

**Final Architectural Evaluation-Level Survey Technical Report**  
**Wilmington Riverfront Transportation Infrastructure Project**  
**Wilmington, New Castle County, Delaware**

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## Abstract

On behalf of the City of Wilmington, Rummel, Klepper, and Kahl, LLP (RK&K) completed an Evaluation-Level Architectural Survey for the proposed Wilmington Riverfront Transportation Infrastructure Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), was awarded federal funding through a US Department of Transportation FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant administered by the Federal Highway Administration (FHWA).

FHWA determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties, if any such properties exist in the project area. Thus, FHWA, as the lead federal agency, initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO) in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC 306108) and its implementing regulations under 36 CFR Part 800. This architectural survey was conducted as part of the Section 106 process.

The Project Study Area is in Wilmington, Delaware, along the west side of South Market Street (US Business Route 13) and is bounded to the north by the Christina River, to the east by South Market Street (US Business Route 13), to the south by New Sweden Street, and to the west by the Christina River. FHWA, in consultation with the DE SHPO, defined the architectural Area of Potential Effects (APE) to encompass the Project Study Area and areas adjacent to the Study Area where there is the potential for visual or auditory effects to above-ground resources. The Project Study Area contains 60.7 acres. The Architectural APE encompasses 160.22 acres.

The survey was conducted by RK&K architectural historians on June 7, 2023. The purpose of the survey was to identify all above-ground cultural resources (e.g., buildings, structures, objects, cemeteries, landscapes, districts, etc.) within the Architectural APE that are 40 years old or older (pre-1984) or which would meet NRHP Criteria Consideration G (for properties that have achieved significance within the last 50 years). All work was completed by architectural historians who meet or exceed the Secretary of the Interior's Professional Qualification Standards in history, architectural history, and/or archaeology.

The architectural survey identified a total of 28 architectural properties, consisting of 27 previously documented and one newly identified property. Survey information was updated for all previously documented properties. Of the 27 previously documented properties, six were observed as having been demolished. Of the 28 identified properties, 14 have been subject to a previous evaluation of NRHP eligibility. Three of these resources have been determined NRHP-eligible: the South Market Street Bridge (N01434), the Baltimore & Ohio Railroad Passenger Station (N03570), and the Kent Building (N12470). The 11 remaining resources were determined not eligible for the NRHP and are still recommended not eligible as part of the current survey.

Evaluation recommendations were made for eight properties. The four Dravo Shipyard Cranes (N12438.02-N12438.05) are recommended NRHP eligible, while the remaining four properties are recommended not eligible.

Overall, 7 buildings or structures within the APE are recommended eligible for the NRHP, 15 are recommended not eligible, and 6 were demolished.

Survey forms, photographs, and maps were completed for all properties and submitted to the DE SHPO. A copy of the survey forms will be provided to the City of Wilmington. Notes and information collected during the field survey will be retained by RK&K, LLP.



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## I. Introduction

On November 19, 2021, the City of Wilmington, Delaware was awarded federal funds through a U.S. Department of Transportation FY 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The Federal Highway Administration (FHWA), as the lead Federal Agency; the City of Wilmington, as project sponsor and joint lead agency; and in partnership with the Riverfront Development Corporation (RDC), are preparing an Environmental Assessment (EA) for the Wilmington Riverfront Transportation Infrastructure Project (formerly known as the South Market Street Redevelopment Project) in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA, FHWA regulations implementing NEPA, and applicable Federal, state, and local laws and regulations.

The Architectural Survey Technical Report was developed as part of the Section 106 process and to support the Draft EA for the Wilmington Riverfront Transportation Infrastructure Project (Project). FHWA determined that because of the nature and scope of this undertaking, the proposed Project has the potential to cause effects to historic properties, if any such properties exist in the Project study area. Thus, FHWA initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO) in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC 306108) and its implementing regulations under 36 CFR Part 800.

### A. Project Location

The Project is located along the east Christina riverbank in Wilmington, New Castle County, Delaware. The Project's study area is bound by the Christina River on the north and west and by South Market Street on the east and by Judy Johnson Drive (formerly New Sweden Street) in the south. The Project Study Area contains 60.7 acres. See **Figure 1** for general project location.

### B. Purpose and Need

The purpose of the Project is to provide transportation infrastructure to further the connectivity of the riverfront area and provide multi-modal resources. The needs of the project are the following:

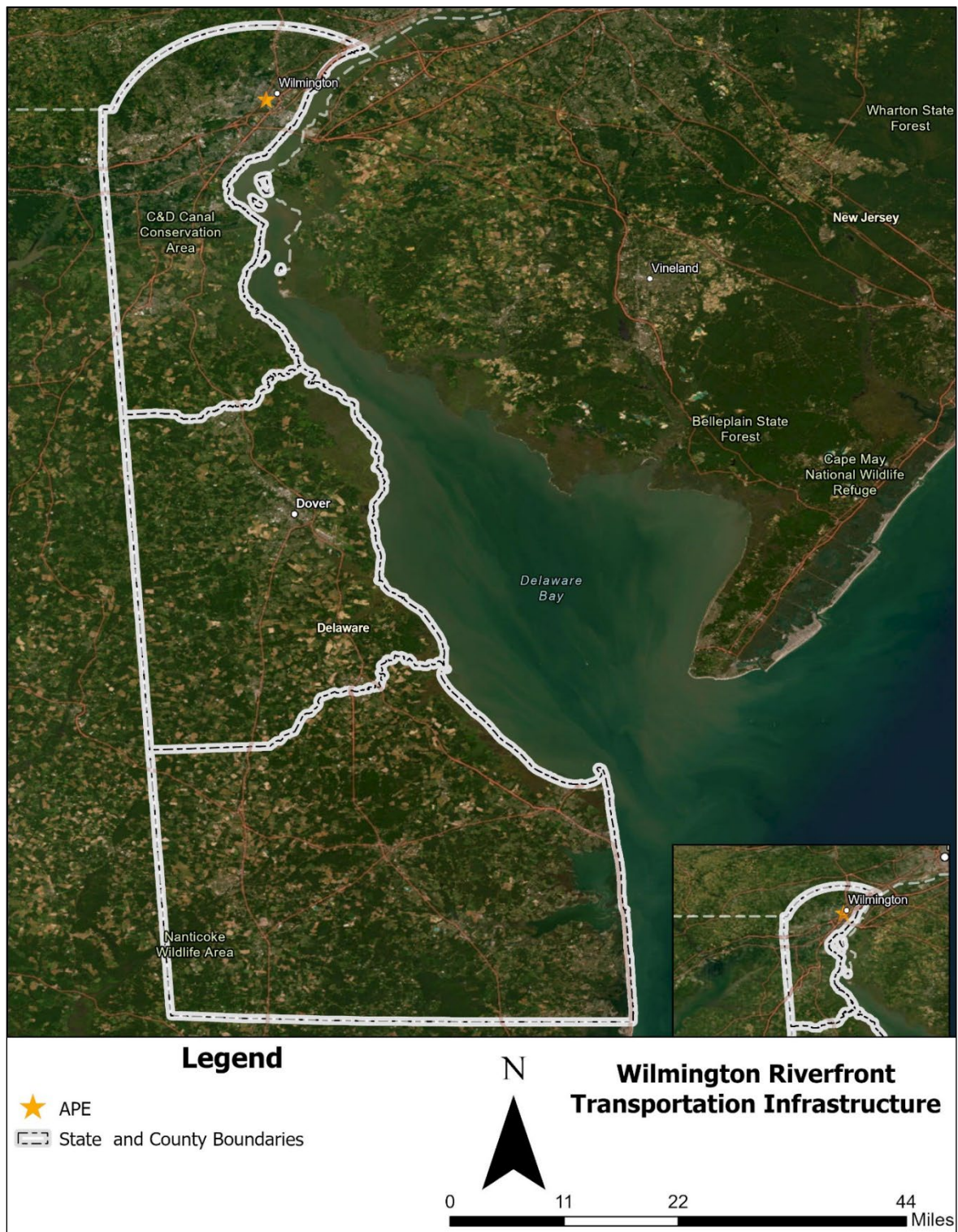
- An expanded road network branching from South Market Street west into the Project study area;
- Pedestrian and cyclist accommodation on new roadways and a new set of pedestrian and bicycle pathways that connect to the existing network of pathways surrounding the site along the Christina riverbank and
- Rehabilitate and create effective stormwater management.

### C. Existing Conditions

The existing conditions of the Project Study Area include former industrial buildings and accessory structures, surface parking, former junkyards, miscellaneous uses, and brownfields. This area has been shaped by its history of shipping and manufacturing and was active industrial area until its decline after World War II. The Architectural Area of Potential Effects (APE) north and west of the river includes properties formerly associated with manufacturing and shipping which have been redeveloped as office buildings and commercial space. In addition, the Wilmington Riverwalk, a 1.3-mile waterfront pedestrian path spanning the north and west banks of the Christina River, is in the Architectural APE.



The Christina riverbank on the western and northern boundary of the Project Study Area is marshy and largely inaccessible. Significant differences of elevation between the high and low tide conditions have created a mud flat condition along the northern and western edges of the Project study.



**Figure 1: The general location of the project on a state map**  
(Cascardi 2023a; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## D. Area of Potential Effects

FHWA and the City of Wilmington, in consultation with the DE SHPO, defined the APE, or the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist” (36CFR 800.16 (d)). This includes the proposed Limits of Disturbance (LOD) for the project bound by the Project Study Area, within which all construction and ground disturbing activity will be confined. Based on the nature and the scale of the undertaking, the Architectural APE also includes properties within and adjacent to the LOD where there is the potential for visual or auditory effects to above-ground resources. See **Figure 2** for the Architectural APE and LOD. The Architectural APE encompasses 160.22 acres.

Per *Architectural Survey in Delaware* (DHCA 2015), resources within the Architectural APE that were 40 years old or older (pre-1984) were investigated for their eligibility.

## E. Architectural Survey Team

The survey was conducted by RK&K architectural historians Nicole Diehlmann and Daniel White on June 7, 2023. The purpose of the survey was to identify all above-ground cultural resources (e.g., buildings, structures, objects, cemeteries, landscapes, districts, etc.) within the Architectural APE that are 40 years old or older (pre-1984) or which would meet NRHP Criteria Consideration G (for properties that have achieved significance within the last 50 years). The Principal Investigator for architectural history was Nicole Diehlmann, who exceeds the Secretary of the Interior’s Professional Qualification Standards in history and architectural history. All work completed as part of the Evaluation-Level Architectural Survey was completed by architectural historians who meet or exceed the Secretary of the Interior’s Professional Qualification Standards in history and/or architectural history.



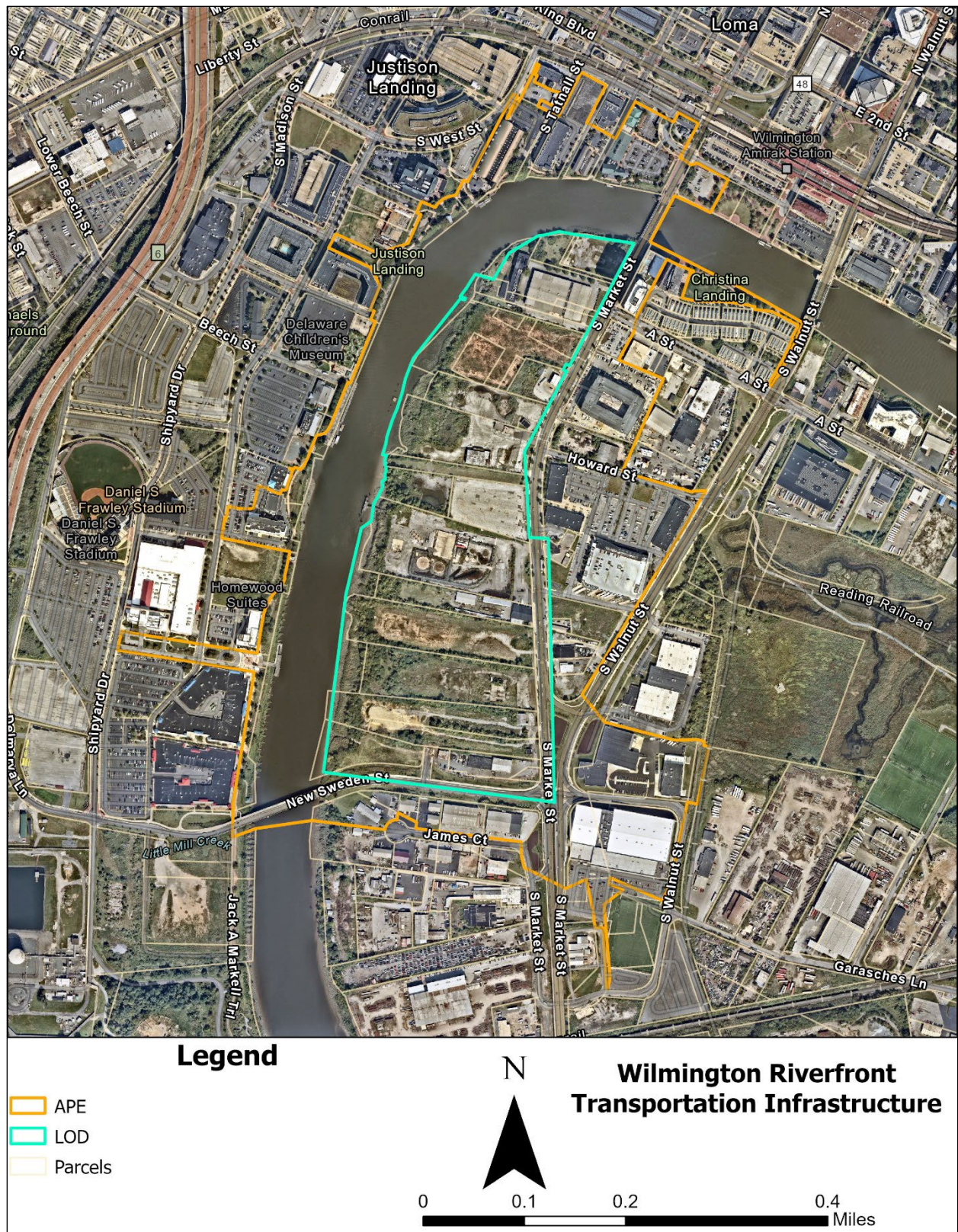


Figure 2: Architectural APE and LOD depicted on aerial imagery.  
(Cascardi 2023b; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)



## II. Research Design

### A. Objectives

The objective of the survey was to review previously identified architectural resources and identify all unrecorded above-ground cultural resources (buildings, structures, objects, cemeteries, landscapes, districts, etc.) within the Architectural APE that were 40 years old or older (pre-1984) or which would meet NRHP Criteria Consideration G (for properties that have achieved significance within the last 50 years), and evaluate the eligibility of these properties for the NRHP.

### B. Methods

Background research conducted before the field survey effort included reviewing previous studies of the Architectural APE, including: the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger; the 1990 report, *An Architectural Management Plan For South Wilmington Analysis Area* (43473) by MaryAnna Ralph; the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon; the 2011 revised draft of the *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn; and the 2023 *Replacement of Bridge 1-684 on N028 US 13/South Heald Street Project and Replacement of Bridge 1-686 on US 13 (Business Route), N029 South Market/Walnut Street Project Combined Phase I and II Historic Architecture Survey Report* prepared by Russell Stevenson, Patricia Slovinac, and Rachel Wilson. The reports were provided by the DE SHPO Research Center Manager, as were previous Cultural Resource Survey (CRS) forms for resources in the Architectural APE. Additional background research included the review of aerial photography of the Architectural APE accessed on the New Castle County parcel viewer.

The Evaluation-Level survey effort included conducting a field survey and preparing NRHP eligibility recommendations for identified properties which have not previously been evaluated for NRHP eligibility by the DE SHPO. Updated CRS forms were completed for any previously documented properties which had either been altered or changed since they were last surveyed or had not been surveyed in the recent past.

Field survey included a visual examination of the APE; exterior photography of the architectural properties; a description of the property with information sufficient to create CHRIS documentation; a site plan showing the property and its relationship to any secondary resources and roadways; and an interview of the property owner, if available.

Following fieldwork, RK&K staff prepared the appropriate CRS forms for the identified properties which required DE SHPO documentation, including property updates for previously documented resources and new forms for properties without existing documentation. The appropriate form for each resource was decided upon after coordination with the DE SHPO Research Center Manager. To evaluate properties in their appropriate context, RK&K conducted research using primary and secondary sources to create a historic context for the Project Study Area. The historic context included property types and evaluation criteria to aid in evaluation efforts. In addition, this Evaluation-Level report was prepared, documenting the results of the survey and eligibility recommendations for the identified properties.

Appropriate digital photographs and maps of the architectural properties requiring new or updated documentation was prepared according to DE SHPO standards and for submittal with the final CRS forms through the DE SHPO's Cultural and Historical Resource Identification System (CHRIS).

### C. Expected Results

The surveyors anticipated finding properties historically associated with transportation, manufacturing, and industry within the Architectural APE. The Wilmington waterfront along the Christina River was primarily shaped by its history of shipping and manufacturing. Expected property types included: former industrial buildings, complexes, and accessory structures, surface parking, former junkyards, warehouses, service stations or automotive related properties, miscellaneous commercial and industrial uses, and brownfields.

### III. Historic Background

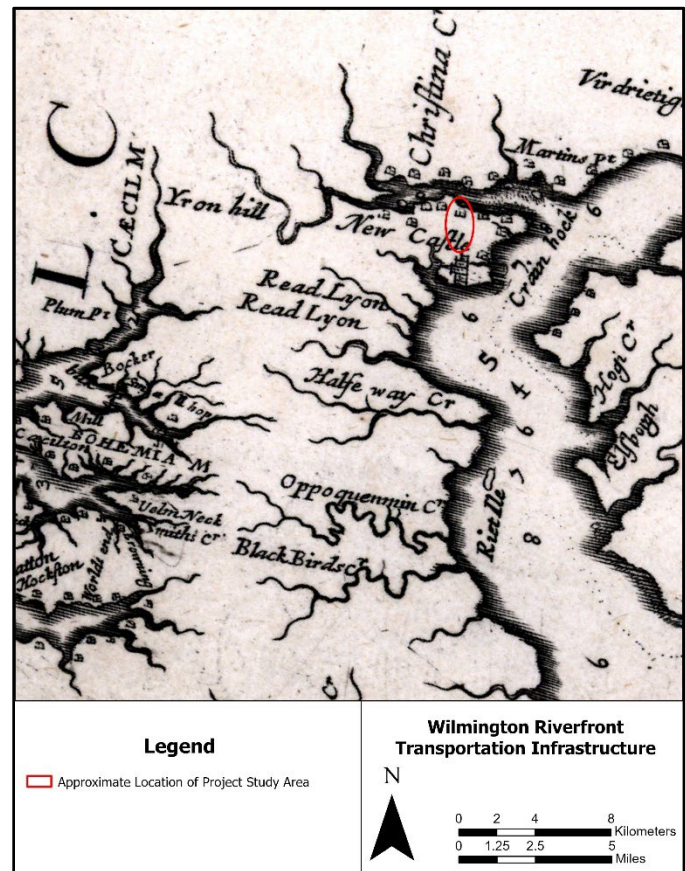
#### A. Exploration and Settlement (circa 1630 to 1730)

Settlement of what is now Wilmington began in 1638 with the establishment of the Swedish colony of Christinaham, which surrounded the present site of Fort Christina Park. The colony, originally consisting of 25 Swedish and Finnish colonists, built a small fort at this location on the Christina River with a small cluster of houses and cultivated fields nearby. The Christinaham colony became the nucleus of small settlement, one of a string of settlements in Delaware established as New Sweden. During the first decade of establishment, the population of the colony remained low at 183 inhabitants, reaching 368 by 1654. In 1655 the Dutch regained control of the area and allowed Fort Christina to fall into ruin. In 1664 the Dutch colonies in Delaware, along with Fort Christina, fell to the British; however, they encouraged the continued settlement of the area by the Swedish, Finnish, and Dutch colonists. The ongoing influence of the Swedish settlers in the Wilmington area is evidenced by the erection of the Old Swede's Church in 1868 near the location of the former Fort Christina. Despite attempts by the Dutch to reclaim its colonies in Delaware in 1673 and 1674, the area remained under the control of the British and settlement of the Wilmington area did not resume until 1731 (Dixon 1992; Guerrant 1983).

In the decades before and after the turn of the eighteenth century, the land between the Brandywine Creek and the Christina River remained the property of a few farmers. One of the farmers erected a small mill on the southern side of the Brandywine Creek in the late seventeenth century, which was replaced with a new mill and dam in the 1720s (Guerrant 1983). Herrman and Withinbrook's 1673 map of the region shows that settlement was sparse and concentrated along the major waterways (Herrman and Withinbrook 1673) (**Figure 3**).

#### B. Intensified and Durable Settlement (circa 1730 to 1770)

The permanent settlement of Wilmington began in 1731 when Thomas Willing purchased land on high ground between the Christina River and Brandywine Creek from his father-in-law, Andrew Justison. Willing laid out the town lots and built the first dwelling at the northwestern corner of Front and Market Streets. The settlement had grown to approximately 30 houses by 1736 between what is now Poplar and Tatnall Streets and between the Christina River and Seventh Street (Dixon 1992).



**Figure 3: Approximate location of the Project Study Area on Herrman and Withinbrook's 1673 *Virginia and Maryland as it is planted and inhabited this present year 1670* (Herrman and Withinbrook 1673)**

The new settlement, initially known as Willingtown, was ideally located near the Fall Zone between the Piedmont and Coastal Plain zones, with a protected harbor in the wide, slow-running Christina River (Coastal), and a natural energy source from the narrow, swift running Brandywine Creek (Piedmont). Willingtown's location was also advantageous for its transportation potential, in particular the navigation of the Christina River to the Delaware River and beyond, as well as already established land routes (Guerrant 1983).

### C. Transformation from Colony to State (circa 1770 to 1830)

Industrial development in Wilmington during the Transformation from Colony to State period included an increased number of mills along the Brandywine and the continuation of shipbuilding and mercantile activities along the Christina brought about by the introduction of improved milling technologies (Dixon 1992).

Wilmington experienced great prosperity between 1780 and 1810 after the American Revolution (1775 to 1783) as a result of the dropping of trade barriers and the rise in the price of flour. Merchants in Wilmington began trading flour directly with the West Indies, setting off the town's first major economic and population growth since the early years of its establishment. Along with the expansion of the Brandywine mills, Wilmington also took advantage of an increased demand for shipping, and several new small-scale manufacturing and craft enterprises were established (Goodwin 1986,13). Wilmington's economic growth is also reflected in its population, which rose from 1,200 in 1785 to more than 5,000 inhabitants in 1820 (Dixon 1992).

Wilmington's prosperity was soon threatened by an overall economic depression and the War of 1812, which interrupted Wilmington's transoceanic shipping. Changes in transportation also endangered the city's existence. Philadelphia merchants, seeking to take advantage of the agricultural wealth of western Pennsylvania, revived the construction a canal that would connect the Delaware River with the Chesapeake Bay. Wilmington residents initially invested in the Chesapeake and Delaware (C&D) Canal as they thought it would terminate at the Christina River; however, a southerly route was chosen, cutting the city off from the main trade route across the Delmarva Peninsula and ending its monopoly of the portage trade. The impact of the canal is reflected in the stunted growth of Wilmington's population between 1810 and 1835, when it only grew from 4,416 in 1810 to 6,628 in 1830 (Goodwin 1986).

Early historic depictions of the APE characterize the landscape on the south side of the Christina River as open, undeveloped land that remained mostly marshland until the twentieth century, making it less desirable for development (Bromberg 1988). Joseph Scott's 1795 map of Delaware depicts a single road extending south from Wilmington over the Christina River through the project area and south to New Castle (Scott 1795) (**Figure 4**). This road was one of Delaware's early "King's Highways" and present-day Market Street (US Business Route 13)



**Figure 4: Approximate location of the Project Study Area on the Scott 1795 Delaware map (Scott 1795)**

which bounds the east side of the Project Study Area generally follows the historic alignment of this road (Amott et al. 2006).

The first bridge traversing the Christina River at South Market Street was built in 1808. This wood "turn bridge" was replaced in 1883 by the City of Wilmington with a metal truss swing span bridge (DelDOT 2005).

#### D. Industrialization and Capitalization (circa 1830 to 1880)

The industrialization and capitalization of Wilmington was propelled by the 1835 establishment of the Philadelphia, Wilmington, and Baltimore (PW&B) Railroad, which traveled south from Philadelphia through Wilmington to Baltimore. When completed in 1837, the railroad paralleled the Delaware River from Philadelphia until a point north of Wilmington, where it traveled south and west along the Christina River toward Maryland. The growth of Wilmington was furthered by the completion of the Delaware and Western Railroad in 1867 (initially the Chester County Railroad, the Wilmington and Western in 1869, and acquired by the Baltimore & Ohio in 1886), the Wilmington & Northern Railroad (W&N) in 1871, and the Baltimore & Ohio (B&O) in 1886.

The arrival of the railroad in Pennsylvania greatly impacted Wilmington's economy based on grain processing and shipping. The Philadelphia-Columbia Railroad, established in 1833, diverted the city's grain supply from southeastern Pennsylvania to Philadelphia. However, the losses from the grain industry were soon replaced by new manufacturing opportunities made possible by the use of steam power.

Wilmington's location on the Delaware and Christina Rivers was the impetus for its success as an independent manufacturing city. By the early nineteenth century Wilmington and its immediate vicinity

had become one of the most important sites for water-powered industry in the United States. Mills of varying types, including paper, textile, flour, black powder, and snuff stood along the Brandywine and also along tributaries of the Christina River and the Red Clay and White Clay Creeks. The mills generated capital reserves necessary for the industrialization of Wilmington's economy but also attracted skilled laborers who made the expansion of industrial technology possible. Wilmington's industry was also supported by sources of coal and iron ore that became readily available from Philadelphia and northern Pennsylvania by the new canals, railroads, and river barges, which provided inexpensive transportation and daily routes to and from Philadelphia (Hoffecker 1974).

Wilmington's location on the Christina River provided the perfect backdrop for its shipbuilding industry. By 1840, wooden shipbuilding had begun to fall, and iron and metal shipbuilding was on the rise. Notable Wilmington firms (neither previously wooden shipbuilders), Harlan and Hollingsworth and Pusey and Jones launched the first two iron vessels, one an all-iron, ocean-going steamer in 1844 and the other, the first iron sailing ship, in 1855. This transformed the Wilmington area into the center of iron shipbuilding in the country (Doerrfeld 1994,13).

By the Civil War, Wilmington hosted a number of industries, including several cotton mills, a match factory, and a fertilizer plant. Shipbuilding, railroad car construction, foundry work, tanning, and carriage construction were the most significant industries in Wilmington by the mid-nineteenth century, and the newly constructed railroad and its proximity to the Christina River allowed the same transportation advantages but on cheaper land than in locations such as New York and Philadelphia. The four largest industrial companies in Wilmington by the end of the Civil War were Harlan and Hollingsworth, Pusey and Jones, the Lobbell Wheel Company, and Jackson & Sharp, all of which were locally owned and involved in railroad equipment manufacturing, among other ventures (Hoffecker 1974). The Harlan and Hollingsworth Company and J. Morton Poole Company Complex were within the APE on the north side of the Christina River.

By the mid-nineteenth century, some industry had expanded from the downtown core of Wilmington to the southern side of the Christina River along South Market Street. While the land's swampy conditions were not ideal for dwellings, the area attracted commercial and industrial enterprises due to its location along the river. One company, the A. Flaglor and Company Coach and Carriage Works, constructed a factory south of the river along South Market Street in the 1850s (Heald 1853). The Robinson and Brothers Carriage Factory moved into the A. Flaglor and Company Coach and Carriage Works building sometime between 1862 and 1868 (Hutchinson 1862; Beers 1868). By 1874, the Robinson and Brother's Carriage Factory moved to a new location in Wilmington and the Thompson and Paschall Carriage and Coach Makers moved into the recently vacated Robinson and Brother's factory on South Market Street (Commercial Printing Company 1875).

Development along South Market Street within the APE increased during the late 1870s, but land south of the railroad along the Wilmington Causeway remained undeveloped and lots were separated by drainage ditches illustrating the marshy conditions of the properties (G.M. Hopkins and Co. 1876). The Harlan and Hollingsworth Company owned property north of the river on West Street (G.M. Hopkins and Co. 1876; Commercial Printing Company 1875).



## E. Urbanization and Suburbanization (circa 1880 to 1940)

Between 1880 and 1900, the population of Wilmington had grown from 42,000 residents to 76,000 (Hoffecker 1974). Urbanization in Wilmington, like most cities at that time, had taxed the city's infrastructure, in particular the water supply and sewage disposal. The lack of proper sewage and water facilities affected residents' health, and the city experienced a rise in cholera and diphtheria in the 1870s and a smallpox epidemic in 1881. Although the Wilmington board of trade was particularly concerned about water contamination, it was also alarmed about the effects of sewage in the Christina River. By the end of the nineteenth century, Wilmington's board of trade had focused their efforts on attracting new businesses and believed that improved infrastructure in the city, including parks, sewers, and paved streets, would promote the healthfulness and activeness of Wilmington and would consequently attract new industries (Hoffecker 1974). These concerns led to the dredging of the Christina River beginning in the 1880s and continuing through the early 1900s (Dixon 1992).

By 1881, the Wilmington City line expanded south and encompassed the APE (G. M. Hopkins 1881). The 1881 G. M. Hopkins *Map of New Castle County, Delaware: From Actual Surveys and Records* details South Market Street as well as the Wilmington Causeway which bounded the west side of the Project Study Area and the Delaware and Western Railroad Spur which was constructed through the Project Study Area in 1872 (Wilhelm 2016). Originally chartered as the Wilmington and Western Railroad Company, this railroad line connected Wilmington with southeastern Pennsylvania. The Delaware and Western Railroad was purchased by the Baltimore & Ohio Railroad in 1886 (Wilhelm 2016).

The 1884 Sanborn Map depicts three businesses composed of multiple brick and frame structures on the west side of South Market Street within the APE and described the land on the north side of these buildings as "marshy ground". The land south of these buildings was undeveloped and described as "low pasture land," indicating that most of the land between South Market Street and the Christina River was not suitable for development in the late nineteenth century (Sanborn Map Company 1884).

Industrial growth in Wilmington continued during the first few decades of Wilmington's Urbanization and Suburbanization period, but by the turn of the twentieth century, Wilmington experienced an economic downturn caused by a variety of factors, including shifting market requirements and the rise of trusts and large holding corporations (Dixon 1992). In 1900, Wilmington boasted 262 manufacturing businesses and 14,498 wage earners. Five years later, the number of businesses had dropped to 247 and wage earners to 13,554 (Hoffecker 1974).

The turn of the twentieth century brought changes to the industrial waterfront along the Christina River as a number of Wilmington's largest and oldest industries suffered because of competition from large trusts with holding companies and financial resources that outnumbered Wilmington manufacturers. The shipbuilding and the railcar industries were particularly hard hit, and many were forced to cease operations or become parts of national corporations. Others shifted their manufacturing efforts to other industries, including the Diamond State Iron Company, established in 1855, which closed its rolling mill on the Christina River in 1904, and Jackson & Sharp's railcar and wooden shipbuilding company, founded in the 1830s, which was purchased by the American Car & Foundry Company of St. Louis shortly after the turn of the century. Pusey and Jones, the large shipbuilding company established in 1848, survived by shifting its shipbuilding efforts to manufacturing paper-making machinery in the early years of the twentieth century. In 1904, the Bethlehem Steel corporation trust took over the Harlan and Hollingsworth



Corporation, (Dixon 1992). **Figures 5 and 6** depict two of the shipbuilding complexes along the riverfront in the 1920s and 1930s.

By the turn of the twentieth century, development on the east side of the Christina River remained unchanged. Although the Christiana River Improvement Company conducted widespread filling of marshes along the Christina River in the mid-1800s, between South Market Street and the Christina River remained mostly marshland, except land immediately adjacent to the raised causeway that carried South Market Street (USGS 1904).



**Figure 5: A 1930 photograph of the Dravo Contracting Company, view northeast (Dallin 1930)**



**Figure 6: A 1925 photograph of the Harlan and Hollingsworth Shipyard. The Hollingsworth Boiler Shop is at right (Hammond 1925)**

While Wilmington's large industries were experiencing a decline, the city's future economic base was unfolding. The largest American producer of gunpowder, the DuPont Powder Company, founded near Wilmington in 1802, moved its headquarters to downtown Wilmington in 1902 after the death of its president, Eugene Du Pont. The move from a location on the Brandywine several miles north of the city was prompted by the company's new leadership, which focused on expanding the company's control of the explosives industry and into related chemical fields. The new 12-story building on Tenth and Market Streets housed a centralized staff of 2,500 that would focus on these new efforts. The move downtown had a "momentous effect on Wilmington's development" (Hoffecker 1974,160). After a federal anti-trust suit against DuPont, two new powder companies, Atlas and Hercules, formed and moved their administrative offices to Wilmington. Thus, by 1914 Wilmington had transformed from an industrial city to one of corporate management (Hoffecker 1974).

World War I sparked Wilmington's economy as the shipyards, foundries, tanneries, and munitions plants increased production for the war effort. The shipyards produced freighters used for shipping cargo overseas, and the tanneries produced leather used in ships, passenger rail cars, uniforms, and shoes. DuPont had a government contract as the sole manufacturer of military gunpowder and supplied more than 40 percent of the gunpowder used by Allied forces. This economic upturn was short-lived, however,

and after the war ended in 1918, Wilmington's industry entered a decline that continued through the Great Depression until the onset of World War II. Wilmington's workers saw a loss of 15,000 jobs between 1919 and 1921. Both Jackson & Sharp and the Lobdell Car Wheel Company closed in the early 1930s, and the city's largest shipyard, Bethlehem Steel's Harlan Plant, closed its facilities in 1927 after the Dravo Corporation purchased the southern portion of the site. Dravo, a Pittsburgh-based firm, used the site to expand its steel barge and scow manufacturing business. The Harlan Plant continued to produce railroad cars on the northern portion of the site until World War II (Zug-Gilbert et al. 2011).

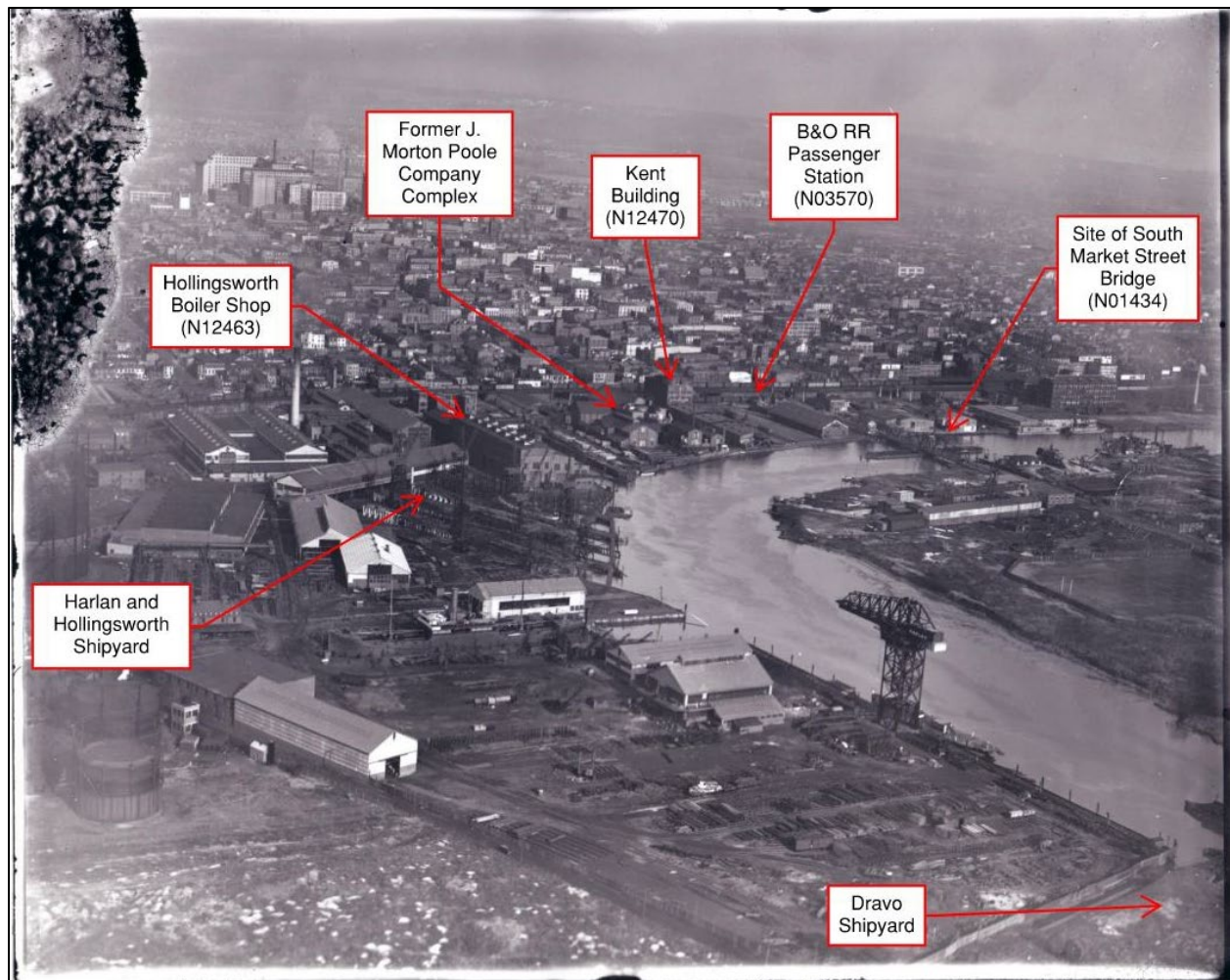
The growing adoption of the automobile for personal and business use grew throughout the first two decades of the twentieth century. The desire for better roadway conditions was stoked by this growing adoption. By 1910, nearly 1,000 automobiles were registered in Delaware. This rise in automobiles increased the need for automotive-specific and related business and commercial enterprises. Such enterprises included service stations, filling stations, automotive parts retailers, automotive salvage yards, restaurants, and motels and inns (McVarish et al. 2005).

The South Market Street roadway was in poor condition in the early 1920s. A highway department engineer recorded the state of the roadway in a 1925 annual report: "We do not have anywhere in our system of 504 miles of highways a section of road whose surroundings are less attractive, more disreputable, ill-kept and thoroughly disgusting than the South Market Street Causeway in Wilmington" (Buck 1925,25). The engineer recommended the paving of the street from the Market Street Bridge to the city limits and the construction of sidewalks, curbing, and lighting. He predicted that by making these improvements "the many dump heaps, dilapidated shacks and hovels will be [replaced with] stores, show rooms, garages, and other presentable places of business" (Buck 1925, 25; LeeDecker et al. 2011). In 1925, construction began on the extant South Market Street Bridge (N01434), which crosses the Christina River. Upon the completion of the bridge in 1927, improvements were made to South Market Street in 1928, including drainage, sidewalks, and curbing as recommended in the 1925 annual report (Zug-Gilbert et al. 2011). These roadway improvements increased development along the transportation corridor.

By the late 1920s, new industries began operations within the APE with the construction of the Atlantic Refining Company storage facility (N12497) and the Standard Oil Company Bulk Storage Plant (N14480) along South Market Street (Polk 1930). Other properties along South Market Street in the APE constructed during this period include the Victor Pyle Lumber Company (N12495) and the Joseph B. Beste Company (N04353). The Victor Pyle Lumber Company (N12495) was constructed between 1920 and 1928 on the footprint of a barrel factory operated by Victor Pyle in the 1910s (Zug-Gilbert et al. 2011). The Joseph B. Beste Company, an animal rendering and fertilizer business, was constructed circa 1925 (LeeDecker et al. 2011). A grouping of utilitarian residences was also in the APE, south of the Atlantic Refining Company (N12497) and west of the Victor Pyle Lumber Company (N12495). These structures appear to be one-story, one-to-two-room frame buildings. These dwellings were constructed as early as 1901 and were extant through the early 1970s (Zug-Gilbert et al. 2011).

In the early- to mid-1920s, the industrial complexes north of the river remained more established and extensive (**Figure 7**).





**Figure 7: Development within the APE on a 1925 aerial, view north (Dallin 1925)**

Development within the South Market Street corridor after the Great Depression continued to be characterized by warehouses and bulk storage business, automotive repair and salvage businesses, automotive filling stations, and petroleum storage plants. Aerial imagery of the APE from 1929 and 1931 depict the gradual expansion of industrial properties further south along the corridor (**Figures 8-10**).

