

Greenville Village Study And Special Area Plan First Public Meeting



Mill race at
Hagley
Museum

An aerial photograph of a suburban neighborhood. A main road runs vertically through the center. To the left of the road are green fields and scattered houses. To the right, there is a dense residential area with many houses, followed by a large school building with a complex roofline and several parking lots filled with cars. The entire area is surrounded by lush green trees. The word "Introductions" is overlaid in the center in a large, white, sans-serif font with a blue outline.

Introductions

National Scenic Byways
recognize roads across the
country that contribute towards
a unique travel experience.

Alice DuPont's Pearls. One of the stories of the
Brandywine Valley National Scenic Byway.

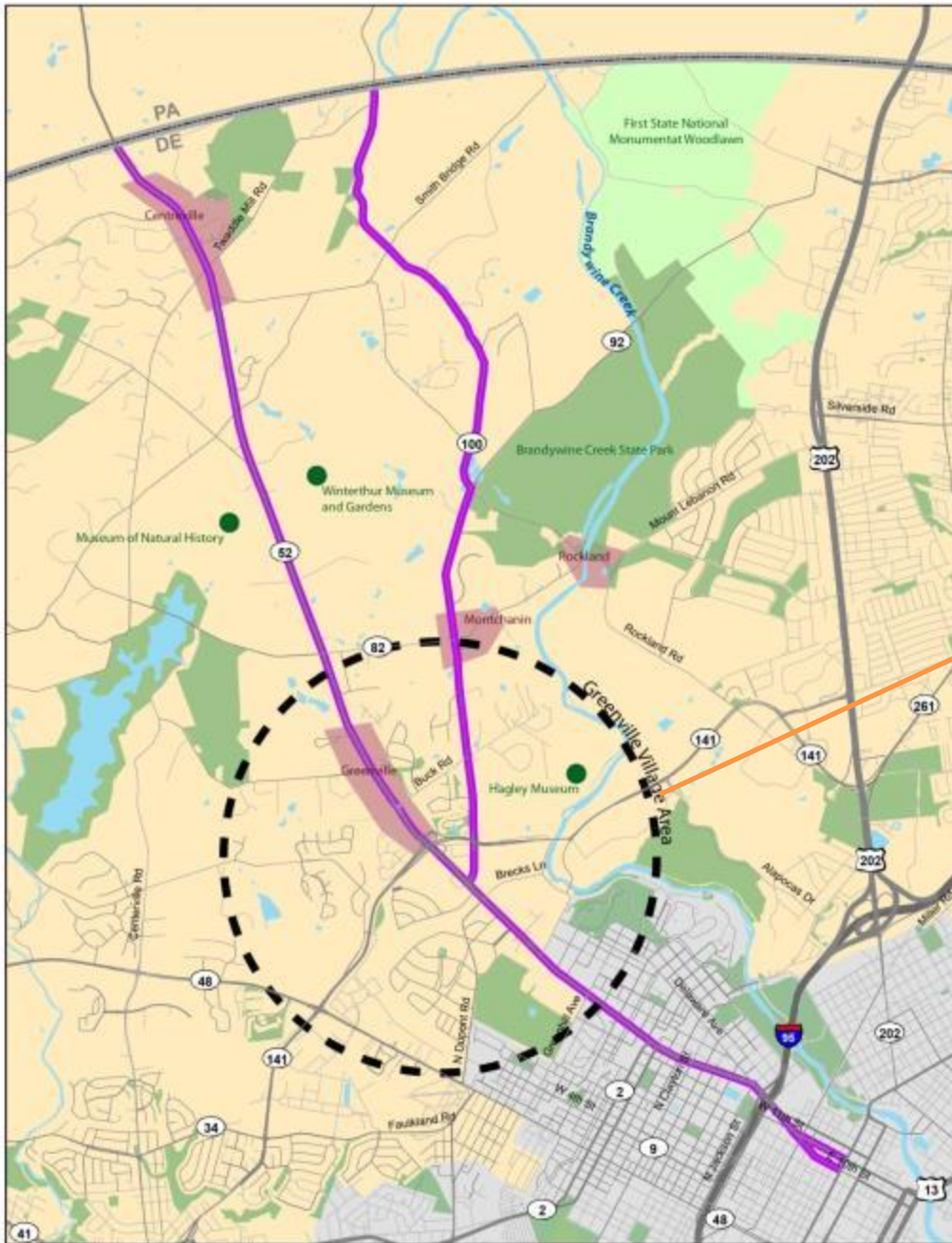
The Brandywine Valley National Scenic Byway

Forbes Magazine called our Byway one of
America's Top Ten Road Trips.



Brandywine Valley National Scenic Byway

**General Study Area
Attendees to Begin to
Identify Study
Boundaries Tonight**



T H I S I N D E N T U R E, made this Twenty-fifth day of September, A.D. Nineteen hundred and twenty,

Between THE WILMINGTON AND KENNET TURNPIKE COMPANY, a corporation of the State of Delaware, party of the first part, THE STATE OF DELAWARE, party of the second part, WILMINGTON TRUST COMPANY, a corporation of the State of Delaware, party of the third part and STATE HIGHWAY DEPARTMENT OF THE STATE OF DELAWARE, party of the fourth part.

