avenues, which ran north and south, and Wilmington and Baltimore avenues, which extended east and west (Figure 2). The Capital Pike (now Kirkwood Highway) ran through the middle of the town. It was the major road connecting Wilmington and Newark, constructed between 1868 and 1881 (Beers 1868; G.M. Hopkins & Co. 1881). Dupont Road (presently Route 100) extended north and south through Elsmere, intersecting with Capital Pike.

The new community was designed for working-class citizens. The lots were small in size, between .1 and .2 acre, and perfect for affordable small-scale homes. Furthermore, because Elsmere was outside the Wilmington city limits, its residents were exempt from paying city taxes (Hoffecker 1983:57). However, Elsmere was also exempt from Wilmington city planning regulations. In order to maintain some control over growth and over quality of construction, the early developers imposed certain deed restrictions to control the layout and building quality of the new subdivision. To ensure open spaces, houses fronting Capital Pike were required to have a set back of 25 feet from the road and 20 feet from the side streets. To ensure building quality, all new dwellings were to have a value of at least 1,000 dollars (New Castle County Deeds, various).

The new suburb of Elsmere proved to be an enormous success. Working-class citizens quickly established new homes in the community, which grew rapidly during the first decades of the twentieth century. In 1909, Elsmere became an official incorporated town. By 1910 it had a population of 374, which increased to 620 in 1920 (Bevan 1929:800) (Figure 3). To accommodate this growth, five additional subdivisions were added to Elsmere during the 1910s, extending municipal limits westward. These subdivisions included Roselle Terrace, established in 1911; Bracken Ex and Oak Grove, both established in 1913; and Forest Park, established in 1915 (Chase et al. 1992:137). These new subdivisions were organized in the same manner as the original Elsmere plat. Streets were arranged in the typical grid pattern, forming small building lots. Deed restrictions also required that all buildings be constructed at least 25 feet from Capital Pike and 20 feet from all side streets, and all buildings had to be of a standard value to ensure quality construction. Many deed covenants also required that all new construction be for residential use only (New Castle County Deeds, various).

Elsmere experienced some industrial growth as well during the early twentieth century. During this time, Wilmington was undergoing another major economic change from an industrial center to a growing corporate center. The city's industries were declining due to its rivalry with other cities; its major industry, railroad car construction, virtually disappeared from Wilmington by the early twentieth century because of competition with the Pullman Company of Chicago. In 1914, however, the Dupont company, long a dominant presence in Delaware, moved its corporate offices from Brandywine Creek to a newly constructed office building in downtown Wilmington. Other companies followed, and soon the working places of central city Wilmington began to be more corporate than industrial. Such changes and the growing number of working-class residents relocating to suburbs on the periphery of the city, led many small-scale industries to relocate to these areas as well. Relocations were unencumbered with building and zoning restrictions, which many

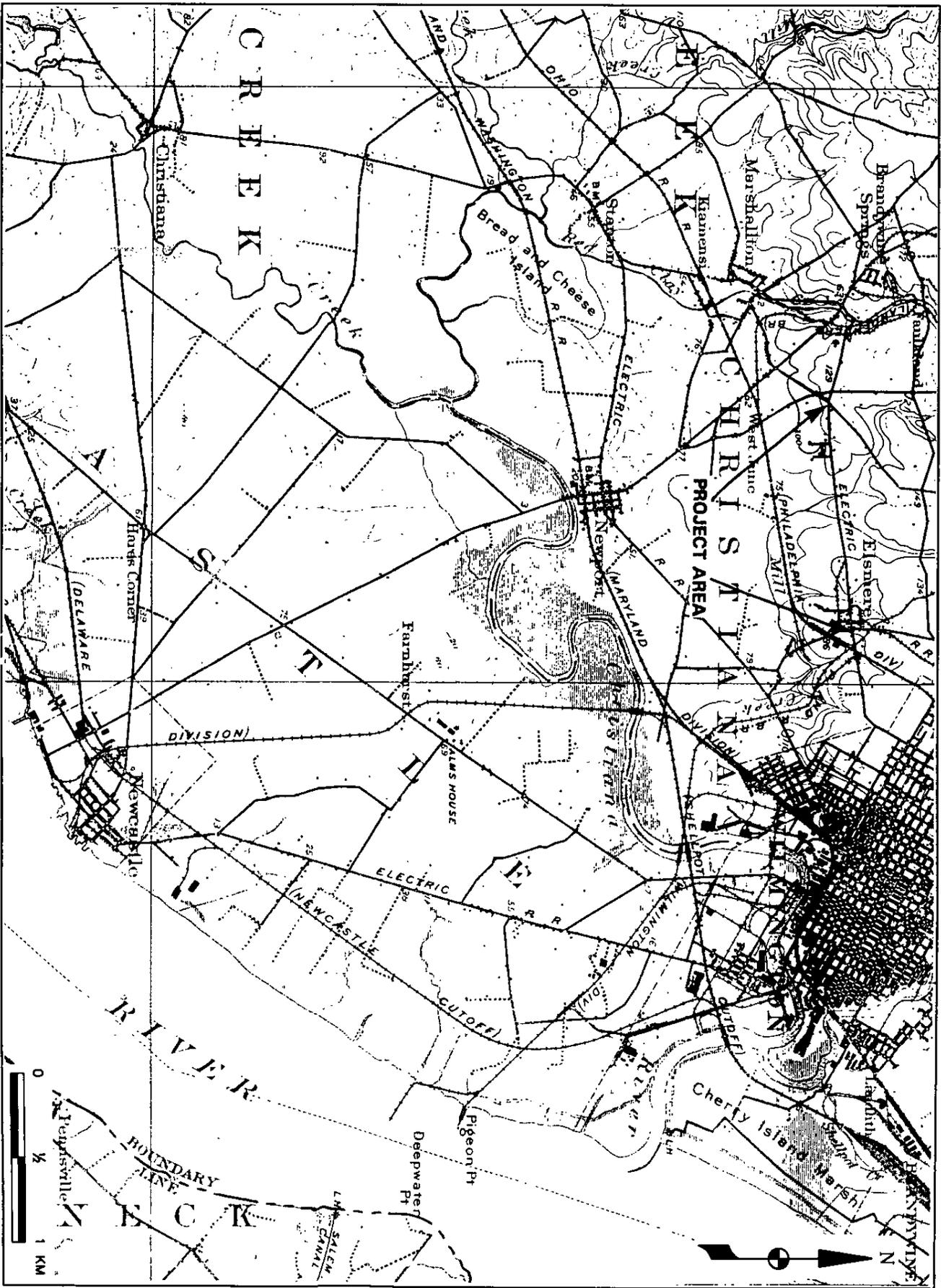


FIGURE 3: Project Area, 1906

SOURCE: USGS 30 Minute Quadrangle, Wilmington South, DE-NJ 1906

of these new suburbs did not have at this time (Hoffecker 1974:40). By 1930, Elsmere contained a fibre plant, spring bed factory, marble and granite works, tanning company, and a concrete products plant (Bevan 1929:800).

The growing reliance on automobile travel in the 1920s further facilitated the development of the suburbs, Elsmere in particular. The growing number of people traveling by automobile ended the need for city electric railways by the 1930s and sparked roadway improvements by the establishment of a state highway department and legislation, such as the State Aid Road Law (1903) and the Federal Aid Highway Act (1916). These acts, along with a motor vehicle fuel tax established in 1923, provided localities funding for the improvement of rural routes. Between 1935 and 1942, the state department of transportation improved many country roads and constructed or replaced a substantial number of bridges (NCCDP 1989:1-51). Among these projects was the dualization of Capital Pike, renamed Kirkwood Highway, and completed between 1933 and 1950 (*Evening Journal*, October 19, 1969:17). Having a major traffic artery like Kirkwood Highway was typical of suburban planning around Wilmington as the automobile became a more dominant mode of transportation. Planners realized that a single major road providing access in and out of a community limited the amount of vehicular traffic on the side streets, maintaining peaceful living conditions (Chase et al. 1992:30) (Figure 4).

As with most Wilmington suburban communities during the mid-twentieth century, Elsmere's growth during this period was characterized by dramatic rises in population. In 1940, Elsmere's population reached 1,630, growing to 5,320 in 1950. To accommodate this population increase, a two million dollar housing development began in a new subdivision added to Elsmere in 1944, named Elsmere Manor, which consisted of 2-story brick, multiple housing units (*Evening Journal*, October 19, 1969:17). After 1950, much of the suburban development occurred mainly in other areas outside of Wilmington, including Edgewood Gardens, Edgewood Terrace, and Graylyn Crest. The major development that occurred in Elsmere during this time was the construction of a 330-bed Veterans Administration Hospital during the 1950s, at a cost of 6,000,000 dollars (*Evening Journal*, October 19, 1969:17).

THE DELAWARE COMPREHENSIVE HISTORIC PRESERVATION PLAN

The *Delaware Comprehensive Historic Preservation Plan* defines four geographic zones for the state of Delaware, identifying important themes and property types likely to be found within each zone. The project area is located in New Castle County in the Upper Peninsula Zone.

Previous research within the vicinity of the Kirkwood Highway project area has included: *Phase 1A and 1B Cultural Resource Survey of Little Mill Creek Drainage from the Amtrak Railroad Bridge to the Kirkwood Highway* by Hunter Research; *An Architectural Assessment of Route 41 from Route 2 (Kirkwood Highway) to Washington Avenue, New Castle County*, by the Center for Historic Architecture and Engineering, College of Urban Affairs and Public Policy, University of Delaware; and *An Archaeological Investigation of the Proposed Dualization of Route 141 (Center Road), from Route 100 (Monchanin Road) to U.S. Route 202 (Concord Pike)* by Thunderbird Archaeological Associates. Based upon these reports and inventory data from the SHPO, it was expected that there



FIGURE 4: Project Area, 1942

SOURCE: USGS 7.5 Minute Quadrangle, Wilmington and Vicinity, DE 1942

could possibly be up to 100 architectural resources 50 years old or older that would have existed within the project area, dating to the contextual periods of Industrialization and Early Urbanization 1830-1880± and Urbanization and Early Suburbanization 1880-1940±. For these resources, the most applicable themes were expected to be Architecture Engineering and Decorative Arts and Settlement Patterns and Demographic Change.

The *Delaware Comprehensive Historic Preservation Plan* states that during the period of Urbanization and Early Suburbanization 1880-1940±, the architectural character of the previous period (Industrialization and Early Urbanization 1830-1880±) continued in the rural areas of the zone. However, the beginnings of suburban development, loss of agricultural lands, and transportation improvements emerged as factors which brought increasing change to rural environments, particularly those near population centers and major roads. The architectural integrity of historic resources identified for this period, in particular, should be critically evaluated because it is for this period that there is the least amount of comprehensive cultural resource survey documentation (Herman and Siders 1989:34-35).

HISTORIC CONTEXTS AND THEIR REPRESENTATION IN THE PROJECT AREA

Settlement Patterns and Demographic Changes

The entire project area is represented by the historic theme of Wilmington suburbanization during the periods 1880-1950 ±. This context theme refers to the creation of residential communities on the periphery of the city of Wilmington, distant from the core of the city, but linked to it through the employment ties of the residents of the edge communities. The suburbanization of Wilmington is a major aspect of the Settlement Patterns and Demographic Changes context theme in the Urbanization and Early Suburbanization period of Delaware history from 1880 to 1950 ±. Although suburbanization began in the Wilmington area as early as the 1880s, the city itself continued to grow during the early twentieth century. In 1880, the city had a population of 42,478 residents, which grew to 110,168 by 1920. After 1920, Wilmington's population began to decline as its suburbs grew. Between 1920 and 1930, Wilmington had a population growth rate of -3 percent, while Brandywine Hundred grew at a rate of 69 percent and Christiana Hundred grew at a rate of 127 percent. Throughout the next few decades, Wilmington's suburbs grew at a faster rate than the city itself (Chase et al. 1992:70-72).

Between 1880 and 1950, 182 suburbs were planned for areas surrounding the city and 177 were platted (Chase et al. 1992:72). The project area is located in Elsmere, the first working-class suburb of Wilmington and the first official suburb of the city platted in 1891 (Chase et al. 1992:130). The subdivisions that comprise the city of Elsmere are of a particular type known as the streetcar/trolley subdivision. This name pertains to the fact that streetcars and trolleys were the primary influence in facilitating the development of Wilmington suburbs between 1880 and 1920, as they provided the main means of transportation between the suburbs and the central city during this time (Chase et al. 1992:98).

~~Property Types Within the Project Area: Craftsman property type; Bungalow property type; Queen Anne property type; Colonial Revival property type; Four-Square property type; Tudor cottage property type; Minimal Traditional property type; and many vernacular forms including front-gabled, side-gabled, and hipped-roof dwelling property types.~~

→ provided on next page

Architecture and Engineering

The architecture associated with the early suburbanization of Wilmington is representative of the general development of domestic American architecture of the early twentieth century. Much of American domestic architecture during the early twentieth century represented a departure from housing types of the late nineteenth century, in that dwellings became both smaller and generally less ornate. Around the turn of the century, and with increasing speed thereafter, houses tended to become smaller, more horizontal, and simpler in detail, partly as a reaction to the Victorian era and partly due to high construction and labor costs. Such construction was ideal for working-class suburbs like Elsmere, where lot sizes and income of area residents ^{encouraged} ~~often precluded~~ the construction of only the most modest dwellings. Among the more simple and economical house forms adopted during this time was the Bungalow, which, with its straightforward use of materials, low profile, and open, multipurpose plan, came to epitomize the dwelling of choice for families of relatively modest means. Colonial Revival architecture also became a dominant domestic building type during this time, appealing to families of various income levels. The style appeared in many different forms, from one to two stories with side-gabled, hipped, and gambrel roofs. The main feature of the style was a centrally located main entrance that was accented by some means. More lavish examples usually included highly detailed ornament around the cornice, windows, and front entrance, while simpler examples were more vernacular in detail with little, if any, ornament. The Four-Square house was another popular early twentieth-century type. This type was characterized by its 1½- to 2½-story square plan with a hipped roof, a central staircase, and a room in every corner of the building. The dwelling is also always covered with a hipped roof (Bucher 1996:195). The simple front-gabled cottage was a plain and inexpensive vernacular dwelling type typically found in early twentieth-century suburban areas. It was usually 1, 1½, or 2 stories in height with a moderate-pitched front-gabled roof. The dwelling was also typically two to three bays in length, and had a front porch (Chase et al. 1992:52).

From the late 1940s onward, another house type emerged along the project area, reflecting the effects of postwar housing demands and the geographical freedom offered by the automobile. These dwellings exhibited economies of floor space and of exterior detail, typical of a period of high labor costs. Such houses, termed "Minimal-Traditional" by McAlester and McAlester (1989:477), constituted, in effect, extremely stripped-down versions of Eclectic-Revival styles prevalent in previous decades, particularly the Georgian or Classical Revival, Cape ^{Cod} ~~and~~ Tudor.

The DelDOT was established during the early twentieth century for the purpose of expanding and upgrading the state's road system to accommodate the swiftly expanding use of the automobile. Major state road improvement initiatives began as early as the 1920s. Greatly improved roads made possible the clear geographic separation of home and workplace, resulting in construction of residences in areas heretofore almost entirely agricultural. This process, which accelerated during

the 1920s, was brought to a halt by economic depression and the war, only to resume at an ever larger scale in the late 1940s and 1950s.

With the proliferation of the automobile and improved roads also came an expansion of bridge construction. A popular type of bridge used on highways during the twentieth century was a bridge constructed of reinforced concrete slabs. Slab bridges began to be designed for short spans (less than 30' long) in Delaware as early as 1910. These bridge types were constructed in the state in great numbers during the 1950s (Delaware Historic Bridge Survey supplemental, bridge #NC-631 long form).

Property Types Within the Project Area: Craftsman property type; Bungalow property type; Queen Anne property type; Colonial Revival property type; Four-Square property type; Tudor cottage property type; Minimal Traditional property type; and many vernacular forms including front-gabled, side-gabled, and hipped-roof dwelling property types.

RESEARCH DESIGN

1. **Objective:** To determine if the ^{other} area of potential effect of the proposed Kirkwood Highway improvement project contained architectural resources listed in or previously determined eligible for the National Register, or if any resource ^{is} meets National Register Criteria.

2. Methods:

Research: Background research was conducted at the Delaware SHPO, and Delaware State Archives, both in Dover, as well as the ~~Delaware State~~ ^{of Delaware} Historical Society, Wilmington Public Library, New Castle County Office of Tax Assessment, and the New Castle County Recorder ^{er} of Deeds Office, all located in Wilmington

Field: An on-site survey of architectural resources over 50 years of age within the proposed project area identified 91 resources. During the field study, information was collected concerning the type, style, and condition of each resource. The age of each building surveyed was initially classified by visual assessment or owner information. Information as to the date of construction was later obtained from the Wilmington city directories and historic maps as supporting evidence. All relevant survey forms are included in Appendix A to this report. Black-and-white 35-mm photographs were taken of each resource.

3. **Expected Results:** Based upon Delaware SHPO file information and DelDOT plans, it was expected that as many as 100 architectural resources in the project area would require investigation. The property types expected within the project area would typically be associated with the early twentieth-century suburbanization of Wilmington, pertaining mainly to domestic dwelling types. Careful consideration was to be given to determining if the project area would be a potential historic district eligible for the National Register.

In order to be considered eligible for listing on the National Register, resources identified within the project area must retain integrity of location, setting, design, material^s and workmanship, and possess architectural distinction and/or important historical associations. ^{feeling and association} _{→ either individually or as a district.}

Properties significant under the Settlement Patterns and Demographic Changes theme through Criterion A or B require documented association with an event or trend that was important in the history of the area or county, or with a person or persons who made significant contributions to the history in the area or county. Significance of properties under the architectural theme for the Kirkwood Highway project area will most likely derive from Criterion C. Significance under Criterion C would depend on the ability of the resource to clearly convey a specific use, function, and/or type or style of construction. _{define? replace w/ another word?} ^{expected types?}

Due to the extraordinary growth of suburbs around Wilmington and the Upper Peninsula Zone in the decades prior to World War II, domestic architectural property types in the project area should clearly demonstrate exceptional characteristics with regards to their particular design and/or plan or type. Eligible properties under all criteria should exhibit a high level of integrity with respect to design, workmanship, and materials. _{contributing resources in districts need not be "exceptional" examples} ^{type-specific eligibility criteria?}

ARCHITECTURAL RESOURCES: DESCRIPTION AND EVALUATION

INTRODUCTION

According to the Delaware SHPO files in Dover, Delaware, roughly half of the resources identified in this study (50 to be exact) were previously inventoried with Cultural Resource Survey forms by the NCCDP during the late 1980s. All of these resources are located within Elsmere city limits. The NCCDP evaluated all of these buildings and identified none as eligible for the National Register of Historic Places. The SHPO has not commented on these eligibility determinations. In addition to the resources documented by the NCCDP, three historic concrete slab bridges identified in the project area were also documented. Two of these bridges had been previously evaluated in the *Delaware Historic Bridge Survey and Evaluation*, submitted to DelDOT by P.A.C. Spero and Company in 1991. The third bridge was surveyed and evaluated in a supplemental to the state bridge survey completed in 1997. Of these three bridges only one, State Bridge Number 153, has been determined eligible for the National Register.

In the present study, ^{38?} 37 resources were recorded in addition to the 50 buildings and three bridges previously documented within the project area. All date from the period of Urbanization and Early Suburbanization 1880-1950 ± and are represented by the Settlement Patterns and Demographic Change (Suburbanization of Wilmington) and the Architecture and Engineering themes. Below is a discussion of each property identified in this study, including an architectural description and an evaluation of National Register eligibility. The first 35 properties inventoried are located just outside the Elsmere city limits in Christiana Hundred, and the remaining properties are all located within Elsmere (Figure 5).

(1) John Adams House
2814 Kirkwood Highway (N-13632)
Constructed circa 1902
Tax Parcel: 07-038.10-168
(Plate 1)
(Survey form in Appendix A)

Description: The John Adams House is a 2½-story late vernacular Queen Anne/Colonial Revival house, constructed circa 1902, located on the south side of Kirkwood Highway. It has a cut-stone foundation, vinyl siding, an interior brick chimney, and a roof clad in asphalt shingles. The windows are 1/1 double-hung wood units. The north (front) elevation has a turret near the center of the facade with a conical roof topped by a finial ornament. The elevation also has a flat-roofed porch with four slender wood column supports located on stone piers. Under the porch is a double, 2-light wood panel door. There is a 2-story canted bay on the west elevation and a 2½-story bay projects from the south (rear) elevation. The 2½-story bay has a wrap-around porch on the southwest side of the dwelling, supported by three slender wood columns set on pedestals. The dwelling is in good condition with no deterioration noted.

material of
turret roof shingles?
slate?

A 2½-story front-gabled garage, constructed circa 1960, is located about 60 feet southwest of the dwelling. It is of concrete-block construction with vinyl siding cladding the upper story. The building has three overhead vinyl garage doors. A wood-frame shed is also located about 40 feet south of the house. The jerkin head-gabled roof is clad with asphalt shingles, the exterior walls with wood clapboard, and the gabled ends with pattern shingles.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Queen Anne/Colonial Revival property type.

Evaluation: The dwelling represents a side-gabled vernacular Queen Anne/Colonial Revival dwelling constructed by John Adams. Edward Carter purchased the property from Edward Woodward in 1902 and sold it to John Adams that same year (New Castle County (NCC) deeds 1902:book V-18, page 267; book X-18, page 66). Adams probably constructed the dwelling sometime during the next few years. A 1917 property deed recorded a building on the property. It was in 1917 that Adams sold the property to Ellen Wood (NCC deeds 1917:book O-26, page 568). Wood's son, Abner Woodward, acquired the property after his mother died and sold it to John and Harriet Niven in 1935 (NCC deeds 1935:book L-39, page 327). The property then passed to their daughter, Harriet Niven Rodgers, who sold it to her son and current owner, Edward Rodgers, in 1990 (NCC deeds 1990:book 1119, page 338).

The property does not appear to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of a Queen Anne/Colonial Revival, incorporating many of the elements of the side-gabled type of this style, including the asymmetrically placed tower and the porches.

(2) Son Tae Son House (N-13633)

2804 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-038.10-174

(Plate 2)

(Survey form in Appendix A)

Description: The Son Tae Son House is a 1½-story Craftsman-style house located on the south side of Kirkwood Highway, constructed circa 1920. It has a rusticated concrete-block foundation, vinyl siding, and a hipped roof clad in asphalt shingle. The windows are 1/1 double-hung wood units. The front (west) elevation has an inset partial-width porch with two wood Tuscan columns. There is a 9-light wood panel door and a paired window under the porch. There are canted bays at both ends of the elevation and a hipped dormer with a paired window. A gabled-roof canted bay projects from the west elevation. The south (rear) elevation has an enclosed porch with five 5-light metal windows and a hipped dormer with a paired window. A flat-roofed bay projects from the east elevation. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Son Tae Son House is not a resource that appears eligible for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history, and therefore does not appear eligible under Criterion A or B. It is also an undistinguished example of Craftsman-style housing, a popular early twentieth-century mass tract housing form. Because it lacks distinction, the resource does not appear eligible under Criterion C.

(3) Michael A. Gorman House ^N (~~K~~-13634)

2801 Kirkwood Highway

Tax Parcel: 07-038.1-31

Constructed circa 1900

(Plate 3)

(Survey form in Appendix A)

Description: The property contains a 2½-story Four-Square dwelling, constructed circa 1900, that is located on the north side of the highway. The house has a cut-stone foundation, aluminum siding on the first story and wood shingles cladding the second story, an interior brick chimney, and an asphalt-shingled hipped roof with overhanging eaves and exposed rafter ends. The windows are 1/1 double-hung vinyl units and each elevation has a front-gabled dormer clad with vinyl and contains one window. The front (south) elevation has a 1-story wrap-around porch, which extends around the northeast side of the dwelling and is supported by six wood Tuscan columns. A 12-light wood door and a paired window are located under the porch. There is a 2-story canted bay with a pyramidal roof on the east elevation, along with a triple window on the first story. The north (rear) elevation has a 1-story hipped-roof addition with a double 12-light wood door. The dwelling is in good condition with no deterioration noted.

There is a 1-story prefabricated shed located about 40 feet west of the house that contains a plywood exterior and an asphalt-shingled gabled roof. The shed is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square property type.

Evaluation: The Michael A. Gorman House is not a resource that appears to meet the eligibility criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a common early twentieth-century domestic building type, the Four-Square house, with diminished integrity of design and materials due to a rear addition and the application of vinyl siding and windows. Because the building lacks significance and integrity, it appears not to be eligible under Criterion C.

(4) Hilaman House (N-13635)
8 Roselawn Avenue
Constructed circa 1920
Tax Parcel: 07-38.1-177
(Plate 4)
(Survey Form in Appendix A)

Description: The Hilaman House, constructed circa 1920, is located on the east side of Roselawn Avenue, just to the south of the avenue's intersection with Kirkwood Highway. It is a 1½-story Bungalow with a stucco foundation, exterior walls clad in asbestos shingle, a parged brick interior chimney, and a roof clad with asphalt shingles. The windows are 6/1 and 1/1 double-hung wood sash units. The front (west) elevation has an inset porch with four battered pier supports. There is a centrally located 1-light wood panel door flanked by paired windows under the porch, and a shed-roofed dormer with paired 1/1 double-hung wood windows projecting from the roof. A lean-to enclosed porch projects from the east (rear) elevation. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Hilaman House does not appear to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It is also a common example of a Bungalow-style dwelling, a popular early twentieth-century domestic building type which lacks distinction and demonstrable significance. As such, the resource appears not to meet Criterion C.

(5) Lewis Domokos House (N-13636)
7 Roselawn Avenue
Constructed: Circa 1925
Tax Parcel: 07-38.1-172
(Plate 5)
(Survey form in Appendix A)

Description: The Lewis Domokos House, constructed circa 1925, is a 1½-story front-gabled dwelling located on the west side of Roselawn Avenue, just south of its intersection with Kirkwood Highway. The dwelling has a rusticated concrete-block foundation, exterior walls clad in vinyl siding, an interior brick chimney, and an asphalt-shingled roof. The windows are 1/1 double-hung wood units. There is a front-gabled bay projecting from the east (front) elevation of the main block with a 1-light wood door flanked by pilasters and paired windows. A canted wing projects from each side of the front-gabled bay. The wings have pyramidal roofs clad with wood shingles and shed-roofed dormers with 1-light wood windows and finials. An enclosed shed-roofed rear porch addition, constructed circa 1970, projects from the west (rear) addition. It has a concrete-block foundation, vinyl-sided exterior walls, and 4-light aluminum crank-out windows. A flat-roofed canted bay projects from the southeast corner of the dwelling between the main block and enclosed porch addition. The house is in good condition with no deterioration noted.

A front-gabled garage is located about 5 feet west of the dwelling. It is clad with vinyl siding and has an asphalt-shingled roof with boxed eaves. There are two 6-light wood panel overhead garage doors on the east elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Lewis Domokos House does not meet National Register of Historic Places integrity criteria. This front-gabled house has been rendered almost unrecognizable by the prominent additions to the east (front) elevation.

