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ARCHITECTURAL EVALUATION AND ARCHAEOLOGICAL ASSESSMENT

WILMINGTON BUS PARKING LOT

DELAWARE TRANSIT CORPORATION

WILMINGTON, NEW CASTLE COUNTY, DELAWARE

CONTRACT # 879 - ASSIGNMENT # 4

Prepared for:

Delaware Transit Corporation

Prepared by:

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May 1998

Abstract

Gannett Fleming, Inc., conducted an architectural evaluation of the Delaware Transit Corporation (DTC) property bounded by Maryland Avenue, Martin Luther King Boulevard, and Monroe Street, in the City of Wilmington, New Castle County (**Figure 1**). Approximately 0.45 acres of the block will be impacted by the proposed parking lot development plans. In conjunction with this evaluation, an assessment was made of the potential for archaeological resources within the property which may be impacted by the proposed expansion of the existing parking area. Current plans call for the razing of structures within the property and the paving of the portion of the property not already functioning as a parking facility.

The Swift & Company building was evaluated within the Urbanization and Early Suburbanization historic context under the theme of Retailing and Wholesaling. The ca. 1909 DTC building, formerly owned by Swift & Company, is evaluated as not eligible for listing in the National Register of Historic Places under Criteria A, B, C or D (as specified in 36 CFR 60.4). Visual inspection does not indicate that the resource embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction. The archaeological potential is judged to be low for surviving prehistoric resources as well as earlier historic activities. It is recommended that ground disturbing activities associated with the proposed demolition and paving be minimized in order to avoid the need for additional archaeological investigation.

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1.0 INTRODUCTION

Gannett Fleming, Inc., conducted an architectural evaluation of the Delaware Transit Corporation (DTC) property bounded by Maryland Avenue, Martin Luther King Boulevard, and Monroe Street, in the City of Wilmington, New Castle County, Delaware (**Figure 1**). The block encompasses roughly 0.85 acres and the portion to be impacted by the proposed plans includes approximately 0.45 acres. In conjunction with this evaluation, an assessment is made of the potential for archaeological resources within the property which may be impacted by the proposed expansion of the existing parking area. Current plans call for the razing of structures within the property and the paving-over of the portion of the property not already functioning as a parking facility.

Because the project is funded through the Federal Transportation Administration (FTA) the identification and evaluation of this property and structures contained within will be in accordance with 36 CFR 800.4. The property comprises paved parking areas on the southern half of the triangular block with standing structures along the Martin Luther King, Jr. Boulevard side. The structures consist of a one-story concrete block and brick building perhaps 25 years old which currently houses the Wilmington Auto Parts Store. The other extant structure, owned by the DTC, is a two story, flat iron brick building. The building is currently known as the McCoy Building, but was initially a beef and meat warehouse belonging to the Swift & Company of Chicago. The former Swift & Company Meat Packers building will be the focus of this effort. The research follows the *Guidelines for Architectural and Archaeological Surveys in Delaware* (1993) and includes background research, a field survey, and a report of investigations which details the results and offers an evaluation of architectural resources within the property. The report evaluates the architectural resources according to the Criteria of Eligibility to the National Register of Historic Places. Resources will be placed in their appropriate historic context for such evaluation.

N

MAP SOURCE:

CITY OF WILMINGTON

SCALE: 1" = 1200'

PROJECT LOCATION

DELAWARE TRANSIT CORPORATION
WILMINGTON BUS PARKING LOT

CITY OF WILMINGTON, DELAWARE

FIGURE 1

Gannett Fleming
ENGINEERS AND PLANNERS

This investigation was designed to satisfy the instructions and intents set forth by Section 101(b)(4) of the National Environmental Policy Act of 1969; Sections 1(3) and 2(b) of Executive Order 11593; Section 106 of the National Historic Preservation Act; 23 CFR 771, as amended October 30, 1980; 36 CFR 66; the guidelines developed by the Advisory Council on Historic Preservation and published on November 26, 1980; 36 CFR 48; and, the amended Procedures for the Protection of Historic and Cultural Properties as set forth in 36 CFR Part 800. In addition, the work was designed to satisfy Delaware State Antiquities Act, Delaware Code Title 7, Chapters 53 and 54; Delaware Code Title 29, Sections 551-552; and, Delaware Code Title 68, Chapter 7.

The project area is located within the High Coastal Plain physiographic province of the Delmarva Peninsula (Custer 1984, 1989; Custer and DeSantis 1986) along the floodplain of the Christina River. The location is less than one kilometer from the Fall Line which represents the interface of the High Coastal Plain and Piedmont physiographic provinces. The soils within the project area (and indeed for most of urban Wilmington) are mapped as Made land and Urban land (Matthews and Lavoie 1970). Reconstructions of the project area characterize the waterfront area adjacent to the Christina River as having been poorly drained frequent floodplain (Beidleman et al. 1986). Better-drained soils are located in upland settings away from the floodplain on an infrequently flooded T_2 terrace. The natural soils are expected to comprise clays below poorly-drained organic deposits. The floodplain has been suggested to have included a series of intermittent swamps which supported various hydrophytic plants adapted to brackish conditions (Beidleman et al. 1986).

The architectural evaluation and directly related historic research was conducted by Gail Greenberg. The archaeological assessment, prehistoric background, and report coordination was performed by John W. Martin under the supervision of Jonathan Pollack, who acted as Principal

Investigator for the project. Resumes of each of these people are included in **Appendix B** of this report.

2.0 PREHISTORIC BACKGROUND

The prehistory of Delaware and the Delmarva Peninsula is summarized from detailed discussions presented elsewhere (Custer 1984, 1986, 1989; Custer and DeSantis 1986). Native American cultures in Delaware have been divided into five segments: Paleo-Indian, Archaic, Woodland I, Woodland II, and European Contact. With the exception of the last period, these divisions are based on perceived changes in subsistence, settlement, and social systems of local prehistoric peoples primarily in response to changes in local and regional environments and social conditions.

At the time of the initial peopling of the Western Hemisphere, the Pleistocene Epoch was drawing to a close, but the effects of the Wisconsin Glaciation continued to influence the climate. Based on pollen profiles from locations in Delaware, at that time the region was characterized by a mosaic of different vegetational communities comprising grasslands interspersed among large stands of conifers with some deciduous trees present as well. The earliest prehistoric Native Americans, the Paleo-Indians (ca. 10,000 B.C.), were hunters and gatherers who employed distinctive chipped stone projectile points and knives referred to as "fluted points." The majority of these implements were manufactured from high-quality cryptocrystalline lithic raw material(s). Similar fluted points were found in the western United States in direct association with extinct Pleistocene megafauna such as bison and mammoth. However, no such association has yet been documented east of the Mississippi River. In Delaware and other parts of the Middle Atlantic region, smaller mammals such as caribou, elk, and deer are thought to have been the focus of Paleo-Indian hunting activities. Floral

and faunal remains from the Paleo-Indian component of the Shawnee-Minisink site in the Upper Delaware Valley also document the exploitation of wild plant foods and fish (McNett et al. 1977; Kauffman and Dent 1982). The relatively sparse evidence for this period suggests that Paleo-Indians lived in small, highly mobile groups or bands. It is also suggested that the preference for high quality stone materials influenced the settlement pattern. Many Paleo-Indian sites are located near primary geological outcrops or rich gravel beds containing these raw materials. In the latter stages of this period a variety of notched bifaces replaced the fluted points.

The beginning of the Archaic period coincides with the development of Holocene environments by circa 6500 B.C. During this period essentially modern environments developed in the Middle Atlantic region. The Archaic period represents a continuation of lifeways essentially similar to those interpreted for the Paleo-Indian period but without the almost exclusive reliance on cryptocrystalline raw lithic material. A variety of ground stone tools were added to the chipped stone tool kit indicating a greater use of floral resources. Group movements were scheduled to coincide with the seasonal availability of a variety of floral and faunal resources. The exploitation of these floral and faunal species involved scheduled movements to take advantage of differentially available resources. In general, Archaic cultures exploited a wider variety of resources than their predecessors and did so from more specialized sites located in a greater range of settings. However, evidence suggests that they also lived in small, highly mobile bands.

During the Woodland I period (ca. 3000 B.C.) there was a marked shift toward more sedentary lifeways. Settlements became larger and more numerous, particularly in highly productive riverine and estuarine habitats where both marine fish and shellfish were exploited. Recurrent seasonal occupation of sites is also apparent as are changes in technologies. The latter innovations include the appearance of heavy woodworking tools such as axes and adzes, large stone hearths and,

during the early part of the period, carved steatite vessels which are believed to have increased cooking efficiency and possibly served as storage containers. Ceramic vessels also make their appearance (ca. 1000 B.C.) during this period. Some of the earliest types had flat bases and handles similar in form to steatite containers. Conical shaped ceramic vessels also occur during the first millennium and persisted until the arrival of Europeans. During Woodland I times, a variety of notched and stemmed bifaces manufactured from a wide variety of lithic materials were in use. The presence of non-local items at many sites that date to this period are indicative of wide-ranging trade and exchange networks and the possible presence of complex, hierarchical social systems.

The final prehistoric period in Delaware (Woodland II), began at approximately A.D. 1000. The trade and exchange networks of the preceding period had broken-down or ceased to function by this time. Hoe-type horticulture, including crops such as maize, beans, and squash, supplemented traditional wild animal and plant foods, though its impact in Delaware was limited (Custer and Griffith 1986; Stewart et al. 1986). The introduction of the bow and arrow and exclusive use of triangular projectile points were the two major technological innovations. Ceramics exhibit complex incised design motifs and clay tobacco pipes also make their first appearance.

The arrival of European explorers and settlers marks the close of the Woodland II period. Contact with the native peoples brought about profound and irreversible changes in the socio-economic organization and technologies of Delaware's Native Americans. An increased reliance upon articles of European derivation takes place while concomitantly, an overall decline is noted in the manufacture and use of native goods. During the 17th and 18th centuries European diseases, conflict, and treachery decimated the aboriginal populations to the extent that, by 1800, only a few individuals remained as residents within the state.

By 1989, there were 601 archaeological sites recorded for New Castle County, with 143 located within the Christina River drainage (Custer 1989: Table 41). Of the 822 sites recorded within the High Coastal Plain, the overwhelming majority of the sites are within 150 meters of water, with over half occurring within 100 meters of water (Custer 1989: Table 43).

The most famous prehistoric site in the Wilmington vicinity is the Crane Hook Site (7NC-E-14), located at the present-day Wilmington Marine Terminal (Crozier 1934; Weslager 1939, 1968; Custer 1984, 1989). Artifacts dating from the Archaic period through Woodland II have been recovered from this area. On an adjacent property, the former Lobdell Car Wheel Works, a cache of 60 argillite leaf-shaped blades, probably dating to the early Woodland I period, was recovered during the construction of a road within the property (Crozier 1934; Weslager 1968; Pratt 1996). Wilmington itself is said to have been built on the site of the Indian Village of Hopokohacking (Crozier 1934, 1938; Weslager 1938), though later Weslager (1968) suggests that this name may refer to a place rather than a village. Weslager (1946) does report the recovery of artifacts from the vicinity of the "Rocks," the location of Fort Christina Park. Weslager (1946) also notes the recovery of prehistoric artifacts from the Richardson Park vicinity, southwest of the City. Within the City proper, apparently significant quantities of prehistoric material were recovered in proximity to the Cool Spring Reservoir (Weslager 1946). A cache of Adena material was recovered from the Malleable Iron Works and "arrowheads" are reported from along Brandywine and Shell Pot Creeks (Weslager 1946). The location of the Malleable Iron Works is believed to have been near the Brandywine and outside of the project area. More recently, prehistoric artifacts have been uncovered during investigations in the southeastern portion of Wilmington near the Christina River (Beidleman et al. 1986; LeeDecker et al. 1990).

The City of Wilmington undoubtedly once contained abundant evidence of prehistoric occupation and use. Its location at the confluence of Brandywine Creek and the Christina River would have afforded access to a variety of plant and animal resources as well as water transportation routes. Contrary to the assertion of Goodwin (1986: 43), a great deal is known about the prehistoric inhabitants who lived in northern Delaware in the vicinity of Wilmington and its environs and therefore the discovery of evidence of such habitation can be expected in relatively undisturbed locations. The degree of disturbance and the lack of many intact areas does increase the significance of any prehistoric site within the City. The locations of reported finds as well as the known landscape usage for prehistoric cultures yields a much greater area of prehistoric habitation than that proposed by Goodwin (1986: Figure 6), whose basis for the depicted pattern of only primarily in the immediate proximity of the Brandywine is unclear. It could be expected that with the exception of stream beds or associated swampy/marshy areas, much of the upland between the Brandywine and the Christina was exploited by the prehistoric inhabitants of this area. The use of upland loci which are not in depositional settings and the amount of urban disturbance within the City severely restricts the likelihood of significant, intact deposits of prehistoric remains.

