



DELAWARE BAYSHORE BYWAY CORRIDOR MANAGEMENT PLAN

Update 2020





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: Marc Cote, Director of Planning *MC*

VIA: Jeff Niezgoda, Assistant Director of Planning *JN*

FROM: Mike Hahn, Planning Supervisor *Mch*

DATE: May 11, 2020

SUBJECT: Delaware Bayshore Byway
Corridor Management Plan – Update 2020

On behalf of the Delaware Byways Program Evaluation Committee, we recommend that the *Delaware Bayshore Byway Corridor Management Plan – Update 2020* be accepted and formally recognized. This would apply under the Byways Program as required by the current Program Guide. The byway was designated through the State Scenic and Historic Highways Program in 3/7/07. The Corridor Management Plan for this byway was prepared and signed off 12/16/13.

Since 2013, the Partnership Management Team for the byway has completed or made progress on many of strategies, recommendations, or assigned tasks contained in the Corridor Management Plan. In fact, the byways southern extension into sections of central and lower Kent County and Sussex County was also authorized by our Department on April 4, 2017 as part of the effort. However, the 2017 memorandum indicates that the byway extension supporting materials were still being developed. For this reason, we are submitting and providing the necessary amending documents with 2020 updates for the Corridor Management Plan that cover the additional nine discovery zones.

This corridor management plan was subjected to public and stakeholder review process along with a public notification required by the law and the adopted Program Guide. The result is an endorsement of the corridor management plan by all reviewers.

Corridor Management Plan Approved:

J. Cohan
Jennifer Cohan, Secretary

6/11/2020
Date

Attachment

cc: Partner Management Team



Delaware Bayshore Byway Corridor Management Plan

Update 2020

New Castle, Kent, and Sussex Counties, Delaware

Submitted to:

Delaware Department of Transportation

Division of Planning

Submitted by:

Delaware Greenways, Inc.

Delaware Bayshore Byway



ACKNOWLEDGEMENTS

This Corridor Management Plan (CMP) was made possible with grant funding from the Delaware Department of Transportation.

The authors would like to acknowledge the members of the CMP Steering Team who participated in the process by meeting with the Writing Team as a group and as individuals, reviewing drafts of this Plan, willingly providing their guidance and advice. The authors also express their appreciation to the members of the Byway Management Team and public who participated in the public workshops and meetings. Without the help of these public-spirited individuals, this Plan and the Byway it will guide, would not have been possible. Additionally, the authors would like to acknowledge the significant commitment and work that DNREC has done as part of the Bayshore Initiative which has resulted in additional land preservation and several new amenities to access and preserve the Bayshore Region.

Cover photo by Glenn Gauvry

Acknowledgments photo by Joanna Wilson



ROLE OF THE GOVERNMENTAL AGENCIES 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 public participating in the development of the Plan. While DNREC, DeIDOT and the other agencies participating with the public agree in principle with the Plan and its recommendations, it must be understood that these same agencies 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 agency 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 agencies are withholding support of any of the contents of the Plan.



PLANNING ADVISORY COMMITTEE

CMP STEERING TEAM

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Karen Bennett – Delaware Department of Natural Resources and Environmental Control (DNREC)

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JENNIFER COHAN
SECRETARY

MEMORANDUM

TO: Jennifer Cohan, Secretary

VIA: Drew Boyce, Director of Planning *DAB*

VIA: Jeff Niezgoda, Assistant Director of Planning *JN*

VIA: Ann Gravatt, Planning Supervisor *AG*

FROM: Mike Hahn, Byways Coordinator *MCH*

DATE: April 3, 2017

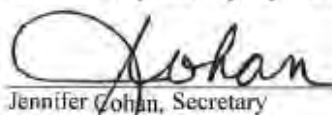
SUBJECT: Delaware Bayshore Byway – Byway Extension Designation Approval

On behalf of the Delaware Byways Program Evaluation Committee, we recommend that the Byway Extension for Delaware Bayshore Byway (Byway) be officially designated as part of the existing Byway. The Byway Extension was identified in the Corridor Management Plan (CMP) that was approved in 2013 as a critical part of the landscape to be in alignment with the nationally recognized Delaware Bayshore Initiative which encompasses the area from the City of New Castle to the City of Lewes.