(6) Hilaman Flower Shop (N-13637)

2706-2727 Kirkwood Highway

Constructed circa 1910

Tax Parcel: 07-38.10-189

(Plate 6)

(Survey form in Appendix A)

Description: The Hilaman Flower Shop Property is a 2½-story cross-gabled dwelling that has been converted to commercial use. It has a concrete foundation, exterior walls of asbestos shingle, an interior brick chimney, and an asphalt-shingled roof. The windows are 1/1 double-hung wood units. The north (front) elevation has a pent roof above the first story, under which are plate-glass display windows and a wood door. There are two gabled dormers on this elevation with 1/1 double-hung wood windows. The west elevation has a 1-story flat-roofed addition with nine grouped 1/1 double-hung vinyl windows, and a hipped-roof bay window on the second story. A 1-story lean-to addition projects from the south (rear) elevation, and there is a flat-roofed screened terrace above the addition with an exterior wood staircase. The east elevation has a 2-story projecting canted bay and a 1-story lean-to addition. The building is in good condition and is currently used both residentially and commercially.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - cross-gabled property type.

Evaluation: The Hilaman Flower Shop Property does not meet National Register of Historic Places criteria. It is not associated with an important event or individual important to history, and therefore is not eligible under Criterion A or B. Under Criterion C, it is also is an undistinguished example of cross-gabled construction which has lost design integrity through conversion to commercial use. The pent roof above the first story was added along with plate-glass display windows under the roof. One-story additions on the east and west elevations and a lean-to addition with a screened terrace were added to the south elevation.

(7) David Fox House (N-13638)
2617 Kirkwood Highway
Constructed circa 1902
Tax Parcel: 07-038.1-116
(Plate 7)
(Survey form in Appendix A)

Description: The David Fox House is a 2½-story side-gabled dwelling constructed circa 1900 and located on the north side of Kirkwood Highway. It is of masonry construction with brick foundation and walls, two brick interior chimneys, and a slate roof. The windows are 1/1 double-hung wood units. The south (front) elevation has a 1-story flat-roofed porch with exposed rafter ends and four wood column supports on brick piers. There is a bay window in the south end of the porch with a wood-shingled exterior and a 1-light panel door just east of the bay window. The front elevation also has a front-gabled dormer clad with wood shingles and contains one window. A front-gabled second-story bay projects from the north (rear) elevation. A metal exterior staircase leads to a small deck along the second story, which has a 9-light wood panel door. The gabled end is clad with wood shingles. The south side of the rear elevation has a 2-story flat-roofed addition with the first story constructed of brick and the second story clad with aluminum siding. The dwelling is in good condition with no deterioration noted.

A 1-story, front-gabled garage constructed circa 1930 is located about 40 feet west of the dwelling. It has a poured concrete foundation, board and batten walls, and an asphalt-shingled side-gabled roof. There is one overhead wood garage door on its east (front) elevation.

A 1½-story garage is located approximately 50 feet north of the dwelling. It is a 2½-story wood-frame structure with a poured concrete foundation, board and batten walls, and an asphalt-shingled side-gabled roof. There are two overhead 6-light wood panel garage doors on its south (front) elevation under a small pent roof clad with asphalt shingles. The structure also has 1/1 double-hung and 2-light wood windows and is in fair condition with some of the windows missing glazing and parts of the foundation crumbling and in disrepair.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - side-gabled dwelling property type.

Evaluation: David Fox purchased the property, which at that time contained 5 acres, from Edward Woodward in 1902 (NCC Deeds 1902:book X18, page 247). Historic United States Geological Survey (USGS) quadrangle maps indicate that the dwelling was constructed sometime shortly before 1906. In 1910, the Superior Court of New Castle County seized the land and turned ownership over to Adam Grub, since Fox was indebted to Grub and defaulted on a loan (NCC Deeds 1910:book M23, page 515). Grub sold the property to William Seal in 1911, who sold the property to George and Annie Swayne in 1920 (NCC Deeds 1911:book Q23, page 312). After George's death, Annie sold the property to Erma Swayne in 1940 (NCC Deeds 1940:book B30, page 91), who sold it to the current owner Leon Rapuano (NCC Deeds:book X-82, page 777).

The David Fox House does not meet National Register of Historic Places eligibility criteria. The property is not associated with an event or individual important to the past, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a common vernacular dwelling type and does not meet Criterion C.

(8) Harvey Booker House (N-13639)

2615 Kirkwood Highway

Constructed circa 1905

Tax Parcel: 07-038.1-108

(Plate 8)

(Survey form in Appendix A)

Description: The Harvey Booker House is located on the north side of Kirkwood Highway and was constructed circa 1900. It is a 2½-story side-gabled dwelling of masonry construction with a brick foundation and walls with the gabled ends clad with vinyl siding, two interior brick chimneys, and a slate roof. The windows are 1/1 double-hung wood units with arched lintels. The south (front) elevation has a 1-story flat-roofed porch with four wood column supports on brick piers. There is a 1-light wood panel door under the porch with a canted bay window east of the door. There is also a front-gabled dormer on the main elevation that contains one window. The dormer is clad in vinyl siding. One- and 2-story additions project from the north (rear) elevation. The 2-story addition has a flat roof, poured concrete foundation, and 1/1 double-hung wood windows. There is a 9-light wood panel door on its east side under a front-gabled hood. A metal exterior staircase leads to a second-story entrance on its north side. A smaller 1-story lean-to vinyl-sided addition also projects from the rear elevation and is just east of the 2-story addition. The dwelling is in good condition with no deterioration noted.

A 1½-story side-gabled outbuilding is located about 70 feet north of the dwelling. It has a brick foundation, asphalt-shingled roof, and a vertical wood plan exterior walls. A 1-story lean-to addition projects from its south (front) elevation with a 9-light wood panel door and a band of five 1/1 double-hung vinyl windows. A 1-story flat-roofed garage addition projects from the north side of the building.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - side-gabled dwelling property type.

Evaluation: Harvey Booker acquired the property, which originally contained 1.32 acres, from Edward Woodward in 1905 (NCC deeds 1905:book F-20, page 446) who sold the property to William P. Seal in 1906 (NCC deeds 1906:book U-20, page 106). USGS quadrangle maps indicate that the dwelling was constructed sometime before 1906. Seal sold the property to Henry Collins in 1920 (NCC deeds 1920:book V-29, page 352). The property remained under the ownership of the Collins family until it was sold to Leon J. and Rose Rapuano, the current owners (NCC deeds: book L-74, page 490).

The Harvey Booker House does not meet National Register of Historic Places criteria. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. Furthermore, the building is an undistinctive example of a vernacular side-gabled dwelling and lacks architectural significance necessary to meet Criterion C.

(9) Fusco Enterprises Property (N-13640)

2607 Kirkwood Highway

Constructed circa 1925

Tax Parcel: 07-038.1-109

(Plate 9)

(Survey form in Appendix A)

Description: The Fusco Enterprises Property, built circa 1925, is a 1½-story Craftsman-style dwelling located on the north side of Kirkwood Highway. It has a concrete-block foundation, clapboard exterior with wood-shingle cladding in the gabled ends, and an asphalt-shingled cross-gabled roof. The windows are 3/1 double-hung wood units. The south (front) elevation has a 1-story flat-roofed porch with three wood columns and a paired window in the gabled end. Under the porch is a Chicago window consisting of a 4/1 double-hung wood window flanked by 3/1 double-hung wood windows. There is also a wood panel door flanked by 1-light sidelights. A cross-gabled bay projects from the east side of the house with a triple 3/1 double-hung wood window and a front-gabled dormer clad with wood shingles and containing a paired window all on its south (front) elevation. The east elevation has an exterior brick chimney, and there is a gabled dormer clad with wood shingles containing one window on the west elevation. The north (rear) elevation has a lean-to addition and an exterior staircase leading to an entrance in the main block. The dwelling is in fair condition with the porch missing a support and the roof eaves showing signs of rotting wood.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Fusco Enterprises Property does not meet National Register of Historic Places criteria. The dwelling is not associated with an important event or individual important to history, and therefore is not eligible under Criterion A or B. It is also an undistinctive example of a Craftsman/Bungalow property type, a common early twentieth-century domestic building type. Because the dwelling lacks architectural significance, it appears not to be eligible under Criterion C.

(10) Mary Walters House (N-13641)

2601 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-038.10-111

(Plate 10)

(Survey form in Appendix A)

Description: The property contains a 1½-story Craftsman-style house that is located on the north side of the highway and was constructed circa 1920. It has a concrete-block foundation, wood-

shingle clad exterior walls, and an asphalt-shingled front-gabled roof with overhanging eaves and exposed rafter ends. The south (front) elevation has a 1-story enclosed gabled porch with a 15-light wood panel door flanked by 2-light sidelights and topped by a 6-light wood transom. There are also eight 1-light wood windows on the porch, each with a 1-light transom, and there is another 15-light wood panel door with two 5-light sidelights on the north side of the porch. The porch has engaged square columns on concrete piers, suggesting that the structure was originally an open porch which was enclosed at a later date. There is an exterior brick chimney on the east elevation along with a front-gabled dormer containing paired 3/1 double-hung wood windows. There is a front-gabled dormer on the west elevation with paired 3/1 double-hung wood windows. The house is in good condition with no deterioration noted.

A 1-story hipped-roof garage is located about 25 feet west of the house with a wood-shingle clad exterior, sliding garage doors, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The garage is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Mary Walters House does not meet National Register of Historic Places criteria. The dwelling is not associated with an event or individual important to history. As such, it appears not to be eligible under Criterion A or B. The dwelling is also an undistinctive example of a Craftsman-derived house, a common early twentieth-century domestic building form, and the resource appears not to be eligible under Criterion C.

(11) Demasi Property (N-13642)

2604-2608 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-038.10-209

(Plate 11)

(Survey form in Appendix A)

Description: The Demasi Property is a dwelling subsequently converted into offices. The original part of the building (2608 Kirkwood Highway) is a 1½-story side-gabled Bungalow which is now the office of "McCully Insurance Agency." It has a rusticated concrete-block foundation, clapboard exterior walls on the first story and the gabled ends clad with wood shingles, and an asphalt-shingled roof. The windows are 6/1 double-hung wood units. The front (north) elevation has an inset porch with one battered pier support and two 2-light wood panel doors under the porch. The main door has two 7-light sidelights. The elevation also has a 28-light wood window and a full-width shed-roofed dormer with two sets of paired windows. The west elevation has a canted bay window and there is a full-width shed-roofed dormer on the east elevation with a paired window. A modern 1-story addition circa 1980 was added onto the east side of the dwelling. It has a brick exterior, 12-light wood panel doors, 15-light wood display windows, and an asphalt-shingled gabled roof. The addition was constructed when the property was converted to commercial use, and it is the current location of three additional businesses: "Carey Chiropractic Center," "LMI Laboratory Consulting

and Software;" and "Welde and Parker, CPAs." The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Demasi Property does not meet National Register of Historic Places integrity criteria, as a result of late twentieth-century facade modifications and additions for commercial use.

(12) Manon House (N-13643)

2 S. Woodward Avenue

Constructed circa 1935

Tax Parcel: 07-38.1-210

(Plate 12)

(Survey form in Appendix A)

Description: The Manon House is a 1½-story Craftsman-style house, constructed circa 1935, that is located on the east side of S. Woodward Avenue, just south of its intersection with Kirkwood Highway. The dwelling has a concrete-block foundation, vinyl-sided exterior walls, an interior brick chimney, and an asphalt-shingled front-gabled roof with boxed eaves. The windows are 3/1 double-hung wood sash units. The west (front) elevation has a hipped porch with four wood post supports. There is a 3-light wood-frame door under the porch. A front-gabled bay window containing a paired double-hung wood window is located on the north elevation. The east (rear) elevation has a front-gabled projecting bay along with a wood deck addition. The dwelling is in good condition with no deterioration noted.

A front-gabled garage is located approximately 10 feet southeast of the dwelling. It is clad with vinyl siding and has an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The property also has a prefabricated side-gabled shed, constructed circa 1990, located about 15 feet east of the house. It has plywood exterior walls and an asphalt-shingled roof.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Manon House does not appear eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a Craftsman-style house, a popular early twentieth-century tract housing type. Because it lacks demonstrable significance, the dwelling does not appear to be eligible under Criterion C.

(13) Modi Property (N-13644)
2500 Kirkwood Highway
Constructed circa 1930
Tax Parcel: 07-038.1-224
(Plate 13)
(Survey form in Appendix A)

Description: The Modi Property was originally a 1-story hipped-roof dwelling, constructed circa 1930, and is located at the southwest corner of Bracken Avenue and Kirkwood Highway. It has been partly converted to commercial use as a liquor store, but the rear of the building still serves as the residence of the owner. The building has a stucco exterior and an asphalt-shingled roof. The windows are 1/1 double-hung aluminum and 1-light aluminum units. The north (front) elevation has a flat-roofed projecting bay extending along the north and part of the west elevation and contains a false-front parapet with eight 1-light plate-glass windows and a metal-frame glass door. There is an exterior stuccoed chimney on the east elevation. There is a gabled-roof projecting bay on the main block's south elevation with a shed-roofed porch on its east elevation containing wrought-iron porch supports and two entrances leading into the residential part of the building. A small lean-to addition projects from the south side of the gabled-roof addition. The building is in good condition.

There is a front-gabled garage located about 10 feet south of the building. It has a stucco exterior, a wood panel overhead garage door, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - hipped-roof dwelling property type.

Evaluation: The Modi Property is not a resource that would be eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. The building lacks architectural importance and has been substantially altered for commercial use. A false-front parapet was added to the roof and modern 1-light plate-glass display windows and a plate-glass door were also added to the front of the building, giving it a commercial appearance on the front elevation. This has diminished the building integrity of design, materials, and association. The building does not meet Criterion C.

(14) Gettier House (N-13645)
3 Bracken Avenue
Constructed circa 1920
Tax Parcel: 07-38.1-222
(Plate 14)
(Survey form in Appendix A)

Description: The Gettier House, constructed circa 1920, is a 1-story front-gabled dwelling located on the west side of Bracken Avenue, just south of the street's intersection with Kirkwood Highway. It has weatherboard exterior siding covering the walls and concealing the foundation and an asphalt-

shingled roof with boxed eaves. The windows are 6/6 double-hung wood sash units. The east (front) elevation has a front-gabled porch with two wood post supports and a 12-light wood panel door under the porch. A lean-to bay projects from the south elevation and has metal sliding windows and a 3-light wood panel door. Another lean-to bay projects from the west (rear) elevation, partially concealing a parged brick exterior chimney of the main block. The dwelling is in good condition.

A front-gabled shed is located about 6 feet west of the dwelling and was constructed circa 1930. It has weatherboard exterior walls and an asphalt-shingled roof.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled dwelling property type.

Evaluation: The Gettier House does not appear to be eligible for the National Register. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of early twentieth-century vernacular domestic architecture and is not eligible under Criterion C.

(15) Ryan House (N-13646)
2308 Kirkwood Highway
Tax Parcel: 07-038.10-262
(Plate 15)
(Survey form in Appendix A)

Description: The Ryan House is a 1½-story front-gabled Craftsman-style dwelling located on the south side of Kirkwood Highway, constructed circa 1930. The dwelling has a rusticated concrete-block foundation, asbestos-shingled exterior walls, interior brick chimney, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The windows are 1/1 double-hung wood units. An enclosed front-gabled porch projects from the north (front) elevation with a wood panel door and flanked by 1-light sidelights. There are four grouped windows on the north side of the porch and three grouped windows on the north side of the main block. The west elevation has a bay window and a front-gabled dormer with a 3-light metal window. A lean-to addition projects from the south (rear) elevation and has sliding glass doors and a sun roof.

A front-gabled 2-bay garage is located approximately 40 feet south of the dwelling and was constructed circa 1940. It has an asbestos-shingled exterior and a asphalt-shingled front-gabled roof. There are two 4-light wood panel overhead garage doors.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Ryan House is not a resource that appears to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a Craftsman-style dwelling and does not meet Criterion C.

(16) Edmond K. Leung Property (N-13648)

2304 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 07-038.1-269

(Plate 16)

(Survey forms in Appendix A)

Description: The Edmond K. Leung Property was originally a 1½-story Bungalow dwelling which was partially converted to commercial use with the erection of a modern 2-story brick storefront at the front. The original dwelling has a stucco foundation, vinyl-sided exterior walls, an interior brick chimney, and an asphalt-shingled roof with boxed eaves. The windows are 1/1 double-hung wood units. The south (rear) addition has a lean-to projecting bay and a shed-roofed dormer. There is also a shed dormer on the north side of the original dwelling, which is now concealed by the storefront addition. This addition has 1/1 double-hung wood windows and an asphalt-shingled gabled roof with boxed eaves. A pent roof extends above the first story along the north (front) elevation, which also has 2-light wood display windows and a 4-light wood door. The property owner still resides in the rear or original bungalow section of the building. Overall the structure is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940± Architecture - Bungalow property type.

Evaluation: The Edmond K. Leung Property does not meet National Register of Historic Places integrity criteria, having been converted to commercial use with a modern shopfront that wholly obscures the original main facade.

(17) Bruette Property (N-13649)

2300 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-38.1-269

(Plate 17)

(Survey form in Appendix A)

Description: The Bruette Property was originally a 1½-story Bungalow dwelling, constructed circa 1920, which was converted into commercial use by the erection of a circa 1960 2-story storefront on the front (north) elevation. The original bungalow is still used as a dwelling and has a stucco foundation, aluminum-sided exterior walls, an interior brick chimney, and asphalt-shingled, cross-gabled roof with boxed eaves. The windows are 1/1 double-hung wood and 2-light metal siding units. The west elevation has a shed-roofed bay window with a 2-light sliding window and a wood panel front door on a stoop. There is a flat-roof addition projecting from the south side (rear) of the dwelling. The commercial front is of concrete-block construction with the second-story exterior walls clad with vinyl siding, and 2-light wood display windows. The building is in fair condition.

A small concrete-block building, constructed circa 1960, is located 10 feet south of the main building. It is a 1-story structure with a flat roof, a wood panel door, and 6/6 double-hung wood sash windows.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Bruette Property does not meet National Register of Historic Places integrity requirements due to removal of part of the original front to accommodate a 2-story commercial block.

(18) Bruette House #1(N-13650)

"His and Her Hair Salon"

2216 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-038.10-290

(Plate 18)

(Survey form in Appendix A)

Description: The Bruette House #1 is a 1-story front-gabled Craftsman-style dwelling, constructed circa 1930. It has a rusticated concrete-block foundation, an interior parged brick chimney, asbestos-shingled exterior walls, and an asphalt-shingled roof. The windows are 1/1 double-hung wood units. The hipped-roof enclosed front porch on the north (front) elevation, set on concrete-block piers, has an aluminum-frame glass door, and 2-light wood windows. Inside the porch are 9/1 double-hung wood windows and a wood panel door. There is a 1-story lean-to addition on the east elevation, and the west elevation has paired windows. A 1-story hipped-roof bay projects from the south (rear) elevation, which has a wood slab door. The dwelling is in good condition with no deterioration noted.

There is a 1-story, 1-bay concrete-block garage, constructed circa 1960 and located approximately 20 feet south of the dwelling. It has an asphalt-shingled gabled roof and one overhead wood garage door. The garage is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Bruette House #1 is not a resource that appears to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it does not appear to be eligible under Criterion A or B. It also is an undistinctive example of a Craftsman-style dwelling, a common early twentieth-century dwelling type. Because it lacks architectural distinction, the dwelling does not appear to meet Criterion C.

(19) Bruette House #2 (N-13651)

2212 Kirkwood Highway

Constructed circa 1906

Tax Parcel: 07-038.1-298

(Plate 19)

(Survey form in Appendix A)

Description: The property contains a 1½-story front-gabled house. It has a stone foundation, brick exterior walls, an interior brick chimney, and an asphalt-shingled roof. The windows are 1/1 double-hung wood units with brick sills and arched brick lintels. The front (west) elevation has a 1-story hipped-roof enclosed porch with a brick foundation and vinyl cladding shaped as wood shingles. The porch also has ribbon windows consisting of 1/1 double-hung vinyl units and a 15-light wood door. There is a paired window in the main block's gabled end. The north elevation has a canted bay window, and the east (rear) elevation has a lean-to addition. The dwelling is in good condition with no deterioration noted.

A wood-frame garage is also on the property and is located about 35 feet north of the house and was constructed circa 1930. It has a rusticated concrete-block foundation, clapboard exterior, and an asphalt-shingled front-gabled roof. The building is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Bruette House #2 is not a resource that appears to meet the criteria for the National Register of Historic Places. The property is not associated with an important event or individuals important to history, and therefore does not meet Criterion A or B. The house does not demonstrate qualities of demonstrable architectural importance, and does not meet Criterion C.

(20) Elwood House (N-13652)

2204 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-038.1-297

(Plate 20)

(Survey form in Appendix A)

Description: The Elwood House is a 2½-story Four-Square-style dwelling located on the south side of the highway in Elsmere. It has a stucco foundation, vinyl-sided exterior walls, an interior brick chimney, and an asphalt-shingles hipped roof. The windows are 1/1 double-hung wood units. The house was originally a single-family dwelling that has now been converted into four apartments. The north (front) elevation has an enclosed hipped porch with a stucco foundation and vinyl-sided exterior walls. The porch has a 1-light panel front door flanked by two 1/1 double-hung aluminum windows. The north side of the porch also has two sets of triple 1/1 double-hung windows and all the windows and the entrance have 1-light transoms. There are entrances to two apartments inside the porch. The front elevation of the main block has two paired windows on the second story

flanking a half-circle window and a hipped dormer containing a paired window. The west elevation has a panel door on its first story and a gabled dormer containing a triple window. A 2-story hipped addition projects from the south (rear) elevation and contains a second-story terrace which wraps around the southwest side of the dwelling and is covered by an overhanging eave of the hipped roof. The terrace contains entrances to two apartments. A 1-story projecting bay also extends from the elevation and has a panel door and two sliding glass doors. A hipped dormer with a paired window is located on the north elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square property type.

Evaluation: The Elwood House is not a resource that appears to meet the criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history. As such, it does not meet Criterion A or B. It is also an undistinguished example of a common early twentieth-century domestic building type, the Four-Square house. Furthermore, its design integrity is diminished as the building has been converted into apartment units which have resulted in a 2-story hipped addition to the rear (south) elevation. The application of vinyl siding has also diminished the materials integrity of the building. Because the dwelling lacks both significance and integrity, it appears not eligible under Criterion C.

(21) Franks Property (N-13653)

Glasgow Deli Express

2202 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-038.1-296

(Plate 21)

(Survey form in Appendix A)

Description: The Franks Property is a 1½-story Craftsman-derived dwelling that has been converted to commercial use. It has a stucco exterior, interior masonry chimney, and an asphalt-shingled side-gabled roof with overhanging eaves containing brackets. The windows are 1/1 double-hung wood units. The north (front) elevation has a 1-story front-gabled enclosed porch with three 1-light wood fixed windows and a 1-light wood door. The porch has two engaged stucco piers suggesting that it was once an open porch, which has now been enclosed. The main elevation also has a front-gabled dormer with a paired window. A side-gabled addition on the east elevation has a stucco exterior and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The south (rear) elevation has a lean-to addition with a stucco exterior. There is also a front-gabled dormer on the main block with one window. The dwelling is in good condition with no deterioration noted.

A front-gabled garage is located about 50 feet south of the building. It was constructed circa 1960 and is of concrete-block construction with an asphalt-shingled roof and two 6-light wood overhead garage doors.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Franks Property is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore appears not to be eligible under Criterion A or B. The dwelling is also an undistinguished example of a Craftsman dwelling, a popular form of early twentieth-century mass tract housing. Its design integrity has also been diminished with the enclosure of the porch and addition added to the east elevation. Because the dwelling lacks both significance and integrity, it appears not to be eligible under Criterion C.

(22) Jean G. Sayers Property (N-13654)

2118 Kirkwood Highway

Constructed: 1930

Tax Parcel: 07-038.1-341

(Plate 22)

(Survey Form in Appendix A)

Description: The Jean G. Sayers Property is a 1½-story front-gabled dwelling, constructed circa 1930, which was converted to commercial use with a 2-story front-gabled brick addition added to the front of the structure. The original dwelling is still utilized as a dwelling and has a rusticated concrete-block foundation, asbestos-shingled exterior walls, an interior brick chimney, and an asphalt-shingled roof. The windows are 1/1 double-hung wood units. There is a front-gabled canted bay on the west elevation with three double-hung windows. A 1-story lean-to bay projects from the southeast corner of the dwelling and has an 8-light wood panel door and a canted bay window. Part of the north (front) elevation of the original dwelling was demolished and replaced with the 2-story brick storefront addition, constructed circa 1960. The addition has an asphalt-shingled roof, 1/1 double-hung wood windows, 1-light fixed wood windows, and 2-light wood-frame doors. The building is in good condition.

There is a 1-story front-gabled garage located approximately 30 feet south of the building. It has asbestos-shingled exterior walls and an asphalt-shingled roof with overhanging eaves and exposed rafter ends.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Jean G. Sayers Property does not meet National Register of Historic Places criteria, lacking integrity of design due to removal of the front and erection of a 2-story front-gabled brick addition.

(23) Chan Property (N-13655)

2110 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 07-38.1-348

(Plate 23)

(Survey form in Appendix A)

Description: The Chan Property is a 1-story front-gabled building constructed circa 1930 and located on the south side of Kirkwood Highway. It is of masonry construction with stucco covering the exterior walls, an interior brick chimney, and an asphalt-shingled roof. The windows are 1-light metal units. The north (front) elevation has a pent roof projecting just below the gabled end and wrapping around the northwest corner of the building. The pent roof covers a metal-frame glass door and triple windows. A large concrete-block addition projects from the rear south elevation of the building, tripling the size of the original structure. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Chan Property is not eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history and, as such, is not eligible under Criterion A or B. It also is an undistinctive vernacular commercial building with its design integrity diminished with a large rear addition, which triples the size of the original building. Because the structure lacks demonstrable significance and integrity of design, it is not eligible under Criterion C.

(24) Coogan House (N-13656)

2102 Kirkwood Highway

Constructed circa 1910

Tax Parcel: 07-38.1-348

(Plate 24)

(Survey Form in Appendix A)

Description: The Coogan House is a 2½-story vernacular Queen Anne-style house, constructed circa 1910, located on the south side of the highway. It has a concrete foundation, clapboard exterior walls, and an asphalt-shingled hipped roof with cross gables. The windows are 6/6 and 1/1 double-hung wood units. The north (front) elevation has an enclosed hipped-roof porch with 1-light wood windows and a 1-light wood-frame door, which has 5-light wood sidelights. All of the windows and the door have 1-light transoms. The porch also has four engaged wood pier supports, illustrating that the porch was originally an open structure and later enclosed. There is a canted bay window in the second story of the main block with an enclosed gabled end clad with pattern shingles and having a 4-light wood window. There is a front-gabled dormer clad with pattern shingles and containing paired 4-light wood windows on the west elevation. There is a 2-story canted bay on the east elevation clad with pattern shingles below a gabled roof. The south (rear) elevation has a gabled

addition, constructed circa 1930, with a concrete foundation, clapboard exterior walls, 8/8 double-hung wood sash windows, and a brick exterior chimney located on its south elevation. A modern greenhouse on the west side of the addition has a curtain glass exterior. The property has also been utilized as a animal hospital with a 1-story cross-gabled addition projecting from the west side of a side-gabled 1-story hyphen, which is attached to the west side of the original house. The hyphen has 6-light wood casement windows. The hospital addition has weatherboard siding and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The addition has four grouped 6-light wood casement windows, a 30-light wood fixed window, and a 9-light wood door, all on the north (front) elevation and under a shed-roofed porch with four post supports. Another greenhouse addition projects from the rear (south side) of the hospital and has a brick foundation and glass curtain walls and roof.

