







Corridor Management Plan

Brandywine Valley Scenic Byway

Submitted to

Delaware Department of Transportation
Division of Planning

Submitted by

Delaware Greenways, Inc.

Sponsored by

Wilmington Area Planning Council

March 2005
Final Draft

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John Milner Associates, Inc.

Brandywine Valley Scenic Byway

CORRIDOR MANAGEMENT PLAN

CITY OF WILMINGTON AND NEW CASTLE COUNTY, DELAWARE

Prepared for
DELAWARE GREENWAYS, INC.

Prepared by
JOHN MILNER ASSOCIATES, INC.
and
LARDNER/KLEIN LANDSCAPE ARCHITECTS, PC

For
WILMINGTON AREA PLANNING COUNCIL
DELAWARE GREENWAYS, INC.
NEW CASTLE COUNTY
CITY OF WILMINGTON
DELAWARE DEPARTMENT OF TRANSPORTATION

MARCH 2005
FINAL DRAFT

Brandywine Valley Scenic Byway
Corridor Management Plan

City of Wilmington and New Castle County, Delaware

Prepared by
John Milner Associates, Inc. and
Lardner/Klein Landscape Architects, PC for
Delaware Greenways, Inc.

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the Delaware Department of Transportation,
and a
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Route 100 Focus Committee,
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and the City Focus Committee.

….. to all the members of the
Brandywine Valley Scenic Byway Advisory Committee

and Senator Joe Biden
State Representative Deborah Hudson
State Representative Bob Valihura
State Representative Joe DiPinto
Senator Charles Copeland
Mayor James Baker
County Executive Chris Coons

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Brandywine Valley Scenic Byway
Advisory Committee: Individuals

March 2005

Member	Organization
Ames, David	University of Delaware
Anderson, Bonnie	Wilmington Renaissance
Bahr, Joanne	Garden Club of Wilmington
Baker, Charles	New Castle County Department of Land Use
Baker, James	Mayor, City of Wilmington
Baxter, Beverly	Committee of 100
Benton, Peter	John Milner Associates, Inc.
Blankenship, Dave	City of Wilmington, Planning
Bodo, Robin	State of Delaware Historic Preservation Office
Bonmartini, Charlotte	Westover Hills
Boucher, Brenda	Centerville Civic Association
Bowman, Leslie	Winterthur (Director)
Boyden, Linda	Tower Hill School
Brady, Gerald	Wilmington City Council
Brown, Linda	Greater Wilmington Visitors and Convention Bureau
Bruni, Steve	Delaware Art Museum
Cantalupo, Joseph	DelDOT, Statewide and Regional Planning (Asst. Dir.)
Casscells, Dr. Chris and Susan	Buck Road Association
Cloutier, Senator Cathy	State of Delaware
Coons, Chris	New Castle County (County Executive)
Copeland, Charles (Senator)	State of Delaware
Craven, Sidney	University of Delaware Goodstay Center
Deseta, Ed	Greenville Crossing Commercial Center
Dietz, Dave	Brandywine Brew Pub
Diffenderfer, Tory	Inn at Montchanin
DiPinto, Representative Joseph	State of Delaware
Duncan, William	Centreville Civic Association
Dunigan-Ehrlich, Heather	WILMAPCO (Planner II)
Edens, Jaffray	Brandywine Conservancy
Elliott, Mary Jane	National Trust for Historic Preservation, Preservation Delaware
Emsley, Alan and Flynn, Jeff	Delaware Avenue Community Association
Feliciani, John	Winterthur Museum, Gardens, and Library
Fenton, Wendell and Jenny	Route 100
Fleming, Lorraine	Delaware Nature Society
Flynn, Jeff	City of Wilmington Economic Development Office
Forsyth, Alma	Pennsbury Land Trust
Friess, Foster	Friess and Associates
Fromme, Tres	Longwood Gardens
Gaadt, John	New Castle County (Planning Consultant)
Griffith, Daniel	State of Delaware, Div. of Hist/Cultural Affairs (Director)
Haedrich, John	Kennett Township Plan. Com/Hedgerow Bed & Breakfast

Brandywine Valley Scenic Byway
Advisory Committee: Individuals

March 2005

Member	Organization
Halfpenny, Geoff	Delaware Museum of Natural History (Director)
Hatfield, Richard	Colonial Parking
Hendry, Morgan	Kennett Pike Association (President)
Henke, Connie	Barley Mill Association
Hobbs, Patti	Twin Lakes/1,000 Friends of Greenville
Hobbs, Sam	Kennett Pike
Hopkins, Deborah	Hotel du Pont
Hudson, Representative Deborah	State of Delaware
Johnson, Norm	Montchan
Kelly, Gerald	Wilmington City Council
Kelly, Kevin Sr.	Wilmington City Council
Kerr, Berta	Barley Mill Association
Klein, Jim	Lardner/Klein Landscape Architects, PC
Leardi, Margaret	Centreville School
Linarducci, Gary	Highlands Community Association
Margrif, Trent	Preservation Delaware (Executive Director)
Maroney, Eileen	Resident
Maroney, Ellie	Resident
Martin, Debbie	City of Wilmington Department of Planning
McEvilly, Chris	Delaware Greenways
Melloy, Bert	Highlands Community Association
Moran, Sue	Ponds
Oakley, Antoine	Office of Senator Joseph Biden
Plemmons, Tim	Delaware Greenways (Executive Director)
Porter, John III and Ann	Resident
Reardon, Sharon	Delaware State Chamber of Commerce
Rebman, Monsignor	St. Joseph on the Brandywine Roman Catholic Church
Reilly, Terry	MBNA
Roberts, Fred	Longwood Gardens
Sailer, Tina	Greenville Manor
Sapko, Pam	Delaware Center for Horticulture (Director)
Semper, Ellen	Brook Valley Association
Simon, Jim	Westover Hills
Sorenson, Senator Liane	State of Delaware
Spruance, Halsey	Brandywine Conservancy
Swajeski, John	Delaware Children's Theatre
Tansey, William (Councilman)	County Council
Ursomarso, Frank	Union Park Pontiac
Valihura, Jr., Representative Robert	State of Delaware
Van Gilder, Gail	Delaware Greenways (Scenic Byway Coordinator)
Vogt, George	Hagley Museum and Library (Director)

Brandywine Valley Scenic Byway
Advisory Committee: Individuals

March 2005

Member	Organization
Waisenen, Chris	Highlands Community Association
Watson, Ida	Montchan (President)
Weiner, Bob (Councilman)	New Castle County Council
Welles, Rod	Wawaset Maintenance Corporation
Witsil, Pamela	Centreville Civic Association/Witsil Real Estate
Yatsus, Vicki	Centerville School (Directo)
Zahradrick, Clara	Cool Springs/Tilton Neighborhood Association
Zeyeye,Tigist	WILMAPCO (Director)

Chapter 1

INTRODUCTION: PLANNING THE BYWAY

1.1 Project Overview

The roadways and landscapes associated with the Brandywine Valley Scenic Byway routes are among the most beautiful and historically significant in Delaware. The Byway encompasses the Route 52 and Route 100 corridors extending from Rodney Square in downtown Wilmington, Delaware, north to the Pennsylvania state line.

The Brandywine Valley Scenic Byway has national significance with a direct role in three centuries of American industrial history. The lower Brandywine Creek's water-powered mills and proximity to the Port of Wilmington created thriving industrial and commercial markets, and spawned the development of Wilmington and the Wilmington - Kennett Turnpike in the late-eighteenth century (now Route 52) in 1811. A direct outgrowth of the turnpike was the legacy of buildings, parks, and cultural institutions created by eighteenth- and nineteenth-century industrialists. These enduring cultural contributions add to the byway's significance. With the growth of the Du Pont Company in the early twentieth-century, the byway landscape became the site for the family's country estates. The du Ponts created cultural institutions and preserved thousands of acres of public parkland, open space, and recreational lands. The rolling landscape along the Byway, made famous by the Brandywine School of artists and most notably, the Wyeths, is dotted with historic villages, bed and breakfast inns and world renowned museums, gardens, parks and libraries. It is both nationally and internationally known as a world class tourist destination and continues to play an important role in the region's history, culture, and economy.

The Brandywine Valley Scenic Byway is much more than two historic roads; it is a cultural landscape that embodies the region's evolution over three centuries. It has received the imprint of multiple layers of development as represented by its changes as a roadway, from a rough Colonial trail, to a nineteenth-century toll road, to Pierre du Pont's reconstruction of Kennett Pike in 1919 as a modern "highway." These historic roads provided critical linkages between communities within the region; allowed for the transport of goods, services, and ideas; and in a very real sense, embodied the cultural ideals and aspirations of the valley's residents.

The roadways and cultural landscape of the Byway have continuously evolved over the past three hundred years and today represent the accumulated change that has occurred over that time, rather than any particular period in their evolution. In traveling the Byway today, residents and visitors experience the unique communities, vistas, and qualities of the Brandywine Valley landscape. The Brandywine Valley Scenic Byway is special because no other historic corridor in Delaware so clearly and directly depicts the relationships between transportation, road building, the regional economy, and culture. The Byway is a unique resource with the potential to tell the

story of America's transformation from an agrarian to an industrial society with expanding opportunities, increasing diversity, and the many conflicting issues associated with growth and change.

The Brandywine Valley Scenic Byway is a loop with three major sections:
(1) The City of Wilmington (lower Route 52 from Rodney Square to Rising Sun Lane),
(2) Kennett Pike (upper Route 52 from Rising Sun Lane to the Pennsylvania border) and
(3) Montchanin Road (Route 100 from Kennett Pike to the Pennsylvania border.

These roads largely parallel each other and are physically, historically, and thematically linked. Diversity within a unified overall character is a key attribute of the Byway. Within its three major sections the Byway can further be separated into fifteen distinct character-defining areas. Taken as a whole, the City of Wilmington, suburban Kennett Pike, the more rural Montchanin Road, and the villages of Greenville, Montchanin and Centreville provide a complete experience of the Byway and its landscape.

This Corridor Management Plan has been undertaken through the joint leadership of the Wilmington Area Planning Council (WILMAPCO) and Delaware Greenways, Inc., a nonprofit organization that promotes preservation and conservation throughout the state. In 2002, this partnership successfully completed a nomination application for designation of the byway as a Delaware Scenic and Historic Highway. The goal of the current project is to complete the next step, preparation of a Corridor Management Plan in order to complete formal recognition as a Delaware Scenic and Historic Highway and to obtain designation as Delaware's first National Scenic Byway.

1.2 National Scenic Byway Recognition

Achieving recognition as a National Scenic Byways is a central goal of WILMAPCO, Delaware Greenways, Inc., and other project partners. Part of the U.S. Department of Transportation, Federal Highway Administration, the National Scenic Byway program recognizes roadways that have outstanding scenic, historic, recreational, cultural, archeological, or natural qualities. The National Scenic Byway program offers a number of significant benefits to the Brandywine Valley.

- The national program fosters public awareness and appreciation by drawing connections between the Byway's significance and its historic, cultural, and natural resources. Achieving this prestigious designation will raise local, regional, and national awareness of its special qualities through promotion, programming, signage, and recognition on state and national maps.
- By showcasing the roadway's natural beauty and unique features, the national program in turn fosters the protection of natural, cultural and historic resources while benefiting tourism and recreational economic development. It supports

local efforts to promote stewardship and recognize the roadway as an economic development asset *because* of its special qualities.

- The National Scenic Byways Program provides matching grant funds and technical assistance for projects that help maintain, manage, and enhance intrinsic byway qualities. Unlike some grant programs, byway grants only require a 20% local match. In 2003, the program authorized $26.5 million for byway projects nationwide. Eligible projects include safety improvements, interpretive facilities, pedestrian and bicycle improvements, recreation, resource protection, and tourism and marketing. Most importantly, this and other state and federal funding programs can be used to leverage private and non-profit sector funding to enhance the quality-of-life within the region.

1.3 The Planning Process and Public Involvement

The roadways associated with the Brandywine Valley Scenic Byway have long been recognized for their scenic beauty and special qualities. Community interest and involvement in their preservation and enhancement has had a long tradition. These efforts have included:

- 1920 acquisition and reconstruction of the roadway, landscape improvements, and deed restrictions placed by Pierre S. du Pont, (see appendix)
- 1920 through 2005 private land conservation through the creation of cultural institutions, parks, and preserves along the Byway,
- 1950s formation of the Kennett Pike Association,
- 1970 formation of the Centreville Civic Association,
- 1984 Scenic Route designation for Montchanin Road by DelDOT,
- 1987 Brandywine Valley Scenic River and Highway Study by New Castle County
- 1990s state designation of the Kennett Pike Greenway,
- 1999 Scenic America designation of Kennett Pike as a "Last Chance Landscape,"
- 1999 formation of the Friends of Greenville,
- 2000 formation of the Kennett Pike Preservation Committee
- 2000 context sensitive streetscape improvements in Centreville by DelDOT
- 2001 context sensitive streetscape improvements undertaken in Greenville by DelDOT,
- 2002-2005 preparation of the Centreville Village Plan,
- 2005 context sensitive traffic calming planning and Village Overlay currently in process in Centreville

DESIGNATION AS A DELAWARE SCENIC AND HISTORIC HIGHWAY

Building upon these efforts, in 2001 Delaware Greenways, the Wilmington Area Planning Council (WILMAPCO), Kennett Pike Preservation Committee, and DelDOT initiated a nomination process to apply for designation as a Delaware Scenic and Historic Highway. WILMAPCO served as the public sponsor and Delaware Greenways, Inc. facilitated the byway initiative. The consulting team of

John Milner Associates, Inc. (JMA) and Lardner/Klein Landscape Architects, PC (Lardner/Klein), were selected to work with the community on the nomination application.

An Advisory Committee was formed with representatives from conservation and preservation organizations, land trusts, civic associations, institutions, visitor attractions, businesses, governmental agencies, and legislative offices. In 2002, this partnership successfully completed the nomination application for designation as a Delaware Scenic and Historic Highway, and in 2002, it received funding, in part through the National Scenic Byway Program, to prepare this Corridor Management Plan.

Additional key groups and partners participating in both projects include the Brandywine Conservancy, Delaware Department of Transportation, state and federal Representatives and Senators, Kennett Pike Association, Centreville Civic Association., City of Wilmington, Delaware Center for Horticulture, Delaware Nature Society, Hagley Museum and Library, Historical Society of Delaware, Kennett Pike Preservation Committee, Longwood Gardens, Delaware Museum of Natural History, New Castle County, Highlands Community Association, Delaware Avenue Community Association, Pennsbury Land Trust, Preservation Delaware, State of Delaware Division of Historical and Cultural Affairs, Winterthur, An American Country Estate, planning and tourism entities, and steering committees representing the city of Wilmington, Kennett Pike and Montchanin Road. (see appendix for complete list of participants).

During preparation of the application for Delaware Scenic and Historic Highway status, the JMA-Lardner/Klein team assembled data on existing conditions and mapped natural features; natural resources; historic, cultural and archaeological resources; recreational resources; land use; and lands covered by conservation and stewardship agreements. Field review was then conducted to verify the location, character, and quality of the identified resources. An analysis of the existing landscape was undertaken. Components of the analysis included community planning and growth management, traffic, conservation and stewardship, corridor and roadway design, heritage tourism and interpretation, and recreation.

An extensive public participation process was undertaken, led by Delaware Greenways with the assistance of WILMAPCO. Regular Advisory Committee meetings were held throughout the planning process involving the long list of Byway partners. Public meetings were held at points of key decision-making. Private meetings and presentations were held with landowners, businesses, and institutions along the Byway. Government leaders at the city, county, state, and federal levels were both involved and informed about the project, and they provided much of the funding that made the planning possible. This public participation process was fully documented in the application and reinforced with many letters of support from partners and government officials.

CORRIDOR MANAGEMENT PLAN

Work on the Corridor Management Plan began in March of 2003. In the spring of 2003, the consultant team facilitated a series of workshops for the Advisory Committee and other participants. In the workshops participants reviewed issues related to the Byway, developed a series of goals and objectives, and prepared an outline of potential management strategies. A public meeting to review the project was held on May 14th.

Following the initial workshops, over the course of approximately eight months from June 2003 through January 2004, Delaware Greenways led three separate focus groups through a detailed analysis and refinement of the draft strategies. The three focus groups represented the three major sections of the Byway, (1) the City of Wilmington, (2) Kennett Pike, and (3) Montchanin Road.

The focus groups were made up of Advisory Committee members and other interested partners. Civic associations, governmental agencies, and institutions along the Byway played a strong role. Using the Byway-wide draft list of strategies developed by the full Advisory Committee in the spring, the focus groups expanded upon and refined the strategies in accordance with the interests and issues within their particular section of the Byway. Multiple meetings were held by each of the three focus groups, led by Delaware Greenways. Advisory Committee meetings were held in October and January where each of the focus groups could brief the others on the status and progress of their work.

The draft strategies developed by each of the three focus groups were then recombined and presented to the full Advisory Committee and interested partners for review and comment over the spring and summer. Additional strategies related to tourism, interpretation, and education were developed with representatives of the region's visitor attractions in the spring of 2004. A general public meeting was held in September 2004 to present and receive input on the final strategies and proposed actions. The Corridor Management Plan document was then prepared in the fall and winter of 2004/2005. Final strategies and actions related to the Plan were approved by the Advisory Committee on January 6, 2005.

Concurrent with the development of the Corridor Management Plan, preparation of a Landscape Management Plan was undertaken for the Byway. This work was led by a subcommittee of the Advisory Committee and funded through an FHWA National Scenic Byway grant. In the Landscape Management Plan, the Delaware Center for Horticulture and Lardner/Klein analyzed the existing and historic landscape character of each of the Byway's fifteen character segments and prepared specific recommendations for landscape management and enhancement for each segment.

The Landscape Management Plan also recommended a series of demonstration projects that could be undertaken along the Byway. Conceptual designs for these potential projects were prepared as part of the Plan. Two of these projects are expected to be approved and funded for implementation in the coming year as early action projects.

The Landscape Management Plan was undertaken in close coordination with the preparation of the Corridor Management Plan. Its recommendations are based on the strategies developed for the Corridor Management Plan and stand as examples of how the strategies can be implemented.

Also in coordination with preparation of the Corridor Management Plan and funded by the FHWA Scenic Byway grant the Historical Society of Delaware undertook research and prepared an overview of the Byway's historical development including both historic sites and landscape features. The historical overview reviewed the development and change within each of the Byway's fifteen character area segments and identified existing and lost historic sites and landscape features associated with each segment. While both the Landscape Management Plan and the historical overview were prepared independently from the preparation of the Corridor Management Plan, they contributed significantly to development of its management strategies and provided a solid foundation for potential early action projects.

Active community engagement was a central feature of the planning process for the Byway and featured a public outreach program that contacted organizations, institutions, businesses, interest groups, property owners, and individuals to build broad-based support for the initiative. The various consultations, interviews, workshops, focus group sessions, and public meetings gathered input from a wide range of stakeholders. Ideas were tested, public officials briefed, and presentations were made to interested organizations and groups. The substantial list of Advisory Committee members is included at the beginning of this Corridor Management Plan. Additional supporting information is included in Appendix A. Letters of support are included as Appendix B.

Over an eighteen-month period, Delaware Greenways, the Advisory Committee, and consultants completed the complex Byway planning process, culminating in preparation of a Corridor Management Plan to the level required by the Delaware Scenic and Historic Highway and National Scenic Byway Programs. The following seven components of the corridor management planning process were completed:

1. Formulate a vision, goals and objectives;
2. Engage the public's involvement and support;
3. Define intrinsic qualities and provide stewardship through resource; preservation and development strategies;
4. Create tourism and marketing recommendations;
5. Develop interpretative options;
6. Evaluate transportation and safety issues; and
7. Create implementation, funding, and actions plans.

1.4 Delaware and Federal Program Requirements

For a roadway to be eligible for Delaware and/or federal byway designation, it must possess at least one of the National Scenic Byway Program's six intrinsic qualities (scenic, natural, historic, cultural, archeological, or recreational). Chapter 5 provides an in-depth analysis of the representative, unique, irreplaceable and/or distinctive qualities that provide the context for the state and national byway programs. The Brandywine Valley Scenic Byway is primarily associated with its nationally significant historic and cultural qualities, supported by its regionally significant scenic, recreational, archeological, and natural qualities. Section 5.2 "Intrinsic Qualities" provides an in-depth description and evaluation of the Byway's qualities.

Beyond the intrinsic qualities, formal designation by the Delaware Scenic and Historic Highway Program and National Scenic Byway Program requires that the Corridor Management Plan fulfill certain criteria. A comparison of the state and federal programs shows that the Delaware program embodies the same basic criteria as the federal program, albeit in a different order and with some variations.

For ease in understanding how the Brandywine Valley Scenic Byway Corridor Management Plan meshes the criteria of both programs, the following organizational methodology has been used. An outline of the Delaware program criteria is presented in the order listed in DelDOT's 2001 Program Guide. The National Scenic Byway program criteria for Corridor Management Plans are then listed as published in Volume 60 of the Federal Register (60 FR 26761).

DELAWARE SCENIC AND HISTORIC HIGHWAY PROGRAM

The Program Guide for the Delaware Scenic and Historic Highway Program states that "A Corridor Plan lays out the vision, goals, and responsibilities for conserving and enhancing the corridor's most valuable qualities and describes how this will benefit economic development through tourism and recreational opportunities. The Corridor Plan presents a strategy for balancing concern for the intrinsic resources with the visitor's opportunity to experience the Scenic and Historic Highway. It explains how the participants are involved in and responsible for implementing the Plan."

Required information:

1. Vision and goals statement with objectives and strategies for achieving the goals.
2. Documentation of public involvement efforts to illustrate the support the corridor designation has received from the public.
3. Stewardship of intrinsic qualities through resource preservation, enhancing existing development, and accommodating new development in a complementary manner.
4. Tourism development, including an explanation of the tourism potential of the corridor and a description of how the visitor's experience will be maximized and enhanced.
5. Marketing and promotion, including a signage plan supportive of the visitor experience.

6. Resource interpretation, including recommended locations for distributing information.
7. Support and implementation responsibilities, including relationship to local government comprehensive plans.
8. Funding plan for implementing the Corridor Plan.
9. Transportation and safety, including consideration of appropriate design guidelines for Context Sensitive Design in the corridor, accommodating commercial traffic, accommodating multi-modal uses of the corridor to the extent feasible, and complying with outdoors advertising controls.
10. Short-term action plan for implementation.

    An appendix to the plan should include:
11. Physical description of route
12. Representative photographs
13. Map of the byway boundaries, intrinsic qualities and land uses
14. Intrinsic quality resource inventory
15. Summary of primary and secondary intrinsic qualities
16. Summary of visitor experience
17. Description of public involvement, comments, and input.

NATIONAL SCENIC BYWAY PROGRAM

The Federal Register states that a corridor management plan, prepared with community involvement, should "provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway…it provides an understanding of how a road or highway possesses characteristics vital for designation…"

The corridor management plan must include the following:

1. A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.
2. An assessment of such intrinsic qualities and of their context.
3. A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.
4. A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.
5. A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic

qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.
6. A plan to assure on-going public participation in the implementation of corridor management objectives.
7. A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.
8. A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.
9. A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.
10. A demonstration of compliance with all existing local, state, and federal laws on the control of outdoor advertising.
11. A signage plan that demonstrates how the state will insure and make the number and placement of signs more supportive of the visitor experience.
12. A narrative describing how the National Scenic Byway will be positioned for marketing.
13. A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.
14. A description of plans to interpret the significant resources of the scenic byway.

1.5 Plan Organization

This Corridor Management Plan is organized in seven chapters with accompanying maps and appendices. We have chosen to organize the plan with review for National Scenic Byway designation as a priority. Consequently, the Plan begins with the mission, vision, and goals; presents a description of the byway, its intrinsic qualities, and its resources; and works through to the strategies, implementation, and funding. Though the Plan elements are a different order than outlined in the state guidelines, they seek to address all of the requirements for byway status outlined in the both the state and federal program guidelines.

Chapter 1, Introduction: Planning the Byway, of the Corridor Management Plan provides background information on the project, its purpose, and a review of the planning process. The review of the planning process outlines the extensive public participation and involvement that has been an integral part of preparation of both the Nomination and Corridor Management Plans. Additional supporting information on the planning process is included in Appendix A. Letters of support are included in Appendix B. Chapter 1 satisfies items 2 and 17 of the Delaware guidelines and part of item 6 of the federal guidelines.

Chapter 2, Mission, Vision and Goals, presents the Byway's mission statement, vision and goals as developed through workshops with the Advisory Committee and the public. The goals listed in Chapter 2 provide the structure for the strategies

presented later in the plan. Chapter 2 satisfies part of item 1 of the Delaware guidelines.

Chapter 3, Description of the Brandywine Valley Scenic Byway, describes the byway's physical route and features by dividing the byway into character areas or byway segments and providing a description of the character, resources, and historical development of each segment. This chapter is based upon the information included in the Nomination Application, however it has been significantly expanded and enhanced based upon additional research, analysis, and input from Byway partners. Chapter 3 satisfies items 11, 12, 13, and part of 16 of the Delaware guidelines, and item 1 of the federal guidelines. It lays the groundwork for the description of strategies.

Chapter 4, Transportation and Traffic Safety, reviews planned and recently completed transportation projects along the byway and presents an accident analysis related to traffic safety. Chapter 4 satisfies part of item 9 of the Delaware guidelines and item 4 of the federal guidelines.

Chapter 5, Intrinsic Qualities, provides an in-depth analysis of the representative, unique, irreplaceable and/or distinctive qualities that provide the context for the Brandywine Valley Scenic Byway. It includes a statement of significance and a description of the resources associated with each intrinsic quality and, in the case of Historic Quality, each historic thematic context. Chapter 5 satisfies items 14 and 15 of the Delaware guidelines as well as laying the groundwork for items 3, 4, 5, and 6. It satisfies item 2 of the federal guidelines while laying the groundwork for items 3 and 14.

Chapter 6, Preserving and Enhancing the Byway, presents the various strategies for preserving and enhancing the Byway. It includes strategies for:

- conservation and enhancement of green infrastructure,
- conservation and enhancement related to new design guidelines
- context-sensitive highway design and multi-modal approaches,
- traffic calming,
- roadside character,
- tourism,
- interpretation and education, and
- coordination and management of the Byway

Chapter 6 satisfies items 3, 4, 5, and 6 of the Delaware guidelines and items 3, 5, 8, 9, 10, 11, 12, 13, and 14 of the federal guidelines.

Chapter 7, Implementing the Plan, addresses plan implementation. It discusses management of the corridor, provides recommendation for a management entity, identifies byway partners, and reviews potential funding sources. An implementation matrix at the end of the chapter lists each strategy or proposed action, identifies in which phase by the Byway it will be implemented, lists the partners responsible for

implementation, estimates a cost when possible, and lists potential funding sources. Chapter 7 satisfies items 7, 8, and 10 of the Delaware guidelines. It satisfies items 4 and 7 of the federal guidelines.

The table comparing the requirements of the Delaware Scenic and Historic Highways Program and The National Scenic Byway Program is included in Appendix D.

Chapter 2

MISSION, VISION AND GOALS

Byway planning was guided by three primary considerations: (1) the long-term vision and goals for the Byway, (2) the importance of strengthening the region's unique character and sense of place, and (3) an interest in balancing local stewardship and economic development goals. The mission and vision statements presented below provide a "big picture" view of the corridor. The following goal statements establish broad targets to guide the development and implementation of the Plan's strategies. This mission, vision, and goals framework was developed and refined with public input by the Wilmington Area Planning Council, Delaware Greenways, Inc., the Byway's Advisory Committee, Byway focus groups, and public and private stakeholders.

2.1 Mission

The mission of the Brandywine Valley Scenic Byway is to preserve and enhance this legacy landscape in a manner that is sensitive to the needs of the many private individuals, organizations, and businesses that help shape it.

2.2 Vision

The Brandywine Valley Scenic Byway will be the best way to experience the historic, cultural, and scenic qualities of this legacy landscape. Vibrant, pedestrian-friendly villages and urban areas will be an integral part of this landscape. Incentives will be developed to encourage private conservation and preservation actions. The byway planning effort will guide future public investments for enhancements to the route. A balance between through traffic, local traffic, and tourist traffic will be achieved through the use of traffic calming and context-sensitive highway design that is respectful of pedestrians and bicyclists.

The byway will be the best way for leisure travel through the valley – making it easier to visit the museums, gardens, and parks, and to sample its many recreational activities. The potential impacts of additional tourism will be carefully managed through a permanent bi-state group.

Stakeholders will work together to identify mutual benefits and to establish incentives to achieve the byway mission. The corridor plan will respect the private property rights of all landowners and business interests.

2.3 Corridor Management Plan Goals

The overarching goal of the Corridor Management Plan is to gain formal recognition as a Delaware Scenic and Historic Highway and National Scenic Byway. To

accomplish this, the Corridor Management Plan developed the following broad goals for Byway management strategies. There are eight major goals in the Plan:

CONSERVATION AND ENHANCEMENT

1. Preserve and enhance the "green infrastructure" that defines the byway through continued voluntary and private conservation efforts.

2. For properties where conservation or preservation is no longer an option, encourage appropriate design practices that minimize change to their existing scenic and historic character. For properties seeking additional infill or redevelopment, encourage context-sensitive architectural and landscape design that fits within a neighborhood scale and respects the character of its surroundings.

TRANSPORTATION AND TRAFFIC SAFETY

3. Work with DelDOT, WILMAPCO, and the City of Wilmington to accommodate and balance the needs of all roadway users including residents, visitors, businesses, public facilities, and institutions by utilizing context sensitive design and multi-modal approaches to solving transportation and community revitalization issues.

4. Adopt traffic calming measures as a means of self enforcing posted speed limits, improving pedestrian safety, and encouraging pedestrian and bicycle use of the Byway.

ROADSIDE CHARACTER

5. Conserve and enhance the scenic and historic, roadside features the byway, especially the many mature trees and stone walls. Enhance the unique character of each portion of the byway.

TOURISM

6. Increase visitation and visitor spending at attractions and shopping areas along the byway in a manner that is compatible with the preservation goals of the byway. Focus tourism development efforts on the types of visitors that appreciate the historic and scenic qualities of the byway.

INTERPRETATION AND EDUCATION

7. Develop interpretation and education programs for the byway that connect residents and visitors with the Brandywine Valley Scenic Byway, encouraging greater appreciation, understanding, and stewardship. The history and significance of the Brandywine Valley, its attractions, historic sites, landscapes,

and communities will be presented as a coordinated story about the region's natural and cultural history.

MANAGEMENT AND COORDINATION

8. Implement the plan, balancing the needs and interests of residents, communities, and byway partners and ensuring that the rights and responsibilities of individual property and business owners are respected.

Chapter 3

DESCRIPTION OF THE BRANDYWINE VALLEY SCENIC BYWAY

Chapter 3 of the Corridor Management Plan describes the traveler's visual experience based on character-defining features such as topography, road layout, roadside visual character, viewsheds, and cultural, landscape and historic resources. The *Brandywine Valley Byway Corridor Definition* map included at the end of this chapter shows the salient features.

3.1 Roadway Character and Corridor Definition

The Brandywine Valley Scenic Byway is located mid-way between New York and Washington, D.C. just off I-95 in Northern New Castle County, Delaware. It parallels the Brandywine River as it traverses the scenic and historic Brandywine Valley. Beginning in the heart of downtown Wilmington at Rodney Square, the byway follows two parallel corridors, Routes 52 and 100 north to the Delaware State line. Here it joins the recently nominated Pennsylvania extension of the Brandywine Valley Scenic Byway. Together they will ultimately create a 36 mile bi-state Brandywine Valley Scenic Byway.

The Brandywine Valley Scenic Byway in Delaware can be divided into three major sections comprised of fifteen distinct character-area segments. The three sections are:

(1) The City of Wilmington (lower Route 52 from Rodney Square to Rising Sun Lane),
(2) Kennett Pike (upper Route 52 from Rising Sun Lane to the Pennsylvania border) and
(3) Montchanin Road (Route 100 from Kennett Pike to the Pennsylvania border.

The byway is a loop that begins and ends in downtown Wilmington. Kennett Pike and Montchanin Road are roughly parallel. Both are included in the byway loop because they are physically, historically, and thematically linked. Diversity within a unified overall character is a key attribute of the Brandywine Valley Scenic Byway, with urban, suburban and rural areas located along the spine of the landscape. Taken together, urban Wilmington, suburban Kennett Pike and rural Montchanin Road provide a complete experience of the byway and its related landscape.

While this Corridor Management Plan is specifically focused on the roadways in Delaware, it is understood that the continuation of this corridor into Pennsylvania is vital to the overall byway experience. Partnering entities in Pennsylvania are currently seeking designation for their roadways in accordance with the requirements of Pennsylvania programs. When completed, the two-state byway will provide vital links from Delaware to key cultural attractions and historic resources in

Pennsylvania. The most prominent of these, Longwood Gardens and the Brandywine River Museum, are integral to the history and character of the corridor.

The corridor is defined by the roadway itself, including the DelDOT rights of way, the viewshed from the roadway, and the surrounding landscape context. The Corridor Management Plan emphasizes beautification, enhancement, and preservation of the roadway. The Plan recommends strategies to address community goals and objectives, to strengthen the byway's business and commercial areas, to support stewardship of intrinsic resources, and to support tourism and interpretative needs. Prominent and renowned cultural and educational institutions are central to the identity of the Byway and the region. The needs and goals of each character-defining area have been developed during the planning process with the input of property owners, businesses, organizations, and institutions along the corridor. Strategies were then crafted to be context-appropriate for each corridor segment.

3.2 Byway Description

Within the three major sections of the Delaware byway (the City of Wilmington, Kennett Pike, and Montchanin Road), there are fifteen smaller, character-defining segments. These segments can be thought of as "visual rooms." Each segment has its own distinct attributes defined by streetscape, views, spatial character, specific resources, and adjacent uses.

These character-area segments range from the urban center of Wilmington to the rural wooded countryside of northern Montchanin Road. They include four prominent and distinctly different commercial areas: the City of Wilmington, suburban Greenville, and the rural historic villages of Centreville and Montchanin. They also include residential neighborhoods ranging from the tree-lined urban neighborhoods blocks in Wilmington to the suburban areas in Greenville to the village and rural character of northern Kennett Pike and Montchanin Road.

CITY OF WILMINGTON

Within the City of Wilmington, the byway is comprised of five character-area segments, extending from the urban core of downtown Wilmington, through transitional urban residential areas, a commercial area featuring automobile dealerships, and distinctive early twentieth-century residential neighborhoods at the city line. Within Wilmington, the byway displays the best aspects of the city's character, with tree-lined streets, pocket parks, vibrant business and commercial uses, and a strong and appealing urban pedestrian environment. The byway's urban fabric is illustrative of the city's historical development and significance.

Within the this section, Route 52 has predominantly level terrain, although there is a steep hill up from Walnut Street north to Market Street at the beginning of the section. There is also a gradual change in grade near a railroad overpass near the intersection with Union Street.

The entire section of Route 52 in the City of Wilmington is an urban roadway with curbs, gutters, and sidewalks. The traffic flow throughout the corridor is controlled by traffic and pedestrian signals at major intersections. Most of this section is signed for a 25 MPH speed limit, which increases to 35 MPH at the railroad underpass.

From Rodney Square to Delaware Avenue, the corridor is comprised of two one-way streets, northbound 12th Street, and southbound 11th Street. Each street carries three lanes of traffic and has on-street metered parallel parking on one side. The route continues onto Delaware Avenue, which is a median divided two-way roadway that carries predominantly six lanes of traffic, although additional exclusive turn lanes are provided for left turns and to access I-95 ramps. Just beyond Van Buren Street, Route 52 follows Pennsylvania Avenue, which branches away from Delaware Avenue for northbound traffic. North of this point, Route 52 is a two-way, undivided, arterial section with frequent curb cuts for driveways between intersections. In this section, Route 52 has four through lanes with an additional left turn lane at many intersections. Additionally, on-street parking is provided on Pennsylvania Avenue north of the railroad underpass in both directions.

In the downtown area, roads and sidewalks are in good condition, with sidewalks containing decorative brick paving at places. Lane markings and pedestrian crossings are well marked and accessible curb ramps are provided at intersection crosswalks. At some intersections along Delaware and Pennsylvania Avenues, there are no crosswalk markings and/or accessible curb ramps to accompany the pedestrian signals.

Route 52 is served by bus lines up to Centreville. There is a bus transit center at Rodney Square, bounded by 11th Street, King Street, and 10th Street.

SEGMENT 1 – DOWNTOWN WILMINGTON

Specifications

Location: Walnut Street (vicinity of Rodney Square) to Jefferson Street
Length: 0.3 miles
Character: Dense urban

Description

Rodney Square is the beginning and the terminus of the Brandywine Valley Scenic Byway. The center of downtown Wilmington, the square is characterized by the monumental Hotel du Pont, Playhouse Theater, Wilmington Institute Free Library, and Federal Courthouse (now MBNA). All of these buildings date from the early-twentieth century, when the Dupont Company inspired a period of growth that made the City of Wilmington a center of international business. In recent decades, banking has become a mainstay of the city and state economies. Recent construction around the square has included context-appropriate new office buildings.

Several of the historic buildings on the square have been adaptively reused. The former downtown Wilmington branch of the U.S. Post Office on the north side of the square has become the Wilmington Trust building. Likewise, the former

Continental American Life Insurance Company building at the southeast corner of 11th and Market has become MBNA's corporate headquarters.

Automobile, bus, and pedestrian traffic, one-way streets, and multi-story office buildings contribute to the urban character of this section of the byway. Street trees, pocket parks, and cross walks create a pedestrian-friendly environment within the urban context The City has undertaken significant streetscape improvements in this area in recent years, some of which are ongoing.

SEGMENT 2 – DELAWARE AVENUE

Specifications
Location: Jefferson Street to Harrison Street
Length: 0.4 miles
Character: Commercial and Institutional

Description
North of Jefferson Street, 12th Street merges into Delaware Avenue which then becomes a two-way street from this point northward. This portion of Delaware Avenue is a transitional area between Wilmington's urban core and its outer residential neighborhoods. A number of significant historic resources remain in this area. These include historic residences (many of which have been adapted to institutional uses), churches, early twentieth century apartment buildings, and the expansive Wilmington and Brandywine Cemetery, dating from 1846. A prominent landmark in this segment is the former New Century Club, constructed in 1893, now serving as the Delaware Children's Theatre, a prominent cultural attraction.

In addition to its historic resources, Segment 2 is characterized by open lawn areas. Delaware Avenue has a planted median and modest boulevard character. With no side streets between Jefferson and Adams Streets, traffic continues over the Interstate 95 overpass from Delaware Avenue to the split at Pennsylvania Avenue. The Interstate 95 overpass disrupts the area's landscape character. Although commercial uses predominate in this area, they are not visually intrusive. This portion of the byway receives limited pedestrian use, though it is largely accessible.