The Bayshore Extension completes the Byway with the inclusion of Frederica, Magnolia, Bowers Beach, South Bowers Beach, Fowlers Beach, Big Stone Beach, Slaughter Beach, Broadkill Beach, Prime Hook National Wildlife Area, City of Milford and Milton. All communities have been publicly outreached and have officially indicated their willingness to be part of the Byway.

The existing CMP is currently undergoing an amendment to include the Bayshore Extension areas and communities.

Delaware Bayshore Byway Extension Approval as part of the Byway:


Jennifer Cohan, Secretary

4/4/17
Date

Attachment
cc: Delaware Bayshore Byway Advisory Board Members
Applicable Towns and/or Planning Officials
Files



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Chapter 1 – INTRODUCING THE BYWAY

The Delaware Department of Transportation’s Scenic and Historic Highways program designated the Delaware Bayshore Byway, formerly the Route 9 Coastal Heritage Byway, on March 7, 2007. Created in 2000 under the direction of the Federal Highway Administration the Delaware Byways Program identifies, promotes, and preserves areas along Delaware’s Roadways that feature intrinsic scenic, historical, natural, cultural, recreational, and archeological qualities. The program oversees Delaware’s six byways.

Delaware Bayshore Byway originally encompassed Coastal Route 9 with ten discovery zones starting with the northern terminus in the City of New Castle and ending with the southern terminus, the intersection of SR 1 and Route 9 just south of Dover, DE. The vision for the Byway is to preserve its globally intrinsic natural resources and historical quality. The Corridor Management Plan (CMP) and official change in name was formally approved on December 16, 2013 by Shailen Bhatt, Secretary of Transportation.

During the CMP planning process, Advisory Board members and area stakeholders recognized that the vision for the Byway was much broader than Scenic Route 9 and that it should encompass the greater area of the Delaware Bayshore (100 miles of Bayshore coastline) with boundaries similar to the State’s Delaware Bayshore Initiative (DBI). The Delaware Department of Natural Resources and Environmental Control developed the Delaware Bayshore Initiative in 2012 under former President Obama’s America’s Great Outdoors initiative. Seeds were sown to extend the Byway south to encompass the natural areas and historic towns all the way down the Bayshore region connecting with the Historic Lewes Byway, the Cape May-Lewes Ferry, and the Atlantic Ocean at Cape Henlopen State Park. This southern extension provides the pivotal linkage with New Jersey’s 122-mile Bayshore Heritage Byway and the Coastal Heritage water trail to potentially form a bi-state byway across and around the Delaware Bay.

This 2020 update to the CMP serves two purposes: (1) it defines the southern extension of the Delaware Bayshore Byway to the Historic Lewes Byway: Gateway to the Bayshore; (2) it updates information relevant to the Byway and the Bayshore Initiative, documents key accomplishments of the Byway since 2013; and (3) it adds major program initiatives for the future. This update describes the overarching strategic intent of the Byway, including the vision, mission and goals, many of which have not changed. The extension adds nine new Discovery Zones, including descriptions of their unique features, opportunities and issues, and a strategic partnership with the Historic Lewes Byway. Since 2013, committed stakeholders (the Byway Management Team), assembled to manage the Byway, have involved other key local, regional and national stakeholders that represent the extension area. Major Byway

programs (e.g. positioning/branding, digital marketing and signage) have been conducted to include the extension. This plan creates a seamless system for the extension to become an integral part of the Delaware Bayshore Byway.

