

4.0 SURVEY RESULTS

4.1 Introduction

The identification and evaluation level architectural surveys evaluated all resources within the APE built prior to 1960. Resumes of the Principal Investigator and the report authors are found in Appendix B. A total of 43 resources were evaluated in the draft report (Kuncio and Hyland 2003), using Delaware CRS forms, with one recommended as eligible for NRHP listing, the Frech/Sclavos Farmstead (N-6204), a farm complex with Craftsman style elements. A Determination of Eligibility (DOE) form for the Frech/Sclavos Farmstead is located in Appendix C. Two other resources, The Hermitage (N-3990) and Schoolhouse No. 56 (N-3881), were previously determined eligible for listing in the NRHP. In addition to these resources, two NRHP-listed resources also fall within the project APE, the Aiken's Tavern Historic District (N-3875) and the James Stewart House (N-1089).

In the intervening time between the production of the draft report and this revision, four resources have been demolished: Bush Hill Barn and Silo (N-14100), an early twentieth century agricultural property; the Carney House (N-14109), a mid-twentieth century vernacular style house; 1750 Pulaski Highway (N-14112), a post-World War II Cape Cod style house; and a house mislabeled on the SHPO's State Planning Office (SPO) aerial maps as the G.B. Rodney House (N-5083), a mid-nineteenth century I-house. A fifth resource, the Pennington/Fox Farm, was destroyed by fire, and its outbuildings were removed. All were located along Route 40.

4.2 Overview of the APE

The Route 40 Improvements project is located in Delaware's Upper Peninsula Zone. Historically, the area was rural and agricultural in nature, with the crossroad community of Glasgow located at the west end of the APE and the railroad community of Bear at the east end. In between were farms, farmsteads, and other rural residences. The preliminary field view in March 2002 revealed that, while scattered vestiges of the area's rural and agricultural past were still present along the road, the farmland and land holdings noted on historic maps and atlases (see Figures 1 and 2) were disappearing in the face of urban sprawl. The Route 40 project APE, like much of New Castle County, is today characterized by extensive late twentieth century commercial and residential development.

The Plan View for the Route 40 Improvements project (see Figure 2) graphically illustrates those places where resources built prior to 1960 are located. The areas where no historic resources are present are generally commercial strip malls, stand-alone fast food restaurants and convenience stores, and town home developments.

4.3 Property Types

The resources within the APE generally fall into five property types: nineteenth and twentieth century agricultural complexes and dwellings; late nineteenth/early twentieth century dwellings; post-World War II dwellings and commercial buildings; transportation-related resources; and African American settlement resources. The property types were evaluated using the NRHP Criteria for Evaluation (Appendix A), the Delaware *Historic Context Master Reference and Summary* (Herman *et al.* 1989), and other applicable historic contexts, including the NRHP and Wilmington suburbanization contexts (Ames and McClelland 2002; Chase *et al.* 1993), the roadside architecture context (LeeDecker *et al.* 1992), the New Castle County agriculture and agricultural tenancy contexts (De Cunzo and Garcia 1992), and the African American Settlement Pattern context (Skelcher 1995). The property types, and the elements that must be present in order for them to be determined eligible for NRHP listing, are briefly described below.

4.3.1 Nineteenth and Twentieth Century Agricultural Complexes and Dwellings

Farms, farmsteads, and farmhouses reflect the agricultural past of Pencader and New Castle hundreds. An agricultural complex "comprises a farmstead -- the main compound of a farm -- encompassing at least one dwelling along with domestic and agricultural outbuildings and the yards, gardens, and activity areas associated with them." Outbuildings can include a plethora of structures, including kitchens, milk houses, springhouses, barns, stables, and granaries, among others (De Cunzo and Garcia 1992:234-235; Siders *et al.* 1991:35, 37). Studies of nineteenth century agriculture in New Castle County note that after the 1830s most farms included either a crib barn or bank barn and a granary (Herman 1987:217-222). The agricultural architecture of the twentieth century is not as well documented (De Cunzo and Garcia 1992:178), but increased mechanization and the introduction of gasoline-powered

engines made buildings such as stables and animal barns obsolete or saw them converted to new use.

Agricultural contexts and studies completed in Delaware make clear that in order to be eligible for NRHP-listing as an agricultural complex, the established NRHP criteria should be used. Specifically, "the evaluation criteria for agricultural complexes stipulate that to be [NRHP] eligible...a property must contain a farm dwelling plus outbuildings and some of the farm land that establish the setting for the resource. The farm buildings should reflect a level of agricultural integrity for the period of significance" (Siders *et al.* 1991:34). A complex is "characterized by a concentration or multiplicity of features, functions, and material culture," which must retain temporal and design integrity (De Cunzo and Garcia 1992:239-240). Presumably, this applies to eligibility under NRHP Criteria A and C. Agricultural complexes may also be eligible under Criterion C for architecture "if they embody the distinctive characteristics of a type, period, or method of construction, present the work of a master, or possess high artistic value" (National Park Service [NPS] 1991:17). Complexes are significant under NRHP Criterion B if they are associated with the lives of persons significant on a local, statewide, or national level (NPS 1991:14). They are significant under NRHP Criterion D if they yield, or they have the ability to yield, important information on prehistory or history and they are the principal source of that information (NPS 1991:21).

An agricultural dwelling refers to a farm residence; it can also include any domestic outbuildings and yards, gardens, and activity areas (De Cunzo and Garcia 1992:236-237). A characteristic example of rural domestic architecture in north-central Delaware in the mid- and late nineteenth century is the I-house, with a one- or two-story rear ell (Bowers 1987:37, 99). A variant of the house type was constructed into the twentieth century. Because of its ubiquity, I-house examples must exhibit the highest standards of significance and integrity. As with an agricultural complex, an agricultural dwelling also must retain temporal and design integrity, and meet the significance requirements of NRHP Criteria A, B, C, or D.

4.3.2 Late Nineteenth and Early Twentieth Century Dwellings

Domestic resources of this era are not as well studied as some other resource types in New Castle County. The *Historic Context Master Reference and Summary* mentions only bungalows and suburban tract housing as examples of property types for

the 1880 to 1940 period (Herman *et al.* 1989:37). An architectural resources survey conducted for the U.S. Route 301 project, which overlaps the study area of the Route 40 Improvements project, notes that thousands of dwellings exist from this era, and suggests that “only the best examples of particular styles and periods or those with significance due to other themes would be nominated to the National Register” (Siders *et al.* 1993:47-48).

A rigorous approach to NRHP eligibility is appropriate. In order to be eligible for NRHP listing, dwellings from this period must meet the standards elucidated in NRHP Criteria A, B, C, and D. To be significant under NRHP Criterion A, they must be associated with significant historical trends, such as early Suburbanization in Delaware, as defined and described in the *National Register Bulletin: Historic Residential Suburbs. Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Ames and McClelland 2002). To be eligible under Criterion B, a house must be associated with the persons significant in local, state, or national history. To be eligible for architecture under Criterion C, a dwelling must be an example of an architectural style current in the late nineteenth and early twentieth centuries, such as Queen Anne, Shingle, Colonial Revival, Neoclassical, Prairie, and Craftsman. As noted in the U.S. Route 301 report (Siders *et al.* 1993:47-48), because many examples of houses built in these styles exist, only complete examples with intact character-defining elements should be eligible for NRHP listing.

The late nineteenth and early twentieth century dwellings found within the Route 40 Improvements Project APE are not high-style examples of the architecture of the era. Rather, they are vernacular houses with the form, massing, and some of the characteristic details of architectural styles. An example is 1628 Pulaski Highway, a house with the gambrel roof and continuous wall dormer of a Dutch Colonial Revival, but which lacks other character-defining elements, such as a grand scale, double-hung, multi-paned windows, accentuated front door with a decorative crown and/or fanlights and sidelights (McAlester and McAlester 1990:321). Examples of dwellings like 1628 Pulaski Highway are ubiquitous and undistinguished and, for these reasons, are generally not individually eligible for listing in the NRHP for architecture. If found in concentration, they may be eligible under Criterion C as a historic district, defined as “a significant and distinguishable entity whose component parts may lack individual distinction” (NPS 1991:17).

Finally, to be eligible under NRHP Criterion D, the dwellings would need to yield, or have the ability to yield, important information on history and to be the principal source of that information (NPS 1991:21). In light of the ubiquity of resources from this era and the reams of documentation on these types of houses, it is difficult to imagine a situation where one would be eligible under Criterion D.

4.3.3 Post-World War II Dwellings and Commercial Resources

As noted in Section 3.7, the post-World War II era was a time of intense residential and commercial construction in the Upper Peninsula Zone, as New Castle County's economy shifted from agricultural predominance to increasing job opportunities in manufacturing and the industrial chemical sector. Populous New Castle County became increasingly suburban in nature, characterized by tract housing, suburban subdivisions, and strip commercial development. Therefore, the significance of the post-World War II domestic and commercial resources located within the project APE must be assessed in relation to two themes: Settlement Patterns and Demographic Change; and Architecture, Engineering, and Decorative Arts (Herman *et al.* 1989:34-37). The most common house types from the era are Cape Cod ranch style dwellings. The level of integrity required for individual NRHP eligibility under either Criterion A or C should be high due to the large number of surviving post-World War II buildings.

Post-World War II houses could also be significant under NRHP Criteria A and C in association with the increasing Suburbanization of New Castle County. The National Register Bulletin *Historic Residential Suburbs* (NPS 2002), defines a historic residential suburb as "a geographic area, usually located outside the central city, that was historically connected to the city by one or more modes of transportation; subdivided and developed primarily for residential use according to a plan; and possessing a significant concentration, linkage, and continuity of dwellings on small parcels of land, roads and streets, utilities, and community facilities" (NPS 2002:11). Examples of suburban neighborhoods given in the bulletin include:

- planned residential communities;
- residential neighborhoods that through historic events and associations have achieved a cohesive identity;
- single residential subdivisions of various sizes;

- groups of contiguous residential subdivisions that are historically interrelated by design, planning, or historic association;
- residential clusters along streetcar lines or major thoroughfares;
- entire villages built along railroads, trolley lines, or parkways; and
- concentrations of multiple family units, such as duplexes, double- and triple-deckers, and apartment houses.

To be eligible for NRHP listing, the houses along Route 40 would need to be significant examples of one of the above.

Although post-World War II dwellings are most likely to be significant under Criteria A and C, they could also be eligible under Criterion B or D. To be significant under Criterion B, the house or suburban development would have to be designed or somehow associated with a person significant in local, state, or national history. To be eligible under Criterion D, the dwelling would need to yield, or have the ability to yield, important information on history and to be the principal source of that information (NPS 1991:21).

Post-World War II commercial buildings are significant under NRHP Criterion A if they are related to important trends of the time period, such as Suburbanization or growth of roadside architecture related to travel. To be eligible under Criterion C, the building must be an intact and representative example of commercial architecture from the era. Significance under Criteria B and D would be the same as for post-World War II dwellings.

4.3.4 Transportation-Related Resources

Two resources directly related to transportation fall within the Route 40 Improvement Project APE, State Bridge Number 363 and the right-of-way of the former Pennsylvania & Delaware Railroad. Standards for evaluating slab bridges like State Bridge Number 363 were developed for the survey and evaluation of Delaware's Historic Bridges (Lichtenstein Consulting Engineers, Inc. 2000). That survey determined 11 slab bridges as eligible for NRHP listing. Those chosen were early, complete examples of the design; longer and complete examples; stone-faced bridges; or later examples that illustrated technological changes (Lichtenstein Consulting Engineers, Inc. 2000:188-192). State Bridge 363 must meet the same standards.

The significance of a railroad line is generally tied to its transportation and economic importance. To be eligible under NRHP Criterion A, the railroad line would have to meet at least one of the following conditions: it was a main line or an important feeder line; it carried a particularly valuable commodity; or it had a demonstrable impact on the local or regional economy. To be significant under Criterion B, the line would have to be directly associated with a person prominent in local, state, or national history; to be eligible under Criterion C, the railroad line would have to be significant for its engineering or construction. Significance under Criterion D would be measured by its ability to yield important information on the history of railroading that was not available through another means.

4.3.5 African American Settlement Resources

The historic context *African American Settlement Patterns on the Upper Peninsula Zone* (Skelcher 1995) identified two property types eligible for NRHP listing, African American Rural Communities and African American Urban Communities. The former is applicable to the Route 40 Improvements Project APE. African American Rural Communities are described as a “definitely circumscribed place containing African American members that is located remotely from the nearest Euro-American community, usually found at a crossroads community in the countryside.” African American Rural Communities must have a nucleus containing a concentration of contributing elements. At a minimum, the community needs to include a church, a school building, and residential buildings (Skelcher 1995:145-146). Resources meeting this definition would be eligible for listing under NRHP Criteria A and possibly C or D.

Individual resources associated with African Americans must meet the NRHP criteria. To be significant under NRHP Criterion A, they must be associated with significant historical trends. To be eligible under Criterion B, the resources must be associated with persons significant in local, state, or national history. To be eligible for architecture under Criterion C, the resources must be representative of a type, period, or method of construction, represent the work of a master, possess high artistic ability, or be part of a historic district. To be significant under Criterion D the resources must be able to yield important information about history that was not available through another means.

4.4 Architectural Resource Survey

A brief summary of each resource within the project APE is provided below. The resources found along Route 40 are described first, followed by those located along S.R. 7 (Bear-Corbitt Road), S.R. 72 (Sunset Lake Road), and Glasgow Avenue (Old S.R. 896). The resources along Route 40 are numbered beginning at the east end of the project, and proceed east to west on the north side of Route 40. On the south side of Route 40, the resources are numbered from west to east. If a resource straddles Route 40 (such as the Pennsylvania & Delaware Railroad right-of-way), it is described the first place it is encountered. CRS numbers in the series 141** were not previously surveyed; those resources with lower numbers were.

