

## Chapter 6

### SUMMARY AND RECOMMENDATIONS

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This survey has deployed background research and field investigation by qualified personnel to evaluate whether the proposed traffic improvements at Pearson's Corner may affect properties on or eligible for the National Register of Historic Places. Informal areas of potential effect were defined for the purposes of the survey.

#### A. ARCHAEOLOGICAL PROPERTIES

Although the survey was limited to surface inspection only, the combination of topography, soil data, site file data and historic resources suggests that the potential of the proposed improvements to have direct impacts on eligible archaeological resources is low. The new alignments run across landscape that is unlikely to have supported prehistoric activity on any scale, and the extensive historical background research identified only one possible historic archaeological property, the apparently short-lived Crouch structure mapped in 1859. Should the property on which the Crouch site lies be, in the event, impacted by the proposed improvements then additional research in the form of Phase I testing or other survey techniques are recommended. At this time, however, it is concluded that the undertaking will have no effect on archaeological resources on or eligible for the National Register of Historic Places.

#### B. ARCHITECTURAL PROPERTIES

A total of 15 historic architectural properties were examined during the course of these investigations. A summary of these properties and this consultant's recommendations regarding their National Register eligibility is presented in Table 6.1.

Six historic architectural resources were determined to be of greater than fifty years in age. **3299 Hartly Road [CRS # K-6880]** was determined to have been constructed in the late 1840s or early 1850s as the centerpiece of what was at that time a 100-acre farm under the tenure of Elijah Crouch. Originally, a two and a half story, cross gabled Carpenter Gothic farm house, the historic integrity of the resource has been heavily compromised through the removal of most original historic detailing, the replacement of most, if not all, original door and window fixtures, the application of historically unsympathetic modern siding materials and the construction of numerous large additions that have substantially altered the house's basic form. The building has witnessed a further diminishment of its integrity through the loss of its original compliment of outbuildings and the alteration of the surrounding agricultural landscape. The house at 3299 Hartly Road does not possess a sufficient historic architectural integrity in order to be considered eligible for listing on the National Register of Historic Places. Background research failed to reveal any associations with events that have made a significant contribution to the broad patterns of our history (Criterion A) or with the lives of persons significant in our past (Criterion B). Because of later alterations it does not embody the distinctive characteristics of a type, period or method of construction, it does not represent the work of a master, and does not possess high artistic values (Criterion C). Any potential significance related to its agricultural past has been lost: it was once the centerpiece of a 100-acre farm, spanning both sides of the road, undoubtedly with numerous outbuildings. The present outbuildings postdate 1955 and no agricultural lands are presently associated with the house.

TABLE 6.1 CULTURAL RESOURCE SURVEY FOR PEARSON'S CORNER TRANSPORTATION STUDY, WEST DOVER HUNDRED, KENT COUNTY, DELAWARE: SUMMARY AND RECOMMENDATIONS FOR ARCHITECTURAL PROPERTIES									
CRS #	Name	Address	Applicable Historic Context/theme	Property Type	Construction Date	Integrity	Criteria of Evaluation	Recommendation	
K-1092		3399 Hartly Road	1880-1940 +/- Urbanization and Early Suburbanization/Architecture	House	c. 1920	Low	A-No; B-No, C-No, D-No	Not eligible	
K-1111		6401 Halltown Road	1880-1940 +/- Urbanization and Early Suburbanization/Architecture	House	c. 1951	Low	A-No; B-No, C-No, D-No	Not eligible	
K-6290	General Store and Residence	5779 Forrest Ave	1880-1940 +/- Urbanization and Early Suburbanization/Retailing and Wholesaling	House; Store; Barn, Shed	1923-26	Low	A-No; B-No, C-No, D-No	Not eligible. On site of mid 19th century	
K-6503	T & T Small Engines	6503 Halltown Road	1880-1940 +/- Urbanization and Early Suburbanization/Manufacturing	Factory	Unknown. Moved here 1966-76	Low	A-No; B-No, C-No, D-No	Not eligible	

