
**IV. HISTORIC ARCHITECTURAL SURVEY
and EVALUATION**

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This section of the report briefly discusses the field survey methods employed for this project, as well as the criteria employed to evaluate the significance and integrity of the resources identified. Each resource is described, including both a physical description and historical background for the property. Together with this information, an overall evaluation of the National Register (NR) eligibility of the resource is provided. This section provides information regarding previously identified resources, as well as those identified by Kise Straw and Kolodner (KSK) in surveys conducted in 2001 and in 2005.

Field Methods

The survey team documented those properties that had not previously been identified with field notes and digital and black and white photography. The team also confirmed the documentation and findings of previously surveyed resources. If the property had changed significantly since the previous survey, the building was documented with additional photographs and notations. The historic architectural survey identified all resources within the APE that were constructed in 1956 or earlier.

As described in Chapter II (“Research Design”), the field survey was conducted in three phases. In the first and third phases, building descriptions and photography were conducted from public rights of way, unless the field crew was invited into the property. In the second phase (pre-demolition), properties were fully accessible (interior and exterior) courtesy of the Delaware Department of Transportation (DelDOT), who owned the vacant properties. Field photography and notes during each phase were sufficient to construct narrative building descriptions and complete the Delaware Cultural Resource Survey forms for each property.

Delaware Historic Context

The *Delaware Comprehensive Historic Preservation Plan* and the *Historic Context Master Reference and Summary* provide a contextual framework for historic properties in the state. This framework can be used to evaluate properties and prioritize projects, and to identify areas in which additional work or research is needed. The four major elements of the context are the geographic zone, the chronological period, the historical theme, and the property type. All of the properties surveyed during this project fall within the Piedmont geographic zone, which includes areas of Delaware north of Route 2. This zone is characterized by strong clay soil, flat to hilly terrain, and a variety of major and minor streams, which generally flow north to south.²⁶

The chronological period which best fits the properties surveyed for this project is *1940-1960, Suburbanization and Early Ex-urbanization*. This period may be expanded to include properties dating through 1980.²⁷ The *Suburbanization and Early Ex-urbanization* period encompasses changes in settlement patterns related to demographic change, including the settlement of areas outside of city boundaries. In this case, settlement expanded beyond the borders of Wilmington into the surrounding areas, which were predominantly agricultural at the time. Expansion of the road, trolley and rail systems allowed the development of parcels more removed from the city center. In the Route 141 project area, the largely suburban residential character of the area is accented with small pockets of commercial development.

The major historical theme associated with this area is the cultural trend concerning *Settlement Patterns and Demographic Change*. The project area experienced a surge of development in the 1950s, with the

²⁶ Herman, p. 1.

²⁷ *Ibid.*, p. vii.

construction of several single family housing subdivisions and the Woodland Apartments complex. This suburban expansion is characteristic of this cultural trend in the Piedmont region. The character of the area is largely planned residential developments with a variety of architectural styles (Minimal Traditional, Bungalow, Colonial Revival, etc.), which are also characteristic property types under this trend.

The Woodland Apartments are also associated with the cultural trend concerning *Government*. The development was associated with a Federal Housing Administration (FHA) housing program for multiple family dwellings. Although the *Reference and Context* does not specifically list government housing as a property type example, it falls within the government theme for this time period because of its association with this major post-World War II government program.

The cultural trend concerning *Education* is associated with the Ferris Reform School. Although the theme does not specifically include vocational schools, a primary focus of the Ferris School has been education since the early days of the institution. Additionally, this property could be considered under the *Government* theme because of its later role as a state-sponsored correctional facility, and under *Architecture, Engineering, and Decorative Arts* because the Harlan Building, the oldest structure on the campus, was originally a manor home for a farming estate. This property also corresponds to the chronological period *1880-1940, Early Urbanization and Early Suburbanization* because the school began operations at the site in 1885, and development continued throughout this period.

There are a variety of property types within the APE. Because the majority of the area is characterized by suburban residential subdivisions, the types are typical to suburban development of the 1950s. This includes Split Level, Colonial Revival, Minimal Traditional, Cape Cod, Tudor Revival, Side-Gable Cottage, Bungalow, and vernacular structure typologies. One property type was identified as a “Grayling” Bungalow house available from Harris, McHenry, & Baker Co. [2709 Ferris Road]. The Woodland Apartments represent a mix of Colonial Revival and International styles. The Ferris Reform School complex is a mix of styles as a result of the different periods of construction that occurred on the grounds.

Evaluation Standards and Criteria

Once all resources had been identified in the field and background research completed, the resources were evaluated for their historical significance and integrity. The context against which the majority of resources were evaluated was *Suburbanization in the Vicinity of Wilmington, Delaware, 1880-1950 +/-*. This historic context provides a historical overview, areas of significance and guidelines for evaluating the importance of the suburban developments and suburban dwellings in the vicinity of Wilmington. The four physical characteristics that help classify and date Wilmington area subdivisions are:

- (1) use of straight and/or curved streets,
- (2) the number of streets within the subdivision,
- (3) the amount and type of access roads, and
- (4) the degree of architectural variety within the development.

A subdivision must possess three of the four characteristics typical to its period to be eligible for the NR as a designed landscape. In addition, the subdivision must be associated with one or more significant historical themes.²⁸ It must also conform to its original design and retain a majority of unaltered, original buildings. In the case of individual buildings, the dwelling must retain the basic characteristics of a

²⁸ Susan Mulcahey Chase, et. al., *Suburbanization in the Vicinity of Wilmington, Delaware, 1880-1950+/-: A Historic Context*, (Newark, DE: Center for Historic Architecture and Engineering), 1992, pp. 35.

significant style and retain integrity in at least three of the seven categories: location, design, setting, materials, workmanship, feeling, and association.²⁹ In the case of subdevelopments, an additional consideration was whether more can be learned from the subdevelopment through the study of its physical features and related documentation.

Although it provides a thoughtful and organized framework for evaluating the significance of suburbs and their dwellings, the *Suburbanization in the Vicinity of Wilmington, Delaware* historic context is somewhat limited in its approach, and therefore does not address the multitude of property types in suburban Wilmington.³⁰ This context focused on single-family, owner-occupied dwellings, thereby excluding multi-family housing, commercial buildings and other property types prominent in the period 1880-1950+/. In addition, stylistic descriptions do not fully consider the variety of styles and variations present during this period. A useful and increasingly important addendum to this context would be the consideration of the changing trends in suburbanization in the latter half of the twentieth century, beyond the years immediately following World War II.

The recent NR Bulletin, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*, was also consulted for guidance in evaluating the identified resources. This document was particularly useful in those cases where properties fell outside of the *Suburbanization in the Vicinity of Wilmington, Delaware* context either due to temporal constraints, differing building types or styles. This context extends the historical overview to 1960, therefore considering additional residential property types and styles. It also identifies the particular areas of significance for which a related suburban neighborhood, development or individual might be eligible for the NR.

The contexts and guidelines noted above fall under the standard criteria for evaluating the NR eligibility of cultural resources. Those resources that are eligible are those that

- A) are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) are associated with the lives of significant persons; or
- C) embody distinctive physical characteristics of a period, type or method of construction, are the work of a master, have high artistic values or represent a significant collection of items (i.e. district); or
- D) have yielded or are likely to yield information important to our history or prehistory.³¹

Resources must also retain integrity appropriate to their area and period of significance.

Survey and Evaluation Results

The historic architectural survey identified all resources within the Area of Potential Effects (APE) constructed in 1956 or earlier (**Table 1**). The table includes any previously assigned cultural resource survey numbers (CRS #), tax parcel information, approximate date of construction, and brief assessment of NR eligibility.

²⁹ Ibid., p. 62-64.

³⁰ To their credit, the authors clearly discuss the limitations of the study in the initial pages of the document.

³¹ National Park Service National Register Bulletin, *How to Apply the Criteria for Evaluation*, (Washington, D.C.: U.S. Department of the Interior), 1995, p.2.

Table 1. Historic Architectural Resources within the APE

NAME/ADDRESS	CRS #	TAX PARCEL	DATE	NATIONAL REGISTER ELIGIBILITY
7 Cedar Avenue	N-14231	07-035.30-147	1940	Ineligible – significance
8 Cedar Avenue	N-14232	07-038.10-042	1950	Ineligible – integrity
1001 Centre Road	N-14233	07-035.10-138	1955	Ineligible – significance
1100 Centre Road (D)*	N-14234	07-035.10-148	1951	Ineligible – significance
1108 Centre Road (D)	N-14235	07-035.10-152	1951	Ineligible – significance
1202 Centre Road (D)	N-14236	07-035.30-250	1951	Ineligible – significance
1206 Centre Road (D)	N-14237	07-035.30-248	1950	Ineligible – significance
1208 Centre Road (D)	N-14238	07-035.30-247	1953	Ineligible – significance
1210 Centre Road (D)	N-14239	07-035.30-246	1950	Ineligible – significance
1220 Centre Road (D)	N-14240	07-035.30-241	1950	Ineligible – significance
1301 Centre Road	N-14241	07-035.30-100	1955	Ineligible – significance
1303 Centre Road	N-14242	07-035.30-101	1955	Ineligible - significance
3 Eton Court	N-14243	07-035.30-232	1950	Ineligible - significance
5 Eton Court (D)	N-14244	07-035.30-233	1950	Ineligible – significance
7 Eton Court (D)	N-14245	07-035.30-234	1953	Ineligible – significance
9 Eton Court (D)	N-14246	07-035.30-235	1952	Ineligible – significance
2405 Ferris Road	N-14247	07-035.30-169	1932	Ineligible – integrity
2407 Ferris Road	N-14248	07-035.30-161	1930	Ineligible – significance
2409 Ferris Road	N-14249	07-035.30-160	1950	Ineligible – significance
2501 Ferris Road	N-14250	07-035.30-157	1952	Ineligible – integrity
2503 Ferris Road	N-14251	07-035.30-156	1940	Ineligible – significance
2504 Ferris Road (D)	N-14014	07-035.30-191	1940	Ineligible – significance
2505 Ferris Road	N-14252	07-035.30-155	1925	Ineligible – integrity
2600 Ferris Road (D)	N-14253	07-035.30-177	1945	Ineligible - significance
2601 Ferris Road	N-14254	07-035.30-149	1925	Ineligible – significance
2609 Ferris Road	N-14255	07-035.30-147	1923	Ineligible – significance
2703 Ferris Road	N-14256	07-035.30-136	1930	Ineligible – significance
2705 Ferris Road	N-14257	07-035.30-135	1940	Ineligible – significance
2709 Ferris Road	N-14258	07-035.30-134	1930	Ineligible – integrity
2801 Ferris Road	N-14259	07-035.30-128	1930	Ineligible – significance
Ferris Reform School	N- 497	07-032.30-010	1810-2004	Eligible (A, C)
1001 Kendall Road	N-14260	07.035.30-135	1955	Ineligible - significance
2 Lehigh Avenue (D)	N-14261	07-035.30-178	1939	Ineligible - significance
4 Lehigh Avenue	N-14262	07-035.30-179	1939	Ineligible – significance
5 Lehigh Avenue	N-14263	07-035.30-188	1940	Ineligible – significance
6 Lehigh Avenue	N-14264	07-035.30-180	1940	Ineligible – significance
1730 Montgomery Avenue	N-14265	07-035.30-237	1954	Ineligible – significance
1732 Montgomery Avenue (D)	N-14266	07-035.30-238	1950	Ineligible - significance
1131 Wagoner Avenue	N-14267	07-035.30-102	1955	Ineligible – significance
1136 Wagoner Avenue	N-14268	07-035.30-103	1955	Ineligible - significance
Bridge No. 143	N-13579		1955	Ineligible - significance
Brookland Terrace	N-14269	Multiple	1920	Ineligible – significance
William Frederick Property	N-14020	Multiple	1931	Ineligible – significance
Willow Run I	N-14010	Multiple	1946	Ineligible – significance
Willow Run II	N-14272	Multiple	1949	Eligible (A, C)
Woodland Apartments	N-14270	07-035.10-136	1952-53	Eligible (A, C)
Woodland Heights	N-14271	Multiple	1955	Ineligible – integrity

