

I. THE NATIONAL REGISTER OF HISTORIC PLACES AND THE SUBURBS

"The suburb is a footnote to urban civilization affecting the near-by country-side." Harlan Paul Douglas, *The Suburban Trend*, 1925¹

The Subdivision as an Historic Resource

The most modern of American landscapes, the suburbs, are becoming old enough to be eligible for listing on the National Register of Historic Places. Established in 1966, the National Register is the federal government's list of the nation's cultural and historic resources that are worthy of preservation. To be considered historic enough for listing on the Register, an historic resource must be at least 50 years old. To most, the term "suburban" conjures up an image of a contemporary landscape with rows of tract houses sited on a modified grid of curving streets. This image is reinforced by graphic icons such as the famous aerial photograph of suburban tracts stretching to the horizon across the San Fernando Valley, California. To say that such suburban development contains significant historic resources may seem like a contradiction in terms.

In fact, suburbs started to develop around American cities in the late nineteenth century as an alternative to city life. In fashioning such new residential environments to provide a contrast to the gridded, high density, and often unhealthy city, Americans invented a new settlement form--the subdivision--that became the basic building block of the suburban landscape. Living outside the city was made possible for large numbers of people first by streetcars and later by automobiles that allowed them to commute to jobs in the city. Influenced by the design of nineteenth-century parks and gardens, the idea of residential subdivision was conceived of as a self-contained, residential community built at a lower density than the city, providing privacy and a parklike living environment for its residents. Privacy was created by limiting access to the subdivision and surrounding it with a land buffer. The roads within the subdivision were needed only to serve the residents; they occupied less land than gridded streets and generated less traffic and noise. A sense of community was reinforced by designing the road system so that each resident had access to every other house without having to leave the subdivision. A parklike setting was created by placing single-family houses (and occasionally duplexes) on individual lots large enough to create a lower density than the city. To maintain a sense of openness and uninterrupted lines of sight, the houses were sited in the middle of their lots through required setback and side yard requirements. Well-kept lawns, trees, and other vegetation completed the parklike atmosphere. When possible, a subdivision was built on an elevated site that provided a vista over the surrounding countryside.

The subdivision and its dwellings can be considered a "designed historic landscape" as defined by the National Register. The goal of this study is to develop evaluation criteria that can determine the

¹Douglas, 1.

potential eligibility of Wilmington's subdivisions for listing on the National Register of Historic Places. This historic context examines the process of suburbanization as it occurred around the city of Wilmington, Delaware, between 1880 and 1950. In this study, suburbanization is defined as the creation of residential communities in the periphery of a core city, distant from the urban center yet linked to it by ties of employment. The term "subdivision" designates the individual areas developed by this process of subdividing land into building lots, providing improvements, and converting land to residential use. It should be noted that as families moved from the city to outlying areas, churches, schools, stores, and gasoline stations were built to serve the new subdivisions. This context is restricted to an examination of the residential aspects of the process of suburbanization, while acknowledging that these other features of the suburban landscape exist.

The National Context of Suburbanization

Although the majority of American suburban communities were built following World War II, the forms of suburbanization were established much earlier. Suburbanization in the United States occurred in three broad stages.² In the first stage, from the late nineteenth century to about 1940, suburbs were bedroom communities to central cities. In 1925, Douglas described the suburbs as

a belt of near-by but less-crowded communities which have 'close connections' within the city, made possible by physical arrangements for the rapid transfer of people and goods between the two. It is the area within which many people go to the city to work and come back at night, the area within which numerous shoppers flock to city stores which make daily delivery of purchases.³

In this stage, the rate of suburbanization was modest and the central city remained dominant. It was in this stage that the subdivision was developed and refined.

The early 1940s marked the prelude of a suburban building boom that would house veterans returning from World World II and was continued by post-war economic and population growth. This building in the periphery of American cities produced a far reaching change in American urban settlement patterns by creating a distinctive, dispersed suburban landscape. "Beginning in the 1940's, suburbs have accounted for more population growth than central cities, and by 1960, they had almost as much total population." ⁴ The growth of suburbia after World War II reflected significant cultural, social, and economic trends in twentieth-century American society. In trying to define the suburbs of the 1950s, Robert Wood wrote that "suburbia is a looking glass in which the character, behavior, and culture of

²Frey and Speare, 176.

³Douglas, 5.

⁴ 1990 Census Profile, September, 1991, 2.