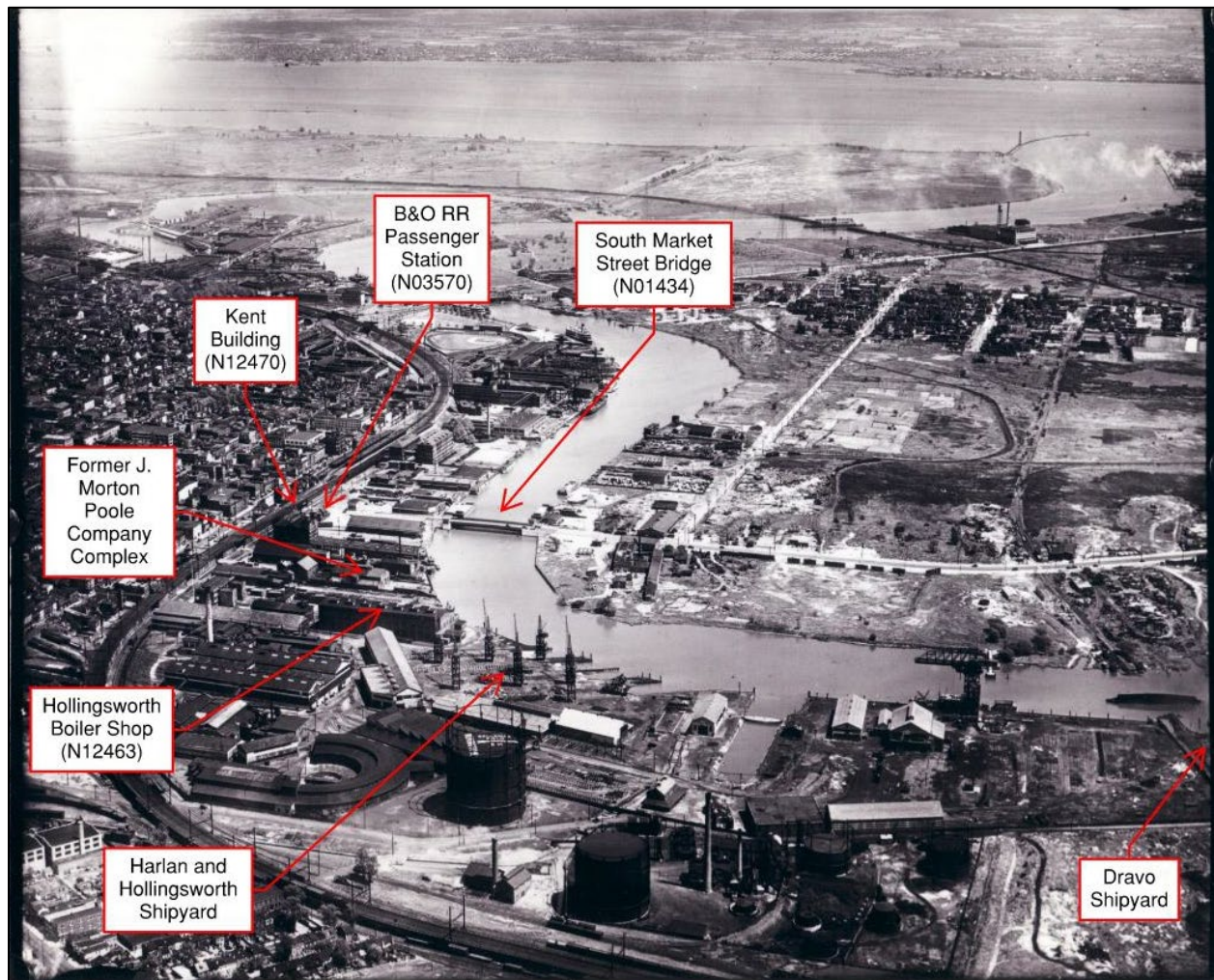


Figure 8: Development within the APE on 1929 aerial imagery, view east (Dallin, May 1929)





Figure 9: Development within the APE on 1929 aerial imagery, view north (Dallin, October 1929)

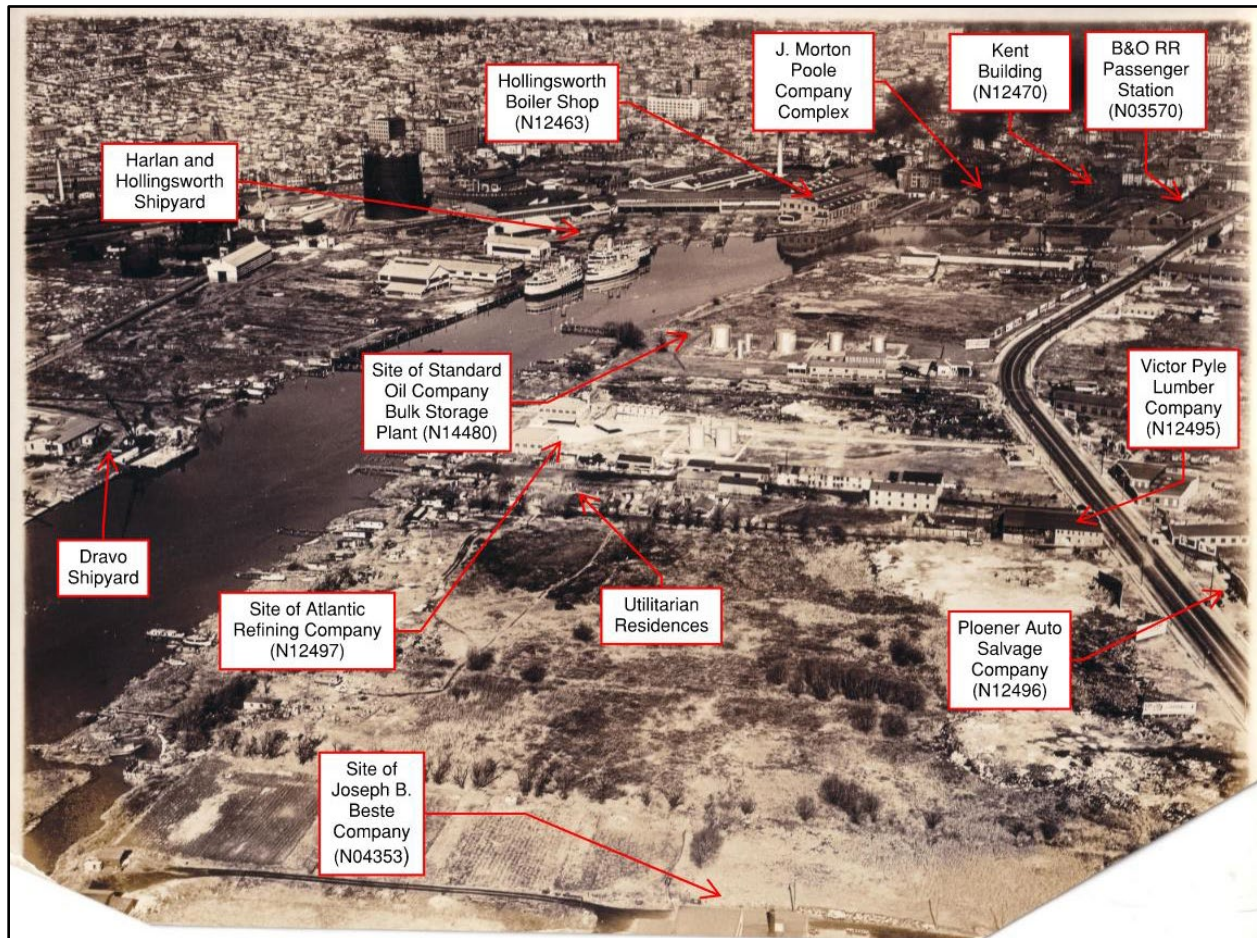


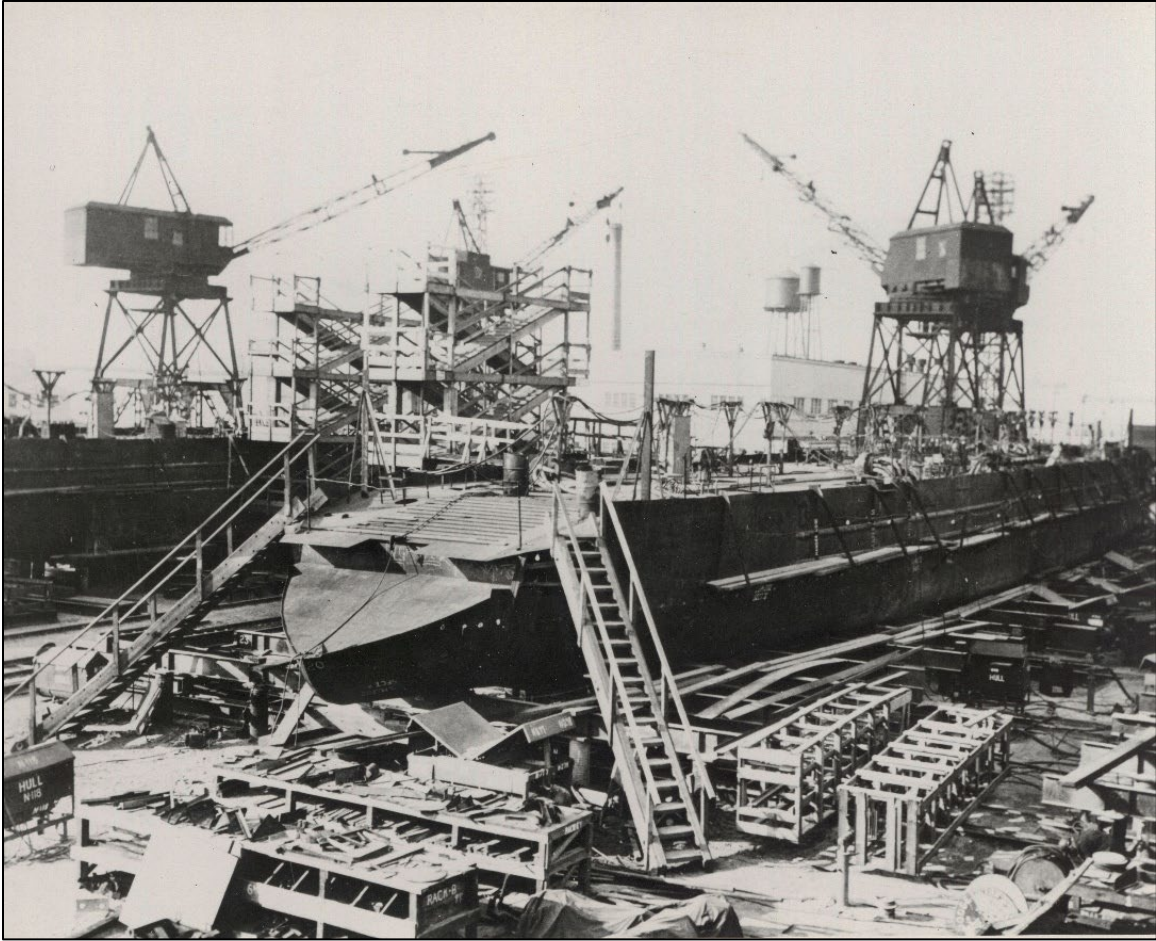
Figure 10: Development within the APE on 1931 aerial imagery (Dallin 1931)

## F. Suburbanization and Early Ex-Urbanization (1940 to Present)

World War II revived Wilmington's economy by reopening several of the city's closed shipbuilding facilities to help with the war effort. During the war Pusey and Jones built tugboats and freighters, the Harlan Plant built landing naval barges and ramps, and Jackson & Sharp produced several types of naval craft, including barges, dredges, drydocks, and tugboats (Zug-Gilbert et al. 2011).

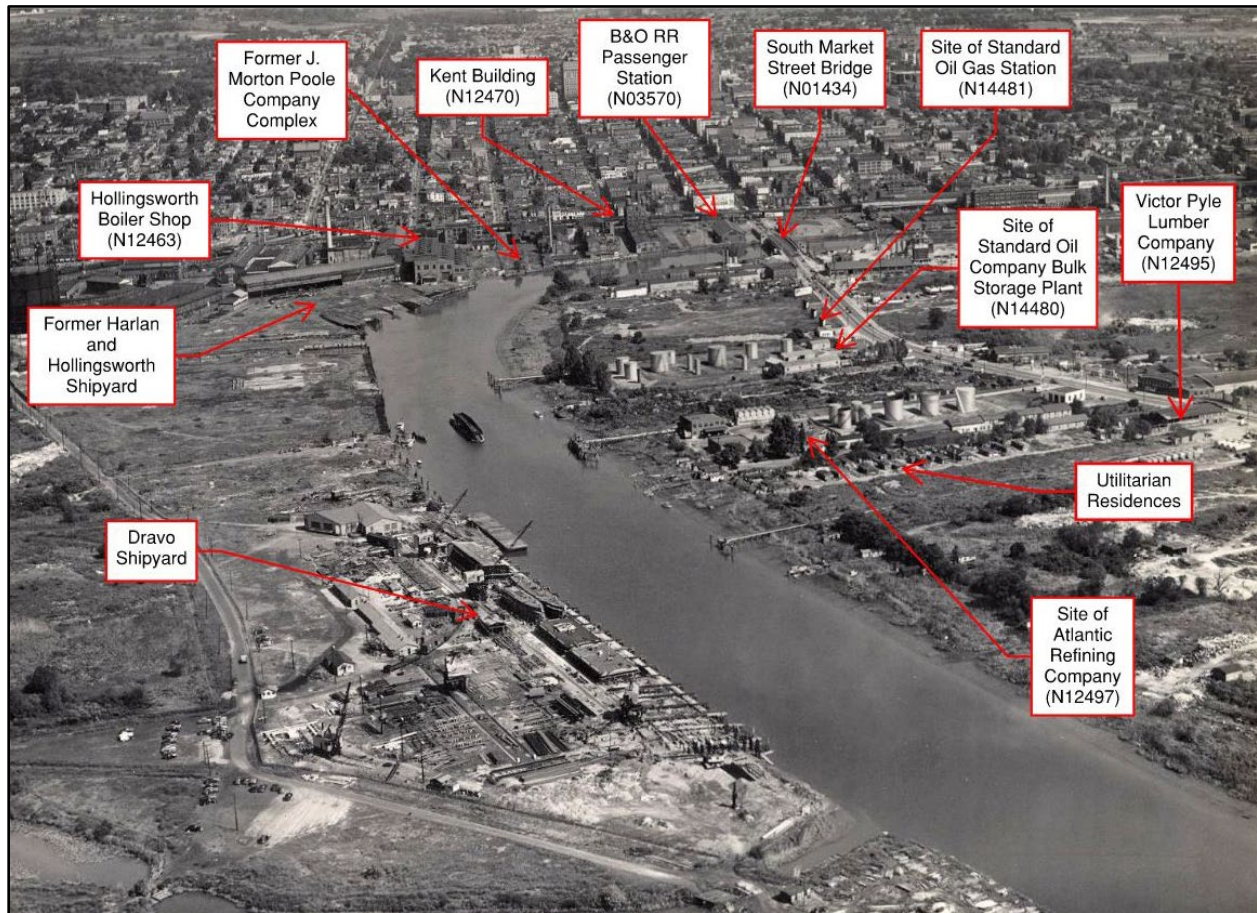
Wilmington's largest wartime producer and employer was the Dravo Corporation. After the December 1941 attack on Pearl Harbor, the company, located on the western side of the Christina River on the former Bethlehem Steel property, built a state-of-the-art assembly plant for high-speed production of specialized naval craft to meet the Navy's wartime needs (**Figure 11**). Its work force grew from 400 in 1940 to almost 11,000 in 1943. Between 1940 and 1945, the company built 200 ships, including 48 in 1944 alone (Riverfront Wilmington 2011). **Figure 12** depicts development within the APE at the time of the 1941 photograph.





**Figure 11: A 1944 photograph of the Dravo Shipyard and a landing ship under construction (Courtesy of the Delaware Historical Society)**





**Figure 12: Development within the APE on 1941 aerial imagery (Dallin 1941)**

After World War II, the shipbuilding industry suffered a major decline, as its wartime effort had supplied the military with a large number of ships that would remain in service for decades. In Wilmington, the majority of the manufacturers helping to supply the war closed permanently. Dravo, whose work force dropped to 126 after the war, was able to survive by shifting its efforts to river transport, including barges and tugboats, as well as steel production (ExplorePAHistory 2011).

During this period, South Market Street developed into a busy commercial corridor where large tracts of land were available for automotive service businesses and light industries (Zug-Gilbert et al. 2011). This development gradually replaced the remaining utilitarian residences that had existed south of the Atlantic Refining Company (N12497) and west of the Victor Pyle Lumber Company (N12495) (Zug-Gilbert et al. 2011).

Wilmington's industries shifted to chemicals and automobiles between 1948 and 1960; however, the new facilities were located outside the city limits, causing both commercial and residential expansion into the neighboring suburbs. DuPont retained its corporate headquarters in downtown Wilmington but had plants in Newport and Edgemoor, an experimental station along the Brandywine, and a technical facility east of Elsmere, all outside the city limits. General Motors opened its first postwar production plant on Wilmington's outskirts near Elsmere in 1947. Suburban expansion brought new residential communities, improved roads, commercial businesses, and other infrastructure improvements in the vicinity of the new

facilities. Many of the former industrial buildings along Wilmington's waterfront were subsequently used by smaller businesses for storage and small-scale manufacturing (Zug-Gilbert et al. 2011).

In the later decades of the twentieth century, Wilmington's economy remained based on the chemical industries, small businesses, and corporate headquarters. These businesses required a smaller workforce, resulting in a 16 percent loss in Wilmington's workforce between 1960 and 1970. Continued suburbanization, demographic shifts, and an overall economic depression in the city caused the abandonment, ruin, and demolition of many of Wilmington's nineteenth- and twentieth-century industrial buildings along the waterfront; however, by 1970, both the Esso Standard Oil Company Bulk Storage Plant (N14480), and the Atlantic Refining Company (N12497) had expanded the footprints of their plants with additional storage facilities and office spaces.

During the early 1980s the State of Delaware passed legislation to attract international and finance corporations. Wilmington's economy subsequently improved and more than 60 percent of the Fortune 500 companies established headquarters in Delaware. Wilmington earned the moniker "Corporate Capital of the World" because of the large number of corporate headquarters and international banking firms located in the city, including Bank of America, Chase, Barclays, and ING Direct. Throughout the 1980s development on the east side of the Christina River generally remained unchanged aside from the expansion of existing junkyards and the creation of new junkyards and storage areas or parking lots.

In 1996, Wilmington's former industrial waterfront along the northern side of the Christina River underwent a transformation as a result of a state-funded redevelopment project. Many of the abandoned and dilapidated industrial buildings were demolished or restored for new restaurants, shops, office buildings, theaters, and sports facilities. The Tubman-Garrett Riverfront Park occupies a large portion of the riverfront on the eastern side of the South Market Street Bridge (Zug-Gilbert et al. 2011).

The east side of South Market Street south of Howard Street was redeveloped between 2007 and 2008 and now contains a large commercial shopping center. Portions of former chemical processing and refining plants were demolished including part of the Esso Standard Oil Company Bulk Storage Plant (N14480) circa 2006 and the Atlantic Refining Company (N12497), which was demolished circa 2019. The former Atlantic Refining Company at 505 S. Market Street is currently a brownfield remediation site. The southern end of the APE was redeveloped with the addition of New Sweden Street between 2018 and 2019, and the construction of a new bridge carrying traffic west across the Christina River from the South Market Street corridor (Brightfields 2023; NETR(Online) 2006, 2019).

## IV. Historic Contexts

### A. Property Types and Evaluation Criteria

The Architectural APE sits within a part of Wilmington that has been developed since the early to mid-1800s. The area surrounding the Christina River has a rich industrial past, including manufacturing, shipbuilding, and refining and chemical production and storage. Furthermore, South Market Street serves as a historic transportation and commercial corridor which has provided access south from Wilmington through New Castle County. Based on this, expected property types within the Architectural APE include those associated with industry such as warehouses, chemical processing and storage facilities, and shipyards; those associated with transportation such as roadways, railways, or bridges; and those associated with commercial activity such as restaurants, service stations, or automotive repair shops.

Properties within these identified types will be evaluated for listing in the NRHP based on guidance provided in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS 1990) and other appropriate established contexts detailed below. Historic physical integrity was determined from site observations, field data, and photographic documentation. Potential eligibility of architectural resources requires one or more of the NRHP Criteria to be met:

- Criterion A – association with significant events in the broad patterns of national history;
- Criterion B – association with the lives of persons significant in the past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or method of construction, representative of the work of a master, or possession of high artistic value; and
- Criterion D – a resource that has yielded or may be likely to yield information important in prehistory or history (NPS 1990).

#### 1. Industrial Properties

Industrial Properties can be associated with any part of the manufacturing process, from mineral extraction to processing of components to final fabrication and storage. Guidance for evaluating general industrial properties was pulled from the 2011 draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn.

General industrial properties can contain unspecified factories, machining shops, warehouses, storage plants, boilers shops, and other industrial related buildings. Within the APE, there is one boiler shop, one boiler house/metal shop, and two warehouses. While general industrial buildings can take a variety of appearances, many are simple structures built of brick and later concrete block. Based on the probability of reuse, industrial buildings must be able to convey their original functions. Clues to original functions can be seen in building materials like masonry for potentially combustible products or processes, large windows for light and ventilation, loading doors and truck bays, and even exterior pulley systems.

#### *Shipyards Resources*

Shipyards resources are a distinct subset of industrial properties related to the fabrication, construction, and launching of ships, boats, and other vessels. There are four shipyard resources, specifically cranes, in

the APE. No specific evaluation guidance for shipyards was located so the guidance below is based on *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS 1990). These resources are likely to be eligible under Criterion A in relation to association with industrial development trends or Criterion C under engineering. When evaluating the resources for eligibility, setting, location, design, and materials are likely to be integral to the resource's integrity. The resource must retain sufficient integrity to demonstrate its function.

### Evaluation Criteria

Industrial property types would be eligible under Criterion A if the property has an association with industrial development trends or has served an industrial-related property use for a significant period of time. Industrial properties would be eligible under Criterion B if the property had an association with a significant individual, such as an industrialist, entrepreneur, or businessperson. Under Criterion C, an industrial property would be eligible if it retains distinctive elements of a type, period, or method of construction and retained sufficient integrity or retains sufficient integrity to demonstrate its connection to engineering advancements. An industrial property would be eligible under Criterion D if the resource had the potential to provide archaeological information.

Important aspects of integrity when evaluating industrial-related resources would include integrity of location, setting, design, materials, and association.

## 2. Transportation-related Properties

Transportation-related property types within the Architectural APE can include roadways, bridges, water-related resources such as docks or piers, and properties associated with the railroad. There are two transportation resources in the APE, a bridge and a railroad passenger station.

### *Bridges*

Criteria for evaluating bridges was pulled from *A Context for Evaluating Historic Bridge Types* prepared by Parsons-Brinckerhoff in 2005 for the National Cooperative Highway Research Program, the Transportation Research Council, and the National Research Council (Parsons-Brinckerhoff 2005). When considering eligibility relating to Criterion A, a bridge must retain physical integrity from its period of significance. This includes design, materials, and workmanship. If a bridge is to be considered eligible under Criterion C, it must maintain sufficient integrity to demonstrate advances in engineering or possess a high degree of integrity if it is to be considered an example of a particular style. This would include general framing, retention of original truss types, detailing, and other character-defining features of its particular type.

### *Railroad Station*

Railroad stations were used as ticketing offices and waiting areas for railroads. Resources under this property type range from high style to vernacular and "no style" buildings. Guidance for evaluating this property type was found in the 2012 report *Researcher's Guide for Documenting and Evaluating Railroads* by the Pennsylvania Historical and Museum Commission (PHMC 2012). Within the guide, passenger stations, freight stations, and depots all fall into the "major built elements" category when evaluating railroads. The *Researcher's Guide for Documenting and Evaluating Railroads* recommends that railroads be evaluated as "railroad corridor historic districts," though major built elements can be evaluated individually as well if they have engineering or architectural significance (PHMC 2012, 4). Railroad stations

would generally be eligible under Criterion A in connection with a railroad or under Criterion C as an example of a style, type, period, method of construction, or as a work of a master. To be eligible under either criteria, the railroad station must retain integrity. Integrity of design and materials is paramount. Integrity of location is important as removing the railroad station from the railroad it was associated with would diminish its integrity.

### Evaluation Criteria

A transportation resource will most likely meet Criterion A or C. To be eligible under Criterion A, a transportation-related resource would need to maintain and express its association with an event, trend, or development in broader transportation history. The resource would need to retain physical integrity to convey this association, such as elements from its period of significance. Transportation-related properties would be eligible under Criterion B if the property had an association with a significant individual.

To be eligible under Criterion C, a transportation resource must embody a type, period, or method of construction or engineering, or the resource may represent the work of a master builder or designer. A transportation-related property would be eligible under Criterion D if the resource had the potential to provide archaeological information.

Important aspects of integrity when evaluating transportation-related resources include integrity of location, setting, design, and materials. If resources have been altered, replaced, re-aligned, or modified and these changes result in diminished integrity, the resource would likely not be eligible.

## 3. Commercial Properties

Commercial property types include any buildings in which business is conducted; where goods are bought, sold, or stored; or where services are provided. Commercial property types in the Architectural APE can include restaurants, businesses, automotive repair or salvage shops, and service stations. Commercial properties within the APE consist of an automotive parts shop, an automotive salvage yard, four automotive service stations, a filling station, a restaurant, and two warehouses. Guidance for evaluation criteria for automotive-related resources was found in the 1992 *Historic Context for Evaluation of Commercial Roadside Architecture* report by Elizabeth Rosin and Martha H. Bowers, unless otherwise stated (Rosin and Bowers 1992). While the guidance in this context specifically refers to resources constructed between 1880 to 1940, many of the evaluation criteria can be extrapolated through the mid-twentieth century. Other guidance is pulled from the 2023 *Replacement of Bridge 1-684 on N028 US 13/South Heald Street Project and Replacement of Bridge 1-686 on US 13 (Business Route), N029 South Market/Walnut Street Project Combined Phase I and II Historic Architecture Survey Report* by Russell Stevenson, Patricia Slovinac, and Rachel Wilson and *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Stevenson et al. 2023; NPS 1990)

### *Automotive Parts Shops and Service Stations*

With the expansion of the country's roadway system, there grew an increasing need for service stations and places to buy parts for those who wanted to conduct automotive maintenance themselves. These buildings usually appeared along the roadside for ease of access to travelers. To pull customers in from the roadside, companies developed branding using certain colors, logos, icons, and forms. Important to

both these building types is their fenestration. The service stations often had one or several large service bays complete with pits. The office was usually a small portion of the service station as opposed to a separate building. Parts shops, like many retail establishments, had large windows, wood or metal, to display goods. Often the parts shops would have a service bay or two to install the parts. Design and setting are extremely important to retain as the fenestration of the building and its proximity to the roadside were paramount to its function. While early-twentieth-century examples of this property type may display Colonial Revival detailing or be constructed in a regional vernacular style, examples from the 1920s and 1930s may display Art Deco, Art Moderne, or International Style detailing and form.

### *Automotive Salvage Yards*

As Rosin and Bowers did not provide guidance as to evaluation of automotive salvage yards, guidance was extracted from *2023 Replacement of Bridge 1-684 on N028 US 13/South Heald Street Project and Replacement of Bridge 1-686 on US 13 (Business Route), N029 South Market/Walnut Street Project Combined Phase I and II Historic Architecture Survey Report* by Russell Stevenson, Patricia Slovinac, and Rachel Wilson (Stevenson et al. 2023). As adoption of the personal automobile grew, there was increasing need for places to store the unwanted and broken automobiles, and the automotive salvage yard was the place to do so. Key elements of an automotive salvage yard include its administration building, location along the roadway, historic signage, and storage yard for storing automobiles and their parts.

### *Filling Station*

Filling stations, like service stations and automotive parts shops grew in popularity with the adoption of the personal automobile. Following similar evaluation criteria to service stations and automotive parts shops, filling stations' proximity to the roadside is of great importance. Filling stations typically contain a small retail building that contained a pay station and a selection of convenience goods. Also, paramount to filling stations is the paved apron that allows cars to navigate the facility and use the pumps. While early-twentieth-century examples of this property type may display Colonial Revival detailing or be constructed in a regional vernacular style, box-type filling station examples from the 1920s and 1930s may display Art Deco, Art Moderne, or International Style detailing and form. Moving into the 1940s and 1950s, the box-type filling station remained dominant according to the National Park Service's 2008 *Preservation Brief 46: Preservation and Reuse of Historic Gas Stations* by Chad Randl (Randl 2008). Filling stations in the 1960s were often built or retrofitted to blend into established neighborhoods, taking on more revival-style detailing. Given this, the design, materials, and original form of the filling station is important in reflecting its integrity.

### *Restaurants*

Roadside restaurants popped up as personal and business travel via automobile grew. Restaurants can include diners, family-style restaurants, drive-in restaurants, and fast-food chains. Restaurants were constructed in a variety of styles and forms. Many were plain boxes; however, the more recognizable fast-food chains with standardized designs and branding flourished in the mid-twentieth century. Since restaurants come in a variety of forms, the restaurant must be able to convey its original form and function. Retention of signage and advertising would be considered a bonus.

## *Warehouses*

Commercial warehouses were constructed to store goods. Commercial warehouses, like industrial warehouses, are often plain buildings, though some contained detailing in the forms of trim, stepped parapets, corbistepped parapets, inset panels, or style-specific detailing like Art Deco motifs or lines. However, it should be noted that the presence of just one of the abovementioned details is not enough to qualify as Art Deco detailing. As they are often plain buildings retention of original design elements, especially fenestration patterns and architectural detailing, is important.

## Evaluation Criteria

For a commercial property to be eligible under Criterion A it would need to maintain a strong association with transportation, suburbanization, development, or commercial trends, as well as maintain a continued use as a commercial property. Given the high probability that commercial buildings were altered, it is critical that the building be able to reflect its original function. To be eligible under Criterion B, the property would need to maintain an association with a significant individual from the past, known for their work in the commercial sector.

To be eligible under Criterion C, a commercial property would need to retain distinctive characteristics of a specific style, type, period, or method of construction and convey a historic commercial function and use. A commercial property would be eligible under Criterion D if the resource had the potential to provide archaeological information.

Important aspects of integrity when evaluating commercial properties include integrity of location, setting, design, feeling, and materials particularly for function-specific buildings like service stations or filling stations. If resources have been altered, replaced, re-aligned, or modified and these changes result in diminished integrity, the resource would likely not be eligible.



## V. Identification Fieldwork Results

The architectural survey identified a total of 28 architectural resources, consisting of 27 previously surveyed or evaluated resources and one newly identified property.

Of the 27 previously documented properties, six were observed as having been demolished. A CRS09 and CRS10 form were completed for the demolished properties to update this status in CHRIS. Fourteen of the 21 remaining previously documented properties had an existing eligibility evaluation on record. The seven remaining previously documented properties had not been evaluated for NRHP eligibility by DE SHPO staff. An evaluation for these properties is included in **Chapter VI, Evaluation Results**. The one newly recorded property, the Gas Station (N14853), was also evaluated for NRHP eligibility.

The identified properties, including the demolished ones, include: seven warehouses, one chemical storage building, one bulk storage plant, four shipyard resources, one bridge, one railroad station, one automotive parts sales, one automotive salvage yard, four service stations, one filling station, and one restaurant. Several of the demolished properties did not have a historic function on record in previous documentation. Generally, the majority of identified properties are located along the southern half of the APE on either side of S. Market Street. Several warehouses are north of the Christina River and the four shipyard-affiliated resources are on the western waterfront. The properties are generally in good condition, with properties that have been rehabilitated or renovated sited north and west of the Christina River. The properties along S. Market Street are generally in good to poor condition, with several of them vacant or unused. Observed threats to the properties include deterioration and proposed redevelopment.

**Table 1** lists the 28 properties identified within the Architectural APE. The table includes the CRS number, location and property name and function. The properties are organized in ascending order by CRS number. **Figure 13** depicts the location of the 28 identified properties within the Architectural APE.

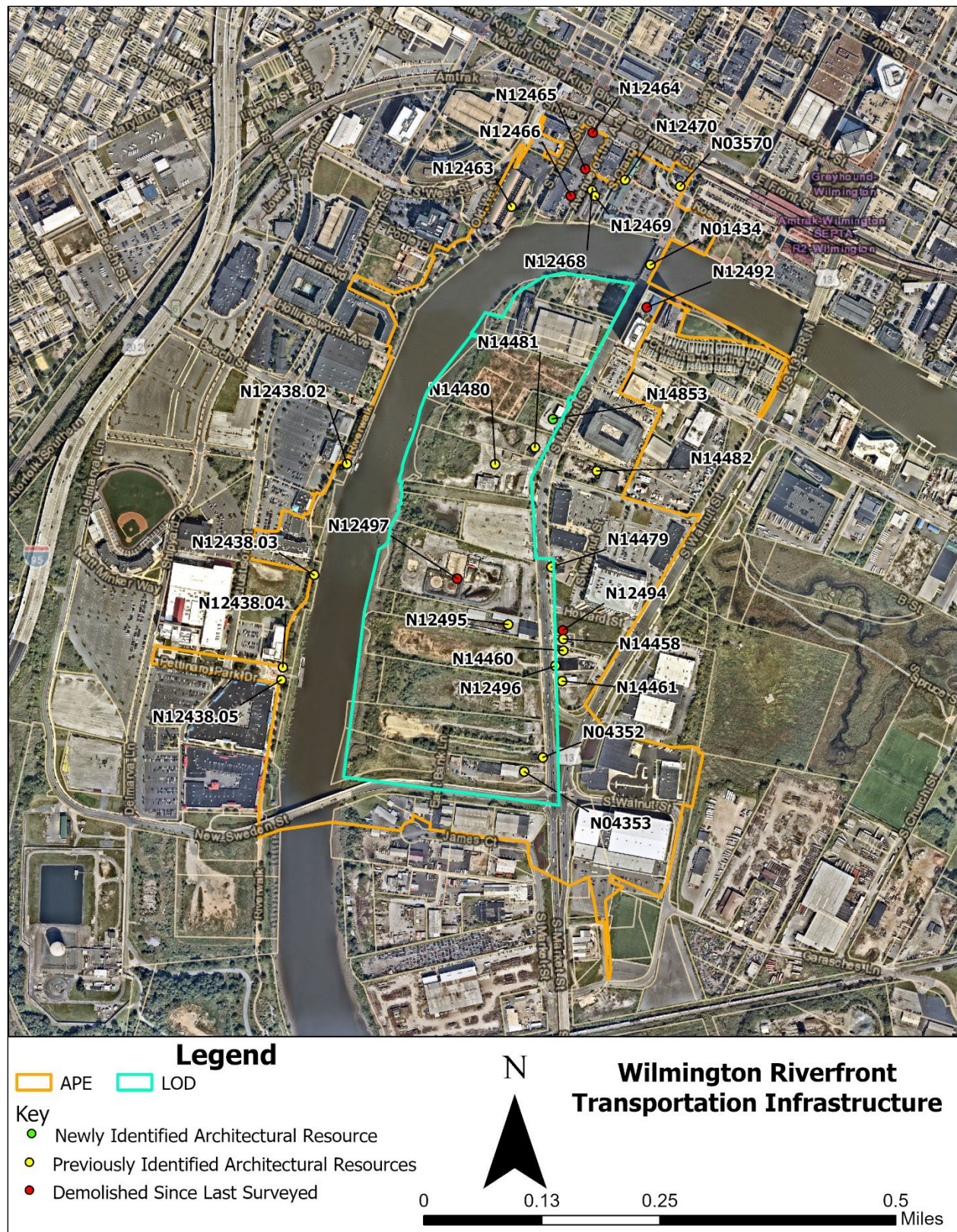
**Table 1: Properties Identified within the Architectural APE**

CRS Number	Street Address / Location	Property Name	Property Function	Latitude	Longitude
N01434	Carries S. Market Street South over Christina River	South Market Street Bridge	Bridge	39.736322	-75.5541
N03570	11 S. Market Street	Baltimore & Ohio Railroad Passenger Station	Railroad station	39.737529	-75.5535
N04352	603 S. Market Street	Esso Standard Oil Company	Service station	39.728761	-75.5562
N04353	701 S. Market Street	Joseph B. Beste Company	Warehouse	39.728541	-75.5566
N12438.02	601 Riverwalk	Dravo Shipyard Crane 1	Shipyard Crane	39.733262	-75.5601
N12438.03	821 Riverwalk	Dravo Shipyard Crane 2	Shipyard Crane	39.731553	-75.5608
N12438.04	850 Pettinaro Park Boulevard	Dravo Shipyard Crane 3	Shipyard Crane	39.730139	-75.5614
N12438.05	901 Riverwalk	Dravo Shipyard Crane 4	Shipyard Crane	39.729943	-75.5614



CRS Number	Street Address / Location	Property Name	Property Function	Latitude	Longitude
N12463	100 S. West Street	Hollingsworth Boiler Shop	Boiler Shop	39.737212	-75.5569
N12464	101 Avenue of the Arts	N/A	Warehouse	39.738353	-75.5553
N12465	101 Avenue of the Arts	J. Morton Poole Company Pattern Storehouse	Warehouse	39.737788	-75.5554
N12466	101 Avenue of the Arts	N/A	Warehouse	39.73738	-75.5557
N12468/ N12469	1 Avenue of the Arts	N/A	Boiler House /Metal Shop	39.737466	-75.5553
N12470	1 S. Orange Street	Kent Building	Warehouse	39.73763	-75.5546
N12492	115 S. Market Street	N/A	Chemical storage	39.73567	-75.5542
N12494	516 S. Market Street	Edward W. Schrumm Inc.	N/A	39.73071	-75.5558
N12495	517 S. Market Street	Victor Pyle Lumber Company	Warehouse	39.7308	-75.5569
N12496	520 S. Market Street	Ploener Auto Salvage Company	Automotive salvage	39.73016	-75.556
N12497	505 S. Market Street	N/A	N/A	39.7315	-75.5579
N14458	516A S. Market Street	Dan and Bobs Auto Body Shop	Service Station	39.73058	-75.5558
N14460	518 S. Market Street	David Ploener Auto Repair	Automotive parts sales	39.7304	-75.5558
N14461	522 S. Market Street	Ranch House	Restaurant	39.72993	-75.5559
N14479	510 S. Market Street	Atlantic Refining Company	Service station	39.73168	-75.5561
N14480	501 S. Market Street	Esso Standard Oil Company	Bulk storage plant	39.73326	-75.5572
N14481	205 S. Market Street	Standard Oil	Service station	39.73352	-75.5564
N14482	400 S. Market Street	Vilone Warehouse	Warehouse	39.73316	-75.5552
N14853	203 S. Market Street	Gas station	Filling Station	39.73395	-75.5561





**Figure 13: Identified Architectural Resources within the APE**  
*(Cascardi 2023c; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*



## VI. Evaluation Results

### A. Property Discussions

The identified properties are described with maps and photographs below. Properties with a previous NRHP eligibility evaluation are discussed as updates since they were last documented, while properties without an NRHP eligibility evaluation are discussed more thoroughly.

#### 1. South Market Street Bridge (N01434)

The circa-1927 bascule bridge carries US Route 13 (S. Market Street) south over the Christina River. The bridge replaced a circa-1883 swing bridge in the same location; a bridge has existed in this location since a swing bridge was first constructed in 1808. The steel used in the span was constructed by the Bethlehem Steel Corporation and the firm of Harrington, Howard, and Ash of Kansas City, MO, and New York served as the structural consultants. The South Market Street Bridge has undergone several repairs and rehabilitations since its initial construction date. A 1988 HABS/HAER inventory form notes that at the time of documentation, the bridge was one of seven extant bascule bridges carrying vehicular traffic in Delaware (P.A.C. Spero and Company 1988).

The bridge underwent repairs and rehabilitation circa 2004 including: replacement of the bascule machinery, electrical systems and controls; installation of new traffic gates and signals; replacement of rivets and lateral bracing gusset plates; installation of bolted floor beam flange cover plates; repair or replacement of broken handrails; strengthening of steel joists, live load support bolts and retaining metal work; cleaning and repainting of the superstructure; repair of spalled substructure; replacement of the approach roadway curb and sidewalk; and milling and overlaying the approach roadway surface (DelDOT 2005).

The roadway south of the bridge was raised between 2010 and 2012 to alleviate flooding during heavy rainfall. Additional improvements as part of this project included the addition of sidewalks and streetlights to the corridor and undergrounding of utilities. The circa-2004 repairs were necessary for the continued use of the bridge.

The bridge retains its integrity of design and engineering and continues to carry vehicular and pedestrian traffic south from the north bank of the Christina River. The bridge was previously determined eligible for listing in the NRHP. It maintains sufficient integrity and continues to be eligible for listing in the NRHP.

The South Market Street Bridge remains eligible for listing in the NRHP under Criterion A and Criterion C. The bridge retains sufficient integrity, including integrity of design, materials, setting and association, and conveys its historic use and function. The bridge is an extant bascule bridge used to carry vehicular traffic throughout the state and is integral to a transportation corridor which has existed since the first bridge was constructed in the same alignment in 1808.

The bridge is still recommended not eligible for the NRHP under Criterion B. Research has found no significant connection between the property and persons important to local, state, or national history. The property was not evaluated for eligibility under Criterion D as part of this project.

Photographs of the property are included as **Figures 14-16**. A map of the property is included as **Figure 17**.



Figure 14: Photograph from the 1930s of the South Market Street Bridge, looking northeast (Stewart 1930s).



**Figure 15: The South Market Street Bridge (N01434), facing east.**



**Figure 16: The south approach of the South Market Street Bridge (N01434), facing north.**





Figure 17: Aerial of the South Market Street Bridge (N01434).  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## 2. Baltimore & Ohio Railroad Passenger Station (N03570)

The circa-1888 railroad station was designed by architect Frank Furness in the Shingle style. The two-story building is rectangular in plan, clad in brick and clapboard, and has a hipped roof. The building was designed and constructed as a passenger station. It operated as a passenger station until 1903 and was converted to a freight station in 1918 (Athan 1979).

The former passenger station was rehabilitated between 2002 and 2005 after falling into ruinous condition. The building was re-clad in brick, elevated to a new foundation height, which was raised to match the existing street level, and the slate roof was replaced. Windows and doors throughout the structure were replaced in-kind and several of the original features of the building were preserved, including the ticket window, first-story waiting room, the wooden staircase between the first and second story, and the fireplaces with tile hearths. The interior of the building was largely repurposed to be used as office space during the rehabilitation. Despite the rehabilitation and replacement of original material, the building conveys its original use, Frank Furness design, and retains integrity of design, workmanship, and materials (Tevebaugh Architecture n.d.).

The building was acquired by the RDC in 2000 and changed owners several times until 2004 when it was purchased by a limited liability corporation. In 2020, it was purchased by the current owner, Tech Impact. The property is now enclosed in a metal fence, and a paved parking lot surrounds the former station on its north, south, and west sides. The surrounding street pattern has been altered since its initial construction, and the former station sits in a small, rectangular parcel instead of the historic parcel which stretched south to the riverfront which greatly impacts the integrity of setting.

The former station was previously determined eligible for listing in the NRHP. The Baltimore & Ohio Railroad Passenger Station, the oldest extant passenger station in Wilmington, remains eligible for listing in the NRHP under Criterion A and Criterion C as an example of the time period when railroad commuting was essential to the American worker and as a representative example of Frank Furness' interpretation of the Shingle style (Athan 1979). Despite the rehabilitation of the building between 2002 and 2005, it retains sufficient integrity of location, design, workmanship, and materials. The rehabilitation preserved many of the original, Frank Furness designed features of the building and it conveys its historic use.

The building is still recommended not eligible for the NRHP under Criterion B. Research has found no significant connection between the property and persons important to local, state, or national history. The property was not evaluated for eligibility under Criterion D as part of this project.

Photographs of the property are included as **Figures 18 and 19**. A map of the property with its parcel lines is included as **Figure 20**.





Figure 18: The Baltimore & Ohio Railroad Passenger Station (N03570), facing southeast.



Figure 19: The Baltimore & Ohio Railroad Passenger Station (N03570), facing northeast.





**Figure 20: Aerial of the Baltimore & Ohio Railroad Passenger Station (N03570).**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

### 3. Esso Standard Oil Company (N04352)

The circa-1942 service station is located at 603 S. Market Street. The two-bay, rectangular building has a flat roof with a parapet wall on the northern half of the east façade. The building is constructed of brick or concrete block and clad in stucco.

This commercial property was last documented in 2011 under the name William Hanly as an Automotive Part & Salvage business. Per correspondence with the DE SHPO Research Center Manager, the historic name of the resource is Esso Standard Oil Company. The building is currently vacant. The two garage doors on the east façade are partially or fully removed and replaced with plywood. The building retains the parapet detail on the east façade. It is surrounded by overgrown vegetation. The property was acquired by the RDC in November 2016.

The resource was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the DE SHPO concurred with this eligibility recommendation.

The Esso Standard Oil Company is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. The property retains integrity of location and setting. Due to alterations to the exterior, doors, and windows, the building no longer retains integrity of design, materials, workmanship, and feeling. Since it is vacant it no longer retains integrity of association.

The property is still recommended not eligible for the NRHP under Criterion A. Once part of the growth of roadside automobile-specific commercial properties during the early-mid-twentieth century, the Esso Standard Oil Company no longer conveys its past function as a service station. Typical service stations had large service bays, brand signage and brand-specific detailing to increase roadside recognizability (Rosin and Bowers 1992). The building more currently resembles a generic commercial building. The property no longer maintains a strong association with transportation, suburbanization, development, or commercial trends, and is vacant and no longer in use as a commercial property.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction nor does it convey a historic commercial function and use. In addition, the alterations to the building's cladding and doors and windows negate its integrity of materials and workmanship.

Previous reports recommended the property as not eligible under Criterion D; however, the property was not evaluated under Criterion D as part of this survey.

Photographs of the property are included as **Figures 21 and 22**. A map of the property with its parcel lines is included as **Figure 23**.





Figure 21: The Esso Standard Oil Company (N04352), facing west.



Figure 22: The Esso Standard Oil Company (N04352), facing southwest.





**Figure 23: Aerial of the Esso Standard Oil Company (N04352).**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

#### 4. Joseph B. Beste Company (N04353)

The circa-1935, one-story building has a flat roof and a stepped parapet along both the east façade and the south elevation. Alterations to the building since it was last documented include the replacement of roll-up doors on the south elevation, the removal of statuary and cast panels from the east façade, and the addition of a west property entrance. The road pattern south of the property was changed with the circa-2019 construction of New Sweden Street.

The commercial property was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation. The Joseph B. Beste Company established itself on S. Market Street dealing with the recovery and processing of dead animals and animal parts. In addition, they bagged fertilizer and sold the rendered animal fat as a by-product (Zug-Gilbert et al. 2011,31).

The Joseph B. Beste Company is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. While the building retains integrity of location, the integrity of setting was compromised with the introduction of the road to the south. The integrity of design was compromised with the infilling of several openings across the façade. The replacement of the original doors and window have altered the integrity of materials and workmanship. As such, the building no longer feels like a circa-1935 commercial property.

The property is still recommended not eligible for the NRHP under Criterion A. The alterations to the exterior obscure the former function of the building as a processing warehouse. The property is one of several altered industrial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The industrial property does not retain distinctive characteristics of a specific style, type, period, or method of construction. It is a common example of an altered industrial property.

The property was not evaluated under Criterion D, therefore, it is still recommended not eligible for the NRHP under Criterion D.

Photographs of the property are included as **Figure 24 and 25**. A map of the property with its parcel lines is included as **Figure 26**.



**Figure 24: The Joseph B. Beste Company (N04353), facing northwest.**





Figure 25: The Joseph B. Beste Company (N04353), facing west.



Figure 26: Aerial of the Joseph B. Beste Company (N04353).  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)



## 5. Dravo Shipyard Crane 1 (N12438.02)

The Dravo Shipyard Crane 1 is at 601 Riverwalk, in a 0.61-acre parcel owned by the RDC. The RDC acquired the parcel in 2007 from Harbor Associates. Harbor Associates had owned the parcel since 1986. The irregularly shaped parcel is incorporated into the Riverwalk, a 1.3-mile waterfront pedestrian path spanning from Tubman-Garrett Riverfront Park in the north to the Shipyard Shops in the south. The crane, constructed between 1928 and 1942, has been preserved as an extant example of Wilmington's shipbuilding past and the historic use of the waterfront as an industrial and manufacturing district. The Whirler crane consists of a four-leg base, steel gantry, a pivot plate, and operator's house. The boom is connected to the operator's house. Fixed, steel-frame, divided-light windows with inset hopper windows, are located throughout the operator's house. Crane 1 is oriented north-south with the boom facing south and hanging over the riverbank.

### Property History

The Dravo Corporation was founded by Francis Roulad Dravo in the 1890s in Pittsburgh to meet the local needs for raw construction materials such as sand, gravel, and ready-mix concrete. The company, which was located at Neville Island, soon added an engineering division responsible for the addition of construction cranes, barges, and other heavy equipment to their inventory. The company entered the steel-hulled shipbuilding business by 1915. To expand their production capabilities, the company opened a barge assembly plant on the west bank of the Christina River between 1927 and 1928. The complex was south of the earlier Harlan and Hollingsworth shipyard. The company shipped riveted sub-assemblies by rail from Pittsburgh for final assembly and launch in Wilmington. In 1928 and 1929, the Wilmington facility turned out 73 hulls for harbor service (Martin 2009; Dravo Corporation 1945).

Beginning in the late 1920s, the Dravo Corporation experimented with welded hulls at their Neville Island plant. Once the production and assembly process was perfected, it was put into place in their Wilmington shipyard and shared with other shipbuilding companies. Earlier in their company history, Dravo had pioneered the use of upside-down construction as a faster means of completing hull work, laying decks first rather than keels. This worked because only one in four welders was certified for overhead work at the time, and it quickly became the national standard. While the combination of upside-down work and the new welding technology added tremendously to their efficiency, the development of larger and more agile cranes made it possible for Dravo and other leading shipbuilders to tie it all together (Martin 2009; Dravo Corporation 1945).