*: (D) after the address signifies that the building has been demolished since the preliminary evaluation.

A full description and evaluation of each resource identified in **Table 1** is provided in the paragraphs and pages that follow. Previously identified resources, including area of significance and eligibility assessment, are discussed first. Discussion and evaluation of those resources identified by KSK from 2001 to the present follow.

Historic Structures Previously Surveyed

Thirteen (13) historic architectural resources were previously surveyed in the APE (**Figure 6**). Of these, eight (8) have been demolished since 2001. Prior to their demolition, all of these resources had been recommended not eligible for the NR by The Louis Berger Group Inc. (Berger) in a report entitled *Architectural Resources Survey State Highway Route 141 (Centre Road): Kirkwood Highway to Faulkland Road* (2001). These resources are as follows:

- 4 Cedar Avenue (N-14011)
- 5 Cedar Avenue (N-14012)
- 1 Lehigh Avenue (N-14013)
- 1104 Centre Road (N-14019)
- 1110 Centre Road (N-14018)
- 1204 Centre Road (N-14017)
- 2504 Ferris Road (Victor Squillace House) (N-14014)
- 1 Hollingsworth Lane (Hollingsworth House II) (N-14016)

The following five (5) previously surveyed resources are still present within the APE. Although in general agreement with the assessments of eligibility, no official concurrence has been issued by the DE SHPO unless otherwise noted.

Bridge No. 143 (N-13579)

- **Assessment**
Bridge No. 143 was surveyed previously by A.G. Lichtenstein & Associates (Lichtenstein) in 1997, as documented in the book *Delaware's Historic Bridges: Survey and Evaluation of Historic Bridges with Historic Contexts for Highways and Railroads* (2000). Lichtenstein concluded that this bridge was an undistinguished example from its period and did not meet NR Criteria A, B, C, or D. KSK concurs with their assessment of the bridge and its recommendation that it is not eligible for the NR due to a lack of significance. Although there was no official Delaware State Historic Preservation Office (DE SHPO) concurrence with the contents of the *Delaware's Historic Bridges* publication, DE SHPO staff believes that the findings in the book are relatively definitive unless new information is brought forth regarding the history and significance of a bridge.³² No new information has arisen to alter the finding that Bridge No. 143 is not eligible for the NR.

³² Gwen Davis, Personal communication, October 31, 2005.

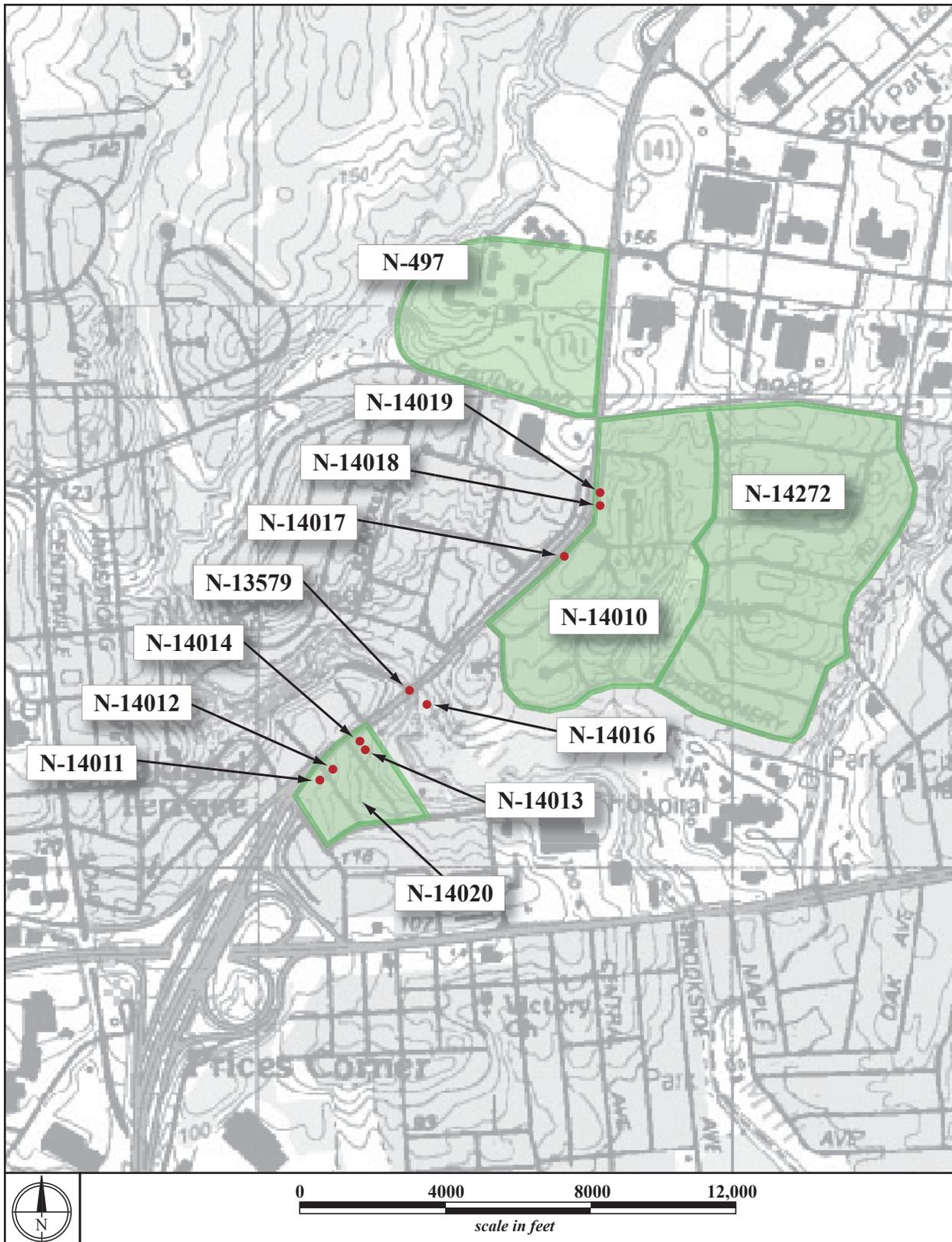


Figure 6. Previously identified architectural resources. (Source: United States Geological Survey, 7.5' Topographic Series Quadrangles, *Wilmington North, DE*, and *Wilmington South, DE*, 1997, <http://www.topozone.com>).

William Frederick Property (N-14020)

- **Assessment**
The William Frederick Property subdivision was surveyed previously by Berger in January 2001, as documented in the report *Architectural Resources Survey State Highway Route 141 (Centre Road): Kirkwood Highway to Faulkland Road* (2001). Berger concluded that this subdevelopment was an undistinguished example from its period and did not meet NR Criteria A, B, C, or D. KSK concurs with Berger's assessment of the subdevelopment and its recommendation that it is ineligible for the NR due to a lack of significance.

Willow Run I (N-14010)

- **Assessment**
The Willow Run I subdivision was previously surveyed by Berger in January 2001, as documented in the report *Architectural Resources Survey State Highway Route 141 (Centre Road): Kirkwood Highway to Faulkland Road* (2001). Berger concluded that this subdevelopment was an undistinguished example from its period and did not meet NR Criteria A, B, C, or D. In addition, the DE SHPO commented on the ineligible nature of this subdivision in their comments on the NR eligibility of neighboring Willow Run II.³³ KSK concurs with this assessment of the subdevelopment and the recommendation that it is ineligible for the NR due to a lack of significance and integrity. The Willow Run I subdivision is bounded by Faulkland Road on the north, Willow Run Park on the south, on the east by Willow Run Creek, and on the west by Centre Road (SR 141). Several buildings in this subdivision were demolished along Centre Road in the first half of 2005.

Willow Run II (N-14272)

- **Assessment**
The Willow Run II subdivision was previously surveyed by Lichtenstein in 1996, as documented in the report *Delaware Historic Bridge Survey* (1996). Lichtenstein concluded that this subdevelopment meets NR Criteria C as a unique concentration of mid-twentieth century residential dwellings that retain integrity of design and materials. In addition, according to documentation on file at the DE SHPO, Willow Run II was determined eligible for the NR in 2001 under criteria A and C "because it is a collection of well-documented dwellings, plan, and landscape that are distinctive in New Castle County. As a collection, it retains sufficient physical integrity for listing."³⁴ Willow Run II is bounded by the Veterans Administration Hospital on the south, Chestnut Run Park on the east, Faulkland Road on the north, and Willow Run Drive on the west. The district includes both sides of East Willow Run Drive. The period of significance corresponds to its period of development, which was approximately 1949-1953.

Ferris Reform School (N-497)

- **Assessment**
The Ferris Reform School was initially identified (more particularly the Harlan Building) during the 1970s as part of a cursory survey of resources in Christiana Hundred by the Junior League. More recently the Ferris Reform School was surveyed as part of a survey of State-owned buildings in 1999. The property was recommended as potentially eligible for the NR at that time, although no formal period of significance, boundaries, or other details of eligibility were finalized.

³³ Robin Bodo, "Environmental Review and Compliance Evaluation Sheet for National Register Eligibility Potential District Form," February 8, 2001.