WHEREAS, the President and Managers of the Wilmington and Kennet Turnpike Company, at a meeting duly called for that purpose, held at its office in the City of Wilmington on the ninth day of July, 1920, and attended by the President and all the Managers, adopted the following resolution by unanimous vote:

RESOLVED: That in the judgment of the President and managers of this company it is expedient and for the best interests of the company to sell, transfer, grant and convey unto The State of Delaware, for the consideration of ONE DOLLAR (\$1.00) and upon the conditions hereafter set out, the Road and Highway Easement of this company, eighty feet in width, extending from the City of Wilmington to the boundary line between Delaware and Pennsylvania, at or near the

Excerpt
from the
Deed of
Transfer

In 1920, the Wilmington and Kennett Turnpike Company sold Kennett Pike to the State of Delaware for \$1.00 but there were conditions.

Conditions the State Agreed to...

- No trolley cars or rails in the 80- foot right of way.
- No billboards without receiving the written consent of every abutting property owner on both sides of the entire length of the road.
- Protect and preserve the ancient colonial pear tree near the private road of E. E. DuPont.



Winterthur



Lower Brandywine
Presbyterian Church

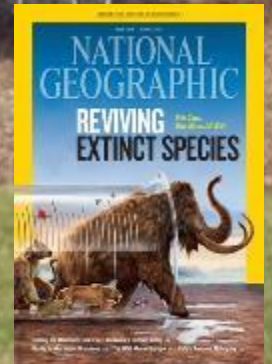
Buckley's Tavern in Centreville



Granogue as seen from the First State National Monument

William Bancroft bought this land for a park, predicting in 1909, "It may take 100 years to work out."

April 2013 National Geographic Magazine






Route 100

Byway Management

- Brandywine Valley National Scenic Byway Partnership
 - Community based
 - Government advisors
 - Day to day byway management
- Byway Advisory Board
 - Senate Bill 241, 146th General Assembly
 - Chair: Secretary of Transportation
 - Can recommend regulations and policies

Byway Studies, Plans and Projects

- Corridor Management Plan (2005)
- Scenic Stewardship Plan (2006)
- Scenic Conservation Plan (Underway)
- Route 82/Route 52 Safety Improvement (Under Construction)
- Route 92/Route 100 Context Sensitive Study (Awaiting funding approval)
- Greenville Village Study (Tonight's meeting)



Greenville Village Study

Looking south on Kennett Pike at Powder
Mill Square



Greenville Shopping Center before Jansen's Market





Scenic Stewardship Plan



**Greenville Shopping Center after
Jansen's Market**



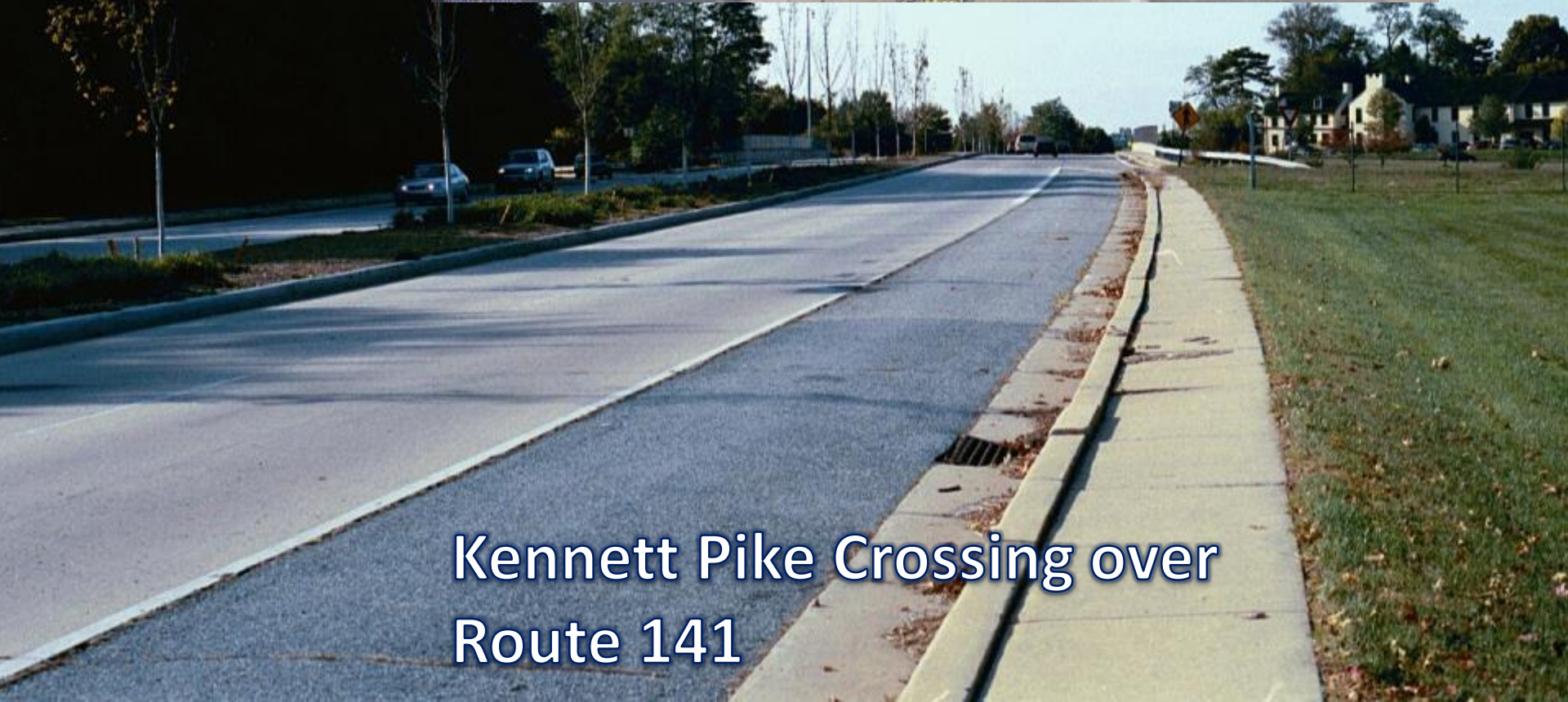
**Kennett Pike looking north at
Buck Road**