SEGMENT 3 – LOWER PENNSYLVANIA AVENUE

Specifications
Location: Harrison Street to Clayton Street
Length: 0.3 miles
Character: Urban residential

Description
Pennsylvania Avenue diverges from Delaware Avenue north of the Interstate 95 overpass and becomes the primary road corridor leading north. In the 1870's and 1880's, Lower Pennsylvania Avenue was lined with fashionable homes. As the urban fabric became denser, these houses were demolished and new buildings were constructed. Today the roadway is characterized by mid twentieth-century high-rise

apartment buildings mixed with row houses and churches from the late-nineteenth and early-twentieth centuries. The Swedenborgian and Westminster Presbyterian Churches are two of the prominent churches in this area.

This portion of the byway has maintained its residential use as it has developed. The corridor is bordered on the east and west with residential neighborhoods dating from the early twentieth century. This mixed use characterizes the segment as a transitional area with significant pedestrian use.

SEGMENT 4 – UNION PARK

Specifications
Location: Clayton Street to Bancroft Parkway
Length: 0.4 miles
Character: Commercial

Description
North of Clayton Street, Pennsylvania Avenue has a strong commercial character. Business uses include a series of automobile dealerships, major restaurants, and other commercial enterprises. The strong visual identity and close proximity of the automobile dealerships creates a striking streetscape whose visual presence contributes positively to the urban character of the byway. Visibility, access, and image are important to the commercial success of these businesses. Billboards and overhead wires are characteristic elements of this area's roadside image. The historic B&O railroad bridge (now CSX) that crosses the road at Union Street creates a dramatic gateway within the segment.

SEGMENT 5 – WAWASET PARK AND ROCKFORD PARK

Specifications
Location: Bancroft Parkway to City of Wilmington boundary (Greenhill Avenue on the west and Rising Sun Lane on the east)
Length: 0.5 miles
Character: Urban residential

Description
The upper portion of Pennsylvania Avenue is characterized by early twentieth-century planned neighborhoods, including Cool Springs, Highlands, Kentmere Park, Rockford Park, and Wawaset Park. These are affluent, well-established, tree-lined areas. Several of these neighborhoods are listed on the National Register of Historic Places. Other historic properties include the Columbus Inn, now a restaurant but formerly a tavern and residence dating back to the eighteenth century.

Near the steeply wooded slopes of the Brandywine Creek, modern residences now occupy a series of historic nineteenth-century estates and textile mills. Bancroft Parkway, which crosses Pennsylvania Avenue north of the B&O railroad bridge, is a broad boulevard with a wide, tree-lined median. Created between 1911 and 1931 by industrialist William Bancroft, the broad boulevard is a prominent road and

landscape feature that dramatically enhances the character affluent residential neighborhoods east and west of the byway. The views down the Parkway from Pennsylvania Avenue help extend the character of these prominent neighborhoods out onto the byway.

Wawaset Park, on the west side of Pennsylvania Avenue, was begun after 1919. The site of a former racetrack, the property was purchased by the DuPont Company to provide housing for its managers and technical personnel. The neighborhood's winding tree-lined streets were based on the designs of Frederick Law Olmsted and feature a variety of housing types, including attached, semi-attached, and single family homes.

Prominent mansions border the east side of the byway north of Greenhill Avenue. The mansions sit high on a ridge and are surrounded by mature estate landscaping that shapes the character of the roadway. Gibraltar, a National Register property located at the intersection of Kennett Pike and Greenhill Avenue, features a du Pont-related mansion and a garden designed by a prominent landscape architect Marion Coffin. Gibraltar was saved from development and is owned by Preservation Delaware. The garden is open to the public and has become a well-known community attraction.

KENNETT PIKE (ROUTE 52)

North of Wilmington's corporate boundary at Greenhill Avenue (west) and Rising Sun Lane (east), Route 52 is known as Kennett Pike, reflecting the roadway's historic nineteenth-century turnpike use. The Kennett Pike section of the byway is divided into six character-area segments as the byway makes the transition from urban, to suburban, to rural-suburban character.

The section of Kennett Pike from the Wilmington city boundary to the Pennsylvania state line has terrain that is part level ridgeline and part gently rolling hills. The rolling hills create a valley north of the intersection with Old Kennett Road/Pavilion Drive (at Winterthur Estate and Gardens) and a crest north of the intersection with Campbell Road (Route 82) and Kirk Road. The horizontal alignment is mostly straight, with a gentle curve near Snuff Mill Road.

Traffic flow throughout the corridor is controlled by traffic signals at a few major intersections. Beyond the Route 100/ Route 141 underpass, Kennett Pike is signed for a 35 MPH speed limit, except for a school zone (when flashing). North of Campbell Road (Route 82)/Kirk Road, the speed limit increases to 50 MPH, but decreases to 35 MPH starting near Center Meeting Road at Centreville. In the northbound direction, the speed limit increases to 45 MPH after the bike lane through Centreville ends, and decreases again to 35 MPH to the Pennsylvania border.

From north of the City of Wilmington border to the Route 100/ Route 141 underpass, Kennett Pike is a wide concrete four-lane roadway with narrow shoulders (varies from approximately two to five feet wide), curb, gutter, and sidewalks. At

Rising Sun Road, Kennett Pike becomes non-divided. Another median begins just south of Brook Valley Road. Additional turn lanes are provided at major intersections. Near Brook Valley Road, Kennett Pike narrows again to a two-lane undivided roadway with wide (12+ foot) shoulders dedicated as the Kennett Pike Greenway for walking and cycling and no curb or sidewalk. Additional turn lanes are provided at some major intersections, but this point north to the Pennsylvania border, Kennett Pike remains a two-lane roadway. The wide shoulders of the roadway north of Greenville are used by many local and regional bicyclists. Lined bicycle lanes are provided in the shoulder areas through the Centreville area. At the entrances north and south of Centreville, landscaped islands have been installed as traffic calming devices and narrow the travel lanes slightly in this area.

Only very limited portions of Kennett Pike allow on-street parking. Some one-hour, on-street parking is provided along the road in the southbound direction near the Wilmington city line. In the Centreville area, there is on-street parking in some locations outside of the bicycle lanes.

Between the Wilmington city line and the Route 100/ Route 141 underpass, roads are in excellent condition having just been resurfaced. Sidewalks are in place, but are in need of repair in places. The segment of Kennett Pike in Greenville has new pavement, sidewalks, brick pedestrian crossings and landscaped medians from Briars Lane north to Hillside Road. From Brook Valley Road north to the Pennsylvania border the roads are in good condition. No sidewalks are provided, but the wide shoulders attract walkers as well as the bicyclists mentioned above.

SEGMENT 6 – UNIVERSITY OF DELAWARE GOODSTAY CENTER

Specifications

Location: City of Wilmington corporate boundary (Greenhill Avenue/Rising Sun Lane) to the intersection with Route 141
Length: 1 mile
Character: School grounds and athletic fields

Description

The Goodstay portion of the byway is characterized by broad open lawns and mature deciduous trees associated with prominent educational institutions. In the late nineteenth and early twentieth centuries, the area was a landscape of affluent estates, most of which were associated with the du Pont family. Most of the estate mansions are gone, but the character of their now mature landscapes remain, as do a number of built features, such as stone walls and gates. The du Ponts were instrumental in the founding or location of the present educational institutions located along this segment of the byway which includes the A.I. du Pont Middle School, Tower Hill School, and the University of Delaware.

Across the street from Gibraltar in Segment 5 is the University of Delaware's Goodstay Center. Goodstay features an eighteenth century farmhouse that was associated with the early toll road. Later, it was adapted into an affluent private residence. The residence was the childhood home of renowned illustrator Howard

Pyle, relating it to the Brandywine School of artists. Ellen Coleman du Pont Meads, who later owned the residence, had a prominent garden designed that adds to the building's appeal. From the early twentieth century until 1962, a portion of the Goodstay property was the site of the Wilmington Country Club. The 1925 clubhouse now serves as classrooms for the university.

The Tower Hill School is a private school founded by the du Pont family in 1919. Over the years it has grown and absorbed several prominent estate properties, most of which were also associated with the du Pont family. Tower Hill stadium and athletic fields are located on the east side of Kennett Pike north of Rising Sun Lane and were formerly a part of the Wilmington Country Club. Like the B&O railroad bridge at Union Park, the graceful pedestrian overpass that connects the Tower Hill properties on each side of the byway serves as a recognizable landmark and gateway into the city.

Prominent and historically interesting neighborhoods border the road corridor along Segment 6 of the byway. They include Henry Clay Village, a community that dates from the early industrial period, and Westover Hills, a planned residential neighborhood established in 1930. Westover Hills was developed by the Du Pont Company to provide homes for upper level executives and professionals. As the neighborhood's many canopy trees have matured, they have created one of the most appealing and sought-after residential districts in the vicinity.

The original portion of the A. I. du Pont Middle School was constructed for the children of Du Pont Company workers. The building retains its original facade, but has grown considerably. At the north end of Segment 6 is Eugene du Pont Memorial Hospital, also once the site of a du Pont estate. The grounds contribute to the campus character of this segment of the byway. The Raskob Estate is at the corner of Route 100 and Kennett Pike. It was built to replace a lovely mansion previously owned by Lammot Copeland that was torn down. The brick colonial style house now serves as a conference center.

At the northern end of this segment, Montchanin Road (Route 100) separates eastward from Kennett Pike. Route 141, which crosses both roadways at this point, briefly and dramatically alters the character of the byway. For a short distance at this location the Kennett Pike has the feeling of a highway, with wide concrete lanes, openness, and a lack of immediately adjacent uses. St. Joseph's on the Brandywine, an historic Catholic Church and former school, occupies a landscaped island between Kennett Pike, Route 141, and Montchanin Road. Its broad open cemetery provides an opportunity to add landscaping to this area to help bring the roadway more into character with the rest of the byway. As Kennett Pike crosses Route 141 and enters Greenville, its character changes from predominantly urban to suburban.

SEGMENT 7 – GREENVILLE

Specifications

Location: The intersection with Route 141 to Brook Valley Road, a cul-de-sac north of Greenville

Length: 0.7 miles
Character: Suburban commercial

Description

Greenville developed around a Wilmington & Northern Railroad station that was established in 1871, together with a post office and other businesses. Prior to that time, the surrounding landscape was largely agricultural. Today, Greenville is a prominent suburban commercial center characterized by shops, restaurants, services, and low-rise offices set in a campus setting of landscaped parking. Significant recent streetscape improvements in this section of the roadway have established a new visual model of context sensitive design for the area. These improvements include landscaped medians, street trees, brick crosswalks and sidewalks, attractive light standards, and a new entrance to Powder Mill Square, a small shopping area.

The most prominent historic resource in Greenville is the former Wilmington and Northern Railroad, which still crosses Kennett Pike at grade in the center of the village. The Shield's Shopping Center, which also still exists, was constructed in 1952 on the site of an earlier lumber and coal yard and was one of the earliest shopping centers in the Wilmington area. Greenville's commercial areas continue to develop today. The high quality and success of the businesses and services in Greenville are important to the surrounding residential neighborhoods and to the byway.

On the west side of Kennett Pike in Greenville is a large apartment complex constructed in 1950 that probably made the first shopping center viable. The apartments are not highly visible from the road and are unusual along the byway. The fields of the A. I. du Pont High School are also on the west side, opposite the shopping center, and help contribute to an open character in the middle of the village. Stonegates, a residential retirement community, is located at the north end of this segment. One of the primary buildings on the grounds of this facility is the former Greenville Elementary School. The Hobbs Estate named Dogwood is the first estate on the West side as you leave the village of Greenville where five generations of du Ponts have lived.

SEGMENT 8 – WINTERTHUR

Specifications

Location: Brook Valley Road to Old Kennett Road
Length: 1.8 miles
Character: Country estate and rural residential

Description

North of Greenville, Kennett Pike becomes two lanes with wide shoulders and dedicated bicycle lanes. From Greenville to the Delaware-Pennsylvania state line, the road has been designated as the Kennett Pike Greenway.

In the early and mid-nineteenth century, this was an open agricultural landscape. In the late nineteenth century, many of the farms were purchased and combined into large estates. Much of it, on both sides of the road, was amassed into Henry A. and

Henry Francis du Pont's estate Winterthur. Many of the original farmsteads were converted for use by tenant farmers. The agricultural use and open character of the landscape remained, however. Over time, the agricultural uses have ceased, many of the estates have been divided, and the vegetation has filled in. The most prominent estate remaining is the approximately 950 acre county estate at Winterthur now under a conservation easement. Yet, the visual quality of the landscape is as strong and appealing as ever.

The rolling fields, mature woodlands, and hedgerows on the Winterthur property create the quintessential image of the byway. This image evokes the country estates that characterized the early twentieth-century landscape of the area. . Winterthur is now referred to as "Winterthur, An American Country Estate" for marketing purposes. Winterthur is the home of Henry Francis du Pont's unsurpassed collection of American antiques, his enormous mansion and 60 acre garden including the Enchanted Woods, a magical children's garden. It embodies the legacy of the prominent cultural institutions that followed in the wake of these estates.

These cultural institutions include the Delaware Museum of Art, the Delaware Museum of Natural History, the Hagley Museum and Library, Winterthur, and many others. The landscapes of the Wilmington Country Club (moved to this location in 1962) and Methodist Country House (a retirement community developed in 1957) also contribute to this open rolling landscape. Vegetation and buildings partially screen the west side of the byway in this area, which is largely residential. The landscape is open to the east, affording scenic views of Winterthur and the Wilmington County Club.

SEGMENT 9 – LOWER BRANDYWINE PRESBYTERIAN CHURCH

Specifications

Location: Old Kennett Road to 1/8 mile south of Center Meeting Road
Length: 1 mile
Character: Rural residential

Description

The historic Lower Brandywine Presbyterian Church and cemetery dating back to the early nineteenth century marks a subtle change in the character of the roadway. This section of the byway is thickly screened by a mature hedge of trees on the east side, and partially screened on the west side by buildings and vegetation. Further north Winterthur is on the east side with an open rolling landscape and woods beyond. It is characterized by a variety of large-lot residential properties, from historic rural farmsteads to well screened small contemporary subdivisions.

A large nineteenth-century bank barn on the west side of the roadway is a prominent visual landmark on the byway. The barn is located on the historic Nichols Farm. It is currently owned by the DePaulo family. It is known in part for the huge Colonial American flag mounted on its façade and became widely publicized when painted by Jamie Wyeth after the tragedy of September 11, 2001. Like other portions of the byway, this landscape was open agricultural fields in the nineteenth and early

twentieth centuries. The landscape has filled in substantially as the area has suburbanized, but the mature landscape along the roadside has largely been maintained creating a green buffer around residential properties nestled into the rolling landscape.

SEGMENT 10 – VILLAGE OF CENTREVILLE

Specifications

Location: From 1/8 mile south of Center Meeting Road to Snuff Mill Road
Length: 0.5 miles
Character: Village commercial

Description

Early in Delaware's history, each of the state's three counties was composed of smaller political units known as "hundreds." The village of Centreville was the nineteenth-century town center of northern Christiana Hundred, which extended from the outskirts of Wilmington north to the Delaware-Pennsylvania border.

Since that time, Centreville has been transformed into a successful community of shops, restaurants, and businesses that are popular with both visitors and residents. Well-known art, antique, and tavern venues attract repeat customers. Attractive brick sidewalks, street trees, and boutique shops in a variety of historic residential buildings line both sides of Kennett Pike. Pedestrians and bicyclists are a frequent sight in the village. A bicycle lane is marked through the village in both directions.

The village has been working on a plan to improve its streetscape, calm traffic and enhance its historic character through creation of a Centreville Village Plan. The plan calls for planted medians and landscaped street-side islands to help calm traffic and define the historic village center. An overlay ordinance providing special consideration for the village was recently passed by New Castle County.

SEGMENT 11 – NORTH OF CENTREVILLE

Specifications

Location: Snuff Mill Road to the Delaware-Pennsylvania state line
Length: 0.5 miles
Character: Rural residential

Description

North of Centerville, the roadway passes by the Centreville School, the Oberod Conference Center, and large-lot residential properties. Historically, this landscape was one of open agricultural fields.

The open views of rolling pasture and distant landforms remain on the west side of the road. This open landscape is the Oberod property. A former tenant farm, an estate mansion, called Oberod, was constructed on the property in 1938 by Harry Lunger and his wife Jane du Pont. The estate mansion now serves as a conference center for the Episcopal Diocese of Delaware. The open view is most visible from

two vantage points: from the entrance to the Centreville School, and from a point about 1/8 mile north of Snuff Mill Road.

The east side of the byway, where the Centreville School is located, is mostly screened by vegetation associated with the school and with adjacent residential properties. The adjacent residential properties are part of a large lot residential subdivision called Selborne Estates that was created in 1916 by a group of Wilmington businessmen, who built houses for themselves.

Oberod, the Centreville School, and Selborne Estates are clear examples of the transformation of the byway's nineteenth century agricultural landscape to an estate landscape, an institutional landscape, and an affluent suburban residential landscape, all retaining a picturesque and appealing character. At the Pennsylvania border the Centreville School recently purchased seven acres of potentially open scenic views on the east side of the roadway together with the eighteenth century Line House, a former tavern and inn and believed to be a stop on the Underground Railroad.

FUTURE BYWAY EXTENTION INTO PENNSYLVANIA

It is anticipated that the Brandywine Valley Scenic Byway will be extended north along Kennett Pike (Route 52) and Montchanin Road (Route 100) into Pennsylvania in the near future. When joined with the Pennsylvania portion, the entire Byway will be 36 miles long. Byway partners in Pennsylvania are currently working on designation of their portion of the byway in accordance with Pennsylvania programs. This extension will connect the Delaware portion of the byway to Longwood Gardens, the Brandywine River Museum, and the historic village of Chadds Ford, all of which are located along historic Baltimore Pike (US Route 1) in Pennsylvania. Kennett Pike intersects Baltimore Pike about one mile east of Longwood Gardens. Montchanin Road intersects Baltimore Pike in Chadds Ford, 5 ½ miles east of the Kennett Pike intersection.

Longwood Gardens and the Brandywine River Museum are closely associated with the byway history, character, and themes, largely through their association with the du Pont family. Like Winterthur, the Hagley Museum, and the Delaware Museum of Natural History, Longwood Gardens is a world renowned visitor attraction within the region. It is a premier horticultural garden display on 1050 acres and is a part of the du Pont legacy. Longwood was the country home and creation of Pierre S. du Pont, chairman of the Du Pont Company during its rise to international prominence. In 1916, he purchased the Kennett Turnpike from Wilmington to the Pennsylvania state line, reconstructed it, deed restricted it and donated it to the state of Delaware. Today it is the Brandywine Valley Scenic Byway.

The Brandywine River Museum, located in Chadds Ford, is also a prominent visitor attraction and displays the artwork of regional landscape painters, by three generations of Wyeths and others of the Brandywine School of Artists. The Brandywine River Museum is owned and operated by the Brandywine Conservancy, which has been instrumental in the preservation of open space throughout the region and is a key partner in the Brandywine Valley Scenic Byway.

MONTCHANIN ROAD (ROUTE 100)

Montchanin Road (Route 100), the eastern branch of the byway in Delaware, is a winding rural road bounded by wooded residential lots and open land. Delaware's portion of the byway follows Montchanin Road from the Delaware-Pennsylvania state line to its intersection with Kennett Pike (Route 52), just south of the Greenville town center. Its scenic beauty largely derives from the fact that it has remained relatively unchanged as a narrow, two lane rural country road, following the original cart paths of the hilly piedmont terrain.

Montchanin Road from the Pennsylvania-Delaware state line south to Route 141 winds through gently rolling hills. The road's horizontal alignment is winding and curved, and much of the road's spatial character is closed by vegetation. At many locations, the tree line of the adjacent woods extends close to the edge of the roadway. A few driveways are marked with a "Hidden Driveway" sign. There are a few places where guardrails are installed, but there are also places with steep side grades and no guardrails.

Montchanin Road is signed for a 40 MPH speed limit on its northern half and a 35 MPH speed limit on its southern half. There are several sharp curves; with the two sharpest having a 25 MPH and a 15 MPH curve warning signs.

Throughout its length, Montchanin Road is a two lane rural roadway with no curb or sidewalk. The lanes are slightly narrower than those on Kennett Pike. Most of the roadway is without shoulders but is striped with white edge lines. A few areas have grass shoulders that appear to be of suitable width (from 4-8 feet) for a vehicle to pull over. Wood utility poles are located parallel and adjacent to the roadway and at some locations are only 2 to 6 feet off of the edge of the pavement. Traffic flow is controlled at a few locations by four-way stop intersections and a few locations (along the southern end) by traffic signals. The overall pavement condition is good.

This section of the byway is comprised of four character-area segments:

SEGMENT 12 – STATE LINE TO CENTER MEETING ROAD

Specifications

Location: Delaware-Pennsylvania state line to Center Meeting Road/Smith Bridge Road
Length: 1.1 miles
Character: Wooded/rural residential

Description

Traveling south from Chadds Ford in Pennsylvania, Montchanin Road follows the banks of the winding Brandywine Creek between steep valley walls. At the Delaware-Pennsylvania line, the road rises out of the valley, curving through the ravine of a small tributary.

As it winds through the steeply sloped hills, this section of the byway is largely enclosed within mature woodlands. A few large-lot residential homes along the roadway are largely screened by vegetation. Center Meeting Road and Smith Bridge Road, which meet at the byway, provide the first long scenic views of open space.

SEGMENT 13 – CENTER MEETING ROAD TO GUYENCOURT ROAD

Specifications

Location: Center Meeting and Smith Bridge Roads to Guyencourt Road
Length: 0.8 mile
Character: Wooded/rural residential

Description

Much of Segment 13 of the byway is also bordered by mature woodlands, although there are some areas with open views. On the west side of this segment, residential development is partially screened by thick woods and small, steep hills.

The east side is characterized by pasture land, streams, ponds, and views of historic buildings. Near the roadway, the former Guyencourt Railroad Station now serves as a residence. In the distance, high on a nearby hill is the 1840's Greek Revival McCullough House, centerpiece of Irenee du Pont's 1920's estate, Granogue. The mansion is the most prominent estate that is still lived in and remains a well-known landmark visible from many different scenic vantage points. Once a year, the estate grounds are the site of a popular mountain-bike race. A sharp curve and passage under a Wilmington and Northern Railroad bridge marks the end of this segment, as the landscape opens into a broad vista.

SEGMENT 14 – BRANDYWINE CREEK STATE PARK

Specifications

Location: Guyencourt Road to Brandywine Valley Railroad crossing (1/4 mile south of Adams Dam Road)
Length: 1.1 miles
Character: Rural residential

Description

In Segment 14, the byway passes through an area where the hills become longer and are mostly in open fields. This portion of the byway is highly scenic, composed of long-distance views of rolling, open landscape. Winterthur's rear entrance is located on the west side of the road. The byway provides scenic views of the Winterthur property and of Brandywine Creek State Park, former agricultural land also preserved as part of the du Pont legacy.

Segment 14 has a major intersection at Adams Dam Road, where Montchanin Road and the byway (traveling south) turn right. North of the intersection, the two-lane roadway is narrow and vehicular traffic is generally light. South of the intersection, traffic is heavier, as the road functions as a regional connector for motorists traveling between Route 141 and the northern Wilmington area, and Route 202 to the east.

SEGMENT 15 – VILLAGE OF MONTCHANIN

Specifications

Location: Brandywine Valley Railroad crossing (1/4 mile south of Adams Dam Road, north of Montchanin) to intersections with Route 141 and Kennett Pike
Length: 1.8 miles
Character: Wooded/rural residential and village commercial

Description

The southern portion of Montchanin Road is characterized by views of low, rolling farmland and the Wilmington Country Club. The historic crossroads village of Montchanin, which is a National Register Historic District, is located at the intersection of Montchanin Road and Rockland Road. This village was once a part of the Winterthur property, and many of its residents worked at the Du Pont powder mills on the Brandywine Creek. The village's historic buildings have been sensitively renovated for use as a country inn and conference center known as the Inn at Montchanin Village. The village also features Krazy Kat's restaurant in one of the historic buildings, a four star, fine dining establishment. South of Rockland Road and the railroad track is the old Montchanin Railroad Station and post office, that has been adaptively developed into an office building. The Inn at Montchanin Village has been featured on the front cover of the National Trust for Historic Preservation calendar.

A short distance south of Montchanin is Buck Road, which leads westward to Greenville and eastward to the Hagley Museum's Soda House and Library. Hagley Museum and Library is the original site of the Du Pont Company. It is where the du Pont story begins in the Brandywine Valley and features the original DuPont Company powder mills, mansion, buildings and gardens. This area is characterized by exclusive, hidden, large-lot residences with mature vegetation. The segment intersects Route 141 a short distance south of Buck Road. Route 141 is a major east-west connector, linking Route 202 to the east with communities north and west of Wilmington. South of the Route 141 intersection, Montchanin Road joins Kennett Pike. Between the two roadways is the historic St. Joseph's on the Brandywine Roman Catholic Church, founded in 1841, and its cemetery, mentioned during the description of Segment 6.



Brandywine Valley Scenic Byway
Corridor Definition

N
W E
S

0 0.25 0.5 0.75 1 Miles

0 1000 2000 3000 4000 5000 Feet

GIS Data Sources: DelDOT; DNREC Division of Parks & Recreation Natural Areas Program; WILMAPCO; U.S. Geological Survey; State Historic Preservation Office

Map Projection: Delaware State Plane NAD 1983
Map for planning purposes only

CHARACTER AREA SEGMENTS - VISUAL CHARACTER AND LAND USE

City of Wilmington

1. DOWNTOWN WILMINGTON — Dense Urban
2. DELAWARE AVENUE — Commercial
3. LOWER PENNSYLVANIA AVENUE — Urban Residential
4. UNION PARK — Commercial
5. WAWASET PARK AND ROCKFORD PARK — Urban Residential

Kennett Pike (Route 52)

6. GOODSTAY CONFERENCE CENTER — School Grounds and Athletic Fields
7. GREENVILLE — Suburban Commercial
8. WINTERTHUR — Country Estate and Rural Residential
9. LOWER BRANDYWINE PRESBYTERIAN CHURCH — Rural Residential
10. VILLAGE OF CENTREVILLE — Village Commercial
11. NORTH OF CENTREVILLE — Rural Residential

Montchanin Road (Route 100)

12. STATE LINE TO CENTER MEETING ROAD — Wooded/Rural Residential
13. CENTER MEETING ROAD TO GUYENCOURT ROAD — Wooded/Rural Residential
14. BRANDYWINE CREEK STATE PARK — Rural Residential
15. VILLAGE OF MONTCHANIN — Wooded/Rural Residential

VIEWS AND LAND COVER

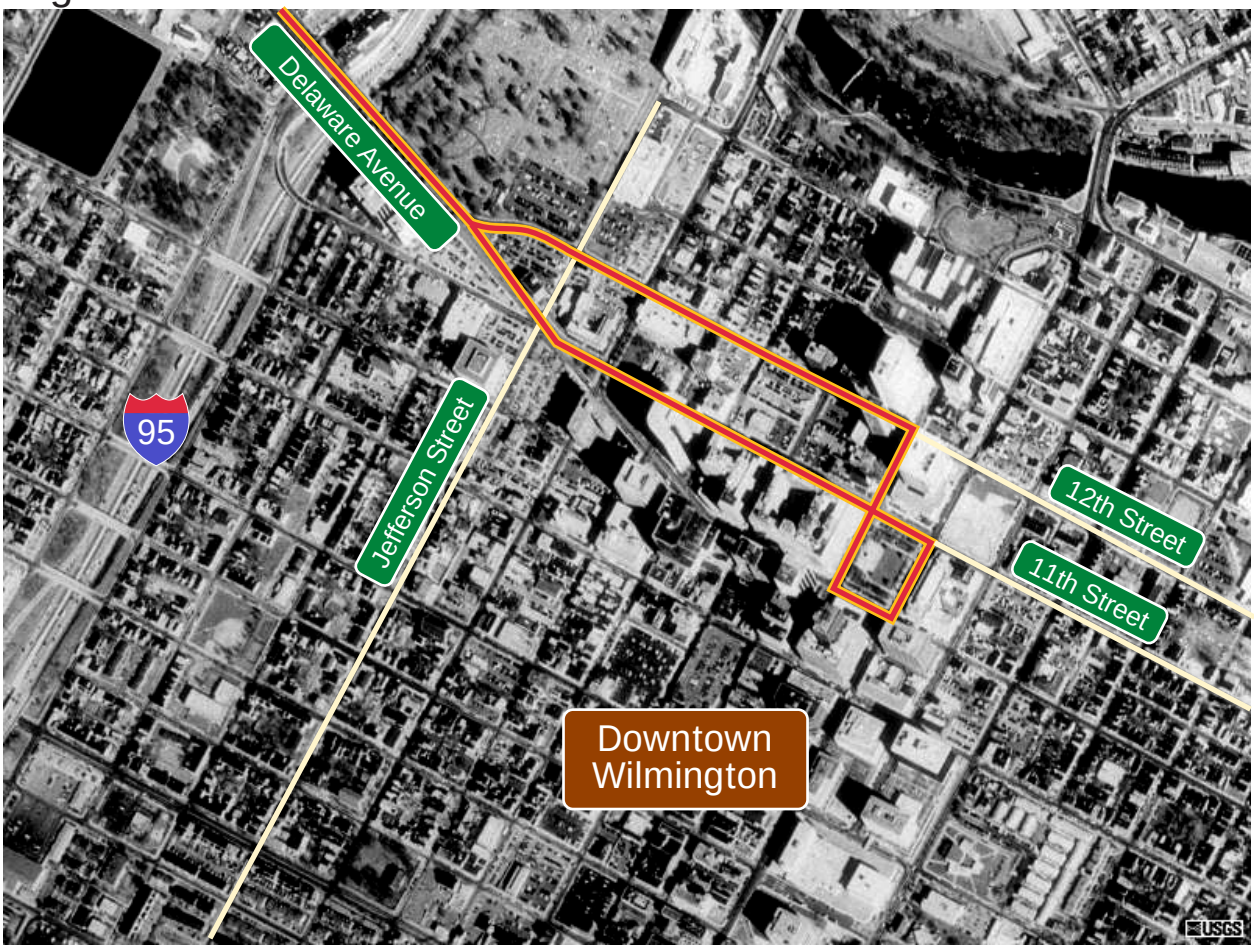
- Open Views
- Partially Open Midground Views Typically of Village, Suburban, or Urban Development
- Enclosed Foreground Views due to Trees (black symbol) or Urban Development (white symbol)
- High Quality Views (Bare Terrain)
- Byway Viewshed (Bare Terrain)
- 10 Meter Contour Lines
- Forest Cover (data from 1992)

BRANDYWINE VALLEY SCENIC BYWAY CORRIDOR PLAN
NEW CASTLE COUNTY, DELAWARE

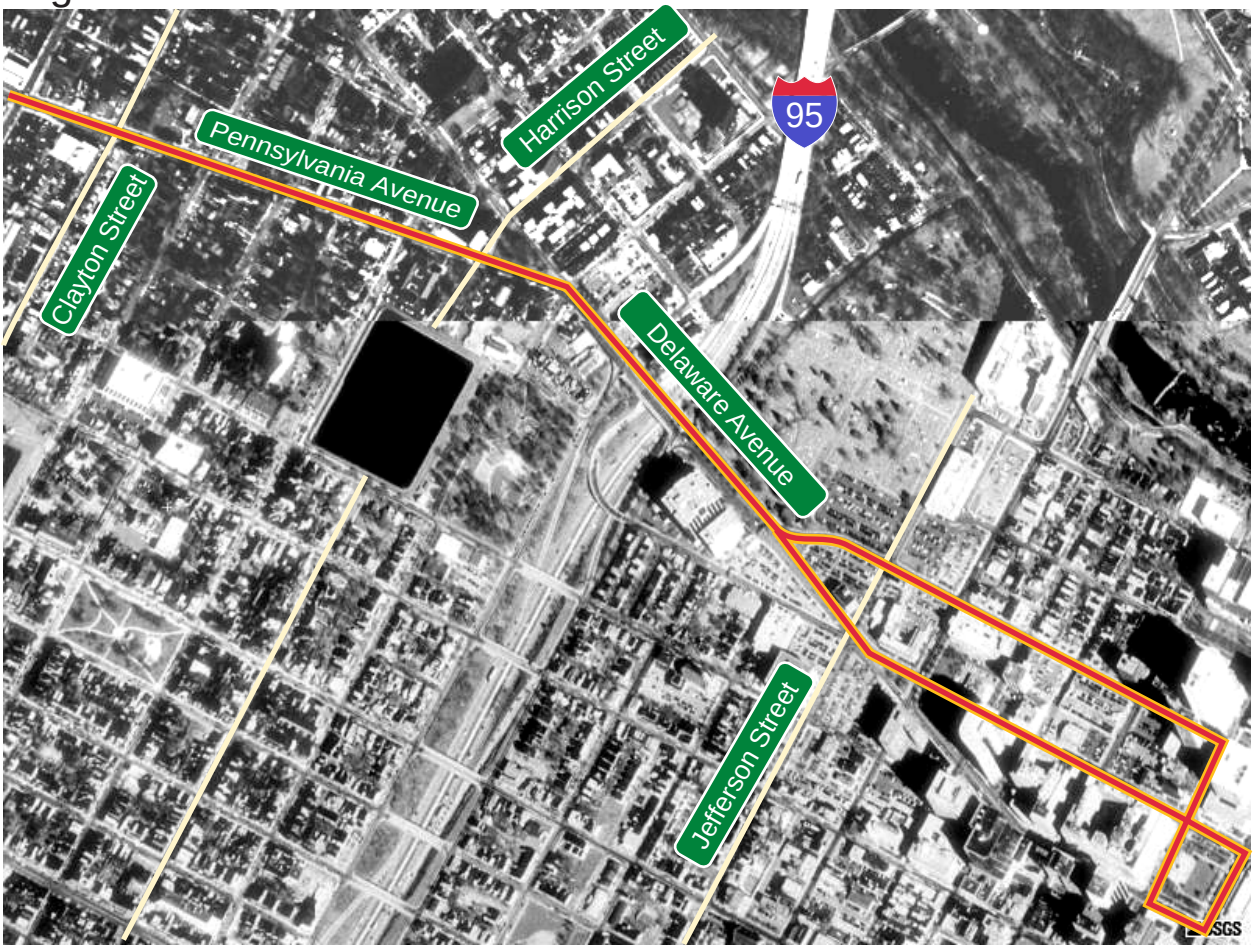
John Milner Associates, Inc. with Lardner/Klein Landscape Architects, P.C.