A 1½-story cross-gabled garage, constructed circa 1920, is located about 25 feet south of the dwelling. It has vertical wood exterior walls and 4-light wood windows. There is a lean-to bay extending from the east (front) side of the garage, containing a front-gabled bay with an 8-light wood garage door. Both the house and garage are in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Queen Anne property type.

Evaluation: The Coogan House does not appear to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. Lacking significant characteristics of design, type, or use of materials, the house does not meet Criterion C. Furthermore, the design integrity of the building has been significantly diminished with the enclosure of the front porch, modern greenhouse additions, and a 1-story wing added onto the dwelling as an animal hospital.

(25) Fullerton House (N-13657)

2014 Kirkwood Highway

Constructed circa 1915

Tax Parcel: 07-038.1(358) - 350?

(Plate 25)

(Survey Form in Appendix A)

Description: The property contains a 2½-story 3x3 bay Colonial Revival-style dwelling of masonry construction. It has a brick exterior and a slate side-gabled roof with cornice returns. The windows are 8/8 and 6/6 double-hung wood units. The front (west) elevation has a centrally located front-gabled entry porch supported by two wood posts. There is a wood panel front door under the porch with 4-light wood sidelights. There is an exterior brick chimney on the north elevation, partially concealed by a 1-story side-gabled sun porch. The porch has pilasters and 10-light wood windows. A 1-story lean-to addition on the south elevation has weatherboard exterior walls and a 4-light wood panel door. The building is in good condition with no deterioration noted.

The property also has a 1½-story garage, located about 35 feet south of the Colonial Revival dwelling. It has a poured concrete foundation, weatherboard exterior walls, 6/6 double-hung wood

windows, and a side-gabled roof clad in asphalt shingles. There is an overhead wood panel garage door on the west elevation and an exterior wood staircase leads to a second-story entrance on the south elevation. There is a shed-roofed wall dormer with one window on the east elevation. The garage is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Colonial Revival property type.

Evaluation: Aaron Taylor sold the property containing the present structure to Albert Fullerton in 1915. Fullerton constructed the house at this location shortly after this date (NCC deeds 1915:book Z-25, page 586). When Albert Fullerton died in 1949, Blanch Fullerton acquired ownership of the property. When Blanch died in 1995, the current owner, Annie Fullerton, acquired the property (NCC deeds 1995:book 2027, page 33).

The Fullerton House does not meet National Register of Historic Places criteria. The dwelling is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of a Colonial Revival-style dwelling, which lacks the architectural significance to meet Criterion C.

(26) Carter House (N-13658)
2010 Kirkwood Highway
Constructed circa 1910
Tax Parcel: 07-038.10-358
(Plate 26)
(Survey Form in Appendix A)

Description: The Carter House is a 1½-story front-gabled dwelling located on the south side of Kirkwood Highway in Elsmere. It has a brick exterior, an interior brick chimney, and an asphalt-shingled roof with overhanging bracketed eaves. The windows are 1/1 double-hung and 1-light vinyl units set in openings with arched brick heads. The north (front) elevation has a 1-story hipped-roof porch supported by four battered piers. Under the porch is a wood front door with an oval light flanked by 2-light sidelights. The main block has a paired window in the gabled end. The west elevation has a bay window clad with vinyl siding. Both the west and east elevations have center-gabled wall dormers with paired windows. There is a lean-to addition on the south (rear) elevation clad with vinyl siding, and it has 1/1 double-hung vinyl windows.

A 1-story front-gabled garage is located about 15 feet southeast of the house and was constructed circa 1920. It has a stone foundation, vinyl siding, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The garage has double-leaf 6-light wood garage doors on small strap hinges and a 3-light wood window in its gabled end. Both the dwelling and the garage are in excellent condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled dwelling property type.

Evaluation: Historic USGS quadrangle maps indicate that the house was constructed sometime after 1906. Daniel D. Carter acquired the property from Aaron K. Taylor in 1915 (NCC deeds 1915:book U-39, page 162). Carter then sold the property to Albert and Elizabeth Fullerton in 1928 (NCC Deeds 1928:book D-35, page 458). The property has remained under the ownership of the Fullerton family and is currently owned by Ann Fullerton.

The Carter House does not meet National Register of Historic Places criteria. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. Because it does not display significant characteristics of type, design, or use of materials, the building is not eligible under Criterion C.

(27) Sylvia E. Boyd House (N-13659)

2004 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 07-038.1-357

(Plate 27)

(Survey form in Appendix A)

Description: The Sylvia E. Boyd House is a 1½-story hipped-roof Craftsman-derived dwelling, located on the south side of the highway and constructed circa 1920. It has a stuccoed foundation, vinyl siding, an interior parged brick chimney, and an asphalt-shingled hipped roof. The windows are 1/1 double-hung vinyl units. The front (north) elevation has a 1-story shed-roofed porch. Part of the porch is open and has one wrought-iron porch support, while the rest of the porch is enclosed and contains 1-light wood windows. The main block has a front-gabled dormer with three 1-light wood windows. The rear (south) elevation has a gabled wall dormer with a triple window. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Sylvia E. Boyd House does not meet eligibility criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. The dwelling is also an undistinguished example of popular early twentieth-century Craftsman-style housing, and is not eligible under Criterion C.

(28) Grace V. Mahoney House (N-13660)

2000 Kirkwood Highway

Constructed circa 1928

Tax Parcel: 07-038.1-356

(Plate 28)

(Survey form in Appendix A)

Description: The Grace V. Mahoney House was constructed in 1928 at the southeast corner of Brookside Avenue and Kirkwood Highway. It is a 1½-story front-gabled Craftsman-style dwelling

with a rusticated concrete-block foundation, vinyl siding, and an asphalt-shingled roof. The windows are 1/1 double-hung vinyl units. The front (north) elevation has an enclosed front-gabled porch with a ribbon band of four windows and a 15-light wood panel door under a shed-roofed porch with one wood post support. The east elevation has two bay windows and a front-gabled dormer containing a triple window. A 1-story enclosed shed-roofed addition projects from the south (rear) elevation and has a ribbon window arrangement consisting of five separate units. The dwelling is in good condition with no deterioration noted.

There is a 1-story front-gabled garage that was constructed circa 1930 and is located approximately 30 feet east of the house. It has asbestos-sided exterior walls and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. There are two sliding wood garage doors on the east elevation and a lean-to addition on the west elevation. The garage is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Grace V. Mahoney House does not appear to be eligible for the National Register of Historic Places. It is not associated with an event or individual important to history and appears not to be eligible under Criterion A or B. The dwelling also is an undistinctive example of a Craftsman-style house, a popular early twentieth-century mass housing form and does not meet Criterion C. Its materials integrity has also been slightly diminished with the application of vinyl siding and windows.

(29) State Bridge Number 153 (N-12395)
Kirkwood Highway over Little Mill Creek
Constructed 1938
(Plate 29)
(Survey Form in Appendix A)

N-12595

Description: State Bridge Number 153 is a concrete slab highway bridge with a total length of 33 feet 8 inches. A concrete pier divides the bridge into two spans, each measuring 16 feet 10 inches in length. The concrete abutments have flared wing walls. The slab and the wing walls are topped with corbeled bands. There are two concrete parapets ornamented with incised vertical striations. The bridge is in good condition with some deterioration and calcium stains on the parapets and wing walls.

DelDOT bridge records indicate that State Bridge Number 153 was constructed in 1938 with a design load for a 20-ton truck. The structure has not been altered and retains its original configuration and detailing.

Evaluation: State Bridge Number 153 was included in part of the Delaware Bridge Survey conducted in 1991 for DelDOT. It has been considered a good representation of a multiple-span concrete slab bridge and has been determined eligible for the National Register under Criterion C.

(30) VSH Reality, Inc., Property (N-13661)

1706 Kirkwood Highway

Constructed circa 1935

Tax Parcel: 07-38.1-406

(Plate 30)

(Survey Form in Appendix A)

Description: The VSH Reality, Inc., Property is a Tudor-style cottage on the south side of Kirkwood Highway, constructed circa 1935, which has been converted to commercial use. The original building is a 1½-story dwelling with a brick exterior and an asphalt-shingled gabled roof. The windows are 6-light wood casement and 1/1 double-hung wood sash units. The north (front) elevation has a front-gabled projecting entry bay with a 3-light wood panel door. There is a triple window on the main block just west of the door, and a front-gabled dormer clad with asbestos shingles and containing one window. The south (rear) elevation has a 2-story shed-roofed projecting bay clad with asbestos shingles with a shed roof with two metal post supports covering two wood doors leading into the projecting bay. A long 1-story concrete-block addition with two overhead garage doors projects from the south elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Tudor cottage property type.

Evaluation: The VSH Reality, Inc., Property does not appear to be eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of twentieth-century tract housing which has had its design integrity diminished when the property was converted to commercial use with a large concrete-block addition added to the rear of the building, more than doubling its original size. The resource is not eligible under Criterion C.

(31) Best Furniture Store (N-13662)

1702 Kirkwood Highway

Constructed circa 1940

Tax Parcel: 07-38.2-09

(Plate 31)

(Survey form in Appendix A)

Description: The Best Furniture Store is a front-gabled building with flat-roofed wings, constructed circa 1940 and located on the south side of the highway. The front-gabled middle section of the building is the original structure. It has a stucco foundation and walls and an asphalt-shingled roof. The north (front) elevation has two large plate-glass windows on the first story and a triple 1/1 double-hung wood window in the second story. There are shed-roofed dormers on the east and west elevation with 1-light wood windows. The south elevation has a parged brick exterior chimney that is concealed by a large flat-roofed addition. Two other flat-roofed additions project from the east and west elevations. All of the additions have stucco exteriors.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Best Furniture Store is not eligible for the National Register. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. The building lacks integrity of design, materials, and workmanship due to large flat-roofed additions on the east, west, and south elevations, which more than triple the original size of the building.

(32) Tsionas Property (N-13663)

1700 Kirkwood Highway

Constructed circa 1940

Tax Parcel: 07-38.2-10

(Plate 32)

(Survey form in Appendix A)

Description: The Tsionas Property contains a 1½-story front-gabled building, constructed circa 1940, and now houses "Three Star Pizza." The dwelling has a stucco exterior and a asphalt-shingle clad front-gabled roof. The windows are 1/1 double-hung wood units. The north (front) elevation has a modern brick storefront addition with a pent roof clad with asphalt shingles, which covers 2-light metal windows and a metal-frame glass door on the first story. The east elevation has a shed-roofed wall dormer with paired double-hung windows. There is a lean-to brick addition projecting from the south (rear) elevation, which partially conceals an exterior brick chimney on the main block. Above the addition in the main block is a 4-light wood panel door with a small wood landing and exterior wood staircase. The building is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Tsionas Property is not eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also was originally a undistinguished vernacular early twentieth-century dwelling that was altered when it was converted to commercial use. A modern storefront with commercial windows and doors was added to the building, thus diminishing its design, materials, and association integrity. The property is not eligible under Criterion C.

(33) Isabel M. Divirgilio House (N-13664)

1604 Kirkwood Highway

Constructed circa 1925

Tax Parcel: 07-038.2-13

(Plate 33)

(Survey Form in Appendix A)

Description: The Isabel M. Divirgilio House is a 1½-story Craftsman-style house, constructed circa 1925, and located on the south side of Kirkwood Highway. It has a stuccoed foundation, asbestos

shingles cladding the exterior walls, an interior brick chimney, and an asphalt-shingled roof. The windows are 6/1 double-hung wood units. The north (front) elevation has a hipped-roof porch with three wood posts, two wood doors under the porch, and a paired window in the gabled end. A lean-to rear addition projects from the south side of the dwelling and has a 1-light overhead wood garage door. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Isabel M. Divirgilio House does not meet National Register of Historic Places criteria. The dwelling is not associated with an important event or individuals important to history, and therefore does not meet Criterion A or B. It also is an undistinguished example of mass Craftsman-derived housing which has had its integrity of design and materials integrity diminished with the lean-to addition and the application of asbestos siding. The resource does not meet Criterion C.

(34) Bessie V. Bauscher Property (N-13665)

1602 Kirkwood Highway

Constructed circa 1930

Dick's Barber Shop

Tax Parcel: 07-038.2-12

(Plate 34)

(Survey form in Appendix A)

Description: The Bessie V. Bauscher Property is located on the south side of Kirkwood Highway, was constructed circa 1930, and has been converted to business use as the location of "Dick's Barber Shop." It is a 1½-story front-gabled dwelling with an asphalt-shingled roof, rusticated concrete-block foundation, and asbestos sided exterior walls. The windows are 1/1 double-hung wood sash units. A small pent roof projects over the north (front) elevation, which has two entrances on concrete stoops with 1-light wood doors. The first story has paired 1/1 double-hung wood and aluminum windows and there is a paired 1/1 double-hung wood window in the gabled end. There are gabled bay windows on the east and west elevations. A lean-to rear addition with a shed-roofed enclosed porch clad with vinyl siding projects from the south elevation. The dwelling is in good condition.

The property also has a front-gabled garage, constructed circa 1930, located approximately 40 feet south of the house. It has clapboard exterior walls, an overhead vinyl garage door, and an asphalt-shingled roof. A shed-roofed carport with four wood posts projects from the west side of the garage.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Bessie V. Bauscher Property does not meet National Register of Historic Places criteria. The dwelling is not associated with an event or individual important to history, and

therefore is not eligible under Criterion A or B. It is also an undistinctive example of a vernacular building type which has had its design integrity compromised with the lean-to and enclosed porch additions added to the house. The dwelling does not meet Criterion C.

(35) Robert J. Johnson House (N-13666)

1600 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 07-038.2-11

(Plate 35)

(Survey form in Appendix A)

Description: The Robert J. Johnson House is a 1-story front-gabled dwelling, constructed circa 1920, located on the south side of Kirkwood Highway. It has a rusticated concrete-block foundation, asbestos-shingled exterior walls, and an asphalt-shingled roof. The north (front) elevation has a pent roof below the gabled end covering the front entrance, which contains a wood slab door. A band of four grouped 1/1 double-hung wood windows is located west of the entrance and four 1-light vertically stacked windows are located on the east side of the entrance. A side-gabled addition on the northeast corner of the building has a brick exterior and 1-light wood windows. The east elevation has a gabled bay window, sliding glass door, and another entrance on a concrete stoop covered by a shed roof with two wood posts. The dwelling has been converted to commercial use and is in good condition.

A front-gabled garage, constructed circa 1960, is located about 8 feet south of the dwelling and has a concrete-block exterior, asphalt-shingled roof, and an overhead vinyl garage door.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Robert J. Johnson House is not a resource that appears to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore it does not meet Criterion A or B. It also is an undistinctive example of a vernacular early twentieth-century domestic building type which has had its design and materials integrity altered with the brick addition at the northeast corner of the dwelling. The resource does not meet Criterion C.

(36) State Bridge Number 152 (N-12594)

Kirkwood Highway over stream

Constructed 1939

(Plate 36)

(Survey form in Appendix A)

Description: State Bridge Number 152 carries Kirkwood Highway's five lanes of traffic (State Route 2) over Chestnut Run in Elsmere. The bridge is a single-span concrete slab structure with a length of 22 feet and a width of approximately 94 feet. The concrete abutments have four flared

wing walls. The top of the slab and the wing walls are decorated with a corbeled horizontal band. There are also two concrete parapets with squared end blocks. Both parapets are also ornamented with incised vertical striations.

DelDOT bridge records indicate that the structure was constructed in 1939 and designed for a 20-ton load. The bridge is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture/Engineering - concrete slab bridge property type.

Evaluation: State Bridge Number 152 was included in the Delaware Historic Bridge Survey conducted for DelDOT in 1991. It is considered a common example of a popular type of highway bridge typically used during the early and mid-twentieth century. It has been determined not to be a good representation of its type, and it is not eligible for the National Register.

(37) Davolos Property (N-11906)
1412 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-004-134
(Plate 37)
(Survey form in Appendix A)

Description: The Davolos Property is a 2½-story Four-Square-style dwelling, located on the south side of the highway, which now houses "Davalos Optical Company." It has a stone foundation, brick walls, concrete and brick interior chimneys, and an asphalt-shingled hipped roof. The windows are 1/1 double-hung vinyl units with stone lintels. There are hipped dormers with 2-light sliding window units on the north, east, and south elevations. The north (front) elevation has a 1-light wood panel door on a concrete stoop covered by a hipped-roof hood and flanked by paired windows, and a paired window on the second story. The south (rear) elevation has two lean-to additions projecting from the main block. One is a 1-story addition with a stone foundation and brick walls and the other is located just to the east and is a 1-story frame addition with vinyl siding. Above the wood-frame addition is a wood deck, which also has a wood exterior staircase and a sliding glass door leading into the second story of the main block. The dwelling is in excellent condition with no deterioration noted.

A 1-story wood-frame garage, constructed circa 1970, is located 30 feet south of the dwelling. It has a front-gabled asphalt-shingled roof and vinyl siding. The garage also has two vinyl overhead garage doors and is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square property type.

Evaluation: The Davolos Property does not appear to meet the criteria for National Register of Historic Places eligibility. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of a common

early twentieth-century domestic building type, the Four-Square house, and thus does not meet Criterion C. Integrity of design is diminished by the lean-to additions.

(38) Krienen-Griffith, Inc., Property (N-11905)

1406 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 19-004-132

(Plate 38)

(Survey Form in Appendix A)

Description: The Krienen-Griffith, Inc., Property is located on the south side of Kirkwood Highway. It is a 1½-story Bungalow dwelling, constructed circa 1920, with a stucco foundation, aluminum-sided exterior walls, an interior brick chimney, and an asphalt-shingled side-gabled roof with overhanging eaves with triangular knee braces. The windows are 6/1 and 1/1 double-hung wood units. The north (front) elevation has a small inset porch with one stuccoed pier support and a wood panel front door with a 1-light transom under the porch. The presence of engaged piers on the enclosed part of the dwelling adjacent to the inset porch suggests that the porch was originally a full-width structure that was later partly enclosed. The elevation also has two sets of triple 6/1 double-hung wood windows and a front-gabled dormer with triple 1/1 double-hung wood windows. The south (rear) elevation has a front-gabled wall dormer with two 1/1 double-hung wood windows and a wood door, which has an exterior wood staircase. The building has been converted into three apartments, but is in good condition.

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

What is property type?

Evaluation: The Krienen-Griffith, Inc., Property is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is an undistinctive example of a common early twentieth-century building type, the Bungalow, and does not meet Criterion C. Integrity of design and materials is diminished by the application of vinyl siding and the enclosure of part of the porch and the second-story entrance added to the wall dormer on the rear elevation.

(39) Serpe Associates Property #1 (N-11769)

1403 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-008

(Plate 39)

(Survey form in Appendix A)

Description: The Serpe Associates Property #1 is a 1½-story Craftsman-style dwelling, constructed circa 1935, and is located on the north side of Kirkwood Highway. It has a concrete-block foundation, stuccoed exterior walls, and an asphalt-shingled front-gabled roof with overhanging eaves and exposed rafter ends. The windows are 1/1 double-hung wood units. The south (front) elevation has a hipped-roof enclosed porch with a 4-light wood panel front door flanked by 5-light

sidelights. Twenty 4-light casement windows encircle the entire porch, and there is a paired window in the main block's gabled end. The east and west elevations have bay windows and shed-roofed dormers clad with wood shingles and contain exposed rafter ends and 2-light sliding windows. The north (rear) elevation has an inset porch with one wood pier support and a 4-light wood panel door under the porch. The house is vacant and in fair condition.

A 1-story wood-frame front-gabled garage is located about 30 feet north of the dwelling. It has clapboard exterior walls and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The garage is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture -Craftsman property type.

Evaluation: The Serpe Associates Property #1 does not appear to meet the criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history. It does not appear to be eligible under Criterion A or B. The dwelling is also an example of a popular early twentieth-century building type, the Craftsman house, but lacks demonstrable architectural significance. Because of this, it does not meet Criterion C.

(40) Serpe Associates Property #2 (N-13628)

1401 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 19-004-009

(Plate 40)

(Survey form in Appendix A)

Description: The Serpe Associates Property #2 is a 1½-story front-gabled building located on the northwest corner of Spruce Avenue and Kirkwood Highway. It was constructed circa 1920 and has a stone foundation, brick walls with vinyl siding cladding the exterior of the gabled ends, and an asphalt-shingled roof. The south (front) elevation has a 1-story projecting storefront with a pent roof clad with wood. Under the roof are metal display windows and a metal-frame glass door. There is a 1/1 double-hung vinyl window in the gabled end. A 1½-story concrete-block addition projects from the north (rear) elevation. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled property type.

Evaluation: The Serpe Associates Property #2 does not appear eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of typical vernacular 1-story, front-gabled early twentieth-century commercial architecture, and does not meet Criterion C.

(41) Krienen-Griffith Funeral Home (N-11904)

1400 Kirkwood Highway

Constructed 1912

Tax Parcel: 19-004-133

(Plate 41)

(Survey form in Appendix A)

Description: The Krienen-Griffith Funeral Home is on the southwest corner of Oak Avenue and Kirkwood Highway. It is a 2½-story Colonial Revival-style dwelling that has been converted into a funeral home. It has a stucco foundation, aluminum-sided exterior walls, and an asphalt-shingled side-gabled roof with boxed eaves and cornice returns. The windows are 6/6 double-hung wood units. The north (front) elevation has a symmetrical facade with a front-gabled entry porch supported by two wood column supports. Under the porch, there is a 2-light wood panel door flanked by 1-light sidelights and topped by an 8-light sunburst transom. There are two sets of 10-light wood French doors flanking the entrances on the elevation. The east elevation has a stone exterior chimney partially concealed by a 1-story lean-to addition with aluminum siding and a concrete-block foundation. A 2-story flat-roofed addition projects from the south (rear) elevation, with a stucco foundation and aluminum-sided exterior walls with a 1-story flat-roofed section projecting from its south side. There is a metal exterior staircase on the west elevation. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Colonial Revival property type.

Evaluation: The Krienen-Griffith Funeral Home is not a resource that appears eligible for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. The dwelling has also been extensively altered with its conversion into a funeral home. A 2-story addition has been added to the rear elevation, more than doubling the original size of the house, and a 1-story addition was made to the east elevation. Because the additions have altered the original size and massing of the dwelling, the structure's design integrity has been significantly diminished. The property does not meet Criterion C.

(42) Platt House (N-11880)

1308 Kirkwood Highway

Circa 1930

Tax Parcel: 19-004-216

(Plate 42)

(Survey form in Appendix A)

Description: The Platt House is a 2x2 bay 2½-story dwelling with Craftsman influences, constructed circa 1920, and located on the south side of Kirkwood Highway. It has a stucco foundation, asbestos-shingled exterior walls, an interior brick chimney, and an asphalt-shingled side-gabled roof with boxed eaves. The windows are 3/1 double-hung wood sash units. The north (front) elevation

has a 1-story enclosed front porch with five banded 1/1 double-hung aluminum windows. There are engaged parged brick piers at the ends of the porch, suggesting that the structure was originally an open porch later enclosed. There is a front-gabled dormer on the roof with two 3/1 double-hung wood sash windows. There is a front-gabled bay window on the west elevation, containing triple 3/1 double-hung wood windows and a front-gabled bay window on the second story of the east elevation, containing paired 3/1 double-hung wood sash windows. The south (rear) elevation has a 1-story lean-to projecting bay with a inset screened porch. Inside the porch is a 4-light wood panel door. The dwelling is in good condition with no deterioration noted.

There is a front-gabled garage, circa 1930, located approximately 25 feet southwest of the house. It has clapboard exterior walls and an asphalt-shingled roof containing a cupola. The garage also has sliding wood garage doors and is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture -Craftsman property type.

Evaluation: The Platt House is not a resource that appears eligible for the National Register of Historic Places. The building is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It is also an undistinguished example of early twentieth-century Craftsman-influenced architecture that does not meet Criterion C. Enclosure of the front porch diminishes integrity of design. Because the building lacks demonstrable significance and its design integrity has been diminished, it is not eligible for the National Register under Criterion C.

(43) Harold Reed House (N-11879)
1306 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-004-215
(Plate 43)
(Survey form in Appendix A)

Description: The Harold Reed House is a 1½-story side-gabled Bungalow, constructed circa 1920, located on the south side of Kirkwood Highway. It has a concrete-block foundation, clapboard exterior walls, an interior brick chimney, and an asphalt-shingled roof with boxed eaves. The windows are 3/1 double-hung wood sash units. The north (front) elevation has an inset front porch with four tapered wood pier supports. There is a 9-light wood door centrally located under the porch flanked by paired windows. The elevation also has a front-gabled dormer with two sets of paired windows. The south (rear) elevation has a 1-story lean-to addition and a shed-roofed porch containing two turned-spindle post supports. There is a 1-light wood door under the porch and a front-gabled dormer on the roof clad with vinyl siding and containing a paired window. The dwelling is in good condition with no deterioration noted.

The property also contains a mechanic's garage. It is a 1-story side-gabled building located about 25 feet south of the dwelling and was constructed circa 1960. It has a concrete-block exterior and

an asphalt-shingled roof. There are three bays, each with 4-light vinyl overhead garage doors on the north (front) elevation. The garage is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Harold Reed House is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is an typical example of a common early twentieth-century building type, the Bungalow, which lacks demonstrable significance that would meet Criterion C.

(44) Willard J. Hirst Property (N-11778)

1305 Kirkwood Highway

Constructed circa 1940

Tax Parcel: 19-004-027

(Plate 44)

(Survey form in Appendix A)

Description: The Willard J. Hirst Property, constructed circa 1940, is a 1½-story Bungalow that has been converted to business use and now houses "Copy Systems." The building has a rusticated concrete-block foundation, vinyl siding, an asphalt-shingled side-gabled roof, and an interior brick chimney. The windows are 1/1 double-hung vinyl and 1-light crank-out vinyl units. The south (front) elevation has a shed-roofed lean-to bay, which at one time was probably an open porch that was later enclosed when the building was converted to business use. The lean-to bay has a wood panel door and three 1-light crank out windows. The elevation also has a shed-roofed dormer containing no windows and is completely clad with vinyl siding. Another lean-to bay projects from the north (rear) elevation, along with a front-gabled dormer containing three 1-light windows. The building is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Willard J. Hirst Property is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. The building also is an example of a common early twentieth-century building type, the Bungalow, which was extensively altered when the property was converted to business use. The front-porch has been enclosed and nonhistoric 1-light crank-out windows have been installed. The dormer has been altered as well with the enclosure of its windows and the application of vinyl siding. Because both the porch and the dormers, distinguishing features of the Bungalow style, have been severely altered, the property does not meet integrity standards or Criterion C.