4.4.1 Resources on the North Side of Route 40

4.4.1.1 N-14100 - Bush Hill Barn and Silo

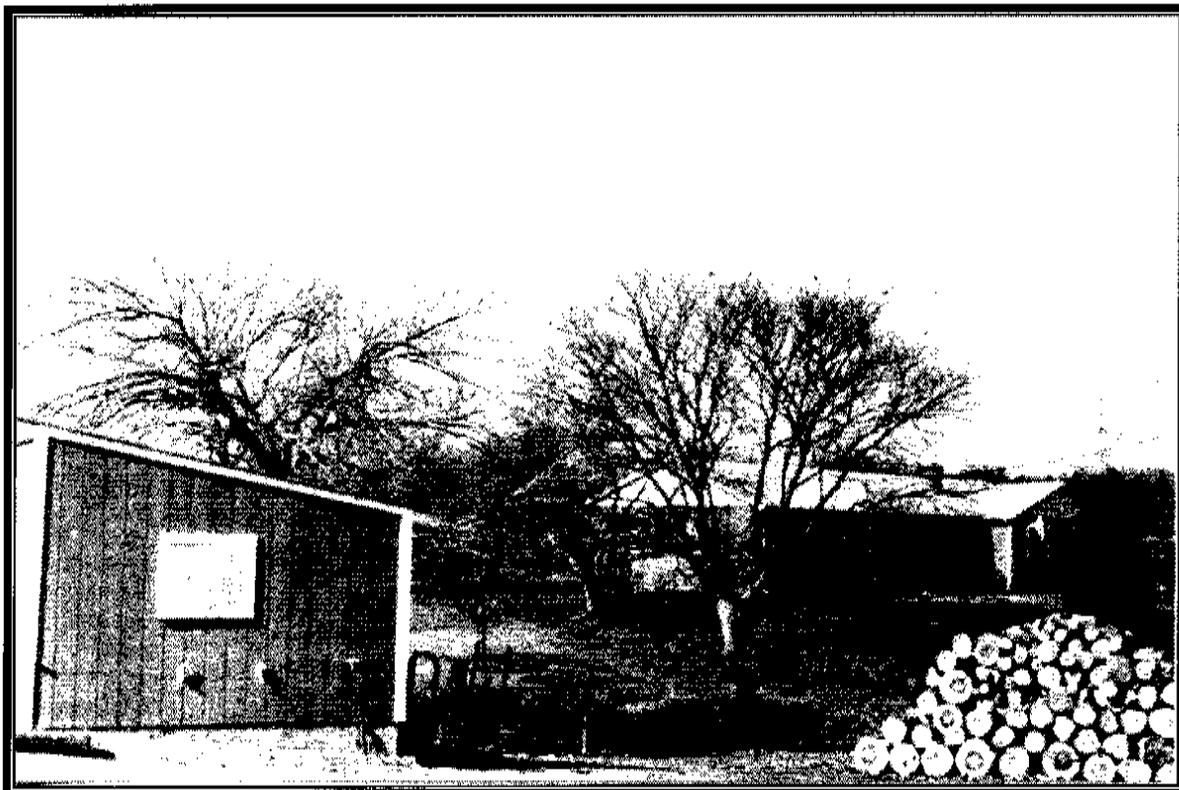
The resource (Photograph 1) has been razed since the initial survey.

4.4.1.2 N-14101 - Walther Farm

The Walther Farm is a century farm (Photographs 2-4), having been owned by the Walther family since 1876 (William Walther, personal communication 2002). The century farm designation, given by the Delaware Department of Agriculture, refers to continuous ownership of the farm by the same family for 100 years or longer. The farm buildings are located north of Route 40, along Walther Road. The building stock, however, does not convey the farm's association with nineteenth and twentieth century agriculture in New Castle Hundred. The original log farmhouse (N-4031) has been razed. The current farmhouse, a brick, Ranch style home, was constructed in 1966. The majority of the outbuildings, including two concrete barns and a pole barn, date to approximately the same period as the current house. A timber frame barn with pinned connections and a stone foundation dates to 1876. An extension was made to the east side of that barn at an unknown date in the second half of the twentieth century. The addition was built on a portion of the old foundation. In addition to the barn, the only other historic building is an 1860s outbuilding, which is a one-story, front gable storage shed clad in vertical wood siding and built on a stone foundation. Alterations include a



Photograph 1. N-14100 - Bush Hill Barn, front (south) and east sides, facing northwest.



Photograph 2. N-14101 - Walther house (background) and former location of the log house (foreground, left side), facing northwest.



Photograph 3. N-14101 - Walther barn showing original (foreground) and New (background) sections, facing east.



Photograph 4. N-14101 - Other outbuildings on the Walther Farm, facing northeast.

new roof and window. The placement of modern farm utility structures close to the shed has also compromised the integrity of the building's setting.

To be eligible for NRHP listing under Criteria A and/or C, an agricultural complex must contain "a farm dwelling plus outbuildings and some of the farm land...The farm buildings should reflect a level of integrity for the period of significance" (Siders *et al.* 1991:34). The Walter Farm does not meet these eligibility requirements. The farmhouse and most of the outbuildings are not historic. Because of this, there is no real sense of a historic farmstead, and the temporal and design integrity needed for NRHP listing is absent. In light of the lack of integrity, the Walther Farm could also not be eligible under Criterion B or D. The Walther Farm is recommended as not eligible for listing in the NRHP.

4.4.1.3 N-14102 - Pennington/Fox Farm

Since the initial survey, the resource (Photographs 5-6) was destroyed by fire and its associated outbuildings have been removed.

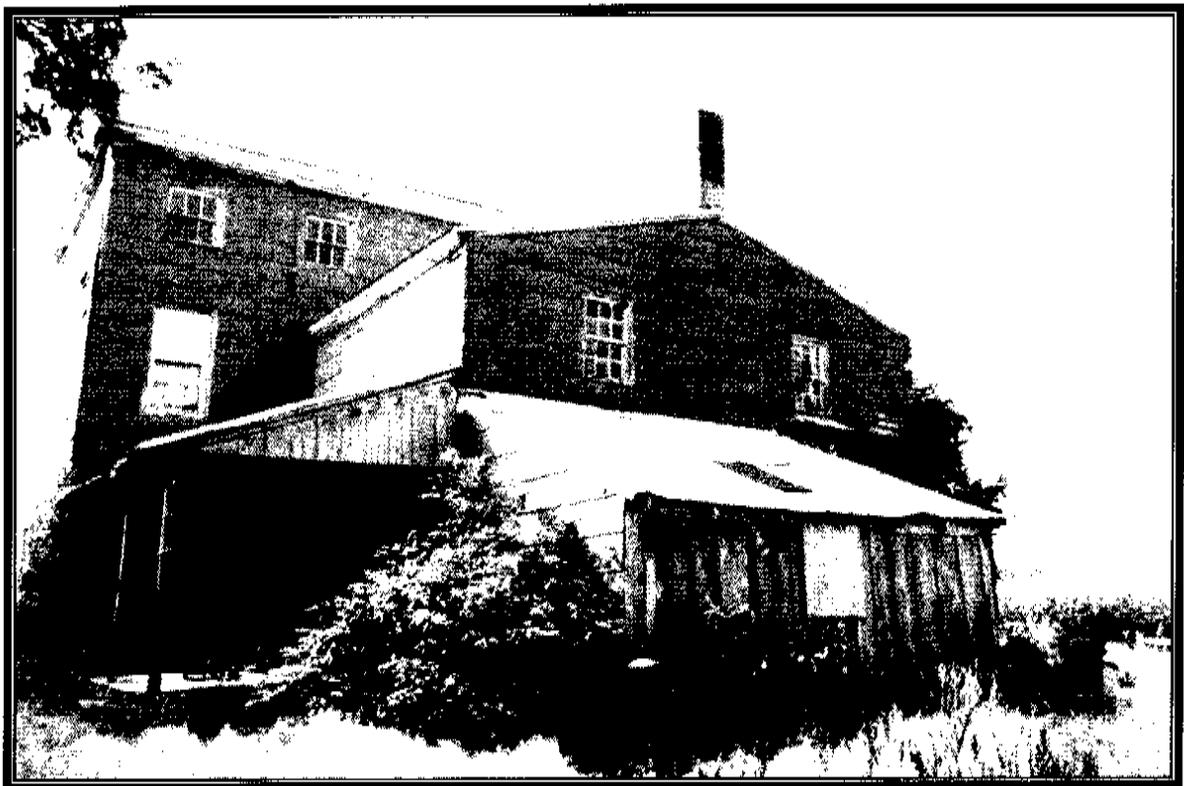
4.4.1.4 N-14103 - Pennsylvania & Delaware Railroad Right-of-Way

The Pennsylvania & Delaware Railroad Right-of-Way, now a part of the Norfolk Southern Railroad system, crosses Route 40 at grade in a northwest-to-southeast fashion (Photograph 7). The portion of the resource within the APE consists of one standard gauge, heavy grade railroad track supported on a bed of stone ballast. Other structures within the right-of-way include warning lights that extend over the travel lanes of Route 40 and the small, metal building that provides power to the signals. Neither the warning lights nor the structure are historic resources. To the south of Route 40 is a turn-out to a small railyard. Further south the tracks are doubled. Both the yard and the double-tracked portion fall outside of the project APE.

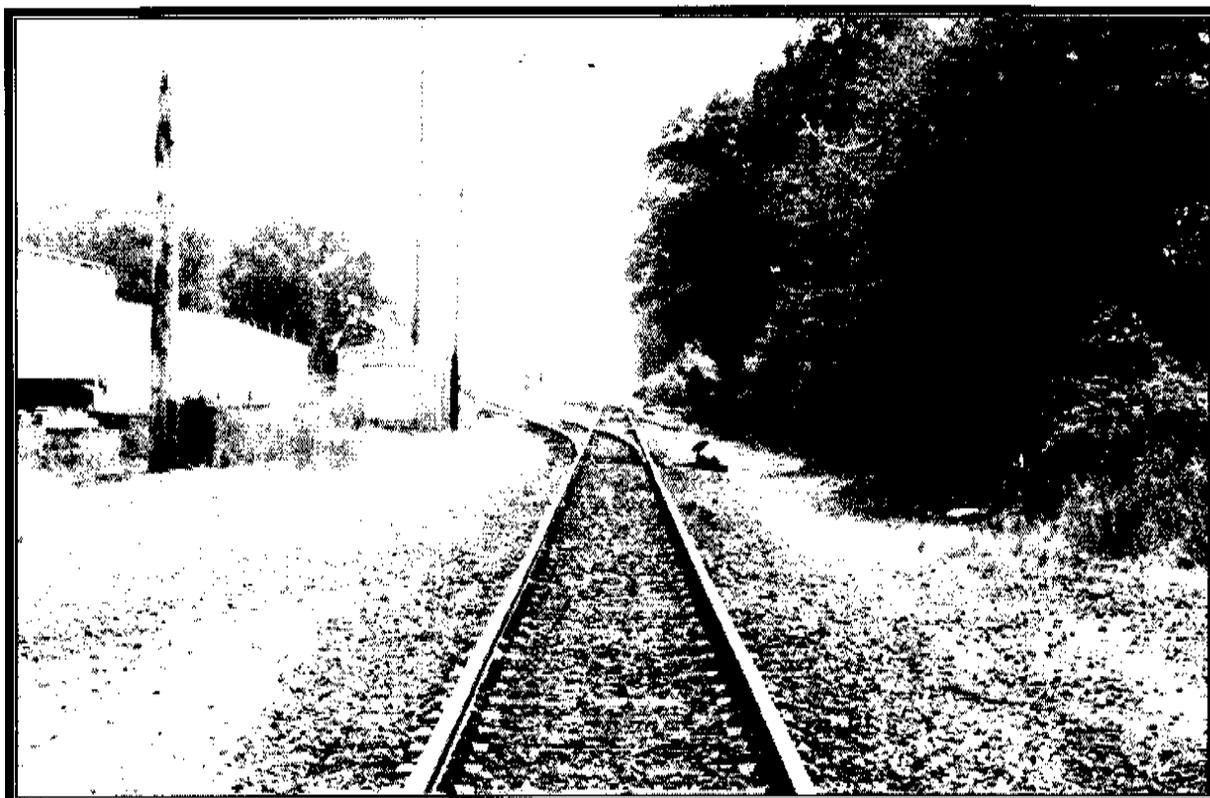
The Pennsylvania & Delaware Railroad, originally built in the 1870s, sought to capture some of the bituminous coal trade carried by the Pennsylvania Railroad Main line. The Pennsylvania & Delaware ran from Pomeroy, Pennsylvania to Delaware City, a distance of 62.1 km (38.6 mi). The builders envisioned turning Delaware City into a major port, but that goal was never achieved. By the 1880s, despite connections to the Pennsylvania Railroad-controlled Philadelphia, Wilmington &



Photograph 5. N-14102 - Pennington/Fox farmhouse, front (south) and west sides, facing northeast.



Photograph 6. N-14102 - Pennington/Fox farmhouse, rear (north) and east sides, facing southeast.



Photograph 7. N-14103 - Pennsylvania & Delaware Railroad, facing southeast.

Baltimore and Delaware railroads, the P&D was a relatively minor player in the Pennsylvania Railroad's Delaware operations (Hayman 1979:61-62). Through traffic and even local freight could be handled by other Pennsylvania Railroad branch lines, making large sections of the P&D redundant (Robatino 1999:48-49). By 1928, only 8.3 km (5.1 mi) between Newark and Cooch were operational. Subsequently, the line was re-extended to the Tidewater Oil Refinery near Delaware City. In the late twentieth century the portion between Newark and Porter, the section that crosses Route 40, was upgraded to handle through trains between the Enola Yard near Harrisburg, Pennsylvania and Delmar in southern Delaware (Hayman 1979:62).

The Pennsylvania & Delaware Railroad Right-of-Way is recommended as not eligible for listing in the NRHP. It was not a main line or an important branch line in the Pennsylvania Railroad's Delaware operations. It did not carry a valuable commodity, and it had a negligible impact on the economy of the region; historically most of its trackage was redundant, and it failed to turn Delaware City into a major port. Any importance the line has achieved has occurred in the late twentieth century, as a bridge route between Enola and Delmar. There is no evidence it was directly associated with a significant person, or that its engineering or construction was noteworthy. The right-of-way is constructed in a standard fashion (steel rails joined by ties and built on a stone ballast base); it does not have the ability to yield information not available through other means. Consequently, the railroad line is not significant under NRHP Criteria A, B, or C. Additionally, upgrades completed in the 1970s, including the new signals and new high-strength rail, compromise integrity. The Pennsylvania & Delaware Railroad Right-of-Way has neither significance nor integrity.

4.4.1.5 N-14104 - 1947 Pulaski Highway

The house at 1947 Pulaski Highway (Photograph 8) dates to 1952, according to the New Castle County Tax Assessment office. The date is supported by documentary evidence. Route 40 road improvement plans from 1945 show the four houses to the west of this one, but not 1947 Pulaski Highway (Delaware State Highway Department 1945). The house lots, which all front on Route 40, were subdivided by Frank Webb, a twentieth century owner of the Ferris/Shuman Farmstead (see Section 4.4.1.10).



Photograph 8. N-14104 - 1947 Pulaski Highway, front (south) side and attached garage, facing northeast.