Hillside Road approaching Kennett Pike



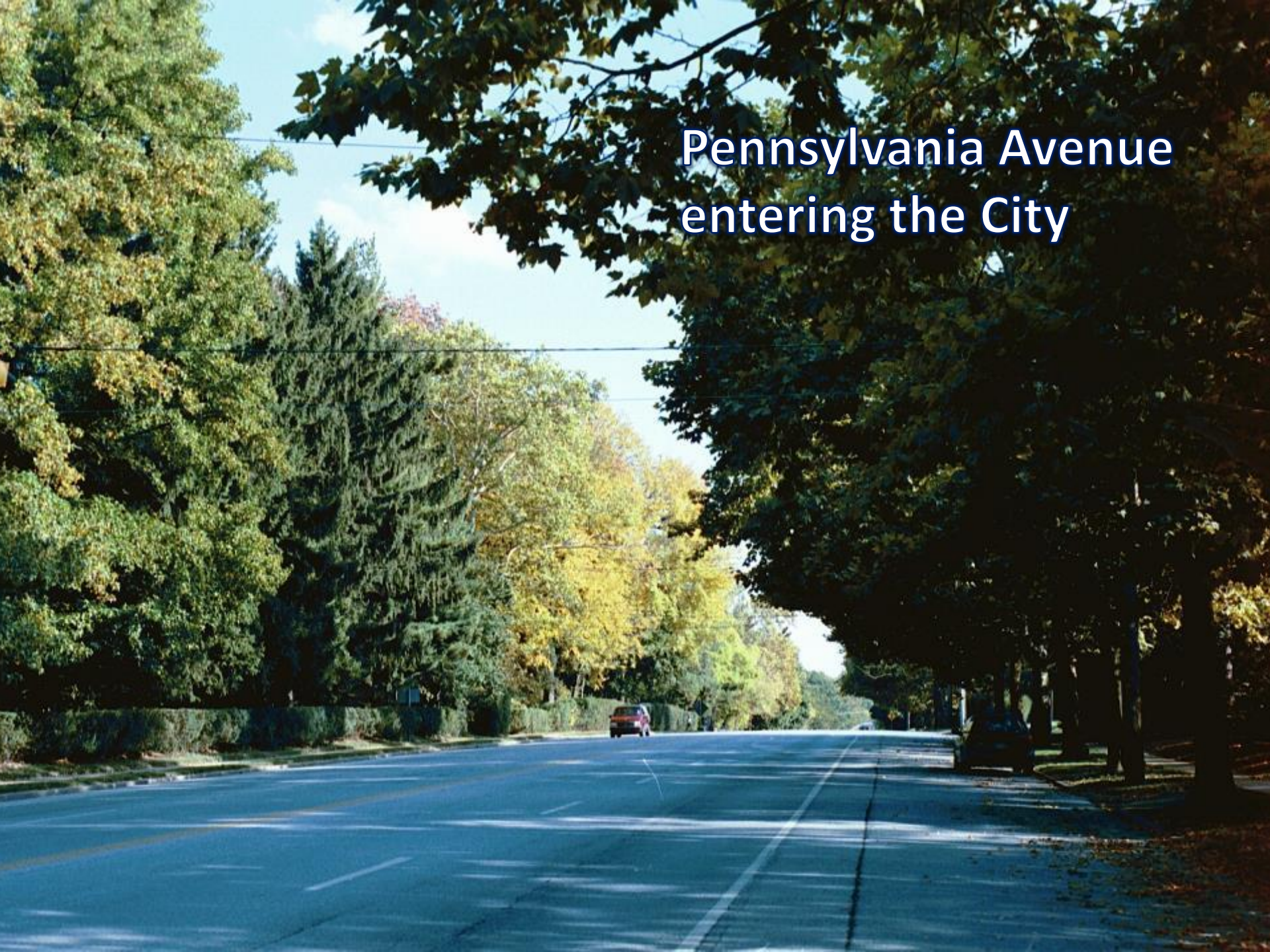


Kennett Pike at Buck
Road



Kennett Pike Crossing over
Route 141