(45) Reed House (N-11878)
1304 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-004-214
(Plate 45)
(Survey form in Appendix A)

Description: The Reed House is a 1½-story dwelling, constructed circa 1920, located on the south side of Kirkwood Highway. It has a concrete-block foundation, wood-shingled exterior walls, an interior brick chimney, and an asphalt-shingled jerkin head roof with overhanging eaves and exposed rafter ends. The windows are 6/1 double-hung wood sash units. The north (front) elevation has a symmetrical facade with a centrally located front-gabled entry porch with two wood pier supports and an enclosed gabled end with a segmented arch opening. There is a 3-light wood door under the porch flanked by 5-light wood side lights. The entry porch is flanked by triple windows. There is a hipped addition on the east elevation with a wood door and 5-light metal windows. There is a lean-to projecting bay on the south (rear) elevation with a 4-light wood door and a wood deck attached to its south side. The dwelling is in good condition with no deterioration noted.

A gambrel-roofed garage, constructed circa 1980, is located about 25 feet south of the dwelling with vinyl-sided exterior walls and one overhead 4-light vinyl door. A front-gabled shed, constructed circa 1940, is located approximately 10 feet east of the dwelling with a vinyl exterior and an asphalt-shingled roof. It has an inset porch with two wood post supports and a double wood door under the porch.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow/Craftsman property type.

Evaluation: The Reed House is not a resource that appears eligible for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is a typical example of a common early twentieth-century domestic building type, the small house with Craftsman detail that lacks demonstrable significance. As such, it appears not to be eligible for the National Register under Criterion C.

(46) Bernard C. Pankowski Property (N-11779)
1303 Kirkwood Highway
Constructed circa 1940
Tax Parcel: 19-004-28
(Plate 46)
(Survey form in Appendix A)

Description: The Bernard C. Pankowski Property, constructed circa 1940, is a 1½-story Bungalow located on the north side of Kirkwood Highway. It has an asphalt-shingled cross-gabled roof with boxed eaves, rusticated concrete-block foundation, vinyl-sided exterior walls, and an interior brick

chimney. The windows are 6/1 double-hung wood units. The south (front) elevation has two plate-glass windows flanking a metal-frame glass door on the first story and a shed-roofed dormer on the upper story. The dormer has had its windows enclosed and has been clad with vinyl siding. A wood business sign is currently displayed on it. The west elevation has a front-gabled bay window. A 1-story hipped-roof addition projects from the north (rear) elevation, which has a rear entrance into the building covered by a shed-roofed hood. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Bernard C. Pankowski Property does not meet National Register of Historic Places criteria. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. The building also is an example of a common early twentieth-century building type, the Bungalow, which was altered when the property was converted to business use. The front porch no longer exists, and the dormer has been altered with the enclosure of its windows and the application of vinyl siding. Because both the porch and the dormers, distinguishing features of the Bungalow style, have been severely altered, the property does not meet design integrity standards to be eligible under Criterion C.

(47) Joseph Marccari, Inc., Property (N-11780)

1301 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-29

(Plate 47)

(Survey form in Appendix A)

Description: The Joseph Marccari, Inc., Property was constructed circa 1925 and is located on the north side of Kirkwood Highway. The Bungalow-style dwelling has been converted for professional use and now is the office of "First Choice Health Care." It is a 1½-story building with a concrete foundation, vinyl-sided exterior walls, an interior brick chimney, and an asphalt-shingled side-gabled roof with overhanging eaves and brackets under the eaves. The windows are 1/1 double-hung and sliding vinyl units. The south (front) elevation has two plate-glass windows flanking a metal-frame glass door, and a front-gabled dormer with five sliding vinyl windows. The north (rear) elevation has a lean-to addition with two entrances. An exterior wood staircase leads to a 15-light wood panel door covered by a front-gabled hood, both located in a front-gabled dormer. The dormer also contains five 1/1 double-hung vinyl windows. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Joseph Marccari, Inc., Property is not a resource that appears eligible for the National Register of Historic Places. The building is not associated with an important historic event

or individual important to history, and therefore does not appear to meet Criterion A or B. The dwelling also is an undistinguished example of a common early twentieth-century domestic building type, the Bungalow, and does not meet Criterion C. Furthermore, its materials and design integrity have been significantly diminished. The porch was enclosed and modern plate-glass windows added when the building was converted into business use. Vinyl siding and windows, nonhistoric materials, were also added to the building over time.

(48) Leach House (N-11877)

1300 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 19-004-213

(Plate 48)

(Survey form in Appendix A)

Description: The Leach House is a 2½-story Craftsman house, constructed circa 1920, located on the southwest corner of Tamarack Avenue and Kirkwood Highway. It has a bonded-brick exterior, interior brick chimney, and an asphalt-shingled side-gabled roof with boxed eaves. The windows are 1/1 double-hung wood units. The north (front) elevation has a 1-story front-gabled enclosed porch with a bonded-brick exterior, 6-light wood panel door containing a 1-light transom, and double-hung wood windows flanking the door and a 1-light fixed wood window located east of the door. The elevation also has a front-gabled dormer with a triple window. The east and west elevations have paired windows in the gabled ends. A 2-story shed-roofed addition projects from the south (rear) elevation and is clad with vinyl siding and has 1/1 double-hung vinyl windows. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Leach House is not a resource that appears eligible for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an example of a common early twentieth-century domestic building type, the Craftsman-detailed small dwelling, and does not meet Criterion C. Design and materials integrity have been diminished with a 2-story wood-frame addition clad with vinyl siding and containing vinyl windows.

(49) Chen Property (N-11789)

Chow Oriental Groceries

1211 Kirkwood Highway

Constructed circa 1925

Tax Parcel: 19-004-40

(Plate 49)

(Survey form in Appendix A)

Description: The Chen Property contains a 2½-story Bungalow dwelling, constructed circa 1925, which has been converted to commercial use as "Chow Oriental Groceries." It has a brick foundation

and first-story exterior walls, the second story and gabled end are clad with vinyl siding. It also has an asphalt-shingled side-gabled roof with boxed eaves and an interior brick chimney. The windows are 1/1 double-hung vinyl units. The front (south) elevation has two metal-frame glass doors and plate-glass windows on the first story, three plate-glass windows on the second story, and a front-gabled dormer with a triple window. There is a brick exterior chimney and a second-story, shed-roofed bay window on the west elevation. The north (rear) elevation has a 2-story lean-to addition. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Chen Property is not a resource that appears to meet the criteria for the National Register of Historic Places. The building is not associated with an event or individual important to history, and therefore does not appear to be eligible under Criterion A or B. The building is also an undistinguished example of a Bungalow dwelling, a common early twentieth-century domestic building type, and does not meet Criterion C. It also has been converted into commercial use, which has resulted in alterations to the structure that have affected its design and materials integrity. There is no front porch, a distinguishing feature of the Bungalow, which suggests that it was removed at some point in time. Modern plate-glass windows and doors and vinyl siding and windows have also been added to the building.

(50) John W. Kendall Property (N-11850)
1208-1210 Kirkwood Highway
Constructed circa 1930
Tax Parcel: 19-004-311
(Plates 50 and 51)
(Survey form in Appendix A)

Description: The John W. Kendall Property is a 2½-story Craftsman house, constructed circa 1930, located on the south side of Kirkwood Highway. It has a stucco foundation, wood-clapboard exterior walls, an interior brick chimney, and an asphalt-shingled side-gabled roof with overhanging eaves and triangular knee braces. The windows are 3/1 double-hung wood sash units. The north (front) elevation has a 1-story front-gabled enclosed porch with a 6-light wood door containing 1-light sidelights and a 6-light wood transom. The enclosed porch contains four grouped 1/1 double-hung wood windows with 2- and 3-light wood transoms. The engaged battered piers suggest that it was originally an open porch enclosed at a later date. The front elevation also has a front-gabled dormer with overhanging eaves and exposed rafter ends and a paired window. There is a front-gabled bay window on the second story of the east elevation. A lean-to addition projects from the south (rear) elevation and is attached to a 2-story, side-gabled garage and greenhouse. The garage and greenhouse were constructed circa 1960 and have concrete-block walls and four overhead 3-light wood garage doors on the first story. The second story contains the greenhouse, which has a plate-glass curtain wall and gabled roof. Another modern addition projects from the west elevation of the original dwelling and contains the offices of "John Kendal Insurance." This professional addition was constructed circa 1970 and has a vinyl exterior and a flat roof with a pent roof clad with asphalt

shingles on the front (north) elevation. The building is in good condition with no deterioration noted.

There is a separate greenhouse constructed circa 1960 and located about 15 feet south of the insurance-office part of the building. It has a concrete-block foundation and a plate-glass curtain wall and gabled roof, with the exception of the east part of the building which has a concrete-block exterior and asphalt-shingled gabled roof.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The John W. Kendall Property is not a resource that appears to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an example of a common early twentieth-century building type and does not meet Criterion C. Modern additions added to its south and west elevations diminish the building's design integrity.

(51) Sadie F. Jackson House (N-11790)

1209 Kirkwood Highway

Constructed circa 1925

Tax Parcel: 19-004-41

(Plate 52)

(Survey form in Appendix A)

Description: The Sadie F. Jackson House is a 2½-story Bungalow-style dwelling, constructed circa 1925. It has a cut-stone exterior and an asphalt-shingled cross-gabled roof. The windows are 1/1 double-hung wood units. The south (front) elevation has an enclosed porch with a 1-story cross-gabled roof. There is a 1-light wood door flanked by two sets of sidelights, all located within the front-gabled portion of the porch. The interior set are 5-light wood sidelights and the outer set are 1-light wood sidelights. There is also a fanlight transom above the door and the entire entrance is flanked by pilasters. Just east of the entrance are six 1-light casement windows topped with two fanlight transoms. A front-gabled dormer is on the main block with a 6/1 double-hung wood sash window. A front-gabled carport projects from the east side of the porch and has two metal post supports. The second story of the east elevation of the dwelling is clad with asbestos shingles, and there is a front-gabled bay window on the first story. The north (rear) elevation has two lean-to addition with concrete-block foundations. One of the addition projects from the north side of the main block has a recessed entrance on its east elevation with a 3-light wood panel door and an asbestos exterior. The second addition projects from the north side of the first addition and has vinyl-sided exterior walls and a canted bay window on its north elevation. The dwelling is in good condition with no deterioration noted.

There is a 1-story front-gabled garage located about 25 feet north of the dwelling. The garage is clad with vinyl siding and has an asphalt-shingled roof containing a cupola. There is also one 4-light wood panel overhead garage door. The garage is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Sadie F. Jackson House is not a resource that appears to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an example of a Bungalow-style house, a common form of early twentieth-century domestic architecture, which had its design and materials integrity diminished with two rear additions to the original structure, one of which is clad with vinyl siding. The resource lacks distinction and integrity, and does not meet Criterion C.

(52) Everson R. Bullen Property (N-11791)

1207 Kirkwood Highway

Constructed circa 1935

Tax Parcel: 19-004-42

(Plate 53)

(Survey form in Appendix A)

Description: The Everson R. Bullen Property contains a 1½-story front-gabled Craftsman-style dwelling that has been converted into professional use and now contains the office for "International Investigative Services." It was constructed circa 1935 and is located on the north side of Kirkwood Highway. It is a 1½-story building with a rusticated concrete-block foundation, interior concrete chimney, asphalt-shingled exterior walls, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The windows are 1/1 double-hung wood units. The south (front) elevation has an enclosed hipped porch with engaged battered piers at both ends, suggesting that the porch was originally an open structure. Under the porch is a 1-light wood panel front door along with six 1-light casement windows and two fanlights above the door and windows. There is a paired window in the main block's gabled end. The east elevation has a front-gabled bay window with a paired window. There is a small lean-to entry bay on the north (rear) elevation with a 4-light wood panel door and 6-light wood casement windows. A wood deck also projects from this elevation. The building is in good condition with no deterioration noted.

A 1-story front-gabled garage is located about 15 feet north of the dwelling with an asphalt-shingled roof with overhanging eaves and exposed rafter ends, vinyl-sided exterior walls, and a wood panel overhead garage door.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Everson R. Bullen Property is not a resource that appears to meet the criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history. As such, it does not appear to meet Criterion A or B. It also is an undistinguished example of a Craftsman-style house, a common type of early twentieth-century tract housing, and does not meet Criterion C.

(53) Jesse T. Calloway House (N-11849)
1206 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-004-310
(Plate 54)
(Survey form in Appendix A)

Description: The property contains a 2½-story Four-Square-style dwelling, constructed circa 1920, located on the south side of the highway. It has a stucco foundation, vinyl-sided exterior walls, interior brick chimney, and an asphalt-shingled hipped roof with boxed eaves. The windows are 3/1 double-hung wood units. The dwelling contains front-gabled dormers with 3-light wood windows on all four of its elevations. The north (front) elevation has a 1-story enclosed hipped-roof porch with wood board and batten exterior walls, a stucco foundation, a 9-light wood panel door flanked by two large 24-light wood windows. There is a front-gabled bay window on the first story of the west elevation, and a shed-roofed bay window on the second story of the east elevation, which also has an exterior wood staircase leading to a second-story entrance. The south (rear) elevation has a lean-to addition with 1-light vinyl casement windows with half-circle transoms. A large gabled addition is attached to the rear (south) side of the house and was constructed circa 1966 with a concrete-block exterior and an asphalt-shingled roof. The addition is used as a storeroom for the furniture sale business which currently occupies and uses the dwelling. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Jesse T. Calloway House is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is a typical example of a common early twentieth-century domestic dwelling, the Four-Square house, which had its design integrity diminished when the property was converted to commercial use and a large gabled roof addition was added to the house, more than doubling its original size and altering the original form and massing. Because it lacks both significance and integrity, the dwelling does not meet Criterion C.

(54) Kun Property (N-11792)
1205 Kirkwood Highway
Constructed circa 1925
Tax Parcel: 19-004-43
(Plate 55)
(Survey form in Appendix A)

Description: The Kun Property is a 1½-story Craftsman-style house, constructed circa 1925, located on the north side of Kirkwood Highway. It has a stone foundation, asbestos-sided exterior walls, and an asphalt-shingled hipped roof with overhanging eaves and exposed rafter ends. The windows are 1/1 double-hung wood units. Each elevation has one front-gabled dormer clad with asbestos

siding and containing paired windows. The south (front) elevation has an enclosed front-gabled porch set on stone piers. The porch has a wood panel front door flanked by 1/1 double-hung wood windows. There are also pilasters at the end walls of the porch. The front elevation of the main block has a bay window containing two 1/1 double-hung wood windows flanking a 1-light wood fixed window. There is a brick exterior chimney on the west elevation. A lean-to addition with a concrete-block foundation projects from the north (rear) elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Kun Property does not appear to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an example of a common early twentieth-century dwelling type, the Craftsman-style house, without any distinguishing characteristics of its type. Because it lacks architectural distinction, the dwelling is not a significant resource and is not eligible under Criterion C.

(55) Old Town Hall Associates Property #1 (N-11848)

1204 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-309

(Plate 56)

(Survey form in Appendix A)

Description: The Old Town Hall Associates Property #1 is a 2-story Colonial Revival-style dwelling located on the south side of the highway. It has a concrete-block foundation, aluminum-sided exterior walls, and an asphalt-shingled roof with boxed eaves. The windows are 3/1 double-hung wood sash units. The north (front) elevation has a front-gabled porch, which at the time of the survey was under construction, having its supports replaced. Under the porch is a 6-light wood door with 1-light sidelights. A front-gabled dormer projects from the roof and has a paired window. There is a front-gabled bay window on the west elevation, also containing a paired window. The south (rear) elevation has a 2-story addition with 1/1 double-hung vinyl windows. A hyphen on the east elevation connecting the building to Old Town Hall Associates Property #2 is located on the next lot to the south. Both buildings are currently utilized for "Doroshere and Pasquale Law Office." The resource is in good condition.

A hipped-roof gazebo is located about 10 feet south of the dwelling and was constructed circa 1980. It has a spindled frieze and 12 wood post supports with brackets. The roof is clad with wood shingles and has a cupola. A prefabricated shed is located approximately 15 feet southwest of the house. It has plywood exterior walls, an asphalt-shingled gabled roof, 1-light metal windows, and wood-hinged doors.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Colonial Revival property type.

Evaluation: The Old Town Hall Associates Property #1 does not appear eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. The building has been altered with a large 2-story addition added to the rear of the original structure, doubling its size, and a hyphen now projects from the building's east elevation and connects it to another single dwelling that was converted to professional use. The building exhibits no qualities of architectural importance and does not meet Criterion C.

(56) Old Town Hall Associates Property #2 (N-11847)

1202 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-308

(Plate 57)

(Survey form in Appendix A)

Description: The property has a 2½-story Colonial Revival dwelling, constructed 1930, located on the south side of the highway. It has been converted into professional use and now contains part of the "Doroshere and Pasquale Law Offices." The building has a stucco foundation, aluminum-sided exterior walls, and an asphalt-shingled roof. The windows are 6/6 double-hung wood sash units. The north (front) elevation has a symmetrical facade with a wood panel front door with a 5-light wood transom and is flanked by pilasters and surmounted by a triangular pediment. Two front-gabled dormers project from the roof, each containing one double-hung window. The east elevation has a side-gabled wing with a wood panel door, triple 6/6 double-hung wood sash windows, and a front-gabled dormer with triple 1/1 double-hung vinyl windows. Another side-gabled wing addition is located on the west elevation and partially encloses an exterior brick chimney of the main block. A hyphen projects from the west side of the dwelling connecting the structure to the Old Town Hall Associates Property #1. The south (rear) elevation has a front-gabled dormer on the main block with a 6/6 double-hung wood sash window. A large 2-story cross-gabled addition also projects from the elevation and has a concrete foundation, aluminum siding, and 1/1 double-hung vinyl windows. A shed-roofed wall dormer is located on the west side of the addition with a triple 1/1 double-hung vinyl window. The property is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Colonial Revival property type.

Evaluation: The Old Town Hall Associates Property #2 does not appear to be eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. Concerning Criterion C, the building has also been extensively altered, partly as a result of its conversion into professional offices and lacks demonstrable architectural significance. A large 2-story addition with modern 1/1 vinyl windows was added to the south elevation and a hyphen is now attached to the building's west

elevation, connecting it to another converted dwelling, The Old Town Hall Associates Property #1, which is located on the lot just to the east.

(57) Dale House (N-11793)
1201 Kirkwood Highway
Constructed circa 1925
Tax Parcel: 19-004-045
(Plate 58)
(Survey form in Appendix A)

Description: The Dale House is a 1½-story Craftsman-style dwelling, constructed circa 1925, located on the north side of the highway. It has a stone foundation, stucco walls, and an asphalt-shingled front-gabled roof with boxed eaves and triangular knee braces. The windows are 1/1, double-hung vinyl units. The front (south) elevation has a front-gabled enclosed porch with a front entrance on the porch located on a steep stoop containing a 4-light wood panel door inside an entablature consisting of pilasters topped by a broken pediment. There are 1-light fixed windows on the porch east of the entrance. The west elevation has a lean-to addition with a concrete-block foundation, asbestos-shingled exterior walls, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. There are also two shed-roofed dormers projecting from the roof with an asphalt-shingled exterior. One of the dormers has paired double-hung windows, and the other has a single double-hung window. There is a lean-to projecting bay extending from the north (rear) elevation containing a 3-light wood panel door and 1-light wood casement windows. A wood handicap access ramp extends from the entrance in the lean-to bay. There is also a projecting bay with a wood panel door and two double-hung windows on the east elevation, as well a shed-roofed dormer with a paired window. The dwelling is in good condition.

There is a 2-bay front-gabled garage located approximately 20 feet north of the house. It was constructed circa 1925 and has a concrete foundation, wood-shingled exterior walls, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. There are two overhead 12-light wood panel garage doors on its east elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Dale House is not a resource that appears to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an undistinctive example of common early twentieth-century Craftsman-derived tract housing, and its design integrity has been diminished with the lean-to addition on the west elevation. Because the dwelling lacks demonstrable significance and has had its design integrity diminished, it does not appear to meet Criterion C.

(58) Hutloin Property (N-11797)

1119 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-054

(Plate 59)

(Survey form in Appendix A)

Description: The Hutloin Property is a Four-Square-style house, constructed circa 1930, located on the north side of the highway. It is a 2½-story dwelling with a concrete-block foundation, stucco walls, and an asphalt-shingled hipped roof. The front (west) elevation has a front-gabled entry porch with two wood post supports, and there is a 3-light wood door under the porch. Another entrance is located on a stoop on the north elevation. A modern 1-story store addition projects from the south side of the dwelling and faces Kirkwood Highway. It has brick and concrete-block exterior walls and the entrance is located in a recessed bay with plate-glass windows and a metal-frame glass door. Overall, the building is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Hutloin Property does not appear to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a common early twentieth-century domestic architecture form, the Four-Square house, and does not meet Criterion C. The 1-story store addition diminishes the building's design and materials integrity.

(59) Bangalore T. Lakshman House (N-11830)

1106 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-371

(Plate 60)

(Survey form in Appendix A)

Description: The property contains a 2½-story Craftsman dwelling, constructed circa 1930, located on the south side of the highway. It has a concrete-block foundation, stucco walls, and an asphalt-shingled side-gabled roof with overhanging eaves and exposed rafter ends. The windows are 1/1 double-hung wood units. The north (front) elevation has a 1-story enclosed wood-frame porch clad with vinyl siding and part of it contains a small inset porch with two wood post supports. Inside the porch is a wood panel door and a front-gabled dormer with a triple window and clapboard exterior that projects from the roof. A 2-story addition projects from the south (rear) elevation with an inset porch on the first story and a shed-roofed balcony located above the porch. An exterior wood staircase extends from the balcony. There is also a brick exterior chimney on the east elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Bangalore T. Lakshman House is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is an undistinctive example of early twentieth-century Craftsman-derived housing and does not meet Criterion C.

(60) Dallabrida Property (N-11829)

1104 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-370

(Plate 61)

(Survey form in Appendix A)

Description: The Dallabrida Property is a 1½-story Bungalow, constructed circa 1930, which has been converted to commercial use and currently houses the offices of "Framing and Heater Services." It has a rusticated concrete-block foundation, vertical-paneled exterior walls, an interior brick chimney, and an asphalt-shingled side-gabled roof with overhanging eaves, exposed rafter ends, and triangular knee braces. The north (front) elevation has an enclosed inset porch with the main entrance located under a front-gabled peak in the roof and is flanked by 2-light metal windows. Inside the porch is a 6-light wood door. A front-gabled dormer projects from the roof with triple double-hung windows, a wood-shingled exterior, and exposed roof rafter ends. There is a shed-roofed bay window on the west elevation with triple double-hung windows. The south (rear) elevation has an inset porch with one turned-spindle support and a wood panel door under the porch. The elevation also has a front-gabled dormer clad with wood shingles and contains a paired window. The dwelling is in fair condition. Parts of the rear porch are showing signs of deterioration with rotting wood, and there are a few wood shingles missing from the dormer.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Dallabrida Property is not a resource that appears to meet the criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an undistinctive example of a common early twentieth-century building type, the Bungalow dwelling, and does not meet Criterion C. Its design integrity has also been diminished with the enclosure of the front porch, a distinguishing feature of the Bungalow.

(61) Machulski Property (N-11828)

1100 Kirkwood Highway

Constructed circa 1925

Tax Parcel: 19-004-369

(Plate 62)

(Survey form in Appendix A)

Description: The Machulski Property is a 2½-story Four-Square dwelling constructed circa 1925 and located on the south side of the highway. It has been converted to commercial use and is now

the location of three businesses: "Areello's Pizza," "Serenity Shop," and "Heaven Sent Hair Designers." The building has a concrete foundation, vertical paneled exterior clad walls, an interior stuccoed chimney, and an asphalt-shingled hipped roof with boxed eaves. There are shed-roofed dormers on all elevations with louvered openings. The front (north) elevation has a hipped-roof porch with four wood post supports on brick piers. There is a 1-light wood door under the porch flanked by 2-light metal windows. There is a 1-story concrete-block addition constructed circa 1970 projecting from the west elevation that contains a parapeted flat roof and 3-light and 9-light wood doors. A 1-story parapeted flat- and shed-roofed addition projects from the south (rear) elevation. The shed-roofed section has concrete-block exterior walls and the flat-roofed addition has wood paneling exterior clad walls.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Machulski Property is not a resource that appears to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a Four-Square-style dwelling, a common early twentieth-century domestic building type, which has had its design integrity diminished when the building was converted to commercial use and flat- and shed-roofed additions were constructed on the west and south elevations. Because the dwelling lacks significance and has had its design integrity diminished, it does not meet Criterion C.

(62) Hamill, Inc., Property #1 (N-11819)

1012 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-428

(Plate 63)

(Survey form in Appendix A)

Description: The Hamill, Inc., Property #1 is a 2½-story Four-Square dwelling located on the south side of the highway. It has asbestos-shingled exterior walls, an interior concrete chimney, and an asphalt-shingled hipped roof with boxed eaves. The windows are 1/1 double-hung wood units. The front (north) elevation has a pent roof extending over the first story which has a 1-light wood door and window openings now boarded up. The elevation also has a front-gabled dormer with a clapboard exterior and a paired window. The west elevation has a wood door in a concrete stoop and a front-gabled dormer with a clapboard exterior and a paired window. There is a lean-to addition projecting from the south (rear) elevation containing a wood deck and handicap access ramp and a front-gabled dormer with boarded up window openings. The east elevation has a 1-story flat- and shed-roofed addition with a parameter roof and a wood panel exterior. The dwelling was converted to commercial use and is now currently vacant, but in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Hamell, Inc., Property #1 is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is a common example of a early twentieth-century domestic building type, the Four-Square dwelling, which was significantly altered when the dwelling was converted to commercial use with additions to the east and south elevations. This has changed the original form and massing of the building, diminishing its original design integrity. The property does not meet Criterion C.

(63) Hamill, Inc., Property #2 (N-11818)
1008 Kirkwood Highway
Constructed circa 1930
Tax Parcel: 19-004-426
(Plate 64)
(Survey form in Appendix A)

Description: The Hamill, Inc., Property #2 is a 1½-story Bungalow dwelling constructed circa 1930 and located on the south side of the highway. It has a stucco foundation, asbestos-shingled exterior walls, and an asphalt-shingled side-gabled roof with triangular knee braces. The windows are 1/1 double-hung wood units. The north (front) elevation has an enclosed shed-roofed porch with a 15-light wood door flanked by triple windows. A front-gabled dormer projects from the roof and has an asbestos-shingled exterior and a paired window. A lean-to second-story bay projects from the east elevation and has three metal pole supports and an exterior wood staircase. The west elevation has an exterior brick chimney and a 1-story shed-roofed lean-to bay. Another lean-to bay addition projects from the south (rear) elevation with a 1-light first story window, and a 10-light wood panel door. There is a front-gabled wall dormer in the main block with 1-light wood windows. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Hamill, Inc., Property #2 is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is an undistinguished example of a common early twentieth-century domestic building type, the Bungalow. As such, it does not possess demonstrable significance that would meet Criterion C.

