

## ARCHITECTURAL RESOURCES RESEARCH DESIGN

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The following discussion presents the research design employed by the historic architectural resources survey:

### Research Objective

The objective of this Historic Resources Survey/Determination of Eligibility Study is to identify the existing and potential historic resources within the Area of Potential Effect (APE) of the S.R. 26 Planning Study. In addition, the study will evaluate the potential historic resources within the S.R. 26 Planning Study APE to determine if any are eligible for listing in the National Register of Historic Places. The resources will be placed into the proper time period and historic context as outlined in the *Delaware Comprehensive Historic Preservation Plan*. Because of the range of years (contact period through suburban development) through which the S.R. 26 area has developed, it is possible for the potential historic resources to fall into a range of historic contexts, time periods, and themes.

Given that the majority of the S.R. 26 APE is located in the Coastal Zone and close to the Great Cypress Swamp, and that agriculture has dominated the landscape of the Baltimore Hundred area historically, it is anticipated that the majority of extant above ground resources will be constructed during the period of Industrialization and Early Urbanization (1830-1880 +/-) and Urbanization and Early Suburbanization (1880-1940 +/-), and reflect the themes of Agriculture, Forestry, and Settlement Patterns and Demographic Changes. Due to modern infill and additions, demolition, weather events (such as hurricanes), and development associated with beach access corridors since World War II, historic resources dating from the periods of Exploration and Frontier Settlement (1630-1730 +/-); Intensified and Durable Occupation (1730-1770 +/-), and Early Industrialization (1770-1830 +/-) are not anticipated within the S.R. 26 APE. Resources dating from the periods of Industrialization and Early Urbanization and Urbanization and Early Suburbanization will therefore be the focus of the historic resources survey.

No archaeological components of the properties surveyed have been formally identified; therefore, for the purposes of this report, Criterion D as it pertains to archaeological resources is not applicable. Since information about the framing techniques and building materials of each property exists in secondary literature, above-ground structures were not considered eligible under Criterion D for their potential to yield information significant to history or prehistory. All residential dwellings, commercial buildings, and outbuildings are not likely to contribute to a greater understanding of suburbanization, building practices, domesticity, or American social history.

## **Architectural Survey Field Methodology**

The architectural survey for the S.R. 26 Historic Resources Survey/Determination of Eligibility Report included a background literature review, a review of historic atlas maps, informant interviews, and field survey in Spring 2002 and July 2003.

The background literature review involved a non-comprehensive survey of primary and secondary sources. State, county, and local histories provided an overview of the historic context of the project area and historical maps and atlases provided additional information on development patterns.

Reference sources consulted include the Historical Society of Delaware, the Hagley Museum and Library, the Morris Library and Special Collections Department at the University of Delaware, and the Delaware Public Archives, Hall of Records.

The field survey for this project involved both pedestrian and windshield techniques. All above ground architecture within the project APE was examined, resulting in the identification of historic resources (buildings or structures fifty years in age or older). An examination of the historic resources was conducted, making note of their approximate age, condition, function, construction, materials, and architectural details. Thirty-five millimeter (35 mm) photographs were taken of streetscapes, façades, lateral views, and specific details. Due to the fact that the Route 26 APE is under development pressure from shore tourism, the initial field survey in Spring 2002 was updated again in July 2003 to reflect any changes that may have occurred within the APE.

The National Register Criteria for Evaluation were applied to each resource within the Area of Potential Effect (APE). In addition to assessing the integrity of location, design, setting, materials, workmanship, feeling, and association, each of the four criteria were considered: (A) association with events that have made a significant contribution to the broad patterns of our history; (B) association with the lives of persons significant in our past; (C) embodiment of distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and (D) an ability to yield, or likelihood to yield, information important to prehistory or history (National Register Bulletin, No. 15).

The National and State Historic Registers were consulted and one (1) resource was found to be listed in the National Register of Historic Places that is situated in the project's APE. Spring Banke (S-454) was individually listed in 1976. Twenty-nine (29) properties were identified during previous studies; however, none of these resources were ever formally evaluated for their eligibility. Four (4) of the previously identified properties were found to be demolished or moved following field survey in March 2002. They are: the F.S. Bennett, Jr. House (S-2481), Esther Hudson House (S-2470), Dorothy E.W. Schulze House (S-2438), and the property identified at the corner of S.R. 26 and Road 349 near Millville in 1998 (S-9114). Following field survey in July 2003, two (2) additional resources were demolished: the c. 1859 portion of the Mariners Bethel United

Methodist Church (S-9714), and the Joseph C. Raskauskas Property (S-9708). The original CRS Forms (CRS-1; CRS-2) for these two aforementioned resources can be found in **Appendix A**; an Update Form (CRS-10) can also be found for these two resources in **Appendix B**.

Two (2) properties located within the APE were determined ineligible in the April 1999 Louis Berger & Associates, Inc. *Architectural Resource Survey Bridges 526 and 527 Near Millsboro and Intersection of State Route 26 and State Route 17 Near Millville*. These two (2) properties are the C.J. Raubacher House (S-2478) and Shore Deal Auto Property (S-9148, aka S-2479), located at the junction of Routes 26 and 17.