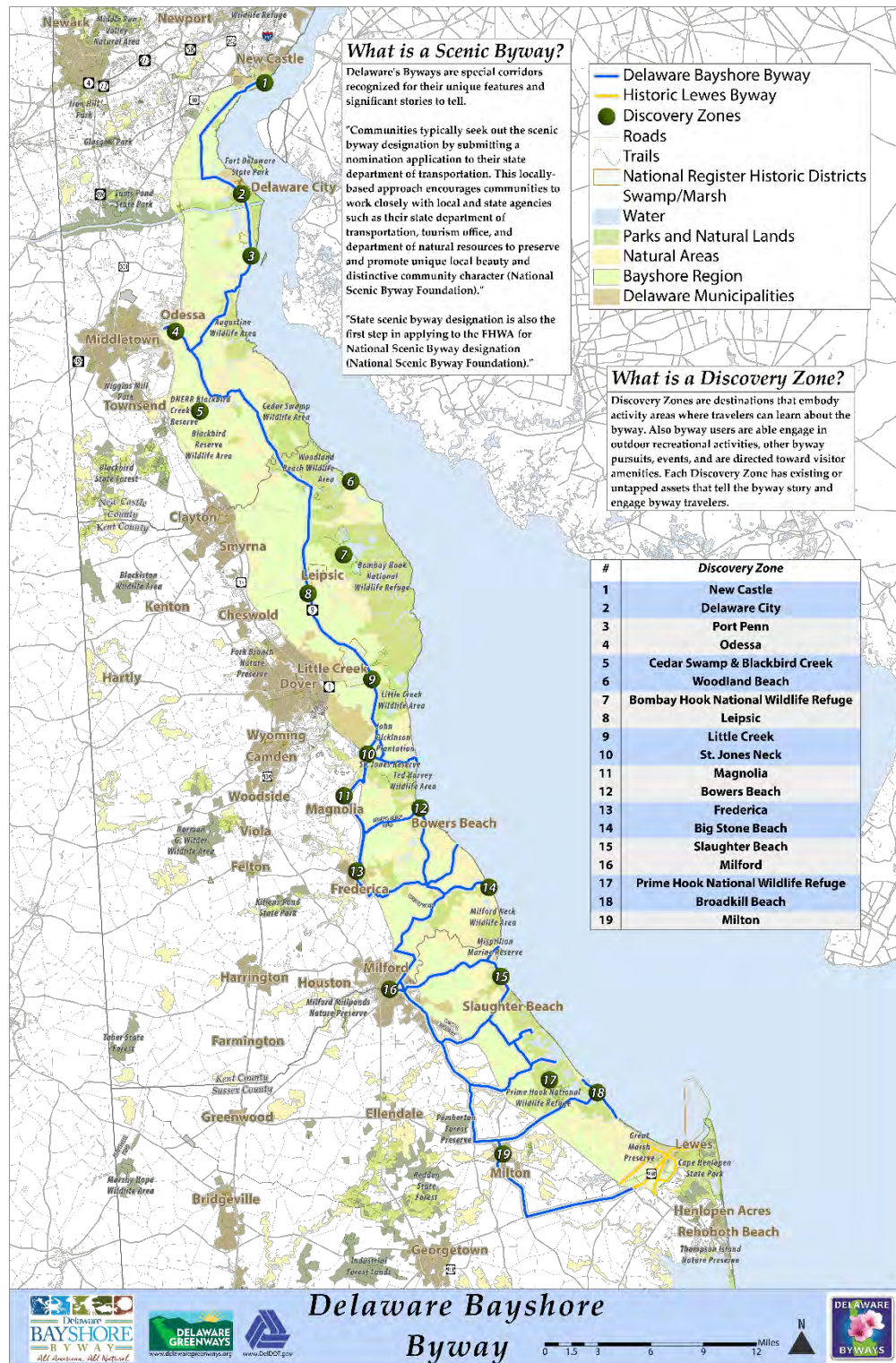


Figure 1: Map of the Delaware Bayshore Byway with its 19 Discovery Zones

The 2020 CMP includes:

Chapter 1 – an introduction,

Chapter 2 - an overview of the Byway significance, intrinsic qualities, and story,

Chapter 3 - a description of the State’s Bayshore Initiative, which is the key to long-term sustainability of the Byway, partnership with the Historic Lewes Byway, and the nine new Discovery Zones that comprise the extension,

Chapter 4 - the Corridor tool kit critical to the future Byway character and protection of its natural and historic resources, organization involvement, their policies and programs that preserve and protect the Bayshore,

Chapter 5 – review of Strategic intent and management systems. This includes Byway accomplishments and future plans.

1.0 Overview of the Byway

Delaware’s Bayshore Byway provides a window to the 100-mile coastal area of Delaware’s Bayshore.

