



THE KENNETT PIKE ASSOCIATION

Newsletter



Fall 2015

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Underground Railroad to Freedom Now a National Byway and Tribute to Harriet Tubman



Harriet Tubman 1885

The Underground Railroad was not underground nor was it a railroad. It was a network of secret routes and safe houses which adopted railway terms to operate the system. Guides were known as “conductors”, hiding places were “stations”, and escaped slaves were “passengers.” The Railroad was often referred to as the “freedom train” and messages were encoded so that they could be understood only by those active in the Railroad. “I have sent via at two o’clock four large hams and two small hams” indicated that four adults and two children were sent from Harrisburg to Philadelphia, and the “via” meant they are routing through Reading.

The Underground Railroad reached from Florida and Texas in the South to New Hampshire and Minnesota in the North and operated from around 1820, reaching its height between 1850 and 1860. It is estimated that by 1850 some 100,000 slaves had escaped via the Railroad. Canada, where slavery had been abolished, was a popular destination. Under the original Fugitive Slave Act of 1793, officials from slave-holding states were responsible for the recovery of runaway slaves, though many ignored this law. Politicians in the South pushed for change and the Compromise of 1850 was passed by Congress stipulating a more stringent Fugitive Slave Law which compelled officials of free states to assist slave catchers who could operate openly in free states. Because little documentation was required to claim a person as a runaway, slave catchers also kidnapped free blacks, especially children, and sold them into slavery. Many Northerners who might have ignored slave

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issues in the South were now required to support slavery laws and this was the primary complaint cited by the Union leading to the Civil War, and the perception that Northern states ignored the fugitive slave law was a major justification for the South's secession.

To reduce the risk of infiltration, many people associated with the Underground Railroad only knew their part of the operation and not the entire scheme. Slaves generally traveled at night about 20 miles from station to station, where they would rest during the day. The stations were often barns or churches. While fugitives rested at one station, a message was sent to the next.

Harriet Tubman was born in Dorchester County, Maryland to slave parents Rit Green and Ben Ross. As with many slaves, the exact year of Harriet's birth is not known but the best estimate is between 1820-1822. Her grandmother Modesty arrived in the United States on a slave ship from Africa. Harriet's mother was a cook and her father was a skilled woodsman who managed the timber work on a plantation. They married around 1808 and had nine children.

The most active of the railroad workers were Northern free blacks, former slaves, Northern abolitionists, philanthropists and church leaders from various denominations, particularly Quakers. Born into slavery, Harriet Tubman escaped and subsequently made thirteen missions to rescue some seventy enslaved family members and friends using the Underground Railroad. She later helped John Brown recruit men for his raid on Harper's Ferry, served as a Civil War nurse, and in the post-war era struggled for women's suffrage.

In honor of her remarkable achievements, Congress in 2014 created the Harriet Tubman Underground Railroad Byway. It meanders 125 miles through Dorchester and Caroline Counties on Maryland's Eastern Shore, and continues into Delaware some 15 miles southwest of Dover. The route traverses known Underground Railroad sites in Camden and Dover, continues north on Route 13 through Smyrna, then continues on Route 15 to Middletown and Odessa. It then follows Route 9 along the Delaware River to Wilmington. From Wilmington, the Harriet Tubman Underground Railroad Byway joins Delaware's only National Scenic Byway --- the Brandywine Valley National Scenic Byway which is the Kennett Pike --- and ends at the Delaware-Pennsylvania border. In Delaware, the Harriet Tubman Byway is about 95 miles long, including loops.

The Harriet Tubman Underground Railroad Byway is a fitting tribute to a remarkable woman and her achievements --- the brightest of lights in a regrettable chapter in our country's history.



To The Railroad



Montchanin Corporate Center



Greenville Professional Center



Powder Mill Square



Barley Mill House



Greenville Center

Pettinaro Acquires Greenville Sites from Stoltz

During the summer Pettinaro, Inc. acquired five properties in Greenville from Stoltz in one of the most significant real estate transactions in recent history. The price tag was estimated to be more than \$100 million.

The properties acquired are:

- **Montchanin Corporate Center** --- an upscale office complex at the corner of Kennett Pike and Montchanin Road, the former Columbia Gas property.
- **Greenville Professional Center** --- Christiana Care and other offices on the west side of Kennett Pike; the former Kirkwood Fitness Center.
- **Powder Mill Square** --- retail and office complex home to stores such as Brew Ha Ha and Cromwells on the west side of Kennett Pike.
- **Barley Mill House** --- small historical office building at the Kennett Pike and Route 141 intersection.
- **Greenville Center** --- home to Janssen’s, Talbots, Pizza By Elizabeths and M&T Bank, among others.

These properties add to the significant commercial property holdings of Pettinaro already in Greenville including the Towers at Greenville and Greenville Place (behind the Shell station) and the Shell gas station property. Stoltz did not sell the 96-acre Barley Mill Plaza site.

