Sussex County Council
Public/Media Packet

MEETING:
May 10, 2016

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SAMUEL R. WILSON JR., VICE PRESIDENT
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Sussex County Council

AGENDA

MAY 10, 2016

10:00 A.M.

Call to Order

Approval of Agenda

Approval of Minutes

Reading of Correspondence

Public Comments

Bayhealth Foundation

Todd Lawson, County Administrator

1. **Proclamation – Relay for Life of East Sussex/Coastal DE Day**
2. **Proclamation – Soil & Water Stewardship Week**
3. **Proclamation – Community Action Month**
4. **Lewes Scenic Byway Endorsement**
5. **Administrator's Report**

Gina Jennings, Finance Director

1. **Certificate of Achievement for Excellence in Financial Reporting for the Fiscal Year Ended June 30, 2015**
2. **Financial Report for the Third Quarter Ending March 31, 2016**

Patti Deptula, Director of Special Projects

1. **Pinetown Proposed Chapter 95 Streetlighting District**

EQUAL HOUSING OPPORTUNITY

Grant Requests

1. **Sussex Academy for Odyssey of the Mind Team**

2. **VFW Post 2931 for fundraiser**

Introduction of Proposed Zoning Ordinances

Council Members′ Comments

Executive Session – Personnel, Pending Litigation, Land Acquisition pursuant to 29 Del. C. §10004(b)

Possible Action on Executive Session Items

Adjourn

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Sussex County Council meetings can be monitored on the internet at www.sussexcountyde.gov.

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In accordance with 29 Del. C. §10004(e)(2), this Agenda was posted on May 3, 2016 at 4:35 p.m., and at least seven (7) days in advance of the meeting.

This Agenda was prepared by the County Administrator and is subject to change to include the addition or deletion of items, including Executive Sessions, which arise at the time of the Meeting.

Agenda items listed may be considered out of sequence.

# # # #

SUSSEX COUNTY COUNCIL - GEORGETOWN, DELAWARE, MAY 3, 2016

A regularly scheduled meeting of the Sussex County Council was held on Tuesday, May 3, 2016, at 10:00 a.m., in the Council Chambers, Sussex County Administrative Office Building, Georgetown, Delaware, with the following present:

Michael H. Vincent	**President**
Samuel R. Wilson, Jr.	**Vice President**
George B. Cole	**Councilman**
Robert B. Arlett	**Councilman**
Todd F. Lawson	**County Administrator**
Gina A. Jennings	**Finance Director**
J. Everett Moore, Jr.	**County Attorney**

The Invocation and Pledge of Allegiance were led by Mr. Vincent.

Call to Order

Mr. Vincent called the meeting to order.

M 200 16 Approve Agenda

A Motion was made by Mr. Cole, seconded by Mr. Wilson, to approve the Agenda, as posted.

Motion Adopted: 4 Yeas, 1 Absent.

Vote by Roll Call: Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea

Minutes

The minutes of April 19, 2016 were approved by consent.

Corre-spondence

Mr. Moore reported that the following correspondence was received:

TRINITY FOUNDATION, SEAFORD, DELAWARE.
RE: Letter in appreciation of the Council's support of the 6th Annual Heart & Sole 5K fundraiser.

PATRICIA FADELEY, WINDING CREEK VILLAGE, MILLSBORO.
RE: Letter on the issue of the Proposed Herring Creek Sanitary Sewer District. (Mr. Moore noted that the letter would be forwarded to the County Engineering Department.)

Public Comments

<u>Public Comments</u>

Joseph Marino, Eileen Marino, and Rhonda Manship raised concerns about a barking dog and kennel problem on Gravel Hill Road in Milton. Mr. Marino informed the Council of the various agencies that have been contacted regarding the problem.

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Public Comments (continued)

Paul Reiger commented on dog kennel regulations and violations, and on appointments to the Planning and Zoning Commission.

Dan Kramer commented on Council's budget workshop held on May 2, 2016.

Jeanette Cosgrove commented on the Proposed Winding Creek Water District and asked that Council vote to cancel the referendum for the proposed water district. Ms. Cosgrove also asked that Council allow Winding Creek to opt out of the proposed sewer district, as requested on March 1st.

Joyce Jason commented on the Proposed Winding Creek Water District and asked that Council allow Winding Creek Village to opt out of the proposed water district.

Lewes Scenic and Historic Byway Presen-tation

Barbara Vaughn and Jeff Green (Delaware Greenways) presented information on the Lewes Scenic and Historic Byway and asked for Council's endorsement of the Lewes Scenic and Historic Byway Corridor Management Plan. The Byway winds through the City of Lewes and extends into Sussex County on the following roads: New Road, Pilot Town Road, Savannah Road, Cape Henlopen Drive, Gills Neck Road and Kings Highway. The Corridor Management Plan spells out how the community intends to keep the Byway scenic or historic; it is not a regulatory document and neither grants nor detracts from property rights.

Due to Councilwoman Deaver's absence, the Council deferred action on the Lewes Scenic and Historic Byway Corridor Management Plan for one week.

Consent Agenda

<u>Consent Agenda</u>

M 201 16 Approve Consent Agenda

A Motion was made by Mr. Cole, seconded by Mr. Wilson, to approve the following items listed under the Consent Agenda:

Wastewater Agreement No. 597-1
Sussex County Project No. 81-04
The Woodlands – Phase 1
Miller Creek Sanitary Sewer District

Wastewater Agreement No. 856-8
Sussex County Project No. 81-04
Millville By The Sea – Lakeside Village Ext.
Millville Expansion of the Bethany Beach Sanitary Sewer District

Wastewater Agreement No. 1027
Sussex County Project No. 81-04
Silver Woods
Miller Creek Sanitary Sewer District

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M 201 16 (continued)

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Defer Procla-mation

Presentation of the Proclamation for Soil & Water Stewardship Week was deferred as no one was in attendance to accept the Proclamation.

Interview/ Hudson

The Council conducted a public interview for Planning and Zoning Commission nominee Doug Hudson.

M 202 16 Approve Appoint-ment of Doug Hudson to the P&Z Commission

A Motion was made by Mr. Cole, seconded by Mr. Arlett, that the Sussex County Council approves the appointment of Mr. Douglas Hudson to the Sussex County Planning and Zoning Commission, effective May 3, 2016, for the balance of the seat's current term until June 30, 2017.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

[Mr. Hudson will fill the seat vacated by Rodney Smith, who resigned in March 2016.]

Adminis-trator's Report

Mr. Lawson read the following information in his Administrator's Report:

1. <u>Delaware Solid Waste Authority Reports</u>

There were 25,709 pounds of recycled material received at the Recycle Delaware pods at the West Complex in Georgetown during the months of January, February, and March 2016. Attached are reports received for each month.

2. <u>Project Receiving Substantial Completion</u>

Per the attached Engineering Department Fact Sheet, Batson Creek Estates – Phase 3 received Substantial Completion effective April 21, 2016.

[Attachments to the Administrator's Report are not attachments to the minutes.]

Proposed Winding Creek Village Water District

Hans Medlarz, County Engineer, provided an update and a recommendation on the Proposed Winding Creek Village Water District. Mr. Medlarz reported that 190 confirmed affidavits were received in opposition of the Winding Creek water referendum (51%). The Engineering Department recommends that the County discontinue any

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(continued) **efforts in implementing a water district for Winding Creek.**

M 203 16 Discontinue Referendum/ Winding Creek Village Water District

A Motion was made by Mr. Cole, seconded by Mr. Wilson, that the Sussex County Council instructs the Sussex County Engineering Department to discontinue the steps towards the Winding Creek Village Water District referendum, based on information as presented on May 3, 2016.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Herring Creek Tunnell Properties MOU

Hans Medlarz, County Engineer, presented a Memorandum of Understanding with Tunnell Properties. He noted that this document formalizes an existing understanding. Mr. Medlarz reported that the Engineering Department is in the process of developing a boundary for the proposed Herring Creek Sanitary Sewer District. As a result of this effort, several parcels owned by Sussex Realty Company, Inc. and Baywood LLC were needed to provide a contiguous path. These parcels had previously received a Certificate of Public Convenience and Necessity (CPCN) by the State's Public Service Commission for central sewer service by the Inland Bays Preservation Company. In an effort to maintain the contiguous path and establish one sewer district, Sussex Realty Company, Inc. and Baywood LLC indicated their willingness to permit the inclusion of the parcels in the boundary, with the full understanding that the County would not provide capacity in the system to serve them since a CPCN had been previously issued. The owners agreed to the proposal and a letter outlining said arrangement was sent to the owners. Mr. Medlarz reported that the official Public Hearing was held on February 13, 2016 and since that date, there have been a number of inquiries about service to these parcels. Concern was expressed that Sussex Realty Company, Inc. and Baywood LLC were to benefit without contributing to the expense. In order to address these concerns, a Memorandum of Understanding (MOU) with Sussex Realty Company, Inc. and Baywood LLC was developed further defining the sole reason of continuity for inclusion in the boundary. The MOU states that the County will include a narrow portion of the parcels along Banks Road into the proposed sewer district boundary but, will neither provide capacity in the system nor require connection now or in the future. Mr. Medlarz stated that a public information meeting will be held on Saturday, May 7th.

M 204 16 Authorize MOU/ Herring Creek

A Motion was made by Mr. Cole, seconded by Mr. Wilson that the Sussex County Council President is authorized to execute the Herring Creek Tunnell Properties Memorandum of Understanding (MOU) between Sussex Realty Company, Inc., Baywood LLC, and Sussex County, as presented on May 3, 2016.

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M 204 16 (continued)

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Route 54 Sewer Expansion

Hans Medlarz, County Engineer, presented Scope Amendment No. 1 to the Engineering Services Contract with Hazen and Sawyer for the Route 54 Expansion of the Fenwick Island Sanitary Sewer District (Project 14-10).

M 205 16 Approve Amend-ment/ Route 54 Sewer Expansion FISSD

A Motion was made by Mr. Cole, seconded by Mr. Arlett, based upon the recommendation of the Sussex County Engineering Department, that Exhibit A-2, an Amendment for Additional Services to the Route 54 Sewer Expansion of the Fenwick Island Sanitary Sewer District, in the amount of $42,424.00 be approved, effective May 3, 2016.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Bid Results/ Portable Generator

Hans Medlarz, County Engineer, reported on the bid results for the Portable Generator Project (Project 16-24). Mr. Medlarz noted that considerable effort was taken to reach out to electrical contractors; however, only one company bid the project. The one bid was received from Cummins Power Supply in the amount of $75,339.00. The Engineering Department considers the bid to be a fair price and recommends procuring the generator from them.

M 206 16 Award Bid/ Portable Generator

A Motion was made by Mr. Cole, seconded by Mr. Wilson, based upon the recommendation of the Sussex County Engineering Department, that the based bid for Contract 16-24, Portable Generator, be awarded to Cummins Power Systems, LLC, of Bristol, Pennsylvania, in the amount of $75,339.00.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Sussex Shores Subdivision/ Chapter 96 SCI Project

Joe Wright, Assistant County Engineer, presented a request to (1) grant Substantial Completion and (2) approve the Final Balancing Change Order for Sussex Shores Subdivision - Chapter 96 Sussex Community Improvement Project (Project 14-13A). Project 14-13A involves placing the aerial utilities underground. Mr. Wright reported that this project was finished by the A. P. Croll Construction within the allotted 120 calendar days. Mr. Wright also reported on the Final Balancing Change Order in the amount of $6,241.75 for adjustments of conduit amounts and locations

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(continued) **during construction.**

M 207 16 Approve Change Order & Substantial Completion for Sussex Shores Subdivision/ Chapter 96 SCI Project

A Motion was made by Mr. Wilson, seconded by Mr. Arlett, based upon the recommendation of the Sussex County Engineering Department that the Balancing Change Order for Contract No. 14-13A, Sussex Shores Subdivision - Chapter 96 Sussex Community Improvement Project – Utility Relocations be approved, which increases the contract amount by $6,241.75 for a new total of $581,184.75 and that Substantial Completion be granted effective March 2, 2016 and any held retainage be released in accordance with the contract documents.

Motion Adopted: **3 Yeas, 1 Abstention, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Abstained; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Pump Station 207 and Force Main Revised Change Order

Joe Wright, Assistant County Engineer, presented Change Order No. 3 for Contract 12-23, Pump Station 207 and Force Main Project. Mr. Wright noted that the Final Change Order was approved and Substantial Completion was granted in August 2016. During the final closeout, it was determined that the Engineering Department had inadvertently taken a credit back twice. Therefore, the Department recommends the approval of Change Order No. 3 which will pay back the amount of $4,062.10.

M 208 16 Approve Change Order/ Pump Station 207 and Force Main

A Motion was made by Mr. Arlett, seconded by Mr. Wilson, based upon the recommendation of the Sussex County Engineering Department, that Change Order No. 3 for Contract No. 12-23, Pump Station 207 and Force Main, be approved, which increases the contract amount by $4,062.10 for a new total of $3,986,127.69.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Old Business/ CZ 1795

Under Old Business, the Council considered Change of Zone No. 1795 filed on behalf of Bay Forest Club, LLC c/o Natelli Communities, Inc.

The Planning and Zoning Commission held a Public Hearing on this application on February 25, 2016 at which time action was deferred. On March 10, 2016, the Commission recommended that the application be approved.

The County Council held a Public Hearing on this application on April 5, 2016 at which time action was deferred.

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M 209 16 Adopt Ordinance No. 2445/ CZ 1795

A Motion was made by Mr. Arlett, seconded by Mr. Cole, to Adopt Ordinance No. 2445 entitled "AN ORDINANCE TO AMEND THE COMPREHENSIVE ZONING MAP OF SUSSEX COUNTY FROM A MR-RPC MEDIUM DENSITY RESIDENTIAL DISTRICT – RESIDENTIAL PLANNED COMMUNITY TO A MR-RPC MEDIUM DENSITY RESIDENTIAL DISTRICT – RESIDENTIAL PLANNED COMMUNITY FOR THE PURPOSE OF CORRECTING THE NUMBER OF UNITS FOR A CERTAIN PARCEL OF LAND LYING AND BEING IN BALTIMORE HUNDRED, SUSSEX COUNTY, CONTAINING 385 ACRES, MORE OR LESS" (Change of Zone No. 1795) filed on behalf of Bay Forest Club, LLC c/o Natelli Communities, Inc.

Motion Adopted: **3 Yeas, 1 Nay, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Nay; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Grant Requests

Mrs. Jennings presented grant requests for the Council's consideration.

Rebecca Lowe, Girl Scout Leader, was in attendance with one of the team members of the Girl Scout Troop 1482 Odyssey of the Mind Team to present their grant request.

M 210 16 Council-manic Grant

A Motion was made by Mr. Cole, seconded by Mr. Arlett, to give $1,000.00 ($500.00 from Mrs. Deaver's Councilmanic Grant Account and $125.00 each from Mr. Cole's, Mr. Arlett's Mr. Wilson's and Mr. Vincent's Councilmanic Grant Accounts) to the Girl Scouts of the Chesapeake Bay Council for Girl Scout Troop 1482 Odyssey of the Mind Team.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

M 211 16 Council-manic Grant

A Motion was made by Mr. Arlett, seconded by Mr. Cole, to give $1,200.00 ($600.00 each from Mr. Arlett's and Mr. Vincent's Councilmanic Grant Accounts) to the Town of Laurel for the Laurel Fireworks Celebration.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Eddie Sherman and Peggy Raley were in attendance to present the grant request from True Blue Jazz, Inc.

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M 212 16 Council-manic Grant

A Motion was made by Mr. Cole, seconded by Mr. Arlett, to give $1,000.00 from Mr. Cole's Councilmanic Grant Accounts to True Blue Jazz, Inc. for concert expenses and operating expenses.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

M 213 16 Council-manic Grant

A Motion was made by Mr. Cole, seconded by Mr. Arlett, to give $750.00 from Mr. Vincent's Councilmanic Grant Account to the Friends of the Bridgeville Library for program expenses.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

M 214 16 Council-manic Grant

A Motion was made by Mr. Cole, seconded by Mr. Arlett, to give $3,000.00 ($1,500.00 each from Mr. Cole's and Mr. Arlett's Councilmanic Grant Accounts) to the Lower Sussex Little League for operating expenses and registration fees.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

M 215 16 Council-manic Grant

A Motion was made by Mr. Wilson, seconded by Mr. Cole, to give $300.00 from Mr. Wilson's Councilmanic Grant Account to the Friends of the Georgetown Public Library for the Annual 5K Race/Walk fundraiser.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Introduction of Proposed Zoning Ordinances

Mr. Cole introduced the Proposed Ordinance entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN AN AR-1 AGRICULTURAL RESIDENTIAL DISTRICT FOR A BOAT STORAGE FACILITY TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN INDIAN RIVER HUNDRED, SUSSEX COUNTY, CONTAINING 1.5052 ACRES, MORE OR LESS" (Conditional Use No. 2049) filed on behalf of Blue Claw, LLC (Tax I.D. No. 234-34.00-298.01 & 292.00) (911 Address: 30842 Downs Landing Road, Millsboro).

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Introduction of Proposed Zoning Ordinances (continued)

Mr. Wilson introduced the Proposed Ordinance entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN AN AR-1 AGRICULTURAL RESIDENTIAL DISTRICT FOR A CONVENIENCE STORE WITH GAS DISPENSERS TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN GEORGETOWN HUNDRED, SUSSEX COUNTY, CONTAINING 2.8573 ACRES, MORE OR LESS" (Conditional Use No. 2050) filed on behalf of Two Farms, Inc. c/o Jack Whisted (Tax I.D. No. 135-11.00-78.00) (911 Address: 24616 Lewes-Georgetown Highway, Georgetown).

Mr. Cole introduced the Proposed Ordinance entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN A GR GENERAL RESIDENTIAL DISTRICT FOR A COMPUTER REPAIR BUSINESS TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN INDIAN RIVER HUNDRED, SUSSEX COUNTY, CONTAINING 0.236 ACRES, MORE OR LESS" (Conditional Use No. 2051) filed on behalf of Dale Thaxton (Tax I.D. No. 234-12.14-54.00) (911 Address: 22874 Cypress Drive, Lewes).

Mr. Wilson introduced the Proposed Ordinance entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN A CR-1 GENERAL COMMERCIAL DISTRICT FOR A PUBLIC UTILITY TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN NORTHWEST FORK HUNDRED, SUSSEX COUNTY, CONTAINING 20.48 ACRES, MORE OR LESS" (Conditional Use No. 2052) filed on behalf of Delaware Electric Cooperative, Inc. (Tax I.D. No. 530-14.00-13.00, 14.00, 16.00 and 18.01) (911 Address: 14198 Sussex Highway, Greenwood).

Mr. Cole introduced the Proposed Ordinance entitled "AN ORDINANCE TO AMEND THE COMPREHENSIVE ZONING MAP OF SUSSEX COUNTY FROM AN AR-1 AGRICULTURAL RESIDENTIAL DISTRICT TO A CR-1 COMMERCIAL RESIDENTIAL DISTRICT FOR A CERTAIN PARCEL OF LAND LYING AND BEING IN INDIAN RIVER HUNDRED, SUSSEX COUNTY, CONTAINING 0.689 ACRE, MORE OR LESS" (Change of Zone No. 1801) filed on behalf of Long Neck Road, LLC (Tax Map I.D. No. 234-23.00-307.02) (911 Address: 32549 Long Neck Road, Millsboro).

Mr. Cole introduced the Proposed Ordinance entitled "AN ORDINANCE TO AMEND THE COMPREHENSIVE ZONING MAP OF SUSSEX COUNTY FROM AN AR-1 AGRICULTURAL RESIDENTIAL DISTRICT TO A B-1 NEIGHBORHOOD BUSINESS DISTRICT FOR A CERTAIN PARCEL OF LAND LYING AND BEING IN LEWES AND REHOBOTH HUNDRED, SUSSEX COUNTY, CONTAINING 11.66 ACRES, MORE OR LESS" (Change of Zone No. 1802) filed on behalf of J.G. Townsend Jr. & Co. (Tax Map I.D. No. 335-12.00-Part of Parcel 3.00) (911 Address: None Available (Acreage).

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(continued) **The Proposed Zoning Ordinances will be advertised for Public Hearing.**

There were no Council Members Comments.

M 216 16 Go Into Executive Session

At 11:33 a.m., a Motion was made by Mr. Cole, seconded by Mr. Arlett, to recess the Regular Session and go into Executive Session for the purpose of discussing matters relating to personnel, pending litigation, and land acquisition.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Executive Session

At 11:40 a.m., an Executive Session of the Sussex County Council was held in the Basement Caucus Room for the purpose of discussing matters relating to personnel, pending litigation, and land acquisition. The Executive Session concluded at 1:26 p.m.

M 217 16 Reconvene Regular Session

At 1:36 p.m., a Motion was made by Mr. Cole, seconded by Mr. Arlett, to come out of Executive Session and to reconvene the Regular Session.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Rules

Mr. Moore read the Rules of Procedure for Public Hearings.

Order of Public Hearings

Mr. Moore announced that the order of the Public Hearings was changed as follows: Change of Zone No. 1792, Conditional Use No. 2042, Conditional Use No. 2045.

Public Hearing CZ 1792

A Public Hearing was held on the Proposed Ordinance entitled "AN ORDINANCE TO AMEND THE COMPREHENSIVE ZONING MAP OF SUSSEX COUNTY FROM A C-1 GENERAL COMMERCIAL DISTRICT TO AN AR-1 AGRICULTURAL RESIDENTIAL DISTRICT FOR A CERTAIN PARCEL OF LAND LYING AND BEING IN SEAFORD HUNDRED, SUSSEX COUNTY, CONTAINING 20,833 SQUARE FEET, MORE OR LESS" (Change of Zone No. 1792) filed on behalf of Ray C. & Candice E. Sammons (Tax Map I.D. No. 531-8.00-26.01) (911 Address: 2568 Oak Grove Road, Seaford).

The Planning and Zoning Commission held a Public Hearing on this application on January 28, 2016 at which time the Commission recommended that the application be approved.

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Public Hearing CZ 1792 (continued)

(See the minutes of the Planning and Zoning Commission dated January 28, 2016.)

Lawrence Lank, Director of Planning and Zoning, read a summary of the Commission's Public Hearing and recommendation.

The Council found that Ray and Candice Sammons were in attendance and stated that they own the property; that the property was originally rezoned to C-1 General Commercial so that he could operate his heating and air conditioning business; that the business has been closed since 1993; that they have been advised that if they sell the property, the buyers would be required to obtain a commercial loan since the property is zoned commercial; that there is a home and garage on the property; that the use is a private residence and will remain a private residence.

There were no public comments and the Public Hearing was closed.

M 218 16 Adopt Ordinance No. 2446/ CZ 1792

A Motion was made by Mr. Arlett, seconded by Mr. Cole, to Adopt Ordinance No. 2446 entitled "AN ORDINANCE TO AMEND THE COMPREHENSIVE ZONING MAP OF SUSSEX COUNTY FROM A C-1 GENERAL COMMERCIAL DISTRICT TO AN AR-1 AGRICULTURAL RESIDENTIAL DISTRICT FOR A CERTAIN PARCEL OF LAND LYING AND BEING IN SEAFORD HUNDRED, SUSSEX COUNTY, CONTAINING 20,833 SQUARE FEET, MORE OR LESS" (Change of Zone No. 1792) filed on behalf of Ray C. & Candice E. Sammons.

Motion Adopted: 4 Yeas, 1 Absent.

Vote by Roll Call: Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea

Public Hearing CU 2042

A Public Hearing was held on the Proposed Ordinance entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN A C-1 GENERAL COMMERCIAL DISTRICT FOR A MICROBREWERY TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN LEWES AND REHOBOTH HUNDRED, SUSSEX COUNTY, CONTAINING 5,000 SQUARE FEET, MORE OR LESS" (Conditional Use No. 2042) filed on behalf of Beachfire Brewing Company, LLC. (Tax Map I.D. No. 334-13.20-24.00) (911 Address: 19841 Central Avenue, Rehoboth).

The Planning and Zoning Commission held a Public Hearing on this application on January 28, 2016 at which time the Commission deferred action. On February 11, 2016, the Commission recommended that the application be approved, with the following conditions:

a. The Applicant must comply with all State and Federal requirements for the brewery and tasting room operations.
b. There shall not be any outside storage of materials associated with the

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Public Hearing CU 2042 (continued)

brewing operation. Any waste or spent materials from the brewing operation shall be stored inside the building until hauled away by appropriate means.

c. Any dumpster associated with the use shall be screened from view of neighboring properties and roadways.

d. The use shall comply with all parking requirements that are contained in the Sussex County Zoning Ordinance.

e. The Final Site Plan shall be subject to the review and approval of the Sussex County Planning and Zoning Commission.

(See the minutes of the Planning and Zoning Commission dated January 28 and February 11, 2016.)

Lawrence Lank, Director of Planning and Zoning, read a summary of the Commission's Public Hearing and recommendation.

The Council found that Harold Dukes, Attorney, was present with Harry Metcalfe of Beachfire Brewing Company, LLC. Mr. Dukes and Mr. Metcalfe provided information on the proposed use of the property. They explained the reasons why this site was selected, commented on the surrounding area, and advised of the existing small building currently located on the site. They stated that once the product line is established, they hope to create a production facility at a larger site more centralized in the County. They stated that the proposal is not for a restaurant or bar, but for a tasting room, and that any distribution from the site will be minimal. They stated that the concept behind this site is an extension of their project in Belltown; that the original plan is to have a small test brewing system; that the Belltown project will have a 15 barrel brewing system; that a 3 1/2 barrel system is proposed for this site; that, on this site, they propose to brew smaller batches of beers for testing and tasting; that they only needed a small building and this building is 1,500 square feet; that they were looking for a location with walk-through / drive-through traffic, and a place for people to get to conveniently; that the site is located right off of the bike trail; and that the site is already zoned C-1. Mr. Metcalfe stated that he believes they have everything completed, with the exception of the Certificate of Occupancy which they expect to receive on May 4th. Mr. Metcalfe provided a copy of their agency approvals and he stated that they are in compliance with Federal and State laws and they will obtain a liquor license. They explained that the site plan depicts the parking; that they need 8 spaces since they have 820 square feet of public space; that the tasting room only has 20 seats; that at most, they will have 2 people working; and that they can rent parking on adjacent properties. Mr. Metcalfe stated that the only requirement that they have not met is submission and approval of a Final Site Plan and they ask Council to waive that requirement since the building on the site is an existing building and they did not change anything on the exterior of the building. They stated that they will have non-public hours and public hours and they do not anticipate being open past 10:00 p.m.; that this will be the first retail type business in the area that invites people to the community; that they will

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Public Hearing CU 2042 (continued)

lease the property on a yearly basis with automatic renewals from year to year; that their intent is to maintain their presence at this site into the future; and that, in the future, they plan to purchase a large piece of land for a larger brewing system.

The Council discussed the Final Site Plan requirement and parking requirements.

Mr. Cole suggested a 3 to 5 year limit on the Conditional Use.

There were no public comments in support of the application.

Reverend Janet Maull Martin and Brenda Melbourne spoke in opposition to the project. They expressed concerns about the impact on the West Rehoboth community, especially the children. They also expressed concern about the impact on traffic and the streets. They stated that the proposed use would not benefit the community, would not bring money into the community, and would not be compatible with the area.

The Public Hearing and public comment were closed.

M 219 16 Defer Action CU 2042

A Motion was made by Cole, seconded by Mr. Wilson, to defer action on Conditional Use No. 2042 filed on behalf of Beachfire Brewing Company, LLC for further information on parking requirements.

Motion Failed: **2 Yeas, 2 Nays, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea;**
Mr. Arlett, Nay; Mr. Wilson, Yea;
Mr. Vincent, Nay

M 220 16 Adopt Proposed Ordinance

MOTION DIED

A Motion was made by Mr. Arlett to Adopt the Proposed Ordinance entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN A C-1 GENERAL COMMERCIAL DISTRICT FOR A MICROBREWERY TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN LEWES AND REHOBOTH HUNDRED, SUSSEX COUNTY, CONTAINING 5,000 SQUARE FEET, MORE OR LESS" (Conditional Use No. 2042) filed on behalf of Beachfire Brewing Company, LLC., with conditions a through e, as recommended by the Planning and Zoning Commission.

The Motion Died due to the lack of a Second.

M 221 16 Defer Action CU 2042

A Motion was made by Mr. Cole, seconded by Mr. Wilson, to defer action for one week on Conditional Use No. 2042 filed on behalf of Beachfire Brewing Company, LLC for the purpose of obtaining a parking schematic.

WITH-DRAWN

Mr. Cole and Mr. Wilson withdrew their Motions.

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M 222 16
Defer Action
CU 2042

A Motion was made by Mr. Arlett, seconded by Mr. Cole, to defer action for one week on Conditional Use No. 2042 filed on behalf of Beachfire Brewing Company, LLC for the purpose of obtaining a parking schematic and for additional parking information from Planning and Zoning.

WITH-DRAWN

Mr. Arlett and Mr. Cole withdrew their Motions.

M 223 16
Defer Action
CU 2042

A Motion was made by Mr. Arlett, seconded by Mr. Cole, to defer action for one week after the Planning and Zoning Commission has made a decision on this application (Conditional Use No. 2042 filed on behalf of Beachfire Brewing Company, LLC) referencing parking requirements.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea;**
Mr. Arlett, Yea; Mr. Wilson, Yea;
Mr. Vincent, Yea

Public Hearing
CU 2045

A Public Hearing was held on the Proposed Ordinance entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN A B-1 NEIGHBORHOOD BUSINESS DISTRICT FOR MULTI-FAMILY DWELLING STRUCTURES TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN INDIAN RIVER HUNDRED, SUSSEX COUNTY, CONTAINING 21.34 ACRES, MORE OR LESS" (Conditional Use No. 2045) filed on behalf of Robert and Deborah Reed RE/MAX Realty Group (Tax I.D. No. 234-29.00-69.01 and 69.08 – 69.11) (911 Address: None Available).

The Planning and Zoning Commission held a Public Hearing on this application on February 25, 2016 at which time action was deferred. On March 10, 2016, the Commission recommended that the application be approved, with the following conditions:

a. There shall be no more than 142 multi-family units constructed on the site.
b. All entrances, intersections, roadways and multi-modal improvements required by the Delaware Department of Transportation shall be completed by the applicant in accordance with the Department's requirements.
c. The development shall be served by Sussex County sewer as part of the Oak Orchard Sanitary Sewer District.
d. The residential development shall be served by a public central water system providing adequate drinking water and fire protection as required by applicable regulations.
e. Stormwater management and erosion and sediment control facilities shall be constructed in accordance with applicable State and County requirements. These facilities shall be operated in a manner that is consistent with Best Management Practices. The Final Site Plan shall contain the approval of the Sussex

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Public Hearing CU 2045 (continued)

Conservation District.

f. The applicant shall submit as part of the Final Site Plan review a landscape plan showing the proposed tree and shrub landscape design.

g. The applicant shall form a homeowners or condominium association responsible for the perpetual maintenance of streets, roads, buffers, stormwater management facilities, erosion and sediment control facilities and other common areas.

h. Road naming and addressing shall be subject to the review and approval of the Sussex County Mapping and Addressing Department.

i. Construction, site work, grading and deliveries of construction materials, landscape materials and fill on, off or to the property shall only occur between Monday and Friday during the hours of 8:00 a.m. and 6:00 p.m. and on Saturday between the hours of 9:00 a.m. and noon.

j. As stated by the applicant, there shall be a recreation area that will include a pool, pool house, and playground areas. These amenities shall be open and available to the residents prior to the issuance of the 96th residential building permit.

k. As stated by the applicant, sidewalks shall be provided throughout the development as shown on the perimeter site plan, with the addition of the sidewalk connecting to the Boys and Girls Club.

l. A landscape buffer shall be provided between this property and the Nanticoke Indian Museum. Details of the buffer shall be shown on the landscape plan included as part of the Final Site Plan review process.

m. As proposed by the applicant, a six-foot high privacy fence shall be erected along the west side of the property and landscaping and a multi-modal path shall be installed along Route 24. Also, a 10 foot wide landscaping strip with screening shall be provided along the south side of the project, adjacent to the Oak Meadows Subdivision.

n. Any streetlights associated with the project shall be downward screened so that they do not shine on adjacent properties or roadways.

o. This preliminary approval is contingent upon the applicant submitting a revised preliminary site plan either depicting or noting the conditions of this approval upon it. The staff shall review and approve the revised site plan upon confirmation that the conditions of approval have been depicted or noted on it.

p. The Final Site Plan shall be subject to the review and approval of the Sussex County Planning and Zoning Commission.

(See the minutes of the Planning and Zoning Commission dated February 25 and March 10, 2016.)

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Public Hearing CU 2045 (continued)

Lawrence Lank, Director of Planning and Zoning, read a summary of the Commission's Public Hearing and recommendation.

Copies of an Exhibit Book presented by the Applicant were distributed to Council members.

The Council found that James Fuqua, Attorney, was present with the Applicant, Mr. Reed. Also in attendance was Ring Lardner, Professional Engineer of Davis, Bowen and Friedel, Inc. They stated that they are proposing a 142 unit townhouse community on 21.34 acres of land; that access to the site will be from Oak Orchard Road; that the parcel contains approximately 1,000 feet of road frontage along Route 24; that the site is zoned B-1 Neighborhood Business; that the west side of the site borders undeveloped property zoned C-1 General Commercial; that the south side of the property is adjacent to The Meadows and the Oak Meadows Residential developments; that the properties to the east include the Nanticoke Indian Museum and the Boys and Girls Club and Oak Orchard Road; that the entrance will be limited to Oak Orchard Road; that multi-family use can be considered permitted if the Conditional Use is approved; that the property was purchased in 2002 with the B-1 Neighborhood Business zoning, and a 24 lot business park subdivision was proposed; that the business park subdivision never developed; that in 2005 a mixed use business and multi-family proposal was submitted proposing 99 units; that the Planning and Zoning Commission had recommended approval of a Conditional Use for that purpose for a reduced 79 units in March of 2006; that the mixed use proposal never developed; that another site plan was filed for a shopping center with nine (9) buildings and 800 parking spaces, which never developed; that the area has grown with multiple rezoning applications providing commercial space for large groceries, convenience stores, drug stores, etc.; that the real estate market for commercial space in the area has decreased along with the economic slowdown in the County; that the Oak Orchard Sewer District also caused delay in planning for construction; that the Applicants feel that a multi-family use is a more appropriate use of this property at this time; that proposing 142 units conforms to the Sewer District capacity allocation; that the site is located in the Oak Orchard Sanitary Sewer District; that central water will be provided by Tidewater Utilities; that the land is cleared, not wooded; that the site is not in a flood zone; that there are no wetlands on the property; that no historical or cultural issues have been found on the property; that the stormwater facilities will be designed per the Sussex Conservation District regulations; that the site is located in the Indian River Volunteer Fire Company service area; that the site is in the Indian River School District; that DelDOT has advised them that the only vehicular access to the site will be from Oak Orchard Road; that there will not be any vehicular access from Route 24; that the use is less impacting than commercial uses; that the Delaware State Housing Authority supports the intended use; that they are proposing to create a boulevard drive with internal access; that the drives will be built to County specifications; that the recreation area will include a pool, pool house, and tot lots; that they are proposing set-asides

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Public Hearing CU 2045 (continued)

for possible interconnection to the adjacent property to the west; that they are planning an open space area adjoining the Nanticoke Indian Museum; that sidewalks will be provided on both sides of the roadway; that a 10-foot wide landscape strip/screen will be provided on the south side, adjacent to Oak Meadows Subdivision; that a 6-foot high privacy fence is proposed to be erected on the west side; that landscaping and a multi-use path are proposed along Route 24; that stormwater management facilities will be designed subject to the approval of the Sussex Conservation District with wet ponds and infiltration areas; that there will be no more run-off than what already exists; that the use is appropriate and conforms to the Comprehensive Land Use Plan and the Zoning Code; that they are submitting suggested proposed Findings of Fact for consideration; that water currently settles near the center of the property and then runs off toward the southwest corner of the property and then drains toward the Indian River Bay to the south; that they will not be impacting any wellhead protection areas; that the Department of Education did not comment on the application when the application was reviewed by PLUS; that they will be submitting plans to the Indian River School District for information on the need and location of a bus stop; that DelDOT requires that the entrance plan be reviewed by DART; that DelDOT estimates that the proposed project will generate 90% less traffic than a large scale commercial use; that the project will actually improve drainage in the area and on adjacent properties; that there should be no negative impact on adjacent developments; that there is an existing sewer line easement between the site and the museum property; that the developer is proposing additional landscaping along the property line with the museum and the Boys and Girls Club; that there should be approximately 40 feet between the property line to the south and any buildings; that an existing Tidewater Utilities easement along the rear line will be extinguished; that sidewalks can be extended to the Boys and Girls Club entrance and/or Oak Orchard Road; that the buildings will be either two or three stories tall; that the project will provide affordable housing / workforce housing; and that the units may be sold in the below $200,000.00 price range.

Mr. Fuqua asked Council to consider revising Condition l recommended by the Planning and Zoning Commission to read as follows: "As proposed by the Applicant, a six foot high privacy fence shall be erected between this property and the Nanticoke Indian Museum." He stated that the Nanticoke Indian Museum property already has a landscape screen located on the property and that the privacy fence would augment that landscape screen.

Mr. Cole suggested a new condition requiring additional overflow parking.

Public comments were heard.

There were no public comments in support of the application.

Patrick Gede (representing Oak Meadows Homeowners Association) spoke in opposition to the application and expressed concerns about flooding and

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Public Hearing CU 2045 (continued)

drainage problems in the area. Mr. Gede also expressed concern about subsidized housing in the area.

John Braun spoke in opposition to the application. He commented on the 10 foot fence proposed on the south side and suggested a 5 foot berm to prevent flooding. He stated that a 10 foot fence will not stop water from coming across to his property and other properties; that he doesn't think the proposed retention ponds will be sufficient to handle water that flows from this property; that in regard to the turning lane proposed on the Royal Farms side of Mt. Joy Road, he questions what will be done about a turning lane or signal on the Oak Orchard side to help with the additional traffic from the proposed community; that additional sidewalks and lighting are needed in the area especially in the area of the Boys and Girls Club; that the safety of children is a concern; and that the proposed community needs a school bus shelter for children.

Robert Buckley stated that he is not necessarily in opposition to the application but that he has questions and comments. He commented on the proposed 10 foot wide landscaping screen and stated that there would be traffic through their property without an impassible barrier of some sort; that all previous uses involved an entrance from Route 24 and he questioned the proposed entrance to this development being located on Oak Orchard Road; that Oak Orchard Road has pedestrians and bikers all the time and the numbers will increase during the summer months; and that he questions if there are any regulations regarding a development requiring a certain amount of owner-occupancy.

There were no additional public comments and the Public Hearing was closed.

M 224 16 Amend Condition/ CU 2045

A Motion was made by Mr. Cole, seconded by Mr. Arlett, to amend Condition "l" recommended by the Planning and Zoning Commission to read as follows: "A six foot high privacy fence shall be provided between this property and the Nanticoke Indian Museum. Details of the fence shall be shown on the landscape plan included as part of the Final Site Plan review process".

Motion Adopted: 4 Yeas, 1 Absent.

Vote by Roll Call: Mrs. Deaver, Absent; Mr. Cole, Yea;
Mr. Arlett, Yea; Mr. Wilson, Yea;
Mr. Vincent, Yea

M 225 16 Amend Condition/ CU 2045

A Motion was made by Mr. Cole, seconded by Mr. Wilson, to add a new Condition "q" to read as follows: "The site plan shall depict up to an additional 20 parking spaces for the purpose of overflow parking for guests of the residents of the community."

Motion Adopted: 4 Yeas, 1 Absent.

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M 225 16 (continued) **Vote by Roll Call:** **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

M 226 16 Adopt Ordinance No. 2447/ CU 2045

A Motion was made by Mr. Cole, seconded by Mr. Arlett, to Adopt Ordinance No. 2447 entitled "AN ORDINANCE TO GRANT A CONDITIONAL USE OF LAND IN A B-1 NEIGHBORHOOD BUSINESS DISTRICT FOR MULTI-FAMILY DWELLING STRUCTURES TO BE LOCATED ON A CERTAIN PARCEL OF LAND LYING AND BEING IN INDIAN RIVER HUNDRED, SUSSEX COUNTY, CONTAINING 21.34 ACRES, MORE OR LESS" (Conditional Use No. 2045) filed on behalf of Robert and Deborah Reed RE/MAX Realty Group, subject to the following conditions, as amended:

a. There shall be no more than 142 multi-family units constructed on the site.
b. All entrances, intersections, roadways and multi-modal improvements required by the Delaware Department of Transportation shall be completed by the applicant in accordance with the Department's requirements.
c. The development shall be served by Sussex County sewer as part of the Oak Orchard Sanitary Sewer District.
d. The residential development shall be served by a public central water system providing adequate drinking water and fire protection as required by applicable regulations.
e. Stormwater management and erosion and sediment control facilities shall be constructed in accordance with applicable State and County requirements. These facilities shall be operated in a manner that is consistent with Best Management Practices. The Final Site Plan shall contain the approval of the Sussex Conservation District.
f. The applicant shall submit as part of the Final Site Plan review a landscape plan showing the proposed tree and shrub landscape design.
g. The applicant shall form a homeowners or condominium association responsible for the perpetual maintenance of streets, roads, buffers, stormwater management facilities, erosion and sediment control facilities and other common areas.
h. Road naming and addressing shall be subject to the review and approval of the Sussex County Mapping and Addressing Department.
i. Construction, site work, grading and deliveries of construction materials, landscape materials and fill on, off or to the property shall only occur between Monday and Friday during the hours of 8:00 a.m. and 6:00 p.m. and on Saturday between the hours of 9:00 a.m. and noon.
j. As stated by the applicant, there shall be a recreation area that will include a pool, pool house, and playground areas. These amenities shall be open and available to the residents prior to the

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M 226 16
Adopt Ordinance No. 2447/ CU 2045 (continued)

issuance of the 96th residential building permit.

k. As stated by the applicant, sidewalks shall be provided throughout the development as shown on the perimeter site plan, with the addition of the sidewalk connecting to the Boys and Girls Club.

l. A six foot high privacy fence shall be provided between this property and the Nanticoke Indian Museum. Details of the fence shall be shown on the landscape plan included as part of the Final Site Plan review process.

m. As proposed by the applicant, a six-foot high privacy fence shall be erected along the west side of the property and landscaping and a multi-modal path shall be installed along Route 24. Also, a 10 foot wide landscaping strip with screening shall be provided along the south side of the project, adjacent to the Oak Meadows Subdivision.

n. Any streetlights associated with the project shall be downward screened so that they do not shine on adjacent properties or roadways.

o. This preliminary approval is contingent upon the applicant submitting a revised preliminary site plan either depicting or noting the conditions of this approval upon it. The staff shall review and approve the revised site plan upon confirmation that the conditions of approval have been depicted or noted on it.

p. The Final Site Plan shall be subject to the review and approval of the Sussex County Planning and Zoning Commission.

q. The site plan shall depict up to an additional 20 parking spaces for the purpose of overflow parking for guests of the residents of the community."

