

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only
received JUN 15 1981
date entered JUL 23 1981

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic BRANDYWINE PARK AND KENTMERE PARKWAY

and/or common

2. Location

street & number Southeast of Eighteenth Street & Northeast of Park Drive— not for publication
and Lovering Avenue, between Rockford Park and the Market Street Bridge
city, town _____ vicinity of _____ congressional district _____

state _____ code _____ county New Castle code _____

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name City of Wilmington

street & number Public Building

city, town Wilmington _____ vicinity of _____ state DE

5. Location of Legal Description

courthouse, registry of deeds, etc. Public Building

street & number Rodney Square

city, town Wilmington _____ state DE

6. Representation in Existing Surveys

title Delaware Survey of Historic Sites & Buildings, N-1566 has this property been determined eligible? yes no

date 1974 _____ federal state _____ county _____ local _____

depository for survey records Division of Historical & Cultural Affairs, Hall of Records

city, town Dover _____ state Delaware

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Because of their topography, the lands immediately adjacent to the Brandywine Creek were not readily developed and have been preserved relatively intact, retaining the use which they have had from Wilmington's establishment, that of a recreational area. Known first as the Brandywine Glen, and after the establishment of the municipal park system as Brandywine Park, the parklands blend well with the surrounding neighborhoods while providing the open space that every city requires.

Brandywine Park stretches between the Market Street Bridge and the Augustine Bridge and extends to 18th Street on the north and Park Drive on the south. Kentmere Parkway extends westward from Brandywine Park, linking it to Rockford Park. Upon entering Brandywine Park at its southeastern end, Park Drive runs between the Creek and the south mill race. The race is one of the few remnants of a once great milling industry complex located just below the Market Street Bridge. It still serves the Wilmington Waterworks. At the foot of West Street, Park Drive passes the First Presbyterian Church of Wilmington, which was moved to the park in 1918 to insure its preservation. Opposite the church is the McKinley Memorial, a cast-bronze bas-relief set in a stone alcove. Originally erected in 1908, it was moved here from another site in the park in 1962. The drive then passes under the Washington Memorial Bridge (1920), in itself one of the finest monuments in the park. From here the park widens out to the north as the river curves. The mill race throughout this upper park is spanned by wooden foot bridges. At the foot of Adams Street is the Old Barley Mill Stone. The mill that stood on this site was on the King's Road, which crossed the Brandywine at that point. Playgrounds for small children are also located in this area.

Crossing VanBuren Street, a change in the landscape of the park can be sensed. It is more wooded and a progressively steeper hill is found on the southern border. Eventually, Park Drive winds its way out into the City streets. The parkland continues, however, and can be wandered on foot. This is a scenic wooded area.

The end of the park is marked by three bridges. The western-most of these was built as a railroad bridge. When it was abandoned by the railroad in 1910, the City rebuilt it as a roadway. The new railway bridge was erected just a few yards to the east of the old one. It is faced with stone and its

(See Continuation Sheet)

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1886 **Builder/Architect** Samuel Canby/Frederick Law Olmsted

Statement of Significance (in one paragraph)

Brandywine Park, originally entered in the National Register in 1976, is one of the finest examples of landscape architecture in Delaware. Indeed, few other parks of its size in the country surpass it in natural beauty. Kentmere Parkway, which is included in this amended nomination along with the previously unregistered western extremity of Brandywine Park, was designed together with the main park in direct consultation with the 19th century landscape architect Frederick Law Olmsted. The landscaped boulevard still serves its original purpose of providing a physical and visual link between the park along Brandywine Creek and Rockford Park on the hill, which was entered in the National Register in 1978. As the first elements in Wilmington's park system, Brandywine Park and Kentmere Parkway also have significance in the area of city planning.

The land along the Brandywine has always been used as a recreation area by the citizens of Wilmington. It was not until 1868, however, that the establishment of a park was considered. The interest in this proposal stems from the landscape and park planning movement taking place in Europe and America at the time. In Victorian Europe economic and social forces were working toward providing a better environment for the masses. The landscape movement no longer restricted itself to the wealthy, but displayed itself in the establishment of public works. At the same time, America's urbanized northeast was beginning to feel the loss of wilderness. Cities were crowded with immigrants who had never known the wealth of natural landscape offered by the land. American landscape architects, including A.J. Downing and Frederick Law Olmsted, creator of New York's famed Central Park, led the new landscape movement, central to which was the establishment of public parks.

Criteria developed by designers such as Olmsted and Downing were used by the 1868 citizens' committee that examined the land along the Brandywine. The committee found it to contain all the elements which were required to make a park beautiful: "Trees, uneven grades, slopes, water, drives, walks, concourses, entrances, labyrinthes, music stands, lawn, green, playgrounds, etc." The Brandywine would be the centerpiece of all this scenic beauty. They concluded that "no City in the land has such a stream in its park and neither can they, with all their lavish expenditure of money, build one that can compare with it."