Pettinaro is celebrating 50 years in business this year. The founder, Verino Pettinaro is now semi-retired and the day-to-day operations are now handled by his son Greg, and Greg’s sisters Tracy, Cindy and Vicky. On the day of the sale transaction, Greg called KPA President John Danzeisen to say that he was looking forward to working with the community, and that as a resident of Greenville he and his family care very much about maintaining the character and beauty of the Greenville area.

The sale of these properties to Pettinaro is a welcome change for the community where the relationship with Stoltz has often been a rocky one. We look forward to a constructive and open relationship with Greg and the Pettinaro company.



The Towers at Greenville



Greenville Place



Delaware Blue Hen Chicken



Barred Plymouth Rock Chicken



Rock Red Cross Chicken

DID YOU KNOW?

- An accident resulted in Sussex County having the most chickens in the nation. Cecile Steele in 1923 ordered 50 egg-laying chicks but the supplier delivered 500. In less than 6-months Cecile had 387 birds which she sold for 62-cents a pound. The next year she ordered 1,000 birds and by 1926 the Steele's were raising 10,000 chickens.
- Delaware's chicken industry began with White Leghorns which produced a lot of eggs but were not very meaty. In the 1930's they were replaced with Barred Plymouth Rock and Rock Red Cross chickens.
- The Delaware state bird --- the Delaware Blue Hen --- is not a recognized breed. It was, nevertheless, adopted by the Delaware general assembly in 1939 as the official state bird. Work has been done to develop a strain of blue chickens that might reliably propagate, but only half of the chicks produced by blue parents have blue feathers. The rest are black, or black and white.
- In the 1960's almost all chickens were sold whole. Today almost all chickens are sold as parts.
- Americans consume almost 85 pounds of chicken per person each year, surpassing beef.
- Every part of a chicken is used. Most of the feathers --- almost entirely protein --- are turned into a pulp and used in pet foods.
- Chickens use their beaks to peck those lower in the chain --- hence the term "pecking order."

PLEASE THANK OUR KPA SPONSORS

The annual dues paid by the loyal and much-appreciated members of KPA helps enormously to paying the costs of maintaining the beautiful landscaping in the Greenville medians. However, additional funds are needed to keep these plantings in the pristine condition you see. That's where our sponsors come in with their financial support. The community is very grateful to these sponsors who make our lives more enjoyable thanks to their generosity and community spirit. Please thank them when you see them!

Brantwyn Holdings
Dr. William Keller
WSFS
M&T Bank

Brandywine Fine Properties, Sotheby's
Deweese Investment Consulting (Wells Fargo)
Weymouth, Swayze and Corroon Insurance
Setting Properties

Dewson Construction
Janney Montgomery Scott
Bouchaine Vineyards



ROUTE 92 / ROUTE 100 INTERSECTION STUDY

The Delaware Department of Transportation (DelDOT) earlier this year conducted a study of the intersection at Route 92 and Route 100, a 4-way stop. The study was intended to develop a vision and goals, design standards and any appropriate actions to be taken at this important National Scenic Byway area. A public workshop was conducted in March 2015 where three focus groups were formed to consider the following; appropriate land uses, transportation issues, and scenic and historic resources. Following stakeholder activities on the first day, the public was invited to three sessions to give their input and to hear their views. The participants in the Land Use focus group stated that this area should remain relatively unchanged from its current state with little or no development. Long setbacks and buffers should be included in any future developments, and signage should be minimized and should be uniform. The Transportation focus group concluded that the intersection as it is was safe and orderly, that traffic congestion was a rush-hour phenomenon, and that the intersection functioned well as it is. The Resources focus group identified a number of features that make the area special including the stone walls, the variety of wildlife, and the scenic views. Public input at the sessions as well as by mail supported the work of the focus groups. 80% of the survey respondents expressed a desire to see the area surrounding the intersection remain untouched and undeveloped, and the bucolic nature of the intersection be preserved. The public also felt that signage was a distraction from the scenic views and should be minimized. The public workshop process provided stakeholders and the public with valuable insights about the Route 92 / Route 100 intersection and the surrounding area which will guide future considerations for any proposed changes.

PROPOSED NATIONAL SCENIC BYWAY OVERLAY

The President of the Kennett Pike Association, John Danzeisen, was named Chair of the Brandywine Valley National Scenic Byway (BVNSB) Partnership Committee on Design Guidelines. The BVNSB Partnership is a coalition of community and civic groups who are dedicated to preserving and protecting Delaware's only national scenic byway --- the Kennett Pike and Route 100 corridors. The membership of the Committee on Design Guidelines is composed of representatives from the Centreville Civic Association, Delaware Nature Society, the Greater Wilmington Convention and Visitors Bureau, and 5 members of the Kennett Pike Association. This Committee worked for more than a year to develop new standards for the National Scenic Byway which would help to preserve the intrinsic qualities of the Byway: Scenic qualities, Natural qualities, Historic qualities, Cultural qualities, and Recreational qualities.