3.0 HISTORICAL BACKGROUND

The following presents a brief review of Wilmington history, focusing on the activities within the project area associated with the DTC building. Recent histories and overviews of the city and the scope of the present project obviate the need to present a detailed review here. More extensive histories are presented in: Eckman (1955); Hoffecker (1974); Beidleman et al. (1986); and Goodwin (1986).

The City of Wilmington evolved through periods of rule under the Swedes who settled it first, in 1638, naming it Fort Christina. This settlement formed the major part of the military and political heart of the colony during much of its existence, but the number of its inhabitants never grew above 400. They were followed by the Dutch who retook control in 1655 and allowed Fort Christina to decline. Nonetheless, the Dutch encouraged the settlement of new immigrants and the broadening of the colony's agricultural base; few settlements occurred inland from the Delaware River until later British colonizers increasingly assimilated earlier immigrants, pushed inland and focused on agriculture. When the British took over rule in 1664, the previous settlers remained to develop the area's natural resources and prosper.

The various Europeans apparently expressed little interest in the Native Americans — the Lenni Lenape — who preceded them, except to accord them the name, "the Delaware." However, the Lenape exposure to the Dutch, Swedes, and English, which centered around the fur trade, certainly disrupted their culture and destroyed their land rights. By the beginning of the 18th century, almost all of the Native American population had left the Delaware area.

Out of a desire to dominate the lower Delaware River for commercial reasons, William Penn beseeched the Duke of York for legal title to the colony and, in 1682, finally received the proprietorship from Charles II, the Duke's brother. Delaware, governed from Pennsylvania, was strongly influenced by its Quaker administrators and merchants and its economy became subservient to Philadelphia.

Admirably located between the swift-running Brandywine River which provided an energy source, and a protected harbor on the Christina River, and on the west bank of the Delaware River, Wilmington's rapid development as a port and manufacturing center was inevitable. The city's milling industries, geographic location, resources, and leadership would place it in a particularly vital

position. Its colonial development was to be steady and lead to a prosperous business and residential community.

In the second quarter of the 18th century, English Quakers moved from Philadelphia and established Willingtown on the north bank of the Christina River. In 1739 the King of England chartered the town as a borough and its name was changed from Willingtown (after Thomas Willing) to Wilmington, possibly in honor of Spencer Compton, the Earl of Wilmington. Within another century, the town's growth led to a new charter, this time as a city, by the state legislature.

During the period 1730-1770, rich agricultural lands were increasingly settled and more and more woodland was destroyed for crops and meadows. Wilmington's most important industry in the 18th century was shipping. The city had become an expanding grain port thanks to the mills along the Brandywine Creek which also gave easy access to inland towns and villages. Its settlement also increased and by the time of the American Revolution, Wilmington was a growing urban center engaged in the manufacture of flour, paper, carriages, iron, cotton textiles, and furniture, with a population of almost 60,000 people (Eckman 1955: 50).

The success of the American Revolution served to free Wilmington merchants from British trade restrictions and enabled them to ship their goods directly to ports such as the West Indies, Europe, and along the American east coast. The resultant expansion of milling and shipping enterprises brought new prosperity to Wilmington. Within a few decades commercial ventures also included whaling ships going to the South Seas for sperm whale oil, a flirtation with the silkworm industry, cotton manufacturing, tanning, and papermaking.

The shipping industry was disrupted for a time due to the War of 1812 and the construction of the Chesapeake and Delaware Canal in 1829 further weakened the city's economy. Better roads and the new water passage re-routed agricultural products to the south, allowing Pennsylvania

farmers to send their goods quickly and easily to larger markets in Philadelphia rather than down river to Wilmington. This was exacerbated by the completion of the Philadelphia, Wilmington and Baltimore Railroad in 1837, which made the terminal cities directly accessible by road, water, and rail along the main north-south transportation route. With the loss of its business to other ports, the economy of Wilmington shifted from agriculture to industry and manufacture.

The Industrial Revolution caused rapid changes in Wilmington: the first gas was manufactured for the city in 1832; two years later, the first Lucifer matches were sold in Wilmington; five fire insurance companies were organized by 1853; from 1840-60 the city's population increased from 8,452 to 21,258 and housing construction was unable to keep up with the demand; banking institutions and commercial affairs expanded, shipping and ship building became a major industry.

Ironically, it was the railroad which sparked the rise of new industries in Wilmington: those which supplied the railroads. Betts, Pusey and Harlan, the Remington Machine Company, Jackson and Sharp, Harlan and Hollingsworth, the Pullman Palace Car Company, the Lobdell Wheel Company, and the Diamond State Car Spring Company soon manufactured steam engines, heavy machinery, mills, and iron and steel ships in addition to railroad cars. After 1840, the economic boom caused by accessible iron and coal resources, close rail and water transport, and new industries caused Wilmington to experience rapid growth and a doubling of population between 1840 and 1865.

A large skilled and semi-skilled working class arose and produced neighborhoods segregated by socio-economic status. The ethnic population was diversified by French nobles fleeing the French Revolution and citizens of Santo Domingo — both black and white — escaping from a similar situation there. They were joined by wealthy merchants and their families attempting to

elude periodic yellow fever outbreaks in Philadelphia. Irish, Scotch-Irish, Germans, and free African-Americans also arrived, with each group settling in a separate area of the city. They were joined, in the post-Civil War period, by emigres from Italy and Poland.

Thus, by the mid-1800s, Wilmington's industrial base had expanded from tanning, grain milling, and papermaking to also include gunpowder and textile manufacturing, shipbuilding, railroad car manufactories, boot and shoe factories and saddleries, foundries which produced boilers, engines, and machine tools, and cabinet and brick makers. This strong industrial base was able to meet the demands of a war-time economy and attract new industries to the city.

Although the state contained a large number of Confederate sympathizers, Delaware officially declared for the Union cause and Wilmington became the center of northern supporters. Possibly because of its large, free black population, (at the beginning of the Civil War, the blacks constituted about 10% of the population of Wilmington)(Goodwin 1986: 109) the city was involved in the Abolition Movement and the Underground Railroad helped to move runaway slaves from the south to freedom in New Jersey and Pennsylvania. The city's shipyards built naval vessels and other military items for the Union and Union troops were transferred south through its water and rail routes.

In the post-Civil War period Wilmington's economy was vastly diversified. The city's boundaries extended further west, housing had expanded with the erection of many new and extravagant homes, and an atmosphere of prosperity prevailed. The first horse-car line, begun shortly before the end of the war, opened the way for development of residential areas outside the city proper. Major industries, mostly locally owned and often interrelated, were established along the Christina River and included shipbuilding, railroad car construction, carriage making, iron

foundries and tanneries, the manufacture of leather goods, canning and chemical manufacturing, and the production of rubber products and cotton goods.

At the beginning of the twentieth century, thanks to the stimulation of new industries, Wilmington's population peaked at 110,000 and stayed there until after the Second World War. But, local plants had been bought up and made part of larger enterprises; production facilities were often moved to newer locations and older plants along the Christina River served as backup facilities. The city shortly established a reputation for highly skilled industrial workers and, as a result of improved roads, mass transit, and a growing professional class, most of the industrial facilities in the state moved to Wilmington by 1940. Prior to the outbreak of World War II, the banks of the Christina were lined with ship and car-building plants, machine shops, warehouses and storage yards. The Second World War, as well as the First, further stimulated Wilmington's industries and businesses. Shipyards, foundries, and machine-tool makers were in continuous operation. However, at the end of the war many production contracts were canceled. The establishment of Wilmington as a center for corporations and financial institutions which attracted banking and insurance companies helped revitalize the city's economy.

Although a half-dozen other meat provision companies were active in the city in 1909 when Swift & Company, a Chicago corporation, purchased the property at Maryland Avenue, Lancaster Avenue (Martin Luther King Jr. Boulevard), and Monroe Street, the meat industry never developed as a major enterprise in Wilmington. Armour & Company, also Chicago-based, erected a warehouse structure in a nearby location in Wilmington during the same period (Louis Berger & Associates, Inc. 1997). The few other similar establishments in the city, such as the Wilmington Beef Company, Swift's predecessor at the location, were locally owned and mainly engaged in the wholesale or retail trade. Apparently, there was no significant "slaughterhouse" district in the surrounding area.

The project area lies within the Primary Farmstead and Cottage Industry Area boundary of Goodwin (1986: Figure 7). The project is outside of the 1830 core limits of the City (Goodwin 1986: Figure ?) but within the expanded city limits. Goodwin (1986: Figure 12) does include the project area within the 1850-1860 Urban Development Study Unit. No specific archaeological potential was suggested by Goodwin, however.

4.0 RESEARCH DESIGN AND METHODS

The goal of the architectural study is to assess the former Swift & Company building, now owned by the Delaware Transit Corporation, under the criteria of eligibility for the National Register of Historic Places (36 CFR 60.4). Ms. Gail Greenberg performed the assessment, conducting a field survey of the project area and research during September 1997. Research was performed at the New Castle County Recorder of Deeds, Wilmington; the Historical Society of Delaware, Wilmington; the Hagley Library, and the Historical Society of Pennsylvania, Philadelphia. Materials consulted included deeds, Beers' atlas, Sanborn, Baist and Hopkins insurance maps, local and industrial histories of the city, state and meat trade.

5.0 ARCHITECTURAL EVALUATION

The Delaware Transit Corporation building is a two story, rectangular mass with a smaller, harmonious two-story central rear wing. The entire structure is of common bond brick construction, and was probably built as a unit, ca.1909, after the property was purchased by Swift & Company. Its style reflects its urban environment.

The front (north) elevation is four bays wide, each demarcated by brick piers also in common bond brick capped by granite coping (**Plate 1**). From east to west, the first bay contains

three windows on each of the two floors. A water table of granite runs along the entire facade below the first floor windows; granite sills are below the second floor windows. A series of brick corbels projects above the second story windows. The middle, or entrance, bay contains a door on the first floor and on the second floor, coupled windows with granite sills are also surmounted by a series of brick corbels. Here, the bay has a gable with a pediment termination accentuated by the coping. The last two bays are windowless, each is equal in size to the first and is surmounted by a series of brick corbels, giving the bays the appearance of panels. Corner piers provide a vertical emphasis. A concrete base and basement window wells are evident; they probably provided natural light to a large work area.

The windowless east elevation is stucco-covered and painted (**Plate 2**), has a terra cotta parapet, two chimneys and a small, contemporary, one-story, shed-roofed addition, of concrete over brick. This addition has two windows and a door on the front (entry) facade and one window on each of its north and south sides (**Plate 3**). A projection above the roof, much like a theatre fly, probably houses the machinery for the building elevator. **The west elevation** is windowless and has terra cotta coping.

The southeast corner of the main block is chamfered or beveled with a series of four brick corbels above the windows and terra cotta coping; **the southeast elevation of the main block** has three second floor windows with segmental brick arches and brick sills. Brick corbels project above the windows (**Plate 3**). The first floor opening is a metal garage door with metal door head.

The east elevation of the rear section is three bays wide; the first floor has a double door with segmental brick arch in the center bay; one window with segmental brick arches and brick sills is on each side of the door. Here, too, is a series of four brick corbels above the second floor windows, for the entire length of the facade.