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

M 227 16
Adjourn

A Motion was made by Mr. Arlett, seconded by Mr. Cole, to adjourn at 3:42 p.m.

Motion Adopted: **4 Yeas, 1 Absent.**

Vote by Roll Call: **Mrs. Deaver, Absent; Mr. Cole, Yea; Mr. Arlett, Yea; Mr. Wilson, Yea; Mr. Vincent, Yea**

Respectfully submitted,

Robin A. Griffith, Clerk of the Council

{An audio recording of this meeting is available on the County's website.}

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SUSSEX COUNTY COUNCIL

PROCLAMATION

PROCLAIMING MAY 13, 2016, AS RELAY FOR LIFE OF EAST SUSSEX/COASTAL DE DAY

WHEREAS, the Sussex County Council wishes to recognize organizations for their contributions to the betterment of the community; and

WHEREAS, the American Cancer Society's Relay for Life event brings together more than four million people in 20 countries across the globe each year to celebrate the lives of people who have battled cancer, remember those who have been lost to cancer, and fight back in a show of unity against the disease; and

WHEREAS, the Relay for Life of East Sussex/Coastal DE event on May 13, 2016, will represent Southern Delaware's contribution in the fight against cancer; and

WHEREAS, the Relay for Life of East Sussex/Coastal DE event supports the American Cancer Society's mission of saving lives and creating a world with less cancer and more birthdays – by helping people stay well, by helping people get well, by finding cures for cancer and by fighting back; and

WHEREAS, Relay for Life events nationwide helped raise more than $400 million in 2015 to help fund cancer research, with more than $65,000 of those funds coming through the Relay for Life of East Sussex/Coastal DE event; and

WHEREAS, funds raised by Relay for Life of East Sussex/Coastal DE will support programs and services for men and women fighting cancer right here in Sussex County; and

WHEREAS, the Relay for Life of East Sussex/Coastal DE does more than raise funds for critical cancer treatment – it raises hope for a world that is cancer-free;

NOW, THEREFORE, BE IT RESOLVED, that the Sussex County Council proclaims Friday, May 13, 2016, as Relay for Life of East Sussex/Coastal DE Day, and encourages all residents in Sussex County and throughout Delaware to join the fight in finishing cancer once and for all.

Joan R. Deaver, Councilwoman

SUSSEX COUNTY COUNCIL

PROCLAMATION

PROCLAIMING APRIL 24 THROUGH MAY 1, 2016 AS "SOIL & WATER STEWARDSHIP WEEK"

WHEREAS, fertile soil and clean water provide us with our daily sustenance, and

WHEREAS, effective conservation practices have helped provide us a rich standard of living, and

WHEREAS, our security depends upon healthy soil and clean water, and

WHEREAS, stewardship calls for each person to help conserve these precious resources;

NOW, THEREFORE, the Sussex County Council does hereby proclaim April 24 through May 1, 2016 as "Soil & Water Stewardship Week".

Michael H. Vincent, President

Dated: May 10, 2016

SUSSEX COUNTY COUNCIL

PROCLAMATION

PROCLAIMING THE MONTH OF MAY AS "COMMUNITY ACTION MONTH"

WHEREAS, Community Action emerged from the heart of President Lyndon B. Johnson's 1964 proclamation of America's "War on Poverty" where battles must be won in the field, in every private home, in every public office, from the courthouse to the White House; and

WHEREAS, Community Action has put a human face on poverty for 52 years by advocating for limited-income citizens without a voice so that they may enter the middle class and reach for the American dream, replacing their despair with opportunity; and

WHEREAS, Community Action builds and promotes economic stability as an essential aspect of enabling and enhancing stronger communities, which in turn promotes self-sufficiency, ensuring that all Americans are able to live in dignity; and

WHEREAS, Community Action has enhanced the lives of millions of people across America by providing essential, life-changing services and opportunities such as affordable housing, economic development, health care, energy assistance, natural disaster relief and recovery; and

WHEREAS, Community Action already serves 99 percent of America's counties in rural, suburban, and urban communities, and because it is right, because it is wise, and because in our hearts and minds we believe it is possible, we will conquer poverty in our lifetime; and

WHEREAS, Community Action will continue to implement innovative and cost-effective programs to improve the lives and living conditions of the impoverished; continue to provide support and opportunities for all citizens in need of assistance; and continue to be a major voice of reason in establishing welfare system reforms;

NOW, THEREFORE, BE IT RESOLVED, that the Sussex County Council hereby proclaims the month of May 2016 as "Community Action Month" in Sussex County in recognition of the hard work and dedication of all community action agencies, and First State Community Action Agency in the State of Delaware.

Michael H. Vincent, President

Lewes Scenic and Historic Byway

Gateway to the Nation

Corridor Management Plan

Cape May - Lewes Ferry

Lightship Overfalls

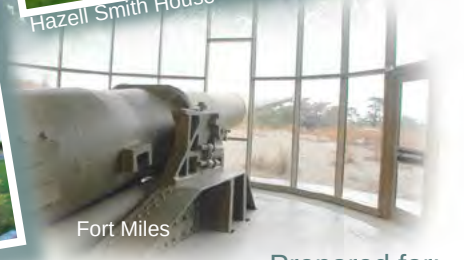
Delaware Breakwater Lighthouse

Canary Creek

Hazell Smith House

Pre-War Savannah Road

Zwaanendael Museum



Fort Miles

Prepared for:

CITY OF LEWES
SUSSEX COUNTY
DELAWARE DEPARTMENT OF TRANSPORTATION

OCTOBER 2015

Prepared by:
DELAWARE GREENWAYS
LARDNER/KLEIN LANDSCAPE ARCHITECTS, PC

STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. BOX 778
DOVER, DELAWARE 19903

JENNIFER COHAN
SECRETARY

MEMORANDUM

TO: Jennifer Cohan, Secretary

VIA: Drew Boyce, Director of Planning DAB

VIA: Jeff Niezgoda, Assistant Director of Planning

VIA: Ann Gravatt, Planning Supervisor

FROM: Mike Hahn, Byways Coordinator MCH

DATE: October 19, 2015

SUBJECT: **Delaware's Bayshore Byway Corridor Management Plan Approval**

On behalf of the Delaware Byways Program, we recommend that the Corridor Management Plan submitted by the Lewes Scenic and Historic Project Advisory Committee be accepted under the Byways Program as required by the Program Guide. The byway was designated through the State Scenic and Historic Highways Program as a byway in 2009. The byway winds through the City of Lewes and extends into Sussex County on the following roads: New Road, Pilot Town Road, Savannah Road, Cape Henlopen Drive, Gills Neck Road and Kings Highway. The vision for the byway is to preserve its intrinsic natural resources and its historical quality.

This Corridor Management Plan was subjected to a comprehensive public review process required by the law and the adopted Program Guide. The result is a strong endorsement of the Corridor Management Plan by all reviewers.

Corridor Management Plan Approved:

Jennifer Cohan, Secretary

10/20/15
Date

Attachment
MH: lc
cc: Advisory Board Members

DelDOT

Lewes
Scenic and Historic Byway
Gateway to the Nation

Corridor Management Plan

Prepared for:

CITY OF LEWES
SUSSEX COUNTY
DELAWARE DEPARTMENT OF TRANSPORTATION

Prepared by:

DELAWARE GREENWAYS
LARDNER/KLEIN LANDSCAPE ARCHITECTS, PC

with assistance from
Heritage Strategies, Inc.
Fitzgerald and Halliday, Inc.

OCTOBER 2015

ROLE OF THE GOVERNMENTAL ENTITIES WHO PARTICIPATED IN DEVELOPING THIS PLAN

Corridor Management Plans for Byways are designed to reflect the vision, goals and recommendations of the members of the general public participating in the development of the Plan. While DNREC, DelDOT, Sussex County and the City of Lewes and the other governmental entities participating with the public agree in principle with the Plan and its recommendations, it must be understood that these same entities face many different and sometimes competing priorities, a changing regulatory framework, and funding challenges. As a result, the recommendations contained herein that are assigned to an entity for implementation may be implemented on a different schedule or in a different form than anticipated in the Corridor Management Plan or, due to unforeseen circumstances and regulatory requirements, not implemented at all. Nothing in this statement should be interpreted that any of the participating governmental entities are withholding support of any of the contents of the Plan.

APPENDIX 4: TRANSPORTATION MANAGEMENT REPORT

The Traffic Management Report included as Appendix 4 of the Corridor Management Plan is a planning study intended for the identification of issues and areas needing more detailed attention. When developing strategies pursuant to these issues, other transportation projects and in the mitigation of the traffic impacts of development, additional transportation and traffic studies should be performed pursuant to good engineering practice and regulatory requirements.

Acknowledgements

The Lewes Scenic and Historic Byway Corridor Management Plan was developed through the collaborative efforts of the Lewes Scenic and Historic Byway Committee supported by their elected and appointed officials, community leaders, agency officials and dedicated citizens throughout the Greater Lewes community. This document represents the culmination of their efforts.

The authors wish to thank the following list of participants for their involvement in the project and others that provided volunteer assistance throughout the development of the Corridor Management Plan.

LEWES SCENIC & HISTORIC BYWAY COMMITTEE: AN OFFICIAL COMMITTEE OF THE CITY OF LEWES

Members

Gail Van Gilder, Chairperson
Mike DiPaolo, Lewes Historical Society
Dan Parsons, Sussex Co. Historic Preservation Planner
David Ennis, Resident
Nina Cannata/Diane Wilson, Lewes Greenways and Trails Committee
Ronal Smith, Resident
Barbara Vaughan, Lewes Planning Commission
Helen Waite, Resident, New Road

Ex-Officio Members

Dennis Reardon/Bonnie Osler - Councilpersons
Mike Tyler - Bicycle & Pedestrian Advisory Committee

Technical Support and Project Staff

Ann Gravatt, DelDOT State Byways Coordinator
Karen Bennett, DNREC Division of Fish and Wildlife
Susan Moerschel, DNREC Division of State Parks and Recreation
Scott A. Green, DRBA Executive Director
Nikki Fisher, DRBA Lewes Terminal Director

Jeff Greene, Delaware Greenways
Lardner/Klein Landscape Architects, PC
Jim Klein, ASLA
Cara Smith, ASLA
Eric Childs
Peter Benton, Heritage Strategies, LLC
Elizabeth Watson, Heritage Strategies, LLC
Kristen Ahlfeld, Fitzgerald and Halliday, Inc.
Leslie Black, Fitzgerald and Halliday, Inc.

The Scenic and Historic Byways Committee expresses its deep appreciation to our elected and state legislators who generously helped fund and supported the preparation of the Nomination, the Public Outreach Report and effort, the Traffic Management Report and the preparation of the Corridor Management Plan.

State Elected Leadership

Senator Ernie Lopez
Senator Gary Simpson
Representative Peter Schwartzkopf
Representative Steve Smyk
Representative Joe Booth
Representative Ruth Briggs-King

The Scenic and Historic Byways Committee expresses its deep appreciation to the City of Lewes and Sussex County leadership for its ongoing support throughout the entire process beginning with the Nomination Application, the Public Outreach and Focus Group process, the Traffic Management Report and the Corridor Management Plan.

City and County Elected and Appointed Leadership

Ted Becker, Mayor, City of Lewes
James Ford, Former Mayor, City of Lewes
Fred Beaufait, City Council
Paul Eckrich, City Manager, City of Lewes
Rob Morgan, City Council
Bonnie Osler, City Council
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Acknowledgements (cont.)

Project Advisory Committee and Stakeholder Meetings

The Scenic and Historic Byways Committee expresses its appreciation to the Project Advisory Committee and individuals who, by giving of their time and providing their expertise and guidance, have added richness and perspective to the Corridor Management Plan. Some attended meetings on a regular basis, others participated in Focus Group meetings and some met in individual meetings. The invited members of the Advisory Committee and individuals who met with us follow:

Anthony Aglio, Del DOT - Planning – State Bicycle Coordinator
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Contents

1. Introduction 1
- Corridor Definition 3

2. Planning Context 9
- Process 12
- Key Issues 13
- Goals for the Byway 15

3. Significance 17
- Statement of Significance 17
- Character Defining Features 20

4. Stewardship 23
- Preservation and Conservation Strategies 23
- Funding a Conservation Project 29

5. Transportation 35
- Existing and Future Carrying Capacity 35
- Mitigation of Development Traffic 36
- Manage Travel, Not Traffic 38
- Alternative Modes Of Travel 40

6. Enhancement 43
- Use Context Sensitive Solutions 43
- Establish Gateways and Wayfinding 47
- Enhance Roadside Appearance 52
- Guiding Land Use Change Along Kings Highway And Gills Neck Road 54

7. Active Transportation and Heritage Tourism 63
- Nature-based Recreation Opportunities 63
- Strengthen Heritage Tourism Through Coordinated Interpretation 69

8. Marketing 85
- Marketing Strengths 85
- Marketing Challenges 86
- Positioning The Byway For Marketing 86
- Lewes Tourism Context 88
- Marketing Strategies 90

9. Implementation 93
- Byway Management Issues 93
- Management Structure 94
- Implementation and Phasing 99

Appendices

Appendices (along with the entire corridor management plan) can be downloaded as PDF documents using the following links:

http://www.deldot.gov/information/community_programs_and_services/byways/lewes.shtml

http://www.delawaregreenways.org

Appendix 1: Existing Travel Conditions and Byway Map
Appendix 2: Public Outreach Report
Appendix 3: Nomination Application
Appendix 4: Transportation Management Report
Appendix 5: List of Existing Sites and Attractions
Appendix 6: Meeting Minutes

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1. Introduction

The Lewes Scenic and Historic Byway is a continuous road network that, taken as a whole, captures the remarkable 382 year modern history of the greater Lewes area. The individual segments of this route include New Road, Pilottown Road/Front Street, Savannah Road, Kings Highway, Gills Neck Road, and Cape Henlopen Drive. Both physically and historically, they have played a vital role in the town's development and reflect its evolution since 1631. The stunning views found along the designated route illustrate Lewes' natural beauty, maritime origins and rich history.

In 2009, the roadways were successfully nominated as a Delaware State Scenic and Historic Highway, based upon their regionally significant scenic, historic, natural, recreational and archeological values. These roadways serve as gateways into Lewes both from land and sea. Kings Highway, Savannah Road, and New Road serve as gateways to Lewes from the Coastal Highway. Cape Henlopen Drive, Pilottown Road/Front Street, and Gills Neck Road provide access from the sea—including the Cape May-Lewes Ferry and the Lewes-Rehoboth canal.

WHAT IS SPECIAL ABOUT THE LEWES SCENIC AND HISTORIC BYWAY?

The character of the roads emphasizes the cultural evolution of the area, providing access to miles of preserved beaches, open space, nature trails, bird sanctuaries, settled historic districts including buildings with nationally-significant architecture; a maritime working waterfront; a World War II fort; and working farms that continue to support Lewes and other coastal towns.

Figure 1 Routes that comprise the Lewes Scenic and Historic Byway

What is a Scenic and Historic Byway?
"A byway is a transportation route which is adjacent to or travels through an area that has particular intrinsic scenic, historic, natural, cultural, recreational or archeological qualities. It is a road corridor that offers an alternative travel to our major highways, while telling a story about Delaware's heritage, recreational activities or beauty." (DelDOT)

What is a Corridor Management Plan?
Guidance for the development of the CMP is provided by the National Scenic Byways Program Interim Policy Document (May 18, 1995) which states that: "A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the Byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the Byway."

PURPOSE OF THE PLAN

The Corridor Management Plan (CMP) has been developed to help preserve and enhance significant natural and historic resources along the Lewes Scenic and Historic Byway—beautiful marshes along Canary Creek; striking views and features found along the Lewes and Rehoboth Canal; a downtown historic district listed on the National Register of Historic Places; and a strong sense of place established by that rich historical fabric. These qualities shape the experience of traveling along the Byway, and are the focus of this plan.

In practical terms, the successful completion of the CMP results in approval of the Corridor Plan by Delaware's Secretary of Transportation, and then signing (with specially designed signs) of the Delaware Scenic and Historic Highway, identifying it on state maps and promoting it through the Delaware State Tourism Office, Lewes Chamber of Commerce, and Southern Delaware Tourism. According to DelDOT's *Program Guide*, the CMP describes "the goals, strategies and responsibilities for conserving and enhancing a scenic and historic highway's most valuable qualities." Project partners can also use the corridor planning process to raise the awareness of residents and visitors about the special character of the roadway, promoting the stewardship of the corridor's resources and establishing the touring route as an economic development asset for the greater Lewes region.

But more than just practicality and awareness is needed to develop a truly visionary and useful CMP. With federal funding for the National Scenic Byway Program zeroed out and with future funding certainly in doubt, the plan has to find ways to capture the imagination of the citizens of Greater Lewes, to help them visualize a future in which its treasured landscapes, its rich heritage and its outstanding natural resources are preserved and maintained in a manner that is sensitive to the needs of the many individuals, communities and businesses that helped shape it in the first place. Integrating byway management priorities with other local and regional planning and visioning efforts are also critical to its success.

The CMP meets both state and federal requirements for a scenic byway corridor management plan and will support future nomination of the route as a National Scenic Byway or All-American Road through the Federal Highway Administration's (FHWA) National Scenic Byways Program[1] . In order to be nominated for a National Scenic Byway, a CMP must address fourteen points spelled out in the Program's Interim Policy Document. Table 1 on page 7 lists the fourteen requirements and identifies the location within the CMP where the information may be found.

1 National Scenic Byways Program Interim Policy Document (May 18, 1995) accessed at http://www.gpo.gov/fdsys/pkg/FR-1995-05-18/html/95-12211.htm, January 15, 2015

Based on guidance provided by the Federal Highway Administration and DelDOT, this CMP has been organized to document three core elements that must be addressed as part of the planning process:

- Significance either regionally or nationally of the Intrinsic Quality(s) along the travel route
- Planning to support the preservation, enhancement and promotion of the Intrinsic Quality(s) along the travel route
- Providing for a quality visitor experience; and sustainability in the form of community and organizational support to continue to preserve, enhance and promote the travel route

The CMP was developed with extensive citizen input, both through the contributions of an Ad Hoc Planning Committee and through extensive public outreach efforts in support of the development of the CMP, as discussed further in Chapter 2.

CORRIDOR DEFINITION

The Delaware Scenic and Historic Highway Nomination Application for the Lewes Scenic and Historic Byway (2009) defines the Byway as a continuous route of six road segments composed of the "Gateway Roads of Lewes" that, together, provide travelers with an educational and visually engaging experience. It illustrates the rich history of Lewes from native settlements to present day through an interconnected and interdependent network.

The "Gateways from the Land" are Kings Highway, Savannah Road and New Road. They are of historical significance, serving as gateways into historic Lewes from Route One for most north and southbound travelers. The "Gateways from the Sea" are Pilottown Road/Front Street, Gills Neck Road and Cape Henlopen Drive. These routes highlight the scenic views and natural beauty along the Lewes and Rehoboth Canal and the beach, extending to the coast at points farthest east and west along the Lewes coastline. The character of each route varies as they transition from working farmland through a settled historic district replete with nationally recognized architecture, and ends at miles of beautiful beaches, preserved open space, nature trails, and bird sanctuaries.

As part of the corridor planning process, the Byway was officially extended to Coastal Highway from both Kings Highway and Savannah Road. The extended byway segments, increases awareness and priorities for enhancing the appearance of these two important entrance corridors to Lewes and establishing a more welcoming gateway for the Byway and for the City of Lewes.

The recommendation for extending the Byway as shown in Figure 7 was presented as part of the public meeting on November 13, 2014

How Wide is the Byway Corridor?

A Byway includes both the travel route and related visual corridor, often referred to its "viewshed." The Byway's character and quality is shaped by the views to adjacent farms and natural areas along New Road and portions of Kings Highway and Gills Neck Road. In town, the character is shaped by older neighborhoods of the Lewes Historic District. Pilottown Road and Cape Henlopen Drive are shaped by views towards the canal and Bay.

The width of the Byway corridor varies with land use. The corridor is defined in natural areas by the tree-lined backdrop of adjacent farm fields and wetlands. In neighborhoods, the corridor is defined by adjacent homes and businesses including the road, the sidewalk, street trees, lights, and the facade of adjacent buildings.

What's Nearby

A goal of the Byway is to increase economic activity by expanding the range of things to see and do, especially during weekdays and late fall through early spring seasons. The byway plays an important role in helping to complete a distinctive system of recreational trails. Lewes is also fortunate to be bracketed by a highly visited state park on the south and an ecologically rich creek and marsh on the north end. Downtown Lewes provides a distinct attraction for dining, shopping, lodging, museums and attractions.

Figure 2 Lewes Maritime History Trail

Figure 3 Gills Neck Road

Figure 4 Lewes and Rehoboth Canal

at DNREC's meeting room on Pilottown Road. No objections were raised at the meeting, or in comments received afterwards. The strategies and recommendations contained in the CMP apply to the extended sections of the Byway.

THE TRAVEL ROUTES

The proposed corridor reflects a comprehensive history of Lewes, each part containing thematic representatives of different periods. The route is bounded along the coast by the Great Marsh at the northwestern reaches of Lewes at Pilottown Road and by the dunes and beaches of Cape Henlopen State Park to the northeast.

The historic land gateways of Kings Highway, Savannah Road and New Road all extend to the Lewes and Rehoboth Canal. Savannah Road, Kings Highway, Pilottown/Front Street and Gills Neck Road converge at the Savannah Road Bridge in the heart of downtown historic Lewes at the Zwaanendael Museum and Fisher-Martin House. The Lewes Chamber of Commerce Visitor Information Center is located in the Fisher-Martin House.

New Road ends less than a mile west at Pilottown Road. From the canal, Savannah Road then extends across the bridge to the coast at Lewes Beach. The route then turns northeast along Cape Henlopen Drive to Cape Henlopen State Park. The route serves as a maritime gateway. Numerous docks and marinas are found along Pilottown Road and Gills Neck Road. The Cape May-Lewes Ferry Terminal is located on Cape Henlopen Drive. All speak to the constant flow of maritime traffic in and out of Lewes. Each route is described in the following paragraphs.

Figure 5 Adopted Byway extension along Savannah Road (left fork)

Figure 6 Adopted Byway extension along Kings Highway

Figure 7 Adopted extension along Kings Highway and Savannah Road

Pilottown Road/Front Street

Pilottown Road/Front Street extends between the Boat Ramp at Roosevelt Inlet and Savannah Road. The College of Earth, Ocean and Environment of the University of Delaware and several industries are located between Roosevelt Inlet and Harborview Road. Between Harborview Road and Shipcarpenter Street, residential uses are on the south side and open space is found to the north side, including Canalfront Park. East of Shipcarpenter Street, the buildings are closely spaced, typical of a downtown area. Pilottown Road has two 10 ft. wide travel lanes, and a sidewalk for much of its length on the south side and on the north side along Canalfront Park. Between Shipcarpenter Street and Savannah Road, there are sidewalks on both sides of the street. Throughout its length, bicyclists must ride with traffic.

Figure 8 Pilottown Road

Figure 9 Pilottown Road

Figure 10 Front Street

New Road

New Road extends from Nassau Road to Pilottown Road. Between Nassau and Canary Creek, it is rural in nature with scattered subdivisions on the west side and agricultural uses and open space on the east side. North of Canary Creek, the subdivisions are common and take on a more urban nature as New Road approaches Fourth Street. Between Fourth Street and Pilottown Road, New Road takes on a more suburban character with businesses in the west side and single family homes on the east side. New Road has one 10 ft. wide travel lane in each direction. Shoulders are associated with more recent subdivisions. For most of its length, bicyclists must ride with traffic and there are no facilities for pedestrians.

Figure 11 New Road

Savannah Road

Savannah Road extends from State Route 1 to Lewes Beach. From State Route 1 to the Georgetown-Lewes Railroad, there are two 11 ft. wide travel lanes and 8 ft. wide shoulders. Drainage is generally open with a few sections of curb and gutter. From the Georgetown-Lewes Railroad to Third Street/Kings Highway, there are two travel lanes with two parking lanes. Curbs and sidewalks are present for most of this section. The downtown section lies between Third Street/Kings Highway and Front Street/Gills Neck Road; Savannah Road has one travel lane in each direction and a center left turn lane. There are many crosswalks in the downtown section. Between Front Street/Gills Neck Road and Lewes Beach, there is one 11 ft. wide travel lane in each direction with a shoulder on the east side and curb and sidewalks on the west side. Parking is permitted on the west side. Bicyclists heading to the beach can use the shoulder as a bicycle lane but the return trip must be made with traffic in a shared lane. Savannah Road is considered an evacuation route.

Figure 12 Savannah Road

Figure 13 Savannah Road

Figure 14 Townsend Barn being refurbished by J. G. Townsend, Jr. & Co.

Figure 15 Existing gateway at Freeman Highway/Kings Highway intersection

Figure 16 Kings Highway

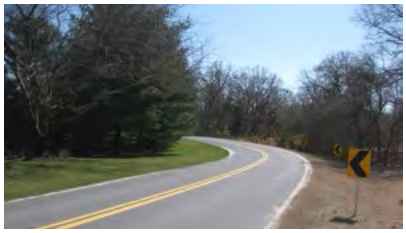

Figure 17 Gills Neck Road

Figure 18 Cape Henlopen Drive

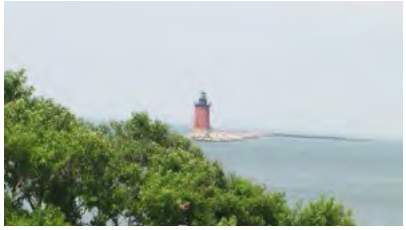

Figure 19 Cape Henlopen Drive

Kings Highway

Kings Highway has two sections. The first section extends from State Route 1 to the intersection with the Freeman Highway and includes a spur which provides the turning movements for traffic destined to State Route 1. The second section begins at the intersection with the Freeman Highway and ends at Third Street/Savannah Road. The section from State Route 1 and Freeman Highway has two 12 ft. wide travel lanes with two eight ft. wide shoulders. There are no sidewalks. Bicycles can use the shoulders and avoid the travel lanes. The land use in this section is changing from open farmland and rural residential, to a developing suburban character. The section between the Freeman Highway and Third Street/Savannah Road is two lanes wide with parking permitted on the west side. Sidewalks are provided on both sides of the roadway. Bicyclists must share the roadway with automobiles. This mostly residential section is within the Lewes Historic District. Like Savannah Road, Kings Highway is an evacuation Route.

Gills Neck Road

Gills Neck Road extends between Kings Highway and Savannah Road, traveling east from Kings Highway and then looping back to the west under the Freeman Highway to Savannah Road at Front Street. Gills Neck Road is a two lane roadway. Recent development has added five foot shoulders to the existing 10' travel lanes (DelDOT retained the existing travel lane width to limit impact on the historic road). Because shoulders are not consistent along its route, bicyclists must navigate its sharp curves in the travel lanes. A 1.6 mile section was added to the Junction & Breakwater Trail in 2015. From Gills Neck Road across from the Hawkseye development, the trail lies adjacent to the Showfield Community and adjacent to the Freeman Highway. The trail ends at Gills Neck Road across from the Lewes-Rehoboth Canal.

Cape Henlopen Drive

Cape Henlopen Drive extends from the entrance to Cape Henlopen State Park to Savannah Road. It is a two lane road with 12 ft. wide travel lanes and eight ft. wide shoulders, except in the area from the Freeman Highway to the entrance to the Cape May-Lewes Ferry where it widens to four lanes. Bicyclists can use the shoulders to avoid traveling with vehicles. There are no sidewalks. Land uses along Cape Henlopen Drive include two condominium developments, a single family subdivision and one small industrial site. Mostly, it passes through open space and serves Lewes Beach, the Cape May-Lewes Ferry and Cape Henlopen State Park. It is also a major bicycle route and part of the American Discovery Trail. The Harbor of Refuge along Cape Henlopen Drive was the first nautical district to be placed on the National Register of Historic Places. It includes both

Breakwaters and their Lighthouses, the old Coast Guard Station and water between the Breakwaters.

A full description of the travel routes is contained in Appendix 1.

Table 1 Federal Requirement for a Corridor Management Plan	*Chapter or Page Reference*
(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.	*Step 1 Nomination (Delaware State Scenic and Historic Byway)*
(2) An assessment of such intrinsic qualities and of their context.	*Step 1 Nomination (summarized in Chapter 3)*
(3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.	*Chapter 4 Stewardship*
(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.	*Chapter 9, Implementation*
(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor.	*Chapter 5, Enhancement*
(6) A plan to assure on-going public participation in the implementation of corridor management objectives.	*Chapter 9, Implementation*
(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.	*Chapter 5 Transportation and Appendix 4*
(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.	*Chapter 6, Enhancement*
(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.	*Chapter 6, Enhancement*
(10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.	*Chapter 4, Stewardship*
(11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.	*Chapter 5, Enhancement*
(12) A narrative describing how the National Scenic Byway will be positioned for marketing.	*Chapter 8 Marketing*
(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect the intrinsic qualities of the Byway corridor.	*Chapter 6, Enhancement*
(14) A description of plans to interpret the significant resources of the scenic byway.	*Chapter 7, Active Transportation and Heritage-based Tourism*

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2. Planning Context

The purpose of this chapter is to describe the political and socioeconomic context for the plan's development. This chapter also explains the critical role of community involvement in developing the plan's vision and goals.

Figure 20 Aerial view of Downtown Lewes and the Lewes-Rehoboth Canal

Much has changed since the National Scenic Byway Program was established in response to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Dedicated funding for byway programs and projects has been eliminated. With less funding support, state and local government involvement has declined. Yet, byway leaders from around the country have found new ways to manage byways on a more sustainable basis. Byway leaders have learned through experience to think regionally to thrive. Byway projects and programs have to be linked to larger regions and related programs (such as sea-level rise; rural or community-based economic development; the "get outdoors" movement; local food and community-based agriculture; complete streets; and heritage- and nature-based tourism) to be competitive in the funding environment and to attract younger generations of visitors.

From a visitor's perspective, travelers rarely identify a "county" or a "road" as their destination. Today's byway traveler is looking for a quality experience that provides enjoyment and enrichment for the entire family or travel group—all in one place. Byways provide a strong community-based structure for that travel experience. Byways provide access to resources associated with heritage- and nature-based tourism, regional and community-based trail networks and other recreation programs, "Main Street" communities, and regional and community-based arts and entertainment programs.

Byways enhance tourism by connecting travel experiences—whether visiting and learning about a community or region's heritage as part of an interpreted itinerary; or, getting outdoors to explore a region's natural beauty and cultural heritage while exercising.

The effort to designate the road network inclusive of King's Highway, Savannah Road, New Road, Pilottown Road, Gills Neck Road and Cape Henlopen Drive as the Lewes Scenic and Historic Byway, is a community-based initiative formed as a result of great interest in preserving and enhancing this scenic and historic corridor. Work on the nomination process began in February 2008 and was submitted to DelDOT in January 2009. The nomination was approved by DelDOT in the Spring of 2010. A FHWA Scenic Byway Program grant was submitted through DelDOT to fund the development of the CMP and

it was awarded in 2011. A public outreach report, completed in 2012 was funded by state legislators[1] to guide development of the CMP.

During the application process many meetings were held with a variety of stakeholders. Opinions and comments of residents, farmers, business owners, realtors, organizations, institutions and elected officials located along the Byway were carefully solicited and considered. These meetings provided information to participants on the background and process of the Delaware Scenic and Historic Highways Program and in particular the Lewes Scenic and Historic Byway proposal. Feedback was generally strongly positive. On January 30, 2009, the Advisory Committee voted unanimously to submit the nomination application to DelDOT.

Figure 21 Results of the transportation study were presented to interested stakeholders—many of which helped to collect the data used in support of the study

Chapter 4 of the Nomination Application contains extensive documentation regarding the continued and ongoing public and agency outreach that was utilized to formulate the nomination and endorse its application to DelDOT. That involvement has continued through the CMP development process and is expected to continue into the implementation phases of the effort. In summary, the following agencies and organizations have been and will continue to be involved in the CMP and its implementation.

CITY OF LEWES

The City of Lewes' Scenic and Historic Byways Committee is comprised of representatives from the Lewes Planning Commission, Lewes Greenway and Trails Council, the Lewes Bike/Pedestrian Committee, including representation from each of the roads that comprise the Lewes Scenic and Historic Byway and the Lewes City Council. The committee also includes representatives from Sussex County. The Committee guided the development of the plan to ensure that it is consistent with the City's ongoing efforts in historic preservation, economic development, greenway and trail planning, and transportation. The City, as of the writing of this plan, is updating its Comprehensive Land Use Plan. The CMP will be referenced as part of the updated Comprehensive Plan.

SUSSEX COUNTY

Sussex County is responsible for land use and development review for those portions of New Road, Savannah Road, Kings Highway, and Gills Neck Road that are outside the boundaries of the City of Lewes. Visit Southern Delaware is Sussex County's convention and tourism bureau. Meetings were held with the County Administrator, Planning

1 Funded through Legislative grants provided by: Senator F. Gary Simpson, Representative Joseph W. Booth, Representative Peter C. Schwartzkopf , Representative Ruth Briggs King

and Zoning and County Council to discuss the CMP. The City of Lewes Scenic and Historic Byway Committee will continue to work with County government to raise the profile of the Byway in the planning and zoning responsibilities of the County.

DELAWARE DEPARTMENT OF TRANSPORTATION (DELDOT)

The Delaware Department of Transportation (DelDOT) is responsible for public roads and right-of-ways associated with the Byway routes. DelDOT plays an important role in reviewing development proposals and determining the types of transportation facilities that are needed to support anticipated land development activities. DelDOT will utilize the CMP as part of their ongoing transportation planning and development review procedures. DelDOT will also use the CMP to apply context sensitive design approaches to any work that is conducted along the designated scenic and historic byway routes (page 43).

DELAWARE DEPARTMENT OF NATURAL RESOURCES AND ENVIRONMENTAL CONTROL (DNREC)

DNREC's mission is to protect and manage the state's vital natural resources, protect public health and safety, provide quality outdoor recreation and to serve and educate the citizens of the First State about the wise use, conservation and enhancement of Delaware's Environment. DNREC's Division of Fish and Wildlife manages the Great Marsh and other natural areas as well as environmentally sensitive areas such as wetlands. DNREC's Division of State Parks and Recreation manages Cape Henlopen State Park. DNREC is extensively involved as the lead organization in the Delaware Bayshore Initiative. DNREC is responsible statewide for protecting water quality, including the Great Marsh and Delaware Bay. DNREC administers the state's land protection programs, as well as the state's Trail and Pathway Program including the Junction & Breakwater Trail.

Figure 22 Public meeting to review draft strategies for managing the Lewes Scenic and Historic Byway

ORGANIZATIONAL PARTNERS

The process for developing the plan was a partnership effort involving the following additional organizational partners:

- Lewes Historical Society
- Lewes Chamber of Commerce
- Southern Delaware Tourism (Sussex County CVB)
- Delaware River and Bay Authority (DRBA)
- Greater Lewes Foundation
- University of Delaware
- Delaware Greenways

PROCESS

The CMP was developed based on the input provided by an Ad Hoc Steering Committee comprised of representatives from various City of Lewes committees, organizations, and Sussex County. All meetings of the Steering Committee were open to the public, and notice was posted on the City of Lewes web page followed by meeting minutes, handouts and presentations.

Delaware Greenways and their project partners conducted public outreach for each of the Byway roads in 2012 that resulted in a preliminary set of strategies and recommendations for consideration during the Step 2 CMP planning process. The challenge lies in how to translate the identified priorities into specific actions in today's highly competitive environment for funding. Delaware Greenways and all of the project partners established these priorities through a sequence of Ad Hoc/Steering Committee meetings focused on the topics identified as part of the public process conducted in 2011 and 2012 and as documented in the Public Outreach Report (Appendix 2). The goals and actions identified in the report were organized into the following topical meetings and refined through discussions with the Steering Committee.

- **Conservation and Enhancement of the View and Context** (April and June 2014) – addressed the issues of preserving open space, greenways and trails; creating buffers to preserve Byway viewsheds; designing a Gateway Plan; and introducing Context Sensitive Design guidance (leading to the development of a plan for stewardship and related maps showing conservation and preservation priorities).
- **Transportation and Mobility** (Volunteer field work in 2013 and a follow-up discussion at meetings in July 2014) – documented the limited capacity of existing roads and identified strategies to better manage that capacity. Ideas suggested included the encouragement of multi-modal use of the Byway routes, encouraging more connectivity in the expanding multi-use pathway and trail network, traffic management strategies, greater use of web and mobile technologies, and remote parking with jitney service.
- **Enhancement of the Travel Experience** (April, June and August 2014) – continued the discussion of Context Sensitive Design guidance as it would be applied to address issues of traffic congestion, improving walkability and bikeability on Byway roads and guiding new development and related transportation activities. Enhancements included review and discussion of the gateways and illustrations of proposed treatments.

- **Heritage- and Nature-based Tourism** (October 2014) – addressed the issue of the need to integrate the Lewes Scenic and Historic Byway with other heritage-based tourism marketing and promotional activities in the region. Strategies discussed included: extending the Byway into Sussex County on Savannah Road and Kings Highway; linking the Byway to the Delaware Bayshore Byway and the Delaware Bayshore initiative; and coordinating the interpretation along the route as a means of extending visitor stays and reaching potential visitors during the shoulder seasons and beyond.
- **Interpretation and Education** (November 2014) – the tremendous stories associated with Lewes' unique history and significance and its magnificent natural setting are a big factor in why people choose to visit Lewes and choose to live there—either seasonally or year-round. Discussions at this meeting focused on how to organize those stories and topics into a framework for interpretation and education that comprises the "Byway Story" and how to tell that story in a coordinated way.
- **Byway Management** (January 2015)– discussion focused on how to implement the plan in a coordinated way including continued involvement of the City and County, partner agencies, and various stakeholders that have contributed to development of the plan. Discussion focused on the strategy of transforming the existing City of Lewes Scenic Byway Committee (with continued participation of the County on the City committee) to a joint City/County management committee that would have more leverage in pursuit of potential funding for projects and establishing continued byway management as a regional priority.

The Lewes Scenic and Historic Byway Committee as a goal, desires to work with government at all levels to endorse the Corridor Management Plan so that its profile is raised and it becomes a part of decisions affecting the Byway. The CMP is a direct result of the ideas generated at each of the topical meetings. The CMP organizes those ideas into a coordinated set of projects and programs outlined in each of the chapters that follow.

KEY ISSUES

The Public Outreach Program conducted in support of the CMP has identified a number of key issues that have shaped the recommended strategies for the CMP. These issues are summarized below

- **Most of the remaining open space is along the Byway routes** Preserving key open space parcels along the Byway will not only help retain their character defining features, but will also help ameliorate the impacts of increased flooding due to sea level rise, improve water quality and enhance the wildlife values of

the Great Marsh and Cape Henlopen State Park by preserving green corridors and related open spaces.

- **The Byway routes shape the perception of Lewes**
  The Byway comprises the three main roads into town: Kings Highway, Savannah Road, and New Road; plus three roads that provide access to the primary destinations: Pilottown Road, Cape Henlopen Drive and Gills Neck Road. Each corridor needs to address:
  - The sense of entry and separation from the Coastal Highway (gateways)
  - The need to shape the form and appearance of future development
  - The need to use context sensitive approaches for addressing future roadway design
- **The Byway can help to manage the effects of tourism**
  The Byway can be utilized to help manage positive and negative aspects of tourism by:
  - Utilizing the Byway routes to provide alternative things to see
  - Enhance the Gateway roads (Kings Highway, Savannah Road and New Road) to improve the travel experience as you enter Lewes
  - Coordinating the interpretation to increase awareness of Lewes special resources
- **The Byway can help to manage future transportation demand**
  The plan can be used to guide the accommodation of future growth in travel demand, increase interest in bicycling and walking, and to encourage ways to better manage the overall travel experience so visitors can spend less time in their cars and more time enjoying the Byway's natural and historic beauty.

GOALS FOR THE BYWAY

An initial set of goals for the Byway were established as part of the 2012 public outreach process conducted by Delaware Greenways (Appendix 2). Goals established in the public outreach process shaped the planning process by providing topics for further discussion at each of the committee meetings. Goal statements were then revised and consolidated to reflect the results of committee and public meetings as part of the Step 2 CMP effort.

Preserve the Character of the Lewes Scenic and Historic Byway
Preserve and maintain character-defining features of the Byway including important views, open spaces, recreational opportunities, and historic and cultural features that contribute to its significance as a Delaware Scenic and Historic Byway.

Improve the Safety and Mobility of the Byway Routes
Enhance the quality and safety of Byway-related travel experience for all modes of transportation by expanding the range of travel opportunities for pedestrians and bicyclists as well as those who use public transportation and by utilizing context sensitive approaches to address future roadway safety and traffic capacity projects.

Enhance the Visual Quality and Travel Experience of the Byway
Use the Byway as a tool to leverage necessary funding for priority enhancements and to work with developers to guide change in a positive manner.

Use the Byway to Complete a Greenway and Trail System
Use the Byway to lengthen visitor stays by connecting the Byway to the Greater Lewes System of Greenways and Trails and establishing Byway routes as corridors for human powered recreation including walking, bicycling and paddling—that gets users closer to history and nature.

Tell the Byway story
Use the Lewes Scenic and Historic Byway to enhance the travel experience of visitors and residents by increasing awareness and appreciation of Lewes and its historical setting through storytelling.

Manage the Positive and Negative Effects of Tourism
Use the Lewes Scenic and Historic Byway as a tool for spreading out visitation beyond the beach and the summer season and enhancing the quality of the visitor experience.