Dravo survived the Great Depression by continuing to assemble barges, and in the early 1930s began working as a supplier to the US Navy. From their Wilmington shipyard, Dravo supplied a floating dry dock, caisson gates, gate vessels, and patrol craft to the Charleston, South Carolina, Norfolk, Virginia, and Philadelphia, Pennsylvania, Navy yards. In 1942, Dravo was chosen by the Navy to be the lead shipyard in constructing tank-landing ships, a new kind of long-range vessel that could unload tanks, troops, and equipment directly onto beaches. The new tank-landing ships were jointly designed by American and British engineers and further refined by Dravo engineers. The orders for the new ships went to shipyards around the country, and Dravo was chosen to supervise them all (Martin 2009; Dravo Corporation 1945).

The Dravo shipyard in Wilmington continued to produce ships for the US Navy through April 1945. At the shipyard's peak of production in 1942, Dravo employed over 10,500 workers and occupied more than 120 acres of land. Following the end of the war, the number of employees was dramatically reduced, and

Dravo went back to constructing barges. The Dravo Wilmington shipyard was closed in 1964 (Martin 2009; Dravo Corporation 1945).

The Whirler crane, also known as a turning crane or American revolver crane, is a heavy-duty erector first developed in the late 1920s for use in shipbuilding, dam construction, and other industries. What makes the Whirler crane different from previous types of cranes is its ability to move on rails and the 360-degree rotational capacity. The technology developed from previous types of smaller, non-rotating cranes that were capable of horizontal travel and larger, turning cranes that were capable of rotating 360 degrees but fixed in place horizontally (Martin 2009).

Whirler cranes are moved about the site on rails by steel, flanged wheels powered by electric motors (drive trucks), attached to each of four legs. At the top of the gantry is a pivot plate and pin, surmounted by an operator's house. The boom is rigged with two cables, which increases its flexibility in turning loads. While built to serve ordinary shipbuilding functions, the whirler cranes, working in pairs, were essential in turning pre-assembled hull sections and delivering them to standard berths for assembly and completion (Martin 2009).

The Dravo Corporation was an early developer, if not the first, of the Whirler crane during World War I. The corporation shared the design with other shipbuilders like Bethlehem Steel Corporation (Martin 2009). Whirler cranes are visible in aerial photography of the Wilmington Dravo complex as early 1929. The cranes were heavily utilized by the corporation throughout its history and were essential to the production of the Wilmington complex, especially during efforts associated with World War II.

The history of the Dravo cranes and their potential significance was documented in a 2009 memo by Debra Martin, Historic Preservation Planner for the City of Wilmington. Martin noted that the cranes are the last extant examples of the era of Wilmington shipbuilding due to extensive demolition and remodeling of buildings along the riverfront. She recommended that the six cranes extant at the time be retained as they were a unique collection remaining extant nationally. The cranes were constructed between circa 1928 and 1942 and are the largest known extant collection of whirler cranes from the period. This collection of whirler cranes is likely of national significance due to their rarity. Additional recommendations from city staff included retaining the cranes and performing minimal maintenance, moving the cranes out of the way of planned demolition projects to ensure their protection, and developing a preservation plan to ensure that the unique resources were protected from removal and further decay and to have their history interpreted.

Five Dravo cranes were documented in the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger, and the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon. Four of the identified cranes remain extant. The cranes were documented as part of the Dravo Shipyard Complex, which consisted of 24 buildings and five cranes related to the manufacture of barges and ships. The majority of the resources were considered to have insufficient integrity to be eligible for the NRHP; however, the five cranes were considered potentially eligible at the time of survey.

Dravo Shipyard Crane 1 is recommended eligible for listing in the NRHP under Criterion A, Industry, and Criterion C, Engineering.

Dravo Shipyard Crane 1 retains sufficient integrity and has been preserved as an interpretive component in the Wilmington Riverwalk and conveys its historic use and function. The crane is one of four extant cranes constructed in Wilmington between 1928 and 1942 and was integral to the construction and assembly of military ships during World War II. The four cranes are the only physical remnants of the once expansive Dravo Shipyard and are likely the largest extant grouping of Whirler cranes nationwide. Dravo Shipyard Crane 1 retains integrity of setting, design, materials, and association.

Dravo Shipyard Crane 1 is recommended eligible for the NRHP under Criterion A, Industry. The crane is one of four extant cranes associated with the former Dravo Shipyard and representative of the former industrial use of the Christina River and the history of shipbuilding in Wilmington.

Dravo Shipyard Crane 1 is recommended not eligible for the NRHP under Criterion B. Research has found no significant connection between the property and persons important to local, state, or national history.

Dravo Shipyard Crane 1 is recommended eligible for the NRHP under Criterion C, Engineering. The crane is an early example of the Whirler crane type constructed by the Dravo Corporation. The Whirler Crane was an important technological innovation in shipbuilding developed in the late 1920s, and this crane is a rare remaining example constructed between 1928 and 1942.

The property was not evaluated under Criterion D.

Photographs of the property are included as **Figures 27 and 28**. A map of the property with its parcel lines is included as **Figure 29**.

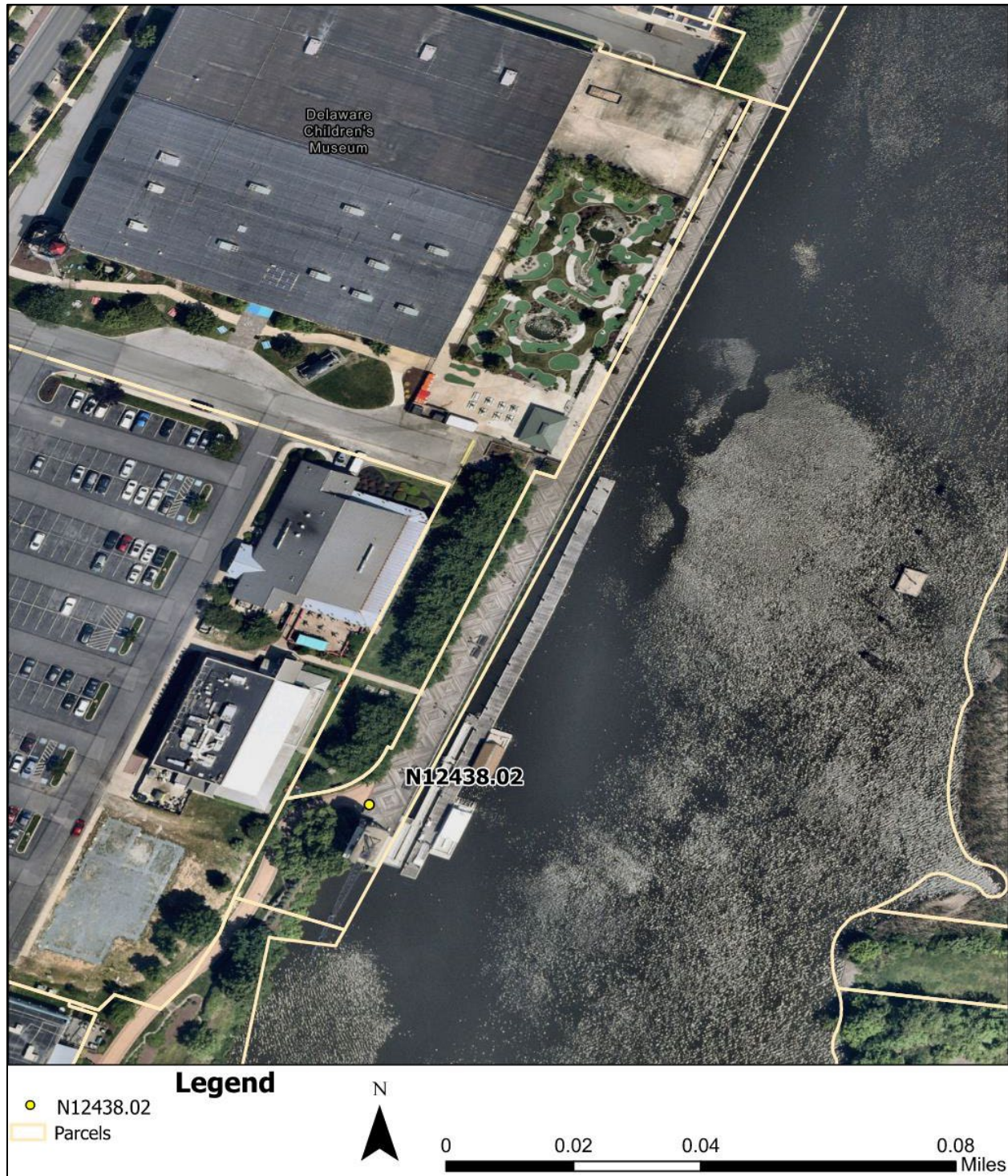


**Figure 27: Dravo Shipyard Crane 1 (N12438.02), facing west**



Figure 28: Dravo Shipyard Crane 1 (N12438.02), facing south





**Figure 29: Aerial of Dravo Shipyard Crane 1 (N12438.02)**  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## 6. Dravo Shipyard Crane 2 (N12438.03)

The Dravo Shipyard Crane 2 is located at 821 Riverwalk, in a 0.71-acre parcel owned by the RDC. The RDC acquired the parcel in 2007 from Shipyard Center, LLC. The crane, constructed between 1928 and 1942 is incorporated into the Riverwalk and has been preserved as an extant example of Wilmington's shipbuilding past and the historic use of the waterfront as an industrial and manufacturing district. The Whirler crane consists of a four-leg base, steel gantry, a pivot plate, and operator's house. The boom is connected to the operator's house. Fixed, steel-frame, divided-light windows with inset hopper windows are throughout the operator's house. A steel door is on the south elevation of the operator's house. Crane 2 is oriented east-west with the boom facing east and hanging over the riverbank.

Dravo Shipyard Crane 2 is recommended eligible for listing in the NRHP under Criterion A, Industry, and Criterion C, Engineering.

Dravo Shipyard Crane 2 retains sufficient integrity and has been preserved as an interpretive component in the Wilmington Riverwalk and conveys its historic use and function. The crane is one of four extant cranes constructed in Wilmington between 1928 and 1942 and was integral to the construction and assembly of military ships during World War II. The four cranes are the only physical remnants of the once expansive Dravo Shipyard and are likely the largest extant grouping of Whirler cranes nationwide. Dravo Shipyard Crane 2 retains integrity of setting, design, materials, and association.

Dravo Shipyard Crane 2 is recommended eligible for the NRHP under Criterion A, Industry. The crane is one of four extant cranes associated with the former Dravo Shipyard and representative of the former industrial use of the Christina River and the history of shipbuilding in Wilmington.

Dravo Shipyard Crane 2 is recommended not eligible for the NRHP under Criterion B. Research has found no significant connection between the property and persons important to local, state, or national history.

Dravo Shipyard Crane 2 is recommended eligible for the NRHP under Criterion C, Engineering. The crane is an early example of the Whirler crane type constructed by the Dravo Corporation. The Whirler Crane was an important technological innovation in shipbuilding developed in the late 1920s, and this crane is a rare remaining example constructed between 1928 and 1942.

The property was not evaluated under Criterion D.

Photographs of the resource are included as **Figures 30 and 31**. A map of the property with its parcel lines is included as **Figure 32**.





Figure 30: Dravo Shipyard Crane 2 (N12438.03), facing north



Figure 31: Dravo Shipyard Crane 2 (N12438.03), facing northeast





**Figure 32: Aerial of Dravo Shipyard Crane 2 (N12438.03)**  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## 7. Dravo Shipyard Crane 3 (N12438.04)

The Dravo Shipyard Crane 3 is located at 850 Pettinaro Park Boulevard, in a 1.54-acre parcel owned by the RDC since 2002. The crane, constructed between 1928 and 1942, is incorporated into the Riverwalk in a plaza known as “Dravo Plaza” along with Dravo Shipyard Crane 4 to the south. The two cranes are angled towards one another and centered on a public dock to their east. The crane has been preserved as an extant example of Wilmington’s shipbuilding past and the historic use of the waterfront as an industrial and manufacturing district. The Whirler crane consists of a four-leg base, steel gantry, a pivot plate, and operator’s house. The boom is connected to the operator’s house. Fixed, steel-frame, divided-light windows with inset hopper windows are throughout the operator’s house. A steel door is on the southeast elevation of the operator’s house. Crane 3 is oriented northeast-southwest with the boom facing southwest.

Dravo Shipyard Crane 3 is recommended eligible for listing in the NRHP under Criterion A, Industry, and Criterion C, Engineering.

Dravo Shipyard Crane 3 retains sufficient integrity and has been preserved as an interpretive component in the Wilmington Riverwalk and conveys its historic use and function. The crane is one of four extant cranes constructed in Wilmington between 1928 and 1942 and was integral to the construction and assembly of military ships during World War II. The four cranes are the only physical remnants of the once expansive Dravo Shipyard and are likely the largest extant grouping of Whirler cranes nationwide. Dravo Shipyard Crane 3 retains integrity of setting, design, materials, and association.

Dravo Shipyard Crane 3 is recommended eligible for the NRHP under Criterion A, Industry. The crane is one of four extant cranes associated with the former Dravo Shipyard and representative of the former industrial use of the Christina River and the history of shipbuilding in Wilmington.

Dravo Shipyard Crane 3 is recommended not eligible for the NRHP under Criterion B. Research has found no significant connection between the property and persons important to local, state, or national history.

Dravo Shipyard Crane 3 is recommended eligible for the NRHP under Criterion C, Engineering. The crane is an early example of the Whirler crane type constructed by the Dravo Corporation. The Whirler Crane was an important technological innovation in shipbuilding developed in the late 1920s, and this crane is a rare remaining example constructed between 1928 and 1942.

The property was not evaluated under Criterion D. Photographs of the property are included as **Figures 33 and 34**. A map of the property with its parcel lines is included as **Figure 35**.



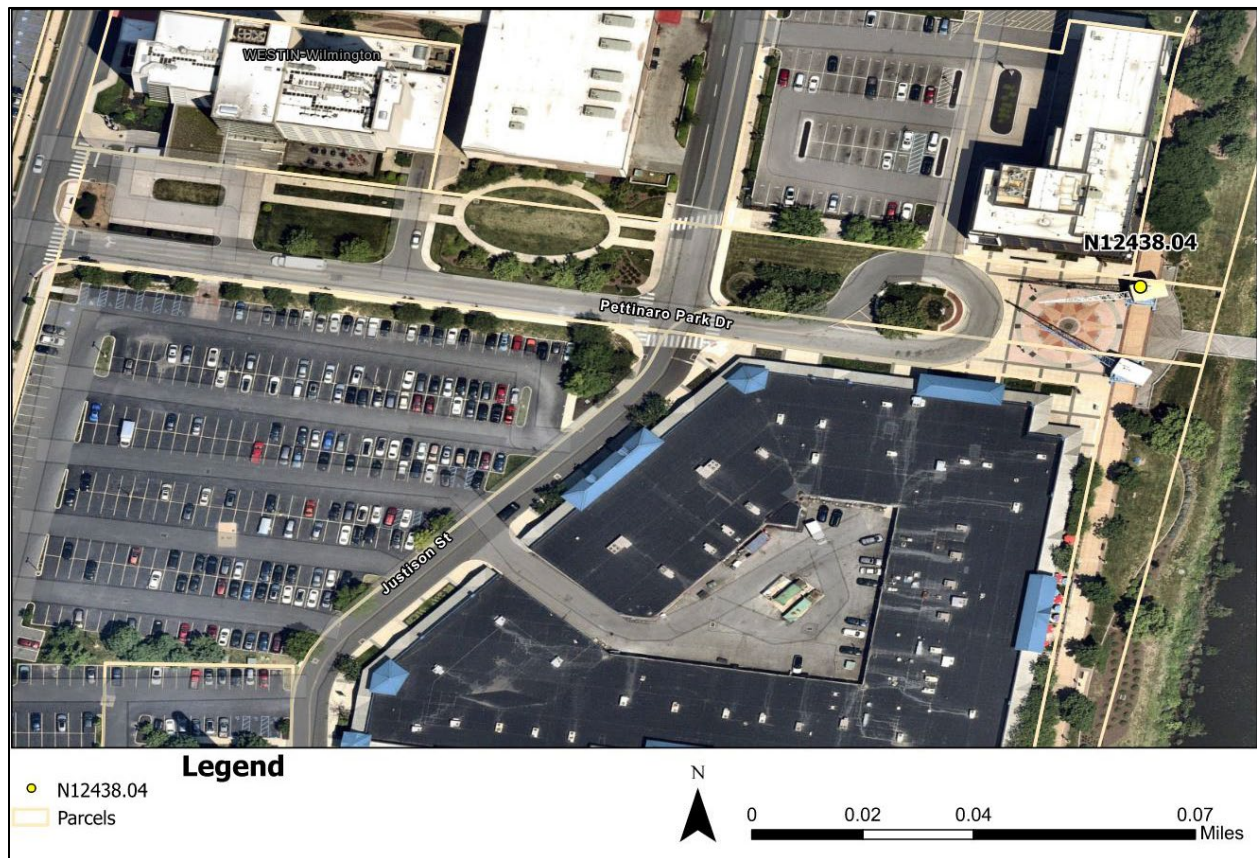


Figure 33: Dravo Shipyard Crane 3 sited in Dravo Plaza, facing northwest



Figure 34: Dravo Shipyard Crane 3 sited in Dravo Plaza, facing northwest





**Figure 35: Aerial of Dravo Shipyard Crane 3 (N12438.04)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

## 8. Dravo Shipyard Crane 4 (N12438.05)

The Dravo Shipyard Crane 4 is located at 901 Riverwalk, in a 0.69-acre parcel owned by the RDC since 2002. The crane, constructed between 1928 and 1942, is incorporated into the Riverwalk in a plaza known as “Dravo Plaza” along with Dravo Shipyard Crane 3 to the north. The two cranes are angled towards one another and centered on a public dock to their east. The crane has been preserved as an extant example of Wilmington’s shipbuilding past and the historic use of the waterfront as an industrial and manufacturing district. The Whirler crane consists of a four-leg base, steel gantry, a pivot plate, and operator’s house. The boom is connected to the operator’s house. Fixed, steel-frame, divided-light windows with inset hopper windows are throughout the operator’s house. A steel door is on the northeast elevation of the operator’s house. Crane 4 is oriented northwest-southeast with the boom facing northwest.

Dravo Shipyard Crane 4 is recommended eligible for listing in the NRHP under Criterion A, Industry, and Criterion C, Engineering.

Dravo Shipyard Crane 4 retains sufficient integrity and has been preserved as an interpretive component in the Wilmington Riverwalk and conveys its historic use and function. The crane is one of four extant cranes constructed in Wilmington between 1928 and 1942 and was integral to the construction and assembly of military ships during World War II. The four cranes are the only physical remnants of the once

expansive Dravo Shipyard and are likely the largest extant grouping of Whirler cranes nationwide. Dravo Shipyard Crane 4 retains integrity of setting, design, materials, and association.

Dravo Shipyard Crane 4 is recommended eligible for the NRHP under Criterion A, Industry. The crane is one of four extant cranes associated with the former Dravo Shipyard and representative of the former industrial use of the Christina River and the history of shipbuilding in Wilmington.

Dravo Shipyard Crane 4 is recommended not eligible for the NRHP under Criterion B. Research has found no significant connection between the property and persons important to local, state, or national history.

Dravo Shipyard Crane 4 is recommended eligible for the NRHP under Criterion C, Engineering. The crane is an early example of the Whirler crane type constructed by the Dravo Corporation. The Whirler Crane was an important technological innovation in shipbuilding developed in the late 1920s, and this crane is a rare remaining example constructed between 1928 and 1942.

The property was not evaluated under Criterion D.

Photographs of the property are included as **Figures 36 and 37**. A map of the property with its parcel lines is included as **Figure 38**.



**Figure 36: Dravo Shipyard Cranes 3 and 4, right and left respectively, facing west**





Figure 37: Dravo Shipyard Crane 4 (N12438.05), facing southwest



Figure 38: Aerial of Dravo Shipyard Crane 4 (N12438.05)  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)



## 9. Hollingsworth Boiler Shop (N12463)

The circa-1905 building was constructed as a boiler shop for the Harlan and Hollingsworth Corporation, which produced railcars and ships in a large industrial complex at this site. The industrial property was previously surveyed as part of the larger complex in the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger and the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon. The extant Harlan and Hollingsworth office building (N0367), sited north of the boiler shop, was listed in the NRHP on April 25, 1979. The nomination for the office building described the company as one of the earliest and most prolific shipbuilding companies in the country (Salganicoff 1997). In addition, Harlan and Hollingsworth Corporation was one of the first in the United States to manufacture iron ships marking them as innovators in the industry (Doerrfeld et al. 1994,13).

It was revealed during the course of this survey that a draft NRHP nomination was completed for the Boiler Shop in 1997. The draft nomination was provided by the DE SHPO Historic Property Research Center Manager, who noted that the nomination was not submitted because the building was substantially damaged in a fire before the draft could be completed. At the time of the draft nomination, the building was described as a three-story, steel-frame and common-bond brick building with intact windows covered in fiberglass and rooftop registers. The building was tiered, increasing in height from east to west, giving the impression of three combined buildings when it was, in fact, a single structure (Salganicoff 1997).

The three-story building was renovated and re-opened circa 2000 as the "Juniper Building" and housed a 10,000-square-foot restaurant. Today the building contains office space and restaurants/commercial storefronts. The building is covered by a metal, barrel roof on the west and east portions of the building. The west elevation features barreled dormers in the roofline. All observed windows openings were replaced with fixed windows with glazing.

The Hollingsworth Boiler Shop is recommended not eligible for listing in the NRHP due to a lack of integrity and significance. While the building retains integrity of location, the integrity of setting was altered with the late-nineteenth-century modifications to the riverfront. The introduction of a new roof shape and new doors and windows altered the integrity of design, materials, and workmanship. As such, the building no longer feels like a circa-1905 industrial building. The integrity of association was compromised when the building was turned into a commercial office building.

The property is recommended not eligible for the NRHP under Criterion A. While the building retains its historic footprint and location and is associated with the early industrial history of Wilmington, it has diminished integrity of design, materials, workmanship, and feeling from alterations following a substantial fire. The former industrial property was converted to commercial use and no longer retains sufficient integrity to convey its association with industrial development.

The property is recommended not eligible for the NRHP under Criterion B. While it was associated with the Harlan and Hollingsworth Corporation, the property has diminished integrity and does not sufficiently convey this association.

The property is recommended not eligible for the NRHP under Criterion C. The industrial property does not retain distinctive elements of a type, period, or method of construction and lacks integrity due to the

replacement of windows and doors, and the installation of a roof that is vastly different from the historic design of the building.

Previous reports recommended the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey. Photographs of the property are included as **Figures 39-41**. A map of the property with its parcel lines is included as **Figure 42**.



**Figure 39: Photograph from the 1930s of the Harlan Plant, facing northwest (Stewart 1930s).**



Figure 40: The Hollingsworth Boiler Shop (N12463), facing north.



Figure 41: The Hollingsworth Boiler Shop (N12463), facing southwest.





**Figure 42: Aerial of the Hollingsworth Boiler Shop (N12463)**  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)



### 10.101 Avenue of the Arts (N12464)

The resource is one of three within the same parcel, along with N12465 and N12466, which was formerly associated with the J. Morton Poole Company complex. The industrial complex was previously surveyed as part of the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger and the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon. Based on available aerial imagery, the building recorded as N12464 was demolished between 1997 and 2002. A demolition date of August 1990 was listed in Dixon's 1992 report.

The J. Morton Poole Company was a machine manufacturing and metal processing complex which opened on the site in 1847. The property was redeveloped between 2015 and 2018 and now contains a five-story multi-family residential building and parking lot. The site of the former building was in the northwest corner of the parcel which is now part of the paved parking lot.

The resource was demolished and does not retain any integrity.

Photographs of the property are included as **Figures 43 and 44**. A map of the property with its parcel lines is included as **Figure 45**.



**Figure 43: The site of the demolished properties formerly located at 101 Avenue of the Arts (N12464, N12465, and N12466), facing north**



**Figure 44: The site of the demolished properties formerly located at 101 Avenue of the Arts (N12464, N12465, and N12466), facing northwest**





Figure 45: Aerial of 101 Avenue of the Arts (N12464, N12465, and N12466)  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

### 11.J. Morton Poole Company Pattern Storehouse (N12465)

The resource is one of three within the same parcel, along with N12464 and N12466, that was formerly associated with the J. Morton Poole Company complex. Based on a review of available aerial imagery, the building was demolished between 2015 and 2017. A draft NRHP nomination for the pattern storehouse was completed in 2003 by Debra Martin, City of Wilmington Historic Preservation Planner. The draft nomination recommended the pattern storehouse be listed on the NRHP under Criteria A and B with a period of significance from 1874 to 1916 (Martin 2003). At the time of the draft nomination, the building was one of the last remaining extant structures associated with the former complex. One other structure associated with the former complex is known to remain extant at 1 Avenue of the Arts. The parcel contains one building comprised of N12468 and N12469.

The industrial property was redeveloped between 2015 and 2018 and now contains a five-story multi-family residential building and parking lot. The site of the former pattern storehouse was along the eastern parcel line and is part of the paved parking lot.

The resource was demolished and does not retain any integrity.

Photographs of the property are included as **Figures 43 and 44**. A map of the property with its parcel lines is included as **Figure 45**.

### 12. 101 Avenue of the Arts (N12466)

The industrial resource is one of three within the same parcel, along with N12464 and N12465, that was formerly associated with the J. Morton Poole Company complex. Based on available aerial imagery, the building was demolished between 1997 and 2002. Report 43258 lists a demolition date of April 1990. The property was redeveloped between 2015 and 2018 and now contains a five-story multi-family residential building and parking lot. The site of the former building was along the eastern parcel line and is now within the paved parking lot.

The resource was demolished and does not retain any integrity.

Photographs of the property are included as **Figures 43 and 44**. A map of the property with its parcel lines is included as **Figure 45**.

### 13. 1 Avenue of the Arts (N12468 and N12469)

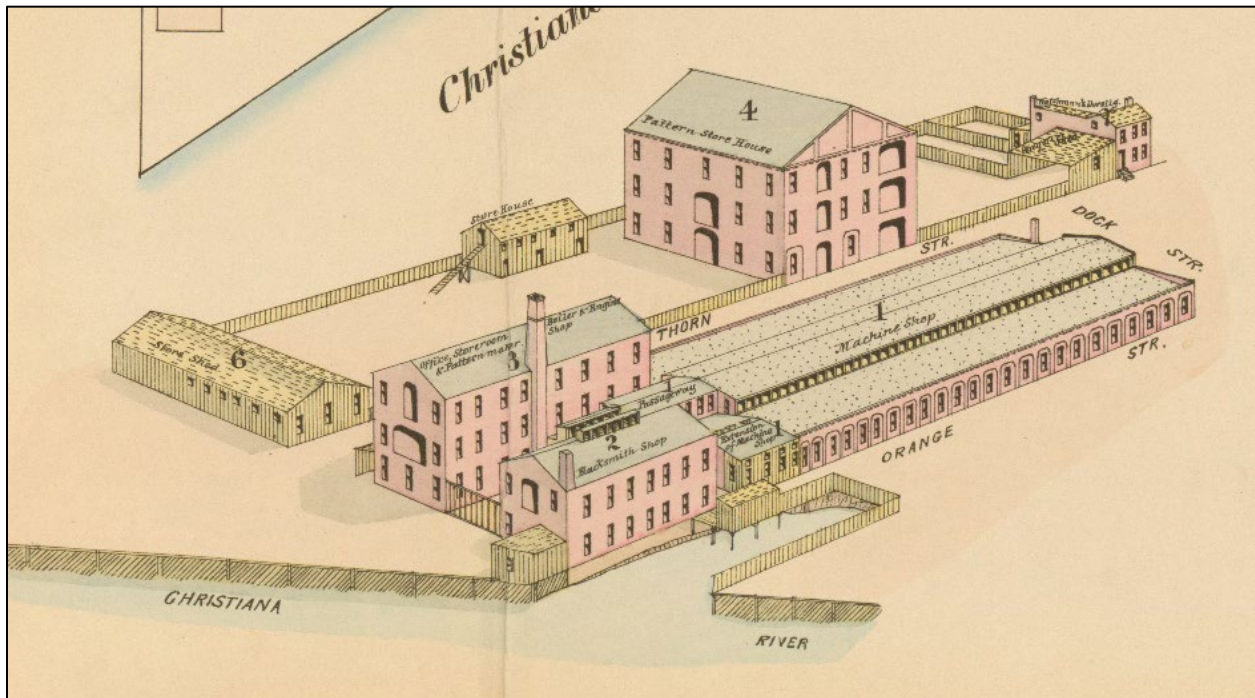
The industrial property at 1 Avenue of the Arts was historically part of the J. Morton Poole Company complex, which was surveyed as part of the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger and the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon. Dixon's report notes that N12468 was a boiler house and N12469 was a metal shop and that both buildings were constructed circa 1830-1880. Both buildings were evaluated as having poor integrity and recommended as NRHP not eligible in the 1989 report by Hoffman, et al.

The J. Morton Poole Company complex was a machine manufacturing and metal processing complex which opened on the site in 1847. The J. Morton Poole Company began as a general machine shop and then transitioned to specializing in machinery for grinding grain, then to manufacturing paper, cloth, sheet rubber, and linoleum. An 1877 Hexamer General Survey of the complex depicts a three-story boiler and



engine shop building on the southwest corner of the current building (**Figure 46**). A two-story blacksmith shop occupies the southeast corner. The drawing shows empty space between the two buildings, both of which have front-gable roofs. A two-story passageway fills the space at the north end of the buildings and provided access to a large, rectangular machine shop which connected to the north elevations.

The empty space between the south ends of N12468 and N12469 appears to be filled by a two-story addition as early as 1952, although this likely occurred much earlier. After 1982, the large machine shop on the north end of the buildings was removed. A large three-story addition on the north side of the former boiler shop and metal shop were observed on aerial imagery. A 1985 newspaper article detailing the renovation of the building by architecture firm Moeckel Carbonell Associates Inc. includes a photograph that matches the building's current footprint. The early-1980s redevelopment into office space was noted as an early accomplishment in the Riverfront's history. The property was purchased by 'armer's Mutual Fire Insurance Company of Salem in March 2020. Signs for the company are affixed to the north elevation and south façade.



**Figure 46: The 1877 Hexamer General Survey of the J. Morton Poole and Company Machine Works (Volume 13, Plate 1157). N12468 is in the three-story building in the foreground N12469 is the two-story building to its right.**

While the building maintains its historic location, it retains little integrity as the building plan was expanded and altered several times and two individual resources were combined into a single building when the two-story passageway was built between them. What remains of the original buildings is their brick construction; for the most part their original forms are evident despite the passageway. None of the windows or doors are historic, some of the fenestration patterns have been altered, and the building no longer conveys its historic use. It should be noted that there are metal pulley systems in the gable peaks of both buildings' south elevations. It is unknown when these were added but they do not appear on the 1877 Hexamer map.



The property at 1 Avenue of the Arts is recommended not eligible for listing in the NRHP due to a lack of integrity. While integrity of location remains, the setting has been altered by the late-nineteenth-century modifications made to the waterfront. All the doors and windows have been replaced altering the design, materials, and workmanship of the former boiler house and metal shop. The building, now a commercial building, no longer retains integrity of feeling and association.

The property is recommended not eligible for the NRHP under Criterion A. While the resource maintains its historic location and was associated with the early industrial history of Wilmington, it no longer retains integrity of design, materials, workmanship, or feeling. The former industrial property was converted to offices and no longer retains sufficient integrity to convey its association with industrial development.

The property is recommended not eligible for the NRHP under Criterion B. While it was associated with the J. Morton Poole Company, the property has diminished integrity and does not sufficiently convey this association.

The property is recommended not eligible for the NRHP under Criterion C. The property has been severely altered and the building, which combined two smaller, individual buildings, into the current single building, lacks integrity of design. Furthermore, the resource does not possess high artistic value, is not known to be the work of a master and does not embody the distinctive characteristics of a particular style, type, period, or method of construction.

The property was not evaluated under Criterion D.

Photographs of the property are included as **Figures 47 and 48**. A map of the property with its parcel lines is included as **Figure 49**.



Figure 47: 1 Avenue of the Arts (N12468 and N12469), facing northeast.



Figure 48: 1 Avenue of the Arts (N12468 and N12469), facing southwest.



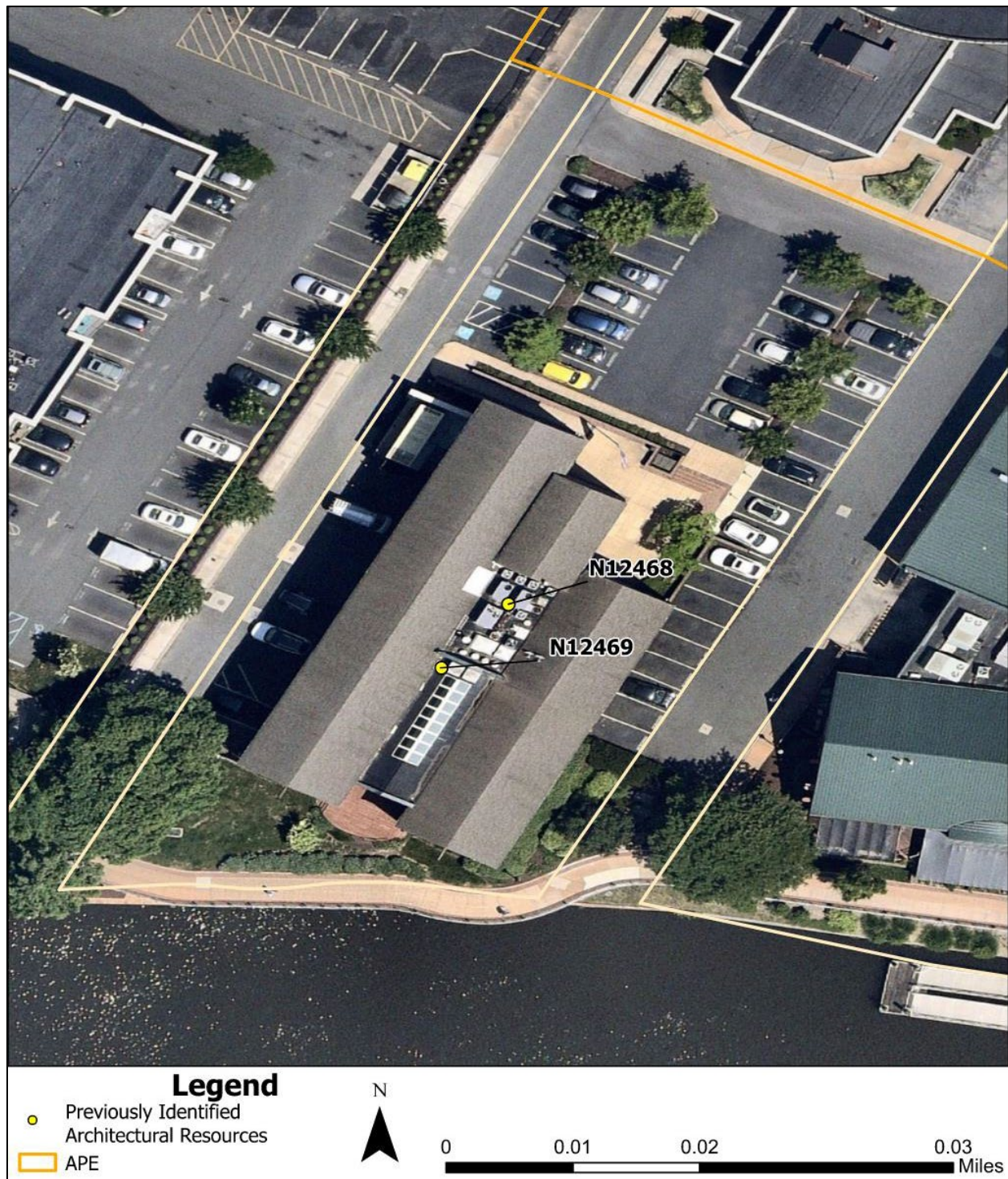


Figure 49: Aerial view of 1 Avenue of the Arts (N12468 and N12469).  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)



#### 14. Kent Building (N12470)

The Kent Building property was last documented in 1999 on a NRHP nomination form. The industrial property was determined eligible in 2000 as part of a project during which the property was renovated by ING Bank. At the time that it was last documented, the property consisted of the circa-1885, six-story Kent Building and a large, circa-1905, two-story warehouse attached to the building's south elevation. Architectural plans included in the 1999 NRHP nomination depict changes to the two-story warehouse, including the removal of the north and south portions of the building. The property was renovated and redeveloped in 2000 by ING Bank, as part of the first phase of the Wilmington Riverfront development. A four-story, circa-2000 addition was added to the south elevation of the six-story Kent Building where a portion of the two-story warehouse was removed. The southern end of the warehouse was replaced by a circa-2000, one-story addition with a series of front-gable roofs covered in metal sheeting. The gable-roof addition is oriented northeast-southwest as opposed to the north-south orientation of the two-story warehouse and six-story Kent Building. The southern addition is connected to the two-story warehouse by a two-story wing of the building with a flat roof.

The property is currently divided into two parcels, with the northern parcel containing the six-story Kent Building and the circa-2000, four-story addition on its south elevation. The parcel containing the six-story portion of the resource was acquired by Delaware State University in August 2021. Signage above the entrance on the east façade "says "Capital One Building" and signs displaying "Delaware State University" are on the façade and north elevation between the fifth and sixth stories. The US branch of ING Bank was sold to Capital One in 2011. The southern parcel contains the two-story warehouse portion of the resource and its additions. This building houses the Riverfront Market, which is operated by the Riverfront Development Corporation of Delaware, and other restaurant and commercial suites.

The property was previously determined eligible for listing in the NRHP. The Kent Building remains eligible for listing in the NRHP under Criterion A and Criterion C. The building retains sufficient integrity and conveys its historic industrial use as a warehouse related to leather processing and manufacturing. Despite alterations to the property, the building retains integrity of location, setting, design, and materials and conveys its original style and period of construction.

The building is still recommended not eligible for the NRHP under Criterion B. Research has found no significant connection between the property and persons important to local, state, or national history.

Previous reports recommended the property as not eligible under Criterion D; however, the property was not evaluated under Criterion D as part of this survey.

Photographs of the property are included as **Figures 50-53**. A map of the property with its parcel lines is included as **Figure 54**.



Figure 50: The Kent Building (N12470), facing southwest



Figure 51: The Kent Building (N12470), facing west





Figure 52: The Kent Building (N12470), facing southwest



Figure 53: The Kent Building (N12470), facing north





**Figure 54: Aerial view of the Kent Building (N12470)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

### 15. 115 S. Market Street (N12492)

The property was previously surveyed as part of the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area (43467)* by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger and



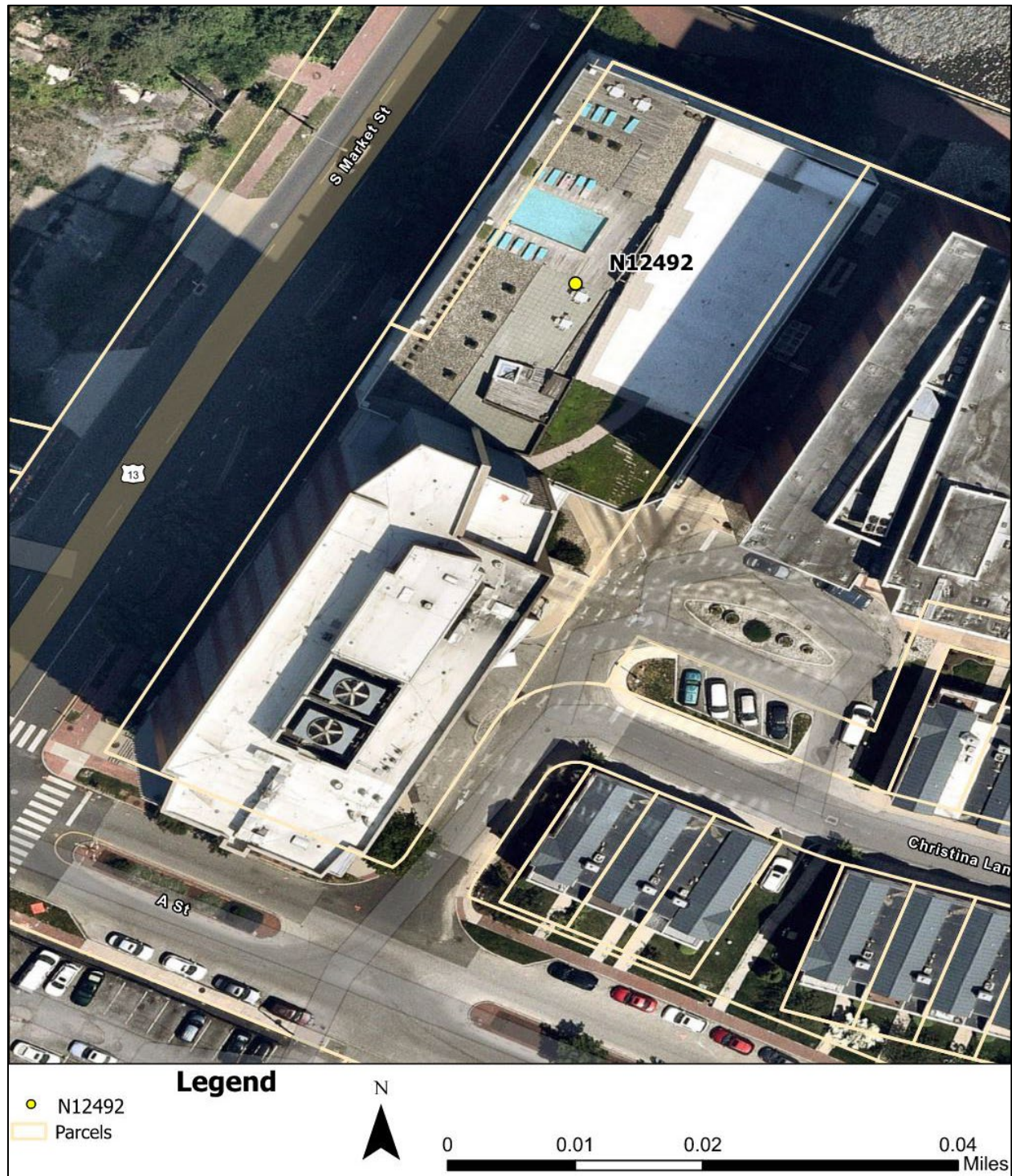
the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon. The reports note that the industrial property contained a circa-1936 chemical storage resource. The property which formerly contained 115 S. Market Street appeared empty when observed on aerial imagery from 1992. In 2002 the property appeared paved and was in use as a parking lot. Between 2002 and 2007, two multi-story condominium towers and a parking garage were constructed on the site of the demolished property.

The resource was demolished and does not retain any integrity.

A photograph of the property is included as **Figure 55**. A map of the property with its parcel lines is included as **Figure 56**.



**Figure 55: The site of the demolished property formerly located at 115 S. Market Street (N12492), facing southeast**



**Figure 56: Aerial view of the former 115 S. Market Street (N12492)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

## 16. Edward W. Schrumm Inc. (N12494)

The property was previously surveyed as part of the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger and the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by



Stuart Paul Dixon. The reports noted that the commercial property was used for storage. Previous documentation of the resource lists a construction date of circa 1928. Based on available aerial imagery, it appears that the resource was demolished between July 2012 and October 2014. The parcel remains vacant and is currently filled with overgrown grass and shrubs.