(64) Wilson House (N-11817)
1006 Kirkwood Highway
Constructed: 1930
Tax Parcel: 19-004-425
(Plate 65)
(Survey form in Appendix A)

Description: The property contains a 1½-story Craftsman-style dwelling, constructed circa 1930, located on the south side of the highway. It has a bonded-stone veneer exterior, interior brick chimney, and an asphalt-shingled front-gabled roof with overhanging eaves and triangular knee braces. The windows are 1/1 double-hung vinyl units. The north (front) elevation has a hipped-roof front porch with four tapered wood pier supports. Under the porch is a centrally located wood panel front door with a 4-light fanlight. The entrance is flanked by double-hung windows and there is a paired window in the gabled end. The east and west elevations have shed-roofed dormers with weatherboard exteriors and paired windows. There is also a bay window on the west elevation with paired double-hung windows. A 1-story lean-to bay projects from the south (rear) elevation, which also has an inset porch with seven wood post supports. There is a 3-light wood door under the porch. The dwelling is in good condition.

A front-gabled garage constructed circa 1960 is located about 15 feet southeast of the house. It has an asphalt-shingled roof and aluminum exterior, except for the north elevation which has a bonded-stone veneer exterior along with an overhead vinyl door.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Wilson House is not a resource that appears to meet criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an undistinguished example of common early twentieth-century Craftsman tract housing, which lacks demonstrable significance to meet Criterion C.

(65) Pantano and Willard Property (N-11816)
1002 and 1004 Kirkwood Highway
Constructed circa 1930
Tax Parcel: 19-004-423 and 19-004-424
(Plate 66)
(Survey form in Appendix A)

Description: The Pantano and Willard Property is a Bungalow duplex constructed circa 1930 and located on the south side of the highway. It has a rusticated concrete-block foundation and an asphalt-shingled side-gabled roof with boxed eaves and triangular knee braces. The windows are 1/1 double-hung wood units. Half of the dwelling (1002 Kirkwood Highway) is clad with vinyl siding, and the other half (1004 Kirkwood Highway) is clad with asbestos siding. The north (front)

elevation has inset porches with battered pier supports and shed-roofed dormers with paired windows. There are two doors, one leading to each dwelling in the duplex, under the porch along with 6/6 double-hung wood windows. The south (rear) elevation has a lean-to addition containing both an inset porch with two wood post supports and an enclosed porch. There are two shed-roofed dormers on the roof with paired windows. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Pantano and Willard Property is not a resource that appears to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of a Bungalow-style dwelling, a common early twentieth-century building type, although the duplex form is somewhat unusual for the style. Because it lacks demonstrable significance, the resource does not appear to meet Criterion C.

(66) Houston House (N-11815)
1000 Kirkwood Highway
Constructed circa 1930
Tax Parcel: 19-004-422
(Plate 67)
(Survey form in Appendix A)

Description: The Houston House is a 2-story Four-Square dwelling constructed circa 1930 and located on the southwest corner of Birch Road and Kirkwood Highway. It has a concrete-block foundation, vinyl-sided exterior walls, an interior brick chimney, and a hipped roof with a gabled peak containing boxed eaves and clad with asphalt shingles. The windows are 6/6 double-hung wood sash and 1/1 double-hung vinyl units. The north (front) elevation has a hipped-roof enclosed front porch with a stucco foundation, vinyl-sided exterior walls, 1-light wood windows, and a 1-light wood door. The porch also has three piers suggesting that it was originally an open structure later enclosed. The west elevation has front-gabled bay window on the first story and a shed-roofed cantilevered second-story bay. There is an exterior wood staircase on the east elevation leading to second-story shed-roofed balcony, which has an upstairs entrance into the dwelling. There is a lean-to bay projecting from the south (rear) elevation with a 3-light wood panel door. The building is in good condition with no deterioration noted.

A 1-story front-gabled garage constructed circa 1970 is located 20 feet southwest of the dwelling. It has an asbestos-sided exterior and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The garage also has one vinyl overhead garage door.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Houston House is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it does not appear eligible under Criterion A or B. It is an undistinguished example of a Four-Square dwelling, a common early twentieth-century domestic building type, and does not meet Criterion C. Integrity of design and materials has been diminished with the enclosure of the front porch and the application of 1/1 double-hung vinyl replacement windows.

(67) Anthony E. Simone Property (N-11813)

930 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 19-004-566

(Plate 68)

(Survey form in Appendix A)

Description: The Anthony E. Simone Property is a 2½-story hipped-roof dwelling with cross gables and a storefront added to its front elevation. The original dwelling, constructed circa 1920, has a stucco foundation, vinyl-sided exterior walls, an interior brick chimney, and an asphalt-shingled roof with boxed eaves. The windows are 1/1 double-hung wood units. Wood exterior staircases lead to wood landings which have entrances to apartments on the second story on the west and south elevations. The south (rear) elevation has a 1-story flat-roofed projecting bay. There is a front-gabled dormer on the north (front) elevation with a 1-light vinyl window surmounted by a half-circle window. There is also a modern 1-story storefront addition, constructed circa 1960, on the front of the dwelling on the north elevation. It has a concrete-block exterior and 1-light metal windows. The building is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - hipped-roof dwelling property type.

Evaluation: The Anthony E. Simone Property is not a resource that appears to be eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is an undistinctive example of early twentieth-century domestic architecture that does not meet Criterion C. The building was altered when the property was converted to commercial use with a 1-story storefront addition added on the front (north) elevation, thus diminishing its integrity of materials and design.

(68) Elsmere Manor (N-~~3739~~) N- 6900

920-926 Kirkwood Highway

Constructed circa 1944

(Plate 69)

(Survey form in Appendix A)

Description: Elsmere Manor consists of two gabled multiple-dwelling units, constructed circa 1944, on the south side of Kirkwood Highway. Each building is two stories in height and is constructed of brick with a stuccoed foundation. Each has an asphalt-shingle gabled roof and 1/1 double-hung

wood windows with keystone lintels. One of the building consists of three block, each with a front-gabled entry porch with wrought-iron porch supports and the gabled end clad with vinyl siding. There are two wood panel doors under each porch. The second building is four blocks, each containing either a front-gabled or shed-roofed porch with wood post supports and two wood panel doors under each porch. This building also has a 1-story flat-roofed commercial addition projecting from its northeast corner which houses "The Elsmere Flower Shop." The commercial addition has a pent roof covering the front door and display windows on the north elevation. The buildings are in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - gabled multiple-dwelling units property type.

Evaluation: Elsmere Manor is part of a World War II-era housing project constructed on the old fair grounds just south of Kirkwood Highway. It became a separate subdivision in Elsmere in 1944 and is still a large housing development located in Elsmere south of Kirkwood Highway. Two of the development's buildings are located in the project area, adjacent to Kirkwood Highway. Elsmere Manor does not meet National Register of Historic Places criteria. The development is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. The buildings are also austere World War II-era multiple dwelling types that do not represent a distinctive type or method of construction. As such, they lack architectural significance and do not meet Criterion C.

(69) Benjamin F. Quill House (N-13631)
922 New Road
Constructed circa 1920
Tax Parcel: 19-004-536
(Plate 70)
(Survey form in Appendix A)

→ Further study is needed to evaluate this housing project for NR -- development of a context?

Description: The Benjamin F. Quill House is a 2-story Four-Square-style dwelling, constructed circa 1930, located between New Road and Kirkwood Highway. It has a concrete-block foundation, vinyl-sided exterior walls, and a hipped roof with boxed eaves. The windows are 1/1 vinyl units. The north (front) elevation has a 1-story front-gabled enclosed porch with a 15-light wood door flanked by 1/1 double-hung wood windows. The porch's battered piers suggest it was originally an open porch. There is a lean-to rear addition projecting from the south elevation that contains an inset porch with a 9-light wood panel door inside the porch. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Benjamin F. Quill House does not appear to meet the criteria for the National Register of Historic Places. The building is not associated with an event or individual important to history. As such, it does not meet Criterion A or B. The dwelling is an undistinguished example

of a common early twentieth-century domestic building type, the Four-Square house, which has had its materials and design integrity diminished with the application of vinyl siding, vinyl replacement windows, and a lean-to addition that had been added to the rear of the building. Because it lacks significance and has had its integrity diminished, the resource does not meet Criterion C.

(70) Gilbert Whiteside House (N-11807)

918 New Road

Constructed circa 1930

Tax Parcel: 19-004-535

(Plate 71)

(Survey form in Appendix A)

Description: The Gilbert Whiteside House is a 2-story Four-Square dwelling, constructed circa 1930, situated on a parcel located between New Road and Kirkwood Highway. It has a concrete-block foundation, asbestos-shingled exterior walls, an interior parged brick chimney, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. A 1-story front-gabled screened porch is located on the north (front) elevation and is supported by four wood post supports situated on concrete block piers. There is a wood panel door with 5-light wood sidelights centrally located on the dwelling inside the porch. A 1-story lean-to bay projects from the south (rear) elevation and has an inset screened porch with a wood panel door inside the porch. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Gilbert Whiteside House does not appear to meet the criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is an undistinguished example of a common early twentieth-century domestic building type, the Four-Square house. Because the dwelling lacks demonstrable significance, it does not appear to meet Criterion C.

(71) James V. Angelone House (N-11806)

916 New Road

Constructed circa 1930

Tax Parcel: 19-004-534

(Plate 72)

(Survey form in Appendix A)

Description: The James V. Angelone House is a 2½-story side-gabled dwelling with Colonial Revival influences located on a parcel situated between New Road and Kirkwood Highway. It was constructed circa 1930 originally as a single dwelling, and later converted into a multiple dwelling. It is of brick construction with an asphalt-shingled roof. The windows are 6/6 and 8/8 double-hung wood sash units. The front (north) elevation has a 1-story front-gabled projecting entry bay with a wood panel door flanked by pilasters and surmounted by a broken pediment. There is a half-circle

window, now enclosed with plaster, in the main block above the gabled entry bay. The east elevation has a flat-roofed porch with six wood post supports and a 9-light wood panel door under the porch. There is an exterior brick chimney located north of the door. The south (rear) elevation has a shed-roofed projecting bay containing an overhead vinyl garage door and an entrance on a small stoop containing a 9-light wood panel door all located on the first story. Another entrance is located on the second story along with a wood balcony, both directly above the first-story entrance. A metal exterior staircase leads to the second-story entrance. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Colonial Revival property type.

Evaluation: The James V. Angelone House does not appear to meet the criteria for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an undistinguished example of a dwelling that possesses some Colonial Revival influences (the accented front entrance, multipane windows, and side-gabled roof), but is still a common example of this popular domestic house type. Because it lacks demonstrable architectural significance, the resource does not appear to meet Criterion C.

(72) Carmencia Valdes House (N-11812)

816 Kirkwood Highway

Constructed: 1920

Tax Parcel: 19-004-697

(Plate 73)

(Survey form in Appendix A)

Description: The Carmencia Valdes House is a 1½-story Bungalow dwelling constructed circa 1920 and located on the southwest corner of Filbert Avenue and Kirkwood Highway. It is built of stone, and has an interior parged brick chimney and an asphalt-shingled side-gabled roof with boxed eaves. The windows are 1/1 double-hung wood units. The north (front) elevation has a shed-roofed porch with four stone column supports. A 1-light wood panel door is centrally located under the porch flanked by paired windows and a shed-roofed dormer projects from the roof and has a single double-hung window. There is a canted bay window on the west elevation with three 1/1 double-hung wood windows. A lean-to bay projects from the south elevation with a 3-light wood panel door. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Carmencia Valdes House is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is a common example of a Bungalow style dwelling, a popular early twentieth century domestic building type. Because it lacks demonstrable significance, the resource does not appear to be eligible under Criterion C.

(73) Swain House (N-11773)
814 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-004-696
(Plate 74)
(Survey form in Appendix A)

Description: The Swain House is a 1-story Craftsman-style dwelling constructed circa 1920 and located on the south side of the highway. It has a stucco foundation, asbestos-shingled exterior walls, and an asphalt-shingled cross-gabled roof with boxed eaves and triangular knee braces. The windows are 3/1 and 1/1 double-hung wood units. The north (front) elevation has an enclosed front-gabled porch with two 1-light wood windows and a wood door. There is a front-gabled bay projecting from the east elevation with a wood panel door and paired window. A second entrance is located on the main block, just north of the front-gabled bay. The west elevation has a shed-roofed wall dormer and there is a front-gabled projecting bay on the south (rear) elevation with a 9-light wood panel door and 3/1 double-hung wood windows. The dwelling is in good condition with no deterioration noted.

A front-gabled shed is located about 30 feet southeast of the dwelling and has a plywood exterior, two hinged-wood doors, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Swain House is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not significant under Criterion A or B. It also is a typical example of a Craftsman-style dwelling that lacks demonstrable significance that would meet Criterion C.

(74) Vault Securities, Inc., Property (N-12012)
812 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-004-695
(Plate 75)
(Survey form in Appendix A)

Description: The Vault Securities, Inc., Property is a 1½-story Craftsman-style dwelling, constructed circa 1920, located on the south side of Kirkwood Highway. It has a concrete foundation, vinyl-sided exterior walls, an interior parged brick chimney, and an asphalt-shingled front-gabled roof with boxed eaves and triangular knee braces. The windows are 1/1 double-hung wood units. The front (north) elevation has a 1-story enclosed hipped-roof porch with a wood-frame door and double-hung windows. The porch has battered piers, illustrating that it was originally an open structure that was later enclosed. There is a front-gabled bay window on the east elevation with

a paired window. The south (rear) elevation has an inset porch with a screened portion located in a projecting shed-roofed bay. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Vault Securities, Inc., Property is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore, is not eligible under Criterion A or B. The dwelling is an undistinguished example of Craftsman housing, a popular form of early twentieth-century tract housing. Its design integrity has also been diminished with the enclosure of the front porch, which is a distinctive feature of the Craftsman house. Because the resource lacks architectural significance and has had its integrity diminished, it does not meet Criterion C.

(75) Talupula Property (N-12011)

810 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-004-694

(Plate 76)

(Survey form in Appendix A)

Description: The property contains a 1-story Craftsman-style dwelling converted to commercial use and now the location of "Joe's Water Ice," located on the south side of the highway. It was constructed circa 1930 and has a stucco foundation, asbestos-shingled exterior walls, an interior concrete chimney, and an asphalt-shingled roof with boxed eaves and triangular knee braces. The windows are 1/1 double-hung wood units. The north (front) elevation has a false-front parapet and a flat-roofed porch with three battered pier supports. A wood deck also projects north from the porch. Under the porch is a 9-light wood door and a Chicago window consisting of a 1-light fixed window flanked by 1/1 double-hung vinyl windows. There is a front-gabled bay window with paired double-hung windows on the east elevation and a small lean-to bay on the south elevation with a wood door.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Talupula Property is not a resource that appears to meet National Register of Historic Places criteria. The building is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of Craftsman-derived tract housing, a popular early twentieth-century building type, and does not meet Criterion C. In addition, its design integrity was diminished when the property was converted to commercial use, as a false-front parapet was added to the building.

(76) William Uy House #1 (N-11808)
807 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-004-538
(Plate 77)
(Survey form in Appendix A)

Description: The William Uy House is a 1½-story house of no evident style that was built identical to William Uy House #2 when originally constructed. It is circa 1920 and located on the north side of the highway with a stucco foundation, asbestos-shingled exterior walls, and an asphalt-shingled roof with boxed eaves. The windows are 6/1 double-hung wood sash units. The front (south) elevation has a 1-story side-gabled porch, which wraps around the southeast corner of the dwelling and has five wood post supports. There is a centrally located 3-light wood panel door under the porch. The south (rear) elevation has a lean-to bay with an inset porch with one wood post support.

A front-gabled shed constructed circa 1930 is located about 15 feet northeast of the house. It has a clapboard exterior, asphalt-shingled roof, 1/1 double-hung wood windows, and a 12-light wood panel door.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow/Craftsman property type.

Evaluation: The William Uy House is not a resource that is eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an undistinguished example of a early twentieth-century tract housing and is not eligible under Criterion C.

(77) William Uy House #2 (N-11809)
805 Kirkwood Highway
Constructed circa 1920
Tax parcel: 19-004-539
(Plate 78)
(Survey form in Appendix A)

Description: The property has a 1½-story dwelling of no evident style, originally built identical to the William Uy House. It is a circa 1920 house located on the north side of the highway with a concrete foundation, aluminum-sided exterior walls, an interior brick chimney, and an asphalt-shingled front-gabled roof. The south (front) elevation has a side-gabled porch with three wood post supports. There is a centrally located entrance under the porch with an 8-light wood panel door, which is flanked by paired windows. A front-gabled bay window is located on the east elevation containing paired double-hung windows. The north (rear) elevation has a shed-roofed lean-to bay with an inset porch with one wood post support and a 4-light wood door inside the porch. The house is in good condition.

There is a front-gabled garage, constructed circa 1920, located northeast of the dwelling. It has a concrete foundation, clapboard exterior walls, an overhead wood panel garage door, and an asphalt-shingled roof.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow/Craftsman property type.

Evaluation: The William Uy House #2 is not a resource that appears to meet criteria for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is an undistinguished example of early twentieth-century tract housing. Because the dwelling lacks demonstrable significance, it does not appear eligible under Criterion C.

(78) Yolanda G. Uy House (N-11810)
803 Kirkwood Highway
Constructed circa 1930
Tax Parcel: 19-004-541
(Plate 79)
(Survey form in Appendix A)

Description: The Yolanda G. Uy House is a 1½-story Craftsman-style house, constructed circa 1930, located on the north side of the highway. It has a stucco foundation, asbestos-shingled exterior walls, and an asphalt-shingled front-gabled roof with overhanging eaves and exposed rafter ends. The windows are 1/1 double-hung wood units. The south (front) elevation has an inset porch with two battered pier supports and a gable clad with vinyl siding and containing two crank-out vinyl windows. Inside the porch is a 9-light wood panel door flanked by two double-hung windows. Both the east and west elevations have shed-roofed dormers with exposed rafter ends and paired windows. There is also a front-gabled bay window on the east elevation with a paired window. A lean-to bay projects from the north (rear) elevation and contains an inset porch with one wood post support. The dwelling is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Yolanda G. Uy House is not a resource that appears eligible for the National Register of Historic Places. It is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is a common example of a Craftsman-derived house, a common early twentieth-century type of tract housing, which lacks architectural distinction. As such, it appears not eligible under Criterion C.

(79) Rodman F. Mullins House (N-11811)

801 Kirkwood Highway

Constructed 1930

Tax Parcel: 19-004-541

(Plate 80)

(Survey form in Appendix A)

Description: The Rodman F. Mullins House is a 1½-story dwelling, constructed circa 1925, located on the north side of the highway. The first story of the dwelling has been converted to commercial use and is the location of "Hair Affair," while the upper story is still used as a dwelling. The building has a stucco foundation, asbestos-shingled exterior walls, an interior brick chimney, and an asphalt-shingled roof. The windows are 1/1 double-hung wood and 1-light vinyl crank-out units. The south (front) elevation has a side-gabled porch, with an enclosed gabled end clad with vinyl siding, which wraps around the northeast side of the house and has six wood post supports. There is a 9-light wood panel door under the porch flanked by a paired and a single double-hung window. The enclosed gabled end of the main block has a vinyl crank-out window. There is a front-gabled bay window with a paired double-hung window on the east elevation. The north (rear) elevation has a lean-to projecting bay with an inset partial porch with one wood post support and a 4-light wood panel door inside the porch. A wood deck is located above the lean-to bay along with a sliding glass door in the gabled end of the main block. There is also a wood exterior staircase leading up to the deck. The west elevation has a second-story addition which forms a full with shed-roofed dormer, which is clad with vinyl siding and has 1-light vinyl crank-out windows. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow/Craftsman property type.

Evaluation: The Rodman F. Mullins House is not a resource that appears eligible for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history. Therefore, it is not eligible under Criterion A or B. It also is an undistinguished example of early twentieth-century tract housing, which has been altered with the a second-story shed-roofed addition on the west elevation and the addition of 1-light vinyl crank-out windows. Because the dwelling lacks demonstrable architectural significance and has had its integrity of design and materials diminished, it does not appear to meet Criterion C.

(80) State Bridge NC-631 (N-13596)

Kirkwood Highway over Little Mill Creek Tributary

Constructed 1949

(Plate 81)

(Survey form in Appendix A)

Description: State Bridge NC-631 is a 1-span reinforced concrete slab structure which carries Kirkwood Highway over Little Mill Creek Tributary. The bridge is 26 feet long and 90 feet wide and is slightly skewed to the northwest. It has concrete abutments, U-shaped wing walls, and solid

concrete parapets with incised vertical striations. ~~The structure~~ has had no alterations or modifications and is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Engineering - Concrete Slab Bridge Property Type.

Evaluation: State Bridge 631 was part of the supplemental to Delaware Historic Bridge Survey, which was conducted by A.G. Liechtenstein and Associates, Inc., in 1996. The bridge is one of many concrete slab structures built by the state from 1945 to 1956 and is not a noteworthy example of its type. For this reason A.G. Liechtenstein and Associates, Inc., have stated that the bridge is not eligible for the National Register. The SHPO has not commented on this determination to date.

(81) Devincintis House #1 (N-12010)
704 Kirkwood Highway
Constructed circa 1920
Tax Parcel: 19-005-139
(Plate 82)
(Survey form in Appendix A)

Plates 82 & 83 on
pages 122 & 123
should be reversed
to correspond to
these evaluations
(#s 81 & 82)

Description: The Devincintis House #1 is a 2½-story front-gabled dwelling, constructed circa 1920, located on the south side of the highway. It is of masonry construction with a concrete foundation, stuccoed walls, and an asphalt-shingled roof. The windows are 1/1 double-hung wood units. The north (front) elevation has a shed-roofed porch with three vinyl clad pier supports. There is a 1-light wood-frame door under the porch along with a 3-light vinyl window. There are paired 1/1 double-hung wood windows in the second story and a 12-light wood window in the gabled end. There is a 2-light wood panel door located on a concrete stoop and covered by a shed-roofed hood on the east elevation, along with a front-gabled wall dormer with one double-hung window. There is a lean-to bay on the south elevation containing a 1-light wood-frame door. A lean-to addition projects from the west elevation and has 1-light vinyl windows. The dwelling has been converted from residential to commercial use and is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - front-gabled dwelling property type.

Evaluation: The Devincintis House #1 is not a resource that appears to meet the criteria for the National Register of Historic Places. The dwelling is not associated with any events or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of a vernacular front-gabled dwelling type that does not represent an important type or methods of construction. As such, it appears to lack demonstrable architectural significance that would meet Criterion C.

(82) Devinentis House #2 (N-~~6276~~) N-6726
702 Kirkwood Highway
Constructed circa 1930
Tax Parcel: 19-005-138
(Plate 83)
(Survey form in Appendix A)

Description: The Devinentis House #2 is a small 1½-story gambrel-roofed cottage, constructed circa 1930, which has been converted to commercial use and is located on the south side of the highway. It has a stucco foundation, wood paneled exterior walls, an interior concrete chimney, and an asphalt-shingled roof with boxed eaves. The windows are 1/1 double-hung wood and 1-light metal crank-out units. A front-gabled bay projects from the north (front) elevation and has a metal-framed glass door and 1-light metal windows. There is a shed-roofed bay window on the east elevation with one 1/1 double-hung window. The south (rear) elevation has a lean-to projecting bay, and there is a shed-roofed bay and an exterior stuccoed chimney on the west elevation. The building is currently occupied by "Kirkwood Electronics" and is in good condition.

A 1-story front-gabled building which houses the offices of the "Re Nu Construction Company" is located about 50 feet south of the Devinentis House #2. It was constructed circa 1960 and is of concrete-block construction with an asphalt-shingled roof. The north (front) elevation has a shed-roofed porch with three wood porch supports and there is an exterior chimney on the west elevation.

A front-gabled shed is located about 5 feet west of the Re Nu Construction Company Building. It is set on concrete block and has clapboard exterior walls and an asphalt-shingled roof.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - gambrel-roofed cottage property type.

Evaluation: Devinentis House #2 does not appear to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is an undistinctive example of a vernacular cottage type, which does not represent a distinctive type or method of construction. The house's integrity of design and materials was also diminished when it was converted to commercial use, with the application of a nonhistoric wood paneling now cladding the exterior walls and the addition of 1-light metal windows. Because the dwelling lacks architectural significance and has had its integrity diminished, it does not meet Criterion C.

(83) Paul E. White House (N-12006)

103 Ohio Avenue

Constructed circa 1920

Tax Parcel: 19-005-136

(Plate 84)

(Survey form in Appendix A)

Description: The Paul E. White House is a 1½-story Bungalow duplex, constructed circa 1920, located on the west side of Ohio Avenue. It has bonded-stone foundation and exterior walls, an interior brick chimney, and an asphalt-shingled cross-gabled roof with boxed eaves. The east (front) elevation has an inset porch with four bonded-stone pier supports. Under the porch are two 9-light wood-frame doors, and there is a front-gabled dormer projecting from the roof and containing a paired window. There is a shed-roofed bay window with paired double-hung windows on the north elevation. The west (rear) elevation has a front-gabled projecting bay with a 1-light wood panel door and a wood handicap access ramp leading to the door. The dwelling is in good condition.

A front-gabled garage, constructed circa 1920, is located 60 feet west of the dwelling. It has bonded-stone exterior walls and foundation, two vinyl overhead garage doors, and an asphalt-shingled roof with overhanging eaves and exposed rafter ends.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Bungalow property type.

Evaluation: The Paul E. White House does not appear to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. It also is a common example of a Bungalow-style house, which lacks individual distinction. Because the resource lacks demonstrable significance, it does not appear eligible under Criterion C.

(84) Cathern B. Gold House (N-12007)

101 Ohio Avenue

Constructed circa 1920

Tax Parcel: 19-005-137

(Plate 85)

(Survey form in Appendix A)

Description: The Cathern B. Gold House, constructed circa 1920, is a 1½-story Craftsman-style house located at the southwest corner of Ohio Avenue and Kirkwood Highway. It has a stucco foundation, asbestos-shingled exterior walls, and an asphalt-shingled roof with overhanging eaves and triangular knee braces and exposed rafter ends. The windows are 1/1 double-hung wood units. The east (front) elevation has an enclosed wrap-around porch, which extends around the northeast side of the dwelling and has a 1-light wood panel door flanked by 1-light wood sidelights and four grouped 1/1 double-hung wood windows. Inside the porch is an 8-light wood panel door and there is a paired window in the main block's gabled end. The north and south elevations have front-gabled

dormers with exposed roof rafter ends and paired windows. The west (rear) elevation has a parged brick exterior chimney partially concealed by a 1-story lean-to addition. The dwelling is in good condition.

There is a front-gabled garage, constructed circa 1950, located about 50 feet west of the house. It is of concrete-block construction with asbestos-sided gabled ends and an asphalt-shingled roof with overhanging eaves and exposed rafter ends. The garage has two 6-light wood panel overhead garage doors on the west elevation.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Cathern B. Gold House is not a resource that appears individually eligible for the National Register of Historic Places. It is not associated with an event or individual important to history. As such, it is not eligible under Criterion A or B. It also is a common example of a Craftsman-style house, a popular early twentieth-century tract housing form, which lacks demonstrable significance. Because it is not a significant example of its type or method of construction, it is not significant under Criterion C.