Vision and Approach
Each of the Byway routes has its own character from which an overall vision and management approach is recommended:

- **New Road: Conservation**. *Retain the overall rural character including its farms, forests, wetlands and tributary streams.*
- **Savannah Road: Enhancement**. *Use the Byway to restore the character-defining features of the historic route into town as it progresses through various eras of development and growth.*
- **Kings Highway: Guiding Development and Transportation**. *Use the Byway to help shape the future character of the route that is most likely to undergo the greatest amount of change.*
- **Gills Neck Road: Retain the Historic Road Character**. *The northern two thirds of Gills Neck Road has a distinctive character that needs to be retained in the face of the growth and development of the southern/western third.*
- **Cape Henlopen Drive: Enhance Access to Recreation**. *The main route to Cape Henlopen State Park and the gateway from the Cape-May Lewes Ferry would benefit from additional landscape and trail enhancements.*
- **Pilottown Road: Enhance and Preserve the "Canalfront."** *Opportunities exist to extend the Maritime History Trail, enhance pedestrian and bicycle safety and establish a new destination at the Green Hill Light.*

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3. Significance

The purpose of this chapter is to define the intrinsic qualities of the Byway and its character defining features that establish regional significance of those qualities. The Nomination Application documented the intrinsic quality inventory and evaluation, resulting in the identification of those specific intrinsic qualities that met requirements for a successful nomination of the route as a Delaware Scenic and Historic Byway.

Figure 23 New Road

Intrinsic qualities are an integral component of a CMP. They reveal what makes the Byway special and unique. The National Scenic Byways program describes intrinsic qualities as "features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area." These qualities include historic, natural, recreational, scenic, archeological and cultural sites.

Figure 24 Beach access at Cape Henlopen State Park

The Lewes Scenic and Historic Byway's primary intrinsic quality is its historic significance. As noted above, the unique visual and "small town" character of Lewes and immediate environs are the result of centuries of settlement and adaptation. Founded in 1631, Lewes is the First Town in the First State in the United States of America.

Figure 25 Front Street in Downtown Lewes

The natural qualities associated with Lewes' position at the mouth of the Delaware Bay serve as an important setting to its historic qualities. Lewes' location and natural attributes were critical for the initial establishment and consequent prosperity of the town.

Lewes' growing network of greenways and trails along with Cape Henlopen State Park and the Great Marsh provide outstanding recreational opportunities for birding, bicycling, boating and beach access. The combination of historic, natural and recreational qualities establish Lewes as a regionally significant destination and the Lewes Scenic and Historic Byway as the means through which the landscape and its stories can best be experienced.

Figure 26 Zwaanendael Museum

STATEMENT OF SIGNIFICANCE

The establishment of a settlement on the site of old Pilot Town, now an integral part of the City of Lewes, played a pivotal role in the legal process that led eventually to the formation of the State of Delaware. The relative prosperity afforded by the sea and all its related occupations, plus its physical location at the mouth of Delaware Bay, promoted the preeminence of Lewes as the first County Seat of Sussex County.

Figure 27 Lewes-Rehoboth Canal as seen from Savannah Road

The importance of a good harbor; lighthouses for major shipping channels; teams of lifeguards and boat men who rescued passengers and crews from floundering ships; the cadre of pilots and soldiers

who could accurately guide vessels up and down the Delaware Bay; and of defending the Delaware Bay's shipping channels in more modern times, have gained Lewes the attention of the Mid-Atlantic region and the nation. The activities required to carry out all these tasks established the routes that comprise the Lewes Scenic and Historic Byway—movement along the coast and canal, and through the gateways into and out of Lewes.

The following summarizes the intrinsic qualities found along the Lewes Scenic and Historic Byway. For a full description of the intrinsic qualities please see Appendix 3.

HISTORIC QUALITIES

The Lewes Scenic and Historic Byway allows visitors and residents alike to experience and appreciate the historical significance and natural scenic beauty of Lewes and its surroundings. Historic significance is reflected in the following community-scale geographic features and characteristics:

- Historic character and quality of its neighborhoods and commercial center as seen from three gateways from the land: New Road, Savannah Road and Kings Highway
- Portions of Pilottown Road/Front Street, Savannah Road and Kings Highway are designated as the Lewes Historic District and listed on the National Register of Historic Places
- Lewes-Rehoboth Canal along Pilottown Road and Gills Neck Road, immersing the visitor into its rich and varied maritime history and natural beauty
- Strategic position of the Delaware Bay and its role shaping the maritime history of Lewes and southern Delaware
- National Harbor of Refuge and Delaware Breakwater Harbor Historic District seen from beaches, Cape May-Lewes Ferry and Cape Henlopen State Park along Cape Henlopen Drive

The historic fabric of Lewes is easily seen from Byway routes and from three interpreted walking tours and one guided tour:

- Historic Lewes Walk links together the Lewes Historical Society's interpreted historic sites that are interpreted along Front Street, 2nd Street, Shipcarpenter Street, and Shipcarpenter Square
- Trenny's Loop is a walk linking the east side of the historic town with the beachfront (see Byway Map, Appendix 1)
- Lewes Maritime History Trail follows the Lewes-Rehoboth Canal linking interpretive exhibits that speak to the town's maritime story. The trail includes Lightship Overfalls, a historic ship and National Historic Landmark operated as a museum by the Overfalls Foundation

- Fort Miles - located in Cape Henlopen State Park offers guided tours, interpretive programs and events to help tell the story of the defense of the Delaware Bay during World War II

NATURAL QUALITIES

Lewes is situated at the mouth of the Delaware Bay. According to DNREC, the Delaware Bay shoreline is widely recognized as an area of global ecological significance. The Delaware Bayshore is designated as an International Birding Area (IBA) of Global Significance. Delaware has expansive coastal marshes, shoreline, agricultural lands and forests that provide diverse habitat to many species, including migratory shorebirds. Lewes is at the southern limits of the IBA providing easy access for bird watching and other natural areas associated with the Delaware Bay.

Located along the "Ocean Beaches and Inland Bays" region of the Delaware Birding Trail, the Byway is bracketed by two significant natural areas along the Delaware Bayshore—Cape Henlopen State Park and Canary Creek and the "Great Marsh"—both managed by DNREC. Two tributaries—Canary Creek to the north and Wolf Glade to the south—form a natural greenbelt around Lewes. The greenbelt helps to protect the water quality of the Great Marsh and the inland bays associated with the Byway.

RECREATIONAL QUALITIES

Home to world-class beaches and preserved parkland, the Lewes Scenic and Historic Byway provides direct access to a wide range of outdoor recreational activities. Biking, walking, sailing, kayaking, beach combing, swimming, surfing, deep-water fishing, surf-fishing, dolphin and whale watching, birding, and camping are just a few of the things that can be enjoyed. Lewes itself is very amenable to strolling, with mature trees, pocket parks and well-signed historic treasures at every turn. A 15-mile trail network forms a regional loop connecting Lewes and Rehoboth Beach through Cape Henlopen State Park utilizing portions of the Byway routes. Planning for the first segment of the Georgetown-Lewes-Cape Henlopen Rail with Trail is complete. The Lewes segment will be constructed first. Planning for the Cape Henlopen segment, a 1.25 mile link, is underway.

SCENIC QUALITIES

The physical landscape of the Byway corridor is characterized by wide-open vistas of sea and sky; a picturesque harbor with tall masts of docked ships and commercial fishing vessels; salt marsh and farm fields; narrow winding roads and tall trees of well-kept properties; and the serene water of the Canal with its green marshy edges.

Cape Henlopen State Park, Cape Henlopen Drive and portions of Pilottown Road provide some of the most beautiful scenic vistas in

Delaware. The nationally recognized, East End and Harbor of Refuge Lighthouses are probably one of the most photographed Lewes Landmarks. Kings Highway and Savannah Road present some of the most historically significant and visually striking architecture in the region. New Road contains outstanding stretches of preserved farmland and forest. The view of the Lewes-Rehoboth Canal at the Hazell Smith estate on Gills Neck Road is a Lewes scenic landmark.

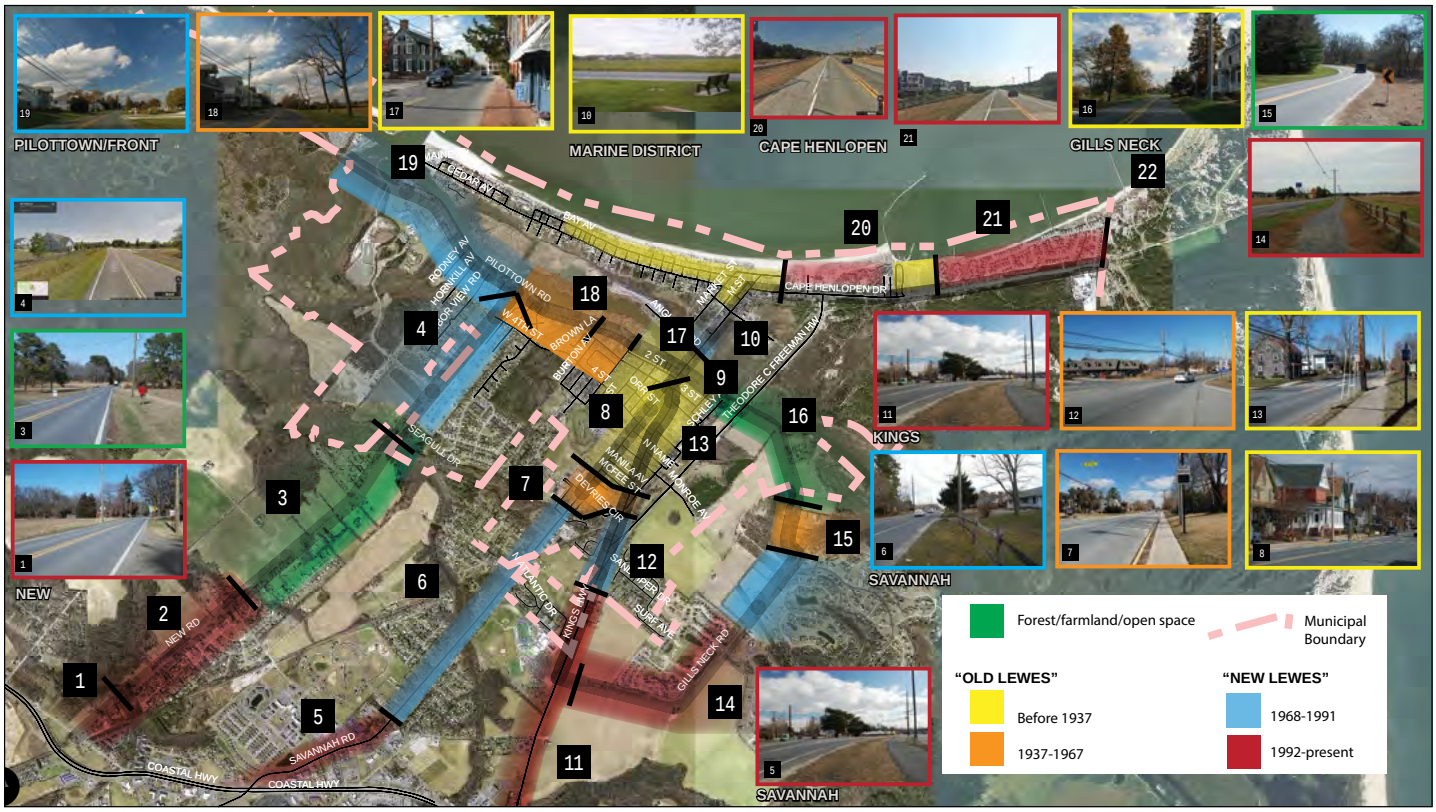
ARCHEOLOGICAL QUALITIES

Archaeological resources are associated with all of the thematic contexts outlined in Section 3.3 of the Nomination Application, entitled "Primary Intrinsic Quality - Historic." These resources are a significant legacy of the past and have the potential to yield important information about the region's history and past cultures. Sites related to many different periods, both on land and in the water, have been investigated within the corridor, and additional sites remain to be identified and documented.

CHARACTER DEFINING FEATURES

One of the primary concepts for maintaining the character and quality of the Lewes Scenic and Historic Byway is to establish distinct character areas so that future management concepts fit within the

Figure 28 Character area map



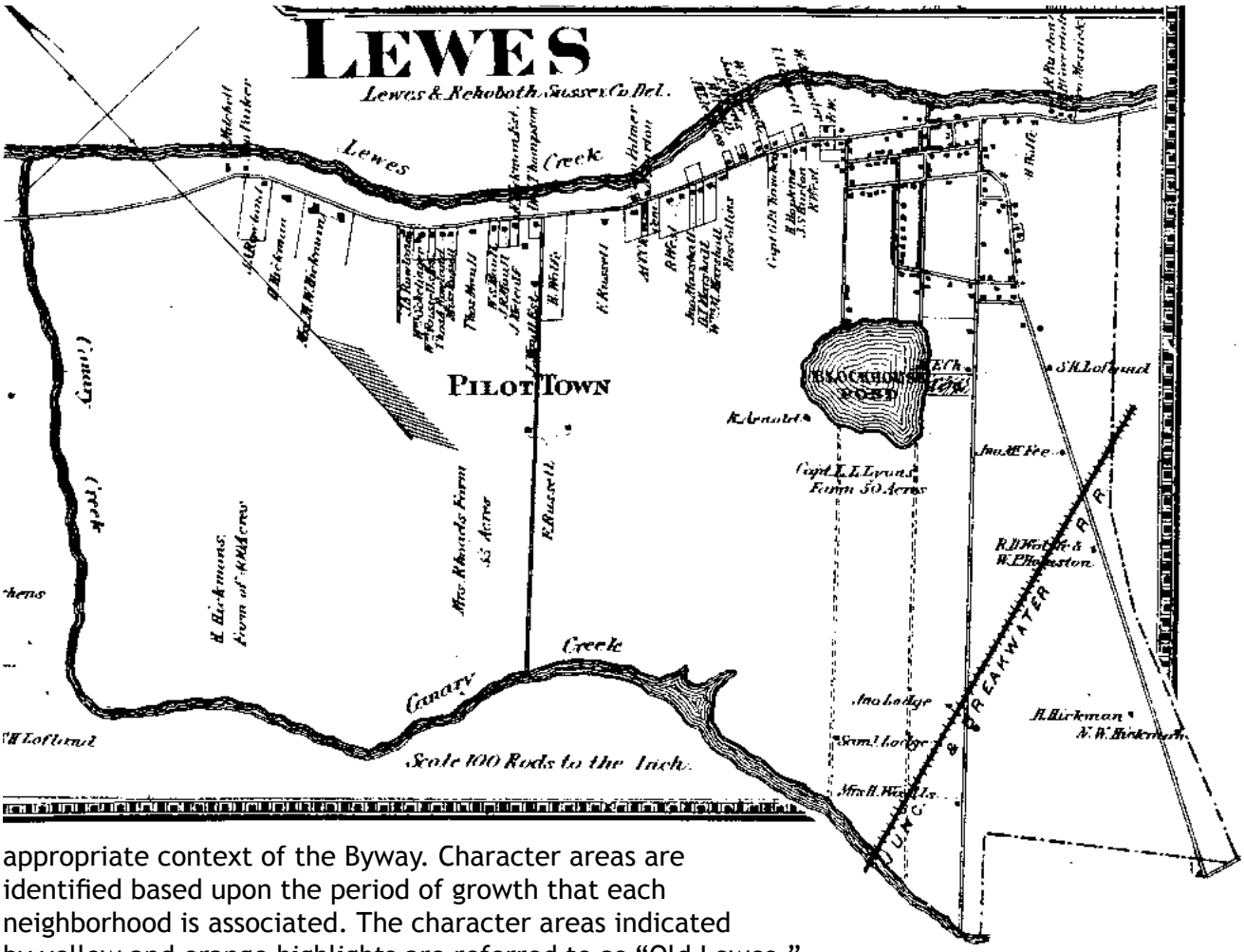


Figure 29 Excerpt from Pomery and Beers' Atlas of Delaware showing Lewes in 1868

appropriate context of the Byway. Character areas are identified based upon the period of growth that each neighborhood is associated. The character areas indicated by yellow and orange highlights are referred to as "Old Lewes," indicating growth that occurred prior to automobile induced urban growth. Character areas indicated with blue and red highlights associated with rapid urbanization are referred to as "new Lewes." See Chapters 4 and 5, for land use and transportation management concepts.

Byway routes slice through a timeline of Lewes' development history. In 1868, Pomeroy & Beers of Philadelphia issued an Atlas of the State of Delaware. The Atlas shows early settlement patterns in Lewes and current alignments of Kings Highway, Savannah and New Road (Figure 29).

Figure 30 The pre 1937 Lewes is shown here in pink (downtown) and orange, the earliest neighborhoods of Lewes

Old Lewes Pre-War (8,9,10, 13, 17)

The earliest aerial photographs of Lewes are from 1937 (Figure 30), the year that Roosevelt Inlet was opened. The character defining features of its towns and streets are distinctive for their narrowness, the closeness of buildings to the street, and the gridded system of lots and blocks.

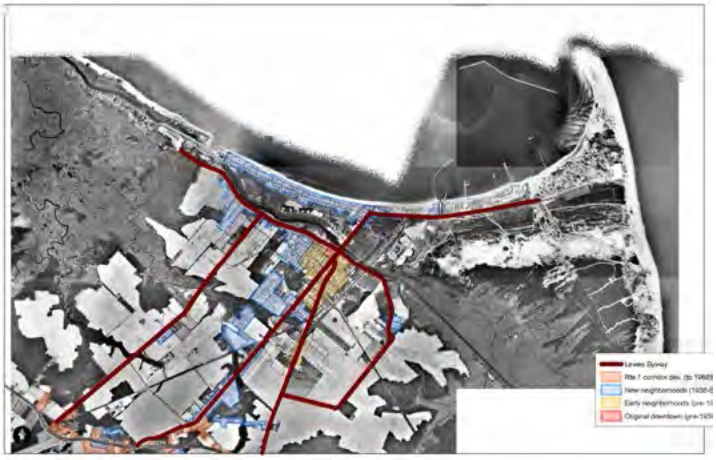


Figure 31 1968 aerial photograph of Lewes

Old Lewes: Post-War (7,15,18)

Post war suburbs expanded residential neighborhoods along main thoroughfares. Houses increased in size but maintained close proximity to the street and continued a pattern of lots and blocks. Early residential neighborhoods are shown in orange and newer post-war neighborhoods are shown in blue on the character area map.

New Lewes: Automobile Era (4,6, 19)

The automobile era expanded the footprint of Lewes and established new development patterns enabled by affordability of the automobile and mobility that followed. Commercial development followed main roadways, especially Coastal Highway and Savannah Road—the main roadway into Lewes. Light blue areas show beginnings of the outer ring and highway related commercial taking over Savannah and the Coastal Highway (Figure 31). Buildings are set back further from the highway with parking areas in front to draw travelers.

Figure 32 1992 color infrared aerial photograph of Lewes

New Lewes: Boom to Bust (1, 2, 5, 11, 14)

In the 90's color infrared (CIR) photographs (Figure 32) illustrate the breadth of urban sprawl. Pavement areas show up as white or light blue and healthy vegetation shows up as deep red on the CIR. New development begins to fill in the outer ring along Savannah Road and Kings Highway. Commercial development follows the beach crowd along Coastal Highway.

Analysis of historical development patterns indicate that there is a transition from the highway scale commercial development found on Coastal Highway to more of a neighborhood scale commercial/residential uses. This transition occurs at approximately the Clay Road intersection on Savannah Road and the Dartmouth Drive intersection on Kings Highway.

Figure 33 2012 full color aerial photograph of Lewes

Using these patterns helps establish character areas based upon the street character. As you move closer to downtown, the homes get closer to the street, curbs and sidewalks are introduced and the predominant architectural style changes from modern ramblers to Victorians.

4. Stewardship

The purpose of this chapter is to identify the strategies needed to maintain and enhance the Byway's intrinsic qualities. The Lewes Scenic and Historic Byway serves as the gateway travel routes into Lewes. Each route has its own distinct character defining features. New Road and associated open space along Canary Creek represents the best opportunity to maintain the character defining features that are evocative of Lewes' early settlement patterns and natural landscapes. Other routes retain distinct historic features and settings that help shape a positive experience traveling into Lewes. The following pages outline the strategies that are recommended for maintaining the setting and features worthy of future preservation or conservation action. Following the strategies is a step-by-step guide for funding and implementing a conservation project along the Lewes Scenic and Historic Byway.

Goal 1: Preserve the Character of the Lewes Scenic and Historic Byway
Preserve and maintain the character-defining features of the Lewes Scenic and Historic Byway including important views, open spaces, recreational opportunities, and historic and cultural features that contribute to its significance as a Delaware Scenic and Historic Byway

PRESERVATION AND CONSERVATION STRATEGIES

Strategies for conserving and preserving the Byway's intrinsic qualities are organized around the ongoing conservation and preservation activities of organizations and agencies with interests in the City of Lewes and eastern Sussex County, including "the Great Marsh" and Cape Henlopen State Park.

Figure 34 on page 24 illustrates the lands that are currently unprotected in Lewes (white) and the interests of agencies and organizations with responsibilities or a mission focused on conservation. The layers illustrated from the bottom to the top:

- Base Map - showing existing farms, forests and public land
- Developed Lands – the areas that have been developed for residential, commercial, institutional or other purposes
- Remaining open space – areas that have not been developed as identified by land use/land cover data
- Conservation – areas that are legally designated as protected areas, and their protection status is highly unlikely to change. Some areas have conservation values that have been identified by a conservation organization or agency, yet are not technically considered protected. Areas remaining in white on the conservation map are most vulnerable to change with no current protection and no identified conservation interest (to date)

The Byway should play a role in helping to conserve the remaining open spaces, especially along New Road, using the following strategies:

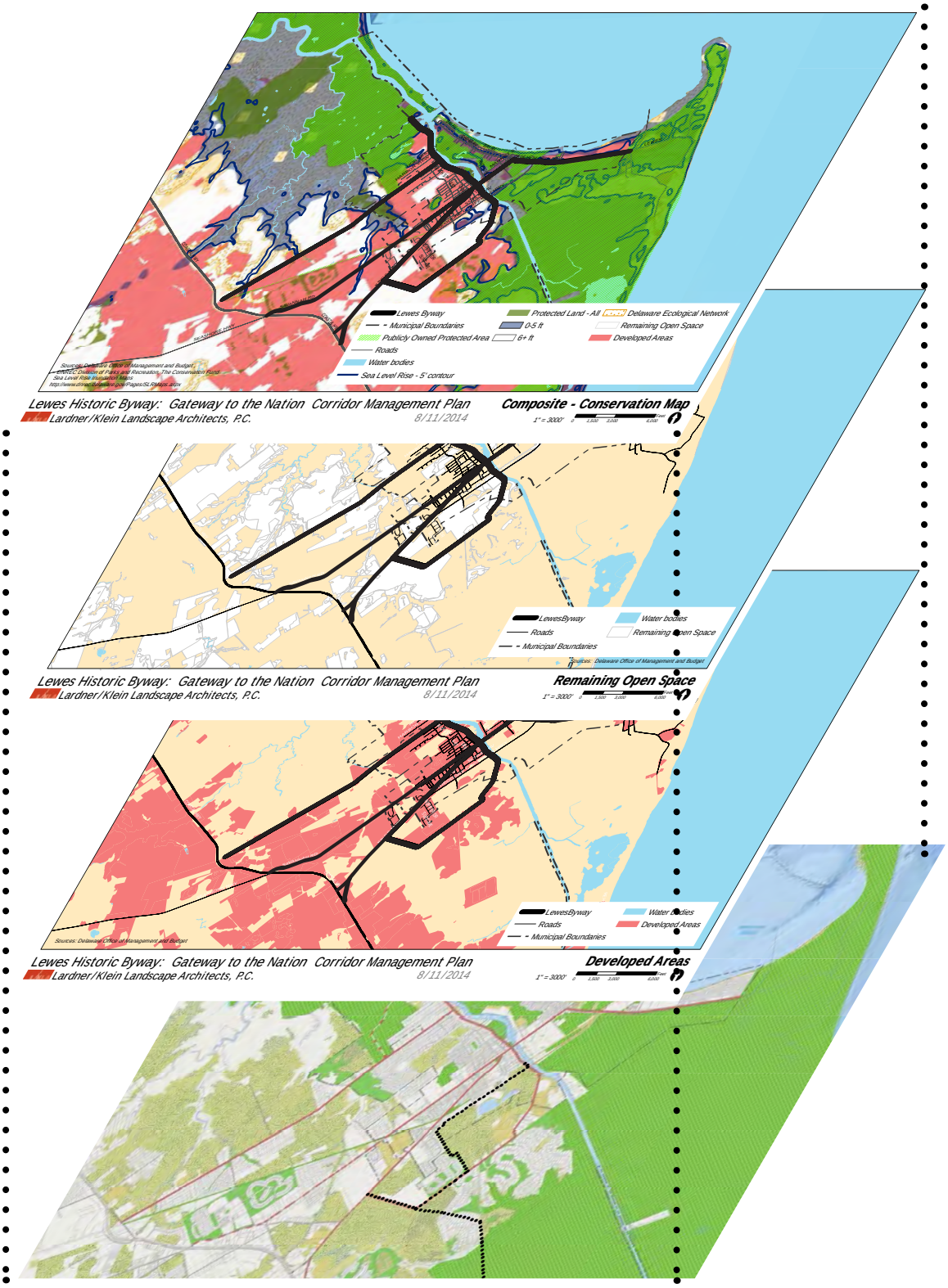


Figure 34 There are multiple "layers" of information that help to identify conservation priorities. At the bottom of the layers are the locations of existing forests, farms and wetlands that form the character of the Byway. The next layer shows the locations of existing developed lands (pink). The third layer shows the remaining undeveloped lands that remain (white). The top layer shows the existing conservation priorities identified within existing planning documents including wetlands and stream corridors that flow into the Great Marsh along Canary Creek to the north of Lewes and that flow into the Lewes-Rehoboth Canal along Wolf Glade and its tributaries. Priorities also include currently undeveloped areas that are considered susceptible to flooding due to sea level rise (less than 1.5 meters in elevation, approx. 5'). See Appendix 1 for enlarged map.

1. PRESERVATION PRIORITIES

Develop Preservation Priorities for the Byway

Rationale: The preservation needs for the Byway exceed the annual capacity of the conservation and preservation organizations and agencies. By setting priorities for preservation action, the most critical needs can be addressed first while the less immediate needs can be incorporated into longer term policy and planning activities.

Implementation Steps:

1. Establish and maintain a list of conservation priorities for the Byway updated on a regular basis including the following:
   - Conservation of lands, wetlands and waters that contribute to preserving the water quality of the Delaware Bay and its tributary creeks, inland bays, marshes and streams (such as the lands and waters associated with Canary Creek)
   - Conservation of areas that contribute to the experience of traveling along the Byway that are most vulnerable to change, including adjacent farms, pastures, and woodlands, such as the open farm fields along New Road
   - Conservation of lands, wetlands and waters that are consistent with municipal and county comprehensive plans and that contribute to implementation of the Lewes Greenways and Trails Plan
   - Conservation of lands, wetlands and waters that help educate the public about primary themes associated with the Byway, such as the upper reaches of Canary Creek near Savannah Road
   - Large patches of adjacent upland forests adjacent to the Byway travel route define the outer limits of the Byway corridor and contribute to the overall quality of this globally significant Important Birding Area (IBA) such as the wooded areas along Wolfe Glade and its tributaries
   - Small patches of urban forest that contribute to the preservation of urban tree canopy, provide shade, reduce urban heat island effect, and retain character defining features of urban neighborhoods (such as the 4th Street Forest)
2. Establish and maintain a list of priorities for historic preservation associated with the Byway. Priorities include:
   - Emergency preservation funding for sites whose historic qualities are threatened by environmental and land use factors, such as the Hazell Smith estate
   - Preservation of the setting associated with sites and structures that help educate the public about byway themes, such as found along New Road

Figure 35 Upper reaches of Canary Creek near Savannah Road

Figure 36 Lower reaches of Canary Creek near New Road

Coastal and Watershed Programs for the Delaware Bay and Estuary

Delaware Bay Estuary Project
- an office of the U.S. Fish and Wildlife Service (Service) whose mission is to "work with partners to identify, restore and protect regionally important habitat in the Delaware River drainage basin and the Delmarva Peninsula area." (See http://www.fws.gov/delawarebay/funding/index.html).

Partnership for the Delaware Estuary (PDE)
The PDE, one of 28 National Estuary Programs designated by Congress is a regional nonprofit established in 1996. Its mission is to lead science-based and collaborative efforts to improve the tidal Delaware River and Bay, which spans Delaware, New Jersey, and Pennsylvania. Its staff works with many partners to increase awareness, understanding, and scientific knowledge about the Delaware Estuary.

Regional Conservation Partnership Program (RCPP).
RCPP takes the place of the former Cooperative Conservation Partnership Initiative. RCPP encourages partnerships to increase the restoration and sustainable use of soil, water, wildlife and related natural resources on regional or watershed scales.

- Establishment of historic districts or expansion of the existing historic district including associated structures and landscapes with significant maritime heritage

2. THE BYWAY AND THE DELAWARE BAY

Link the Byway's preservation needs with the Delaware Bay

Rationale: Areas with strong preservation interests among multiple organizations will increase leverage and competitiveness for scarce preservation resources. Of particular importance to the Byway are the natural resource, water quality, and sea-level rise related conservation priorities associated with the Great Marsh and Canary Creek and with Cape Henlopen State Park.

Implementation Steps:

1. Link the Lewes Scenic and Historic Byway with the Delaware Bayshore Byway together as the primary access route to Delaware's Bayshore region.

2. Seek funding for water quality initiatives for Canary Creek as a means of conserving Byway related open spaces (and enhancing developed areas).

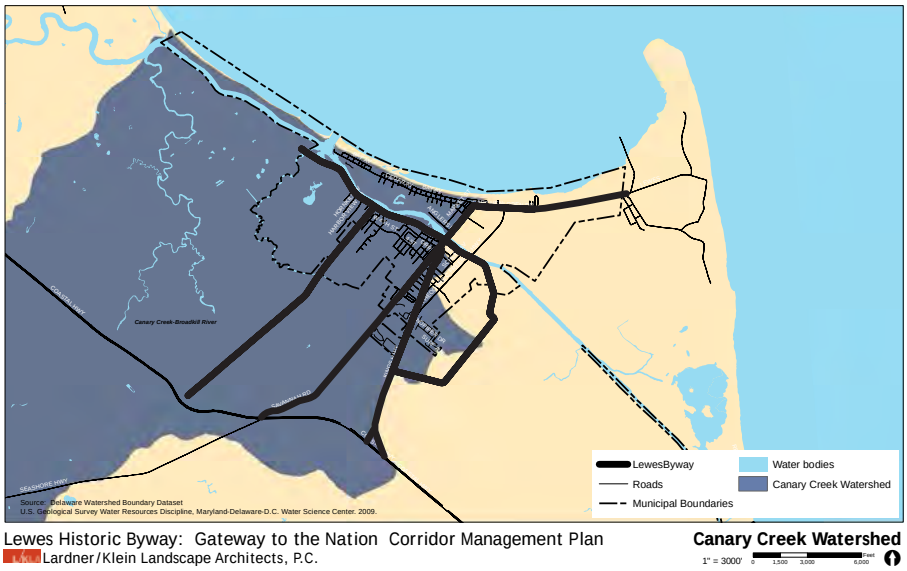


Figure 37 Canary Creek Watershed in relation to New Road, Savannah Road, and Kings Highway

3. THE BYWAY AND A GREENBELT AROUND LEWES

Link the Byway's preservation needs as a critical element in the long-held vision of a greenbelt around Lewes

Rationale: Each of the Byway routes travels through the remaining open space parcels in Lewes. Planning and visioning efforts in the

past have all identified the goal of establishing a greenbelt around the City of Lewes to physically separate the historic town from its more modern commercial corridor along Route 1. By linking the Byway's interests in establishing gateways into Lewes with the goal of preserving a greenbelt around Lewes, more leverage and commitment can be established for preserving the open space priorities associated with both goals. See page 47 for a map and further discussion on establishing gateways and potential linkages in relation to other recommended enhancement projects.

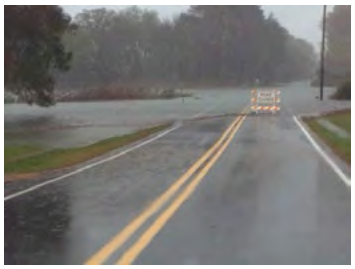


Figure 38 Preserving open space along Canary Creek will also function as a green sponge to provide space for flooding associated with sea level rise

Implementation Steps:

1. Establish the connecting green corridors between New Road, Savannah Road and Kings Highway associated with Canary Creek as a conservation priority in the Lewes Comprehensive Plan and Sussex County Comprehensive Plans.

2. Establish the connecting green corridors along Wolf Glade Creek as a conservation priority in the Lewes Comprehensive Plan and Sussex County Comprehensive Plans.

3. Designate gateway areas with associated open space on Savannah Road and Kings Highway as the connecting links between the designated greenways along Canary Creek and Wolf Glade.

4. THE BYWAY AND GREEN INFRASTRUCTURE SERVICES

Link the Byway's conservation goals with land use, infrastructure and emergency services planning including sea level rise

Rationale: The Byway's related open spaces play a crucial role in providing infrastructure services. Open space reduces infrastructure demand and contributes ecosystem services (flood mitigation, wildlife habitat, air quality, etc.) to the overall quality of life.

Figure 39 Delaware's Coastal Program has mapped the potential inundation areas associated with sea level rise.

Implementation Steps:

1. Establish the importance of New Road as a local evacuation route for the northern end of Lewes as a first step in addressing the potential isolation of Pilottown Road by Canary Creek for its major activity areas (University of Delaware, DNREC facility, existing residential neighborhoods).

2. Identify conservation priorities that overlap with sea level rise adaptation and wetland creation needs (e.g. Canary Creek).

3. Seek funding to support open space conservation in floodprone areas and for establishing wetland mitigation banks in areas where sea level rise is expected (see map on page 27).

5. THE BYWAY AND THE GREENWAYS AND TRAILS PLAN

Relate the Byway's conservation priorities and gateway enhancement needs with the greenways and trails plan for Lewes

Rationale: The Lewes Greenways and Trails Committee Master Plan identifies multiple greenways and trails that cross each of the routes that comprise the Lewes Scenic and Historic Byway. The overlapping interests present an opportunity to leverage funding sources (such as the Transportation Alternatives Program) and increase pedestrian and bicycle access for the Byway.

Implementation Steps:

1. Amend by reference in the Comprehensive Plan two recommended additions to the greenways and trails plan.
   - Trail connecting Cape Henlopen State Park with the Georgetown-Lewes Rail Trail at Freeman Highway
   - Extend the Maritime History Trail along Pilottown Road to Green Hill Light
   - Connect Savannah Rd. to the Georgetown-Lewes Rail Trail
2. Seek funding for implementation of connecting trails.
   - Separated multi-use pathway along New Road
   - Separated multi-use pathway along Gills Neck between Wolfe Point and Hawkseye

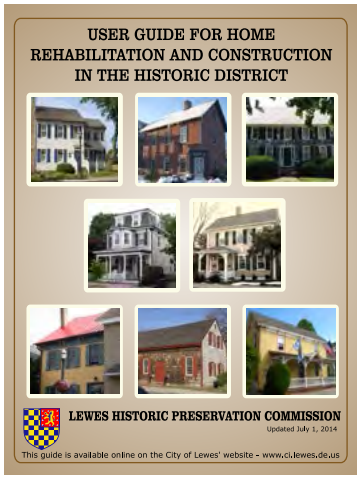


Figure 40 User Guide for Home Rehabilitation and Construction in the Historic District, City of Lewes

6. THE BYWAY AND HISTORIC PRESERVATION

Work with property owners to preserve and maintain the character-defining features of historic buildings and neighborhoods

Rationale: The historic homes and neighborhoods contribute to the high quality of life and to the enjoyment of traveling in and around Lewes and along the scenic and historic byways.

Implementation Steps:

Work with Lewes Historic Society to:

1. Contact site owners/managers of existing historic sites along the Byway to determine status of preservation plans. Inventory those that are available and exemplary for use by others to emulate.

2. Use results of this inventory to seek funding for preservation plans for those sites that do not have them, or for those sites whose plans need to be updated.

3. Seek Certified Local Government (CLG) funding for identified preservation priorities inside Lewes (designated as a CLG) and consider applying for CLG status for areas outside Lewes to increase the range of programs and actions available to jurisdictions to preserve historic resources important to the Byway. Designated CLGs may apply for grants to pursue various historic preservation-related projects and programs administered by the Delaware State Historic Preservation Office (DE SHPO) in partnership with the National Park Service (NPS).

FUNDING A CONSERVATION PROJECT

The following funding sources support conservation activities. In some situations, conservation may be a related goal as part of a broader project or activity. Multiple sources of funding and related support are needed to improve chances for success for any conservation project.

STATE AND FEDERAL GRANTS

Many federal grants of value to conservation and enhancement projects are distributed through state agencies. This includes transportation funding[1] for acquiring land for and building recreational trails (Transportation Alternatives Program), public recreation-based funding for protecting wildlife habitat and other forms of "open space" lands (Delaware Land Protection Act), and environmental funding for wetlands protection or mitigation for sea level rise. Such governmental grants are highly competitive and funds are often limited, but available. A list of state and federal grants supporting conservation and enhancement goals related to the Byway are included in Appendix 2.

PRIVATE FOUNDATIONS

As with governmental grants, thorough research is needed to identify potential sources and to develop rigorous rationales for successful applications. Conservation organizations such as the Conservation Fund and Nature Conservancy are active in Delaware and have interests in the lands adjacent to Great Marsh and Cape Henlopen State Park. Local community foundations have also funded conservation activities including the Greater Lewes Foundation. Additional private funding sources are also included in Appendix 2.

1 The current transportation funding bill, MAP-21 has been extended multiple times and will likely be reauthorized in the near future. Currently acquisition of scenic and historic properties is an eligible activity

DONORS/LAND TRUSTS

Donations are best solicited through locally oriented nonprofit organizations. For conservation purposes, land trusts and community foundations represent the best opportunities to pair donor interests in conservation with the Byway's conservation needs. Land trusts are particularly well organized for and experienced in making appeals to their supporters and others for particular land conservation projects. The Sussex County Land Trust and the Greater Lewes Foundation are two non-governmental organizations that have the capability to incorporate the Byway's conservation needs as part of their own missions. If an existing land trust cannot be persuaded to take the lead in negotiating for a conservation project, consider the possibility of organizing one. Assume that the new land trust will have many more projects to come, and organize accordingly. Local leaders advocating for conservation projects in Lewes are best advised to join forces with existing land trusts and/or state and/or local land-conserving agencies if at all possible.

LOCAL GOVERNMENT

Local dollars are the principal means of providing cash match for pursuing grants from state and federal agencies. If the land is to be owned and managed by the local government (with or without extensive public access), local dollars will often be the primary source of cash for conservation transactions and many complex land conservation deals depend upon a portion of the financing to come from cash contributions. There are three general possibilities, each with its own set of limitations:

- **General fund** (including funds routinely allocated in the annual budget to support land acquisition, if such funding exists). The acquisition of property, however, even just an easement, can be so expensive that such expenditures are rare in the general fund (defined as the ordinary, year-to-year budget supporting community operations and supported by ordinary tax collections and fees, mostly from property taxes). Such funding may prove useful for more limited needs in a conservation project—a one-time payment for an option, for example, or a contribution to a project not under the local government's leadership.
- **Capital funds.** This is the more usual way to classify local government spending to support land acquisition, particularly if the acquisition is by the local government itself. The land is to be, after all, a capital asset. Capital expenditures are more long-range, often based on a local plan, and are balanced among many community needs—new facilities to support fire, police, library, or school functions, for example. Because the benefits accrue over multiple years, even multiple generations, municipalities often borrow money to undertake large expenditures like these by selling bonds, paying them back over

time through tax collections or the collection of special fees (money borrowed to build a parking garage, for example, would be paid back by the payments made by users).

- **Special funds.** A locality can choose to dedicate some portion of the flow of local government funding to land acquisition (or other kinds of local government programs). Sometimes this is determined when a new tax or fee is imposed. A typical approach is to charge a fee for some element of ordinary land transactions (a recording fee, for example) and then dedicate the funds collected (or a portion) toward a related community goal, in this case land conservation. Studies of voter preferences have shown that voters tend to be relatively more supportive of tax increases if assured that collections are to be dedicated to things they want, like more open space. In the case of Lewes, a somewhat different, but related, possibility might be to dedicate a portion of the rents obtained from publicly owned canal-front lands currently being leased to adjacent property owners. There's a nexus of public benefit to public cost in that idea—that some land owned by the public is not publicly accessible, so therefore the funds derived from such leases might logically be devoted to helping to make land available elsewhere to provide public benefit or public access.

CREATING A WETLANDS/HABITAT MITIGATION BANK

Wetland mitigation banking "is the preservation, enhancement, restoration or creation of a wetland, stream, or habitat conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems" (http://en.wikipedia.org/wiki/Mitigation_banking). Conservation funding goals are reached by establishing one or more permanently protected mitigation areas with the same functional ecological value paid for by developer to compensate for the adverse impact.

Wetland Mitigation Banks
In the United States, federal agencies (under section 404 of the Clean Water Act), as well as many state and local governments, require mitigation for the disturbance or destruction of wetland, stream, or endangered species habitat. Once approved by regulatory agencies, a mitigation bank may "sell credits to developers whose projects will impact these various ecosystems. Credits are designated by an interagency Mitigation Bank Review Team (MBRT)....[which] may include representatives of various federal, state and/or local government agencies, including: U.S. Army Corps of Engineers, National Marine Fisheries Service, Environmental Protection Agency, US Fish and Wildlife Service, State Environmental Protection Divisions, Local Water Management Districts, County Environmental Departments and the Soil Conservation Service."

TAX BENEFITS ACCRUING TO THE PROPERTY OWNER

Generally called a "bargain sale," an owner chooses to charge a lower price for the transaction. It can occur whether the transaction involves acquisition of the land itself (acquisition "in fee simple") or a conservation easement ("less than fee simple"). The owner seeks a tax deduction for the value of the difference between appraised value for the land or easement and the actual payment made. The tax deduction applies in the case of either individuals or corporations and its value is based on the owner's income (tax bracket). For an owner to obtain a charitable contribution tax deduction for the bargain sale of an easement (or a donation of one), the easement must be permanent and must go to an organization qualified to receive it (typically a land trust or local or state government). The same tax benefits are available for donating land and easements.