The 1947 Pulaski Highway house is one-story high, three-bays wide, and two-bays deep. Built of concrete block, it is finished with stucco and a side gable roof. The windows are not original. They consist of one-over-one metal replacements and prefabricated picture windows. A two-bay wide, two-bay deep, one-story timber frame garage is connected to the house by a one-story, two-bay hyphen with a stucco finish. The garage has a gable end, asphalt-covered roof.

The 1947 Pulaski Highway house is not eligible for NRHP listing. Individually, the house is not an example of an important post-World War II housing type, such as a Cape Cod or a Ranch style residence. Rather, the house is vernacular and undistinguished, one of hundreds of similar houses from the era. There is no evidence it was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, 1947 Pulaski Highway is not individually significant under NRHP Criteria A, B, C, or D.

The house and its neighbors are built on a strip of land subdivided from a larger farm. The small cluster of houses of which it is part does not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). However, developing strip subdivisions from farmland into small single family lots was an extremely common trend in Delaware in the post-World War II era. Because the trend was so widespread, a subdivision along a road needs to meet high standards in order to be eligible for NRHP listing. At a minimum, the subdivision must display the following characteristics: it was planned and built in close proximity to the end of World War II (e.g., before 1950); there is extensive historical information associated with the subdivision; and the subdivision and its houses display a high degree of integrity. Association with a person of historical significance is also a helpful consideration.

The subdivision along Route 40 does not meet these criteria. The subdivision does date to the immediate post-World War II era, although the house does not. There is limited historical information associated with the subdivision. The subdivision is an example of one property owner selling off a small bit of his overall holdings for a few houses. And the houses themselves and their arrangement lack architectural distinction. The high standards needed for NRHP eligibility are not met.

4.4.1.6 N-14105 - 1969 Pulaski Highway

The house at 1969 Pulaski Highway dates to ca. 1945 (Photograph 9). Route 40 road improvement plans from 1945 show the four houses on the north side of Route 40, including this one (Delaware State Highway Department 1945). The house lots, which all front on Route 40, were subdivided by Frank Webb, a twentieth century owner of the Ferris/Shuman Farmstead (see Section 4.4.1.10).

The frame house is one-story high, four-bays wide, three-bays deep, and topped with a side gable roof. Windows are a combination of one-over-one replacements and six-over-one, double-hung wood sash. There are two single-bay porches on the house. The front porch has a pediment roof and squared wood columns that do not appear to be original. On the east side rear is a second, similar porch with a heavier pediment.

Two outbuildings are associated with the property, a timber frame garage and a small prefabricated shed. Neither appears to be historic.

The 1969 Pulaski Highway house is not eligible for NRHP listing. The house has elements of a Cape Cod style residence, including its massing, side gable roof, and side porches, but it lacks character-defining elements like roof dormers. Because the Cape Cod style was so ubiquitous in the post-World War II era, only the most complete examples or those located in a subdivision of similar houses are considered to be eligible for NRHP listing. There is no evidence the house was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, 1969 Pulaski Highway is not individually significant under NRHP Criteria A, B, C, or D.

The house and its neighbors are built on a strip of land subdivided from a larger farm. The small cluster of houses of which it is part do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). However, strip subdivisions from farmland into small single family lots was an extremely common trend in Delaware in the post-World War II era. Because the trend was so widespread, a subdivision along a road needs to meet high standards in order to be eligible for NRHP listing. At a minimum, the subdivision must display the following characteristics: it was planned and built in close proximity to the end of World War II (e.g., before 1950); there is extensive historical information



*Photograph 9. N-14105 - 1969 Pulaski Highway, front (south) and east sides,
facing northwest.*

associated with the subdivision; and the subdivision and its houses display a high degree of integrity. Association with a person of historical significance is also a helpful consideration.

The subdivision along Route 40 does not meet these criteria. The subdivision and the house do date to the immediate post-World War II era. However, there is limited historical information associated with the subdivision. The subdivision is an example of one property owner selling off a small bit of his overall holdings for a few houses. And the houses themselves and their arrangement lack architectural distinction. The high standards needed for NRHP eligibility are not met.

4.4.1.7 N-14106 - 1975 Pulaski Highway

The house at 1975 Pulaski Highway (Photograph 10) dates to ca. 1945. Route 40 road improvement plans from 1945 show the four houses on the north side of Route 40, including this one (Delaware State Highway Department 1945). The house lots, which all front on Route 40, were subdivided by Frank Webb, a twentieth century owner of the Ferris/Shuman Farmstead (see Section 4.4.1.10).

The frame house is one-story high, three-bays wide, two-bays deep, and topped with a side gable roof. At the rear of the house is a full-width, two-bay deep, one-story addition with a shed roof. A second one-story, one-bay wide, and one-bay deep addition is located on the east side of the house. Windows are metal sash replacements. The house is finished with vinyl siding. To the rear of the house is a two-bay wide, one-story high frame garage with a side gable roof. It does not appear to be historic.

The 1975 Pulaski Highway house is not eligible for NRHP listing. The house has elements of a Cape Cod style residence, including its massing, side gable roof, and side porches, but it lacks character-defining elements like roof dormers. Because the Cape Cod style was so ubiquitous in the post-World War II era, only the most complete examples or those located in a subdivision of similar houses are considered to be eligible for NRHP listing. There is no evidence the house was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, 1969 Pulaski Highway is not individually significant under NRHP Criteria A, B, C, or D.



Photograph 10. N-14107 - 1975 Pulaski Highway, front (south) and east sides, facing northwest.

The house and its neighbors are built on a strip of land subdivided from a larger farm. The small cluster of houses of which it is part do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). However, strip subdivisions from farmland into small single family lots was an extremely common trend in Delaware in the post-World War II era. Because the trend was so widespread, a subdivision along a road needs to meet high standards in order to be eligible for NRHP listing. At a minimum, the subdivision must display the following characteristics: it was planned and built in close proximity to the end of World War II (e.g., before 1950); there is extensive historical information associated with the subdivision; and the subdivision and its houses display a high degree of integrity. Association with a person of historical significance is also a helpful consideration.

The subdivision along Route 40 does not meet these criteria. The subdivision and the house do date to the immediate post-World War II era. However, there is limited historical information associated with the subdivision. The subdivision is an example of one property owner selling off a small bit of his overall holdings for a few houses. And the houses themselves and their arrangement lack architectural distinction. The high standards needed for NRHP eligibility are not met.

4.4.1.8 N-14107 - 1979 Pulaski Highway

The house at 1979 Pulaski Highway (Photograph 11) dates to ca. 1945. Route 40 road improvement plans from 1945 show the four houses on the north side of Route 40, including this one (Delaware State Highway Department 1945). The house lots, which all front on Route 40, were subdivided by Frank Webb, a twentieth century owner of the Ferris/Shuman Farmstead (see Section 4.4.1.10).

The frame house is one-story high, three-bays wide, two-bays deep, and topped with a side gable roof. Extending from the main block is a one-story, one-bay wide, and two-bay deep ell with a gable end roof that appears to be original. Within the legs of the ell is a second, one-story high, one-bay wide, and two-bay deep addition that does not appear to be original. Projecting from the facade is a one-bay porch with a cross gable roof and squared wood columns. Windows are one-over-one metal sash replacements. The house is finished with vinyl siding.



*Photograph 11. N-14107 - 1979 Pulaski Highway, front (south) and east sides,
facing northwest.*

To the rear of the house is a two-story high, two-bay wide, frame gambrel roof barn that has been converted to a garage. The building has the original barn and hayloft doors, as well as a modern roll-up garage door. The finish is aluminum siding. Stylistically, the barn/garage appears to be older than the house.

The 1979 Pulaski Highway house is not eligible for NRHP listing. Individually, the house is not an example of an important post-World War II housing type, such as a Cape Cod or a Ranch style residence. Rather, the house is vernacular and undistinguished, one of hundreds of similar houses from the era. There is no evidence it was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, the 1947 Pulaski Highway house is not individually significant under NRHP Criteria A, B, C, or D.

The house and its neighbors are built on a strip of land subdivided from a larger farm. The small cluster of houses of which it is part do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). However, strip subdivisions from farmland into small single family lots was an extremely common trend in Delaware in the post-World War II era. Because the trend was so widespread, a subdivision along a road needs to meet high standards in order to be eligible for NRHP listing. At a minimum, the subdivision must display the following characteristics: it was planned and built in close proximity to the end of World War II (e.g., before 1950); there is extensive historical information associated with the subdivision; and the subdivision and its houses display a high degree of integrity. Association with a person of historical significance is also a helpful consideration.

The subdivision along Route 40 does not meet these criteria. The subdivision does date to the immediate post-World War II era, although the house does not. There is limited historical information associated with the subdivision. The subdivision is an example of one property owner selling off a small bit of his overall holdings for a few houses. And the houses themselves and their arrangement lack architectural distinction. The high standards needed for NRHP eligibility are not met.

4.4.1.9 N-14108 - 1981 Pulaski Highway

The house at 1981 Pulaski Highway (Photograph 12) dates to ca. 1945. Route 40 road improvement plans from 1945 show the four houses on the north side of Route 40, including this one (Delaware State Highway Department 1945). The house lots, which all front on Route 40, were subdivided by Frank Webb, a twentieth century owner of the Ferris/Shuman Farmstead (see Section 4.4.1.10).

The frame, one-story house has been so extensively altered it has lost integrity. Changes include vinyl siding, replacement windows (including a multiple pane picture window on the facade), and myriad additions to the rear of the property, including an attached garage. To the rear of the house is a garage that is not historic.

The 1981 Pulaski Highway house is also not significant. Individually, the house is not an example of an important post-World War II housing type, such as a Cape Cod or a Ranch style residence. Rather, the house is vernacular and undistinguished, one of hundreds of similar houses from the era. There is no evidence it was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, the 1947 Pulaski Highway house is not individually significant under NRHP Criteria A, B, C, or D.

The house and its neighbors are built on a strip of land subdivided from a larger farm. The small cluster of houses of which it is part do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). However, strip subdivisions from farmland into small single family lots was an extremely common trend in Delaware in the post-World War II era. Because the trend was so widespread, a subdivision along a road needs to meet high standards in order to be eligible for NRHP listing. At a minimum, they must display the following characteristics: the subdivision was planned and built in close proximity to the end of World War II (e.g., before 1950); there is extensive historical information associated with it; and the subdivision and its houses display a high degree of integrity. Association with a person of historical significance is also a helpful consideration.

The subdivision along Route 40 does not meet these criteria. The subdivision does date to the immediate post-World War II era, although the house does not. There is limited historical information associated with the subdivision. The subdivision is an example of one property owner selling off a small bit of his overall



Photograph 12. N-14108 - 1981 Pulaski Highway, front (south) and east sides, facing northwest.

holdings for a few houses. And the houses themselves and their arrangement lack architectural distinction. The high standards needed for NRHP eligibility are not met.

4.4.1.10 N-6204 - Ferris/Shuman Farmstead

The Ferris/Shuman Farmstead (Photographs 13-15) was surveyed as part of the architectural survey of southern New Castle County undertaken in the late 1970s. No eligibility recommendation is included with the form. The Ferris/Shuman house first appears on the 1868 New Castle County atlas as Lythdale Cottage Farm (Beers 1868). The house is estimated to have been constructed, based on architectural style, ca. 1865.

The Ferris's are an old Pencader Hundred family. They settled in the Welsh Tract in 1730. Their home farm was historically located on the south side of Route 40, across from where the Ferris/Shuman Farmstead now sits. In 1849, the farm across the road, where the Ferris/Shuman Farmstead is now located, is listed as the property of M. James. In 1868, at the approximate time the Ferris/Shuman farmhouse was built, the farm is listed as owned by D.B. Ferris. Historical records indicate that this was D. Brainerd Ferris, a farmer who grew predominantly grains (Bureau of the Census 1870, 1880). In addition to the farmhouse, the atlas indicates two other houses in the immediate vicinity as belonging to D.B. Ferris (Beers 1868). They could either be rented properties or tenant houses. None but the Ferris/Shuman farmhouse is extant. The 1881 (G.M. Hopkins & Company 1881) and 1893 (Baist 1893) atlases show the farm as the property of D. Brainerd Ferris's son, Charles Ferris, and notes that it contains 121 ac. D. Brainerd gave up farming in the mid-1880s. His son, Charles E., a railroad worker, apparently never actively farmed (J.M. Runk and Company 1899:571). The Ferris's owned the property until the 1910s (New Castle County Deeds 1911). Today, the house and associated land comprise approximately 9.3 ha (23.0 ac).

The Ferris/Shuman Farmstead is recommended as not eligible for listing in the NRHP because of a loss of integrity. The farmstead dates to the middle of the nineteenth century, a time of architectural rebuilding in southern New Castle County. Owners of farms in the prosperous region either expanded old houses or constructed new ones. Many, like the Ferris's, also named their farms, as a way to distinguish it from other farms in the area. The naming was often tied to new building or rebuilding (Herman 1987:122-124).



Photograph 13. N-6204 - Ferris/Shuman Farmstead, front (south) and west sides of the farmhouse, facing northwest.



Photograph 14. N-6204 - Ferris/Shuman Farmstead, east and rear (north) sides of the farmhouse showing rear additions, facing southwest.



Photograph 15. N-6204 - Ferris/Shuman Farmstead, outbuildings including barn erected in the 1940s, facing north.

Changes made to the house and its setting compromise the ability of the Ferris/Shuman Farmstead to convey historic significance. In order to be eligible under NRHP Criterion A as a farmstead, the complex would need to contain the farmhouse, outbuildings, and some of the farmland historically associated with the property. The complex's buildings should reflect a level of agricultural integrity from a period of significance (Siders *et al.* 1991:34). This complex does not. It consists of one altered farmhouse from the mid-nineteenth century, one outbuilding from the 1940s (Conrad Shuman, personal communication 2002), and other farm buildings that are not yet 50 years old. The complex lacks necessary temporal and design integrity (De Cunzo and Garcia 1992:239-240).

In order to be eligible under NRHP Criterion B, the house would have had to have been associated with a person of historical importance. There is nothing in the history of the Ferris family to indicate that they made specific contributions that were demonstrably important in a local, state, or national context (NPS 1991:14).

The Ferris/Shuman Farmstead is also not significant under NRHP Criterion C for architecture. The house was built in one of the architectural styles current at the time of its construction, the Italianate. However, because of integrity problems, the house and property no longer convey their association with the mid-nineteenth century. The house retains some Italianate architectural details, but alterations have compromised character-defining elements of the architectural style. *A Field Guide to American Homes* (McAlester and McAlester 1990:211) lists identifying elements as two or more stories in height; low-pitched roofs featuring wide overhanging eaves with decorative brackets beneath; and tall, narrow, usually arched windows with elaborate crowns. House roofs are often topped by cupolas. Massing is often squared, and front porches exhibit elaborate details. Of these character-defining elements, only the squared massing, low-pitched roof, and a portion of the brackets remain. The house has also been extensively altered. The front porch and doorway are replacements, as are all the windows. At the rear of the house are several large additions that compromise the design and massing. Roof brackets have also been removed from the rear, or north, elevation. Setting has also been compromised by the extensive construction of mid- and late twentieth century residential and commercial property in the immediate vicinity, the lack of historic outbuildings, and the absence of cultivated farmland.