The Delaware Bayshore is widely recognized as an area of global ecological and historic significance. It is a Migratory Shorebird Site of Hemispheric Importance, a Wetland



of International Significance, and an Important Bird Area of Global Significance. Its expansive coastal marshes, sandy shorelines, forests, fields, and agricultural lands provide habitat for more than 400 species of birds and other wildlife. The Nature Conservancy and the National Audubon Society recognize the region as globally significant wildlife habitat. The Nature Conservancy has called the Delaware Bayshore “one of the Earth’s most important stopovers for migratory birds.” The small towns along the Delaware Bayshore enjoy a deep and rich heritage, evolving from early colonial settlements and centers for maritime industries that thrived on the abundant natural resources of the area.

Today, more than 115,000 acres of the Delaware Bayshore are protected as state wildlife areas, state

parks, national wildlife refuges, national estuarine research reserves, private conservation lands, agricultural preserves, and cultural heritage sites. The Delaware Bayshore area is a natural treasure in the middle of the heavily populated Mid-Atlantic corridor. With more than 30 million people living within a three-hour drive, the Bayshore Byway, as laid-out in this CMP, provides low-impact access to a premier natural, scenic, and historic destination. Appropriate marketing and promotion of this area will support business growth and create new opportunities for ecotourism within the Bayshore region. In 2012, the State, led by the Delaware Department of Natural Resources and Environmental Control (DNREC), federal agencies, non-profit conservation organizations, and local Bayshore communities launched the Delaware Bayshore Initiative to promote habitat conservation and restoration, enhance and improve outdoor recreation access and opportunities, and strengthen local Bayshore community economies.

1.1 Roads of the Byway

With easy access from Interstate 95, Delaware's Bayshore Byway begins in historic New Castle and travels south along State Route 9 through the towns and communities of Delaware City, Port Penn, Odessa, Leipsic, Little Creek, Dover and Kitts Hummock and rejoins State Route 1 south of Dover. The Byway's Extension continues from the southernmost end of the existing Byway route and brings us through ten communities and natural areas. The extension uses towns near the Route 1 corridor south of Dover as anchors for spurs that extend east towards the Bayshore coast and the key coastal Discovery Zones. These towns (Magnolia, Frederica, Milford, and Milton) are accessible via Route 1 or from the less travelled spur roads leading east. These less travelled roads, from north to south, include Kitts Hummock Road, Bowers Beach Road, Bennett's Pier Road, Big Stone Beach Road, Cedar Beach Road, Lighthouse Road, Bay Avenue, Slaughter Beach Road, Prime Hook Road, Broadkill Road, North and South Bayshore Drive, and Seashore Drive.

1.2 The Bayshore Byway Story

The story of the Delaware Bayshore Byway is about making a conscious decision to get off the crowded, bustling highway of modern America and letting your senses take in the majesty and power of Mother Nature in the wildlife areas and coastal communities of Delaware's Bayshore.

The Byway and its extension are defined by water. The Delaware River and Delaware Bay constitute the eastern edge of Delaware's Bayshore, and the Byway is intersected by the Delmarva Coastal Plain's rivers, streams and marshes. Historically, these water bodies provided an easy mode of transportation, an abundance of food, and a key ingredient for agriculture. The region's rich natural resources supported

Native American settlements for 12,000 years. Beginning in colonial times, European settlers populated the easily accessible land. They fished the waters and they farmed the land. Small towns grew as water-dependent commerce developed. The Byway and Bayshore area owe their current existence to more than 80 years of preservation and conservation efforts. Led by local residents, non-profit organizations and state government, these efforts continue to this day. The courageous conservation efforts of private citizens and State government during the 1960s and early 1970s saved the Bayshore from becoming overwhelmed as a supertanker port and industrial center. Delaware's Coastal Zone Act established and signed into law in 1971 was followed by the Delaware Wetland Act of 1973. The Route 9 corridor was finally nominated to the Delaware Byway Program in 2007. What once was destined to become an industrialized coastline is now a unique collection of coastal towns, active farming communities, and globally significant natural areas accessible to the public.