TAX BENEFITS ACCRUING BY OTHER MEANS

Conservation goals are achieved by using installment sales and subdivision (phased sales or donations) to reduce capital gains taxes. Obviously, the ins and outs of all tax benefits described here are complicated; the parties negotiating the deal need solid experience and information in order to explore all possibilities and come up with the best approach or combination of approaches.

WILLINGNESS TO CHARGE A LOWER PRICE FOR THE TRANSACTION

A financial contribution for conservation can be achieved whether or not the owner engages in tax reporting that can result in lowered taxes. Selling at a lower price than appraised value can be used as a match for acquisition grants. This might be feasible where the owner does not want to be bothered with the tax aspects; is retaining a portion of the property for development; and has made a calculation that it is in the owner's benefit to create lands with permanent conservation value next door to the developable lands, enabling the developer to charge a higher price for more desirable properties next to protected lands. If the developer creates this permanent restriction as a conservation easement, it may be possible for the developer to obtain a tax deduction for the value of the easement, defined as the difference in value between the land if it were to be developed and if it were sold under the restriction—but also taking into account the value accrued on the lands retained by the owner.

CONSERVATION DEVELOPMENT

A "conservation-buyer" purchases a property with development pressure and then resells all or a portion of the property with restrictions. The conservation buyer needs to be a credible and experienced conservation partner, such as a land trust, since the original buyer is essentially serving as a developer. An important feature of this concept is that the new seller (the conservation buyer) can impose more restrictions on future development than under local governmental codes. If no other way to conserve the entire property is possible, then a "conservation design" for the development will achieve better results.

TEN BASIC STEPS OF A CONSERVATION PROJECT

1. **Identify potential conservation-minded partners**, including a lead negotiator and the ultimate holder of easement(s) and parcel(s) to be acquired in fee. The lead negotiator need not be the lead fundraiser, another important role, but often is.

2. **Understand all conservation values** inherent in the project, including wetlands/shoreline/riverine values; wildlife habitat and habitat for rare and endangered species; aquifer protection, scenic views (with and without the existing vegetation), storm water and/

or sea-level rise mitigation, recreational access; archeological resources and historic structures, if any.

3. **Understand the zones across which these values occur** on the parcels in question and the variances in values that may also occur (e.g., higher ground and/or land with road and/or water access is more valuable for development). It is necessary to understand how a developer would typically approach development on the parcel and how the property's conservation values intersect with the developer's interests (or not).

4. **Understand potential public access and recreational development.** This is important not only in identifying sources of funding, but in enlisting support from the property owner and neighbors. Both may perceive both advantages and disadvantages to public access.

5. **Research potential sources of funding** and contact them to determine the applicability and requirements for an application. A tricky part of assembling the funds, especially from local donors, is gaining commitments before the land itself is committed; typically, the fundraising partner uses pledges or an escrow process, which must be balanced against matching requirements of governmental and foundation grants.

6. **Understand all rules and financial goals of each party to the negotiation, including funders.** Be sure that any party to the final agreement is empowered to make the agreement.

7. **Approach the property owner to ascertain intent and level of interest** in cooperating to maintain conservation values on the property. It may be best to approach the owner in tandem with the owner's advisors, especially if they include experts in land development, especially if they understand the ramifications of a land conservation project.

8. **Identify specific options for protecting conservation values** while meeting the needs of all parties involved. Leave everything on the table as long as possible – defining goals or generally desired results rather than specific solutions keeps negotiations open to creative, flexible possibilities that emerge as the parties engage in mutual consideration of needs and values. If necessary, identify ways to keep the negotiations open for a defined period of time, through purchase of an option for later purchase at an agreed price (or procedure for determining value when the time comes) or other kinds of agreements. Often a project can be made to work in phases or in pieces—installment sales, subdividing parcels, etc.

9. **Bring potential funders into the process as early as feasible** and keep them informed as negotiations progress. Apply for funds on a timely basis.

10. **Develop a fundraising and publicity campaign** calibrated to the needs of the owners and the conservation partners, and the evolving, specific scenarios, including funding needed and conservation values to be attained. Employ a variety of platforms to engage the public and spread the word when the time is right, depending on the nature of the project and the funding needed. Brochures, newspaper articles, public tours, a web site, a video or television story, and social media are among the possibilities.

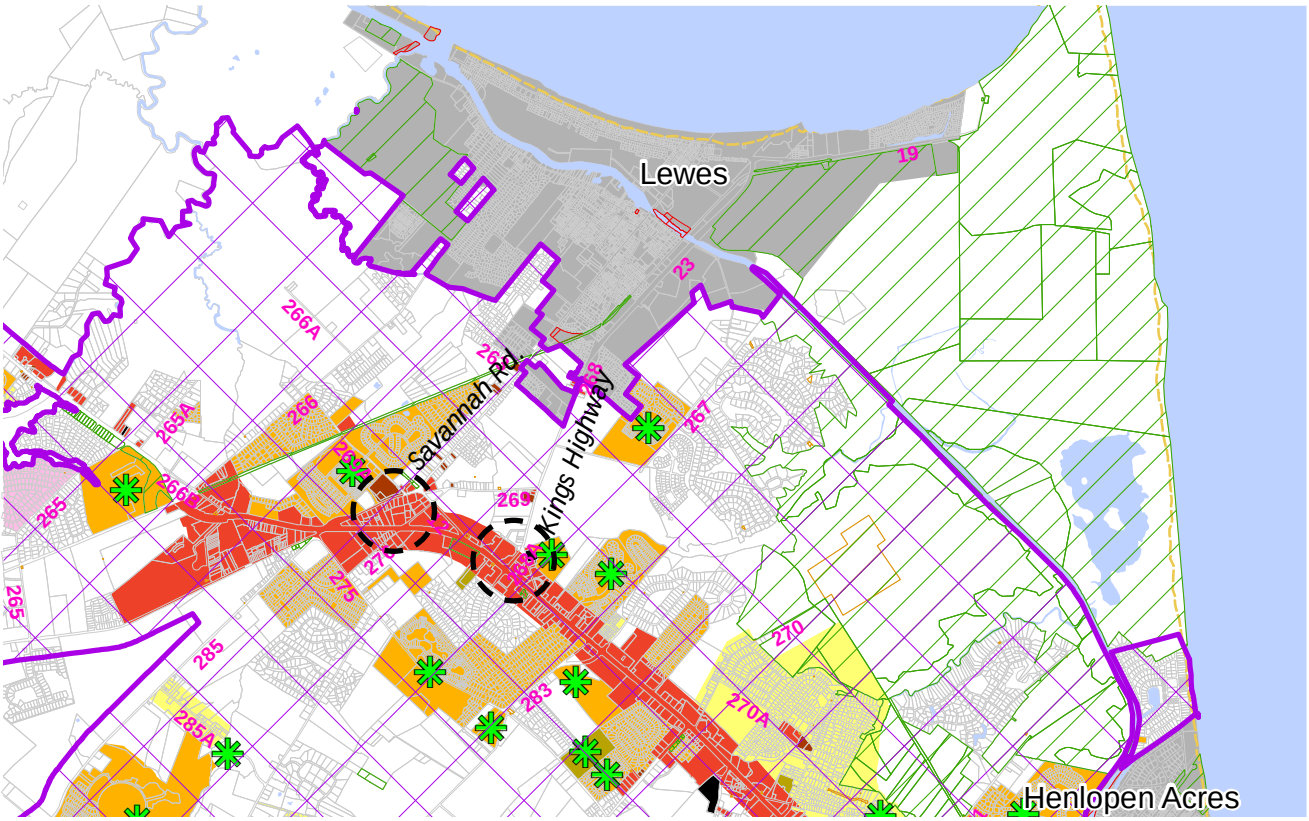
OFF PREMISE SIGNS (BILLBOARDS)

The existing City of Lewes ordinances effectively prohibit off-premise signage and are consistent with the management of the route as a scenic byway or if national scenic byway designation is pursued (see http://ecode360.com/7035746#7035746).

Sussex County permits off-premise signs as a special exception in the following zoning categories (§ 115-159.5): C-1 General Commercial, CR-1 Commercial Residential, LI-1 Limited Industrial, LI-2 Light Industrial and HI-1 Heavy Industrial Districts., but not in all other zoning categories.

The only area that includes a section of the designated state scenic byway is at the intersection of New Road and Nassau. The only areas of the proposed extension along Savannah and Kings Highway are those parcels that have frontage along the Coastal Highway. Figure 41, shows the general locations of these areas (circled).

Figure 41 Sussex County zoning shows areas that allow off-premise signing (only properties with frontage along Coastal Highway)



5. Transportation

The purpose of this chapter is to provide recommendations for addressing travel safety and mobility of the Byway travel routes.

Goal 2: Address Byway safety, mobility and accessibility while maintaining its character defining features

The historic nature of the City makes it a special place. A tight grid system of streets, closely spaced historic buildings, and unique neighborhoods along with its beaches and scenery make the City and its surroundings special. Given the size of the community—a year-round population of 2,800 that swells to almost 50,000 in the summer—and its special qualities, it is very unlikely that increases to the capacity of the transportation system are feasible or acceptable. Accordingly, the demands for mobility must be managed by mode, time and route of travel.

The full Transportation Management Report, located in Appendix 4, provides documentation of the background data collection and analysis upon which the recommendations in this chapter are based.

EXISTING AND FUTURE CARRYING CAPACITY

According to the analysis documented in Appendix 4, the downtown area of Lewes, especially along the Savannah Road corridor, operates close to capacity during peak periods. When that capacity is exceeded, as occasionally happens now, traffic backs up and the queues do not clear until the peak subsides, sometimes for several hours. If the developments proposed along Kings Highway were built without road improvements or efforts to manage the traffic, the duration of the congestion and the length of the back-up when congestion occurs would both become longer.

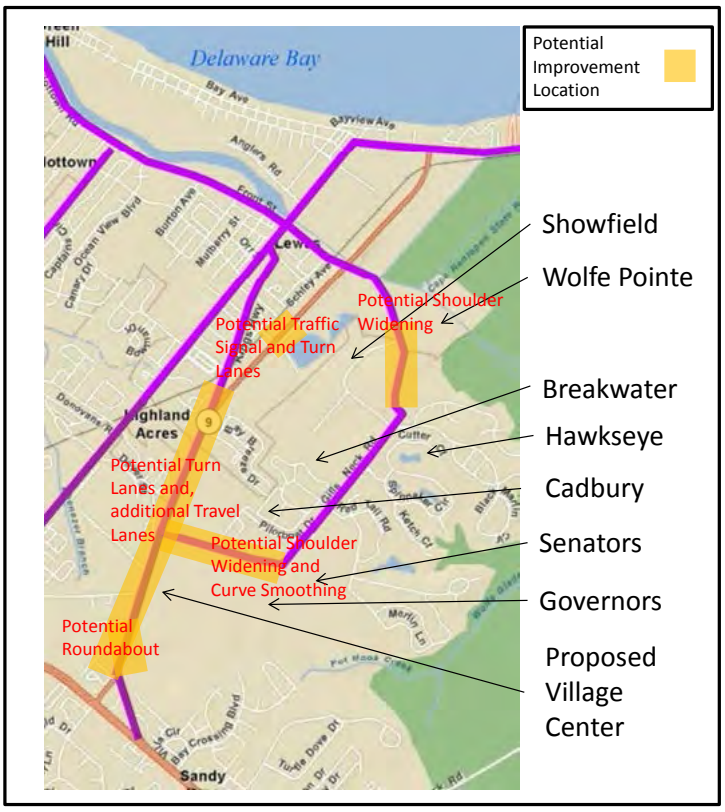


Figure 42 Proposed Developments and Potential Roadside Improvements, Gills Neck Road and Kings Highway.

The Kings Highway/Freeman Highway corridor already exceeds its carrying capacity in the vicinity of the High School during peak traffic periods. The developers of major projects proposed for Kings Highway and Gills Neck are responsible for modifications to the transportation system that DelDOT identifies as necessary to increase the capacity of those roads and others in the area so that

Kings Highway and Gills Neck Road Master Plan

DelDOT has committed to develop a Master Plan in cooperation with key stakeholder. The plans should be based upon the following:

- *Context Sensitive Solutions for Delaware Byways, DelDOT, June 2011.*
- *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, A Recommended Practice of the Institute of Transportation Engineers, 2009.*
- *Delaware Byways Workshops, a Context Sensitive Champions Program Report, sponsored by DelDOT, Delaware Greenways and Partnership for Public Spaces, September 2011.*
- *A Guide for Achieving Flexibility in Highway Design, American Association of State Highway and Transportation Officials, 2004.*
- *Executive Order No. 6, State of Delaware Complete Streets Policy, December 2009.*
- *Smart Transportation, Planning and Designing Highways and Streets that Support Sustainable and Livable Communities, NJDOT and PennDOT, 2008.*
- *Standards and Regulations for Subdivision Streets and State Highway Access.*
- *Sussex County Code Book and other applicable standards.*
- *Sussex County/DelDOT Memorandum of Understanding for Land Development Coordination, 1988.*

development traffic will not cause it to be exceeded. The nature of school traffic is such that parents and students may adjust their travel behavior to take advantage of those improvements, with the result that school-related congestion is not eliminated, but the periods of time that it occurs will be reduced. Other Byway routes operate generally below carrying capacity, but they have the potential to deliver more traffic to Savannah Road downtown, such that the road would be congested there.

Transportation management strategies are needed to manage use of the existing roadway capacity especially throughout Lewes, even where the levels of service will remain acceptable into the future as development in one area affects traffic conditions in other areas of the City and its surroundings. Such strategies need to maintain ease of access to those who have a destination in the center of Lewes and provide for pedestrians and bicycles throughout the Byway routes.

MITIGATION OF DEVELOPMENT TRAFFIC

Manage the traffic impacts of new development by developing context sensitive mitigation techniques that maintain the character and context of the Byway

Rationale: Much of the remaining farm and forest along the Lewes Scenic and Historic Byway are under significant pressure for future development. Yet, one of the main attractions of living along these routes is its unique character as an historic coastal community at the junction of the Delaware Bay and Atlantic Ocean. As new properties are developed, stronger efforts are needed to maintain the character-defining features that contribute to this unique scenic and historic community.

The following recommendations are designed to provide an ongoing process to preserve and enhance the Lewes Scenic and Historic Byway and permit already zoned development to occur in a manner conducive to maintaining the context of the Byway.

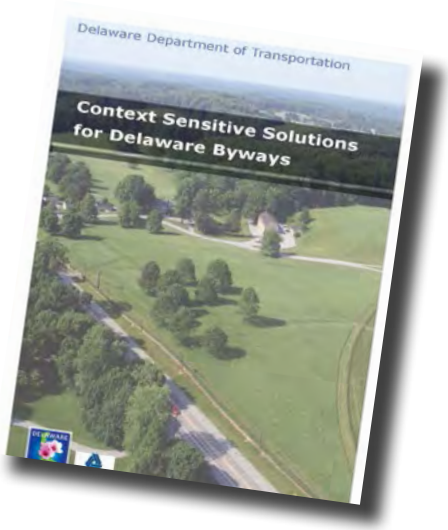
LANDSCAPE MASTER PLAN

Develop a master plan for each byway route describing the potential roadway improvements and recommendations to landscape them so as to retain the context of the Byway. Form a strong alliance between DelDOT, the City of Lewes, Sussex County, and the Lewes Byway Management Entity achieving compatibility in land use design along the Byway routes. The alliance should include land use, zoning, and transportation within its portfolio of issues and an important consideration is to achieve compatibility between the land development and zoning codes of the City of Lewes and the County of Sussex. Funding for a landscape master plan (starting Summer

2015) for Kings Highway and Gills Neck Road has been provided by Senator Lopez, Representative Schwartzkopf and Representative Smyk. Efforts should be made to develop the master plans in advance of future development proposals, if feasible.

CONTEXT SENSITIVE DESIGN

Implement a policy that all transportation improvements along the Byway be designed to be sensitive to the context of the Byway and in accordance with the policy documents adopted by DelDOT for Byways. Use the Master Plan process to establish design guidelines for roadside and median environments, as well as roadway design elements such as landscaping, selection of paving materials such as brick, while recognizing that safe design is the first priority. See page 43 for Context Sensitive Design approach and principles.



IMPROVE DEVELOPER, CITY, COUNTY COORDINATION

So many times the visions of the City and the County differ as to what type and amount of development is acceptable. Developers respond to that vision with their proposals. Better coordination among the three would address that issue. Working cooperatively with developers would also facilitate the consideration of development designs that reduce impact to the Byway routes and provide encouragement to use alternative and active modes of transportation such as public transportation, bicycling and walking.

ACHIEVING COMPLETE STREET POLICY OBJECTIVES ON SCENIC AND HISTORIC ROADS

Byway routes are, by Federal and State policy, multi-modal and should be designed provide access to the venues and attractions of the Byway. Achieving complete streets policies on scenic and historic roads may be difficult due to complexities and challenges associated with the goal of preserving the scenic and historic qualities of the designated routes. DelDOT's complete streets policy offers two approaches for addressing these issues:

- An **exemption** can be requested "if it is determined that a reasonable and equivalent alternative already exists for certain users or is programmed in the CTP/TIP as a separate project as determined by representatives of appropriate modes"
- A **waiver** can be requested no later than the semi-final design phase when "complexities and challenges exist[s] and there is a need to avoid or mitigate impacts to natural and cultural resources."

Making full use of the aggressive trails and pathways program underway at the state level will help to facilitate more bicycle and

Monmouth County, NJ Complete Street Policy Referencing Scenic and Historic Roads

Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Exemptions shall be considered for County and State designated routes such as Scenic Roads, and Historic or Cultural Byways. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

pedestrian travel between destinations—and demonstrate that a "reasonable and equivalent" exists in lieu of providing facilities by widening the road. In areas where a waiver or exemption is neither feasible nor desirable, then DelDOT has developed context sensitive design guidelines for doing work along its scenic and historic roads that may provide an appropriate solution (see page 43 for further discussion). Traffic calming strategies should also be employed as appropriate to reduce vehicular operating speeds as a means of accommodating more modes of travel. Slower design and operating speeds generally will have less impact to roadside areas.

From a statewide perspective, making the language for exemptions and waivers more clear when working along a scenic byway would benefit both proponents of complete streets and scenic and historic roads. For example, Monmouth County's policy considers exemptions for roadways designated as County or State Scenic Roads and Historic or Cultural Byways. Such roadways may not be bicycle compatible due to narrow lane widths and high traffic speeds. However, adding a shoulder to accommodate bicycle use may detract from the historic character of the roadway.

ESTABLISH A TRANSPORTATION IMPROVEMENT DISTRICT

Use the summer high season traffic conditions for developing traffic mitigation strategies. Develop a Traffic Improvement District (TID) to encompass the routes of the Lewes Scenic and Historic Byway. Within the TID, allow for mitigation strategies other than roadway widening such as enhancements to the public transit and jitney systems (see the sections below) and the traffic management system, additional bicycle and pedestrian improvements and enhancements and additions to the trail and greenway system. Additional capacity improvements alone only speed traffic to the next bottleneck and do not truly add capacity to the network.

MANAGE TRAVEL, NOT TRAFFIC

Develop a traffic management plan to manage event traffic, park traffic and visitor traffic that maintains mobility for all users of the Byway by improving public transit and jitney service, providing real time traveler information, and by managing parking demand at the State Park and at the beaches.

Rationale: More than 1.5 million people visit Cape Henlopen State Park each year and other than using the Cape May-Lewes Ferry or a private boat, traveling on one of the Byway routes is the only way to get there. The byway routes can serve an important role in helping to manage travel to ensure that more time is spent enjoying what Lewes has to offer than sitting in a car looking out the window at it.

Management of traffic destined to and along the Byway routes is a key element of enhancing the Byway experience. Management of traffic is defined as using the available transportation infrastructure at its maximum efficiency through communications to the public and among responsible agencies, coordination of actions across agencies, management of incidents and events and providing alternative means of access. There is no formal traffic management plan in place for the Lewes area and for coastal Sussex County, however, initial coordination has begun. The governmental agencies involved include:

- Delaware Department of Transportation (DelDOT)
- City of Lewes
- County of Sussex
- Delaware State Police and City Police
- Cape May Lewes Ferry
- Cape Henlopen State Park
- Lewes Chamber of Commerce
- Southern Delaware Tourism
- DART First State

What is Congestion?

Congestion is defined by the Transportation Research Board as "Congestion is travel time or delay in excess of that normally incurred under light or free-flow travel conditions". There are two types of congestion: recurring and non-recurring. Recurring congestion is regular congestion that is predictable such as a commuter would face on a routine basis or on a Friday in the summer on State Route 1 heading to the shore communities. The second type is non-recurring. The most common non-recurring congestion is due to incidents such as accidents or emergency road work. Another type is event related traffic; the most notable would be for a NASCAR race at Dover Downs.

DEVELOP A TRAFFIC MANAGEMENT PLAN

Work with DelDOT's Traffic Management Center (TMC) to develop a Traffic Management Plan that manages the vehicular demand on the roadway system using the Control Systems at the TMC. The major issues the ultimate Traffic Management Plan should address include:

1. Events/Overcrowded Conditions: Summertime traffic in Coastal Sussex is heavy and frustrating for tourists and visitors to navigate. Already, the TMC monitors traffic conditions on Route 1, adjusts traffic signal timing and uses the dynamic message signs to inform motorists of incidents and traffic conditions. The system must also provide notice and direction to motorists of:
   - Local events and street closures
   - Capacity filled at Cape Henlopen State Park
2. Detection – both video and non-video: Detection of traffic conditions is a critical element. Cameras along with constant volume and speed detection should be placed at key locations which are subject to congestion that is non-recurring.
3. Pre-planning for Congestion – The TMC works with local and county officials, emergency responders and event venues to develop plans for events, incidents and weather.

MANAGE EVENTS AND BEACH OVERCROWDING

Develop an office within the City with the responsibility to coordinate the traffic management for events. As a popular resort area and a community with many civic activities, it is only inevitable that there are conflicting events and traffic patterns. Complicating matters is the limited capacity at the city beaches for parking and at Cape Henlopen State Park. When the capacity at the parking lots at the Lewes City Beaches and within Cape Henlopen State Park is exceeded, vehicles re-enter the traffic stream, further adding to the congestion of the Byway roadways.

The Traffic Management System previously described is a tool that can be used to coordinate events and inform motorists of the capacity situation well in advance of their arrival in the Lewes area. But that still leaves the problem of providing alternatives. Without alternatives in the Lewes area, the economic value of the visit is lost. Accordingly, a method to manage arrivals is warranted. The Division of State Parks and Recreation maintains a historic record of visitation, and the City manages the parking meter system, both of which can pinpoint using the historic data when the potential for overcrowding is present. For those days and hours, consideration should be given to a reservation system or an advance purchase system. In addition to speed payment of entrance fees, consideration should be given to the use of E-Z Pass technology.

Information regarding Lewes and Cape Henlopen State Park should be included in the dynamic message system, on the traffic operations center radio station (AM 1380) and on the social media mobile and web-based applications it manages.

Consideration should also be given to remote parking located in conjunction with the Jitney routes. Such parking could be at existing under-utilized parking lots at commercial properties, church parking lots, and school parking lots before committing to constructing additional parking spaces.

Figure 43 Shuttle bus moves people from nearby Springdale,UT to Zion Canyon National Park providing access to trails and visitor facilities within the park.

ALTERNATIVE MODES OF TRAVEL

Continue to carefully develop the area's trails and greenways to ensure visitors and residents alike can visit the attractions along the Byway routes on foot and on bicycles.

Rationale: The byway routes, combined with Lewes' system of trails and greenways (both built and soon to be built) establish a distinct way to experience the scenic and historic qualities of the Lewes area if implemented in a context sensitive manner. Making the two systems work together enhances those opportunities by establishing new trail heads, new multi-modal travel itineraries, and new recreational opportunities for both residents and visitors.

IMPROVE PUBLIC TRANSIT

Cape Henlopen State Park is not currently served by public transportation. As the parking lots overflow on certain summer days, consideration should be given to extending the Route 206 bus to serve the State Park. A section of the parking field or a point along a park roadway could be allocated to a bus stop with a waiting area.

Figure 44 Existing Lewes Ferry Bus Shuttle leaves from the Ferry terminal and takes travelers to downtown Lewes and beyond.

Jitney service has been proposed a number of times over the years as a means of connecting the venues within Lewes to its neighbors outside the city. Two major studies assessing the feasibility of a jitney service have been prepared. The City of Lewes has considered establishing a jitney service.

In order to design and operate a sustainable service, a detailed analysis by a planner that specializes in assessing the feasibility of such a service should be retained. Such an assessment could be funded through the CMAQ Program of the Federal Highway Administration or the Transportation Alternatives Program managed by DelDOT. Ongoing sponsorships could be solicited from the businesses and venues served.

Jitney service should connect residents and visitors to the venues and businesses. As such, consideration should be given to basing the service at the proposed Lewes Park and the former Wright Chrysler Dealer site, serving the hotels and major shopping centers along Route 1, the downtown area and points in between. Service to the residential areas is important as well as service to the beaches and Cape Henlopen State Park. Several routes should be considered for comprehensive service as well as easy transfers between routes.

Transit facilities, regardless of whether implemented by DART First State or other agency must be context sensitive in design and reflect the character of the Byway.

Lewes Ferry Shuttle
Daily seasonal service is available from mid-June through early October. In Lewes, Shuttles loop from the Lewes Terminal as follows:

Stop 1:	Downtown Lewes on the corner of 2nd and Market Street
Stop 2:	Tanger Outlet Midway
Stop 3:	Tanger Outlet Bayside
Stop 4:	Park & Ride (where passengers can transfer to the DART system for Rehoboth or Ocean City, MD)
Stop 5:	Tanger Outlet Seaside
Stop 6:	Downtown Lewes again at 2nd and Market en route back to the Ferry Terminal
Stop 7:	Lewes Ferry Terminal

REDUCE VEHICULAR DEMAND

The Lewes area has an aggressive program to construct trails which will serve to connect a number of areas together. Already, the trails are attracting bicycles, walkers and joggers in ever increasing numbers. Expanding the trail network to include the New Road Corridor would continue to reduce trips by automobile. Extending sidewalks reduces barriers to pedestrian circulation and, based upon experience elsewhere, would also increase the number of pedestrians—reducing the need to drive short distances.

The greenway and trail network is discussed further in Chapter Seven, “7. Active Transportation and Heritage Tourism” on page 63.

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6. Enhancement

The purpose of this chapter is to describe how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. There are four general strategies for enhancing the Byway—either through direct physical improvements to the roadway and adjoining areas, or through guidance provided to developers as properties are modified over time (when preservation is no longer an option). The four strategies include:

1. Use context sensitive solutions
2. Establish gateways and wayfinding signage system
3. Enhancing the roadway and roadside appearance
4. Guiding land use change over time

The map shown in Figure 49 on page 47 identifies the locations of recommended enhancements along the Byway routes.

Goal 3: Enhance the Visual Quality and Travel Experience of the Byway Corridor

Use the Byway as a tool to leverage the necessary funding for priority enhancements and to work with developers to guide change in a positive manner

1. USE CONTEXT SENSITIVE SOLUTIONS

Rationale: The cumulative effects of transportation related modifications to a byway can positively or negatively impact its appearance and quality. DelDOT has developed guidelines that will help ensure future DelDOT projects undertaken on Delaware Byways will consider design approaches that will help to preserve, maintain and enhance the Byways' intrinsic qualities. According to DelDOT's guidelines, "efforts to carefully consider the appropriate measures and design solutions will advance successful projects and operational decisions supported by the local community, byway sponsors and DelDOT."

Whenever new work is proposed along the Lewes Scenic and Historic Byway, a context sensitive solutions approach should be undertaken consistent with the DelDOT's *Context Sensitive Solutions for Delaware Byways* guidance document.

What are Context Sensitive Solutions?
Context sensitive solutions are first a collaborative, interdisciplinary approach to transportation challenges that involve all stakeholders in developing a transportation facility design that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

Adapted from the Joint AASHTO / FHWA Context Sensitive Solutions Strategic Planning Process, Summary Report, March 2007

WHEN TO USE CONTEXT SENSITIVE SOLUTIONS

There are four types of highway construction: new, reconstruction, "3R" (resurfacing, restoration, and rehabilitation), and maintenance. The majority of the work anticipated along the Lewes Scenic and Historic Byway routes will fall into the "3R" and maintenance

Federal and State Preservation Laws

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their actions on historic properties. The NHPA created the Advisory Council on Historic Preservation (ACHP) and authorized it to issue regulations governing the implementation of Section 106. These regulations are set forth in 36 C.F.R. Part 800.

The Section 106 process seeks to incorporate historic preservation principles into project planning through consultation between a Federal agency and other parties with an interest in the effects of the Federal agency's action on historic properties. The goal of Section 106 consultation is to: identify historic properties that could be affected by a project, assess the project's potential effects to such properties, and seek ways to avoid, minimize or mitigate any adverse effects to historic properties.

In Delaware, it is the policy of the DE State Historic Preservation Office (SHPO) "to advise agencies, applicants, and others to avoid adverse visual effects on historic properties whenever feasible, or if avoidance is not possible, to minimize those effects through project alternatives, or mitigate effects through recordation, landscape treatments, and other means." (see http://history.delaware.gov/pdfs/visualeffects.pdf)

categories. These include:

- Changes to highway alignment to lengthen sight lines or address high accident areas
- Changes to intersections to lengthen sight lines and accommodate turning movements (especially for new subdivisions) or to slow down traffic
- Changes to roadway widths to accommodate volume
- Streetscape or pedestrian safety related projects
- Bridge reconstruction (widening, re-decking, etc.)
- Addition of acceleration and deceleration lanes
- Addition of left turn lanes
- Changes to roadside drainage
- Shoulder stabilization
- Guardrails
- Resurfacing ("mill and fill")
- Addition of bicycle lanes or paths
- Utilities, signs, etc.
- Street tree and roadside landscape installations

DETERMINE APPROPRIATE TREATMENTS

Prior to beginning any work on transportation related projects along the Lewes Scenic and Historic Byway, the character-defining features need to be identified. Then a decision needs to be made about whether to preserve, maintain or enhance the character-defining features that contribute to the experience when traveling the route.

The character defining features of the Lewes Scenic and Historic Byway are primarily derived from the period when the area was developed. For those portions of New Road and Gills Neck Road that still retain their rural character, the roadway features are primarily associated with a narrow ribbon of pavement where the views to natural areas and farmland are the dominant feature. Most of the Byway routes within the City of Lewes fall within the City of Lewes Historic District. Section 106 of the National Historic Preservation Act applies to any modification of the roadway within that Historic District. For remaining areas undergoing transitions in land use, the roadway character should also transition from rural to urban. The future desired character of these areas is to reflect the character of the pre-war neighborhoods and streets (see discussion on Character Defining Features on page 20) as a logical extension of Lewes' street grid, with blocks, and set in a similar pattern and scale of Lewes rather than the automobile-era pattern of commercial uses, each with their own access and parking areas.

Three types of treatment are possible:

1. **Preservation of Character Defining Features** – applying measures necessary to sustain the existing form of identified character-defining features of the historic road (typically this would be applied to old alignments and bridges or culverts no longer in use or for markers and monuments along the road that are historic in and of themselves).

2. **Maintenance of Character Defining Features** – applying measures that use forms or materials that derive their modern character from the distinctive qualities, attributes or characteristics of the historic road and right-of-way as well as from the specific intrinsic qualities found outside the right of way. The character may be derived from physical attributes such as the vertical and horizontal alignment of the road as it relates to the lay of the land. Concern for maintaining the character-defining features applies to planning and design phases of a project, to project construction, to the issuance of access permits and to traditional maintenance activities of planting, mowing and snow removal along an historic roadway—really to all actions that affect the context.

3. **Enhancement** – for areas where character defining features are no longer present, the project can either restore lost qualities, or reduce overall visual contrast of projects and activities.

The character defining features for the majority of the Lewes Scenic and Historic Byway routes should be either maintained or enhanced. The character area map on page 20 shows the locations of the character areas as defined during the inventory phase of the management plan.

Character Type	Character Area
Rural, Semi-rural, park	1,2,3,4,16,19,22
Transition	5,6,7,11,12,14,15
Urban/Historic	8,9,10,13 17,18,20,21

In **rural areas**, the desired character is to maintain the woodland edge to the roadway. New pedestrian facilities should be constructed as separated asphalt shared use pathways designed to carefully retain roadside trees (achieved by narrowing the pathway and altering the alignment to avoid the trees and their root systems).

In **transition areas**, sidewalks are already, for the most part, constructed. The planting strip between the curb and sidewalk should be maintained as trees and grass. Where new sidewalks are installed or old ones repaired, a tint can be added to the concrete mixture that matches the color

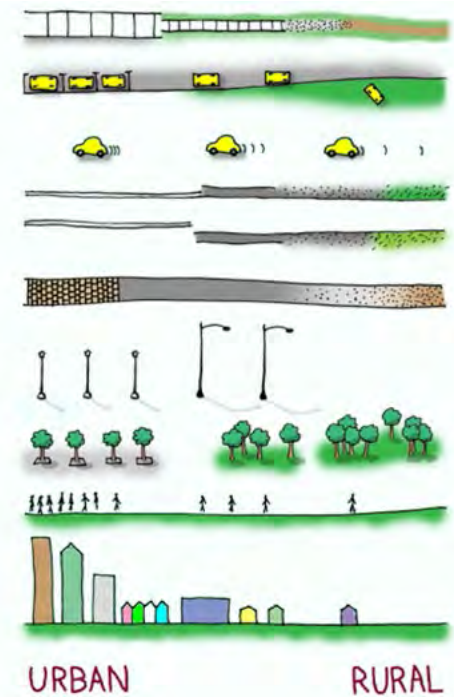


Figure 45 The rural to urban continuum in relation to roadway and roadside design elements (Lockwood, 2008)

of the existing aged concrete. This should also be done for curbs. The crosswalks should be used as an opportunity to introduce brick materials as part of the transition from rural to urban.

Desired Character

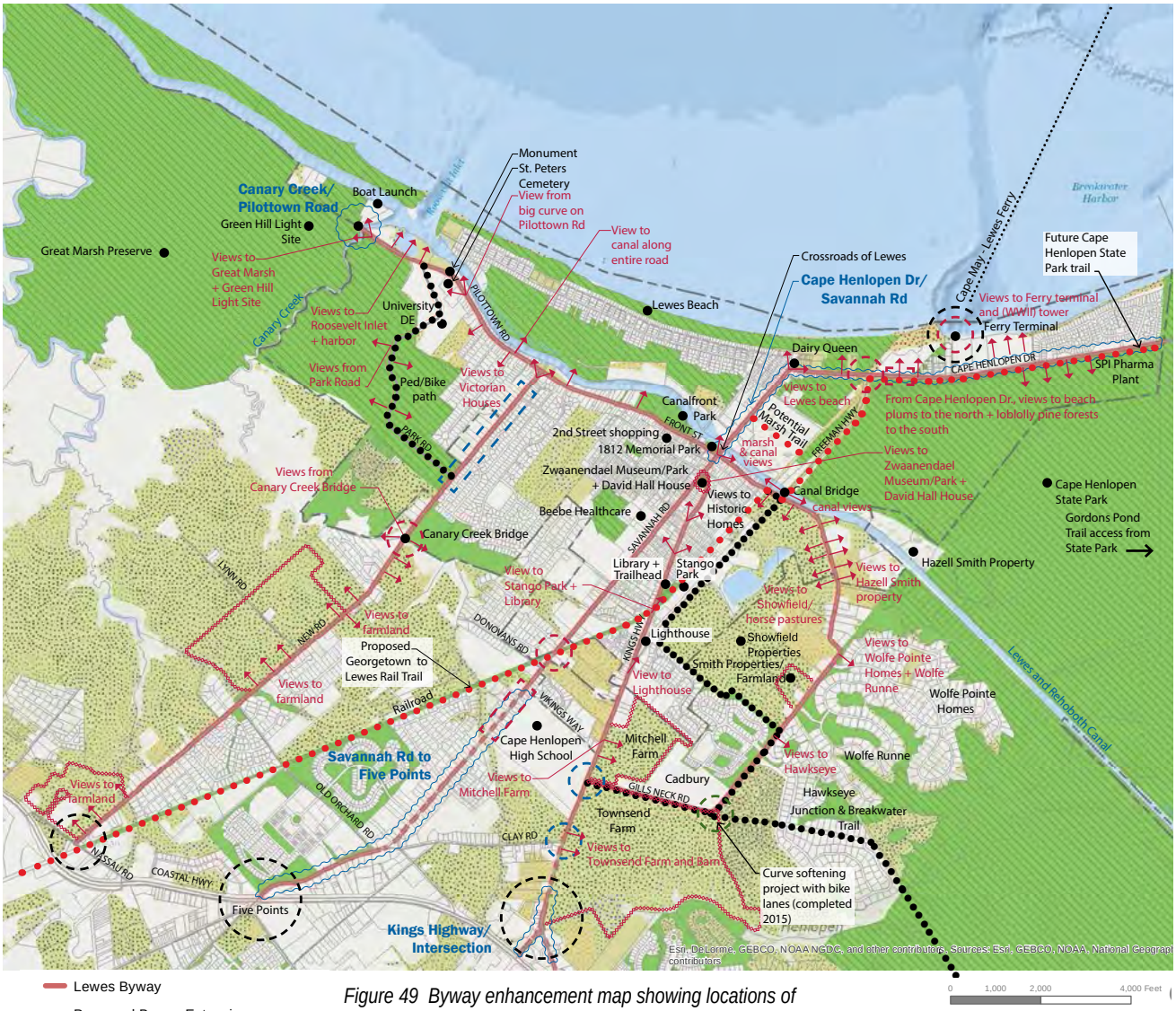
In the **urban and historic areas** and neighborhoods with on-street parking, efforts are needed to establish a desired character for the streetscape areas. Three scenarios are recommended starting with the residential neighborhoods, followed by commercial or mixed use neighborhoods, and then the commercial district of Downtown Lewes. The following photographs illustrate examples of these character-defining features for urban sections of the Byway.

Figure 46 Urban residential character along Kings Highway

Figure 47 Urban residential character along Savannah Road where road has been expanded

Figure 48 Downtown Lewes streetscape character

- The character-defining features of the outer ring of residential historic neighborhoods within Lewes are reflected in the scale of architecture and the honesty of materials used to construct homes. The same honesty in materials should be reflected in the streetscape character. Homes are generally close to the street, but set back enough to establish a small front yard. There is typically a planting strip between the curb and sidewalk (although that varies with byway route).
- In the neighborhoods immediately adjacent to the commercial district, where there are parking meters and commercial uses, brick has been used either on the walkway or in the parking strip. Efforts should be maintained to match the existing size and pattern of the brick immediately joining and should extend throughout the district. Where existing sidewalks are concrete, and planting strips are compacted and no longer support vegetation, brick should be used in lieu of the planting strip.
- In the commercial district of Downtown Lewes, existing street furnishings include benches, lighting, brick sidewalks, on street parking and buildings located right at the sidewalk. The details of these furnishings should be continued and extended out onto Savannah Road between Kings Highway and the bridge.



Lewes Byway
Proposed Byway Extension
Roads
Existing Trail
Proposed Trail
Municipal Boundary
Parcel
Public Land (ORI Inventory 2012)
Protected Land (ORI Inventory 2012)
Other Open Space
Type of Open Space
Wetland
Forest
Beaches, Sandy Areas, River Banks
Pasture, Rangeland, Fields
Potential Byway Gateway
Potential City Gateway
Potential Gateway option
Potential Trailhead Gateway
Potential Point of Interest/Destination
Potential Streetscape Enhancement
Scenic View
Important Open Space

Figure 49 Byway enhancement map showing locations of gateways and recommended streetscape enhancements (see Appendix 1 for enlarged Byway Concept Map)

GIS data sources: DNREC, SussexCounty.gov, Delaware

2. ESTABLISH GATEWAYS AND WAYFINDING

Rationale: gateways, route marking, wayfinding, site markers, and related web and print media increase awareness of the Byway as a destination and as an integral part of the community fabric.

BYWAY AND COMMUNITY AND TRAIL GATEWAYS

Gateways provide an important function of introducing the traveler to the Byway and changing the overall perception of the route that they are about embark upon. There are four types of gateways that need to be incorporated (see Figure 49 for locations):

Figure 50 Recommended gateway location for New Road

Figure 51 Recommended gateway location for Savannah Road

Figure 52 Recommended gateway location for Kings Highway (source Google Earth)

- **"Byway Gateways"** should be located at the beginning point of each byway route at the following four locations:
  - New Road at Nassau - the gateway should be limited to a simplified version of the entry sign on a single monument to reflect the desired rural character
    - DelDOT has conducted a feasibility study for creating a road connection from State Route One to New Road. Should this study advance to a project, the gateway concept should be incorporated
  - Savannah Road at Five Points - the gateway should be incorporated into a revitalized streetscape project linked to surface water quality improvements
  - Kings Highway at Clay - potentially incorporated into new development anticipated for adjoining property (see Figure 78 on page 57)
  - Ferry entrance/exit at Cape Henlopen Drive - the existing collection of signs needs to be transformed into a more welcoming gateway (see Figure 53)

There are three additional types of gateways that serve more as a transition from one part of the Byway to another and that are needed to increase driver awareness of the changing travel conditions:

- **"City Gateways"** should be located at each entrance to the City of Lewes. Figure 54 through Figure 57 illustrate two options for establishing a City of Lewes Gateway along Savannah Road.
- **"Community Gateways"** should be located at each transition between neighborhood as identified in Figure 49.
- **"Trail Gateways"** should be located at the trailheads for the two major regional trails (Junction & Breakwater Trail and Georgetown-Lewes-Cape Henlopen Rail Trail).

Figure 53 Before and after concept sketch illustrating possible gateway treatment entering Lewes from the Ferry on Cape Henlopen Drive

A gracious landscape setting should be included in each City and Community Gateway (including use of environmental graphics where appropriate) to link sign and lighthouse components to its context (varies by gateway type and location) as shown in Figure 57. Picking up on the Freeman Highway gateway to the City of Lewes, imagery from other lighthouses could be incorporated into the gateway signage and/or the landscape treatment.