For more than a decade, as the park movement grew in the United States, no action was taken on the Wilmington park. Then in

(See Continuation Sheet)

9. Major Bibliographical References

Zebley, Frank R. Along the Brandywine. Wilmington: By the Author, 1940.
Report of the Park Commissioners, Wilmington, Delaware 1905, Wilmington: John M. Rogers
 Bryant, William Cullen, ed. Picturesque America. Vol. 1. New York: D. Appleton Press
 Company, 1972. Thompson, Priscilla M., "Creation of the Wilmington Park System before 1896,"
Delaware History, Fall-Winter, 1978

10. Geographical Data

UTM NOT VERIFIED
 ACREAGE NOT VERIFIED

Acreege of nominated property 175 acres
 Quadrangle name Wilmington North & South Quadrangle scale 1:24,000

UMT References

A	<u>1</u> <u>8</u>	<u>4</u> <u>5</u> <u>1</u> <u>2</u> <u>6</u> <u>0</u>	<u>4</u> <u>4</u> <u>0</u> <u>1</u> <u>7</u> <u>0</u> <u>0</u>	B	<u>1</u> <u>8</u>	<u>4</u> <u>5</u> <u>2</u> <u>7</u> <u>0</u> <u>0</u>	<u>4</u> <u>4</u> <u>0</u> <u>1</u> <u>2</u> <u>3</u> <u>0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>1</u> <u>8</u>	<u>4</u> <u>5</u> <u>3</u> <u>5</u> <u>5</u> <u>0</u>	<u>4</u> <u>3</u> <u>9</u> <u>9</u> <u>7</u> <u>6</u> <u>0</u>	D	<u>1</u> <u>8</u>	<u>4</u> <u>5</u> <u>2</u> <u>8</u> <u>8</u> <u>0</u>	<u>4</u> <u>4</u> <u>0</u> <u>0</u> <u>0</u> <u>6</u> <u>0</u>
E	<u>1</u> <u>8</u>	<u>4</u> <u>5</u> <u>2</u> <u>0</u> <u>5</u> <u>0</u>	<u>4</u> <u>4</u> <u>0</u> <u>1</u> <u>0</u> <u>4</u> <u>0</u>	F	<u>1</u> <u>8</u>	<u>4</u> <u>5</u> <u>1</u> <u>3</u> <u>7</u> <u>0</u>	<u>4</u> <u>4</u> <u>0</u> <u>1</u> <u>4</u> <u>4</u> <u>0</u>
G				H			

Verbal boundary description and justification

See Continuation Sheet - Page 2

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Joan M. Norton, Historic Site Surveyor; Amended by Priscilla M. Thompson, Historian
 organization Division of Historical & Cultural Affairs date June 1976/November 1979
 street & number Hall of Records telephone (302) - 736-5685
 city or town Dover state Delaware

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

Deputy
 State Historic Preservation Officer signature *Daniel R. [Signature]*

title _____ date June 9, 1981

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u><i>Donna [Signature]</i></u>	date <u>7/23/81</u>
Keeper of the National Register	
Attest: <u><i>Emma Jane [Signature]</i></u>	date <u>7-23-81</u>
Chief of Registration	

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Continuation sheet

Item number 6

Page 2

TITLE: Historic American Engineering Record

(Wilmington North 18.452280.4401160)

(Wilmington North 18.452280.4401120)

(Wilmington North 18.452290.4401080)

(Wilmington North 18.453200.4400000)

DATE: 1975 Federal

DEPOSITORY: Library of Congress

CITY: Washington, D.C.

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Continuation sheet Present Physical Appearance Item number 7

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piers are connected by elongated arched openings. Below these bridges is a steel suspension footbridge, from which the visitor is able to view the gently flowing Brandywine as it is crisscrossed by the several bridges.

From the footbridge, one enters the northern park. Glen Avenue and Drive runs the length of the park terminating near the three bridges at the entrance to a small industrial site. The land to the north of the drive is very steep and rocky at this point. As one travels east on Glen Avenue, the park begins to widen out to the south. Clearly visible is the service gate at the head of the north race. It was closed in 1950 but its path is still visible throughout the park.

The series of elliptical arches is the most striking feature of the I-95 overpass. Glenn Drive passes under it just before it reaches the VanBuren Street Bridge. Piers support long low arches on the VanBuren Street Bridge. Just to the west of the street is the Rose Garden, begun in 1933 as a relief project. There were, at one time, 800 rose bushes planted here; it was considered to be one of the best in the country. Just to the east of VanBuren Street is a garden of a different kind, called the Josephine Garden. A large fountain erected in memory of Josephine Tatnall Smith is flanked by two double rows of Japanese cherry trees. Both the trees and the fountain were the gift of Colonel J. Ernest Smith in 1933.