Today, the Bayshore faces new challenges. Global climate change and sea level rise (SLR) threaten the area with increasingly frequent flooding and damage from intense storms.¹ The Byway and Bayshore strategies to enhance the area as a natural attraction are compatible with the State's efforts to measure and describe ongoing and anticipated impacts of SLR and climate change on the Bayshore. SLR is one major reason that the Bayshore concept was conceived. There are significant habitat protection and restoration challenges presented by SLR, as well as threats to vulnerable infrastructure and communities. The Bayshore will look different to future generations due to these climate impacts. Nevertheless, we still have the responsibility of helping the Bayshore to retain its character and conservation value in the face of these changes.

The story of the Bayshore Byway is best told in the Byway's Brand Statement developed during our 2015 branding and positioning project that established an overarching identity for the previously fragmented Bayshore Area.

¹ See Chapter 4 for a description of how the State of Delaware is developing plans to manage and adapt to the impacts of global climate change.

Brand Statement

We are the fields, farms, marshes, rivers and beaches of the Delaware Bayshore, stretching 100 miles along one of the richest natural regions in the nation.

We are the stories of the birth of our nation, the creation of the First State, the ratification of the independence and the protection of our freedom.

We are the tales of forts, fire towers & floating cabins. Where crabbing is a way of life, birding can be a daily escape, hiking comes naturally, and the water beckons for you to explore its many meanderings.

We are the beaches & river towns that create many rich communities, unique places, and passionate people. We are the places you escape to, and the places we escape in everyday.

We are wildlife refuges, walking trails, biking paths & a National Park.

We are at the intersection of preservation and conservation, without any congestion. We are the absolute opposite of beach traffic.

We invite you to explore this amazing path.

We encourage you to get lost in our past.

We are excited for you to discover our hidden gems.

We are the Delaware Bayshore- All American, All Natural.

1.3 Byway Concept

The vision of key stakeholders for the Delaware Bayshore strongly governed the development of the Bayshore Byway concept. The coastal towns want to enhance their economic viability by selectively developing tourist attractions that align with their culture, history and future vision for their individual communities. Many of the large landowners want to keep the area “as is” maintaining the existing roadside and community characteristics. State and Federal agencies responsible for managing the public lands want to enhance and increase public access and use of natural areas in ways that are compatible with protecting sensitive habitats and wildlife. All members of the Byway Management Team strongly support maintaining (and enhancing) the Byway experience as “the road less traveled”.

Stakeholder visions helped to produce the Discovery Zone concept that directs enhancements and activity to areas capable and desirous of supporting eco-tourism while maintaining the byway character. Discovery Zones are small towns and natural areas of concentrated attractions with potential for new enhancements. The Byway now has 19 Discovery Zones. The ten original Discovery Zones are described in the 2013 CMP. The Discovery Zones for the extension and their major venues are listed below. Chapter Three describes each zone in detail.

1. *Magnolia*: Includes the Town of Magnolia and the Magnolia Historic District
2. *Bowers Beach*: Includes the Town of Bowers, the unincorporated community of South Bowers, the mouths of the St. Jones and Murderkill Rivers, and portions of the Ted Harvey Conservation Area and the Milford Neck Wildlife Area
3. *Frederica*: Includes the town of Frederica and the Frederica Historic District
4. *Big Stone Beach*: An undeveloped beach by the Milford Neck State Wildlife Area that includes an historic observation tower from World War II
5. *Milford*: Includes the City of Milford, North Milford Historic District, South Milford Historic District, and the Milford Shipyard Area Historic District, Mispillion Riverwalk and Greenway, and Delaware Nature Society's Abbotts Mill Nature Center
6. *Slaughter Beach*: Includes the Town of Slaughter Beach, the Marvel Saltmarsh Preserve, and a portion of the Milford Neck State Wildlife Area including the DuPont Nature Center and Cedar Creek Boating Access Area
7. *Prime Hook National Wildlife Refuge and Fowler Beach*: The Prime Hook National Wildlife Refuge, the State's Prime Hook State Wildlife Area, and Fowler Beach
8. *Broadkill Beach*: Includes the unincorporated community of Broadkill Beach and the Beach Plum Island Nature Preserve
9. *Milton*: Includes the Town of Milton, the Milton Historical Society, the Milton Historic District, and McCabe Nature Preserve