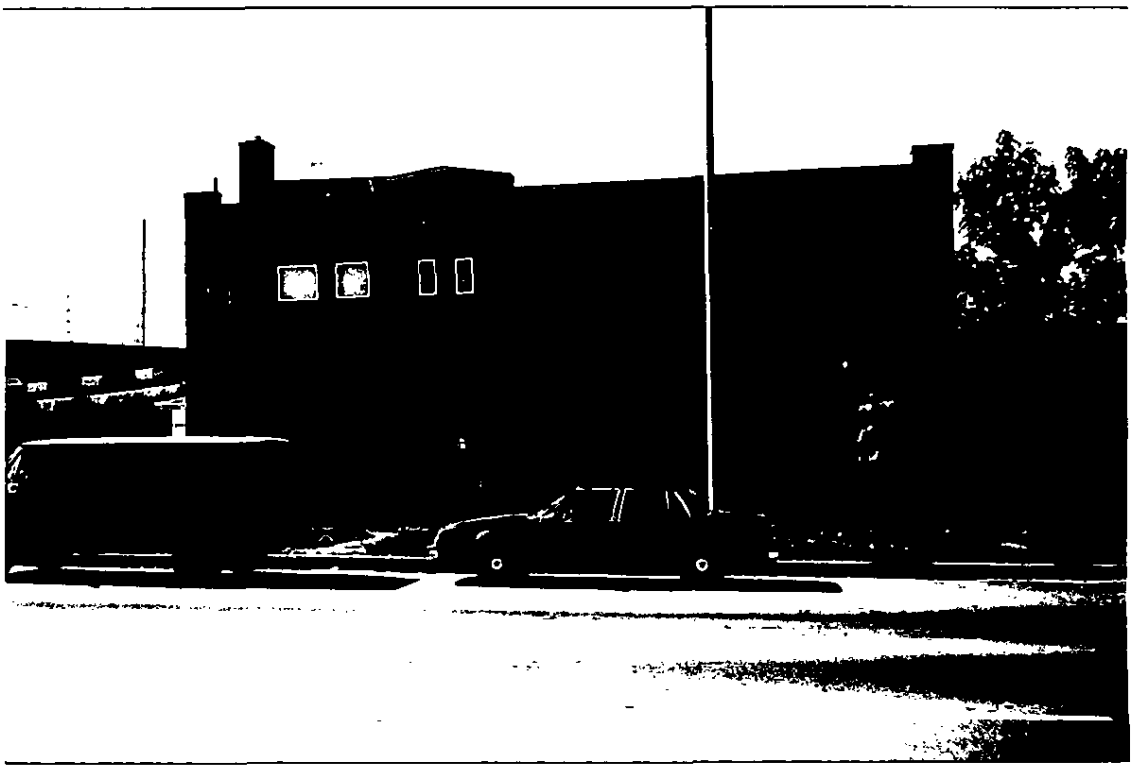


Plate 1. DTC Building, North (front) elevation. (Photographer: Gail Greenberg)

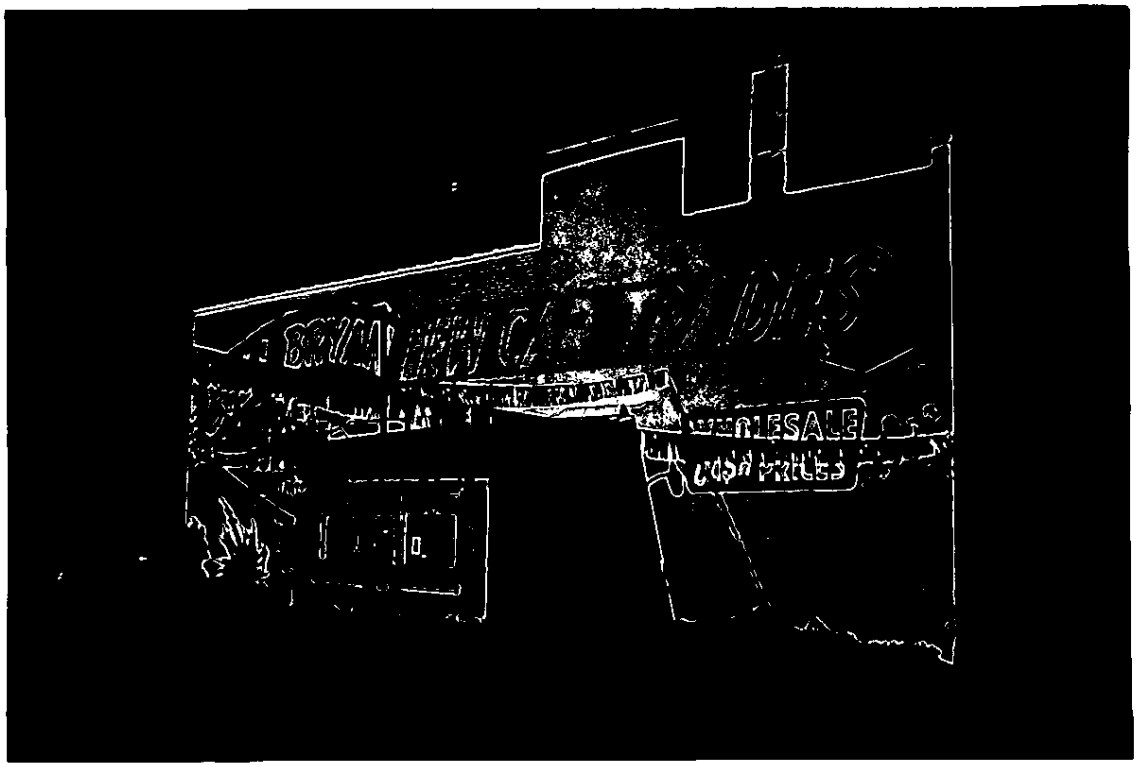


Plate 2. DTC Building, East elevation. (Photographer: Gail Greenberg)

The southeast corner of the rear section, is chamfered, and one-bay wide; a single window with brick segmental arch and brick sill is on the first floor. A loft door through which large items was lifted, is on the second floor. Brick corbeling is above the loft door. Only parts of the terra cotta coping remain on this section. On the interior, the second floor ceiling is much lower than elsewhere in the structure suggesting that this area was used for storage rather than for work space.

The short south wall of the rear section is windowless; the bottom portion is concrete over brick and contains a wall chimney that resembles a buttress.

The west elevation of the rear section meets the windowless southwest side of the main block at a right angle and contains three small windows; a narrow pent roof extends along this wall (**Plate 4**). A concrete loading dock is at the lower portion of the wall, and continues along the southwest wall of the main block. A steel commercial-type refrigerator door opens onto the southwest loading dock; a pent roof runs above the entire southwest wall.

The exterior of the building appears to have retained its integrity except for the replacement of windows, the addition of the shed-like structure on the east elevation, and parging of the brick surface with stucco and paint.

The interior of the building does not retain any of the original furnishings associated with a meat provisioner, except for metal commercial refrigerator doors on the first and second floors, giving entry to large rooms probably used for refrigerated storage of meat and meat products. The elevator, washrooms, and office areas are extant, although the latter were doubtless rearranged under subsequent ownerships.

Once, rail tracks of the Pennsylvania & Reading Railway Company crossed Maryland Avenue and entered the property along the south and west sides of the rear section of the building near the loading docks. These are almost entirely covered by asphalt surfacing.

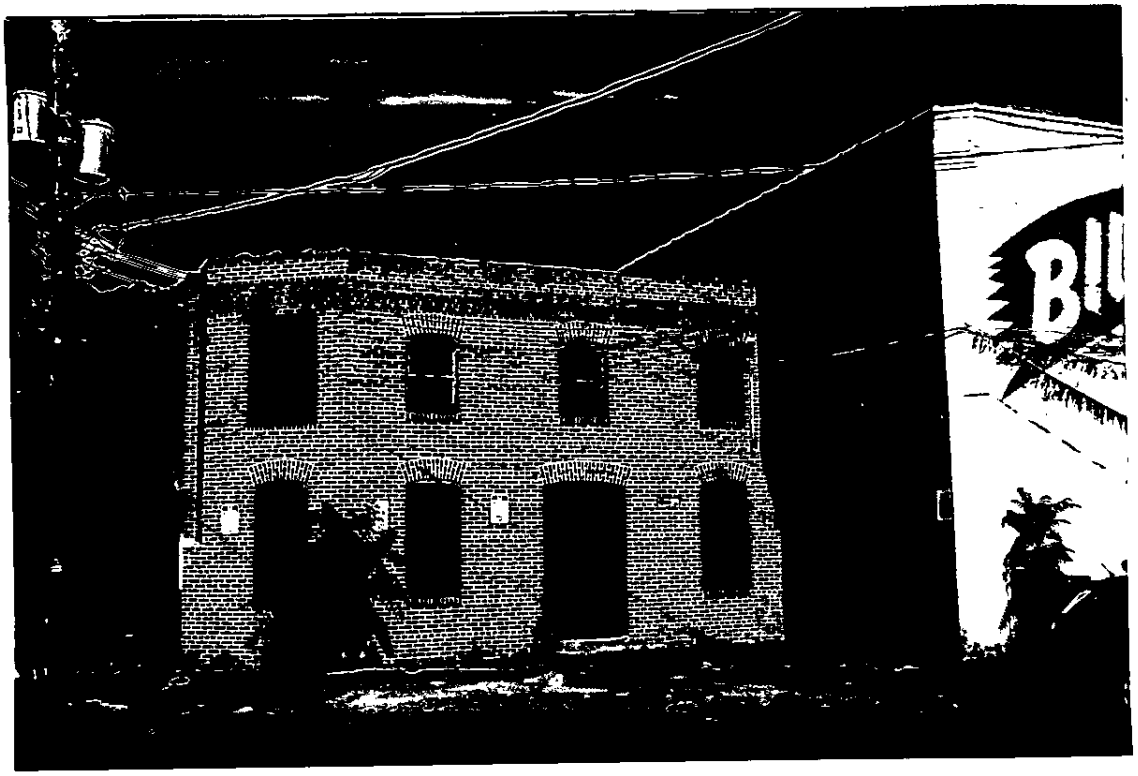


Plate 3. DTC Building, East elevation, rear section. (Photographer: Gail Greenberg)

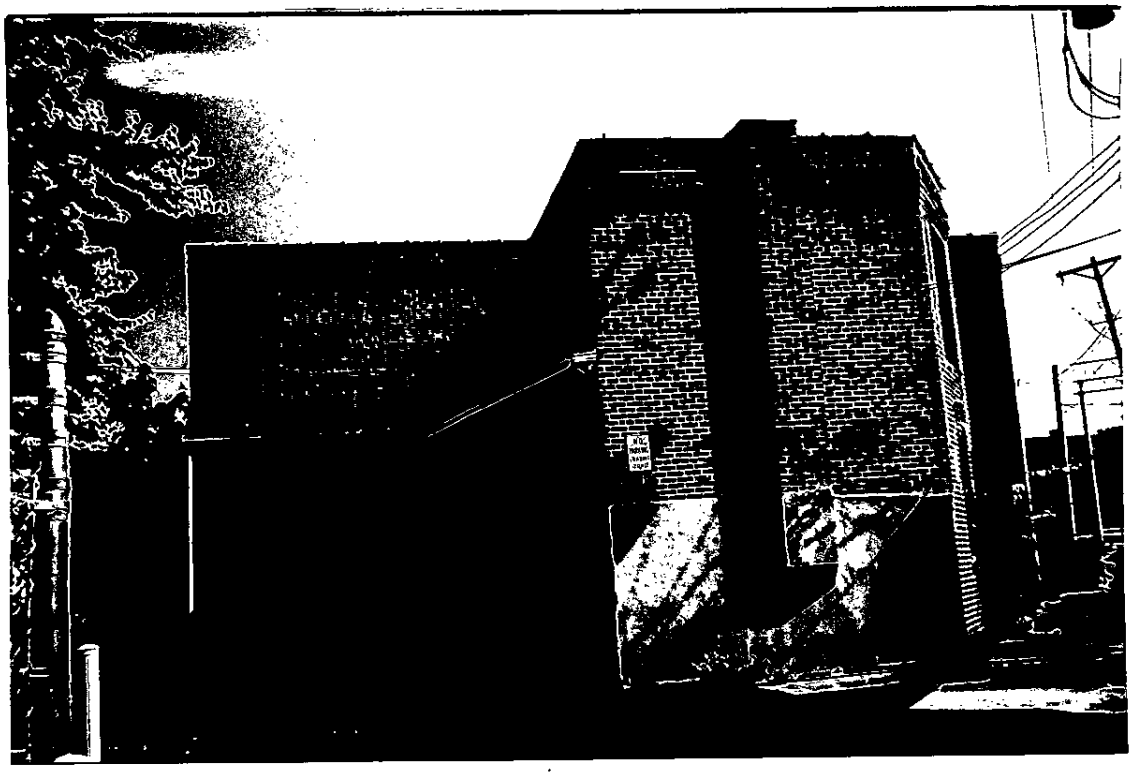


Plate 4. DTC Building, West elevation, rear section and southwest side of main block. (Photographer: Gail Greenberg)