The Ferris/Shuman Farmstead is also not eligible under Criterion D. Agricultural and architectural practices of the mid-nineteenth century, when the house

was built, are well known and documented. Consequently, the altered house and farmstead are not likely to yield important historical information not available through other means.

4.4.1.11 N-12626 - State Bridge Number 363

State Bridge Number 363 carries Route 40 over Belltown Run (Photograph 16). A HABS/HAER Inventory form on file at the Delaware SHPO notes that the concrete slab bridge was constructed in 1922 and widened in 1933 and 1945. The bridge is described as a common bridge type with compromised integrity, and is recommended as not eligible for listing in the NRHP.

Skelly and Loy concurs with the recommendation. The survey and evaluation of Delaware's historic bridges (Lichtenstein Consulting Engineers, Inc. 2000) evaluated slab bridges. Those found to be eligible for NRHP listing were early, complete examples of the design; longer and complete examples; stone-faced examples; or later examples illustrating technological changes. State Bridge Number 363 meets none of these criteria, and its widening in 1933 and 1945 compromise integrity of design.

4.4.1.12 N-6203 - Stone Wall

When surveyed in 1980, N-6203 was described as a two-story high, three-bay wide brick house with a center hall plan and low hipped roof (Photograph 17). Subsequently, the house was razed, although the stone wall that fronted the property remains. The wall consists of two sections broken by a driveway entrance. The eastern half is approximately 40.0 m (131.2 ft) long; the western half is approximately 25.0 m (82.0 ft) long. The walls are constructed of rough cut, randomly coursed stone.

The absence of the house and other related buildings compromises integrity. The wall by itself cannot convey the significance of a farm or farmstead under NRHP Criterion A or the importance of the life of a person under Criterion B. The walls do not exhibit distinctive characteristics or a type, period, or method of construction, represent the work of a master, or possess high artistic value, as is required for eligibility under NRHP Criterion C. There is nothing distinctive about its construction; consequently, it is not likely to yield important information not available through other



Photograph 16. N-12626 - State Bridge Number 363, south elevation, facing north.



Photograph 17. N-6203 - Stone Wall, south elevation and east end, facing west.

sources, as is necessary for eligibility under Criterion D. The stone wall is not eligible for listing in the NRHP.

4.4.1.13 N-3990 - The Hermitage

The Hermitage (Photograph 18), also known as the John Frazer House, was surveyed in 1987 as part of the Route 896 Improvement project (Bowers 1987). A DOE form was completed at that time. The Hermitage was subsequently determined NRHP-eligible in 1987. The complex consists of more than 30 buildings and 15.2 ha (37.4 ac) of land. The boundaries shown on the Plan View (see Figure 2) conform to the boundaries as presented in the DOE form.

4.4.1.14 N-3875 - Aiken's Tavern Historic District

The Aiken's Tavern Historic District (Photographs 19-22), located at the intersection of old S.R. 896 (Glasgow Avenue) and Route 40 in Glasgow, was listed in the NRHP in 1977. Areas of significance include architecture, military, and religion. The historic district consists of eight buildings and one site, a cemetery. The boundaries shown on the Plan View (see Figure 2) conform to the boundaries as presented in the NRHP form.

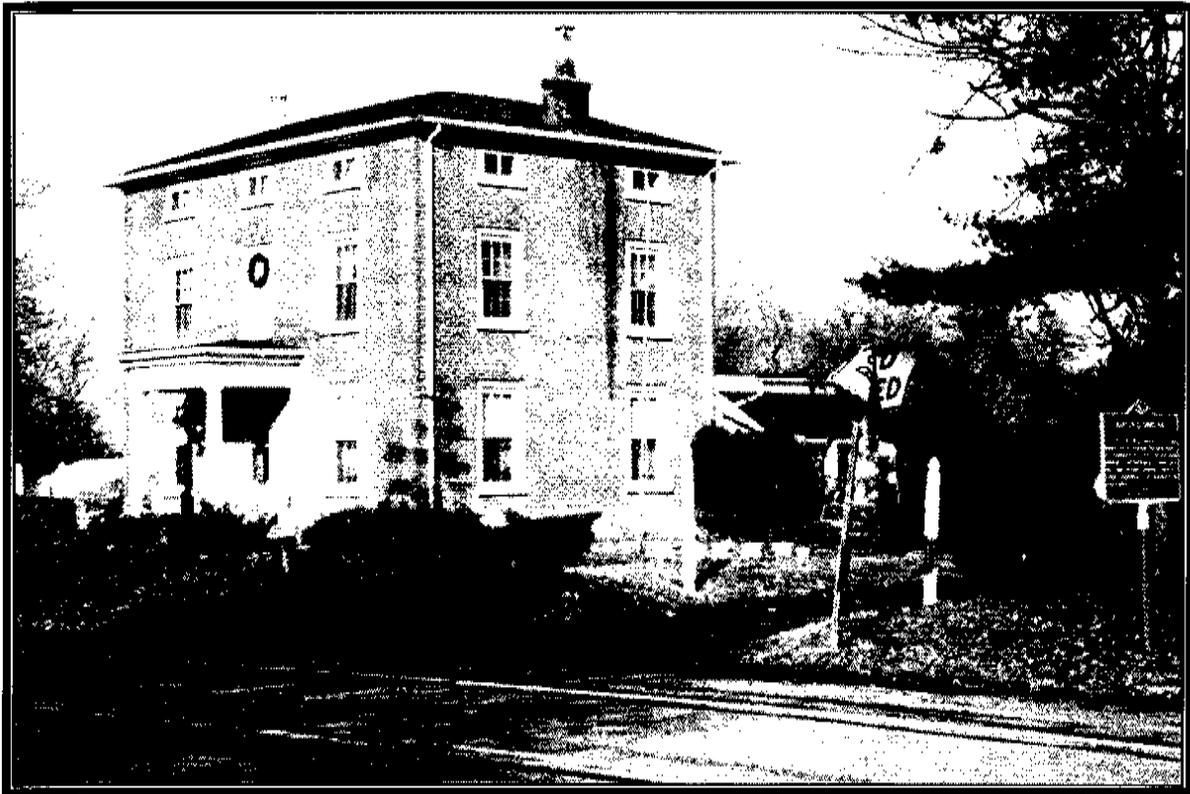
4.4.2 Resources on the South Side of Route 40

4.4.2.1 N-13291 - Price House

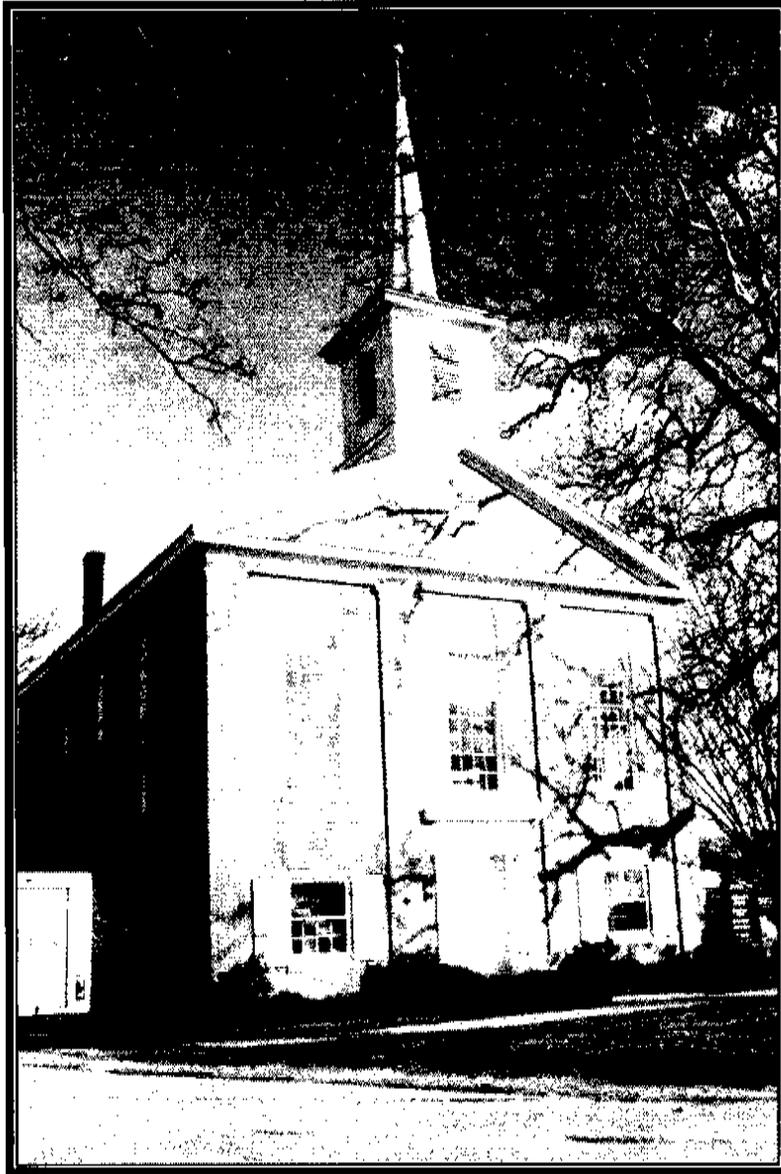
The Price House (Photographs 23-24) was surveyed as part of the U.S. Route 301 project (Siders *et al.* 1993). However, the original CRS form could not be located at the SHPO or with the consultant for that project. The Price House dates to ca. 1893, when James Alfred Price, great-grandfather of the current owner, purchased an 8.1 ha (20.0 ac) lot (New Castle County Deeds 1893). Price and his descendants, African American farmers, farmed this land and surrounding fields (Robert Price, personal communication 2002). The other fields were cultivated either through rental agreements or tenancy; there is no record of further land ownership by the Prices.



Photograph 18. N-3990 - The Hermitage, south and east elevations of barns, facing northwest.



Photograph 19. N-3875 - Aiken's Tavern Historic District - Aiken's Tavern, facade and south elevation, facing northeast.



*Photograph 20. N-3875 - Aiken's Tavern Historic District -
Pencader Presbyterian Church, facade and
north elevation, facing east.*



Photograph 21. N-3875 - Aiken's Tavern Historic District - streetscape, facing southwest.



Photograph 22. N-3875 - Aiken's Tavern Historic District - streetscape, facing southeast.



Photograph 23. N-13291 - Price House, front (north) and west sides, facing southeast.



Photograph 24. N-13291 - Price House, rear (south) and east sides, facing northwest.

The Price House is a common, late nineteenth/early twentieth century vernacular style, L-shaped house. The frame building is two-stories high, three-bays wide, and one-bay deep, with a side gable roof and a two-story high, one-bay wide, and one-bay deep addition projecting from the rear. The three-bay wide porch has a half-hipped roof, squared columns, and simple balustrade. Within the legs of the ell is a one-story shed roof addition that is not original to the house. Windows are predominantly two-over-two, double-hung wood sash. Six-over-six wood sash and one-by-one vertical sash windows are also present. The exterior siding is vinyl. No agricultural outbuildings are present, and the land historically farmed has been sold for residential development.

Historically, Pencader Hundred, where the Price House is located, had Delaware's largest African American population outside of Wilmington (Baldwin 1981:197-211; Catts and Custer 1990:68-69; Skelcher 1995:117). The African American community in and around Glasgow was centered around the St. Thomas A.U.M. Church, located on Route 40 west of S.R. 896. The church is no longer extant. According to the current owner of the Price House, there were "a number" of African American-owned farms in the vicinity, although no others along Route 40 (Robert Price, personal communication 2002).

The Price House is not eligible for listing in the NRHP. Although tied to the African American history of the area, the house is not part of an African American Rural Community. As noted in *African American Settlement Patterns on the Upper Peninsula Zone* (Skelcher 1995), such communities are generally found at rural crossroads, and at a minimum must include a church, a school building, and residential buildings (Skelcher 1995:145-146). The school still exists (see Resource No. N-3881), but the church has been removed and the surrounding houses and farms are not African American owned. The Price House, by itself, does not convey that significance of an African American Rural Community.

The Price House is also not individually eligible. It is not significant as a farm or farmstead under NRHP Criterion A due to the loss of related outbuildings and farmland and the construction of new townhomes in the immediate vicinity, which compromises setting. Additionally, its construction is not tied to any significant historical trends. There is no evidence that the Price family was demonstrably important in the African American community, rendering the house not eligible under Criterion B. The house is an example of a common, late nineteenth/early twentieth century vernacular residence, undistinguished from other houses in the region. I-houses were common

throughout Delaware; because of their ubiquity, only the most intact examples are eligible for NRHP listing. Consequently, it is not eligible under NRHP Criterion C. Nor is the house likely to yield important information on the history of the Upper Peninsula's African American population, house construction, or agriculture not available through other means. For this reason, the house is not eligible under NRHP Criterion D.

4.4.2.2 N-13292 - Price Cape Cod House

The Price Cape Cod House (Photograph 25) is owned by the same owner as the Price House. The two-story high, side gable house consists of two distinct sections. The older three-bay wide section was constructed in 1948. The two-bay wide section to its east was built in 1960 (Robert Price, personal communication 2002). The older section has a center door, one-over-one, double-hung wood windows, a steeply pitched roof with diamond pattern asphalt shingles, and two gable end roof dormers. The newer section has nine-over-nine metal windows and a steeply pitched roof with rectangular asphalt shingles. At the rear of the house is a two-bay frame garage with two additional concrete block bays. The original portion of the garage is finished with weatherboard siding.

The Price Cape Cod House was surveyed as part of the U.S. Route 301 project (Siders *et al.* 1993). However, the original CRS form could not be located at the SHPO or with the consultant for that project.

The Price Cape Cod House is not eligible for listing in the NRHP. Although the original section was constructed in the post-World War II era, it is not associated with important historical trends from that time, such as Suburbanization. The house is an isolated example of a Cape Cod style residence; it is not part of a suburban or strip development. Consequently, it is not eligible under NRHP Criterion A. There is no evidence in the historical record that the owner and builder is significant in a local, statewide, or national context. For this reason, the house is not eligible under NRHP Criterion B. To be eligible under NRHP Criterion C, the house would need to exhibit high levels of significance and integrity, because Cape Cod style residences are among the most common house types of the era. The Price Cape Cod House does not rise to the required level of significance and integrity. The original three-bay massing has been compromised by the addition in 1960 of the two-bay addition on the east side of the house. The house also lacks the entrance motifs that are typically associated with Cape



Photograph 25. N-13292 - Price Cape Code House, front (north) and east sides, facing southwest.