Pennsylvania Avenue entering the City

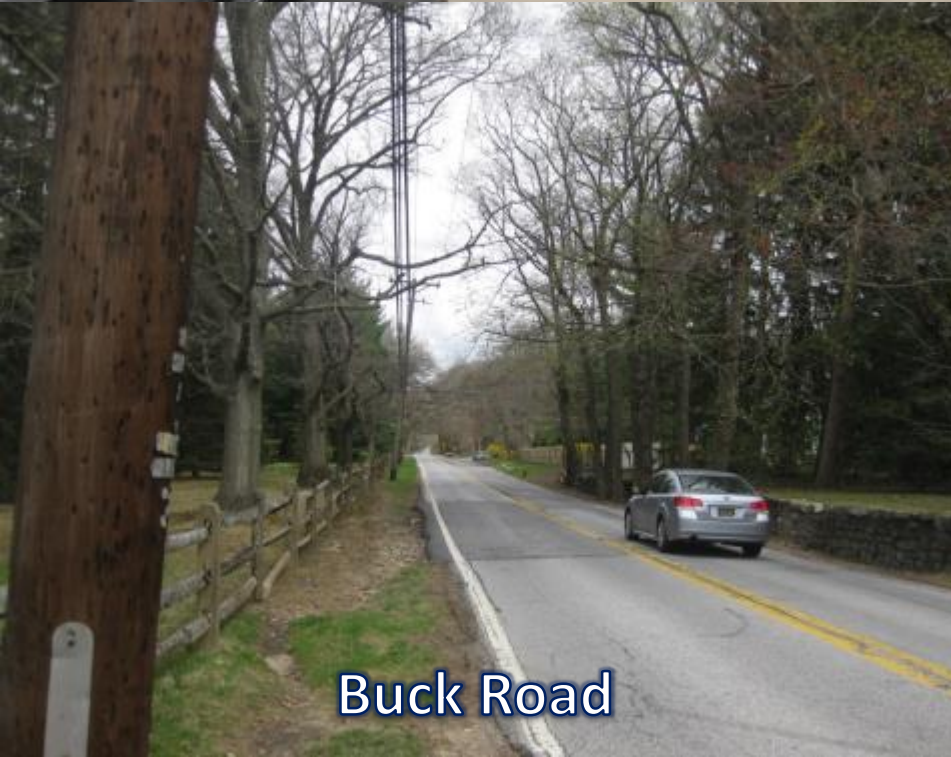




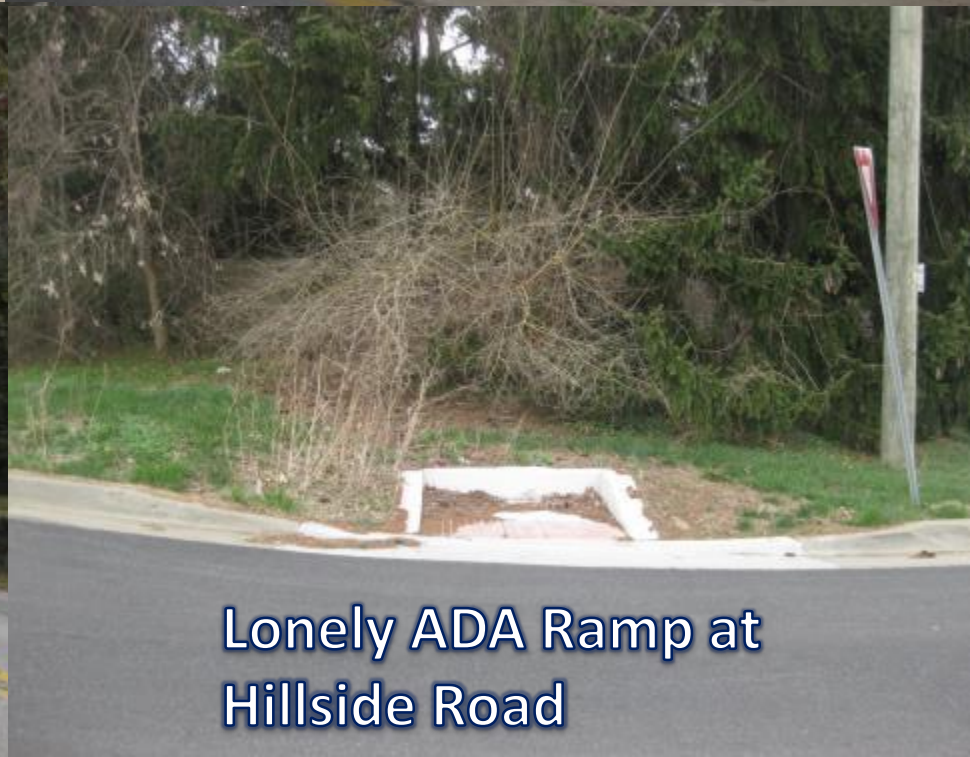
Path between Greenville Center
and One Greenville Crossing