³⁴ Ibid.

Historic Properties Surveyed by KSK

A number of resources were surveyed by KSK in 2001; however, several of these are outside of the current APE. A summary of the preliminary evaluations of these properties was included in a Management Summary, dated July 5, 2002 (**Appendix C**). The surveyed resources that are now outside of the APE are as follows:

- 4 Beech Avenue
- 5 Beech Avenue
- 3 E. Brookland Avenue
- 1 Elm Avenue
- 5 Elm Avenue
- 6 Elm Avenue
- 1 Walnut Avenue
- 3 Walnut Avenue
- 104 N. Woodward Avenue
- 105 N. Woodward Avenue
- 106 N. Woodward Avenue

The following resources were surveyed by KSK in the winter of 2001 and in the first half of 2005. The location of individual resources is shown on **Figure 7**, while the locations of potential districts – in this case, subdivisions – are shown on **Figure 8**.

Brookland Terrace (N-14269) (Plates 6-7)

- **Physical Description**
According to deed record D-29-605, the original Brookland Terrace subdevelopment was created in 1920. The area platted for development encompassed 241.4 acres of land between Faulkland Road and Kirkwood Highway and between Ferris Road and Centerville Road. This includes the present-day communities of Woodland Heights, Davis Terrace, Brookland Terrace, and Prices Corner. The constructed portion of the development, the area now known as Brookland Terrace, was planned such that lots were platted on a grid with straight streets, multiple access roads, and regular lots sizes measuring 20 feet of frontage by 100 feet deep. Buildings generally reflect the Bungalow style. Current house lots vary in size, combining between two and six original parcels. Only two (2) of the forty-eight (48) houses built between 1920 and 1953 retain integrity of design and materials.
- **Historical Information**
Brookland Terrace is located on the former Armstrong estate called “Woodland.” The development grew irregularly out from three pockets along Ferris and Centerville Road, with the majority of houses dating from the 1930s. The Brookland Terrace subdevelopment did not develop as platted. Although most buildings date to the 1930s, lots were built upon in the subdevelopment through the 1950s. House lots varied in size, combining between two and six original parcels. While Brookland Terrace was built with a simple street grid with multiple access points, large portions of the original Brookland Terrace, including Woodland Heights and Woodland Apartments, developed in the mid-century subdevelopment style utilizing curved roads and cul-de-sacs. According to State Highway Department plans, it appears that the stone retaining wall along SR 141 was built in 1954 when the road was widened.³⁵

³⁵ State Highway Department.

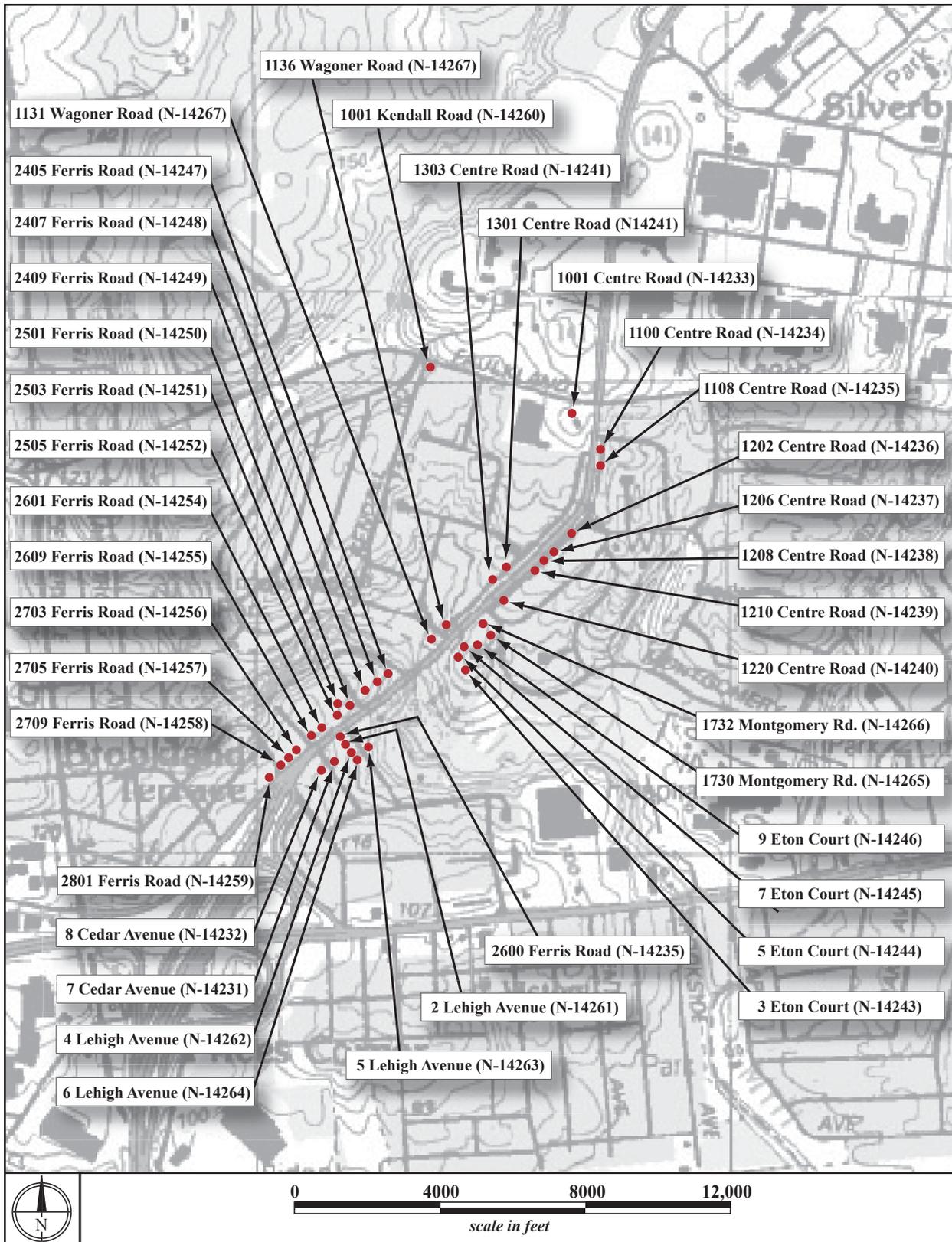


Figure 7. Individual architectural resources 50 years of age and older identified by KSK. (Source: United States Geological Survey, 7.5' Topographic Series Quadrangles, *Wilmington North, DE*, and *Wilmington South, DE*, 1997, <http://www.topozone.com>).

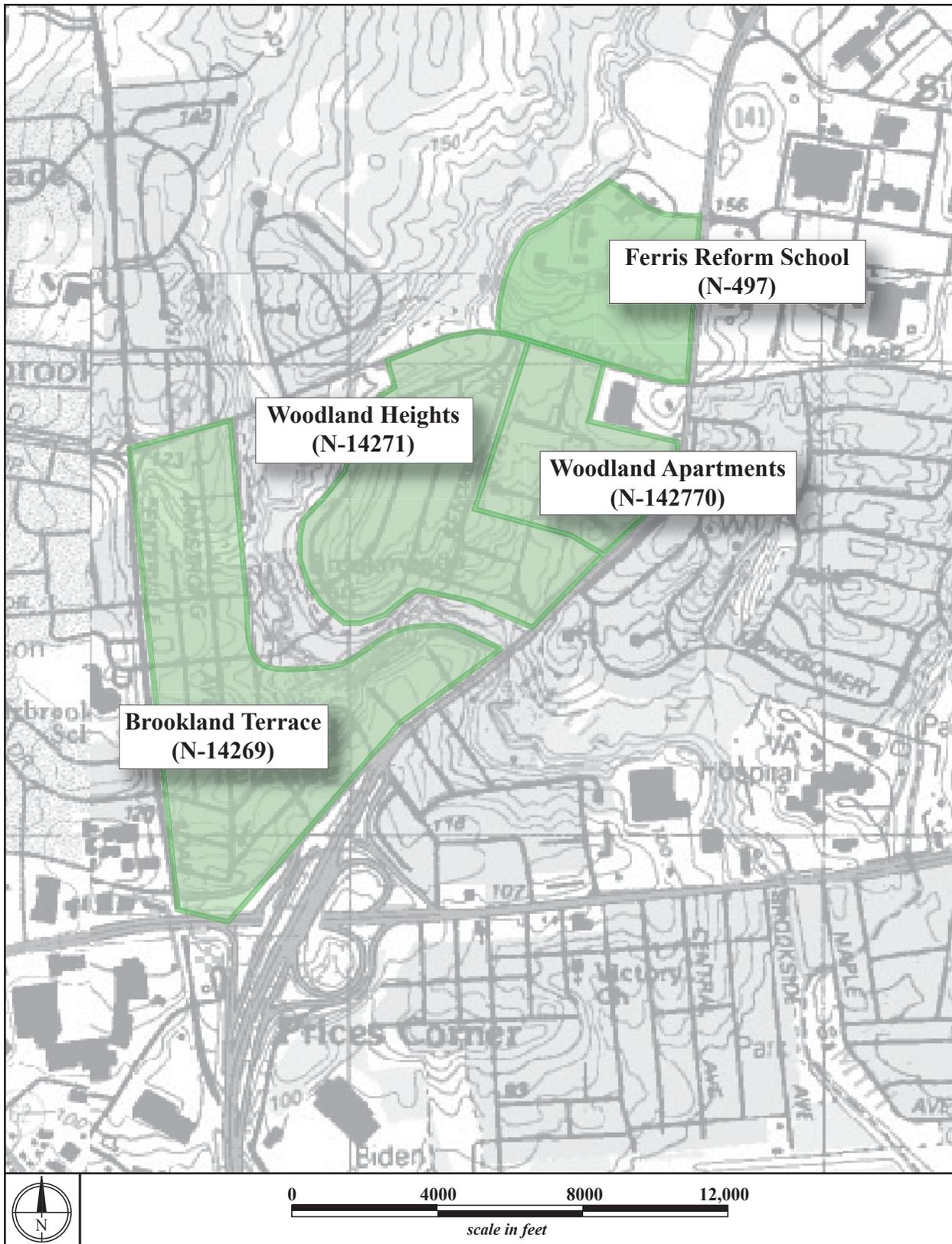


Figure 8. Potential historic districts identified by KSK. (Source: United States Geological Survey, 7.5' Topographic Series Quadrangles, *Wilmington North, DE*, and *Wilmington South, DE*, 1997, <http://www.topozone.com>).



Plate 6. Brookland Terrace, intersection of Ohio and Rhode Island streets, view southwest.