Cod style houses, such as a pediment roof sheltering the front door. Finally, the house is also not eligible under NRHP Criterion D. The house, built in one of the most common architectural styles of the second half of the twentieth century, is not likely to yield important information on history or architecture.

4.4.2.3 N-5011 - Frech/Sclavos Farmstead

The Frech/Sclavos Farmstead consists of a Craftsman style house, a stable building, a tenant house, and two small outbuildings (Photographs 26-28). The property has been purchased by DeIDOT and is slated for demolition as part of a project to construct a new YMCA building.

The house, stables, and tenant house were constructed ca. 1928 by H. Roy Frech, a local businessman who used the farm to board and perhaps raise horses, some of which were affiliated with Delaware Park. The buildings are reached via a canopied, paved driveway approximately 121.9 m (400.0 ft) in length. At the head of the driveway is a brick gate with a pyramidal top. The farmhouse, stables, and tenant house all were built in the Craftsman style. The two-story farmhouse features a steeply pitched, side gable roof with exposed rafters, a stucco finish, and a variety of window styles including six-over-six, double-hung wood sash, narrow center pivot eight-light panes, and one-over-one, double-hung wood sash with diamond pattern lights. There are projecting bays and porches. The farmhouse was constructed in three separate campaigns. The original owner, Roy Frech, built the north portion in 1928. He added the south portion, including the two-story garage, in 1951. The J-shaped addition on the rear was added in the 1960s by the Sclavos's, owners between 1963 and 2002. The interior has also been completely redone (John Sclavos, personal communication 2002).

The stable was principally constructed in 1928, although a two-bay garage was appended to the southwest side in the 1960s. The stable features weatherboard siding, a flat-topped, pyramidal roof with exposed rafters, and dormers with half-hipped roofs. The stables feature 15 stalls and, at the north end, a two-story hay and storage area (John Sclavos, personal communication 2002).

Like the farmhouse, the tenant house features a steeply pitched, side gable roof with exposed rafters. The house is two-stories high, five-bays wide, and three-bays deep. On the east end is a one-story, side gable addition and entrance. Windows are six-over-six, double-hung wood sash; siding is vinyl. The two other



Photograph 26. N-5011 - Frech/Sclavos Farmstead, farmhouse facade (west side), facing southeast.



Photograph 27. N-5011 - Frech/Sclavos Farmstead, rear (east) and south sides of the stable, facing northwest.



Photograph 28. N-5011 - Frech/Sclavos Farmstead, front (north) and west sides of the tenant house, facing southeast.

buildings on the property are small, nondescript outbuildings. They and the wood fencing that remain on the property add to the feeling of the farmstead.

The Frech/Sclavos Farmstead is recommended as eligible for listing in the NRHP under Criterion C. Despite the exterior and interior changes to the farmhouse, the Frech/Sclavos Farmstead conveys its significance as a Craftsman style agricultural unit. The farmstead retains its canopied entrance and the buildings retain much of their exterior integrity. The combination of the farmhouse, stables, and tenant house, plus the two smaller outbuildings and wood fencing, represent a significant and distinguishable entity whose component parts lack individual distinction (NPS 1991:17). The recommended NRHP boundary is delineated by the existing fence lines, and includes an approximately 79.3 m (260.0 ft) section parallel to eastbound Route 40. The total area within the boundary is approximately 1.8 ha (4.4 ac).

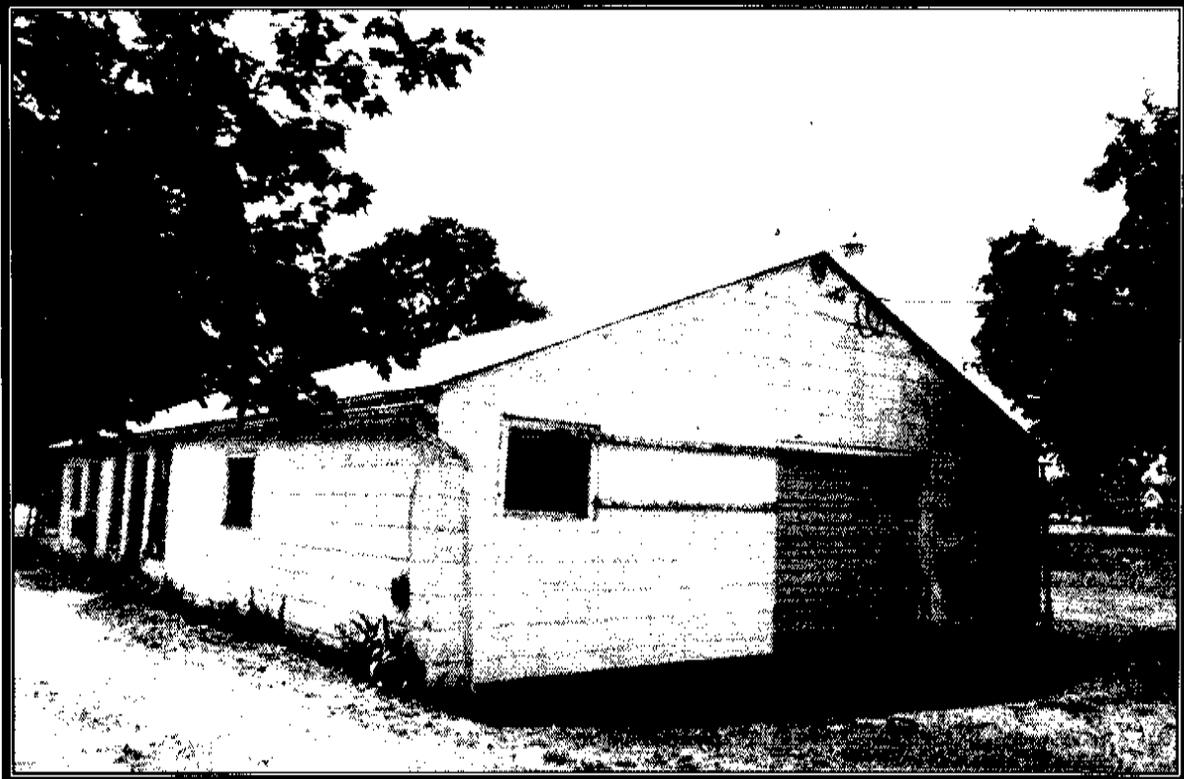
4.4.2.4 N-14109 - Carney House

The Carney House (Photograph 29) has been razed since the initial survey was completed.

4.4.2.5 N-14110 - McCauley/Carter House

The McCauley/Carter House consists of a modest, vernacular frame building and a two-story, two-bay garage (Photograph 30). The house dates stylistically to the mid-nineteenth century, but it has been altered. It is two-stories high, three-bays wide, and three-bays deep, with a side gable roof and clapboard siding. At the rear of the house is a one-story high, one-story wide, and one-story deep addition with a gable end roof. At the front is a two-bay wide enclosed front porch with a shed roof. Windows are one-over-one, double-hung wood sash. The building foundation is concrete block, indicating that the house was moved.

Historic atlases indicate that the property belonged to R.M. McCauley in 1868 (Beers 1868), and W. McCauley in both 1881 and 1893. W. McCauley is listed as owning a 77 ac farm (Baist 1893; G.M. Hopkins & Company 1881). The McCauleys were not prominent members of the community. The family is not mentioned in any of the published Delaware histories of the nineteenth or twentieth centuries. The 1933 plans for widening Route 40 show the house and an adjacent dance hall, which stood



Photograph 29. N-14109 - Carney House, front (east) and north sides, facing southwest.



Photograph 30. N-14110 - McCauley/Carter House, showing the front (north) and east sides plus the detached garage, facing southwest.

immediately west of the house. According to the plans, the house was to be moved slightly to the south to accommodate a new travel lane and the dance hall was to be demolished. The garage, which is located south of the house, is not present on the plans, indicating that it was constructed after 1933 (Delaware State Highway Department 1934).

The McCauley/Carter House is not significant under NRHP Criteria A, B, C, or D. Although historically the seat of a 77 ac farm, the house and garage do not convey significance as an agricultural complex. It lacks the outbuildings and farmland necessary to convey agricultural heritage. Historical research failed to identify other events with which the house was associated. Thus, it is not eligible under NRHP Criterion A. The review of secondary sources indicated that the family was not significant in a local, statewide, or national context; consequently, the property is not eligible under NRHP Criterion B. Architecturally, the house is a vernacular and undistinguished example of a nineteenth century residence. It is not a well preserved example of a particular architectural style of the period. It has also been altered and moved. For these reasons, the house is not eligible under NRHP Criterion C. Because of the ubiquitous nature of the house type, there is little possibility that the house will yield information important in history under NRHP Criterion D. The Carter House is not eligible for listing in the NRHP.

4.4.2.6 N-14111 - Grimes Auto Auction/Arrow Sanitation Building

The Grimes Auto Auction/Arrow Sanitation Building, constructed ca. 1948, is a one-story, concrete block building with a brick false front (Photograph 31). The front bay is a remodeled office devoid of historic fabric. The rear portion is one large room used for storage and repair. Projecting pilasters on the east and west sides divide the exterior of the building into seven bays. Following its construction, the building operated for a short time as Grimes Auction & Sales Company, an automobile auction business (New Castle County Deeds 1950; Albert Sammons, Sr., personal communication 2002). By the mid-1950s, it housed first the Sterling Foundation Company and then Delaware Specialty Products (New Castle County Deeds 1956). Today it is owned by a sanitation business.

The Grimes Auto Auction/Arrow Sanitation Building is not eligible for listing in the NRHP. Its connection to the automobile travel and sales industry is not



*Photograph 31. N-14111 - Grimes Auto Auction/Arrow Sanitation Building,
front (north) and east sides, facing southwest.*

significant. The building functioned as an automobile auction house for only a few years. For the majority of its history, it has served other functions. It is not part of an "automobile row" or new commercial district along U.S. Route 40. It is not associated with a significant person. The building itself is not an example of the typical automobile showroom of the post-World War II era, which tended to be large, with large display windows facing the street, and use of sleek designs and modern materials (LeeDecker *et al.* 1992:305, 309-310). Rather, the Grimes Auto Auction/Arrow Sanitation Building resembles an undistinguished commercial structure, such as a garage or machine shop, with its block construction and brick false front. Nothing in its architecture or history is likely to yield important information not available through other sources. The building is not significant under NRHP Criteria A, B, C, or D.

4.4.2.7 N-14112 - 1750 Pulaski Highway

The house at 1750 Pulaski Highway (Photograph 32) has been razed since the initial survey.

4.4.2.8 N-5070 - Ennis House

The Ennis House (Photograph 33) is one of six houses dating from the first and second quarters of the twentieth century on the south side of Route 40 east of Salem Church Road. It was surveyed in 1979 as part of a comprehensive architectural inventory of southern New Castle County (Herman 1987:9). A CRS form was completed at that time, although no NRHP recommendation was made.

The Ennis House was built after 1893; it does not appear on the Baist atlas published that year (Baist 1893). Stylistically, the house dates to the early twentieth century. In 1933, when Route 40 was widened, it was moved slightly to the south to accommodate a new travel lane (Delaware State Highway Department 1933). Originally constructed as a two-story high, two-bay wide, two-bay deep, frame vernacular style house with a gable end roof, the building has been extensively altered. Since the house was surveyed in 1979, full-width, enclosed porches with jalousie windows and concrete block foundations have been added to the front and rear of the house. The changes compromise the integrity of the architecturally undistinguished house.



Photograph 32. N-14112 - 1750 Pulaski Highway, front (north) and west sides, facing southeast.



Photograph 33. N-5070 - Ennis House, front (north) and west sides, facing southeast.

Located behind the Ennis House is a detached garage. Like the house, the garage has been extensively altered, to facilitate its conversion into a business and apartment. Additions have been appended to the north and south, and a variety of finishes are employed to the building exterior, including vinyl siding, particle board, wood, and asbestos shingle.

The Ennis House is not eligible for listing in the NRHP. Vernacular residential buildings from the late nineteenth and early twentieth century are extremely common. In order to be eligible for listing in the NRHP, houses from this era must be associated with significant historic trends, such as early Suburbanization in Delaware; associated with persons significant in a local, statewide, or national context; an example of an architectural style current at the time the house was built, with character-defining features intact; or able to yield important information not available through other sources. The Ennis House does not meet any of these standards. It is not part of an early subdivision or associated with a significant person; architecturally, it is undistinguished and heavily altered. It is also an example of common construction not likely to yield information not available through other sources. The house is not significant under NRHP Criteria A, B, C, or D.

4.4.2.9 N-5071 - 1628 Pulaski Highway

The house at 1628 Pulaski Highway, a Dutch Colonial Revival style house (Photograph 34), is one of six houses dating from the first and second quarters of the twentieth century on the south side of Route 40 east of Salem Church Road. The house was surveyed in 1979 as part of a comprehensive architectural inventory of southern New Castle County (Herman 1987:9). A CRS form was completed at that time, although no NRHP recommendation was made.

The 1628 Pulaski Highway house is two-stories high, three-bays wide, and three-bays deep. It is finished with a side gambrel roof. There are full-width roof dormers at both the front and rear of the roof to create more room on the second floor of the house. At the rear of the house is a full-width, one-story addition with a shed roof. The front porch, also topped by a shed roof, has been enclosed. The house is finished with vinyl siding. The enclosed porch and vinyl siding have been added since the 1979 survey.



Photograph 34. N-5071 - 1628 Pulaski Highway, front (north) and west sides, facing southeast.

The 1628 Pulaski Highway house is not eligible for listing in the NRHP. Vernacular residential buildings from the late nineteenth and early twentieth century are extremely common. In order to be eligible for listing in the NRHP, houses from this era must be associated with significant historic trends, such as early Suburbanization in Delaware; associated with persons significant in a local, statewide, or national context; an example of an architectural style current at the time the house was built, with character-defining features intact; or able to yield important information not available through other sources. The 1628 Pulaski Highway house does not meet any of these standards. It is not part of an early subdivision or associated with a significant person; architecturally, it is undistinguished and extensively altered, with vinyl siding and enclosed porches added since 1979. It is also an example of common construction not likely to yield information not available through other sources. The house is not significant under NRHP Criteria A, B, C, or D.