Walking to Greenville
Center from Buck Road



Buck Road



Lonely ADA Ramp at
Hillside Road



Route 100 at Buck Road



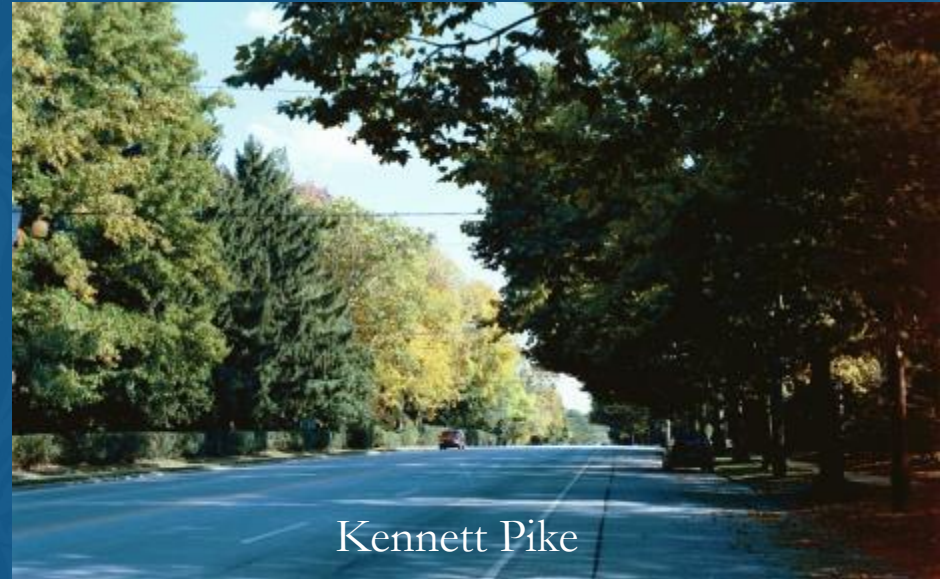
Looking towards Applecross



Looking towards Hagley

Greenville Special Area Plan

New Castle County is proud to be partnering with DelDOT and Delaware Greenways to preserve and enhance Greenville's character for the next generation.



