

IV. DESCRIPTION OF SECTION 4(f) RESOURCES

This chapter identifies and describes the resources within the project area that are protected by Section 4(f) of the U.S. DOT Act of 1966, as codified in 49 USC § 303. There are no public parks, recreation areas or wildlife and waterfowl refuges that would be used by the proposed project. There are several historic resources and one archaeological site within the project vicinity that are eligible for or listed on the National Register of Historic Places (National Register). These resources are named and shown in relation to the project alternative on **Figure 4**. Each resource is briefly described below. More detailed information about these cultural resources can be found in the *Blue Ball Properties Area Transportation Improvement Project, Historic Resources Survey and Determination of Eligibility Report, Volumes I and II*.

A. Nemours Historic District (N-14008)

The Nemours Historic District is the area around the Nemours Mansion, which was the home of wealthy industrialist, Alfred I. duPont. The district encompasses 345 acres and is situated north of the Brandywine River in the Brandywine Hundred area. It is bound by a stone wall along U.S. Route 202, Rockland Road, Delaware Route 141 and Alapocas Drive. At present, the Nemours Historic District is determined eligible for the National Register of Historic Places.

In addition to the Nemours Mansion, the district includes several other structures which at one time belonged to the depones and were used by employees of Nemours. In addition, the Alfred I. duPont Institute, a hospital established specifically for children at the bequest of duPont, is also within the district. Other notable structures are considered contributing elements of the historic district:

1. Blue Ball Barn (N-4048)

The Blue Ball Barn stands at the southwest corner of U.S. Route 202, Rockland Road, and Foulk Road. The present barn was built by Alfred I. duPont around 1914. It was used as part of a dairy operation that produced food for mansion residents.

The site has long been associated with the Blue Ball Tavern, which has since been demolished. The tavern served travelers using the old turnpike, which eventually became U.S. Route 202. This structure is considered a contributing element of the Nemours Historic District.



Photo 1: Blue Ball Barn (View from U.S. 202)

2. *Bird-Husbands House (N-594)*

This frame house stands on the south side of Rockland Road. Despite the radical alterations made to the interior of this house, it appears that the west ell is older than the main block. This house was used by the A.I. duPont Institute, which installed dropped ceilings, altered room sizes and removed interior details. This structure is considered a contributing element of the Nemours Historic District.



Photo 2: Bird-Husbands House (View from Rockland Road)

3. *William Murphy House (N-544)*

The William Murphy House is located on the southeast corner of Rockland Road and Childrens Drive. The Murphy home originally housed the family of a duPont employee. The house and associated land in this isolated pocket of the historic district constitutes approximately 0.5 acres. The Murphy House is considered a contributing element of the Nemours Historic District.



Photo 3: William Murphy House (View Across Rockland Road)

4. *Non-contributing elements and modern intrusions in the district*

The District is made up of 31 contributing and nine non-contributing resources. Most of the 31 contributing resources are within the Nemours Mansion grounds, located approximately ¼ mile west of the proposed roadway. The nine non-contributing resources are: public restrooms, visitor reception, new gate house, two utility barns, utility building, new hospital, old hospital and the Bird-Husbands garage. In addition, there are many modern intrusions, which compromise the integrity of the district. These intrusions include c. 1975s visitor parking lot, extensive grading and fill landscape efforts and drainage detention basin (all situated between the Blue Ball Barn and the non-contributing features to the Nemours Historic District).

B. One Rock Manor Avenue (N-12673)

One Rock Manor Avenue is located on the southwest corner of the Rock Manor Subdivision adjacent to the existing I-95 access ramp. It is eligible for its architecture (criterion D) and notable for its interior decoration. The subdivision One Rock Manor is situated in was begun c. 1910 and the house is accessed by a driveway off of Rock Manor Avenue. The house is currently used a private residence and includes approximately 1.9 acres of land area.



Photo 4: One Rock Manor Avenue

C. 13 Rock Manor Avenue (N-12676)

13 Rock Manor Avenue is eligible for the National Register of Historic Places under Criterion C for its architecture. 13 Rock Manor Avenue, built c. 1910, is an excellent example of Craftsman-style architecture. Exterior features include a low-pitched roof with intersecting gables, overhanging eave with exposed rafters, and exposed interlocking wood beam construction. The exterior is complemented by a largely intact Craftsman interior and the residence's setting has been largely unaltered. The setting retains many of its original elements including; a period gazebo with its original furniture, a sundial, bench and birdbath. This resource consists of 0.95 acres.



Photo 5: 13 Rock Manor Avenue

D. Porter Reservoir (N-14003)

The Porter Reservoir is a complex of buildings and structures built c. 1907. It represents a trend in public works of creating aesthetic spaces in conjunction with functional engineering facilities. Located in a suburban environment, the reservoir is along U.S. Route 202 just north of the City of Wilmington near the Augustine Cut-Off. The complex is accessed by a driveway on the U.S. Route 202 that is marked by a pair of brick pillars. The resource consists of 42 acres of land area.

The main building on the grounds of the complex is the filter plant. Related outbuildings include the original gate house/laboratory, a storage building/garage, a chemical storage building, a pumping station, a sampling/metering building, a cable television shed, and a cellular telephone transmission shed. Structures include the reservoir, a clariflocculator facility, a modern water tower and an electrical substation. There is also an underground reservoir that stores approximately 7.5 mg (million gallons) of filtered water. The condition and integrity of the Porter Reservoir property are excellent.