March 20, 2002

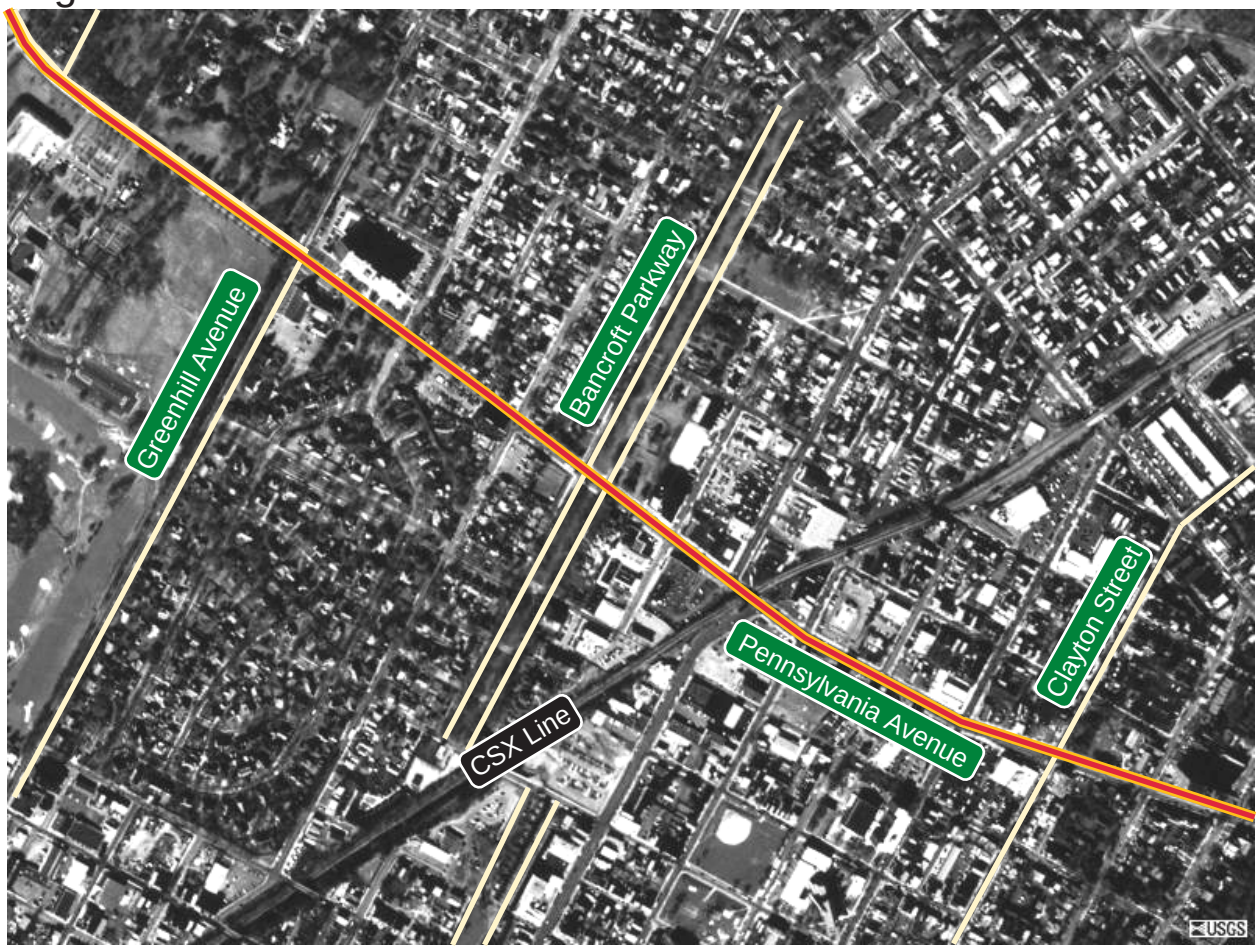
Segment 1


Delaware Avenue
95
Jefferson Street
12th Street
11th Street
Downtown
Wilmington
USGS

Segments 2 & 3


Harrison Street
95
Pennsylvania Avenue
Clayton Street
Delaware Avenue
Jefferson Street

Segments 4 & 5


Greenhill Avenue
Bancroft Parkway
Clayton Street
Pennsylvania Avenue
CSX Line
USGS

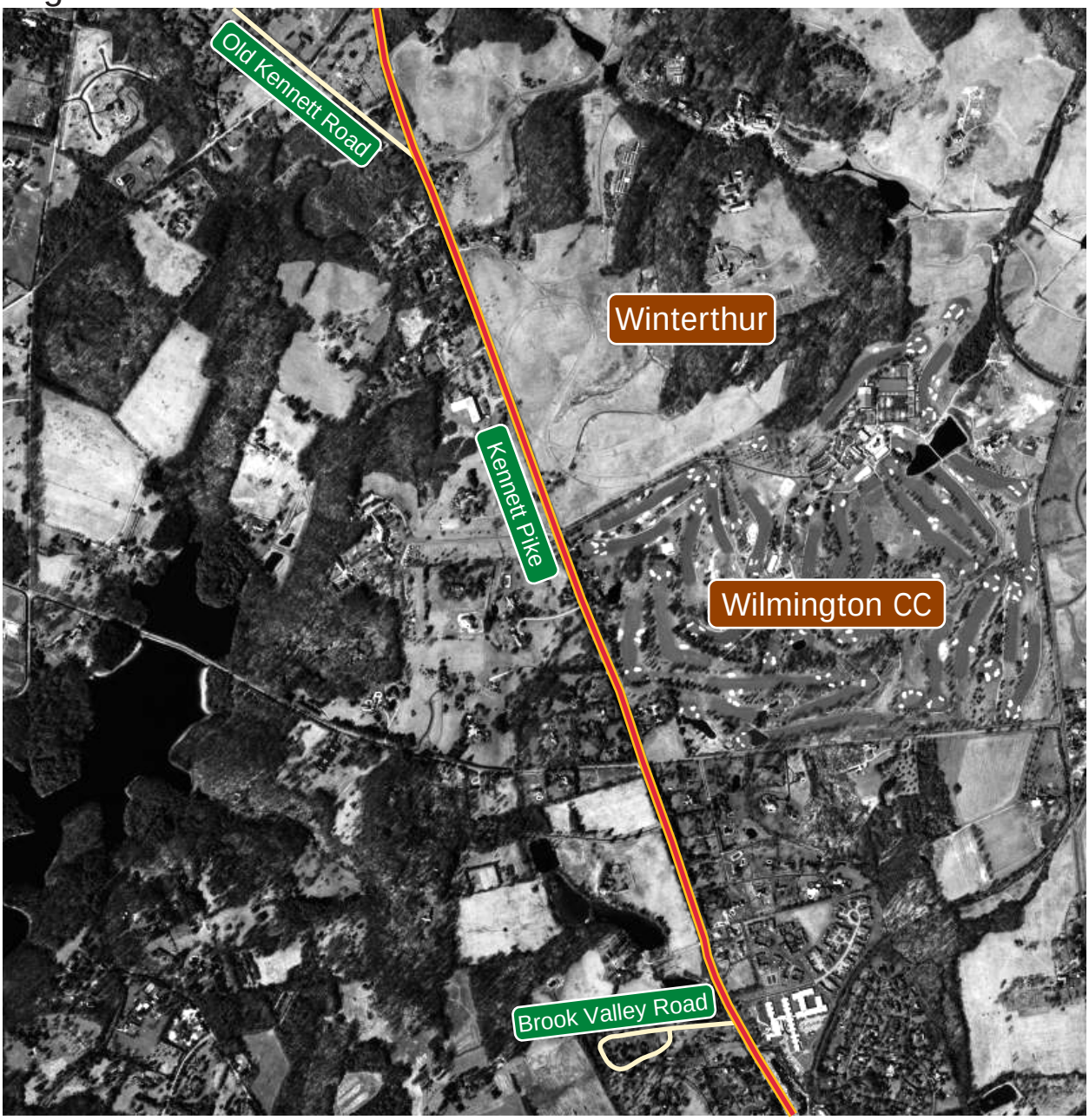
Segment 6


Montchanin Road
Route 141
Kennett Pike
Rising Sun Lane
Greenhill Avenue
USGS

Segment 7



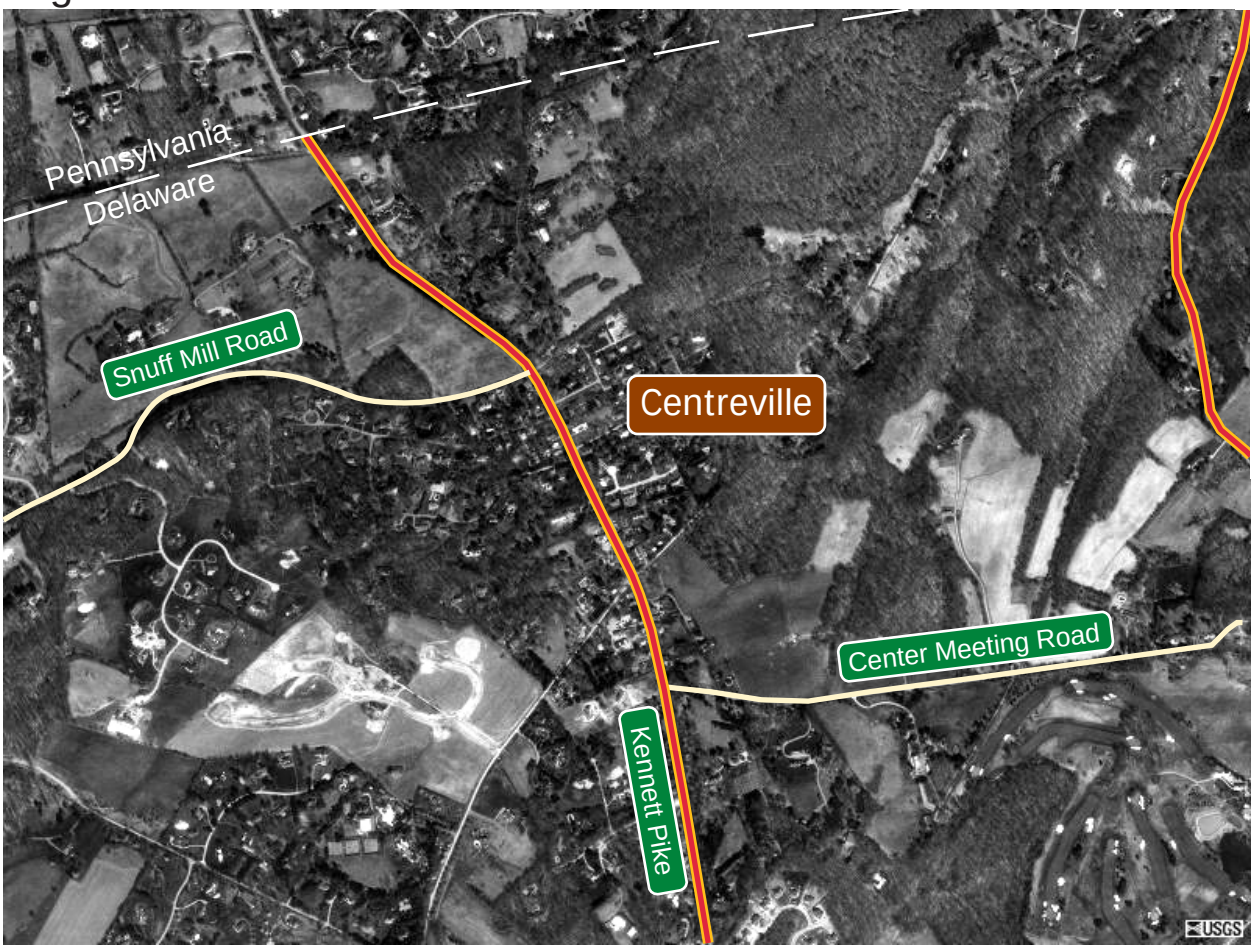
Segment 8


Old Kennett Road
Winterthur
Kennett Pike
Wilmington CC
Brook Valley Road

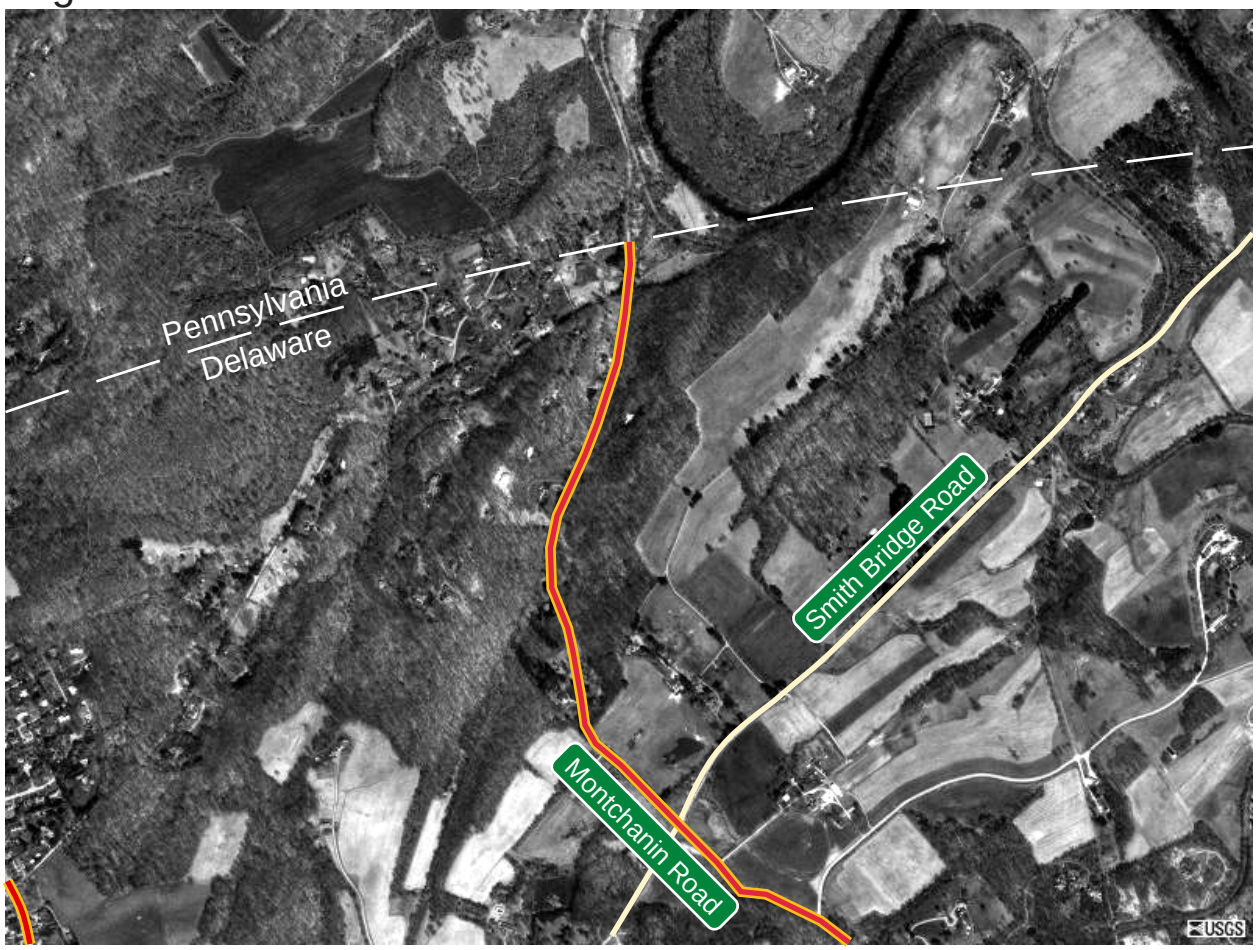
Segment 9



Segments 10 & 11



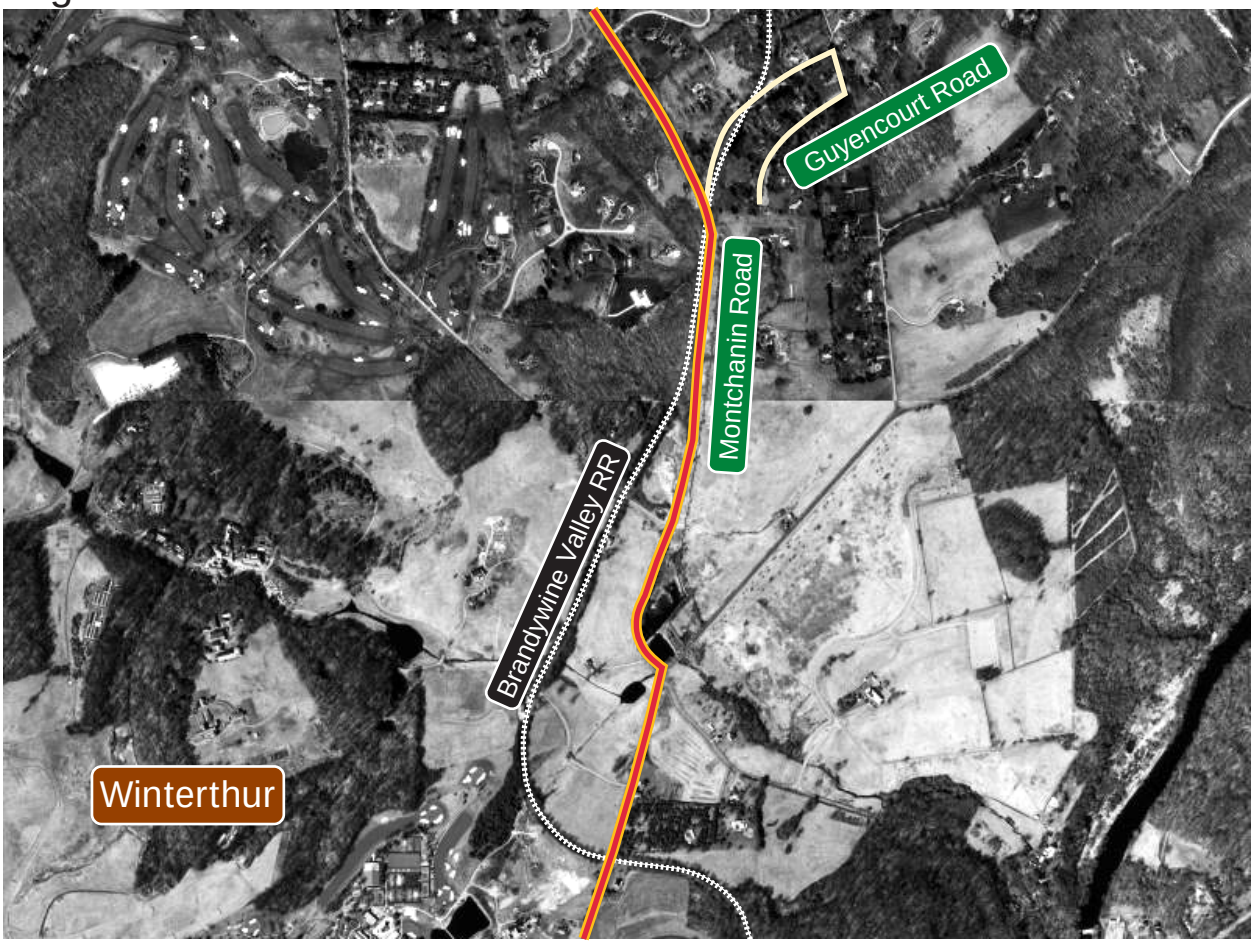
Segment 12


Pennsylvania
Delaware
Smith Bridge Road
Montchanin Road
USGS

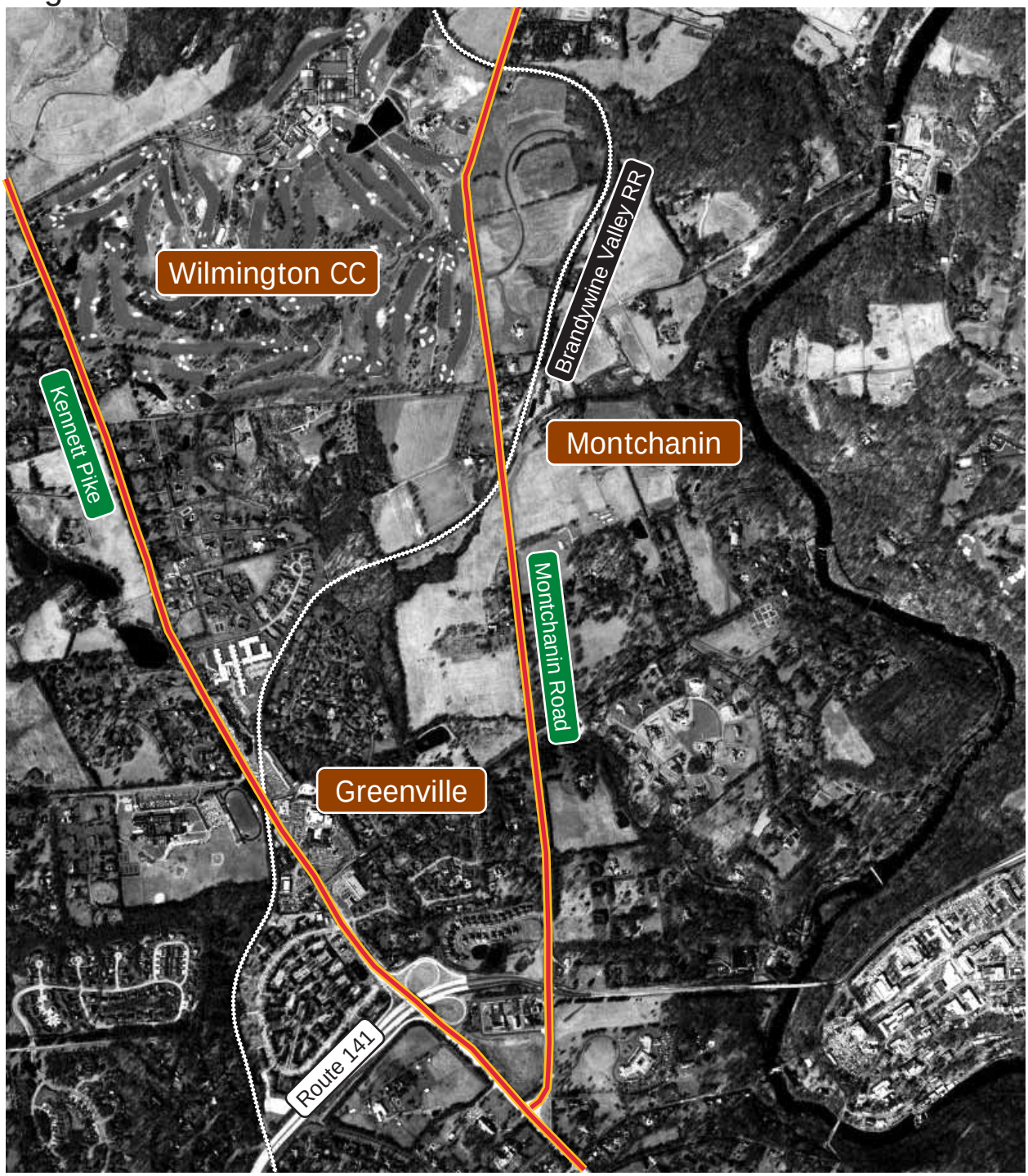
Segment 13


Smith Bridge Road
Center Meeting Road
Montchanin Road
Guyencourt Road
USGS

Segment 14


Guyencourt Road
Montchanin Road
Brandywine Valley RR
Winterthur

Segment 15


Wilmington CC
Brandywine Valley RR
Kennett Pike
Montchanin
Montchanin Road
Greenville
Route 141

Chapter 4

TRANSPORTATION AND TRAFFIC SAFETY

Much effort and funding has been devoted to improving the transportation networks and improving the safety of transportation in northern Delaware. Wilmington Metropolitan Area Planning Council (WILMAPCO) and the Delaware Department of Transportation (DelDOT) plan, fund, and implement the transportation and traffic safety improvements in the area. The discussions below outline the current transportation and traffic safety projects that are underway along the scenic byway corridor. New actions and strategies for the byway will build on these transportation projects. Current and future transportation projects within the region will be implemented in accordance with Governor Ruth Ann Minner's Livable Delaware initiative directing transportation funding for improvements to growth zones.

4.1 Livable Delaware Initiative

On March 28, 2001, Governor Ruth Ann Minner signed Executive Order 14, which introduced the Livable Delaware initiative. The Livable Delaware initiative is the Minner Administration's blueprint for fighting suburban sprawl and building on the 1999 blueprint "Shaping Delaware's Future: Strategies for State Policies and Spending" As the Governor stated, the initiative is a "comprehensive strategy to get sprawl under control and direct intelligent growth to areas where the state, county and local governments are most prepared for new development in terms of infrastructure, services and thoughtful planning."

The Livable Delaware initiative outlined eleven goals and required each state department and agency to complete an implementation plan to address these goals. DelDOT identified thirty-one activities that directly supported one or more of the Livable Delaware goals. Notable among these activities are the State Scenic & Historic Highways Program (of which the Brandywine Valley Scenic Byway is a part), DelDOT's policies involving Context Sensitive Design, Tree Preservation Policy, Pedestrian Policy, Bicycle Policy, Road Design Manual Update, and Traffic Calming Program. These policies and programs support the Brandywine Valley Scenic Byway goals and are in various states of development and implementation. Perhaps most all-embracing is the department's Context Sensitive Design Policy.

DelDOT's Context Sensitive Design Policy (D-07) became effective on June 30, 2001. The purpose of the policy is to plan and design transportation projects so they fit well into the communities they are supposed to serve. As a result of the policy, all new transportation project planning and design work is required to take a Context Sensitive Design approach. The policy includes setting aside five percent of project construction costs for improvements to the community or environment immediately adjacent in order to respond to quality-of-life issues.

4.2 Transportation Projects – City of Wilmington

The following transportation projects, either located within or adjacent to the Brandywine Valley Scenic Byway study area, were identified in WILMAPCO's Transportation Improvement Program (TIP) for 2005 through 2007. This TIP represents a continued shift from the traditional highway building emphasis of prior years to a more multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bike paths and greenways, and an improvement in the appearance of all transportation designs.

PROJECTS UNDER CONSTRUCTION

Wilmington Signal Improvement Project

(Citywide)

The Wilmington Signal Improvement Project will upgrade traffic signals citywide. Signals along major arterials are being upgraded with demand-activated, computer-controlled signals, and existing sidewalks at signalized intersections are being modified to meet requirements of the Americans with Disabilities Act. The project is currently in various stages of completion.

PLANNED PROJECTS

12th Street Connector

The 12th Street Connector project will provide an alternate route into the Central Business District and promote economic development on the north bank of the Brandywine Creek. The planning and engineering components are currently being developed.

King and Orange Streets Transit Corridors

(Martin Luther King, Jr. Boulevard to 13th Street)

The project along the King and Orange Streets Transit Corridors will include major transit and pedestrian upgrades such as new bus shelters, lighting, transit information, and curb and sidewalk improvements. The planning component is expected to be developed between 2007 and 2009.

PLANNED PROJECTS NOT YET IN THE CAPITAL TRANSPORTATION PROGRAM

Delaware Avenue, Phase II

(Monroe Street to Harrison Street)

Planned work in Phase II of the Delaware Avenue improvements will provide vehicular, transit, and pedestrian improvements along the roadway, which is within the byway, including realignment and re-striping of lanes, signal improvements, new signage, brick sidewalks, pedestrian lighting, and street trees.

Market Street, Phase IV

(11th Street to 16th Street)

Phase IV of the Market Street improvement project will complete pedestrian and streetscape enhancements along portions of Market Street that have not yet been addressed.

TRANSPORTATION ENHANCEMENT PROJECTS

Trolley Square Streetscape

The Trolley Square Streetscape project will include improvements along the Trolley Square area, such as sidewalk replacement and landscaping. The design phase of the project began in May 2004.

Wilmington Wayfinding System

This project to upgrade Wilmington's wayfinding system will provide cultural, historical, and landmark signage to improve wayfinding throughout the City of Wilmington. Design guidelines for the proposed wayfinding system have been completed. Detailed design and engineering is underway, and construction is expected to occur in spring, 2005. The proposed system is confined to the city but has implications for visitor attractions throughout the byway.

PROJECTS IN CONCEPTUAL PLANNING (NOT IN TIP)

Shipley Street Revitalization Plan

(Martin Luther King, Jr. Boulevard to 10th Street)

The Shipley Street Revitalization Plan will identify public streetscape improvements to support the development of commercial and residential initiatives along Shipley Street. Its central location and amount of available parking makes Shipley Street attractive to economic development. The plan will be presented to the public and city administration in the near future.

COMPLETED PROJECTS

Delaware Avenue Gateway Project, Phase I

(Delaware Avenue / 10th Street, Madison Street to Walnut Street)

The Delaware Avenue Gateway Project was an important enhancement project in the urban core of the byway. This project is intended to help improve downtown traffic circulation, increase pedestrian safety between the downtown and residential neighborhoods, and improve the appearance of this major gateway into the City. Proposed project elements included pedestrian, transit, and vehicular circulation improvements, such as adjusting the direction to provide two-way traffic on Delaware Avenue / 10th Street between Washington Street and Walnut Street, realigning and re-striping of lanes, and reconstructing sidewalks with lighting and street trees.

A limited portion of the proposed project was completed in Spring 2003. Additional improvements are planned but not yet designed or funded. The Brandywine Valley Scenic Byway has proposed that a portion of the project be implemented as a demonstration project for the Byway. The Byway demonstration project will request DelDOT Transportation Enhancement Funds to construct safe pedestrian access to the Delaware Children's Theater and to improve sidewalks and streetscaping at this I95 Gateway to the Byway.

Delaware Avenue, Phase I Addition/former DuPont Buildings

(11th Street, from West Street to Orange Street; Orange Street from 10th Street to 11th Street; and Jefferson Street from 11th Street to 12th Street)

Phase I of the proposed improvement along Delaware Avenue provided significant streetscape improvements, including trees, pedestrian lighting, and new sidewalks in the heart of Wilmington's portion of the byway. The project was completed in Summer 2003.

Market Street, Phase I

(9th Street to 11th Street)

Phase I of the redesign of Market Street re-introduced vehicles to Market Street and added parking along Wilmington's Central Business District spine to promote economic development and improve the appearance and function of this historic district. Project elements included restoring two-way traffic to support retail activity, increasing the availability of on-street parking, and constructing pedestrian and streetscape enhancements along the street. Phase I included the 900 and 1000 blocks of Market Street, as well as 10th Street in front of the library. It was completed in Fall 2002.

Union and Lincoln Streets

(4th Street to Pennsylvania Avenue)

Pedestrian, streetscape, and transit improvements were constructed to support this important residential and retail area between 4th Street and Pennsylvania Avenue (including cross streets). Improvements included a gateway arch near 4th and Lincoln Streets to identify Little Italy, pedestrian-level lighting, street trees, and the installation of state-of-the-art traffic signals to accommodate the needs of both pedestrians and drivers. The project was completed in Spring 2001. Safe pedestrian crossings are still needed at Pennsylvania Ave and Union Street north and south of the train bridge.

West 4th Street

(Harrison Street to Jackson Street)

Pedestrian, streetscape, and transit improvements on 4th Street west of 1-95 were constructed to improve the appearance and function of this important gateway to the city. Enhancements included the installation of street trees, pedestrian-level lighting, and sidewalk and transit improvements. The project was completed in Summer 2001.

Wilmington Rubber-Tire Trolley

The Wilmington Rubber-Tire Trolley project provided mass transit service oriented to visitors, residents, tourists and business workers to improve circulation between the Wilmington Central Business District and the developing Riverfront. The project uses replica trolleys and is intended to support tourism and economic development. The trolley began service in December 2002.

4.3 Transportation Projects – Kennett Pike (Route 52)

PLANNED PROJECTS

Northern Delaware Greenway

The Northern Delaware Greenway is an initiative spearheaded by Delaware Greenways, Inc. in partnership with Delaware State Parks (Delaware Division of Parks and Recreation), Delaware Department of Transportation (DelDOT), New Castle County and the City of Wilmington. The Northern Delaware Greenway is intended to provide linkages between communities, parks, cultural sites, and open space throughout northern New Castle County. The first phase of the project is concentrated across northern Wilmington, spanning ten miles from Fox Point State Park on the Delaware River to the Brandywine Creek. The greenway links existing and proposed trails within the parks, through open space, and along roadways. A suspended bike path across the Brandywine Creek is planned as part of the new Tyler McConnell Bridge project. When the bridge is completed the Northern Delaware Greenway will directly connect to the Brandywine Valley Scenic Byway at both Route 100 and Route 52.

In 1997, the State of Delaware designated Kennett Pike as the Kennett Pike Greenway and included it on the official state greenway and bicycle touring maps. Bicycling is promoted and popular along Kennett Pike's wide shoulders north of Greenville, and bicycle lanes have been striped along some portions of the roadway.

The Kennett Pike Greenway is a key component of the larger Northern Delaware Greenway. It extends the greenway trail system from the Brandywine Creek at Rockford Park north through New Castle County to the Delaware-Pennsylvania state line. Kennett Pike connects to the Brandywine at Rockford Park via the Bancroft Parkway, described in the description of Segment 5 of the byway. Kennett Pike connects to the Northern Delaware Greenway at the intersection of Route 141 and Route 100. From here, as noted above, it will connect to the new Tyler McConnell Bridge project adjacent to Hagley Museum via a new separated bike pedestrian bridge crossing of the Brandywine Creek

The goals and strategies of the Brandywine Valley Scenic Byway are in full accordance with the implementation of the Northern Delaware Greenway. Phased implementation of the Northern Delaware Greenway is continuing across the county to the east and west as a long-term initiative.

Centreville Traffic Calming as part of the Centreville Village Plan

The village of Centreville is an important community along the northern portion of the Brandywine Valley Scenic Byway. For several years, residents, businesses, and landowners in the village have been involved in a comprehensive planning process to create a Centreville Village Plan. The purpose of the plan is to enhance the character of the village while addressing issues of aesthetics, circulation, traffic calming, adaptive reuse of historic buildings, and future growth of the village.

The Centreville Village Plan proposes using a variety of innovative traffic calming design techniques to slow down traffic and enhance the visual quality of the streetscape. The plan's gateway project proposed the installation of a landscaped median at both ends of the village and helped to segment Kennett Pike into distinguishable speed zones, in effect defining the village section of the roadway. Additional proposed streetscape improvements at intersections and elsewhere will help narrow the perceived width of the roadway through town, slowing traffic and clearly differentiating it from the rural stretches to the north and south. The gateway project has been a joint effort of DelDOT, WILMAPCO, and the Centreville Civic Association.

The proposed traffic calming measures envisioned in the Centreville Village Plan are a model for the roadway design guidelines envisioned for the Brandywine Valley Scenic Byway. The initial gateway portions of the Centreville Village Plan have been constructed. Additional traffic calming and streetscape improvements are in the planning phases. DelDOT and WILMAPCO are working with the community to achieve consensus on a plan.

Kennett Pike Corridor Transit Options

(part of Centreville Village Plan)

The former Wilmington & Northern Railroad line which parallels much of the northern portion of the byway has been suggested as a possible future commuter mass transit corridor connecting Chester County in Pennsylvania, and Greenville and Wilmington in Delaware. This historic railroad line crosses Kennett Pike at-grade in Greenville and winds north through the Brandywine Valley hills, crossing Montchanin Road and paralleling the northern portion of the byway. It has many geometric and other constraints compared with typical transit corridors, and it is only single-tracked.

It would be a significant challenge, though not necessarily impossible, for a commuter line along the route to achieve running times sufficiently fast to attract commuters away from their cars. This, along with other significant challenges associated with cost, property impacts, ownership implications, road crossing configurations, noise, potential station locations, traffic and parking, and environmental constraints, would have to be studied in detail before it could be officially designated as a potentially viable future mass transit corridor.

Existing freight operations on the line are limited, and thus it could potentially be shared with a transit provider. Technologically, such a service could be similar to SEPTA's regional rail lines, or, since maneuverability would be an issue, SEPTA's suburban trolley lines. Diesel light rail vehicles such as those to be used on the

Southern New Jersey Regional Light Rail Line (Camden to Trenton) could potentially be operated on the freight line if the freight and passenger services were completely time-separated (i.e., freight service in overnight hours only). Passenger service in this corridor could be operated as an extension of, or a connection to, the R2 Wilmington line or the R2 Media/Elwyn line (via Chadds Ford Junction). The success of recent commuter rail extensions into Delaware, particularly the R3 to Newark, sets an interesting precedent for considering this option.

Alternatively, it might be more feasible to consider using the historic railroad line as a visitor attraction, conducting seasonal and weekend rail excursions between the villages and attractions along the route. Identifying an experienced private or non-profit entity interested in taking on such an initiative would be the first step in exploring such an option.

Bridge 1-001 and Bridge 1-001A on Rising Sun Road Over Brandywine Creek

The infrastructure improvement project related to the bridges on Rising Sun Road over the Brandywine will rehabilitate existing steel truss members and substructure of the bridges; place a high performance deck overlay; make safety improvements at approaches; fill scour holes; and rehabilitate existing stone masonry abutments.

Tyler McConnell Bridge, Route 141, Kennett Pike to U.S. Route 202

Route 141 is a principal arterial roadway that functions as a major collector-distributor serving locally generated traffic and distributing traffic to and from significant employment centers located along the Route 141 corridor, east, north, and west of Wilmington. Route 141 crosses under Kennett Pike in Segment 5 of the byway, just south of Greenville, and at an at-grade intersection with Montchanin Road in Segment 15, just to the east. A sixteen-month DelDOT study (June 2000 to September 2001) and community task force achieved consensus on a proposed series of phased recommendations for accommodating existing and future transportation needs related to the bridge and its study area, centered on Route 141 from Route 100 (Montchanin Road) to Alapocas Drive, east of the Brandywine.

The Tyler McConnell Bridge project will have a direct influence upon the Brandywine Valley Scenic Byway. The first phase at the intersection of Route 141 and Route 100 (Montchanin Road) has been planned, designed and construction completed with great sensitivity to the historic context of the surrounding area that includes Hagley Museum and St. Joseph's Church and cemetery. It includes brick pedestrian crosswalks, sidewalks, landscaped medians, context sensitive lighting and extensive roadside landscaping. A large stone wall, typical of the Brandywine Valley, was built in keeping with the context of Hagley Museum to separate private large lot residences from the expanded highway as it approaches the bridge from the West.

Long-term recommendations propose construction of a new two-lane bridge across the Brandywine adjacent to the existing bridge. Potential designs for the new bridge have been studied with a goal of implementing a design that is aesthetically and historically consistent with the character of the area. Figg Engineering, a nationally acclaimed leader in the field of context sensitive designed bridges, has designed a

bridge incorporating many historical replica design elements from Hagley Museum and the Brandywine Valley in the project. Figg Engineering uses a "top down" construction method to carefully build the bridge with the least impact to the adjacent environment.

To preserve the quality of life for the adjacent community and the nearby scenic and historic Brandywine Valley and its attractions, a boulevard design rather than a beltway will be used along the entire Route 141 corridor using the Route 100 (Montchanin Road) and Route 141 intersection as a model.

The Tyler McConnell Bridge project has been controversial and has drawn intense public scrutiny. The project goal has been to meet the transportation needs of the study area while preserving and enhancing local quality of life. It seeks to foster improved safety, mobility, and access within the area while preserving and protecting the character of surrounding communities and historic villages; protecting the historic, archaeological and natural environment; and accommodating economic development (including tourism) and anticipated future growth. Objectives seek to address issues related to public outreach, safety, aesthetics and design, mobility, bicycle/pedestrian access, congestion, the environment, and natural, historic and cultural resources. Planning and design for the project is still ongoing.

Bridge 1B on Kennett Pike (Route 52) Over Railroad East of Route 141

Bridge 1B on Kennett Pike is a concrete bridge over an abandoned railroad right-of-way parallel and just south of Route 141. The proposed improvements will replace the existing superstructure with pre-stressed concrete beams and a concrete deck. Minor safety improvements to the approach roadway are included in the plans along with a bus pull over for the Middle School, pedestrian crosswalks, sidewalks, commuter parking lot improvements and landscaping. The bridge improvements have been planned to begin in DelDOT's 2005 fiscal year. The Byway Landscape Consultants have been working with DelDOT to improve the design of the project based on the recommendations in the Landscape Management Plan that has been prepared in conjunction with this Corridor Management Plan.

Bridge 1-068 and Bridge 1-002 on Rockland Road over Brandywine Creek

Bridges 1-068 and 1-002 are located in the Rockland Historic District. Bridge 1-068 will require structural repairs. Bridge 1-002 will receive cosmetic improvements and repairs, which will prolong the life of this historic structure. In both cases, repairs will take into account the historic surrounding. Bridge 1-068 improvements will include replacement of the superstructure with pre-stressed concrete beams and stone-faced bridge rails, construction of two wingwalls, and repair of the supporting substructure. DelDOT is working with members of the Byway Landscape Committee on preserving the historic sycamore trees adjacent to this bridge and with the Delaware State Division of Historic Affairs on preserving the historic walls. Bridge 1-002 improvements will include repair of the concrete beam encasements, replacement of deck joint seals, rebuilding the stone walls, stream corridor stabilization and waterproofing the deck.

COMPLETED PROJECTS

Centreville Gateways Project
Landscaped medians have been installed on Kennett Pike at both ends of the village of Centreville. The gateways are an initial phase of implementation of the *Centreville Village Plan*, discussed above. They are intended help slow traffic down and enhance the visual quality of the streetscape by clearly defining the village section of the roadway and differentiating it from the stretches of Kennett Pike to the north and south. The gateway project has been a joint effort of DelDOT, WILMAPCO, and the Centreville Civic Association.

Bridge 1-088, Bridge 1-089, Bridge 1-090, Bridge 1-091, and Bridge 1-093 on Snuff Mill Road

Bridges 1-088, 1-089, 1-090, 1-091, and 1-093 are located on Snuff's Mill Road, north of Centerville and just west of the byway. Snuff Mill Road is a small two-lane rural road paralleling a small winding stream. The five bridges cross the stream and are comprised of concrete boxes or culverts with stone abutments/sidewalls. All five bridges have been determined to be structurally deficient, and have been recently replaced. Historic preservation has been an issue in the design and implementation of the project.

The Bridge 1-088 project, near Old Kennett Road and furthest from the byway (Kennett Pike), consisted of improvements that included replacing the existing concrete deck; stabilizing the existing substructure; preserving and repointing the existing stone masonry; repainting the steel beams; and installing scour countermeasures. The existing concrete deck was replaced with a new reinforced concrete box culvert.