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middle class America is displayed. . . . Suburbia . . . reflects with fidelity modern man, his way of living, his institutions and beliefs, his family and his social associations."⁵

The suburban boom after World War II lasted until about the mid 1970s. In the late 1960s and 1970s, as suburban communities gained their own major retailing and community facilities, sometimes referred to as the "mallings" of America, they became less dependent on the central city. In the 1970s and 1980s, many suburban communities became almost autonomous economically and socially. Joel Garreau, journalist, has called these new suburbs "Edge City,": "Today, we have moved our means of creating wealth, the essence of urbanism--our jobs--out to where most of us have lived and shopped for two generations. That has led to the rise of Edge City."⁶ Observers of a more academic bent have called the last phase "post-suburban."⁷

Wilmington's suburban expansion has followed much the same pattern, although with its own unique aspects. Its suburbs contain economic extremes ranging from the country villas of the du Pont family and their neighbors in "Chateau Country" north of Wilmington to the modest housing in the working class suburb of Elsmere first laid out in 1886. After World War II, from 1950 to 1960, suburban New Castle County grew explosively, more than doubling its population and becoming home to an additional 100,000 people. Although the historical significance of this growth may be obscured by familiarity, the suburbanization of Wilmington is one of the most significant events in Delaware's history; it transformed the landscape with a remaking of its population, economy, and society.

Relating Subdivisions to the National Register of Historic Places

Historic resources that can be considered for the National Register include districts, sites, buildings, structures, and objects that manifest a quality of significance in American history, architecture, engineering, and culture; that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and meet one of the four following criteria:

- A. That are associated with events that have made a significant contribution to the broad pattern of our history;
- B. That are associated with the lives of persons significant to our past;
- C. That embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

⁵Wood, 4.

⁶Garreau, 5.

⁷Kling, Olin, and Poster, 5.

D. That have yielded, or may be likely to yield, information important in prehistory or history.

The primary property type of suburbanization is the self-contained planned residential subdivision that can be considered a "designed historic landscape" under the criteria governing the National Register and would be nominated to the National Register as an historic district. The dwellings in the subdivision are considered elements of the landscape. A designed historic landscape is one that has "significance as a design or work of art; was consciously designed and laid out . . . to a design principle, or an owner or other amateur using a recognized style of tradition; has an historical association with a significant person, trend or event."⁸ The first designed historic landscapes recognized by the National Register were those associated with landscape architecture such as formal gardens and parks. Since then the types of historic landscapes recognized by the National Register have been broadened to include "subdivisions and planned communities/resorts" and "city planning and civic design." In addition to subdivisions, many significant aspects of suburbanization can be reflected in individual buildings and can be nominated to the National Register individually or in a thematic nomination.

Evaluating and registering historic resources related to suburbanization present important challenges to the National Register program in Delaware and will be considered in the final recommendations of this study. First, the number of historic properties related to suburbanization between 1880 and 1950 exceeds all the remaining resources built in the state in the same period. In addition, the resources related to suburbanization built between 1950 and 1970 will exceed all the resources related to the entire history of the state prior to 1945. The State Historic Preservation Office has been systematically surveying, evaluating, and nominating those resources since 1966. For both financial and logistical reasons some method needs to be devised for sampling these resources, rather than surveying them comprehensively, in a way that assures that the most significant resources are identified. Secondly, one reason suburban development is significant historically is that it represents the application of mass-production methods to objects--namely houses--that were heretofore individually produced. Evaluation criteria must be established to help choose which, among hundreds of identical buildings, ought to be nominated to the National Register.

Elements of the Historic Context

An historic context is defined as an "organizational format that groups information about related historic properties, based on theme, geographic limits, and chronological period."⁹ The *Delaware Comprehensive Historic Preservation Plan* (hereafter "the Delaware Plan") identifies eleven elements that must be included to complete a fully-developed historic context:

⁸Keller and Keller, 2.

⁹ *Federal Register*, 28 September 1983, 44716.

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- historic theme
- geographic zone
- chronological period
- known and expected property types
- criteria for evaluating existing or expected resources
- distribution and potential distribution of property types
- goals and priorities for the context and property types
- information needs and recent preservation activity
- reference bibliography
- method for involving the general and professional public
- mechanism for updating the context

Each of these elements is addressed in this historic context on suburbanization. The principal defining element of the Greater Wilmington Suburbanization Historic Context is its **historic theme--** suburbanization. This defining theme is complemented by its **associative subthemes--**Architecture, Engineering, and Decorative Arts; Settlement Patterns and Demographic Change; Transportation and Communication; and Finance¹⁰; its **geographic zone--**portions of the Piedmont, Upper Peninsula, Coastal, and Urban Zones; and its **chronological period--**1880-1950 +/-.