Plate 7. Brookland Terrace, intersection of Newell Street and Centerville Road, view south.

- Evaluation

This resource does not meet NR eligibility Criteria A, B, C, or D. Historical and architectural research has identified no information indicating that Brookland Terrace is significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not representative of an early twentieth century subdevelopment.

Per the *Suburbanization in the Vicinity of Wilmington, Delaware* context, Brookland Terrace was platted on a grid system with multiple straight roads and multiple access points. It has the requisite variety of architectural styles; however, the spatial organization of the subdevelopment is very irregular and does not represent the original design. Many lots were combined, and the planned density did not materialize. The development was not built all at once, and cul-de-sacs, differing setbacks and building lot sizes have been the result of these irregular building patterns. Furthermore, only two (2) of the forty-eight (48) dwellings retain integrity. Although the district retains integrity of location, the setting, association and feeling have been compromised by the extensively diminished integrity of materials, design and workmanship.

Woodland Heights (N-14271) (Plates 8-9)

- Physical Description

The Woodland Heights subdivision is a collection of circa 1955 split-level dwellings on curvilinear streets. Each yard is approximately a quarter acre in size, and features ample yard, trees, and other plantings chosen by the owners. Owners have undertaken numerous alterations to the properties over the years. These alterations include replacement windows and doors, altered cladding materials, the addition of decks, porches, and pent roofs, conversion of garages to residential space, and the addition of garages and carports. The street layout and uniform building setbacks remain intact. There are no intrusions of buildings that are not split level in design. Little Mill Creek forms the southern and western boundaries of the subdevelopment, and the Woodland Apartments bound the majority of the subdevelopment on the eastern side. There are two main access points into the subdivision located at either end of Wagoner Road, at Faulkland Road and Centre Road.

- Historical Information

The Woodland Heights subdivision was constructed in 1954-1955 on the former Armstrong property between Little Mill Creek and the Brookland Terrace and Woodland Apartments subdevelopments. (All of these subdivisions were originally included in the Brookland Terrace subdivision; however, only a portion of that development was constructed as planned. Woodland Heights is also depicted as Sections 2 and 3 on the “Final Plat Block Map, Street & Road Plan” for Woodland Apartments, dated 1950.)³⁶ The dwellings were constructed by S&S Builders, who also owned the property, from about 1954-1955. The original lot plan reflects current parcel configurations in the neighborhood.³⁷ Upon construction, the lots were sold with restrictive deed covenants related to the maintenance of the consistency of design and feel of the development. These restrictions appear to be standard; the same general restrictions were conveyed with the properties in Willow Run II.³⁸ All buildings in Woodland Heights reflect the same split-level plan and elevations. The properties began to sell in 1954, at a price of \$11,900, and an article in the *Journal-Every Evening* described them as follows:

³⁶ Myers-Richardson Associates.

³⁷ Howard L. Robertson, C.E., “Final Street & Lot Plan – Woodland”, June 24, 1954.

³⁸ New Castle County Deeds, Book H-54, p. 224; Book Y-55, p. 377; Book K-56, p. 358; and Book 49-M, p. 487.



Plate 8. Woodland Heights, Britton Place, view southwest



Plate 9. Woodland Heights, Wagoner Drive, view southwest

“Each dwelling has a living room with a large dining alcove. The kitchen has a built-in breakfast bar with a Formica top and wooden kitchen cabinets. Each has a recreation room. The homes have laundry trays and the laundry has an outside entrance. There is an unusually large one car garage. On the split level there are three bedrooms of excellent size with closets that have large sliding doors. The bath room is of tile. Heating is automatic.”³⁹

A photo of the sample home with this article shows a split-level house with asbestos siding, 2/2 horizontal double-hung sash windows, and a pane and panel overhead garage door. The properties in Woodland Heights sold quickly, and were approved by the Veteran’s Administration; an advertisement notes that over 150 homes had been sold in the previous two weeks. There were 227 homes projected for this development.⁴⁰

Since construction, the building types in Woodland Heights have remained intact, with no infill. Building setbacks have remained constant. Most properties have been altered over the years, including converting the garage to living space, replacement of windows and doors, adding garages and carports, and changing cladding.

- Evaluation

Woodland Heights does not meet NR eligibility Criteria A, B, C, or D. Archival research has produced no information indicating that Woodland Heights is significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). Although associated with suburbanization, an important historical trend in the vicinity, the subdevelopment does not represent a significant example of its type within this theme. Although Woodland Heights contains a collection of buildings with a distinctive style, the resource does not appear significant for its method of construction or architecture (Criterion C) because it has lost its integrity of materials and design. In addition, there is no evidence that S&S Builders were important participants in the suburbanization of the area.

The historic context for suburbanization in the vicinity of Wilmington, Delaware, ends at approximately 1950. Having been built in 1955, the building type represented in the Woodland Heights subdivision – the split-level – was outside of the scope of this contextual background. The style is, however, briefly noted in the NR Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*.⁴¹ The split-level design is mentioned as a sub-style under “The Suburban Ranch House” in the Postwar Suburban House and Yard, 1945-1960 context. The development does have curvilinear streets, limited access points, limited architectural variety and consistent setbacks, retaining the integrity of feeling, setting and location; however, extensive alterations have diminished the integrity of materials and design in nearly all of the buildings in this subdevelopment. Less than ten (10) of the 227 structures have retained full integrity (5%). Approximately twenty (20) dwellings retain most integrity (original windows, doors and garage doors), but have been re-clad or have undergone other improvements. Because of the greatly diminished integrity of the elements of this subdevelopment, Woodland Heights is recommended not eligible for the NR.

³⁹ “Woodland Heights to Contain 227 Split-Level Dwellings,” *Wilmington Journal-Every Evening*, (Wilmington, Delaware), Saturday, May 1, 1954, p. 6.

⁴⁰ “Woodland Heights,” *Wilmington Journal-Every Evening*, (Wilmington, Delaware), Saturday, May 1, 1954, p. 8.

⁴¹ David L. Ames, et. al., National Register Bulletin, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*, (Washington D.C.: U.S. Department of the Interior), p. 67.

Woodland Apartments (N-14270) (Plates 10-15)

- Physical Description

This 30-acre property is located along the northwest side of Centre Road, and is a sub-development of the Brookland Terrace subdivision outside of Wilmington, Delaware. A large apartment complex built circa 1953, it contains 58 buildings of four types: a two-story, brick, Colonial Revival building with one-story flanking dependencies (each containing three residential units); a long, central one-story, stucco, side-gable section with a two-story hipped-roof section at each end (containing between five and seven residential units); a one-story, stucco side gable building (each containing two residential units); and a one-story, stucco garage with an offset gabled roof (each containing four to eight individual garage units). The dwelling units are grouped in sets of three around central courtyards. Constructed of brick, the majority of the apartment buildings are stuccoed, and the upper portion of the two-story section is clad in vertical vinyl siding. The windows are generally vinyl 1/1 double-hung sash with inoperable louvered shutters. International Style details are also present, particularly represented as corner bands of windows. Original multi-pane metal windows have been completely replaced by three types of windows: a set of three vinyl 1/1 double-hung sash windows, a large bay window, or a large fixed window with six-lights and snap-in dividers.

In addition to the replacement windows, other exterior alterations have occurred at this property. Vinyl siding has been added around the second story of some of the buildings, between the stucco finish above the first floor and the eaves. There is also vinyl siding in the gable ends of the one-story garage buildings. A historical photograph of a twin development, Brookview Apartments in Claymont, Delaware, reveals that the Woodland Apartments were likely stucco and brick, depending upon the building type, from the time of their construction (**Plate 16**).⁴² Concrete door and window overhangs evident at Brookview Apartments have been removed at Woodland Apartments, and are now only visible as concrete trim around some windows and doors (**Plates 17-19**). Over the last 15 years, there have been upgrades in the roofs, windows, and utilities for all buildings.⁴³

There are six options for interior plans. Two-unit styles have one bedroom, with either an eat-in kitchen or a dining room. There are two-bedroom ranch (one-story) units, one with an eat-in kitchen, and one with a dining room. Two unit styles are townhouse-style with a bi-level plan. One of these has two bedrooms, and the other has three.⁴⁴

Generally, three to four buildings surround a central courtyard, with concrete walkways linking the buildings to this green space (**Figure 9**). Concrete sidewalks surround each block in the subdivision, encouraging pedestrian activity. These walkways have had sections replaced, but the new paths follow the original alignment. Walkways leading to the entrances of the individual apartment units are also concrete, and have stairs with wrought iron railings where necessary. A service road is located between Woodlawn Apartments and Centre Road (Route 141). The general landscape consists of mature pine, crabapple, mulberry, and sycamore trees. Some shrubs and plantings are adjacent to the buildings, and for an additional charge, residents may maintain a private flower garden. There are also asphalt pads in the rear of the three-unit U-shaped apartment buildings. These contain permanent metal pipe supports for clotheslines, and are slightly overgrown with vegetation.

Private garages are also available for rent for an additional fee. These buildings contain four or eight individual garage units. The one-story, four-bay buildings have offset side gable roofs clad in asphalt shingles. They are one bay deep. The buildings are clad in stucco, and have a brick soldier course

⁴² Martha Schick, *Claymont*, (Charleston, SC: Arcadia), 2000, p. 128.

⁴³ Personal Communication, Woodland Apartment Staff, September 2005.

⁴⁴ Woodland Apartments brochure, September 2005.



Plate 10. Woodland Apartments Building Type A, view north.



Plate 11. Woodland Apartments Building Type B, view northwest.



Plate 12. Woodland Apartments Building Type C, view south.



Plate 13. Woodland Apartments Building Type D, view south.



Plate 14. Woodland Apartments, landscape features, view south.



Plate 15. Woodland Apartments, service road fronting Centre Road, view south.