4.4.2.10 N-5072 - Edward Walker House

The Edward Walker House (Photograph 35) is one of six houses dating from the first and second quarters of the twentieth century on the south side of Route 40 east of Salem Church Road. The house was surveyed in 1979 as part of a comprehensive architectural inventory of southern New Castle County (Herman 1987:9). A CRS form was completed at that time, although no NRHP recommendation was made. No substantial changes have been made to the house since the survey.

The Edward Walker House was constructed in 1926 (Edward Walker, personal communication 2002). In 1934, it was moved slightly south when a new eastbound lane was added to Route 40 (Delaware State Highway Department 1934). The gable end, vernacular style house is frame, one-and-one-half-stories high, three-bays wide, and four-bays deep. The foundation is poured concrete. The house has both front and rear porches. The front porch has a half-hipped roof supported by squared columns. The balustrade has bedpost columns and squared balusters. The rear porch features windbreaks and a shed roof. Appended to the porch is a one-room, one-story rear addition. Windows in the house are three-over-one, double-hung wood sash. The house is finished with weatherboard siding.

The Edward Walker House is not eligible for listing in the NRHP. Vernacular residential buildings from the late nineteenth and early twentieth century are



Photograph 35. N-5072 - Edward Walker House, front (north) and west sides, facing southeast.

extremely common. In order to be eligible for listing in the NRHP, houses from this era must be associated with significant historic trends, such as early Suburbanization in Delaware; associated with persons significant in a local, statewide, or national context; an example of an architectural style current at the time the house was built, with character-defining features intact; or able to yield important information not available through other sources. The Edward Walker House does not meet any of these standards. It is not part of an early subdivision or associated with a significant person.

Architecturally, the building exhibits influences of the Craftsman style, which was popular when the house was constructed. It has the massing and three-over-one windows often utilized in Craftsman style houses. However, the house lacks other character-defining elements, such as a low-pitched roof with wide, overhanging eaves, exposed rafter tails, decorative brackets, an offset porch, and tapered and squared porch columns (McAlester and McAlester 1990:453-454). Because Craftsman style houses of this era are so common and ubiquitous, only high-style examples exhibiting these traits are eligible for NRHP listing. The Edward Walker House, although Craftsman-influenced, is in reality a common one-and-one-half-story, vernacular residence from the first quarter of the twentieth century. Houses like this were built with great frequency throughout Delaware and the nation. There is nothing distinctive and noteworthy about its architecture or construction. Because of its commonality, the house is not likely to yield information not available through other sources. The house is not significant under NRHP Criteria A, B, C, or D.

4.4.2.11 N-14113 - Ronald Walker House

The Ronald Walker House (Photograph 36) is one of six houses dating from the first and second quarters of the twentieth century on the south side of Route 40 east of Salem Church Road. It is stylistically similar to the neighboring Edward Walker House and may have been identical to it when it was built, but it has been extensively altered. The Ronald Walker House is a one-story high, three-bay wide, and three-bay deep, frame vernacular style residence constructed ca. 1926. In the 1930s, when Route 40 was widened, the house was moved to the south to make room for a new travel lane (Edward Walker, personal communication 2002; Delaware State Highway Department 1934). The house has a poured concrete foundation, vinyl siding, one-over-one, double-



Photograph 36. N-14113 - Ronald Walker House, front (north) and east sides, facing southwest.

hung wood sash windows with exterior metal screens set within wood frames with architrave moldings, and a gable end roof.

The Ronald Walker House is not eligible for listing in the NRHP. Vernacular residential buildings from the late nineteenth and early twentieth century are extremely common. In order to be eligible for listing in the NRHP, houses from this era must be associated with significant historic trends, such as early Suburbanization in Delaware; associated with persons significant in a local, statewide, or national context; an example of an architectural style current at the time the house was built, with character-defining features intact; or able to yield important information not available through other sources. The Ronald Walker House does not meet any of these standards. It is not part of an early subdivision or associated with a significant person; architecturally, it is undistinguished and extensively altered. It is also an example of common construction not likely to yield information not available through other sources. The house is not significant under NRHP Criteria A, B, C, or D.

4.4.2.12 N-14114 - 1612 Pulaski Highway

The house at 1612 Pulaski Highway (Photograph 37) is one of six houses dating from the first and second quarters of the twentieth century on the south side of Route 40 east of Salem Church Road. Stylistically, it is similar to the Edward Walker House, but like the neighboring Ronald Walker House, it has been extensively altered. The 1612 Pulaski Highway house is a one-and-one-half-story high, two-bay wide, and three-bay deep, frame vernacular style residence constructed *ca.* 1926. In the 1930s, when Route 40 was widened, the house was moved from the north side to the south side of Route 40 (Edward Walker, personal communication 2002). The house has a concrete block foundation, aluminum siding, one-over-one, double-hung wood sash windows with exterior metal screens, and a gable end roof. An offset porch extends east beyond the facade.

The house at 1612 Pulaski Highway is not eligible for listing in the NRHP. Vernacular residential buildings from the late nineteenth and early twentieth century are extremely common. In order to be eligible for listing in the NRHP, houses from this era must be associated with significant historic trends, such as early Suburbanization in Delaware; associated with persons significant in a local, statewide, or national context; an example of an architectural style current at the time the house was



Photograph 37. N-14114 - 1612 Pulaski Highway, front (north) side, facing south.

built, with character-defining features intact; or able to yield important information not available through other sources. The 1612 Pulaski Highway house does not meet any of these standards. It is not part of an early subdivision or associated with a significant person; architecturally, it is undistinguished, extensively altered, and moved. It is also an example of common construction not likely to yield information not available through other sources. The house is not significant under NRHP Criteria A, B, C, or D.

4.4.2.13 N-14115 - Countryside Nursery and Garden Center

The Countryside Nursery and Garden Center house (Photographs 38-39) is one of six houses dating from the first and second quarters of the twentieth century on the south side of Route 40 east of Salem Church Road. The house dates stylistically to ca. 1926, a date consistent with the construction date of four other nearby houses. It first appears on the 1933 construction plans for widening Route 40 to the south (Delaware State Highway Department 1933). It apparently has had a long connection with horticulture. The 1933 plans show a small arbor to its east.

The one-and-one-half-story house is predominantly vernacular, with elements of the Craftsman style. For example, it features an offset front porch and exposed roof rafters. On the west side of the house is a cross gable. However, the Countryside Nursery and Garden Center house has been much altered. The porch has been enclosed and a new entrance has been added to the building. There is an addition on the back of the property that wraps partially around the west side of the house. The house is finished with vinyl siding, and plate glass entrances have been added to the front. The interior finishes and some of the floor plan have been altered to accommodate its function as a store.

The Countryside Nursery and Garden Center house is not eligible for listing in the NRHP. Vernacular residential buildings from the late nineteenth and early twentieth century are extremely common. In order to be eligible for listing in the NRHP, houses from this era must be associated with significant historic trends, such as early Suburbanization in Delaware; associated with persons significant in a local, statewide, or national context; an example of an architectural style current at the time the house was built, with character-defining features intact; or able to yield important information not available through other sources. The Countryside Nursery and Garden Center house



Photograph 38. N-14115 - Countryside Nursery and Garden Center, front (north) side, west side, and modern shed, facing southeast.



Photograph 39. N-14115 - Countryside Nursery and Garden Center, rear (south) and west sides, facing northeast.

does not meet any of these standards. It is not part of an early subdivision or associated with a significant person; architecturally, it is undistinguished and extensively altered. It is also an example of common construction not likely to yield information not available through other sources. The house is not significant under NRHP Criteria A, B, C, or D.

4.4.2.14 S&L #22 - Cumberland Farm

Cumberland Farm (Photograph 40) was evaluated for listing in the NRHP in April 2001 as part of the Church Road Highway Improvement Project (Traver and Thomas 2001). The CRS number assigned to the resource in the report, N-5083, seems to be in error; that number is for the G.B. Rodney House (see Section 4.4.2.15), which is located east and south of Cumberland Farm.

Cumberland Farm, which dates predominantly to 1940, was recommended as not eligible for NRHP listing. Concurrence from the SHPO has yet to be received. However, a representative of the SHPO confirms that the resource should be considered not eligible (Gwen Davis, personal communication 2002).

4.4.2.15 N-5083 - G.B. Rodney House

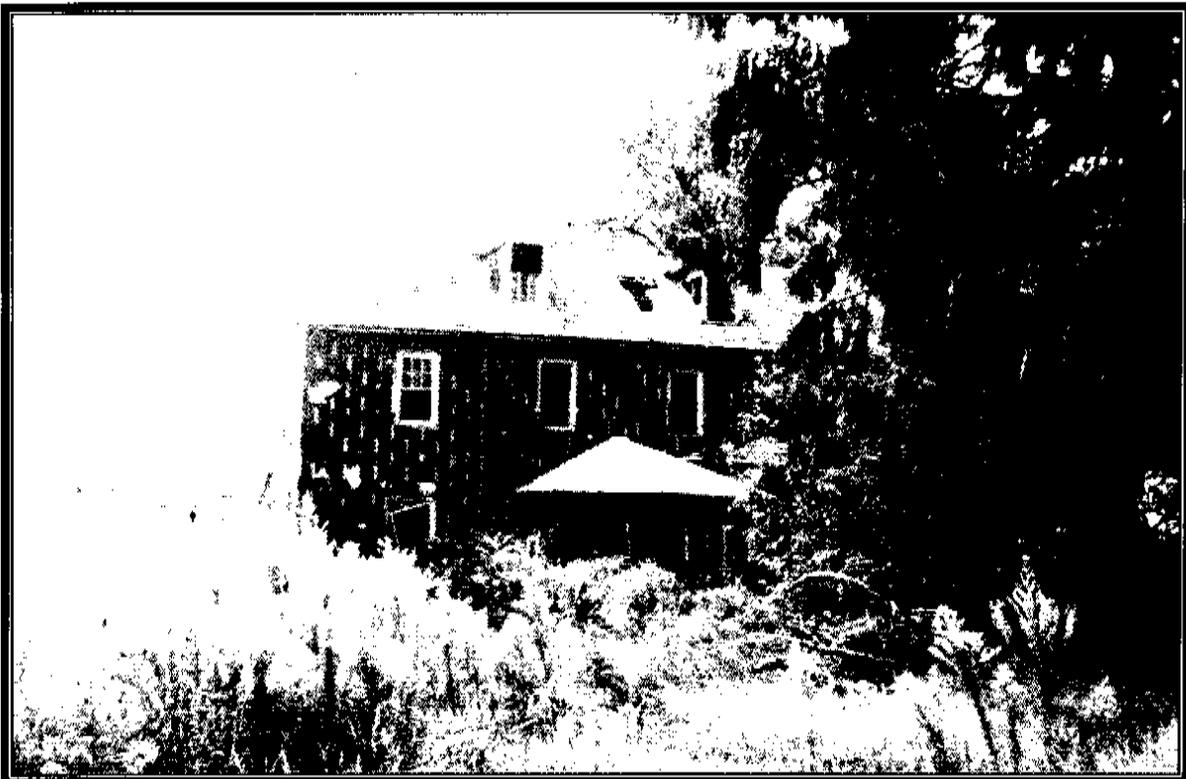
The house in the project APE (Photograph 41) was probably not the G.B. Rodney House, the location of which seems to be mislabeled on the SPO maps at the SHPO. This house has been razed since the initial architectural resource survey for this project.

4.4.2.16 N-14116 - Glen Motel/Glen Efficiencies

The Glen Motel/Glen Efficiencies consists of two buildings (Photograph 42). The longer, easternmost building was constructed *ca.* 1960 as the Glen Motel, according to the current proprietor. This is consistent with deed information, which shows that the parcel on which the motel was built was subdivided in 1958 (New Castle County Deeds 1958). The smaller building to its west was built in the late 1990s and is not subject to this NRHP evaluation. Currently, the buildings are used as both motel rooms and efficiency apartments.



Photograph 40. S&L #22 - Cumberland Farm, facade and east elevation, facing southwest.



Photograph 41. N-5083 - G.B. Rodney House, front (north) and east sides, facing south.



Photograph 42. N-14116 - Glen Motel/Glen Efficiencies, west side, facing northeast.

The original Glen Motel building employs a fairly common motel design. The motel office (now an office and living quarters) is located closest to Route 40, at the north end of the building. The motel rooms extend in a linear fashion south from the office. The units, when built, consisted of a single room and bathroom. Each unit has a solid panel door and one window. The motel is finished with stucco, except for the office, which is finished with vinyl siding.

The Glen Motel/Glen Efficiencies is not significant under NRHP Criteria A, B, C, or D. The motel, near the intersection of two well-traveled highways, Route 40 and S.R. 1, is tied to the travel and tourism industry, an important part of Delaware's twentieth century history. Yet, the association is not significant, as is required for listing under NRHP Criterion A (NPS 1991:12). The motel is not tied to the development of the Delaware road system, which began in earnest after the formation of the Delaware State Highway Department in 1917 (Lichtenstein Consulting Engineers, Inc. 2000:10-11). It was not constructed within the boom years of motel construction, which occurred in the immediate post-World War II era. Between 1939 and 1952, for example, the number of motels/motor courts jumped from 13,000 to 41,000. The motel industry during this era through the late twentieth century was also characterized by franchise or chain ownership and standardization in design. The most common design employed during this era is now ubiquitous: a U-shaped complex with the office in the center. Many early motels employed Colonial Revival-esque touches, to facilitate identification by a traveler on the highway (LeeDecker *et al.* 1992:299-301). The Glen Motel was not part of a chain or owned by a franchisee. It was an independent operation. The design was not U-shaped, but linear. The linear design was not uncommon, but it is less representative of a "type, period, or method of construction" needed for a resource to be eligible under Criterion C (NPS 1991:18). And the motel is vernacular in style, with no Colonial Revival elements. Moreover, it has been altered.

The Glen Motel/Glen Efficiencies is not eligible for listing in the NRHP. Although associated with the travel and tourism industry, the building is not associated with the most important eras of road construction or motel development. Architecturally, the building is undistinguished and altered.

4.4.2.17 N-14117 - 1100 Pulaski Highway

The building at 1100 Pulaski Highway (Photograph 43) consists of two distinct portions: a two-and-one-half-story, five-bay wide, three-bay deep section, and a one-story convenience store appended to its east side. The two-and-one-half-story section has the scale and massing of an older stone house. New Castle County atlases confirm that a house was historically present near this location in 1893 (Baist 1893). However, since the additional survey was conducted, further research has indicated that the building dates to 1983 (New Castle County Tax Assessments 2003). The building incorporated stone salvaged from an earlier building.

