

SECTION 1.0 INTRODUCTION

This report presents the results of an intensive-level historic architectural survey conducted within the Area of Potential Effects (APE) for the proposed Washington Street sidewalk improvements in the City of New Castle, New Castle County, Delaware. The survey included site visits to the project area on April 8 and September 23, 2010. A reconnaissance-level historic architectural survey was completed by Richard Grubb & Associates (RGA) in May 2010 and submitted as a separate report. A Phase I archaeological survey was also submitted separately by RGA.

Because the Delaware Department of Transportation (DelDOT) is using federal funds provided by the Federal Highway Administration for the proposed undertaking, this intensive-level historic architectural survey has been conducted in accordance with the instructions and intent of the following regulations: Section 101(b)(4) of the National Environmental Policy Act of 1969; Sections 1(3) and 2(b) of Executive Order 11593; Section 106 of the National Historic Preservation Act, as amended; 23 CFR 771, as amended; the guidelines developed by the Advisory Council on Historic Preservation published November 26, 1980; and the Procedures for the Protection of Historic and Cultural Properties as set forth in 36 CFR Part 800. These regulations require sponsors of federally licensed or federally assisted projects to consider the effects of their actions on historic properties. The purpose of this intensive-level historic architectural survey is to evaluate resources listed in or eligible for the National Register of Historic Places within the APE.

Survey data for the current project, including forms, photographs, and maps, are on file at the Delaware Division of Historical and Cultural Affairs and DelDOT in Dover, Delaware, and at RGA in Cranbury, New Jersey.

1.1 Project Description

As indicated by DelDOT during the time of this survey, the project limits extend approximately 2,600 feet along Washington Street, Seventh Street, and South Street from State Route (SR) 273 to Battery Park. The project includes the replacement of existing sidewalks and the installation of new sidewalks, as well as the replacement of utility poles, along South Street from the intersection of South and Third Streets adjacent to Battery Park for a distance of approximately 1,470 feet, to approximately 15 feet west of the intersection of South and West Seventh Streets. Along this section of the project, sidewalk improvements are also planned at the intersections of Fourth, Fifth, Sixth and West Seventh Streets for a distance of approximately 25 feet east of South Street. At West Seventh Street, the project turns west along West Seventh Street and extends for a distance of approximately 1,500 feet to approximately 140 feet west of the intersection of West Seventh Street

with Washington Street. At Washington Street, the project turns north onto Washington Street and extends for a distance of approximately 2,255 feet, to the intersection of Washington Street with SR 273. At SR 273 sidewalk improvements are also planned at the intersection of Washington Street and SR 273 that extend for a distance of approximately 80 feet west and 30 feet east along the south side of SR 273. In total, the project extends for approximately 5,225 linear feet with improvements planned for both sides of the roadways. The project location is shown on Figure 1.1.

1.2 Area of Potential Effects

The APE includes locations that may be impacted by construction or that may experience effects once construction is completed. Included within the APE are all locations where an undertaking may result in ground disturbance, from which elements of the undertaking may be visible, and where the activity may result in changes in traffic patterns, land use, and public access, for example. Project effects on historic resources may include both physical effects and contextual effects. Direct physical effects could include physical destruction, demolition, damage, or alteration of a historic resource. Indirect contextual effects may include isolation of a property from its surrounding environment, the introduction of visual, audible, or atmospheric elements that are out of character with a property or that alter its setting and context, or elimination of publicly accessible views to the resource.

The APE is defined in 36 CFR 800.16(d) as follows: “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects cause[d] by the undertaking.”

One APE has been delineated for this project, an APE for architecture. The APE includes the area in which the sidewalk construction and roadway improvements may directly or indirectly cause changes in the character or use of historic properties. The APE includes all properties that are adjacent to the construction impacts. To account for potential visual or contextual effects, the APE extends beyond the limits of the project to include those properties that would be impacted by visual changes and changes in patterns of use, as well as those properties that could experience a change in historic character associated with the proposed improvements. The APE contains a total of 91.486 acres.