At VanBuren Street, access can be obtained to the upper park. Going up the old cobblestone street, the children's zoo is located just to the east along Glen Avenue. The upper park is located on the flat ridge above the creek bed. Here are located several play fields, ball fields, a stadium and an open meadow.

The edge of the park, which extends as far as Washington Street, is 18th Street. In the triangle formed by 18th Street, Washington Street and Baynard Boulevard stands a memorial dedicated in 1926 to those who served in World War I. It is known as the William H. Todd Memorial after its owner, a Wilmingtonian who built a shipyard in Brooklyn. A statue of Winged Victory stands on a pedestal in front of a 35 foot high-obelisk surmounted by an urn. They are set on a semi-circular platform banked by trees. In front of this is a parade ground where Washington is said to have reviewed the troops during the Revolution. The parade ground slopes down to the Washington Memorial Bridge.

Below the Washington Street Bridge to the west is a natural amphitheatre once used for public meetings; to the east, the park narrows along Park Drive as the river draws closer to the steep embankment. On the far side, a residential area spreads out to the north while to the south the river runs very close to Glen Avenue until the avenue intersects with Market Street at the Market Street Bridge.

Extending westward from Brandywine Park is Kentmere Parkway, a continuation of Park Drive and the corridor Olmsted designed as the link between Brandywine and Rockford Parks.

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Continuation sheet Present Physical Appearance Item number 7 Page 3

From the western end of Brandywine Park, the Parkway extends in a generally westerly direction, crossing several streets, until it reached Woodlawn Avenue. There it curves toward the south and then turns to the west where it meets Rockford Park. It is a dual roadway with a broad grass median. On the south side of the median is the eastbound two lane roadway, while the westbound roadway is to the north of the median. These roadways were originally for horses and carriages although they now carry automobile traffic. The first board Park Commissioners intended to have planting in the median, and although today's planting is not the same as the commissioners planted a century ago, it is compatible with the Parkway design.

At the western end of the Parkway, near the Delaware Art Museum, is a bronze statue of Thomas F. Bayard, U.S. Senator from Delaware and the nation's first Ambassador to Great Britain. Bayard was a member of the 1868 citizens' committee, the forerunner of the Park Commission. The statue was commissioned by Samuel Bancroft, a donor of park land, collector of the Pre-Raphaelite paintings which are now in the adjacent Art Museum, a member of the Board of Park Commissioners, and an admirer of Bayard.

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Continuation sheet Statement of Significance Item number 8 Page 2

1883, the State Legislature passed a bill providing for "Public Parks for the use of the citizens of Wilmington and vicinity, and creating a Board of Park Commissioners to take the care and management of such lands as would be acquired under the provisions of the act."

Once established, the Board of Park Commissioners contacted Frederick Law Olmsted. Olmsted, after reviewing the possible park sites, enthusiastically recommended that the land along the Brandywine be obtained for a park. This area far surpassed other sites which would have been adequate as parks in other cities. In his report, Olmsted advised that in order to assure the success of the Brandywine Park project, all discussion of the related Rockford Park project be deferred. He felt that "with every advantage that a lavish outlay may buy, it cannot in 50 years be made nearly as valuable...." a parkland.

In 1886 after the legislature amended the original bill to provide a method for obtaining funds, the first purchases of land were made. Samuel Canby, Park Engineer, was appointed to lay out the design of the park. Canby consulted with Olmsted, although Olmsted was never under contract to the Board of Park Commissioners. The plan that was created certainly incorporated many of Olmsted's ideas. Olmsted advised that one of his favorite devices, a curved landscaped parkway, be created to link Brandywine Park with Rockford Park. He worked out with Commissioner William P. Bancroft the requirements for setback, pipelines and other restrictions governing future housing along the parkway. Consequently, the early Wilmington park system included Kentmere Parkway with Brandywine and Rockford Parks in the Park Commissioner's report for 1885. The park system, then, threaded continuously throughout a large portion of the City.