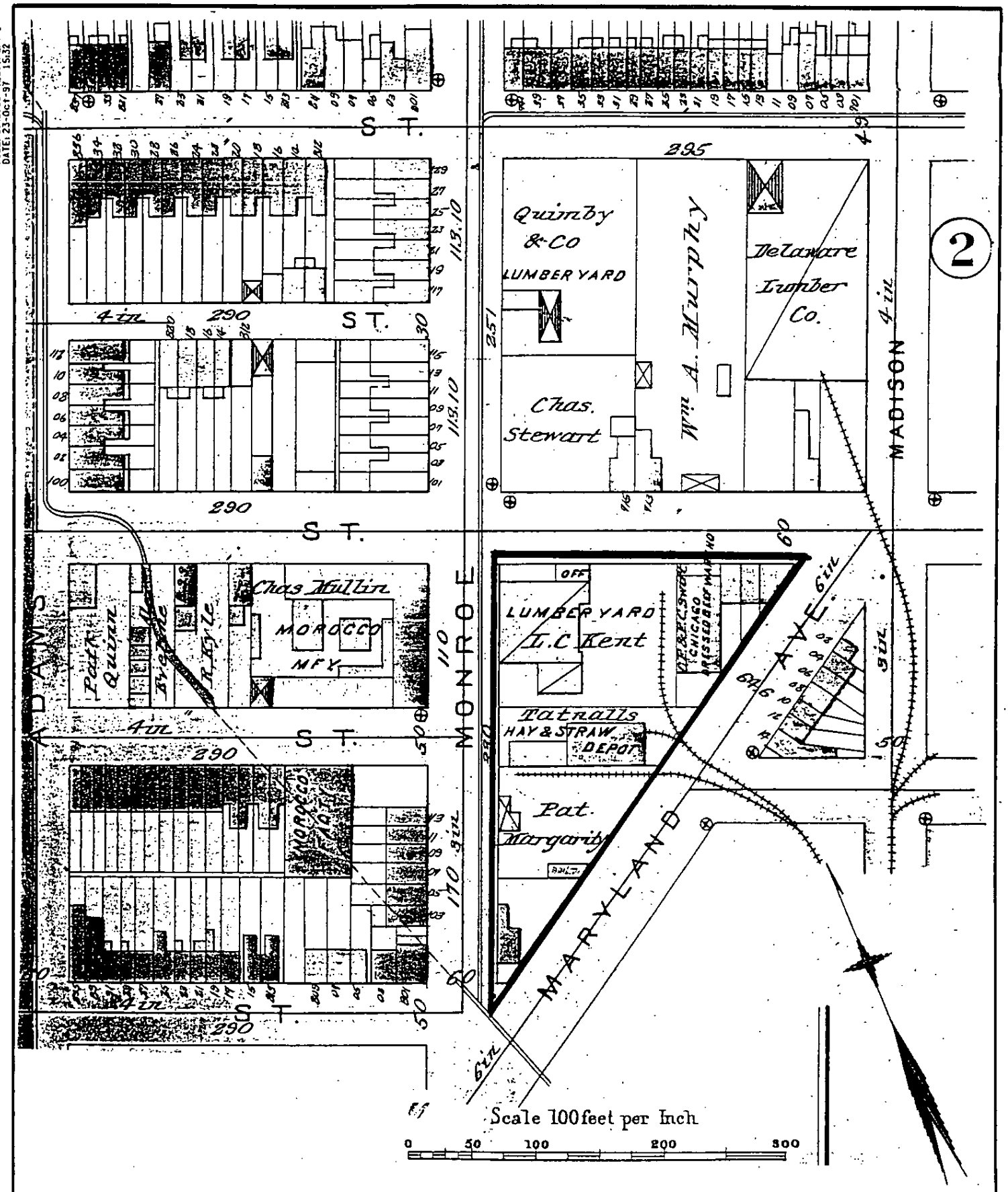
A site visit was made on September 16, 1997, to the vacant building used in recent years as a used car dealership, and by Pace Resources, a Delaware corporation. The building does not contain any of the furnishings one would expect to find in a meat plant; no conveyor belts, refrigerator facilities, cutting tables, etc., are evident. Some first and second floor interior spaces have been subdivided into office space. Double-hung windows are contemporary and vinyl-clad.

6.0 APPLICABLE HISTORIC CONTEXT AND HISTORICAL INFORMATION

Applicable Historic Context: Urban Zone (V) Urbanization and early suburbanization, 1880-1940. **Historic Theme:** Retailing and Wholesaling. **Property type:** warehouse.

A building appears on Baist's 1887 Property Atlas as "C.F. & F.C. Swift Chicago Dressed Beef Warehouse" at 706 Lancaster Avenue (**Figure 2**). The 1884 City Directory for that address lists Charles Stewart's Foundry. Swift & Company does not appear in the Wilmington City Directory until 1896.

Deeds to the property do not list Swift and Company as owners until 1909; the company continued in ownership until 1974 when the property was sold to Pace Resources (**Figure 3**). It is likely that Swift & Company, its predecessors, C.F. and F.C. Swift & Company, and The Wilmington Beef Company rented different quarters on the property until the property's subsequent purchase by Swift & Company in 1909. The exact form of the present building does not appear until the 1927 Sanborn Map (**Figure 4**). Earlier maps show a building having a similar appearance but they are not identical. The entire brick block was probably built ca. 1909, after purchase of the property by Swift & Company. Its appearance is typical of small commercial/industrial companies of the period.



MAP SOURCE:
BAIST 1887

1" = 100'

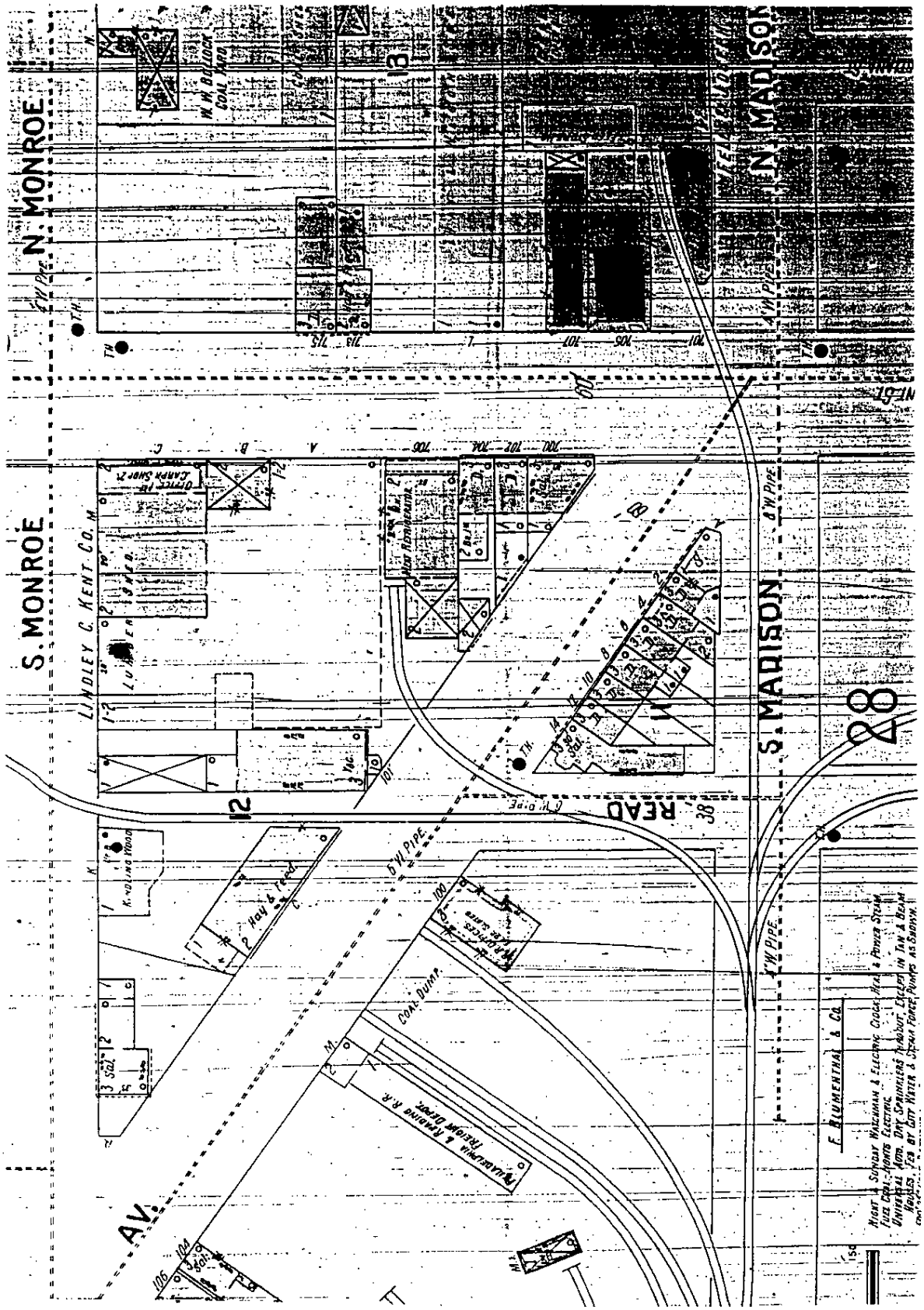
PROJECT AREA CA. 1887

DELAWARE TRANSIT CORPORATION
WILMINGTON BUS PARKING LOT

CITY OF WILMINGTON, DELAWARE

FIGURE 2

Gannett Fleming
ENGINEERS AND PLANNERS



MAP SOURCE:
SANBORN 1901

1" = 75'

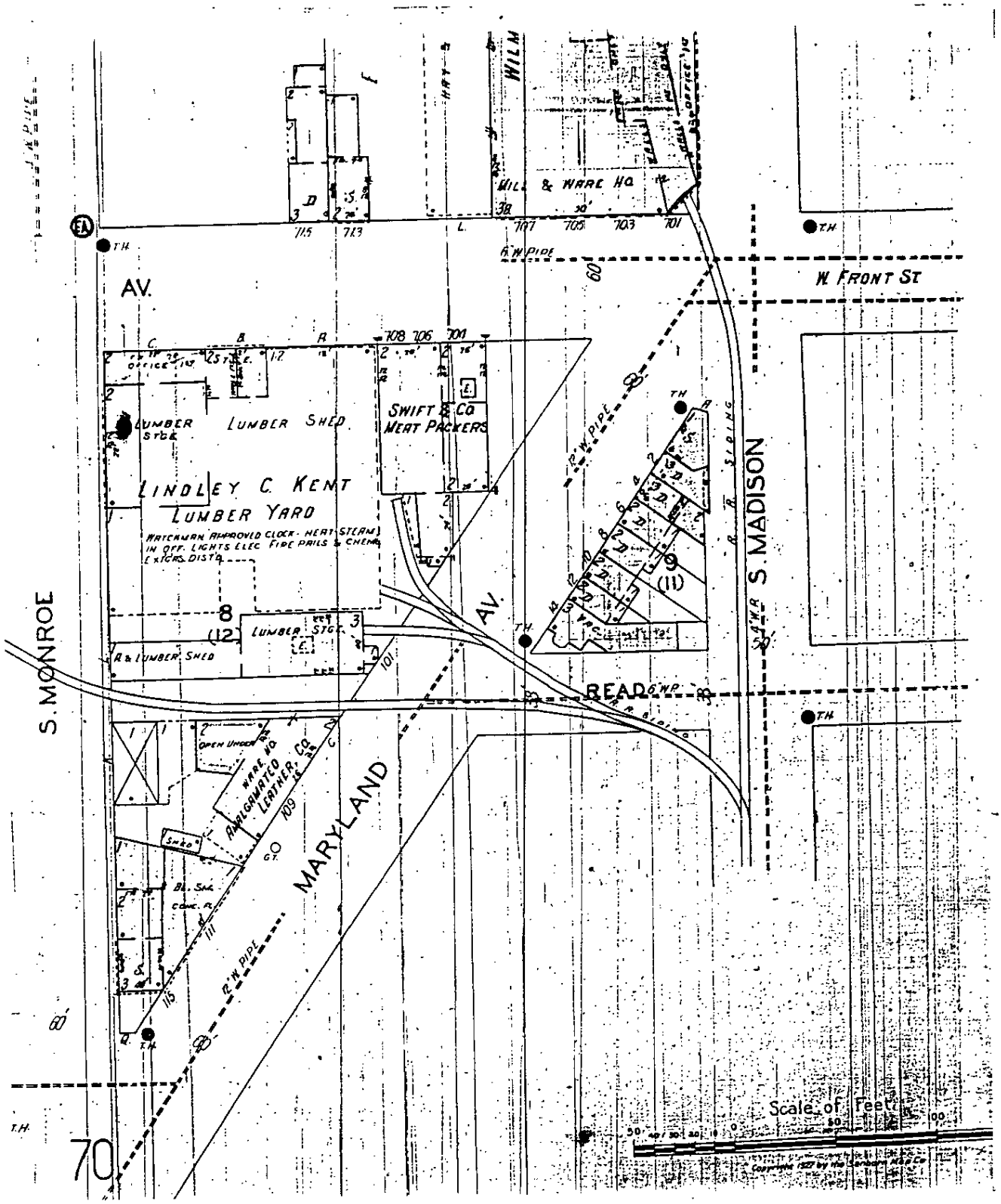
PROJECT AREA CA. 1901

DELAWARE TRANSIT CORPORATION
WILMINGTON BUS PARKING LOT

CITY OF WILMINGTON, DELAWARE

FIGURE 3

Gannett Fleming
ENGINEERS AND PLANNERS



MAP SOURCE:
SANBORN 1927

1" = 70'

PROJECT AREA CA. 1927

DELAWARE TRANSIT CORPORATION
WILMINGTON BUS PARKING LOT

CITY OF WILMINGTON, DELAWARE

FIGURE 4

Gannett Fleming
ENGINEERS AND PLANNERS

It is likely that the building was used as one of the company's more than 400 branch houses (**Plate 5**). Essentially, these were sales houses, owned and operated by Swift & Company in large consumer centers and supplied retail dealers with Swift products. Each branch house had refrigerating facilities, employed expert meat handlers and cutters, accountants, and credit agents and was on a rail line to assure quick delivery of the perishable products. These branch houses were operated only in large cities that could ensure high sales volume. Small towns were serviced by car routes. Similar to this building and the former Armour Company building 312 MLK Blvd. to the east, these indistinct structures have passed through numerous ownerships following their close of business by the national companies. Because of their lack of eligibility qualifications for the National Register, their existence is difficult to track.