WAYFINDING

Update and better coordinate the system of signage that is used to help visitors find and follow Byway routes and to find sites and attractions that are associated with those routes. The system of

Figure 54 Examples of lighthouse imagery as graphic identity from left to right: Delaware Breakwater; former Green Hill Light (now in Florida), Lightship (now at Canalfront Park) and former Harbor Refuge

LIGHTHOUSES of LEWES

There are four distinct lighthouses that graced the shores of the Delaware Bay. One idea suggested is to apply an image of each lighthouse associated with a segment of the Byway to identify each distinct byway route. These could be applied to the wayfinding signs (left) or to the gateway treatments (below).

Figure 55 Potential Savannah Road Gateway Site "before"

Figure 56 Savannah Road Gateway Site showing low profile sign, landscape and mural

Figure 57 Savannah Road Gateway Site illustrating a upright lighthouse column with landscape and mural

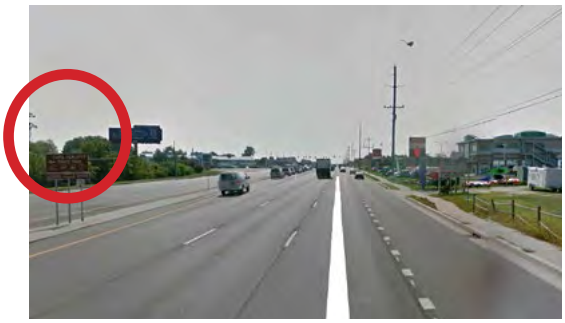


Figure 58 Southbound Coastal Highway to Kings Highway

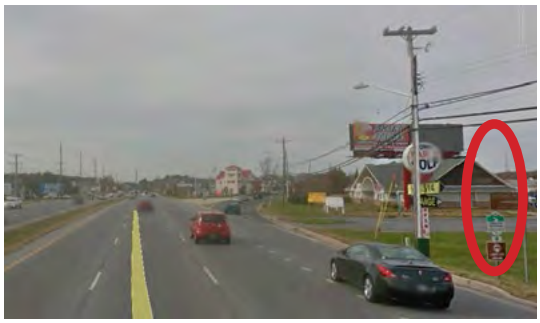


Figure 59 Northbound Coastal Highway to Kings Highway

signage is an important tool to enhance the branding and awareness of the Lewes Scenic and Historic Byway for both residents and the local officials they elect to represent them in community-based decision-making. The following concepts are recommended for the Lewes Scenic and Historic Byway organized by sign category:

Community Wayfinding Guide Signs

Purpose: To direct visitors from the Coastal Highway to Lewes via the three byway routes depending upon the desired destination and from disembarking from the Ferry to the Lewes byway and related destinations.

Community wayfinding signs should be installed at the three left turns for visitors that are heading towards Lewes from the Coastal Highway heading south from the main population centers:

- New Road leading to the University of Delaware and DNREC
- Savannah Road leading to Downtown Lewes and Historic Areas
- Kings Highway leading to the Ferry and Cape Henlopen State Park

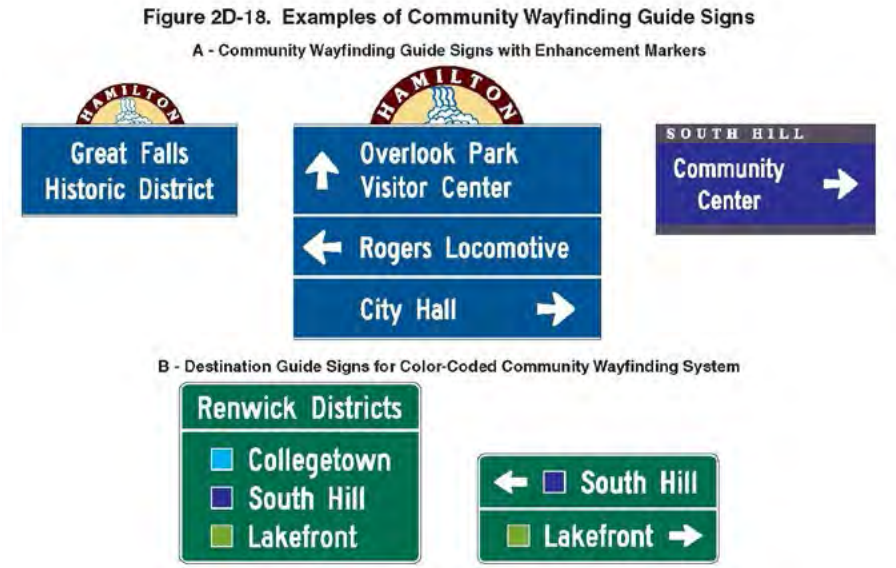


Figure 60 MUTCD guidance for community wayfinding guide signs

Currently it is very difficult to see each sign that is provided indicating that the turn leads to these three routes and their related destinations. Figure 60 illustrates the MUTCD compliant sign type that should be used to provide wayfinding information. A maximum of three destinations can be provided as part of the sign. Installing the MUTCD compliant community wayfinding sign will allow for the removal of the non-compliant signs for each of the destinations, thereby reducing sign clutter.

Figure 61 Example of MUTCD compliant community wayfinding sign that is needed along the Coastal Highway

The community wayfinding sign (MUTCD Figure 2D-18, Figure 60 on page 50) should be installed for each of the three routes, plus the Ferry entrance. Further study beyond the scope of the corridor management plan is needed to identify the specific destinations that should be included in each sign. A sample prototype as shown in Figure 61 illustrates how the lighthouse logo can be incorporated into the wayfinding sign system, along with the name of the Byway route. The use of the term "District" should also be confirmed or replaced based upon further study.

Route Marking Signs

DelDOT will place Delaware Scenic and Historic Highway route marker signs to identify the route, so designated, once the corridor management plan is complete. Route marker signs should be placed:

- At the beginning of the designated route
- In advance of any turns with an arrow indicating the change
- After the turn to confirm the change in route
- Additional confirmation signs
  - along New Road after the intersection with Old Orchard Road
  - along Savannah Road after the turnoff to Clay Road
  - along Kings Highway after the turnoff to Gills Neck Road

Route marker signs should be limited to only those that are essential to identifying the gateway areas at the beginnig of each byway route and the minimum signage necessary for marking the route. Excessive signing should be avoided.

Figure 62 Delaware Scenic and Historic Highway route marker signs

Finding Sites and Attractions

Signs are used that provide both general and specific information to travelers about travel services, nearby sites and attractions, or recreational or cultural points of interest.

- Neighborhood and Historic Districts – are currently marked with an historic district sign. These districts should receive a distinctly different treatment over time with regard to streetscape details consistent with the historic fabric of the neighborhood.

- Sites and Attractions – currently there is a cacophony of sign types, colors, fonts and graphics that point visitors to the locations of various sites and attractions. The byway could serve as an organizing element to develop a consistent wayfinding system that reinforces the overall concept of Lewes as an historic community with heritage.

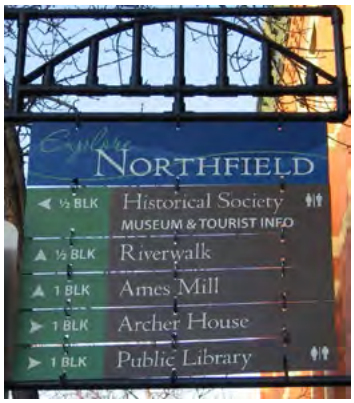


Figure 63 Example of pedestrian scaled wayfinding sign system that is compatible with historic district character (Northfield, Mass.)

IMPLEMENTATION STEPS

The implementation of gateways and wayfinding concepts require three primary steps leading to specific project funding applications for their implementation:

1. Prepare an overall gateways and wayfinding signage plan which locates specific sign features and types (elaborating upon what is shown in Figure 56).
2. Concurrently, prepare a visual and graphic identity guideline to develop a byway logo, and recommended type, color, and graphic layout for all signage types.
3. Develop concept plans for each gateway location with enough detail to establish a budget and apply for funding for implementation.

3. ENHANCE ROADSIDE APPEARANCE

Rationale: Certain areas along the Byway no longer retain their character-defining features and detract from the overall travel experience and livability of the adjoining neighborhoods. Investments in roadside enhancement also help to spur adjoining property owners to invest in their own properties and increase their attractiveness. Making the roadside appearance more attractive and welcoming throughout the corridor will also increase the value of adjoining properties and make new development more marketable.

The locations where roadway enhancements are needed are shown in Figure 49 on page 47. Recommended enhancement areas include:

- Savannah Road between Five Points and the Georgetown-Lewes-Cape Henlopen Rail Trail Crossing
- Savannah Road from the Bridge to the intersection with Cape Henlopen Drive and including Cape Henlopen Drive to the Ferry.
- Pilottown Road between University of Delaware and the terminus

Due to the ongoing development proposals and the need to coordinate enhancements with those proposals, enhancements to Kings Highway and Gills Neck Road are addressed as a separate strategy on guiding land use change.

SAVANNAH ROAD: IMPROVE VISUAL AND WATER QUALITY

Maintaining the quality of the water within the Canary Creek Watershed (Figure 65) is a priority for the DNREC, the agency responsible for the management and protection of the Great Marsh.

Enhancements that protect water quality and enhance the visual quality of the Byway—the major entrance to Lewes—provide a win-win opportunity to enhance visual quality and educate residents and visitors about the connection between stormwater runoff on Savannah Road and the water quality in the Great Marsh. Figure 65 shows the location of the Byway routes in relation to the Canary Creek Watershed. Any area within the watershed would be eligible for water quality related funding in partnership with DNREC.

Figure 64 Opportunity to enhance Savannah Road near Five Points should be linked to water quality funding related to non-point source pollution that flows untreated along roadside areas

A concept plan should be developed to identify the potential locations that are suitable and desirable for the development of rain gardens, infiltration areas, and other best management practices for the treatment of stormwater runoff. Examples of aesthetically pleasing infiltration planting areas for potential use along Savannah Road at Five Points can be found in a Sussex County report on "Protecting Water Quality" prepared by technical assistance team from EPA.

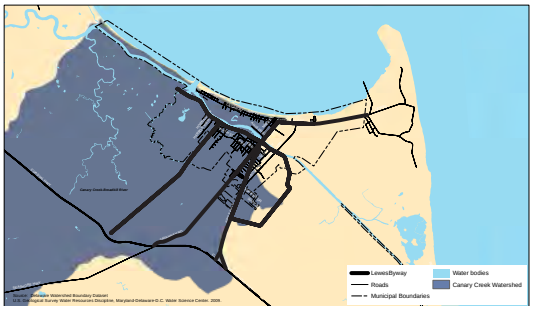
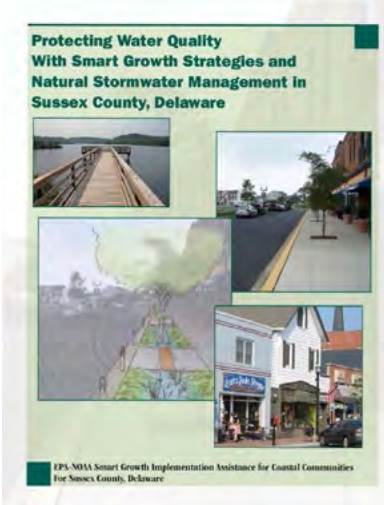


Figure 65 Canary Creek Watershed Map in relation to the Byway routes

ENHANCE SAVANNAH ROAD IN THE MARINE DISTRICT

Enhance the streetscape of Savannah Road to increase pedestrian and bicycle safety, and establish a friendlier street with a mix of residential and retail uses such as found in places like Seaside, Florida (see page 54). Striping Savannah Road would help to better allocate available space for motorized vehicles, bicycles and pedestrians in a safe manner.

Figure 66 Excerpts from EPA produced guide for improving water quality through the development process



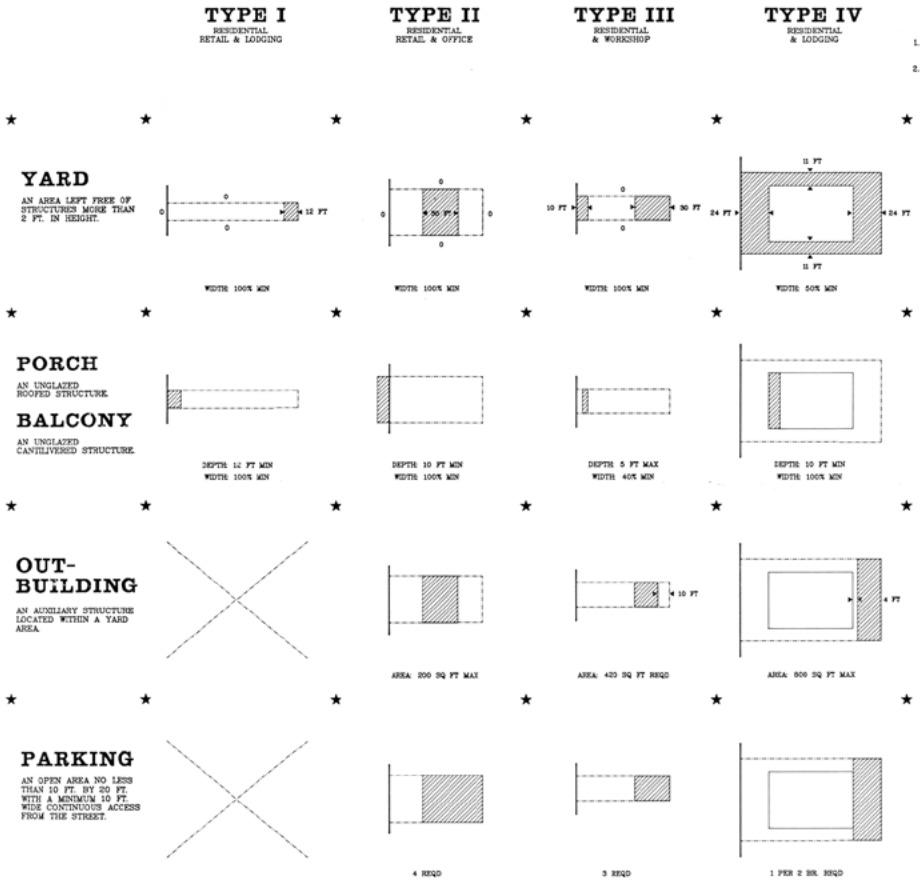
IMPLEMENTATION STEPS

1. Apply for water quality related funding to design and install a coordinated system of rain gardens, infiltration areas, and other best management practices along Savannah Road from Five Points to the Lewes City line (based upon Sussex County report,

Figure 67 Example (above left) of infiltration planting along from EPA guide (Portland, Oregon) that could be applied to Savannah Road at Five Points (right)

Figure 68 Excerpt from Seaside, Florida code (right and the resulting commercial core above)

Figure 69 Difficult bicycling conditions along Savannah Road



"Protecting Water Quality," prepared by technical assistance team from EPA).

2. Enhance the streetscape of Savannah Road from the north side of Savannah Road Bridge to the beach. Create an attractive gateway entrance to the Lewes Beach Commercial District and improve bike/pedestrian safety. Establish a friendlier street with a mix of commercial and residential uses by improving landscaping, sidewalk and bike shoulders.

4. GUIDING LAND USE CHANGE ALONG KINGS HIGHWAY AND GILLS NECK ROAD

Rationale: By paying attention to the overall impressions of the entire corridor (both the roadway and adjoining land uses), value can be added to adjacent properties through high quality design. Good design equals good business—properties are more marketable and desirable, typically sell for higher values and retain those values over time. Values are captured by the community through increased tax revenues and by the private sector through higher sales prices and faster turnaround.

A Landscape Master Plan has been funded by State Legislators representing the area to partially implement this strategy (see page

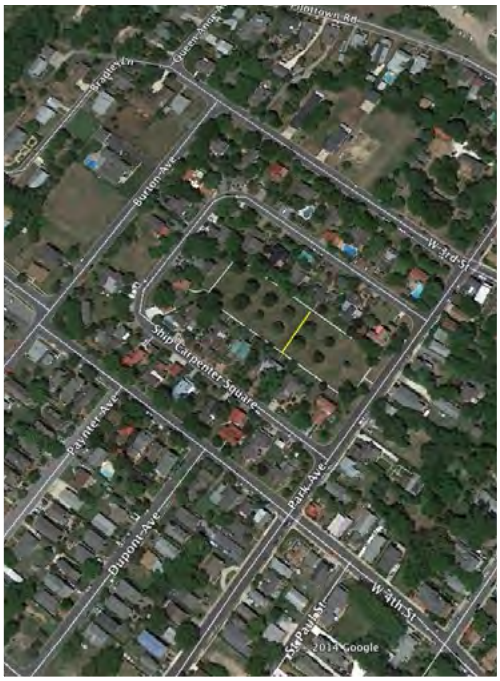


Figure 70 Ship Carpenter Square

Figure 71 Example of extending the Lewes historic pattern of lots and blocks along Kings Highway and Gills Neck Road

36). The topic also received extensive discussion during the corridor management planning process. The following pages describe guiding principles developed from the extensive input gathered through the Byway committee and the public outreach efforts that can help shape the landscape master plan.

Link Land Use, Open Space and Transportation in Urban Design

Guiding land use as a strategy is important along Kings Highway and Gills Neck Road. This includes encouraging a different pattern of land use than what is currently being developed along Gills Neck Road – instead of cul-de-sacs with all the traffic coming out of one location, consideration of two key strategies is warranted:

1. Extend the patterns of lots and blocks outward using the size, scale and character of historic Lewes.

2. Incorporate open space and landscape into design of the transportation features.

The following scenarios illustrate how these principles could be applied to Kings Highway. Each of the three approaches have their advantages and disadvantages. They need to be carefully considered and a comprehensive urban design decision made among all the stakeholders. Without this conscious decision-making, one of the two main routes into Lewes will start looking more like “Anyplace USA” rather than the desired character as described on page 46. This is the last and best chance to do something positive and shape the look and feel of Lewes in a positive way for a lifetime and beyond.

As the remaining undeveloped properties along Kings Highway and Gills Neck are developed, efforts need to be made to integrate open space with land use and transportation. Figure 72 and Figure 73 illustrate where this has been done in other places resulting in attractive neighborhoods and a high quality development.

The first approach uses a wide median to extend the grid of the City out to the new gateway. The wide median is similar in scale to Bancroft Parkway. Figure 74 shows a perspective of development that fronts the boulevard with double rows of trees and a center median at 48' as shown in Figure 75. The wide median allows for turn lanes and a double row of trees to continue throughout. This approach would require right-of-way and utility relocation and would have to be implemented as part of the development projects on

Figure 72 Similarly scaled median as part of Bancroft Parkway, Wilmington left and center

Figure 73 Similarly scaled median in Savannah, Georgia

Figure 74 Before and after sketch illustrating the broad median concept for Kings Highway

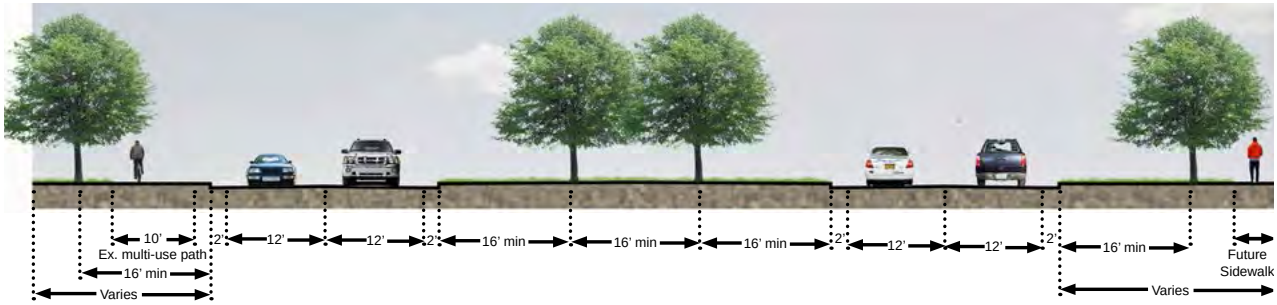


Figure 75 Section identifying the dimensions of the broad median concept as illustrated above

Kings Highway by directly integrating the transportation elements into the development so they are designed as one.

The second option illustrates how the median can be narrowed to reduce the right-of-way requirements and avoid utilities. DelDOT looked at the layout of a narrow median (Figure 76) along Delaware Route 7. Figure 77 is an aerial view of the intersection showing how the various sidewalks and trails could be incorporated into the design with the light gray being the multi-use pathways connecting back to the Junction & Breakwater Trail and Cape Henlopen High School and the brick sidewalks connecting to the regional pathway system from adjoining developments. Figure 78 illustrates the application of this concept for Kings Highway. DelDOT estimates that about seven-feet of right-of-way would be required on Kings Highway along with some

Figure 76 DelDOT used a narrow median on Delaware Route 7 (Google Map Image)

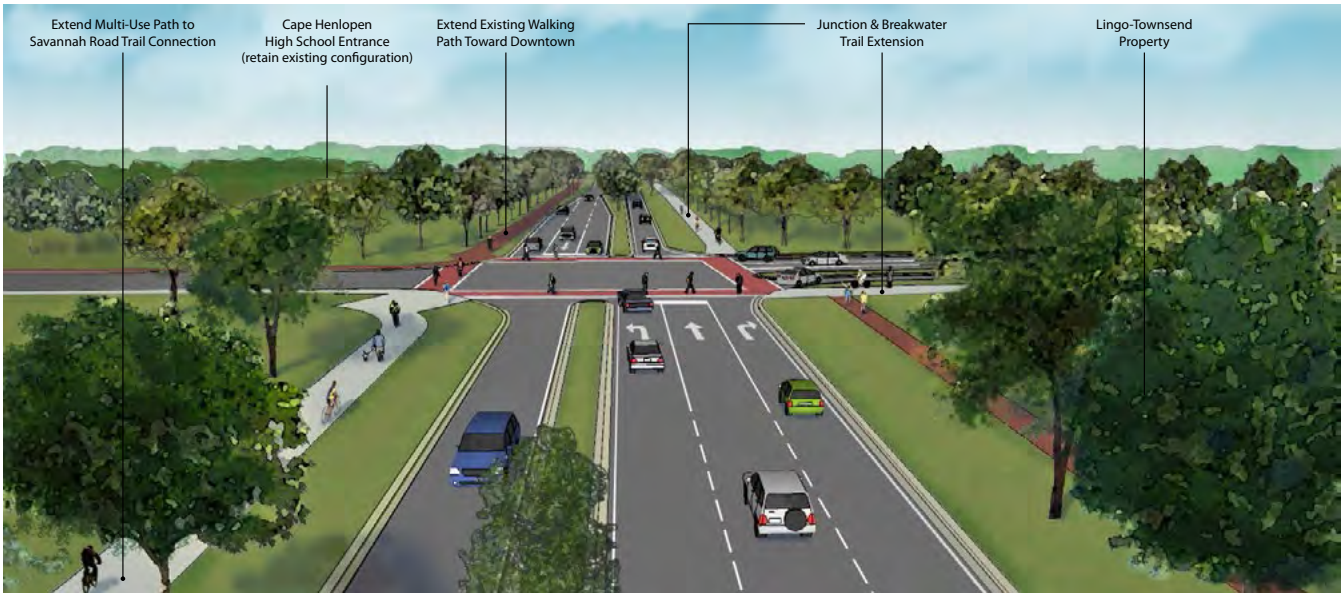


Figure 77 Oblique drawing of narrow median concept applied to Kings Highway at Gills Neck Road

Figure 78 Comparable sketch of Figure 74 showing a narrow median

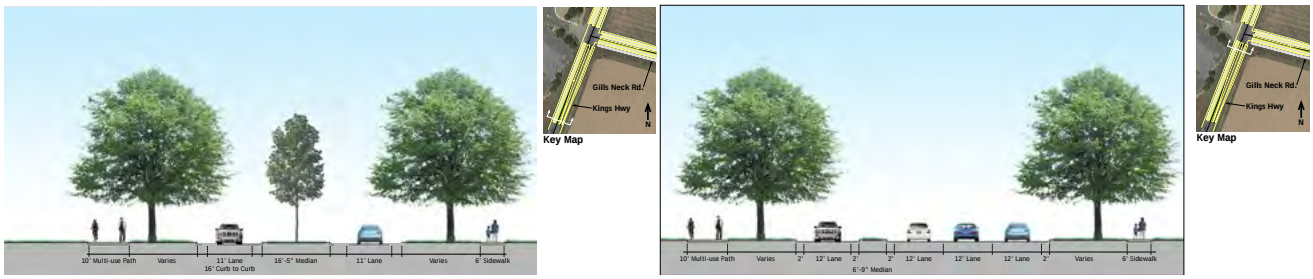


Figure 79 Comparable sections showing dimensions of the narrow median, full width (left) and a median with a turn lane (right)

Figure 80 Example of narrow landscaped median in Greenville, DE

potential utility adjustments. Figure 79 compares the dimensional requirements of the two options.

Where the median narrows to accommodate the turn lanes, brick could be utilized as was done on Delaware Route 7, or it could be planted if maintenance agreements were established as was done by the Kennett Pike Association along the Brandywine Valley Scenic Byway in Greenville (Figure 80).

The third scenario involves incorporating stormwater management into the streetscape design by partnering with adjoining landowners and property developers to incorporate the required stormwater management into the design of the median. It can be a wide median such as shown in Figure 81 for Celebration, Florida; or in a more traditional transportation project with a narrow median – but still attractive (Figure 82).

Figure 81 Example of wide median with stormwater as design feature in Celebration, Florida (http://www.cyburbia.org/forums/showthread.php?t=44158)

ACCOMMODATING BICYCLES AND RETAINING CHARACTER

The recently completed multi-use pathway connecting downtown Lewes with the Junction & Breakwater Trail (Figure 84 on page 59) will reduce conflicts between vehicles, bicycles and pedestrians using Gills Neck Road. The connection removes the less experienced bicyclists off of Gills Neck Road, leaving the experienced bicyclists to go with the flow of traffic.

Throughout the planning process, there were conflicting views over whether or not a five-foot wide paved shoulder is needed along Gills Neck Road. The challenge of adding the pavement width without diminishing the historic character of the road is an issue that will be addressed in the early action project planned by DelDOT and funded by legislators to develop a master plan for the two roads.

Figure 82 Example of narrow median with infiltration in Nashville, TN

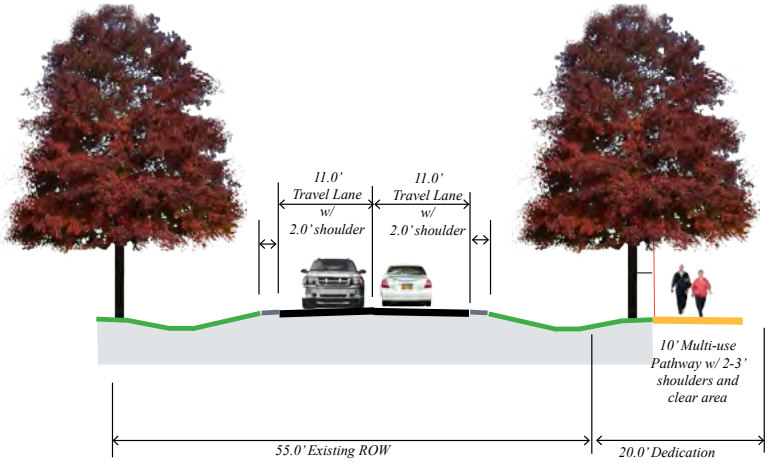


Figure 83 Accommodate a multi-use pathway along Gills Neck Road by reducing shoulder width to provide enough room for street tree planting outside of the drainage areas—thus helping retain the character of Gills Neck Road.

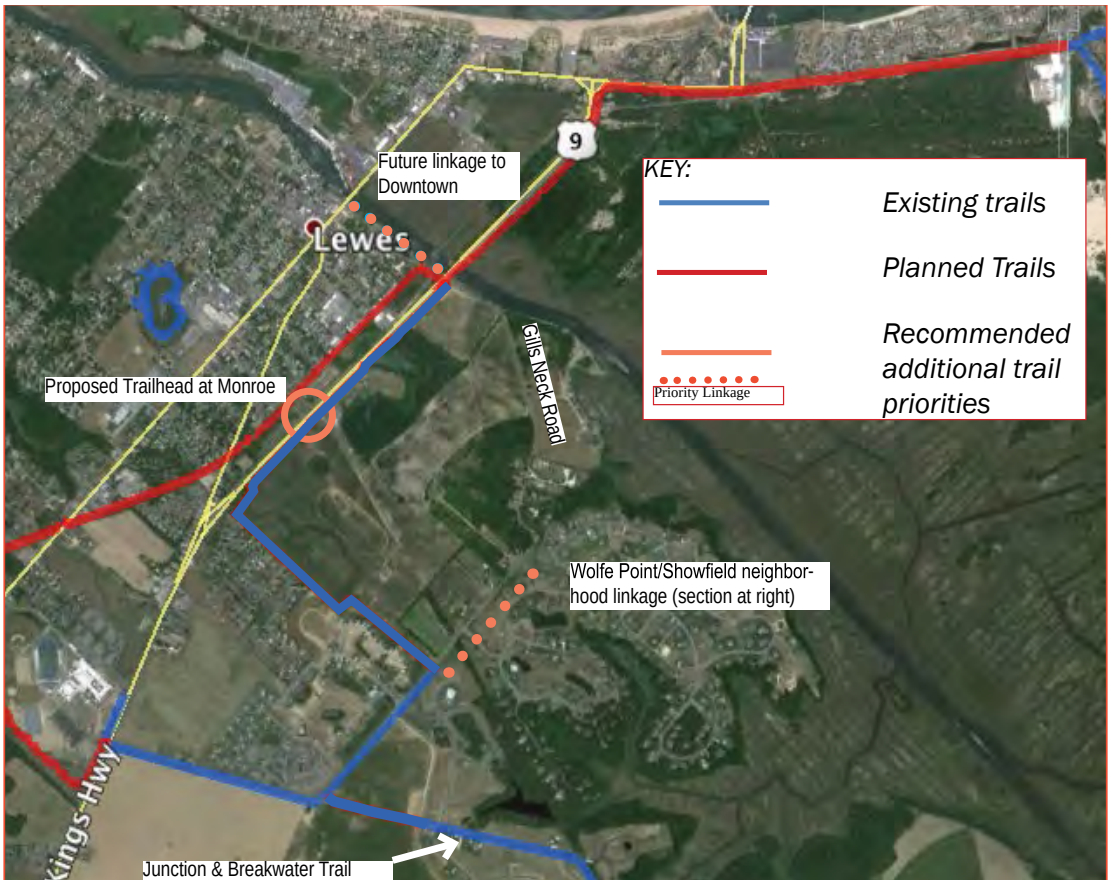


Figure 84 Priority trail linkages needed to increase the connectivity of the greenway and trail system

Cape Henlopen Drive Concepts

Cape Henlopen State Park is the most visited park in the state and with the completion of the hugely popular Gordons Pond Trail, more and more bicyclists and hikers are finding Cape Henlopen Drive and Savannah Road as their route to downtown Lewes. Shown in green in Figure 87, this route is not particularly friendly to bicyclists and pedestrians. While the proposed trails shown in red and dark blue in the figure will provide an off route way to get to Lewes, it is not as direct as Cape Henlopen Drive and Savannah Road. Further, Cape Henlopen Drive and Savannah Road provide direct access to Lewes Beach and to the Cape May Lewes Ferry, both generators of bicycle and foot traffic. Finally, there are residential and commercial developments that are not conveniently served by the off road trail network. It is appropriate that the Corridor Management Plan examine options for improving Cape Henlopen Drive and Savannah Road to better accommodate pedestrians and bicycles. All options presented in this section should be coordinated with DelDOT and the Division of Parks and Recreation.

Figure 85 Gills Neck Road

Figure 86 Existing multi-use pathway on Gills Neck Road

Figure 88 illustrates existing Cape Henlopen Drive. There are two travel lanes except near the Ferry Terminal where there are four travel lanes. Paved shoulders are provided the entire length. Currently, bicycles and pedestrians share the shoulders and some use the shoulders in a direction opposing traffic.

Figure 87 Existing and proposed routes for cyclists and pedestrians at Cape Henlopen Drive

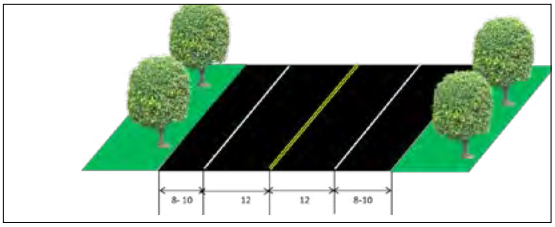


Figure 88 Cape Henlopen Drive: Existing Conditions. Note that Cape Henlopen Drive has two travel lanes for most of its distance but widens to four lanes at the Ferry terminal and widens to provide a separate turning lane at its intersection with Freeman Highway.

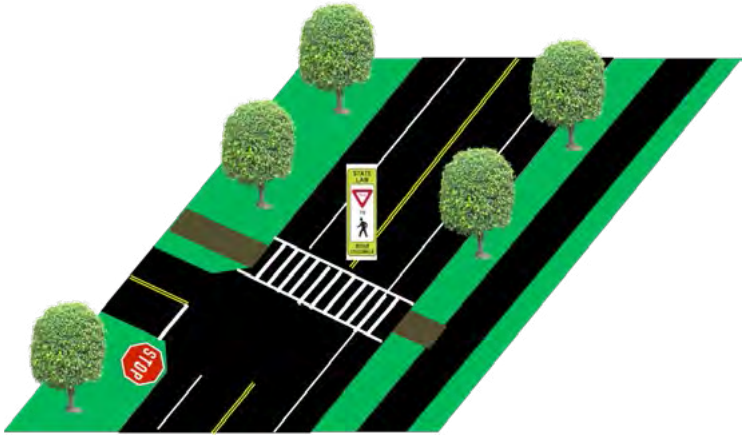


Figure 89 Multi-Use Side Path. This option provides a separate but parallel pathway for pedestrians and bicycles. Note the crosswalk for pedestrian and bicycle crossings

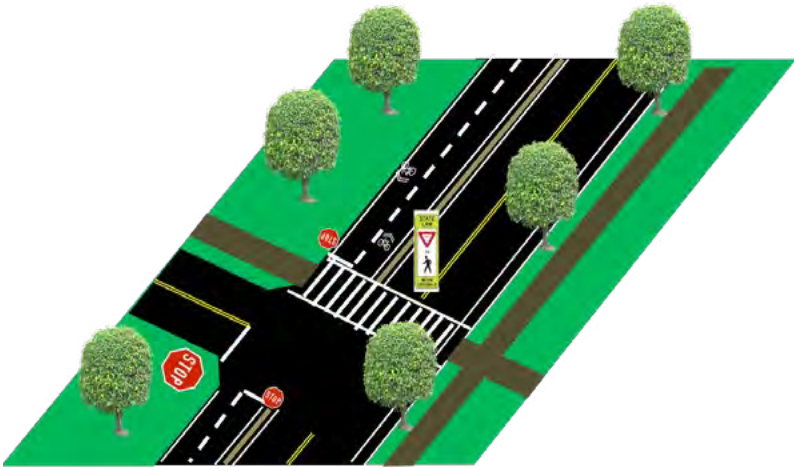


Figure 90 Cycle Track: A two way cycle track favors bicycles. Cycle tracks are separated by a physical separator separating bicycles from motorized vehicles. Because a cycle track is not designed for pedestrians, a sidewalk is needed with appropriate crosswalks as shown.

There are several opportunities presented for improvement. Figure 89 illustrates a side path available for bicyclists and pedestrians. Crosswalks should be installed at all major generators of pedestrians and bicycles to minimize the need to walk or bicycle along Cape Henlopen Drive. This concept would extend from the park entrance to Savannah Road.

Figure 90 illustrates a cycle track that is a two-way bicycle roadway separated by a physical separator. In this case, the cycle track would be on the beach side of Cape Henlopen Drive. Based upon public comment, it would begin at the Ferry terminal and proceed to Savannah Road. A sidewalk would also be needed for pedestrians. This could be on either side. In the figure, it is shown on the park side of the roadway. Depending upon further study, there could be a mix of the two concepts.

IMPLEMENTATION STEPS

1. Work with developers to formulate site plans extending patterns of lots and blocks outward using the size, scale and character of historic Lewes.

2. Work collaboratively with DelDOT, Sussex County and City of Lewes to incorporate open space and landscape into design of transportation features.

3. Use context sensitive design to maintain the distinct character of the Lewes Scenic and Historic Byway routes (as per DelDOT's Context Sensitive Solutions for Delaware Byways).

4. Develop a master plan for Kings Highway and Gills Neck Road linking together future transportation and land use within the corridor utilizing a collaborative public process.

    - consider options for narrow or wide medians
    - consider incorporating stormwater runoff management into median
    - consider opportunities for linking together isolated parcels in a gridded circulation network
    - consider options for the Kings Highway/Gills Neck intersection that accommodates and is friendly to all planned pedestrian and bicycle pathways and movements, is attractive and serves as a welcoming community gateway to Lewes

5. Preserve character-defining features of Gills Neck Road while addressing bicycle and pedestrian safety in a context sensitive manner.

    - Complete planned, off-road, multi-use pathway connecting downtown Lewes with Junction & Breakwater Trail to reduce conflicts between vehicles, bicycles and pedestrians using

Lewes Scenic and Historic Byway Preservation and Enhancement Principles:

The desired character of the roadway should reflect the historic character of the setting.

In Low Density /Rural Areas, the roadway alignment, shoulders, and roadside elements should fit the natural landscape context (by maintaining roadside forests, framing views and selecting materials that have minimal visual contrast with its setting).

In Transition Areas, the introduction of more urban elements to address the safety issues associated with a wider range of turning movements—more pedestrians and bicyclists, and more complex land uses—should balance the need to minimize contrast with the historic qualities and setting, while still meeting the safety needs of visible elements.

In Downtown Lewes and adjoining neighborhoods, materials should be selected that reflect the character defining features of the adjoining architecture.

Gills Neck Road

- Connect adjoining neighborhoods to Junction & Breakwater Trail network with multi-use pathway along Gills Neck Road by reducing shoulder width to provide enough room for street tree planting outside drainage areas—helping retain the character of Gills Neck Road

6. If shoulders are needed, use alternative pavement materials to reduce the perceived width of the pavement expanse and calm traffic.

7. Work with DelDOT and the developers through the Master planning process to preserve street trees on Gills Neck Road and add landscaping to calm traffic and restore the scenic beauty of Gills Neck Road.

8. Work with DRBA, nearby residents and Cape Henlopen State Park to improve pedestrian and bicycling facilities between the Ferry and Downtown Lewes in a context sensitive manner. Options to examine include: 1) link directly to Georegetown-Lewes-Cape Henlopen Rail Trail; 2) examine a route for a parallel multi-use pathway on the east side of the tracks.

7. Active Transportation and Heritage Tourism

Goal 4: Enhance Recreation Opportunities

Use the Byway to lengthen visitor stays by connecting the Byway to the area's system of greenways and trails and establishing the Byway routes as corridors for human powered recreation including walking, bicycling and paddling.

Transportation, nature-based recreation, and heritage tourism goals are intertwined for the Byway. The transportation strategy "Reduce Vehicular Demand" on page 41 identifies the need and opportunity to continue developing trails and greenways as a way to increase visitors and residents access to attractions along the Byway—on foot, by boat, and by bicycle. The Transportation Management Report, located in Appendix 4, documents the limited available traffic capacity and potential benefits of improving pedestrian and bicycle connectivity. Linking active transportation and heritage tourism is an important way to continue to encourage visitors to enjoy the area using the Byway system to structure that experience. There are three sections to this chapter that explain this important concept.

NATURE-BASED RECREATION OPPORTUNITIES

The Byway can be utilized to complete the long-held vision of a greenway and trail system throughout the greater Lewes area and strengthen the "human-powered" recreation opportunities in Lewes to spread out visitation and reduce vehicular travel demand.

1. USE BYWAY TO COMPLETE THE GREENWAY AND TRAIL SYSTEM

Rationale: Increasing the number of things to see and do along the corridor will result in longer visitor stays and more exposure to the historical qualities of the Byway. By using the Byway to complete the long planned Greenway and Trail System, visitors and residents alike will be able to experience Great Marsh, Canary Creek, access the Lewes-Rehoboth Canal, Junction & Breakwater Trail and Cape Henlopen State Park without turning the ignition in their car.

Implementation Steps

1. Add Canary Creek as part of the greenway network to the Lewes Greenways and Trails plan. This would provide a distinct network of greenways that links the Great Marsh to Cape Henlopen State Park, utilizing existing stream corridors. The greater connectivity will benefit water quality, wildlife and open space recommendations discussed in both Chapter 4 and 6.

2. Connect the trail along Park Road (completed in 2014) to the Georgetown-Lewes-Cape Henlopen Rail Trail system using the east side of New Road crossing Canary Creek on a separated

pedestrian bridge (that could also serve for fishing access). The connecting multi-use trail should continue parallel to New Road to Old Orchard Road then south to the future Georgetown-Lewes-Cape Henlopen Rail Trail. The more connected the trail system, the better chances of reducing vehicular use of roads.

3. Develop greater connectivity for pedestrians and bicycles along Cape Henlopen Drive (bicycle lanes and off-road walking path), Savannah Road (bicycle lanes and sidewalks), Front Street (shared travel lanes and sidewalks) and Pilottown Road (shared travel lanes plus off-road walking path).

