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# 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), Gibraltar, 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 a 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 (Alapocas 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 alley. 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 Alapocas Woods Park now called Alapocas 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

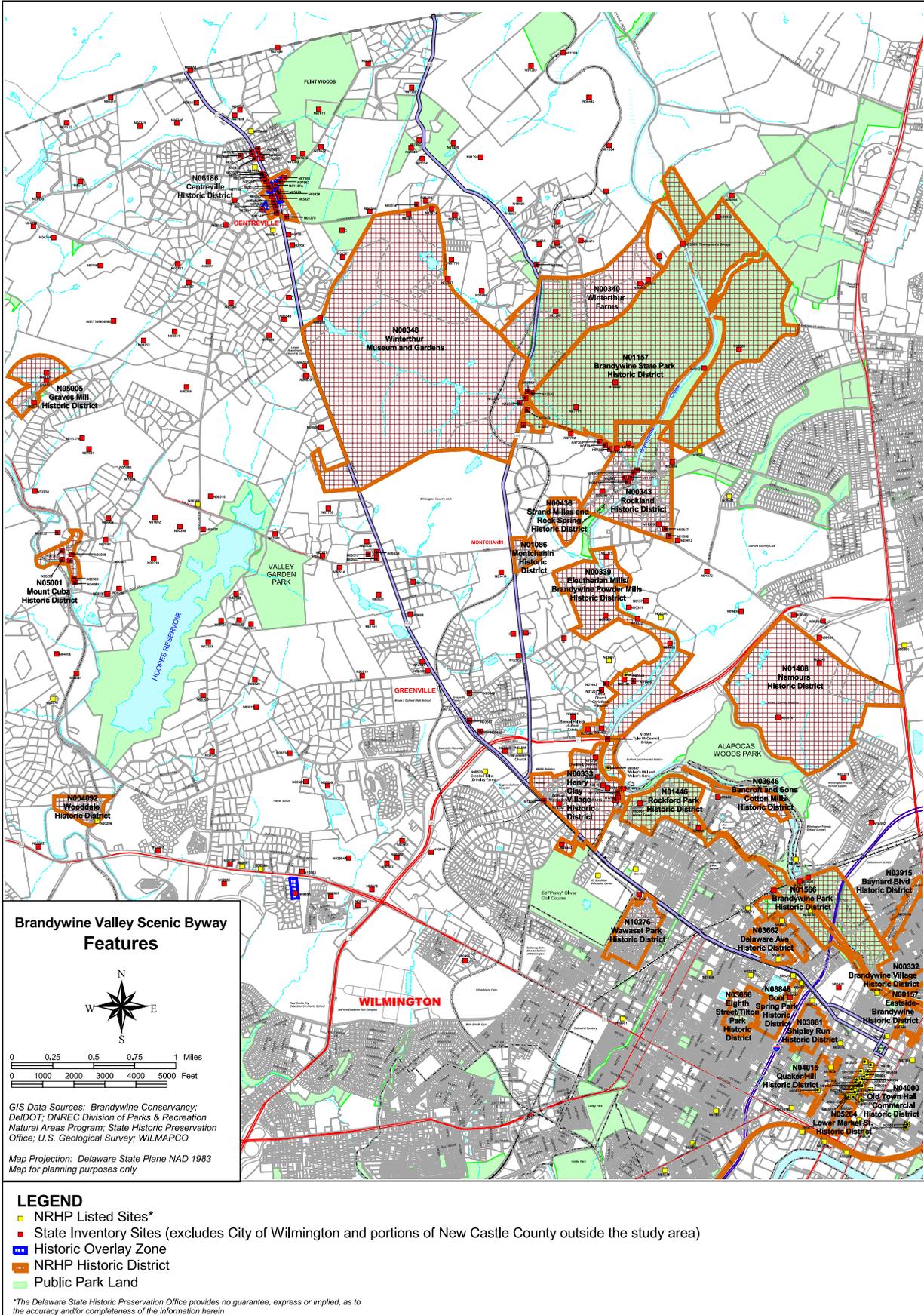
Although urban environments frequently uproot the past and unwittingly destroy the evidence of early settlement, they occasionally protect valuable resources that might otherwise be disturbed. Parking lots and building foundations can cover resources for many generations, awaiting an opportunity to be 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.