The remaining bridges have been replaced with either concrete boxes (Bridges 1-090, 091, and 093) or a concrete rigid frame (Bridge 1-089) with stone parapets and wing walls. Roadway slope failures have also be fixed. Snuff Mill Road from Old Kennett Road to Kennett Pike has been repaved as part of the project.

Smith's Bridge Reconstruction on Smith's Bridge Road

On Smith's Bridge Road east of its intersection with Montchanin Road, a new covered bridge has been constructed across the Brandywine Creek. The new bridge is a reconstruction of an historic covered bridge that had been destroyed by fire several years ago. The new work was undertaken by DelDOT and recreates the historic appearance and character of the original bridge while upgrading its structural capacity to meet modern transportation requirements.

4.4 Transportation Projects – Montchanin Road (Route 100)

PLANNED PROJECTS

Barley Mill Road (Route 141) and Montchanin Road Intersection Improvements

The Route 141 intersection with Montchanin Road has been redesigned to increase the number of turning lanes and improve the access to Hagley Museum. It was recently completed in December 2004 including brick crosswalks, sidewalks, landscaped medians, context sensitive lighting and roadside landscaping.

4.5 Accident Analysis

Reported accident data was provided by the State of Delaware Department of Transportation for the calendar years 2000, 2001, and 2002. The yearly average data for these three years was computed and is used as a basis for the accident evaluation along the byway. All of the numbers listed below referring to numbers of accidents represent yearly averages unless otherwise stated.

The accident data for the byway is presented for the three major roadway sections as defined in Chapter 3 above, Description of the Brandywine Valley Scenic Byway. The accident analysis identified specific locations with five or more reported crashes each year. The *Manual of Uniform Traffic Control Devices* (MUTCD) establishes five or more repeated crashes as part of the criteria for determining the need for a traffic signal. Therefore, this number of accidents was thought to be a reasonable threshold limit for identifying potential high accident locations for the purposes of this report. A more in-depth accident analysis study could be conducted to examine accident rates based on vehicles entering an intersection or vehicle miles traveled on a roadway segment.

CITY OF WILMINGTON (ROUTE 52)

The portion of the byway within the City of Wilmington encompasses 2.9 miles of urban Delaware and Pennsylvania Avenues and includes many closely-spaced intersections along its length. Last year there were 198 reported accidents along this portion of roadway, of which 52 involved injuries. Of the 198 reported accidents, 114 of the accidents (58%) were categorized as angle accidents, and 42 (21%) were categorized as rear end accidents.

The MUTCD establishes criteria for the installation of traffic signals at a particular location based upon the number of accidents that occurred there. As noted above, intersections with five or more accidents per year are recommended for review for the installation of a signal system. The following intersections along the byway within the city were identified as having an average of more than five accidents per year:

- Route 52 (11th and 12th Street) and Walnut Street

- Route 52 (Delaware Avenue, 11th and 12th Streets) and West Street
- Route 52 (Delaware Avenue/Pennsylvania Avenue) and Van Buren Street
- Route 52 (Pennsylvania Avenue) and McDowell Street
- Route 52 (Pennsylvania Avenue) and Clayton Street
- Route 52 (Pennsylvania Avenue) and Rodney Street
- Route 52 (Pennsylvania Avenue) and Union Street

KENNETT PIKE (ROUTE 52)

The Kennett Pike portion of the byway includes 4.5 miles of suburban and rural roadway. Intersections are spaced at much greater distances than found in downtown Wilmington. Along this segment last year, there were 70 reported accidents, 17 of which involved injuries. Of the 70 reported accidents, 36 of the accidents (51%) were categorized as rear end accidents, and 20 (29%) were categorized as angle accidents. The intersection of Kennett Pike and Campbell Road/Kirk Road (Route 82) in Segment 8 just south of the Wilmington Country Club was the only intersection that was identified as having an average of more than 5 accidents per year. This intersection currently has a traffic signal.

MONTCHANIN ROAD (ROUTE 100)

Montchanin Road from the Delaware-Pennsylvania state line south to its intersection with Kennett Pike includes 4.8 miles of suburban and rural roadway. Intersections are infrequent and are spaced at greater distances than along other sections of the byway. Last year there were 40 reported accidents on this segment with 12 involving injuries. Of the 40 reported accidents, 11 of the accidents (28%) were categorized as angle accidents, 10 (25%) were categorized as rear end accidents and 15 (38%) were categorized as other (an accident type other than: head on, rear end, side swipe, or angle). The intersection of Montchanin Road and Route 141 was identified as having an average of more than 5 accidents per year. This intersection currently has a traffic signal and improvements have been completed as part of Phase I the Tyler McConnell Bridge project, discussed above.

4.6 Access Management

New development projects will continue to request access to both Kennett Pike and Montchanin Roads. Delaware Greenways and members of the Byway's Landscape Committee have been working with DelDOT to reduce the potential visual intrusion of future driveways and private road entrances onto both Kennett Pike and Delaware Avenue including:

1. Efforts to reduce the length and width of the access lanes – this can sometimes be accomplished by reducing the design speed to more accurately reflect the desired operating speed along the byway.
2. Use of concrete pavers in turning lanes rather than asphalt to differentiate travel lanes from turning lanes, and use of concrete flush curbs or mountable curbs at the edge of pavement to hold the pavers in.

3. Adding landscaped splitter islands to reduce the amount of overall pavement.
4. Use of granite header curbs to eliminate the need for a gutter pan.
5. Use of warning signs to eliminate the need for turning lanes especially in rural areas.

4.7 Approach to Resolving Traffic Safety and Transportation Issues along the Byway

As indicated in the description of planned and programmed projects above, Byway leaders are actively involved in working with DelDOT to ensure that the state's Context Sensitive Design policy is applied appropriately along the Brandywine Valley Scenic Byway. The Kennett Pike Association, Delaware Greenways, Centreville Civic Association, neighborhood associations, and other interest groups have been actively and aggressively representing the Byway's interests in negotiating complex transportation and traffic safety projects.

For example a planned 1990's roadway widening project in Greenville turned into a more carefully crafted enhancement project that incorporated brick and granite pavers, attractive lighting, landscaped medians, and special roadway details. This successful outcome, achieved through difficult and sensitive negotiations, has since led to cooperative and supportive efforts by DelDOT on many of the projects noted above – a model for the region. Particular issues that may arise within the planning horizon are discussed in Chapter 6.

Chapter 5

INTRINSIC QUALITIES

The Brandywine Valley Scenic Byway possesses significant intrinsic qualities as outlined in the national Scenic Byway program and meets state and federal program requirements for Byway designation. It is these intrinsic qualities that set it apart from other roads in the state, the region and the nation. These special qualities exist today largely due to the preservation legacy of the du Ponts together with earlier philanthropic industrialists like the Bancrofts and Canbys. Recognizing the value of these resources, many organizations and individuals have worked over the years to provide outstanding stewardship of these intrinsic qualities. As a result, the Brandywine Valley today is worthy of state and national recognition as a Scenic Byway.

Resources associated with each of the Byway's intrinsic qualities are identified below in the text and on two accompanying maps at the end of the chapter. The map entitled *Brandywine Valley Byway Features* identifies historic sites, historic districts, and public parks. A full listing of the historic sites indicated on the map is included as Appendix C to this Plan. The *Brandywine Valley Byway Resources* map shows protected lands within the corridor as well as high-quality views.

The special character of the Brandywine Valley Scenic Byway contrasts sharply with today's modern interstate highways. The cross-section of communities, layers of history, scenic views and historic, cultural, and landscape resources all create a unique travel experience like none other in the nation. The Byway conforms to the rolling topography of the Piedmont and passes through quaint historic villages, heavily forested areas, pastoral agricultural fields, and bustling downtown Wilmington. These distinctive patterns contribute to its significance as a cultural landscape.

5.1 Statement of Significance

The Brandywine Valley played a prominent role in the early industrial history of the nation. The lower Brandywine Creek was home to some of the nation's earliest successful industrial enterprises, because its location at the "fall line" between the piedmont and the coastal plain made it advantageous for the construction of water-powered mills. The creek's close proximity to the Port of Wilmington gave it an additional advantage as an industrial site. Over time, the development and evolution of these enterprises created a thriving industrial and commercial center. Eighteenth- and nineteenth-century industrialists, particularly in the City of Wilmington, left a legacy of buildings, parks, and cultural institutions which contribute to the Byway's significance.

In the early-twentieth century, the international expansion and success of the Du Pont Company greatly influenced the mid-Atlantic region and the nation. Members of the du Pont family and the families of other prominent business leaders made

their homes in the Brandywine Valley. These homes formed a network of country estates that gave a distinct shape and character to the landscape. In the mid-twentieth century, many of the estates were transformed by these families into a range of cultural institutions, public parks, and private recreational lands that remain a significant legacy for Delaware and the nation.

The Brandywine Valley Scenic Byway is comprised of the primary road corridors which pass through the landscape of the lower Brandywine Valley. Although the alignment, width and road surfaces of the corridors have been modified over time for traffic safety and other reasons, the Byway's integrity of route, historic and cultural resources, viewsheds, and landscape setting remains high. Today, the Byway's role in the evolution of the landscape and the region's history is evident in the character of the roadways, their associated landscapes, and the cultural institutions along the corridor.

5.2 Intrinsic Qualities

Applicants for designation as a Delaware State Scenic and Historic Highway and National Scenic Byway must show how the corridor exemplifies at least one of six "intrinsic qualities" identified by the National Scenic Byway program. For both the state and national programs, six potential intrinsic qualities are evaluated:

- Scenic
- Natural
- Recreational
- Historical
- Cultural
- Archeological

This Corridor Management Plan identifies and documents the primary intrinsic quality for which the Byway merits designation as well as secondary and tertiary intrinsic qualities that support the designation.

The Brandywine Valley Scenic Byway's primary intrinsic quality is *Historic*. The Byway is among the most historically significant road corridors in the nation. The Brandywine Valley's unique visual and landscape character, notable for its stone buildings and walls, mature trees, and rolling fields, is a direct result of this significant history and its surviving legacy.

Prominent within that legacy are a series of cultural institutions and attractions along the corridor that support the Byway's secondary intrinsic quality of *Cultural*. These museums, gardens, and historic sites contribute to the Brandywine Valley's identity, character, and experience. This quality closely supports the corridor's primary intrinsic quality. Both the *Historic* and *Cultural* qualities of the Brandywine Valley Scenic Byway have national significance. Finally, the regional significance of the corridor's *Scenic*, *Recreational*, *Natural*, and *Archeological* qualities additionally supports the byway designation.

5.3 Primary Intrinsic Quality: Historical

This section of the Corridor Management Plan documents the historic qualities of the Brandywine Valley Scenic Byway. Not only is this corridor one of the most historically significant in Delaware, it possesses national significance for its direct role in three centuries of American industrial history. The lower Brandywine Creek's mills and proximity to the Port of Wilmington created thriving industrial and commercial markets. The Byway links the physical resources and cultural traditions that are the legacy of those who shaped the region. The stories of this landscape are told in the Byway's surviving historic buildings, communities, landscape, and archeological resources. These roads allow visitors and residents to experience, understand, and appreciate the value and unique historical significance of the lower Brandywine Valley.

The history of the lower Brandywine Valley and the Byway can be divided into seven thematic periods or contexts, from pre-history through contemporary suburban development. Within this long history are four periods that represent the most significant time in the Byway's history: Industry (1770-1950); Wilmington and Kennett Pike (1811-1919); Urbanization (1870-1950); and American County Estate (1900-1950). These periods are represented by the bulk of the Byway's extant historic resources. The seven thematic contexts reference the historic contexts outlined in the *Delaware Statewide Comprehensive Historic Preservation Plan,* modified to the unique significance and development of the lower Brandywine Valley. Taken together, the thematic contexts provide an umbrella for understanding the region's historic resources and their associated stories, and support designation as a Delaware Scenic and Historic Highway and National Scenic Byway.

Each of the Byway's seven thematic contexts is summarized below. Following each summary, the resources associated with that context is outlined. An inventory of surveyed historic resources is included as a Plan appendix. The historic resources are also shown on the *Brandywine Valley Byway Features* map at the end of this chapter.

THEMATIC CONTEXT 1 – PRE-HISTORY AND EARLY EUROPEAN SETTLEMENT, 10,000 BC – AD 1730

For several thousand years, American Indians lived near the Christina River, Brandywine Creek, Delaware River, and their tributaries. They fished and hunted in a land of mature forests and coastal wetlands. The first Europeans to venture into the region were Swedish and Dutch traders who arrived by the mid-seventeenth century. They established small settlements on the shorelines of local rivers and creeks. Beginning in the late-seventeenth and early-eighteenth centuries, Quakers and Scots-Irish Presbyterians arrived in the area. The Quakers, who had purchased land patents from William Penn, settled the lower Brandywine Valley. Although Quakers did not own slaves, other European settlers were typically accompanied by enslaved Africans. As these settlers farmed the land and created settlements, they formed vibrant towns like New Castle, Delaware, traded with American Indians, and shipped raw materials to Europe in exchange for finished goods.

ASSOCIATED RESOURCES

Archeological Resources

The optimum way to understand and appreciate the Byway's prehistoric and early historic periods is through the archeological record. American Indian sites are a fragile historic component that appears to be present in several locations along the byway corridor. There is likewise a strong probability that early log and wood farmsteads are present as archeological sites. The character and significance of the archeological record is developed in a subsequent section of this chapter dealing with Byway's *Archeological* qualities.

Overland Trade Routes

Overland trade routes established by Native American and early European explorers and settlers created a template for later byway roads. For example, present-day Kennett Pike follows the ridgeline between the Brandywine and Red Clay Creeks, a logical route that avoids wetlands and stream crossings. Montchanin Road, on the other hand, follows a network of stream valleys that feed into the Brandywine Creek. This route may have been chosen to service the water-powered mills and associated settlements.

Early Farmsteads

Isolated resources associated with early European settlement still exist along the byway, although few, if any, buildings survive from pre-1730 period. That said, a number of eighteenth century structures were preserved during nineteenth- and twentieth century building campaigns. The region's distinctive stone houses and barns were frequently constructed around an early log building. By incorporating the earlier structures, nineteenth-century alterations helped preserve farmsteads along the Byway. This is likewise true during the twentieth century agricultural and country estate development period.

THEMATIC CONTEXT 2 – AGRICULTURE AND MILLING, 1730-1880

By the mid-eighteenth century, the Brandywine Valley boasted a network of well-established and prosperous farms, forges, and mills. Mills were located at the foot of Twaddell Mill and Smith Bridge Roads, and others stood at the intersection of Montchanin Road and Adams Dam Road. Although many of these mills processed wheat, a primary crop grown for export, others processed wood, paper, gunpowder, and snuff made from tobacco.

For many eighteenth- and early-nineteenth century farms and communities in southeastern Pennsylvania, Delaware ports such as Wilmington were more convenient than the Port of Philadelphia for importing and exporting goods. The historic roadways were important routes for moving grain and other products from upland mills in the valley to ships docked at the Port of Wilmington.

In the eighteenth century, Wilmington became an important center for grain milling, because its location on the "fall line" between the Piedmont and Coastal

Plain provided waterpower. A series of mills on the Brandywine Creek developed into a settlement called Brandywine Village, which was later incorporated into the City of Wilmington. Other mills were established further up the creek, giving the rugged and picturesque valley an economic significance that extended up and down the eastern seaboard. Milling gave rise to the later growth and economic development of the valley and represents a very significance aspect of byway history.

ASSOCIATED RESOURCES

Farmsteads

During the eighteenth- and early nineteenth-centuries, farm acreage was generally substantial including undeveloped woodlots used for building material and heating. Some of the dwellings associated with these early farmsteads remain, although most have been incorporated into later buildings. Most outbuildings, such as coops, smaller barns, and sheds, are no longer extant. There is high probability however that archeological data remains present. Despite the fact that outbuildings are typically the most fragile farmstead resource, there are still some springhouses and bank barns extant in the northern part of the Byway.

Some of the prosperous eighteenth- and nineteenth-century farmers built large homes that formed the nucleus for the large estates created along the byway in the early twentieth century. The Byway's rolling landscape and many streams are important in understanding how farms developed during these periods. Proximity to water was a primary consideration in this early period. Likewise, the main dwelling was the farm's focal point with barns and outbuildings clustered nearby, and crop lands radiating into the landscape.

Grain Mills

Eighteenth- and nineteenth-century grain mills were concentrated in the settlement known as Brandywine Village, located on the Brandywine Creek just north of Wilmington. Wilmington was then just a small market town on the Christina River. Local mills were typically built of stone or brick, a fact which helped them survive to the present day. Indeed, many surviving mills have been rehabilitated for use as condominiums and offices. This presence of historic mill buildings is an important Byway historic feature.

Wharves

Wilmington began its history as a shipping center. The main street, Market Street, led directly to a series of wharves on the Christina River. Although waterfront itself is located outside the byway corridor, the wharves were one of the primary reasons for the development of the byway's roadways and the Wilmington and Kennett Turnpike in 1811. The waterfront wharves' historic association with later byway growth is significant.

THEMATIC CONTEXT 3 – INDUSTRY, 1770-1950

In addition to grain mills, other types of industrial mills were constructed on the lower Brandywine Creek in the late eighteenth century. Mills owned by the Du

Pont, Canby, and Bancroft families had a strong impact on Wilmington's development as an industrial center. Mills for paper, wool, and cotton were established at Riddle's Banks (now Kentmere), Augustine, and Rockland. The Gilpin paper mill, established in 1787, was well-known for its patent on roll paper for newspapers and books. Joseph Bancroft bought the Gilpin mill site in 1831 and established a cotton mill that operated well into the twentieth century. Jacob Broom operated a similar mill. E.I. du Pont's gunpowder mills, which later gave rise to the Du Pont Company, were established at Hagley in 1802. The gunpowder mills brought engineers to the community and helped spawn related industries in the region.

The construction of the Philadelphia, Wilmington, and Baltimore Railroad in 1840 initiated a period of tremendous growth in Wilmington's industrial base. The milling industry created a skilled work force that was well-suited to move into the sophisticated business of building rail cars and carriages. The proximity of foundries and tanneries allowed these products to be built entirely inside city limits. Rail car and carriage builders soon diversified into the building of iron ships. By 1880, Wilmington firms run by the Harlan and Pusey families were among the four largest shipbuilders in the United States.

At the same time that other industries were flourishing, the Du Pont gunpowder mills continued to expand. Through a series of acquisitions in the early twentieth century, the company gained a virtual monopoly on the production of gunpowder and dynamite. The success of these enterprises led to the diversification of the company's business into the field of chemical production. By the 1950s, Du Pont was a world leader in the chemical industry.

ASSOCIATED RESOURCES

Mills and Industrial Facilities

Beginning in the late eighteenth century, Wilmington grew in prominence as an industrial center for the manufacture of gunpowder and other industrial products. Factories and mills were constructed along the Brandywine Creek, adjacent to the byway corridor. These mills extended for several miles upstream from downtown Wilmington. The strategic location of the city between Philadelphia and Baltimore allowed millers and industrialists the ability to market goods along the entire Eastern seaboard. Many of these significant historic resources remain intact.

Mill Villages and Residential Neighborhoods

The development of mills and industrial facilities along the Brandywine Creek led to the construction of workers' communities. Early mill villages, such as the Du Pont Company's Henry Clay Village located east of today's Tower Hill School, were complete communities. As the size, number, and complexity of the industrial enterprises along the Brandywine expanded, residential neighborhoods developed adjacent to the mills and parallel to the creek. In the nineteenth-century, a trolley system linked several residential areas. Mill and worker housing at Riddle's Banks and Rockford are extant, and have been converted into offices and residences. The

villages, neighborhoods, and individual dwellings are significant byway historic resources.

Railroads and Railroad Structures

After 1850, railroads became the primary means of shipping goods and moving passengers between cities. Wilmington grew as a major rail center, with several roundhouses and switching yards. A railroad line constructed along the Brandywine Creek northward into Pennsylvania is a key feature of today's Montchanin Road, as is the railroad bridge in the "Union Park" segment of the byway in Wilmington. Several significant bridges were constructed to carry the railroads over nearby roads and waterways. A surviving stone-arch railroad bridge was built over the Brandywine Creek in the northwestern part of the city. In the late-nineteenth century, a large passenger station was built at the foot of Market Street near the Christina River waterfront. The presence of these historic resources along the Byway tells the important story of the rapid regional economic growth spurred by the railroad.

THEMATIC CONTEXT 4 – WILMINGTON AND KENNETT TURNPIKE, 1811-1919

In the early-nineteenth century, as the American population grew, turnpikes were constructed nationwide. The country was eager to build roadways that connected rural areas with the mills and ports in nearby cities and towns. Turnpikes were generally initiated by groups of private investors chartered by their respective state. The construction of the Wilmington and Kennett Turnpike (now known as Kennett Pike) was one of the first toll road turnpike projects in Delaware.

The construction of a turnpike was not only an economic exercise, but a political gesture that spoke of a community's confidence in its future. The port city of Wilmington benefited by connecting its grain mills and other industries to surrounding communities. In the late eighteenth- and early nineteenth-centuries, the city's population increased steadily as workers found jobs in a variety of industries. The region's prosperity was dependent upon its ability to market products. Kennett Pike connected Wilmington to the small community of Kennett Square in Pennsylvania and also served travelers heading to other destinations.

Kennett Pike became a convenient route for travelers heading north and west from Wilmington, because it provided connections to many other roads. These included Montchanin Road (Route 100), Old Kennett Road, Pyles Ford Road, Center Meeting Road, Smith Bridge Road, and Twaddell Mill Road. These roads often led to convenient fords and bridges over the Brandywine and Red Clay Creeks. One of the primary destinations for travelers on the road was Baltimore Pike (now U.S. Route 1), one of the principal routes up and down the Eastern seaboard. Kennett Pike intersected this important route at the villages of Hamorton and Chadds Ford in Chester County, Pennsylvania.

The creation of Kennett Pike was a substantial construction project that took advantage of the natural topography along an existing ridgeline route. From this high ground, the road traversed the coastal plain of Wilmington to the piedmont of

northern Delaware, requiring multiple cuts, fills, and stream crossings. In the early-nineteenth century, road construction involved a large investment of time, money, and physical labor because only rudimentary equipment was available. Steam-powered machinery and blasting techniques were not developed until many years later.

Despite the increase in transportation and economic activity that resulted from the completion of Kennett Pike, the fortunes of the road quickly changed with the coming of the railroad. Many of the nation's first interstate railroads passed through New Castle County. Within just a few years, Wilmington was connected to every major urban center in the region and boasted many smaller railroads serving rural communities. Although the golden age of turnpike transportation was coming to a close, Kennett Pike continued to connect travelers with destinations that were not accessed by railroad. Moreover, the road continued to be the primary route for farmers taking animals to slaughter in Centreville or produce to sell in Wilmington markets. When Pierre S. du Pont purchased the Wilmington and Kennett Turnpike in 1919, it became the last turnpike in Delaware to eliminate tolls.

ASSOCIATED RESOURCES

Roadway

Kennett Pike represents a rich layered history spanning nearly 200-years. Since its initial construction in 1811, road improvements were made by Pierre S. du Pont in 1919. Du Pont altered the road grade, surface, and alignment, removed a few historic features, and added lanes of deciduous trees. Later in the century, traffic safety modifications such as wide shoulders and bike lanes were added. Nonetheless, the Pike's key character-defining features such as topography, road layout, roadside visual character, viewsheds, cultural landscape and historic resources remain intact.

Turnpike Structures

The Columbus Inn on Pennsylvania Avenue in Wilmington once served as the first tollhouse that travelers encountered on their journey from Wilmington north into Pennsylvania. When the City's growth necessitated moving the toll further north, a house at the intersection of Breck's Lane was chosen. This house remains as a residence; albeit moved to a new location further down Breck's Lane in 1920. At the northern end of the turnpike, the toll collection point was located just south of Lower Brandywine Church. In 1920, this structure was moved across Kennett Pike to the Winterthur property. Although neither tollhouse is located on its original site, the survival of the buildings and the archeological potential of the sites represent associative and interpretive significance.

Although stone structures such as bridges and culverts were often the most impressive aspects of period turnpikes, none of these structures have survived along the Kennett Pike corridor. Twentieth century population growth and overland traffic triggered road improvements that unfortunately did not preserve these early structures. The reconstruction of the road following du Pont's 1919 purchase resulted in the loss of structures related to the nineteenth-century turnpike engineering. One of the few

extant 1811 features are four of the original seven stone mileage markers in various locations throughout the corridor.

Commercial Centers

Business opportunities grew as settlements developed along Kennett Pike. Commercial areas developed in the Delaware communities of Centreville, Greenville, and Wilmington, and in the Pennsylvania communities of Fairville, and Hamorton and Chadds Ford In Delaware, the small crossroads village of Montchanin also developed along Montchanin Road. Other than the City of Wilmington, the village of Centreville was the most developed community along the corridor. It served as the town center for northern Christiana Hundred, a political unit similar to the townships found in other states. By the late-nineteenth century, Centreville featured two hotels, a post office, a school, a blacksmith shop, a doctor's office, a community hall, and many residences.

Taverns and Hotels

Like most period transportation corridors, Kennett Pike travelers were served by a series of taverns. Today, these taverns seem surprisingly close geographically, but in the early-nineteenth century, overland travel was a slow process. Stopovers were essential to the road's function. Surviving tavern buildings include the Columbus Inn on Pennsylvania Avenue in Wilmington, the Buck Tavern in Greenville, and the Spread Eagle Tavern (also known as Line House) at the Delaware-Pennsylvania state line. The Columbus Inn is in its original location and continues to function as a restaurant. Although the Buck Tavern was moved from its original location, it survives in a nearby residential area. The Spread Eagle Tavern is a private residence. Another important tavern is Hagee's Tavern, located a short distance from the corridor in Henry Clay Village. The survival of these significant architectural resources supports the Byway's historic intrinsic quality.

Houses of Worship

Religious buildings began to appear along Kennett Pike in the late-eighteenth and early-nineteenth centuries. Christ Church (Christiana Hundred), Greenhill Presbyterian Church, Lower Brandywine Presbyterian Church, and St. Joseph on the Brandywine Roman Catholic Church were early churches built along the corridor. The 1796 Center Friends Meeting, located on Center Meeting Road, halfway between Kennett Pike and Montchanin Road, replaced a 1711 building. It is listed on the National Register and has been recorded by the Historic American Buildings Survey (HABS). These churches and meetinghouses, some of the most architecturally significant buildings in New Castle County, support the Byway's historic intrinsic quality.

THEMATIC CONTEXT 5 – URBANIZATION, 1870-1950

In the late-nineteenth century, the City of Wilmington grew as an industrial, commercial, and transportation center. With the expansion of industry along the creek, new working-class residential neighborhoods and commercial areas developed. Immigrants from European nations were drawn to these neighborhoods, and established enclaves that preserved their cultural traditions.

In the early-twentieth century, the Du Pont Company oversaw development of Rodney Square in Wilmington as a focus of civic activity. The old New Castle County Courthouse was demolished, a park created in its place, and monumental new buildings constructed around the park. These changes, which included the construction of the Hotel du Pont, reflected the growing international commercial and industrial stature of the City. The Playhouse Theatre was built a few years later with the expansion of the Du Pont Building. All along the byway, planned residential neighborhoods were established to house corporate white-collar employees. Based on Beaux-Arts and Garden City planning traditions, these neighborhoods were organized around transportation by streetcars and automobiles. Many of these neighborhoods have been recognized as National Register Historic districts. They are significant not only for their architecture and urban planning, but represent the Byway's continued influence on the growth of the region.

ASSOCIATED RESOURCES

Urban Street System

The urban street system of downtown Wilmington reflects the densely developed, mid-to-late-nineteenth century development patterns focused on the needs of carriages, wagons, streetcars, and railroads.

Rodney Square

In the early twentieth century, Rodney Square was developed as a center of civic activity. The design of the square and the monumental Hotel du Pont, the Wilmington Institute Free Library, the Federal Courthouse, and the U.S. Post Office (now a Wilmington Trust building) reflected the international stature that major corporations had brought to the city.

Office Buildings

The construction of the Du Pont Company headquarters building from 1906 to 1907 was emblematic of an era that saw the construction of many large office buildings in downtown Wilmington, especially above 9th Street. The Delaware Avenue YMCA, which was built in the Moorish style, was one of these buildings. The tradition of impressive office buildings continues today along the Delaware Avenue portion of the byway and contributes strongly to the byway's character in downtown Wilmington.

Working-Class Neighborhoods

Surrounding the downtown Wilmington were working-class residential neighborhoods related to the city's commercial and industrial expansion. These neighborhoods grew in tandem with the industries that supported them. Immigrants established strong cultural identities for their neighborhoods, which were often centered on houses of worship. Commercial areas contributed to the fabric of these neighborhoods. With the decline of factories and mills in the mid-to-late twentieth century, residential areas suffered decline as well. Urban renewal in the 1960s and 1970s resulted in significant changes to Wilmington's urban fabric, including areas adjacent to the byway. Construction of Interstate 95 between Adams and Jackson Streets resulted in the demolition of several blocks of homes and businesses.

Planned Residential Neighborhoods

In the early twentieth century, planned neighborhoods were developed along Delaware and Pennsylvania Avenues. These included Wawaset Park, Kentmere Park, Rockford Park, Highlands, and Westover Hills.

Houses of Worship

In the late nineteenth century, as many of Wilmington's wealthy citizens moved to Delaware and Pennsylvania Avenues, many religious groups moved their houses of worship to this area of the city or replaced older buildings with larger ones in the latest architectural styles. Most were built of substantial materials such as stone and brick. Examples include Church of the Holy City (Swedenborgian), Holy Trinity Episcopal Church, and Westminster Presbyterian Church.

Commercial Areas

With the growth of urban Wilmington, commercial areas grew to support adjacent neighborhoods. Although much redevelopment of the commercial areas along the byway has occurred, the "Union Park" area of automobile dealerships, restaurants, and other establishments has maintained its commercial character. Union Park still retains its twentieth century art deco building as an historic landmark.

THEMATIC CONTEXT 6 – AMERICAN COUNTRY ESTATE, 1900-1950

With the growth of the Du Pont Company as an international explosives and chemical company in the early twentieth century, the wealth and social stature of du Pont family members and other business leaders grew as well. With the byway roadways as their spine, the countryside north of Wilmington became the location of country estates.

Due to the Du Pont Company's reorganization, a huge increase in sales income, and the closing of the mills at Hagley, individual family members amassed substantial land and personal wealth. The company already owned a considerable amount of property in northern Christiana Hundred, much of which was divided among the family. Other members of the du Pont family purchased two, three, or four unrelated contiguous farms to create estates, most often near relatives. Over the following decades, these families developed country estates with large mansions, agricultural complexes, gatehouses, tenant houses, cropland, and pastureland. This estate landscape formed the basis for the unique character of today's byway.

By the 1940s and 1950s, many du Pont families began to develop trusts to manage their estates in perpetuity by creating a range of social and cultural institutions. Prominent cultural institutions in the area include the Delaware Museum of Natural History, Hagley Museum and Library, Longwood Gardens, Nemours Mansion and Gardens, Winterthur, Delaware Art Museum, Delaware Children's Theatre, Delaware Center for Horticulture, Du Pont Playhouse, and Opera House. Other significant properties along the corridor include the Alfred I. du Pont Hospital for Children, Biderman Golf Course, Methodist Country House (a retirement community), Gibralter, Oberod, Goodstay House and Gardens and Wilmington Country Club.

The history of Kennett Pike itself is directly related to the landscape of du Pont country estates. In 1919, Pierre S. du Pont purchased the Wilmington and Kennett Turnpike from its shareholders. Over the next few years, he expanded the road's right-of-way, reconstructed it and deed restricted it before selling the road to the state for one dollar. Fortunately, one of the deed restrictions prohibited billboards helping to preserve the road as a future state or national scenic byway. A number of small farmhouses along the route were demolished, tollhouses were moved, and new landscaping was installed. This landscaping, including prominent rows of sycamore trees, has strongly influenced the image of the road in the minds of residents and visitors.

ASSOCIATED RESOURCES

Kennett Pike

Today's Kennett Pike is a direct outgrowth of the estate landscape associated with the byway. As noted above, the roadway was purchased by Pierre S. du Pont in 1919 and reconstructed before being sold to the state for one dollar.

Estate Houses

Houses and gardens remaining from the period of country estates are among the most significant and prominent resources along the byway. Some of these houses were expanded from early farm dwellings. Others were custom creations in the architectural styles of the period, and many of them included formal gardens. The many publicly accessible estates and gardens have become signature attractions in the Brandywine Valley. The country estates of the corridor also influenced the later development of exclusive subdivisions.

Winterthur, Longwood Gardens, and Nemours are the most recognizable of the early twentieth century du Pont estates. Longwood Gardens is located along the U.S. Route 1 corridor on the Pennsylvania section of the byway. Nemours is located just east of the Brandywine Creek on Route 141. Another important estate was the Lunger mansion (called Oberod), which is now a conference center operated by the Episcopal Diocese of Delaware. Historically, the Oberod property extended along Kennett Pike between Snuff Mill and Burnt Mill Roads near the Delaware-Pennsylvania border.

Estate Landscape

The landscape of country estates still influences the appearance of the byway corridor. The composition of the landscape, with its gardens, country lanes, barns, pastureland, hedgerows, and woodlands, is still evident today. Farming operations, however, have largely ceased in the corridor.

Gardens

In the byway corridor, landscaped gardens are an essential component of the historic landscape associated with country estates of the early twentieth century. Noted landscape architects such as Marian Cruger Coffin (1876-1957) designed numerous gardens in the area. Her work includes gardens at Mount Cuba and Winterthur in the northern part of the corridor, and at Gibraltar in the City of Wilmington.

Another significant garden in the City of Wilmington is Josephine Gardens, located in Brandywine Park. Gardens are also found at Hagley Museum and Library, Nemours, Oberod, and the University of Delaware's Goodstay Center. The best-known garden in the corridor is at Longwood Gardens, on the Pennsylvania segment of the byway. This garden is located on the former country estate of Pierre S. du Pont, who was chairman of the Du Pont Company from 1919 to 1940.

Outbuildings

Many of the outbuildings associated with country estates have been adaptively reused in accordance with the needs of current owners. Some of these outbuildings are associated with earlier farmsteads. Others, such as early twentieth century horse and dairy barns, were constructed to meet the specific needs of the estates.

Institutions and Open Space

Many of the institutions that developed from country estates are now the stewards of a large portion of the byway landscape. The open vistas of Methodist Country House, Wilmington Country Club, and Winterthur are associated with the estate landscape of the early twentieth century. In the minds of many residents and visitors, these views are the prototypical images of the Brandywine Valley landscape.

THEMATIC CONTEXT 7 – RURAL-SUBURBAN DEVELOPMENT, 1950-PRESENT

Beginning in the 1950s, as some of the large landholders in the region began to sell portions of their properties, residential developers saw an opportunity to meet the demand for executive housing near Wilmington. As companies such as Du Pont and Hercules continued to expand, their managers sought custom suburban homes within the prestigious landscape of county estates. Small, exclusive suburban residential developments were created along the corridor, influencing and adding to its character. This pattern of rural-suburban subdivisions is now the dominant development pattern along the byway. Commercial development along the northern part of the byway corridor has been largely limited to villages such as Greenville and Centreville, with much smaller outposts in Montchanin and elsewhere.

ASSOCIATED RESOURCES

Residential Subdivisions

Since the 1950s, a number of small subdivisions of five to ten homes each have been constructed along the byway, taking advantage of the area's open spaces and scenic views.

Suburban Vegetation

Much of the existing vegetation that visually defines the character of the byway was planted when smaller subdivisions were constructed along the corridor on Kennett Pike.. Most of these homes are set back far from the roadside and cannot be seen through the green buffers along the roadside. Mature vegetation not only screens the suburban homes from view, but limits the previously wide-open vistas of surrounding landscape. Though views remain at key locations along the corridor,

suburban vegetation has become a key component of the byway's landscape character. Along most of Route 100 natural vegetation, forested lands and open vistas still dominate the landscape.

Apartment Buildings

In the second half of the twentieth century, Wilmington's growing population led to the construction of high-rise and garden apartments along major transportation corridors. On Pennsylvania Avenue, high-rises such as Luther Towers and the Devon changed the scale of the roadway and created a more urban landscape in older neighborhoods of single-family homes. Further from Wilmington, the construction of Monroe Park Apartments (now called Greenville Place) added hundreds of new housing units in Greenville, a village that once had only a small post office and railroad station.

Commercial Centers

With the increased influence of the automobile, commercial centers have become a significant presence along the byway. In the City of Wilmington, automobile dealerships and restaurants in the "Union Park" area have established a strong visual presence. Further north, the village of Greenville has become a focus of upscale suburban commercial development. The villages of Centreville and Montchanin have utilized their historic character to create small-scale visitor attractions featuring lodging, dining, and shopping.

STATUS AND INTEGRITY OF RESOURCES

A combination of official recognition, informal interpretation, and physical integrity gives the Brandywine Valley Scenic Byway the ability to interpret significant trends in American history. The significance of the corridor's historic resources has already been recognized by federal, state, and local preservation programs. Many of these historic resources retain a high degree of historical integrity.

The Delaware Historic Preservation Office, together with New Castle County and the City of Wilmington, has surveyed hundreds of historic buildings and archeological sites in the corridor. Many of these resources are individually listed on the National Register of Historic Places. In addition, more than twenty National Register Historic Districts have been recognized in the corridor. The City of Wilmington has also designated several local historic districts adjacent to the byway. An appointed Design Review Commission reviews changes within the city's historic districts, and a Preservation Review Board serves a similar role in New Castle County. Individually surveyed historic resources and designated historic districts in the vicinity of the byway are shown on the *Brandywine Valley Byway Features* map at the end of this chapter, and are listed in an appendix to this study.

Several institutions along the corridor have contributed to the interpretation of themes central to the history and significance of the byway. These institutions, which have a strong tradition of stewardship, own a number of the most significant historic resources along the byway. In the Delaware portion of the byway, Winterthur and the Hagley Museum and Library have voluntarily maintained and

rehabilitated a variety of historic buildings on their properties. Longwood Gardens has undertaken a similar stewardship role in Pennsylvania. All three institutions own several hundred acres within the corridor.

5.4 Secondary Intrinsic Quality: Cultural

The Brandywine Valley has developed a unique cultural identity that is based on the history of its people and the character of its landscape. The cultural identity of the valley is embodied by the many cultural institutions located along the byway. The du Pont and Bancroft families created a number of these institutions, which also resulted from the growth and prominence of industry, business, and commerce in Wilmington. Many of these institutions were created from the country estates adjacent to the Brandywine Valley Scenic Byway. These institutions are the stewards of large portions of the landscape along the byway, and the landscape they maintain is crucial to the byway's scenic and historic character.