Would have to look at Co. records to track

The Delaware Transit Corporation building is a two story, rectangular mass with a smaller, harmonious two-story central rear wing. The entire structure, of common bond brick construction, was probably built as a unit, ca.1909, after the property was purchased by Swift & Company. Its style reflects the urban environment in which it was built. A small shed-like addition to the eastern elevation serves as a sales office for a used-car lot on the property.

Martin Luther King Jr. Boulevard, a multi-lane urban highway constructed in the 1980s, caused the demolition of many neighboring buildings of the same period. What was once a neighborhood of lumberyards, foundries, a hay and feed supplier and a leather manufactory, interspersed with homes on narrow lots, is today dominated by Delaware Transit Corporation's administrative and planning offices and five bus and employee parking lots.

The original ambience of the area no longer exists. The small-scale urban commercial buildings and modest homes that once surrounded the site have been lost due to the encroachments of modern thoroughfares and the consequences of mass transit.

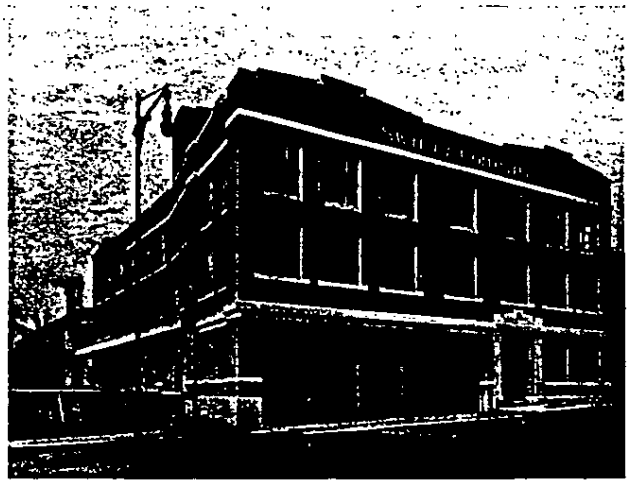


Plate 5. Modern Branch House. (Source: Swift and Company and The American Meat Industry)

Beers' 1868 map of Wilmington's wards shows that the property in question lay within a relatively undeveloped neighborhood given over, in the main, to small lumberyards. According to the **1878 C.M. Hopkins** property map, several structures were located on the parcel of land during that period. Only one, at the northwest end of the parcel, is identified as a foundry, probably owned by Charles Stewart who had other foundries on adjacent parcels. Some small, unidentified structures in the northeast portion of the property, were probably workshops and/or storage sheds and were on part of the site later occupied by Swift & Company. At the time, Read Street, which runs in an east-west direction, cut through the property.

An **1884 Sanborn** property map shows the parcel was no longer divided by Read Street; the foundry was operated by Charles Stewart and contained an office, oven, and shed. Other structures included sand sheds and a hay and straw depot serviced by a spur line of the Philadelphia, Wilmington and Baltimore Railroad. Small unidentified structures were located at the southern tip of the parcel.

Three years later, **Baist's 1887** property atlas reveals that the foundry was usurped by the L.C. Kent Lumberyard, Patrick Margarity occupied two small structures south of the lumberyard and the C.F. & F.C. Swift Chicago Dressed Beef Warehouse is shown in the northeast portion of the property.

According to the **1901 Sanborn** property map, the northwest portion of the parcel continued to be occupied by L.C. Kent and Company lumberyard and at #706 Lancaster Avenue (now Martin Luther King Jr. Boulevard) is a meat refrigeration building; the owners are unidentified. Lot numbers 700, 702, and 704 are occupied by undetermined structures. The **1927 Sanborn** map shows Swift & Company Meatpackers occupying three lots: #704, 706, and 708; the footprint of this

building is different from those shown in the 1887 and 1901 maps. The southerly portion of the parcel is occupied by a warehouse belonging to the Amalgamated Leather Company.

The Wilmington Beef Company, Emmanuel and Abraham Powdermaker, proprietors, 706 Lancaster Avenue, is listed in the Wilmington City Directory from 1889 to 1895. This is supported by a listing in the 1895 *Directory and Hand-Book for the Meat & Provision Trades and Their Allied Industries* . . . . Swift & Company does not appear in the Wilmington City Directory until 1896. Deeds to the property do not list Swift & Company as owners until 1909; the company continued in ownership until 1974 when the property was sold to Pace Resources. It may be presumed that Swift & Company, its predecessors, C.F. and F.C. Swift & Company, and The Wilmington Beef Company maintained different rented quarters on the land until the property's subsequent purchase by Swift & Company in 1909.

The earliest recorded owner of the property was a James C. Lynch who sold the property to Patrick McLaughlin in 1867. On August 13, 1909, the property passed to Thomas M. Monahan and then in December of that year to the Delaware Trust Company from which Swift and Company acquired it.

The exact form of the present building does not appear until the 1927 Sanborn Map. Earlier maps show a building having a similar appearance but the footprints are not identical. The entire brick block was probably built ca. 1909, after purchase of the property by Swift & Company. Its appearance is typical of small commercial/industrial warehouses of the period and is not strikingly different from the extant warehouse owned by Armour & Company at 312 Martin Luther King Jr. Boulevard (Louis Berger & Associates, Inc. 1997).

7.0 EVALUATION

The Swift & Company building, a ca.1909 wholesale meat warehouse and sales outlet is not eligible for listing in the National Register of Historic Places under Criteria A, B, C or D as specified in 36 CFR 60.4.

The property does not meet **National Register Criterion A**: it fails to demonstrate any association with events that have made a significant contribution to the broad patterns of the city's history. The building was used as one of the Swift company's more than 400 branch houses. Essentially, these were sales warehouses, owned and operated by Swift, in large consumer centers, to supply retail dealers with Swift products. Each branch house had refrigeration facilities, employed expert meat handlers and cutters, accountants, and credit agents and was on a rail line to assure quick delivery of the perishable products. Branch houses were operated only in large cities that could ensure high sales volume. Small towns were serviced by car routes.

The building is not representative of the development of Wilmington as an industrial and commercial center. It is similar in architecture to other Swift branch houses of the period established throughout the country; its use was identical to that of its contemporary, the Armour & Company building a few blocks to the east at Martin Luther King Jr. Boulevard and West Street.

It does not meet **National Register Criterion B:** archival research has produced no information indicating the resource is associated with the lives of persons significant to Wilmington's history. Daily business matters were supervised by a plant manager who was often relocated from another city and whose activities were not demonstrably important.

The building does not meet **National Register Criterion C**: it lacks the distinctive characteristics of a type, period, or method of construction, i.e., architectural importance as a mercantile building of the period. The building's main function was as a wholesale store and

warehouse built to aid quick distribution of perishable meat products to area retail provisioners. The meat was quickly moved from Chicago to large cities such as Wilmington, using adjacent rail lines; Swift & Company believed this provided it with a competitive edge. The building does not embody the distinctive characteristics of a type, period or method of construction, nor does it possess high artistic value.

Poor argument does not address integrity

The structure does not meet **National Register Criterion D**: it does not have the potential to contribute consequential information that will lead to the understanding of Wilmington's industrial or urban history. Swift's role in the meat business was as one of several purveyors of meat products in the city. Like its major competitor, Armour & Company, it was an out-of-state business seeking to profit from the sale of meat products produced in its home state and quickly delivered to Wilmington by rail. The influence to Wilmington was limited to the employment of local residents in its facilities.

8.0 SUMMARY AND CONCLUSIONS

The ca. 1909 DTC building, formerly owned by Swift & Company, is not eligible for listing in the National Register of Historic Places under Criteria A, B, C or D (as specified in 36 CFR 60.4). Visual inspection does not indicate that the resource embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction **(Criterion C).**

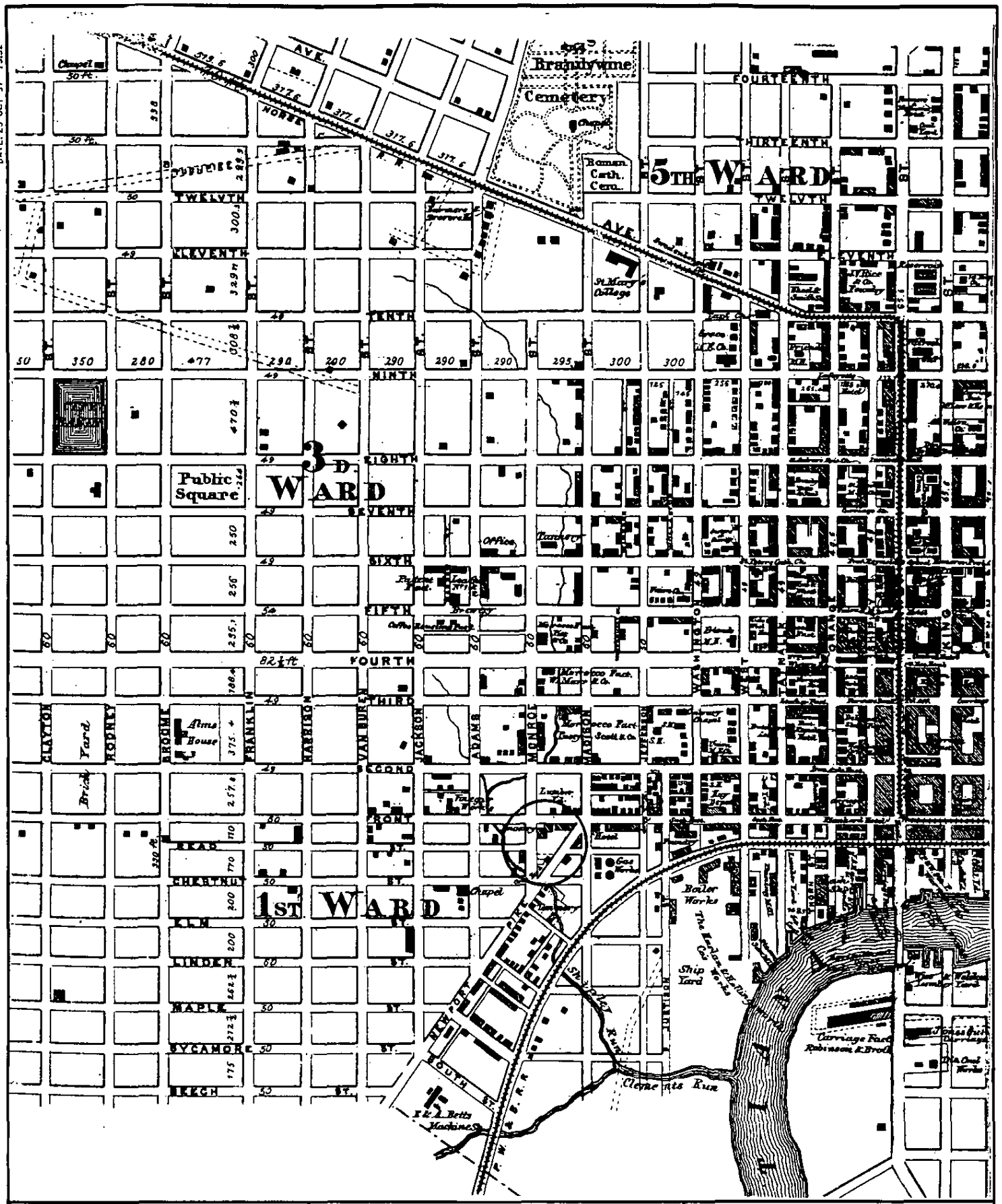
Archival research has produced no information indicating the resource to be significant for its associations with events that have made a significant contribution to the broad patterns of our history **(Criterion A)**; or events associated with the lives of persons significant to our past

(Criterion B); nor has the resource yielded or is it likely to yield information important in prehistory or history **(Criterion D).**

The archaeological potential for the DTC property bounded by Maryland Avenue, Martin Luther King Boulevard, and Monroe Street, in the City of Wilmington is judged to be low. Its setting within the lowlands associated with the former location of Shipley Run (**Figure 5**) would likely have been a poorly-drained location based on reconstructions (e.g., Beidleman et al. 1986; Custer and DeSantis 1986). While Goodwin's (1986: Figure 6) area of habitation for aboriginal populations is adjacent to the project area, it would be expected that the uplands on both sides of the former Shipley Run may have once contained evidence for prehistoric occupation. In addition, historic activities within the parcel are expected to have had a detrimental effect due to associated ground disturbances, though archaeological investigations elsewhere in the City of Wilmington have revealed small, intact deposits of prehistoric remains (e.g., LeeDecker et al. 1990).