The following priorities are identified as important ways to integrate the Byway system into the greenway and trails network (letters and numbers refer to Figure 91):

A. Multi-use pathway along New Road from UD to Orchard Road (including bridge and fishing access at Canary Creek further

LEGEND

Active transportation opportunities (see next page)

A. Multi-use pathway along New Road
B. Extend Maritime History Trail
C. Savannah Road Gateway
D. Monroe Street Trailhead

Active transportation enhancements to Savannah (see page 68)

1. Coordinate with the planned park and ride
2. Extend Savannah Road sidewalks
3, Extend sidewalks from Old Orchard Road
4. Lewes-Georgetown Rail - Trail Crossing Improvements
5. Bicycle lanes and/or separated path

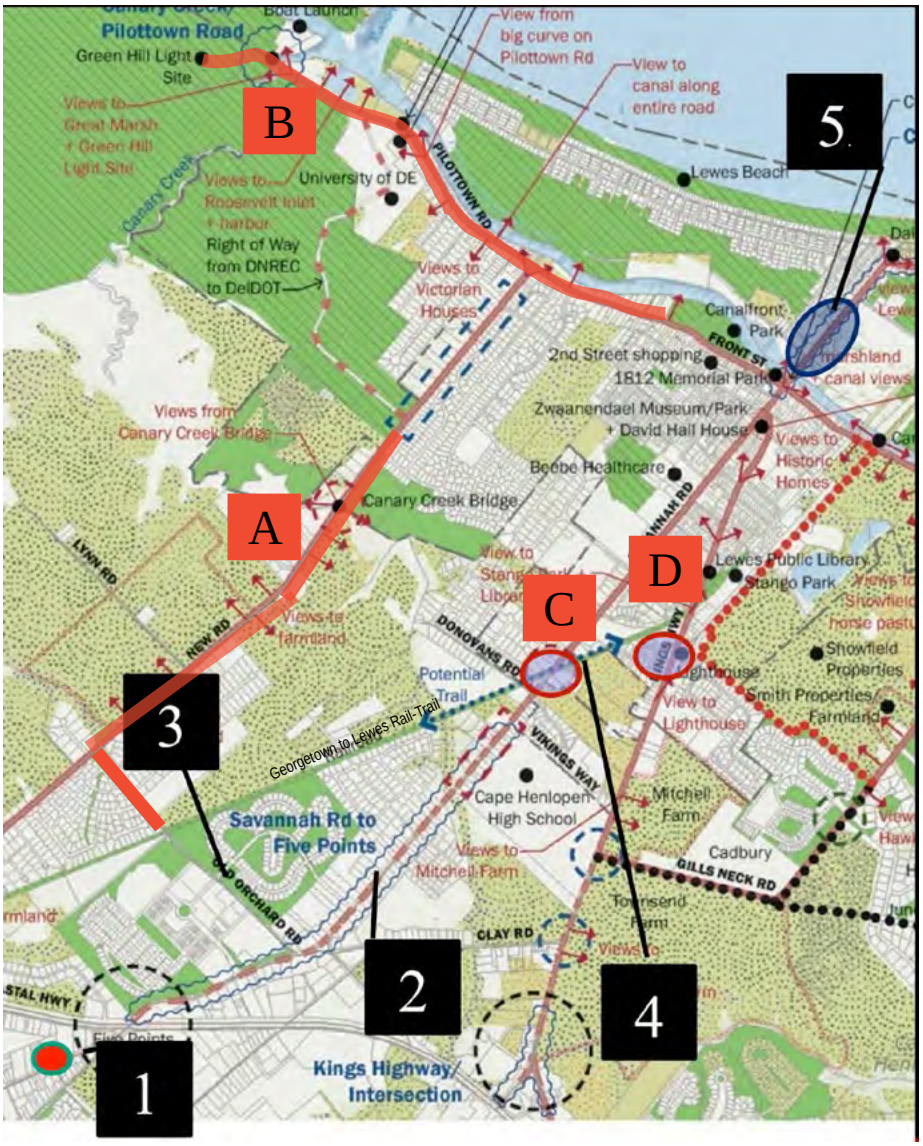


Figure 91 Recommended projects to increase pedestrian and bicycle connectivity along Byway routes

described in Figure 92 on page 65)

B. Extend Maritime History Trail along Pilottown Road to Green Hill Light and Great Marsh

C. Savannah Road Gateway and Trailhead linking to the Georgetown To Lewes Rail Trail

D. Kings Highway Trailhead

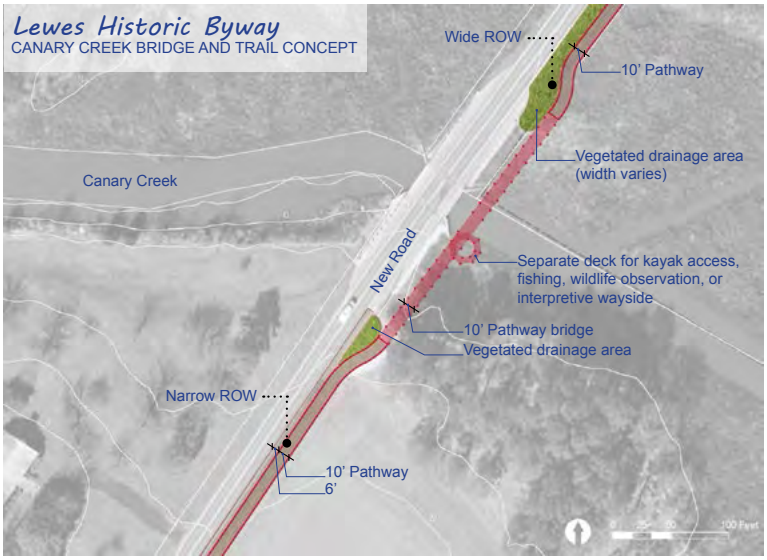


Figure 92 Plan view illustrating New Road with Canary Creek Bridge and Trail Concept

Figure 93 Existing view along New Road looking west toward Canary Creek

Figure 94 Proposed view looking west illustrating the boardwalk with kayak launch and fishing pier beyond

A. NEW ROAD: MULTIPLE USE PATH/CANARY CREEK BRIDGE

The byway can play an important role in this effort by advancing the idea of a multi-use trail along New Road coupled with the pedestrian bridge and pier for kayak access, fishing and wildlife observation.

B. EXTEND MARITIME HISTORY TRAIL TO GREAT MARSH

Another opportunity related directly to the Byway is to create a destination at the end of Pilottown Road, linking together the publicly accessible landscapes, water, and facilities.

Figure 95 Conceptual plan for extending the Maritime History Trail to the site of the Green Hill light

Figure 96 View illustrating how a boardwalk could be designed as part of an interpreted bird watching trail around the site of the Green Hill Light

The Delaware Breakwater Rear Range (Green Hill) Lighthouse—now in Florida (Figure 54 on page 49)—has been the subject of a potential interpreted trail since at least 2002. The remnants from the light are now in worse condition, but it can certainly still be interpreted.

C. CONNECTING NEW ROAD AND SAVANNAH ROAD

The Greenways and Trails Plan originally identified a connection from New Road to Savannah Road along Canary Creek. Several options were examined. One of the biggest concerns expressed during the time of the plan's development was the anticipated loss of privacy that such a trail might engender.

One way to integrate the Byway system into this network is to consider adding in the orange trail routes to the planned network from the Greenways and Trails plan. A trail could be constructed along the east side of New Road crossing Canary Creek on a separated pedestrian bridge (Figure 95 on page 66).

Figure 97 shows how a network of both a trail (orange) and an open space corridor (green) can link the Great Marsh to the existing and planned rail trails and to Cape Henlopen State Park. The more

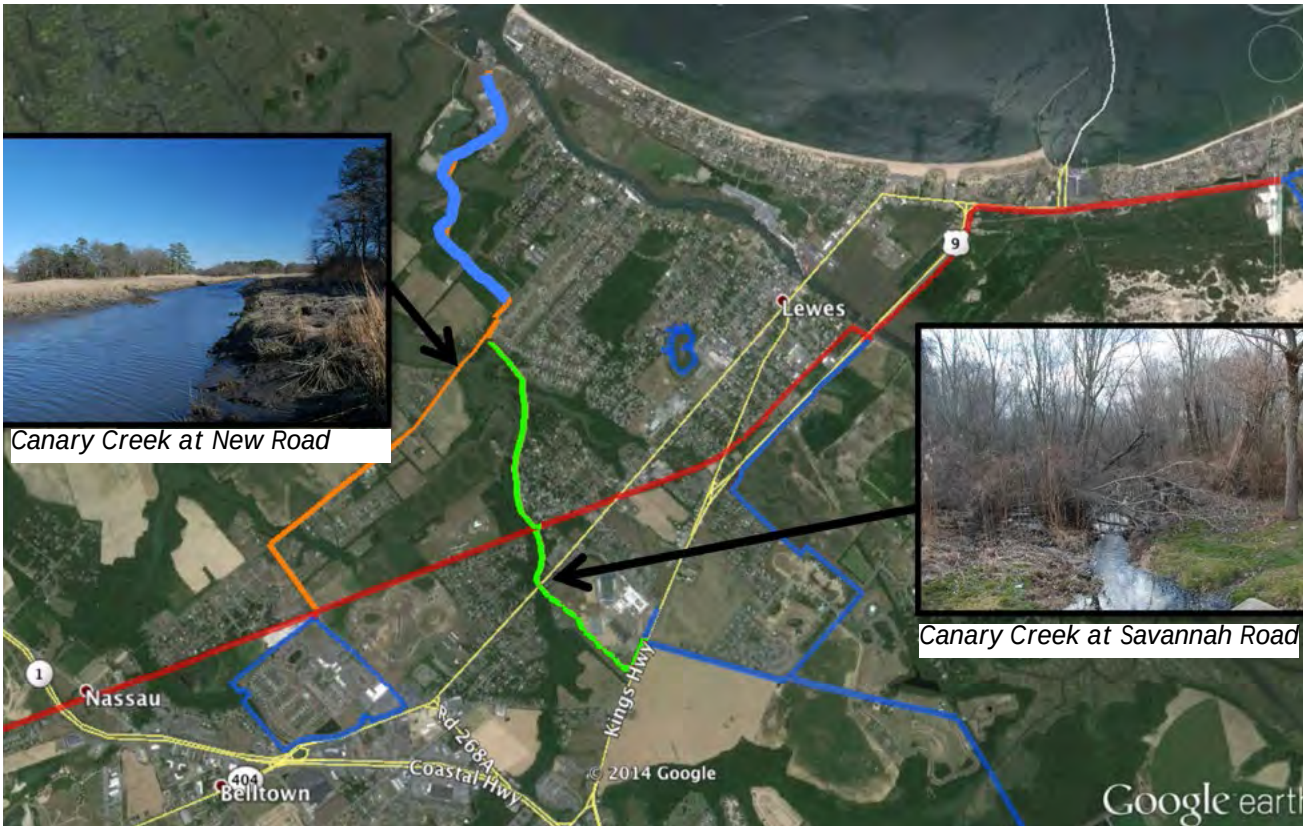


Figure 97 The preferred route for connecting New Road, Savannah Road and Kings Highway is to by utilizing a new separated pathway along New Road and Old Orchard Road (orange)/ A greenway network along Canary Creek (green) is desirable to enhance wildlife and water quality

connected the trail system, the better chance of reducing vehicular use of the roads. The greenway corridor is important for wildlife and water quality. The more connected the wildlife and water quality corridor, the better the habitat for many of the species that inhabit the Great Marsh.

Photo courtesy of ERM

Figure 98 Creating a boardwalk destination along Savannah Road would provide a destination and increase recreational opportunities beyond the beach

Figure 99 Neabsco Creek Boardwalk Crossing project, Prince William County, Virginia illustrates the desired character for a Savannah Road boardwalk providing access to the adjoining wetlands along (Drawing courtesy of Lardner/Klein Landscape Architects and Prince William County)

D. SAVANNAH ROAD AS A RECREATION OPPORTUNITY

Increasing the safety and convenience of walking and bicycling on Savannah Road from Coastal Highway to Downtown Lewes and Lewes Beach is a strategy that builds further upon the transportation strategy "Reduce Vehicular Demand" on page 41. Five specific steps to increase pedestrian and bicycle safety along Savannah Road will also help to use the greater multi-modal transportation connectivity as a recreation opportunity.

1. Coordinate with the planned park and ride by providing opportunities for leaving cars at the Coastal Highway and integrating bicycle racks into the jitney service.
2. Extend sidewalks the entire length of Savannah Road.
3. Extend sidewalks from Old Orchard Road across the railroad Tracks to the existing sidewalk.
4. Lewes-Georgetown-Cape Henlopen Rail with Trail Crossing Improvements.
5. Stripe Savannah Road for a bicycle lane on both sides and construct a sidewalk on the northbound side.

Enhancing the Savannah Road streetscape will make it safer for pedestrians and bicyclists to travel. It will also provide additional access to scenic views and features by constructing a boardwalk along the eastern side through the wetlands to serve as a unique destination. Such a destination would encourage people to linger longer in the area. With more foot traffic the district could support more mixed use commercial settings such as is found in Seaside, Florida—one of the earliest and best known of the traditional neighborhood development approaches that most closely matches the goals for the area.

STRENGTHEN HERITAGE TOURISM THROUGH COORDINATED INTERPRETATION

Goal 5: Interpretation: *Use the Lewes Scenic and Historic Byway to enhance the travel experience of visitors and residents by increasing awareness and appreciation of Lewes and its historical setting through storytelling.*

A second way to spread out visitation is to use the Byway to help increase awareness and appreciation of Lewes' special qualities by telling a coordinated story among the many historic sites and places.

Through interpretation and storytelling, the Byway will engage residents and visitors, strengthen local identity, and enhance quality of life. Interpretation will help residents relate to the place in which they live—the community, its landscapes, and its resources. It will help build support for conservation, preservation, and enhancement initiatives within and around the town.

This Corridor Management Plan (CMP) identifies the region's history as the Byway's primary intrinsic quality followed closely by the region's natural and recreational qualities. The natural and built landscapes can be used to tell the region's stories, and the Byway is a vehicle through which the landscape and its stories can be experienced. The interpretive framework outlined below describes how natural, scenic, and historic resources will be featured for the educational and inspirational benefit of visitors and residents.

EXISTING INTERPRETIVE EXPERIENCE

Lewes has a rich and engaging history closely tied to the Delaware Bay. The town's location within a regional landscape of global ecological significance makes it an attractive destination with important stories to tell. Existing partners in and around Lewes are experienced in interpretation, recreation, and eco-tourism. Partners include state parks, a national wildlife refuge, museums, historic sites, and private sector businesses. As the southern anchor to the nationally recognized Delaware Bayshore Initiative, as described in "Lewes Tourism Context" on page 88, Lewes is positioned to offer a unique and important interpretive experience. The Byway can be a catalyst in organizing and presenting that experience.

In its analysis of tourism and the Byway, the CMP listed attractions currently promoted in and around Lewes (Appendix 5), including full service attractions, limited service attractions, and self-guided sites. Within the heart of town, the Lewes Historical Society, Zwaanendael Museum, and Lewes Chamber of Commerce feature historical attractions that combine to tell the town's history and provide a high quality visitor experience.

The Lewes Chamber of Commerce, located within the historic Fisher-Martin House, serves as both an interpretive attraction and as the town's visitor center. Next door is the colorful Zwaanendael Museum, a state site interpreting Lewes' area maritime, military, and social history. Both sites are located along the Byway on Kings Highway near the intersection with Savannah Road.

What is Interpretation?

"The translation of the technical or unfamiliar language of the environment into lay language, with no loss in accuracy, in order to create and enhance sensitivity, awareness, understanding, appreciation, and commitment."

"The goal of interpretation is a change in behavior of those for whom we interpret."

Paul H. Risk, Yale University from "Interpretation: A Road to Creative Enlightenment," CRM Vol. 17, No. 2 (1994), pp. 37, 40.

Figure 100 Zwaanendael Museum

The Lewes Historical Society administers a series of historic buildings in a complex at the west end of 2nd Street, the town's commercial center. Both interior and exterior exhibits associated with eight historic structures in the complex are a key means through which the story of Lewes is presented. Two other historic houses close by in downtown Lewes further enhance the story. The Ryves Holt House near the 2nd Street commercial core serves as the Historical Society visitor center and gift shop. The Cannonball House on Front Street interprets maritime history.

The historic community fabric of Lewes is a key resource for interpretation and storytelling. Three historic walks are promoted linking historic neighborhoods and sites. The Historic Lewes Walk takes visitors through the historic core of the town—Front Street, 2nd Street, Shipcarpenter Street, and Shipcarpenter Square—linking the Historical Society's sites with its surrounding neighborhood context. Trenny's Loop is a walk linking the east side of the historic town with the beachfront.

Figure 101 Cannonball House

Perhaps most prominent, the Lewes Maritime History Trail follows the Lewes and Rehoboth Canal, upon which the historic town core fronts, linking ten interpretive exhibits concentrating upon the town's maritime story. The trail includes the Lightship Overfalls, a historic ship and National Historic Landmark operated as a museum by the Overfalls Foundation. The Maritime Trail courses along the waterfront through a series of well designed public spaces with visitor amenities and views of boats and marinas. Lewes is also home to a variety of private businesses that offer tourism experiences related to interpretation, from eco-tours in canoes and kayaks, to boat excursions, to deep sea fishing.

Figure 102 Garden of the Fisher-Martin House

Surrounding Lewes is a landscape of spectacular natural beauty. To the east is Cape Henlopen State Park, at the point between the Delaware Bay and Atlantic Ocean, with natural areas, trails, a nature center, campgrounds, and visitor facilities. Cape Henlopen also features Fort Miles, a World War II fort built to protect the Delaware River and Bay from attack through the installation of heavy guns.

Figure 103 Pocket park downtown

To the west of Lewes is Prime Hook Wildlife Refuge with natural areas and trails within an extensive freshwater marsh with fields, woods, ponds and a variety of wildlife habitats. While Prime Hook Wildlife Refuge does not connect directly with Lewes by back roads or trails (only by heavily traveled Route 1), its wetlands and waterways do along the Broadkill River. The state-owned Great Marsh Preserve at the west end of Pilottown Road is a strong potential interpretive site and wildlife viewing area identified in this CMP.

Regional trails and biking routes connect Lewes with other locations within Sussex County and the state. Cape Henlopen State Park includes access to the Gordons Pond Trail and Junction & Breakwater Trail which connect Lewes through the park to Rehoboth Beach.

State and regional biking routes connect Lewes with surrounding communities and landscapes.

Finally, the location of Lewes at the southern end of the Delaware Bayshore Initiative provides the opportunity for the town to build on the eco-tourism and natural resource attributes. Delaware Bayshore is widely recognized as an area of global ecological significance. Its expansive coastal marshes, shoreline, agricultural lands and forests provide diverse habitat to many species, including migratory shorebirds.

The extensive array of existing interpretive attractions and recreational activities available within and around Lewes provides the town with the in-place resources necessary for a high quality town-wide interpretive presentation that can be facilitated through the Lewes Scenic and Historic Byway.

INTERPRETIVE STRATEGIES

The Lewes Scenic and Historic Byway CMP recommends that Lewes present itself as a unified interpretive attraction and experience in which the town's many outstanding local interpretive partners and sites participate, each telling its own story within the context of the whole. While existing attractions in and around Lewes are experienced in interpretation and are well marketed, they do not yet present themselves as an integrated and holistic interpretive and visitor experience. Through the Byway initiative, the existing interpretive experience could be taken to the next level. The pieces are in place, and the Byway can serve as the impetus, coordinator, and facilitator.

The Lewes Scenic and Historic Byway serves to connect the many sites and attractions associated with a town-wide interpretive presentation for Lewes. The Byway is the place where the overall story and context can be introduced and connected to the various partners as well as the broader landscape. The Lewes Scenic and Historic Byway will build upon existing interpretive opportunities by linking stories together through an organized framework for interpretation. The overall purpose of the interpretive presentation, embodied in the following goal statement, is to engage visitors and residents and raise awareness of the significance and value of local natural, scenic, and historic resources.

The interpretive framework for the CMP is organized around four strategies:

- Support a town-wide interpretive presentation connecting interpretive sites and stories
- Create a recreational interpretive resource providing visitors with a meaningful and engaging activity while presenting the Lewes story

- Engage residents with real places within the landscape to build support for local preservation and conservation initiatives
- Enhance Lewes as an interpretive attraction and southern anchor to the Delaware Bayshore Initiative
- Context, issues, and actions related to implementation of these strategies are outlined below

Figure 104 Historic buildings in the Lewes Historical Society Complex

TOWN-WIDE INTERPRETIVE CONCEPT

The town-wide interpretive experience for Lewes is designed to engage people with Lewes, its landscapes, and its history. The desired experience should strengthen the town's identity, strengthen appreciation for its natural and cultural landscapes, and build support for preservation, conservation, and community enhancement.

Upon experiencing the town-wide presentation, residents and visitors should:

- Appreciate the character and significance of Lewes and its landscapes
- Connect places experienced with the town's themes and storylines
- Understand the unique aspects and global significance of the region's natural landscape and wildlife habitats
- Appreciate how natural and cultural influences upon the landscape are intertwined
- Be stimulated to seek out additional information and experiences
- Wish to engage in a vision for the future that balances natural and cultural attributes and supports best practices

Telling the Byway Story Using Interpretive Themes

A byway story is the intentional, coordinated message that the Byway conveys to visitors about the resources and qualities that it promotes. Most importantly, the Byway story is conveyed through the direct experiences that the visitor encounters along the trip. The story is conveyed through interpretation.

The term 'interpretation' is more than simply storytelling. Interpretation implies communicating the meaning and significance of a story to its audience, connecting it to their personal lives and experiences. Interpretation conveys understanding and makes stories relevant. As a form of public programming, interpretation may be personal (conveyed personally to audiences by interpreters, guides, or docents) or may be non-personal (self-guided). All forms of interpretation should be connected to themes.

Themes are the big ideas that convey meaning and significance to a story or interpretive subject. Themes help audiences connect individual stories with broader contexts and help them understand what those stories mean and why they matter.

Partners within Lewes should use interpretive themes to connect their stories and their places to the larger context and central ideas of the town-wide presentation. Individual stories should be used to illustrate and bring themes to life; to associate them with authentic places and the lives of real people to which visitors can relate.

A thematic framework with four key storylines is proposed to help coordinate interpretation throughout the Lewes area. The thematic framework should be broad in scope—every interested partner that wants to participate in the town-wide presentation should be able to find a place within the framework. Every partner should be expected to organize interpretation using the thematic framework, showing how their site and story relate to the wider context.

The four key themes or storylines proposed for the town-wide interpretive presentation and the Byway include the following

- **First Town – the cultural story**
  The site that would become Lewes was first settled in 1631 as Zwaanendael, which lasted only a year but established claim upon the land. The site was settled again in 1659, this time for good. The town received its name from William Penn in 1682. Penn named it after his mother-in-law's hometown of Lewes, England. It served as the county seat until 1791.

  As the First Town of the First State, Lewes has a long and interesting history to relate. The theme *First Town* will tell the cultural history of Lewes, people's relationship to the land, from prehistory to the present. It includes the stories of Native American occupation, contact and settlement, early government, Lewes as a port, agriculture, industry, transportation, town development, and other topics significant to the town.

Figure 105 Zwaanendael settlement interpretive site

- **The Ocean and the Bay – the maritime story**
  Lewes is what it is because of its location at the place where the Delaware Bay meets the Atlantic Ocean. The theme *The Ocean and the Bay* tells stories related to the maritime history of Lewes. Closely related to the theme *First Town*, the maritime story is selected for special treatment because of its prominence and significance.

Figure 106 Lightship Overfalls museum and site on the canal

The story is best told along the shoreline and the Lewes-Rehoboth Canal, where maritime uses are located and where the existing Maritime History Trail already introduces key stories, including those of the breakwater, lighthouses, pilots, shipbuilding, fisheries, military history, and others. These stories can be further enriched, as is being done at the Lightship Overfalls site, and connected to the town's context as a whole.

- **Resilient Ecosystem – coastal marshes and related landscapes**
  The Delaware Bay shoreline global ecological significance is widely recognized. Lewes is bracketed by high quality natural areas, Cape Henlopen State Park on the south and the Great Marsh Preserve on the north. To the south, conservation initiatives are helping to preserve additional lands, creating a greenbelt around and through the town.

  The shoreline's expansive coastal marshes, shoreline, agricultural lands and forests provide diverse habitat to many species, including migratory shorebirds. Birders and biologists from around the world come to the region to witness the annual spring spectacle of more than half a million shorebirds taking a rest stop to dine on eggs laid by spawning horseshoe crabs.

  The theme *Resilient Ecosystem* features the natural history, ecosystems, and diverse habitats that are both critical to conserve and wonderful to experience. Interpretation will help visitors appreciate what they see and the landscape's significance. Interpretation will be focused in the parks, preserves, and greenways, often using trails to organize and convey stories.

- **Rediscovering Lewes – Lewes today and vision for the future**
  The theme Rediscovering Lewes tells the story of Lewes today, what it is and what it is becoming. It begins with a vision for the future of the community, establishing the town's identity, embodiment of its history, and its relationship to the land. The story makes the case for conservation, preservation, and community enhancement as key to the town and its surrounding area as it continues to grow and develop. The theme helps set a direction for the future.

At present, Lewes's story is difficult for visitors to grasp in its entirety, particularly the town's cultural history. Pieces of the proposed themes and storylines are told in different places, but pulling them together and envisioning the whole is difficult. Gaps appear to exist. The application for the Lewes Scenic and Historic Byway, produced in 2009 in advance of this CMP, uses six statewide themes to organize the town's story. But this thematic structure does

not seem to relate well to the town's actual development. A clearer thematic framework is needed and can be prepared using the themes suggested above.

Developing a thematic framework should be undertaken as a first step in planning and implementing a town-wide interpretive presentation. It should be led by educators, interpreters, historians, naturalists, and public program specialists from the town's natural, historical, and cultural sites. The professional, educational and interpretive staff of anchor sites and other partner organizations should form a committee to establish the thematic framework and oversee implementation and quality control for its implementation. Using the guiding principles for interpretation outlined above, theme statements should be developed for each of the four theme topics. Each theme statement, one or two sentences, should capture the essence, significance, and meaning of the topic. The theme statements should be used in the development of interpretive content for exhibits and supporting materials. Every exhibit should relate to the theme statement it is meant to represent.

Under each theme statement, the key concepts or subthemes needed to understand and convey the theme should be developed. By looking over the range of concepts or subthemes, an individual should be able to easily grasp the whole story related to each of the four themes. Interpretive installations illustrate aspects of these key concepts and subthemes and should include content that place them in context and relate them to the entire story.

Guidelines for the development of interpretive exhibits should be prepared to assist participating partners in creating interpretive exhibits. For each proposed exhibit, outline:

- The historical development and significance of the site
- How it relates to the town-wide themes
- The story or stories related to the site that best convey its history and illustrates aspects of the appropriate themes
- How the story might be conveyed
- How proposed interpretation might be linked to other sites
- The media and format proposed for presentation

A process for guidance, review, and quality control for interpretive installations should be developed and led by the professional interpretive staff of the town's attractions. Additional information related to the development and implementation of interpretive presentation is included in the strategies outlined below.

Figure 107 1812 Park on the canal

Figure 108 Downtown Lewes

IMPLEMENTATION STEPS

Support a town-wide interpretive presentation connecting interpretive sites and stories.

Lewes has a great story to tell and many partners telling pieces of that story. Use the Lewes Scenic and Historic Byway to present the town as a whole by providing orientation, introducing the big picture and then directing visitors to places where the story is being told.

1. **Develop or confirm a common graphic identity that can be used for the town-wide interpretive presentation for exhibits and supporting graphic and digital publications.**

Lewes has a variety of different graphic formats used by various partners. While respecting the graphic identities of partners, a town-wide graphic identity should be developed to unify the overall presentation of the town. The town-wide identity should be used at gateways, for wayfinding on public streets, and for interpretation along the Byway and in public spaces.

Select or develop a family of interpretive carriers including kiosks, waysides, and markers of varying sizes. Develop graphic standards for sign panels that express the town's character and identity. Adoption of standard National Park Service carriers would be appropriate and would be an economical and easily implemented option. National Park Service standards are recognizable by the public and acknowledged for their high quality and durability. However, Lewes could create its own carriers to establish a more distinctive level of quality and character, reflecting of the town.

2. **Identify over-arching interpretive themes with brief theme statements that convey the significance of the town and its landscape and embrace all of its interpretive sites.**

As noted above, use organized professional staff from the town's interpretive attractions to prepare a thematic framework for use in developing the town-wide interpretive presentation. As also noted, prepare guidelines and a review process for the implementation of interpretive exhibits for individual sites. Feature theme statements for the four topics:

- First Town – the cultural story
- The Ocean and the Bay – the maritime story, including military history and commercial fishing
- Resilient Ecosystem – coastal marshes and related landscapes
- Rediscovering Lewes – Lewes today and vision for the future

In addition to theme statements, outline key concepts or subthemes related to each topic to convey the whole story in an organized and understandable way. Use this thematic framework to organize and coordinate interpretation throughout the town-wide presentation.

3. **Coordinate with other interpretive sites and attractions within Lewes. Identify how each fits within the thematic framework.**

Outline how individual interpretive sites and attractions might participate in the town-wide presentation. Identify key themes and storylines that each site can present and how, working together, sites can tailor their own interpretation to be part of broader themes.

Identify which themes and storylines have sites and interpretive presentations that are visitor-ready and which have gaps, are not represented, and have opportunities for further development. Determine how support can be provided to assist sites in their presentations. Determine how participating sites can be provided with introductory exhibits relating to the town-wide context.

4. **Provide orientation and context for the Lewes interpretive presentation on the city, historical society and chamber web sites, through the installation of kiosks at key locations, and through published materials.**

Install orientation kiosks with information on the town-wide interpretive presentation. Locate kiosks at gateways, trailheads, downtown, in public parks, and at locations where residents or visitors gather. Orientation should include an overview of themes and storylines, sites where they are presented, and suggested routes and itineraries linking sites. Include maps, photographs, and interpretive content. Outline opportunities for exploration using the town's trail network.

Support the town-wide interpretive presentation with a family of brochures and a common graphic identity noted above. Include a high-quality fold-out map of the entire town and surrounding landscape with interpretive context to help visitors identify and appreciate all available sites, trails, and opportunities.

Create a vibrant interpretive web site using the town's graphic identity linked to the Town of Lewes, Lewes Historical Society, and Lewes Chamber of Commerce web sites. Include an overview of the town's history; introduction of the town's interpretive themes; annotated historic photos; and access to brochures, maps, apps, and digital interpretive content that can be downloaded and used to explore Lewes and its sites. Provide orientation information on trails and sites and their related interpretation. Make the map and brochures noted above available on the web site.

Consider developing digital interpretive presentations for mobile and tablet formats accessed through the interpretive web site. Digital interpretation can be used to enhance outdoor exhibits and/or provide interpretation where outdoor exhibits cannot be installed or are not desirable. The media content should be rich and exciting. Development of digital interpretive media could be a longer term goal of the interpretive presentation.

Create a recreational interpretive resource, providing visitors with a meaningful and engaging activity while presenting the Lewes story.
Lewes has a well developed trail network plan that is a recreational resource connecting locations throughout the town. The Lewes Scenic and Historic Byway will further develop and enhance this network using Byway roads and trails. The town-wide interpretive presentation will provide trail users with destinations and experiences that enhance the recreational activity.

1. **Identify and promote the Byway as an introduction and gateway to the extensive walking and biking trail network.**

Use the Lewes Scenic and Historic Byway as an interpreted recreational experience providing orientation to the town-wide interpretive presentation and linkages to interpretive destinations. Identify Byway trail routes for residents and visitors linking sites, destinations, and attractions. Make these routes a central component of the town-wide interpretive plan. Create interpretive exhibits and experiences at locations along those routes for trail users to stop and see. Feature the locations of planned enhancements along the Byway.

2. **Introduce the over-arching interpretive themes through kiosks and waysides at locations (trailheads) where the trail network and byway intersect.**

Create a sequential experience that presents and discusses all of the themes and their contexts. Feature interpretive exhibits at gateways, trailheads, enhancement sites, and at locations where landscape features may be observed. Emphasize specific themes along different portions of the Byway:

- Savannah Road – First Town
- Kings Highway and Gills Neck Road – Rediscovering Lewes
- New Road – Resilient Ecosystem
- Pilottown Road – The Ocean and the Bay/First Town
- Cape Henlopen Drive – Resilient Ecosystem/The Ocean and Bay

3. **Identify existing interpretive sites and attractions in Lewes and the surrounding landscape that provide interpretive experiences related to the town-wide themes.**

Use the town's existing interpretive attractions and key natural and historic sites as anchors and destinations. Use the Byway for orientation, context, and connection to these sites. Show how the trail network links physically to the sites and encourage visitors to explore them. Actively support development and enhancement of anchor sites and key destinations and the visitor experiences they offer. Establish how existing sites will coordinate with interpretation at other partner sites. Install small orientation exhibits at anchor sites showing how they fit within the system.

Interpret the landscape to build support for local preservation and conservation initiatives.

In addition to its existing interpretive attractions, Lewes' strength is its wide range of publicly accessible historic sites, natural areas, scenic roads, recreation areas and conserved. In Lewes, natural and historic resources combine to tell the town's stories and provide rich engaging experiences. A landscape approach to interpretation increases understanding of conservation and preservation issues.

Figure 109 Great Marsh Preserve, west end of Pilottown Road

1. **Identify locations where specific place-based stories can be told relating themes to landscape features and character.**

Create a network of self-guided outdoor interpretive exhibits and experiences at publicly accessible places along the Byway as part of the town-wide presentation. Identify potential locations that might be appropriate for self-guided interpretive exhibits. Consider locations along trails and bikeways, within conservation lands, beaches, harbors, public parks, streetscapes, and public buildings. Use self-guided interpretation to create linkages between sites.

2. **Use exhibit formats with a common graphic identity, discussed above, to install self-guided exhibits coordinated with town-wide themes and storylines.**

While most exhibits would probably be located on public property, encourage private partners, such as downtown businesses, institutions (University of Delaware), marinas, historic churches, and historic neighborhoods to participate as well.

3. **Create an implementation program through which interested partners can develop and install interpretive waysides and kiosks on their publicly accessible properties as part of the town-wide interpretive presentation.**

Consider offering a matching grant program for design and implementation. Establish a design and implementation process under the guidance of a town-appointed committee whose members are experienced in interpretation to coordinate implementation of exhibits by partners using guidelines and quality control standards developed for the town-wide interpretive presentation as a whole. Develop a maintenance protocol for exhibits at partner locations.

Consider developing online information and apps as well as Quick-Response (QR) codes (similar to a bar code linked to a website) to provide interpretive content where exhibits might not be appropriate or desired and to supplement exhibits with more detail.

4. **Use the landscape to tell the story.**

Lewes' strength is its landscape context, both natural and cultural. Make the landscape the focus of interpretation. Use existing landscape features to tell the story, always connecting to the big

Figure 110 Canalfront Park

ideas embodied in the interpretive themes. Lewes is experienced in place-making. The high quality of the town's downtown, pocket parks, and Canalfront Park demonstrate how place-making can make a difference and enhance quality of life. Byway enhancements will add to and continue the town's achievements in this area.

Interpretive exhibits will further enhance the experience of Lewes' special places. Interpretive partners within the town, such as the Lewes Historical Society and Lewes Chamber of Commerce, are experienced both in interpretation and in enhancing sites with interpretive features and content, as evidenced at their own sites. The development of the Lightship Overfalls site is an excellent example where a variety of interpretive enhancement tools are used to create an interesting and meaningful experience. Consider the following types of interpretive tools in developing the town-wide interpretive presentation, always focusing on the landscape and using existing natural and cultural features to tell the story appropriate for that site.

- Orientation Kiosks – to introduce interpretive themes and context as described above.
- Interpretive Waysides – a variety of self-guided carriers and sign types using the graphic identity, discussed above. Waysides may be freestanding and varying sizes appropriate to their location or signs may be mounted on buildings, railings, or objects.
- Natural Features – the canal, marsh, streams, woods, and other natural features are part the living natural system we seek to appreciate and conserve. Understanding the dynamics of natural systems is important, and using the features themselves to present and illustrate interpretive content and meaning is a powerful experiential tool for storytelling.
- Historic Objects – such as the pilot house and buoys at the Lightship Overfalls site or the cannon barrels at the 1812 Park. Historic objects can be used to tell and physically relate visitors to the story.
- Historic Buildings and Neighborhoods – buildings can be used to tell stories that illustrate larger interpretive themes. Going beyond mere facts, stories related to buildings and the people who lived and worked within them provide visitors with tangible objects they can relate to and that can spark imagination.
- Brochures and Maps – discussed above under orientation, a small number of well crafted brochures and a high quality map can help visitors explore and provide interpretive context to which site specific interpretation adds depth.
- Digital Media – use of smart phones and tablets is increasing

and constantly evolving. Digital formats, however, are adaptable to new devices over time and can provide a way to provide rich visual interpretive content to supplement presentations at individual sites or replace on-site exhibits where exhibits might be intrusive. Explore digital formats used by experienced interpreters such as the National Park Service and state historic sites. Consider developing digital interpretive formats as appropriate over the long term.

5. **Focus on preservation and conservation stories and achievements.**

Use the Byway to highlight the special qualities and significance of each site. Focus especially on the global ecological significance of the natural landscape and its connection to the Delaware Bayshore. Use interpretation to build community support of preservation, conservation, and community enhancement initiatives.

6. **Use public art at appropriate locations.**

Use public art as an interpretive medium along the Byway, downtown, in public parks, and at other sites. Continue the practice of placing historical objects in the landscape as interpretive features and enhancements. Establish guidelines, criteria, and a process for using public art in interpretation.

Enhance Lewes as an interpretive attraction and southern anchor to the Delaware Bayshore Initiative/Bayshore Byway

The Delaware Bayshore Initiative collaboratively builds on the region's reputation as a unique and beautiful natural resource, and helps build the shoreline economy by encouraging visitors to enjoy it through activities such as recreational fishing, hunting, boating and eco-tourism. The Bayshore's expansive coastal marshes, shoreline, agricultural lands and forests provide diverse habitat to many species, including migratory shorebirds. Lewes should present itself as a unified interpretive attraction and experience that serves as a strong southern anchor to the Bayshore.

Figure 111 Historical exhibit under construction at Lightship Overfalls site

1. **Create a coordinated interpretive experience that can be marketed and appreciated as a single attraction.**

Chapter 8, Marketing, recommends strategies for spreading visitation beyond the beach and summer season. A town-wide interpretive presentation that includes historical and natural attractions will contribute to the realization of that goal. The Town's location as the southern anchor of the Delaware Bayshore Initiative provides an important opportunity to help increase awareness of Lewes historical and natural significance at the mouth of the Delaware Bay.

With respect to interpretation, partners implementing a town-wide interpretive presentation should be aware of, relate to, and

participate in interpretive initiatives and opportunities throughout the Bayshore. Consider establishing a Bayshore interpretive network that meets periodically to coordinate activities and initiatives.

Lewes should collaborate with interpretive sites in the Bayshore region and support their endeavors. Work with Bayshore partners to create linkages, organize itineraries, and tie themes and stories together. Corridor-wide interpretive initiatives should be considered for development and implementation. Make Lewes a logical termination and highlight of the Bayshore interpretive experience.

POTENTIAL AUDIENCES

In planning an interpretive presentation for Lewes and its Byway, it is important to be aware of the audiences that are likely to be engaged. Different audiences have different needs, capabilities, and expectations. Best practices for interpretive planning and design recommend developing different types of experiences appropriate to different audiences—young, old, active, passive— seeking the experience, or merely passing through. The following audiences are among those important to an interpretive presentation in Lewes.

Residents

Residents in Lewes, its surrounding suburbs, and adjacent communities are the primary intended audience for the town-wide and Byway interpretive presentation. Lewes has a significant year round population many of whom have family connections with the town going back generations. However, Lewes is also home to many part time residents who winter in other places. This trend has increased in recent decades with the town's rise as a spring, summer, and fall destination. A growing number of residents are retired and came to Lewes for its quality of life.

By engaging residents, public awareness and appreciation of the nature, history, and significance of landscapes will be increased. Residents should be engaged in as many ways and in as many places as possible. Most interpretation associated with a town-wide interpretive presentation for Lewes will be undertaken by local partners interpreting their own sites and landscapes, and much of this interpretation is already in place. Interpretive experiences will be promoted as opportunities for residents to explore, especially through the town and Byway trail network. The role of the Byway will be to provide context and connections.

However, contact with many residents may well be incidental in nature, such as coming upon exhibits or public art downtown, in a park, or along a trail. It is important that exhibits and installations fit well into and complement their context. They should be eye-catching, attractive, and fun.

Heritage Visitors

Appropriate to a historic summer destination, visitors who have the leisure time to take planned visits to nationally significant historic places are among the most likely audiences to visit Lewes. The local economy will be strengthened by heritage tourism, and local residents will see that visitors appreciate their communities.

Heritage visitors tend to be older, more affluent, and traveling as couples or with friends. They are interested in learning about the places they visit and are likely to go the extra measure to experience something of interest.

Heritage visitors are interested in a complete experience. They are attracted to nationally recognized places like Cape Henlopen State Park or the International Birding Areas found along the Delaware Bayshore in both states. If guided well, heritage visitors are also interested in stepping off the well-beaten track. They like to explore and find new places. They want to not only visit the natural, historic, and recreational sites in a particular place but also to experience the community as a whole. Dining, shopping, and lodging experiences are important and must be of high quality. They like to go to the places that locals enjoy. They appreciate authenticity.

Conservationists

Located within a region of global ecological significance, Lewes attracts visitors and new residents with interests in nature and eco-tourism experiences. Like heritage visitors, people with the time and interest in eco-tourism tend to be older and more affluent, looking for a well rounded experience. Highlighting the many ways that the region's coastal marshes and habitats may be experienced and explored is central to Lewes' thematic presentation.

Recreational Users

Closely associated with the conservation audience are the many types of recreational users attracted to Lewes—walkers, bikers, runners, paddlers, boaters. Recreational users are natural constituents who have a close association with and experience of the landscape. The town's trail system is an important resource connecting locations throughout the town—providing nearby recreational opportunities for residents as well as for visitors. The Byway and its proposed trail network will further develop this resource. Interpretation can help enhance the recreational experience, providing destinations and things to do and see along the way. It will help recreational users appreciate the landscapes through which they are moving.

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8. Marketing

The purpose of this chapter is to describe how the Byway will be positioned for marketing.

Marketing a scenic and historic byway in a community where the major destination at the end of the Byway already attracts 1.5 million visitors, 70% of whom come in the summertime, seems rather superfluous. In contrast to traditional tourism marketing, a community that has an abundance of visitors during peak periods needs to focus their marketing needs on specific goals designed to better manage visitors to fill out the less traveled places and times.

The Lewes Scenic and Historic Byway should position itself to serve as a tool for both spreading out the concentration of visitors and filling out the seasonal patterns. The Sussex County Destination Marketing Organization (DMO) has taken on this challenge by adopting a tag line "Beaches are Just the Beginning" emphasizing the need to build on the anchor that the beaches create while working with inland towns to increase visitation through a variety of means—including and especially heritage-based and nature-based tourism.

Goal 6: Marketing
Use the Lewes Scenic and Historic Byway as a tool for spreading out visitation beyond the beach and the summer season and enhancing the quality of the visitor experience

MARKETING STRENGTHS

As described in the section on "Existing Interpretive Experience" on page 69, Lewes has many strengths that can be built upon to spread out visitation and enhance the quality of the visitor experience.