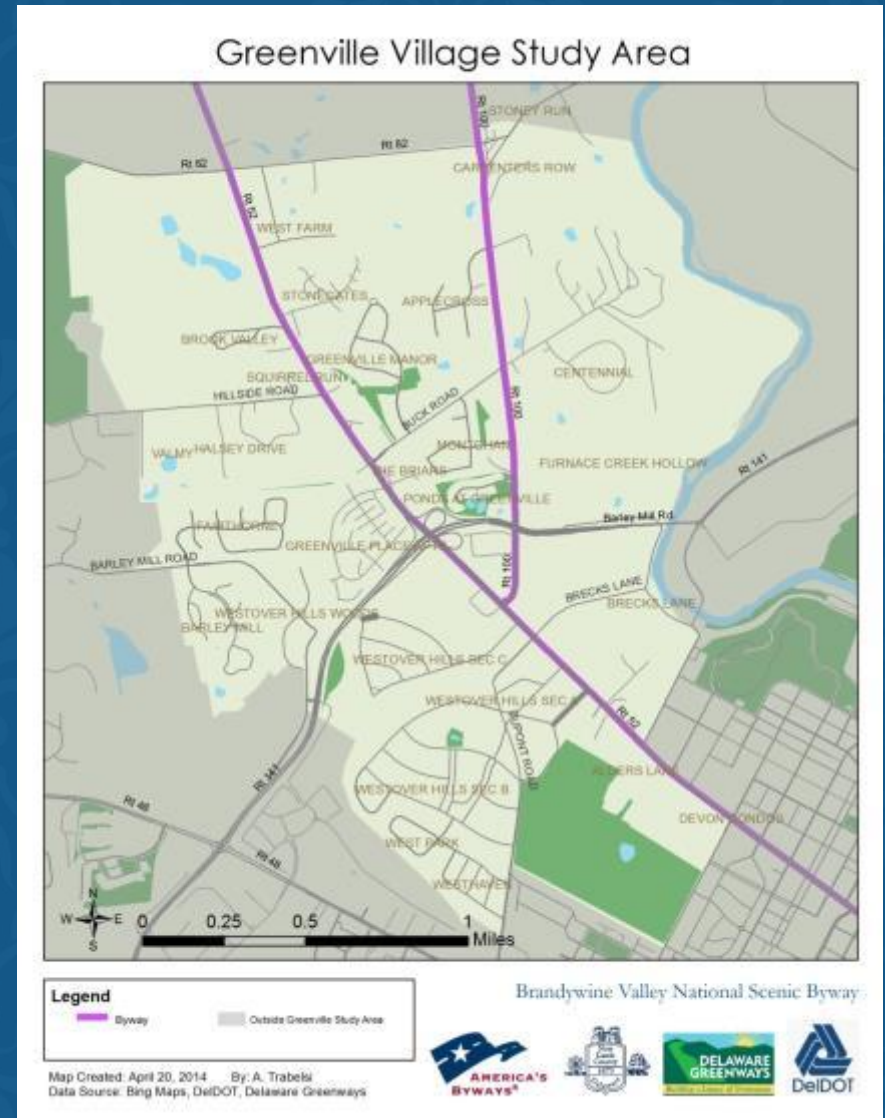
Kennett Pike



Hillside Road

All Implementing Agencies Working Together

Greenville Study ⇒
Special Area Plan ⇒
Zoning &
Implementation



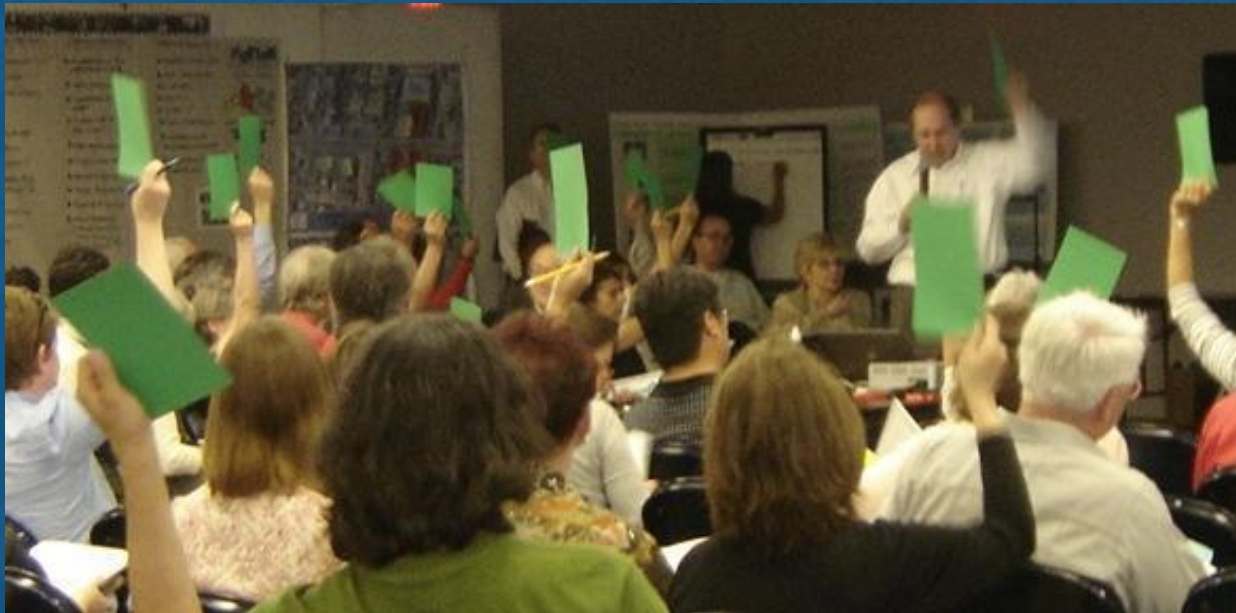
Here to Listen

New Castle County is here to listen.

Plans are built on analysis, testing, community knowledge, and expectations.

The most successful plans which are implemented are based on the consensus of the community.

This community has demonstrated a strong commitment to Greenville's future and ensuring that the plan endures.



Planning for the Future

New Castle County
committed to transitioning
from reactive to proactive
planning:

- Greenville
- Scenic Byways – Red Clay
- Neighborhood Conservation Districts
- Corridor Revitalization Action Plans
- Housing Strategies