4.4.3 Resources Along S.R. 7 (Bear-Corbitt Road)

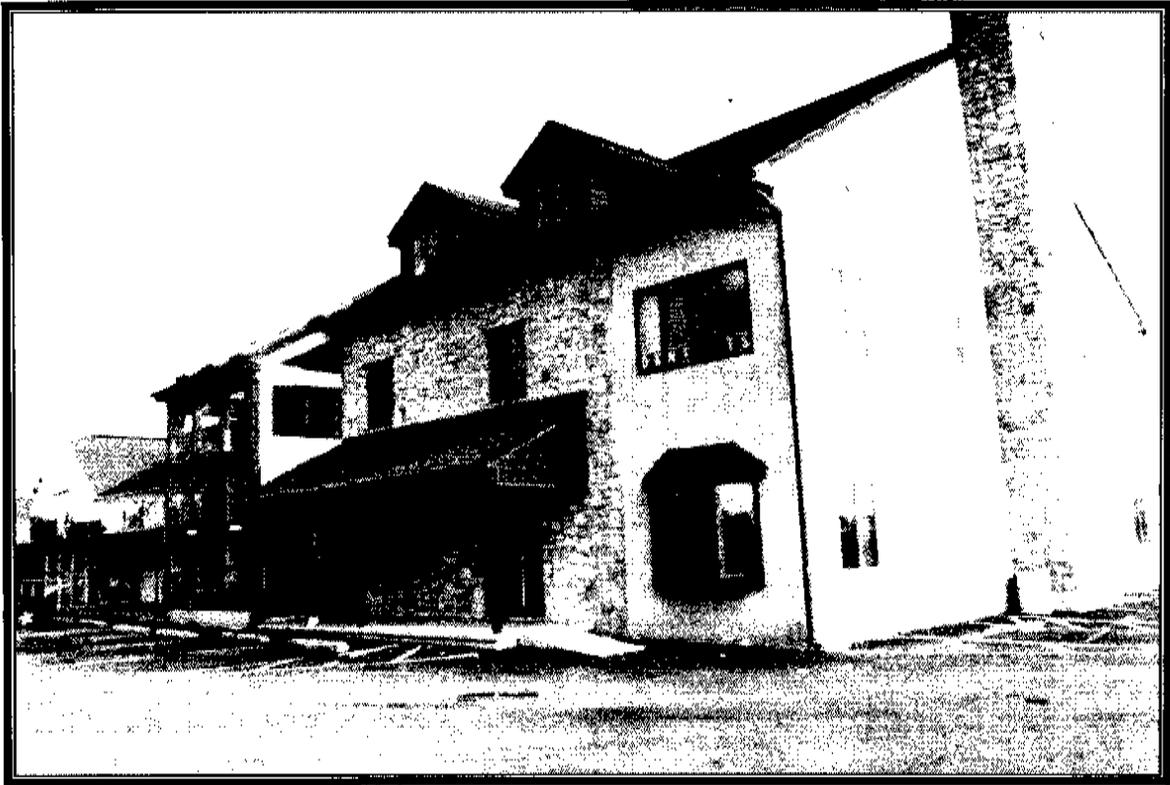
4.4.3.1 Bear Historic District

The Bear Historic District (Photographs 44-45) was recommended eligible for NRHP listing as part of the Eden Square Connector project (Traver and Thomas 2002). The evaluation concluded that the historic district was eligible under NRHP Criterion A for its associations with the 1830 New Castle & Frenchtown Railroad and the 1843 Philadelphia, Wilmington, & Baltimore Railroad, as well as under NRHP Criterion C for its vernacular architecture and cultural landscape. The NRHP boundary, shown on the Plan View (see Figure 2) is a triangular area formed by S.R. 7, Old Hamburg Road, and the current railroad tracks. Proposed roadway improvements to S.R. 7 could require the taking of a small amount of land, although no buildings would be impacted. No formal concurrence has been received on the evaluation from the SHPO.

4.4.4 Resources Along Route 72 (Sunset Lake Road)

4.4.4.1 N-14120 - Beatrice House

The Beatrice House is a one-story, side gable, three-bay wide, and two-bay deep residence (Photograph 46). It dates to 1950. The building materials include a concrete block foundation, aluminum siding, and asphalt shingle roofing. The fenestration consists of one-over-one, double-hung, wood sash windows. At the rear of



Photograph 43. N-14117 - 1100 Pulaski Highway, front (north) and west sides, with the convenience store in the background, facing east.



Photograph 44. Bear Historic District - streetscape, facing northeast.



Photograph 45. Bear Historic District - streetscape, facing northeast.



Photograph 46. N-14120 - Beatrice House, front (west) and north sides, facing southeast.

the house is a one-story, one-bay deep, shed roof addition. In the backyard stands a one-story, gable roof garage.

The Beatrice House is not eligible for NRHP listing. Individually, the house is not an example of an important post-World War II housing type. Rather, the house is a vernacular and undistinguished residence with the massing of a Cape Cod style house, but absent the architectural details and character-defining elements of that style. It is one of hundreds of similar houses from the era. There is no evidence it was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, the Beatrice House is not individually significant under NRHP Criteria A, B, C, or D.

The house and its neighbor were built on a strip of land subdivided from a larger farm. The two houses do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). However, converting strips of farmland into small single family lots was an extremely common trend in Delaware in the post-World War II era. Because the trend was so widespread, such construction needs to meet high standards in order to be eligible for NRHP listing. At a minimum, the house must display the following characteristics: it is part of a subdivision that was planned and built in close proximity to the end of World War II (e.g., before 1950); there is extensive historical information associated with the subdivision; and the subdivision and its houses display a high degree of integrity. Association with a person of historical significance is also a helpful consideration.

The two houses built in the early 1950s do not meet these criteria. The houses themselves and their arrangement lack architectural distinction. The high standards needed for NRHP eligibility are not met.

4.4.4.2 N-14121 - Lind House

The Lind House is a one-story, side gable, three-bay wide, and two-bay deep residence (Photograph 47). It dates to 1950. The building materials include a concrete block foundation, vinyl siding, and asphalt shingle roofing. The fenestration consists of a fixed light window and one-over-one, double-hung, wood sash windows. At the side of the house is a one-story, one-bay wide, one-bay deep, gable roof addition.



Photograph 47. N-14121 - Lind House, front (west) and south sides, facing northeast.

The Lind House is not eligible for NRHP listing. Individually, the house is not an example of an important post-World War II housing type. Rather, the house is a vernacular and undistinguished residence with the massing of a Cape Cod style house, but absent the architectural details and character-defining elements of that style. It is one of hundreds of similar houses from the era. There is no evidence it was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, the Lind House is not individually significant under NRHP Criteria A, B, C, or D.

The house and its neighbor were built on a strip of land subdivided from a larger farm. The two houses do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). However, converting strips of farmland into small single family lots was an extremely common trend in Delaware in the post-World War II era. Because the trend was so widespread, such construction needs to meet high standards in order to be eligible for NRHP listing. At a minimum, the house must display the following characteristics: it is part of a subdivision that was planned and built in close proximity to the end of World War II (e.g., before 1950); there is extensive historical information associated with the subdivision; and the subdivision and its houses display a high degree of integrity. Association with a person of historical significance is also a helpful consideration.

The two houses built in the early 1950s do not meet these criteria. The houses themselves and their arrangement lack architectural distinction. The high standards needed for NRHP eligibility are not met.

4.4.4.3 N-14122 - Ojakaar House

The Ojakaar House is a one-story, cross gable, three-bay wide, and three-bay deep building (Photograph 48). It dates to 1950. The building materials include a concrete block foundation, vertical wood siding, vinyl siding in the gables, and asphalt shingle roofing. The fenestration consists of single-pane, horizontal, sliding windows and one-over-one, double-hung, wood sash windows. At the front of the house is a shed roof front porch.

At the rear of the house stands a garage, which features a gambrel roof, a shed roof, and a gable roof. The gable roof garage section is two-bays wide. The



Photograph 48. N-14122 - Ojakaar House, front (east) and south sides, facing northwest.

gambrel roof garage section is one-bay wide. The shed roof section is two-bays wide and one-bay deep.

The Ojakaar House is not eligible for NRHP listing. Individually, the house is not an example of an important post-World War II housing type. Rather, the house is a vernacular and undistinguished residence with the massing similar to that of a Cape Cod style house, but absent the architectural details and character-defining elements of that style. It is one of hundreds of similar houses from the era. It is not part of a post-World War II subdivision. There is no evidence it was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, the Ojakaar House is not individually significant under NRHP Criteria A, B, C, or D.

4.4.4.4 N-3978 - McKenna House (House Rte. 401)

The McKenna House was surveyed in the late 1970s as part of an architectural survey of southern New Castle County. No NRHP recommendation was included on the CRS form. The McKenna House is a two-story, gable-and-wing, vernacular style house with a center hall plan (Photograph 49). A one-story, shed roof porch has been constructed within the legs of the ell; it is not original to the house. The house stands on a stone foundation, with a concrete block foundation supporting the side porch. Vinyl siding has been applied to the exterior of the house. The facade features a partial-width, shed roof porch. The fenestration consists of four-light, fixed sash windows, six-over-six, double-hung, wood sash windows, and a modern replacement window. The roof is covered with asphalt shingles.

The deed record indicates that until 1970, the McKenna House was on the same property as the James Stewart House (see Section 4.4.4.5, below). Both houses sat on a farm whose acreage is variously given as 230 ac in 1701 (Cesna 1985:8), 219 ac when the property was transferred in 1924 (New Castle County Deeds 1924), and 187 ac when it was sold in 1946 (New Castle County Deeds 1946). The farm was in the Stewart family from 1809 until 1924. The farm's 200 improved acres was more than one-and-one-half times the norm for Pencader Hundred in the mid-nineteenth century (Cesna 1985:8-1; Siders *et al.* 1991:xiii). It is assumed, given its close proximity



Photograph 49. N-3978 - McKenna House (House Rte. 401), front (north) and west sides, facing southeast.

to the James Stewart House, that the McKenna House was used as a farm manager's or a tenant's house.

It is estimated that the McKenna House dates from the late nineteenth or early twentieth century. The date is culled from a variety of factors. First, the architectural style is consistent with that of houses built during that time period. Second, the NRHP nomination for the James Stewart House indicates that nearly all the remaining outbuildings on the James Stewart property date from the late nineteenth or early twentieth centuries. The McKenna House has the same type of stone foundation as the Stewart House's outbuildings. The house does not appear on any of the mid- and late nineteenth century maps or atlases for New Castle County (Baist 1893; Beers 1868; G.M. Hopkins & Company 1881) (see Figures 3, 4, and 5), but it is on a 1908 (surveyed 1906) United States Geological Survey (USGS) topographic map of the area (USGS 1908).

It is recommended that the James Stewart House NRHP nomination form be amended to add agriculture as an area of significance under NRHP Criterion A. Currently, the form states that the house is "nominated to the National Register on the basis of Criterion C" (Cesna 1985:8). It is further recommended that the NRHP boundary be expanded to include the McKenna House (see Figure 2). The Stewart House and the associated McKenna House meet the requirements for NRHP listing as a Delaware agricultural complex under NRHP Criterion A. The farm's farmstead remains, and it "encompasses at least one dwelling along with domestic and agricultural outbuildings and the yards, gardens, and activity areas associated with them (De Cunzo and Garcia 1992:234-235; Siders *et al.* 1991:35, 37). In this case, the farmstead includes two dwellings. The Stewart House -- which exhibits changes over time -- and the McKenna House, which was in all likelihood an overseer or a tenant house, speaks to the changing nature of agriculture over time in New Castle County. The houses are also associated with a large and prosperous Pencader Township farm.

The Stewart property does not appear to be significant under NRHP Criterion B, association with a significant person. Despite their comparatively large landholdings, none of the published Delaware histories or biographical dictionaries contain a reference to either James Stewart or his son Charles B. Stewart, the two longest term owners of the house (from 1809 to 1902). A published history on architecture and rural life in central Delaware also makes no reference to them or their house (Herman 1987).

Absent specific, identified, and documented contributions to history by an individual, a property cannot be found eligible under NRHP Criterion B.

The McKenna House is not individually eligible for NRHP listing under Criteria A, B, C, or D. There is no evidence that, absent its connection to the Stewart property, it is associated with a significant event or a significant person. Architecturally, the house is an example of a very typical vernacular style house common to New Castle County and the state as a whole: frame, two-stories high, three-bays wide, with a two-deep main block topped by a side gable roof and a projecting rear ell. It is a variation on the I-house, which has been constructed in Delaware since the mid-nineteenth century (Arnold *et al.* 2004:19; De Cunzo and Garcia 1992:89-91). This example, constructed in the late nineteenth or early twentieth century, is a late example of the type. It would have been constructed at a time when other architectural styles were becoming current, such as Queen Anne and Colonial Revival. Yet it lacks even modest details or references to these architectural styles. The house, by virtue of alterations, is bereft of any detail. Additionally, the placement of vinyl siding and the replacement of the roof compromise both design and materials.

4.4.4.5 N-1089 - James Stewart House

The James Stewart House is a two-story, side gable brick house dating to the 1750s (Photograph 50). The house is two-bays deep and six-bays wide. The asymmetrical facade features a partial-width, half-hipped roof porch and brick work executed in Flemish bond. The front porch roof is supported by four chamfered posts with lamb's tongue stops. The roofing material is cedar shakes. The various heights of the roof indicate the building phases in the history of the Stewart House. The property also contains various outbuildings related to the agricultural history of the property.

The James Stewart House was listed in the NRHP in 1986 under Criterion C for its architectural significance. The current NRHP boundary for the Stewart House is equivalent to the tax parcel of the property, a total of 2.8 ha (6.9 ac). It is shown on the Plan View (see Figure 2). As explained in Section 4.4.4.4, above, it is recommended that the areas of significance be expanded to include agriculture under NRHP Criterion A and that the NRHP boundary be expanded to include the neighboring McKenna House.



Photograph 50. N-1089 - James Stewart House, facade and east elevation, facing southwest.

4.4.5 Resources on Glasgow Avenue (Old Route 896)

With one exception, all historic resources located within the APE along Glasgow Avenue (old Route 896) were previously surveyed, either as part of the S.R. 896 Bypass project (Bowers 1987) or the 1993 survey. No resources fronting on S.R. 896 will be physically impacted. However, a flyover ramp to carry the S.R. 896 Bypass over Route 40 could have a visual impact.

The resources within this portion of the APE are described below. They are presented from south to north.

4.4.5.1 N-3980 - Early 20th Century House

The Early 20th Century House (Photograph 51) was surveyed as part of the S.R. 896 Bypass project (Bowers 1987:61-63) and was recommended as not eligible for listing in the NRHP because of a lack of architectural distinction and a loss of integrity. Skelly and Loy agrees with that recommendation. Although the resource has not substantially changed, a CRS Update form is submitted, and the location is noted on the Plan View (see Figure 2).