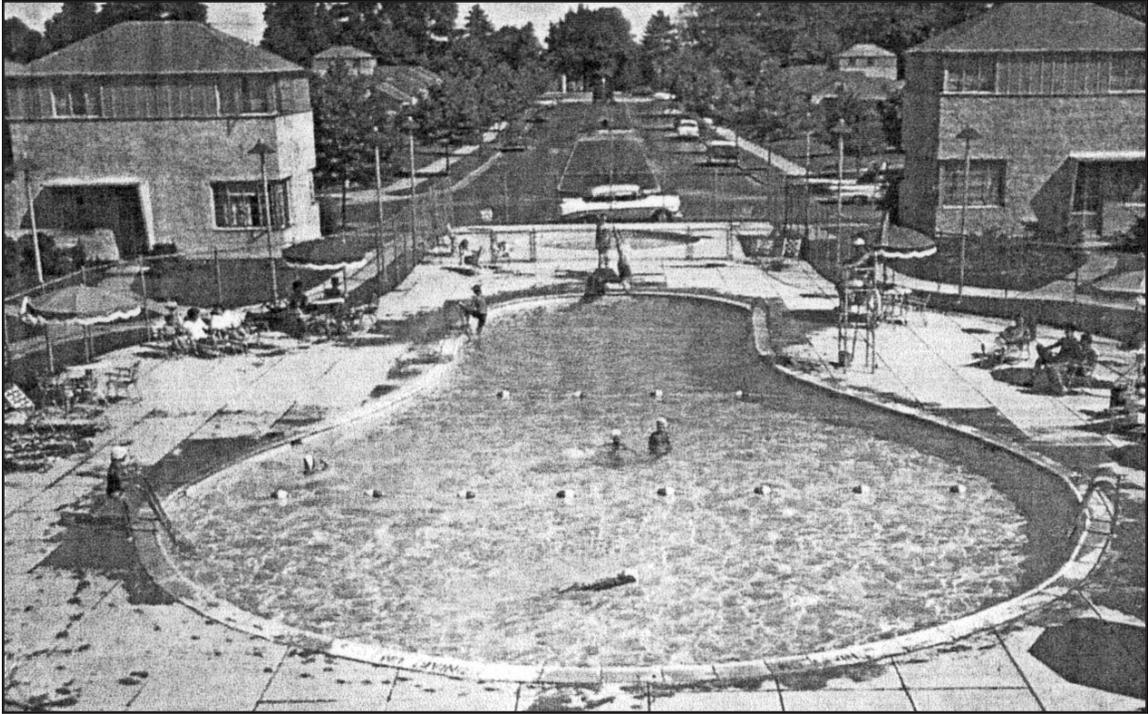


Plate 16. Brookview Apartments, historical photograph, circa 1952.



Plate 17. Brookview Apartments, view north.



Plate 18. Brookview Apartments, view northwest.



Plate 19. Brookview Apartments, view southeast.

and leader row at the bottom similar to those found on the apartment units. There is vinyl siding on the gable ends. Each of the bays has an aluminum folding overhead door.

There are four main building typologies present in the Woodland Apartments complex. Type A includes structures with five, six, or seven residential units. They are arranged in an S- or L-shape, with a long, main one-story section flanked by two-story units. One-story units extend from the side of the two-story units, creating the ends of the L- or S-shapes. The Type B structures are three residential units grouped into a U-shaped building. Type B buildings are always one two-story main Colonial Revival section flanked by a one-story residential unit on either side. There are only two Type C structures, each with two residential units in a rectangular plan. Type D structures are the multi-unit garages. There are four- and eight-car structures. The interiors of these buildings were not accessible at the time of survey, but floor plans are available for residential units of the Type A and Type B buildings (**Appendix D**).

- Historical Information

According to deed record D-29-605, the original Brookland Terrace subdivision was created in 1920. The area platted for development encompassed 241.4 acres of land between Faulkland Road and Kirkwood Highway and between Ferris Road (also known as Centre Road or Route 141) and Centerville Road. This includes the present-day communities of Woodland Heights, Woodland Apartments, Davis Terrace, Brookland Terrace, and Prices Corner. Lots in the portion of Brookland Terrace platted in 1920 were laid out on a grid with straight streets, multiple access roads, and regular lots sizes.

Anthony P. Miller, Inc., a New Jersey-based corporation, purchased the acreage for the Woodland Apartments complex from William and Marie Armstrong in 1950.⁴⁵ The commercial area, where the strip mall and gas station are now located, was owned by Nicholas DuPont, et al, at the time. Later that year, the company received a loan from Wilmington Trust Bank of \$1,743,000 for construction of Federal Housing Administration (FHA) – sponsored rental housing. Anthony P. Miller, Inc. sold the property to Woodland Apartments, Inc. for \$5, and received an extension of a construction contract and building loan agreement for this FHA project (no. 032-42023). The project was to be completed in 1952.

A final plat block map with street and road information (no building footprints) was prepared for Woodland Apartments in December 1952.⁴⁶ This map shows that the service road fronting the apartment complex was dedicated along with the other roads in the complex. Tax records and visual evidence indicate that Woodland Apartments dates from circa 1952-53. Newspaper ads from the time indicate that by December of 1952, T.B. O'Toole served as the managing director, and was soliciting residents for the property, along with apartments at Clifton Park, Kynlyn (or Kenlyn, as it was also known), and Brookview Apartments. "Woodland at Willow Run" was marketed as being "ideally located for Newark's new Chrysler and DuPont industries."⁴⁷ By November 1953, the ads were advertising the property as "Close by to General Motors, DuPont Louviers, and Chrysler at Newark."⁴⁸

⁴⁵ New Castle County Recorder of Deeds. "Anthony P. Miller, Inc. to Woodland Apartments, Inc, property surveyed by Damon and Foster, Civil Engineers and Surveyors." Deed Book D-53, p. 244. December 1, 1952.

⁴⁶ Myers-Richardson Assoc., Consulting Engineers. "Woodland Apartments, Final Plat Block Map, Street & Road Plan #9, Section 1." December 10, 1952. Available at the New Castle County Department of Land Use.

⁴⁷ Classified Ad. *Wilmington Journal – Every Evening*. December 6, 1952, p. 19.

⁴⁸ Classified Ad. *Sunday Morning Star*. November 29, 1953, p. 42.

During this period, Anthony P. Miller, Inc. was also building a similar complex, the Brookview Apartments, in Claymont, Delaware. This land was conveyed to the Anthony P. Miller Company as part of lands willed to the company, in fee, by James C. McComb.⁴⁹ The company transferred ownership to Brookview Apartments, sections 1, 2, and 3. The Brookview Apartments was also an FHA-sponsored rental housing project (No. 032-42021) for which Anthony P. Miller, Inc. was the contractor. In a loan consolidation document dated 1968, Mr. Anthony P. Miller is noted as the President of Brookview Apartments Corp. (subsequently a partnership).⁵⁰ Mr. Miller maintained a similar relationship at Woodland Apartments, and was also noted as their President in 1968.⁵¹ The Anthony P. Miller, Inc. Company worked throughout the region, also participating in projects in Pennsylvania and New Jersey.⁵² Only three apartment complexes built by this firm are currently known.⁵³

An associate from the Woodland Apartments and Brookview Apartments boards, William H. Radcliffe, had previously joined Mr. Miller in the development of the Kynlyn Apartments, located along Governor Printz Boulevard, in the late 1940s. The Kynlyn Apartments (FHA project no's. 032-42001, 002 and 003), though of a similar pattern as the Woodland Apartments, did not share the stylistic features of the Woodland and Brookview apartments. The Kynlyn Apartments still exist, and are currently called the Village at Fox Point. The integrity of the complex is good, although changes to the buildings – such as window replacements – have occurred, similar to changes at other developments. (For historic plans of the Brookview Apartments and Kynlyn Apartments, see **Appendix D.**)

The Woodland Apartments have remained in the ownership of the Woodland Apartments group to the present day, although they have gone from a corporation, to a partnership, to a limited partnership. The buildings at Woodlawn Apartments were renovated in the late twentieth century, including replacement windows, cladding, roofing, and updated utilities.

- Evaluation

This resource is significant under NR eligibility Criterion A for its association with an FHA multiple-family housing program. This complex represents a multiple-family housing development, which was becoming increasingly common after World War II. With the exception of Brookview Apartments and Kynlyn Apartments, research to date has revealed no additional known examples of FHA-sponsored multi-family housing developments in New Castle County, Delaware.⁵⁴ The Woodland Apartments was associated with an important mid-twentieth-century federal housing program, and, despite some integrity loss, still conveys its period of significance.

Woodland Apartments also represents the intersection of Colonial Revival and International styles, as well as a cohesive, identifiable multi-unit development (Criterion C). The Woodland Apartments has curving streets on a modified grid, limited access points, and limited architectural variety, in keeping with the criteria for eligibility established in the context for *Suburbanization in the Vicinity of*

⁴⁹ New Castle County Recorder of Deeds. “Anthony P. Miller Corp. to Brookview Apartments, Section 2.” Deed Book Z-49, p. 387. April 18, 1950.

⁵⁰ New Castle County Recorder of Deeds. “Brookview Apartments (Corp.) to Brookview Apartments (Partnership), (Anthony P. Miller, President.) Deed Book E-81, p. 258. June 24, 1968.

⁵¹ New Castle County Recorder of Deeds. “Woodland Apartments, Inc. (Corp.) to Woodland Apartments (Partnership). Deed Book O-81, p. 437. November 11, 1968.

⁵² Philadelphia Architects and Buildings website, <http://www.philadelphiabuildings.org>.

⁵³ Village at Fox Point (aka Kynlyn Apartments) brochure, November 2005.

⁵⁴ This issue will require additional research in the future.

Wilmington, Delaware, 1880-1950+/-.⁵⁵ The same building types repeat throughout the development. The architectural design features of this facility, however, appear to be nearly unique. Rather than one specific style, the buildings in the complex represent elements of the transition between the conservative Colonial Revival style and the International Style. This resource does not meet NR eligibility Criteria B or D. Archival research has produced no information indicating the resource to be significant for its association with significant persons, or for its ability to yield information important in prehistory or history (Criteria B and D). A number of developers and builders operated in New Castle County during this period; Anthony P. Miller, Inc. and their associates do not appear to be any more significant or influential than others of the day.

Woodland Apartments is significant in the areas of Community Planning and Development, Architecture and Government. The plan of this subdevelopment is reminiscent of garden apartments, with buildings oriented toward courtyards and ample plantings. The garages and service drive along Centre Road (Route 141) indicate the automobile-reliant nature of this subdevelopment and its intended occupants. Both the garden apartments movement and shift toward auto-focused transportation modes were significant in the planning and development of communities in the mid-twentieth century. The architectural significance is found in the combination of Colonial Revival and International architectural styles. This combination illustrates the transitional nature of the era, encompassing the comfort and familiarity of the Colonial Revival as well as the forward-looking modern aesthetic of the International Style. The association of Woodland Apartments with the FHS and its sponsorship of multi-family housing developments lends to the significance in the area of Government.

The period of significance is 1952-1953, corresponding with the construction period of the complex.