1.4 Byway Extension Project Process

The concept of extending the Byway south to the terminus of the Historic Lewes Byway and encompassing essentially all of the State's Bayshore Initiative area originated from discussions among the Byway leaders in the Delaware Department of Natural Resources and Environmental Control, the

Delaware Department of Transportation (DelDOT) and the Byway Advisory Committee in 2012. The concept was extensively vetted and developed with stakeholders of the coastal communities and towns that comprise the extension over a period of several years. The plan was formally discussed and approved in public meetings with each of the communities, towns and counties of the Byway extension (see Table 1-1 below for specific times).

Table 1-1

| | | |
|--------------------|--|--|
| July 2015 | Bowers Town Council | Voted to approve participation in Bayshore Byway |
| July 2015 | Broadkill Beach Board of Directors Meeting | Voted to approve participation in Bayshore Byway |
| September 14, 2015 | Slaughter Beach Town Council | Voted to approve participation in Bayshore Byway |
| October 30, 2015 | Public press conference | Governor of Delaware holds a press conference on Byway accomplishments including the southern extension |
| September 26, 2016 | Milford City Council Meeting | Voted to approve participation in Bayshore Byway |
| October 14, 2016 | Magnolia Town Council Meeting | Voted to approve participation in Bayshore Byway Extension as a Discovery Zone |
| November 7, 2016 | Milton Town Council Meeting | Voted to approve participation in Bayshore Byway |
| December 7, 2016 | Frederica Town Council | Voted to approve participation in Bayshore Byway |
| December 1, 2016 | Kent County | Advised inclusion of county byway corridor areas such as Big Stone Beach |
| December 1, 2016 | Sussex County | Advised inclusion of county byway corridor areas such as Fowler Beach, Prime Hook National Wildlife Refuge |
| April 4, 2017 | Approval of Bayshore Byway Extension Route | Formal approval of the Bayshore Byway Extension Route from DelDOT |

1.5 CMP Principles, Vision, Mission and Goals

The Byway principles, vision, mission and goals developed initially by the Project Advisory Committee continue to provide guidance to the Byway Management Team and key stakeholders. They provide the

framework for the Delaware Bayshore Byway CMP 2020 update.

Byway Principles

1. Recognize, celebrate, and promote the Byway as an internationally recognized treasure. As such, support protection of natural areas and wildlife and create opportunities for Delawareans and visitors to experience the Bayshore's natural wonders, unique coastal towns, and historic sites.
2. Consult and collaborate with stakeholders including towns, villages, communities, organizations, landowners, and other individuals that have worked to preserve the corridor.
3. Promote the Bayshore's stories so that residents and visitors can enjoy and engage with the unique features of the corridor while also supporting economic opportunities that will benefit local residents, businesses, and visitors.

Vision

It is our vision that we will leave for future generations a healthy, globally important landscape that supports a variety of habitats and an abundance of wild plants and animals – even in the face of climate change and sea level rise – connected by a Byway that provides access to where people today and in the future can visit and have an excellent quality outdoor experience through hunting, fishing, birding, kayaking, hiking or simply to enjoy a peaceful scenic view, all the while strengthening and preserving the history and the livelihoods of the people of Delaware's coastal communities.

Mission

Develop a partnership of citizens, their communities, and their government that will preserve, protect and enhance this globally important area of ecological and historical importance for future generations to learn about and enjoy and coexist with nature, to honor the efforts, both public and private, to secure the Bayshore for future generations all the while respecting the people who reside and earn sustenance from the land and the water of the Bayshore.

Goals

Working with the Project Advisory Committee, eight goals were established. Within each goal, the Committee defined a set of action items to guide the CMP. Updated action items are included in Chapter 5. The goals are:

1. Brand and position Delaware's Bayshore locally, regionally, nationally and globally and fit the byway within the envelope of the Bayshore brand.
2. Collaborate with residents, organizations and government entities to protect and conserve the working landscape, natural environment, scenic viewsheds, communities and other vital assets

of the Bayshore corridor.