Historic Themes

Suburbanization, as the historic theme for this context, refers to the creation of residential communities around the periphery of the core city of Wilmington, distant from the urban center yet linked to it by ties of employment. To date, scholars have made only limited efforts to conduct a systematic examination of the process of suburbanization, especially as it occurred prior to 1940. While considering portions of the sequence by which large parcels of farm land were transformed into suburban lawns and home sites, no study has pursued a step-by-step analysis of the process from the acquisition of rural acreage to its division into blocks, then lots with roads, the provision of utility, water, and sewerage services, the building of houses, and finally its residential occupancy. To the extent that the entire sequence has not been fully studied, there is the risk of misinterpreting the process.

The definition of suburbanization used for this historic context excludes worker housing, such as Overlook Colony and Worthland (now Knollwood), that was built away from the central city. While such housing was created in locations distant from the city, the residents worked in factories near their homes. Although the dwellings were suburban geographically, the necessary employment tie to the city did not exist for residents. The definition also excludes from consideration company-built housing like that created in Wawaset Park by the du Pont Company for its middle managers. Suburbanization discussed in this context was a process by which independent entrepreneurs undertook the subdivision and marketing of land and the sale of housing. Rental housing provided as an employment benefit therefore falls outside the scope of this study.

¹⁰ With the advent of government-imposed zoning regulations in the 1950s, the subtheme of Government becomes a more important element of this historic context.

Similarly, the row houses known as Woodlawn Flats erected by the Woodlawn Trustees along Union Street are excluded from consideration. Although separate from what was at the time the core of the city, the property was intended to be and has remained rental housing rather than owner-occupied. Because home ownership was key in propelling the process of suburbanization forward and, additionally, because single-family homes became the hallmark of suburban development, these houses are not included in the historic context.

Architecture, Engineering, and Decorative Arts is the primary subtheme in the physical examination of both subdivisions and dwellings. Set against the trends that were occurring nationally, Wilmington's experience is described and evaluated, starting with the earliest subdivisions and tracing changes in the pattern of subdivision design. The study also identifies national housing types that rose to prominence during the period and relate those styles to the style of dwellings built in the vicinity of Wilmington during the period from 1880 to 1950. This theme is discussed more fully in Chapter II: Subdivisions, and Chapter III: Dwellings.

Among the associative subthemes, Settlement Patterns and Demographic Change relates most fundamentally to the cultural trends underlying the process of suburbanization. During a period when the population of the entire nation was becoming increasingly urban, Delaware was no exception. By 1920 more than half the state's population was classified as urban, although after that year, Wilmington's share of the urban population began to decline as the share of the adjacent suburban areas began to increase. Part of the explanation may lie in the influx of immigrants from eastern and southern Europe that began around 1910.

As developers created suburban communities both to house population leaving the city and in pursuit of their own economic interests, they included restrictive deed covenants in an attempt to create agreeable and therefore marketable landscapes and to engineer congenial (i.e. relatively homogeneous) populations for their subdivisions. These efforts were supported by popularized concepts that had elevated "home" and home ownership to ideals to be pursued. Settlement Patterns and Demographic Change, with its related discussion of restrictive covenants and the meaning of home, are discussed more fully in Chapter IV.

Transportation and Communication is a key associative subtheme in an examination of the process of suburbanization. Wilmington's trolley system began in 1864 with Wilmington City Railway's horse trolley line along newly-developed Delaware Avenue. For two decades, service remained largely within the city but was extended beyond the city limits shortly after the 1888 conversion to electricity. In 1899, the Chester and Darby Line inaugurated service from Wilmington to Chester, Pennsylvania. Over the next two decades, new routes served Newport and Stanton, thus providing access to new subdivisions being built along the way. In addition, the closing years of the nineteenth century saw routes extended to serve amusement parks owned by the rival trolley companies.

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As automobiles replaced trolleys, the location of the subdivisions changed, as did the designs of the subdivisions and of the dwellings built in them. Residential neighborhoods, away from main transportation routes, had wider streets to accommodate traffic and parked vehicles. The designs for houses and lots included driveways and garages. Chapter V discusses more fully the subtheme of Transportation and Communication.