Historical activities within the block have included a foundry at the Front and Monroe Streets corner, a subsequent lumber yard, the meat packing building fronting Front Street, leather tanning which occupied the lower half bordered by Monroe Street and Maryland Avenue, and filling stations at both corners along Front Street (**Figure 6**). The industries were served by rail sidings entering across Maryland Avenue in the location of Reed Street which once extended through the block. All of these activities would leave archaeological residues, though the later uses of the block are expected to have adversely impacted earlier traces.

Plans for the block include the demolition of the existing structures, all adjacent to Martin Luther King, Jr. Boulevard. All structural remains will be hauled off-site. The recommended method for the removal of subsurface structural remains (i.e., basement walls) is via reaching into the basement from the exterior with heavy equipment. This will not require additional excavation



MAP SOURCE:
BEERS 1868

1" = 743'

PROJECT AREA CA. 1868

DELAWARE TRANSIT CORPORATION
WILMINGTON BUS PARKING LOT

CITY OF WILMINGTON, DELAWARE

FIGURE 5

Gannett Fleming
ENGINEERS AND PLANNERS

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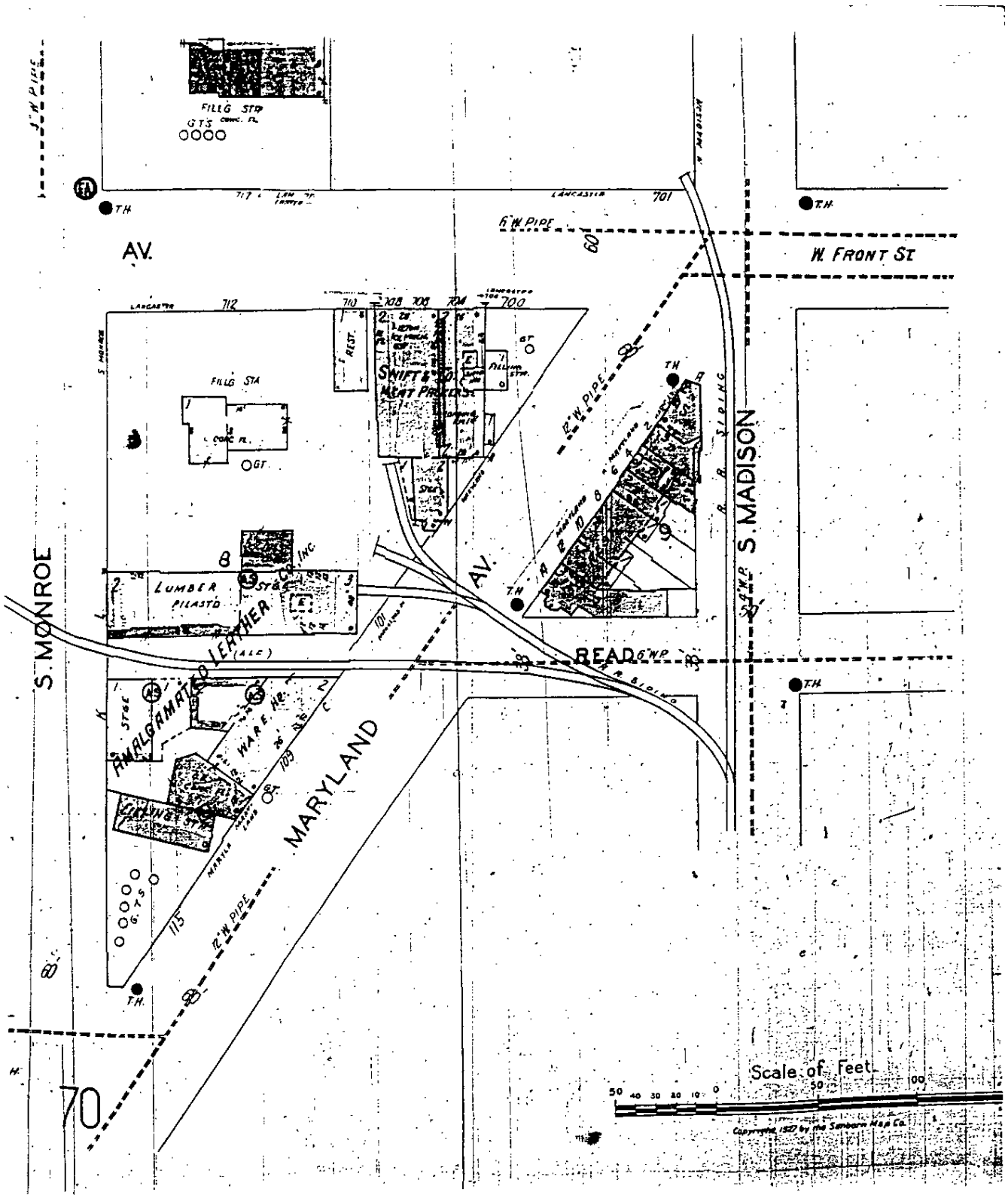
DATE: 23-Oct-97 15:32



MAP SOURCE:
SANBORN 1942

1" = 70'

PROJECT AREA CA. 1942

DELAWARE TRANSIT CORPORATION
WILMINGTON BUS PARKING LOT

CITY OF WILMINGTON, DELAWARE

FIGURE 6

Gannett Fleming
ENGINEERS AND PLANNERS

and ground disturbances will not be increased over that associated with the building's erection. The foundation slab of the auto parts store will be broken-up and left in place. Backfilling will be performed as needed to match the existing grade. Parking lot grading is only expected to exceed six inches below the current pavement grade. Only the portion of the lot containing the existing structures (i.e., northern half) is to be included in this work.

Without subsurface investigation it is not possible to fully assess the degree of disturbance or preservation. It is recommended that ground disturbing activities associated with the proposed demolition and paving be minimized in order to avoid the need to investigate the presence of subsurface deposits at the Phase I or II level. The plans, as outlined above, are not judged to warrant archaeological testing. While visiting the project area during a field check, the removal of concrete posts from the ground in the center of the block was noted. Should the recommended demolition methods not be employed and additional ground disturbance is unavoidable, it is recommended that a qualified archaeologist be present to monitor the activities. If no further ground disturbance is necessary, no additional investigation of this block is recommended.

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Maps:

Baist: 1887, 1893

Beers: 1868

Hopkins: 1878

Sanborn: 1884, 1901, 1927

APPENDICES

APPENDIX A

CRS Forms

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

CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-13627
SPO Map 10-11-35
Hundred
Quad
Zone URBAN
Acreage

1. NAME OF PROPERTY: FORMER SWIFT & COMPANY BUILDING

2. STREET LOCATION: MARYLAND AVENUE, MONROE STREET + MARTIN LUTHER KING JR. BLVD

3. OWNER'S NAME: DELAWARE TRANSIT CORP. TEL. #: (302) 577-8040

ADDRESS: 400 S. MADISON ST., WILMINGTON, DE 19801

4. TYPE OF RESOURCE(S): building ✓ structure ____ site ____

object ____ district ____

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

fallow field ____ cultivated field ____ woodland ____

scattered buildings ____ densely built up ✓ other ____

6. FUNCTION: original HEAT SUPPLY WAREHOUSE present VACANT

7. LIST ADDITIONAL FORMS USED:

CRS. 2

8. SURVEYOR: GAIL GREENBERG TEL. #: 609-561-4800

ORGANIZATION: GANNETT FLEMING, INC. DATE: 4.20.98

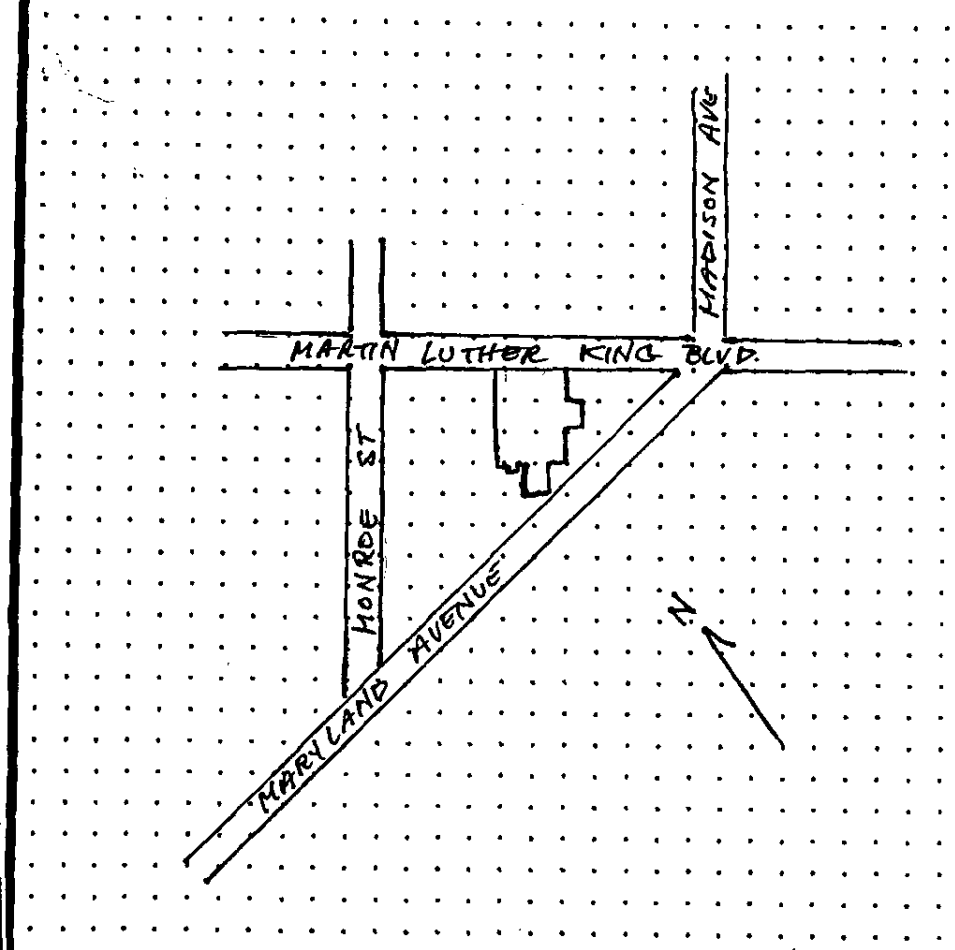
ADDRESS: ONE WHITE HORSE CTR; NO. WHITE HORSE PIKE; HAMMONTON NJ 08037

USE BLACK INK ONLY

revised 9/93

9. LOCATION MAP: CRS # N-13627

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



INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

10. OTHER INFORMATION Consider the following:

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

BUILT c. 1909 as a wholesale meat "branch house" for SWIFT + Co., Chicago, ILLINOIS. IDENTICAL IN USE AS ARMOUR + Co. MEAT WAREHOUSE at 312 MARTIN L. KING JR. BLVD. MATERIAL + FOOTPRINT IDENTICAL, i.e. brick RECTANGULAR PLAN WITH REAR LOADING DOCKS + PROXIMITY TO RAIL LINE.

BUILDING'S SETTING IS COMPOSED of BUS PARKING LOTS ON BUSY THOROUGHFARE

11. COMPREHENSIVE PLANNING:
a) Time period(s) 1880-1940 : URBANIZATION + EARLY SUBURBANIZATION
b) Historic theme(s) RETAILING + WHOLESALING

12. EVALUATION Eligible?: Yes() No(X) Potential() Unknown()
a) Area(s) of significance

b) NR criteria

13. CERTIFICATION:
Surveyor: GAIL GREENBERG Date 4.20.98

PI: _____ Date _____

CRS-1

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

CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-13627
SPO Map 10-11-35
Hundred
Quad
Zone URBAN
Acreage

1. ADDRESS OF PROPERTY: MARYLAND AVE, MONROE ST. + MARTIN LUTHER KING JR. BLVD
2. DATE OF INITIAL CONSTRUCTION: C. 1909
3. FLOOR PLAN/STYLE: 2 STORY RECTANGULAR BRICK COMMERCIAL BLDG
4. ARCHITECT/BUILDER: UNKNOWN

5. INTEGRITY: original site ✓ moved ____

if moved, when and from where ____

list major alterations and dates (if known) REPLACEMENT OF WINDOWS + ADDITION of shed-like STRUCTURE ON e. elevation, date UNKNOWN.