The Committee identified seven priority concerns and proposals which, if left unaddressed, would constitute the most serious threats to the Byway intrinsic qualities. The Committee proposed new standards for:

- **Building Heights** – The present code allows certain buildings up to 180 feet for mixed use developments. The proposals would limit such buildings to 40 feet.
- **Building Setbacks** – Currently there is only a 40 foot setback requirement for new buildings along the byway, even on large estates. The proposals would require a setback of 150 feet.
- **Signage Dimensions, Illumination and Number of Signs** --- the proposals reduce the size and number of signs allowed for many commercial properties, and restrict the illumination of signs on the Byway.
- **Utility Fixtures** --- the proposals create new contact-sensitive designs for lighting and utility fixtures placed on the Byway.
- **Utility Lines** --- the proposals seek to move utility lines underground on the Byway over time, recognizing the high costs and challenges of doing this.

The BVNSB Partnership unanimously approved the new proposed standards which will be in the form of form-based overlay standards. It is proposed the Kennett Pike and Route 100 corridors be designated an "overlay" district where these new standards would supersede the normal New Castle Unified Development Code standards. A presentation was given to the County Executive, Tom Gordon and to Councilman Bob Weiner who both endorsed the proposals. Work is now underway to retain a consultant who will take these proposals, marry them with some other new proposals coming from the Red Clay Valley Byway team, and incorporate them into a new overlay code for our national scenic byway. New Castle County Council approval will be sought. The two Utility proposals will need support from the state of Delaware and discussions on that should begin shortly.



ROUTE 141 CORRIDOR STUDY

New Castle County Land Use Department, DeIDOT and the Wilmington Area Planning Council (WILMAPCO) have launched a study about the future land use and transportation issues along the Route 141 corridor between the Kirkwood Highway (RT.2) and the Concord Pike (Rt.202). The goal of the study is to develop a strategy to guide land use decisions and transportation policy for the next 20 years. Two public meetings have been held to date, and there is much concern about the direction and likely results of the study, with many residents, neighborhood associations and civic groups --- including the Kennett Pike Association --- going on record to say the plan is fundamentally flawed. Of primary concern is that the route from Faulkland Road to the Concord Pike is today 100% residential and office use --- no retail. The Plan advocates the conversion of the corridor to retail / services under the banner of "mixed use" and it fails to recognize and protect the unique character of the area. Route 141 is integrally linked to the cultural and economic heritage of Northern Delaware and is a gateway to the Brandywine Valley with its National Scenic Byway and cultural institutions. Many residents feel that retail and services uses are not compatible with the current uses along this corridor.

A FEW QUICK UPDATES

- Just days before the sale by Stoltz, and with the support of Pettinaro, important deed restrictions were recorded with New Castle County restricting building heights, building setbacks, and uses at Greenville Center.
- Dewson Construction has obtained rights to develop the property known as Crooked Billet which is situated at the Kennett Pike and Route 141 intersection. The historic house will be preserved, 14 acres will be left as open space, and 20 new 55+ homes will be built, along with 7 new homes on Kent Road which borders the property. Concerned neighborhood groups are working with Dewson to resolve community concerns for the by-right project.
- The installation of a traffic light in Centreville at Kennett Pike and Owls Nest / Twaddell Mill Roads was delayed pending the outcome of further study by DeIDOT and additional public input. Based on the results of that process, DeIDOT has announced they will proceed with the installation after the holidays.
- Two longstanding volunteer Directors of KPA have retired from the KPA Board but will remain active members. Thank you to Bob Crandell and Christine Homer!
- Setting Properties is proposing to build 6 new cottages for the 50+ age group at 3105 Kennett Pike, a property just north of Stonegates. The homes will be about 2,800 sq. ft. and will be mostly screened from view from the Kennett Pike. The original house will be preserved as will the spring house near the roadway.



KPA MEMBERSHIP AND SUPPORT

The KPA has been protecting and beautifying the Kennett Pike and Route 100 corridors for more than 55 years. We are blessed to have an all-volunteer leadership team, but the plantings, landscaping and maintenance cost a lot of money each year. We could not do our work without our family members, our median sponsors, and our corporate and neighborhood association supporters. On behalf of the entire community, "THANK YOU" for making our surroundings more beautiful!

Please support the KPA in its work, and become a member, with a tax deductible payment

Name

Street

City and State Zip Code

Amount Enclosed \$60 Family \$150 Company, Civic or Neighborhood Association

Send To: The Kennett Pike Association P. O. Box 3592 Greenville, DE 19807

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P. O. Box 3592
Greenville, DE 19807