4.4.5.2 N-3979 - Evan Lynch House

The Evan Lynch House is a mid-nineteenth century, two-story high, three-bay wide, wood frame structure, with a one-and-one-half-story rear ell (Photograph 52). Also included on the property is an L-shaped barn with additions on its east and west sides and a small, side gable outbuilding. Both are frame. The barn has board-and-batten siding, a cedar shake roof, a cupola, and a concrete block foundation. The barn and outbuilding are not historic. They were added to the property after 1987; the DOE form from 1987 makes no reference to them.

The Evan Lynch House was recommended in the S.R. 896 report (Bowers 1987:63-67) as locally significant under Criterion A for its association with Glasgow's "artisan entrepreneurs." Its owner, Evan Lynch, was a shoemaker. Although a DOE form was included for the resource in the report, there is no evidence that the SHPO concurred with the recommendation.



Photograph 51. N-3980 - Early 20th Century House, front (west) and south sides, facing northeast.



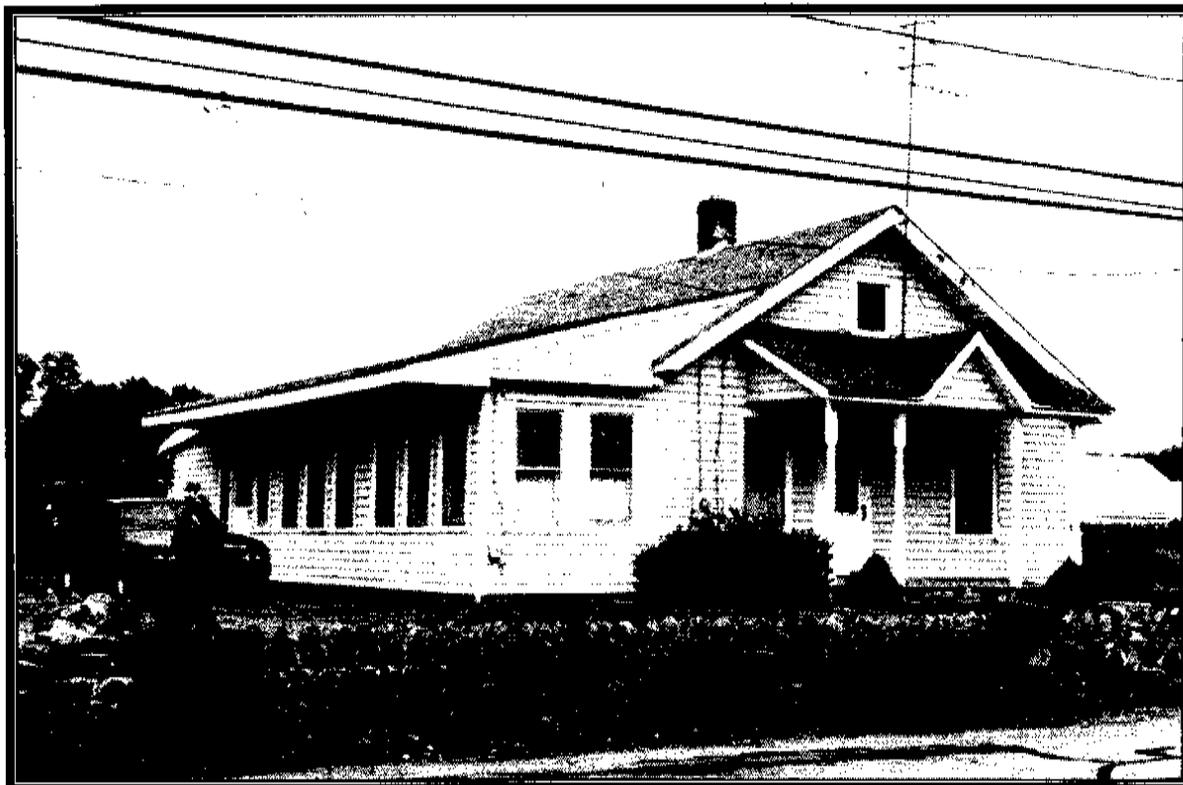
Photograph 52. N-3979 - Evan Lynch House, front (west) and south sides, facing northeast.

Skelly and Loy recommends that the house is not eligible for listing in the NRHP. The connection with Glasgow's past under Criterion A as the location of an artisan entrepreneur does not seem to be significant. It was not uncommon in the nineteenth century for artisans to establish themselves in crossroad communities and towns, rather than in the countryside. Crossroad communities were the center of commerce for the rural community, and a logical place to locate a business. Establishing businesses in a town or crossroads village made it easier for clients to reach a variety of tradesmen. There is no evidence to suggest that Lynch was particularly important or prominent in the area, and there is nothing in the architecture of the house that conveys its historic associations with a shoemaker. Perhaps if the Glasgow Historic District extended this far south on S.R. 896, the house would be a contributing resource. However, Glasgow south of Route 40 is characterized by a great deal of late twentieth century construction and does not merit a historic district boundary extension. It lacks the concentration of resources and integrity of a historic district. For these reasons, the Evan Lynch House is recommended as not significant or eligible for listing under NRHP Criterion A or B, individually or as part of a historic district.

Architecturally, the house is undistinguished and altered. A front porch has been removed and the building is finished with asbestos shingle siding. It lacks character-defining elements of any architectural style. The interior of the building was not accessed, but in light of its commonality, it appears unlikely that the house will reveal important information on nineteenth century building techniques not available through other sources. For these reasons, the Evan Lynch House is recommended as not eligible under NRHP Criteria C and D.

4.4.5.3 N-3880a - Brooks House

The Brooks House (Photograph 53) was one of three residences north and west of the Aiken's Tavern Historic District surveyed in 1993 and mistakenly labeled as "three bungalows." For clarity, each resource retains its original CRS number, along with the designation "a," "b," or "c." The Brooks House, the southernmost of the houses, predates the other two; it was constructed ca. 1930 (Harvey Ogden, personal communication 2002). The Brooks House is a frame, one-and-one-half-story, three-bay wide and three-bay deep residence with a gable end roof. On the south side of the house is a one-bay wide, three-bay deep addition with a shed roof. The addition may



Photograph 53. N-3880a - Brooks House, front (east) and south sides, facing northwest.

have been an open porch that was subsequently enclosed. At the rear of the house is a full-length, one-bay wide addition. The front porch has bedpost columns supporting a cross gable roof. Windows are six-over-one, double-hung wood sash, except on the rear addition and in the gable end where there are casement windows. The house is finished with vinyl siding. In front of the house is an uncoursed stone wall with a crenelated top that appears to pre-date the house.

Behind (west of) the house are four outbuildings. The largest is a frame, one-story rental unit with vinyl siding and a two-bay wide, three-bay deep shed roof addition on the south side. Windows are one-over-one wood sash. There are plate glass sliding doors on the east side. The building, if historic, has been extensively altered.

Behind (west of) the rental unit is what appears to be a former outhouse now used as a storage building. It has a side gable roof, replacement doors and windows, and vinyl siding. It lacks integrity. To its south are a garage and a second storage building. Neither appears to be historic.

The Brooks House is not significant under NRHP Criteria A, B, C, or D. The dwelling is a common, early twentieth century vernacular house. Because so many remain in Delaware, "only the best examples of particular styles and periods or those with significance due to other themes would be nominated to the National Register" (Siders *et al.* 1993:47-48).

The Brooks House, built in the 1930s as a single residence on the edge of an already established village, is not associated with significant historical trends, such as early Suburbanization in Delaware (Ames and McClelland 2002). Consequently, it is not eligible under NRHP Criterion A. The house is also not significant under Criterion B; there is no evidence that it was associated with persons significant in local, state, or national history. To be eligible for architecture under Criterion C, the Brooks House would have to represent an example of an architectural style current in the early and mid-twentieth century, such as Colonial Revival, Neoclassical, Prairie, and Craftsman. It does not. To be eligible under NRHP Criterion D, the Brooks House would need to yield, or have the ability to yield, important information on history and to be the principal source of that information (NPS 1991:21). In light of the ubiquity of resources from this era and the reams of documentation on these types of houses, the house does not meet that standard.

4.4.5.4 N-3880b - Ogden House

The Ogden House (Photograph 54) was one of three residences north and west of the Aiken's Tavern Historic District surveyed in 1993 and mistakenly labeled as "three bungalows." The Ogden House, the middle house, is a two-story, Cape Cod Revival style house constructed in 1947 by the current owner (Harvey Ogden, personal communication 2002). The house is constructed of concrete block with a stucco finish. On the south side is a one-story, one-bay wide enclosed porch finished with vinyl siding. At the rear of the house is a two-bay wide, three-bay deep brick addition added to the house in 1990. The one-over-one metal replacement windows were also added in 1990.

Behind (southwest of) the house is a two-bay wide, two-bay deep, one-and-one-half-story garage. It has a side gable roof and vinyl siding. Like the house, it was constructed in 1947. Two other small outbuildings were constructed in 1990 and are not historic.

The Ogden House is not eligible for NRHP listing. The house has elements of a Cape Cod style residence, including its massing, side gable roof, and side porches, but it lacks character-defining elements of the style, like roof dormers. Because the Cape Cod style was so ubiquitous in the post-World War II era, only the most complete examples or those located in a subdivision of similar houses are considered to be eligible for NRHP listing. That is not the case here. The house and its neighbor are built on a strip of land subdivided from a larger farm, as was the neighboring house to the north. These houses do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). Additionally, there is no evidence the house was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, the Ogden House is not individually significant under NRHP Criteria A, B, C, or D.

4.4.5.5 N-3880c - Jordan House

The Jordan House (Photograph 55) was one of three residences north and west of the Aiken's Tavern Historic District surveyed in 1993 and mistakenly labeled as "three bungalows." The Jordan House, the northernmost house, is a two-story, three-



Photograph 54. N-3880b - Ogden House, front (east) and south sides, facing northwest.



Photograph 55. N-3880c - Jordan House, front (east) and south sides, facing northwest.

bay wide, and three-bay deep, Cape Cod Revival style house with a side gable roof. Like the neighboring Ogden House, it was constructed in 1947 by the current owner (Harvey Ogden, personal communication 2002). The house is built of concrete block with a stucco finish. Windows are one-over-one, metal replacements. There is also a metal sash picture window with one fixed and two moveable panes. On the north side of the house is a one-story, one-bay wide, and two-bay deep addition. It features vinyl siding and metal sash replacement windows.

Northwest of the house is a one-story high, two-bay wide, and two-bay deep concrete block outbuilding. The building is finished with vinyl siding. Windows include two-over-two, double-hung wood sash, and two top-hinged, single pane windows.

The Jordan House is not eligible for NRHP listing. The house has elements of a Cape Cod style residence, including its massing, side gable roof, and side porches, but it lacks character-defining elements of the style, like roof dormers. Because the Cape Cod style was so ubiquitous in the post-World War II era, only the most complete examples or those located in a subdivision of similar houses are considered to be eligible for NRHP listing. That is not the case here. The house and its neighbors are built on a strip of land subdivided from a larger farm. These houses do not constitute a residential suburb as defined in the National Register Bulletin on Suburbanization (Ames and McClelland 2002). Additionally, there is no evidence the house was associated with a person significant in local, statewide, or national history, and its commonality and ubiquity ensure that it will not reveal important historical information not available through other sources. Therefore, the Jordan House is not individually significant under NRHP Criteria A, B, C, or D.

4.4.5.6 N-13293 - McElwee House

The McElwee House (Photograph 56) was surveyed as part of the U.S. Route 301 project. However, neither the SHPO nor the consultant who worked on the historic structures report have a record of the resource.

According to the current owner, the McElwee House was constructed in the late nineteenth century (Donald McElwee, personal communication 2002). The date is consistent with the architectural style. The house is a very common example of a late nineteenth/early twentieth century, frame vernacular style I-house. It is two-stories high,



Photograph 56. N-13293 - McElwee House, front (west) and south sides, facing northeast.

three-bays wide, and one-bay deep, with a side gable roof and a two-story rear ell. Appended to the rear of the ell is a second, one-story addition. Each addition has a shed roof. On the southeast side, within the legs of the ell, is an enclosed, one-story porch with jalousie windows that does not appear to be original to the house. The house also features a partial-width, rebuilt front porch, asbestos shingle siding, and six-over-one, double-hung wood sash with metal exterior storm windows.

North of the house is a two-bay wide, two-bay deep, one-and-one-half-story, concrete block garage with a gable end roof. It was built ca. 1950 (Donald McElwee, personal communication 2002).

The McElwee House is not eligible for NRHP listing. It is an example of a very typical vernacular style house common to New Castle County and the state as a whole: frame, two-stories high, three-bays wide, with a two-deep main block topped by a side gable roof and a projecting rear ell. It is a variation on the I-house, which has been constructed in Delaware since the mid-nineteenth century (Arnold *et al.* 2004:19; De Cunzo and Garcia 1992:89-91). This example, constructed in the late nineteenth or early twentieth century, is a late example of the type. It would have been constructed at a time when other architectural styles were becoming current, such as Queen Anne and Colonial Revival. Yet it lacks even modest details or references to these architectural styles. The house, by virtue of alterations, is bereft of any detail. Additionally, the placement of asphalt siding and the replacement of the roof compromise both design and materials.

The McElwee House is not significant under NRHP Criteria A, B, C, or D. A review of secondary sources did not indicate that the house is associated with a significant event or person. The house cannot be considered to be part of an Agricultural Complex; no outbuildings are present, and none are noted on earlier survey forms (De Cunzo and Garcia 1992:234-236). The house is an architecturally undistinguished example of a common late nineteenth/early twentieth century vernacular style house. It lacks stylistic details and it has been altered, compromising integrity. In light of its commonality, the house will not reveal important information on nineteenth century building techniques not available through other sources. The McElwee House is not eligible for listing in the NRHP.

4.4.5.7 N-3881 - School No. 56

School No. 56, a one-and-one-half-story, gable end frame building with six-over-six, double-hung windows (Photograph 57), was recommended in the S.R. 896 report (Bowers 1987:63-67) as locally significant under Criterion A for its association with rural public education in Pencader Hundred, and under Criterion C as an archetypal example of rural, one-room schoolhouse construction. Reportedly, the school was used by the area's African American community. The SHPO office is unable to confirm if it concurred with this recommendation. Skelly and Loy agrees with the recommendation of eligibility for the resource. The NRHP boundary for the resource is that which is given in the DOE form included in the S.R. 896 report, equivalent to parcel seven on New Castle County Property Map No. 24. The boundary is illustrated on the Plan View (see Figure 2).



Photograph 57. N-3881 - School No. 56, facade and south elevation, facing northwest.