CULTURAL RESOURCE SURVEY FOR PEARSON'S CORNER TRANSPORTATION STUDY

K-6880	Elijah Crouch House	3299 Hartly Road	1830-1880 +/- Industrialization and Early Urbanization/ Agriculture	Farmhouse	1840's-1850's	Low	A-No; B-No, C-No, D-No	Not eligible
K-7609		6417 Halltown Road	1880-1940 +/- Urbanization and Early Suburbanization/ Architecture	House	c. 1951	Low	A-No; B-No, C-No, D-No	Not eligible
K-7610		6433 Halltown Road	1880-1940 +/- Urbanization and Early Suburbanization/ Architecture	House	c. 1965	Low	A-No; B-No, C-No, D-No	Not eligible
K-7612	Faulkener's Store	6549 Halltown Road	1880-1940 +/- Urbanization and Early Suburbanization/ Retailing and Wholesaling	Store	1961-68	Low	A-No; B-No, C-No, D-No	Not eligible
K-7613	Legars Luncheonette	5782 Forrest Ave	1880-1940 +/- Urbanization and Early Suburbanization/ Retailing and Wholesaling	Store	1937-53	Low	A-No; B-No, C-No, D-No	Not eligible

K-7614		2333 Pearsons Corner Road	1880-1940 +/- Urbanization and Early Suburbanization/ Architecture			Early 20th century. Moved here 1964-67	Low	A-No; B-No, C-No, D-No	Not eligible
K-7615		5752 Forrest Avenue	1880-1940 +/- Urbanization and Early Suburbanization/ Agriculture	Barn		c.1973	Low	A-No; B-No, C-No, D-No	Not eligible
K-7616	Bee-A-Friend Daycare	2364 Pearsons Corner Road	1880-1940 +/- Urbanization and Early Suburbanization/ Education	School		1963-8	Low	A-No; B-No, C-No, D-No	Not eligible
K-7617		2400 Pearsons Corner Road	1880-1940 +/- Urbanization and Early Suburbanization/ Architecture	House		1950's. Moved here 2002- 2007	Low	A-No; B-No, C-No, D-No	Not eligible
K-7618		3327 Hartly Road	1880-1940 +/- Urbanization and Early Suburbanization/ Architecture	Shed		Early 20th century. Moved here 1956-61	Low	A-No; B-No, C-No, D-No	Not eligible
K-7619	Cannon Iron and Metal Works	3221 Hartly road	1880-1940 +/- Urbanization and Early Suburbanization/ Manufacturing	Factory		1961-68	Low	A-No; B-No, C-No, D-No	Not eligible

Believed to have been constructed on this site c. 1920, by/for Jonathan Rash Thomas, **3399 Hartly Road** is a modest and architecturally undistinguished building that has been significantly modified through the application of modern siding materials, the installation of modern window and door fixtures and the construction of multiple additions. Although Jonathan Rash Thomas's father, Jonathan Thomas, as a large landowner, Postmaster and the village blacksmith/wheelwright, was one of the leading figures in the life of the small community during its formative years, Jonathan Rash Thomas, the youngest son of the family, was not a figure of particular historic significance. His father's house and wheelwright shop, which were formerly located on the northwest corner of the intersection of Pearson's Corner Road, Halltown Road and Forrest Avenue, may have possessed some measure of historic significance with reference to the development of Pearson's Corner in the mid-19th century. Unfortunately, they were demolished approximately ten years ago. Jonathan Rash Thomas' house possesses no such claim to historic or historic architectural merit. Background research showed the house standing here in 1922 but failed to reveal any associations with events that have made a significant contribution to the broad patterns of our history (Criterion A) or with the lives of persons significant in our past (Criterion B). Because of later alterations it does not embody the distinctive characteristics of a type, period or method of construction, it does not represent the work of a master, and does not possess high artistic values (Criterion C). It is an altered, undistinguished example of early 20th-century domestic vernacular architecture. The residence at 3399 Hartly Road is therefore not eligible for listing on the National Register of Historic Places.

The southernmost component of the commercial building that stands at **2364 Pearson's Corner Road** on the northeast corner of the intersection of Pearson's Corner Road, Halltown Road and Forrest Avenue was constructed in the early 1950s as a luncheonette and

gas station. Although the earliest part of the extant building is of greater than fifty years in age, it has been heavily modified through subsequent additions and possesses little historic or historic architectural significance.

**6401 Halltown Road [CRS # K-1111]** and **6417 Halltown Road** are modest, mid-20th-century vernacular cottages. They have been considerably altered through addition, the application of historically inappropriate siding materials and the loss of their original door and window fixtures. No evidence has been identified to suggest that they possess any measurable degree of historic or historic architectural significance. Background research failed to reveal any associations with events that have made a significant contribution to the broad patterns of our history (Criterion A) or with the lives of persons significant in our past (Criterion B). Because of later alterations they do not embody the distinctive characteristics of a type, period or method of construction, do not represent the work of a master, and do not possess high artistic values (Criterion C). They are therefore not considered eligible for listing on the National Register of Historic Places.