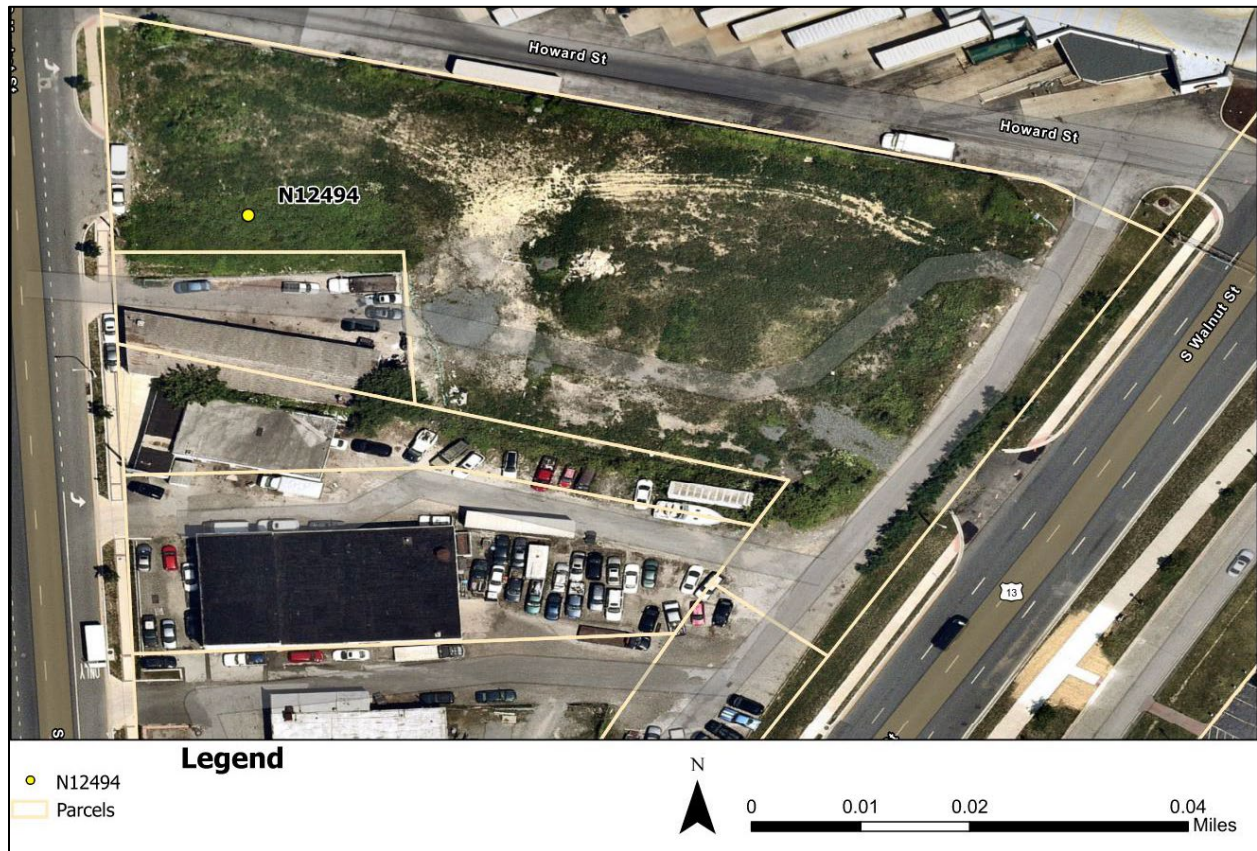
The resource was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

The resource was demolished and does not retain any integrity.

A photograph of the property is included as **Figure 57**. A map of the property with its parcel lines is included as **Figure 58**.



**Figure 57: The site of the demolished Edward W. Schrumm Inc. property (N12494), facing southeast**



**Figure 58: Aerial of the former Edward W. Schrumm Inc. Property (N12494)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

### 17. Victor Pyle Lumber Company (N12495)

The circa-1925, two-story warehouse is constructed of brick, has a front-gable roof, and a stepped parapet on the east façade. The plan is rectangular, and the building is sited close to the roadway. The five-bay façade features paired, double-hung windows on the second-story, fixed windows on the first story, and Colonial Revival-style surrounds at the doorways. Two lumber sheds are west of the building within the property, one to the northwest and one to the west of the warehouse. The commercial property was acquired by the RDC in January 2023.

The resource was considered not eligible for listing on the NRHP under Criteria A, B, or C when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. This report also recommended that the property may have potential eligibility under Criterion D. Correspondence with DE DHCA staff in May and August 2023 revealed that the SHPO office concurred with these eligibility recommendations.

The Victor Pyle Lumber Company is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. The property retains integrity of location and setting. Based on the previous survey in the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* report by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn, the

building has had its front entrance altered (Zug-Gilbert et al 2011,38). While the fenestration pattern on the façade is the same, the patterns along the side elevations have been altered—in some cases, openings have been infilled and the doors and windows replaced. Victor R. Pyle signage in the parapet was removed at an unknown date. The building does not retain integrity of design, materials, workmanship, feeling, or association. The building currently functions as a retail hardware store.

The property is still recommended not eligible for the NRHP under Criterion A. The building no longer retains sufficient integrity to demonstrate its former function as a commercial lumber warehouse. The property is one of several altered commercial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction.

The property was not evaluated under Criterion D as part of this survey; however, the property remains potentially eligible under Criterion D per the recommendations in the Zug-Gilbert et al. (2001) report..

Photographs of the property are included as **Figures 59- 61**. A map of the property with its parcel lines is included as **Figure 62**.





Figure 59: Bird's eye 1940s photograph of Victor Pyle Lumber Company, facing northwest (Source: Zug-Gilbert et al. 2011,38)

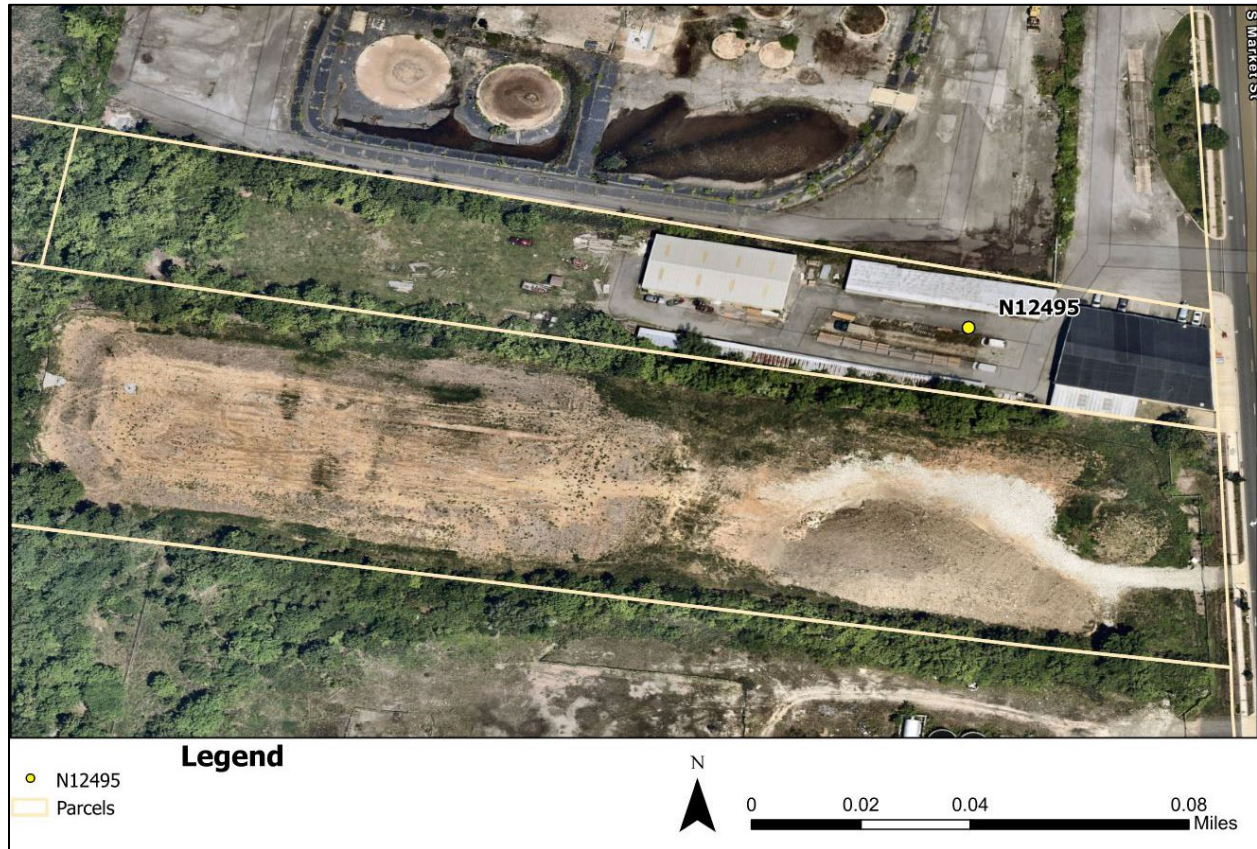


Figure 60: Victor Pyle Lumber Company (N12495), facing southwest



Figure 61: Victor Pyle Lumber Company (N12495), facing south





**Figure 62: Aerial of Victor Pyle Lumber Company (N12495)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

### 18. Ploener Auto Salvage Company (N12496)

The circa-1925, two-story building was constructed in two phases. The western, two-story section was constructed circa 1925, and the eastern one-story section was constructed circa 1936. The building is constructed of brick, has a flat roof, and features a parapet along the west façade. Fenestration throughout the building consists of fixed windows, and garage bays are along the north elevation. In some cases, window openings have been sealed. The building is plain but does contain several Art Deco elements on the facade, though not expressed to a high degree. The commercial adaptation of the style can be seen in the inset panels in the parapet, the brick diamond detailing, and the corbisteped parapet (Zug-Gilbert et al. 2011).

The commercial property was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

The Ploener Auto Salvage Company is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. According to guidance, the salvage yard must retain its administrative building, its storage yard, and roadside setting, retention of historic signage would be a bonus. The property retains integrity of location and setting. The alterations to the exterior of the administration



building negate the integrity of design, materials, and workmanship. As a consequence, the building no longer feels like an early-twentieth-century automotive salvage building. The property retains integrity of association as it continues to function as an automotive salvage.

The property is still recommended not eligible for the NRHP under Criterion A. While the building was an automotive salvage yard and continues to be, it is not representative of the commercial property type as it no longer retains the integrity of design, materials, or workmanship needed to be significant as an example of an automotive salvage or automotive repair shop. The property is one of several altered commercial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction. As an automotive salvage building, integrity of design, materials, and workmanship are of high importance as the original fenestration often indicated the function of the building (Zug-Gilbert et al. 2011). The replacement of the windows and the doors and the infilling of several negates its integrity.

While the building retains several elements of a commercial adaptation of the Art Deco style, the necessary features to classify the building as a representative example of the Art Deco style are missing. The building does not include streamlined lines, curvilinear shapes, glass block, or significant geometric detailing (Zug-Gilbert et al. 2011,68).

Previous reports recommended the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey.

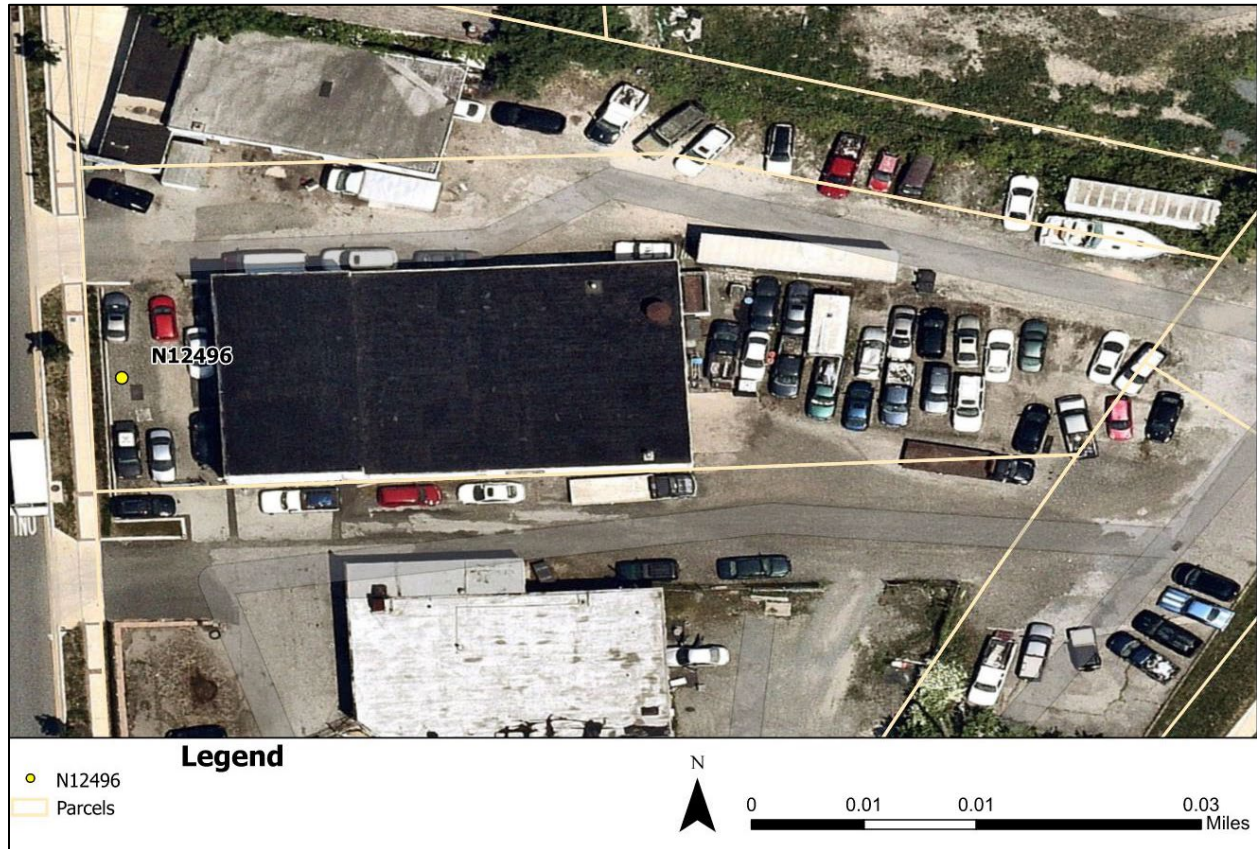
Photographs of the property are included as **Figures 63 and 64**. A map of the property with its parcel lines is included as **Figure 65**.



Figure 63: Ploener Auto Salvage Company (N12496), facing northeast



Figure 64: Ploener Auto Salvage Company (N12496), facing east



**Figure 65: Aerial of Ploener Auto Salvage Company (N12496)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

### 19. 505 S. Market Street (N12497)

Newspaper research revealed that the property contained a petroleum refining plant, which was operated by the Atlantic Refining Company in the 1950s and 1960s. The property was previously surveyed as part of the 1989 report, *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger and the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon. The reports note that the build date was circa 1936 and the use was oil distribution. The resources within the property were demolished between 2018 and 2019 based on available aerial imagery.

The industrial property was acquired by the RDC in March 2023. Surveyors conducted a site visit of the property with Anthony Mottola of RDC in June 2023. It was revealed during the site visit that the brownfield remediation is being conducted by Siemens, a previous operator of the plant on the property, due to an agreement signed in the early 2000s. The remediation process filters contaminated water and removes the contaminants from the site.

The resource was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

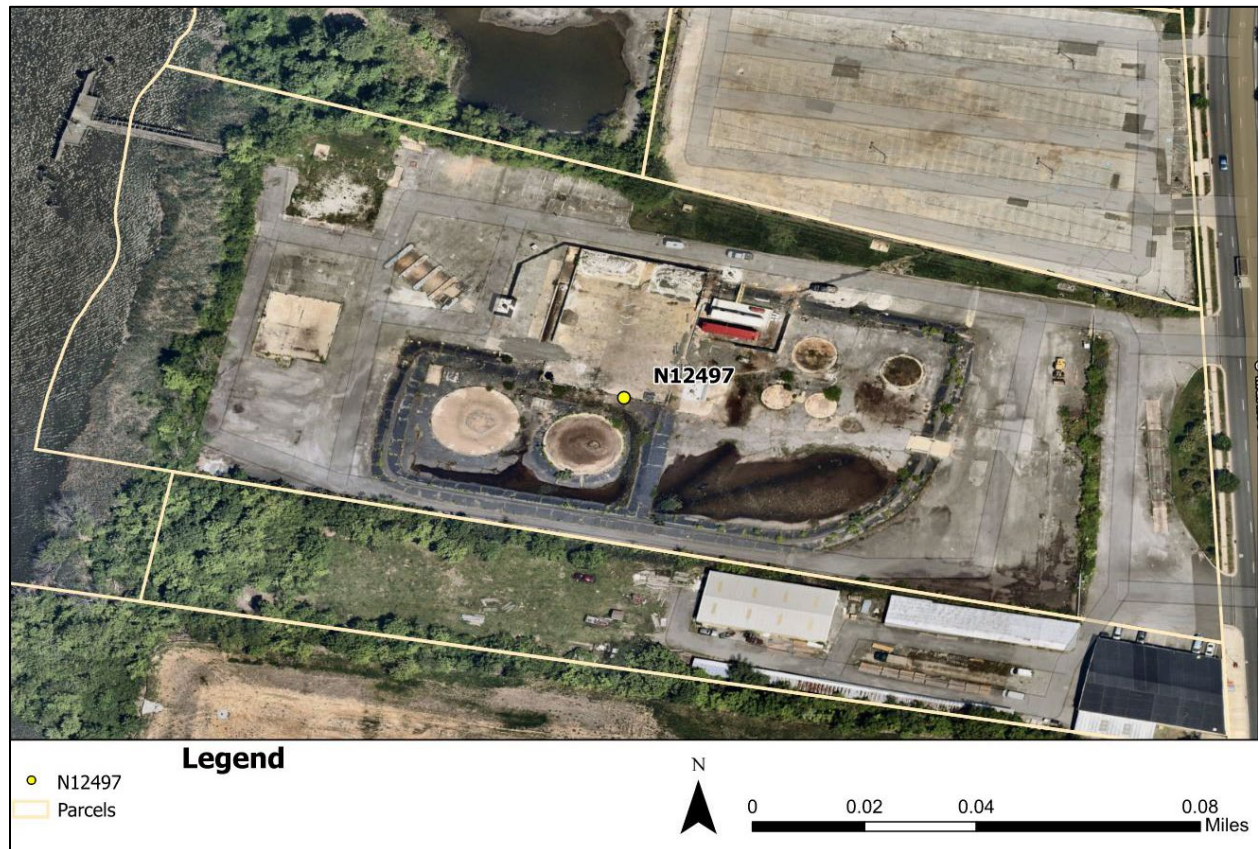


The resource was demolished and does not retain any integrity.

A photograph of the property is included as **Figure 66**. A map of the property with its parcel lines is included as **Figure 67**.



**Figure 66: The site of the demolished 505 S. Market Street property (N12497), facing west**



**Figure 67: Aerial of 505 S. Market Street (N12497)**  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## 20. Dan and Bobs Auto Body Shop (N14458)

The one-story, rectangular building was constructed between 1956 and 1965. The building has a concrete-block structural system and a front-gable roof of asphalt shingles. Seven garage bays are along the north elevation and the façade features an entry with a Colonial Revival-style surround and a fixed window.

The commercial property was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

Dan and Bobs Auto Body Shop is still recommended not eligible for listing in the NRHP due to a lack of significance.

The property is still recommended not eligible for the NRHP under Criterion A. While the building retains integrity overall and is able to demonstrate its past function as an automotive service station, it is a commonplace example of this property type. The property is one of several commercial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction.

Previous reports recommend the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey.

Photographs of the property are included as **Figures 68 and 69**. A map of the property with its parcel lines is included as **Figure 70**.



**Figure 68: Dan and Bobs Auto Body Shop (N14458), facing southeast**





Figure 69: Dan and Bobs Auto Body Shop (N14458), facing east

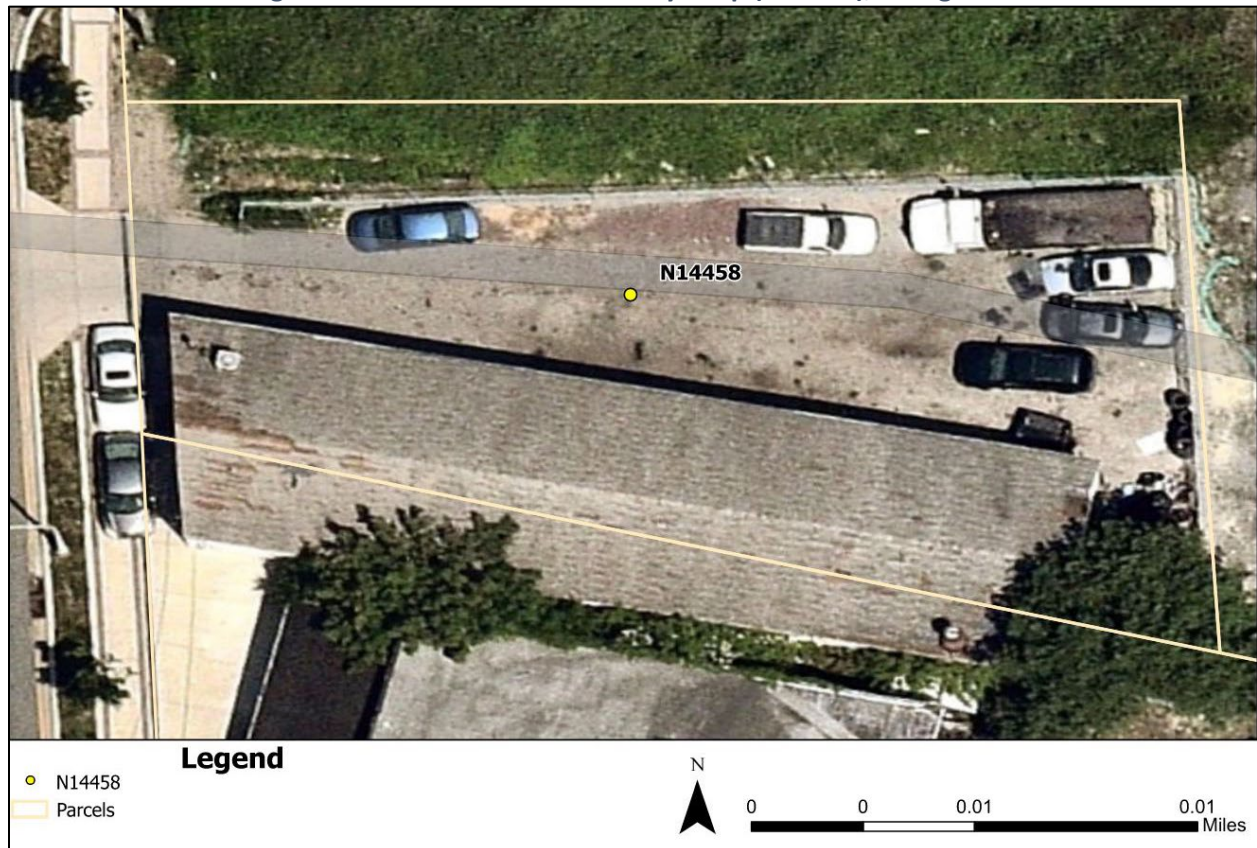


Figure 70: Aerial of Dan and Bobs Auto Body Shop Je(N14458)  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## 21. David Ploener Auto Repair (N14460)

The circa-1960, one-story building has functioned as an automotive service station business since it was initially constructed. The majority of the building has a flat roof, and two smaller segments on the west façade are topped by shed roofs, which give the appearance of a Mid-Century Modern-style butterfly roof. Garage bays are on the east elevation of the building. The property has been owned by the same owners since 1978.

The commercial property was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

David Ploener Auto Repair is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance.

The property is still recommended not eligible for the NRHP under Criterion A. The property retains integrity of location and setting. The front addition and the replacement of the windows negate the property's integrity of design, materials, and workmanship, it no longer feels like a mid-twentieth century automotive repair shop; the property continues to function as a repair shop. The property is one of several altered commercial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction.

Previous reports recommended the property as not eligible under Criterion D; however, the property was not evaluated under Criterion D as part of this survey.

Photographs of the property are included as **Figures 71 and 72**. A map of the property with its parcel lines is included as **Figure 73**.



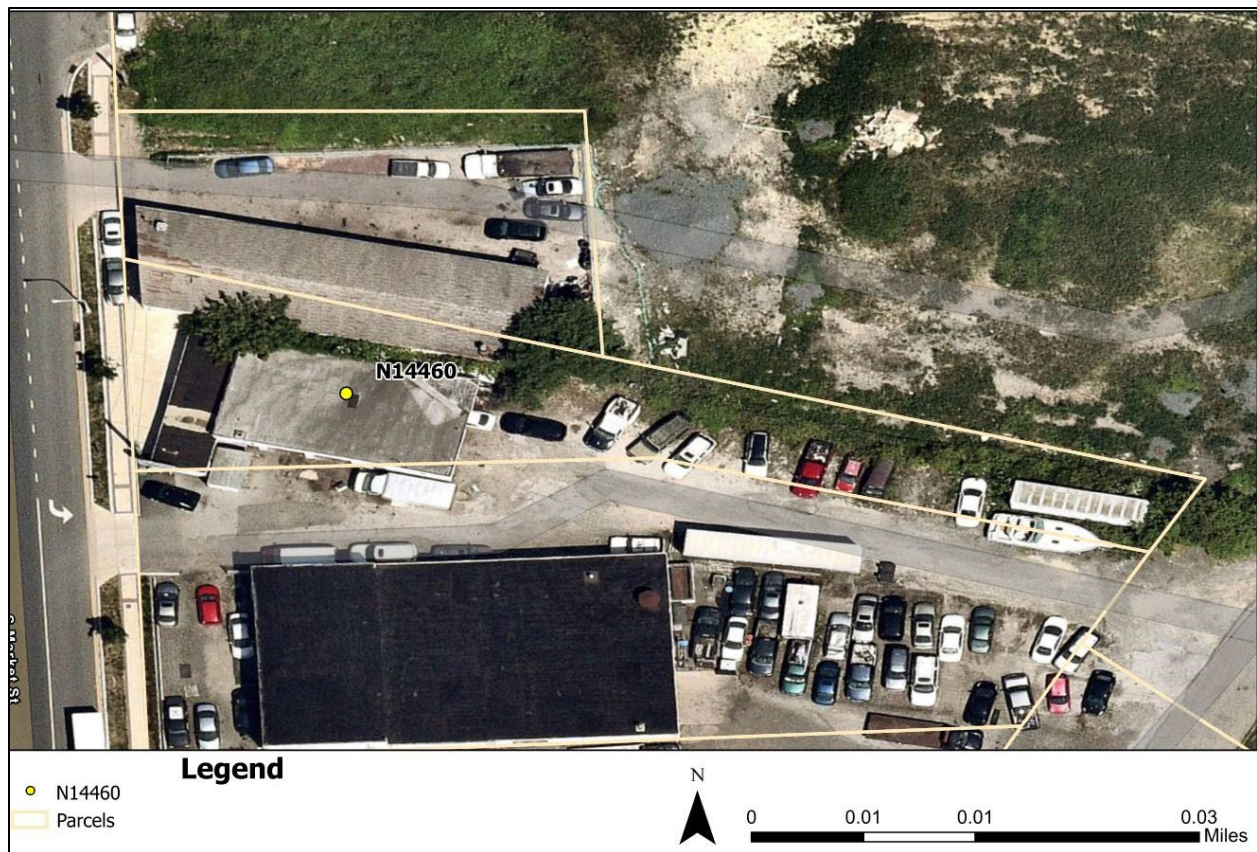


Figure 71: David Ploener Auto Repair (N14460), facing east



Figure 72: David Ploener Auto Repair (N14460), facing northeast





**Figure 73: Aerial of David Ploener Auto Repair (N14460)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

## 22. Ranch House (N14461)

The circa-1963, one-story building is rectangular in plan, features an angled entrance door on the southwest corner of the building, and has a flat roof. The building is constructed of concrete block and has a flat roof, with a small addition on the north elevation with a shed roof. The property is currently vacant. It was acquired by the RDC in June 2023.

The commercial property was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

The Ranch House is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. The property does not retain integrity of setting as the area to the south, which was once open, was paved between 1970 and 1981. Based on historic aerials, once paved it functioned as a parking lot. It now contains junk or scrapped cars. The integrity of design, materials, and workmanship was compromised when the windows along the east and west elevations were infilled. Since the integrity of design, materials, and workmanship no longer remain, the building does not retain integrity of feeling. As the building no longer functions as a restaurant it does not retain integrity of association. The property is still recommended not eligible for the NRHP under Criterion A. Given its lack of integrity, the building cannot demonstrate its past use as a restaurant. The property is one of several altered commercial

properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends. Furthermore, the property is vacant and does not retain an association with its historic use as a restaurant.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction nor does it convey its historic function and use.

Previous reports recommended the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey.

Photographs of the property are included as **Figures 74 and 75**. A map of the property with its parcel lines is included as **Figure 76**.



**Figure 74: Ranch House (N14461), facing east**





Figure 75: Ranch House (N14461), facing east



Figure 76: Aerial of Ranch House (N14461)  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)



### 23. Atlantic Refining Company (N14479)

The commercial property contains a circa-1952, one-story commercial building along the western parcel line and a one-story garage along the eastern property line. Since it was last documented in 2011, the façade was altered, and the main entrance moved to the center of the building. The new entrance consists of a pair of metal-and-glass doors flanked by fixed windows, as opposed to the previous two separate entrances, one of which was in the north corner and one south of the center of the façade. The previous entrance doors were either removed or bricked in. The entrance sits below a small, shed roof. The garage building had the awning over the entrance door at the top of the stairs removed.

The parcels north and east of the property were redeveloped into a large shopping center between 2008 and 2009. The parking lot for the new commercial businesses surrounds the north and east sides of the parcel. The property was acquired by the RDC in November 2022.

The resource was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

The Atlantic Refining Company is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. Given the construction of the large shopping center to the north and south, the integrity of setting has been compromised, though integrity of location remains. The alterations to the exterior, including the rearrangement of the entrance, infilled openings and replacement doors and windows, compromised the integrity of the design, materials, and workmanship. As such, the integrity of feeling was compromised. The function of the building changed from a service station to an automotive parts retailer.

The property is still recommended not eligible for the NRHP under Criterion A. As an automotive service station, integrity of design, materials, and workmanship are of high importance as the original fenestration often indicated the function of the building (Zug-Gilbert et al. 2011). The exterior alterations negate its integrity. The property is one of several altered commercial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction nor does it convey its historic commercial function and use. In addition, the alterations have compromised its integrity.

Previous reports recommended the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey.

Photographs of the property are included as **Figures 77 and 78**. A map of the property with its parcel lines is included as **Figure 79**.



Figure 77: Atlantic Refining Company (N14479), facing east



Figure 78: Atlantic Refining Company (N14479), facing southeast



**Figure 79: Aerial of Atlantic Refining Company (N14479)**  
*(Cascardi 2023d; created using Nemap Aerial Imagery and ESRI Hybrid Reference Layer)*

## 24. Esso Standard Oil Company (N14480)

The industrial property contains a circa-1955, one-story office building and warehouse along the southern property line and a circa-1953, one-story office building with a circa-1982 addition along the northern property line. The circa-1955 office building and warehouse is irregular in plan and features grouped windows on the northern façade and eastern elevation below an eyebrow ledge. Full-height garage bays with roll-up, metal-and-glass doors are in the western half of the north façade and are accessed by a loading dock.

The circa-1953 wing of the office building has a shed roof and is clad in brick veneer. The circa-1982 addition is clad in stucco, has fixed windows, and a hipped roof detail. The property historically functioned as a bulk storage plant. The property was acquired by RDC in September 2021 and is currently vacant.

The resource was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

The Esso Standard Oil Company is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. The building no longer retains integrity. While the integrity of location and setting remains, the integrity of design, materials, workmanship, feeling, and association does not. Doors



and windows have been replaced, awnings added, and the circa 1982 building obscures the design and scale of the original building.

The property is still recommended not eligible for the NRHP under Criterion A. The building no longer retains integrity and cannot demonstrate its past used as a bulk storage plant. The resource is a typical example of an altered commercial building and is one of several along the South Market Street Corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past.

The property is still recommended not eligible for the NRHP under Criterion C. The industrial property does not retain distinctive characteristics of a specific style, type, period, or method of construction.

Previous reports recommended the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey.

Photograph of the property are included as **Figures 80 and 81**. A map of the property with its parcel lines is included as **Figure 82**.



**Figure 80: The circa-1955 Esso Standard Oil Company (N14480), facing southwest**



Figure 81: The circa-1953 and circa-1982 office buildings of the Esso Standard Oil Company (N14480), facing northwest

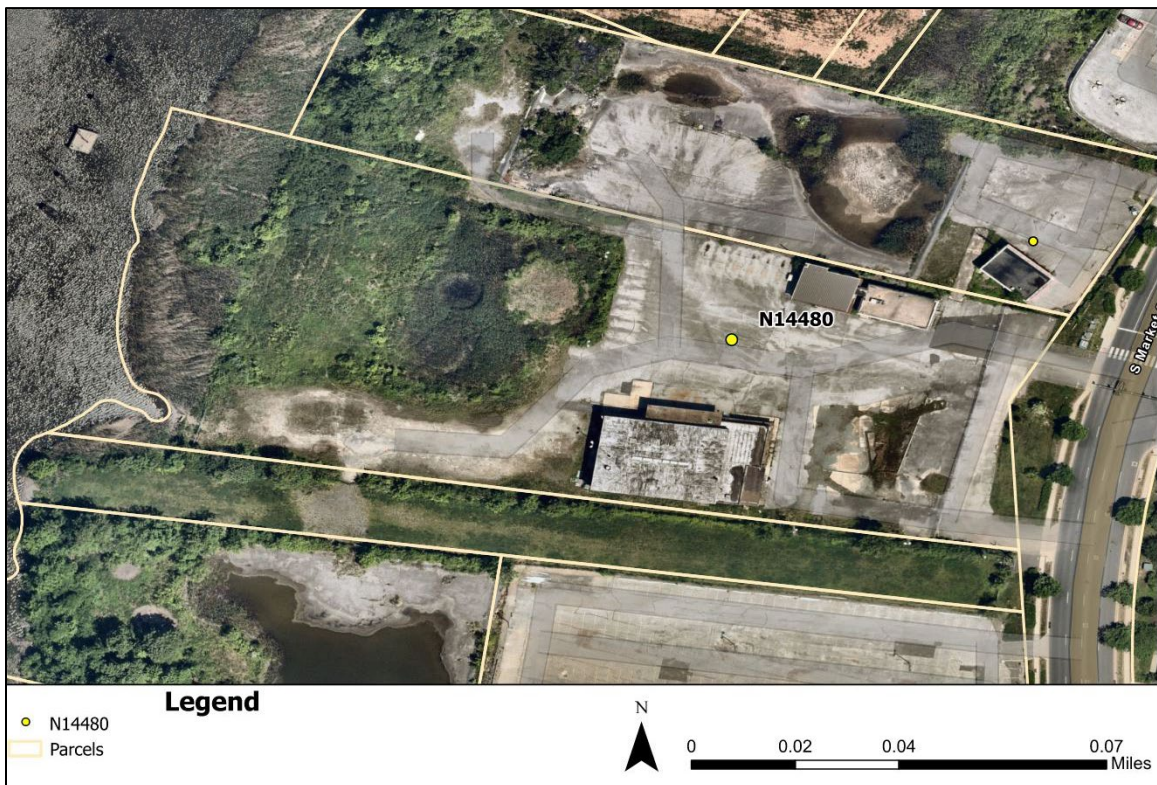


Figure 82: Aerial of Esso Standard Oil Company (N14480)  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## 25. Standard Oil (N14481)

The building is a circa-1940, one-story former service station. The building features a concrete-block structural system, a flat roof, and is set at a 45-degree angle to the adjacent South Market Street roadway. The façade faces northeast. Fenestration on the façade and southeast elevation has been filled in or covered with vertical paneling. The property was acquired by the RDC in September 2021.

The commercial property was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

Standard Oil is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. Standard Oil retains integrity of location and setting. The exterior has been altered to the point that the integrity of design no longer exists, doors and windows have been replaced and some openings infilled. This also negates integrity of materials and workmanship. It does not, as a consequence, retain integrity of feeling. The building is now vacant and thus, no longer associated with its past use as a service station.

The property is still recommended not eligible for the NRHP under Criterion A. As an automotive service station, integrity of design, materials, and workmanship are of high importance as the original fenestration often indicated the function of the building (Zug-Gilbert et al. 2011). The exterior alterations negate its integrity. The property is one of several altered commercial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is still recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction nor does it convey its historic commercial function and use. In addition, it does not retain its integrity.

Previous reports recommended the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey.

Photographs of the property are included as **Figures 83 and 84**. A map of the property with its parcel lines is included as **Figure 85**.

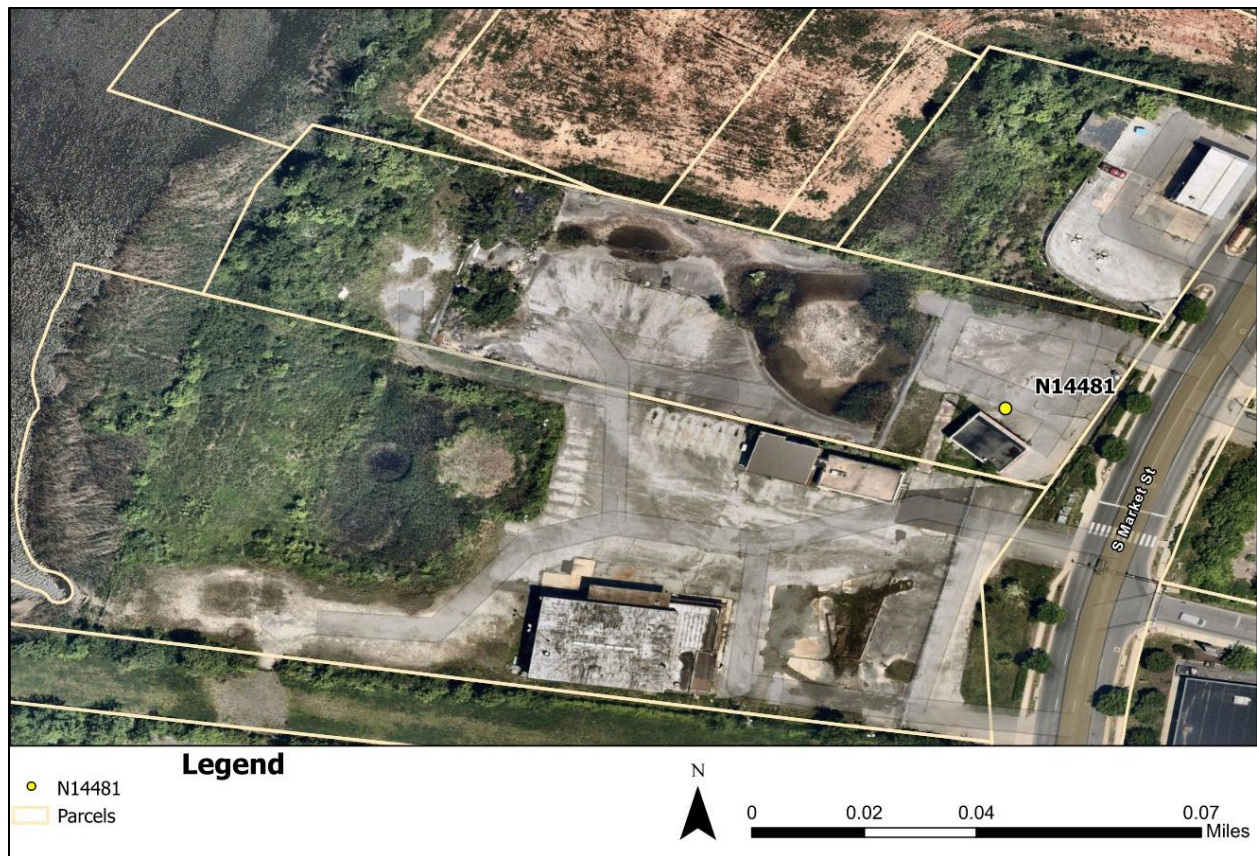




Figure 83: Standard Oil (N14481), facing southwest



Figure 84: Standard Oil (N14481), facing northeast



**Figure 85: Aerial of Standard Oil (N14481)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

## 26. Vilone Warehouse (N14482)

The circa-1950, one-story warehouse was owned by the Vilone family at the time of construction. The building is concrete block, with decorative brick pilaster detailing on the east and west elevations and a parapet on the north and south elevations. The earliest portion of the building is the western half, and the eastern portion was constructed between 1956 and 1965. The property was not accessible to surveyors and was largely obscured by vegetation. It appears to be vacant.

The industrial property was considered not eligible for listing on the NRHP when it was documented in 2011 as part of the draft *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn. Correspondence with DE DHCA staff in May 2023 revealed that the SHPO office concurred with this eligibility recommendation.

The Vilone Warehouse is still recommended not eligible for listing in the NRHP due to a lack of integrity and significance. While the property retains integrity of location and setting, a good portion of the integrity cannot be assessed from the right-of-way given the building's setback, lack of access and vegetation overgrowth. It currently is vacant and does not retain integrity of association.

The property is still recommended not eligible for the NRHP under Criterion A. The integrity of the building could not be wholly assessed. It appears that the building is a typical example of the altered commercial



buildings seen along the South Market Street Corridor and likely not particularly representative of suburbanization, development, or commercial trends.

The property is still recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past.

The property is still recommended not eligible for the NRHP under Criterion C. The building appears to be in poor condition and the industrial property does not retain distinctive characteristics of a specific style, type, period, or method of construction.

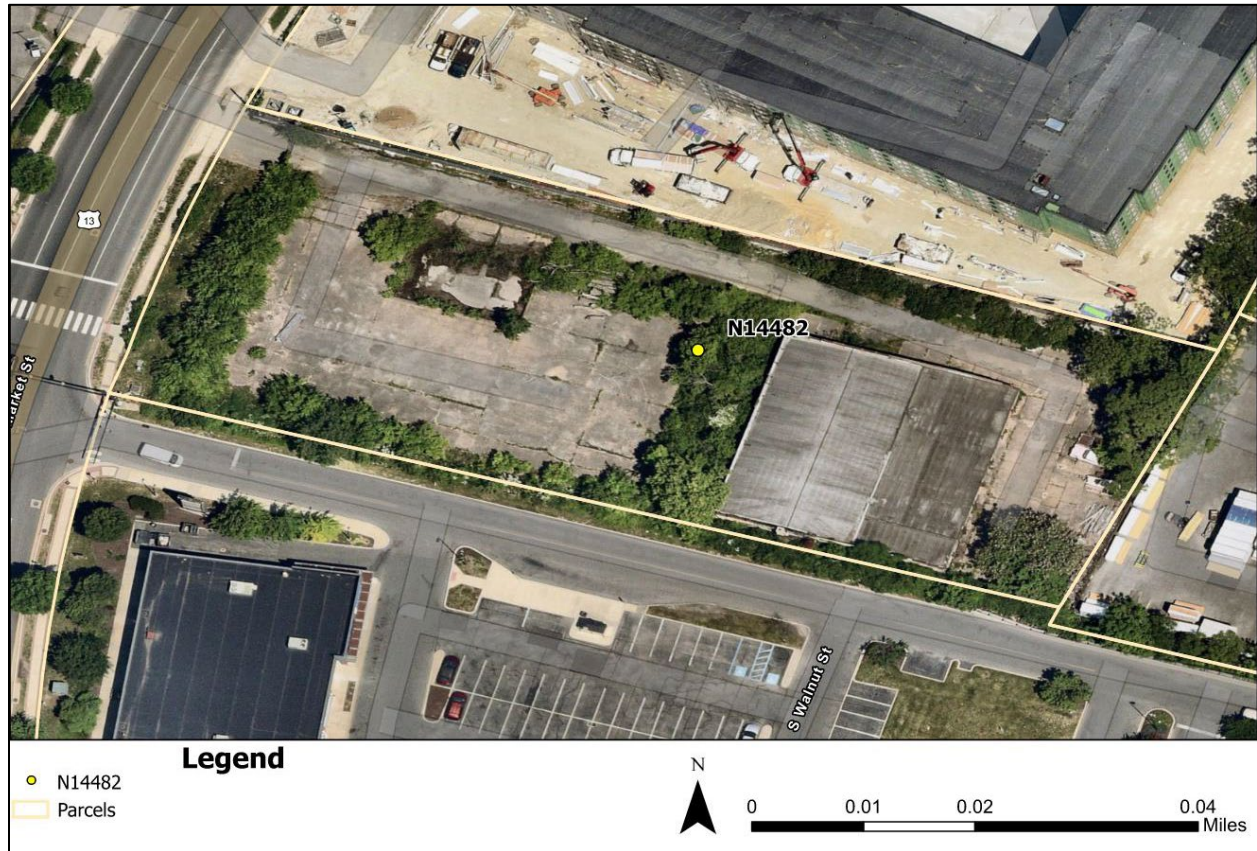
Previous reports recommended the property as not eligible under Criterion D; however the property was not evaluated under Criterion D as part of this survey.

A photograph of the property is included as **Figure 86**. A map of the property with its parcel lines is included as **Figure 87**.



**Figure 86: The Vilone Warehouse (N14482), facing southeast**





**Figure 87: Aerial of the Vilone Warehouse (N14482)**  
*(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)*

## 27. Gas Station (N14853)

The commercial property features a circa-1950 building and ancillary storage building. The building consists of a small, square storefront with three-bays on the east façade and two-bays on both the north and south elevations. The bays contain identical fixed, metal windows. An intercom system and pass through door are on the center of the east façade, providing a way for customers to pay for items or receive purchased merchandise from the clerk on the interior. A tall canopy covers this storefront and is supported by round columns in its center. The canopy covers ten fuel pumps and vehicular parking areas. The property is paved in concrete and does not feature landscaping elements.

The Gas Station at 203 S. Market Street is recommended not eligible for listing in the NRHP due to a lack of significance.

The property is recommended not eligible for the NRHP under Criterion A. The property is one of several commercial properties along the South Market Street corridor and is not particularly representative of suburbanization, development, or commercial trends. Despite the property retaining integrity of location and setting, as well as a continual use as a service station since it was constructed, the property has no known association with events of historic significance.

The property is recommended not eligible for the NRHP under Criterion B. Research did not reveal an association between the property and a significant individual from the past known for their work in the commercial sector.

The property is recommended not eligible for the NRHP under Criterion C. The commercial property does not retain distinctive characteristics of a specific style, type, period, or method of construction.

The property was not evaluated under Criterion D.