The rolling landscape of the Brandywine Valley has been made famous through the work of the Brandywine School of artists. Best known through the paintings of the Wyeth family (N.C., Andrew, and Jamie), the Brandywine School has a strong landscape orientation. The images of historic farm buildings and agricultural landscapes portrayed by the region's artists have made an indelible mark on the consciousness of the nation and on the character of the Brandywine Valley. The importance of this image is deeper than its visual appeal; it has become central to the cultural identity of the region. Key institutions directly related to the cultural identity, history, and legacy of the Brandywine Valley and the byway include the following:

CITY OF WILMINGTON CULTURAL RESOURCES

Delaware Art Museum
Located in the Rockford Park residential area just east of the Pennsylvania Avenue portion of the byway, the Delaware Art Museum is a key cultural attraction within the city. Heirs of Samuel Bancroft, Jr., donated a large tract of land to the Society of Fine Arts to establish this museum. His bequest also included an extensive collection of photographs and Pre-Raphaelite paintings. Pre-Raphaelite painters were inspired by work of artists who painted before Raphael's time. The Pre-Raphaelite philosophy also extended into the realms of decorative arts, architecture, and poetry.

Delaware Center for Horticulture
The Delaware Center for Horticulture improves the quality of life in Delaware by promoting knowledge and appreciation of gardening, horticulture and conservation. Major program areas focusing on the urban environment are greening initiatives, such as community gardens, public landscaping and tree programs, and education programs. The center and garden is located in the Trolley Square neighborhood of Wilmington, adjacent to Brandywine Park and houses an excellent horticultural library.

Delaware Children's Theatre

The Delaware Children's Theatre is located in a historic building that once served as the Wilmington New Century Club. The theater, which is listed on the National Register, is located on Pennsylvania Avenue near Interstate 95, a gateway to the Brandywine Valley Scenic Byway. The company presents a wide range of classical and modern family-oriented productions. The season runs from late September to May. During the summer, the theater sponsors workshops for children.

Gibraltar Mansion and Gardens

Gibraltar is a prominent Italianate mansion located on Pennsylvania Avenue in Wilmington. The property includes a nationally significant garden and is one of the largest pieces of open space remaining within city limits. The mansion, which was once the country retreat of Philadelphian John Rodney Brinckle, was purchased by H. Rodney and Isabella du Pont Sharp in 1908.

In 1920, the Sharps hired renowned landscape architect Marian Cruger Coffin (1876-1957) to design Gibraltar's formal gardens. Coffin was one of the most accomplished landscape architects in the United States at a time when few women were working in the field. A close personal friend of Henry Francis du Pont, Coffin designed the formal gardens at du Pont's Winterthur estate. She also designed the gardens at Mt. Cuba, a du Pont estate in the vicinity of Hoopes Reservoir, and designed the southern part of the mall at the University of Delaware in Newark.

In 1995, when Gibraltar was seriously threatened with development, it became the subject of an intensive preservation effort led by Preservation Delaware, Inc. (PDI). Through the generosity of the Sharp family, the funding of the Delaware Open Space Council, and the leadership of PDI, the six-acre house and garden have been preserved in perpetuity. PDI, the property's owner, holds a preservation easement on the property, as well as a view easement along the northern part of the property. These easements were funded by the Open Space Council at the time of the original funding package. Gibraltar's gardens are now open to the public, and plans are being considered for the adaptive reuse of the mansion. The building was listed on the National Register in 1998.

Playhouse Theatre

The Playhouse Theatre opened in 1913 when the Du Pont Building (of which it is a part) was expanded. Once Wilmington's only legitimate theater and a popular stop for pre-Broadway performances, it continues as a live theater venue. It has recently been renamed the Du Pont Theatre.

Urban Environmental Center

Wilmington's Urban Environmental Center is located on the grounds of an historic horse stable near the Market Street Bridge over Brandywine Creek. Together with sites in two other cities, the Urban Environmental Center hosts an EPA program called the Student Environmental Development Program (SEDP). The SEDP is a community-based, multi-media, cross-cultural, environmental education and outreach program that uses a holistic approach to teach inner-city students about environmental issues that are prevalent in urban communities.

Wilmington Institute Free Library

The Wilmington Institute Free Library was completed in 1923 on the south side of Rodney Square. The library building was designed to reflect the monumental style of the Hotel du Pont, the Federal Courthouse, and the U.S. Post Office, which anchored other sides of the square. Together, these buildings gave Rodney Square the civic importance that its designers intended. The land for the library building was contributed by Pierre S. du Pont. An endowment provided by William P. Bancroft in 1893 continues to support the library.

KENNETT PIKE AND MONTCHANIN ROAD CULTURAL RESOURCES

Delaware Museum of Natural History

Founded by John E. du Pont and built in 1972, the Delaware Museum of Natural History is one of the region's fastest growing educational and cultural attractions, hosting over 60,000 visitors a year. Here, visitors can investigate several regional and global habitats, visit Delaware's only permanent dinosaur display, cross over a coral reef, stroll through a butterfly garden, or visit an African watering hole. The museum's scientific collections of birds and shells are among the top ten in the United States. With nearly 36,500 clutches, the bird egg collection is the second largest in North America. Exciting educational programs make full use of the exhibits, collections, and the ten-acre "outdoor classroom." The museum, a key resource along the Brandywine Valley Scenic Byway, is located on Kennett Pike near Winterthur.

Goodstay Center and Gardens (University of Delaware)

The Goodstay Center is an historic house and the other large area of open space on the Byway within the city limits. It is located on Pennsylvania Avenue, across the street from Gibraltar. The grounds feature a magnificent garden with perennials, boxwoods, magnolias, and woodlands connected with gravel paths. In addition to functioning as a conference center and satellite campus, the Goodstay Center houses the Lincoln Room, an archive containing 2,000 items related to President Abraham Lincoln's life and career. Goodstay also serves as the University of Delaware's Wilmington Campus and the home of the Academy of Lifelong Learning. The lawns surrounding the house and garden contribute to the "campus" character of this portion of the byway.

Hagley Museum and Library

The birthplace of the Du Pont Company, Hagley features the original du Pont mills, estate, and gardens on 235 acres. This is where the du Pont story and the Du Pont Company began. Hagley is the site of the original gunpowder works founded by E.I. du Pont in 1802 At the home site of this early American industry visitors can tour working restored gunpowder mills, the mill workers community and the ancestral home and gardens of the du Pont family. Hagley is central to the story of the corridor and is a well-known visitor attraction. Its beautiful setting on the Brandywine Creek illustrates the relationship between the history of the corridor and its natural qualities. The Hagley Library is one of only eighteen members in the country of the Independent Research Libraries Association and is the repository for the records of more than 1,000 businesses and associates, including many which

document the industrial growth of the region. In addition to being listed on the National Register of Historic Places, Hagley has been recognized as an Historical Mechanical Engineering Landmark by the American Society of Mechanical Engineers. The Department of the Interior has also designated a National Recreation Trail on the property.

Nemours Mansion and Gardens

Nemours was the 400-acre estate of Alfred I. du Pont, a Du Pont Company chairman who played a prominent role in the growth and development of the company during the early twentieth century. The estate is located on the east side of the Brandywine Creek, off Route 141 near Hagley. The mansion is a Louis XVI-style chateau furnished with antique European furniture, rare rugs, tapestries, and a variety of artworks. Gardens are laid out in the traditional French style around the house. A carillon plays for fifteen minutes twice a day and rings Westminster chimes on the quarter hour. The estate is now the home of a prominent medical institution, the Alfred I. du Pont Hospital for Children (once known as the A.I. du Pont Institute).

Although it is located outside the byway corridor, the Blue Ball Barn on Concord Pike (U.S. Route 202) is a contributing structure to the Nemours Historic District. This barn, which was recently acquired by the state, is under renovation to create a multi-use facility available for public meetings and other gatherings. This building is a rare surviving example of state-of-the-art dairy technology from the early twentieth century.

Winterthur

This "American Country Estate" includes the Winterthur Museum, Garden, and Library. Winterthur began in the early nineteenth century as the estate of Antoine Biderman and Evelina du Pont. The mansion was later modified and expanded by several generations of the du Pont family. Beginning in the 1920s, the last owner to live on the estate, Henry Francis du Pont, collected early American furniture and decorative arts. For two decades, he gradually converted his home into a showplace for his collection. In 1951, he opened the old estate as a museum. At that time, he also started an educational program that later grew into two separate graduate programs. These programs are now operated in association with the University of Delaware in Newark.

Although the Winterthur estate once encompassed 2,100 acres, it is now comprised of 979 acres, much of which is maintained as open space, and was recently put under a conservation easement through the advocacy of the Brandywine Conservancy and the Brandywine Valley Scenic Byway Advisory Committee. Approximately 53 acres of the property are wooded. The property includes several farmhouses, some of which were built before the estate was created from several smaller farms. Surrounding the mansion is one of America's most celebrated gardens, which were designed by Marian Cruger Coffin, a well-known landscape architect. This naturalistic garden makes use of the land's existing topography and woodland context to inspire its design. Since the museum was opened to the public, three major facilities have been added to the site. In the late 1960s, a wing housing a library, classrooms, and conservation laboratories was added to the mansion. Later, a visitor

center housing a shop and cafeteria was built a short distance from the house. In the 1990s, a large gallery wing was added to the museum building.

PENNSYLVANIA CULTURAL RESOURCES

In Pennsylvania, two key cultural attractions closely associated with the Brandywine Valley Scenic Byway are located on Baltimore Pike (U.S. Route 1) within a short distance of its intersections with Kennett Pike and Route 100 (Montchanin Road). When the byway is extended into Pennsylvania, these attractions will become the primary destinations at the northern end of the byway, completing a loop to and from the City of Wilmington. These attractions are:

Brandywine Conservancy / Brandywine River Museum

A museum incorporating a historic nineteenth-century mill is the home of a collection featuring the work of the Brandywine School of artists, including three generations of the Wyeth family. The Brandywine River Museum is a key cultural attraction in the region and has been instrumental in promoting public awareness of the Brandywine Valley. The museum is located at the intersection of Creek Road (Route 100) and Baltimore Pike (U.S. Route 1) in Chadds Ford, Pennsylvania. The office of the Brandywine Conservancy, which owns the museum, is located adjacent to the museum building. The Conservancy promotes stewardship of the region's environment, sponsors environmental programs, offers consulting services, and works to acquire conservation easements and open space. The Conservancy owns easements on a number of properties along the byway.

Longwood Gardens

Longwood Gardens was the county estate of Pierre S. du Pont, chairman of the Du Pont Company from 1919 to 1940, during the firm's transformation into an international chemical company. He also served as chairman of General Motors from 1920 to 1929. His residence at Longwood, now called the Pierce-du Pont House, is an expanded eighteenth century Pennsylvania farmhouse. The house now contains the "Heritage Exhibit," a museum display interpreting regional horticultural history, Mr. du Pont, and the development of Longwood Gardens. Part of Longwood's property was originally a William Penn land grant to the Pierce family of Quakers, who farmed the land and started one of the earliest arboreta on the east coast. Parts of the arboretum still exist as a core part of Longwood Gardens.

At Longwood, Pierre du Pont created an extensive garden and horticultural facility that has become the world's premier horticultural display garden and the most popular visitor attraction in the Brandywine Valley. Longwood is the steward of 1,050 acres that include diverse yet interconnected outdoor garden experiences, a four-acre conservatory, elaborate fountains, performing arts events, and seasonal festivals. Longwood manages a significant portion of its acreage as open space, preserving the rural cultural landscape of southern Chester County, Pennsylvania. Following Mr. du Pont's vision, Longwood also offers an extensive range of learning opportunities in horticulture and related disciplines.

In addition to his activities at Longwood, Pierre du Pont purchased Kennett Pike in 1919 and widened, reconstructed, and landscaped the roadway, which he traveled regularly from his weekend home to his permanent residence at the Hotel du Pont, and to his office in Wilmington.

5.5 Scenic Qualities

The State of Delaware's systematic approach to land acquisition, along with two major land trusts working in the area – the Brandywine Conservancy and the Delaware Nature Society – has resulted in significant land protection along the byway corridor. These lands include state parks and nature preserves, as well as privately held lands that are protected by conservation easements. In addition, several institutions such as Winterthur and the Hagley Museum and Library have chosen to maintain a significant portion of their properties as open space. The voluntary efforts of local landowners, together with ongoing programs to acquire and preserve open space in the Brandywine Valley, help to ensure that the plentiful scenic, recreational, and natural resources currently found in the area will remain intact for future generations.

Most of the Brandywine Valley Scenic Byway lies within the piedmont physiographic province, which is characterized by low, rolling hills. The landscape is relatively flat at the heavily developed southern terminus of the byway, and then becomes hillier around Centreville. Local travel and real estate literature refers to this area as "Chateau Country," because it is characterized by large estates, pastureland, and wooded terrain.

Travelers on the Brandywine Valley Scenic Byway enjoy a unique visual experience. The Kennett Pike portion of the byway follows the ridgeline between the Brandywine and Red Clay Creeks. Much of Kennett Pike is lined with mature trees, which give it the appearance of a parkway. From Centreville to Greenville, the road's shoulders are wide. The Montchanin Road portion of the byway is more narrow and winding, and is lined with woodlands and pastureland.

SCENIC VIEWS

The Brandywine Valley Byway Corridor Definition map at the end of Chapter 3 illustrates the general extent of views from the byway. Views along the byway generally fall in the foreground to mid-ground range, and are limited to distances of less than half a mile. The low-relief terrain, combined with extensive tree cover, limits the distance (but not the quality) of the scenic views from the byway. Chapter 3 describes the visual experience of each of the byway's landscape segments.

The *Corridor Definition* map identifies high-quality, open views of the landscape based on the 1987 *Brandywine Valley Scenic River and Highway Study* produced by the New Castle Department of Planning. This study identifies visually significant areas according to landscape categories (woodland, meadow, and wetlands), landforms, and scenic vista points. The study also analyzes the region's geology,

hydrology, topography, vegetation, wildlife habitat, as well as historic and cultural resources. The views identified in both the 1987 study and The Corridor Definition map are consistent with those listed in The Byway Landscape Plan and Historic Landscape Report.

In the preparation of this application, visually significant areas identified in the 1987 study were revisited, and the locations of scenic views were confirmed. Scenic views were also identified along the byway within the City of Wilmington's corporate limits, an area that was not included in the 1987 study.

On the *Corridor Definition* map, the approximate locations of scenic views along the byway are marked with bold arrows. The map also presents a two-tiered viewshed analysis of the corridor: the general extent of all views is shaded in light gray, and high-quality views are shaded in dark gray. The following high-quality, open views were identified along the byway:

HIGH-QUALITY VIEWS IN THE CITY OF WILMINGTON

Bancroft Parkway

Views of Bancroft Parkway east and west of Pennsylvania Avenue offer a pleasing contrast of vegetation types. The mature, healthy street trees on the parkway frame views of the flat, expansive, manicured grass median. This area lies outside the area included in the 1987 study.

Goodstay Center and Gardens (University of Delaware)

The view west on Pennsylvania Avenue toward Greenhill Avenue includes a variety of attractive vegetation. The mature, healthy street trees on Pennsylvania Avenue contrast with athletic fields owned by Tower Hill School. This area lies outside the area included in the 1987 study.

Rodney Square

Views of Rodney Square at 11th and Market Streets in downtown Wilmington are significant due to the variation and quality of architecture, balanced with mature street trees and public open space. This area lies outside the area included in the 1987 study.

HIGH-QUALITY VIEWS ON KENNETT PIKE

Brook Valley Road

Between Brook Valley Road and Campbell Road (Route 82), the open landscape and wetlands of the scenic Twin Lakes property are clearly visible. It is the first large du Pont estate and open space on the Byway as you leave the village of Greenville and head out into the countryside. Five generations of du Ponts have lived here and the viewshed has remained largely the same. Sixty two acres of the property was recently sold to the State of Delaware to preserve it as open space. Children and families can be seen skating on the ponds creating a bucolic winter scene. This view still retains the characteristics that identified it as a visual accent in the 1987 study. For about

200 years a colonial pear tree grew near the entrance to Twin Lakes (see photo in Historic Report) and became a landmark on the Scenic Byway. The old tree was patched and repaired with cement but, it finally came down in 1967. A new pear tree grows in its place from the old roots. The old pear tree was carefully avoided when the road shoulders were widened and was allowed to remain as an historic landscape feature.

Canby Park

The pasture north of Center Meeting Road and Twaddell Mill Road is a scenic view that was not identified in the 1987 study. Despite that fact, this view is significant because it includes a grassland meadow, an important environmental feature.

Lower Brandywine Church

Lower Brandywine Church and Cemetery between Old Kennett Road and Pyles Ford Road is a significant historic resource as well as a high-quality view. The church, the cemetery, and the trees on the property (especially oaks and cherries) were identified as visual accents in 1987. North of the Lower Brandywine Cemetery is a view of a pond, long meadow, and nineteenth-century bank barn. This view is one of the most-reproduced scenes along the byway.

Snuff Mill Road

North of Snuff Mill Road is a pasture that was once associated with the Oberod estate, an extensive property that includes the Lunger mansion built in the late 1920s. The 1987 study identifies this location as a "vista point."

Wilmington Country Club and Winterthur

Views east toward Wilmington Country Club and Winterthur between Campbell Road and Pyles Ford Road were identified in the 1987 study as one of the scenic highlights of the area.

HIGH-QUALITY VIEWS ON MONTCHANIN ROAD

Many of the views along Montchanin Road are enclosed by trees. Locations of open views include the following:

Brandywine Creek State Park / Winterthur

A series of views between Adams Dam Road and the railroad bridge at Guyencourt Road is highly significant to the character of the byway. The 1987 study identified this area as "one of the most powerful and visually significant landforms in all of Delaware: the Great Breadloaf Hill opposite the Adams Dam Road intersection." Other visual accents identified in the 1987 study include a large white oak tree, a grove of tulip, beech, and oak trees, and two bridges. Although the bridges at this intersection have now been replaced, the new bridges evoke the character of earlier bridges.

Smith's Bridge Road

The 1987 study identifies the intersection of Montchanin Road and Smith's Bridge Road "as perhaps the most visually significant crossroads landscape of the entire area… [T]his juncture features a wealth of field, forest, swampland, large trees, stone bridges, and old buildings and barns."

Twaddell Mill Road
Views north of Twaddell Mill Road near the Delaware-Pennsylvania state line include a grassland meadow. Although this view was not identified in the 1987 study, it appears to meet the criteria for a scenic view.

PRESERVATION OF SCENIC VIEWS

Delaware's State Resource Areas (SRA) program is administered by the Division of Parks and Recreation's Land Preservation Office. Its purview includes 250,000 acres, including protected federal, state, local, and private conservation lands. The Land Preservation Office also works to identify potential additions to these areas, which now total approximately 125,000 acres. Potential State Resource Areas are targeted for protection through purchase, donation, and conservation easements.

Major protected areas of open space along Kennett Pike and Montchanin Road include:

Kennett Pike south of Center Meeting Road
South of the intersection with Center Meeting Road is a series of privately owned parcels that feature an impressive row of linden trees. A total of 23 acres of this land is protected from development.

Montchanin Road between Adams Dam and Guyencourt Roads
Much of the area between Adams Dam Road and Guyencourt Road is protected from development, including Brandywine Creek State Park and other publicly owned parkland. Additional parcels of privately owned land are protected by conservation easements or land trust holdings. The Winterthur property which borders Montchanin Road is protected from development by a conservation easement and portions of the property are included in a local historic district.

Montchanin Road near Smith's Bridge Road
North of Smith's Bridge Road, the east side and part of the west side of the corridor are protected by public and private entities. This area includes part of the Flint Woods Natural Area a protected conservation area.

5.6 Recreational Qualities

The Brandywine Valley Scenic Byway provides direct access to many outdoor recreational activities, including bicycling on the Kennett Pike Greenway and canoeing on Brandywine Creek. Other outdoor recreational activities include walking, hiking, frisbee golf, tubing, kayaking, canoeing, fishing, bird watching, sledding, and cross-country skiing. The compact size of the Brandywine Valley

allows visitors to easily combine active recreation with sightseeing, such as a visit to a museum or garden in the morning and an adventure on the creek in the afternoon.

The Brandywine Valley Byway Resources map at the end of this chapter identifies recreational lands located along the byway corridor. The map shows the following recreational areas associated with the byway.

BYWAY RECREATIONAL RESOURCES

Northern Delaware Greenway

Through the leadership of Delaware Greenways, Inc., the Northern Delaware Greenway was created in 1990. The vision for the eastern link of this greenway is to connect the Brandywine Creek to the Delaware River. This link connects local and regional destinations including parks, historic sites, museums, and tourist attractions. In the Brandywine Valley Scenic Byway corridor, the greenway connects Brandywine Creek State Park, Alapocas Woods Park (Alapocus Run), the Nemours Mansion and Gardens, the Alfred I. du Pont Hospital for Children, Hagley Museum and Rockford Park. A greenway trail also runs through Brandywine Creek State Park from Rockland Road to Smiths Bridge Road.

The Kennett Pike Greenway is key component of the Northern Delaware Greenway. It connects historical, cultural, and natural resources between Greenville and the Delaware-Pennsylvania state line. Portions of the road are a designated bicycle route. On that segment, bicycle lanes are striped on both sides of the road. Walking and jogging are also popular activities along the route. Bancroft Parkway connects the Kennett Pike Greenway with Rockford Park and other parts of the Northern Delaware Greenway.

Bancroft Parkway, another part of the Northern Delaware Greenway, is one of Delaware's earliest greenways. It crosses Pennsylvania Avenue about 1 1/2 miles from the southern terminus of the byway. The parkway is a wide tree-lined boulevard that connects Rockford Park in the north with Canby Park in the southwest. The ample shade, sidewalks, and slow speed limits are attractive for pedestrians and bicyclists.

STATE PARKS

Brandywine Creek State Park

Surrounding two miles of Brandywine Creek, Brandywine Creek State Park is located on land that was once a dairy farm owned by the du Pont family. The park is visible from Montchanin Road and contributes to the natural and scenic views in the vicinity of Adams Dam Road, where the park's entrance is located. One of the park's unique features is a series of stone walls that were constructed by Italian masons in the late nineteenth century.

Brandywine Creek State Park, which encompasses 1,000 acres, is the largest park located in the byway corridor. In 1965, it became one of the first parks in the country to be purchased with Land and Water Conservation Funds. The park

includes three designated nature preserves, Freshwater Marsh, Flint Woods, and Tulip Tree Woods. The park offers 14 miles of hiking trails, including a portion of the Northern Delaware Greenway. Fields, meadows, and streams provide opportunities for canoeing, fishing, seasonal events, and interpretive programs. The park's nature center offers programs for school groups, organizations, and other visitors.

Public recreational access is available at the park. The best stretches of canoeing water are found between Chester County, Pennsylvania and Brandywine Creek State Park in Delaware. Several companies in Delaware and Pennsylvania provide equipment for canoeing, tubing, and kayaking. Anglers also enjoy the creek, where they can find small-mouth bass, bluegill, and crappie.

Wilmington State Parks

These parks are owned by the City of Wilmington. Once managed by New Castle County, they are now a part of the state park system, which includes Alapocas Woods, Brandywine Park (which houses the Brandywine Zoo and Baynard Stadium), H. Fletcher Brown Park, and Rockford Park. All of these parks are connected by the Northern Delaware Greenway.

Alapocas Woods Park (Alapocus Run Park)

Alapocas Woods is located east of Brandywine Creek, approximately 1 1/2 miles east of Kennett Pike. Facilities on this 110-acre park include lighted softball and football fields managed by New Castle County, as well as picnic areas. A portion of the park is a designated natural area. It was recently renamed Alapocus Run Park to include the recently acquired Blue Ball park properties between Alapocas and Route 202 at Rock Manor.

Brandywine Park

In the City of Wilmington, both sides of the Brandywine Creek are included in Brandywine Park. Although this park is best known as the home of the Brandywine Zoo, it also features landscaped riverside walks, picnic areas, flowering trees, and a pedestrian bridge that offers a wonderful view in both directions. A highlight of the park is Josephine Gardens, which includes the Jasper Crane Rose Garden, the Josephine Fountain, and a cherry tree allee. The park is located a short distance from the Delaware Avenue part of the byway, adjacent to the Wilmington neighborhood of Trolley Square.

H. Fletcher Brown Park

Located adjacent to Brandywine Park, this small park provides a pavilion, outdoor seating, and scenic views of the Brandywine Creek.

Rockford Park

A 100-year-old stone water tower, which will soon be reopened to the public, creates a picturesque landmark for Rockford Park. From the tower, visitors will get a bird's-eye view of the park's large open areas surrounded by woodlands. Facilities include ball fields, basketball and tennis courts, and picnic areas. The Northern Delaware Greenway connects this park to many others in northern New Castle County. The

park is located along the Brandywine Creek in Wilmington, about 1/4 mile from Kennett Pike.

NEW CASTLE COUNTY PARKS

Canby Grove Park
Canby Grove Park in the village of Centreville is a small community park with picnic tables, swings, a slide and a jungle gym for children. The park, where a hotel stood until 1920, was donated in memory of Harry Canby by several of his friends. It is maintained by longtime Centreville resident, Edward P. Frederick, and by the Centreville Civic Association. The park is located along the Kennett Pike Greenway.

Valley Garden Park
Former pastureland along a stream valley is now the setting for Valley Garden Park, which is located off Campbell Road (Route 82), approximately 1/2 mile west of Kennett Pike. The park also includes walking paths and a nature trail. The park's landscape is a favorite subject for local artists.

5.7 Natural Qualities

A significant number of natural areas have been preserved in the Brandywine Valley, despite its proximity to the City of Wilmington. Although the preservation of resources in the valley has often focused on water quality, large woodland tracts have also been protected. Two active land trusts in the area have been instrumental in helping landowners to preserve natural lands. Together, the Brandywine Conservancy and the Delaware Nature Society have protected approximately 2,500 acres through ownership and/or conservation easements.

The locations of both protected and targeted natural lands in the byway corridor are shown on the Brandywine Valley Byway Resources map at the end of this chapter. On the map:

- Dark-green crosshatching indicates public lands that are currently protected at the federal, state, or local level;
- Medium-green crosshatching indicates private lands owned or eased to land trusts;
- Other green crosshatching indicates targeted lands, several of which have already been preserved by public or private means.

NATURAL RESOURCES IN THE BRANDYWINE VALLEY

The Brandywine Valley Scenic Byway is located near the eastern boundary of the piedmont province, where it begins to slope downward to the coastal plain. The area is characterized by steep slopes, deeply etched stream valleys, rolling hills, and narrow floodplains. The Brandywine Valley is underlain by rock that is a source of the building stone seen widely throughout the valley.

Upland soils on gently to moderately sloping lands are generally very deep, with bedrock five to ten feet below the surface. The New Castle County Natural Resources Conservation Service has characterized these well-drained soils as prime agricultural land, except where these soils are found on steep or moderate slopes.

Woodlands in the region are generally comprised of hardwood forests that have been cut two or three times or more. The upland forests are typically dominated by tulip poplar, oak, and American beech. Secondary understory species include oak and ash, with an occasional sycamore or bitternut hickory. The lowland and floodplain forests are also dominated by tulip poplar and American beech, but secondary species are more likely to be red maple, black gum, ash, and sycamore.

NATURAL AREAS

In the Kennett Pike and Montchanin Road corridors, natural areas are protected through a variety of means including voluntary private efforts, conservation easements, and ownership by non-profit groups. Several of these areas are included in the Delaware Natural Areas program. This program was an outgrowth of a 1978 Delaware Nature Society publication entitled *Delaware's Outstanding Natural Areas and Their Preservation*, which documented 101 areas that exhibit natural qualities of statewide significance. These lands are managed by a partnership between two groups:

- Delaware Department of Natural Resources and Environmental Control, Division of Parks and Recreation, Office of Nature Preserves
- Natural Areas Advisory Council

In some cases, protection of these lands is afforded by the New Castle County Unified Development Code (UDC), which identifies many of them as "Critical Natural Areas." The UDC urges cooperation between landowners, county government, and the Office of Nature Preserves in forging a protection plan for many of these sites. Not all natural areas in the Kennett Pike and Montchanin Road corridors, however, have been officially designated or protected. Some of them are private lands whose owners have voluntarily chosen to preserve a portion of their properties.

Natural areas in the vicinity of Kennett Pike and Montchanin Road include:

Alapocas Woods Natural Area (Public)
The Alapocas Woods Natural Area is a designated natural area within Alapocas Woods Park. Located east of the Brandywine Creek and approximately 1 1/2 miles east of Kennett Pike, this area is situated between the piedmont and coastal plain. As a result, it contains a unique variety of geological formations. The woods contain stands of mature oaks and tulip poplar.

Brandywine Creek State Park (Public)
The 1978 Natural Areas Inventory identified over 1,300 acres of natural areas along both sides of Brandywine Creek, of which about 1,100 acres are now protected.

About half of that land lies within Brandywine Creek State Park, and the other half is managed by land trusts, including the Woodlawn Trustees. The Delaware Nature Society has also designated three areas of the park as Delaware Nature Preserves:

Flint Woods
Although Flint Woods extends beyond the boundaries of Brandywine Creek State Park, about 155 acres of these woods are included within the park as a discontiguous parcel. A mature stand of hardwoods is found on the property. According to the 1978 Natural Areas Inventory, 215 acres of these woods have statewide significance. Conservation easements protect 44 acres of Flint Woods. The property provides a hidden, green connection between Kennett Pike and Montchanin Road.

Freshwater Marsh
Freshwater Marsh totals about 16 acres, and is located along Adams Dam Road about 3/4 mile east of Montchanin Road.

Tulip Tree Woods
Tulip Tree Woods consists of 25 acres along Thompson Bridge Road, approximately 1/2 mile east of Montchanin Road.

Hoopes Reservoir (Public)
Located off of Barley Mill Road, this 200-acre reservoir serves the City of Wilmington's water needs. Conservation easements protect the land surrounding the reservoir, which is popular with birding enthusiasts.

Jenny-du Pont Woods (Private)
Located near Brandywine Creek State Park, the Jenny-du Pont Woods is found along Montchanin Road, approximately 1/4 mile south of Guyencourt Road on the west side of the railroad line. Jenny-du Pont Woods includes 21 acres, 19 acres of which are currently protected through land trusts or conservation easements. This privately protected land contributes to the wooded character of northern Montchanin Road. In some areas, the land has been relatively undisturbed for nearly 150 years.

Nemours Foundation / Alfred I. du Pont Hospital (Private)
The Alfred I. du Pont Hospital grounds, which are located on the historic Nemours property, cover 302 acres. An 80-acre tract within this property is protected by a state-owned conservation easement. This land is adjacent to Alapocas Woods Park.

Note: What about the rest of the preserved open space adjacent to Alapocus Woods Park now called Alapocus Run that is beyond the 80 acre conservation easement and is now state park land? These are the former Blue Ball lands owned by St. Joe's Paper (related to the A.I Nemours trust) and purchased by the state a few years ago.

5.8 Archeological Qualities

Archeological resources are associated with all of the thematic contexts outlined in section 3.3 of this chapter, entitled "Primary Intrinsic Quality: *Historic*." These resources are a significant legacy of the past and have the potential to yield important information about the region's history and past cultures. Sites related to many different periods have been investigated within the corridor, and additional sites remain to be identified. The archeological resources of the Brandywine Valley are important in supporting the byway's primary intrinsic quality, *Historic*.

THEMATIC CONTEXT 1 – PRE-HISTORY AND EARLY EUROPEAN SETTLEMENT, 10,000 BC – AD 1730

Archeological investigations are the primary source of information about the cultures of American Indians who occupied the lower Brandywine Valley for thousands of years. Through the study of artifacts and features uncovered at many significant sites, patterns of occupation and cultural traditions within the region can be identified. American Indian and European trade goods are sometimes found at sites dating before 1730, giving a glimpse into the early interaction between cultures. Queonemysing, a 200-acre American Indian village that once existed near the Brandywine Creek, is an example of the many important archeological sites throughout the byway area.

THEMATIC CONTEXT 2 – AGRICULTURE AND MILLING, 1730-1880

Many of the farmsteads in the lower Brandywine Valley have been abandoned or greatly modified as the area has ceased to be agriculturally active. Information about the region's agricultural history can be obtained through archeological investigations of identified sites. Farmhouses, barns, outbuildings, farm lanes, and other features can help to explain settlement patterns and agricultural practices.

THEMATIC CONTEXT 3 – INDUSTRY, 1770-1950

Although the fortunes of many Brandywine Valley industries waxed and waned over several generations, the importance of water power made the same sites attractive for a variety of new uses. The legacies of these industries include the building foundations of workers' housing and mills, chemical residue that remains from manufacturing operations, and other kinds of tools and equipment. Investigation of these resources can provide information on the history of the sites, industrial technology, and the lifeways of the peoples who lived and worked there.

THEMATIC CONTEXT 4 – WILMINGTON AND KENNETT TURNPIKE, 1811-1919

The Wilmington and Kennett Turnpike (now known as Kennett Pike) created a significant imprint on the landscape, despite the fact that it was modified with the reconstruction of the roadway in the early twentieth century. Whenever possible,

remaining features associated with the turnpike should be identified to help explain the road's history and physical characteristics.

THEMATIC CONTEXT 5 – URBANIZATION, 1870-1950

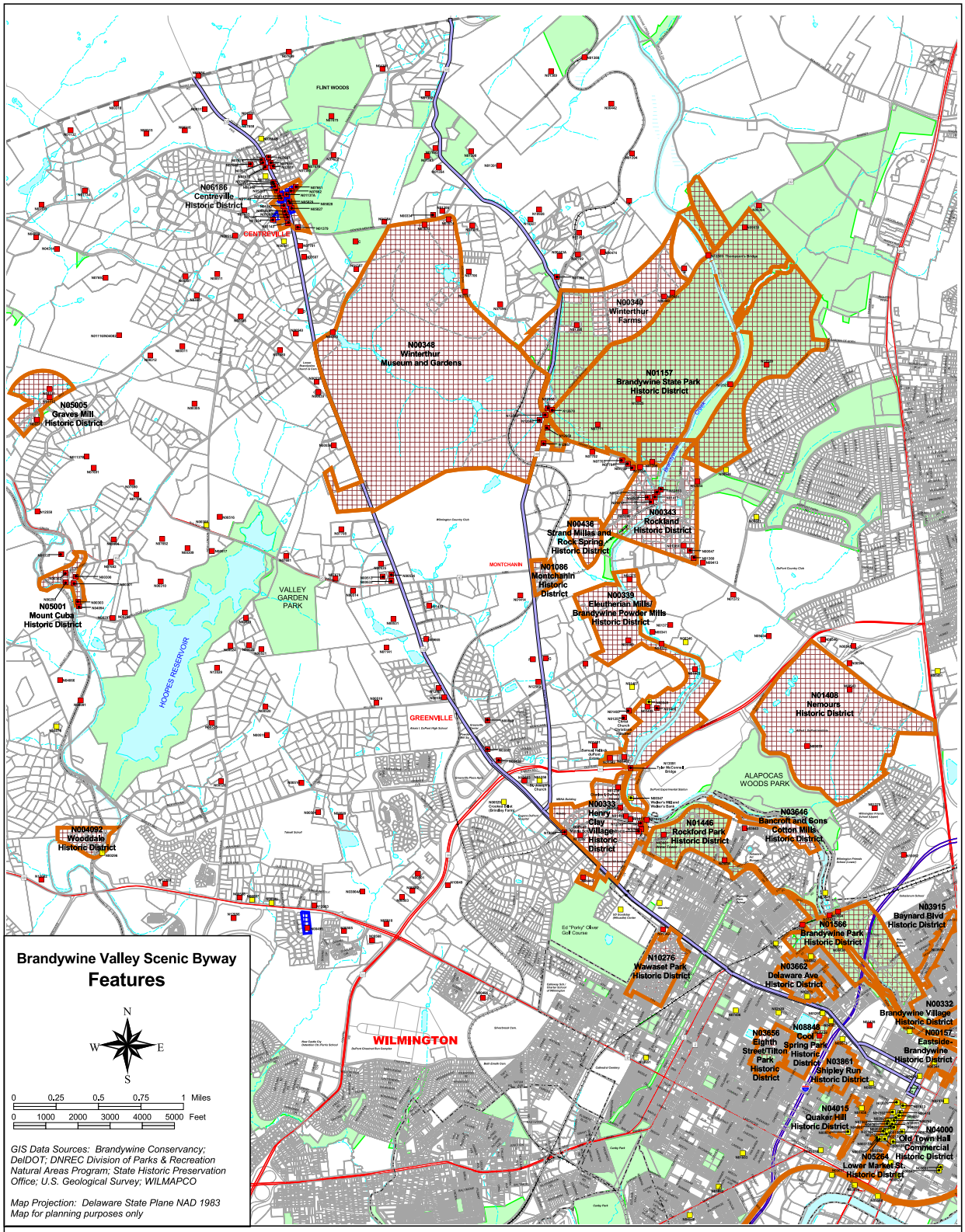
Although urban environments frequently uproot the past and unwittingly destroy the evidence of early settlement, they occasionally protect valuable resources that might otherwise be disturbed. Parking lots and building foundations can cover resources for many generations, awaiting an opportunity to be discovered in the future. A great deal about urban life during earlier periods can be learned through archeological investigations in the city.

THEMATIC CONTEXT 6 – AMERICAN COUNTRY ESTATE, 1900-1950

At the same time that country estates modified earlier farming landscapes, they also preserved these landscapes from other types of change. Archeological investigations can help to identify and record changes that have taken place on these estate landscapes over time. They can also provide information on prehistoric cultures and early farmsteads that may have existed on these properties.