The APE as illustrated on Figure 1.2 and discussed in this report was developed by DelDOT in consultation with the Delaware Historic Preservation Office (DE SHPO). For Section 106 compliance under the National Historic Preservation Act, as amended, the APE is ultimately

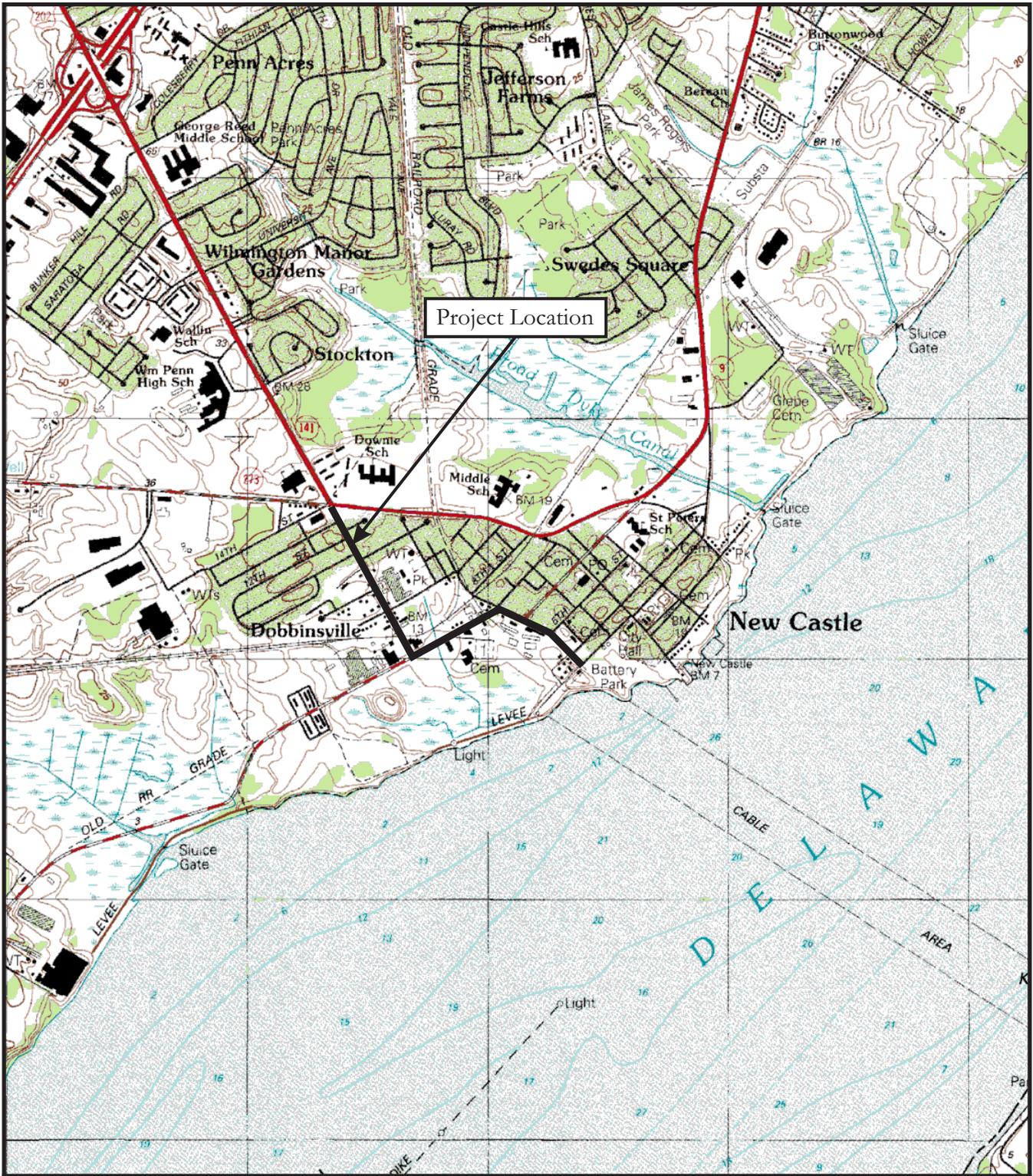


Figure 1.1:

U.S.G.S. Map
 (from 1993 U.S.G.S. 7.5' Quadrangle: Wilmington South, DEL-NJ).

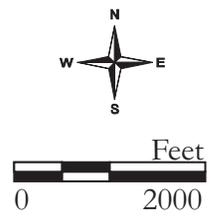




Figure 1.2:

Area of Potential Effects
 (from U.S.G.S. Delaware Orthophotography 2007; parcel data from New Castle County Department of Land Use 2009).



developed and confirmed by DelDOT and the Federal Highway Administration in consultation with the DE SHPO. Unless the project changes significantly in scope, those discussions will likely result in the same maps and areas developed in this report.