7 Cedar Avenue (N-14231) (Plates 20-21)

- Physical Description

This .17-acre property is located on the north side of Cedar Avenue in the Frederick subdivision. It contains a 1 ½-story, four-bay, Minimal Traditional style dwelling. The 75 by 100-foot lot contains a wood frame structure built circa 1940, the building has an asphalt shingle-clad side gable roof, concrete foundation, and vinyl siding. A gable dormer is centrally located on the front roof slope, and a brick exterior chimney is located at the east gable end. A one-story, three-bay, gable roof wing with stone veneer cladding projects from the northern portion of the primary façade. The main door, a pane and panel replacement door, is centrally located on this wing. Windows here are 8/8 double-hung sash; other first floor windows are triple 6/1 double-hung sash, and the dormer windows are paired 6/1 double-hung sash. All windows in the building are vinyl replacement windows. A one-story shed roof addition extends from the rear of the building.

- Historical Information

The William Frederick Property subdivision was platted in 1931 and developed into the 1950s. Lot sizes included 25 feet of frontage and either 100 or 125 feet of depth. Although by that time the widespread use of the automobile was leading to progressively more park-like subdevelopments, with curved streets, limited access, and a growing use of cul-de-sacs, the Frederick landscape design reflects the earlier gridded plats and small dwellings of simple, conservative design. This property combines three lots to form its 75 by 100-foot parcel. The changes to the fenestration and siding on the dwelling appear to date to circa 2000.

⁵⁵ Chase, Susan Mulchahey, David L. Ames, and Rebecca J. Siders. "Suburbanization in the Vicinity of Wilmington, Delaware, 1880-1950+/-: A Historic Context," University of Delaware, College of Urban Affairs and Public Policy, 1992.



Plate 20. 7 Cedar Avenue, view east.



Plate 21. 7 Cedar Avenue, view north.

- Evaluation

This property is located within the William Frederick Subdivision (N-14020), which was previously recommended not eligible for the NR. Individually, this property does not meet any of the NR Criteria for eligibility. Although associated with the suburbanization of the Wilmington vicinity, historical and architectural research did not reveal information supporting individual significance in this area (Criterion A). In addition, the property is not associated with significant persons, and does not appear have the potential to yield information concerning prehistory or history (Criteria B and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C), and it is not an important example of its style or type. The property lacks integrity of design, feeling, materials and association due to the recent construction of additions, alteration of cladding and installation of replacement windows. Because the property lacks historical and architectural significance, 7 Cedar Avenue is recommended not eligible for the NR.

8 Cedar Avenue (N-14232) (Plates 22-24)

- Physical Description

This .14-acre lot is located on the south side of Cedar Avenue in the Frederick subdivision outside of Wilmington, Delaware. The 50 by 125-foot lot contains a 1 ½-story, three-bay Cape Cod style dwelling with an attached former garage. The side gable roof is clad in asphalt shingles, with two symmetrically placed gable dormers on the front roof slope and a large wall dormer centrally located on the rear roof slope. A brick chimney rises from the ridgeline. Fenestration is symmetrical. The main door is a central pane and panel door with a filigree metal storm door, flat surround, and single-light transom. The stoop is concrete with cast iron railings. Windows are generally 6/6 vinyl double-hung sash with inoperable louver shutters, except for 6/6 wood double-hung sash in the southern gable end. The former attached garage has been converted to additional residential space. A canted bay with multi-light and 4/4 vinyl double-hung sash is located in the center of the front façade where the garage door was once located. Two shed-roof additions have been added to the rear of the former garage, and an enclosed porch with corrugated metal shed roof has been added to the rear of the main block.

- Historical Information

This property was built within the William Frederick Property subdivision. The William Frederick Property subdivision was platted in 1931 and developed into the 1950s. Lot sizes included 25 feet of frontage and either 100 or 125 feet of depth. Although by that time the widespread use of the automobile was leading to progressively more park-like subdevelopments, with curved streets, limited access, and a growing use of cul-de-sacs, the Frederick landscape design reflects the earlier gridded plats and small dwellings of simple, conservative design. This parcel combines two lots in the original subdivision. The conversion and extension of the garage, construction of the rear wall dormer, and enclosed rear porches occurred at an unknown date.

- Evaluation

This property is located within the William Frederick Subdivision (N-14020), which was previously recommended not eligible for the NR. Individually, this property does not meet any of the NR Criteria for eligibility. Although associated with the suburbanization of the Wilmington vicinity, historical and architectural research did not reveal information supporting individual significance in this area (Criterion A). In addition, the property is not associated with significant persons, and does not appear have the potential to yield information concerning prehistory or history (Criteria B and D).



Plate 22. 8 Cedar Avenue, view south.



Plate 23. 8 Cedar Avenue, view west.



Plate 24. 8 Cedar Avenue, view east.

In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). Although an example of a Cape Cod style dwelling as noted in the *Suburbanization in the Vicinity of Wilmington, Delaware* context, this property is not a significant example of this architectural type due to a loss of integrity. The integrity of this building has been compromised by several rear additions, as well as by the replacement of windows, and the conversion of the attached garage to residential space. Because this property has lost its integrity and is no longer a good example of the Cape Cod style, which was a style related to suburbanization in the vicinity of Wilmington, 8 Cedar Avenue is recommended not eligible for the NR.

1001 Centre Road (N-14233) (Plates 25-27)

- **Physical Description**

This 1.02-acre commercial property is located at the southwestern corner of the intersection of Faulkland Road and Centre Road (Route 141). The main structure on this parcel is a circa 1955 gas station oriented diagonally, facing the intersection. This is a one-story, four-bay concrete block building with a flat roof and metal panel cladding. The southernmost bay houses the cashier and small retail area, while the remaining three bays are service bays. The retail area is accessed by a full glass door, and windows are fixed single-light windows. The garage bays are enclosed by overhead folding pane and panel garage doors. A fixed window with extending cash tray and cloth awning is located on the southern elevation. Metal slab doors access the men and women's restrooms on this elevation. A large fueling bay is also located on the property, south of the main building. The windows and main entry of the building have been altered, as has the interior retail space.
- **Historical Information**

This gas station was constructed a few years after the completion of the nearby Woodland Apartments. As residents continued to move from the city to the suburbs, as well as from rural areas to the suburbs, service industries began to move in to serve the new residents. The increasing reliance on automobiles, an instigator of increasing suburban development, led to a need for fueling facilities nearby. This gas station was constructed in the mid-1950s with three service bays and a retail space. A fueling island was located in front of the building. This fuel island has been removed, and a new fueling facility installed southeast of the building. The building's retail/cashier area has also been renovated.
- **Evaluation**

This resource does not meet NR eligibility Criteria A, B, C, or D. Research has uncovered no information indicating that the resource is associated with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). This building is not a significant example of gas or service station architecture, and has also lost integrity due to alterations to the fenestration, interior spaces, and location and nature of the fueling island. Because the property is not a significant example of its type, 1001 Centre Road is recommended not eligible for the NR.



Plate 25. 1001 Centre Road, view southwest.



Plate 26. 1001 Centre Road, view southwest.



Plate 27. 1001 Centre Road, view northeast.

1100 Centre Road (N-14234) (Plates 28-30)

- Physical Description

This .2-acre property is located in the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling is a one-story, four-bay building with a cross gable roof and L-shaped plan. The roof is clad in asphalt shingles, and the brick chimney is located on the rear roof slope. The building is clad in aluminum siding. The main entry is a pane and panel door with an aluminum storm door. Windows are paired 1/1 vinyl double-hung sash and a terrarium window on the primary façade, paired 1/1 vinyl double-hung sash and paired single-light casements on the northern (side) elevation, and 8/8 vinyl double-hung sash on the south (side) elevation. A porch on the eastern façade has been partially enclosed. The interior layout has been altered, including the construction of a fireplace in the living room. A one-story detached garage is located near the southeast corner of the dwelling. The front gable roof is clad in asphalt shingles. The garage door is a folding overhead panel garage door; a door and window opening are located on the south elevation.

- Historical Information

1100 Centre Road was constructed circa 1951 as part of the Willow Run I subdivision. The development was designed with curved roads, limited access, and uniform lot sizes. Willow Run I was platted in 1946 and built between 1948-1955 by Gilpin, Van Trump and Montgomery, Inc. This building represents the one-story side-gable design, which is common in the subdivision.

- Evaluation

This property is located within the Willow Run I subdivision, which has been recommended not eligible for the NR. Individually, this resource does not meet NR eligibility Criteria A, B, C, or D. Archival research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). This building is considered a Minimal Traditional style, which is not covered in the *Suburbanization* context, or in the NR Bulletin *Historic Residential Suburbs*. 1100 Centre Road is not a significant example of its type. The integrity of the property had been compromised by alterations, including enclosure of a portion of the porch and interior alterations such as the retrofitting of a fireplace. Because the property lacks individual historical and architectural significance, 1100 Centre Road is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.

1108 Centre Road (N-14235) (Plates 31-33)

- Physical Description

This .15-acre property is located in the Willow Run I subdivision outside of Wilmington, Delaware. The design of this building is similar to others in this subdivision. The building is a one-story, three-bay aluminum-clad dwelling with a cross gable roof, enclosed porch, and attached garage. The roof is clad in asphalt shingles, and a brick chimney is located in the northern roof slope near the ridge. The main entry is located at the southern end of the main (west) façade; the door is missing, but an aluminum storm door remains. Windows are paired vinyl 1/1 double-hung sash shaded by corrugated metal awnings, with the exception of a sliding two-light vinyl window on the north façade and single-light fixed window on the rear elevation. Formerly an L-shape plan, the building now has



Plate 28. 1100 Centre Road, view southeast.



Plate 29. 1100 Centre Road, view southwest.



Plate 30. 1100 Centre Road, view northeast.



Plate 31. 1108 Centre Road, view south.



Plate 32. 1108 Centre Road, view north.



Plate 33. 1108 Centre Road, garage, view southwest.

a rectangular plan with the enclosure of a porch on the north (side) elevation. A door is centrally located on the northern elevation of this enclosure. A one-story front gable roof garage is attached to the northeast corner of the dwelling. The garage is clad in asbestos siding, and its roof is clad in asphalt shingles. The garage features a folding overhead panel garage door and wood slab door on the main façade, and a wood pane and panel door on the southern elevation. Single-light fixed windows are located on each side elevation.

- Historical Information

This building was built circa 1950 as part of the Willow Run I subdivision development. The development was designed with curved roads, limited access, and uniform lot sizes. Willow Run I was platted in 1946 and built between 1948-1955 by Gilpin, Van Trump and Montgomery, Inc. This building represents the one-story front-gable design, which is common in the Willow Run I subdivision.