(85) Traci L. Peterson House (N-12008)

5 Ohio Avenue

Constructed circa 1920

Tax Parcel: 19-005-037

(Plate 86)

(Survey form in Appendix A)

Description: The Traci L. Peterson House, constructed circa 1920, is a 1½-story Craftsman-style house located on the south side of Ohio Avenue, just north of its intersection with Kirkwood Highway. The dwelling has a stucco foundation, a brick exterior, an interior brick chimney, and an asphalt-shingled front-gabled roof with boxed eaves and gabled ends clad with vinyl siding. The windows are 3/1 double-hung wood sash units. The east (front) elevation has a front-gabled enclosed porch with 1/1 double-hung aluminum windows, and an 8-light wood panel door located inside the porch on the main block. There is a shed-roofed bay window clad with vinyl located on the south elevation. A front-gabled bay projects from the west (rear) elevation and has an inset screened porch, inside of which is an 8-light wood panel door. The dwelling is in good condition with no deterioration noted.

A front-gabled shed is located about 8 feet southwest of the dwelling. It has clapboard exterior walls, two wood-hinged doors, and an asphalt-shingled roof.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Traci L. Peterson House appears not to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a Craftsman-style house, a popular early twentieth-century tract housing form. Because it lacks demonstrable significance, it does not appear to meet Criterion C.

(86) Delaware Energy Savers Property (N-13629)

601 Kirkwood Highway

Constructed circa 1940

Tax Parcel: 19-005-42

(Plate 87)

(Survey form in Appendix A)

Description: The property is a 1-story Minimal Traditional-style dwelling, constructed circa 1940, which has been converted to commercial use. The dwelling has a foundation covered with stucco, asbestos-shingled exterior walls, and an asphalt-shingled side-gabled roof. The windows are 1/1 double-hung wood units. The south (front) elevation has a front-gabled projecting bay with a 2-light wood panel door and another bay projecting from its south side with an entrance containing a wood door. There is a brick exterior chimney on the east elevation. Two 1-story side-gabled additions made to the dwelling when the property was converted to commercial use project from the main block's west elevation. The additions have plywood exterior walls, overhead vinyl garage doors, 8/8 double-hung wood sash windows, and 10-light wood casement windows. The building is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Minimal Traditional dwelling property type.

Evaluation: The Delaware Energy Savers Property is not eligible for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinctive example of a common mid-twentieth-century domestic building type which has been altered, diminishing its design integrity with the additions to its west elevation when the property was converted to commercial use, more than tripling the size of the original building. Because the resource lacks demonstrable significance and integrity, it is not eligible for the National Register under Criterion C.

(87) Crusaders Holding Company Property (N-11974)

102 Western Avenue

Constructed circa 1920

Tax Parcel: 19-005-107

(Plate 88)

(Survey form in Appendix A)

Description: The property has a 1½-story Craftsman-style house, constructed circa 1920, located on the east side of Western Avenue, just south of its intersection with Kirkwood Highway. The

dwelling has a stucco foundation, asbestos-shingled exterior walls, an interior brick chimney, and an asphalt-shingled front-gabled roof with boxed eaves. The windows are 1/1 double-hung wood units. The west (front) elevation has a 1-story hipped-roof screened porch with four tapered wood column supports, and there is a 1-light wood door inside the porch. The south elevation has three paired windows on the dwelling's main block and a shed-roofed dormer with a paired window. Another shed-roofed dormer with a paired window is located on the north elevation. The east (rear) elevation has a lean-to addition with 2/2 double-hung wood windows. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Crusaders Holding Company Property does not appear to meet criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. The dwelling is also an undistinctive example of a typical Craftsman-style house, a common early twentieth-century tract housing form. Because it lacks demonstrable significance, the resource does not appear to meet Criterion C.

(88) Robert P. Diemedio House (N-13630)

15 Western Avenue

Constructed circa 1920

Tax Parcel: 19-005-43

(Plate 89)

(Survey form in Appendix A)

Description: The Robert P. Diemedio House is a 1½-story Craftsman-style house, constructed circa 1920, and located on the west side of Western Avenue, just north of its intersection with Kirkwood Highway. The dwelling has a concrete foundation, aluminum-sided exterior walls, an interior brick chimney, and an asphalt-shingled front-gabled roof with boxed eaves. The windows are 3/1 double-hung wood sash units. The east (front) elevation has a 1½-story brick projecting front-gabled bay, which was originally a porch that was later enclosed with brick, and contains a wood front door. There is also a paired window in the main block's gabled end. A front-gabled bay window containing a triple 6/1 double-hung window. The west (rear) elevation has a brick front-gabled addition with an inset partial porch on its north side with one brick pier support, and a brick exterior chimney on its south side. The addition's gabled end is clad with aluminum siding. The house is in good condition.

A front-gabled concrete-block garage, constructed circa 1960, is located approximately 30 feet west of the house and has an asphalt-shingled roof with two vinyl overhead garage doors.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Craftsman property type.

Evaluation: The Robert P. Diemedio House does not appear to meet National Register of Historic Places criteria. The property is not associated with an event or individual important to history, and therefore does not meet Criterion A or B. The dwelling is also a common example of a Craftsman-style house, a popular early twentieth-century tract housing type, which has been extensively altered with brick additions to the front and rear elevations. This has diminished both its materials and design integrity. As such, the resource does not meet Criterion C.

(89) Richard J. Degnars Property (N-11971)

501 Kirkwood Highway

Constructed circa 1930

Tax Parcel: 19-005-63

(Plate 90)

(Survey form in Appendix A)

Description: The Richard J. Degnars Property, constructed circa 1930, is a 1½-story hipped- cottage dwelling which has been converted to business use and now contains the location of "Sheer Bliss Hair Design." It is of masonry construction with a stuccoed foundation and walls and has an asphalt-shingled jerkin side-gabled roof with overhanging eaves and exposed rafter ends. The building also has a parged brick chimney and the windows are 1-light fixed wood units, except in the gabled end which has 2-light sliding glass window. The south (front) elevation has a wood panel door covered by a front-gabled hood supported by triangular knee braces. The entrance is flanked by 1-light wood windows, and there is a stucco tapered exterior chimney east of the front door. The east elevation has a concrete patio and a metal-frame glass door. The building is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - hipped-cottage dwelling property type.

Evaluation: The Richard J. Degnars Property is not a resource that appears to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of a simple vernacular house form which lacks architectural distinction, and does not appear to meet Criterion C.

(90) Shah Property (N-11973)

503 Kirkwood Highway

Constructed circa 1920

Tax Parcel: 19-005-050

(Plate 91)

(Survey form in Appendix A)

Description: The Shah Property is a 2½-story, Four-Square-style dwelling, constructed circa 1920, and located on the north side of the highway. It has a concrete foundation, vinyl exterior walls, an interior brick chimney, and an asphalt-shingled roof with boxed eaves. The windows are 1/1 double-

hung vinyl units. The west (front) elevation has a 1-story hipped-roof porch which extends around the southwest side of the dwelling. There is a 9-light wood panel door under the porch and a front-gabled dormer projecting from the roof with a louvered window. The north elevation has a canted bay window on its first story with three double-hung vinyl windows, and there is a metal exterior staircase that leads to a second-story entrance which contains a 3-light wood door. A 1-story lean-to bay projects from the east (rear) elevation and has a 4-light wood panel door. The dwelling is in good condition with no deterioration noted.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Shah Property is not a resource that appears to meet the criteria for the National Register of Historic Places. The dwelling is not associated with an event or individual important to history, and therefore is not eligible under Criterion A or B. It also is an undistinguished example of a Four-Square-style house, a common early twentieth-century domestic building type. Because it lacks demonstrable significance, the resource does not appear to meet Criterion C.

(91) Arlene Merrill House (N-11964)

100 Northern Avenue

Constructed circa 1905

Tax Parcel: 19-005-092

(Plate 92)

(Survey form in Appendix A)

Description: The Arlene Merrill House is a 2½-story Four-Square-style dwelling located near the southeast corner of Northern Avenue and Kirkwood Highway. USGS quadrangle maps from 1906 indicate that the dwelling was constructed before this time. It has a stone foundation, clapboard siding, an interior brick chimney, and an asphalt-shingled hipped roof with boxed eaves. The windows are 1/1 double-hung vinyl units. The west (front) elevation has a 1-story, flat-roofed porch with three wood post supports, and under the porch is a 1-light wood panel door. A hipped-roof dormer clad with pattern shingles and containing a 2-light vinyl sliding window projects from the roof. The north elevation has a 2-story canted bay, with its first story clad with clapboard and the second story clad with pattern shingles. There is also a hipped-roof dormer clad with pattern shingles and containing a 2-light vinyl sliding window. A shed-roofed porch projects from the east (rear) elevation with three wood post supports, and there is a double 1-light wood-frame door under the porch. There is also another hipped dormer on the elevation, clad with pattern shingles and containing a 2-light vinyl sliding window. The south elevation has a shed-roofed dormer with a 2-light vinyl sliding window. The house is in good condition.

Applicable Historic Context: Upper Peninsula Zone, Urbanization and Early Suburbanization 1880-1940±. Architecture - Four-Square dwelling property type.

Evaluation: The Arlene Merrill House does not appear to meet the criteria for the National Register of Historic Places. The property is not associated with an event or individual important to history,

and therefore is not associated with Criterion A or B. It also is a typical example of a Four-Square-style home, a popular early twentieth-century building type. Because the dwelling lacks architectural distinction, it appear not to be eligible under Criterion C.



PLATE 1: John Adams House (N-13632), North and East Elevations, Southwest View

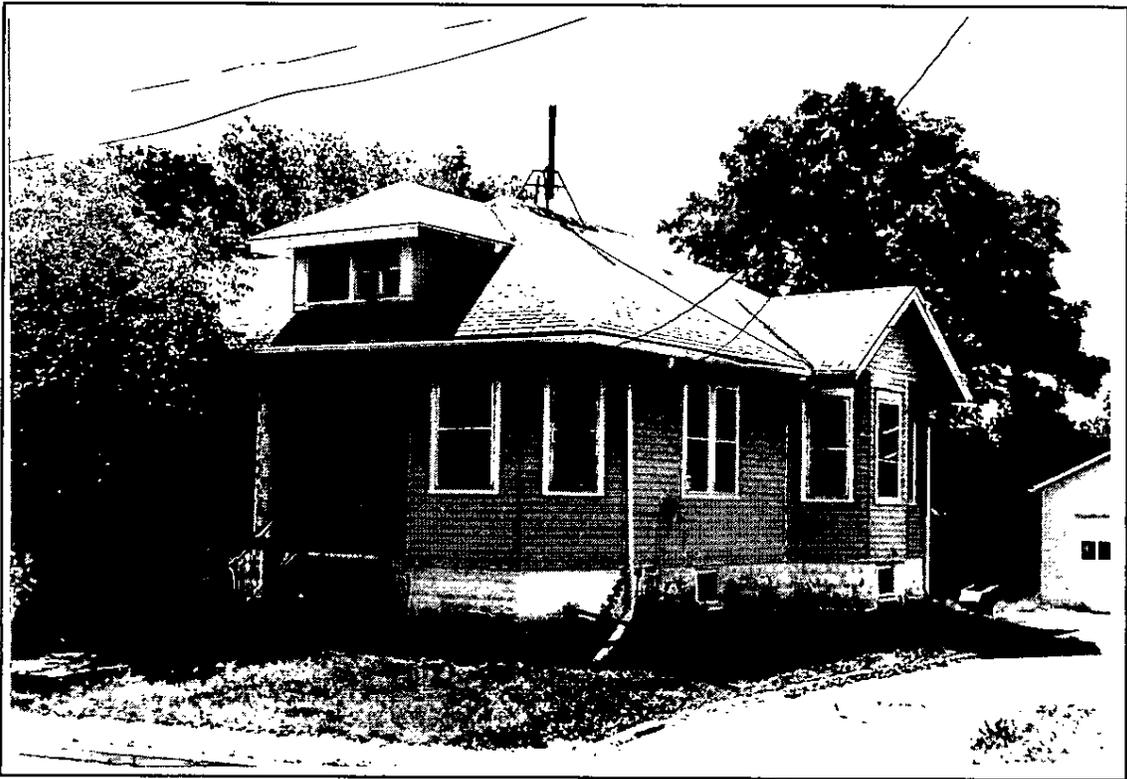


PLATE 2: Son Tae Son House (N-13633), North and West Elevations, Southeast View



PLATE 3: Michael A. Gorman House (N-13634), South Elevation, North View



PLATE 4: Hilaman House (N-13635), North and West Elevations, Southeast View



PLATE 5: Lewis Domokos House (N-13636), East Elevation, West View



PLATE 6: Hilaman Flower Shop (N-13637), North and East Elevations, Southwest View



PLATE 7: David Fox House (N-13638), South Elevation, North View



PLATE 8: Harvey Booker House (N-13639), South Elevation, North View



PLATE 9: Fusco Enterprises Property (N-13640), South and West Elevations, North View



PLATE 10: Mary Walters House (N-13641), West and South Elevations, Northeast View



PLATE 11: Demasi Property (N-13642), North and East Elevations, Southwest View



PLATE 12: Manon House (N-13643), North and West Elevations, Southeast View



PLATE 13: Modi Property (N-13644), East and North Elevations, West View

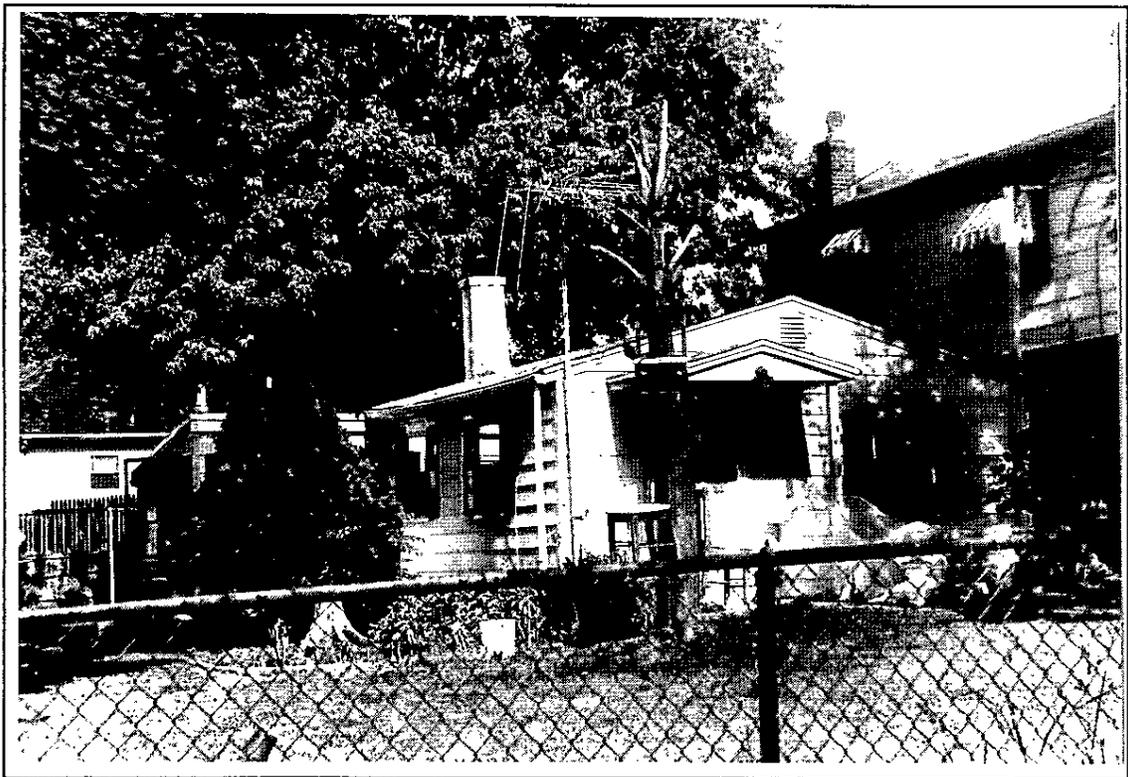


PLATE 14: Gettier House (N-13645), South and East Elevations, Northwest View



PLATE 15: Ryan House (N-13646), North and West Elevations, Southeast View

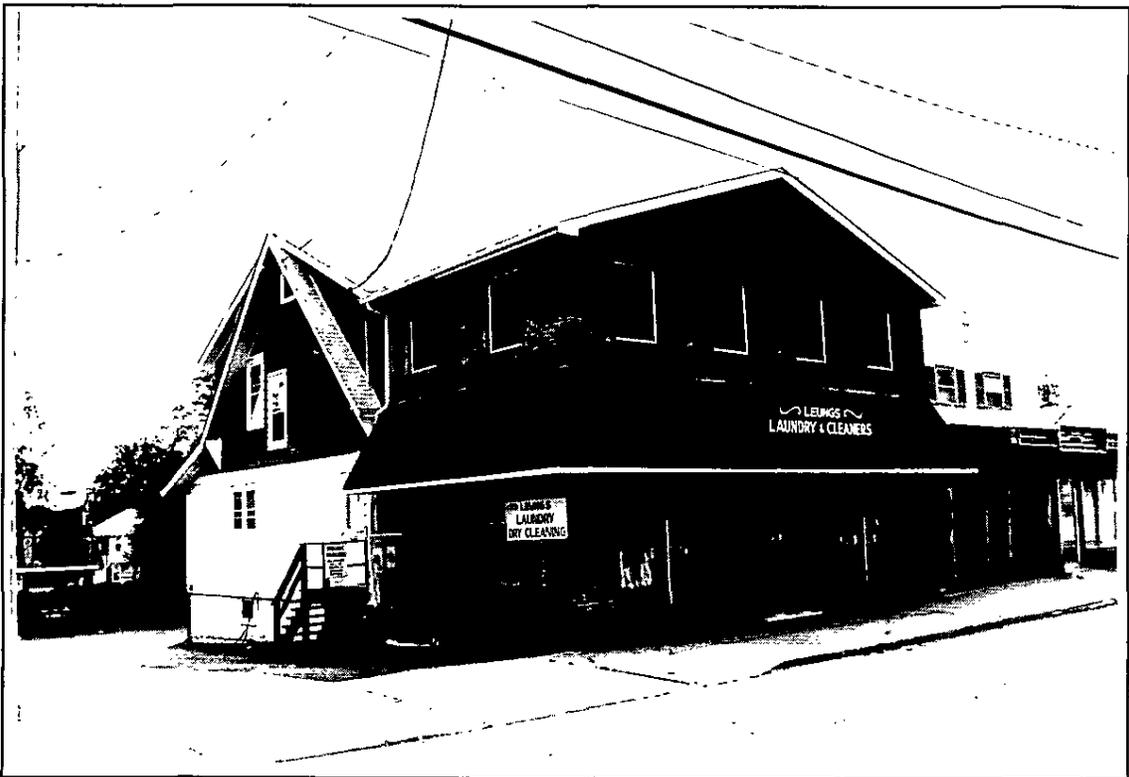


PLATE 16: Edmund K. Leung Property (N-13648), North and East Elevations, Southwest View



PLATE 17: Bruette Property (N-13649), North and West Elevations, Southeast View



PLATE 18: Bruette House #1 (N-13650), North Elevation, South View



PLATE 19: Bruette House #2 (N-13651), North and East Elevations, Southwest View



PLATE 20: Elwood House (N-13652), North and West Elevations, Southeast View



PLATE 21: Franks Property (N-13653), North and West Elevations, Southeast View

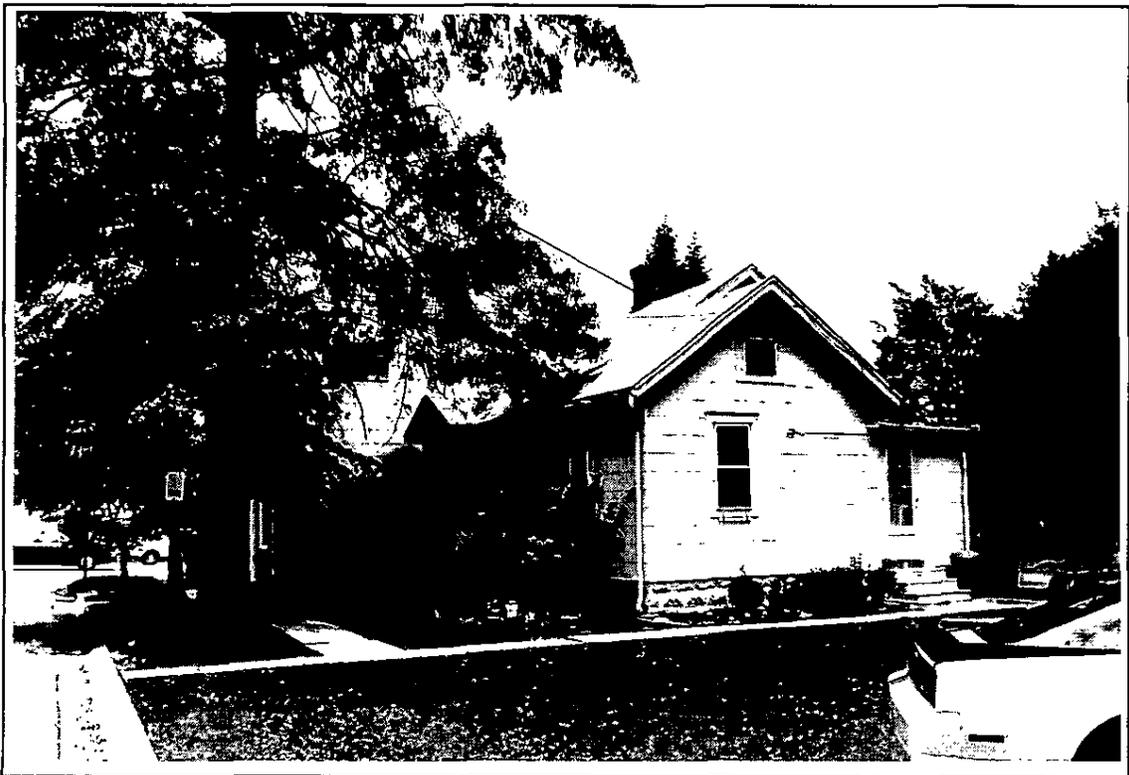


PLATE 22: Jean G. Sayers Property (N-13654), South and West Elevations, Northeast View

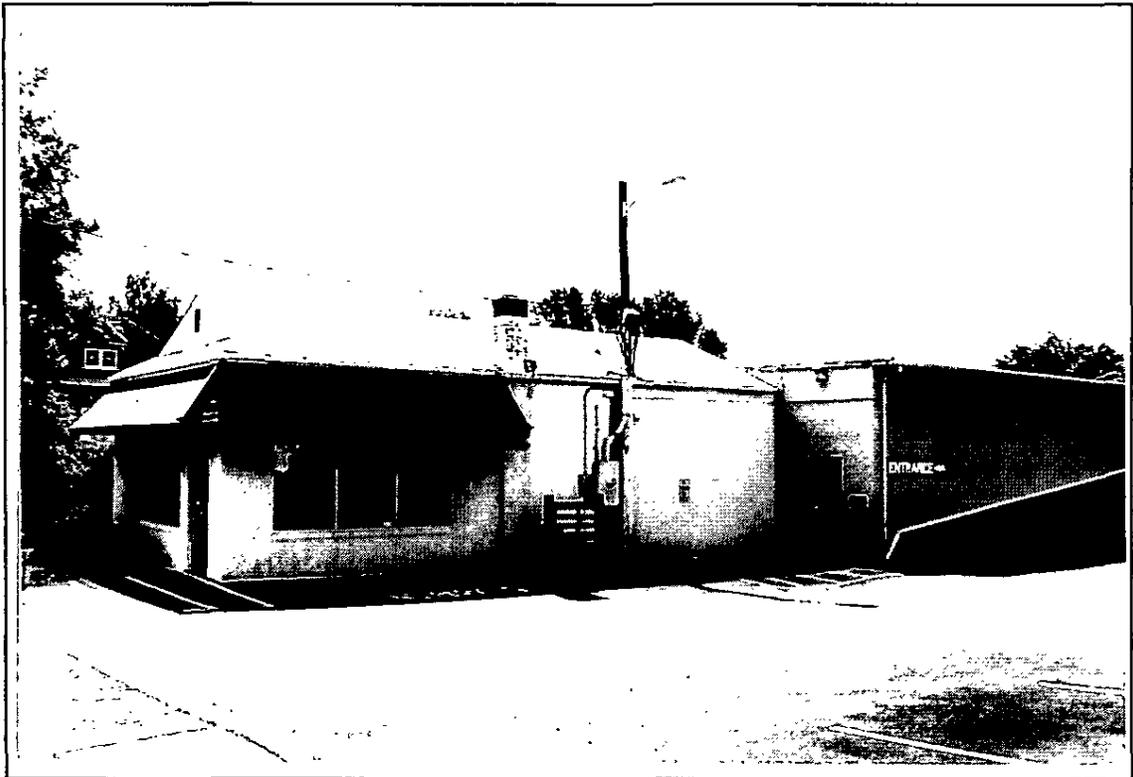


PLATE 23: Chan Property (N-13655), North and West Elevations, Southeast View



PLATE 24: Coogan House (N-13656), North Elevation, South View



PLATE 25: Fullerton House (N-13657), West and North Elevations, Southeast View



PLATE 26: Carter House (N-13658), North and East Elevations, Southwest View



PLATE 27: Sylvia E. Boyd House (N-13659), East and North Elevations, Southwest View



PLATE 28: Grace V. Mahoney House (N-13660), North and East Elevations, Southwest View