Planning Perspective

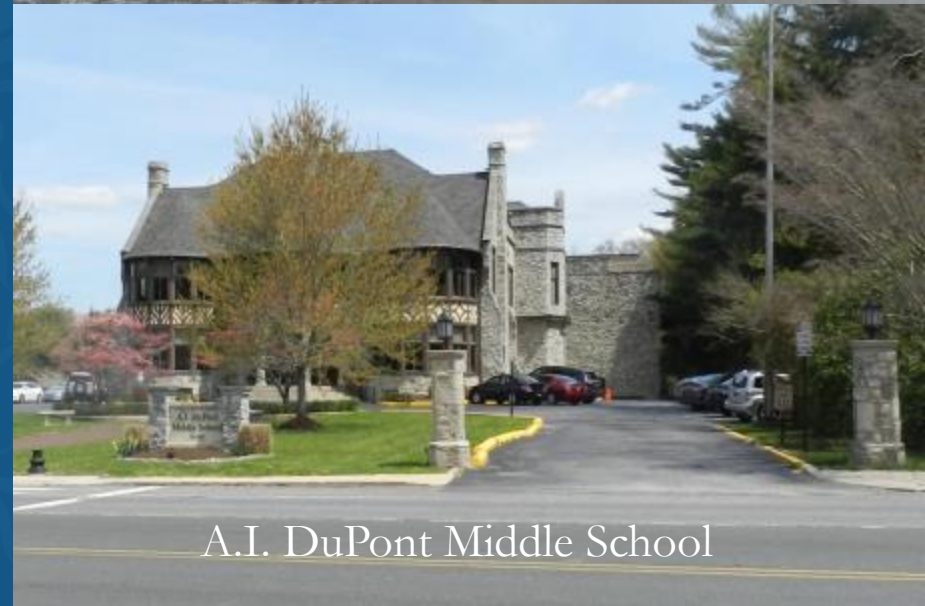
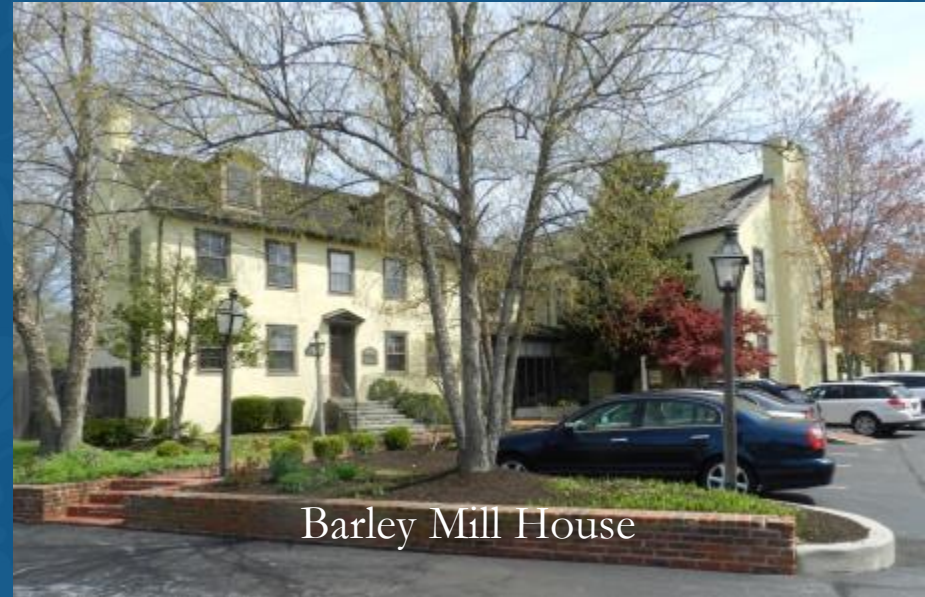
Planning presents an opportunity to enhance everyday experience and improve the community's physical, scenic, natural, social and economic environment.



Greenville Community Uniqueness

Greenville is blessed with many assets of a vital and healthy community.

- Safe
- Open space, trails
- Schools
- Walkable and bikable
- Range of local services
- Strong Neighborhoods



Greenville's Unique Character

- Wooded preserves
- Scenic Byway
- Local Service Uses



Greenville Crossing



Powder Mill Square



Greenville on 141



Route 100 near Hagley

Planning Approach: What would you like to see addressed?



Greenville Center



Holly Lane

- Enhance and Protect Scenic Byway
- Protect Neighborhoods
- Provide accessibility to services, recreation, schools
- Ensure strength and vitality of community's center
- Other