The final associative subtheme, Finance, addresses suburban development as a process that changed over time. Initially, the developer of the land acquired a tract of land, divided it into building lots, and provided some level of improvements such as grading roads or installing electric lines. The developers were generally not the same people as the builders who constructed the houses. Both developers and builders were distinguished, of course, from the home owners who bought and occupied the new suburban homes. As the twentieth century progressed, the roles of developer and builder began to merge until large scale development began to appear in the late 1930s. Much of the explanation for the various configurations of actors who took part in the process lies in the financial framework within which the participants worked. When capital was limited for investment in land or in building materials, large scale development was beyond the financial reach of most developers and builders. More importantly, with the enactment of Federal Housing Administration legislation in 1934, the federal government began an active role in assisting the financing of suburban housing. It was through the assistance of this program that Edgemoor Terrace was built in 1939 and 1940--the first example of large-scale development in the state. As substantial blocks of money became more readily accessible, most obviously as a result of FHA legislation, the dream of larger subdivisions could be realized. Finance will be more fully explored in Chapter V below.

Research Design

Developing an historic context is a research project and must be carried out in a systematic fashion, under a specific research design, to assure that all of the important aspects of the context have been identified. This context was developed with a research design that includes identification of subdivisions, fieldwork, and documentary research.

Identification of Subdivisions. During the seventy-year period under consideration, there was no zoning to control or guide suburban development in New Castle County. As a result, no single repository possesses all the plans for all the earliest subdivisions. Any developer who submitted plans of his subdivision to the county did so voluntarily. The maps that were filed with the county are deposited with one of two county offices, the New Castle County Department of Planning and the New Castle County Recorder of Deeds. While many maps are available in both offices on microfilm, the more accessible collection of original rather than filmed maps is held by the Department of Planning.

The initial task was to identify by name all subdivisions that might have been developed between 1880 and 1950. This identification was accomplished by examining three different current road maps and

noting every subdivision name shown. This list was then culled of every subdivision that had been planned after 1950, leaving a list of subdivisions that had been planned within the time period of the historic context.

From the maps filed with the county, the boundaries of each of the subdivisions were plotted on a set of field maps. The names of any subdivisions that had been planned but whose names no longer appear on current maps--either because the names had changed or because the subdivision was planned but never developed--were added to the original list. A total of 182 subdivisions were identified as having been planned during the period of the historic context. Major transportation routes, both trolley and automobile, were also marked on the field maps. This methodology was largely successful, although the dispersed storage of subdivision maps meant that initially gathering basic data about subdivision boundaries was more time consuming than had been anticipated.

Field Work. No complete list of subdivisions existed and once it was assembled, extensive fieldwork was undertaken to identify the full range of the geographic distribution, architectural variety, and design characteristics of the subdivisions. One of the key goals was to identify the characteristics by which subdivisions could be described and evaluated over time and the only way to do so was by direct observation in the field. In addition, because the construction of dwellings was integral to the process of suburbanization, it was also important to determine not only the types of houses that were built, but the period of time over which building took place. Again, direct observation was the only reliable way to gather these data.

Of the 182 subdivisions identified as being within the time period, 176 were actually developed for residential use and all of these subdivisions were visited during the field work phase of the project. Information on the design of each subdivision was recorded, as was information regarding the dwellings in each subdivision. These data were used to track how the character of the subdivisions changed over time and to assess differences in trends between hundreds, Delaware's equivalent of the township.

Documentary Research. A number of documentary resources were tapped to create the historic context narrative. In addition to newspaper advertisements and articles, one of the most useful sources was the trade paper *One-Two-One-Four*, published from 1923 to 1932 by Brosius and Smedley, a local lumber company for people in the Wilmington building trades. The newsletter reported the activities of architects, contractors, and builders and commented on current trends and concerns among practitioners. Deed records for property transfers in Gwinhurst and Bellefonte provided useful details and examples.

The lack of zoning to control suburbanization means that little early documentation exists to enlarge our understanding. Further documentary research may reveal previously undiscovered sources that can cast welcome light on how the process went forward.

A second avenue of research also proved much slower than expected in yielding helpful information. Using deeds as a source of information was a tedious undertaking and probably too prodigal

of precious research time to be used profitably. It might be better applied when an individual subdivision is being examined or when the activities of a single builder are being studied.

