

## **4.0 ASSESSMENT OF POTENTIAL CULTURAL RESOURCE SENSITIVITY**



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### 4.1 Architectural Resources

Several potentially *National Register*-eligible architectural resources are present within the viewshed of the recommended project APE. The Front Street State Service Center, a large, L-shaped brick office building to the east of the recommended project APE, originally served as a warehouse for the cannery operation and was established between 1930 and 1943 (Figures 9 and 10). The structure has received minor exterior modifications, such as modern windows and doors, but still retains its original industrial warehouse architectural design. It is uncertain what architectural integrity the building's interior supports, as the fieldview did not include interior building inspection. A wooden footbridge, ramp, and associated landscaping, constructed as part of an earlier phase of the Mispillion River Greenway Pedestrian and Bicycle Path System, is located at the western end of the Front Street State Service Center building.

The Draper and Company Store and Apartment Building (S-1119) is a second cannery resource located along Southwest Front Street east of the recommended project APE. The Draper and Company Store, a two-story small brick building, is attached to the southern end of the Front Street State Service Center, but is listed in the Delaware CRS files as a separate resource (Photograph 5). This structure, much like the adjacent Front Street Service Center, appears to retain sufficient architectural integrity despite the introduction of modern windows and doors.

Both the Front Street State Service Center and the Draper and Company Store and Apartment Building represent the last vestiges of a mid-nineteenth- to mid-twentieth-century fruit and vegetable canning operation in Milford. In general, much of the canning factory complex has been razed to make way for modern development, with the surviving two structures converted to offices. Both the Front Street State Service Center and the Draper and Company Store and Apartment Building were surveyed as part of the Historic Resources of Milford nomination in 1983, but were not included in the Victorian South Milford Historic District. These two structures should be resurveyed and reassessed for potential *National Register* eligibility based on the history of the canning industry, especially with the rise of the truck farming industry in the area, and on the architectural integrity of the buildings.

Several other architectural resources merit additional survey work. A selection of mid-nineteenth- to mid-twentieth-century brick and frame buildings associated with the commercial development of downtown Milford is located on the south side of Southwest Front Street. These structures exhibit architectural characteristics, such as cornices, windows, and construction materials, that are specific to the industrial period of Milford's development. Additional historical and architectural documentation should be examined as to the relationship of these buildings to the adjacent cannery operation, as well as the brick commercial structures located within the Victorian South Milford Historic District. A second resource, the Southwest Front Street Bridge (K-5681), is located at the southern terminus of the recommended project APE. The general time period of the bridge's construction, likely the first quarter of the twentieth century, and engineering design are also unique to the area. These structures will not be affected based on the recommended project APE, but do have the potential to be *National Register*-eligible based on their association with the rise of the commercial/industrial development of Milford and should be surveyed further for eligibility.

While a variety of potentially eligible structures are found within the recommended project APE viewshed, the setting of the buildings and bridge has been compromised. A modern wooden footbridge, ramp, and associated landscaping reside at the northern end of the recommended project APE, providing a link to connect the proposed footpath with an earlier phase of pathway construction. The existing bridge and ramp alters the viewshed of the late-eighteenth- to early-nineteenth-century brick and frame historic residential dwellings located on the north side of the Mispillion River. The Front Street State Service Center and the Draper and Company Store and Apartment Building (S-1119) both exhibit recent exterior improvements. The presence of the paved parking lot, landscaping, street signs, concrete sidewalks, and overhead utilities also detracts from the aesthetics of the surrounding buildings.

The recommended Mispillion River Greenway Path project APE contains low sensitivity for yielding undocumented historic architectural resources. Structures within the recommended project APE have been surveyed as part of the Historic Resources of Milford nomination in 1983. Modern elements have impacted the historical integrity of the recommended project APE viewshed. Structures such as the Front Street State Service Center and the Draper and Company

Store and Apartment Building (S-1119) possess architectural integrity despite recent exterior improvements, and should be reevaluated for *National Register* eligibility based on their association with the canning industry. Structures located on the south side of Southwest Front Street and the Southwest Front Street Bridge (K-5681) contain potential eligibility as well, and should be reevaluated for *National Register* eligibility based on their association with the industrial development of Milford. No individual architectural resources within the district will be adversely affected by the project. The lot containing the recommended project APE has been subjected to extensive demolition, grading, and filling activities, and is currently capped with a bituminous parking lot.

#### **4.2 Archaeological Resources**

No known archaeological sites have been documented within the recommended Mispillion River Greenway Path project APE. Examination of historic maps of the City of Milford indicates that a series of auxiliary outbuildings and a factory associated with the Draper fruit and vegetable cannery once resided within the recommended project APE. Gaslights were established in downtown Milford by 1875, possibly extending up to and including the Southwest Front Street corridor (Kuhlmann 1962:25). By the mid-twentieth century, the cannery had closed, and a bus station was established in one of the office buildings. The periodic improvements to the cannery complex, including the construction of new buildings, demolition of old buildings, and infilling along the river, have altered the landscape of the property and integrity of the ground.

Visual inspection of the recommended project APE revealed the presence of buried utilities criss-crossing the adjacent parking lot and project APE, impacting the potential for intact buried deposits. In addition, approximately 95 percent of the property is covered with a bituminous parking lot, while the remaining 5 percent, which comprises the entire recommended project APE, consists of landscaped ground. Based on the information presented in historic maps of Milford, the recommended project APE likely consists of fill used to extend the cannery property into the Mispillion River during the last half of the nineteenth century (Figures 4-7). The infilled ground would contain little if any potential to provide new information about the cannery operation.

It is anticipated that no structural remains associated with the cannery complex and bus station are intact, given the periodic demolition activities associated with the cannery's growth and subsequent intrusion of modern buried utilities in conjunction with the development of the existing parking lot. Construction activities associated with the Causey Lumber Yard and subsequent Draper canning operations likely have altered and impacted the buried landscape surface. In addition, the deep impact of the pilings used to support the boardwalk will not affect the archaeological integrity of the site. The recommended project APE consists of fill used to extend the property, and the proposed improvements will not extend into the parking lot.

Based on the demolition activities of the cannery complex, subsequent fill episodes, and the introduction of buried utilities across the project area, it is anticipated that little intact soil remains; thus, there is low potential for archaeological integrity.