Photographs of the property are included as **Figures 88 and 89**. A map of the property with its parcel lines is included as **Figure 90**.



**Figure 88: Gas Station at 203 S. Market Street (N14853), facing northwest.**



Figure 89: Gas Station at 203 S. Market Street (N14853), facing southwest.





**Figure 90: Aerial view of the Gas Station at 203 S. Market Street (N14853)**  
(Cascardi 2023d; created using Nearmap Aerial Imagery and ESRI Hybrid Reference Layer)

## B. Evaluation Summary

Of the 28 identified properties, 14 have been subject to a previous evaluation of NRHP eligibility. Three of these resources have been determined NRHP-eligible: the South Market Street Bridge (N01434), the Baltimore & Ohio Railroad Passenger Station (N03570), and the Kent Building (N12470). The 11 remaining resources were determined not eligible for the NRHP and are still recommended not eligible as part of the current survey.

Evaluation recommendations were made for eight properties. The four Dravo Shipyard Cranes (N12438.02-N12438.05) are recommended NRHP eligible, while the remaining four properties are recommended not eligible. Six of the identified properties were observed as having been demolished. Survey information was completed or updated for all 28 identified properties. **Table 2** lists all identified properties and their respective evaluation status or recommendations.

**Table 2: Evaluation Recommendations for Identified Properties**

CRS Number	Street Address / Location	Property Name	Property Type	NRHP Eligibility/ Level of Significance	Acres	Latitude	Longitude
N01434	Carries S. Market Street South over Christina River	South Market Street Bridge	Bridge	Determined NRHP-eligible; State level	N/A	39.73632	-75.5541
N03570	11 S. Market Street	Baltimore & Ohio Railroad Passenger Station	Railroad Station	Determined NRHP-eligible; Local level	0.36	39.73753	-75.5535
N04352	603 S. Market Street	Esso Standard Oil Company	Service Station	Determined not eligible for NRHP	2.00	39.72876	-75.5562
N04353	701 S. Market Street	Joseph B. Beste Company	Warehouse	Determined not eligible for NRHP	1.13	39.72854	-75.5566
N12438.02	601 Riverwalk	Dravo Shipyard Crane 1	Shipyard Crane	Recommended NRHP-eligible; State level	0.61	39.73326	-75.5601
N12438.03	821 Riverwalk	Dravo Shipyard Crane 2	Shipyard Crane	Recommended NRHP-eligible; State level	0.71	39.73155	-75.5608
N12438.04	850 Pettinaro Park Boulevard	Dravo Shipyard Crane 3	Shipyard Crane	Recommended NRHP-eligible; State level	1.54	39.73014	-75.5614
N12438.05	901 Riverwalk	Dravo Shipyard Crane 4	Shipyard Crane	Recommended NRHP-eligible; State level	0.69	39.72994	-75.5614

CRS Number	Street Address / Location	Property Name	Property Type	NRHP Eligibility/ Level of Significance	Acres	Latitude	Longitude
N12463	100 S West Street	Hollingsworth Boiler Shop	Boiler Shop	Recommended not eligible for NRHP	2.88	39.73721	-75.5569
N12464	101 Avenue of the Arts	N/A	Warehouse	Demolished	N/A	39.73835	-75.5553
N12465	101 Avenue of the Arts	J. Morton Poole Company Pattern Storehouse	Warehouse	Demolished	N/A	39.73779	-75.5554
N12466	101 Avenue of the Arts	N/A	Warehouse	Demolished	N/A	39.73738	-75.5557
N12468 / N12469	1 Avenue of the Arts	N/A	Boiler House/Metal Shop	Recommended not eligible for NRHP	0.77	39.73747	-75.5553
N12470	1 S Orange Street	Kent Building	Warehouse	Determined NRHP-eligible; Local level	2.78	39.73763	-75.5546
N12492	115 S. Market Street	N/A	Chemical storage	Demolished	N/A	39.73567	-75.5542
N12494	516 S. Market Street	Edward W. Schrumm Inc.	N/A	Demolished	N/A	39.73071	-75.5558
N12495	517 S. Market Street	Victor Pyle Lumber Company	Warehouse	Determined not eligible for NRHP	2.28	39.7308	-75.5569
N12496	520 S. Market Street	Ploener Auto Salvage Company	Automotive salvage	Determined not eligible for NRHP	0.43	39.73016	-75.556
N12497	505 S. Market Street	N/A	N/A	Demolished	N/A	39.7315	-75.5579
N14458	516A S. Market Street	Dan and Bobs Auto Body Shop	Service Station	Determined not eligible for NRHP	0.17	39.73058	-75.5558
N14460	518 S. Market Street	David Ploener Auto Repair	Automotive parts sale	Determined not eligible for NRHP	0.24	39.7304	-75.5558
N14461	522 S. Market Street	Ranch House	Restaurant	Determined not eligible for NRHP	0.38	39.72993	-75.5559
N14479	510 S. Market Street	Atlantic Refining Company	Service station	Determined not eligible for NRHP	0.37	39.73168	-75.5561



CRS Number	Street Address / Location	Property Name	Property Type	NRHP Eligibility/ Level of Significance	Acres	Latitude	Longitude
N14480	501 S. Market Street	Esso Standard Oil Company	Bulk storage plant	Determined not eligible for NRHP	5.50	39.73326	-75.5572
N14481	201 S. Market Street	Standard Oil	Service Station	Determined not eligible for NRHP	1.92	39.73352	-75.5564
N14482	400 S. Market Street	Vilone Warehouse	Warehouse	Determined not eligible for NRHP	1.44	39.73316	-75.5552
N14853	203 S. Market Street	Gas Station	Filling Station	Recommended not eligible for NRHP	1.03	39.73395	-75.5561

## VII. Conclusions and Recommendations

The survey area encompasses a section of Wilmington with a rich industrial and manufacturing history, as evidenced by the historic properties primarily located north of the Christina River which date to the mid-to late-1800s. The properties south and east of the Christina River primarily date to the twentieth century and are representative of the expansion and continued development of Wilmington during this period. The architectural styles represented in the APE generally include vernacular, utilitarian, and industrial buildings. A majority of the surveyed properties have diminished integrity due to alterations such as replaced windows, doors and exterior material, additions which have compromised the historic plan of the building or are in ruinous condition from lack of use. Overall, the research design was successful in identifying property types within the APE. No problems or bias was encountered in historical research or fieldwork.

The architectural survey identified a total of 28 architectural properties within the Architectural APE. The 28 identified resources include 27 previously documented and one newly identified property. Survey information was updated for all previously documented properties. Of the 27 previously documented properties, six were observed as having been demolished. NRHP eligibility evaluations were completed for seven identified properties, including six previously documented properties without a previously completed eligibility evaluation and the one newly identified property. The remaining 14 previously documented properties had an existing eligibility evaluation that was more than 10 years old. Because of the time from original evaluation, these properties were re-evaluated as part of the survey. Three of these 14 previously documented properties have been determined eligible for the NRHP: the South Market Street Bridge (N0141), the Baltimore & Ohio Railroad Passenger Station (N03570), and the Kent Building (N12470). The remaining 11 properties have previously been determined not eligible for the NRHP. This survey reaffirmed the previous evaluation for all 14 properties.

Four previously unevaluated properties are recommended as NRHP eligible: the four Dravo Cranes (N12438.02-N12438.05) associated with the former Dravo Shipyard. The cranes are whirler cranes, a type of crane developed by the Dravo Corporation and used in shipbuilding. The innovative crane design became popular in ship manufacturing and assembly because it could fully rotate and could be moved throughout an industrial complex on tracking. The four extant cranes were constructed between 1928 and 1942 on the Dravo Shipyard, which encompassed more than 120 acres on the western bank of the Christina River until it was closed in 1964. The cranes have been incorporated into the Riverwalk, a government-funded revitalization effort the formerly industrial waterfront in Wilmington.

Overall, of the 28 architectural resources within the APE, 7 are recommended eligible for the NRHP, 15 are recommended not eligible for the NRHP, and 6 have been demolished. No future survey is recommended within the APE.

## VIII. Bibliography

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**Wilmington Riverfront Transportation Infrastructure Project**

**Architectural Survey Technical Report**

**Copies of Project Section 106 Correspondence**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Delaware Division**

1/19/2023

1201 College Park Drive, Suite 102  
Dover, Delaware 19904  
(302) 734-5323  
(302) 734-3066  
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Ms. Suzanne Savery  
Director/State Historic Preservation Officer  
Division of Historical and Cultural Affairs  
29 N. State Street  
Dover, DE 19901

Subject: Initiation of Section 106 Review  
South Market Street Redevelopment Project, Wilmington, DE

Dear Ms. Savery:

The City of Wilmington is in the beginning stages of project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation (USDOT) FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 306108) and its implementing regulations under 36 CFR Part 800, the Federal Highway Administration (FHWA) as the lead federal agency has determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties if any such properties exist in the project area. Thus, FHWA is initiating consultation with the Delaware State Historic Preservation Officer (DE SHPO).

### **Project Description**

The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

The existing conditions along North Market Street (north of the Christina River) are consistent with a typical urban core context grid, with two-way traffic (one lane in each direction), on-street parking, closely spaced signalized and stop-controlled intersections. South Market Street, south of Martin Luther King Boulevard, is the main corridor exiting the City of Wilmington to the south (toward I-495 / I-95 / I-295). The existing condition along South Market Street (south of the Christina River) changes to a higher speed, one-way, multi-lane roadway with no on-street parking, and only two signalized intersections between the Christina River and I-495 (the Howard Street signalized T-intersection and the newly constructed New Sweden Street four-leg intersection).



South Market Street is a one-way, four-lane arterial road that spans approximately 0.57 miles through the study area.

The Project study area land uses are shaped by its history of shipping and manufacturing. It features former industrial buildings and accessory structures, surface parking, former junkyards, miscellaneous uses, and brownfields. The Christina riverbank on the western and northern boundary of the study area is marshy and largely inaccessible. Significant differences of elevation between the high and low tide conditions have created a mud flat condition along the northern edge of the site and species indicative of disturbed lands, a result from the site's industrial past, grow along the riverbank.

The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles (including public transportation), pedestrians, and bicycles in support of the *City of Wilmington Comprehensive Plan* for redeveloping the South Market Street Riverfront East area. The need of the South Market Street Redevelopment Project is to improve infrastructure and access to underutilized properties east of the Christina River, as outlined in the *City of Wilmington Comprehensive Plan*<sup>1</sup> and *South Market Street Master Plan*<sup>2</sup>.

This Project would construct transportation infrastructure improvements for the South Market Street Riverfront East area of the City, including a comprehensive network of bicycle and pedestrian linkages and safety improvements, that may expand the network of streets on site. This South Market Street Redevelopment Project is a key component of a larger comprehensive plan, *The South Market Street Master Plan*, for the planned redevelopment of the eastern Christina riverfront corridor.

### **Area of Potential Effects (APE)**

The APE is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist “(36 CFR 800.16 (d)). The APE includes any areas of direct impact from the Project and is bound by the Project Study Area as shown in **Attachment 1**.

### **Architectural Resources**

Preliminary investigations, which consisted of desktop survey, have revealed a total of 11 previously identified architectural resources within the study area (see **Table 1** below). None of the previously identified architectural resources are listed in the National Register of Historic Places (NRHP) or known to have been evaluated as eligible for listing in the NRHP by Delaware Division of Historical and Cultural Affairs (DHCA) staff. Eight previously identified historic properties appear to currently be extant and three have possibly been demolished since they were last documented. Parcels containing three additional previously identified historic properties were identified during the preliminary investigations but the resources within them appear to fall outside of the study area at this time.

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<sup>1</sup> <https://www.wilmingtonde.gov/government/city-departments/planning-and-development/wilmington-2028>

<sup>2</sup> <https://riverfronteast.com/>

**Table 1: Previously Identified Architectural Resources Within the Study Area**

<b>CHRIS #</b>	<b>Site Name</b>	<b>Address</b>	<b>Last Surveyed</b>	<b>Build Date</b>	<b>Status</b>
N-14481	Standard Oil Gas Station	205 S. Market Street	Surveyed May 2009	c. 1940	Appears Extant
N-14480	Esso Standard Oil Company Bulk Storage Tank	501 S. Market Street	Surveyed May 2009	c. 1955	Appears Extant
N-12492	N/A	115 S. Market Street	No survey form available	N/A	Possibly demolished
N-12497	N/A	505 S. Market Street	No survey form available	c. 1930	Possibly demolished
N-14482	Vilone Warehouse	400 S. Market Street	Surveyed May 2009	c. 1950	Appears extant; parcel is intersected, building out of study area
N-12495	Collins Supply Company	517 S. Market Street	No survey form available	c. 1920	Appears Extant
N-04352	William Hanly/Auto Part & Salvage	603 S. Market Street	Surveyed Jan 2011	c. 1942	Appears Extant
N-12493	N/A	504 S. Market Street	No survey form available	N/A	Appears Extant; possibly mis-mapped
N-04353	Joseph B. Beste Company	701 S. Market Street	Surveyed Jan 2011	c. 1935	Appears extant
N-14460	David Ploener Auto Repair	518 S. Market Street	Surveyed May 2009	c. 1960	Appears Extant
N-14458	Dan and Bobs Auto Body Shop	516A S. Market Street	Surveyed May 2009	c. 1960	Appears Extant
N-12494	N/A	516 S. Market Street	No survey form available	N/A	Appears Demolished after 05/2011

CHRIS #	Site Name	Address	Last Surveyed	Build Date	Status
N-14479	Atlantic Refining Company Gas Station	510 S. Market Street	Surveyed May 2009	c. 1952	Appears Extant; parcel is intersected, building out of study area
N-14461	Ranch House Restaurant	522 S. Market Street	Surveyed May 2009	c. 1963	Appears Extant; parcel is intersected, building out of study area

Background research, which included review of local tax records and historic aerials, was conducted to identify architectural resources in the study area that will be 50 years of age by the anticipated construction date. In the case of this Project, that includes any properties constructed prior to 1976. Two previously unsurveyed architectural resources are within the study area. A parcel containing one additional newly identified property is intersected by the study area, but the resource within the parcel appears to fall outside of the study area at this time. A detailed list of the previously unsurveyed architectural resources is included as **Table 2** below).

***Table 2: Unsurveyed Architectural Resources Within the Study Area***

Parcel No.	Site Name	Address	Last Surveyed	Build Date	Status
2605000005	Speedway	203 S. Market Street	Not surveyed previously	c. 1950	Appears Extant
2605700001	N/A	601 S. Market Street	Not surveyed previously	c. 1941	Appears Extant
2605000071	N/A	520 S. Market Street	Not surveyed previously	c. 1950	Appears Extant; parcel is intersected, building out of study area

## Archaeology

Preliminary investigations have revealed no previously identified archaeological resources within the Project study area. The archaeological potential of the Project study area was assessed in 2011 as part of the *Phase IA Archaeological Investigation for the Christina River Bridge, New Castle County, Delaware* (NADB Report 1000140). The Phase IA assessment addressed areas east and west of the Christina River to encompass a range of bridge alternatives and included the Project study area. The report's recommendations were confined to the "Orange B alignment" of the Christina River Bridge project, an area along New Sweden Street and the southern portion of Market Street within the study



area. The Phase IA assessment identified the entirety of the Christina River Bridge project study area as having “little, if any, likelihood [for] significant archaeological resources” and recommended no further archaeological survey for the Orange B alignment. The 2011 Phase IA assessment identified a low potential for significant archaeological resources within the Project study area.

### **Consulting Parties**

The City of Wilmington has identified entities that may be invited to participate in the Section 106 process for this Project. A list of Delaware parties with a consultive role, or who may demonstrate interest in the Project, is included for your consideration below.

#### *36 CFR 800.2(c)(2) Indian Tribes and Native Hawaiian Organizations*

- Lenape Indian Tribe of Delaware
- Nanticoke Indian Tribe

#### *36 CFR 800.2(c)(3) Representatives of Local Governments*

- Delaware Department of Transportation
- Delaware Department of Natural Resources and Environmental Control
- The City of Wilmington, Historic Preservation Planner

#### *36 CFR 800.1(c)(5) Additional Consulting Parties*

- Preservation Delaware, Inc.
- Delaware Historical Society
- Riverfront Development Corporation
- Christina Brandywine River Remediation, Restoration and Resilience (CBR4)

Within 30 days of receipt of this letter, we would appreciate receiving any comments your office may have on the proposed Project, the list of potential Section 106 consulting parties to the Project, our definition of the APE, or the identified properties. Should you have any questions, please do not hesitate to contact me at [rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov). Thank you for your assistance.

Sincerely,

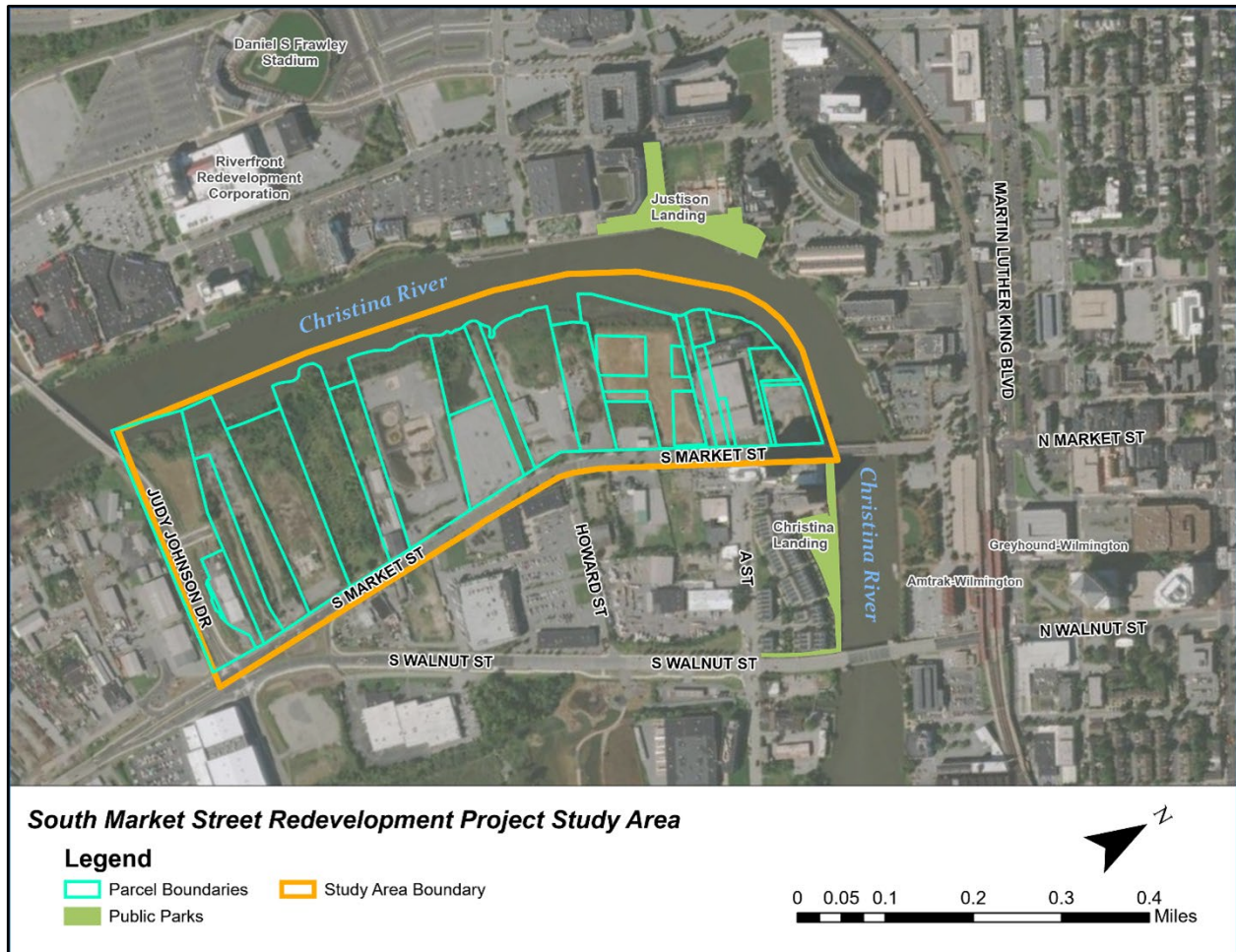
Rebecca E.H. Ledebohm  
Environmental Protection Specialist

### **Enclosures**

South Market Street Redevelopment Study Area (Attachment 1)

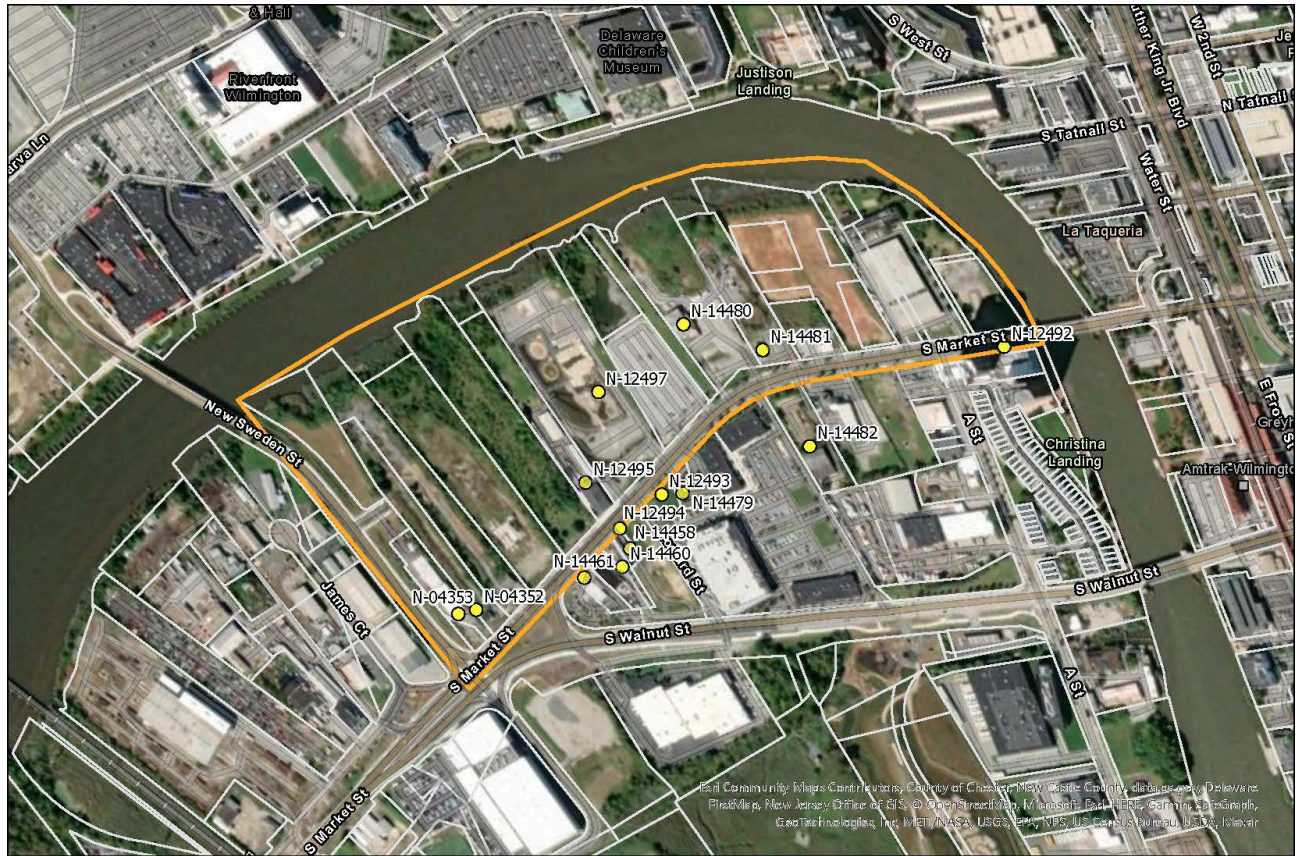
cc: City of Wilmington, Sean Park  
file

## Attachment 1: Project Study Area Map





## Attachment 2: CHRIS Previously Surveyed Resources



### South Market Street Redevelopment Project

#### Legend

- Previously Identified Architectural Resources
- New Castle County Parcels
- APE

0 0.05 0.1 0.2 0.3 0.4 Miles





U.S. Department  
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2/10/23

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<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Delaware Nation Historic Preservation  
Attn: Ms. Katelyn Lucas  
2825 Fish Hatchery Road  
Allentown, PA 18103

*- sent via email -*

Subject: South Market Street Redevelopment Project, Wilmington, DE

Dear Ms. Lucas,

The purpose of this letter is to notify federally recognized tribes that the City of Wilmington is in the beginning stages of project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. In compliance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations under 36 CFR 800, FHWA would like to formally initiate nation to nation consultation for this project.

The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

The Project study area land uses are shaped by its history of shipping and manufacturing. It features former industrial buildings and accessory structures, surface parking, former junkyards, miscellaneous uses, and brownfields. The Christina riverbank on the western and northern boundary of the study area is marshy and largely inaccessible. Significant differences of elevation between the high and low tide conditions have created a mud flat condition along the northern edge of the site and species indicative of disturbed lands, a result from the site's industrial past, grow along the riverbank.

As part of the Section 106 process, FHWA and the City of Wilmington, in consultation with the DE SHPO have defined the Project's Area of Potential Effects (APE), as those areas within which the project has the potential to directly or indirectly impact historic resources (36 CFR 800.16(d)). The APE includes any areas of direct impact from the Project and is bound by the Project Study Area as shown in **Attachment 1**.

Preliminary investigations have revealed no previously identified archaeological resources within the Project study area. The archaeological potential of the Project study area was assessed in 2011 as part of the *Phase IA Archaeological Investigation for the Christina River Bridge, New Castle County, Delaware*. The 2011 Phase IA assessment identified a low potential for significant archaeological resources within the Project study area.

The City of Wilmington is committed to conducting identification and evaluation surveys of the project area for both standing structures and archaeological sites, assessing project effects to any identified historic properties, and applying the Criteria of Eligibility to any identified properties in consultation with the DE SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the National Register of Historic Places (NRHP).

Thank you for your careful consideration of these matters. We look forward to working with you to identify any resources that are valued by your Tribal Nation and continue consultation with you regarding any project resources or interests of your tribe in Delaware. Should you have any specific questions, concerns or recommendations, please contact Becky Ledebohm of my staff at (302) 734-2378 or by email at [rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov).

Sincerely,

Douglas S. Atkin  
Division Administrator

DA/rl

Attachments:

Attachment 1 – Proposed Project APE

cc:

Dan Montag, FHWA (electronic)  
Suzanne Savery, DE SHPO (electronic)  
Gwen Davis, DE SHPO (electronic)  
Sarah Carr, DE SHPO (electronic)  
Sean Park, City of Wilmington (electronic)  
File



U.S. Department  
of Transportation  
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2/10/23

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In Reply Refer To:  
HDA-DE

Delaware Tribe HPO Representative  
Attn: Ms. Susan Bachor  
PO Box 64  
Pocono Lake, PA 18347

- sent via email -

Subject: South Market Street Redevelopment Project, Wilmington, DE

Dear Ms. Bachor,

The purpose of this letter is to notify federally recognized tribes that the City of Wilmington is in the beginning stages of project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. In compliance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations under 36 CFR 800, FHWA would like to formally initiate nation to nation consultation for this project.

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As part of the Section 106 process, FHWA and the City of Wilmington, in consultation with the DE SHPO have defined the Project's Area of Potential Effects (APE), as those areas within which the project has the potential to directly or indirectly impact historic resources (36 CFR 800.16(d)). The APE includes any areas of direct impact from the Project and is bound by the Project Study Area as shown in **Attachment 1**.



Preliminary investigations have revealed no previously identified archaeological resources within the Project study area. The archaeological potential of the Project study area was assessed in 2011 as part of the *Phase IA Archaeological Investigation for the Christina River Bridge, New Castle County, Delaware*. The 2011 Phase IA assessment identified a low potential for significant archaeological resources within the Project study area.

The City of Wilmington is committed to conducting identification and evaluation surveys of the project area for both standing structures and archaeological sites, assessing project effects to any identified historic properties, and applying the Criteria of Eligibility to any identified properties in consultation with the DE SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the National Register of Historic Places (NRHP).

Thank you for your careful consideration of these matters. We look forward to working with you to identify any resources that are valued by your Tribal Nation and continue consultation with you regarding any project resources or interests of your tribe in Delaware. Should you have any specific questions, concerns or recommendations, please contact Becky Ledebohm of my staff at (302) 734-2378 or by email at [rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov).

Sincerely,

Douglas S. Atkin  
Division Administrator

DA/rl

Attachments:

Attachment 1 – Proposed Project APE

cc:

Dan Montag, FHWA (electronic)  
Suzanne Savery, DE SHPO (electronic)  
Gwen Davis, DE SHPO (electronic)  
Sarah Carr, DE SHPO (electronic)  
Sean Park, City of Wilmington (electronic)  
File

March 2, 2023

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904

**RE: South Market Street Redevelopment Project, City of Wilmington  
SHPO Project Review #2022.01.19.01**

Dear Ms. Ledebohm:

In response to the letter sent, the staff of the Delaware State Historic Preservation Office (DE SHPO) has reviewed the material submitted regarding the above cited project by the Federal Highway Administration (FHWA) and the City of Wilmington. The City of Wilmington has received a Rebuilding America with Sustainability and Equity (RAISE) Grant for the proposed undertaking along South Market Street. As this project will be funded through FHWA, this project is subject to Section 106 of the National Historic Preservation Act of 1966 (as amended).

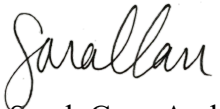
The project will include the construction of transportation infrastructure improvements such as bicycle and pedestrian linkages, safety improvements, and expansion of the streets from South Market Street to the Christina River, bounded by Judy Johnson Drive.

The proposed area of potential effects (APE) includes the project's area of direct impact. However, the APE should also include areas which may be indirectly impacted by the project. For above-ground resources, this should include parcels that may be directly or indirectly impacted by this project, including those located in and adjacent to the limit of disturbance. At this time, additional information is needed regarding project specifics to discuss the level of effort necessary to identify and evaluate any historic properties.

The DE SHPO does not have any further suggestions for consulting parties at this time.

We look forward to continuing consultation on this project. If you have any questions or concerns, please feel free to contact me at (302)-736-7431 or at [sarah.carr@delaware.gov](mailto:sarah.carr@delaware.gov).

Sincerely,

A handwritten signature in cursive script, reading "Sarah Carr".

Sarah Carr, Archaeologist  
Cultural Preservation Specialist

cc: Gwen Davis, SHPO  
Sean J. Park, City of Wilmington



## Nicole Diehlmann

---

**From:** Ledebohm, Rebecca (FHWA) <rebecca.ledebohm@dot.gov>  
**Sent:** Thursday, April 6, 2023 3:17 PM  
**To:** Davis, Gwen (DOS); Carr, Sarah (DOS)  
**Cc:** Sean J. Park; Peter Weir; Anthony Mottola; Erron Ramsey; Katie Gibson; Nicole Diehlmann  
**Subject:** City of Wilmington South Market Street Redevelopment Project - Section 106 meeting follow-up materials  
**Attachments:** 3.27.23\_SMR SHPO Meeting Minutes\_draft 04.06.23.docx; Wilmington SMR\_106Mtg\_Draft\_03-27-2023.pdf; Wilmington SMR\_Architectural Resources\_RevAPE.pdf; Wilmington SMR\_Archaeology APE.pdf; Wilmington SMR\_Identified Resources 03.28.23.xlsx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**EXTERNAL EMAIL:** Do not click links or open attachments unless you trust the 'Sender' and know the content is safe.

Good afternoon.

I want to thank everyone for meeting last week. I felt that we had a great discussion on the Section 106 process and we have a better understanding of the level of effort necessary to identify and evaluate any historic properties within the project's Areas of Potential Effects.

Attached please find the following documents:

- Draft meeting minutes and ppt that was shared during the meeting
- Revised APE map for the historic architecture survey
- APE map for the archaeological resources that was in the January 2023 Initiation letter
- Spreadsheet of Identified historic architectural resources

If anyone has any questions or comments, please let me know.

Thanks.  
Becky

*Rebecca Ledebohm*

Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
P: 302-734-2378

May 23, 2023

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904

**RE: South Market Street Redevelopment Project, City of Wilmington  
SHPO Project Review #2022.01.19.01**

Dear Ms. Ledebohm:

In response to the additional materials sent, the staff of the Delaware State Historic Preservation Office (DE SHPO) has reviewed the revised area of potential effect (APE) for the above cited project by the Federal Highway Administration (FHWA) and the City of Wilmington. The City of Wilmington has received a Rebuilding America with Sustainability and Equity (RAISE) Grant for the proposed undertaking along South Market Street. As this project will be funded through FHWA, this project is subject to Section 106 of the National Historic Preservation Act of 1966 (as amended).

As discussed in our meeting, the revised APE now includes both the limits of disturbance (LOD) and parcels that may be directly or indirectly impacted by this project, including those located in and adjacent to the limit of disturbance. Attached to this letter is a copy of the Phase I and Phase II architectural survey report for the 1-684 and 1-686 bridge replacement project. Our Office has concurred with the recommendations for eligibility made in this report. These structures do not need to be resurveyed, though they should be referenced in the architectural report for the South Market Street project. A Phase IA survey should be completed for the direct APE to address the potential for archaeological concerns.

We look forward to continuing consultation on this project. If you have any questions or concerns, please feel free to contact me at (302)-736-7431 or at [sarah.carr@delaware.gov](mailto:sarah.carr@delaware.gov).

Sincerely,



Sarah Carr, Archaeologist  
Cultural Preservation Specialist

Enclosure: *Replacement of Bridge 1-684 on N028 US 13/South Heald Street Project and Replacement of Bridge 1-686 on US 13 (Business Route), N(029) South Market/Walnut Street Project Combined Phase I and II Historic Architecture Survey Report* Prepared by A.D. Marble for DelDOT

cc: Gwen Davis, SHPO  
Sean J. Park, City of Wilmington  
Anthony Mottola, RDC  
Erron Ramsey, RK&K  
Katie Gibson, RK&K  
Nicole Diehlmann, RK&K





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Delaware Division**

6/16/2023

1201 College Park Drive, Suite 102  
Dover, Delaware 19904  
(302) 734-5323  
(302) 734-3066  
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Mr. Timothy Ratsep, Director  
DNREC Waste and Hazardous Substances  
Christina Brandywine River Remediation, Restoration, and Resilience (CBR4)  
89 Kings Highway  
Dover, DE 19901

- sent via email -

Dear Mr. Ratsep:

This letter is in reference to **Section 106 Consultation for the South Market Street Redevelopment Project, Wilmington, DE, SHPO Project Review #2022.01.19.01.**

The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (54 U.S.C. 306108) and its implementing regulations under 36 CFR Part 800, the FHWA has determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties and initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO). This letter serves to provide information on the project and the Section 106 consultation process.

### **Project Description**

The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles (including public transportation), pedestrians, and bicycles in support of the *City of Wilmington Comprehensive Plan* for redeveloping the South Market Street Riverfront East area. The need of the South Market Street Redevelopment Project is to improve infrastructure and access to underutilized properties east of the Christina River, as outlined in the *City of Wilmington Comprehensive Plan*<sup>1</sup> and *South Market Street Master Plan*<sup>2</sup>.

---

<sup>1</sup> <https://www.wilmingtonde.gov/government/city-departments/planning-and-development/wilmington-2028>

<sup>2</sup> <https://riverfronteast.com/>

This Project would construct transportation infrastructure improvements for the South Market Street Riverfront East area of the City, including a comprehensive network of bicycle and pedestrian linkages and safety improvements, that may expand the network of streets on site and may develop a comprehensive network of bicycle and pedestrian linkages and safety improvements. This South Market Street Redevelopment Project is a key component of a larger comprehensive plan, *The South Market Street Master Plan*, for the planned redevelopment of the eastern Christina riverfront corridor.

### **Area of Potential Effects**

The FHWA and the City of Wilmington, in consultation with the DE SHPO, have defined the Area of Potential Effects (APE), or the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist “(36 CFR 800.16 (d)). This includes the proposed Limits of Disturbance (LOD) for the project bound by the Project Study Area, within which all construction and ground disturbing activity will be confined. The Project Study Area Boundary is the Archaeological APE for the project. See **Attachment 1** for the Archaeological APE. Based on the nature and the scale of the undertaking, the Architectural APE also includes properties within and adjacent to the LOD where there is the potential for visual or auditory effects to above-ground resources. See **Attachment 2** for the Architectural APE.

### **Identification Efforts**

As a means to identify historic properties under 36 CFR 800.4, qualified staff, on behalf of the FHWA, conducted a desktop review of available information on previously identified historic properties to determine if any are located within the APE of this undertaking. Several cultural resource studies have been conducted within or near the project’s APE.

A review of existing information within the Cultural and Historical Resources Information System (CHRIS) maintained by the DE SHPO revealed that there are 27 previously identified architectural properties within the APE (**Attachment 3**). Two of the 27 previously identified architectural properties, the South Market Street Bridge (N-01434) and the Baltimore and Ohio Railroad Passenger Station (N-03570), were evaluated as eligible for listing in the National Register of Historic Places (NRHP) by Delaware Division of Historical and Cultural Affairs (DHCA) staff. There are no previously identified archaeological sites within the project APE.

Background research, which included review of local tax records and historic aerials, was conducted to identify architectural resources in the project APE that will be 50 years of age by the anticipated construction date. five previously unsurveyed architectural resources are within the project APE (**Attachment 3**).

A field survey for historic buildings and structures will be conducted within the APE to assess the condition and NRHP eligibility status of previously identified properties, as well as to identify any additional properties that are over forty-five (45) years of age. The Criteria of Eligibility will be

applied to any identified properties in consultation with the DE SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

In accordance with section 106 of the NHPA, FHWA and the City of Wilmington, in consultation with DE SHPO and other consulting parties, will assess project effects to any identified historic properties as project details become available, endeavor to minimize harm to any such properties, and produce an Assessment of Effects summation. This document will be provided to all consulting parties for comment when completed.

### **Section 106 Consulting Party Status**

As per 36 CFR 800.2(c)(5), regulations implementing Section 106 of the NHPA, FHWA and the City of Wilmington are interested in identifying consulting parties with a demonstrated interest in the undertaking. Through this letter, the FHWA, invites you to participate as a consulting party under Section 106 of the NHPA and assist in the identification and evaluation of historic properties that may be affected by this project and explore possible means of addressing adverse effects on such properties as needed.

Please indicate whether or not you wish to participate as a consulting party by submitting a written request within fifteen (15) days of receipt of this letter. If you are requesting consulting party status, please nominate one representative and an alternate to participate on behalf of the organization. Written requests can be sent electronically or by mail and should be directed to:

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration, DE Division  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
[rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov)

Sincerely,

Rebecca E.H. Ledebohm  
Environmental Protection Specialist

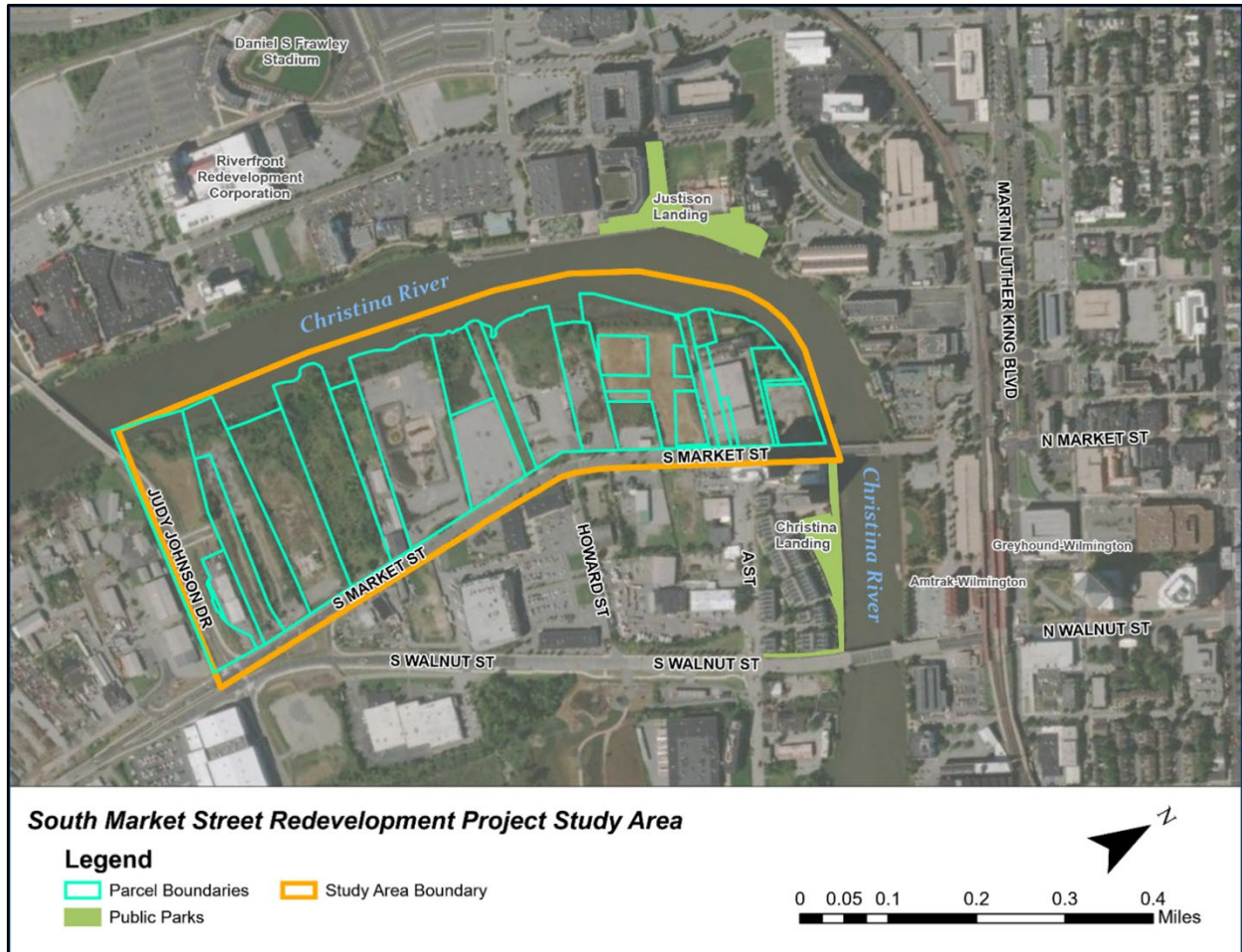
### **Enclosures**

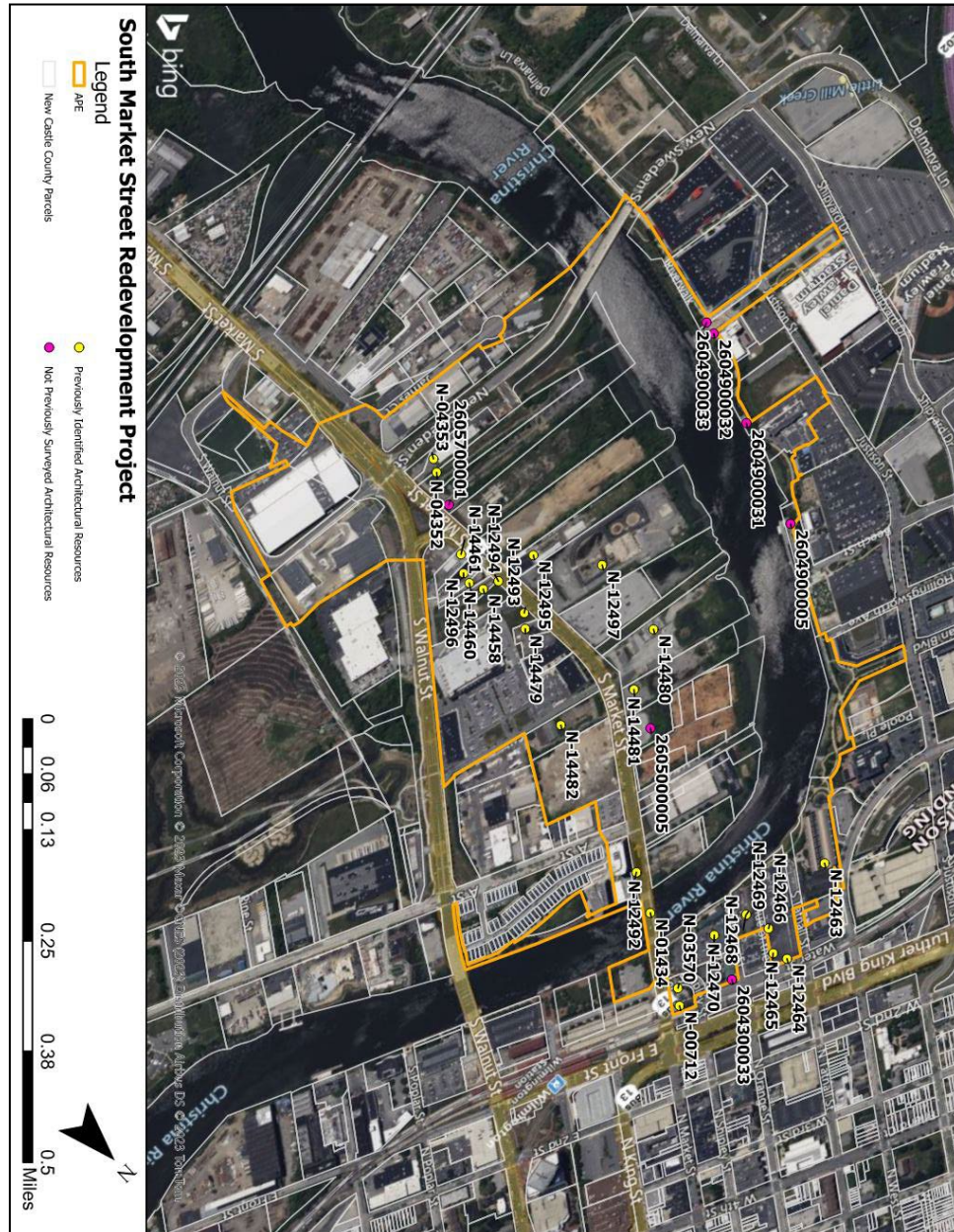
South Market Street Redevelopment Study Area/Archaeological APE (Attachment 1)  
Previously Identified and Not Previously Surveyed Architectural Resources Within the Architectural APE (Attachment 2)  
Table of identified architectural resources within the Architectural APE (Attachment 3)

CC: City of Wilmington, Sean Park  
DE SHPO, Gwen Davis and Sarah Carr



## Attachment 1: South Market Street Redevelopment Project Study Area /Archaeological APE





### Attachment 3: Identified Architectural Resources Within the Architectural APE

PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES			
CHRIS #	Site Name	Address	Build Date
N-00712	Baltimore and Ohio Railroad District Freight Office	1 S. Market Street	c. 1888
N-01434	South Market Street Bridge	S. Market Street	c. 1927
N-03570	Baltimore and Ohio Railroad Passenger Station	11 S. Market Street	c. 1888
N-04352	William Hanly/Auto Part & Salvage	603 S. Market Street	c. 1942
N-04353	Joseph B. Beste Company	701 S. Market Street	c. 1935
N-12438.02	Crane	850 Pettinaro Park Blvd.	-
N-12438.03	Crane	901 Riverwalk	-
N-12463	N/A	5 West Street	c. 1899
N-12464	N/A	101 Avenue of the Arts	-
N-12465	Tigani Building	101 Avenue of the Arts	-
N-12466	N/A	101 Avenue of the Arts	-
N-12468	N/A	1 Avenue of the Arts	c. 1983
N-12469	N/A	1 Avenue of the Arts	c. 1983
N-12470	N/A	101 S. Market Street	c. 1899
N-12492	N/A	115 S. Market Street	-
N-12493	N/A	504 S. Market Street	-
N-12494	N/A	516 S. Market Street	-
N-12495	Collins Supply Company	517 S. Market Street	c. 1920
N-12496	Building	520 S. Market Street	c. 1948
N-12497	N/A	505 S. Market Street	c. 1930
N-14458	Dan and Bobs Auto Body Shop	516A S. Market Street	c. 1960
N-14460	David Ploener Auto Repair	518 S. Market Street	c. 1960
N-14461	Ranch House Restaurant	522 S. Market Street	c. 1963
N-14479	Atlantic Refining Company Gas Station	510 S. Market Street	c. 1952
N-14480	Esso Standard Oil Company Bulk Storage Tank	501 S. Market Street	c. 1955
N-14481	Standard Oil Gas Station	205 S. Market Street	c. 1940
N-14482	Vilone Warehouse	400 S. Market Street	c. 1950



NOT PREVIOUSLY SURVEYED ARCHITECTURAL RESOURCES			
Parcel No.	Site Name	Address	Build Date
2605000005	Speedway	203 S. Market Street	c. 1950
2605700001	N/A	601 S. Market Street	c. 1941
2604300033	N/A	1 S. Orange Street	c. 1899
2604900005	Crane 1	550 Justison Street	-
2604900031	Crane 2	821 Riverwalk	-



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6/16/2023

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(302) 734-3066  
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Ms. Debbie Martin, Historic Preservation Planner  
The City of Wilmington - Dept of Land Use and Planning  
Louis L. Redding City/Council Building  
800 N. French Street, 7<sup>th</sup> Floor  
Wilmington, DE 19801

- sent via email -

Dear Ms. Martin:

This letter is in reference to **Section 106 Consultation for the South Market Street Redevelopment Project, Wilmington, DE, SHPO Project Review #2022.01.19.01.**

The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (54 U.S.C. 306108) and its implementing regulations under 36 CFR Part 800, the FHWA has determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties and initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO). This letter serves to provide information on the project and the Section 106 consultation process.