- Evaluation

This property is located within the Willow Run I subdivision, which has been recommended not eligible for the NR. Individually, this resource does not meet NR eligibility Criteria A, B, C, or D. Archival research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). This building is considered a Minimal Traditional style, which is not covered in the *Suburbanization* context, or in the NR Bulletin *Historic Residential Suburbs*. 1108 Centre Road is not a significant example of its type. The replacement of windows and enclosure of the porch have also diminished the integrity of this property. Because the property lacks individual historical and architectural significance, 1108 Centre Road is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.

1202 Centre Road (N-14236) (Plates 34-36)

- Physical Description

This .15-acre property is located in the Willow Run I subdivision outside of Wilmington, Delaware. The design of this building is similar to others in this subdivision. The building is a one-story, three-bay, vinyl-clad dwelling with a cross gable roof, enclosed porch, and detached garage. The roof is clad in asphalt shingles, and a brick chimney is located in the northern roof slope near the ridge. The main entry is located at the southern end of the main (west) façade, and it is a panel door with an aluminum storm door. Windows are paired 1/1 vinyl double-hung sash with inoperable louver shutters with the exception of a large picture window on the north elevation of the enclosed porch. Formerly an L-shape plan, the building now has a rectangular plan with the enclosure of a porch on the north (side) elevation. A slab door is centrally located on the northern elevation of this enclosure. A one-story front gable roof detached garage is located near the northeast corner of the dwelling; when compared to other garages on similar properties, this appears to have been expanded or re-built. The garage is clad in vinyl, and its roof is clad in asphalt shingles. The garage features a folding overhead pane and panel garage door on the main façade, and a wood pane and panel door on the southern elevation.



Plate 34. 1202 Centre Road, view south.



Plate 35. 1202 Centre Road, view east.



Plate 36. 1202 Centre Road, view north.

- **Historical Information**
This building was built circa 1950 as part of the Willow Run I subdivision development. The development was designed with curved roads, limited access, and uniform lot sizes. Willow Run I was platted in 1946 and built between 1948-1955 by Gilpin, Van Trump and Montgomery, Inc. This building represents the one-story front-gable design, which is common in the Willow Run I subdivision. The porch was enclosed at some point, and fully integrated into the living spaces of the building.
- **Evaluation**
This property is located within the Willow Run I subdivision, which has been recommended not eligible for the NR. Individually, this resource does not meet NR eligibility Criteria A, B, C, or D. Archival research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). This building is considered a Minimal Traditional style, which is not covered in the *Suburbanization* context, or in the NR Bulletin *Historic Residential Suburbs*. 1202 Centre Road is not a significant example of its type or style. The replacement of windows, alteration of cladding and fenestration, and enclosure of the porch have diminished the integrity of this property. The garage also appears to have been expanded or rebuilt. Because the property lacks individual historical and architectural significance, 1202 Centre Road is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.

1206 Centre Road (N-14237) (Plates 37-38)

- **Physical Description**
This .15-acre property is located in the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling on the property is a one-story, four-bay building with an asphalt shingle-clad cross gable roof. A brick chimney is located on the rear roof slope near the ridge. All windows and doors on the building have been removed, as well as the cladding. It is assumed that the building was clad in asphalt shingles based upon other nearby examples. An enclosed (screened) porch is present at the rear of the dwelling, with a shed roof and pane and panel door. There is also a small shed at the southern end of the property, to the rear of the dwelling. The integrity of this building has been severely compromised by the removal of most of the cladding, all fenestration, and interior features.
- **Historical Information**
This building was built circa 1950 as part of the Willow Run I subdivision development. The development was designed with curved roads, limited access, and uniform lot sizes. Willow Run I was platted in 1946 and built between 1948-1955 by Gilpin, Van Trump and Montgomery, Inc. This building represents the one-story cross-gable design, which is common in the Willow Run I subdivision.
- **Evaluation**
This property is located within the Willow Run I subdivision, which has been recommended not eligible for the NR. Individually, this resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be individually significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for



Plate 37. 1206 Centre Road, view southeast.



Plate 38. 1206 Centre Road, view southwest.

its method of construction or architecture (Criterion C). This building is considered Minimal Traditional in style, which is not discussed in the *Suburbanization* context, or in the NR Bulletin *Historic Residential Suburbs*. 1206 Centre Road is not a significant example of its type or style. The integrity of this property has been severely compromised by the removal of interior and exterior cladding materials and fenestration. Because the property lacks individual historical and architectural significance, 1206 Centre Road is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.

1208 Centre Road (N-14238) (Plates 39-41)

- **Physical Description**

This .15-acre property is located in the Willow Run I subdivision outside of Wilmington, Delaware. This building was once similar to others in this subdivision; however, alterations have rendered former similarities unrecognizable. The building is a one-story, three-bay asphalt shingle-clad dwelling with an irregular roof and attached garage. The roof is clad in asphalt shingles, and a brick chimney is located in the western roof slope near the ridge. The main entry is located at the southern end of the main (east) façade, and it contains a panel door with an aluminum storm door. Windows are triple four-light metal casements with three-light transoms and inoperable louver shutters with the exception of triple three-light metal casements and 1/1 vinyl double-hung sash present on the rear and north (side) elevations. Formerly an L-shape plan, the building now has an irregular plan with the enclosure of the area between the dwelling and the attached garage. It appears that the garage was moved to its current position flush with the front of the dwelling. The garage is a one-story, front gable roof structure with a metal folding overhead garage door on the main façade and fixed two-light windows on the side and rear elevations. The garage is clad in asphalt shingles, and its roof is clad in asphalt shingles.
- **Historical Information**

This building was built circa 1950 as part of the Willow Run I subdivision development. The development was designed with curved roads, limited access, and uniform lot sizes. Willow Run I was platted in 1946 and built between 1948-1955 by Gilpin, Van Trump and Montgomery, Inc. This building once represented the one-story front-gable design, which is common in the Willow Run I subdivision; however, the building has been drastically altered so that it is not immediately apparent that the building is part of Willow Run I.
- **Evaluation**

This property is located within the Willow Run I subdivision, which has been recommended not eligible for the NR. Individually, this resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). This building is considered Minimal Traditional in style, which is not discussed in the *Suburbanization* context, or in the NR Bulletin *Historic Residential Suburbs*. 1208 Centre Road is not a significant example of its type or style. Extensive changes to the garage, including the movement of the garage to its current position flush with the front of the dwelling, the construction of additional living space to connect the garage to the dwelling, and replacement of some windows, have compromised the integrity of this building.



Plate 39. 1208 Centre Road, view east.



Plate 40. 1208 Centre Road, view south.



Plate 41. 1208 Centre Road, view west.

Because the property lacks individual historical and architectural significance, 1208 Centre Road is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.

1210 Centre Road (N-14239) (Plates 42-44)

- **Physical Description**

This .15-acre property is located in the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling is a one-story, four-bay building with a cross gable roof and L-shaped plan. The roof is clad in asphalt shingles, and the brick chimney is located on the rear roof slope. The building is clad in board and batten and asphalt shingles. The main entry is a panel door with an aluminum storm door. Windows are triple four-light metal casements with three-light transoms with the exception of a picture window with three-light metal casements and a four-light transom on the north (side) elevation, paired two-light metal casement windows on the south (side) elevation and paired three-light metal casements and 1/1 vinyl double-hung sash present on the rear elevation. A one-story detached garage is located near the northeast corner of the dwelling. The front gable roof is clad in asphalt shingles. The garage door is a folding overhead panel garage door; a door and window opening are located on the south elevation.
- **Historical Information**

This building was built circa 1950 as part of the Willow Run I subdivision development. The development was designed with curved roads, limited access, and uniform lot sizes. Willow Run I was platted in 1946 and built between 1948-1955 by Gilpin, Van Trump and Montgomery, Inc. This building represents the one-story side-gable design, which is common in the Willow Run I subdivision.
- **Evaluation**

This property is located within the Willow Run I subdivision, which has been recommended not eligible for the NR. Individually, this resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). This building is considered Minimal Traditional in style, which is not discussed in the context for *Suburbanization in the Vicinity of Wilmington, Delaware*, or in the NR Bulletin *Historic Residential Suburbs*. 1210 Centre Road is not a significant example of its type or style. In general, the integrity of this building is good, although it has been compromised somewhat by a replacement door and a few replaced windows. There are a number of similar buildings in this subdivision. Because the property lacks individual historical and architectural significance, 1210 Centre Road is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.



Plate 42. 1210 Centre Road, view south.



Plate 43. 1210 Centre Road, view north.



Plate 44. 1210 Centre Road, garage, view east.

1220 Centre Road (N-14240) (Plates 45-47)

- Physical Description

This .15-acre property is located in the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling is a one-story, four-bay building with a cross gable roof and L-shaped plan. The roof is clad in asphalt shingles, and the brick chimney is located on the rear roof slope. The building is clad in vinyl siding. The main entry is a panel door with an aluminum storm door, shaded by a shed hood with metal supports. Windows are triple four-light metal casements with three-light transoms with the exception of a picture window with three-light metal casements and a four-light transom on the north (side) elevation, paired two-light metal casement windows on the south (side) and rear elevations. Several windows are shaded by metal awnings. An enclosed porch is located under the main roofline at the rear of the dwelling. Stacked awning windows enclose this space. A one-story detached garage is located near the northeast corner of the dwelling. The front gable roof is clad in asphalt shingles. The garage door is a folding overhead panel garage door, which has collapsed. A door and window opening are located on the south elevation. Some alterations have occurred in the interior, such as the removal of portions of a wall to create a fish tank wall.

- Historical Information

This building was built circa 1950 as part of the Willow Run I subdivision development. The development was designed with curved roads, limited access, and uniform lot sizes. Willow Run I was platted in 1946 and built between 1948-1955 by Gilpin, Van Trump and Montgomery, Inc. This building represents the one-story side-gable design, which is common in the Willow Run I subdivision.

- Evaluation

This property is located within the Willow Run I subdivision, which has been recommended not eligible for the NR. Individually, this resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be individually significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). This building is considered Minimal Traditional in style, which is not discussed in the context for *Suburbanization in the Vicinity of Wilmington, Delaware*, or in the NR Bulletin *Historic Residential Suburbs*. The integrity of this building is generally good, with the exception of the enclosed rear porch; however, the property is not a significant example of its type. Because the property lacks individual historical and architectural significance, 1220 Centre Road is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.

1301 Centre Road (N-14241) (Plates 48-49)

- Physical Description

This .28-acre property is located in the Woodland Heights subdivision outside of Wilmington, Delaware. The dwelling is a two-story, four-bay split-level building. The side-gable roof is clad in asphalt shingles. A wooden deck accesses the main entrance, which consists of a glazed panel door with aluminum storm door. Windows are paired 2/2 aluminum double-hung sash, some with inoperable panel shutters. A single-car attached garage is located in the first floor of the two-story section of the building. A wooden deck has been added to the rear of the dwelling. A one-story shed is located toward the rear of the property.