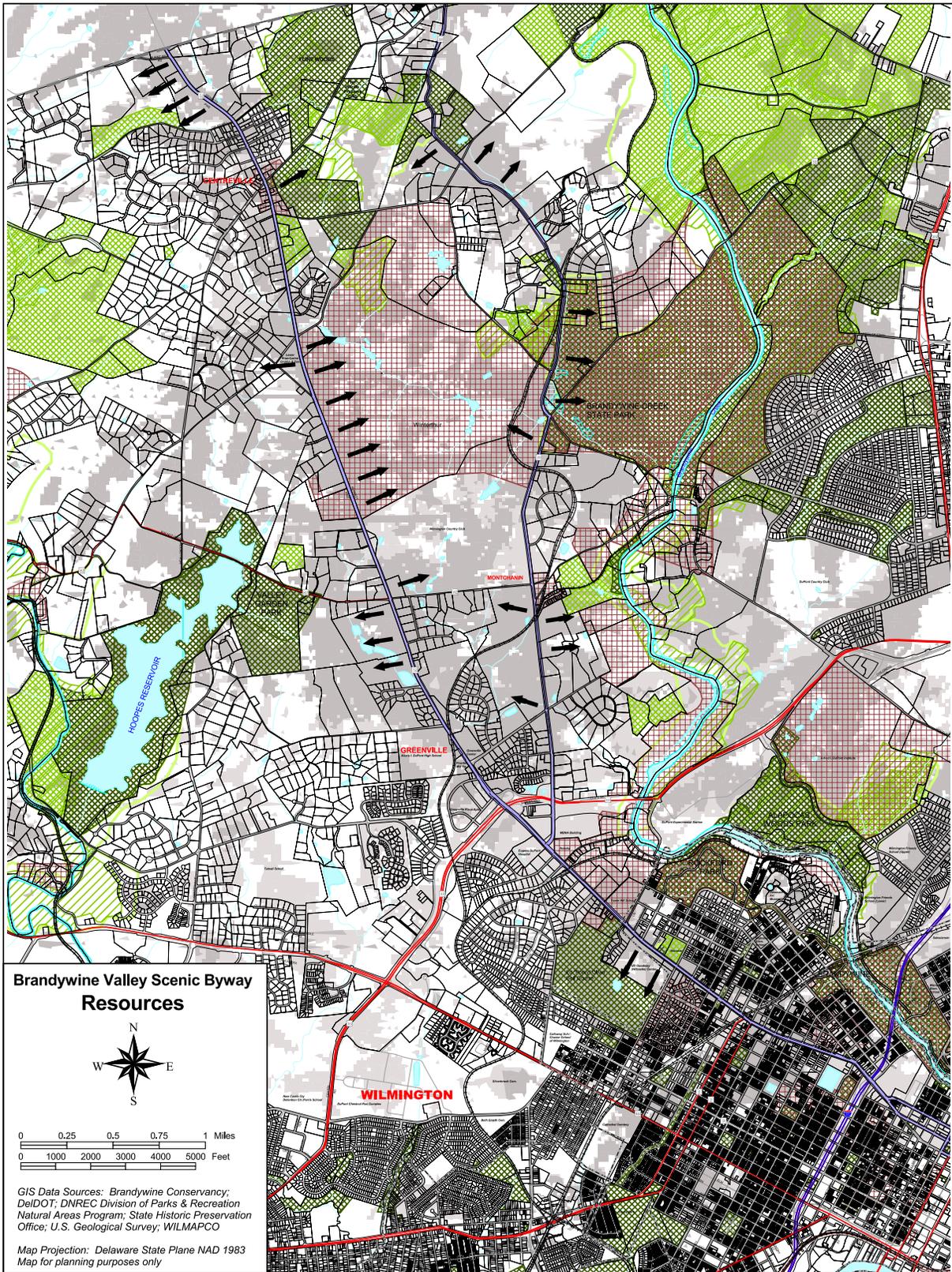
#### THEMATIC CONTEXT 7 – RURAL-SUBURBAN DEVELOPMENT, 1950-PRESENT

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.