- A location within a regional landscape of global ecological significance
- A natural position as the southern anchor to the nationally recognized Delaware Bayshore Initiative
- A bi-state ferry (DRBA) from Lewes to Cape May connecting the Lewes Scenic & Historic Byway with the New Jersey Bayshore Heritage Byway creating a bi-state Byway system
- Strong local and regional partners including state parks, a national wildlife refuge, museums, historic sites, and private sector businesses
- Lewes Historical Society's historic building complex with both interior and exterior exhibits helping to tell the story of Lewes
- A state park that attracts 1.5 million visitors a year to its beaches, trails, historic sites, and natural areas
- An evolving trail system that connects Rehoboth and Lewes, and in the future Georgetown and Lewes

Top Ten Visitor Activities in Sussex County

1. *Dining & Food*
2. *Going to the Beach*
3. *Tax-Free Shopping*
4. *Festivals & Special Events*
5. *Historic Sites & Museums*
6. *Antiquing*
7. *Cultural Arts*
8. *Fishing / Crabbing*
9. *Boating / Paddling*
10. *Biking / Cycling*

Source: 2013 Visitor Survey Report, Southern Delaware Tourism

- High quality downtown shopping and dining
- Boutique hotel and lodging opportunities

MARKETING CHALLENGES

Some of Lewes' marketing strengths also pose the biggest challenges:

- Peak season traffic, parking and visitor use is at or beyond capacity in summer months making it difficult to accommodate new kinds of visitors
- Travel planning resources are limited and sometimes inaccurate
- While Lewes' greenway and trail system is evolving and providing significant new destinations, it is hard to get to new trailheads and facilities on a bicycle or by walking, leading to more car trips
- There are a limited number of hotel and lodging opportunities close in to Lewes, further exacerbating traffic with a predominance of day trips
- Additional natural area and trail destinations are needed to relieve crowding at facilities such as Cape Henlopen State Park and Gordons Pond Trail in the park
- Coordination is lacking between DelDOT's TMC, DRBA, DNREC,and the City of Lewes to better manage traffic and events

POSITIONING THE BYWAY FOR MARKETING

The section describing "Potential Audiences" on page 82 of the interpretive chapter identifies the primary audiences for the interpretive presentation of the Byway. These are the same audiences that serve as the primary target for marketing

- Residents
- Heritage Visitors
- Conservation/Nature-based Visitors
- Recreational Visitors

WHAT IS HERITAGE TOURISM AND NATURE-BASED TOURISM?

One of Lewes' most striking opportunities is the potential to utilize the Byway to link together three distinct audiences: heritage visitors, nature-based visitors, and recreational visitors; the definitions of each group have several things in common:

- **Heritage Travelers** are looking to experience the places and activities that authentically represent the stories and people of the past—including historic, cultural and natural resources

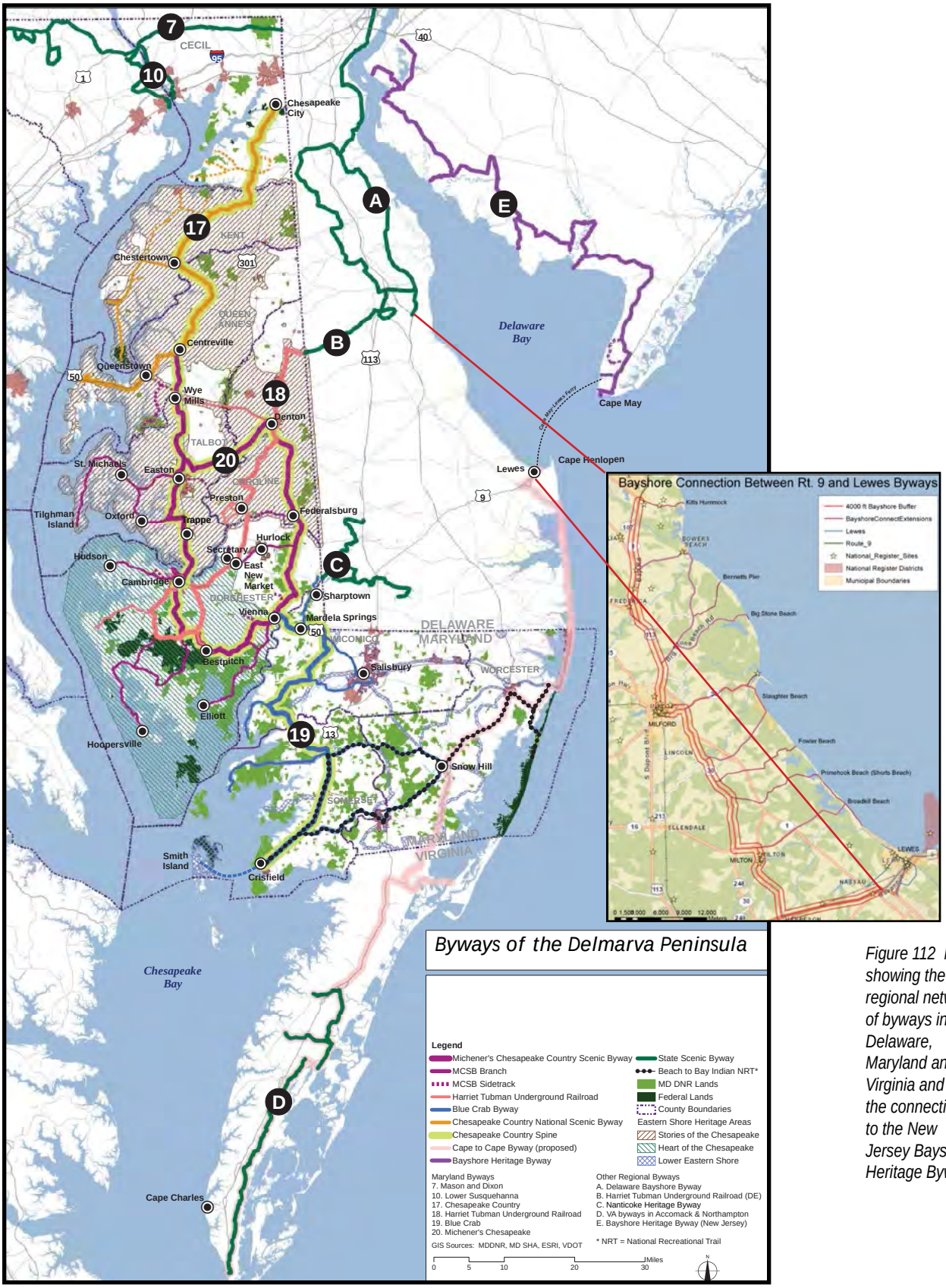


Figure 112 Map showing the regional network of byways in Delaware, Maryland and Virginia and the connection to the New Jersey Bayshore Heritage Byway.

- **Nature-based Travelers** are looking for activities based upon an appreciation of natural and cultural resources, a desire to learn more about them, and behavior that promotes their conservation
- **Recreation-based travelers** are looking for outdoor experiences that are physically challenging (as appropriate to their experience level) that can be combined with nature-based or heritage-based travel experiences primarily through non-motorized, "human-powered" transportation.

Statistics for heritage travelers in the United States are helpful in understanding spending and travel habits of all three groups

- 76% of all U.S. leisure travelers participate in cultural and/or heritage activities while traveling, translating to 129.6 million adults each year
- Cultural heritage travelers spend an average of $1,319 per trip compared to only $820 for other leisure travelers
- Collectively, cultural heritage travelers contribute more than $171 billion annually to the U.S. economy[1]

Looking at spending and travel habits of average visitors to Delaware reveals untapped potential that could be captured with the help of the Lewes Scenic and Historic Byway. Delaware travelers:

- Spend less than heritage travelers - average of $564/trip (2011)
- Are more destination oriented - only 7% of visitors are "touring" (2011) the rest are shopping, dining, at the beach, seeking entertainment, gambling or enjoying the nightlife
- Only 5% are hiking or biking, and 3% visit an historic site

LEWES TOURISM CONTEXT

Delaware in general, and Lewes in particular is not short on assets that can be attractive to the desired audiences.

SCENIC AND HISTORIC TOURING ON THE DELMARVA PENINSULA

The intrinsic values of scenic quality, maritime heritage and picturesque towns are regionally and nationally significant up and down the Delmarva Peninsula. The following is a compilation of ongoing Byway related projects and programs that are already contributing to the establishment of a network of scenic and heritage touring routes throughout the Delmarva Peninsula (see Figure 112 on page 87).

1 The Cultural and Heritage Traveler, 2013 Edition, Mandala Research, LLC; Study commissioned by National Trust for Historic Preservation, U.S. Cultural and Heritage Tourism Marketing Council and U.S. Department of Commerce

- The Lewes Chamber publishes a very comprehensive Vistor Guide as well as an Historic Lewes Map of very high quality and distributes the guide free of charge.
- The University of Delaware completed a route study to connect the Delaware Bayshore Byway (along Route 9) to the Lewes Scenic and Historic Byway.
- New Jersey's Bayshore Heritage Byway goes from Salem to Cape May and includes the Delaware River and Bay Authority connection to the Cape May – Lewes Ferry.
- Chesapeake Country from Cecil County to Crisfield is the primary byway along the Maryland shoreline of the Chesapeake Bay.
- The Lower Eastern Shore Heritage Council, Virginia Tourism Corporation, the Bayshore Heritage Byway including the Delaware River and Bay Authority and Delaware's Lewes Scenic and Historic Byway and Bayshore Byway are considering a touring route from Cape Charles to Cape Henlopen to Cape May and beyond.

Figure 113 Delmarva Low Impact Tourism Experiences

Regional connectivity is an important concept if one of the goals for this effort is to gain more recognition and awareness of the Greater Lewes area—and not just the beach—as a heritage or nature-based tourism destination and part of a network of sites and places along the Delmarva Peninsula and the Delaware Bay.

There have been several efforts to market and promote nature-based and heritage tourism regionally in the Delmarva Peninsula:

- DLITE is a joint effort of Delaware, Maryland, and Virginia businesses, conservation organizations, and local, state, and federal partners, which have formed an alliance to encourage nature- and heritage-based tourism and conservation on the Delmarva Peninsula.
- Eat, Drink, Buy Art on Delmarva—with funding support from the Maryland Heritage Areas Authority— pulls in all events, galleries, places to eat, drink and shop for all 18 towns in Maryland and Delaware. The group is publishing a mobile app to make it even easier to find places.
- Delaware River and Bay Authority has hosted more than 14 million vehicles on the Ferry—but it also carries car-less visitors. DRBA markets a walking tour and trolley access in Lewes.

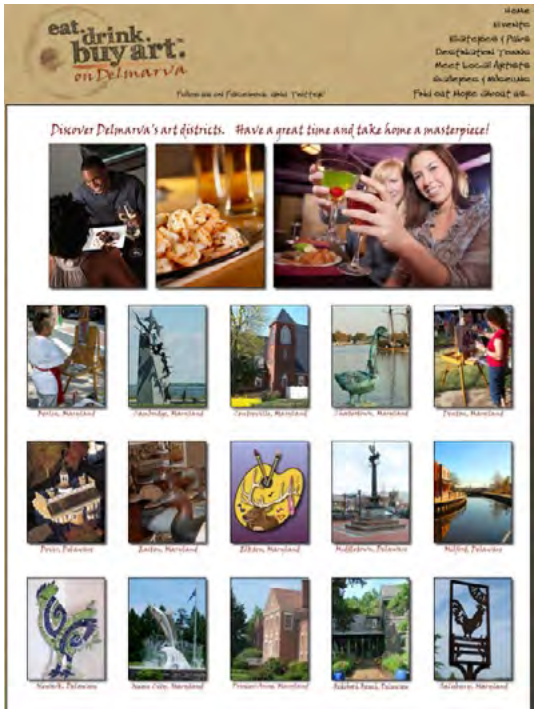


Figure 114 Eat, Drink and Buy Art on Delmarva

Figure 115 Great Walks and Trails in Sussex County produced by Lewes-Rehoboth Rotary Club and Sussex Outdoors

- Delaware Bayshore Initiative emphasis is on nature-based tourism. According to its web site, "the Delaware Bayshore Initiative will collaboratively build on the region's reputation as a unique and beautiful natural resource, and help improve the shoreline economy by encouraging more Delawareans and visitors to enjoy it through activities such as recreational fishing, hunting, boating and eco-tourism."
- Delaware Tourism Office – sites and attractions along the Lewes Scenic and Historic Byway are featured as part of the "Delaware Outdoor Trail" itinerary. However, most of the links are not that informative and challenges exist for safe family bicycle riding—both the web site (http://trails.delaware.gov) and the facilities need help. Fortunately the web site is part of an ongoing statewide effort.

The Delaware Tourism Office promotes quite a few Lewes area sites and attractions (more than thirty five) when searching for "near me" on the Lewes Byway.

Both "Visit Southern Delaware" (the Sussex County tourism bureau) and the Lewes Chamber of Commerce (serving in that role for the City of Lewes) host web sites with similar lists of sites and attractions.

VISITOR READINESS

A snapshot of existing visitor sites and facilities (as of October 2014) is included in Appendix 5. With its existing visitor center, museums, and interpreted trails and historic sites, Lewes is well positioned to provide visitors with a quality experience interpreting its maritime history and other historic qualities.

MARKETING STRATEGIES

The Lewes Scenic and Historic Byway can provide an important tool for both heritage- and nature-based tourism by implementing the following strategies. The following strategies are recommended for achieving the goal of spreading out visitation. Use the Lewes Scenic and Historic Byway to:

- Build partnerships with tourism organizations and the Chamber of Commerce
- Help position Lewes as a destination for heritage and nature-based travelers
- Expand nature- and recreation-based tourism attractions
- Utilize the Byway to manage visitation

1. BUILD PARTNERSHIPS WITH TOURISM ORGANIZATIONS AND THE CHAMBER OF COMMERCE TO COMMUNICATE A CONSISTENT MESSAGE ACROSS BROADER AUDIENCES

Rationale – the Byway can help reinforce a consistent message that Lewes is not just a beach town but an historic town with a heritage.

1. Be proactive in sending out collateral materials, web-based information and in developing mobile applications.
2. Link the Lewes Scenic and Historic Byway with other touring routes to establish a greater regional presence.
3. Use gateway strategies to increase the presence of the Lewes Scenic and Historic Byway from Route 1.
4. Update web-based guides to attractions on a regular basis and consider a common data base that can be used by commercial web sites to ensure the accuracy of information. For example, DelDOT is using a crowd sourced Tagwhat App and is buying a channel for all of the state's byways. The channel now has a comprehensive resource list that was prepared by the University of Delaware, Center for Historic Architecture and Design.

2. HELP POSITION LEWES AS A DESTINATION FOR HERITAGE AND NATURE-BASED TRAVELERS

Lewes is the southern anchor of the Delaware Bayshore and the Delaware Bayshore Byway. It provides a unique set of complementary visitor services and experiences consistent with both the Delaware and New Jersey Bayshore.

1. Target heritage and eco-travelers.
2. Promote existing and/or develop new educational programs (Historic Society programs, birding, wetland ecology, etc.).
3. Use the Byway to link together recreation, heritage, and natural area experiences and to promote those experiences as part of an overall itinerary for Lewes.

3. SPREAD OUT VISITATION BEYOND THE BEACH

1. Extend Greenways and Trails to link to UD Campus and DNREC facility/boat ramp.
2. Extend Maritime Heritage Trail to Green Hill Light and the Great Marsh.
3. Develop interpretive and birding trail at Green Hill Light and Great Marsh.
4. Position Lewes as the southern anchor of the Delaware Bayshore region's international birding destination and market birding as a combined Lewes-Cape May travel experience via the Cape May-Lewes Ferry.

4. UTILIZE AND MARKET THE BYWAY TO MANAGE VISITATION

Visitation to Cape Henlopen State Park is limited by its carrying capacity. There is a need to manage visitation to reduce potential impacts associated with overcrowding. Creating additional destinations and a connected network of trails will: provide options for visitors when the beaches and parks are full; reduce traffic; and increase awareness of Lewes as an historic town.

1. Intercept visitors in advance using kiosk at Coastal Highway Park and Ride as a short term solution and longer term build a visitor information center with up to date travel and destination information on Route 1 in Lewes.
2. Establish visitor information kiosks at other sites, such as Five Points at the Savannah Road Gateway, a Kings Highway Gateway location and the New Road Gateway.
3. Provide real time travel and parking information (at Park and Ride kiosk and/or future visitor center).
4. Develop a byway brochure and map (both web and print) which provides information to visitors on what to see and do as part of the Lewes Scenic and Historic Byway travel experience.
5. Provide alternative destinations for bicycling, kayaking, walking, interpreted itineraries, etc, using the Great Marsh/Canary Creek, Canal, and Rail/Trail as destination activities) – supplement with equipment rental options and interpreted itineraries (incorporated into byway brochure).
6. Start a jitney service from remote parking to destinations.
7. Use DelDOT's mobile applications to distribute visitor travel information.
8. Consider valet parking for restaurants in downtown Lewes.

9. Implementation

This Corridor Management Plan (CMP) is the result of a collaborative effort between the City of Lewes, Sussex County, the Delaware Department of Transportation (DelDOT) and many other partners and stakeholders. The CMP spells out the steps that are needed to preserve the route and its significant resources. It also spells out steps that are needed to enhance the quality of the tourism experience and its economic benefits.

This chapter describes the recommended organizational structure and a phased approach to implementing recommended management strategies. Long-term stewardship of the Lewes Scenic and Historic Byway requires a lasting commitment to projects and programs outlined in the CMP. The projects and programs are ambitious. A phased approach is needed to implement the plan and to build partnerships that will be needed to capture new funding and raise awareness of the route's significance and opportunities for preservation and enhancement.

Early actions are identified that can help to increase awareness of the route and make it easier and more enjoyable to visit. Key to successful implementation of the plan is to build the capacity of partnerships needed to sustain the quality of the Lewes Scenic and Historic Byway over time including its preservation and enhancement.

BYWAY MANAGEMENT ISSUES

Given changes enacted as part of MAP-21, including elimination of scenic byway program funds and reduction in transportation enhancement funding programs, now called Transportation Alternatives Program (TAP), management responsibilities must be shared more broadly than they have been in the past for comparable scenic byways and touring routes managed for heritage-based tourism and for preserving and maintaining the character and quality of the Byway routes.

In the past, byways and heritage areas have been able to fund a part-time "byway manager" from National Scenic Byway Program funding to coordinate activities of participating agencies, non-governmental organizations, volunteers, and business partners. The byway manager served as the glue that bound together cooperative efforts into a coherent and effective framework for management. The role of byway manager or coordinator is a crucial one and successful byways have found ways to support such a position. Some byways have been able to piece together a "management team" that takes on certain aspects of management responsibilities that had been assigned to a paid coordinator.

Staff support provided by a local, state or federal agency is one approach where a portion of a full-time equivalent position is allocated for the Byway coordinator. External funding through grantsmanship is another approach. However, grantmaking organizations are reluctant to fund administrative activities as they typically want to be sure that administrative capacity is already in place. The manager typically requires a minimum of one-quarter to one-half of a full-time equivalent employee and optimally, full time.

A byway manager is needed to work with City and County planners to implement the Corridor Management Plan: write grant applications, advocate on Byway issues, manage Byway road capacity, coordinate with DelDOT and DNREC on trail development, work with developers on Byway projects and other issues as they arise.

In addition to funding challenges for a management entity, the following issues are of critical concern to evaluating alternatives for future management of the Lewes Scenic and Historic Byway:

- Guiding development and changes in land use is a critical issue for the success of the Byway. The byway organization must have the capacity and inclination to participate fully in conversations and negotiations about the future form and function of the Byway corridors in the face of changing land uses. The funding from the corridor's legislators for a Master Plan for Kings Highway and Gills Neck is an excellent start in increasing the number of tools available to address these issues.
- The entity, ideally, must be able to serve as fiscal agent with capacity (both legal and administrative) to receive governmental and non-governmental sources of funding or have an ongoing relationship with a partner organization that can serve as fiscal agent.
- The entity will need to develop and maintain strong and positive relationships among the various levels of government involved with the management of the Byway. The entity should be capable of utilizing those strong relationships to establish regional priorities for the route's management at all levels of government to help leverage funding and implementation efforts.

MANAGEMENT STRUCTURE

The Lewes Scenic and Historic Byway Ad Hoc Committee (Committee) has served a critical role in the development of the CMP—advising on the direction of the plan, its vision and goals, and recommended strategies to achieve the goals. Representatives from Sussex County, DelDOT, DNREC, DRBA, Chamber of Commerce and other stakeholders have also been critical to the plan's success in achieving strong public support for its recommendations. Participation by Lewes area civic organizations and neighborhoods has also been very strong.

The Committee should continue in this role with an eye towards establishing a permanent management entity that would include official representation from stakeholders beyond the City limits. The establishment of the management entity can be phased so that it grows with the management needs of the Byway.

INTERIM MANAGEMENT STRUCTURE

An interim management structure is needed to begin the process of implementing recommendations including:

- Providing input to the Master Plan for Kings Highway and Gills Neck and near term development proposals for Kings Highway and Gills Neck Road
- Establish a preservation action committee or task force to establish conservation and preservation priorities and seek funding for the top priorities
- Work with the City and County to ensure that the CMP is referenced in the Comprehensive Plans
- Develop a permanent management structure for the Byway that formalizes participation by County and State agencies, and representation of stakeholder groups

The interim structure should be the extension of the existing committee's role coupled with members from the County, DelDOT, DNREC, and DRBA, at a minimum.

PERMANENT MANAGEMENT STRUCTURE

Success of the plan's implementation depends on the continuation of these current efforts, and in supporting administrative efforts needed to keep implementation moving forward. Many similar efforts across the country have stalled due to lack of funding or staff support for administrative needs of the lead organization(s). The following administrative needs are critical to successful efforts to preserve and enhance the Byway for heritage- and nature-based tourism.

Ongoing public outreach and education

The Lewes Scenic and Historic Byway needs an advocate. The byway can play an important role in helping to address issues related to land use and development, transportation, economic and community-based development, and access to trails and natural areas. That role cannot be fulfilled unless there is someone that speaks out on behalf of the Byway and advocates for the recommendations outlined in the CMP.

Grantsmanship and fiscal management

Many of the actions recommended in the CMP will require outside funding from both governmental and non-governmental organizations. In addition to the practical aspects of writing applications, successful grantsmanship requires building of partnerships, creative use of volunteers, and sources of revenue and/or in-kind support to meet required matching requirements. Support is needed to build partnerships and link together related efforts in pursuit of funding for CMP priorities.

Coordinating the efforts of volunteers

Volunteer efforts on behalf of the Lewes Scenic and Historic Byway come from many different places. The use of volunteers to perform traffic counts is an excellent example; but it was effective because of the efforts of Delaware Greenways to coordinate the work as part of their transportation study. Effective use of volunteer efforts require more than just planning and management skills. Dedicated financial and technical support is needed for a volunteer coordinator.

Managing and updating web sites and social media

Web sites and social media are likely to be the primary means of communication for both those involved with planning and preservation of the Lewes Scenic and Historic Byway and those that seek visitor information. Web-based information is currently provided by the Chamber of Commerce within the City of Lewes and by the Sussex County's Convention and Visitor Bureau on visitsoutherndelaware.com. DelDOT maintains a scenic byway landing page which can link to local web sites. Other regional and state web sites are also potential opportunities to get information about the Byway out to new audiences, such as DRBA (the ferry) and DNREC's Delaware Bayshore Initiative. Effective use of web sites and social media require investments in managing information to ensure that it is accurate, timely and stays up to date.

Coordinating with agency partners

Coordination among local, state and federal agency partners provides another potential resource for implementing the CMP. Coordinated action between the City of Lewes, Sussex County, DelDOT, DNREC, DRBA, and USDOT/FHWA will be needed to implement some of the transportation solutions recommended such as providing up to date travel information, alternative modes of travel, and building out the planned greenway and trail system.

SHARED MANAGEMENT APPROACH

Many organizations involved with preservation and enhancement of historic roads and scenic byways for heritage tourism benefit from a committee structure to break down management responsibilities into more easily understood (and shared) pieces. Given funding and other challenges, the responsibilities for overall management can continue to be shared through the formation of subcommittees that grow out of the existing structure that has guided development of the CMP. Involvement then becomes more focused, respecting the time of individuals that may not be able to participate in every aspect of the plan's implementation. The following structure is recommended.

Preservation Subcommittee

There are a large number of potential partners whose primary interest is in the preservation of the route's natural, historic and cultural resources. This subcommittee would begin the work outlined in Chapter 4 including the following priorities:

- Regular monitoring of development activities to ensure that the Lewes Scenic and Historic Byway is considered during the approval process
- Seek out conservation partners and develop a conservation plan for conservation priorities

Enhancement Subcommittee

The Enhancement Subcommittee would begin the work outlined in Chapters 5 and 6 including the following priorities:

- Work with DelDOT and other partners in the installation of route marker and wayfinding signs as discussed in the overall signage concept plan (see page 48)
- Advancement and funding of Savannah Road enhancements coupled with water quality initiatives
- Work with the greenway and trails committee and county and state partners to advance and gain funding for multi-use trail linkages connecting New Road with Savannah Road using a separated pathway along New Road and a connector along Old Orchard Road
- Work with City of Lewes and state partners to develop concept plans and a budget to connect Cape Henlopen State Park, the Cape May-Lewes Ferry terminal and downtown Lewes via a combination of separated multi-use pathway (Cape Henlopen State Park to Freeman Highway), and bicycle lanes and sidewalks into downtown Lewes
- Seek funding for Byway, City, and Neighborhood gateways

Education and Interpretation Committee

Lewes is fortunate to have many visitor ready sites that are already interpreted to utilize in establishing self-guided itineraries as well as an Historical Society that sponsors many events and educational opportunities. Chapter 7, Active Transportation and Heritage Tourism, provides recommendations on how to extend the existing interpretive resources out into the landscape using the Byway and related trails to provide visitors with more hands on learning experience where they can see, feel and touch the landscape, rather than reading it on a sign or in a guide.

Those already involved with interpretation and education can form a subcommittee to focus on the development of a more detailed interpretive plan that can and should be utilized to facilitate future interpretive projects on a coordinated basis to achieve the desired goals.

Marketing and Promotion Committee

Lewes and Sussex County are fortunate to have existing visitor infrastructure already in place to support the Byway. The byway would benefit, as noted in Chapter 8, Marketing, from some coordination among the various marketing arms that cover the geography of the Lewes Scenic and Historic Byway, including the following priorities:

- Production and distribution of a byway specific map and guide (both print and Web-based)
- Work to coordinate and then develop and distribute current, consistent and correct travel information and marketing materials to all media platforms
- Create and distribute suggested itineraries targeted at niche audiences

SHORT TERM ACTION PLAN/NEXT STEPS

The following short term actions are recommended to address current challenges and funding opportunities:

1. Form a joint City of Lewes /Sussex County Management Entity.
    a. Raise Funding to Hire a Part Time Byway Manager or Find a Volunteer Manager
2. Brand the Byway.
    a. Hire a branding professional to come up with the best name and logo for marketing the Byway.
3. Review subdivision proposals on Byway roads and make comments.
4. Advocate for implementation of the Traffic Management Plan in the CMP.
5. Advocate for safe biking shoulders and/or off road bike path on New Road including a boardwalk across Canary Creek for both a safe bike/ped crossing over Canary Creek and natured based activities.
6. Work with DelDOT on the funded Kings Highway/Gills Neck Road Master Plan.
7. Pursue funding and submit application for Savannah Rd. streetscape project in the Lewes Beach Commercial district.
8. Advocate for priority trail linkages.
9. Begin to position the Great Marsh as a Destination for Wildlife Viewing/Birding at the end of Pilottown Road by considering the following Great Marsh projects.
    a. Advocate for preservation of the Great Marsh
    b. Work with the Delaware Historical Society to extend the Maritime History Trail to the Great Marsh
    c. Interpret the Great Marsh and Greenhill Light for educational purposes
    d. Seek funding for a wildlife viewing boardwalk
10. Work with County, City and DelDOT to ensure that future development and road projects along the Byway reflect Byway Management efforts to enhance the Byway.
11. Work with DelDOT to install Byway route marking signs in correct locations.
    a. Raise funding for a coordinated wayfinding signage plan
12. Update Lewes City Council and Sussex County Council/Planning and Zoning on Byway activities.

IMPLEMENTATION AND PHASING

The following table summarizes the recommended strategies and actions, implementation techniques (including potential partners) and recommended phasing priority. The following phases are recommended:

- **Establishment Phase** - near-term projects needed to begin using the Byway as a tool to spread out visitation (both seasonally and geographically)
- **Enhancement Phase** - mid-term projects that expand the range of things to see and do along the route
- **Sustaining Phase** - long-term projects and programs that maintain and enhance the quality of the travel experience and the livability of the community

Strategy or Action		Implementation Technique	Phase
Goal 1: Preserve the Character of the Lewes Scenic and Historic Byway *Preserve and maintain the character-defining features of the Lewes Scenic and Historic Byway including important views, open spaces, recreational opportunities, and historic and cultural features that contribute to its significance as a Delaware Scenic and Historic Byway*			
1.1	Develop preservation priorities Rationale: The preservation needs for the Byway exceed the annual capacity of the conservation and preservation organizations and agencies. By setting priorities for preservation action, the most critical needs can be addressed first while the less immediate needs can be incorporated into longer term policy and planning activities.	Local plans and policies	Establishment
1.2	Link the Byway's preservation needs with the Delaware Bay Rationale: Areas with strong preservation interests among multiple organizations will increase leverage and competitiveness for scarce preservation resources. Of particular importance to the Byway are the natural resource, water quality, and sea-level rise related conservation priorities associated with the Great Marsh and Canary Creek and with Cape Henlopen State Park.	Local, state and federal plans and policies; collaborate with partners to identify and pursue funding for conservation measures	Establishment
1.3	Link the Byway's preservation needs as a critical element in the long-held vision of a greenbelt around Lewes Rationale: Each of the Byway routes travels through the remaining undeveloped land in Lewes. Planning and visioning efforts in the past have all identified the goal of establishing a greenbelt around the City of Lewes to physically separate the historic town from its more modern commercial corridor along Route 1. By linking the Byway's interests in establishing gateways into Lewes with the goal of preserving a greenbelt around Lewes, more leverage and commitment can be established for preserving the open space priorities associated with both goals.	Local plans and policies; collaborate with partners to identify and pursue funding for conservation measures Amend Greenways and Trails Plan to reference CMP	Sustaining

Strategy or Action		Implementation Technique	Phase
1.4	Link the Byway's conservation goals with land use, infrastructure and emergency services planning including sea level rise Rationale: The byway's related open spaces play a crucial role in providing infrastructure services. Open space reduces infrastructure demand and contributes ecosystem services (flood mitigation, wildlife habitat, air quality, etc.) to the overall quality of life for Lewes.	Local, state and federal plans and policies; purchase of open space from willing sellers	Sustaining
1.5	Relate the Byway's conservation priorities and gateway enhancement needs with the greenways and trails plan for Lewes Rationale: The Lewes Greenways and Trails Committee Master Plan identifies multiple greenways and trails that cross each of the routes that comprise the Lewes Scenic and Historic Byway. The overlapping interests present an opportunity to leverage funding sources (such as DNREC's Delaware Bayshore Initiative) and increase pedestrian and bicycle access for the Byway.	Local plans and policies; collaborate with partners to identify and pursue funding for conservation measures	Sustaining
1.6	Work with property owners to preserve and maintain the character-**defining features of historic buildings and neighborhoods** Rationale: The historic homes and neighborhoods contribute to the high quality of life and to the enjoyment of traveling in and around Lewes and along the scenic and historic byways.	Policy (Comp Plan) Grants for preservation	Sustaining
Goal 2: Address Byway safety, mobility and accessibility while maintaining its character defining features			
2.1	**Manage the traffic impacts of new development by developing** context sensitive mitigation techniques that maintain the character and context of the Byway Rationale: Much of the remaining farm and forest along the Byway are under significant pressure for future development. Yet, one of the main attractions of living along these routes is its unique character as an historic coastal community at the junction of the Delaware Bay and Atlantic Ocean. As new properties are developed, stronger efforts are needed to maintain the character-defining features that contribute to this unique scenic and historic character.	Development review	Sustaining
2.2	**Continue to develop a traffic management plan to manage event traffic, park traffic and visitor traffic that maintains mobility for all** users of the Byway by improving public transit and jitney service, providing real time traveler information, and by managing parking demand at the State Park and at the beaches. Rationale: More than 1.5 million people visit Cape Henlopen State Park each year and other than using the Cape May - Lewes Ferry or a private boat - traveling on one of the Byway routes is the only way to get there. The byway routes can serve an important role in helping to manage travel to ensure that more time is spent enjoying what Lewes has to offer than sitting in a car looking out the window at it.	Funding and/or agency support required for Transportation Planning	Sustaining

Strategy or Action		Implementation Technique	Phase
2.3	Continue to carefully develop the area's trails and greenways to ensure visitors and residents alike can visit the attractions along the Byway roadways on foot and on bicycles. Rationale: The byway routes, combined with Lewes' system of trails and greenways (both built and soon to be built) establish a distinct way to experience the scenic and historic qualities of the Lewes area if implemented in a context sensitive manner. Making the two systems work together enhances those opportunities by establishing new trail heads, new multi-modal travel itineraries, and new recreational opportunities for both residents and visitors.	Development Review Funding required for trail planning, design, and construction	Enhancement
2.4	Develop a Master Plan for the Byway Roadways to guide transportation improvements proposed by developers or the Department of Transportation. Rationale: The Department of Transportation in making decisions as to the design of improvements to the Byway Roadways would be well served to be guided by a master plan defining the principles of context sensitive design as related to the context of the land uses and character of the viewshed and the history of the Byway and its surroundings. More specific recommendations for this strategy can be found in Strategy 3.4.	DelDOT Planning Division, in coordination with the Byway Com	Establishment

Strategy or Action		Implementation Technique	Phase
Goal 3: Enhance the Visual Quality and Travel Experience of the Byway Corridor *Use the Byway as a tool to leverage the necessary funding for priority enhancements and to work with developers to guide change in a positive manner*			
3.1	Rationale: gateways, route marking, wayfinding, site markers, and related web and print media will increase awareness of the Byway as a destination and as an integral part of the community fabric for greater Lewes. 3.1.1 Develop graphic identity and naming standards for community-based wayfinding system 3.1.2 Adopt lighthouse imagery as primary graphic identity 3.1.3 Adopt locations for byway and community gateways a. Coastal Highway – Community Wayfinding Signs to New Road/UD/Boat Ramp b. New Road at Nassau (Byway Gateway) c. New Road at City Limits (Community Gateway) d. Coastal Highway at Savannah – Community Wayfinding Signs to Lewes Destinations (maximum of 3 on sign) e. Savannah Road at Five Points on land owned by Library (Byway Gateway) f. Savannah Road at City Limits (Community Gateway) g. Coastal Highway at Kings Highway – Community Wayfinding Signs to Kings Highway Destinations (maximum of 3 on sign) h. Kings Highway at Clay (Byway Gateway) i. Kings Highway as part of Lingo Townsend Development (Community Gateway) j. Kings Highway at City Limits (Community Gateway) k. Cape Henlopen Drive leaving ferry terminal (Community Gateway) 3.1.4 Implement gateway features with design elements that include the following common components (as illustrated in concept sketches) a. Logo featuring graphic abstraction of lighthouse (Breakwater Light) b. Low wall anchored by lighthouse c. Typography to be determined but consistent among signs d. Landscape setting (including use of environmental graphics where appropriate) to link sign and lighthouse components to context (varies by gateway type and location)	Funding required for visual and graphic identity plan for sign types and wayfinding Coordination with DelDOT for route markers, and community wayfinding on Coastal Highway	Establishment and Enhance-ment

Strategy or Action		Implementation Technique	Phase
3.2	Make the roadside appearance more attractive and welcoming throughout the corridor Rationale: Certain areas along the Byway no longer retain their character-defining features and detract from the overall travel experience and livability of the adjoining neighborhoods. Investments in roadside enhancement also help to spur adjoining property owners to invest in their own properties and increase their attractiveness. 3.2.1 Apply for water quality related funding to design and install aesthetically pleasing infiltration planting areas along Savannah Road at Five Points (based upon Sussex County report on "Protecting Water Quality" prepared by technical assistance team from EPA) 3.2.2 Savannah Road in the Marine District and beyond Enhance the streetscape of Savannah Road between Front Street and the beach to increase pedestrian and bicycle safety and establish a friendlier street with a mix of residential and retail uses	Development Review Transportation Alternatives Program Urban Waters Small Grants (US EPA)	Enhancement

Strategy or Action		Implementation Technique	Phase
3.3	Guide future changes in land use and transportation to be more **sensitive to the historic context of the Byway (also see Goal 2, Address Byway Safety, Mobility and Accessibility)** Rationale: By paying attention to the overall impressions of the entire corridor (both the roadway and adjoining land uses), value can be added to adjacent properties through high quality design. Good design equals good business—properties are more marketable and desirable, typically sell for higher values and retain those values over time. Values are captured by the community through increased tax revenues and by the private sector through higher sales prices and faster turnaround. 3.3.1 Extend the patterns of lots and blocks outward using the size, scale and character of historic Lewes 3.3.2 Incorporate open space and landscape into design of the transportation features 3.3.3 Use context sensitive design to maintain the distinct character of the Lewes Scenic and Historic Byway routes (as per DelDOT's Context Sensitive Solutions for Delaware Byways) 3.3.4 Develop a master plan for Kings Highway and Gills Neck Road linking together all future transportation and land use within the corridor utilizing a collaborative public process a. consider options for narrow or wide medians b. consider incorporating stormwater runoff management into median c. consider opportunities for linking together isolated parcels in a gridded circulation network d. consider options for the Kings Highway/Gills Neck intersection that provides accommodates and is friendly to all planned pedestrian and bicycle pathways and movements, is attractive and serves as a welcoming community gateway to Lewes 3.3.5 Preserve the character defining features of Gills Neck Road while addressing bicycle and pedestrian safety in a context sensitive manner a. Complete the planned, off-road, multi-use pathway connecting downtown Lewes with the Junction & Breakwater Trail to reduce increasing conflicts between vehicles, bicycles and pedestrians using Gills Neck Road. b. Connect adjoining neighborhoods to the Junction & Breakwater Trail network with multi-use pathway along Gills Neck Road by reducing shoulder width to provide enough room for street tree planting outside of the drainage areas—thus helping retain the character of Gills Neck Road. 3.3.6 If shoulders are needed, use alternative pavement materials to reduce the perceived width of pavement expanse and calm traffic	Funding required for master planning; Development review	Sustaining

Strategy or Action		Implementation Technique	Phase
Goal 4: Enhance Recreation Opportunities *Use the Byway to lengthen visitor stays by connecting the Byway to the area's system of greenways and trails and establishing the Byway routes as corridors for human powered recreation including walking, bicycling and paddling.*			
4.1	Use the Byway to Complete a Greenway and Trail System between the Great Marsh and Cape Henlopen State Park 4.1.1 Add a trail route to the planned network–from the Greenways and Trails plan along the east side of New Road crossing Canary Creek on a separated pedestrian bridge that could also serve for fishing access 4.1.2 Connect the new trail along Park Road (completed in 2014) to the Georgetown-Lewes Rail Trail while respecting private property rights and privacy. This would provide a distinct network of trails that links the Great Marsh to the existing and planned rail trails and to Cape Henlopen State Park. The more connected the trail system, the better chances of reducing vehicular use of the roads. 4.1.3 Develop greater connectivity for pedestrians and bicycles along Cape Henlopen Drive (bicycle lanes and off-road walking path), Savannah Road (bicycle lanes and sidewalks), Front Street (shared travel lanes and sidewalks) and Pilottown Road (shared travel lanes plus off-road walking path)	Funding required for trail planning, design and construction	Enhancement
4.2	Increase the safety and convenience of walking and bicycling on Savannah Road from Coastal Highway to Downtown Lewes and **Lewes Beach (also a transportation strategy)** 4.2.1 Coordinate with the planned park and ride 4.2.2 Extend sidewalks the entire length of Savannah Road 4.2.3 Extend sidewalks from Old Orchard Road across the RR Tracks to the existing sidewalk 4.2.4 Lewes-Georgetown Rail with Trail Crossing Improvements DelDOT 4.2.5 Restripe Savannah Road for a bicycle lane on both sides and construct a sidewalk on the northbound side 4.2.6 Provide a safe crossing of Gills Neck Road for the Junction & Breakwater Trail users	Funding required for pedestrian and bicycle safety	Enhancement
4.3	Create a birdwatching destination at the end of Pilottown road by linking together the publicly accessible landscapes, water, and facilities of UD, DNREC, and City of Lewes lands 4.3.1 Develop a trail and boardwalk to the Delaware Breakwater Rear Range (Green Hill) Lighthouse site. The trail could combine birding and history and provide better access to the marsh	Funding required for providing access to birding areas	Enhancement

Strategy or Action		Implementation Technique	Phase
Goal 5: Use the Lewes Scenic and Historic Byway to enhance the travel experience of visitors and residents by increasing awareness and appreciation of Lewes and its historical setting through storytelling.			
5.1	Support a town-wide interpretive presentation connecting interpretive sites and stories. Rationale: Lewes has a great story to tell and many partners that are telling pieces of that story. The byway can present the town as a whole by providing orientation and by introducing the big picture and then directing visitors to the places where the story is being told. 5.1.1 Develop or confirm a town-wide graphic identity that can be used in a variety of interpretive media formats 5.2.3 Identify over-arching interpretive themes with brief theme statements that convey the significance of the town and its landscape and embrace all of its interpretive sites. Work with partners to incorporate or introduce the following topics building upon existing interpretation: - First Town – contact, settlement and early history - The Ocean and the Bay – maritime story - Resilient Ecosystem – coastal marshes and related landscapes - Rediscovering Lewes – recent story and vision for the future - Coordinate with other interpretive sites and attractions within Lewes. Identify how each fit within the thematic framework. 5.1.3 Provide orientation and context for the Lewes interpretive presentation on the city and chamber websites, through the installation of kiosks at key locations, and through published materials	Funding required for interpretation, education and exhibit development	Enhancement

Strategy or Action		Implementation Technique	Phase
5.2	Create a recreational interpretive resource, providing visitors with a meaningful and engaging activity while presenting the Lewes story. Rationale: the trail system provides a means to get around Lewes at a more leisurely pace and provides access to locations with rich interpretive opportunities. Recreational sites also provide a means of broadening the audience and increasing awareness of Lewes rich history. 5.2.1 Identify and promote the Byway as an introduction and gateway to the extensive walking and biking trail network 5.2.2 Introduce the over-arching interpretive themes through kiosks and waysides at locations (trailheads) where the trail network and byway intersect. Create a sequential experience that presents and discusses all of the themes and their contexts. Consider emphasizing specific themes along different portions of the Byway: - Savannah Road – First Town - Kings Highway and Gills Neck Road – Rediscovering Lewes - New Road – Resilient Ecosystem - Pilottown Road – The Canal and the Bay - Cape Henlopen Drive – Resilient Ecosystem/The Ocean and the Bay 5.2.3 Identify existing interpretive sites and attractions in Lewes and the surrounding landscape that provide interpretive experiences related to the town-wide themes. Show how the trail network links physically to the sites and encourage visitors to explore them	Funding required for interpretation, education and exhibit development	Enhancement
5.3	Engage residents with real places within the landscape to build support for local preservation and conservation initiatives. Rationale: Lewes is a year-round community that can be enjoyed 12 months a year. The byways present an opportunity to increase awareness of the community and its economic and social foundations. 5.3.1 Identify locations along the Byway where specific place-based stories can be told relating themes to landscape features and character 5.3.2 Focus on preservation and conservation stories and achievements 5.3.3 Use public art as an interpretive medium at appropriate locations	Funding required for interpretation, education and exhibit development	Sustaining

Strategy or Action		Implementation Technique	Phase
5.4	Enhance Lewes as an interpretive attraction and southern anchor to the Delaware Bayshore Initiative/Bayshore Byway[1] Rationale: Lewes presents outstanding opportunities for nearby nature and birdwatching, recreational trails, boating, and other activities to be promoted as part of the Delaware Bayshore in a setting with a full range of visitor services presenting another opportunity to increase awareness to a broader audience. 5.4.1 With partners town-wide, create a coordinated interpretive experience that can be marketed and appreciated as a single attraction	Funding required for interpretation, education and exhibit development	Sustaining
Goal 6: Use the Lewes Scenic and Historic Byway as a tool for spreading out visitation beyond the beach and the summer season and enhancing the quality of the visitor experience			
6.1	Enhance partnerships with tourism organizations and the Chamber of Commerce to communicate a consistent message across broader audiences Rationale: the Byway can help reinforce a consistent message that Lewes is not a beach town with a boardwalk but a historic town with a heritage. 6.1.1 Be proactive in sending out collateral materials, web-based information and in developing mobile applications 6.1.2 Link the Lewes Scenic and Historic Byway with other touring routes to establish a greater regional presence 6.1.3 Use gateway strategies to increase the presence of the Lewes Scenic and Historic Byway from Route 1 6.1.4 Connect with the Delaware Estuary Program managed by the Partnership for the Delaware Estuary[2] 6.1.5 Update web-based guides to attractions on a regular basis and consider a common data base that can be used by commercial web sites to ensure the accuracy of information (e.g. DelDOT is using a crowd sourced Tagwhat App for the Byways and is buying a channel for all of the state's byways. The channel now has a comprehensive resource list that was prepared by the University of Delaware Center for Historic Architecture and Design	Cooperative marketing	Establishment

1 A program of the Delaware Department of Natural Resources and Environmental Control (DNREC), the Delaware Bayshore Initiative is designed to collaboratively build on the region's reputation as a unique and beautiful natural resource. It is designed to help improve the shoreline economy by encouraging more Delawareans and visitors to enjoy it through activities such as recreational fishing, hunting, boating and ecotourism. For more information, visit http://www.dnrec.delaware.gov/Pages/Delaware-Bayshore.aspx

2 The Partnership for the Delaware Estuary is a nonprofit organization established in 1996 to take a leadership role in protecting and enhancing the Delaware Estuary, where fresh water from the Delaware River mixes with salt water from the Atlantic Ocean. It is one of 28 Congressionally designated National Estuary Programs throughout the coastal United States working to improve the environmental health of the nation's estuaries. Its staff works with partners in three states to increase awareness, understanding, and scientific knowledge about the Delaware Estuary, the region's most important cultural, economic, and recreational resource.