Plate 45. 1220 Centre Road, view south.



Plate 46. 1220 Centre Road, view north.



Plate 47. 1220 Centre Road, view south.



Plate 48. 1301 Centre Road, view west.



Plate 49. 1301 Centre Road, view south.

- **Historical Information**
This circa 1955 building was constructed by S&S Builders as part of the Woodland Heights development, directly adjacent to the Woodland Apartments. The split-level building style was just beginning to gain popularity as a variation on the ranch house, which was also popular in suburban developments. Split-level dwellings were popular in subdivisions from the 1950s through the 1970s.⁵⁶ Wooden decks have been added to the building.
- **Evaluation**
This resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating this resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it lacks significance as an individual building type. Split-level dwellings were popular from the 1950s through 1970s, and can be found in subdivisions throughout the country. In addition, S&S Builders have not been found to have been more significant than the many other developer/builders during this period.

The historic context for *Suburbanization in the Vicinity of Wilmington, Delaware* ends at approximately 1950. Having been built in 1955, the building type represented in the Woodland Heights subdivision – the split-level – was outside of the scope of this contextual background. The style is, however, briefly noted in the NR Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*.⁵⁷ The split-level design is mentioned as a sub-style under “The Suburban Ranch House” in the Postwar Suburban House and Yard, 1945-1960 context. In addition to retaining integrity, the dwellings in suburban developments, per the Wilmington context, must be associated with significant trends in suburbanization (transportation, finance, etc.). Resources in this subdivision do not appear to meet this test. With the exception of the addition of decks to the front and rear elevations, and the replacement of the main entry door, the integrity of this building is good. However, given the lack of historical and individual architectural significance, this property is recommended not eligible for the NR.

1303 Centre Road (N-14242) (Plates 50-51)

- **Physical Description**
This .28-acre property is located in the Woodland Heights subdivision outside of Wilmington, Delaware. The dwelling is a two-story, four-bay, split-level building clad in asbestos shingles. The side gable roof is clad in asphalt shingles. A stoop with metal railings accesses the main entrance, which consists of a glazed panel door with full glass storm door. Windows are paired and triple 1/1 vinyl double-hung sash, most with inoperable panel shutters. A single-car attached garage is located in the first floor of the two-story section of the building.
- **Historical Information**
This circa 1955 building was constructed by S&S Builders as part of the Woodland Heights development, directly adjacent to the Woodland Apartments. The split-level building style was just beginning to gain popularity as a variation on the ranch house, which was also popular in suburban developments. Split-level dwellings were popular in subdivisions from the 1950s through the 1970s.⁵⁸

⁵⁶ James C. Massey and Shirley Maxwell, “Split Decisions,” *Old House Journal*, March/April 2002, pp. 78-83.

⁵⁷ Ames, p. 67.

⁵⁸ Massey and Maxwell, pp. 78-83.



Plate 50. 1303 Centre Road, view north.



Plate 51. 1303 Centre Road, view west.

- Evaluation

This resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it lacks individual significance as a building type. Split-level dwellings were popular from the 1950s through 1970s, and can be found in subdivisions throughout the country. In addition, S&S Builders has not been found to have been more significant than the many other developer/builders during this period.

The historic context for suburbanization in the vicinity of Wilmington, Delaware ends at approximately 1950. Having been built in 1955, the building type represented in the Woodland Heights subdivision – the split-level - was outside of the scope of this contextual background. The style is, however, briefly noted in the NR Bulletin *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*.⁵⁹ The split-level design is mentioned as a sub-style under “The Suburban Ranch House” in the Postwar Suburban House and Yard, 1945-1960 context. In addition to retaining integrity, the dwellings in suburban developments, per the Wilmington context, must be associated with significant trends in suburbanization (transportation, finance, etc.). Resources in this subdivision do not appear to meet this test.

The integrity of this building is generally good with the exception of the replacement of the windows and addition of a full glass storm door. However, given the lack of historical and individual architectural significance, 1303 Centre Road is recommended not eligible for the NR.

3 Eton Court (N-14243) (Plates 52-53)

- Physical Description

This .24-acre property is located on a cul-de-sac at the edge of the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling is a one-story, three-bay building with a cross gable roof and cross-shaped plan. The roof is clad in asphalt shingles, and a brick chimney is located at the ridge. The building is clad in brick and aluminum. The main door, consisting of a pane and panel door and glass storm door, is located on the western elevation. A large picture window with flanking single-light vinyl casement windows faces the street. Vinyl 1/1 double-hung sash windows are located in other areas of the building. A one-story detached garage is located to the southwest of the dwelling. The garage has an asphalt shingle-clad front gable roof and brick and stucco clad the elevations. The garage door is an overhead folding panel garage door.

- Historical Information

This circa 1950 building was constructed on a cul-de-sac with several similar buildings at the edge of the Willow Run I subdivision. Although not within the original plat for Willow Run I, the cul-de-sac and the brick-faced buildings surrounding it are contemporary with this development. They are now considered part of this neighborhood, and are accessed from Montgomery Avenue, Willow Run’s main thoroughfare. The property is considered part of the Willow Run I subdivision, which has been recommended not eligible for the NR.

- Evaluation

This resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be significant for its association with significant events or

⁵⁹ Ames, p. 67.



Plate 52. 3 Eton Court, view south.



Plate 53. 3 Eton Court, garage, view south.

persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). The property is considered part of the Willow Run I subdevelopment, which is recommended not eligible for the NR. Individually, the property does not contain a significant example of a building type noted in the *Suburbanization in the Vicinity of Wilmington, Delaware* context or the NR Bulletin *Historic Residential Suburbs*. Despite the replacement of the windows and front door, the building retains good integrity. However, given the lack of historical and individual architectural significance, 3 Eton Court is recommended not eligible for the NR.

5 Eton Court (N-14244) (Plates 54-55)

- **Physical Description**

This .37-acre property is located on a cul-de-sac at the edge of the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling is a one-story, three-bay building with a cross gable roof and cross-shaped plan. The roof is clad in asphalt shingles, and a brick chimney is located at the ridge. The building is clad in brick. The main door, consisting of a replacement pane and panel door and storm door, is located on the western elevation. A large vinyl multi-light picture window with flanking 6/6 vinyl double-hung sash windows faces the street. Paired and single vinyl 1/1 double-hung sash windows are located in other areas of the building. Some windows have inoperable louver shutters. An enclosed porch has been added to the southwestern quadrant of the building. A door is located on the western elevation. A one-story detached garage is located to the southeast of the dwelling. The garage has an asphalt shingle-clad front gable roof and brick and stucco clad the elevations. The garage door is an overhead folding panel garage door.
- **Historical Information**

This circa 1950 building was constructed on a cul-de-sac with several similar buildings at the edge of the Willow Run I subdivision. Although not within the original plat for Willow Run I, the cul-de-sac and the brick-faced buildings surrounding it are contemporary with this development. They are now considered part of this neighborhood, and are accessed from Montgomery Avenue, Willow Run's main thoroughfare.
- **Evaluation**

This resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). The property is considered part of the Willow Run I subdevelopment, which has been recommended not eligible for the NR. Individually, the property does not contain a significant example of a building type noted in the *Suburbanization in the Vicinity of Wilmington, Delaware* context or the NR Bulletin *Historic Residential Suburbs*. The integrity of this dwelling has been compromised by the replacement of the windows and addition of an enclosed porch at the rear. Given the lack of historical and architectural significance, this 5 Eton Court is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.



Plate 54. 5 Eton Court, with garage, view west.



Plate 55. 5 Eton Court, view southeast.

7 Eton Court (N-14245) (Plates 56-57)

- Physical Description

This .19-acre property is located on a cul-de-sac at the edge of the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling is a one-story, three-bay building with a cross gable roof and cross-shaped plan. The roof is clad in asphalt shingles, and a brick chimney is located at the ridge. The building is clad in brick and aluminum siding. The main door, consisting of a pane and panel door, is located on the northern elevation. An open porch shades the main door, with a shed roof supported by a square wood post. A large picture window with flanking 6/6 vinyl double-hung sash windows faces the street. Paired and single vinyl 1/1 double-hung sash windows are located in other areas of the building. Some windows have inoperable louver shutters. An enclosed porch has been added to the southwestern quadrant of the building. A door is located on the western elevation. A one-story detached garage is located to the northwest of the dwelling. The garage has an asphalt shingle-clad front gable roof and stucco clad the elevations. The garage door is an overhead folding pane and panel garage door.

- Historical Information

This circa 1950 building was constructed on a cul-de-sac with several similar buildings at the edge of the Willow Run I subdivision. Although not within the original plat for Willow Run I, the cul-de-sac and the brick-faced buildings surrounding it are contemporary with this development. They are now considered part of this neighborhood, and are accessed from Montgomery Avenue, Willow Run's main thoroughfare.

- Evaluation

This resource does not meet NR eligibility Criteria A, B, C, or D. Historical research has produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C). The property is considered part of the Willow Run I subdevelopment, which has been recommended not eligible for the NR. Individually, the property does not contain a significant example of a building type noted in the *Suburbanization in the Vicinity of Wilmington, Delaware* context or the NR Bulletin *Historic Residential Suburbs*. The integrity of this property has been compromised with the replacement of windows and doors, the addition of the open porch at the main entrance, and alterations to the garage. Given the lack of historical and architectural significance of the property, 7 Eton Court is recommended not eligible for the NR.

In 2005, subsequent to this evaluation, this structure was demolished as part of the SR 141 improvement project.

9 Eton Court (N-14246) (Plates 58-60)

- Physical Description

This .25-acre property is located on a cul-de-sac at the edge of the Willow Run I subdivision outside of Wilmington, Delaware. The dwelling is a one-story, three-bay building with a cross gable roof and cross-shaped plan. The roof is clad in asphalt shingles, and a brick chimney is located at the ridge. The building is clad in brick. The main door, consisting of a pane and panel door and glass storm door, is located on the northern elevation. An open porch shades the main door, with a shed roof supported by a square wood post. Wood railings surround the porch. A large picture window with flanking 4/4 vinyl double-hung sash windows faces the street. Paired and single vinyl 1/1 and 6/6 double-hung sash windows are located in other areas of the building. A shed roof carport with



Plate 56. 7 Eton Court with garage, view northwest.



Plate 57. 7 Eton Court, view northeast.



Plate 58. 9 Eton Court, view northwest.



Plate 59. 9 Eton Court, view southeast.



Plate 60. 9 Eton Court, garage, view northeast.