Geographic Zones

This historic context undertakes the identification of certain aspects of the process and the examination of some of the changes that suburbanization made in the landscape of Brandywine, Christiana, northern New Castle, and, to a limited degree, Mill Creek hundreds (Figure 1). Hundreds in Delaware are political/geographical divisions roughly equivalent to townships in other states. Hundred boundaries were used as the divisions by which census data were recorded through the early twentieth century. The geographic area of the historic context includes portions of four of the geographic zones defined in the Delaware Plan: Piedmont, Upper Peninsula, Coastal, and Urban (Figure 2).

Most of the subdivisions identified for study are located in the Piedmont Zone, primarily in Brandywine and Christiana Hundreds with a few in Mill Creek Hundred (north and west of Wilmington). The landscape of the zone ranges from flat to hilly; prior to the onset of suburbanization the land was used primarily for agriculture. Suburban development in these areas first occurred along major transportation routes: Philadelphia Pike (Route 13), Concord Pike (Route 202), Newport Pike-Maryland Avenue (Route 4), Lancaster Pike (Route 48), and Kirkwood Highway (Route 2). Later suburbs filled the interstices between the primary routes, developing along important secondary thoroughfares (Shipley, Marsh, and Naamans roads and Brandywine Boulevard in Brandywine Hundred; du Pont, Faulkland, Boxwood, and Centre roads in Christiana Hundred; Greenbank Road and Newport Gap Pike in Mill Creek Hundred). Kennett Pike was the one major thoroughfare which did not experience suburban development during the period of the context.

New Castle Hundred lies within the Upper Peninsula Zone (south of Wilmington), an area with land that ranges from flat and marshy to hilly and well-drained. That portion of New Castle Hundred lying north and east of Churchman's Road and north of New Castle Frenchtown Pike and the town of New Castle is included as part of the greater Wilmington area for the purposes of this historic context. The suburban development in the zone took place primarily along the two major highways crossing the area, the du Pont Parkway (Route 13) and New Castle Avenue (Route 9).

The Coastal Zone is part of the area examined only to the extent that both Brandywine and New Castle hundreds reach to the Delaware River and some of the subdivisions approached the river, although none extended all the way to the water. The actual edge of the Delaware River is devoted to use by railroad companies, industrial plants, and state and interstate highways.

None of the subdivisions considered in this context lie within the Urban Zone, that is, within the City of Wilmington. While all the subdivisions are in the area surrounding the city, the Urban Zone is considered essential to the development of the context because the city's interaction with the surrounding hundreds was an intimate part of the process of suburbanization. The city's role in the