### **Project Description**

The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles (including public transportation), pedestrians, and bicycles in support of the *City of Wilmington Comprehensive Plan* for redeveloping the South Market Street Riverfront East area. The need of the South Market Street Redevelopment Project is to improve infrastructure and access to underutilized properties east of the Christina River, as outlined in the *City of Wilmington Comprehensive Plan*<sup>1</sup> and *South Market Street Master Plan*<sup>2</sup>.

---

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### **Identification Efforts**

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Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration, DE Division  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
[rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov)

Sincerely,

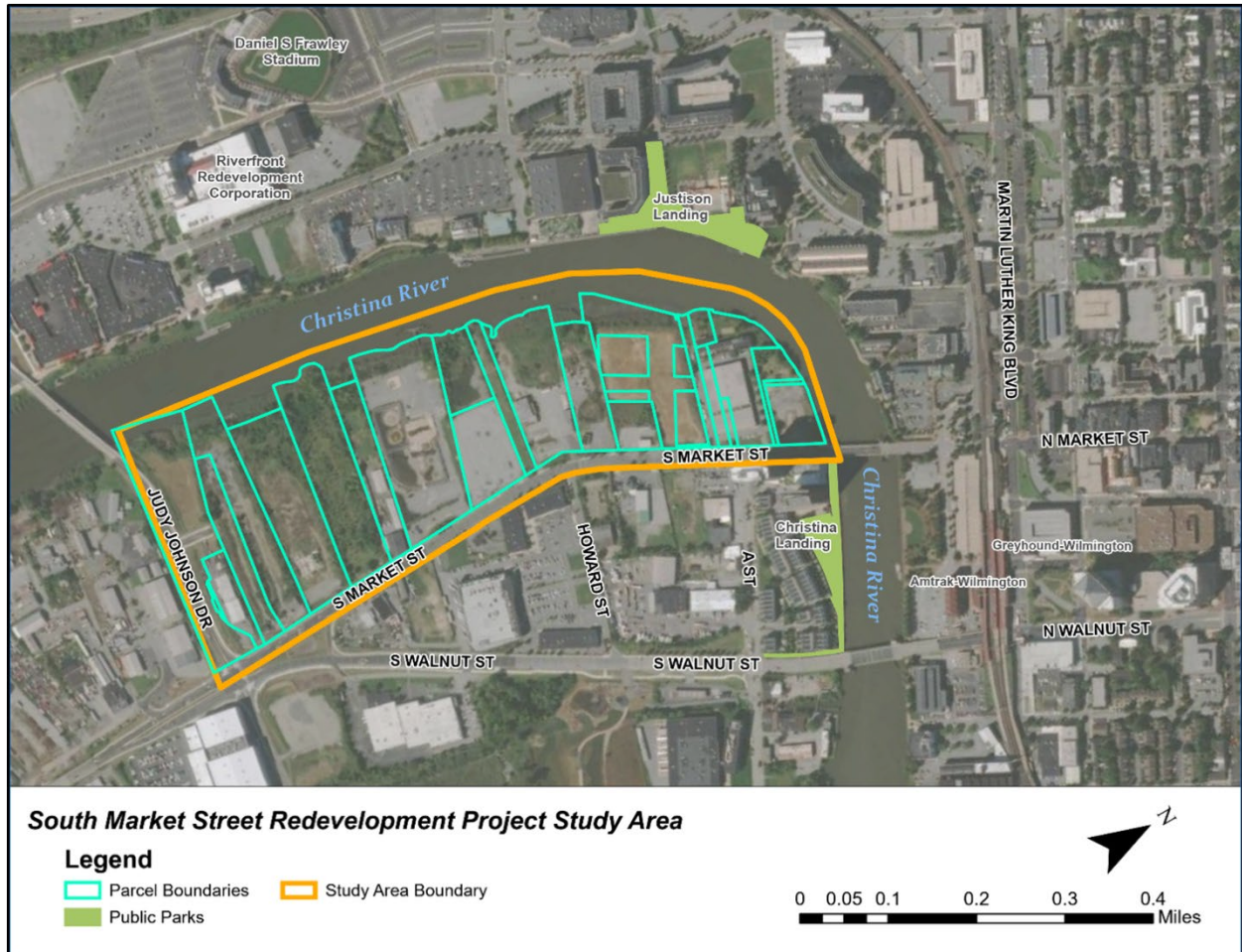
Rebecca E.H. Ledebohm  
Environmental Protection Specialist

### **Enclosures**

South Market Street Redevelopment Study Area/Archaeological APE (Attachment 1)  
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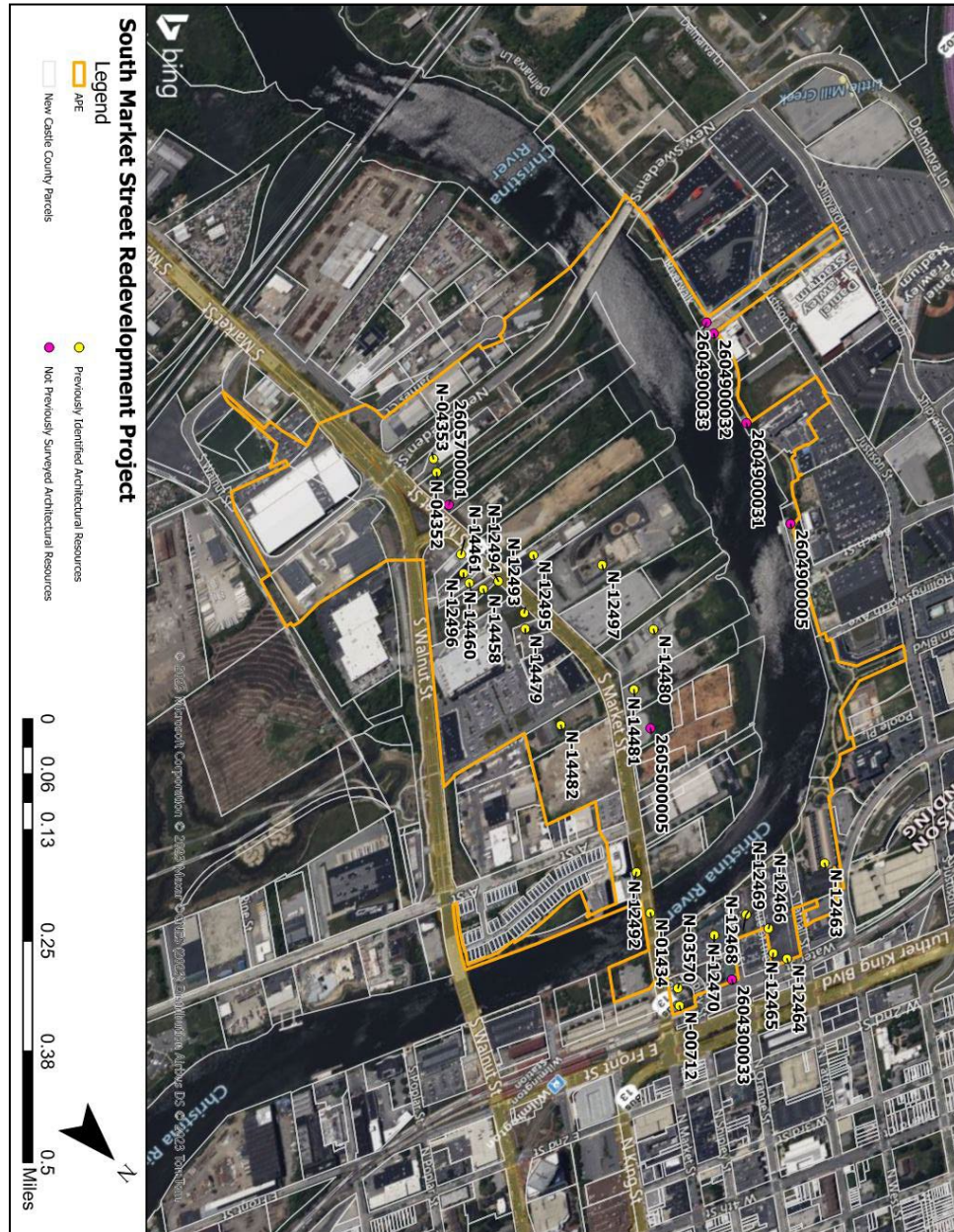
CC: City of Wilmington, Sean Park  
DE SHPO, Gwen Davis and Sarah Carr

## Attachment 1: South Market Street Redevelopment Project Study Area /Archaeological APE





## **Attachment 2: Previously Identified and Not Previously Surveyed Architectural Resources Within the Architectural APE**





### Attachment 3: Identified Architectural Resources Within the Architectural APE

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6/16/2023

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<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Mr. Ivan Henderson, Executive Director  
Delaware Historical Society  
505 N Market Street  
Wilmington, DE 19801

- sent via email -

Dear Mr. Henderson:

This letter is in reference to **Section 106 Consultation for the South Market Street Redevelopment Project, Wilmington, DE, SHPO Project Review #2022.01.19.01.**

The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (54 U.S.C. 306108) and its implementing regulations under 36 CFR Part 800, the FHWA has determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties and initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO). This letter serves to provide information on the project and the Section 106 consultation process.

### **Project Description**

The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

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Environmental Protection Specialist  
Federal Highway Administration, DE Division  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
[rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov)

Sincerely,

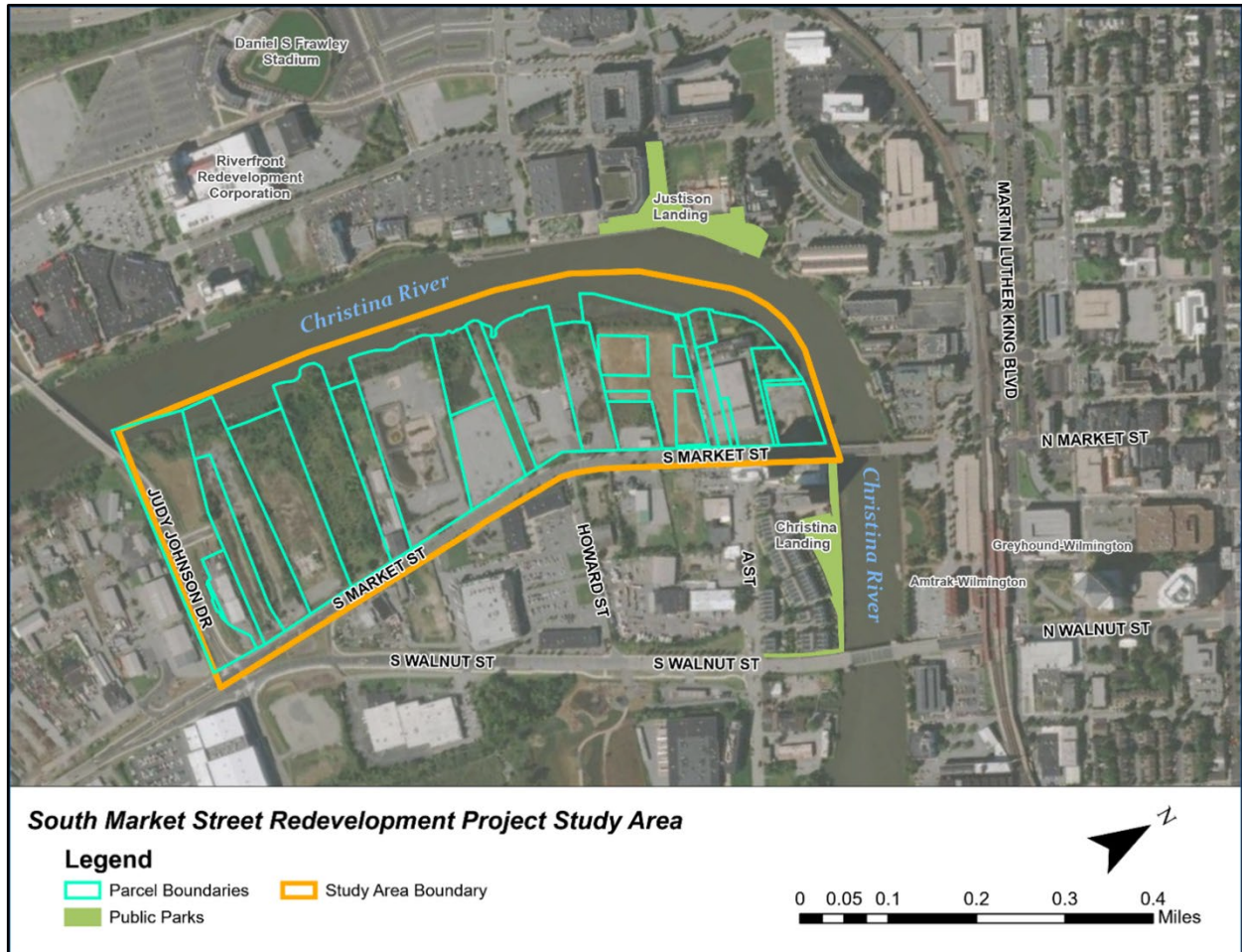
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### **Enclosures**

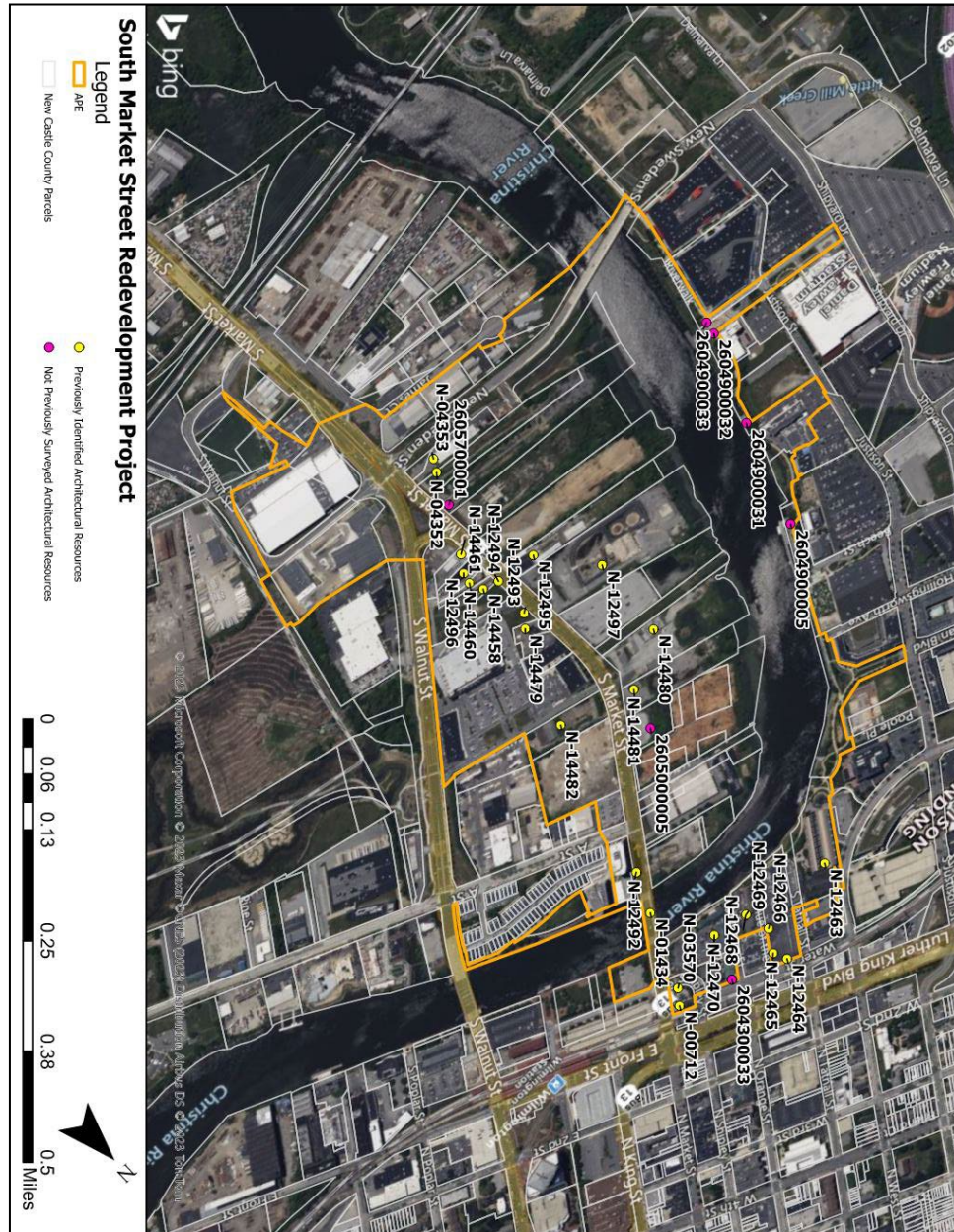
South Market Street Redevelopment Study Area/Archaeological APE (Attachment 1)  
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CC: City of Wilmington, Sean Park  
DE SHPO, Gwen Davis and Sarah Carr

## Attachment 1: South Market Street Redevelopment Project Study Area /Archaeological APE







### Attachment 3: Identified Architectural Resources Within the Architectural APE

PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES			
CHRIS #	Site Name	Address	Build Date
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N-04353	Joseph B. Beste Company	701 S. Market Street	c. 1935
N-12438.02	Crane	850 Pettinaro Park Blvd.	-
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N-12463	N/A	5 West Street	c. 1899
N-12464	N/A	101 Avenue of the Arts	-
N-12465	Tigani Building	101 Avenue of the Arts	-
N-12466	N/A	101 Avenue of the Arts	-
N-12468	N/A	1 Avenue of the Arts	c. 1983
N-12469	N/A	1 Avenue of the Arts	c. 1983
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U.S. Department  
of Transportation  
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**Delaware Division**

6/16/2023

1201 College Park Drive, Suite 102  
Dover, Delaware 19904  
(302) 734-5323  
(302) 734-3066  
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Mr. John Martin  
Section 106 Supervisor  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

- sent via email -

Dear Mr. Martin:

This letter is in reference to **Section 106 Consultation for the South Market Street Redevelopment Project, Wilmington, DE, SHPO Project Review #2022.01.19.01.**

The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (54 U.S.C. 306108) and its implementing regulations under 36 CFR Part 800, the FHWA has determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties and initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO). This letter serves to provide information on the project and the Section 106 consultation process.

### **Project Description**

The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

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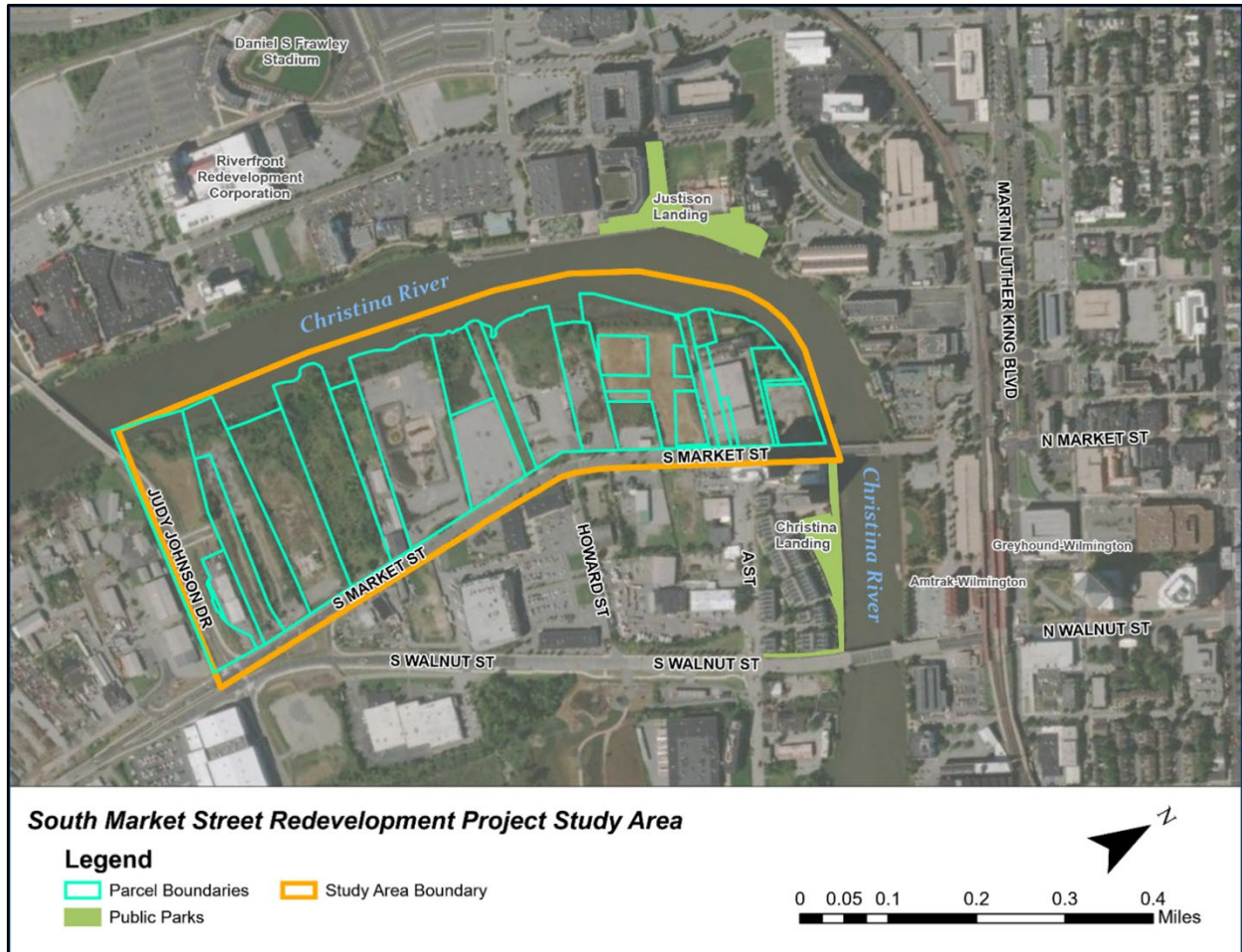
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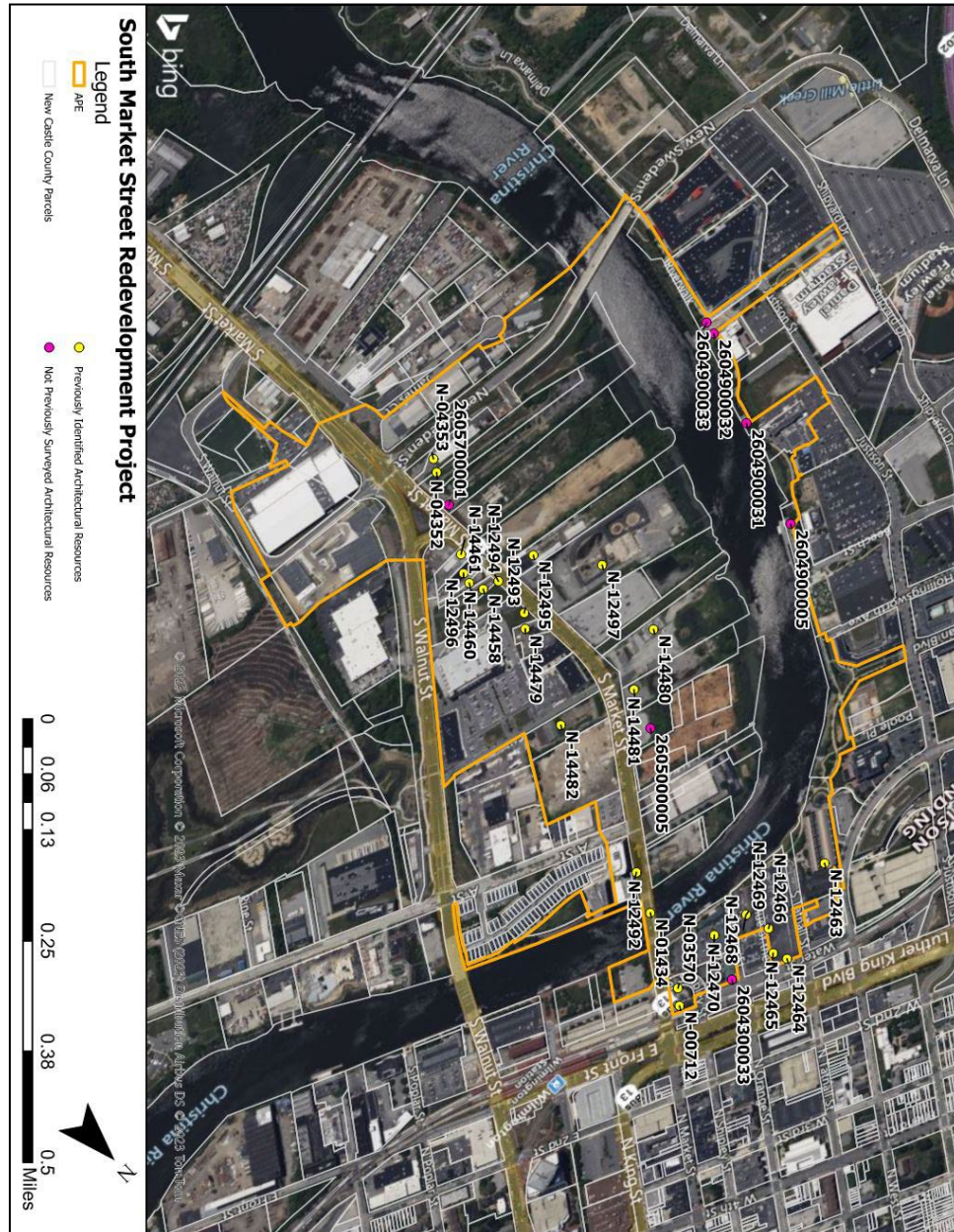
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In Reply Refer To:  
HDA-DE

Mr. Matthew Ritter, Section Administrator  
Planning, Preservation, and Development Section  
Delaware Department of Natural Resources and Environmental Control  
89 Kings Highway SE  
Dover, DE 19901

- sent via email -

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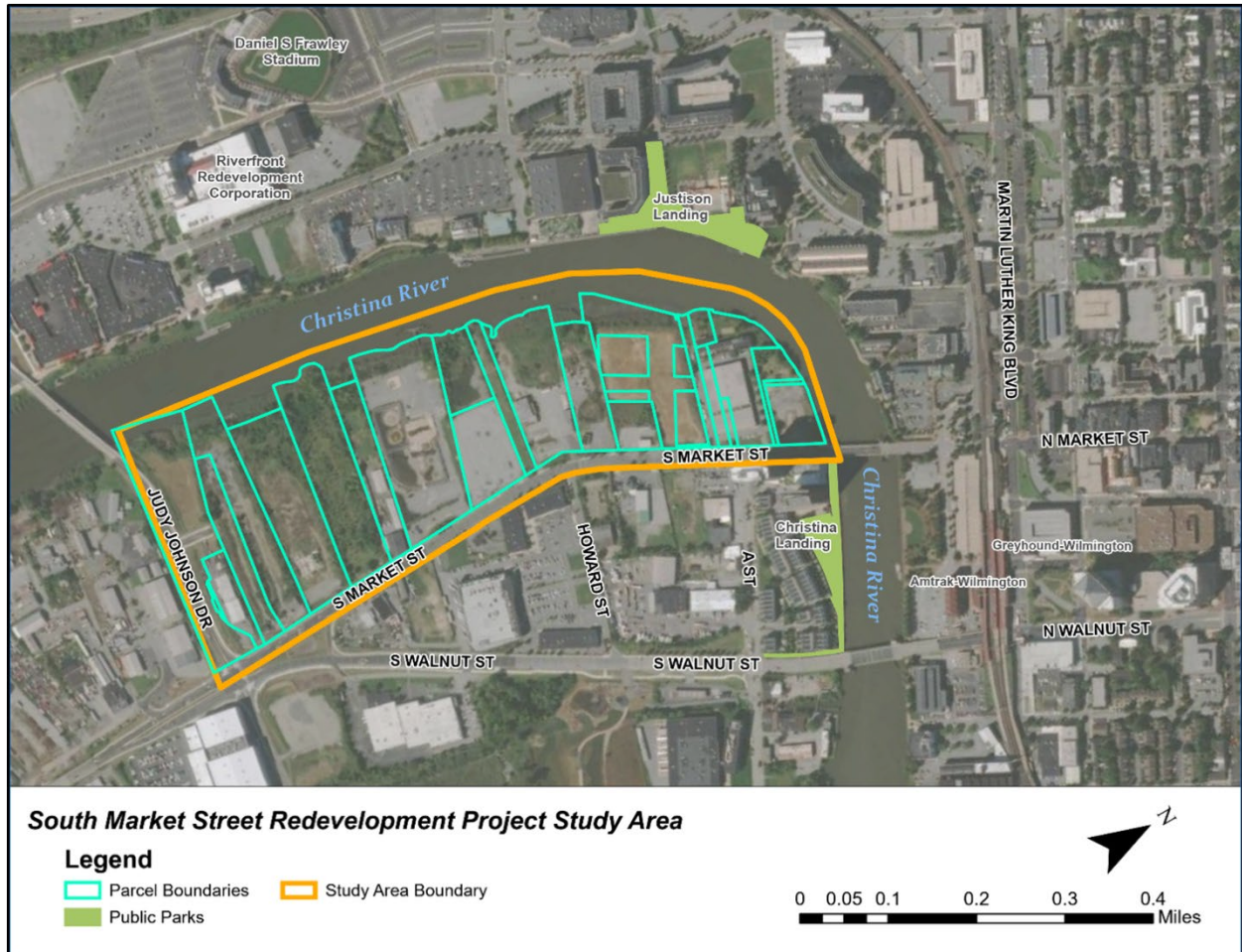
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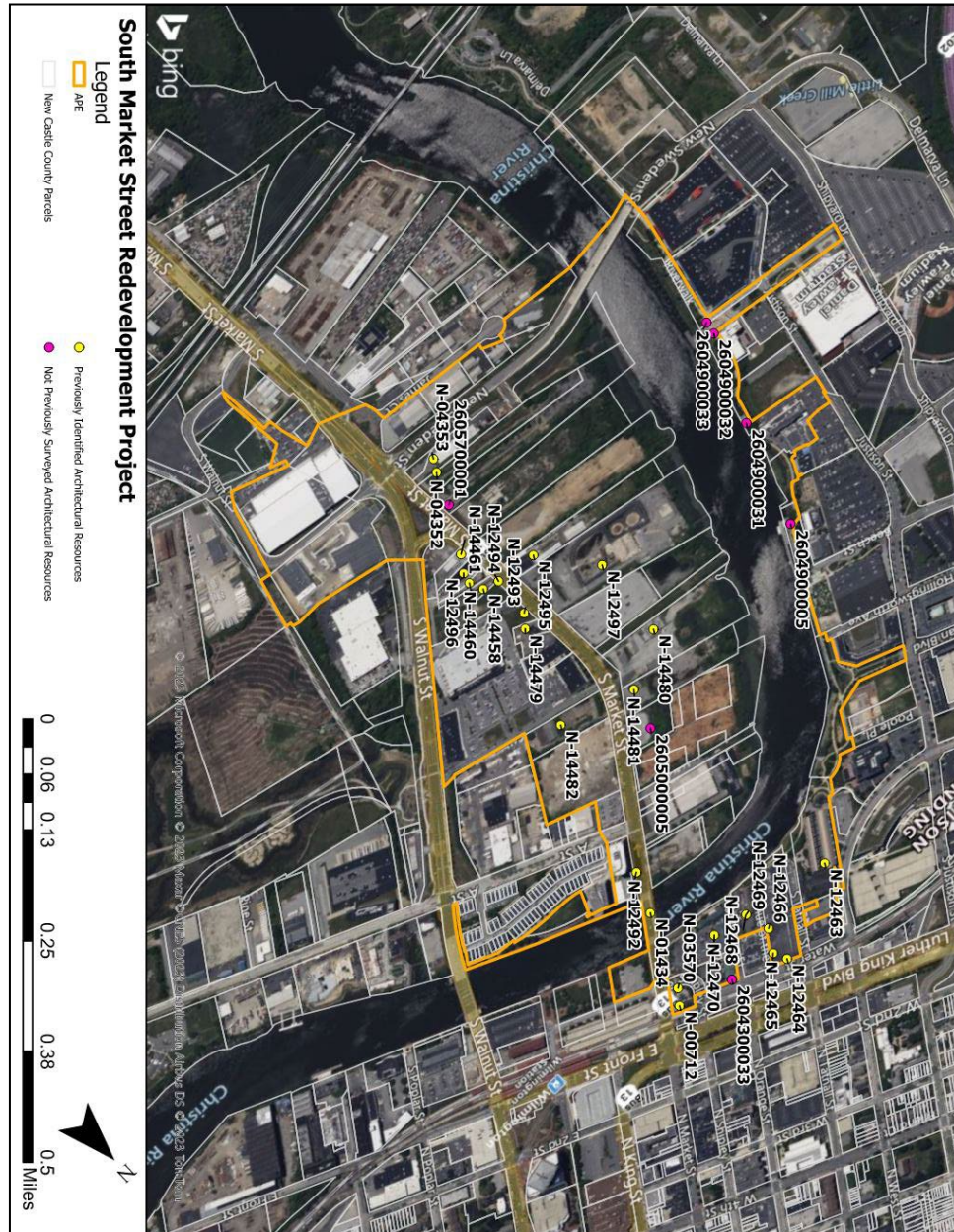
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In Reply Refer To:  
HDA-DE

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4164 N. DuPont Hwy, Suite 6  
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Dear Chief Coker:

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The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (54 U.S.C. 306108) and its implementing regulations under 36 CFR Part 800, the FHWA has determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties and initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO). This letter serves to provide information on the project and the Section 106 consultation process.

### **Project Description**

The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles (including public transportation), pedestrians, and bicycles in support of the *City of Wilmington Comprehensive Plan* for redeveloping the South Market Street Riverfront East area. The need of the South Market Street Redevelopment Project is to improve infrastructure and access to underutilized properties east of the Christina River, as outlined in the *City of Wilmington Comprehensive Plan*<sup>1</sup> and *South Market Street Master Plan*<sup>2</sup>.

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The FHWA and the City of Wilmington, in consultation with the DE SHPO, have defined the Area of Potential Effects (APE), or the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist “(36 CFR 800.16 (d)). This includes the proposed Limits of Disturbance (LOD) for the project bound by the Project Study Area, within which all construction and ground disturbing activity will be confined. The Project Study Area Boundary is the Archaeological APE for the project. See **Attachment 1** for the Archaeological APE. Based on the nature and the scale of the undertaking, the Architectural APE also includes properties within and adjacent to the LOD where there is the potential for visual or auditory effects to above-ground resources. See **Attachment 2** for the Architectural APE.

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A review of existing information within the Cultural and Historical Resources Information System (CHRIS) maintained by the DE SHPO revealed that there are 27 previously identified architectural properties within the APE (**Attachment 3**). Two of the 27 previously identified architectural properties, the South Market Street Bridge (N-01434) and the Baltimore and Ohio Railroad Passenger Station (N-03570), were evaluated as eligible for listing in the National Register of Historic Places (NRHP) by Delaware Division of Historical and Cultural Affairs (DHCA) staff. There are no previously identified archaeological sites within the project APE.

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In accordance with section 106 of the NHPA, FHWA and the City of Wilmington, in consultation with DE SHPO and other consulting parties, will assess project effects to any identified historic properties as project details become available, endeavor to minimize harm to any such properties, and produce an Assessment of Effects summation. This document will be provided to all consulting parties for comment when completed.

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As per 36 CFR 800.2(c)(5), regulations implementing Section 106 of the NHPA, FHWA and the City of Wilmington are interested in identifying consulting parties with a demonstrated interest in the undertaking. Through this letter, the FHWA, invites you to participate as a consulting party under Section 106 of the NHPA and assist in the identification and evaluation of historic properties that may be affected by this project and explore possible means of addressing adverse effects on such properties as needed.