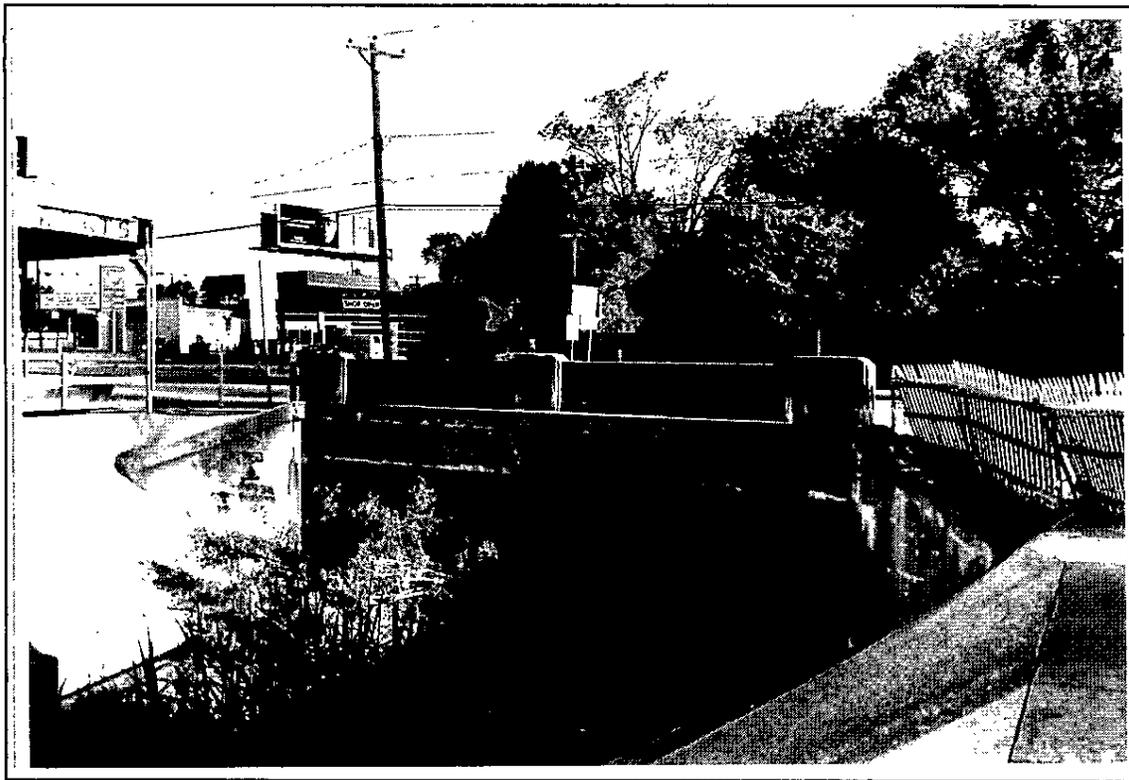


PLATE 29: State Bridge Number 153 (N-12395), South Elevation, North View

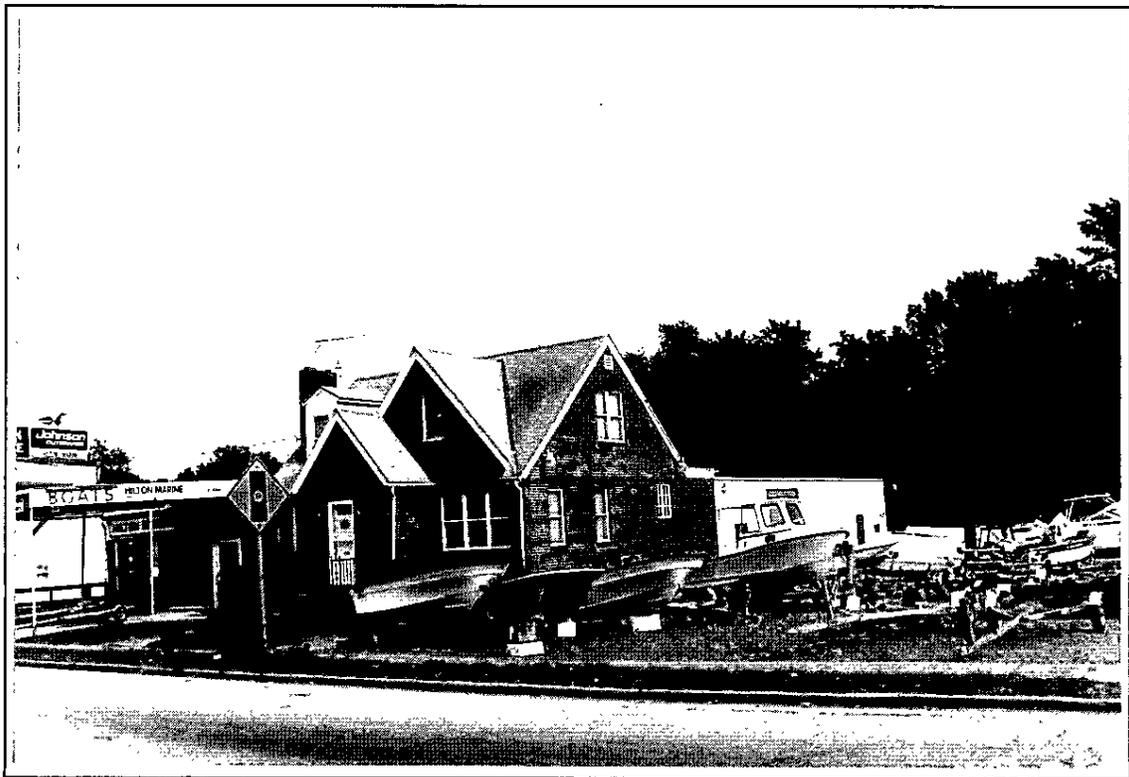


PLATE 30: VSH Realty, Inc., Property (N-13661), West and North Elevations, Southeast View



PLATE 31: Best Furniture Store (N-13662), West and North Elevations, Southeast View



PLATE 32: Tsionas Property (N-13663), North and East Elevations, Southwest View



PLATE 33: Isabel M. Divirgilio House (N-13664), East and North Elevations, Southwest View



PLATE 34: Bessie V. Bauscher Property (N-13665), North and West Elevations, Southeast View



PLATE 35: Robert J. Johnson House (N-13666), North Elevation, South View

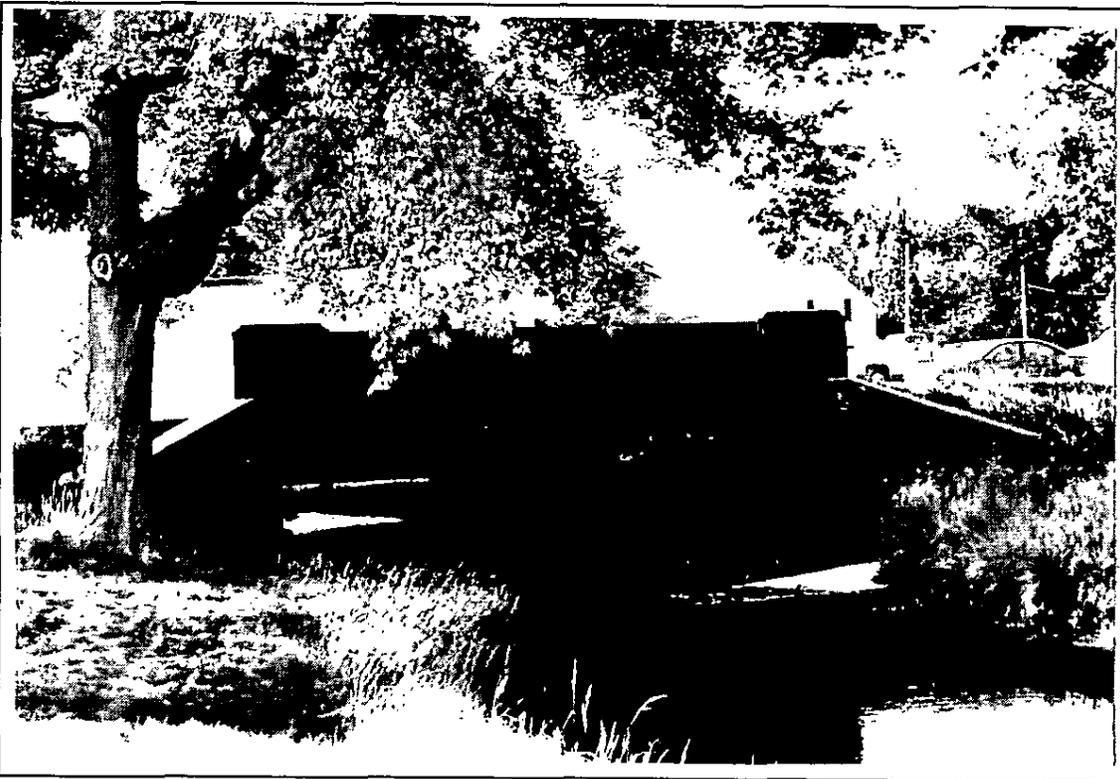


PLATE 36: State Bridge Number 152 (N-12594), North Elevation, South View



PLATE 37: Davolos Property (N-11906), North and West Elevations, Southeast View



PLATE 38: Krienen-Griffith, Inc., Property (N-11905), North and East Elevations, Southwest View



PLATE 39: Serpe Associates Property #1 (N-11769), South and East Elevations, Northwest View

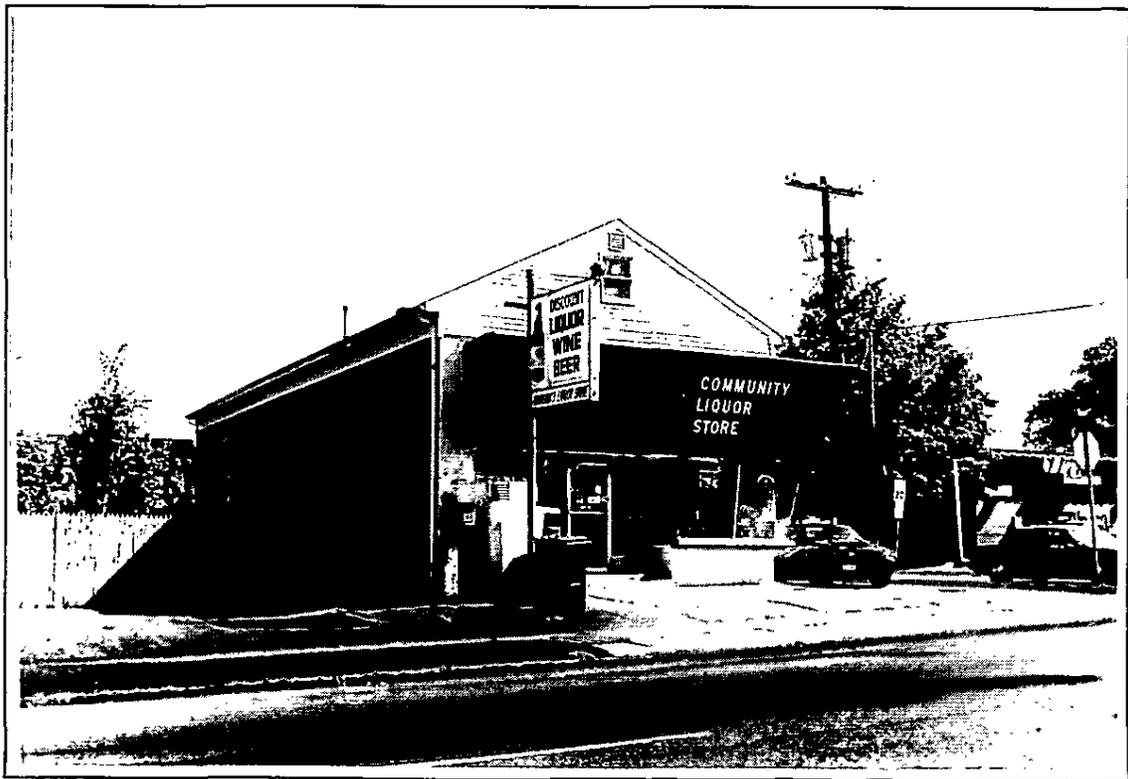


PLATE 40: Serpe Associates Property #2 (N-13628), South Elevation, North View



PLATE 41: Krienen-Griffith Funeral Home (N-11904), North and West Elevations, Southeast View



PLATE 42: Platt House (N-11880), North and East Elevations, Southwest View



PLATE 43: Harold Reed House (N-11879), North and West Elevations, Southeast View



PLATE 44: Willard J. Hirst Property (N-11778), South and West Elevations, Northeast View

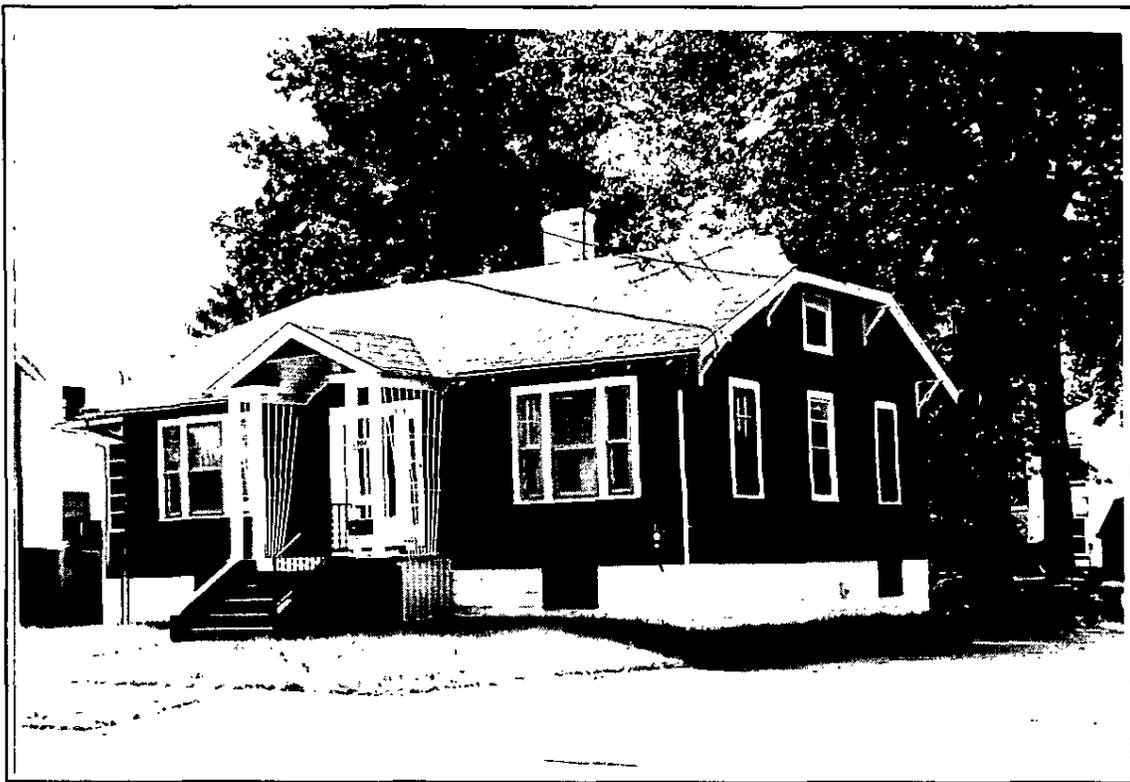


PLATE 45: Reed House (N-11878), North and West Elevations, Southeast View



PLATE 46: Bernard C. Pankowski Property (N-11779), South and West Elevations, Northeast View



PLATE 47: Joseph Marccari, Inc., Property (N-11780), South Elevation, North View

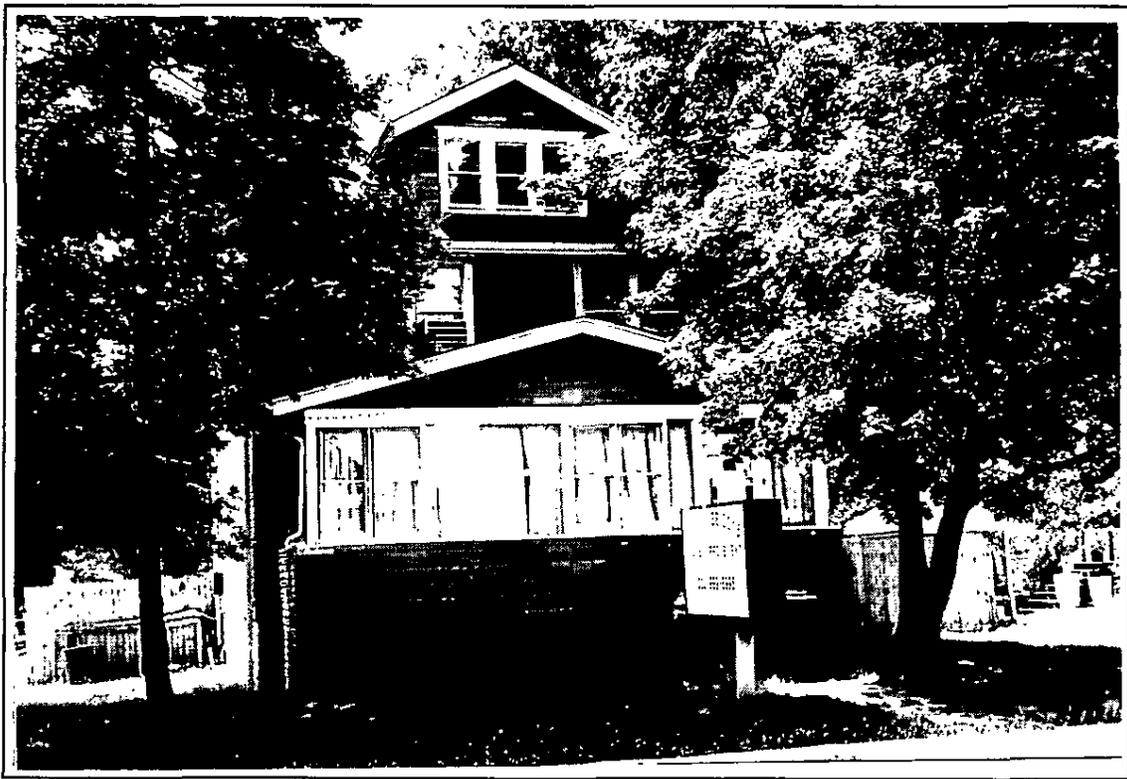


PLATE 48: Leach House (N-11877), North Elevation, South View



PLATE 49: Chen Property (N-11789), South Elevation, North View

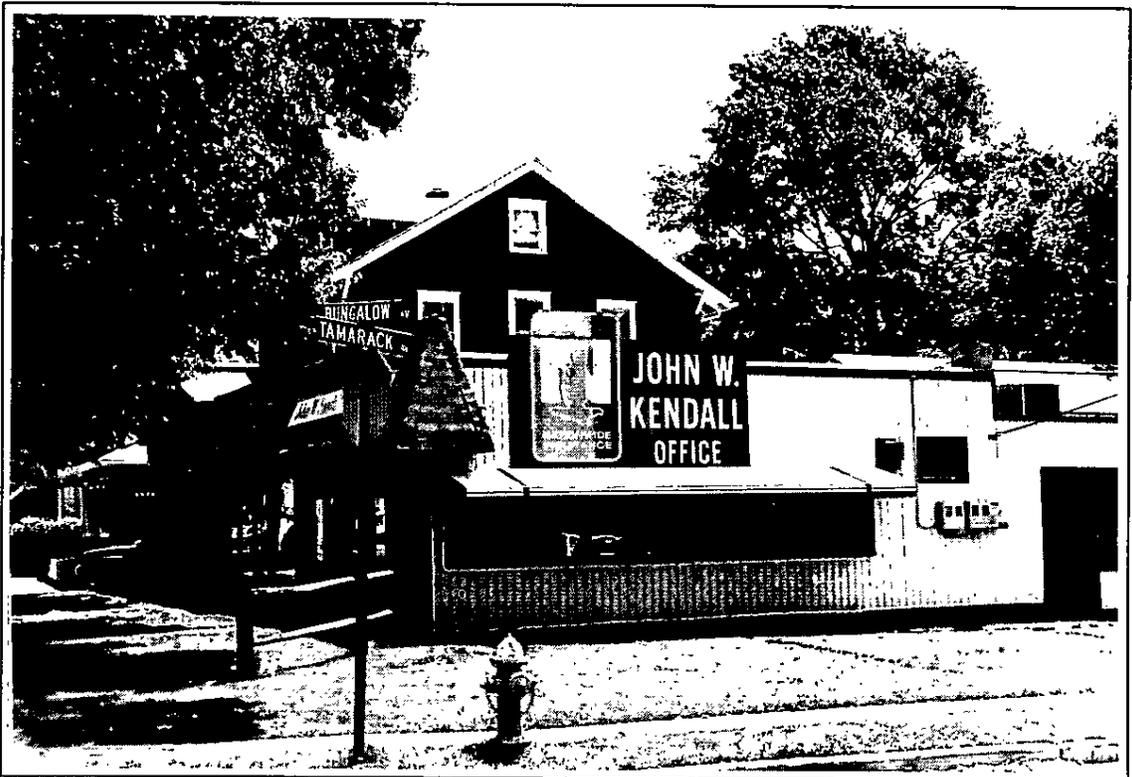


PLATE 50: John W. Kendall Property (N-11850), North and West Elevations, Southeast View



PLATE 51: John W. Kendall Property (N-11850), East and North Elevations, Southwest View

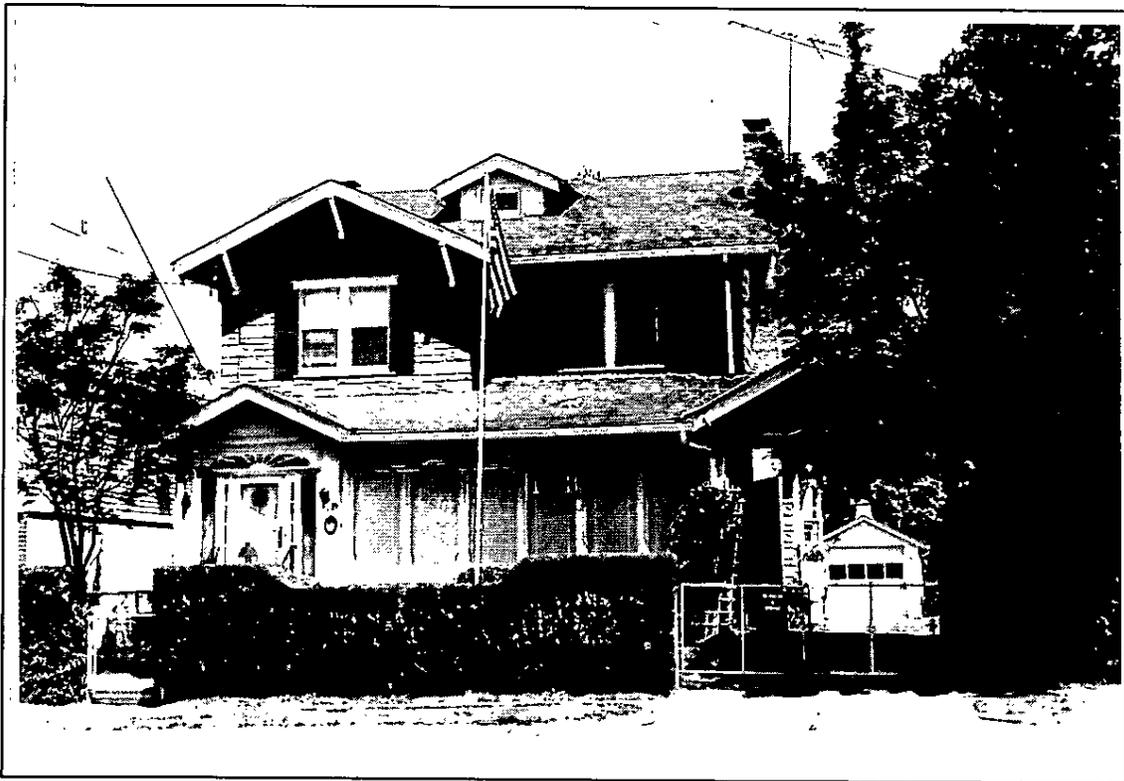


PLATE 52: Sadie F. Jackson House (N-11790), South Elevation, North View



PLATE 53: Everson R. Bullen Property (N-11791), South Elevation, North View



PLATE 54: Jesse T. Calloway House (N-11849), East and North Elevations, Southwest View



PLATE 55: Kun Property (N-11792), South Elevation, North View



PLATE 56: Old Town Hall Associates Property #1 (N-11848), North and West Elevations, Southeast View



PLATE 57: Old Town Hall Associates Property #2 (N-11847), North and West Elevations, Southeast View

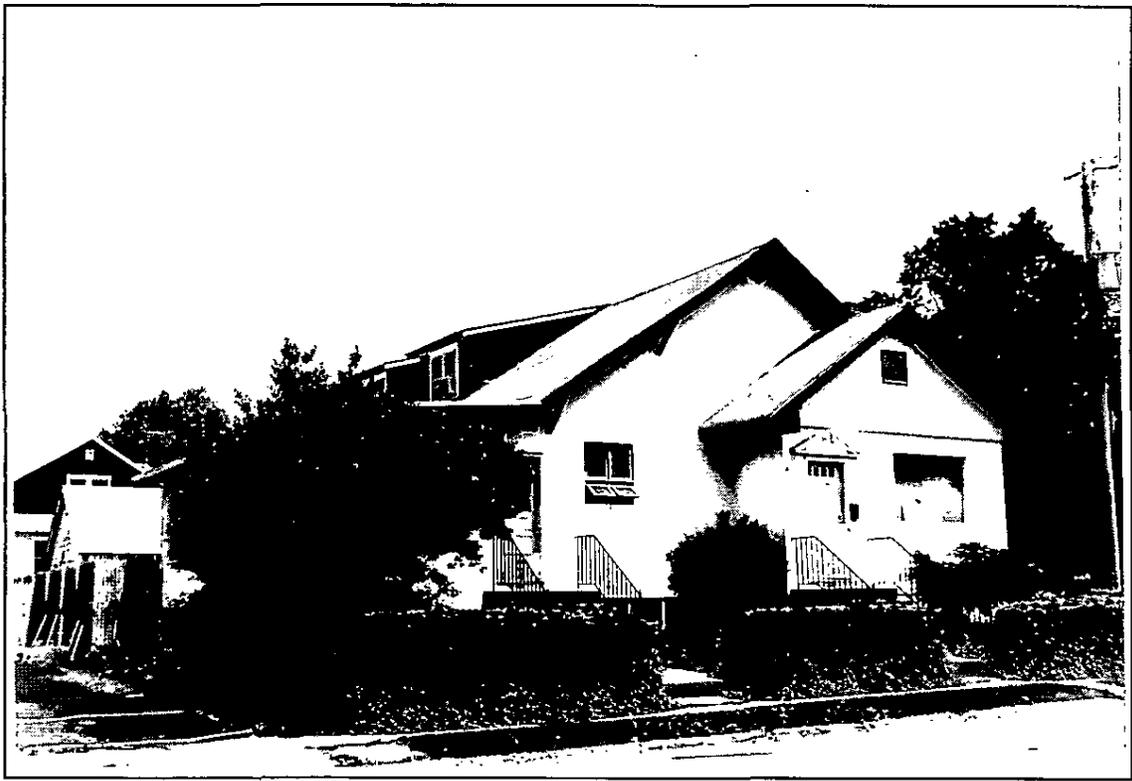


PLATE 58: Dale House (N-11793), West and South Elevations, Northeast View



PLATE 59: Hutloin Property (N-11797), West Elevation, East View



PLATE 60: Bangalore T. Lakshaman House (N-11830), North and West Elevations, South View



PLATE 61: Dallabrida Property (N-11829), North Elevation, South View

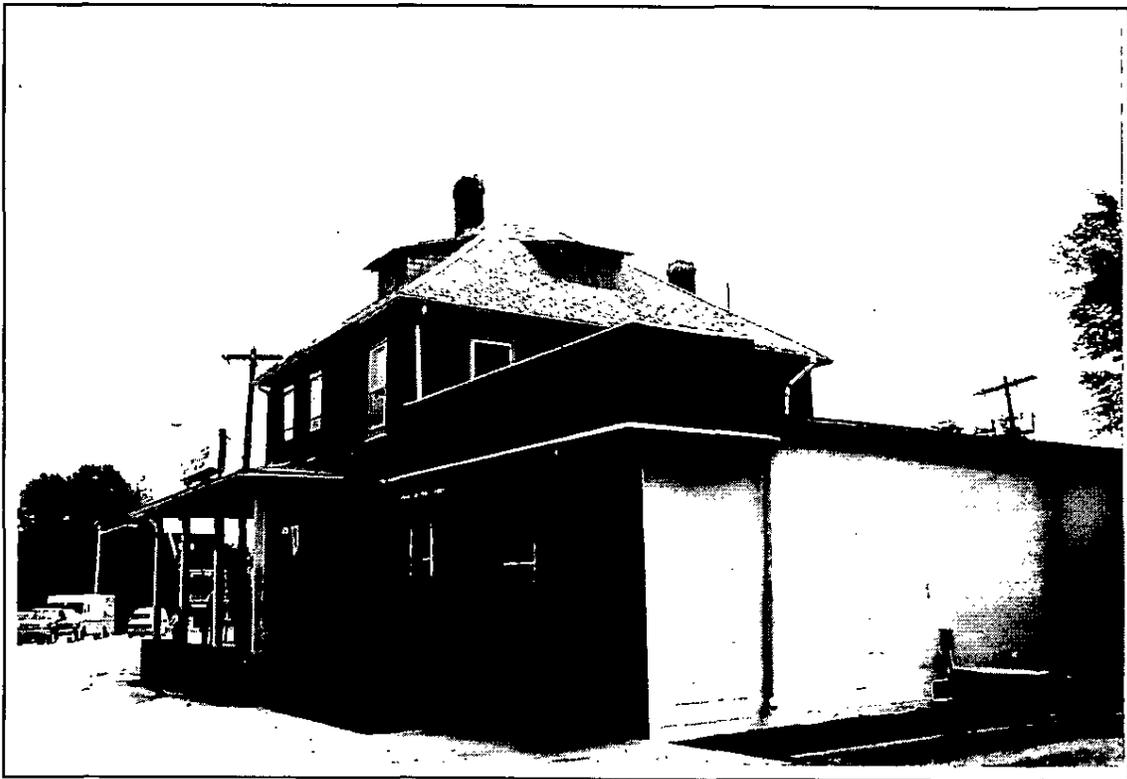


PLATE 62: Machulski Property (N-11828), North and West Elevations, Southeast View