Viewshed

Process

Extensive analysis

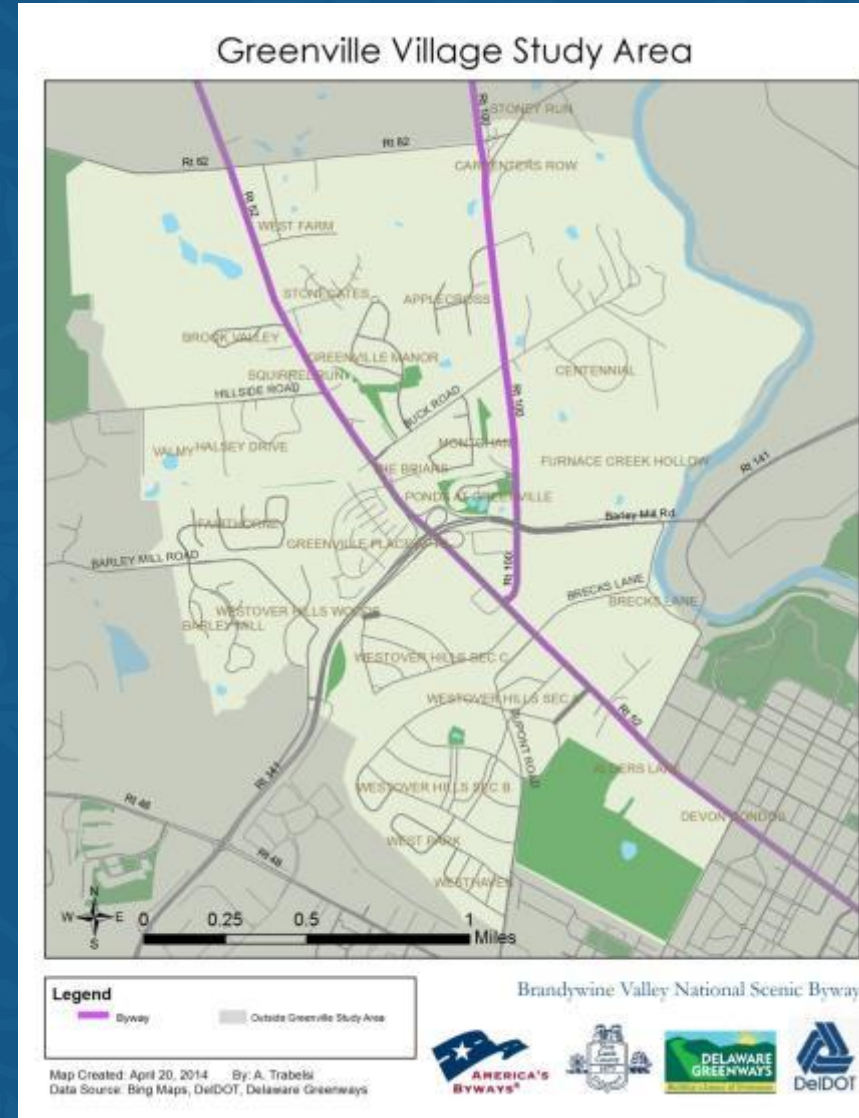
- Land Use
- Transportation
- Urban Design

Testing

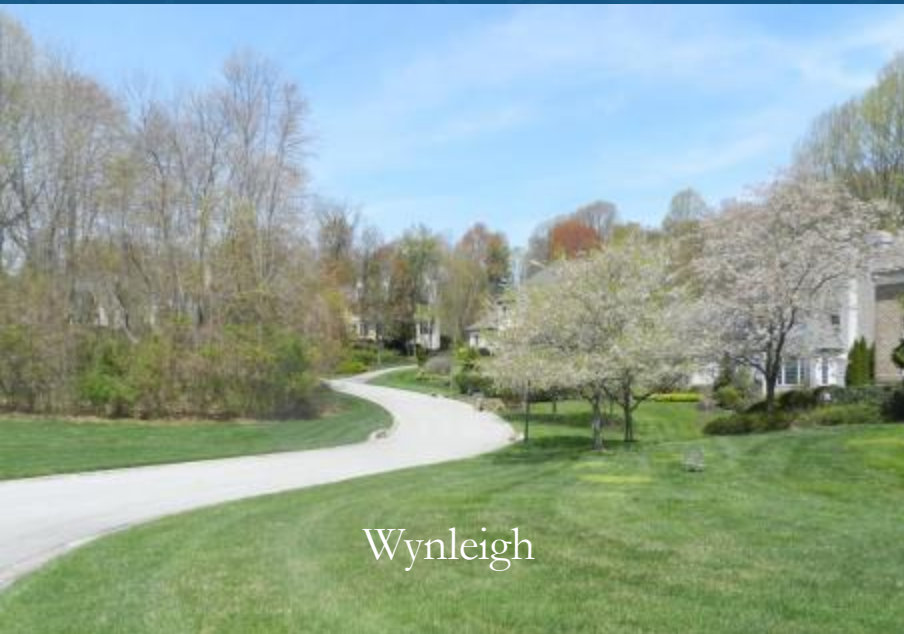
Workshops

Vision & Expectations

- Community aspects to be preserved
- Opportunities for new services
- Boundaries of Study Area
- Town Center
- Neighborhoods
- Built Environment



Planning Perspective: Context Sensitivity



Wynleigh



Goodstay Center

Village Character

- Town Center
- Community Amenities
- Gathering Places
- Full Range of Uses
- Services
- **Neighborhood Enhancement**
- Accessibility
- Walk/bike/safety

Form of Built Environment

- Scale of buildings
- Massing
- Location/Setbacks/Height

Byway

- Enhance visual
- Protect wooded areas
- Structures largely out of sight



Signs of Greenville Village

Based on What You Tell Us: Tools to Shape Future Direction



Holladay House



Westover Hills

Principles to Guide Future Development

- Standards and Setbacks for Scenic Corridors
- Design Guidelines
- Form and Scale of Buildings

Placemaking

- Town Center
- Overlay Districts

Neighborhood Conservation Districts



Existing Partnership

- All of YOU
- DelDOT
- NCC
- Delaware Greenways

Many groups worked on the Byway Plan

- Brandywine Valley National Scenic Byway Partnership
- Byway Advisory Board

Tonight we start our conversation.