Although assigned a Cultural Resource Survey (CRS) number, Bridge 429 over the Assawoman Canal (S-4009) was replaced with a modern concrete bridge in 1988 and, therefore, does not require evaluation within this Historic Structures Survey/Determination of Eligibility Report for the S.R. 26 Planning Study.

Access was denied at two (2) of the properties within the APE when field survey was conducted in Spring 2002. A structure that meets the age criteria for evaluation stands at the rear (north) of the Parts + Plus Automotive Supply Shop in Clarksville. The frame structure is obscured by the modern store at the forefront of the lot and is surrounded by a chain link fence. The frame structure is not visible from the street. Because the property functions as an auto impound lot, the owners denied access beyond the chain link fence. This property was not evaluated for the purposes of this study because it is considered outside of the APE. The owners of the Patrick and Cheryl Hammond Property (S-9770) denied access to their property and, therefore, pictures were taken from the street; however, this property was evaluated in the report.

The collected materials and research outlined above resulted in a body of information sufficient to reconstruct the general history of the region, and to place the resources in their appropriate time period and historic context according to the *Delaware Comprehensive Historic Preservation Plan*. Each identified historic resource, fifty (50) years of age or older within the APE, was evaluated for its ability to meet the National Register Criteria for Evaluation. Delaware CRS forms were completed or updated for each historic resource identified within the APE. Delaware CRS numbers were assigned to each resource not previously assigned a number, except in the case of the three linear districts located within the APE, where per SHPO phone directive (July 17, 2003), CRS numbers were not assigned to these three districts (Clarksville, Millville and Ocean View Districts).

### **Expected Results**

As discussed in the Research Objectives, Baltimore Hundred has been recognized over time for its agricultural production. While soils in the area tend to be sandy, poorly drained, and lacking nutrients, background research suggests from the time of European settlement through the nineteenth century residents have engaged in small-scale grain/corn farming. Historic atlas maps (Beers' Atlas 1868) show that the present-day

Route 26 APE was sparsely settled even in the mid-nineteenth century; today, the APE is more densely built, especially along the easternmost end in Ocean View, where beach tourism has spawned modern residential and commercial development.

Since land claims were contentious between Maryland and Delaware prior to 1775, historic maps show the area to be sparsely settled, soil quality was relatively poor, structures built were often impermanent in nature, and inland navigable waterways and roads were lacking, it is not anticipated that any extant buildings or structures will be found along the Route 26 APE from the periods of Exploration and Frontier Settlement (1630-1730 +/-), Intensified and Durable Occupation (1730-1770 +/-), or Early Industrialization (1770-1830 +/-). Therefore, no property types will be developed in the historic context for these three chronological periods because no properties are anticipated to have survived from this time (1630-1830). What few structures or buildings that may have been built during these periods are anticipated to have deteriorated, been destroyed by weather events, or demolished for modern development. Agriculture, along with Settlement Patterns and Demographic Changes, are anticipated to be the dominant themes along the Route 26 APE.

Following the advent of the railroad through southern Delaware, it is anticipated that vernacular I-house dwellings – seen individually or as part of an Agricultural Complex – will be found scattered along the Route 26 APE from the period of Industrialization and Early Urbanization (1830-1880 +/-) and Urbanization and Early Suburbanization (1880-1940 +/-). Agricultural Complexes as a property usage type are anticipated to be found away from crossroads or linear villages, while vernacular I-houses are anticipated to have survived throughout the Route 26 APE. Since Ocean View is known to be the “home” of the broiler chicken industry, it is also anticipated that large-scale broiler farms will be seen along the eastern end of the APE from the period of Urbanization and Early Suburbanization (1880-1940 +/-). Since the Route 26 APE is situated in the Middle Atlantic truck farming region, it is also anticipated that small orchards, berry, or produce farms may be found, dating to the latter period of Urbanization and Early Suburbanization, following the construction of the du Pont Highway (Route 1) into Sussex County.

Since the bulk of development along the Route 26 APE is anticipated to have occurred during the period of Urbanization and Early Suburbanization (1880-1940 +/-), property types such as Colonial Revival dwellings, Bungalows and Minimal Traditional houses are anticipated to abound. Given the fact that these dwellings were built in the twentieth century, it is anticipated that many of them will survive, and will be found clustered in small linear towns close to shore points. Themes such as Architecture, Engineering and Decorative Arts, and Settlement Patterns and Demographic Changes will be explored in the historic context.

Following the *Historic Context for Evaluation of Commercial Roadside Architecture* by Elizabeth Rosin, et al., prepared by The Cultural Resource Group, Louis Berger & Associates, Inc. in 1992, for the Coastal Zone of Delaware from the period of Urbanization and Early Suburbanization (1880-1940 +/-), property types such as Auto

Support Facilities, Eating Establishments, Lodging, and Other may be found along improved primary and secondary roads after c. 1903 in the Route 26 APE. Themes such as Increased Mobility, Development of the State Road System, and Commercial Development may all be anticipated. Due to the fact that the Route 26 APE is a major inland road to shore destinations, it is anticipated that motorist support facilities will be found throughout the APE, especially the eastern end near Bethany Beach.