Canby's plan enhanced the beauty of the natural landscape which had initially impressed Olmsted. Wilmington was fortunate in that this area had never lost its wilderness quality. Canby added roads, paths and walks, blending them inconspicuously into the park landscape. Of prime importance was the preservation of the river and the mill races. The south race has remained as a tribute to the industrial history of Wilmington. The bridges which cross the park add to its beauty. They are themselves works of art, pieces of engineering sculpture. Other pieces of sculpture have been placed in the park as memorials. Among them are: a bas-relief of President McKinley (1908); the William H. Todd Memorial dedicated to those who served in World War I (1925); the fountain in the Josephine Garden (1932-1934); and the statue of Thomas F. Bayard at the upper end of Kentmere Parkway. Symbolic of the milling industry that was so much a part of the history of Wilmington is the Old Barley Mill Stone embedded at the foot of Adams Street where the mill once stood. A zoo was established in the park as early as 1905, and was situated near a natural amphitheatre where Clay, Calhoun, and Webster once addressed meetings. The Tatnall's Woods area of the park now has a children's zoo in about the same location.

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Continuation sheet Statement of Significance Item number 8

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Wilmington has grown up around its park system and it has had a substantial effect on the form of the City. Every effort has been made to preserve its natural state. Recently when it became known that a highway overpass was to cross Brandywine Park, a fierce battle as to necessity and design ensued. Although the highway was built, the overpass was designed in such a way as to blend with the other forms of bridge engineering in the park. The park system today, as from its inception, is central to the recreational facilities in the City, and has several ball fields, tennis courts, and playgrounds as well as continuous paths for walking and jogging. Most important, it has preserved the open space that has become so essential to living in an urban area.

The transparent impact upon Wilmington of its two large blocks of center-city parkland led to the relatively early recognition of Brandywine and Rockford parks in nominations to the National Register. Research undertaken since these nominations were submitted has suggested that Kentmere Parkway should join them on the National Register, since all three were conceived as a continuous system under the inspiration of one of America's most influential landscape architects. A curving landscaped roadway was one of Frederick Law Olmsted's favorite devices. Olmsted's grading plan for Kentmere Parkway still exists in the New Castle County Park records, and as shown in the Park Commissioners' report for 1895, the Commission had completed plans and land acquisition for Brandywine Park, Rockford Park, and Kentmere Parkway by that date. Today, as originally intended, Kentmere serves the purposes of providing a vehicular corridor and a visual link between the City's two major parks, while at the same time providing a quiet residential setting. The large homes with their substantial setbacks from the parkway represent compatible later development which enhances the park-like setting, as Olmsted appears to have anticipated it would.

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Continuation sheet Verbal Boundary Desc.

Item number 10

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Beginning at Market Street at a point of convergence of lines drawn along the west side of Market Street Bridge and the south side of the South Race, and running along the south side of the South Race, until it intersects the lot which contains the Old First Presbyterian Church, then southwest to include this lot, crossing West Street to include the lot with the McKinley Memorial, then north to the south side of Park Drive, continuing therewith and including the small strips of land to the south of Park Drive, until it intersects Adams Street, then up the west side of Adams until it intersects the north side of Wawaset Street, and continuing therewith until it crosses VanBuren Street, then with the west side of VanBuren Street until it intersects the north side of Lovering Avenue, and then therewith until it intersects with the east side of Augustine Cutoff, then north following the Augustine Cutoff until it intersects with Wawaset Street, then west along the northern curb line of Wawaset Street until it intersects with the eastern property line of 1902 Wawaset Street, continuing straight along the north property lines to the intersection with the west property line of 1914 Wawaset Street, south along that property line to its intersection with the northern property line of 1925 Lovering Avenue, then to the north corner of the property and along the west property line, following it to the intersection of its extension with the southern curb line of Lovering Avenue, along the southern curb line west to its intersection with the western curb line of Union Street, then south to its intersection with the southern right-of-way line of Kentmere Parkway, then west and south along that line to its intersection with the southern curb line of Gilpin Avenue, then west along the extension of that south curb line to its intersection with the southern curb line of Red Oak Road, then west along that line to its intersection with the western curb of Rockford Road, and then north along that curb line to intersect with the extension of the northern curb line of Sienna Road, then east along that line to its intersection with the northern right-of-way line of Kentmere Parkway, then east to where that line intersects with the western curb line of Foster Place, then north until the curb line intersects the extension of the rear (south) property line of 2300 Field Road, then east along the rear property lines to the intersection of their extension with the eastern curb line of Riddle Avenue, then east and north along the southern curb line of Mill Road to its intersection with the northern boundary of Brandywine Park, then east to the western bank of the Brandywine River, then south to its intersection with the east side of the Augustine Cutoff, then north following the Augustine Cutoff until it intersects the south curb of 18th Street, and then with the south curb of 18th Street until it intersects the west curb of Washington Street, then south along Washington Street until it intersects the south curb of 16th Street, and therewith east until the extension of that that curb line intersects the south side of Glen Avenue, continuing along the curb line of Glen Avenue until it intersects the west side of Market Street at the north side of the Market Street Bridge, and then with Market Street south to the place of beginning.

