
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 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 Lamot 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 Irene 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

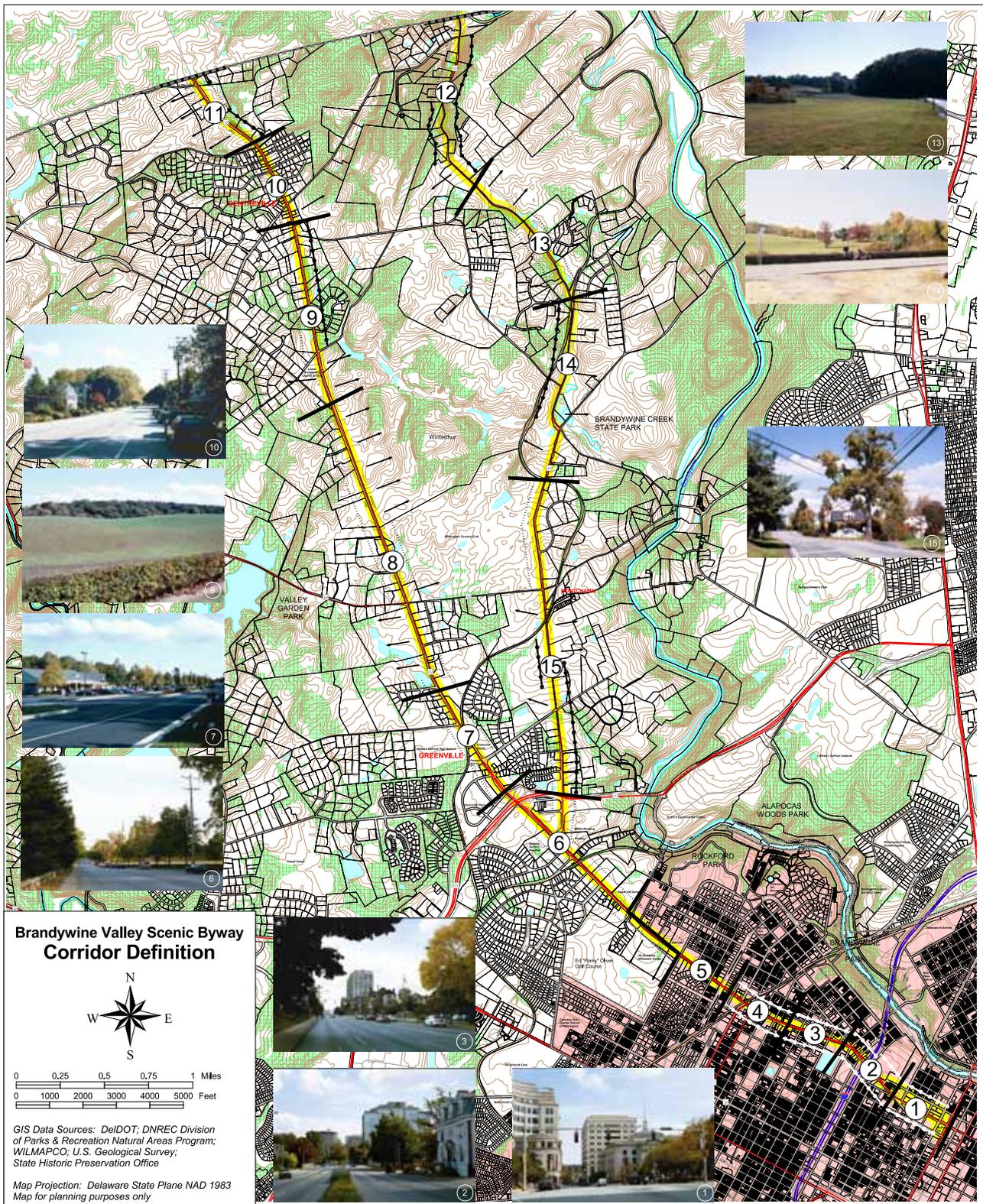
Specifications

- 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

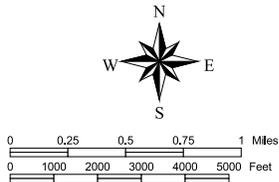
Description

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 Crazy 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