Please indicate whether or not you wish to participate as a consulting party by submitting a written request within fifteen (15) days of receipt of this letter. If you are requesting consulting party status, please nominate one representative and an alternate to participate on behalf of the organization. Written requests can be sent electronically or by mail and should be directed to:

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration, DE Division  
1201 College Park Drive, Suite 102  
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[rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov)

Sincerely,

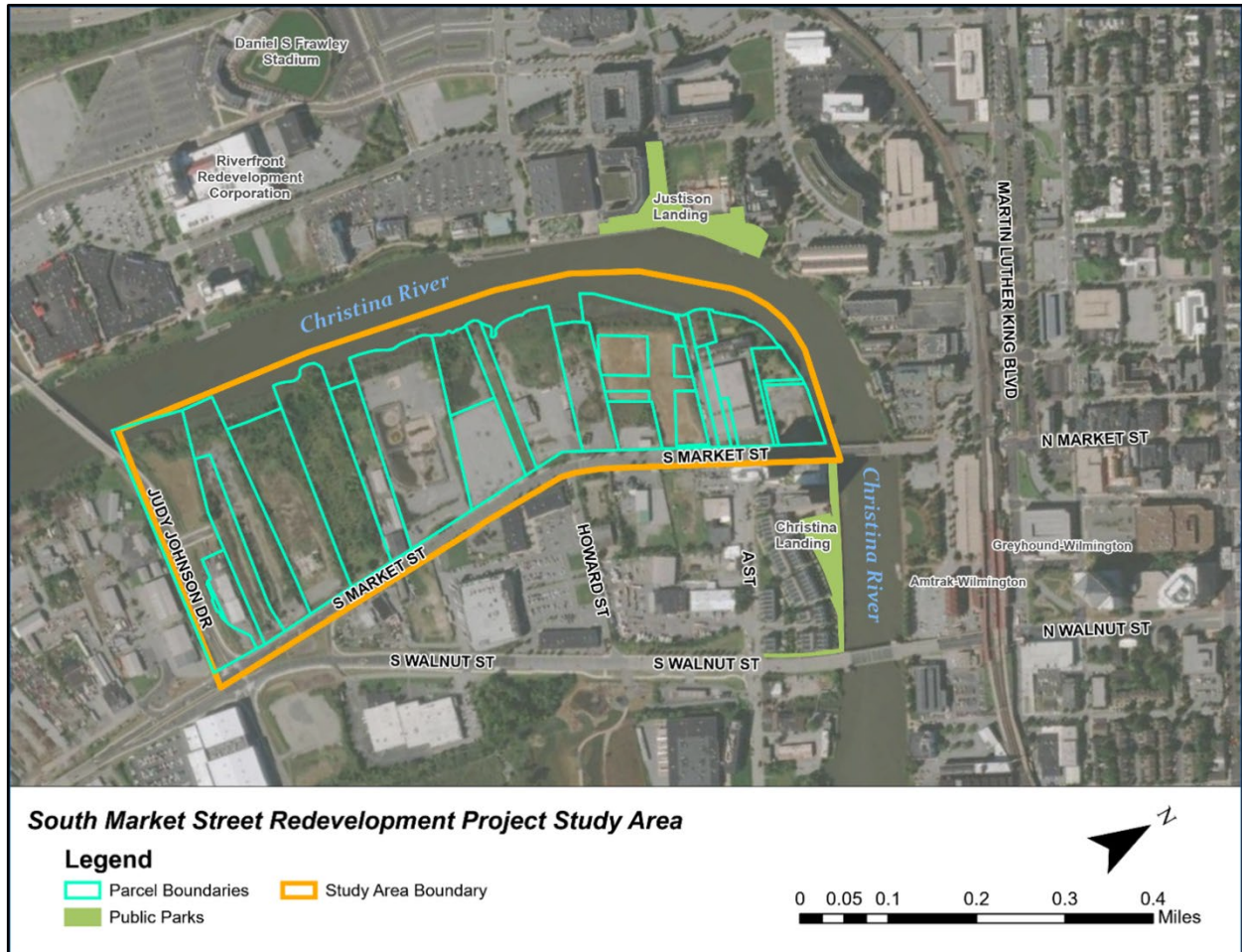
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### **Enclosures**

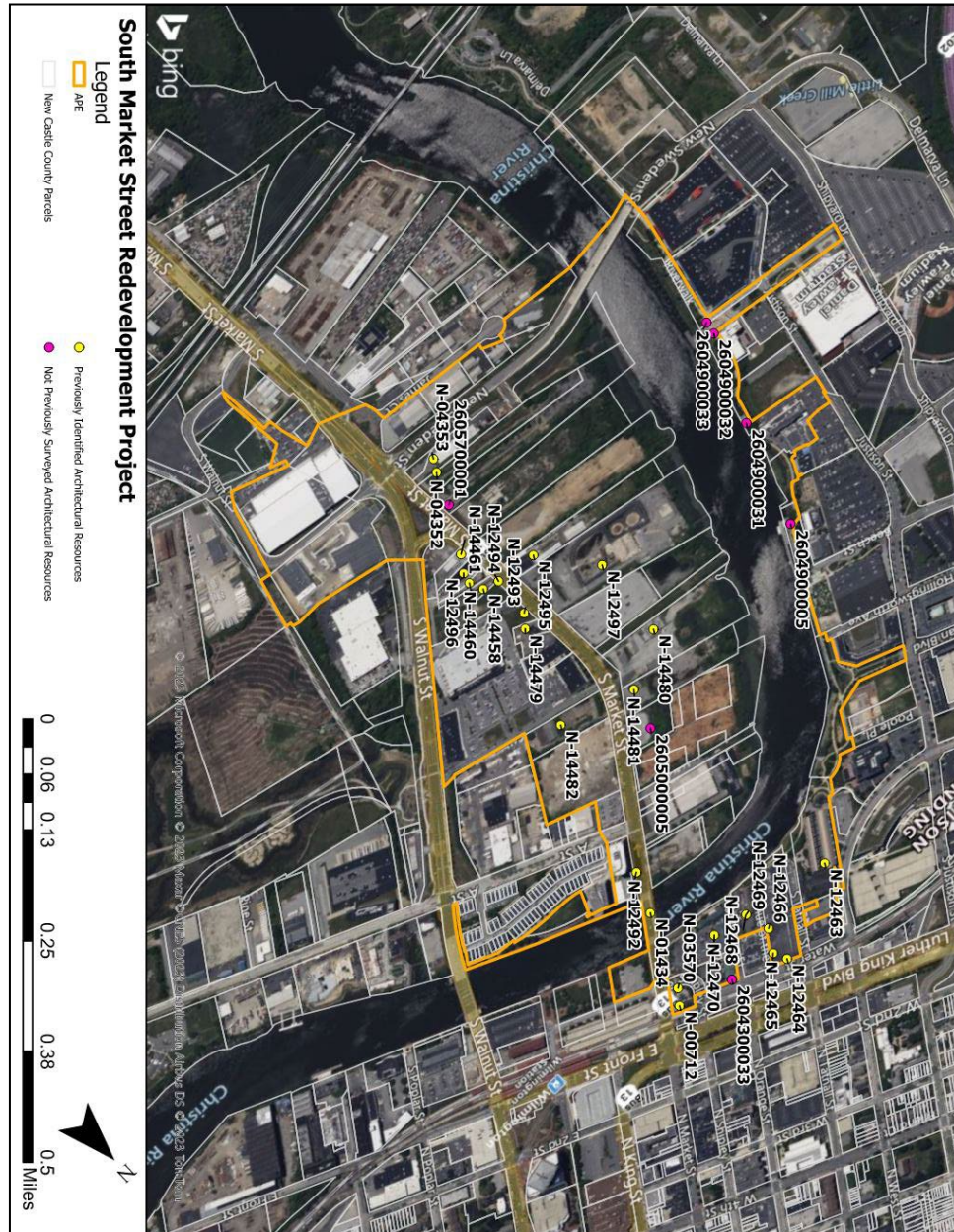
South Market Street Redevelopment Study Area/Archaeological APE (Attachment 1)  
Previously Identified and Not Previously Surveyed Architectural Resources Within the Architectural APE (Attachment 2)  
Table of identified architectural resources within the Architectural APE (Attachment 3)

CC: City of Wilmington, Sean Park  
DE SHPO, Gwen Davis and Sarah Carr

## Attachment 1: South Market Street Redevelopment Project Study Area /Archaeological APE







### Attachment 3: Identified Architectural Resources Within the Architectural APE

PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES			
CHRIS #	Site Name	Address	Build Date
N-00712	Baltimore and Ohio Railroad District Freight Office	1 S. Market Street	c. 1888
N-01434	South Market Street Bridge	S. Market Street	c. 1927
N-03570	Baltimore and Ohio Railroad Passenger Station	11 S. Market Street	c. 1888
N-04352	William Hanly/Auto Part & Salvage	603 S. Market Street	c. 1942
N-04353	Joseph B. Beste Company	701 S. Market Street	c. 1935
N-12438.02	Crane	850 Pettinaro Park Blvd.	-
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N-12463	N/A	5 West Street	c. 1899
N-12464	N/A	101 Avenue of the Arts	-
N-12465	Tigani Building	101 Avenue of the Arts	-
N-12466	N/A	101 Avenue of the Arts	-
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U.S. Department  
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**Delaware Division**

6/16/2023

1201 College Park Drive, Suite 102  
Dover, Delaware 19904  
(302) 734-5323  
(302) 734-3066  
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Chief Avery Johnson "Leaving Tracks"  
Nanticoke Indian Association  
27073 John J. Williams Highway  
Millsboro, DE 19966

- sent via email -

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Sincerely,

Rebecca E.H. Ledebohm  
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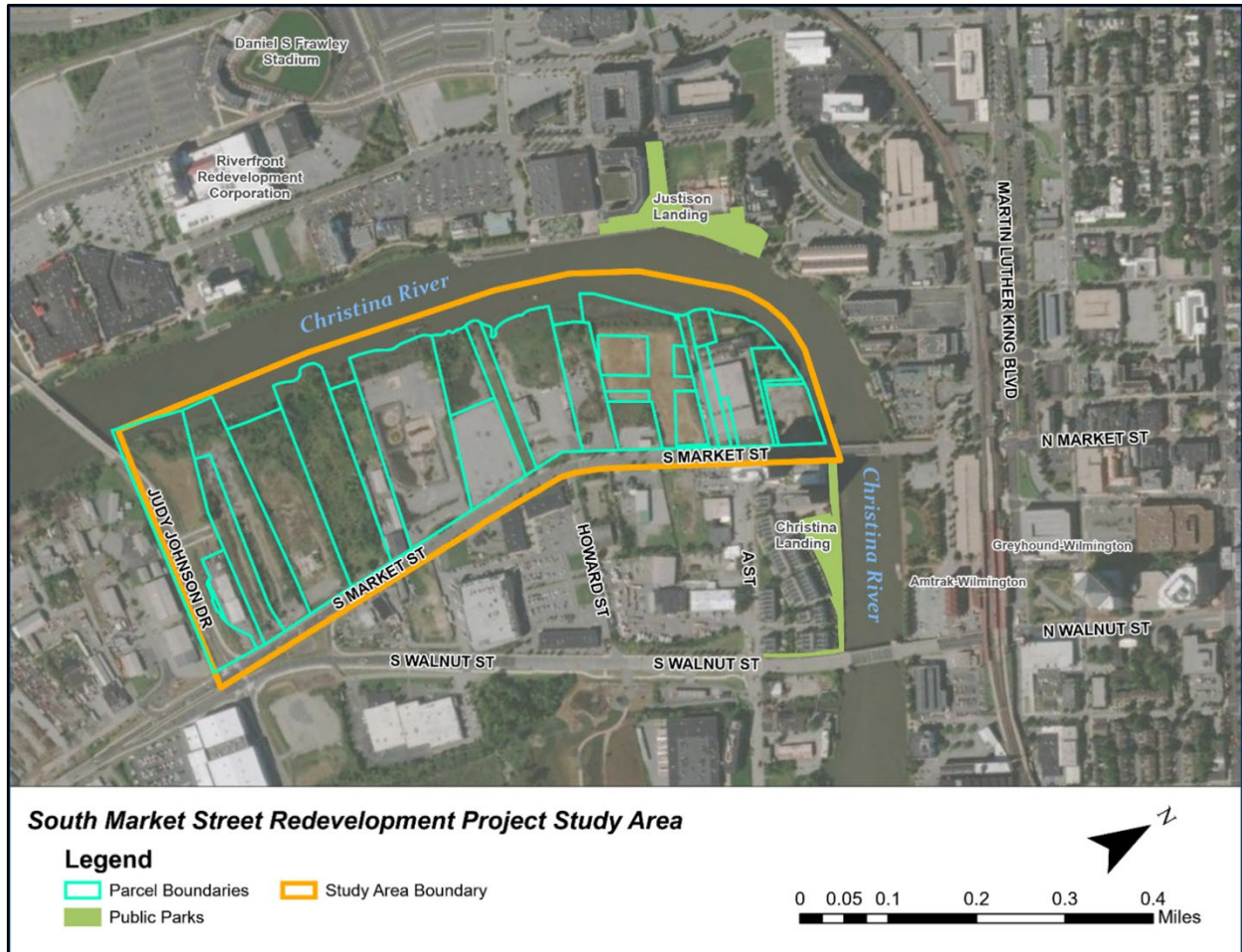
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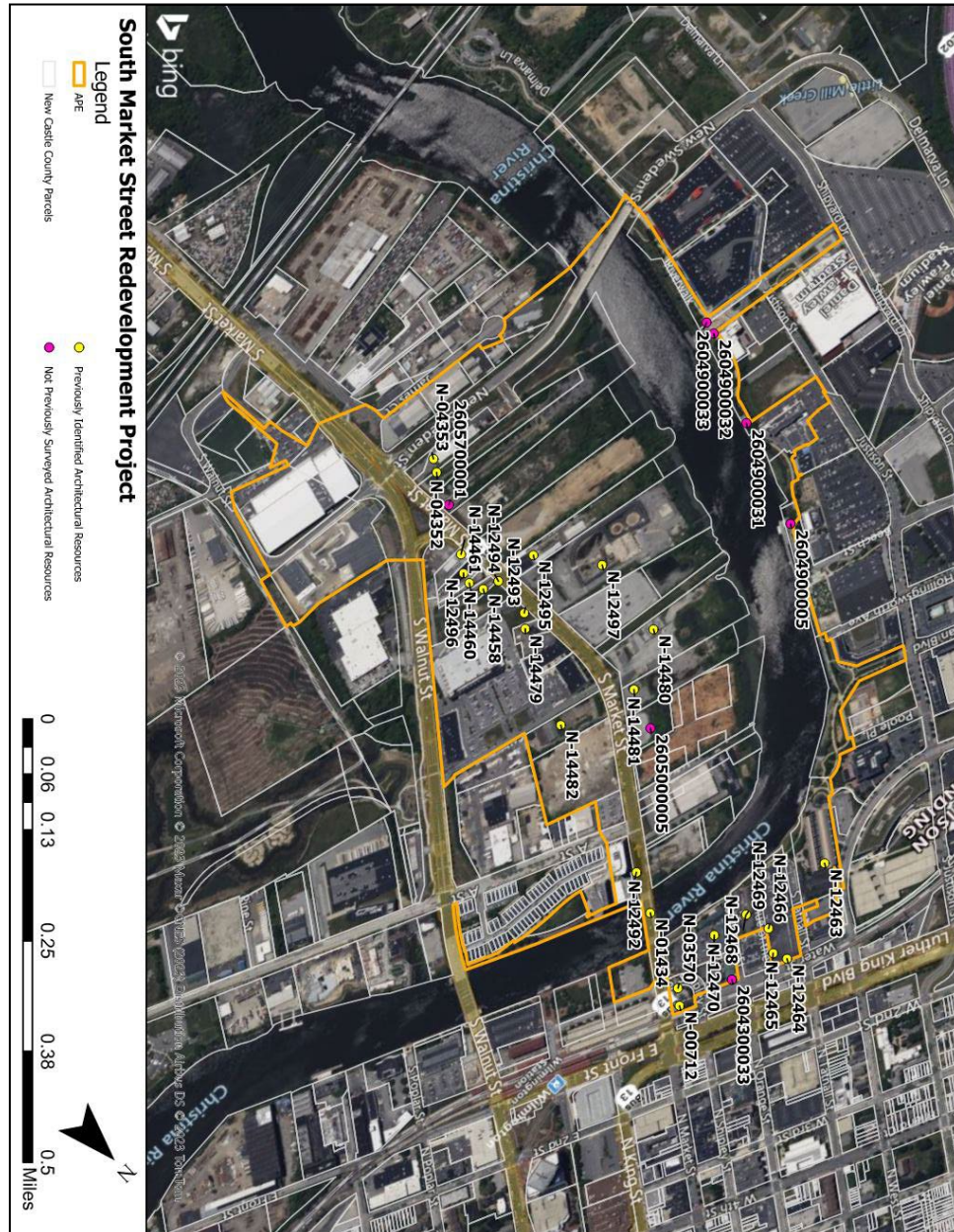
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In Reply Refer To:  
HDA-DE

Ms. Dee Durham, President  
Preservation Delaware, Inc.  
P.O. Box 19  
Rockland, DE 19732

- sent via email -

Dear Ms. Durham:

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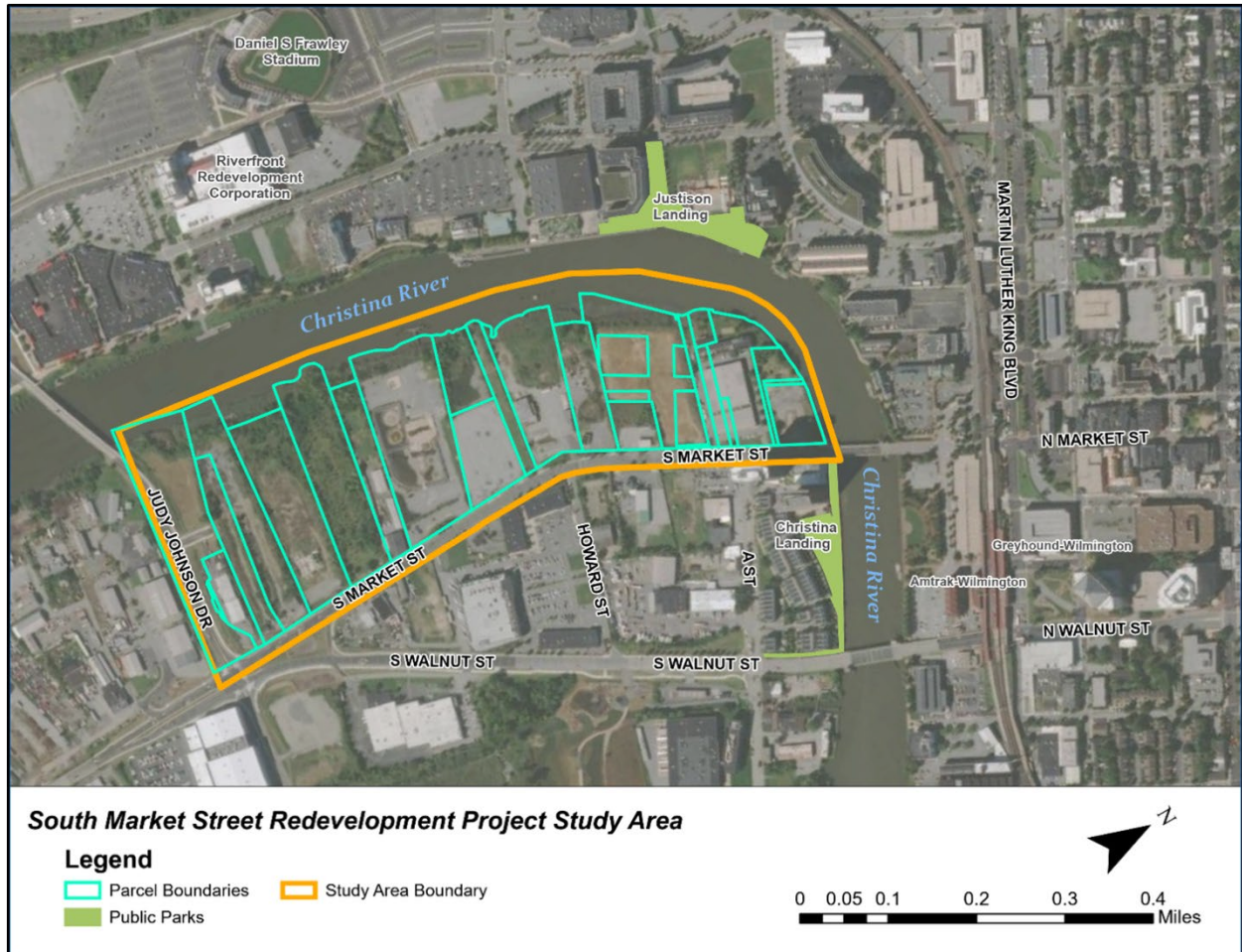
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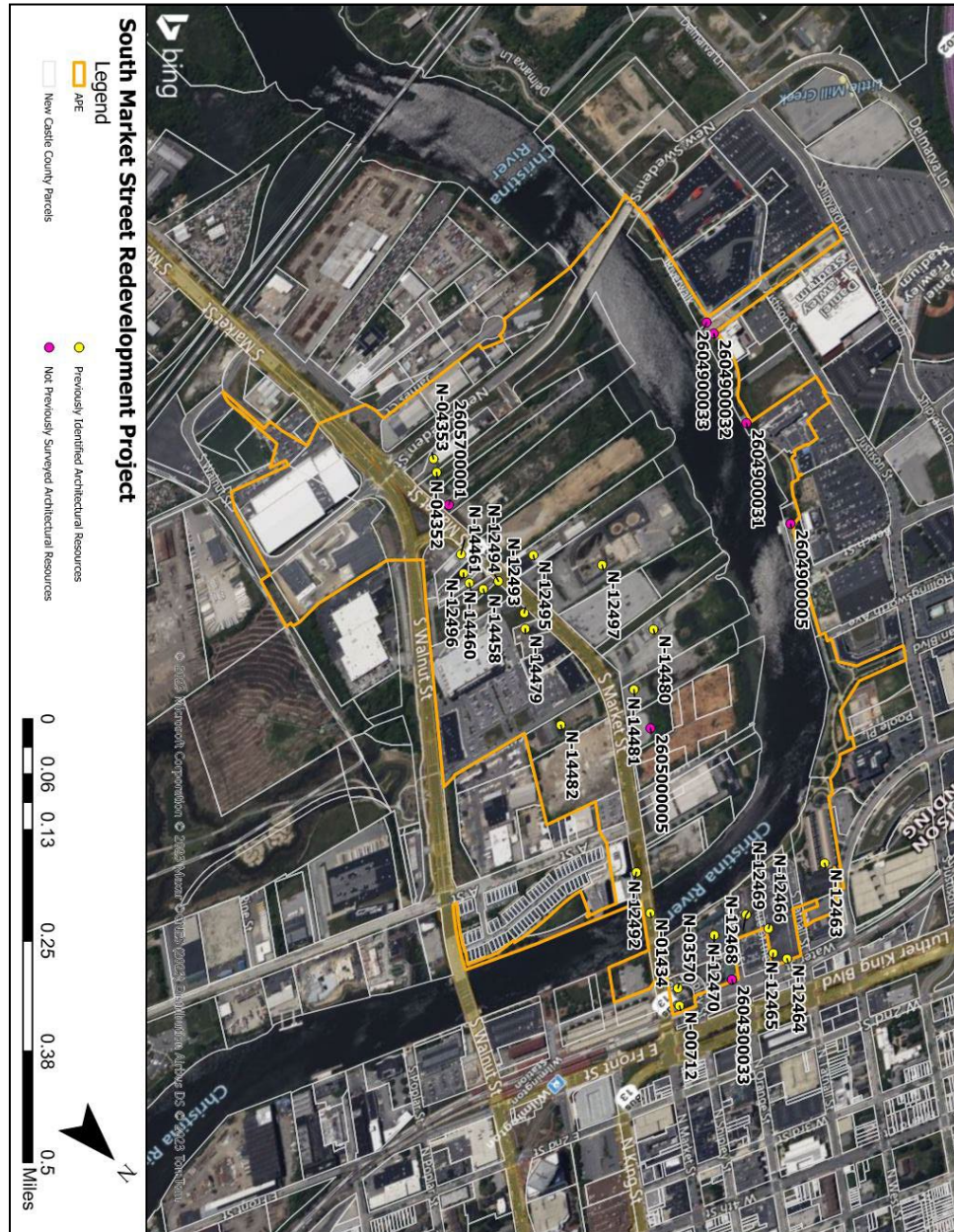
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## Attachment 1: South Market Street Redevelopment Project Study Area /Archaeological APE





## **Attachment 2: Previously Identified and Not Previously Surveyed Architectural Resources Within the Architectural APE**





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HDA-DE

Ms. Megan McGlinchey, Executive Director  
Riverfront Development Corporation  
Chase Center on the Riverfront  
815 Justison Street  
Wilmington, DE 19801

- sent via email -

Dear Ms. McGlinchey:

This letter is in reference to **Section 106 Consultation for the South Market Street Redevelopment Project, Wilmington, DE, SHPO Project Review #2022.01.19.01.**

The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (54 U.S.C. 306108) and its implementing regulations under 36 CFR Part 800, the FHWA has determined that because of the nature and scope of this undertaking, the proposed project has the potential to cause effects to historic properties and initiated consultation with the Delaware State Historic Preservation Officer (DE SHPO). This letter serves to provide information on the project and the Section 106 consultation process.

### **Project Description**

The proposed Project is located along the east Christina riverbank in the City of Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the south by Judy Johnson Drive (formerly New Sweden Street). The Project study area covers approximately 67 acres in total. See **Attachment 1** for the Project Study Area Map.

The purpose of the South Market Street Redevelopment Project is to provide appropriate infrastructure for vehicles (including public transportation), pedestrians, and bicycles in support of the *City of Wilmington Comprehensive Plan* for redeveloping the South Market Street Riverfront East area. The need of the South Market Street Redevelopment Project is to improve infrastructure and access to underutilized properties east of the Christina River, as outlined in the *City of Wilmington Comprehensive Plan*<sup>1</sup> and *South Market Street Master Plan*<sup>2</sup>.

---

<sup>1</sup> <https://www.wilmingtonde.gov/government/city-departments/planning-and-development/wilmington-2028>

<sup>2</sup> <https://riverfronteast.com/>



This Project would construct transportation infrastructure improvements for the South Market Street Riverfront East area of the City, including a comprehensive network of bicycle and pedestrian linkages and safety improvements, that may expand the network of streets on site and may develop a comprehensive network of bicycle and pedestrian linkages and safety improvements. This South Market Street Redevelopment Project is a key component of a larger comprehensive plan, *The South Market Street Master Plan*, for the planned redevelopment of the eastern Christina riverfront corridor.

### **Area of Potential Effects**

The FHWA and the City of Wilmington, in consultation with the DE SHPO, have defined the Area of Potential Effects (APE), or the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist “(36 CFR 800.16 (d)). This includes the proposed Limits of Disturbance (LOD) for the project bound by the Project Study Area, within which all construction and ground disturbing activity will be confined. The Project Study Area Boundary is the Archaeological APE for the project. See **Attachment 1** for the Archaeological APE. Based on the nature and the scale of the undertaking, the Architectural APE also includes properties within and adjacent to the LOD where there is the potential for visual or auditory effects to above-ground resources. See **Attachment 2** for the Architectural APE.

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As a means to identify historic properties under 36 CFR 800.4, qualified staff, on behalf of the FHWA, conducted a desktop review of available information on previously identified historic properties to determine if any are located within the APE of this undertaking. Several cultural resource studies have been conducted within or near the project’s APE.

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applied to any identified properties in consultation with the DE SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

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Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration, DE Division  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
[rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov)

Sincerely,

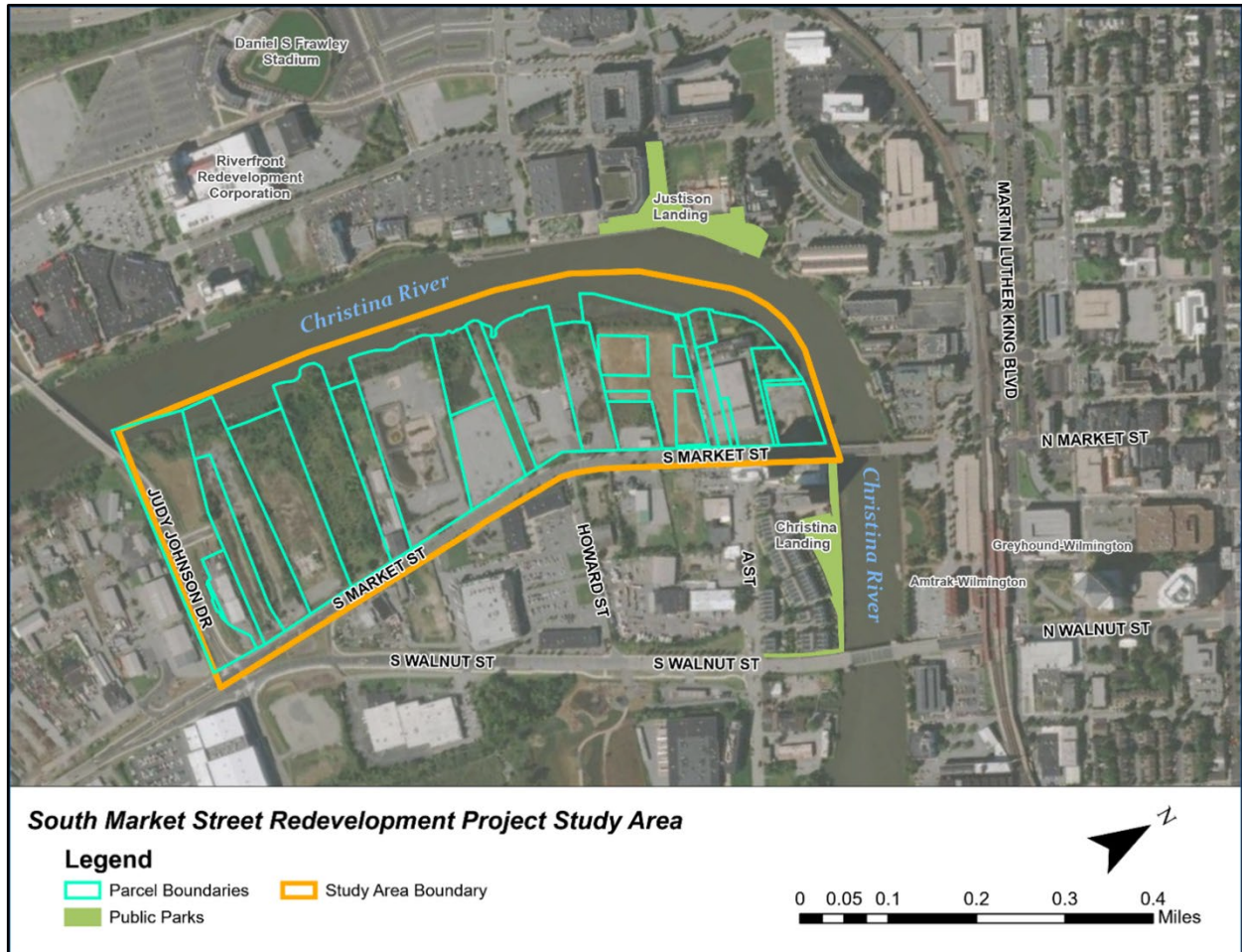
Rebecca E.H. Ledebohm  
Environmental Protection Specialist

### **Enclosures**

South Market Street Redevelopment Study Area/Archaeological APE (Attachment 1)  
Previously Identified and Not Previously Surveyed Architectural Resources Within the Architectural APE (Attachment 2)  
Table of identified architectural resources within the Architectural APE (Attachment 3)

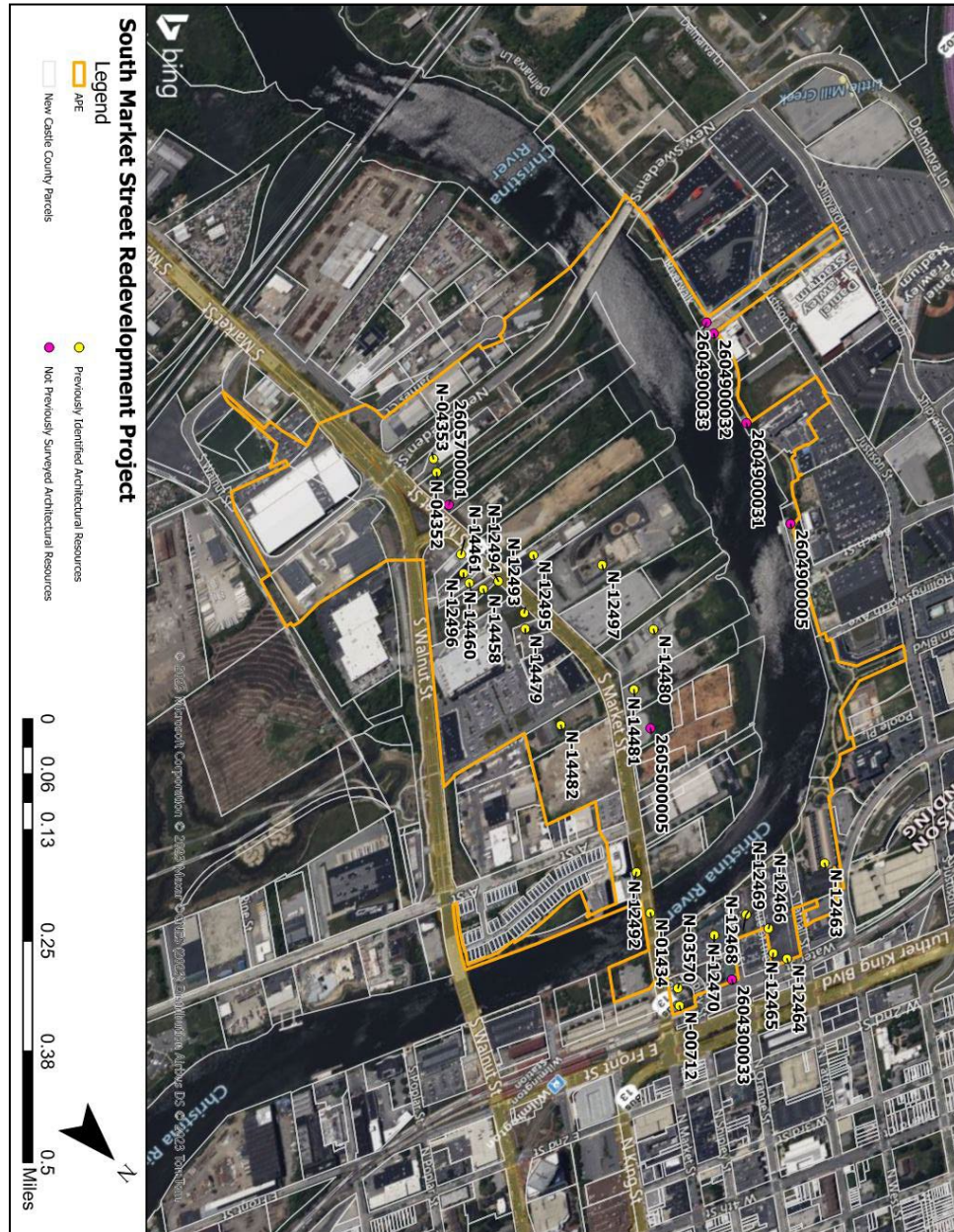
CC: City of Wilmington, Sean Park  
DE SHPO, Gwen Davis and Sarah Carr

## Attachment 1: South Market Street Redevelopment Project Study Area /Archaeological APE





## **Attachment 2: Previously Identified and Not Previously Surveyed Architectural Resources Within the Architectural APE**



### Attachment 3: Identified Architectural Resources Within the Architectural APE

PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES			
CHRIS #	Site Name	Address	Build Date
N-00712	Baltimore and Ohio Railroad District Freight Office	1 S. Market Street	c. 1888
N-01434	South Market Street Bridge	S. Market Street	c. 1927
N-03570	Baltimore and Ohio Railroad Passenger Station	11 S. Market Street	c. 1888
N-04352	William Hanly/Auto Part & Salvage	603 S. Market Street	c. 1942
N-04353	Joseph B. Beste Company	701 S. Market Street	c. 1935
N-12438.02	Crane	850 Pettinaro Park Blvd.	-
N-12438.03	Crane	901 Riverwalk	-
N-12463	N/A	5 West Street	c. 1899
N-12464	N/A	101 Avenue of the Arts	-
N-12465	Tigani Building	101 Avenue of the Arts	-
N-12466	N/A	101 Avenue of the Arts	-
N-12468	N/A	1 Avenue of the Arts	c. 1983
N-12469	N/A	1 Avenue of the Arts	c. 1983
N-12470	N/A	101 S. Market Street	c. 1899
N-12492	N/A	115 S. Market Street	-
N-12493	N/A	504 S. Market Street	-
N-12494	N/A	516 S. Market Street	-
N-12495	Collins Supply Company	517 S. Market Street	c. 1920
N-12496	Building	520 S. Market Street	c. 1948
N-12497	N/A	505 S. Market Street	c. 1930
N-14458	Dan and Bobs Auto Body Shop	516A S. Market Street	c. 1960
N-14460	David Ploener Auto Repair	518 S. Market Street	c. 1960
N-14461	Ranch House Restaurant	522 S. Market Street	c. 1963
N-14479	Atlantic Refining Company Gas Station	510 S. Market Street	c. 1952
N-14480	Esso Standard Oil Company Bulk Storage Tank	501 S. Market Street	c. 1955
N-14481	Standard Oil Gas Station	205 S. Market Street	c. 1940
N-14482	Vilone Warehouse	400 S. Market Street	c. 1950

NOT PREVIOUSLY SURVEYED ARCHITECTURAL RESOURCES			
Parcel No.	Site Name	Address	Build Date
2605000005	Speedway	203 S. Market Street	c. 1950
2605700001	N/A	601 S. Market Street	c. 1941
2604300033	N/A	1 S. Orange Street	c. 1899
2604900005	Crane 1	550 Justison Street	-
2604900031	Crane 2	821 Riverwalk	-



**From:** [Debbie Martin](#)  
**To:** [Ledebohm, Rebecca \(FHWA\)](#)  
**Cc:** [Sean J. Park](#); [Davis, Gwen \(DOS\)](#); [Carr, Sarah \(DOS\)](#)  
**Subject:** RE: Section 106 Invitation to Consult - South Market Street Redevelopment Project, Wilmington, DE  
**Date:** Friday, June 16, 2023 2:37:02 PM

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**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I will consult.

The Doodle poll link isn't functioning.

Debbie Martin

Debra Campagnari Martin | Historic Preservation Planner  
City of Wilmington, Department of Planning  
Louis L. Redding City/County Building  
800 North French Street  
Wilmington, DE 19801  
[302-576-3107](tel:302-576-3107)  
[302-571-4119](tel:302-571-4119) (fax)  
[dmartin@wilmingtonde.gov](mailto:dmartin@wilmingtonde.gov)

---

**From:** Ledebohm, Rebecca (FHWA) <[rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov)>  
**Sent:** Friday, June 16, 2023 12:15 PM  
**To:** Debbie Martin <[DMARTIN@wilmingtonde.gov](mailto:DMARTIN@wilmingtonde.gov)>  
**Cc:** Sean J. Park <[sjpark@wilmingtonde.gov](mailto:sjpark@wilmingtonde.gov)>; Davis, Gwen (DOS) <[Gwen.Davis@delaware.gov](mailto:Gwen.Davis@delaware.gov)>; Carr, Sarah (DOS) <[Sarah.Carr@delaware.gov](mailto:Sarah.Carr@delaware.gov)>  
**Subject:** [EXTERNAL] Section 106 Invitation to Consult - South Market Street Redevelopment Project, Wilmington, DE

Good Afternoon.

The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project.

The FHWA and The City of Wilmington are working to identify consulting parties with interest in historic properties in the vicinity of the South Market Street Redevelopment Project. The FHWA is inviting you to comment and participate as a consulting party in the Section 106 process for this undertaking. Please find the attached document for more information. I have also attached the Citizens Guide to Section 106 Review for your reference.

If your organization would like to participate as a consulting party, please respond in writing within 15 days of receipt of this letter and fill in the doodle poll ([https://doodle.com/meeting/participate/id/boyV2xAewith\[doodle.com\]](https://doodle.com/meeting/participate/id/boyV2xAewith[doodle.com])) your availability for a kick-off meeting in July. Doodle is now limiting the number of time slot options that can be created in one poll so we are only looking at mornings or afternoons of the dates provided. There will be a second poll to further refine the meeting time. I am generally looking to schedule a 90 minute meeting between the hours of 9:30-12 and 1:00-3:30. The meeting will be held at RK&K's Wilmington Office (750 Shipyard Drive, Suite 350 Wilmington, DE 19801) with a virtual option.

Please let me know if you have any questions.

Thank you!

Becky

*Rebecca Ledeborn*

Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
P: 302-734-2378

## WILMINGTON 311

Please use the 311 system for all City of Wilmington information or non-emergency service requests. To reach Wilmington311, dial '311' if you are calling on your cell phone from inside the city limits, or 302-576-2620 if calling from either outside the city or from a landline.

This City of Wilmington e-mail, including any attachments, may contain information that is privileged, confidential and exempt from applicable law. This e-mail is intended to be reviewed by only the individual(s), or organization(s) to which it is addressed. If you are not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication, including any attachments, is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender by return e-mail and delete this e-mail from your system. Thank You.

**From:** [Martin, John \(DeIDOT\)](#)  
**To:** [Ledebohm, Rebecca \(FHWA\)](#)  
**Cc:** [Sean J. Park](#); [Davis, Gwen \(DOS\)](#); [Carr, Sarah \(DOS\)](#)  
**Subject:** RE: Section 106 Invitation to Consult - South Market Street Redevelopment Project, Wilmington, DE  
**Date:** Monday, June 26, 2023 3:26:53 PM  
**Attachments:** [image001.png](#)

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**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Becky,

As the program supervisor for cultural resources for the Department, I accept the invitation to be a consulting party. I will respond to the Doodle poll as requested.

Thank you.

**John W. Martin, RPA**  
Cultural Resources Program Supervisor  
Phone: 302-760-2189o/302-233-8935c



---

**From:** Ledebohm, Rebecca (FHWA) <rebecca.ledebohm@dot.gov>  
**Sent:** Friday, June 16, 2023 12:15  
**To:** Martin, John (DeIDOT) <John.W.Martin@delaware.gov>  
**Cc:** Sean J. Park <sjpark@wilmingtonde.gov>; Davis, Gwen (DOS) <Gwen.Davis@delaware.gov>; Carr, Sarah (DOS) <Sarah.Carr@delaware.gov>  
**Subject:** Section 106 Invitation to Consult - South Market Street Redevelopment Project, Wilmington, DE

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The City of Wilmington is in project development for the South Market Street Redevelopment Project (Project). The Project, which is being conducted in partnership with the Riverfront Development Corporation (RDC), has recently been awarded federal funding through a US Department of Transportation FY 2021 Rebuilding America with Sustainability and Equity (RAISE) Grant. The Federal Highway Administration (FHWA) is the lead federal agency for the Project.

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15 days of receipt of this letter and fill in the doodle poll

(<https://doodle.com/meeting/participate/id/boyV2xAewith>) your availability for a kick-off meeting in July. Doodle is now limiting the number of time slot options that can be created in one poll so we are only looking at mornings or afternoons of the dates provided. There will be a second poll to further refine the meeting time. I am generally looking to schedule a 90 minute meeting between the hours of 9:30-12 and 1:00-3:30. The meeting will be held at RK&K's Wilmington Office (750 Shipyard Drive, Suite 350 Wilmington, DE 19801) with a virtual option.

Please let me know if you have any questions.

Thank you!

Becky

*Rebecca Ledebohm*

Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
P: 302-734-2378



July 23, 2023

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration, DE Division  
1201 College Park Dr, Suite 102  
Dover, DE 19904

Re: Section 106 Consultation for the South Market Street Redevelopment Project,  
Wilmington, DE, SHPO Project Review #2022.01.19.01

Dear Ms Ledebohm,

The Lenape Indian Tribe of Delaware (LITD) is in receipt of your letter dated June 16, 2023, concerning the above referenced project.

LITD is requesting consulting party status and is nominating Dennis J. Coker as our representative. An alternative representative will be identified and forwarded to you later.

Thank you for the opportunity to participate in the Section 106 process. Please keep LITD informed of developments as needed.

If we can be of further assistance in this matter do not hesitate to contact us by mail at PO Box 79, Cheswold, DE 19936 or email at [lenapedelaware@comcast.net](mailto:lenapedelaware@comcast.net). We can also be reached by phone at 302-730-4601.

Sincerely,

Dennis J. Coker, Principal Chief  
Lenape Indian Tribe of Delaware

P.O. Box 79, Cheswold, DE 19936  
302-730-4601

[lenapedelaware@comcast.net](mailto:lenapedelaware@comcast.net)

[www.lenapeindiantribeofdelaware.com](http://www.lenapeindiantribeofdelaware.com)

**From:** [Dee Durham](#)  
**To:** [Ledebohm, Rebecca \(FHWA\)](#)  
**Cc:** ["Sean J. Park"](#)  
**Subject:** RE: Section 106 Invitation to Consult - South Market Street Redevelopment Project, Wilmington, DE  
**Date:** Wednesday, July 5, 2023 9:24:21 PM

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**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thanks Rebecca.

Can you please count Preservation Delaware in and just send the next Doodle. We will do our best to assign a point person (if not myself).

Dee

---

**From:** Ledebohm, Rebecca (FHWA) <rebecca.ledebohm@dot.gov>  
**Sent:** Wednesday, June 28, 2023 4:17 PM  
**To:** deedurham@dca.net  
**Cc:** Sean J. Park <sjpark@wilmingtonde.gov>  
**Subject:** RE: Section 106 Invitation to Consult - South Market Street Redevelopment Project, Wilmington, DE

Good afternoon.

As a reminder, if you would like to participate as a consulting party, please respond in writing by July 3<sup>rd</sup> and complete the doodle poll: <https://doodle.com/meeting/participate/id/boyV2xAe>.

Thank you.