The building at **5782 Forrest Avenue**, once known as Legars Luncheonette, was built between 1937 and 1953, according to historic photographic and cartographic evidence. Probably originally a simple one and a half story house, by 1953 it also contained a luncheonette. By 1959 it had become a store and gas station. Major additions were begun to the rear of the original building in the 1970s; today it is a liquor store and gas station. Few traces of the original house remain, being confined to the massing and gabled roofline of the southernmost block of the structure; the original south (front) elevation has been sheathed in brick veneer. Background research failed to reveal any associations with events that have made a significant contribution to the broad patterns of our history (Criterion A) or with the lives of persons significant

in our past (Criterion B). Because of later alterations it does not embody the distinctive characteristics of a type, period or method of construction, it does not represent the work of a master, and does not possess high artistic values (Criterion C). For these reasons it is not considered eligible for inclusion in the National Register.

The House and Store and Barn/Carriage House [CRS # K-6920] standing at **5779 Forrest Avenue** appear to have been constructed in the second decade of the 20th century by William Cooper Hurd, a local merchant and dairy farmer, who operated a store and gas station at this location until his death in 1952. An earlier house and store, operated under the ownership of Abraham Pearson, had formerly stood in this location but apparently was demolished a number of years prior to the construction of the present building. The Abraham Pearson's store was one of the anchors around which the small community of Pearson's Corner developed. William Hurd's store's, historic legacy is somewhat less significant.

By the time Hurd's store was constructed in the 1920s, Forrest Avenue/Halltown Road (Delaware Route 8) was already in the process of rising from an important part of the local road network into a regional highway. The improvement of the route by the Delaware State Highway Department in the 1920s, led to a change in the character of Pearson's Corner. The community went from being a small crossroads settlement on the verge of growing into a nucleated village to becoming just one of the larger intersections on an interstate through route. The commercial focus of the intersection grew with the construction of a luncheonette/gas station on the northeast corner of the intersection by the early 1950s and with Faulkner's Store being built immediately to the west of the crossroads in the early 1960s; but with the loss of Pearson's Corner own postmaster and its blacksmith/wheelwright shop, it lost much of its sense of community.

Although Hurd's house and store has been altered through many changes to the exterior and interior of the building, it does possess a greater degree of historic integrity than most of the other buildings examined during the course of the present investigations. Its basic original architectural form can be relatively easily discerned and, importantly, the building retains the large projecting roof that covered the storefront and conveys the relationship of the building to the automobile age. It does not, however, possess sufficient historic significance in order to be considered eligible for listing on the National Register of Historic Places. Many similar corner stores dating to the early decades of the 20th-century survive across the landscape of Delaware. Within this group, Hurd's store is not particularly historically or architecturally remarkable nor is it especially well preserved. Additionally, background research failed to reveal any associations with events that have made a significant contribution to the broad patterns of our history (Criterion A) or with the lives of persons significant in our past (Criterion B).

Although the small barn/carriage house standing to the rear of Hurd's house and store outwardly appears as if it could date to the 19th century, an examination of the building's interior appears seems to point to a later date of construction suggesting that the building may have been erected early in William Hurd's tenure of the property. In its current form, the building is constructed of a hodgepodge of reused and more modern materials, demonstrating a low degree of physical integrity. It is not eligible for listing on the National Register of Historic Places.

Four buildings were found by historic research and field survey activities to potentially be of greater than fifty years in age but to have been moved at some point in their lifetimes obscuring the facts concerning their original dates of construction.

In its historic fabric, the outbuilding that stands at **3327 Hartly Road** possesses a high degree of integrity but it is not on its original site and it possesses no known historic or historic architectural significance. Ordinarily, structures that have been moved from their original locations are not considered eligible for the National Register. However, a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event will qualify (Criteria consideration B). Background research failed to reveal any associations with any historic events or persons. At present, the building is not considered eligible for inclusion in the Register based on present information. Should contrary information come to light at a later date the property's eligibility may be revisited.

**6503 Halltown Road** apparently was constructed to house a diner and was moved to its current site from a location in Dover, Delaware in the late 1960s/early 1970s. It is unclear what the date of construction of the diner building was but its original form has been nearly entirely obscured by the large modern commercial/industrial building that has subsequently subsumed. Ordinarily, structures that have been moved from their original locations are not considered eligible for the National Register. However, a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event will qualify (Criteria consideration B). Background research and an informant failed to produce any associations with historic persons or events. When its move is taken into consideration, it can no longer be said to possess any measurable degree of architectural or historic integrity and is not eligible for inclusion in the National Register.