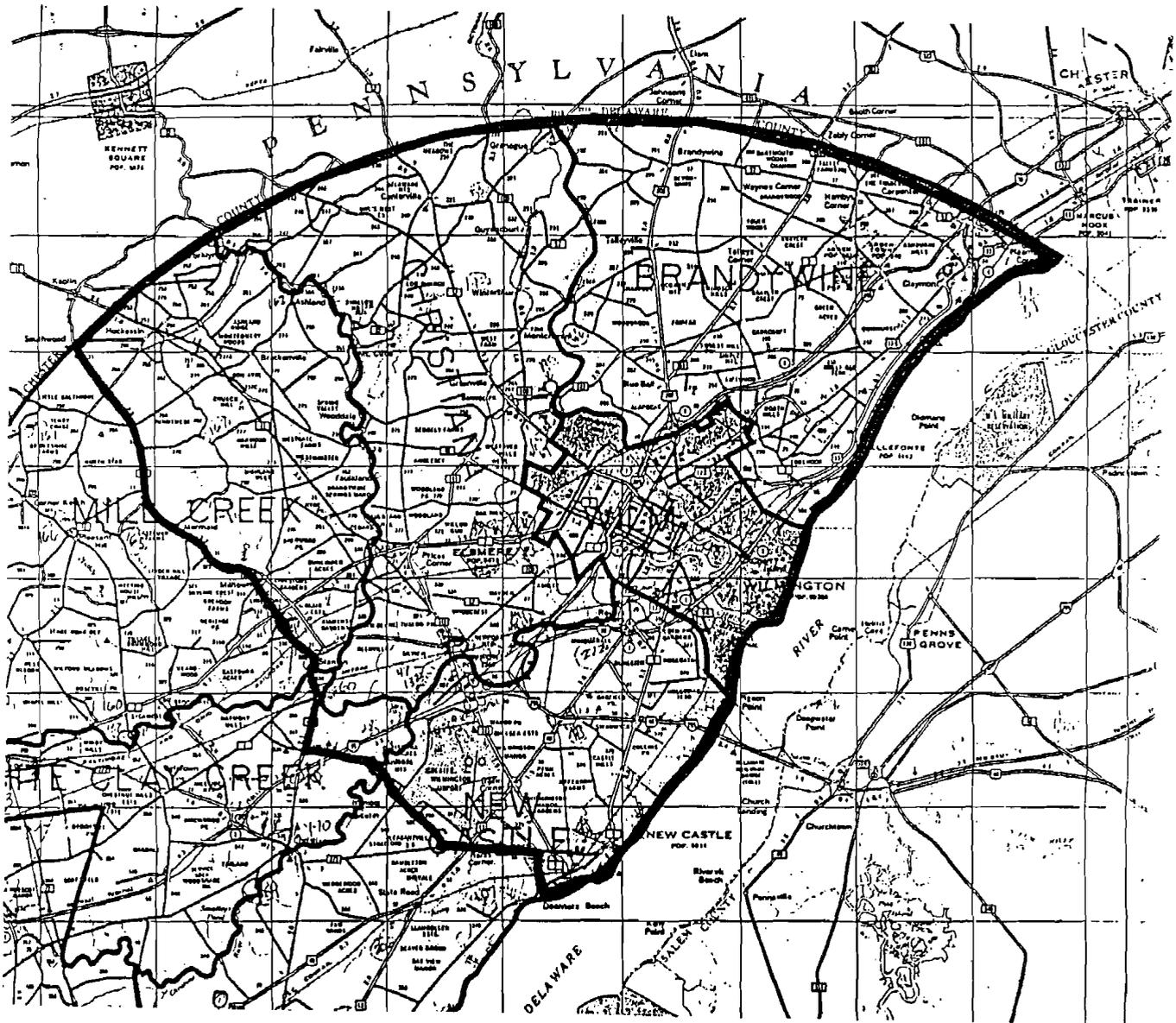


Figure 1 : Map of New Castle County Showing Hundred Divisions and Context Study Area