PLATE 63: Hamill, Inc., Property #1 (N-11819), North and West Elevations, Southeast View



PLATE 64: Hamill, Inc., Property #2 (N-11818), North and West Elevations, Southeast View



PLATE 65: Wilson House (N-11817), North and West Elevations, Southeast View



PLATE 66: Pantano and Willard Property (N-11816), East and South Elevations, Northwest View



PLATE 67: Houston House (N-11815), West and South Elevations, Northeast View



PLATE 68: Anthony E. Simone Property (N-11813), North Elevation, South View



PLATE 69: Elsmere Manor (N-3789), North Elevation, South View
N-6700



PLATE 70: Benjamin F. Quill House (N-13631), North and West Elevations, Southeast View



PLATE 71: Gilbert Whiteside House (N-11807), North and West Elevations, Southeast View



PLATE 72: James V. Angelone House (N-11806), North and East Elevations, Southwest View



PLATE 73: Carmencia Valdes House (N-11812), North and West Elevations, Southeast View

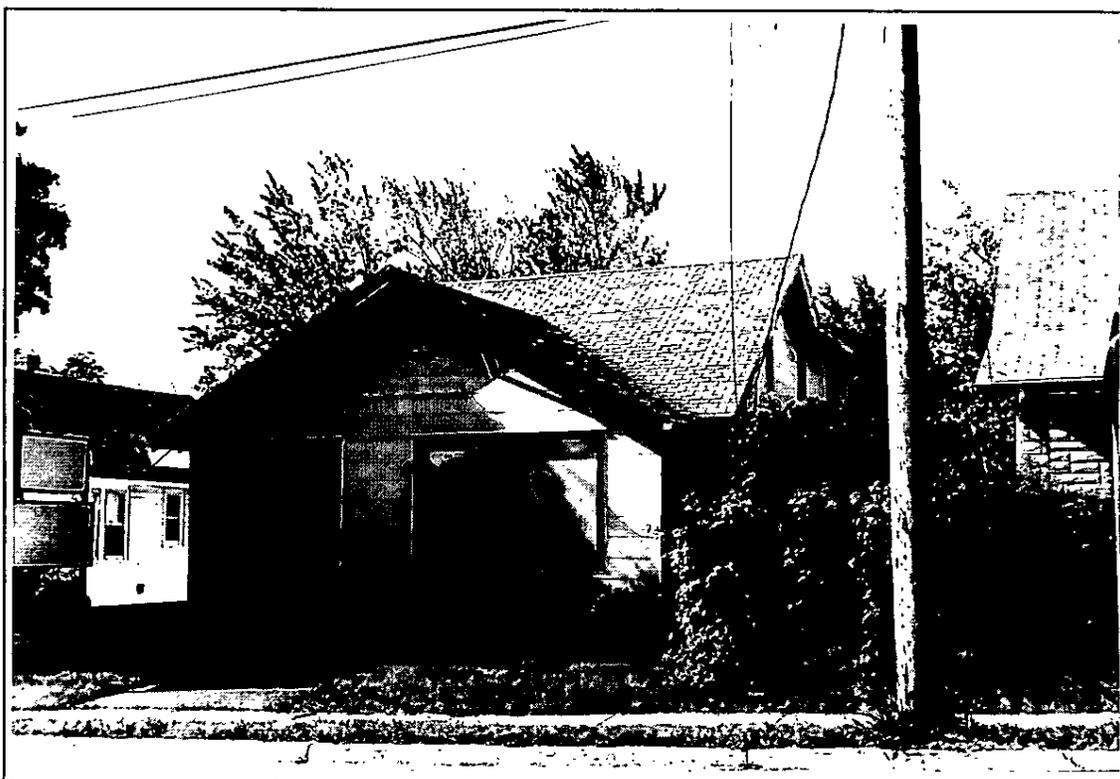


PLATE 74: Swain House (N-11773), North and West Elevations, Southwest View

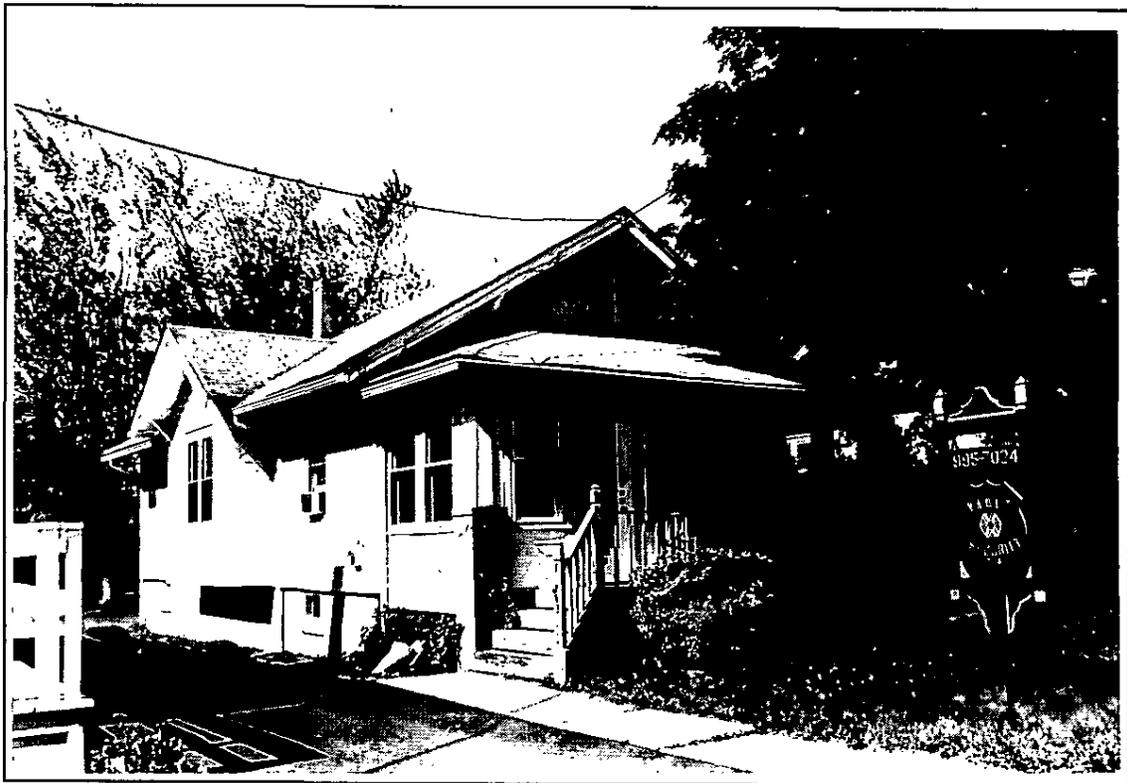


PLATE 75: Vault Securities, Inc., Property (N-12012), North and East Elevations, Southwest View

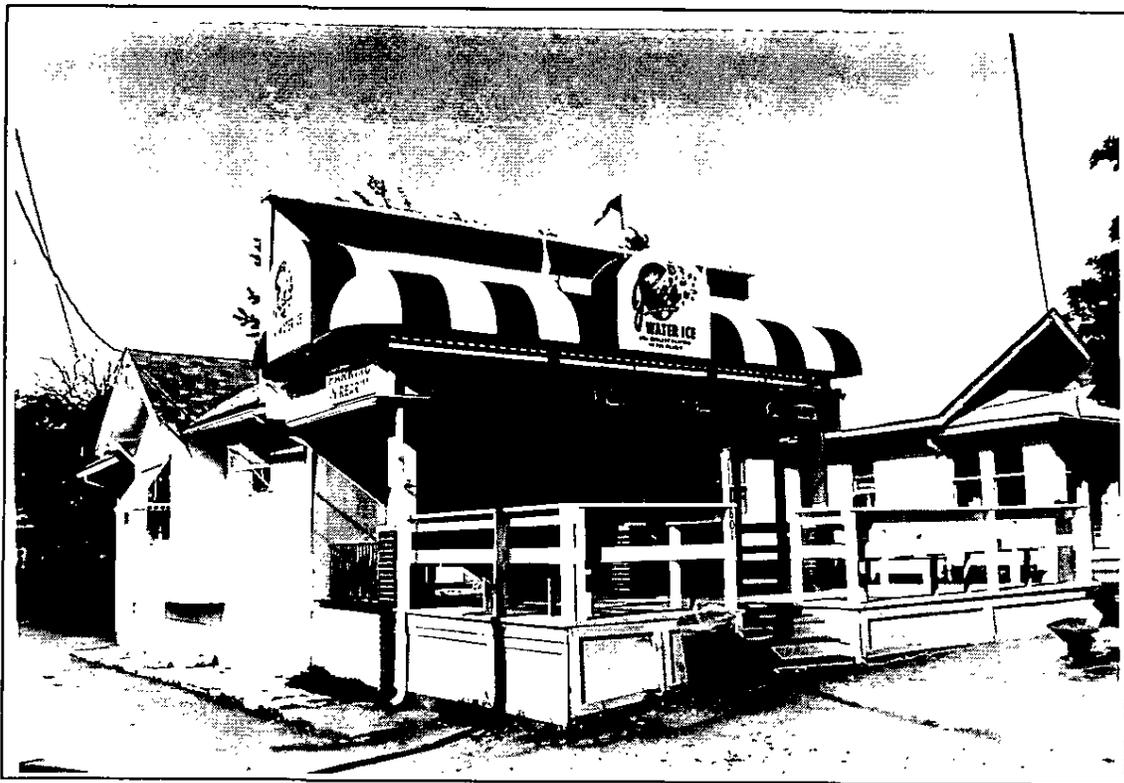


PLATE 76: Talupula Property (N-12011), North and East Elevations, Southwest View



PLATE 77: William Uy House #1 (N-11808), South and East Elevations, Northwest View



PLATE 78: William Uy House #2 (N-11809), South and East Elevations, Northwest View



PLATE 79: Yolanda G. Uy House (N-11810), South and West Elevations, Northeast View



PLATE 80: Rodman F. Mullins House (N-11811), South and East Elevations, Northwest View



PLATE 81: State Bridge NC-631 (N-13596), North Elevation, South View

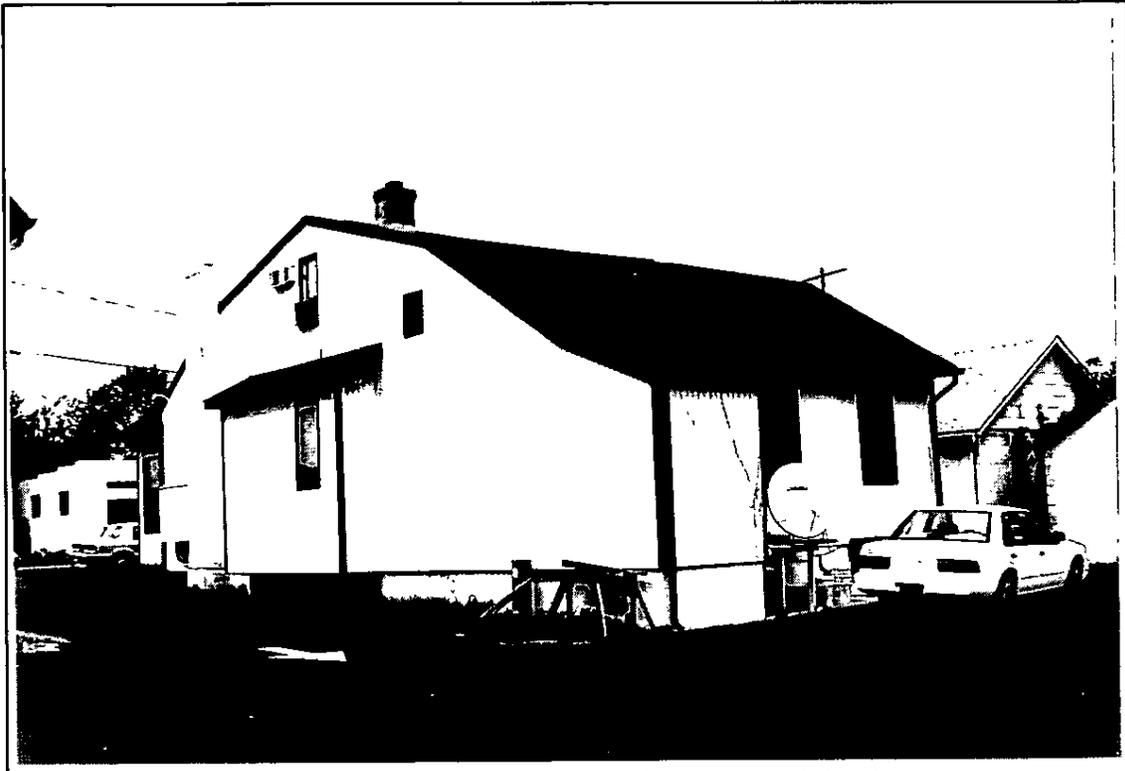


PLATE 82: Devicentis House #1 (N-12010), South and West Elevations, Northeast View



PLATE 83: Devicentis House #2 (N-6276), South and East Elevations, Northwest View
N-6726



PLATE 84: Paul E. White House (N-12006), North and East Elevations, Southwest View

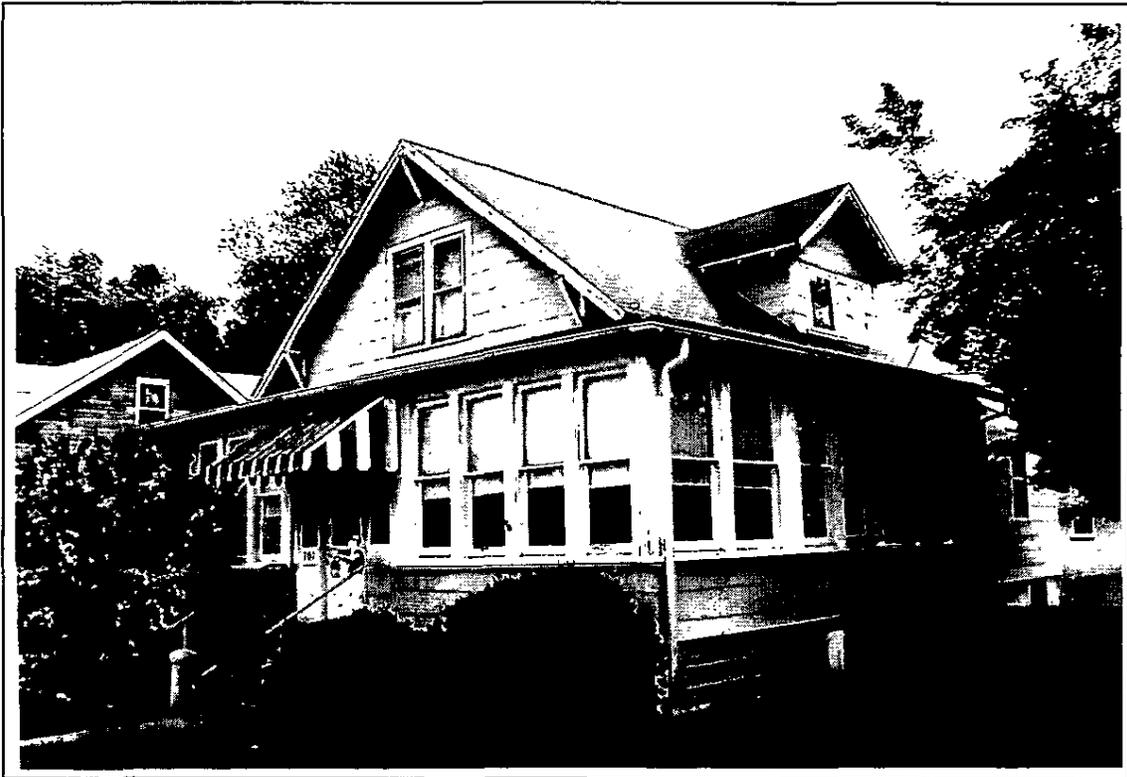


PLATE 85: Cathern B. Gold House (N-12007), North and East Elevations, Southwest View



PLATE 86: Traci L. Peterson House (N-12008), South and East Elevations, Northwest View



**PLATE 87: Delaware Energy Savers Property (N-13629) East and South Elevations,
Northwest View**



**PLATE 88: Crusaders Holding Company Property (N-11974), South and West Elevations,
Northeast View**



PLATE 89: Robert P. Diemedio House (N-13630), South and West Elevations, Northeast View



PLATE 90: Richard J. Degnars Property (N-11971), South and East Elevations, Northwest View



PLATE 91: Shaw Property (N-11973), North and West Elevations, Southeast View



PLATE 92: Arlene Merrill House (N-11964), South and West Elevations, Northeast View

SUMMARY AND CONCLUSIONS

The Kirkwood Highway project area consists of 91 individual resources, most of which are related to the early twentieth-century development of Elsmere and suburbanization of Wilmington. Elsmere originated as a late nineteenth-century railroad junction between the Baltimore and Ohio Railroad and the Wilmington and Northern Railroad. However, it soon became the first working-class suburb of Wilmington in the years preceding and during the early twentieth century. The effects of the post-Civil War industrialization more than tripled Wilmington's population, causing a housing shortage during the late nineteenth century. This, along with the introduction of electrified rail services, led to the early development of edge communities bordering Wilmington. Elsmere, located just southwest of Wilmington, was the first of these suburban communities designed for working-class people. The community was the real estate venture of local businessman Joshua ~~Herold~~, who acquired land just west of the railroad juncture, subdivided it, and sold lots for about 200 dollars apiece. Elsmere became an incorporated municipality in 1909 and continued to grow. Its population reached 374 residents in 1910 and 620 people were living in the community in 1920. To accommodate this growth, new subdivisions were added to the community during the 1910s, including Roselle Terrace, Bracken Ex, Forest Park, and Oak Grove. The expansion of Elsmere continued well into the middle of the twentieth century with the growing reliance upon automobile travel. The Capital Pike, a late nineteenth-century two-lane route from Wilmington to Newark, was dualized between 1933 and 1950 and renamed Kirkwood Highway. Another subdivision named Elsmere Manor, added to the community in 1944, consisted of World War II-era multiple dwellings.

Heald

Despite the fact that Elsmere retains a great deal of architecture related to its early twentieth-century development as a working-class suburb of Wilmington, the Kirkwood Highway project area corridor does not meet National Register of Historic Places criteria as a historic district. Most of the buildings identified in this survey are examples of Bungalows, Craftsman-derived dwellings, vernacular front-gabled and side-gabled houses, and Four-Square dwellings. All of these architectural building types are simple, plain, and rather unadorned structures economically suited for working-class citizens and typical of the early architectural development of Elsmere. However, the Kirkwood Highway project area corridor does not possess a cohesive collection of period architecture that illustrates this significant historical development of Elsmere. Instead, the early twentieth-century environment along the highway is scattered with nonhistoric, post-1950 development that has included modern shopping centers, gas stations, restaurants, and a veterans hospital (see Plates 93 and 94). In addition, many of the early twentieth-century resources fronting the highway have been significantly altered. When Kirkwood Highway was created with the dualization of the Capital Pike between 1933 and 1950, the highway became a major traffic artery in the Wilmington area. Because of this, it became a less desirable residential location and a more desirable business location. As a result, many of the dwellings along the highway were converted to business use and were altered with out-of-scale modern commercial additions, porch enclosures, and the use of nonhistoric materials like vinyl and aluminum siding (see Plates 95 and 96). Because many of the early twentieth-century architectural resources located along Kirkwood Highway have had their design and materials integrity significantly diminished, and post-1950 nonhistoric development is also scattered within this location, the Kirkwood Highway project area no longer

conveys a sense of the historic built environment associated with the early twentieth-century domestic development of Elsmere and, as such, does not comprise a district eligible for the National Register.

Of all the resources identified in this study, only a concrete slab highway bridge in the project area, State Bridge Number 153 (N-12395), which carries Kirkwood Highway over Little Mill Creek and was constructed in 1938, has been previously determined eligible for the National Register by the Delaware SHPO. None of the other buildings and structures identified in this study meet National Register of Historic Places eligibility criteria.



PLATE 93: Street Scape, 1700 Block of Kirkwood Highway, View West

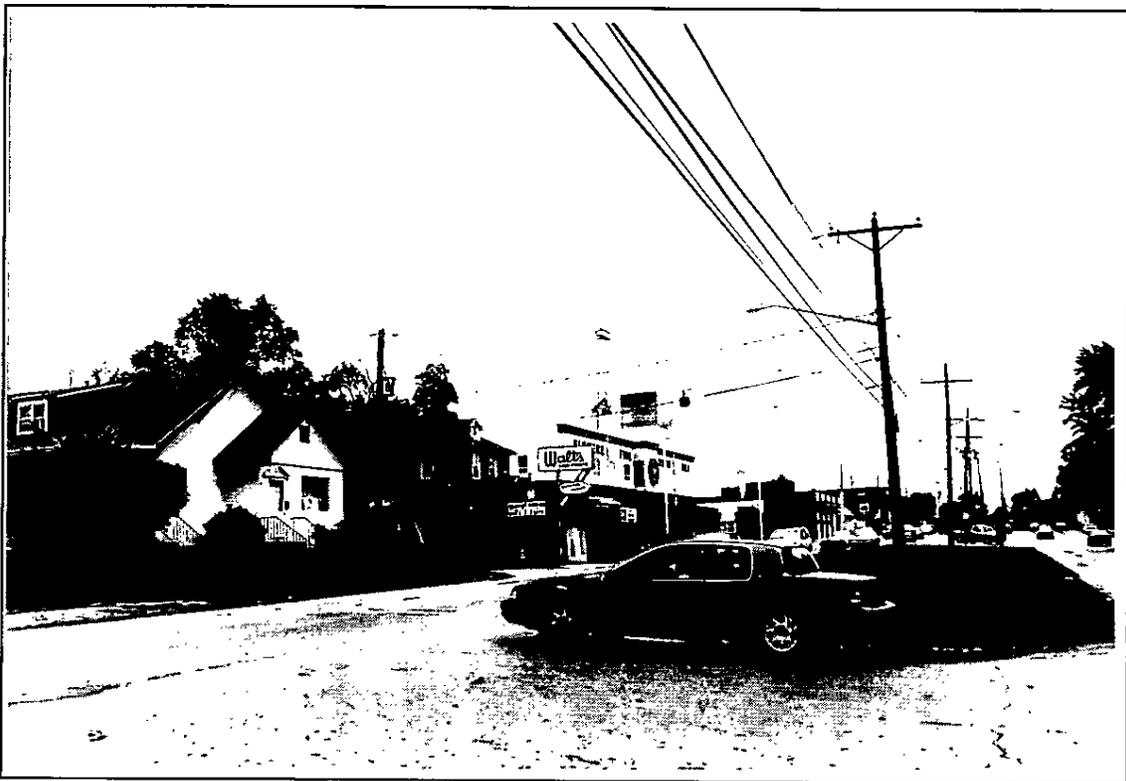


PLATE 94: Street Scape, North Side of Kirkwood Highway, 1100 and 1200 Blocks, Northeast View



PLATE 95: Street Scape, South Side of Kirkwood Highway, 900 Block, Southwest View

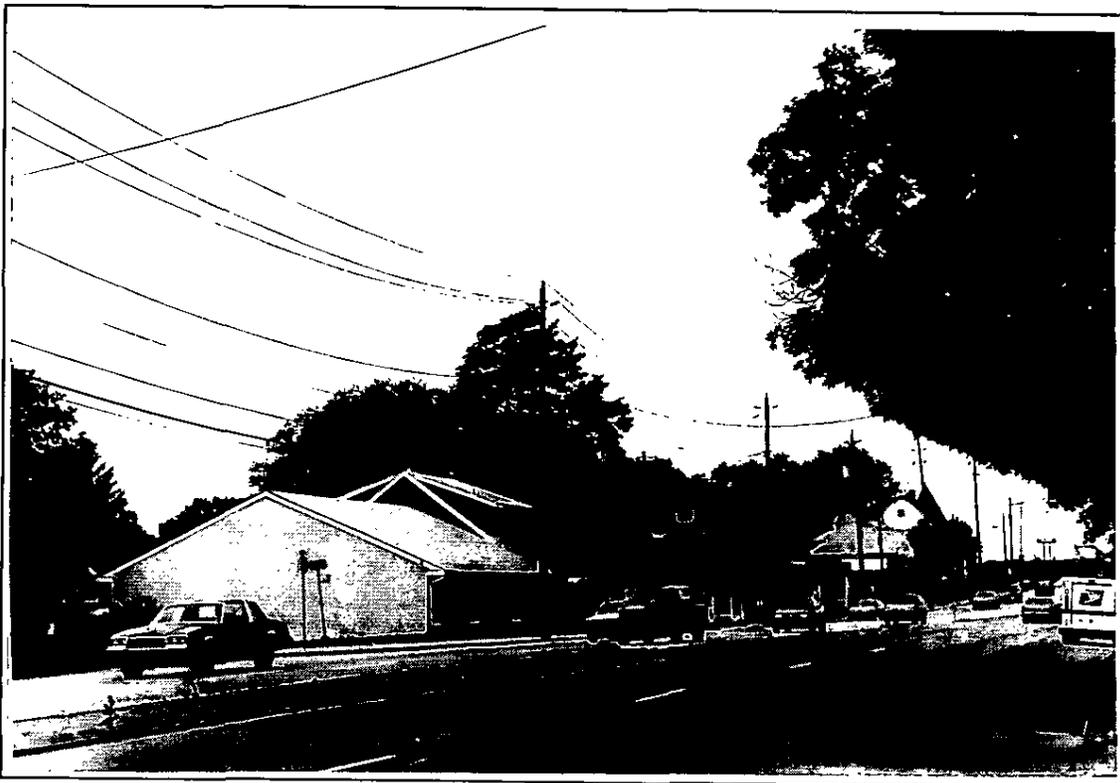


PLATE 96: Street Scape, South Side of Kirkwood Highway, 2600 - 2800 Block, Southwest View

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