THEMATIC CONTEXT 7 – RURAL-SUBURBAN DEVELOPMENT, 1950-PRESENT

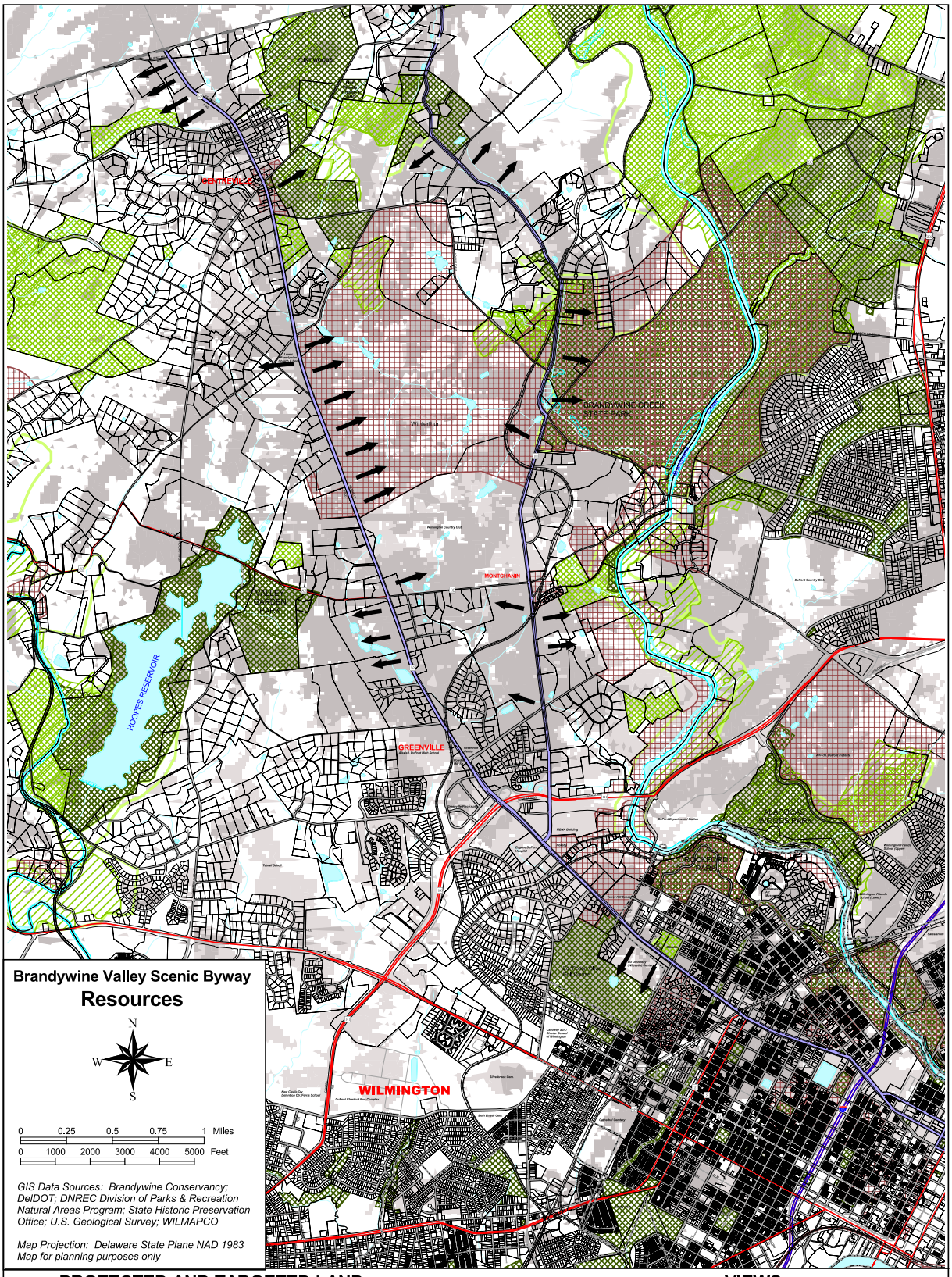
Archeological surveys undertaken before the construction of new subdivisions, commercial ventures, and road improvements can identify sites that might otherwise remain unknown. Obtaining information from these sites before it is lost can help to awaken the past, and at the same time, accommodate change.



BRANDYWINE VALLEY SCENIC BYWAY CORRIDOR PLAN
NEW CASTLE COUNTY, DELAWARE

John Milner Associates, Inc. with Lardner/Klein Landscape Architects, P.C.

March 20, 2002



PROTECTED AND TARGETED LAND

- PROTECTED: Federal, State, County, or Municipal Lands* **
- PROTECTED: Lands Owned or Eased by Land Trusts * **
- MINIMAL PROTECTION: National Register Historic Districts***
- TARGETED FOR PROTECTION BY STATE: Delaware Natural Areas Inventory*
- TARGETED FOR PROTECTION BY STATE: Potential Additions to State Resource Areas*

VIEWS

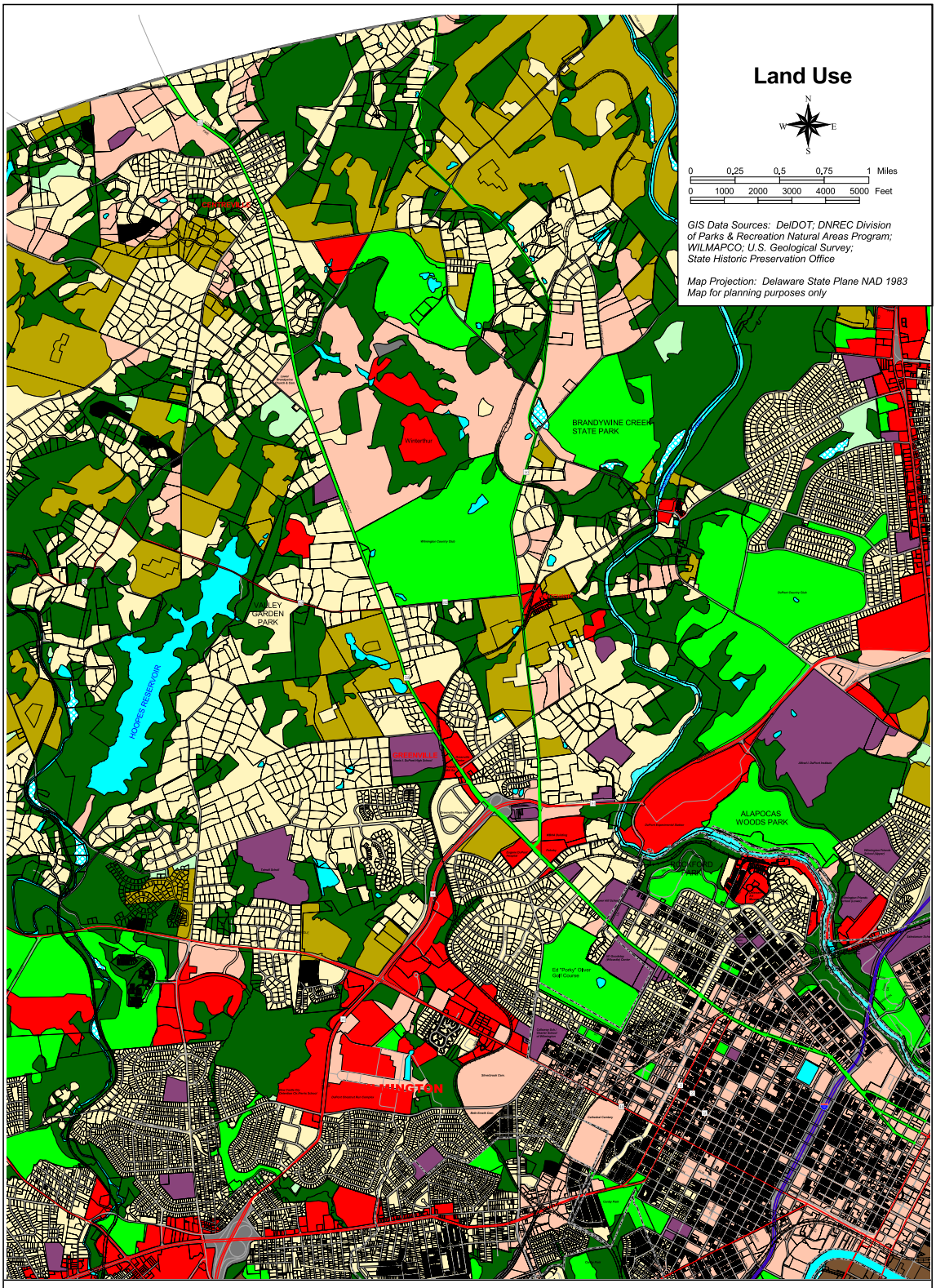
- ← Open Views
- High Quality Views (Bare Terrain)
- Byway Viewshed (Bare Terrain)

NOTES *Based on data provided by the DNREC Division of Parks & Recreation. The information depicted is provided as a graphical representation only. As data is reviewed and updated daily, the Division of Parks & Recreation provides no guarantee, expressed or implied, as to the accuracy and/or completeness of the information hereon.
**Based on data donated by the Brandywine Conservancy.

BRANDYWINE VALLEY SCENIC BYWAY CORRIDOR PLAN
NEW CASTLE COUNTY, DELAWARE

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March 20, 2002



BRANDYWINE VALLEY SCENIC BYWAY CORRIDOR PLAN
NEW CASTLE COUNTY, DELAWARE

John Milner Associates, Inc. with Lardner/Klein Landscape Architects, P.C. and Shelley Mastran

February 15, 2002

Chapter 6

PRESERVING AND ENHANCING THE BYWAY

An historical analysis of the landscape of the Brandywine Valley shows that the Brandywine landscape has changed and evolved over the past three hundred years. Yet the instruments of this change have created a landscape of unique and valuable character within the region. The purpose of the Corridor Management Plan for the Brandywine Valley Scenic Byway is to assist stakeholders in guiding future change in a way that preserves and enhances the character defining features of the Brandywine Valley landscape.

The Brandywine Valley is nationally significant for its prominent role in the history of American industry. In many respects, its landscape has been shaped by the affluence its industrial heritage created. From its early days as a utilitarian toll road providing access to the city of Wilmington, Kennett Pike has evolved into an avenue of great trees and grand vistas. As the early nineteenth century agricultural landscape has given way to a mature landscape of country estates, cultural institutions, urban neighborhoods, suburban enclaves, and preserved open space, a complex and diverse landscape has been created that is among Delaware's most significant historic and cultural landscapes.

A central characteristic of the Byway's story has been its long tradition of landscape conservation. This story begins with the creation of a network of country estates expanding out into the agricultural landscape from the city of Wilmington. It is highlighted by Pierre du Pont's purchase and redesign of the Kennett Turnpike as a modern, landscaped roadway in 1919. The donation of large areas of land for the establishment of a broad range of significant cultural and educational institutions along the Byway has become the hallmark of the region and has provided the framework through which the Byway's landscape is most notably recognized.

The efforts of current stakeholders in creating the Brandywine Valley Scenic Byway continue and build upon this strong tradition of conservation. Significant issues that could negatively impact the character of the Byway landscape are caused by the continued urban and suburban growth of metropolitan Wilmington. They include the potential for loss of critical remaining open space, insensitive land development, inappropriate roadway improvements, increased traffic and congestion, and the loss of the Byway's special recognition in the minds and hearts of visitors and residents.

Through years of analysis, discussion, and consensus building, Byway stakeholders have developed a comprehensive set of strategies and actions intended to accommodate change while preserving and enhancing the special qualities of the Byway. These strategies are organized around the goals presented in Chapter 2 in eight broad areas of endeavor:

- Landscape Conservation - encouraging the voluntary preservation of open space along the Byway;

- Changing the Landscape - promoting new forms of development that preserve and enhance the visual and environmental characteristics of the land;

- New Design for Roads - using context-sensitive roadway design and multi-modal approaches to transportation;

- Traffic Calming - adopting traffic calming methods along the Byway;

- Roadside Character - preserving significant roadside landscape features;

- Visitation and Tourism - enhancing visitation in support of Byway goals;

- Interpretation and Education - presenting the stories of the landscape to residents and visitors;

- Coordination and Management - implementing the goals of the Byway and guiding change over time.

The preservation and enhancement strategies presented below are based on a thorough understanding of the historic, cultural, and natural processes that have shaped the Byway landscape over time and are intended to address potential issues of common concern. They are intended to help stakeholders within the Brandywine Valley Scenic Byway make decisions in harmony with the Byway's character, encourage commitment to stewardship of that character, and respond to changing contexts and stewardship needs.

6.1 Landscape Conservation

The Brandywine Valley has a long tradition of private landscape conservation initiatives that have been instrumental in shaping the character of the cultural landscape we see today. Initially, these efforts were led by the affluent owners of the estate landscapes that developed along the Byway in the nineteenth and early twentieth centuries. Today these efforts are continued through the leadership of the land trusts and cultural institutions that were created along the Byway as well as through the efforts of active and energetic land owners, residents, and other stakeholders.

The Resources map included at the end of Chapter 5 shows the extent of land along the Byway that was under some form of legal protection as of the date of recognition of the Byway by the State of Delaware. The Land Use map at the end of Chapter 5 shows existing land uses, identifying lands that have already been developed and lands that are committed to recreational, agricultural, and other existing uses as of 2005.

In general, open space is preserved along the Byway in three important ways. First, land is preserved through some form of public ownership. As discussed in Chapter 5, a large amount of land has been preserved as public parkland, particularly along the Brandywine River. Much of this parkland was donated to public ownership by affluent landowners in the early and mid-twentieth century.

Second, a significant amount of land along the Byway is in the ownership of one of the many prominent cultural institutions that have been created there. Some of these cultural institutions are visitor attractions, such as the Winterthur Museum and Gardens, the Hagley Museum and Library, and the Delaware Museum of Natural History. Other significant institutions include schools and universities, churches, retirement communities, conference centers, and recreational landscapes such as golf courses. Many of these institutions have been identified in the description of the Byway presented in Chapter 3.

Because their land is under private ownership, its preservation is not shown on the Resources map in Chapter 5. Nonetheless, many of these institutions were initially created by the affluent landowners of the estates along the Byway. Over the years they have clearly demonstrated their commitment to landscape preservation and stewardship, and many have been active participants and supporters of the creation of the Brandywine Valley Scenic Byway.

Finally, a significant amount of open space along the Byway is being preserved through the voluntary donation of conservation easements. These conservation easements have been donated by both residents and cultural institutions.

One of the most active stakeholders in the creation of conservation easements has been the Brandywine Conservancy. Located in Chadds Ford, Pennsylvania just north of the Delaware/Pennsylvania state line, the Brandywine Conservancy was established by private landholders and members to encourage the preservation of open space and to provide leadership in the stewardship of the land in both Delaware and Pennsylvania. It is also the home of the Brandywine River Museum, a major regional attraction. Delaware Nature Society, while focusing their main emphasis on conservation easements in the Red Clay Valley, has been instrumental as well in conserving land in the Brandywine Valley.

The Brandywine Conservancy works with interested private landowners to help them preserve their land through the use of conservation easements and other stewardship techniques. It works with governmental entities and private developers to demonstrate how land can be responsibly developed in ways that preserve its visual character and environmental qualities. The Conservancy has an ongoing, private, behind-the–scenes effort to help fulfill the goals of the Byway by encouraging voluntary, private stewardship initiatives.

A significant event that has taken place during the development of this Corridor Management Plan has been the announcement by Winterthur that they will place a conservation easement on their large landholding. Winterthur is located on 979 acres of land in the heart of the Byway, stretching between Kennett Pike and

Montchanin Road. Visually, its rolling hills, mature woodlands, and grand vistas have been the quintessential image of the Brandywine Valley experience. Winterthur has always been a leader and a model for the goals of the Byway. Its commitment to the long-term preservation of its significant landscape has been a major achievement and event.

The following strategies have been developed by Byway stakeholders to support Goal 1, which seeks to preserve open space through voluntary conservation efforts. The strategies include official governmental recognition of the Byway through comprehensive plans and resource inventories, public recognition for the Byway through special recognition programs, funding support for private conservation easements, and leadership in stewardship initiatives by creation of a Byway Steward and through demonstration projects.

GOAL 1: Preserve and enhance the "green infrastructure" that defines the byway through continued voluntary and private conservation efforts.

PROPOSED STRATEGIES AND ACTIONS

1.1 Have city, county and state comprehensive plans recognize the Brandywine Valley Scenic Byway to demonstrate the significant public benefit and establish a conservation purpose for the scenic and historic qualities of the open space lands and historic sites along the Scenic Byway. Recognizing the role that comprehensive plans play in directing the activities of city, county, and state entities, these documents should be updated to include the Brandywine Valley Scenic Byway as a significant historical, scenic, and cultural resource that should be accommodated when undertaking planning and implementation of projects. The Byway provides a significant public benefit that justifies such preferential treatment. Of particular importance is the preservation of the open space lands, historic sites, and roadside character. The following specific components should be included in comprehensive plans:

a. A conservation and preservation priority map showing properties under permanent protection as well as viewsheds on private property.
b. An inventory of historically significant sites and viewsheds.

1.2 Have city, county and state governmental entities adopt a resolution recognizing The Brandywine Valley Scenic Byway as the First Byway in the First State. Include in the resolution that the Scenic Byway conservation and preservation priority maps should be included in all city, county and state planning, natural resource conservation and green infrastructure maps.

1.3 Appoint a Byway Steward to carry out the work of the Brandywine Valley Scenic Byway management entity. The Byway Steward will be responsible for monitoring the status of lands and sites identified as conservation and preservation priorities and work with landowners and conservation organizations on a byway specific voluntary conservation and preservation

easement program. They will monitor development activity and distribute educational materials to developers, businesses and residents.

1.4 Develop byway specific educational materials and landowner information packages to facilitate the donation of conservation or preservation easements and/or purchase of conservation or preservation easements for property owners funded through private foundation support. Actively inform landowners of potential preservation opportunities.

1.5 Seek and support opportunities to make funding sources available to landowners for land conservation actions.
   a. Establish a revolving fund for land conservation actions.
   b. Utilize the Preservation Delaware Revolving Fund for the preservation of historic buildings.

1.6 Develop a Byway Stewardship Recognition Program to recognize those individuals that donate conservation or preservation easements or otherwise voluntarily protect their lands and buildings in a manner that preserves the byway's intrinsic qualities. Work with existing stewardship programs at Delaware Nature Society and the Brandywine Conservancy to include the Scenic Byway. Landowner participation and permission will be required for recognition.

1.7 Work with the Brandywine Conservancy on a voluntary conservation easement along the roadside on Montchanin Road (Route 100) of approximately 200 feet where feasible.

1.8 Work with the University of Delaware to preserve the view at Goodstay. This view is a significant character-defining view for the byway and should be preserved.

1.9 Implement the landscape demonstration projects identified in the Byway's Landscape Management Plan as part of the implementation of the Corridor Management Plan.

6.2 Changing the Landscape

New development will continue to occur within the Byway as the greater Wilmington area continues to grow and change. The purpose of the Brandywine Valley Scenic Byway is to help guide growth and development so that it occurs in a way that enhances the character of the landscape. The Brandywine Valley has been a leader in finding new and creative ways to accommodate new development while respecting and preserving the essential qualities of the landscape.

In urban and village areas, this leadership has been demonstrated through high quality commercial and streetscape improvements that set new standards for design and strengthen the visual quality of the community. In rural and suburban areas,

this leadership has been demonstrated through the creative use of open space and cluster development design that preserves large areas of open space and sites buildings and other improvements in ways that respond to the topographic and visual qualities of the landscape. The Brandywine Conservancy has been a regional and national leader in developing and promoting open space design techniques.

The Kennett Pike Association has an active program to purchase and install roadside landscaping in the DelDOT right of way and works with property owners to improve site plans for properties to be developed. The Centreville Civic Association has formulated the Centreville Village Plan to preserve the historic character of the village as development and change takes place. The Delaware Center for Horticulture has helped with the design and implementation of roadside landscaping. Businesses have sponsored the maintenance of the landscaping. Delaware Greenways has been a leader in encouraging context sensitive design and landscaping in both roadway and development projects.

Goal 2 of the Corridor Management Plan seeks to encourage the design of new private development in ways that preserve and enhance the essential character of the landscape, whether located in an urban, suburban, village, or rural segment of the Byway. This goal is achieved primarily through the development and promotion of design guidelines that will assist businesses, developers, and land owners in making good design decisions.

GOAL 2: For properties where conservation or preservation is no longer an option, encourage appropriate design practices that minimize change to their existing scenic and historic character. For properties seeking additional infill or redevelopment, encourage context-sensitive architectural and landscape design that fits within a neighborhood scale and respects the character of its surroundings.

PROPOSED STRATEGIES AND ACTIONS

2.1 Develop voluntary conservation-oriented design guidelines for rural, village, suburban and urban sections of the Byway and make the guidelines readily available to landowners.
   a. Use Scenic Byway's "Character Segments" to define the landscape context within the design guidelines.
   b. Work with the city and county to encourage the use of conservation design and make the guidelines available to developers and the public.

2.2 Develop specific recommendations for the Byway's urban and village sections.
   a. Recommend sidewalks with street tree plantings where appropriate.
   b. Recommend the use of signage that is in keeping with the adjacent architecture in color, lighting, scale and materials.
   c. Use tree and landscape plantings to screen certain areas.
   d. Add crosswalks and landscaped medians to encourage walking.
   e. Use native plants to reflect the local context.

f. Consider off street parking behind buildings where possible.
g. In historic villages be sensitive to the specific historic character of buildings in design. Conform to the guidelines in the Secretary of the Interior's Standards for the Treatment of Historic Resources.
h. In villages, site new buildings in keeping with setbacks of existing buildings.
i. Include bike lanes whenever feasible.
j. Support and conform to the Centreville Village Plan, 8th District Neighborhood Plan, Delaware Avenue Gateway Plan, and other regional improvement plans and guidelines.

2.3 Develop specific strategies for the rural and suburban sections of the Byway.
a. Use compact development patterns that preserve the overall form and character of the natural landscape features (good examples include Ponds of Woodward and Williamhurst).
b. Retain the pastoral character of open scenic areas.
c. Recommend the placement of new homes where they are less visible from the road, avoiding ridge lines and the middle of open fields where feasible.
d. Recommend placement of roads, driveways, and homes that respond to and follow the contours of the land.
e. Recommend the use of cluster or open space design patterns to retain the character of the open fields and adjacent woodlands while accommodating the same amount of development (or more when considering the use of bonus density).
f. Recommend the use of narrow access drives to minimize the amount of tree clearing required for new residential construction.
g. Work with developers and community associations to ensure that gatehouses, fences, and other security measures are appropriately scaled, screened where necessary, and otherwise made to fit within the scale and context of this historic landscape.
h. Recommend the use of vernacular building forms found in the area that are compatible with the scale and character of nearby buildings.
i. Prepare a pamphlet to show these design practices or consider using applicable parts of the Livable Delaware Community Design Manual as a suggested guide.

2.4 Establish an incentive program whereby property owners become eligible for certain benefits if they register their property as part of the Scenic Byway corridor and agree to maintain their property according to certain voluntary guidelines.

6.3 New Design for Roads

Context-sensitive design in the design and implementation of new roadway projects has become a familiar goal within the Brandywine Valley Scenic Byway. Statewide, DelDOT has implemented a Context Sensitive Design Policy as part of Governor

Ruth Ann Minner's 2001 Livable Delaware initiative. The purpose of the policy is to plan and design transportation projects so they fit well into the communities they are supposed to serve. The policy includes setting aside five percent of project construction costs for improvements to the community and environment immediately adjacent in order to respond to quality-of-life issues.

Within the Brandywine Valley Scenic Byway, context-sensitive design received broad public exposure during the redesign of proposed roadway improvements in the suburban village of Greenville on Kennett Pike. Local business and community leaders worked closely with state and county agencies in modifying proposed improvement plans to incorporate elements such as landscaped medians, brick crosswalks, and other enhancements. The results have dramatically improved the character and appearance of this critical business and commercial center. And it has served as a model for subsequent projects that are both in the planning stages and which have been recently implemented. The planning for the historic village of Centreville along the byway is an excellent example of how context-sensitive design solutions are being considered to help solve traffic issues while simultaneously improving the appearance of the streetscape and community.

Concurrent with the development of this Corridor Management Plan, Byway partners having been preparing a Landscape Management Plan for the Scenic Byway. As outlined in Chapter 1, this work is being funded through a National Scenic Byway grant. As a part of the plan, the landscape character of each of the Byway's fifteen character segments was analyzed, and specific recommendations were developed for managing and improving landscape design.

The Landscape Management Plan also recommended a series of demonstration projects that could be undertaken along the Byway. Conceptual designs using context-sensitive design solutions were prepared, with illustrations showing how traffic and design issues could be resolved in a way that enhances the character of the roadway. One of the proposed demonstration projects may soon be implemented with the support and assistance of DelDOT along with a second project at a new development. The Byway's city stakeholders identified additional potential projects, which are included in the strategies and actions outlined below.

GOAL 3: Work with DelDOT, WILMAPCO, and the City of Wilmington to accommodate and balance the needs of all roadway users including residents, visitors, businesses, public facilities, and institutions by utilizing context-sensitive design and multi-modal approaches to solving transportation issues.

PROPOSED STRATEGIES AND ACTIONS

3.1 Establish a collaborative, interdisciplinary approach to developing and implementing all future transportation projects along the Byway, involving all stakeholders to ensure that transportation projects are in harmony with the Byway communities; to preserve and enhance environmental, scenic, aesthetic and historic resources while enhancing safety and mobility; to retain the scenic character of the roadways by maintaining the current width and

alignment; and to encourage multimodal transportation solutions whenever feasible.

3.2 The Brandywine Valley Scenic Byway east of I95 to Rodney Square has been improved as part of the Delaware Avenue Gateway Phase I project through Wilmington Initiatives with streetscape and traffic management improvements to greatly enhance the Scenic Byway. To complete the enhancement of the Byway, the following projects were identified by the city's Focus Group and the Advisory Committee as having the highest priority for implementation in the city segment of the Scenic Byway. All of these projects should include context sensitive design solutions; changes to way-finding signs leading to major destinations (building on city funded portion); traffic management strategies that make the best use of available space and recent city signalization work; and aesthetic enhancements such as more attractive medians, crosswalks, sidewalks, lighting, bicycle lanes and streetscape elements.

a. *Delaware Avenue Gateway Project* - Modify the existing conceptual design for Phase II of the Delaware Avenue Gateway Project between Jackson Street and Harrison Street as a keystone to the Byway effort. Demonstrate the relationship of the project to tourism and economic development and identify the project as a gateway to both the City of Wilmington and the Brandywine Valley Scenic Byway.
   The Phase II package should address:
   - Improved traffic service level/flow.
   - Aesthetic redesign of the I95 bridge overpass walls.
   - Redesign of the jersey barriers along old Brandywine cemetery.
   - Improved access to the Delaware Children's Theater.
   - Pedestrian and streetscape improvements by adding crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage.

b. *Pennsylvania Ave./Union Street Project* - Initiate and implement concept designs and recommendations for the Union Street intersection and the adjoining streetscape from Bancroft Parkway to Scott Street. The character of the area would be undetermined if the project design straightens the existing intersection by removing the Union Street "jog" or if it only increases safety, efficiency and aesthetics through lesser measures. This is a project that has had limited research completed to date, but is acknowledged by all to be worthy of correction.
   - This project can build on the success off the Union/Lincoln Street revitalization project and enhance linkage to Trolley Square and Little Italy retail areas as side trips off the Byway.

c. *8th District Neighborhood Plan* - Implement and update this conceptual plan proposed in 2000 by the 8th District Neighborhoods. It includes all intersections between Franklin Street and DuPont Street, begins at the

Delaware Avenue Gateway Project, and ends at the Pennsylvania Ave./Union Street Project.

- This project provides for pedestrian and streetscape improvements. It includes adding crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage.

d. *Riverview Avenue to Rising Sun Lane* - This is a new project proposed by the Byway's city stakeholders to achieve consistency along the Scenic Byway by continuing the recommendations of the 8th District Neighborhood Plan westerly to the city boundary.

- This project provides for pedestrian and streetscape improvements including adding crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage.

3.3 Use safety and traffic regulation enforcement efforts to make sure that truck traffic respects the historic nature of properties along the Byway. Post Route 100 for height limitations to keep oversized vehicles from getting stuck under the existing railroad bridge on the north portion of Montchanin Road. Post signs in Chadds Ford telling drivers to turn back if they exceed the height limitation.

3.4 Work with DART to promote mass transit access to Byway attractions and events (mass transit information is already on Web for attractions):

- Expand the Wilmington Trolley to reach other attractions along the Byway.
- List Byway attractions and information on bus schedules and signs, particularly the Route 10 bus line.
- Use photos of Byway attractions on route schedules for the Route10 line. See: http://www.dartfirststate.com/information/attractions/

3.5 Work with the mayor of Wilmington's office, the Delaware Tourism Office, regional visitors' bureaus, Wilmington Renaissance, and riverfront organizations to organize bus service to support the tourism goals for the city and the Byway. The option of establishing a Brandywine Valley Scenic Byway trolley service with DART will be explored. Coordination with Pennsylvania public transportation services will also be pursued.

3.6 Consider context-sensitive solutions for intersection issues at the Route 100 and Route 92 intersection. Traffic moves well, but parking on shoulders remains a problem during fishing season. These might include prohibiting parking on shoulders, narrowing the intersection, moving the stop sign location, or creating a small unpaved parking area. The aim of these proposed measures is to keep the intersection at Route 100 and Route 92 from growing larger.

3.7 Consider using "Netlon" on shoulders at the intersection of Route 100 and Route 92, as it can be covered with grass and is more aesthetically attractive than current surface. (Netlon is currently used at Boston's Logan International Airport.)

3.8 Develop Biking Guidelines for the Byway. Convey the message to bikers that on Route 100 bikers should use caution due to the narrow winding road. Maintain the designated Kennett Pike Greenway for bikers and walkers along the road shoulders and sidewalks from Greenville to the Delaware/Pennsylvania border.

6.4 Traffic Calming

Among the issues identified by owners and residents along the Byway, the volume and speed of traffic was of great concern. This was particularly true in the vicinity of the village of Centreville at the northern end of Kennett Pike, where safe pedestrian and local vehicular use is threatened by the speed and volume of though traffic.

Traffic calming measures are therefore recommended as an integral part of proposed context-sensitive design standards for the Byway. In Centreville, the Centreville Village Plan is considering a number of potential traffic calming techniques in order to positively influence the conduct of through-travelers. Different combinations of traffic calming techniques need to be developed for each segment of the Byway depending upon its character and use.

Some techniques, such as reducing the apparent width of the broad roadway by clearly marking bicycle lanes, might be applicable along long stretches of the Kennett Pike portion of the Byway. In contrast, the narrow width, sharp curves, and close woodlands along Montchanin Road already serve as effective traffic calming measures. Additional new measures and changes that would straighten or widen the roadway are not recommended.

GOAL 4: Adopt traffic calming measures as a means of self enforcing posted speed limits, improving pedestrian safety, and encouraging pedestrian and bicycle use of the Byway

PROPOSED STRATEGIES AND ACTIONS

4.1 Support the goals and objectives of the Centreville Village Plan in addressing traffic speed and access. Implement appropriate permanent traffic calming solutions in Centreville.

4.2 Maintain the scenic integrity of the rural road along Kennett Pike between Greenville and Centreville and between Centreville and the Delaware/Pennsylvania border.
   a. Consider, as needed, context-sensitive designed intersection improvements.

b. Introduce measures to give drivers more clues that they are approaching Greenville and Centreville and need to slow down. Consider such measures as gateway designs, road narrowing, bump outs, rhythmic planting, curb transitions, neck-downs, and alignment shifts.
c. Maintain the existing alignment and two lane cross section of the Byway roads.

4.3 Work with DART and DelDOT to increase the number and physical presence of crosswalks and continuous sidewalk associated with bus stops within the corridor.

4.4 Develop urban traffic calming and pedestrian safety measures within the City of Wilmington (see the strategies related to enhancing Roadside Character regarding coordination with priority city projects).

a. Narrow the look and feel of those sections of the road with expansive pavement. Consider using pavers or Street Print in parking lanes instead of asphalt.
b. Use curb extensions, pedestrian refuges, and other techniques at intersections to shorten the length and improve the visibility of pedestrian crossings. Priority Pennsylvania Ave. intersections from the 8th District Plan include:
   - Delaware Avenue.
   - Franklin Street (refuge)
   - Broom Street. (refuge)
   - Rodney Street
   - Clayton Street (refuge)

c. Additional intersections requiring pedestrian safety improvements mentioned by committee members include:
   - Jackson Street (Delaware Children's Theater)
   - Union Street
   - Greenhill Avenue

d. Consider reallocating the amount of space used for automobiles versus pedestrians or bicycles without impeding traffic flow (e.g. narrow travel lanes and add space to sidewalks as recommended in the 8th District Plan or convert areas of paving to bicycle lanes). Wider sidewalks are proposed between Clayton and Grant Streets in the 8th District Plan.

e. Consider the use of mid-block splitter islands to help slow traffic in the vicinity of schools.

4.5 On Montchanin Road, Route 100, do not introduce traffic calming design changes, as this would alter the rural character of the road. Instead, correlate the design speed of the road with the speed limit and increased speed limit enforcement. The winding road itself acts as a traffic calming device. Use signs instead of removing trees when site distance is a problem. Removing

trees may encourage speeding. Maintain Montchanin Road as the slow Scenic Byway route.

6.5 Roadside Character

Of primary concern in the implementation of Byway strategies is the treatment of features immediately adjacent to the road that contribute to the character of the Byway. The Landscape Management Plan that is being prepared in conjunction with this Corridor Management Plan and which is discussed in Chapter 1 has reviewed the landscape character of each of the Byway's fifteen character segments and identified many of their character-defining features. The plan provides specific recommendations for the preservation, treatment, and enhancement of these features.

Within urban areas, roadside character is strongly influenced by streetscape design elements. The specific recommendations of the Landscape Management Plan and the broader strategies outlined below are intended to enhance the urban streetscape through good design and the introduction of pedestrian friendly features.

Along suburban and rural segments of the Byway, the preservation of historic features such as remnant stone walls and mile markers and the appropriate maintenance of existing vegetation are of great concern. In business and commercial portions of the Byway, including urban Wilmington, suburban Greenville, and the village centers of Centreville and Montchanin, the enhancement of roadside character is intended to actively engage and support the interests of local businesses, creating a business-friendly environment that strengthens both the local economy and community character.

The preparation of design guidelines for the maintenance of existing vegetation, especially related to pruning by utility companies is among the strategies outlined below. The recommendation of appropriate trees and shrubs for landscape enhancement in specific circumstances along the Byway should be included in the design guidelines. Other strategies include the creation of voluntary maintenance programs, matching grant programs, and other initiatives aimed at stimulating a broad community response in the enhancement of roadside character.

GOAL 5: Conserve and enhance the scenic and historic roadside features of the Byway, especially the many mature trees and stone walls. Enhance the character of Pennsylvania Avenue through the City of Wilmington, Greenville, Centreville, and Montchanin.

PROPOSED STRATEGIES AND ACTIONS

5.1 Inventory the location of existing scenic and historic roadside features. Develop a local "big tree" and "stone wall" registry. (The county has an existing ordinance that protects big trees if they are 24 inches in diameter and in good health). Recognize voluntary conservation efforts related to these features by property owners.

5.2 Work with DelDOT to develop context-sensitive design guidelines for transportation improvements sensitive to the individual segments of the Byway, using the state Context-Sensitive Design Manual adapted to the specific conditions found along the Byway.

5.3 Work with DelDOT to preserve the existing alignment and character of Montchanin Road, Route 100. Preserve its two travel lanes without shoulders, narrow intersection widths, stone walls and outcroppings, native plant communities, and minimal signage, preserving the character of the historic road. Do everything possible to preserve the winding road as it is, conforming to and lying lightly on the land.

5.4 Work with the Brandywine Conservancy to create a 200-foot wide voluntary conservation easement along the length of Montchanin Road between Route 92 and the Delaware/Pennsylvania line.

5.5 Consider following Pennsylvania's example in eliminating the state route designation of Montchanin Road as Route 100.

5.6 Work with utility companies to minimize the impact of pruning for overhead utility wires on roadside vegetation. Possible approaches include:

a. Place utility wires underground whenever feasible.
b. Use alternative spacer bars on wires to reduce pruning requirements.
c. Sensitively and selectively prune so that wires can pass through canopy trees rather than simply cutting canopies flat. Consider more frequent pruning to create less of a jarring visual impact.
d. Use more appropriately size plant materials when plating beneath a utility line.
e. Consolidate the number of poles and utility corridors required by encouraging Connectiv, phone, cable companies to coordinate.
f. Prepare landowner/utility company maintenance agreements, if feasible.
g. Identify opportunities for utility relocation underground as part of future construction activities, especially in village and urban areas.
h. Develop GIS data base so historic trees can be identified to landscape contractors doing pruning.
i. Create tree registry based on inventory and require trees be pruned by ISA certified arborist and give three days notice to property owners and the Byway Steward.
j. Require utility company to contact Byway leadership in addition to legislators prior to commencing tree work.
k. Develop Scenic Byway Maintenance and Pruning Guidelines with Connectiv.

5.7 Use the County communication tower ordinance in UDC to regulate placement, style, require co-location, etc. for tower placement within view of historic sites and the Scenic Byway.

5.8 Establish a "Good Design-Good Business" program to provide small matching grants (up to $25,000) for façade improvements, landscaping, and streetscape improvements on private land meeting Byway guidelines. Businesses, institutions, and other types of private owners will be eligible. Provide public recognition for successful partnerships and participation along the Byway.

5.9 Work with the City of Wilmington to implement the recommendations of the Delaware Avenue Gateway Project Phase II, 8th District Neighborhood Plan, Pennsylvania Ave./Union Street Plan and Riverview Ave. to Rising Sun Lane Project to improve pedestrian safety and aesthetic character of Pennsylvania Avenue. Consider:

a. Adding crosswalks and medians without impeding traffic flow.
b. Limitations on number and size of curb cuts.
c. Control/elimination of billboards.
d. Implementing a sign management program.
e. Painting and enhancement of the existing railroad bridge.
f. More extensive landscaping requirements for new development.
g. Street tree planting and median landscaping within the street right of way.
h. New upgraded street lighting.
i. Redevelopment of underutilized parcels.

5.10 Set up a Scenic Byway Landscape Committee to work with DelDOT, civic groups and business owners to encourage the establishment or continuation of volunteer planting and maintenance programs such as Adopt-a-Highway, roadside vegetation management and tree planting (see Enhancing Delaware Highways) and property owner initiated plantings.

5.11 Encourage DelDOT to set up a matching grant program to match community and civic associations fund raising efforts for landscaping.

5.12 Work with DelDOT and property owners along Montchanin Road and Kennett Pike to identify areas where new plantings should be considered to enhance the roadside and prioritize the areas of greatest need. Include consideration of screening of undesirable views. Identify appropriate plant material using native trees and flowering plants that can be used to beautify the roadside areas. Identify areas where invasive species need to be controlled. Develop a recommended list of plants for specific enhancement uses.

5.13 Consolidate the number and placement of signs along the roadway based on MUTCD requirements. Remove old signs no that are longer necessary. Paint the back of all regulatory signs a dark color to reduce visual contrast.

5.14 Develop a complementary visitor-oriented signage system in exchange for removal of off-premises signs and voluntary reduction in the size and height of on-premises signs in business districts.

5.15 Work with DART to establish transit facility design guidelines for the Byway that reflects the historic context and intrinsic qualities of the Byway's character areas (e.g. bus shelters, signs, park and ride facilities, etc.)