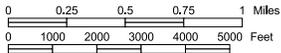


# BRANDYWINE VALLEY SCENIC BYWAY CORRIDOR PLAN NEW CASTLE COUNTY, DELAWARE

John Milner Associates, Inc. with Lardner/Klein Landscape Architects, P.C.  
March 20, 2002



**Brandywine Valley Scenic Byway Resources**



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

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

**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**

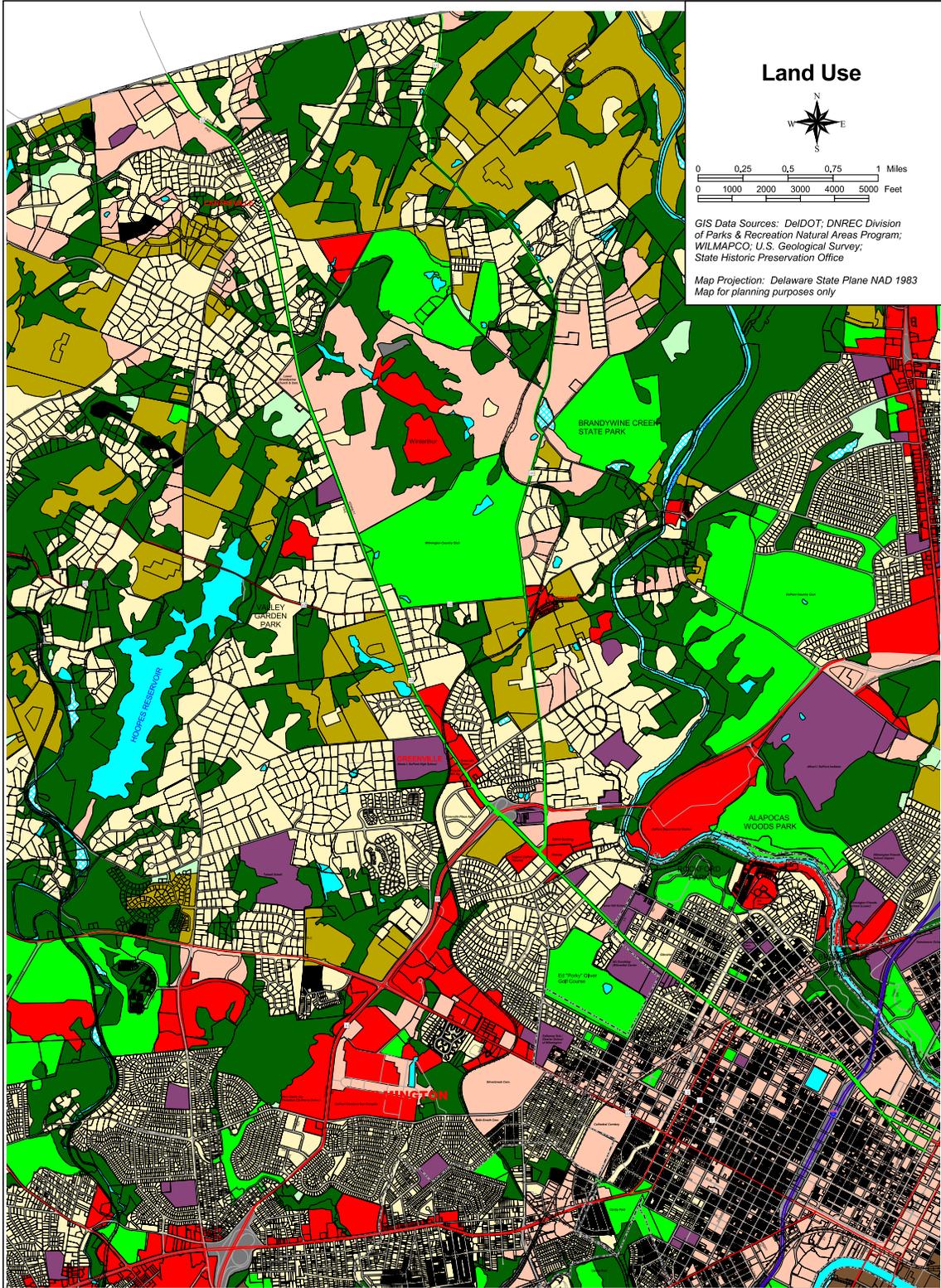
- Open Views
- High Quality Views (Bare Terrain)
- Byway Viewshed (Bare Terrain)

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**

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

March 20, 2002



LAND USE CLASSIFICATION CODES (1997)

	RESIDENTIAL		UTILITIES		AGRICULTURE		WETLAND
	COMMERCIAL		MIXED URBAN/BUILT UP/OTHER		BRUSHLAND/RANGELAND		BARREN
	INDUSTRIAL		INSTITUTIONAL/GOVERNMENT		FOREST		WATER
	TRANSPORTATION/PARKING/ RAILROAD		RECREATION				

# 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