Becky

---

**From:** Ledebohm, Rebecca (FHWA)  
**Sent:** Friday, June 16, 2023 12:15 PM  
**To:** [deedurham@dca.net](mailto:deedurham@dca.net)  
**Cc:** Sean J. Park <[sjpark@wilmingtonde.gov](mailto:sjpark@wilmingtonde.gov)>; Davis, Gwen (DOS) <[Gwen.Davis@delaware.gov](mailto:Gwen.Davis@delaware.gov)>; Carr, Sarah (DOS) <[Sarah.Carr@delaware.gov](mailto:Sarah.Carr@delaware.gov)>  
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*Rebecca Ledebohm*

Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
P: 302-734-2378



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Delaware Division**

7/14/2023

1201 College Park Drive, Suite 102  
Dover, Delaware 19904  
(302) 734-5323  
(302) 734-3066  
<http://www.fhwa.dot.gov/dediv/>

In Reply Refer To:  
HDA-DE

Ms. Hanifa Shabazz, Executive Director  
Southbridge Community Development Corporation  
414 N. Cox Street  
Middletown, DE 19709

- sent via email -

Dear Ms. Shabazz:

This letter is in reference to **Section 106 Consultation for the South Market Street Redevelopment Project, Wilmington, DE, SHPO Project Review #2022.01.19.01.**

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Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration, DE Division  
1201 College Park Drive, Suite 102  
Dover, DE 19904  
[rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov)

Sincerely,

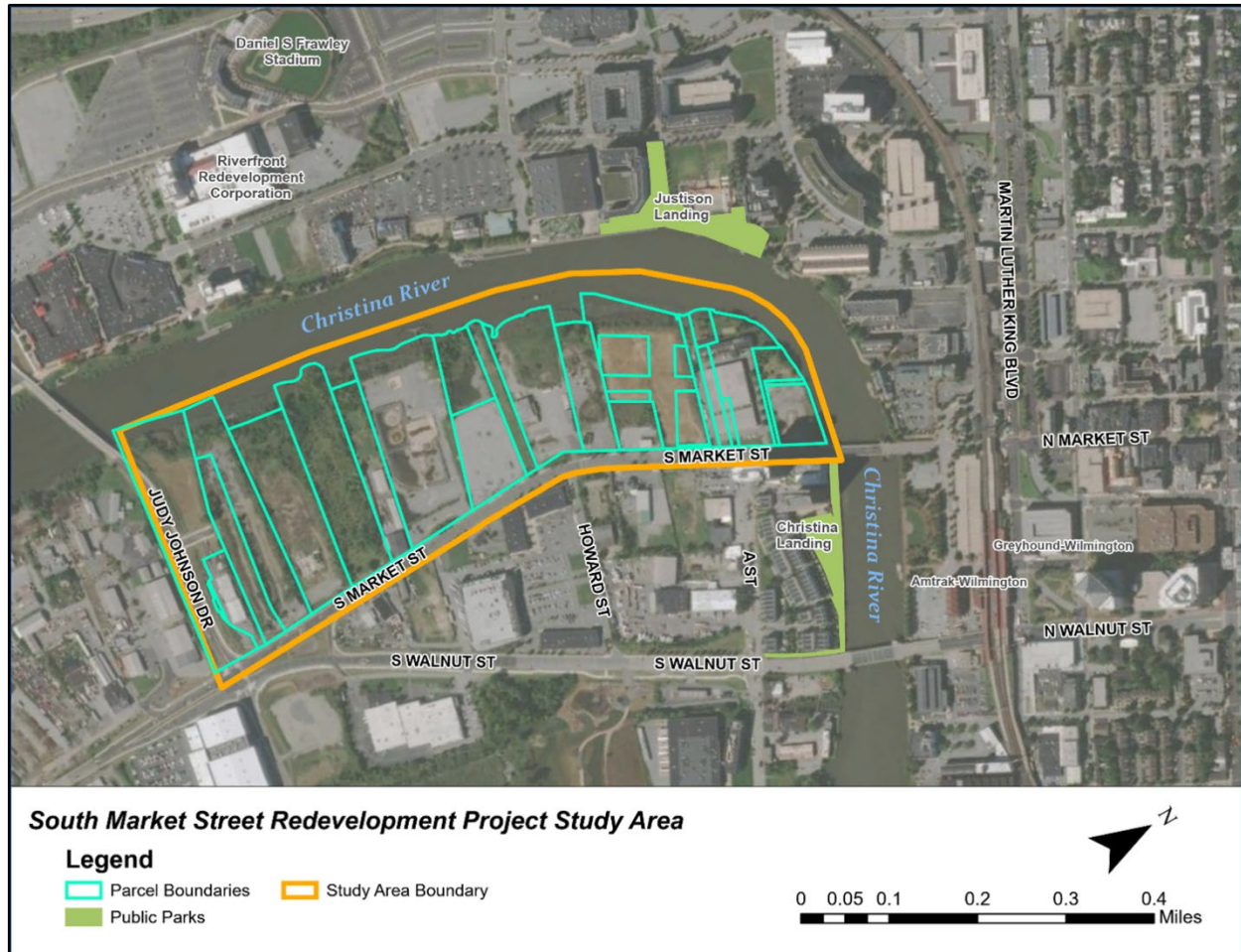
Rebecca E.H. Ledebohm  
Environmental Protection Specialist

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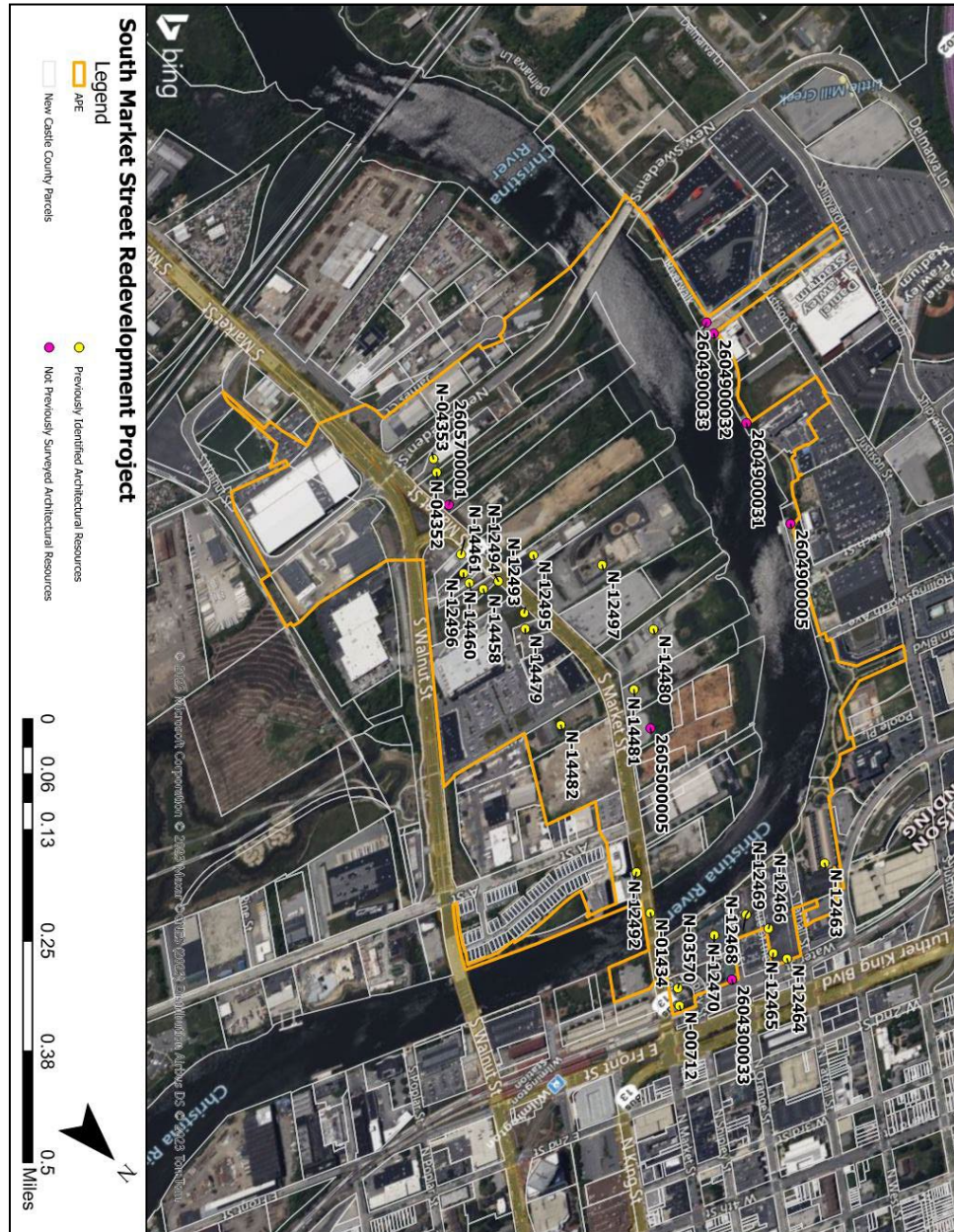
CC: City of Wilmington, Sean Park  
DE SHPO, Gwen Davis and Sarah Carr

## Attachment 1: South Market Street Redevelopment Project Study Area /Archaeological APE





## **Attachment 2: Previously Identified and Not Previously Surveyed Architectural Resources Within the Architectural APE**





### Attachment 3: Identified Architectural Resources Within the Architectural APE

PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES			
CHRIS #	Site Name	Address	Build Date
N-00712	Baltimore and Ohio Railroad District Freight Office	1 S. Market Street	c. 1888
N-01434	South Market Street Bridge	S. Market Street	c. 1927
N-03570	Baltimore and Ohio Railroad Passenger Station	11 S. Market Street	c. 1888
N-04352	William Hanly/Auto Part & Salvage	603 S. Market Street	c. 1942
N-04353	Joseph B. Beste Company	701 S. Market Street	c. 1935
N-12438.02	Crane	850 Pettinaro Park Blvd.	-
N-12438.03	Crane	901 Riverwalk	-
N-12463	N/A	5 West Street	c. 1899
N-12464	N/A	101 Avenue of the Arts	-
N-12465	Tigani Building	101 Avenue of the Arts	-
N-12466	N/A	101 Avenue of the Arts	-
N-12468	N/A	1 Avenue of the Arts	c. 1983
N-12469	N/A	1 Avenue of the Arts	c. 1983
N-12470	N/A	101 S. Market Street	c. 1899
N-12492	N/A	115 S. Market Street	-
N-12493	N/A	504 S. Market Street	-
N-12494	N/A	516 S. Market Street	-
N-12495	Collins Supply Company	517 S. Market Street	c. 1920
N-12496	Building	520 S. Market Street	c. 1948
N-12497	N/A	505 S. Market Street	c. 1930
N-14458	Dan and Bobs Auto Body Shop	516A S. Market Street	c. 1960
N-14460	David Ploener Auto Repair	518 S. Market Street	c. 1960
N-14461	Ranch House Restaurant	522 S. Market Street	c. 1963
N-14479	Atlantic Refining Company Gas Station	510 S. Market Street	c. 1952
N-14480	Esso Standard Oil Company Bulk Storage Tank	501 S. Market Street	c. 1955
N-14481	Standard Oil Gas Station	205 S. Market Street	c. 1940
N-14482	Vilone Warehouse	400 S. Market Street	c. 1950

NOT PREVIOUSLY SURVEYED ARCHITECTURAL RESOURCES			
Parcel No.	Site Name	Address	Build Date
2605000005	Speedway	203 S. Market Street	c. 1950
2605700001	N/A	601 S. Market Street	c. 1941
2604300033	N/A	1 S. Orange Street	c. 1899
2604900005	Crane 1	550 Justison Street	-
2604900031	Crane 2	821 Riverwalk	-



STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
800 BAY ROAD  
P.O. BOX 778  
DOVER, DELAWARE 19903

NICOLE MAJESKI  
SECRETARY

August 16, 2023

Ms. Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration – Delaware Division  
1201 College Park Drive  
Dover, DE 19904

Dear Ms. Ledebohm,

**This letter is in reference to the draft Phase IA Archaeological Assessment and Architectural Evaluation-Level Technical Reports for the South Market Street Redevelopment Project, Wilmington, New Castle County.**

We have several comments on the reports and will first address the draft Architectural Evaluation-Level Survey Technical Report. Overall, the report does an adequate job of presenting the findings for the resources within the APE, which is unnecessarily re-termed the “Study Area.” Additional historic contexts would better serve to assess some of the resources for their eligibility and significance level. Better use of historic references and reports would strengthen the document.

The draft Phase IA Archaeological Assessment Technical Report has several significant issues and is in need of revision. The study area they define and as concurred with by the agencies as the location of direct effects is bordered by South Market Street, Judy Johnson Drive/New Sweden Street, and the Christina River. The report only seems to address potential archaeological impacts that are related to the utility installations and hazardous material remediation at this stage of the project’s development. However, since the purpose and needs are to provide appropriate infrastructure for the redevelopment of this underutilized portion of the City of Wilmington, there are more disturbances that will be the result of the current, proposed effort. The Phase IA needs to address the entire study area to comply with 36 CFR 800 and avoid dismissing resources before they are impacted. While specific to assessment of adverse effects, 36 CFR 800.5(1) states they “...may occur later in time, be farther removed in distance or be cumulative.”

The assessment of the nature of the soils is superficial, having presented very little data from the soil borings appended to the report. It would have been informative to have modeled the extent of possibly undisturbed soils across the study area from the borings, or at least in those areas where archaeological resources are considered possible. Additionally, even if current and future fill may protect buried resources, it is paramount that they first be identified and evaluated, before being taken out of archaeological access. Soil borings monitored by geomorphologists or geoarchaeologists would be necessary to assess the nature of the identified fills and the natural landform of the study area including the effect of sea level rise. Early roads and paths were often located on elevated land, and it is likely the case for Market Street and its



predecessors. The assumed implication from the name “Wilmington Causeway” (pg. 53) should be proven rather than accepted.

There is no discussion of the kinds of archaeological resources associated with the industries that had been present on the site. For example, what are the processes associated with mid-nineteenth century Carriage Works and a “hair works” and leather manufacturing operation, how did they change over time, and what kind of archaeological signatures might these have? Processing and waste pits? And of course, wells and privy shaft features/pits in addition structural remains and industrial-related refuse deposits. What about later period resources? Ironically, while citing De Cunzo and Catts (1990) who caution against generalizations of lack of significance for late period sites, the report seems to side with Goodwin’s (1986) assessment of low significance for the period.

The report’s focus on industrial archaeology, city expansion, and the evolution of technology betrays the anthropological underpinnings of archaeology by missing the people. There were scattered residences out on the parcel in the nineteenth century (e.g., Fig. 11) and there is no specific consideration of those sites. Additionally, there is the lack of consideration of the later “utilitarian residences” located in the portion of the study area south of the Delaware and Western Railroad spur. This “shanty town” to describe it more accurately, would likely have been poorly served with municipal services – if there were any at all – meaning that there would have been privies, wells, cisterns, burn and trash pits, etc. The nature and quality of the construction of these residences may be reflected archaeologically as well. That these are possibly from time periods later than planning documents address is not a reason to ignore them. The southern portion of the study area is dismissed in part by the presence of drainage ditches which are often employed for land use. Given the fill levels referenced across the study area, the presence of modern structures should not be assumed to have completely disturbed underlying deposits.

If there are any questions, please contact me at (302) 760-2189 or [john.w.martin@delaware.gov](mailto:john.w.martin@delaware.gov). Thank you for the opportunity to comment on the reports.

Sincerely,

John W. Martin, RPA  
Cultural Resources Program Supervisor

cc: Gwen Davis, DE SHPO  
Sarah Carr, DE SHPO  
Anna Smith, DOT

# City of Wilmington



**MICHAEL S. PURZYCKI**  
Mayor

August 21, 2023

Rebecca E.H. Ledebohm  
U.S. DOT, Federal Highway Administration, Delaware Division  
1201 College Park Drive, Suite 102  
Dover, DE 19904

RE: Section 106 Consultation, South Market Street Redevelopment Project, Wilmington DE  
Comments on the Phase IA Archaeological Assessment and Architectural Evaluation-Level  
Technical Reports

Dear Ms. Ledebohm,

Thank you for the opportunity to review the two referenced reports. I offer the following comments for your consideration:

## Phase I Architectural Report:

1. Please correct names: Debra Martin; whirler cranes
2. Consider adding a bit more to John Morton Poole plant description, since portions of the historic buildings are present on the site. I agree that they are not eligible, however.
3. The Art Deco elements exhibited on the commercial/industrial buildings clearly link them to the decorative trends prevalent at the time of their construction. One or two sentences to explain their expression here? ("The Geographic Diffusion of Art Deco Architecture in Delaware," David Dooley (1999); UD Master's Thesis, Geography, may help).
4. The collection of whirler cranes is likely of national significance due to their rarity.

## Phase IA Archaeological report

I agree with the comments supplied by the DE Department of Transportation, Cultural Resources Section in their 8/16/23 letter, and add the following:

1. Interpretation of the borings with regard to characterization and expected site profile of "fill" is missing. Such would help inform on landform creation and expectations of the survival of potential resources below the current surface.

2. The report does not discuss the significance of the historic ditch system evident on the historic maps. Ditched marsh tracts were used since colonial times for growing salt hay. There is documentation as early as the 1750s of this area being actively maintained by a legislated marsh company (Holland Creek Marsh Company, Holland Creek Land Company) that dug and maintained ditches to control flooding and drain land for development. The work carried out by the marsh company affected the subsurface conditions of the landscape and should be noted and treated as both cultural history and a potential source of disturbance to earlier cultural deposits.
3. The housing along the causeway depicted on historic map figures is not discussed. It is likely that African Americans lived in this portion of South Wilmington, probably in ephemeral, frame residences not accounted for in city directories, as early as the 1850s and probably earlier. Accounts of Harriet Tubman attempting to enter the city from the south side of the Market Street Bridge indicate that she lodged freedom seekers with friends living on the south side, to wait until it was safe to cross. The anomalous row of small, frame cabins behind the Victor Pyle plant (early 20<sup>th</sup> century) may have been an outgrowth of that earlier settlement on the causeway (though by Victor Pyle's time, he was renting to white (or predominately white) residents (newspaper articles, census information). The likely privies depicted on the 1936 Franklin Atlas (not included in the report but recommended) would leave archaeological traces. Consider changing the label, "utilitarian" residences, also. It adds nothing to the meaning here.
4. The 1925 aerial shows a formal baseball field on the earlier identified Harlan and Hollingsworth parcel (1876 atlas). Is this the original "Harlan Field," used by myriad leagues – industrial, recreational, high school and minor in the early 20<sup>th</sup> century? Newspaper articles talk about the "doings across the bridge" and a "Southside Park."

If there are any questions, please contact me at 302-576-3107 or [dmartin@wilmingtonde.gov](mailto:dmartin@wilmingtonde.gov).

Sincerely,



Debra Campagnari Martin  
Historic Preservation Planner

Cc: Gwen Davis, DE SHPO  
Sarah Carr, DE SHPO



August 22, 2023

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904

**RE: Draft Cultural Resource Reports, South Market Street Redevelopment Project, City of  
Wilmington  
SHPO Project Review #2022.01.19.01**

Dear Ms. Ledebohm:

This Office is in receipt of the draft reports *Phase IA Archaeological Assessment South Market Street Redevelopment Project Wilmington, New Castle County, Delaware* and *Architectural Evaluation Level Survey Technical Report South Market Street Redevelopment Project Wilmington, New Castle County, Delaware*. Thank you for providing us with the opportunity to comment on the reports prepared by RK&K on behalf of the City of Wilmington. We appreciate the immense amount of work needed to cover the scope of the project on a compressed timeline. We have reviewed these documents and would like to offer the following written comments, in addition to the feedback given at our meeting on August 18<sup>th</sup>.

The architectural evaluation identified 28 properties, 27 of which had been previously identified. Of these properties, six were demolished. The report recommends the South Market Street Bridge, the Baltimore & Ohio Railroad Passenger Station, the Kent Building, and the four Dravo Cranes to be eligible for listing in the National Register of Historic Places (NRHP). We concur with this conclusion. The report recommends the Hollingsworth Boiler Shop as not eligible for the NRHP. We concur with this conclusion.

At this time, there is not sufficient evaluation provided in the report for us to concur with the remaining eligibility recommendations. While we can agree these properties likely do not meet the criteria for eligibility, this need to be explicitly justified in the report. The justification must go beyond stating the properties do not meet Criteria A, B, C, or D. Please see below for technical comments.

The archaeological report found there to be high potential for 19<sup>th</sup> century deposits relating to the carriage industry in the northern portion of the APE. While we concur with this conclusion, the report should address the expected archaeological signature related to the industries. As discussed in our meeting, the Salvation Army building may be constructed on top of more recent fill episodes, thus capping archaeological sites. The report should use the data collected from geotechnical soil borings to better understand the fill episodes across the landscape. It may offer insight as to any buried surfaces or areas of shallower fill, which would help inform Phase IB investigations. A geoarchaeologist or geomorphologist may be able to further define episodes of

modern fill from historic fill containing potential archaeology. It is our understanding that there is active site remediation and clean up within the APE. Any background documentation as part of this remediation process may also provide additional information as to the land use history of the specific parcel, including ground disturbance and fill episodes.

The report needs to take into consideration the potential for 20<sup>th</sup> century sites across the Area of Potential Effect (APE). Full consideration needs to be given to any potential archaeological sites that meet the 45-year age criteria of the NRHP. At the identification level of investigation, it is premature for assumptions on potential eligibility of sites, especially as sites have not yet been identified and examined for site integrity. The report should take into account the 20<sup>th</sup> century development across the APE and the potential for that to be reflected in the archaeological record.

We have included additional technical comments below. As per our conversation on August 18<sup>th</sup>, I have enclosed two historic maps to assist in revisions to the archaeological report.

We look forward to continuing consultation on this project. If you have any questions or concerns, please feel free to contact me at (302)-736-7431 or at [sarah.carr@delaware.gov](mailto:sarah.carr@delaware.gov).

Sincerely,



Sarah Carr, Archaeologist  
Cultural Preservation Specialist

Enclosures: Technical Comments on Reports; 1777 Hessian Map of Wilmington; 1936 Franklin Atlas

cc: Gwen Davis, DE SHPO  
Debbie Martin, City of Wilmington  
John Martin, DelDOT

## DE SHPO Technical Comments on Reports

### Phase IA Archaeological Survey

- Please review Figure 5 (pg. 20) for accuracy. The identified APE is placed west of New Castle, which is incorrect.
- Please add additional context to the historic background. The report heavily focuses on industrial development. While important to the context of the APE, it should also address the social history of the area.
- Additional information is needed to further evaluate the 19<sup>th</sup> century residences within the APE (pg. 30).
- Please review Table 1 (pg. 47) for accuracy. These resources were all evaluated as part of the *Cultural Resources Survey, South Market Street Safety Improvement Project, City of Wilmington, New Castle County, Delaware* by Zug-Gilbert et. al (2001).
- Please review Table 2 (pg. 48) for accuracy. The Zug-Gilbert et. al (2001) report should be included.
- In “Survey Expectations” (pg. 52), please include the expected archaeological features associated with the industries or any other potential sites within the APE.
- While we understand the intent, it is premature for a Phase IA Identification to make recommendations regarding potential effects on historic resources. As discussed in our meeting, the Phase IA should identify archaeological potential in the entirety of the APE (pg. 54). While the Phase IB approach can be guided by the extent of the Limit of Disturbance, there should still be sufficient efforts to identify historic properties that may be affected by future development as a direct result of this undertaking.
- The quotes used on pages 55-56 are contradictory. While Goodwin writes off 20<sup>th</sup> century archaeological sites, De Cunzo and Catts state that sites cannot be written off as lacking significance purely based on sites within this time period. As discussed above, the Phase IA should evaluate potential for 20<sup>th</sup> century sites to exist within the APE.
- The soil boring data should be used to provide further understanding of the depths of fill across the APE. While not a requirement, our Office recommends having a geomorphologist or geoarchaeologist look at the data to provide further insight into potential for buried surfaces.
- Please see email attachments for additional historic maps for use.

### Phase II Architectural Survey

- Our Office recommends expanding the background context to further support arguments for eligibility recommendations.
- Please add historic photos of the properties.
- The report needs to provide further explanation regarding resources not recommended eligible that goes beyond listing the four criteria. If there is a lack of integrity, the report should explicitly state the reasons there is a loss of integrity.
- The report should state that historic properties were not evaluated for eligibility under Criterion D, rather than recommending they do not appear to meet the criteria.

- The Victor Pyle Company was identified as having potential eligibility under Criterion D as part of the Zug-Gilbert et. al (2001) report. Our Office concurred with this recommendation. The current report should be updated to reflect that.



# South Market Street Redevelopment Project, Revised Architectural Evaluation Level Survey Technical Report



rebecca.ledebohm@dot.gov

Oct 30, 2023, 2:22 PM

To: sarah.carr@delaware.gov, gwen.davis@delaware.gov

Cc: sjpark@wilmingtonde.gov

1 attachment - Expires: 1701320399000

Good afternoon.

Attached please find an updated draft of the Architectural Evaluation Level Survey Technical Report addressing comments received from your office on August 22, 2023 as well as comments received from the City of Wilmington and DelDOT.

If you have any questions or problems with this file, please let me know.

Thanks.

Becky

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📎 1 attachment:

Expires: Nov 29, 2023

**SouthMarketStreet\_Architectural  
Survey\_10.23.23.pdf**



18.0 MB

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# South Market Street Redevelopment Project, Revised Phase IA Archaeological Assessment Technical Report



rebecca.ledebohm@dot.gov  
Dec 14, 2023, 10:38 AM  
To: sarah.carr@delaware.gov, gwen.davis@delaware.gov  
Cc: sjpark@wilmingtonde.gov  
3 attachments - Expire: 1705208399000

Good morning.

Attached please find an updated draft of the Phase IA Archaeological Assessment Technical Report addressing comments received from your office on August 22, 2023 as well as comments received from the City of Wilmington and DeIDOT.

If you have any questions or problems with this file, please let me know.

Thanks.

Becky

3 attachments:  
Expires: Jan 13, 2024

<div>Appendix B Geoarchaeological Assessment.pdf</div> <div><input checked="" type="checkbox"/>124.1 KB</div>	<div>SouthMarketStreet_PhaseIA_DraftReport_REVISED_120823.pdf</div> <div><input checked="" type="checkbox"/>12.7 MB</div>	<div>Appendix A Geotechnical Data Report (1).pdf</div> <div><input checked="" type="checkbox"/>26.4 MB</div>
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January 24, 2024

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904

**RE: Revised Cultural Resource Reports, South Market Street Redevelopment Project, City of  
Wilmington  
SHPO Project Review #2022.01.19.01**

Dear Ms. Ledebohm:

This Office is in receipt of the revised reports *Phase IA Archaeological Assessment South Market Street Redevelopment Project Wilmington, New Castle County, Delaware* and *Architectural Evaluation Level Survey Technical Report South Market Street Redevelopment Project Wilmington, New Castle County, Delaware*. Thank you for providing us with the opportunity to comment on the reports prepared by RK&K on behalf of the City of Wilmington. We have reviewed these documents and would like to offer the following written comments.

The architectural evaluation identified 28 properties, 27 of which had been previously identified. Of these properties, six were demolished. The report recommends the South Market Street Bridge, the Baltimore & Ohio Railroad Passenger Station, the Kent Building, and the four Dravo Cranes to be eligible for listing in the National Register of Historic Places (NRHP). We concur with this conclusion. The report recommends the Hollingsworth Boiler Shop as not eligible for the NRHP. We concur with this conclusion.

The revised report provides enough information for us to concur that the remaining 15 properties are not eligible for the NRHP under Criteria A, B, and C. While we would have preferred to see additional historic photos as requested by our previous comments, the report can be accepted as final.

The revised archaeological report found there to be high potential for archaeological sites within four portions of the APE. Based on the evaluation provided by the geoarchaeologist, there is potential for pre-Contact archaeological sites within two portions of the APE, and the report recommends pedestrian and shovel testing, with the addition of mechanical trenching if necessary. We concur with this conclusion and approach. Based on historic information, the report finds that four separate areas within the APE have potential for 19<sup>th</sup>- and 20<sup>th</sup>-century archaeological sites. For three of these areas, the report recommends pedestrian and shovel testing, with the addition of mechanical trenching if necessary. For the area near the old Salvation Army building, the report recommends monitoring during demolition and mechanical trenching. We concur with these conclusions and the methodology. We have no further revisions for the report, and it can be accepted as final.

We look forward to continuing consultation on this project. If you have any questions or concerns, please feel free to contact me at (302)-736-7431 or at [sarah.carr@delaware.gov](mailto:sarah.carr@delaware.gov).

Sincerely,

A handwritten signature in black ink that reads "Sarah Carr". The script is cursive and fluid.

Sarah Carr, Archaeologist  
Cultural Preservation Specialist





**Advisory Council on Historic Preservation  
Electronic Section 106 Documentation Submittal System (e106) Form  
MS Word format**

**Send to: *e106@achp.gov***

**Please review the instructions at [www.achp.gov/e106-email-form](http://www.achp.gov/e106-email-form) prior to completing this form. Questions about whether to use the e106 form should be directed to the assigned ACHP staff member in the Office of Federal Agency Programs.**

**I. Basic information**

**1. Purpose of notification.** Indicate whether this documentation is to:

- ☐ Notify the ACHP of a finding that an undertaking may adversely affect historic properties
- ☒ Invite the ACHP to participate in a Section 106 consultation
- ☒ Propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3)
- ☐ Supply additional documentation for a case already entered into the ACHP record system
- ☐ File an executed MOA or PA with the ACHP in accordance with 800.6(b)(iv) (where the ACHP did not participate in consultation)
- ☐ Other, please describe

[Click here to enter text.](#)

**2. ACHP Project Number** (If the ACHP was previously notified of the undertaking and an ACHP Project Number has been provided, enter project number here and skip to Item 7 below): N/A

**3. Name of federal agency** (If multiple agencies, list them all and indicate whether one is the lead agency):

Federal Highway Administration (FHWA) – lead Federal Agency

US Environmental Protection Agency (EPA) – cooperating Federal Agency; no Section 106 responsibilities

NOAA Fisheries, Greater Atlantic Region (NOAA) – cooperating Federal Agency, no Section 106 responsibilities

US Army Corps of Engineers (USACE) – participating agency; will enforce the project PA through a special permit condition in any USACE permits that are issued for the project

**4. Name of undertaking/project** (Include project/permit/application number if applicable):

Wilmington Riverfront Transportation Infrastructure Project

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 ☐ Washington, DC 20001-2637

Phone: 202-517-0200 ☐ Fax: 202-517-6381 ☐ [achp@achp.gov](mailto:achp@achp.gov) ☐ [www.achp.gov](http://www.achp.gov)

**5. Location of undertaking** (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

The Project is located along the east Christina riverbank in Wilmington, New Castle County, Delaware. The Project's study area extends east from the Christina River to South Market Street and is bound in the north by the Christina River and in the south by Judy Johnson Drive (formerly New Sweden Street). The property in the Project study area is primarily privately owned. The Riverfront Development Corporation (RDC) owns the majority of the property in the project area. The Project will not occur on tribal lands.

**6. Name and title of federal agency official and contact person for this undertaking**, including email address and phone number:

Rebecca Ledebom, Environmental Protection Specialist, [rebecca.ledebohm@dot.gov](mailto:rebecca.ledebohm@dot.gov), (302) 734-2378

**II. Information on the Undertaking\***

**7. Describe the undertaking and nature of federal involvement** (if multiple federal agencies are involved, specify involvement of each):

The Project is being funded, in part, by Federal funding through a US Department of Transportation (USDOT) Fiscal Year 2021 (FY21) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant and FHWA is the Lead Federal Agency. The City of Wilmington is the grant recipient, and they are in partnership with the RDC. This Project proposes to provide transportation infrastructure to further connectivity of the riverfront area and provide multimodal access for all users. The project will expand the road network branching from South Market Street west into the Project Study Area; create pedestrian and cyclist accommodations on new roadways and a new set of pedestrian and bicycle pathways that connect the existing networks along the Christina riverbank; and rehabilitation and create effective stormwater mitigation.

The USACE is a participating agency for the NEPA process and will be issuing permits for this project. They will enforce the project PA through a special permit condition in any permits that are issued.

**8. Describe the Area of Potential Effects (APE):**

For archaeological resources, the APE was defined to encompass the Project Study Area (PSA), which is bound to the north and west by the Christina River, to the east by South Market Street, to the south by Judy Johnson Drive (formerly New Sweden Street) and measures 60.7 acres (See Figure 2, Attachment 1\_SouthMarketStreet\_PhaseIA\_120823.pdf, pg.10). The above-ground APE was defined to encompass the PSA and areas adjacent to the PSA that have the potential for visual or auditory effects to aboveground resources. The 160.22-acre architectural APE is bound to the north and west by Christina River riverfront parcels, to the south by James Court and to the east by South Walnut Street (See Figure 2, Attachment 2\_SouthMarketStreet\_ArchitecturalSurvey\_102323, pg. 4).

## 9. Describe steps taken to identify historic properties:

In an effort to properly identify historic properties under 36 CFR 800.4, Section 106 consultation between FHWA, the City and the Delaware State Historic Preservation Officer (DE SHPO) was initiated in a letter dated: January 19, 2023. Nation to Nation consultation between FHWA and Delaware's federally recognized nations, the Delaware Tribe of Indians and the Delaware Nation, was initiated on February 10, 2023 (Attachment 3\_Section106Consultation\_Combined.pdf, pg. 1-11). A preliminary APE was defined but through consultation was later defined to the areas described above.

Through consultation with the DE SHPO, it was determined that a Phase IA archaeological assessment and an architectural identification and evaluation would be necessary to fully identify and evaluate historic properties within the APEs.

The Phase IA archaeological assessment concluded that the below-ground APE has the potential to contain intact precontact and historic archaeological resources and, therefore, recommended Phase I survey of four areas measuring a total of 29.8 acres within the PSA. Additional information on archaeological investigations can be found in *Phase IA Archaeological Assessment South Market Street Redevelopment Project, Wilmington, New Castle County, Delaware, Revised Draft Technical Report*, which is included as Attachment 1.

As part of the architectural identification and evaluation efforts, a review of previous reports provided by the DE SHPO Research Center Manager including the 1989 *Survey Report: Cultural Resource Survey of the Waterfront Analysis Area* (43467) by Inez R. Hoffman, Dave V. Gula, and Patricia J. Bensinger; the 1990 report, *An Architectural Management Plan For South Wilmington Analysis Area* (43473) by MaryAnna Ralph; the 1992 report, *The Wilmington Waterfront Analysis Area Intensive Level Architectural Survey* (43258) by Stuart Paul Dixon; the 2011 revised draft of the *Cultural Resource Evaluation on South Market Street Safety Improvement Project and Christina River Bridge Project* prepared by Wendy Zug-Gilbert, Melissa Diamanti, and Michael C. Hahn; and the 2023 *Replacement of Bridge 1-684 on N028 US 13/South Heald Street Project and Replacement of Bridge 1-686 on US 13 (Business Route), N029 South Market/Walnut Street Project Combined Phase I and II Historic Architecture Survey Report* prepared by Russell Stevenson, Patricia Slovinac, and Rachel Wilson was conducted. Additional research included reviewing provided Cultural Resources Survey (CRS) forms, aerial photography, and the New Castle County parcel viewer.

Background research identified a total of 28 architectural resources in the architectural APE, consisting of 27 previously identified resources and one newly identified property. Six of the previously identified resources were demolished. A field survey of the APE was conducted in Summer 2023. After the survey, new or updated CRS forms were completed and each property was evaluated for National Register of Historic Places (NRHP) eligibility. Seven properties were recommended eligible for listing in the NRHP: the South Market Street Bridge (N10434), the Baltimore & Ohio Railroad Passenger Station (N03570), the Kent Building (12470), and four Dravo Cranes (N12438.02, N12438.03, N12438.04, N12438.05). The DE SHPO concurred with these findings in a letter dated January 24, 2024.

**10. Describe the historic property** (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

No National Historic Landmarks are within the APE. Historic properties in the APE are described in the following chart and a description of these properties are below.

<b>Resource (DE CRS #)</b>	<b>Construction Date</b>	<b>Property Type</b>	<b>NRHP Status</b>
South Market Street Bridge (N01434)	Circa 1927	Bascule bridge	Eligible, Criteria A and C
Baltimore & Ohio Railroad Passenger Station (N03570)	Circa 1888	Railroad passenger station	Eligible, Criteria A and C
Kent Building (N12470)	Circa 1885	Warehouse	Eligible, Criteria A and C
Dravo Cranes (N12438.02, N12438.03, N12438.04, N12438.05)	1928-1942	Shipyard cranes	Eligible, Criteria A and C

Brief descriptions of the above-ground historic properties in the APE are below.

**South Market Street Bridge (N01434):** The circa-1927 bascule bridge was constructed by the Bethlehem Steel Corporation, replacing a previous bridge on the same alignment. A 1988 HABS/HAER inventory form noted that the South Market Street Bridge was one of seven extant bascule vehicular bridges in Delaware. In 2004, the bridge underwent a rehabilitation including replacement of the bascule machinery, electrical systems, traffic monitoring systems, and structural systems to allow its continued use. Despite the rehabilitation, the bridge retains integrity of design and engineering and remains eligible for listing in the NRHP under Criterion A, Transportation, and Criterion C, Engineering.

**Baltimore & Ohio Railroad Passenger Station (N03570):** The circa-1888, two-story, brick Shingle-style railroad station was designed by Frank Furness. The railroad station was converted to a freight station in 1918. The former passenger station was rehabilitated between 2002 and 2005. The rehabilitation included re-cladding the building in brick, elevating the foundation to the current street level, replacing the original slate roof in-kind, as well as replacing the doors and windows in-kind. Many of the original features like the ticket windows, waiting room, and wooden staircase were preserved. Despite the rehabilitation, the building remains eligible in listing for the NRHP under Criterion A as an example of the passenger railroad era in Wilmington as well as under Criterion C as an example of the Shingle style.

**Kent Building (N12470):** The Kent Building is a six-story, brick, circa-1885 building with an attached circa-1905 warehouse. The industrial building and warehouse were used in leather processing and manufacturing. The Kent Building was renovated in 2000 by ING Bank as part of the Wilmington Riverfront development. A four-story addition was constructed, and the southern portion of the warehouse was replaced. Despite the renovations, the Kent Building retains sufficient integrity to demonstrate its former industrial use. The Kent Building was previously determined eligible for listing in the NRHP under Criterion A, Industry, and Criterion C, Architecture; it continues to be eligible for listing in the NRHP.

**Dravo Cranes (N12438.02 – N12438.05):** The Dravo cranes were all constructed between 1928 and 1942 by the Dravo Corporation, an early developer of the Whirler crane. The Whirler cranes consist of a four-leg base, steel gantry, a pivot plate, and an operator's house. Whirler cranes are heavy-duty erector cranes with the ability to rotate 360 degrees. The Drave Corporation was founded in the 1890s in Pittsburgh to meet the need for raw construction materials. The company owned a barge assembly plant



on the Christina River between 1927 and 1928. . The four cranes are some of the last extant examples of the Wilmington shipbuilding era. All four cranes are recommended eligible for listing in the NRHP under Criterion A, Industry, and Criterion C, Engineering.

For more detailed descriptions of all architectural resources in the APE and their recommended eligibility status, please refer to the appended report, *Architectural Evaluation-Level Survey Technical Report, South Market Street Redevelopment Project, Wilmington, New Castle County, Delaware*, found in Attachment 2.

## **11. Describe the undertaking's effects on historic properties:**

This undertaking proposes to construct transportation infrastructure to further connectivity of the riverfront area. Roadway infrastructure and multi-modal features are proposed to be constructed with associated stormwater management facilities.

The introduction of vehicular and pedestrian improvements has the potential to alter the setting of the above-ground historic properties; however, after applying the criteria of adverse effect to the historic properties in the APE, FHWA has determined that the project will not adversely affect any of the characteristics of the historic properties that qualify the properties for inclusion in the NRHP in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association. The undertaking will not result in immediate physical impacts or visual impacts to the resources.

**South Market Street Bridge:** No work is proposed on or immediately adjacent to the South Market Street Bridge. All proposed activities will occur south of the bridge and will not create immediate physical or visual impacts to the bridge. One of the bridge's defining characteristics, its connection of the north and south banks of the Christina River, will not be affected by the undertaking, nor will the project affect the bridge's engineering significance.

**Baltimore & Ohio Railroad Passenger Station:** No work is proposed on or near the Baltimore & Ohio Railroad Passenger Station. All proposed activities will occur across the Christina River and will not create immediate physical or visual impacts to the passenger station. The passenger station's defining characteristics, such as its Shingle-style design, brick cladding, wood doors and windows, and location, will not be affected by the undertaking.

**Baltimore & Ohio Railroad Passenger Station:** No work is proposed on or near the Baltimore & Ohio Railroad Passenger Station. All proposed activities will occur across the Christina River and will not create immediate physical or visual impacts to the passenger station. The passenger station's defining characteristics, such as its Shingle-style design, brick cladding, wood doors and windows, and location, will not be affected by the undertaking.

**Dravo Cranes:** No work is proposed on or near the Dravo Cranes. All proposed activities will occur across the Christina River and will not create immediate physical or visual impacts to the cranes. The cranes' defining characteristics, such as their waterfront location, metal construction, and pivot plates, will not be affected by the undertaking.

FHWA has determined that the undertaking may affect unidentified historic properties that have not been subject to prior cultural resource investigations, such as areas that are associated with proposed alignment modifications or project related ancillary activities, including but not limited to stormwater management facilities, wetland mitigation sites, reforestation areas, staging, stockpiling and access areas, and disposal sites. The APE may need to be revised to consider such areas.

**12. Explain how this undertaking would adversely affect historic properties** (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

The undertaking has the potential to adversely affect archaeological historic properties, should they be present with the below-ground APE. Therefore, FWHHA intends to develop a Project Programmatic Agreement (PA) to stipulate the completion of a phased identification of archaeological historic properties. FHWA determined there would be no adverse effects on above-ground historic properties in the APE. A discussion of the effects to each historic property in the APE is below.

**South Market Street Bridge:** The FHWA has determined that the Project will have no adverse effect on any of the characteristics of the historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects such as those described in 36 CFR 800.5(a)(2)(i-vii) are not applicable to this undertaking.

**Baltimore & Ohio Railroad Passenger Station:** The FHWA has determined that the Project will have no adverse effect on any of the characteristics of the historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects such as those described in 36 CFR 800.5(a)(2)(i-vii) are not applicable to this undertaking.

**Baltimore & Ohio Railroad Passenger Station:** The FHWA has determined that the Project will have no adverse effect on any of the characteristics of the historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects such as those described in 36 CFR 800.5(a)(2)(i-vii) are not applicable to this undertaking.

**Dravo Cranes:** The FHWA has determined that the Project will have no adverse effect on any of the characteristics of the historic properties that qualify the properties for inclusion in the NRHP in a manner that would diminish the integrity of the properties' location, design, setting, materials, workmanship, feeling, or association. Adverse effects such as those described in 36 CFR 800.5(a)(2)(i-vii) are not applicable to this undertaking.

While FHWA in consultation with DE SHPO have determined that the project undertaking will have no adverse effects on the above properties, stipulations will be included in the project PA to address potential cumulative effects. As mentioned previously, provisions will also be outlined in the project PA to address effects on unidentified historic properties that have not been subject to prior cultural resource investigations

**13. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public,** including any correspondence from the SHPO and/or THPO.

\* see *Instructions for Completing the ACHP e106 Form*

See below and Attachment 3 for Section 106 consultation with the DE SHPO and other Consulting Parties.

### III. Additional Information

**14. Please indicate the status of any consultation that has occurred to date, including whether there are any unresolved concerns or issues the ACHP should know about in deciding whether to participate in consultation.** Providing a list of consulting parties, including email addresses and phone numbers if known, can facilitate the ACHP's review response.

Consultation was initiated in June 2023 when consulting party invitation letters were sent to the following groups: City of Wilmington Historic Preservation Planner; Christina Brandywine River Remediation, Restoration, and Resilience (CBR4); Delaware Department of Natural Resources and Environmental Control (DNREC); Delaware Department of Transportation (DelDOT); Delaware Historical Society; Lenape Indian Tribe of Delaware; Nanticoke Indian Association; Preservation Delaware, Inc.; Riverfront Development Corporation (RDC). Additionally, a consulting party invitation letter was sent to the Southbridge Community Development Corporation in July 2023. Only the consulting parties listed below responded:

Name	Association	Mailing Address	Email Address
Debra Martin	The City of Wilmington Historic Preservation Planner	Dept. of Land Use and Planning Louis L. Redding City/County Bdg 800 N. French Street, 7th Floor Wilmington, DE 19801	dmartin@wilmingtonde.gov
John Martin,	Delaware Department of Transportation (DelDOT)	P.O. Box 778 Dover, DE 19903	<a href="mailto:John.W.Martin@delaware.gov">John.W.Martin@delaware.gov</a>
Dee Durham	Preservation Delaware, Inc.	P.O. Box 19 Rockland, DE 19732	deedurham@dca.net
Dennis J. Coker	Lenape Indian Tribe of Delaware	4164 N. DuPont Hwy, Suite 6 Dover, DE 19901	lenape1212@comcast.net

See Attachment 3 for copies of correspondence between FHWA and the SHPO and other Consulting Parties.

One Consulting Parties meeting was held on July 17, 2023 See Attachment 4 for minutes of the meeting.

In July 2023, letters were sent to the participating consulting parties and the federal Tribes inviting comments and questions on the draft Phase IA Archaeological Assessment and the draft Architectural Evaluation-Level Survey. Comments on the report were received from the City of Wilmington and DelDOT regarding local history updates, typographical error corrections, and the need for more

information.

In January 2024 and October 2023, the revised Phase IA Archaeological Assessment and the draft Architectural Evaluation-Level Survey reports were provided respectively to the participating consulting parties and the federal Tribes. No comments or questions have been received.

**15 Does your agency have a website or website link where the interested public can find out about this project and/or provide comments?** Please provide relevant links:

<https://www.riverfronteastconnect.com/>

**16. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard?** If so, please provide the link:

Yes. <https://www.permits.performance.gov/permitting-project/dot-projects/south-market-street-redevelopment-project>

**The following are attached to this form** (check all that apply):

- ☒ Section 106 consultation correspondence
- ☒ Maps, photographs, drawings, and/or plans
- ☐ Additional historic property information
- ☒ Consulting party list with known contact information
- ☒ Other:
  - *Architectural Evaluation-Level Survey Technical Report, South Market Street Redevelopment Project, Wilmington, New Castle County, Delaware* by Daniel White, Nicole Diehlmann, and Rachel Wilson, October 2023
  - *Phase IA Archaeological Assessment South Market Street Redevelopment Project, Wilmington, New Castle County, Delaware, Revised Draft Technical Report* by Andrew Weidman, Jerry Warner, and Karen Hutchins-Keim, December 2023

Attachments are as follows:

- Attachment 1: *Phase IA Archaeological Assessment South Market Street Redevelopment Project Wilmington, New Castle County, Delaware, Revised Draft Technical Report*
- Attachment 2: *Architectural Evaluation-Level Survey Technical Report, South Market Street Redevelopment Project, Wilmington, New Castle County, Delaware.*
- Attachment 3: Copies of Section 106 Correspondence
- Attachment 4: Minutes from July 17, 2023, Consulting Parties meeting



March 26, 2024

Rebecca E.H. Ledebohm  
Environmental Protection Specialist  
Federal Highway Administration  
1201 College Park Drive, Suite 102  
Dover, DE 19904

**RE: Wilmington Transportation Improvements Project  
SHPO Project Review #2022.01.19.01**

Dear Ms. Ledebohm:

In response to the materials sent, the staff of the Delaware State Historic Preservation Office (DE SHPO) has reviewed the finding of effect for the above cited project by the Federal Highway Administration (FHWA) and the City of Wilmington. The City of Wilmington has received a Rebuilding America with Sustainability and Equity (RAISE) Grant for the proposed undertaking along South Market Street. As this project will be funded through FHWA, this project is subject to Section 106 of the National Historic Preservation Act of 1966 (as amended).

There are seven eligible historic structures within the area of potential effect (APE), including the South Market Street Bridge (N01434), the Baltimore & Ohio Railroad Passenger Station (N03570), the Kent Building (N12470), and the four Dravo Cranes (N12438.02-.05). As none of these properties are within the limits of disturbance (LOD), there are no direct physical effects. FHWA has determined that there are no adverse visual effects to the historic structures and has agreed to stipulations to address potential cumulative effects in a Project-level Programmatic Agreement (PPA). DE SHPO concurs with the finding. FHWA has elected to phase the identification and evaluation of archaeological sites and has determined that the undertaking may affect unidentified historic properties. This is stipulated in the PPA and FHWA will ensure the identification and evaluation process is completed in a timely manner, so as to allow meaningful opportunity to avoid or minimize potential effects. DE SHPO concurs with this finding.

Our Office concurs with FHWA's determination that the proposed undertaking may affect unidentified historic properties. We have consulted on the Project-level Programmatic Agreement and look forward to finalizing the document for signature. Please feel free to contact me if you have any questions at (302) 736-7431 or [sarah.carr@delaware.gov](mailto:sarah.carr@delaware.gov).

Sincerely,



Sarah Carr  
Cultural Preservation Specialist

cc: Gwen Davis, Deputy SHPO