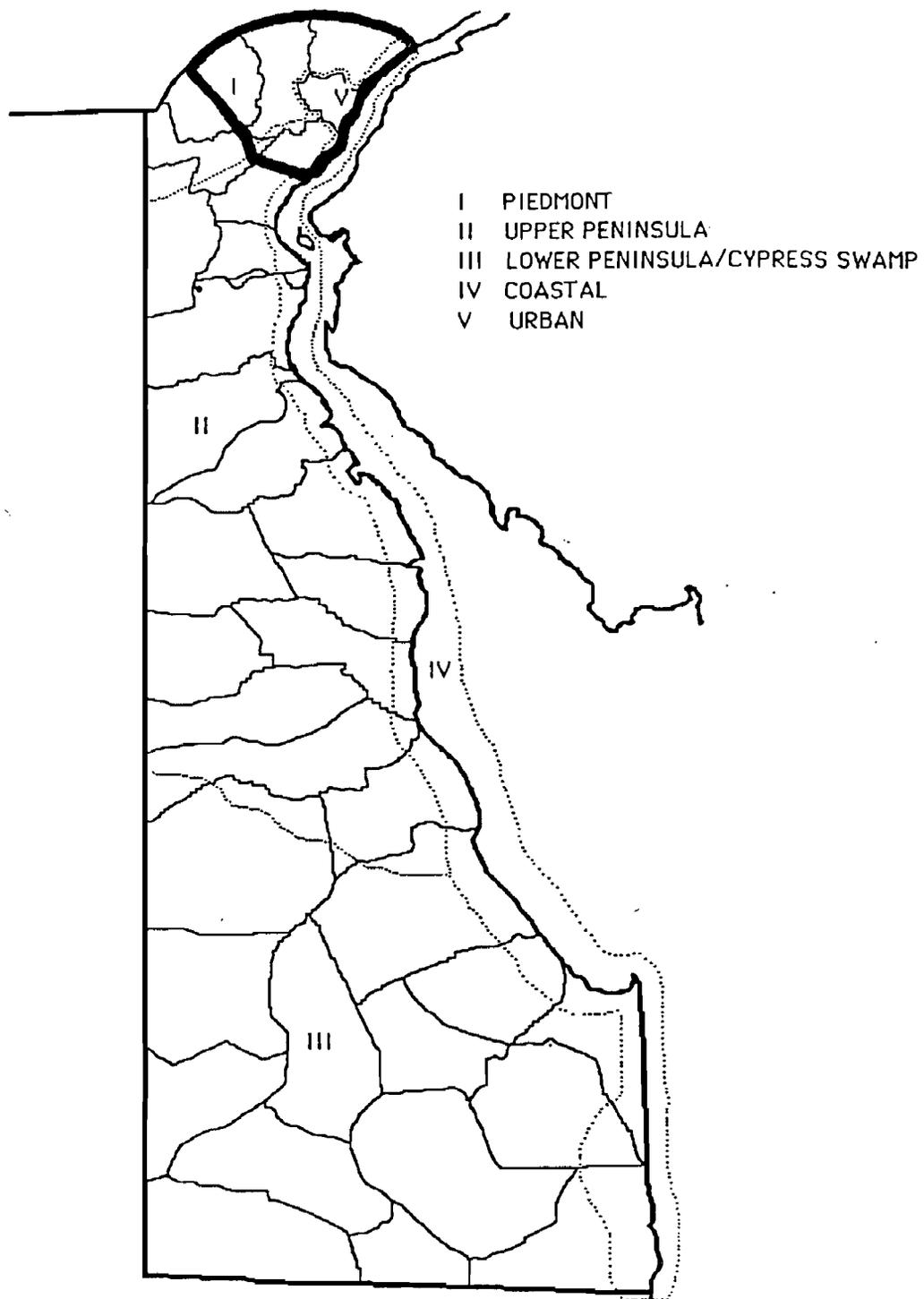


Figure 2: Map of Geographic Zones.
Source: *Delaware Comprehensive Historic Preservation Plan*, 33.

process is examined to complete the explanation of certain causes of suburban movement.

Chronological Period

The decades from 1880 to 1940 are identified in the *Delaware Comprehensive Historic Preservation Plan* as the period of Urbanization and Early Suburbanization. The development of Elsmere in Christiana Hundred (just west of Wilmington) in 1886, with its "Beautiful Home Sites" only a five-cent trolley ride¹¹ from the intersection of Eighth and Market Streets, marked the beginning of suburbanization around Wilmington. Although the Delaware Plan identifies 1940 as the end of the period, the day is rapidly approaching when subdivisions developed shortly after the conclusion of World War II may be considered for listing on the National Register. This context seeks to provide a means for identifying and evaluating the potentially eligible sites among the subdivisions built prior to 1950.

Property Types

An historic context is linked with tangible historic resources through property types. The Delaware Plan defines a property type as "a group of individual resources which have some shared physical or associative characteristics that set them apart from other resources."¹² The historic context for suburbanization identifies two basic groups of property types--subdivisions and suburban dwellings. Property types related to the suburbanization historic context have both physical characteristics and associative characteristics. The basic characteristics of the suburban subdivisions and dwellings are physical. As the discussions of subdivisions in Chapter II and the dwelling styles in Chapter III will make clear, physical characteristics are represented by structural forms, architectural styles, building materials, and site types.

However, the characteristics of the subdivisions and the dwellings are also associative. Associative characteristics are related to events, activities, specific individuals, groups, or the kind of information a resource may yield.¹³ Every historic resource may be linked to more than one property type, as is the case with the resources considered in the suburbanization historic context. The primary associative characteristic of a subdivision might be a clear link with the theme of Settlement Patterns and Demographic Change through the use of restrictive covenants; a group of suburban dwellings may express association with idealization of home and home ownership. Similarly, a subdivision may have an unambiguous associative connection to the theme of Finance because of major FHA financing that enabled the creation of the subdivision.

¹¹ Delaware Plan, 23-4.

¹² Heald and Company, Elsmere. 1889.

¹³ Delaware Plan, 24.

Thus, two elements are needed for eligibility under the suburbanization historic context. In order to be considered for inclusion in a National Register nomination, an historic resource must not only have the physical attributes indicated in the discussions regarding subdivisions (Chapter II) and dwellings (Chapter III) but should also possess at least one of the associative characteristics explicated in Chapters IV and V.

Physical Characteristics. In defining subdivisions as a property type, four characteristics were developed from the fieldwork:

- the degree to which streets in the subdivision are straight or curving;
- whether the subdivision is made up of only one or two streets or three or more;
- whether access is limited to a single road into the subdivision;
- the degree of architectural variety among subdivision dwellings.