Lewes Historic Byway

Scenic Views, Gateways, Destinations and Enhancement Opportunities

June 2015

Map prepared by Lardner/Klein Landscape Architects in association with: Heritage Strategies, LLC and Fitzgerald and Halliday

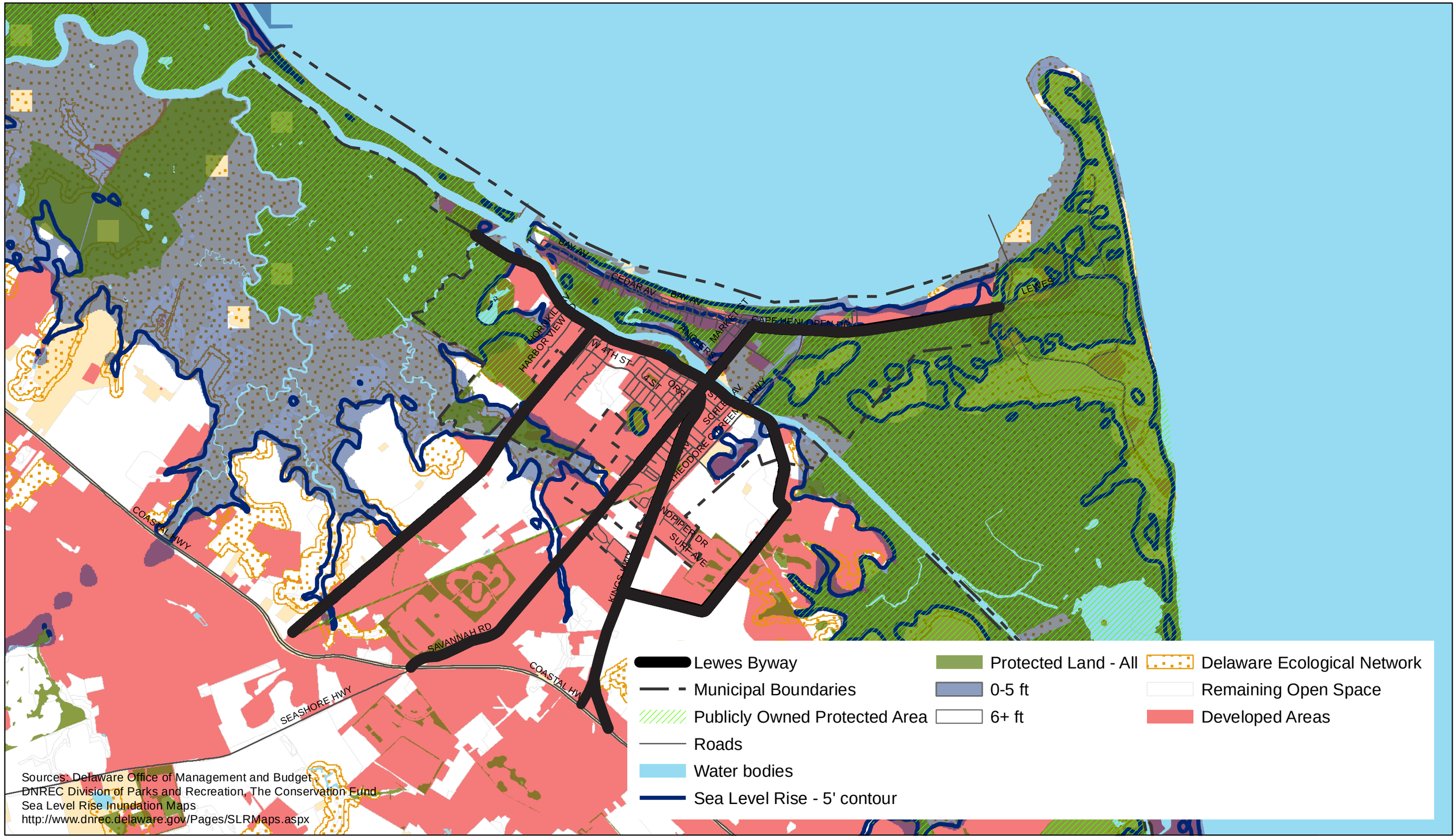
- Lewes Byway
- Proposed Byway Extension
- Roads
- Existing Trail
- Proposed Trail
- Municipal Boundary
- Parcel
- Public Land (ORI Inventory 2012)
- Protected Land (ORI Inventory 2012)
- Other Open Space

Type of Open Space

- Wetland
- Forest
- Beaches, Sandy Areas, River Banks
- Pasture, Rangeland, Fields
- Potential Byway Gateway
- Potential City Gateway
- Potential Gateway option
- Potential Trailhead Gateway
- Potential Point of Interest/Destination
- **Potential Streetscape Enhancement**
- Scenic View
- Important Open Space

0 1,000 2,000 4,000 Feet

GIS data sources: DNREC, SussexCounty.gov, Delaware.gov



Lewes Historic Byway: Gateway to the Nation Corridor Management Plan

Lardner/Klein Landscape Architects, P.C.

8/11/2014

Composite - Conservation Map

1" = 3000'

0 1,500 3,000 6,000 Feet

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MEMORANDUM

TO: Sussex County Council
The Honorable Michael H. Vincent, President
The Honorable Samuel R. Wilson, Jr., Vice President
The Honorable George B. Cole
The Honorable Joan R. Deaver
The Honorable Robert B. Arlett

FROM: Gina A. Jennings
Finance Director

RE: ***CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING***

DATE: May 3, 2016

For the fourteenth consecutive year, I am pleased to announce that the Sussex County Government has been awarded the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association for its Comprehensive Annual Financial Report (CAFR). This award is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. The CAFR has been judged by an impartial panel to meet the high standards of the program including demonstrating a constructive "spirit of full disclosure" to clearly communicate its financial story.

The award reflects the collaborative efforts of many County employees. On a day-to-day basis, our staff ensures that County finances remain strong. Kathy Roth, Andrea Wall, Traci Bennett, and the rest of the Accounting Division deserve special thanks for their extra efforts in achieving this award.

GAJ/nc

pc: Mr. Todd F. Lawson

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DELAWARE
sussexcountyde.gov

Memorandum

TO: Sussex County Council
The Honorable Michael H. Vincent, President
The Honorable Samuel R. Wilson, Jr., Vice President
The Honorable George B. Cole
The Honorable Joan R. Deaver
The Honorable Robert B. Arlett

FROM: Gina A. Jennings
Finance Director

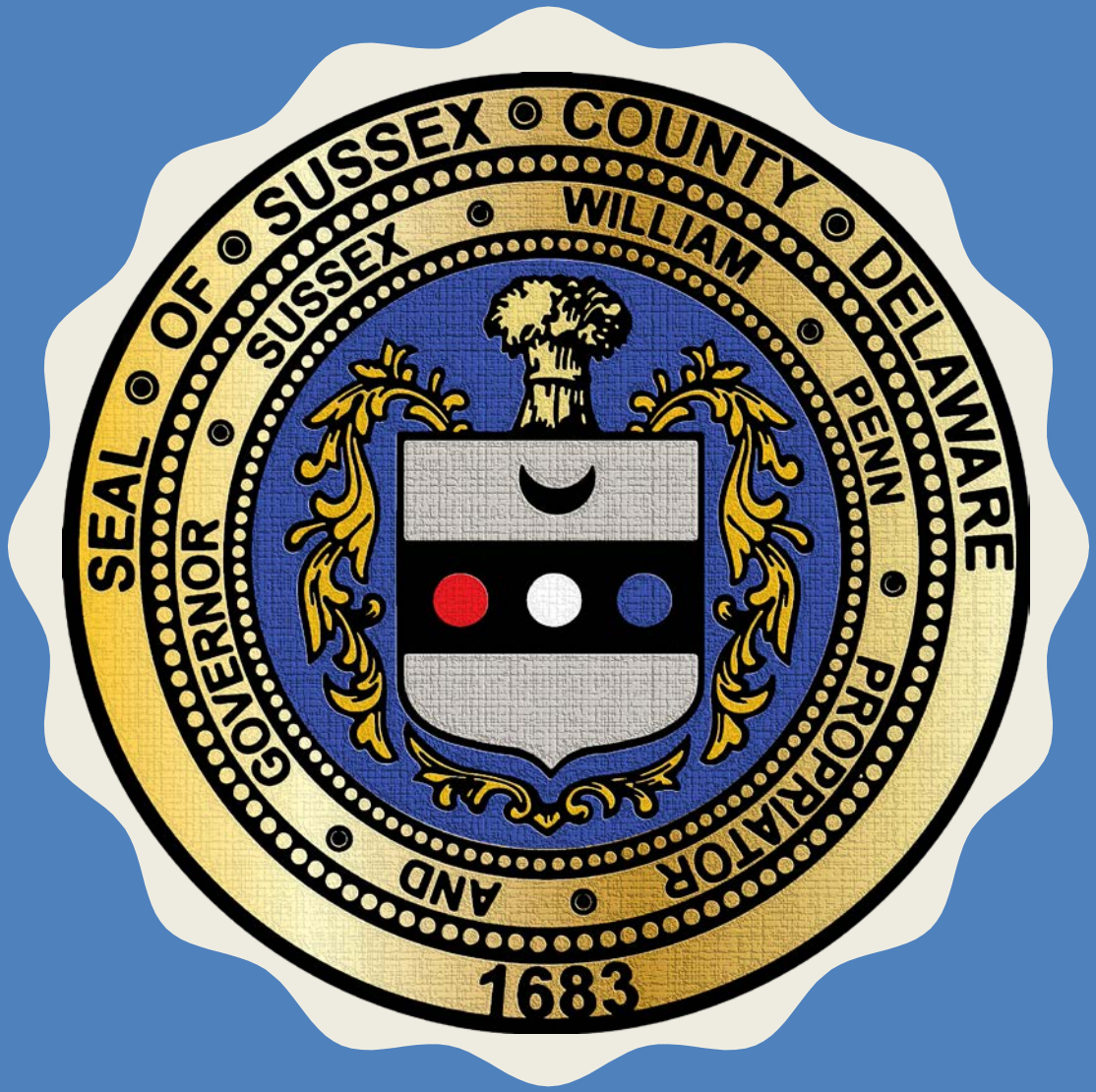
RE: ***FINANCIAL REPORT FOR THE QUARTER ENDING MARCH 31, 2016***

DATE: May 4, 2016

Attached is the Unaudited Estimated Revenue and Expense Report for the quarter ending March 31, 2016, which I will be presenting to Council on Tuesday, May 10, 2016.

GAJ/nc

Attachment



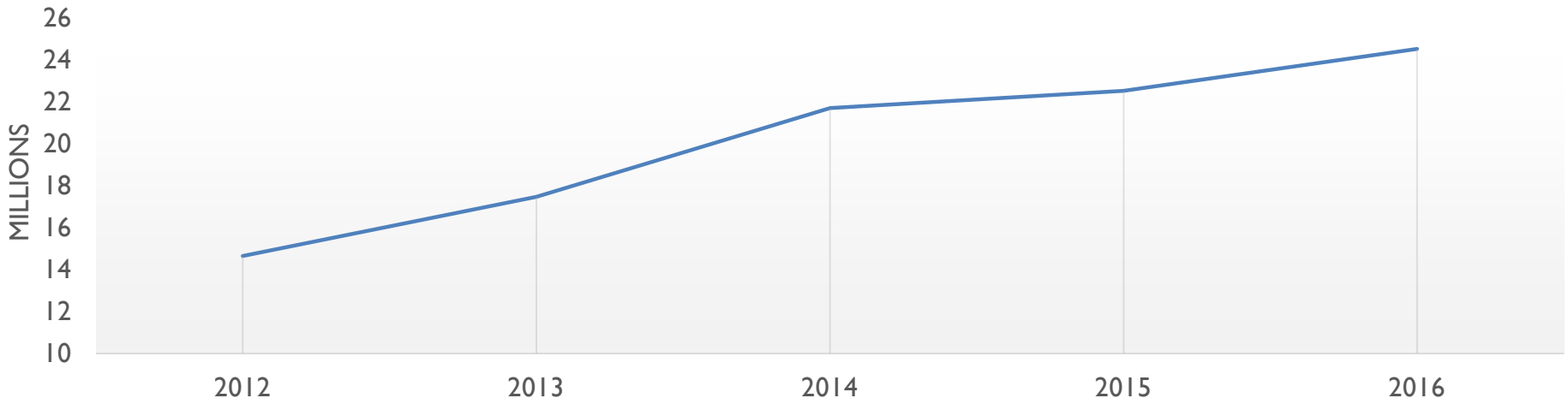
3RD QUARTER FINANCIAL STATEMENTS FOR FISCAL YEAR 2016 FOR THE PERIOD ENDING JUNE 30, 2016

GENERAL FUND REVENUES

Description	YTD Actual	FY16 Budget for 3rd Quarter	% Over (Under)
Property Tax	$10,879,190	$10,879,189	-
Realty Transfer Tax	17,369,162	12,525,000	38.68%
Services – Building & Construction	4,629,600	2,988,000	54.94%
Services – General Government	458,547	495,848	(7.52%)
Intergovernmental	4,932,226	4,775,972	3.27%
ROW Offices	4,782,462	5,028,000	(4.88%)
Rent	415,085	372,382	11.47%
Miscellaneous	768,683	2,797,500	(72.52%)
Transfers	77,278	225,000	(65.65%)
Total	**$44,312,234**	**$40,086,891**	**10.54%**

GENERAL FUND REVENUES

	Third Quarter Building Related Revenue by Fiscal Year				
Building Related Revenue	2012	2013	2014	2015	2016
Building inspections	$ 587,622	$ 659,491	$ 976,486	$ 827,989	$ 997,584
Building permit and zoning fee	908,081	1,004,942	1,228,006	1,196,186	1,382,872
Fire service fee (pass through)	659,866	740,623	953,941	918,925	1,046,690
Mobile home placement tax (pass through)	52,155	58,316	67,203	76,635	108,180
Private road - review/inspection	129,222	427,888	353,526	485,507	1,094,274
Recorder of Deeds	2,401,373	1,923,865	2,450,769	2,534,444	2,532,216
	$ 4,738,319	$ 4,815,125	$ 6,029,931	$ 6,039,686	$ 7,161,816
Realty Transfer Tax	9,915,749	12,658,066	15,680,649	16,532,704	17,369,162
Total Building Related Revenue	**$14,654,068**	**$17,473,191**	**$21,710,580**	**$22,527,390**	**$24,530,978**



GENERAL FUND EXPENSES

Description	YTD Actual	FY16 Budget for 3rd Quarter	% Over (Under)
General Government	$ 9,043,352	$ 9,414,665	(3.9%)
Grant-in-Aid	7,888,317	7,115,396	10.9%
Planning & Zoning	843,644	1,016,457	(17.0%)
Paramedic	10,276,797	10,220,687	.6%
Emergency Preparedness	2,324,517	2,346,965	(1.0%)
Economic Development	110,272	164,334	(32.9%)
Airport	529,861	549,369	(3.6%)
Community Development	1,511,562	1,540,029	(1.9%)
Engineering	1,544,073	1,424,349	8.4%
Records Management	124,838	145,668	(14.3%)
Library	1,938,808	2,028,311	(4.4%)
ROW Offices	1,700,015	1,806,537	(5.9%)
Interfund Transfers	2,314,125	2,314,125	-
	$40,150,181	**40,086,892**	**.2%**

CAPITAL

CAPITAL IMPROVEMENT REVENUES	YTD Actual	YTD Budget	% Over (Under)
Federal airport grant	389,055	360,450	7.94%
State airport grant	-	12,015	(100.00%)
State library grant	69,227	-	
State paramedic grant	-	213,750	(100.00%)
Federal capital grant	50,000		
State capital grant	49,997	375,000	(86.67%)
Investment earnings	43,424	15,000	189.50%
Operating Transfers	2,250,000	2,250,000	
Appropriated reserves	-	3,224,314	(100.00%)
TOTAL REVENUES	2,851,703	6,450,529	(55.79%)
CAPITAL IMPROVEMENT EXPENDITURES			
General government	938,531	2,025,000	(53.65%)
Paramedics	56,866	712,500	(92.02%)
Emergency Preparedness	166,046	735,416	(77.42%)
Engineering	-	412,500	(100.00%)
Library	138,454	-	
Airpark	292,911	2,565,113	(88.58%)
TOTAL EXPENDITURES	1,592,808	6,450,529	(75.31%)

Sussex County Council
Unaudited Revenue and Expense Report
As of March 31, 2016

	YTD Actual	Budgeted Amounts Annual	Budgeted Amounts YTD	% Over (Under) Budget YTD
REVENUES				
TAXES				
Property tax *	$ 10,879,190.33	$ 14,505,587.00	$ 10,879,189.75	0.00%
TOTAL TAXES	10,879,190.33	14,505,587.00	10,879,189.75	0.00%
REALTY TRANSFER TAX	17,369,161.79	16,700,000.00	12,525,000.00	38.68%
SERVICES - BUILDING AND CONSTRUCTION				
Fire service fee (pass through)	1,046,690.13	1,000,000.00	750,000.00	39.56%
Building permit and zoning fee	1,382,872.27	1,325,000.00	993,750.00	39.16%
Building inspections	997,584.04	1,007,000.00	755,250.00	32.09%
Private road - review/inspection	1,094,273.81	560,000.00	420,000.00	160.54%
Mobile home placement tax (pass through)	108,179.99	92,000.00	69,000.00	56.78%
TOTAL SERVICES - BUILDING AND CONSTRUCTION	4,629,600.24	3,984,000.00	2,988,000.00	54.94%
SERVICES - GOVERNMENTAL FEES				
General government fee (911 system fee)	419,727.42	559,630.00	419,722.50	0.00%
Dog licensing	20,324.31	74,000.00	55,500.00	-63.38%
Other department fees	18,495.38	27,500.00	20,625.00	-10.33%
TOTAL SERVICES - GOVERNMENTAL FEES	458,547.11	661,130.00	495,847.50	-7.52%
INTERGOVERNMENTAL				
Federal operating grants	237,529.36	175,000.00	131,250.00	80.97%
State operating grants	3,508,428.71	4,488,478.00	3,366,358.50	4.22%
Community development	1,186,267.85	1,704,484.00	1,278,363.00	-7.20%
Other grants	-	-	-	
TOTAL INTERGOVERNMENTAL	4,932,225.92	6,367,962.00	4,775,971.50	3.27%
CONSTITUTIONAL OFFICES				
Clerk of the peace	99,670.00	134,000.00	100,500.00	-0.83%
Recorder of deeds	2,532,215.96	3,370,000.00	2,527,500.00	0.19%
Register of wills	715,214.07	950,000.00	712,500.00	0.38%
Sheriff	1,435,362.43	2,250,000.00	1,687,500.00	-14.94%
TOTAL CONSTITUTIONAL OFFICES	4,782,462.46	6,704,000.00	5,028,000.00	-4.88%
RENT				
Airport fuel sales	16,792.08	15,000.00	11,250.00	49.26%
Industrial airpark rent	364,318.89	448,300.00	336,225.00	8.36%
Land rent	3,710.00	3,710.00	2,782.50	33.33%
Emergency operations center (SUSCOM)	17,500.00	17,500.00	13,125.00	33.33%
Miscellaneous rentals	12,764.39	12,000.00	9,000.00	41.83%
TOTAL RENT	415,085.36	496,510.00	372,382.50	11.47%
MISCELLANEOUS				
Investment earnings	390,722.17	450,000.00	337,500.00	15.77%
Fines	18,489.59	23,000.00	17,250.00	7.19%
Prothonotary	86.23	-	-	100.00%
Project income - community development	140,250.36	-	-	100.00%
Other charges	219,134.71	257,000.00	192,750.00	13.69%
Appropriated project reserves	-	3,000,000.00	2,250,000.00	0.00%
TOTAL MISCELLANEOUS	768,683.06	3,730,000.00	2,797,500.00	-72.52%
Transfers in from sewer and water	77,277.62	300,000.00	225,000.00	-65.65%
TOTAL REVENUES	$ 44,312,233.89	$ 53,449,189.00	$ 40,086,891.25	10.54%

* Accruals

Note: This report has been prepared using the best available data. It is however, preliminary in nature and subject to change pending formal audit.

Sussex County Council
Unaudited Revenue and Expense Report
As of March 31, 2016

	YTD Actual	Budgeted Amounts Annual	Budgeted Amounts YTD	% Over (Under) Budget YTD
EXPENDITURES				
General Government				
County council	$ 438,369.81	$ 611,565.00	$ 458,673.75	-4.43%
County administration	344,087.48	843,194.00	632,395.50	-45.59%
Legal	361,783.31	500,000.00	375,000.00	-3.52%
Finance	1,471,936.59	1,887,947.00	1,415,960.25	3.95%
Assessment	1,135,684.95	1,585,856.00	1,189,392.00	-4.52%
Building code	562,398.00	741,490.00	556,117.50	1.13%
Mapping	582,974.35	759,009.00	569,256.75	2.41%
Human resources	377,984.29	515,709.00	386,781.75	-2.27%
General employment and retirement	200,375.62	228,983.00	171,737.25	16.68%
Boards and Commissions	57,808.93	80,818.00	60,613.50	-4.63%
Building and grounds	1,165,432.20	1,616,552.00	1,212,414.00	-3.88%
Security	316,006.85	445,803.00	334,352.25	-5.49%
Information Technology/ Data Processing	1,260,551.28	1,699,846.00	1,274,884.50	-1.12%
Constable	213,272.12	293,569.00	220,176.75	-3.14%
Constable - dog control	554,686.23	742,546.00	556,909.50	-0.40%
Grant-in-aid programs	7,888,316.97	9,487,194.00	7,115,395.50	10.86%
Planning and zoning	843,643.53	1,355,276.00	1,016,457.00	-17.00%
Paramedic	10,276,797.24	13,627,582.00	10,220,686.50	0.55%
Emergency operations center administration	419,321.45	575,223.00	431,417.25	-2.80%
Emergency operations center dispatchers	1,586,039.18	2,074,601.00	1,555,950.75	1.93%
Communications	261,571.95	403,548.00	302,661.00	-13.58%
Local emergency plan program	57,584.07	75,914.00	56,935.50	1.14%
Economic development	110,272.35	219,112.00	164,334.00	-32.90%
Industrial airpark	529,861.14	732,492.00	549,369.00	-3.55%
Community development	1,511,562.45	2,053,372.00	1,540,029.00	-1.85%
Engineering - administration	1,001,697.62	1,044,675.00	783,506.25	27.85%
Engineering - public works	454,759.85	705,357.00	529,017.75	-14.04%
Engineering - solid waste	87,615.34	149,100.00	111,825.00	-21.65%
Records management	124,838.43	194,224.00	145,668.00	-14.30%
Library	1,938,808.28	2,704,414.00	2,028,310.50	-4.41%
Marriage Bureau	136,581.84	183,292.00	137,469.00	-0.65%
Recorder of deeds	720,901.99	1,072,415.00	804,311.25	-10.37%
Register of wills	417,399.16	566,958.00	425,218.50	-1.84%
Sheriff	425,131.60	586,051.00	439,538.25	-3.28%
Interfund transfers	2,314,125.00	3,085,500.00	2,314,125.00	0.00%
TOTAL EXPENDITURES	40,150,181.44	53,449,189.00	40,086,891.25	0.16%
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	4,162,052.45	-	-	

Note: This report has been prepared using the best available data. It is however, preliminary in nature and subject to change pending formal audit.

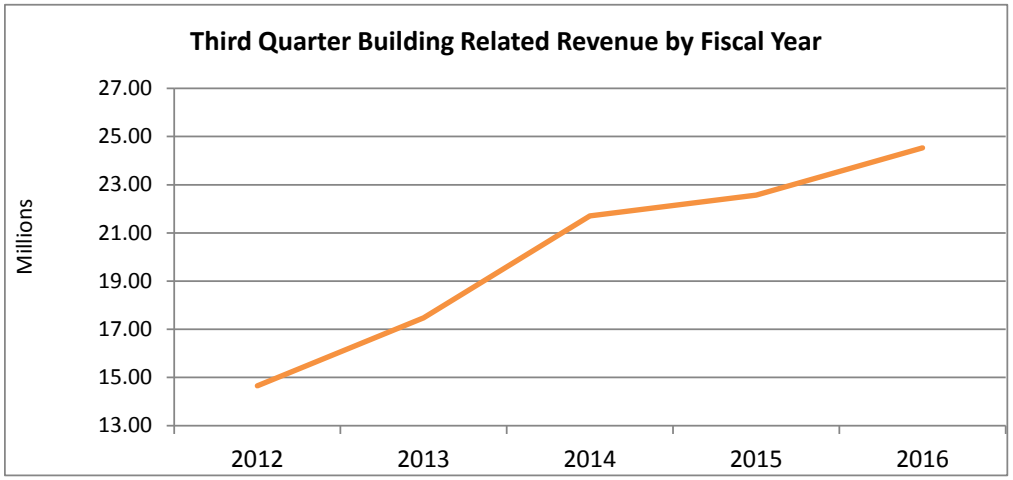
Sussex County Council
Unaudited Revenue and Expense Report
As of March 31, 2016

	YTD Actual	Budgeted Amounts Annual	Budgeted Amounts YTD	% Over (Under) Budget YTD
CAPITAL IMPROVEMENT REVENUES				
Federal airport grant	389,054.95	480,600.00	360,450.00	7.94%
State airport grant	-	16,020.00	12,015.00	-100.00%
State library grant	69,226.83	-	-	
State paramedic grant	-	285,000.00	213,750.00	-100.00%
Federal capital grant	50,000.00			
State capital grant	49,997.50	500,000.00	375,000.00	-86.67%
Reimbursements and refunds		-	-	100.00%
Realty Transfer				
Investment earnings	43,424.37	20,000.00	15,000.00	189.50%
Operating Transfers	2,250,000.00	3,000,000.00	2,250,000.00	
Appropriated reserves	-	4,299,085.00	3,224,313.75	-100.00%
TOTAL CAPITAL IMPROVEMENT REVENUES	2,851,703.65	8,600,705.00	6,450,528.75	-55.79%
CAPITAL IMPROVEMENT EXPENDITURES				
General government	938,531.21	2,700,000.00	2,025,000.00	-53.65%
Paramedics	56,866.15	950,000.00	712,500.00	-92.02%
Emergency Preparedness	166,045.62	980,555.00	735,416.25	-77.42%
Engineering	-	550,000.00	412,500.00	-100.00%
Library	138,453.66	-	-	
Airpark	292,911.35	3,420,150.00	2,565,112.50	-88.58%
TOTAL CAPITAL IMPROVEMENT EXPENDITURI	1,592,807.99	8,600,705.00	6,450,528.75	-75.31%
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	1,258,895.66	-	-	

Note: This report has been prepared using the best available data. It is however, preliminary in nature and subject to change pending formal audit.

Third Quarter Building Related Revenue by Fiscal Year

Building Related Revenue	2012	2013	2014	2015	2016
Building inspections	$ 587,622.17	$ 659,491.44	$ 976,485.70	$ 827,989.25	$ 997,584.04
Building permit and zoning fee	908,080.69	1,004,942.30	1,228,006.11	1,196,186.23	1,382,872.27
Fire service fee (pass through)	659,866.39	740,622.74	953,940.74	918,925.06	1,046,690.13
Mobile home placement tax (pass through)	52,155.31	58,316.49	67,202.77	76,635.13	108,179.99
Private road - review/inspection	129,221.71	427,887.96	353,525.69	485,507.06	1,094,273.81
Recorder of Deeds	2,401,373.44	1,923,864.68	2,450,769.23	2,534,443.64	2,532,215.96
	4,738,319.71	4,815,125.61	6,029,930.24	6,039,686.37	7,161,816.20
Realty Transfer Tax	9,915,748.72	12,658,066.33	15,680,649.16	16,532,704.00	17,369,161.79
Total Building Related Revenue	**$ 14,654,068.43**	**$ 17,473,191.94**	**$ 21,710,579.40**	**$ 22,572,390.37**	**$ 24,530,977.99**



Revenue	Percent increase over Previous Year
Building inspections	20%
Building permit and zoning fee	16%
Fire service fee	14%
Mobile home placement tax	41%
Private road - review/inspections	125%
Recorder of Deeds	0%
Realty Transfer Tax	5%
Total	***8%***

Total Dwelling Permits Issued through April 22

	2012	2013	2014	2015	2016
Dwelling Permits	1040	1307	1529	1509	1706
Percent increase over the previous year		26%	17%	-1%	13%

PINETOWN
PROPOSED STREETLIGHTING DISTRICT
ELECTION RESULTS

VOTES CAST IN PERSON:

Number voting YES in SUPPORT of the Streetlighting District	07
Number voting NO in OPPOSITION of the Streetlighting District	**00**

VOTES CAST BY ABSENTEE BALLOT:

Number voting YES in SUPPORT of the Streetlighting District	**03**
Number voting NO in OPPOSITION of the Streetlighting District	**01**

GRAND TOTAL:

Number voting **YES in SUPPORT** of the Streetlighting District	**10**
Number voting **NO in OPPOSITION** of the Streetlighting District	**01**

I hereby certify that the above numbers indicate the results of all ballots cast between the hours of 12 Noon and 6:00 p.m., including absentee ballots, for Pinetown Proposed Streetlighting District election held on Friday, April 29, 2016.

Patricia L. Deptula

Patricia L. Deptula
Director of Special Projects

4-29-16

Date

RESOLUTION NO. R ____

A RESOLUTION ESTABLISHING

PINETOWN PROPOSED STREETLIGHTING DISTRICT

WHEREAS, the attached election results certify that the Pinetown Proposed Streetlighting District was approved by a majority vote in an election held on Friday, April 29, 2016; and

WHEREAS, Sussex County Code, Chapter 95, requires the County Council to issue a determination establishing the District in the form of a Resolution.

NOW THEREFORE,

BE IT RESOLVED that the Sussex County Council hereby determines that the eligible voters of the Pinetown Proposed Streetlighting District have approved the creation of said District; that the properties included in the District are shown on Sussex County Tax Map 3-34-4 Parcels 5, 6-10, & 12-27; that said District is hereby declared to be considered validly constituted under the provisions of Sussex County Code, Chapter 95; and that the Director of Finance is authorized and directed to bill the owners of all assessable structures within the said District in accordance with Sussex County Code, Chapter 95.

Patricia L. Deptula
Director of Special Projects
Presented to Sussex County Council: May 10, 2016

SUSSEX COUNTY GOVERNMENT
GRANT APPLICATION

SECTION 1 APPLICANT INFORMATION

ORGANIZATION NAME: SUSSEX ACADEMY ODYSSEY OF THE MIND

PROJECT NAME: ODYSSEY OF THE MIND

FEDERAL TAX ID: 51-6000279 NON-PROFIT: ☒ YES ☐ NO

ADDRESS: OOTM WORLD COMPETITION

C/O SUSSSEX ACADEMY 21150 AIRPORT ROAD

GEORGETOWN (CITY) DE (STATE) 19947 (ZIP)

PHONE: 302-448-5077 EMAIL: ALISHATRAVIS@HOTMAIL.CC

CONTACT PERSON: ALISHA WHITE OR BETSY KIRCHNER

TITLE: COACH & ODYSSEY COORDINATOR

ADDRESS: 21150 AIRPORT ROAD

GEORGETOWN (CITY) DE (STATE) 19947 (ZIP)

PHONE: 302-448-6074 EMAIL: KIRSCHNERFAMILY@COMCAS

TOTAL FUNDING REQUEST: $ 6,346.50

Has your organization received other grant funds from Sussex County Government in the last year?

☐ YES ☒ NO

If YES, how much was received in the last 12 months? _____

Are you seeking other sources of funding other than Sussex County Council?

☐ YES ☒ NO

If YES, approximately what percentage of the project's funding does the Council grant represent? _____

SECTION 2: PROGRAM DESCRIPTION

PROGRAM CATEGORY (choose all that apply)

- ☐ Fair Housing
- ☐ Infrastructure[1]
- ☐ Health and Human Services
- ☐ Other _____
- ☐ Cultural
- ☒ Educational

BENEFICIARY CATEGORY

- ☐ Disability & Special Needs
- ☐ Elderly Persons
- ☐ Victims of Domestic Violence
- ☐ Low to Moderate Income[2]
- ☐ Other _____
- ☐ Homeless
- ☒ Youth

BENEFICIARY NUMBER

Approximately the total number of Sussex County Beneficiaries served annually by this program:

8

SECTION 3: PROGRAM SCOPE

Briefly describe the program for which funds are being requested. The narrative should include the need or problem to be addressed in relation to the population to be served or the area to benefit.

Odyssey of the Mind is a creativity based, problem solving competition with students ranging from Kindergarten to College. For twenty five years, OOTM students learn to identify challenges, think creativly and productively to solve those problems, and rewards those who "think outside the box."

Our Sussex Academy Odyssey Of The Mind team has been given the opportunity to advance to World Finals in Iowa on May 25 through May 29, 2016. We are honored to represent the State Of Delaware and our school when we compete against other states and countries. Our team worked hard and diligently with no outside assistance. We are looking for help to fund this once in a lifetime opportunity because our charter school does not have a large enough budget to support our trip.

Thank You,

Team of Sussex Academy Odyssey of The Mind 2016

SECTION 4: BUDGET

REVENUE Please enter the current support your organization receives for this project (not entire organization revenue if not applicable to request)	
TOTAL REVENUES	-$ 1,500.00
EXPENDITURES Please enter the total projected budget for the project (not entire organization expense if not applicable to request). Example of expenditure items: PERSONNEL-one lump sum that would include benefits, OPERATING COSTS-supplies, equipment, rent/lease, insurance, printing, telephone, CONSTRUCTION/ACQUISITION-acquisition, development, rehab hard cost, physical inspections, architectural engineering, permits and fees, insurance, appraisal. **(Put amounts in as a negative)**	
	7846.5
TOTAL EXPENDITURES	$ 7,846.50
TOTAL DEFICIT FOR PROJECT OR ORGANIZATION	$ 6,346.50

SECTION 5: STATEMENT OF ASSURANCES

If this grant application is awarded funding, the 2016 SUSSEX ACADEMY Odyssey of the Mind agrees that:
(Name of Organization)

1) All expenditures must have adequate documentation.
2) All accounting records and supporting documentation shall be available for inspection by Sussex County Government by request.
3) No person, on the basis of race, color, or national origin, should be excluded from participation in, be denied the benefit of, or be otherwise subjected to discrimination under the program or activity funded in whole or in part by these Human Service Grant funds.
4) All statements made in this funding request are accurate.
5) All funding will benefit only Sussex County residents.
6) All documents submitted by the applicant are defined as public documents and available for review under the Freedom of Information Act of the State of Delaware.

ALISHA WHITE 302-448-5077 — 4-26-16

Applicant/Authorized Official — DATE

Alisha White

SUSSEX COUNTY GOVERNMENT

GRANT APPLICATION

SECTION 1 APPLICANT INFORMATION

ORGANIZATION NAME: VFW Post 2931

PROJECT NAME: 6th Annual Car, Truck + m/c Show

FEDERAL TAX ID: 23-7037920 NON-PROFIT: ■ YES ☐ NO

ADDRESS: 14411 VFW Road

Ellendale (CITY) DE (STATE) 19941 (ZIP)

PHONE: 302 422 8222 EMAIL: jlaw1103@gmail.com

CONTACT PERSON: Bill Lawson

TITLE: Chairman

ADDRESS: 305 N. Front Street

Georgetown (CITY) DE (STATE) 19947 (ZIP)

PHONE: 302 856 1535 EMAIL: jlaw1103@gmail.com

TOTAL FUNDING REQUEST: $3000.00

Has your organization received other grant funds from Sussex County Government in the last year?

■ YES ☒ NO

If YES, how much was received in the last 12 months? _____

Are you seeking other sources of funding other than Sussex County Council?

■ YES ☒ NO

If YES, approximately what percentage of the project's funding does the Council grant represent? _____

SECTION 2: PROGRAM DESCRIPTION

PROGRAM CATEGORY (choose all that apply)

- [ ] Fair Housing
- [ ] Infrastructure[1]
- [ ] Health and Human Services
- [ ] Other _____
- [ ] Cultural
- [x] Educational

BENEFICIARY CATEGORY

- [ ] Disability & Special Needs
- [ ] Elderly Persons
- [ ] Victims of Domestic Violence
- [ ] Low to Moderate Income[2]
- [ ] Other _____
- [ ] Homeless
- [x] Youth

BENEFICIARY NUMBER

Approximately the total number of Sussex County Beneficiaries served annually by this program:

3 SCHOOLS

SUSSEX CENTRAL, SUSSEX TECH, CAPE HENLOPEN

SECTION 3: PROGRAM SCOPE

Briefly describe the program for which funds are being requested. The narrative should include the need or problem to be addressed in relation to the population to be served or the area to benefit.

TO PROVIDE SCHOLARSHIPS FOR STUDENTS OF VETERANS AND FOR STUDENTS ENROLLED IN the ROTC PROGRAMS.

SECTION 4: BUDGET

REVENUE Please enter the current support your organization receives for this project (not entire organization revenue if not applicable to request)	
TOTAL REVENUES	— 0 —
EXPENDITURES Please enter the total projected budget for the project (not entire organization expense if not applicable to request). Example of expenditure items: PERSONNEL-one lump sum that would include benefits, OPERATING COSTS-supplies, equipment, rent/ lease, insurance, printing telephone, CONSTRUCTION/ ACQUISITION-acquisition, development, rehab hard cost, physical inspections, architectural engineering, permits and fees, insurance, appraisal. (Put amounts in as a negative)	
COST OF SCHOLARSHIPS	$3000.00
TOTAL EXPENDITURES	$ 0.00
TOTAL DEFICIT FOR PROJECT OR ORGANIZATION	$ 0.00

SECTION 5: STATEMENT OF ASSURANCES

If this grant application is awarded funding, the VFW Post 2931 agrees that:
(Name of Organization)

1) All expenditures must have adequate documentation.
2) All accounting records and supporting documentation shall be available for inspection by Sussex County Government by request.
3) No person, on the basis of race, color, or national origin, should be excluded from participation in, be denied the benefit of, or be otherwise subjected to discrimination under the program or activity funded in whole or in part by these Human Service Grant funds.
4) All statements made in this funding request are accurate.
5) All funding will benefit only Sussex County residents.
6) All documents submitted by the applicant are defined as public documents and available for review under the Freedom of Information Act of the State of Delaware.

Jim H. Lawson — 4-29-16
Applicant/ Authorized Official — DATE

CHAIRPERSON of CAR SHOW