6. CURRENT CONDITION: excellent ____ good ✓

fair ____ poor ____

7. DESCRIBE THE RESOURCE AS COMPLETELY AS POSSIBLE:

a) Overall shape RECTANGULAR
stories 2
bays 4
wings 1 (REAR SECTION) 1 Shed-like ADDITION (E. ELEVATION)

b) Structural system BRICK

c) Foundation
materials concrete
basement UNKNOWN

d) Exterior walls (modern over original)
materials COMMON BOND BRICK
color(s) RED-BROWN

e) Roof
shape; materials - FLAT ROOF NOT VISIBLE
cornice PLAIN
dormers NONE
chimney location(s) east elevation - 2 (BRICK)

USE BLACK INK ONLY

revised 9/93

CRS-2

7. DESCRIPTION (cont'd): CRS # N-13627

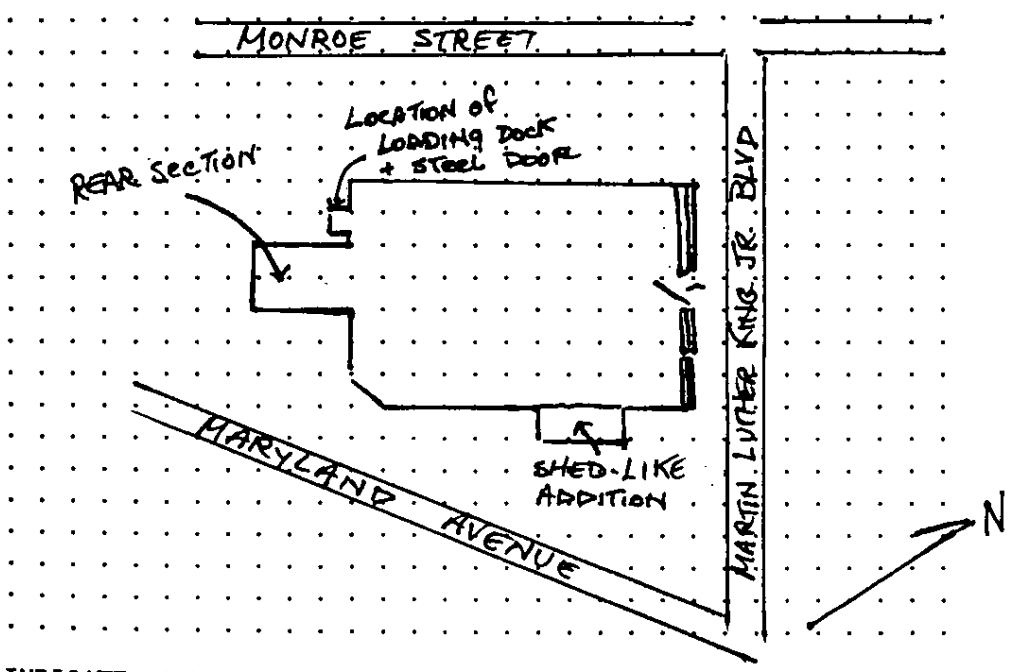
f) Windows GENERAL FRONT: 3 WINDOWS on each STORY, FIRST BAY; COUPLED WINDOWS ON 2D FLOOR, ENTRANCE BAY SE elev: 3 2D STORY WINDOWS REAR: 6 WINDOWS, BALANCED FENESTRATION
spacing
type - SEGMENTAL ARCHED; SASH
trim NONE
shutters NONE

g) Door FRONT: MIDDLE BAY S.E. MAIN BLOCK: METAL GARAGE TYPE DOUBLE DOOR
spacing W. elev: refrigerator-TYPE DOOR Rear elev: double WOOD DOOR W: SEGMENTAL BRICK ARCH
type METAL; WOOD
trim NONE

h) Porches - LOADING DOCK
location(s) W. elevation, rear SECTION
materials . CONCRETE base, WOOD PENT ROOF
supports WOOD COLUMN,
trim NONE

i) Interior details (if accessible)
does NOT RETAIN ANY of the ORIGINAL furnishings ASSOCIATED with a meat PROVISIONER except for METAL COMMERCIAL Refrigerator DOOR ON 2D FLOOR GIVING ENTRY TO LARGE ROOM. ELEVATOR, washrooms, OFFICE AREAS EXTANT

8. SKETCH PLAN OF BUILDING:



INDICATE NORTH ON SKETCH

9. SURVEYOR: GAIL GREENBERG DATE OF FORM: 4.20.98

USE BLACK INK ONLY

APPENDIX B

Project Personnel

JOHN W. MARTIN

PROJECT ASSIGNMENT: Senior Archaeologist

YEARS EXPERIENCE WITH FIRM: 2 **YEARS EXPERIENCE WITH OTHER FIRMS:** 16

EDUCATION:

M.A./Ph.D. program, Anthropology, Rutgers University, 1992 - current (M.A. degree anticipated October, 1998)
B.A., Anthropology, University of Delaware, 1992.

CURRENT RESPONSIBILITIES:

Cultural Resource Manager: Providing a full range of archaeological services to support planning, design, and construction of transportation projects, buildings, and various other projects involving compliance with Section 106, NEPA, and Section 4(f). Experienced in field investigation, agency coordination, laboratory analysis, and report writing and editing. Also experienced with selection, supervision, and training of personnel; performed transit survey and mapping; has over twenty years photography experience with a 35mm camera.

SUMMARY OF EXPERIENCE:

DTC Wilmington Parking Lot, Wilmington, DE. Project manager and archaeologist for an architectural evaluation and archaeological assessment of a block in commercial south Wilmington for the Delaware Transit Corporation (DTC). Project includes the evaulation of a late 19th century commercial building and assessment of the potential for archaeological resources. Report of findings being prepared for the DTC.

Laurel MARC Station, Laurel MD. Archaeological assessment for proposed parking lot improvements and expansion adjacent to a National Register resource. The National Register listed Laurel Train Station is within the Laurel Historic District and in proximity to the Patuxent River. The potential for historic and prehistoric archaeological remains was evaluated for the area to be impacted. Report of findings prepared for the Maryland MTA.

Ark Road - Marne Highway, Burlington County, N.J. Historic architecture evaluation and archaeological survey in conjunction with a Level of Action Assessment for planned intersection improvements. Project area is within the historic village of Masonville which dates to the first half of the 19th century. Responsible for coordination of all cultural resources investigation and reporting. Conducted archaeological survey and authored report of findings. Co-authored historic architecture report.

JOHN W. MARTIN

Turner-Nunez Farmstead, Bedford County, PA. Historic architectural recording and evaluation of farmstead for the Pennsylvania Turnpike Commission. Included descriptions and photographic documentation of farm complex containing seven extant structures. Historic research traced the property to the early 19th century. Report of investigations provided for client in advance of proposed construction activities.

Route 29 Improvements Project, Mercer County, NJ. Archaeologist responsible for discussion of cultural resources for environmental re-analysis report. Project required review of all previous and current historic architecture and archaeological investigations and assessment of proposed project limits.

Carlisle Barracks, Carlisle, PA. Carlisle Barracks Data Recovery Associated with electric service installation. Archaeologist responsible for supervising field investigations of National Historic Landmark District in advance of electric service installation and upgrades. Responsible for the preparation of a detailed report of investigations including artifact analysis and recommendations for impact mitigation.

Route 18 Extension Project, Middlesex County, NJ. Archaeologist responsible for supervising field crews and conducting field activities for Phase II Archaeological Investigations of Section 2A. Responsible for in the preparation of a Summary Report, which details the field investigations, findings, and any potential impacts to archaeological resources located within the study corridor.

EXPERIENCE PRIOR TO GANNETT FLEMING:

R. Alan Mounier, Newfield, NJ (1990 - 1992, 1994 - 1996)

R. Alan Mounier, Archaeologist, Newfield, NJ. Staff Assistant--Provided technical assistance for cultural resource management firm working on projects located primarily within southern New Jersey. Responsibilities included proposal and report preparation, the full range of field activities, including the direction of field work, site photography, survey, and excavation, laboratory analysis, drafting, client contact and review agency coordination.

Rutgers University Center for Public Archaeology, New Brunswick, NJ (1992 - 1994)

Rutgers University Center for Public Archaeology, New Brunswick, NJ. Field Supervisor/Archaeologist responsible for providing technical assistance for cultural resource management firm working primarily in New Jersey. Responsibilities included proposal preparation, report preparation, the full range of field activities, including the direction of field work, site photography, survey, and excavation, laboratory analysis, drafting, client and review agency contact.

JOHN W. MARTIN

"A Sharpening Stone from the Abbott Farm." *Bulletin of the Archaeological Society of New Jersey* 50: 61-62; 1995.

"Stone Tool Loss and Its Possible Influence on Early Hominid Carcass Processing: Some Preliminary Evaluations and Proposed Tests." *Crosscurrents* 7: 41-53; 1995.

"For Crying Out Load!: News About Teardrops." *Journal of Middle Atlantic Archaeology* 10: 125-140; 1994. R. Alan Mounier, co-author.

"New Evidence of Paleoindian Biface Fluting from the Outer Coastal Plan of New Jersey at 28-OC-100." *Archaeology of Easter North America* 21: 1-23; 1993. R. Alan Mounier and Jack Cresson, co-authors.

"Prehistoric Cultural Resources at the Old Barracks, Trenton, New Jersey." *Bulletin of the Archaeological Society of New Jersey* 46: 19-30; 1991.

AWARDS AND HONORS:

1996 - Award of Merit from the Archaeological Society of New Jersey

JOHN W. MARTIN

Hunter Research, Trenton NJ (1989 - 1990)

Hunter Research, Inc. Trenton, NJ. Assistant Archaeologist responsible for providing technical assistance for cultural resource management and historic preservation planning firm working on projects in the Mid-Atlantic region. Responsibilities included report writing, the direction of field work, site photography, laboratory analysis, surveying, drafting, client and review agency contact.

Louis Berger & Associates, Inc., East Orange, NJ. (1984 - 1989)

Louis Berger & Associates, Inc., East Orange, NJ. Field Supervisor/Crew Chief/Field Archaeologist in the Cultural Resource Group responsible for providing technical assistance for cultural resource management section of a large engineering firm active in the Middle Atlantic region. Responsibilities included proposal preparation, and report writing, surveying, the direction of field work, site photography, laboratory analysis, client and review agency contact.

University of Delaware Center for Archaeological Research (1983 - 1985)

University of Delaware Center for Archaeological Research, Newark, NJ. Field Archaeologist/Laboratory Technician responsible for providing technical assistance for cultural resource management office within the Delaware Department of Transportation. Participated in numerous cultural resource investigations and involved in field work, site photography, drafting, laboratory analysis, and report writing.

Delaware Department of Transportation (1980 - 1982)

Delaware Department of Transportation, Dover and Newark, DE. Responsible for providing technical assistance for cultural resource management office within the Delaware Department of Transportation. Participated in numerous cultural resource investigations and involved in field work, site photography, drafting, laboratory analysis, and report writing.

PROFESSIONAL AFFILIATIONS & PUBLICATIONS:

Society for American Archaeology
Paleoanthropology Society
Society of Primitive Technology
Eastern States Archaeological Federation
Middle Atlantic Archaeological Conference
Archaeological Society of New Jersey (Corresponding Secretary, 1988 - 1998)
Archaeological Society of Delaware
Society for Pennsylvania Archaeology
Gloucester County (NJ) Historical Society

GAIL GREENBERG

PROJECT ASSIGNMENT: Senior Historian

YEARS EXPERIENCE WITH FIRM: 1 **YEARS EXPERIENCE WITH OTHER FIRMS:** 23

EDUCATION:

M.A., American History, Hunter College of the City University of New York, 1962
New York University School of Law, 1956-1958
B.A., Hunter College of the City University of New York, 1956

July 1994 - Certified as an Avocational Archaeologist
Archaeology Society of New Jersey

CURRENT RESPONSIBILITIES:

Senior Historian responsible for conducting and coordinating cultural resource studies involving historic building and structure surveys. Responsibilities include historical research and inventories, report preparation, recordation documentation, Section 106 reviews, and grant applications for various projects.