These attributes provide a means of describing and categorizing the subdivisions and for relating changes among the subdivisions to social, cultural, and economic trends. The subdivision as a property type is fully discussed in Chapter II, which covers in detail **known and expected property types, criteria for evaluating existing or expected resources, and distribution and potential distribution of property types.**

There is a vast range in styles, sizes, and quality of the dwellings erected in Wilmington subdivisions between 1880 and 1950. Popular wisdom holds that suburban housing is largely homogeneous. Although there has been a decrease in variety among suburban dwellings since the turn of the century, nonetheless one of the most striking aspects of the dwelling property types is the remarkable number of different styles found. The suburban dwelling as a property type is fully discussed in Chapter III, which covers in detail **known and expected property types, criteria for evaluating existing or expected resources, and distribution and potential distribution of property types.**

Associative Characteristics. Groups of historic resources that share an association with a particular event or trend belong to associative property types. The associative characteristics related to events, activities, or specific individuals or groups can be identified according to their connection to either cultural trends or economic trends.

The primary cultural theme associated with the development of subdivisions is that of Settlement Patterns and Demographic Change. An examination of changes in population size and distribution between 1880 and 1950 provides insight not only into why city dwellers elected to relocate in the new subdivisions but also into the motivation that promoted the wide-spread imposition of restrictive deed covenants. The property types that bear an associative connection with this cultural trend are fully discussed in Chapter IV, which covers in detail **known and expected property types, criteria for evaluating existing or expected resources, and distribution and potential distribution of property types.**

Two key economic themes, **Transportation and Communication and Finance**, are identified as essential to the process of suburbanization in the Wilmington vicinity. Extension of trolley lines and the replacement of public transportation by the automobile enabled development to proceed. While initial subdivision locations were largely limited to sites along trolley routes, as transportation technology changed, greater flexibility opened up large sections of land that were previously inaccessible. An examination of the shift from reliance upon the trolley to dependence upon the automobile enhances our understanding of why suburban development followed the paths that it did.

Similarly, there were profound changes in the means available to finance home ownership during the first half of the twentieth century. A consideration of mortgage loan provisions before and after the enactment of Federal Housing Administration legislation adds an important dimension to the discussion of why the process of suburbanization changed so dramatically during the period. The property types which bear an associative connection with these economic themes are fully discussed in Chapter V, which covers in detail **known and expected property types, criteria for evaluating existing or expected resources, and distribution and potential distribution of property types.**

Bibliography

The bibliography accompanying this context was compiled by identifying and examining both secondary and primary sources. The secondary resources were assembled in the course of library research at Morris Library, University of Delaware, the Wilmington Public Library, and the Historical Society of Delaware.

The primary resource documents are of four types. First, identification of the location and date of each subdivision included in the fieldwork and context was based on subdivision maps on file with New Castle County. A majority of the maps are held by the county Department of Planning and the balance are filed with the county Recorder of Deeds. Real estate deeds constitute the second type of document used in the context. The deeds for building lots reveal how parcels of land that provided the basis for the subdivisions were acquired. In addition, the deeds provide examples of the restrictive covenants that shaped the physical and social landscapes of the subdivisions. The third primary source of information was Wilmington publications, both newspapers and *One-Two-One-Four*, the local building trades journal. Finally, books of house plans provided first-hand data on housing styles and, to some extent, on attitudes toward "home."

Additional first-hand information was obtained in personal interviews with Carl Hauger, one of the initial residents of Edgemoor Terrace and the first treasurer of its civic association, and with Blair Levering, whose father built extensively in the Richardson Park area from 1915 through the 1930s.

The advisory committee established to assist in the preparation of the historic context met three times and provided guidance in regard to several aspects of the project. In terms of editorial considerations, committee members made suggestions on the graphics used to present data on

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suburban development, on clarifying distinctions among the terms used in the context (suburb versus subdivision versus development), and on where emphasis could be added beneficially to existing text. In addition, they identified by their questions areas of confusion, such as the exclusion of certain types of developments and the need for clear labels for the associative property types.

Method for Involving the General and Professional Public

The method for involving the professional public was the creation of an advisory committee of scholars and preservation professionals. The committee was consulted regarding the research methodology, the bibliography, and the direction of the research, and the members of the committee were advised of the progress achieved and the problems encountered.

It is hoped that the general public will become involved in the process through acceptance of the nominated subdivisions as historic districts.

Method for Updating the Context

The historic context for suburbanization should be updated through the same process used for updating the *Historic Context Master Reference and Summary* volume of the Delaware Plan. The context should be cross-referenced to the *Historic Context Master Reference and Summary* in the first year after it is completed and should be added to the revised volume at the time of the five-year update.