The current tenant has reported that the building currently situated at **2400 Pearson's Corner Road** has been relocated from a position on the northwest corner of Pearson's Corner Road, Halltown Road and Forrest Avenue and DelDOT has learned from the owner that the mid- to late-1950s house was moved, expanded and renovated in the 21st century. The building is of no known historic or historic architectural significance and possesses no measurable degree of historic architectural integrity. Background research failed to reveal any associations with events that have made a significant contribution to the broad patterns of our history (Criterion A) or with the lives of persons significant in our past (Criterion B). Because of later alterations it does not embody the distinctive characteristics of a type, period or method of construction, it does not represent the work of a master, and does not possess high artistic values (Criterion C). Ordinarily, structures that have been moved from their original locations are not considered eligible for the National Register. However, a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event will qualify (Criteria consideration B). In this case there are no associations with a historic person or event, and the building is considered not eligible for inclusion in the National Register.

The building standing at **2333 Pearson's Corner Road** is a one and a half story Craftsman style bungalow that has been altered through the application of modern siding materials and by being moved to its current location from an unidentified site in Dover, Delaware. It is a relatively unremarkable example of a common building type. Well preserved examples on their original sites can be found in urban and rural locations throughout Delaware and across much of the United States. Ordinarily, structures that have been moved from their original locations are not considered eligible for the National Register. However, a build-

ing or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event will qualify (Criteria consideration B). In this case, background research identified no such associations with historic persons or events, and the building is not considered eligible for inclusion in the National Register.

The buildings standing at 2333, 2400 Pearson's Corner Road, 6503 Halltown Road and the outbuilding at 3327 Hartly Road all appear to have been moved from their original locations to their present sites dramatically compromising their historic integrity. None of the buildings meets any of the four criteria for listing on the National Register of Historic Places nor is any eligible under Criteria consideration B relating to moved buildings.

Background research determined that five architectural resources: **6433** and **6549 Halltown Road**, **2364 Pearson's Corner Road**, **3221 Hartly Road** and the barn at **5752 Forrest Avenue** are of less than fifty years in age. No evidence has been developed to suggest that any of these resources possesses any substantial degree of historic and/or historic architectural significance. None of the architectural resources located at 3221, 6433, 6549 Halltown Road, 2364 Pearson's Corner Road, 3221 Hartly Road or 5752 Forrest Avenue are eligible for listing on the National Register of Historic Places.

Finally, even though no resources were found to be individually eligible for inclusion in the National Register, the project area was assessed as a whole in terms of its potential to be recognized as an historic district, defined in the *Criteria* as "a significant and distinguishable entity whose components may lack individual distinction." As can be seen from the foregoing paragraphs, Pearson's Corner has suffered the same fate as countless other 19th century crossroads villages: with the twentieth century came changes in

land use driven by the automobile age and the transformation of rural landscapes into suburbs. Earlier buildings were demolished, replaced and/or altered as their earlier uses (such as a wheelwright's shop) disappeared. Services catering to drivers, typified most recently by construction of the Royal Farms store in the first decade of this century, replaced those serving 19th century travelers and residents. Thus, while there may have been a Pearson's Corner Historic District as recently as the middle of the 20th century, subsequent removals of buildings and loss of integrity of the surviving buildings today rules out the presence of a historic district.

No historic architectural resources listed or potentially eligible for listing on the National Register of Historic Places were identified within the project's historic architectural area of potential effects. No potential project effects on National Register eligible or listed historic architectural resources have been identified within the course of this investigation.

### **C. REVIEW OF PROJECT DESIGN AND IMPLEMENTATION, AND RECOMMENDATIONS**

The project's objectives were achieved in that all the properties were inspected and the forms updated. In the majority of cases the combination of historical research and exterior field inspection was adequate to characterize and evaluate the significance of the standing structures. Most difficult to characterize were buildings that had been moved to the APE from other locations. These were more difficult to date precisely than buildings whose architectural style date could be cross-checked with property title records. The level of available primary documentation was adequate for the scope of work, although additional cartographic materials would have been useful.

Since neither the archaeological or architectural survey identified significant or potentially significant properties no further work, other than the completion and filing of survey forms, is recommended. It should be noted that Delaware Department of Transportation archaeologists tested locations adjacent to CRS K-6920 (5779 Forrest Avenue) after the completion of this survey. The results of this investigation will be separately reported and might modify these recommendations, although initial review of the material does not suggest that this will be the case.