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



Segments 2 & 3



Segments 4 & 5



Segment 6



Segment 7



Segment 8



Segment 9



Segments 10 & 11



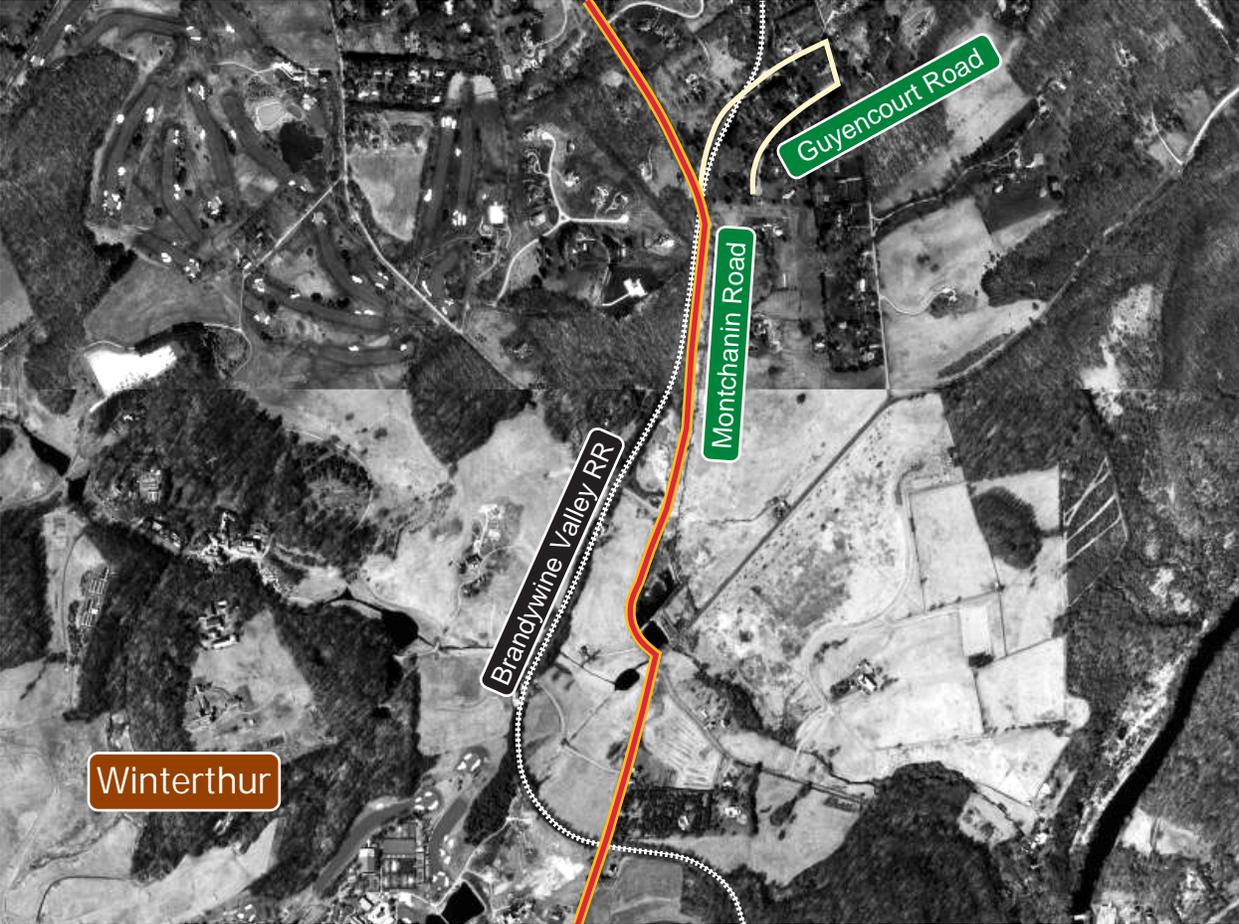
Segment 12



Segment 13



Segment 14



Segment 15

