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# Brandywine Valley Scenic Byway Advisory Committee: Individuals

March 2005

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

# Brandywine Valley Scenic Byway Advisory Committee: Individuals

March 2005

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

# Brandywine Valley Scenic Byway Advisory Committee: Individuals

March 2005

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

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# Chapter 1

## INTRODUCTION: PLANNING THE BYWAY

### 1.1 Project Overview

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

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

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

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