6.6 Visitation and Tourism

The Brandywine Valley is among the premiere visitor destinations in the Mid-Atlantic region. Attractions range from the Playhouse Theater (Du Pont Theatre), Delaware Art Museum, and Delaware Children's Theater in downtown Wilmington to the Winterthur Museum and Gardens, the Hagley Museum, and Delaware Museum of Natural History along Kennett Pike. In Pennsylvania's portion of the Brandywine Valley, Longwood Gardens and the Brandywine River Museum are contributing premiere attractions. These and other significant attractions are discussed in Chapter 5 of this plan.

Many of the region's visitor attractions share a common heritage related to their founding and/or support by various members of the du Pont family. They also share a common commitment to the identity, vitality, and character of the Brandywine Valley. These attractions have been working together on marketing, signage, and other issues for many years. They have been active supporters and participants in the creation of the Brandywine Valley Scenic Byway.

Visitation is good for the Brandywine Valley. It helps foster the Brandywine Valley identity, which is widely recognized by the traveling public, and instills that identity in the minds of local residents and businesses. Visitation supports the local economy and makes many of the conservation related initiatives of the region's cultural institutions possible.

The principal regional attractions have formed a group called the Discover Brandywine Valley Public Relations Association, know in shorthand as the Brandywine Eleven. The group meets on a regular basis to coordinate marketing, advertising, and representation at national travel and tourism shows. The coordinated marketing efforts focus primarily on group tour providers. Visitors to the Brandywine Valley attractions tend to be older and relatively affluent. Casual visitors traveling by automobile are attracted from throughout the Mid-Atlantic region, Virginia, and New York. These markets are reached primarily through the internet, advertising, and word of mouth. In addition, package tours combining tickets to multiple attractions with lodging, dining, and shopping opportunities are offered through the regional visitors bureaus.

As a mature urban community and significant existing tourism destination, the Wilmington metropolitan area currently has an ample existing supply of accommodations, dining establishments, and other visitor services. These visitor services include a wide variety of types, many of which reflect the local character of the Brandywine Valley. Consequently, visitors to the region have a wide variety of choices in terms of location, character, and price. A list of regional accommodations and dining establishments is included in Appendix E.

Existing regional visitor accommodations and services are marketed through three regional visitor bureaus, the Greater Wilmington Convention and Visitors Bureau, Chester County Conference and Visitors Bureau (Pennsylvania), and Brandywine Conference and Visitors Bureau (Delaware County, Pennsylvania). The two Pennsylvania bureaus have a formal collaborative relationship called the Brandywine Valley Program that focuses on marketing to the motor coach industry. All three bureaus are in close communication and are seeking at ways to better coordinate activities in a regional collaboration.

In terms of marketing and promotion, the goal of the Brandywine Valley Scenic Byway is to enhance and better coordinate existing initiatives in order to strengthen visitation at the Byway's many attractions. Through these initiatives, the local tourism infrastructure, services, and economy will also be maintained and strengthened.

Coordinated wayfinding signage has been a strong feature of the Brandywine Valley attractions for many years. In the late 1980s, the Delaware Valley Regional Planning Commission (DVRPC) sponsored a pilot program to develop wayfinding signage within the Brandywine Valley. The signage system that was implemented crossed state lines and was paid for by the regional attractions with additional financial support from the DVRPC. Distinctive, colorful signs point the directions to attractions stretching from downtown Wilmington to north of West Chester, Pennsylvania.

The Brandywine Valley wayfinding signage system has served as a model for other regions and for the creation of statewide wayfinding systems. Today, the signage located north of the city line is maintained by the Chester County Conference and Visitors Bureau through a fund into which the participating attractions contribute each year. Repainting and possible additions to the system are currently being planned.

The City of Wilmington has recently adopted a new coordinated wayfinding and signage system that will be installed within the city boundaries, replacing and supplementing the older system. The city's new system responds to the more complex needs of an urban wayfinding system.

The following visitation and tourism strategies have been developed by a subcommittee of the regional attractions and reviewed by the Byway's Advisory Committee and other stakeholders. The strategies and recommended actions build upon existing ongoing partnerships and are intended to strengthen the identity, character, and economy of the Brandywine Valley.

GOAL 6: Increase visitation and visitor spending at attractions and shopping areas along the Byway in a manner that is compatible with the preservation goals of the byway. Focus tourism development efforts on the types of visitors that appreciate the historic and scenic qualities of the Byway.

PROPOSED STRATEGIES AND ACTIONS

6.1 Build on existing partnerships, such as the Brandywine Eleven, a group of prominent regional attractions that meets regularly to coordinate marketing and other initiatives. Support enhanced coordination of activities and programming among the various attractions and amenities along the Brandywine Valley Scenic Byway.

6.2 Work to enhance and coordinate existing marketing efforts among the attractions and explore the need to develop a cohesive marketing strategy for the Brandywine Valley Scenic Byway that helps further coordinate the efforts of the regional visitor bureaus, attractions, amenities, and other visitor-oriented entities.

6.3 Collaborate with partners within the Brandywine Valley Scenic Byway to achieve an appropriate balance between increased visitation, economic development, and corridor preservation.

6.4 Support the coordination of efforts among the regional visitors bureaus (Greater Wilmington, Chester County, Delaware County, and the Discover Brandywine Valley Public Relations Association) and the state offices of tourism for Delaware and Pennsylvania.

6.5 Work to enhance the existing delivery of information about the Brandywine Valley Scenic Byway and its attractions, communities, and historic and cultural sites.

- At each site visitors will find information about the attractions, amenities, and services along the byway; and information about where more information is available.
- Byway maps and interpretative information will be developed and made available at each site.
- Brochures, guidebooks, audio materials, and other materials will be developed, as appropriate, to provide information in a variety of formats.

6.6 Support the development and maintenance of a master schedule of events for the attractions and communities that is updated continuously and covers events up to five years in advance, but focusing on the upcoming nine to twelve months. One option is to develop an online electronic calendar that could be accessed through the website discussed below and through the websites of the regional visitors' bureaus.

6.7 Help coordinate the ongoing efforts to develop and maintain wayfinding signage systems within the region. The state is developing a statewide signage system, the city is developing a new Urban Wayfinding program, and the existing system on the Byway that is sponsored and maintained by the Chester County Conference and Visitors Bureau will be enhanced. Supporting the coordination of these efforts will be important for the Byway, and the systems should be effective and appropriately implemented.

6.8 Support and help enhance the development of package tours that are coordinated by the visitor bureaus, attractions, and area amenities.

6.9 Work with the regional visitors bureaus to establish and promote gateways into the Brandywine Valley Scenic Byway: Wilmington in the south and the Pennsylvania entrances in the north.

6.10 Promote Kennett Pike as the primary connecting corridor between attractions and Montchanin Road as the meandering corridor for leisurely scenic drives at a slower speed.

6.11 Promote the Brandywine Valley Scenic Byway as a part of a larger network of historic sites, attractions, and services located across state lines and beyond the Byway's boundaries.

6.12 Work with Byway attractions, businesses, DelDOT and DART to ease access for pedestrians, cyclists, and travelers on public transportation. This may help to reduce traffic loads along the Byway and make the experience of the corridor more enjoyable for residents, visitors, and travelers.

6.13 Develop a new website for the Brandywine Valley Scenic Byway that provides information and interpretation for visitors. Currently, the WILMAPCO web site is being used for Byway designation. Links will be provided to the websites of Byway attractions, communities, regional visitor bureaus, and amenities. For other information, there will be links to the websites of the National Scenic Byways program, DelDOT, and other websites travelers may find useful. Links to the Byway website will be included on websites of other organizations, as appropriate.

6.14 Develop multimedia kiosks for the Brandywine Valley Scenic Byway, consisting of a computer unit, monitor, speakers, and an appropriate user interface (such as a touch-screen), and mounted in an attractive housing. The kiosk unit will provide a user-friendly presentation with information on attractions, communities, tour itineraries, tour packages, visitor amenities (restaurants, shopping, and lodging), programs, and events. The presentation will also provide interpretation on a variety of topics and historical themes. The kiosk will be a freestanding unit requiring an electrical source and general maintenance. The unit will be accompanied by printed materials with the same content for visitors to take away.

As a pilot program such kiosks will be installed at regional visitor centers. Additional locations for installation (attractions, train stations, airports, etc.) may be explored in the future. In a more advanced iteration, the kiosk will be linked to the web and the presentation will be the website described above. The kiosk may also be designed to gather information about the users to help tailor marketing efforts.

6.7 Interpretation and Education

As a region with a distinct and significant history, interpretation and education are critical components of the Brandywine Valley experience. Because so much interpretation and related educational and cultural activity already occurs within the valley, coordinating and enhancing interpretation and education in a manner that strengthens the regional identity should not be difficult to achieve.

As has been mentioned in previous sections of this plan, many of the Byway's interpretive, educational, and cultural institutions share a common heritage rooted in the affluence created through the region's industrial heritage. The thematic structure for regional interpretation along the Byway will be developed out of the material on historic contexts presented in the discussion of the Historic Intrinsic Qualities of the Byway presented in Chapter 5. This material includes a review of the resources associated with each historic context that might be considered for interpretation. The contexts include:

- Pre-History and Early European Settlement,
- Agriculture and Milling, 1730-1880,
- Industry, 1770-1950,
- Wilmington and Kennett Turnpike, 1811-1919,
- Urbanization, 1870-1950,
- American County Estate, 1900-1950, and
- Rural-Suburban Development, 1950-Present.

Much of the thematic material necessary for interpretation has already been developed by the region's attractions for presentation at their own sites. What remains is to weave these themes and stories together from site to site and community to community, telling a coordinated story and presenting that story throughout the broader landscape, enticing visitors and residents into the attractions for the more intensive interpretive experience.

As with the strategies for visitation and tourism, the following strategies on interpretation and education have been developed by a subcommittee of the regional attractions with input from the Byway's Advisory Committee and other stakeholders. They build upon the interpretation and educational programs that are currently offered at individual attractions and institutions, and they are ripe for implementation. The strategies include development of a more detailed regional interpretive plan, which will determine the specific placement of new interpretive exhibits and materials related to the Byway.

GOAL 7: Develop interpretation and education programs for the Byway that connect residents and visitors with the Brandywine Valley Scenic Byway, encouraging greater appreciation, understanding, and stewardship. The history and significance of the Brandywine Valley, its attractions, historic sites, landscapes, and communities will be presented as a coordinated story about the region's natural and cultural history.

PROPOSED STRATEGIES AND ACTIONS

7.1 Develop coordinated interpretation, education, and marketing programs using the heritage area model, viewing the Brandywine Valley Scenic Byway corridor as a region sharing a common heritage with multiple facets. Help coordinate the development of collaborative interpretation and education projects between the attractions, historic sites, and communities. Create an integrated interpretive experience for visitors and residents.

7.2 Use the du Pont legacy as the broad thematic lens through which to view the dynamic history of the Brandywine Valley with its national and regional significance.

7.3 Develop an interpretive plan for the Brandywine Valley Scenic Byway, consisting of two parts: (1) an interpretive thematic structure and (2) an interpretive presentation.

a. The thematic structure for interpretation will outline the broad themes that have defined historical development and significance of the lower Brandywine Valley. It will focus in particular upon the history, contributions, and legacies of the du Pont family. Sub-themes and key storylines will be identified for each major theme. The thematic structure will be used to support the development of coordinated interpretive presentations and media along the Byway. Each participating attraction will be able to see how its stories fit into the larger thematic concepts that are important to communicate in understanding the history and significance of the valley. Adhering to the structure helps coordinate the development of coordinated interpretive storylines and materials from site to site.

b. In the interpretive presentation, the types of interpretive media and materials to be developed, the appropriate locations for installations, and storylines and content for each exhibit will be selected. The development of interpretation and education projects will rely upon collaborative input from attractions, local historians, tourism professionals, community groups, and the regional visitors bureaus. The interpretation should:
   - Link the history to the visible historic landscape and built resources;
   - Demonstrate the relevance of the historical significance of the Byway to contemporary travelers;
   - Coordinate themes, subject matter, and presentations from attraction to attraction, building on the strengths and character of each individual attraction and combining each experience in a complementary and holistic manner;
   - Focus also on the Byway communities (Wilmington, Greenville, Centreville, and Montchanin), developing interpretive media to be embedded into the landscapes and streetscapes in a manner that reveals the corridor's stories, but is designed and installed to be unobtrusive and appropriate in type and size to the location;

- Employ a variety of media and materials;
- Be developed so that each exhibit also works as a stand-alone experience, allowing travelers to begin at any point and proceed in any order.

7.4 Collaborate with attractions and visitors bureaus to integrate interpretation and education materials and educational programs with package tours, such as the Chateau Country and American Art packages.

7.5 Support the development of self-guided tour programs for the Brandywine Valley Scenic Byway using brochures with maps, audio guides, and other products as appropriate. Tour materials should be made available at each of the attractions, select locations in each community, and the visitor centers within and around the region. The development of tour programs will be coordinated with other interpretation strategies.

7.6 Develop a brochure and guidebook for the Brandywine Valley Scenic Byway that provides an overview of the region's history and significance and information about the communities, historic sites and landscapes, and attractions. The brochure will provide a brief overview of the Byway. The guidebook, to be developed later, will provide more detailed information for travelers along the Byway. The development of the brochure and guidebook will be coordinated with other interpretation strategies.

7.7 Work with attractions to continue to develop curriculum materials for use by local schools, and to foster the development of materials that focus on the Byway. Such materials will be developed employing existing state education standards. The program, "Teaching with Historic Places," developed by the National Register of Historic Places may be a model.

Educational content will focus on the Brandywine Valley, its landscapes, historic places, communities, and other resources. The materials should be oriented to a variety of potential areas of study, including history, literature, visual and performing arts, science and technology, mathematics, and others, as appropriate. Field trips organized by schools and coordinated with attractions will be key components of the curricula.

7.8 Support the development of additional coordinated education programs for area residents in which the primary attractions share their resources and the expertise of their staff. Potential programs may include:

a. A revolving circuit of lectures held at the attractions. Lectures could be organized by theme, historical period, or branch of the du Pont family.
b. A themed workshop series in which workshops are held on a specific theme with each session at a different attraction. An example may include a perennial gardening workshop series that teaches about native species at the Museum of Natural History, landscape design at Winterthur, ornamental species and care at Longwood, historical

gardening at Hagley, and still life painting of produce and flowers at the Brandywine River Museum.

6.8 Coordination and Management

The conservation and enhancement of the Brandywine Valley Scenic Byway will depend upon the joint efforts of a range of public and private partners. The people and organizations that will have an impact on the special qualities of the Byway include property owners; businesses; cultural institutions; non-profit organizations; elected officials; and city, county, and state governmental agencies. The implementation of the Brandywine Valley Scenic Byway is part of a long tradition of stewardship within the region.

The Brandywine Valley is blessed with a number of preservation oriented organizations that are fully capable of serving as Byway stewards. Chapter 7 of this Corridor Management Plan outlines how these partners intend to implement the Scenic Byway program. It includes plans for creation of a management entity for the Byway using and adapting existing non-profit structures. It identifies potential funding sources and relates those funding sources to the specific strategies and recommended actions presented here.

Finally, Chapter 7 identifies prioritizes recommended actions and identifies which partners will have responsibility for their implementation. This management structure and implementation plan will be based upon the coordination and management strategies outlined below.

GOAL 8: Establish a permanent management entity to implement the plan and to ensure that the rights and responsibilities of individual property and business owners are respected.

PROPOSED STRATEGIES AND ACTIONS

8.1 Examine alternatives for a permanent management entity to assist in implementing the goals of this plan. Secure funding to operate the management entity. Set up a Board of Directors and hire an Executive Director as the Byway steward. The selected management group will allow for a timely response to major issues facing the Byway and facilitate opportunities for implementing the plan.

8.2 Continue to reach out and encourage the involvement of neighborhood and civic associations, property owners, business owners, institutions, attractions, and commuters in the implementation of the plan.

8.3 Work within the framework of existing plans and programs to achieve Byway goals as much as possible including:

- City and county comprehensive and sub-area plans (8th District in Wilmington, Brandywine River Scenic and Historic Highway Study, and Red Clay Valley Study in New Castle County)
- Wilmington Initiatives
- Kennett Pike Greenway
- Kennett Pike Association Landscape Fund, "Bike the Pike" event and land use initiatives
- Brandywine Valley Conservancy conservation easements, video on scenic byway easements and open space design developments
- Centreville Civic Association Centreville Village Plan and Hometown Overlay (not yet approved)
- Preservation Delaware Revolving Fund and preserving historic places program
- Delaware Nature Society conservation and education initiatives.
- DelDOT traffic calming initiatives, context sensitive design policy
- and tree, landscaping and forest preservation requirements
- Delaware Greenways scenic byway, land preservation, biking and hiking and context sensitive design initiatives

8.4 Coordinate plan implementation with Wilmington Initiatives Projects and the 8th District Plan to further the potential for leverage of federal and state funding.

Secure Transportation Enhancement from funds from DelDOT for the Delaware Avenue Gateway/Children's Theatre demonstration project. Work with Centreville School on landscape design and help secure funding for the Centreville School demonstration landscaping project.

8.5 Place additional emphasis on local business involvement.

a. Work with local businesses within commercial segments of the Byway to identify the issues, interests, and needs of businesses along the corridor.
b. Tailor polices within commercial segments to support the vitality and success of businesses within the broad goals of the Byway.
c. Develop polices and programs within commercial segments that are incentive-based and do not place undue hardship upon businesses along the roadway.

8.6 Encourage the participation of all agencies with responsibilities for management, marketing, promotion, and transportation needs within the region.

8.7 Establish a process with DelDOT whereby a list of standard maintenance projects, safety projects, and other roadway work is communicated to the Byway leadership far enough in advance so that other Byway initiatives can be coordinated, additional funding can be pursued for enhancements to standard details, and alternatives can be explored to enhance maintenance and safety work.

8.8 Keep those who are responsible for implementing the zoning and land use regulations that are currently in force along the Byway involved and informed about the Byway and issues that may arise.

8.9 Establish a means of coordinating with Pennsylvania municipalities, organizations, and agencies to extend the corridor planning effort and to implement its recommendations in a bi-state effort.

Chapter 7

IMPLEMENTING THE PLAN

7.1 Corridor Management

Delaware Greenways, Inc. will continue to serve as the umbrella organization for the Brandywine Valley Scenic Byway until a permanent corridor management entity is fully organized. During the development of the *Corridor Management Plan*, Delaware Greenways has coordinated and facilitated Byway activities with the participation of an Advisory Committee composed of the organizations listed in section 7.2 below. Ad-hoc committees have been formed by the Advisory Committee to undertake specific activities.

During Phase One of the implementation of the *Corridor Management Plan*, an independent or affiliated non-profit organization will be created to serve to undertake management of the Byway. It is anticipated that this organization will be called the Brandywine Valley Scenic Byway Partnership (Partnership) and that it will be created out of an existing non-profit entity under either Delaware Greenways, the Kennett Pike Association or another organization. The Kennett Pike Association has an affiliated 501c3 corporation named Evergreen Plan that has been relatively dormant for several years. Delaware Greenways is an existing 501c3 organization with the ability under its bylaws to act as an umbrella organization. The bylaws of the existing entity or a new entity will be written with respect to mission, organization, and management to reflect the mission, goals, and objectives of the Byway as outlined in the Corridor Management Plan.

During Phase One, a part-time executive director, identified as the Byway Steward in the description of strategies, will be hired to coordinate Byway implementation. This staff member will first be under Delaware Greenways and will later be transferred to the Partnership.

Byway partners will serve on the Management Committee of the Partnership and will manage and oversee its activities. Partner roles and responsibilities will be outlined in the bylaws. Each potential partner will enter into a memorandum of agreement with the Partnership and will have one vote on the Management Committee. An Executive Committee will be created by vote from the members of the Management Committee. Additional standing committees of the Partnership will also be created, as outlined in the bylaws. Ad-hoc committees will be created as necessary to undertake specifically designated responsibilities.

7.2 Byway Partners

A wide variety of local organizations, governmental entities, businesses, legislators, and private partners have provided guidance, input, and administrative and technical support for the development of the Brandywine Valley Scenic Byway. These

partners will continue to be involved in the management of the Byway and in the implementation of Byway projects. It is anticipated that at a minimum representative of the following entities may serve on the Management Committee for the Byway and be either active in its implementation or serve on a technical advisory committee.

- City of Wilmington
- New Castle County
- Delaware Department of Transportation (DelDOT)
- Wilmington Area Planning Council (WILMAPCO)
- Kennett Pike Association
- Centreville Civic Association
- City of Wilmington Civic Associations
    - Cool Springs Neighborhood
    - Highlands Neighborhood
    - Wawaset Park Neighborhood
    - Delaware Ave Community Association
- Route 100 Neighborhood Representative
- Delaware State Chamber of Commerce
- Committee of 100
- Business Representatives
- Brandywine Conservancy / Delaware Nature Society
- Delaware Greenways, Inc.
- Delaware Center for Horticulture
- Visitor Attractions
    - Winterthur Museum and Gardens
    - Delaware Museum of Natural History
    - Hagley Museum and Library
    - Longwood Gardens
    - Brandywine River Museum
    - Delaware Children's Theater
    - Gibraltar
    - Goodstay Gardens
- Churches
    - St. Joseph on the Brandywine
    - Lower Brandywine Presbyterian Church
    - Westminster Presbyterian Church
- Hotels and Lodging Establishments
    - Hotel du Pont
    - The Inn at Montchanin
- Wilmington Visitors and Convention Bureau
- State Office of Historic and Cultural Affairs
- State Office of Tourism
- Preservation Delaware
- Schools
    - Centreville School
    - Ursuline Academy

- Retirement Homes
  - Stonegates
  - Methodist Country House

7.3 Potential Funding Sources

Funding for Byway projects will be provided from a variety of sources, and grants from the federal government are expected to be a primary source. Most of these programs provide funding that must be matched to leverage local investment. Some of the sources of local investment are also listed below.

FEDERAL HIGHWAY ADMINISTRATION – NATIONAL SCENIC BYWAYS PROGRAM

Through the Transportation Equity Act for the 21st Century (TEA-21), which is described in greater detail below, funding is provided for the National Scenic Byways Program that provides technical and financial support for designated byways. An application will be made for the Brandywine Valley Scenic Byway to be designated as a National Scenic Byway, which will provide additional support for the management entity is access to the grant program. Scenic byway grants require a 20 percent match that will come from state, local, public, or private funds and in-kind donations. Grant applications will be evaluated on how the project will achieve the following:

- Byway travelers must benefit from the proposed project through an improvement in the quality and continuity of their experience—an essential component for attracting more visitors or enticing them to stay longer.

- The byway's story will be interpreted to improve the quality of the visitors' experience.

- The byway organization's capacity to help implement the corridor management plan will be strengthened.

- Multi-year priorities will be established for improving the byway, the broader corridor, and the intrinsic qualities for the visitor.

- Coordination among state, local, and private entities for byway enhancements will be fostered.

- Alternative sources of funding will be sought allowing scenic byway funds to leverage additional funding for greater benefit.

CATEGORIES OF ELIGIBLE ACTIVITIES

The legislation creating the National Scenic Byways Program established the categories of activities that are eligible for funding. The grant applications for byway

projects should be developed to demonstrate how the project fits within these categories. New projects in addition to those listed in the Corridor Management Plan should be developed to fit these categories as well. Even though some of these types of activities have been implemented or are underway, the full list is provided as a reference. For more information consult the document, *National Scenic Byways Program Guidance for FY 2005 Grant Applications*.

State Scenic Byway Programs

Grant funds can be used to support the planning, design, development, of a State scenic byway program. Program funds, however, may not be used for the ongoing administrative or operating expenses of a State scenic byway program.

Corridor Management Plan

Grant funds can be used to develop and implement a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archeological characteristics of a byway corridor while providing for accommodation of increased tourism and development of related amenities. A grant from the National Scenic Byways Program was used to fund this Corridor Management Plan.

Safety Improvements

Grant funds can be used for safety improvements to a state or national scenic byway to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway as a result of the designation as a state or national scenic byway. Funds may also be used for safety improvements on the scenic byway or a road providing direct and immediate access from the scenic byway to an interpretive site or other resource directly related to the byway or its intrinsic qualities. Funds may not be used, however, to perform highway maintenance or correct preexisting deficiencies or deficiencies arising from the normal use of the highway.

Byway Facilities

Grant funds may be used for the construction of facility or improvement for pedestrians and bicyclists, such as a rest area, turnout, highway shoulder improvement, passing lane, scenic overlook, or interpretive facility. The purpose of such a facility or improvement should be to increase the quality of the byway visitors' experience by informing the byway traveler of the significance of the byway or fulfilling multi-modal recommendations of the Byway's Corridor Management Plan.

Access to Recreation

Grant funds may be used for an improvement to a scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation, by providing direct access from the byway to a recreational area directly related to the byway or its intrinsic qualities. The improvements should increase the quality of the byway visitors' experience by providing access for vehicles or visitors who otherwise would not be able to access the recreational area or by fulfilling multi-modal recommendations of the byway's corridor management plan.

Resource Protection

Grant funds can be used for enhancing, protecting, or preserving the scenic, historical, recreational, cultural, natural, and archeological resources in an area adjacent to a scenic byway. The purpose of such efforts should be to increase the quality of the byway visitors' experience by enhancing the intrinsic qualities that form the byway's story. Eligible projects include purchasing, rehabilitating, or improving a building that will be owned or operated by a government entity or a nonprofit entity; or acquiring land for a government entity or a nonprofit entity.

Interpretive Information

Grant funds can be used for the development and implementation of an interpretive plan, including tourist or interpretive information directly related to the byway or its intrinsic qualities. Funds may also be used to develop and provide information on the State's total network of scenic byways, a specific byway's intrinsic qualities, and related byway amenities. Products can include written, video, or audio materials, though they may not be sold.

Marketing

Grant funds may be used to develop marketing programs and information for the entire byway, including marketing plans on the State's total network of scenic byways, or a particular scenic byway. Funds may not be used, however, for ongoing administrative or operating expenses of a scenic byway marketing program.

ORGANIZATIONAL SEED GRANTS

The National Scenic Byway Program also provides seed grants to strengthen a byway organization's capacity to help implement the corridor management plan. The grants are limited to $25,000 annually for up to five years for a designated National Scenic Byway. The purpose of the grant is to provide a predictable and flexible funding source to promote the growth and stability of the byway organization. The request and use of seed funds does not preclude a state or byway from requesting a separate grant to implement individual projects or initiatives identified in the corridor management plan or otherwise associated with the implementation of the plan. The seed funds should be used to strengthen and complement, not to supercede, the volunteer spirit of the byway organization.

FEDERAL TRANSPORTATION ENHANCEMENT FUNDS

The Transportation Equity Act for the 21st Century (TEA-21) was enacted June 9, 1998, as Public Law 105-178, authorizing the federal surface transportation programs for highways, highway safety, and transit for the six-year period 1998-2003. The TEA-21 Restoration Act, enacted July 22, 1998, provided technical corrections to the original law. TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). A new bill extending these programs is currently pending in Congress and is expected to be passed by late spring.

Many significant programs have been created or enhanced under these transportation bills, including, but not limited to, the National Scenic Byways Program; safety programs for drivers, vehicles, and infrastructure; highway construction programs; transit programs; rail programs; congestion and pollution mitigation programs; programs for bicycle and pedestrian trails; and transportation enhancements. Transportation enhancement funding has provided a substantial amount of support for community projects that enhance the character of places. Such projects have included a wide range of historic preservation, restoration, rehabilitation, interpretation, trail, and recreational projects. Transportation enhancement will be an important source of funding for the implementation of Byway projects.

In addition to the National Scenic Byway Program, two programs, among many others, are likely to provide funding support for strategies and actions in the *Corridor Management Plan*: the Urbanized Area Formula Grants Program and the Formula Grant Program for Other Than Urbanized Areas

URBANIZED AREA FORMULA GRANTS PROGRAM

Funding is provided through the Urbanized Area Formula Grant Program for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities. The program directs funding to all of the urbanized areas in the country with a population of more than 50,000 and less than 200,000.

FORMULA GRANT PROGRAM FOR OTHER THAN URBANIZED AREAS

This program provides funding for similar types of projects as described above, but the funds are apportioned to each state based on the size of its non-urbanized population. Funding may continue to be used for capital, operating, State administration, and project administration expenses.

REGIONAL AND LOCAL SOURCES OF SUPPORT

To match grants from the National Scenic Byways Program, and to fund projects for which byways grants were not received, the Byway's Partnership will seek funding support from a variety of other sources, such as governmental, institutional, and private partners.

GOVERNMENTAL BYWAY PARTNERS

Local and regional governmental partners have provided strong support for the creation of the Brandywine Valley Scenic Byway. This support has ranged from providing funding, to administrative support, to participation in the development of strategies and actions. Governmental partners include local legislators, the City of Wilmington, New Castle County, the Wilmington Area Planning Council, the Delaware Department of Transportation, and other state agencies. These governmental partners will be active participants in the Byway's implementation and

will continue to provide various types of financial, administrative, and other forms of support.

INSTITUTIONAL BYWAY PARTNERS

Other potential sources of funding support may come from the institutional foundations along the Byway. These include philanthropic organizations associated with the major corporations in the region, community foundations, private charitable foundations, and others. These may include the ADVANTA Foundation, AstraZeneca, Charles Stewart Mott Foundation, Discover Bank, Du Pont Community Fund, Fair Play Foundation, Gannett Foundation, Laffey-McHugh Foundation, Longwood Foundation, Pew Charitable Trusts, Welfare Foundation, Wilmington Savings Fund Society, and Wilmington Trust Company. Each of these organizations provides funding in some capacity to projects related either to museums, environmental conservation, or preservation. Each should be researched to determine how applicable their programs are, and specific qualifying byway projects should be identified. The schedules of grant rounds for each applicable organization should be obtained for scheduling the preparation of grant applications.

PRIVATE BYWAY PARTNERS

Private residents and organizations along the byway may also be willing to donate funds, time, services, or materials in support of byway enhancement projects. Many local volunteers have been and will continue to be involved. With recruitment and publicity, these ranks should expand as projects are implemented.

7.4 Phasing

The Corridor Management Plan includes a long list of strategies and actions that will keep the management entity and the Byway partners busy for many years. The phasing of implementation is an important consideration that focuses efforts to be effective and efficient. The phasing schedule has been developed in accordance with three factors:

- the strengths of the management entity and the Byway partners;
- the need to establish a presence along the corridor and build momentum for future work; and
- the opportunities presented by strategies and actions that are ready to go.

The list of strategies and actions presented in Chapter 6 has been divided into four distinctions: Ongoing Activities, and Phases One, Two, and Three.

ONGOING ACTIVITIES

Ongoing activities are those that do not have a specific duration or ending. They are policies or planning recommendations to be adopted by Byway partners or commitments of participation and collaboration. Ongoing activities will commence during the first two years and will continue indefinitely.

PHASE ONE – 0 TO 2 YEARS

Phase One strategies and actions should begin to be undertaken in the first two years following adoption of the Corridor Management Plan. Generally these are projects that are ready to be implemented or will easily help establish the presence of the Byway in the landscape and in the minds of the Byway travelers.

PHASE TWO – 2 TO 5 YEARS

Phase Two strategies and actions are longer-term activities that will rely on a greater level of commitment of staff and funding, that are more complex and require a longer planning period to fully develop the activity, or that have been designed to follow Phase One strategies and actions. Phase Two strategies and action help to build the capacity of the management entity and to establish a firm presence along the Byway and in the minds and hearts of Byway travelers, residents, partners, and others.

PHASE THREE – 5 TO 10 YEARS

Phase Three strategies and actions are either low priority projects, are projects that require a long period of planning and development, or require a high-level of organizational capacity and a great amount of funding. These strategies and actions firmly establish the long term presence and sustainability of the Byway enhancement effort.

Strategies and actions have been developed by the Advisory Committee members and the consulting team. The period of implementation will begin with the adoption of the plan and will commence for a period for ten years. New strategies and actions will be developed as needs arise, and some of the existing strategies and actions will not be implemented, related to the possibility of unforeseen changes arising. The Partnership will establish a flexible process for accommodating these changes over time.

7.5 Implementation of Strategies

The Advisory Committee for the Brandywine Valley Scenic Byway has developed an action plan for the implementation of the strategies outlined in Chapter 6. A matrix summarizing all of the strategies and actions and identifying (a) responsible partners, (b) budgets, where possible, (c) potential sources of funding, and (d) phasing is included at the end of Chapter 7. Phasing in the matrix is presented as outlined in Section 7.4 of this chapter, above. The Advisory Committee's initial action plan, however, is focused upon Phase One in the first two years of implementation.

As is outlined in the matrix, a significant number of the proposed strategies are ongoing activities that will be initiated by the Byway partners during the first two years of implementation of this Corridor Management Plan. Work on these ongoing activities will be intermittent depending upon circumstances as they develop. Please

refer to the matrix at the end of this chapter for the identification of ongoing strategies. In general, these ongoing activities include:

- Coordination with city and county government on policy, planning, and projects;
- Coordination with DelDOT and WILMAPCO on a wide range of policy, planning, and project activities related to transportation;
- Coordination with local businesses on enhancing business opportunities and presentation; and
- Coordination with partnering attractions on marketing, interpretation, and education projects.

The implementation of these ongoing strategies requires the establishment of the Partnership described in Section 7.1 of this chapter as the management entity for the Byway (Strategy 8.1). The Partnership will be managed on a daily basis by an executive director, who will serve as the Byway Steward (Strategy 1.3). During the first year of the Byway, therefore, activities will concentrate upon (1) the establishment of the Partnership, (2) filling the position of Byway Steward, (3) managing the ongoing strategies under the leadership of the Byway Steward, (4) undertaking selected high priority projects, and (5) monitoring the progress of projects being undertaken by partners.

The selected high priority projects include five Phase One projects which will begin implementation during the first year. They include:

- Strategy 1.4, Development of educational materials for landowners;
- Strategy 1.9, Implementation of a landscape demonstration project;
- Strategy 2.1, Development of design guidelines for landowners;
- Strategy 6.13, Creation of a Byway website; and
- Strategy 7.6, Production of a Byway brochure.

The development of educational materials (Strategy 1.4) is estimated to cost $5,000 and will be financed through local fundraising.

The landscape demonstration project (Strategy 1.9) is currently in progress. Through a current National Scenic Byways Program grant, a potential demonstration project has been identified associated with streetscape improvements at the Delaware Children's Museum in Wilmington. Concepts for this project have been developed. The project has been reviewed with DelDOT, and will be the subject of a transportation enhancement grant application. The cost of the proposed project has not yet been estimated.

Delaware Greenways, Inc., who has been managing preparation of the Corridor Management Plan, has applied for a second National Scenic Byways Program grant for the implementation of Strategies 2.1, design guidelines, and 7.6, a Byway brochure. Production of the design guidelines is estimated to cost $35,000, not including the cost of the process of hiring consultants. The production of the Byway brochure is estimated to cost $15,000.

Creation of the proposed website for the Byway (Strategy 6.13) is estimated to cost $12,000 for design and production. Local partners will contribute to the website by providing written content.

In the second year of the Byway's implementation, additional projects will be undertaken under the management of the Byway Steward. They include creation of a recognition program (Strategy 1.5), development of business strategies (Strategy 2.3), initial exploration of Kennett Pike design issues (Strategy 4.2), exploration of the de-designation of Route 100 (Strategy 5.5), and exploration of signage program options (Strategy 5.15). The timing and schedule for the implementation of these initiatives will de determined as the first year actions are completed and assessed.

Six other Phase One actions will be undertaken by Byway partners, who will establish separate schedules and budgets for their projects. City of Wilmington streetscape improvement projects (Strategies 3.2 and 8.4) will be managed by the city and its constituents. Preparation of a schedule of events (Strategy 6.6) and development of package tours (Strategy 7.4) will be undertaken by the Byway attractions. The upgrading and implementation of wayfinding signage improvements (Strategy 6.7) is being undertaken separately by the City of Wilmington (wayfinding signage within the city) and the Chester County Conference and Visitors Bureau (wayfinding signage north of the city) in association with their partners.

Beginning in the first year, in addition to monitoring and managing ongoing activities, the following specific project tasks will be initiated by Delaware Greenways and then taken over by the Partnership:

Task 1: Develop and evaluate options for the new management entity and facilitate transition to the partnership as the permanent management entity. Schedule for completion: Months 1 and 2.

Task 2: Hire an executive director for the Partnership to serve as Byway Steward. Schedule for completion: Months 1 and 2.

Task 3: Retain a consultant to prepare design guidelines. Schedule for completion: Month 3.

Task 4: Retain a consultant to prepare the Byway brochure and educational materials. Schedule for completion: Month 3.

Task 5: Fundraising for the Byway website and educational materials. Schedule for completion: Months 3 and 4.

Task 6: Develop design guidelines. Schedule for completion: Months 4 through 13.

Task 7; Design, print, and publish the Byway brochure. Schedule for completion: Months 4 through 10.

Task 8: Prepare the Byway educational materials. Schedule for completion: Months 5 and 6.

Task 9: Retain a consultant to prepare the Byway website. Schedule for completion: Month 5.

Task 10: Design and implement the Byway website. Schedule for completion: Months 6 though 12.

Based upon these tasks, the following is a proposed first year budget for implementation of the Byway by the Partnership:

Develop and evaluate options for the Management Entity	$3,000
Staff salary for a Byway Steward (part time, one year)	$25,000
Administrative expenses for the Partnership	$6,000
Hire consultants to prepare the design guidelines, brochure, and website	$4,000
Design guidelines project	$35,000
Byway brochure project	$15,000
Educational materials project	$5,000
Byway website project	$12,000
Estimated First Year Budget	$105,000

Performance measures for the first-year projects will be based upon completion of the projects in accordance with the schedule and within the costs outlined above. Performance measures for ongoing activities will be based upon the review of the status of those activities by the Management Committee of the Partnership, which will meet specifically to conduct such reviews on a quarterly basis. Performance measures for most partnership projects, such as streetscape improvements for the City of Wilmington, are beyond the control of the Partnership but will also be reviewed by the Management Committee on a quarterly basis.

By the end of the third quarter of the first year, a detailed action plan and budget for year two will be developed by the Partnership based upon the first year's experience for review and approval of the Management Committee.

The following summary matrix of all of the strategies and actions outlined in Chapter 6 has been developed as a reference for implementation and includes the following components:

- A description of the strategy or action to be implemented
- The location of enhancements—either specific sections of the byway or to the entire byway—has been identified.
- A list of byway partners that may be instrumental or be required to implement specific strategies and actions has been identified, though no commitments have yet been made. These commitments will be sought at the appropriate time.
- A preliminary budget has been prepared for each strategy or action, when possible, that includes either an order-of-magnitude estimate of costs, or identification that administrative time is required for implementation with identification of the organization that could provide such administrative support.