SUMMARY OF EXPERIENCE:

DTC Wilmington Parking Lot, Wilmington, DE. Architectural historian for an architectural evaluation and archaeological assessment of a block in commercial south Wilmington for the Delaware Transit Corporation (DTC). Project includes the evaulation of a late 19th century commercial building and assessment of the potential for archaeological resources. Report of findings being prepared for the DTC.

Ark Road - Marne Highway, Burlington County, N.J. Responsible for historic architecture survey and evaluation in conjunction with a New Jersey Department of Transportation Level of Action Assessment for planned intersection improvements. Project area is within the historic village of Masonville which dates to the first half of the 19th century. Responsible for coordination of historic research and documentation. Senior author for report of findings.

Turner-Nunez Farmstead, Bedford County, PA. Historic architectural recording and evaluation of farmstead for the Pennsylvania Turnpike Commission. Included descriptions and photographic documentation of farm complex containing seven extant structures. Historic research traced the property to the early 19th century. Report of investigations provided for client in advance of proposed construction activities.

GAIL GREENBERG

Route 18 Extension Project, Middlesex County, NJ. Historian responsible for deed research in support of Phase II Archaeological Investigations of Section 2A. Responsible for assisting in the preparation of a Summary Report, which details the field investigations, findings, and any potential impacts to historic resources located within the study corridor.

EXPERIENCE PRIOR TO GANNETT FLEMING:

Responsibilities and accomplishments as Historian:

- Under a Memorandum of Agreement with the Advisory Council on Historic Preservation, served as Historic Preservation Professional for the County of Camden and the New Jersey State Historic Preservation Office performing Section 106 Reviews for all undertakings of Community Development Block Grants projects funded by the US Department of Housing and Urban Development.

- Research and nomination of historic buildings to the State & National Registers of Historic Places including: The Peter Mott House, Lawnside, NJ, a station of the Underground Railroad; The Alice Paul Birthplace, Mt. Laurel, NJ, birthplace of the author of the Equal Rights Amendment; The Walt Whitman Cultural Arts Center (Johnson Library and Park), Camden, NJ; The Collingswood Theatre, Collingswood, NJ; The Benjamin Cooper Ferry House and the Edward Sharp House, Camden, NJ.

- Assisted in preparation of "Camden County Inter-Municipal Historic Preservation Zoning Study", 1992.

- Conducted and periodically amended the Camden County Inventory of Historic Places, 1974. Revised 1981, 1992.

- "History of the Camden Ferries", usage study for a strip of land along the waterfront in Camden City; prepared for Wallace, McHarg, Roberts & Todd, Philadelphia, PA, 1979.

- "A Survey of Johnson Cemetery, Federal Street, Camden, NJ." 1978. Study of a 19th century African American burial ground, conducted for the City of Camden.

PROFESSIONAL AFFILIATIONS & PUBLICATIONS:

A Comprehensive Guide for Listing a Building in The National Register of Historic Places. Sausalito, CA: Lucid Press, Publication Date: April 30, 1996.

Sites and Structures, An Historic Inventory of Camden County, NJ. Prepared 1974. Revised 1981, 1992.

GAIL GREENBERG

Preface to Cooper, the Story of Cooper Hospital. Camden, NJ: Cooper Hospital, 1987. (A short history of early medical treatments.)

Harleigh Cemetery, Camden , NJ. 1985, Camden County Historical Society Bulletin, 1985.

Editor, Memories by Elizabeth L.A. Stiles. Camden County. Historical Society Bulletin, 1985.

Editor, Scenes of My Childhood by Rachel D. Parkes Day. Camden County Historical Society Bulletin, 1982.

Mount Laurel, NJ: A Centennial History, 1972. With Barbara Picken.

AWARDS AND HONORS:

1994 Distinguished Historian's Award: New Jersey Historical Commission.
1993 Recognition Award, NJ Historical Commission Woman of Outstanding Achievement, Camden County Girl Scout Council, 1992.
Platinum Edition, Who's Who Worldwide, 1992-93.
Who's Who in New Jersey, 1992.

JONATHAN POLLACK

PROJECT ASSIGNMENT: Principal Investigator

YEARS EXPERIENCE WITH FIRM: 5 **YEARS EXPERIENCE WITH OTHER FIRMS:** 6

EDUCATION:

B.A., Anthropology, Beloit College, 1984
M.A., Anthropology (Archaeology), The Pennsylvania State University, 1988
M.S., Agronomy (Soil Science), The Pennsylvania State University, 1991

CURRENT RESPONSIBILITIES:

Project Manager/Principal Investigator for field investigations and report preparation in connection with soils characteristics and geomorphology for archaeology studies. Specializes in Pennsylvania Piedmont. In March 1991, presented a poster with E.J. Ciolkosz on *Pedo-Geomorphology of the Pennsylvania Piedmont* for The Geological Society of America, NE-SE Section, in Baltimore.

Senior GIS Analyst and Project Manager responsible for providing technical support to Geographic Information System (GIS) transportation, water resources, and environmental project work. Gannett Fleming's leading specialist in Intergraph's GIS, MGE. Responsible for Windows NT and Sun Solaris software installation and system administration. Also responsible for application development in MGE on the Windows NT platform. Trains and supervises CADD operators to facilitate data transfers between PC MicroStation and Windows NT MGE. Also proficient in PC ERDAS, PC ARC/INFO, and Workstation (Sun Sparc 10 and IBM RISC 6000) ARC/INFO.

Soils Scientist responsible for determining land surface stability for archaeological site interpretation projects, as well as site suitability for on-site waste disposal systems.

SUMMARY OF EXPERIENCE:

GIS Implementation Project, Pennsylvania Department of Transportation (PennDOT), Harrisburg, PA, *Pennsylvania Department of Transportation.* Project Manager responsible for various tasks in support of GIS program. These tasks include:

- The development of a cultural resources GIS for the *Pennsylvania Bureau for Historic Preservation* and *PennDOT.* This included a detailed relation database design and the development of specifications for database development.

JONATHAN POLLACK

- Conversion of their GIS from a UNIX platform to a Windows NT platform. This included Windows NT hardware and software recommendations (including an NT Server), the setup and configuration of a Windows NT network, and the conversion of custom UNIX scripts.

- Training of PennDOT personnel in Windows NT, MGE, and VistaMap. This included the development of user-friendly training guides for Windows NT, MGE, and VistaMap.

- Pilot Project for Implementation of GIS at a Remote Site, a PennDOT Engineering District Office. This included hardware and software specification recommendations, intensive training in Windows NT, Microstation, MGE, and VistaMap. In addition, responsible for organizing monthly GIS workgroup meetings to monitor the progress of the pilot project, and for producing a detailed final report of the findings of the pilot.

S.R. 15, Tioga County, PA. Performed digital constraint mapping and GIS analyses using Windows NT MGE software in support of Route 15 corridor study in northern Pennsylvania. Developed predictive model for prehistoric archaeological sites.

Soils Investigations, Statewide PA, *Various Clients.* Project Manager for field investigations and report preparation in connection with soils characteristics and geomorphology in support of archaeological studies, on-site wastewater disposal facilities, and biosolids land application studies. Performed these studies for a number of Pennsylvania clients.

EXPERIENCE PRIOR TO GANNETT FLEMING:

Geo Decisions, Inc.

Soils Scientist determining land surface stability (age and potential for deep burial) for numerous archaeological investigations. Determined site suitability for on-site waste disposal systems including spray irrigation, conventional, and alternate systems.

Susquehanna River Dock Street Dam and Lake Pre-Phase I Survey, PA. Performed an archaeological and geomorphological investigation on the Susquehanna River floodplain and 110 islands.

Pine Creek Phase I Archaeological Survey, PA, *Pennsylvania Department of General Services.* Performed a Phase I archaeological survey of the proposed Pine Creek Flood Protection System.

The Pennsylvania State University - Land Analysis Laboratory, Department of Agronomy

Project Assistant responsible for assisting in Geographic Information System (GIS) research emphasizing digital terrain modeling and soil-landscape relations, as well as GIS application development using PC ERDAS, PC ARC/INFO, and Workstation ARC/INFO. Provided computer hardware maintenance and software installation in both MS-DOS and UNIX environments.

JONATHAN POLLACK

Archaeological and Historical Consultants, Inc.

Archaeologist and Field Director responsible for supervising crews in excavation of archaeological sites.

Phase I Archaeological Survey, Gregg Township, Union County, PA, *Union County Planning Commission.* Performed a Phase I Archaeological Survey of the proposed Gregg Township Stormwater Management Facility, Village of Allenwood.

Phase I Archaeological Survey, Berks County, PA. Performed a Phase I Archaeological Survey of the proposed Berks County Safety Rest Area.

Phase I Archaeological Survey, Luzerne Township, Fayette County, PA. Performed a Phase I Archaeological Survey of the proposed East Fredericktown Access Areas. The report was submitted to the Pennsylvania Fish Commission in Bellefonte.

Freelance

Served as a **Crew Member** and **Laboratory Assistant** for numerous excavations of archaeological sites in the United States and Honduras, Central America.

National Park Service Cooperative Survey, United States. Performed Phase I survey and Phase II testing of numerous archaeological sites at various national parks including Fire Island National Seashore, Harpers Ferry, Allegheny Portage Railroad, and Delaware Water Gap.

El Cajon Dam Archaeological Project, Honduras, Central America. Performed Phase I survey and Phase II testing of numerous archaeological sites.

GIS Specialist involved in research and project development emphasizing land use management, digital terrain modeling, and soil/landscape relations. Experienced in computer hardware maintenance and software installation in both MS-DOS and UNIX environments. Provided GIS application development and data conversion using workstation (Sun Sparc 10 and IBM Risc 6000) ARC/INFO, PC ARC/INFO, and PC ERDAS.

Development of a GIS for Farmland Preservation, *The Pennsylvania State University.* Programmed a user-friendly front-end to help decision makers rank parcels for development-rights purchase. Front-end allowed automated parcel selection, analysis of numerous data layers associated with parcels, and generation of tabular reports and maps.

Characterization of Drainage Basins in Different Physiographic Provinces in Pennsylvania. Used Digital Elevation Models (DEMs) and stream networks to morphometrically characterize drainage basin and stream network morphology in different physiographic provinces in two and three dimensions.

JONATHAN POLLACK

Development of a GIS for Predictive Modeling of Archaeological Sites. Used numerous data layers (both vector and raster) to predict the location of archaeological sites. Evaluated existing predictive models and proposed a new model based primarily on site catchment analysis.

PROFESSIONAL AFFILIATIONS & PUBLICATIONS:

The Pennsylvania Association of Professional Soil Scientists (PAPSS)
The American Society of Agronomy, Soil Science Society of America

Peterson, G.W., R.L. Day, C.T. Anthony, J. Pollack, and J.M. Russo. *Importance of Spatial Variability in Agricultural Decision Support Systems.* Report on proceedings of Soil Specific Crop Management Workshop. ASA-CSSA-SSSA. Madison, WI, 1993.

Hay, C.A., C.E. Hamilton, and J. Pollack. *The City of Harrisburg, Pennsylvania Dock Street and Lake Project: Reconnaissance and Preliminary Phase I Archaeological Survey.* Report submitted to Acres International Corporation, Buffalo, NY, and the City of Harrisburg, PA. 1987.

Hay, C.A. and J. Pollack. *A Phase I Archaeological Survey of the Proposed Pine Creek Flood Protection System.* Report prepared for the Pennsylvania Department of General Services, Harrisburg, PA. 1987.

Pollack, J., I. Beckerman, and C.A. Hay. *A Phase I Archaeological Survey of the Proposed Gregg Township Stormwater Management Facility, Village of Allenwood, Union County, PA.* Report submitted to Union County Planning Commission. 1987.

Hay, C.A., and J. Pollack. *A Phase I Archaeological Survey of the Proposed Berks County New Safety Rest Area, Berks County, PA.* Report prepared for Skelly and Loy, Harrisburg, PA. 1987.

Pollack, J., C.E. Hamilton, and K.P. Bamat. *A Phase I Archaeological Survey of the Proposed East Fredericktown Access Areas, Luzerne Township, Fayette County, PA.* Report submitted to the Pennsylvania Fish Commission, Bellefonte, PA. 1987.

In March 1991, presented a poster with E.J. Ciolkosz on *Pedo-Geomorphology of the Pennsylvania Piedmont* for The Geological Society of America, NE-SE Section in Baltimore, MD. Also presented a paper to the Pennsylvania Association of Professional Soil Scientists, Bird in Hand, PA, in June 1991, entitled *Soil-Landscape Relations in the Pennsylvania Piedmont.*