*Photo 6: Porter Reservoir Property
(View across entrance road off U.S. 202)*

E. “Wartime” Deerhurst (N-13802)

This portion of the Deerhurst suburban residential community is located north of the City of Wilmington on the southeast corner of Murphy Road and U.S. Route 202. The majority of the houses are Colonial Revival in style and were built c. 1943. There are approximately 109 homes in this section of the community. Deerhurst was built in three (3) stages. The plans for the “Wartime” section, located in the western part of the neighborhood, were completed by September 1942. Located along Peirce Road, York Road, Murphy Road, U.S. Route 202 and Hurst Road, these houses were part of the second stage of development.

Three lots of “Wartime” Deerhurst were set aside for commercial use. These commercial lots are located along the eastern side of U.S. Route 202 just south of the intersection with Murphy Road. These commercial buildings were built in a row and share common walls. They still exist and retain historic integrity. A gas station built in the mid 1930s was located at the southeast corner of U.S. Route 202 and Murphy Road. It was constructed prior to the development of Deerhurst and is currently a Cellular One retail store. It has lost nearly all of its historic integrity and no longer appears to be a 1930s building. Between the row of the three commercial buildings and the Cellular One building is a small rectangular building that was built, according to a date stone, in 1962. It also does not contribute to the historic significance of the neighborhood since it was not present during the period of significance.

Deed restrictions controlling additions and alterations to houses in “Wartime” Deerhurst have been in effect and enforced since the early part of the neighborhood’s history. As a result of the deed restrictions, the historic integrity has been retained and the condition of the neighborhood is excellent.



*Photo 7: Wartime Deerhurst Residential Development
(View from U.S. 202)*

F. Lombardy Hall (N-491)

Lombardy Hall was built c. 1750. It was originally called “Pizgah” and was owned by Charles Robinson. Gunning Bedford Jr. acquired the 250-acre farm c.1785. By 1793, he had renamed the structure Lombardy Hall. Gunning Bedford, Jr. was prominent in Delaware politics during the late 1700s. In addition, he was a signer of the Constitution. After his term as the Attorney General of Delaware from 1784 – 1789, President Washington appointed him federal district judge for the State. He occupied the position until his death in 1812. This resource is a National Historic Landmark, which must also be considered under Section 110 of the National Historic Preservation Act.



Photo 8: Lombardy Hall

G. Jewish Community Cemetery (N-14004)

The Jewish Community Cemetery began with individual synagogues “renting” space in the Lombardy Cemetery. Eventually an association was formed and the Jewish cemetery split off c. 1952. The first synagogue to acquire space in the Lombardy Cemetery was the Orthodox Adas Kodesch Congregation in 1890. Prior to this acquisition, the Moses Montefiore Mutual Benefit Society had established the first Jewish Cemetery in Wilmington. By 1910, the graves were transferred to the Lombardy Cemetery. After that several other sections were created including the Chesed Shel Emeth Congregation c.1902, the Workman’s Circle Branch 69 Organization c.1909, the Beth Shalom Congregation c.1924, and the Farband Labor Zionist Order. Along with a few additions and some of the sections merging, there are currently three sections in the Jewish Community Cemetery.



*Photo 9: Jewish Community Cemetery
(View from across Foulk Rd.)*

H. Concord Pike Milestone (N-12684)

A granite milestone, situated on the northwest corner of Rockland Road and U.S. Route 202 has the inscription “2 to W”, informing past travelers that they were two (2) miles from Wilmington. The Wilmington and Great Valley Turnpike, known today as Concord Pike U.S. Route 202, received its charter in 1811, and the Delaware portion was completed prior to the Pennsylvania portion. The entire roadway, which connected West Chester, Pennsylvania and the Great Valley with the Port of Wilmington, was completed in 1818. The exact date of erection of the milestone is unknown. Apparently, it was placed next to the new roadway between 1811 and 1818.

I. J.R. Weldin Archaeological Site (7NC-B-11)

J.R. Weldin Archaeological Site, (7NC-B-11) (the Weldin Plantation): This site is a historic farmstead that may date to the early eighteenth century and was occupied until the mid-20th century. The site was identified previously and is discussed in detail in *Archeological Investigations of the Proposed Dualization of Route 141 (Centre Road), From Route 100 (Montchanin Road) to U.S. Route 202 (Concord Pike), New Castle County, Delaware*, Thunderbird Archaeological Associates, Inc., 1989.

The site may date to the 1720s and so would have been occupied throughout each of the periods described in the *Management Plan for Delaware's Historic Archaeological Resources*. During the Exploration and Frontier Settlement Period, the *Management Plan* indicates that dispersed English farmsteads located along the major creeks. Information relating to domestic economy, manufacturing and trade, landscape interaction, and social group identity, behavior, and interactions might be obtainable from excavations at this site.

The Intensified and Durable Occupation Period continues to provide a context for domestic economy for farmsteads that may have had slaves or indentured servants. The evolution of the site throughout the Transformation from Colony to State, Industrialization and Capitalization, and Urbanization and Suburbanization Periods may allow a unique opportunity to compare the occupation of one site during the 18th, 19th and 20th centuries. The property was owner-occupied at various times throughout its history and tenant-occupied during other times. Comparison of different occupations, with presumed differences in economic status, may provide important data concerning socioeconomic patterns throughout the history of this site. The SHPO concurred with the determination that the site is eligible during a meeting held January 26, 2001.