Potential funding sources have been identified to demonstrate the funding that could be used. In most cases, no funding commitment has yet been obtained from these sources except for a number of transportation related projects identified in the Landscape Management Plan. The last column identifies how the strategies and actions have been divided among four priority distinctions related to phases of implementation.

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
Byway Conservation and Enhancement GOAL #1: Preserve and enhance the "green infrastructure" that defines the byway through continued voluntary and private conservation efforts					
1.1 Have City, County and State Comprehensive Plans recognize the Brandywine Valley Scenic Byway to demonstrate the significant public benefit and establish a conservation purpose for the scenic and historic qualities of the open space lands and historic sites along the Scenic Byway. Include in Comprehensive Plans: a. A conservation and preservation priority map showing properties under permanent protection as well as view-sheds on private property. b. An inventory of historically significant sites and view-sheds.	Entire Byway	County, City, State, Delaware Center for Horticulture, Historical Society of Delaware, Brandywine Conservancy, Delaware Nature Society, Delaware Greenways, Delaware Office of State Planning Coordination. Will require monitoring by byway management entity.	Inventory underway, funded by a Federal Scenic Byway grant. Map can be developed by public employees during the updates of applicable plans and codes. Consultants or partners may be retained to prepare the priority map.	Federal Scenic Byway Grant, plus administrative support from City, County, State, WILMAPCO, and others	Ongoing
1.2 Have City, County and State pass a resolution recognizing The Brandywine Valley Scenic Byway as the First Byway in the First State. Include in the resolution that the Scenic Byway conservation and preservation priority maps should be included in all City, County and State Planning, Natural Resource Conservation and Green Infrastructure maps.	Entire Byway	City, County, State, Delaware Greenways State Representatives, Councilmen, and City Councilmen	Staff and administrative costs from the City, County, and State	Staff and administrative appropriations of City, County, and State	One
1.3 Appoint a "Byway Steward" to carry out the work of the Brandywine Valley Scenic Byway Management Entity. The "Byway Steward" will be responsible for monitoring the status of lands and sites identified as conservation and preservation priorities, will work with landowners and conservation organizations on a byway specific voluntary conservation and preservation easement program, will monitor development activity, will distribute educational materials to developers,	Entire Byway	Byway Management Entity, Brandywine Conservancy, Delaware Nature Society, Delaware Greenways	$25,000 annually part time	County, Federal Scenic Byway funding, private foundations, annual fundraising, donations,	One

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
businesses and residents, and will coordinate other byway activities.					
1.4 Develop byway specific educational materials and a landowner information packages to facilitate the donation of conservation or preservation easements and/or purchase of conservation or preservation easements for property owners funded through private foundation support. Notify landowners of potential preservation opportunities.	Entire Byway	Byway Management Entity will take the lead and be supported by the Brandywine Conservancy and the Delaware Nature Society	$5,000 for initial materials (production and printing costs) in Phase One, and $20,000 in Phase Two	Byway Grant, Private Foundations, Donations, Fundraising Events	One & Two
1.5 Develop a "Byway Stewardship Recognition Program" to recognize those individuals that donate conservation or preservation easements or otherwise voluntarily protect their lands and buildings in a manner that preserves the byway's intrinsic qualities. Work with existing stewardship programs at Delaware Nature Society and the Brandywine Conservancy to include the Scenic Byway. Landowner permission is required for recognition. The recognition will honor all previous stewards, annually	Entire Byway	Byway Management Entity will take the lead with support from the Delaware Nature Society and Brandywine Conservancy	$500 for certificate and reception annually starting in Phase One , and $5,000 for small bronze plaques in Phase Two.	Private foundations, donations	One & Two
1.6 Seek and support opportunities to make funding sources available to landowners for land conservation actions a. Establish a revolving fund for land conservation actions. b. Utilize the Preservation Delaware Revolving Fund for preservation of historic buildings.	Entire Byway	Preservation Delaware, Brandywine Conservancy, Delaware Nature Society	To be determined	State and County Appropriations, Preservation Delaware Fund, Private Foundations, Fundraising	Three
1.7 Work with the Brandywine Conservancy on a voluntary conservation easement along the roadside on Route 100 (Montchanin Road) of approximately 200 feet where feasible, with the section between Route 92 and the Pennsylvania line being a priority	Route 100 (Montchanin Road)	Brandywine Conservancy	Staff and Administrative costs of participating organizations	Administrative costs for working with landowners, drafting easement, and monitoring easement. If easements are donated with maintenance fees,	Three

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
				then no additional costs to BC and others. If purchased, funds will be needed from either the state, county, or other sources.	
1.8 Work with the University of Delaware to preserve the view at Goodstay.	City of Wilmington	Preservation Delaware, Delaware Greenways, City, State, University of Delaware	Staff and Administrative time of participating organizations	Staff and administrative appropriations of participating organizations	Two
1.9 Implement the landscape demonstration project planned and designed as part of the Corridor Management Plan.	To be determined	Delaware Center for Horticulture, Regional Landscape Enhancement (RLE), Lardner/Klein		Federal Scenic Byway Grant, Transportation Enhancement Funds, Private Foundations	One
1.10 Explore the potential for designation of a Brandywine Valley National Heritage Area as a way to enhance the scenic byway program, achieve national recognition, and attract funding.	Entire Byway	State and U.S. Senators and Representatives, National Park Service	$50,000	Grant from Federal government	Two
Byway Conservation and Enhancement GOAL #2: For properties where conservation or preservation is no longer an option, encourage appropriate design practices that minimize change to their existing scenic and historic character. For properties seeking additional infill or redevelopment, encourage context-sensitive architectural and landscape design that fits within a neighborhood scale and respects the character of its surroundings.					
2.1 Develop voluntary conservation-oriented design guidelines for rural, village, suburban and urban sections of the byway and make the guidelines readily available to landowners. a. Use Scenic Byway "Character Segments" to define the context. b. Work with the City and County to encourage the use of conservation design and make guidelines	Entire Byway	Brandywine Conservancy, Delaware Center for Horticulture, County Department of Land Use, City Planning, and Design Review WILMAPCO, Kennett	$35,000	Federal Scenic Byway Grant, state appropriations, Private Foundations, Byway Partner donations	One

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
available to the public.		Pike Association			
2.2 Work with local businesses within each commercial segments of the byway to identify issues, interests, and needs and establish a process for incorporating them into actions in a manner that is sympathetic to the character of the byway.	City of Wilmington, Greenville, Centreville, Montchanin	Byway Management Entity takes the lead with support from Byway Partners	Staff and administrative time	Byway Management Entity	Ongoing
2.3 Support appropriate economic development by developing individualized business strategies for the various commercial segments along the byway and also create incentive-based programs that support businesses and address issues in a manner that is sympathetic to the character of the byway.	City of Wilmington, Greenville, Centreville, Montchanin	Byway Partners, Chamber of Commerce, other business associations	Staff time only in Phase One with costs to be determined in Phase Two	To be determined	One & Two
2.4 <u>Urban and Village Sections</u> a. Recommend sidewalks with street tree plantings b. Recommend the use of signs that are in keeping with the adjacent architecture in color, lighting, scale and materials. c. Use tree and landscape plantings to screen certain areas d. Add crosswalks and landscaped medians to encourage walking e. Use native plants to reflect the local context f. Consider off street parking behind buildings g. In historic villages be sensitive to the specific history period in designing buildings h. In villages site new buildings in keeping with setbacks of existing buildings i. Include bike lanes whenever feasible j. See Centreville Village Plan, 8th District Neighborhood Plan, Delaware Avenue Gateway Plan, etc.	City of Wilmington, Greenville, Centreville, Montchanin	City, County Centerville Civic Association, Delaware Center for Horticulture, DelDOT, Kennett Pike Association	To be determined	City, County, and State appropriations, TE funds, DelDOT	Three

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
2.5 Rural /Suburban Sections a. Use compact development patterns that preserve the overall form and character of the natural landscape features (good examples: Ponds of Woodward, Williamhurst) b. Retain pastoral character of open scenic areas c. Recommend placement of new homes where they are less visible from the road, avoiding where feasible, the ridge lines and the middle of open fields d. Recommend placement of homes and driveways that follow the contours of the land e. Recommend the use of cluster or open space design patterns to retain the character of the open fields and adjacent woodlands while accommodating the same amount of development (or more when considering the use of bonus density) f. Recommend the use of narrow access drives to minimize the amount of tree clearing required for new residential construction g. Work with developers and community associations to ensure that gatehouses, fences, and other security measures are appropriately scaled, screened where necessary, and otherwise made to fit within the scale and context of this historic landscape h. Recommend the use of vernacular building forms found in the area that are compatible with the scale of nearby buildings. i. Prepare a pamphlet to show these design practices or consider using applicable parts of the Livable Delaware Community Design Manual as a suggested guide	Kennett Pike and Montchanin Road	Brandywine Conservancy, DelDOT, County Land Use, Kennett Pike Association, Centreville Civic Association	To be determined	County, and State appropriations, TE funds	Three

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
2.6 Establish an incentive program whereby property owners become eligible for certain benefits if they register their property as part of the scenic byway corridor and agree to maintain their property according to certain voluntary guidelines.	Entire Byway	City and County, State Brandywine Conservancy	To be Determined	Federal Scenic Byway Grant, City, County, State, Fundraising	Three
Transportation/Traffic Safety GOAL#3: Work with DelDOT, WILMAPCO, and the City of Wilmington to accommodate and balance the needs of all roadway users including residents, visitors, businesses, public facilities, and institutions by utilizing context sensitive design and multi-modal approaches to solving transportation issues					
3.1 Establish a collaborative, interdisciplinary approach to developing and implementing all future transportation projects along the byway, involving all stakeholders to ensure that transportation projects are in harmony with the byway communities; to preserve and enhance environmental, scenic, aesthetic and historic resources while enhancing safety and mobility; to retain the scenic character of the roadways by maintaining the current width and alignment; and to encourage multimodal transportation solutions whenever feasible.	Entire Byway	DelDOT, WILMAPCO	Staff and administrative time for governmental entities involved	Staff and administrative appropriations	Ongoing
3.2 The Brandywine Valley Scenic Byway East of I-95 to Rodney Square has been improved as part of the Delaware Avenue Gateway Phase I project through Wilmington Initiatives with streetscape and traffic management improvements to greatly enhance the Scenic Byway. To complete the enhancement of the Scenic Byway the following projects were identified by the Scenic Byway Committee as having the highest priority for implementation in the City segment of the Scenic Byway. All of these projects should include: • Context-sensitive design solutions • Changes to way-finding signs leading to major destinations (building on city funded portion) • Traffic management strategies that make the best	City of Wilmington	City, DelDOT, WILMAPCO	To be determined	Capital Transportation Program, Transportation Enhancement Funds	One

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
use of available space and recent city signalization work • Aesthetic enhancements such as more attractive medians, crosswalks, sidewalks, lighting, bicycle lanes and streetscape elements <u>Delaware Avenue Gateway Project</u>: Modify the existing conceptual design for Phase II of the Delaware Avenue Gateway Project between Jackson Street and Harrison Street as a keystone to the byway effort. Demonstrate the relationship of the project to tourism and economic development and identify the project as a Gateway to both the City of Wilmington and the Brandywine Valley Scenic Byway. The Phase II package should address: • improved traffic service level/flow • aesthetic redesign of the I95 bridge overpass walls • redesign of the jersey barriers along old Brandywine Cemetery • improved access to the Delaware Children's Theater • pedestrian and streetscape improvements by adding crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage. <u>Pennsylvania Ave./Union Street Project</u> Initiate and implement concept designs and recommendations for the Union Street intersection and the adjoining streetscape from Bancroft Parkway to Scott Street. It is undetermined if the project design will straighten the intersection by removing the Union St. "jog" or rather only increase safety, efficiency and aesthetics through lesser measures. This is a project that has had limited research completed to date, but is acknowledged by all to be worthy of correction. This project can build on the success off the Union/Lincoln Street revitalization project and enhance					

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
linkage to Trolley Square and Little Italy retail areas as side trips off the Byway. 8th District Neighborhood Plan Implement and update this conceptual plan proposed in 2000 by the 8th District Neighborhoods. It includes all intersections between Franklin St and DuPont St and begins at the Delaware Avenue Gateway Project and ends at the Pennsylvania Ave./Union Street Project. This project provides for pedestrian and streetscape improvements. It includes adding crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage. Riverview Ave. to Rising Sun Lane This is a new project proposed by the Scenic Byway Committee to achieve consistency along the Scenic Byway by continuing the recommendations of the 8th District Neighborhood Plan westerly to the City boundary. This project provides for pedestrian and streetscape improvements including adding crosswalks, medians, landscaping, brick sidewalks, decorative lighting, bicycle lanes and way-finding signage.					
3.3 Use safety and traffic regulation enforcement efforts to make sure that truck traffic respects the historic nature of properties along the scenic byway. Post Route 100 for height limitations to keep oversized vehicles from getting stuck under railroad bridge. Post signs in Chadds Ford telling them to turn back if they exceed the height limitation.	Entire Byway	DelDOT City Police, State Police	Staff and administrative time for governmental entities involved	Staff and administrative appropriations	Two
3.4 Work with DART to promote mass transit access to scenic byway attractions and events (info already on	City of Wilmington	DelDOT/DART, WILMAPCO, City	Staff and administrative time	Possible tourism marketing or	Ongoing

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
Web for attractions): a. Expand Wilmington Trolley to reach other attractions b. List Byway attractions/information on bus schedules and signs, particularly Route 10 c. Use photos of Byway attractions for route schedules (Route10) SEE: http://www.dartfirststate.com/information/attractions/	and Kennett Pike		for governmental entities involved	promotion grant from FHWA Scenic Byway Program, or State Tourism Office	
3.5 Work with Delaware Tourism Office and the Mayor's Office to relate bus service to tourism goals for the City	City of Wilmington	City, County, State Tourism Office, DART	Staff and administrative time for governmental entities involved	Possible tourism marketing or promotion grant from Federal Scenic Byway Program, or State Tourism Office	Ongoing
3.6 Consider context-sensitive solutions for intersection issues at Route 100/Route 92. Traffic moves well, but parking on shoulders remains a problem during fishing season. These solutions might include no parking on shoulders, narrowing the intersection, moving stop sign location, creating a small unpaved parking area. Keeping the intersection at Route 100 and Route 92 from growing larger.	Montchanin Road	DelDOT, Lardner/Klein	To be determined	DelDOT, Transportation Enhancement Funds	Ongoing
3.7 Consider using "Netlon" on shoulders at intersection of Route 100 and Route 92 as it can be covered with grass and is more aesthetically attractive than current surface. (Netlon is currently used at Boston's Logan International Airport)	Montchanin Road	DelDOT	Cost Estimate to be determined at a later date	DelDOT	Three
3.8 Develop Biking Guidelines for Scenic Byway. Convey message to bikers that biking on Route 100 is unsafe. Maintain the designated Kennett Pike Greenway for bikers and walkers along the road shoulders and sidewalks from Greenville to the Pennsylvania border.	Entire Byway	DelDOT, Delaware Greenways, Delaware Bicycle Council	DelDOT Staff	DelDOT	Two

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
Transportation/Traffic Safety GOAL #4: Adopt traffic calming measures as a means of self enforcing posted speed limits, improving pedestrian safety, and encouraging pedestrian and bicycle use of the Byway					
4.1 Support the goals and objectives of the *Centreville Village Plan* and the implementation of appropriate permanent traffic calming solutions in Centreville.	Kennett Pike	DelDOT, Centreville Civic Association, Kennett Pike Association	Staff and administrative time for DelDOT, Byway Steward, Centreville Civic Association members	Staff appropriations for DelDOT, Byway Management Entity, Transportation Enhancement Funds	One
4.2 Maintain the scenic integrity of the rural road along Kennett Pike between Greenville and Centreville and between Centreville and the Pennsylvania border a. Consider, as needed, context-sensitive designed intersection improvements. b. Introduce measures to give drivers more clues that they are approaching Greenville and Centreville and need to slow down (gateway, road narrowing, bump outs, rhythmic planting, curb transitions, neck-downs or alignment shifts,) c. Maintain the existing alignment and two lane cross section	Kennett Pike	DelDOT, Kennett Pike Association, Centreville Civic Association	To be determined	DelDOT	One
4.3 Work with DART and DelDOT to increase the number and physical presence of crosswalks and continuous sidewalks associated with bus stops in the corridor	City of Wilmington, Greenville, and Centreville	DelDOT, DART	To be determined	Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities. Transit Enhancement	Three

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
				Activity program (TEA-21) Urbanized Area Formula Grant	
4.4 Develop urban traffic calming and pedestrian safety measures within the City of Wilmington (see Roadside Character regarding coordination with priority City projects). a. Narrow the look and feel of those sections of the road with expansive pavement (e.g. use pavers or Street Print in parking lanes instead of asphalt) b. Use curb extensions, pedestrian refuges and other techniques at intersections to shorten the length and improve visibility of pedestrian crossings. Priority Pennsylvania Ave. intersections (from 8th District Plan) include: • Delaware Avenue. • Franklin Street (refuge) • Broom Street. (refuge) • Rodney Street • Clayton Street (refuge) Additional intersections mentioned by committee members: • Jackson Street.(Children's Theater) • Union Street. • Greenhill Avenue c. Consider reallocating the amount of space used for automobiles versus pedestrians or bicycles without impeding traffic flow (e.g. narrow travel lanes and add space to sidewalk as per 8th District Plan or convert to bicycle lane). Wider sidewalks proposed between Clayton and Grant in 8th District Plan d. Consider the use of mid-block splitter islands in the vicinity of schools	City of Wilmington	City, WILMAPCO, DelDOT	To be determined	Pedestrian and bicyclist safety remain priority areas for State. Community Highway Safety Grants funded by the Section 402 formula grant program. Leverage byway designation with 8th District Plan to achieve higher ranking for State and City funding.	Three
4.5 On Route 100 do not introduce traffic calming as this would change the rural character of the road. Instead, correlate the design speed of the road with the speed	Montchanin Road	DelDOT, County	No funding required	No funding required	Ongoing

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
limit and increase enforcement. The winding road itself acts as a traffic calming device. Use signs instead of removing trees when site distance is a problem. Removing trees may encourage speeding. Maintain Route 100 as the slow Scenic Byway.					
Roadside Character GOAL#5: Conserve and enhance the scenic and historic roadside features of the entire byway, especially the many mature trees and stone walls. Enhance the character of the byway through the urban section in the City of Wilmington, the section through the village of Greenville, and the sections through the historic villages of Centreville and Montchanin.					
5.1 Inventory the location of existing scenic and historic roadside features. Develop a local "big tree" and "stone wall" registry. (County UDC has ordinance that protects big trees if they are 24 inches in diameter and in good health). Recognize voluntary conservation efforts of these features by property owners.	Entire Byway	Delaware Center for Horticulture, RLE Historical Society of Delaware	Funded through current grant	FHWA Scenic Byway Program	Ongoing
5.2 Encourage the preservation and adaptive reuse of authentic historic buildings and landscape resources along the byway through all strategies and actions.	Entire Byway	Preservation Delaware, Delaware Center for Horticulture, Brandywine Conservancy	Staff and administrative time	Staff appropriations	Ongoing
5.3 Work with DelDOT to develop context-sensitive design guidelines for transportation improvements sensitive to the individual segments of the Byway. Use State Context Sensitive Design Manual and adapt for the Byway.	Entire Byway with different guidelines for each section of the byway	DelDOT, Delaware Center for Horticulture, Delaware Greenways, Kennett Pike Association, Centreville Civic Association	Staff and administrative time	Staff appropriations	Ongoing

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
5.4 Work with DelDOT to preserve the existing alignment of Route 100 with two travel lanes and no shoulders, narrow intersection widths ,using native stone and plant materials, minimizing signs, preserving the character of the historic road, do everything possible to keep the winding road as is, with the road lying lightly on the land.	Montchanin Road	DelDOT, County	No funding required	No funding required	Ongoing
5.5 Consider following Pennsylvania's example in changing the name of Route 100 (possibly to Montchanin Road.)	Montchanin Road	DelDOT	Administrative costs	DelDOT	One
5.6 Work with utility companies to minimize the impact of overhead utility wires on roadside vegetation. Possible approaches include: a. Place utility wires underground whenever feasible b. Use alternative spacer bars on wires to reduce pruning requirements c. Consider more frequent pruning to create less of a jarring visual impact d. Use more appropriately size plant materials when working under a utility line e. Consolidate the number of poles and corridors required by encouraging Connectiv, phone, cable companies to coordinate f. Prepare landowner/utility company maintenance agreements, if feasible g. Identify opportunities for utility relocation or underground as part of future construction activities, especially in village and urban areas h. Develop GIS data base so historic trees can be identified to landscape contractors doing pruning i. Create tree registry based on inventory and require trees be pruned by ISA certified arborist and give 3 days notice to property owner and Byway Steward. j. Require utility company to contact Byway leadership in addition to Legislators prior to commencing tree work	Entire Byway	Utility Consultant, Delaware Center for Horticulture, Byway Partners	To be determined	Current Federal Scenic Byway Grant	Ongoing

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
k. Develop Scenic Byway Guidelines with Connectiv					
5.7 Use the County communication tower ordinance in UDC to regulate placement, style, require co-location, etc. for tower placement within view of historic sites and scenic byway	Montchanin Road and Kennett Pike	County, Byway Partners	Administrative time for County and Byway Partners	Staff appropriations for County and Partners	Ongoing
5.8 Establish a "Good Design-Good Business" program to provide small matching grants for façade improvements, landscaping, and streetscape improvements on private land meeting guidelines. Recognize successful business participation along the byway	City of Wilmington, Greenville, Centreville	City, County, Chamber of Commerce	To be determined	Chamber of Commerce, City, County, and State	Three
5.9 Work with the City of Wilmington to implement the recommendations of the Delaware Avenue Gateway Project Phase ll, 8th District Neighborhood Plan, Pennsylvania Ave./Union Street Plan and Riverview Ave. to Rising Sun Lane Project to improve pedestrian safety and aesthetic character of Pennsylvania Avenue. Consider: a. Adding crosswalks and medians without impeding traffic flow b. Limitations on number and size of curb cuts c. Control/elimination of billboards d. Sign Management Program e. Painting and enhancement of railroad bridge f. More extensive landscaping requirements for new development g. Street tree planting and median landscaping within the R.O.W. h. New upgraded street lighting i. Redevelopment of underutilized parcels	City of Wilmington	City of Wilmington, DelDOT, WILMAPCO	To be determined	DelDOT, Transportation Enhancement funds, Scenic Byway Program funds	Two
5.10 Set up a Scenic Byway Landscape Committee to work with DelDOT, civic groups and business owners to encourage the establishment or continuation of volunteer planting and maintenance programs such as	Entire Byway	Byway Partners, especially Delaware Center for Horticulture and	Administrative costs for participating organizations, plus volunteer time	Byway Partners, DelDOT, Property Owners	Two

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
Adopt-a-Highway, roadside vegetation management and tree planting (see *Enhancing Delaware Highways)* and property owner initiated plantings.		Kennett Pike Association, Centreville Civic Association, DelDOT			
5.11 Prepare a cultural landscape report that identifies detailed landscape character areas, associated scenic and natural and historic building and landscape resources. Building on the inventory and historical research prepared previously, the report will recommend goals and treatments. Should be prepared in conjunction with the heritage area initiative (1.10, above).	Entire Byway	Byway Management Entity to take the lead with support from Byway Partners	To be determined	To be determined	Three
5.12 Encourage DelDOT to set up a matching program to match community and civic associations fundraising efforts for landscaping.	Entire Byway	DelDOT, Delaware Center for Horticulture, Kennett Pike Association, and other Byway Partners	To be determined	State funding for a new DelDOT program	Three
5.13 Work with DelDOT and property owners along Route 100 and Route 52 to identify areas where new plantings should be considered to enhance the roadside and prioritize areas with greatest need (including screening of undesirable views). Identify appropriate plant material using native trees and flowering plants that can be used to beautify the roadside areas. Identify areas where invasive species need to be controlled. Develop a recommended list of plants.	Montchanin Road, Kennett Pike, City of Wilmington	DelDOT, Delaware Center for Horticulture, RLE, other Byway Partners	$15,000.	Fundraising, donations,	Three
5.14 Consolidate the number and placement of signs along roadway based on MUTCD requirements (remove old signs no longer necessary) and paint the back of all regulatory signs a dark color to reduce visual contrast	Kennett Pike and Montchanin Road	DelDOT, Byway Partners	To be determined	Participants present a list of signs to DelDOT identifying those that may be removed. Participants will paint the backs of the signs along their stretch of road.	Three

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
5.15 Develop a complementary tourist-oriented signage system in exchange for removal of all off-premises signs and voluntary reduction in the size and height of on-premises signs in business districts	Entire Byway	Regional Visitors Bureaus, Byway Partners, Delaware Office of Tourism, DelDOT	To be determined	DelDOT, State Appropriations	One
5.16 Work with DART to establish transit facility design guidelines for the byway that reflect the historic context and intrinsic qualities of the character areas of the byway (e.g. bus shelters, signs, park and ride facilities, etc.)	City of Wilmington, Kennett Pike	DART	To be determined	To be determined	Three
Tourism Strategies GOAL#6: Increase visitation and visitor spending at attractions and shopping areas along the byway in a manner that is compatible with the preservation goals of the byway. Focus tourism development efforts on the types of visitors that appreciate the historic and scenic qualities of the byway					
6.1 Build on existing partnerships, such as the Brandywine 11, and help support enhanced coordination of activities and programming among attractions and amenities along the Brandywine Valley Scenic Byway	Entire Byway	Regional visitors bureaus, Byway Attractions	Staff time of Byway Partners	Staff appropriations for Byway Partners	Ongoing
6.2 Work to enhance and coordinate existing marketing efforts among the attractions and explore the need to develop a cohesive marketing strategy for the Brandywine Valley Scenic Byway	Entire Byway	Regional visitors bureaus, Byway Attractions	Staff time of Byway Partners	Staff appropriations for Byway Partners	Ongoing
6.3 Collaborate with all partners of the Brandywine Valley Scenic Byway to achieve an appropriate balance of increased visitation, economic development, and corridor preservation.	Entire Byway	Regional visitors bureaus; Byway Attractions; state, county, and city economic development entities; and state, county, and city preservation entities, DelDOT	Staff time of Byway Partners and staff from other appropriate state, county, and city entities	Staff appropriations for Byway Partners, and state, county, and city entities	Ongoing

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
6.4 Support the coordination of efforts among the regional visitors bureaus (Greater Wilmington, Chester County, Delaware County, and the Discover Brandywine Valley Public Relations Association) and the state offices of tourism for Delaware and Pennsylvania.	Entire Byway	Regional Visitors Bureaus, state offices of tourism for Delaware and Pennsylvania, Byway Attractions	Staff time Byway Partners and staff from Regional Visitors Bureaus	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	Ongoing
6.5 Work to enhance the existing delivery of information about the Brandywine Valley Scenic Byway and its attractions, communities, and historic and cultural sites.	Entire Byway	Regional Visitors Bureaus, Byway Attractions, state offices of tourism for Delaware and Pennsylvania	Staff time of Byway Partners, and staff from Regional Visitors Bureaus	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	Ongoing
6.6 Support the development and maintenance of a master schedule of events for the attractions and communities	Entire Byway	Byway Attractions, Regional Visitors Bureaus, state offices of tourism for Delaware and Pennsylvania	Staff time of Byway Steward, Byway Partners, and staff from Regional Visitors Bureaus, state offices of tourism	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	One
6.7 Help coordinate with ongoing efforts to develop wayfinding signage systems in the region.	Entire Byway	Regional Visitors Bureaus, Byway Attractions, Delaware Office of Tourism, DelDOT	To be determined	DelDOT, State Appropriations	One
6.8 Support and help enhance the development of package tours that are coordinated by the visitors bureaus, attractions, and area amenities	Entire Byway	Byway Attractions, Regional Visitors Bureaus, state offices of tourism for Delaware and Pennsylvania	Staff time of Byway Steward, Byway Partners, and staff from Regional Visitors Bureaus, state offices of tourism	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	Ongoing
6.9 Work with the regional visitors bureaus to promote the gateways to the Brandywine Valley Scenic Byway: Wilmington in the south and the Pennsylvania	Entrances to Byway	Byway Attractions, Regional Visitors Bureaus, state offices of	Staff time of Byway Steward, Byway Partners, and staff	Staff appropriations for Byway Partners, Regional Visitors	Two

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
entrances in the north		tourism for Delaware and Pennsylvania	from Regional Visitors Bureaus, state offices of tourism	Bureaus, and state offices of tourism	
6.10 Promote Route 52 as the primary connecting corridor between attractions and Route 100 as the meandering corridor for leisurely scenic drives	Kennett Pike and Montchanin Road	Byway Attractions, Regional Visitors Bureaus, state offices of tourism for Delaware and Pennsylvania	Staff time of Byway Steward, Byway Partners, and staff from Regional Visitors Bureaus, state offices of tourism	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	Ongoing
6.11 Promote the Brandywine Valley Scenic Byway as a part of a larger network of historic sites, attractions, and services located across state lines and outside of the byway corridor	Entire Byway	Byway Attractions, Regional Visitors Bureaus, state offices of tourism for Delaware and Pennsylvania	Staff time of Byway Steward, Byway Partners, and staff from Regional Visitors Bureaus, state offices of tourism	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	Three
6.12 Work with Byway attractions, businesses, DelDOT and DART to ease access for pedestrians, cyclists, and travelers on public transportation. This may help to reduce traffic loads on the byway and make the experience of the corridor more enjoyable for residents, visitors, and travelers.	City of Wilmington, Kennett Pike	Byway attractions, businesses, and other entities oriented to the public, DelDOT, City, County	Staff time of Byway Steward and interested entities	Staff appropriations of Byway Steward and interested entities	Ongoing
6.13 Develop a website for the Brandywine Valley Scenic Byway that provides interpretation and information primarily, plus links to the websites of byway attractions, regional visitors bureaus, and amenities.	Entire Byway	Byway Management Entity taking the lead with support from Byway Partners	$12,000 with content contributed by partners	Regional Visitors Bureaus, plus donations from Byway Partners, and additional fundraising	One
6.14 Develop multimedia kiosks for the Brandywine Valley Scenic Byway	Regional Visitor Centers, Train	Byway Management Entity taking the lead with support from Byway Partners,	To be determined	To be determined	Three

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
	Stations, Airports	Regional Visitors Bureaus, state offices of tourism for Delaware and Pennsylvania			
Interpretation and Education GOAL#7: Develop interpretation and education programs for the byway that connect residents and visitors with the Brandywine Valley Scenic Byway, encouraging greater appreciation, understanding, and stewardship. The history and significance of the Brandywine Valley, its attractions, historic sites, landscapes, and communities will be presented as a coordinated story about the region's natural and cultural history					
7.1 Develop coordinated interpretation, education, and marketing programs using the heritage area model.	Entire Byway	Byway Partners, Regional Visitors Bureaus	Staff time of Byway Steward, Byway Partners, and staff from Regional Visitors Bureaus, state offices of tourism	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	Two
7.2 Use the DuPont legacy as the broad thematic lens through which to view the dynamic history of the Brandywine Valley with its national and regional significance	Entire Byway	Byway Attractions, Historical Society of Delaware	Staff time of Byway Attractions	Staff appropriations for Byway Attractions	Ongoing
7.3 Develop an interpretive plan for the Brandywine Valley Scenic Byway, consisting of two parts: interpretive structure and interpretive presentation. Use the du Pont legacy as the broad thematic lens through which to view the dynamic history of the Brandywine Valley with its national and regional significance.	Entire Byway	Byway Attractions, Historical Society of Delaware	$30,000 plus administrative support from Byway Steward, Byway Attractions	Federal Scenic Byway Grant with match from state, county, city, and/or Byway Attractions	Two
7.4 Collaborate with attractions and visitors bureaus to integrate interpretation and education materials and educational programs with package tours, such as the Chateau Country and American Art packages.	Entire Byway	Byway Attractions, Regional Visitors Bureaus	Staff time of Byway Steward, Byway Partners, and staff from Regional Visitors Bureaus, state offices of tourism	Staff appropriations for Byway Partners, Regional Visitors Bureaus, and state offices of tourism	One

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
7.5 Support the development of self-guided tour programs for the Brandywine Valley Scenic Byway using brochures with maps, audio guides, and other products as appropriate.	Entire Byway	Byway Attractions, Regional Visitors Bureaus	To be determined	To be determined	Two
7.6 Develop a brochure and guide book for the Brandywine Valley Scenic Byway	Entire Byway	Byway Attractions, Regional Visitors Bureaus	$17,000 brochure; $35,000 guide book	To be determined	One and Three
7.7 Work with attractions to continue to develop curriculum materials for use by local schools, and to foster the development materials that focus on the byway	Entire Byway	Byway Attractions, Regional Visitors Bureaus	To be determined	To be determined	Three
7.8 Support the development of additional coordinated education programs for area residents in which the primary attractions share their resources and the expertise of their staff. Potential programs may include: • Revolving circuit of lectures • Themed workshops	Entire Byway	Byway Attractions, plus Historical Society of Delaware, Delaware Center for Horticulture	Funding for program development to be determined; $10,000 for promotional materials	Programs to be incorporated into future program schedule of Byway Attractions, Historical Society of Delaware, Delaware Center for Horticulture; fundraising, donations, community foundations, etc.	Three
Coordination and Management **GOAL#8: Establish a permanent management entity to implement the Corridor Management Plan and to ensure that the rights and responsibilities of individual property and business owners are respected**					
8.1 Examine alternatives and set up a permanent management entity to facilitate implementing the goals of this plan. The management group will allow for a timely response to major issues facing the byway and enhance opportunities for implementing the plan.	Entire Byway	Scenic Byway Advisory Committee	Advisory Committee and Management Entity	No funding required	One

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
8.2 Continue to reach out and encourage the involvement of neighborhood and civic associations, property owners, business owners, and commuters in the implementation of the plan.	Entire Byway	Scenic Byway Management Entity	Staff time for Byway Steward	FHWA Seed Grant for operations	Ongoing
8.3 Work within the framework of existing plans and programs to achieve byway goals as much as possible including: • City, County and State Comprehensive and Sub-area? Plans (8th District in Wilmington and Brandywine River Scenic and Historic Highway Study, and Red Clay Valley Study in New Castle County) • Wilmington Initiatives • Kennett Pike Greenway • Kennett Pike Association Landscape Fund and "Bike the Pike" • Brandywine Conservancy – conservation easement efforts and video on Kennett Pike • Centreville Village Plan • Preservation Delaware revolving fund • Delaware Nature Society conservation initiatives	Entire Byway	Scenic Byway Management Entity	Staff time for Byway Steward	FHWA Seed Grant for operations	Ongoing
8.4 Coordinate plan implementation with Wilmington Initiatives Projects and 8th District Plan to further leverage potential for federal and state funding	City	Scenic Byway subcommittee (City)	Staff time for Byway Steward	FHWA Seed Grant for operations	One
8.5 Place Additional Emphasis on Local Business Involvement • Work with local businesses within commercial segments of the byway to identify the issues, interests, and needs of businesses along the corridor. • Tailor polices within commercial segments to support the vitality and success of businesses within the broad goals of the byway. • Develop polices and programs within commercial segments that are incentive based and do not place	City, Greenville, Centreville, Montchanin	Scenic Byway Management Entity	Staff time for Byway Steward	FHWA Seed Grant for operations	Two

Strategy or Action	Location	Potentially Responsible Partner	Preliminary Budget	Potential Funding Sources	Phase
undue hardship upon businesses along the roadway.					
8.6 Encourage the participation of all agencies with responsibilities for management, marketing, promotion, and transportation needs within the region.	Entire Byway	Scenic Byway Management Entity	Staff time for Byway Steward	FHWA Seed Grant for operations	Ongoing
8.7 Establish a process with DelDOT whereby a list of standard maintenance projects, safety projects, and other infrastructure projects work is communicated to the byway leadership far enough in advance so that byway issues and recommendations can be addressed, other byway initiatives can be coordinated, additional funding can be pursued for enhancements to standard details, and alternatives explored for standard maintenance and safety work.	Entire Byway	Scenic Byway Management Entity; DelDOT	Staff time for Byway Steward	FHWA Seed Grant for operations	Ongoing
8.8 Keep those who are responsible for implementing the zoning and land use regulations that are currently in force along the byway involved and informed about the byway and issues that may arise.	Entire Byway	Scenic Byway Management Entity, City, County	Staff time for Byway Steward	FHWA Seed Grant for operations	Ongoing
8.9 Establish a means of coordinating with Pennsylvania municipalities, organizations, and agencies to extend the corridor planning effort and to implement its recommendations in a bi-state effort.	Entire Byway	Scenic Byway Management Entity	Staff time for Byway Steward	Fundraising	Two

Photographs

BYWAY IMAGES



Figure 1 - Downtown Wilmington at Roadney Square, 11th Street at Market, Segment 1.



Figure 2 - The expansive center median of Bancroft Parkway viewed from Kennett Pike, Segment 5.



Figure 3 - Kennett Pike at the University of Delaware's Goodstay Center, Segment 6.



Figure 4 - Kennett Pike in the vicinity of the A.I. du Pont Middle School, Segment 6.



Figure 5 - Winterthur, the quintessential estate landscape of the Brandywine Valley Scenic Byway with its rolling fields and woodlands, beyond, Segment 8.



Figure 6 - The historic Lower Brandywine Presbyterian Church and cemetery accross from Winterthur in Segment 9.



Figure 7 - Magnificent linden trees planted along Kennett Pike south of Centreville, Segment 9.



Figure 8 - Kennett Pike in the Village of Centreville, Segment 10.



Figure 9 - The open fields of the Oberod Conference Center adjacent to Kennett Pike in Segment 11, north of Centreville.



Figure 10 - The winding character of Montchanin Road at the northern end of the Byway, Segment 12.



Figure 11 - Montachnin Road north of Smith Bridge Road, Segment 12.



Figure 12 - Montchanin Road near Center Meeting Road, Segment 13.



Figure 13 - Looking east across Montchanin Road as it approaches the intersection with Adams Dam Road, Segment 14.



Figure 14 - Brandywine Creek State Park at the intersection of Montchanin Road and Adams Dam Road, Segment 14.



Figure 15 - Winterthur’s east side along Montchanin Road, Segment 14



Figure 16 - A promenade above the creek in Brandywine Park within the City of Wilmington.



Figure 17 - The Stone Water Tower in Rockford Park along the Brandywine Creek within the City of Wilmington.



Figure 18 - The Brandywine Creek



Figure 19 - Valley Green Park in New Castle County on Campbell Road (Route 82), one-half-mile west of Kennett Pike.



Figure 20 - An open field north of Greenville.



Figure 21 - Black Gum trees adjacent to the creek.



Figure 22 - Woodlands adjacent to Montchanin Road



Figure 23 - The narrow, rural, woodland character of roads within the Byway.