3. Support community aspirations by providing guidance and assistance so the Bayshore corridor communities can be successful within the framework that best serves each community. Catalyze partnerships among the coastal communities and Discovery Zones.
4. Enhance access to and use of the Bayshore natural area Discovery Zones with improved facilities, programming, signage and wayfinding, while respecting the wildlife conservation mission of these areas.
5. Working to make the road corridors of the Bayshore Byway Extension safer for all users – drivers, cyclists, walkers, birders and farmers and by ensuring that there is appropriate environmentally sensitive access to key attractions and Discovery Zones while respecting the residents’ strong interest in maintaining or improving the local character of the road.
6. Work with the education community to engage the residents and visitors of all ages in a learning experience about the Bayshore to ensure that current and future generations will continue to experience and respect the Bayshore story and become the stewards for sustaining it.
7. Manage the Byway as an ongoing enterprise to:
 - a. Implement the CMP,
 - b. Advocate for, protect and enhance the Byway through coordination among stakeholders and other key partners, and
 - c. Ensure that the varied interests along the byway are respected.
8. Continue strong coordination with Historic Lewes Byway to ensure this critical link to connect to NJ Bayshore Byway is a seamless and integrated effort.

1.6 Byway Management Structure

The Byway is directly managed by a group of committed stakeholders and facilitated by Delaware Greenways. Members of the Byway Management Team (BMT) include representation from each Discovery Zone, leaders of key not-for-profit organizations working to preserve the Bayshore areas, State and local Tourism offices/bureaus, and State agencies like the Delaware Department of Natural Resources and Environmental Control, the Delaware Department of Transportation, and the Historic Lewes Byway. Some of the participating State officials serve in an advisory role (e.g. non-voting) as required state policy.

The primary purpose of the BMT is to define the strategic intent, develop an overarching identity for the entities of the Bayshore (a marketing plan), and catalyze partnership among the variety of organizations that make up the Bayshore Initiative and the Byway. Each Discovery Zone has a management structure of its own and may include municipal governments, state or federal parks and wildlife refuges, or community organizations and has prime responsibility for their new or improved attractions or economic development initiatives.

1.7 National Scenic Byways Program Requirements

From the beginning of the Bayshore Byway development process, key stakeholders and State Government leaders have recommended that the CMP be developed with the goal of nominating the Byway as both a National Scenic Byway and All-American Road. The Byway Management Team has worked diligently to understand the requirements of both a National Scenic Byway and All-American Road designation and have developed the Byway over time to include these critical features.

On September 22, 2019, the Reviving America's Scenic Byways Act of 2019 was signed by the President of the United States and became Public Law 116-57. This law requires the U.S. Secretary of Transportation to solicit nominations for certain roads to be designated under the National Scenic Byways Program as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. Nominations under this legislation are due June 14, 2020. The Byway leadership has an active program in place to develop and submit an application under this solicitation to designate the Delaware Bayshore Byway as an All-American Road.

As shown in the tables below, the Byway meets all the qualifications of both National Scenic Byway and All-American Road. The National Scenic Byways Program, which is part of the U.S. Department of Transportation, Federal Highway Administration, was established in Title 23, Section 162 of the United States Code under the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized and expanded significantly in 1998 under TEA-21 and again under SAFETEA-LU in 2005. This legislation outlines the policies, procedures and requirements for a road or highway to be designated in this Federal Highway Administration program. In 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21), the National Scenic Byways Program was shifted within the Transportation Alternatives Program. The Delaware Bayshore Byway as illustrated in Table 1-2 meets all of the following requirements for All-American Road Designation. Each check mark below indicates where this byway meets the program criteria.

Table 1-2 Program Criteria for National Scenic Byways and All-American Roads

| No. | Program Criteria | National Scenic Byway | All American Road |
|-----|---|-----------------------|-------------------|
| 1 | State Scenic Byway Designation | ✓ | ✓ |
| 2 | Accommodate 2-wheel drive vehicles | ✓ | ✓ |
| 3 | Accommodate where feasible bicycle and pedestrian travel | ✓ | ✓ |
| 4 | Accommodate conventional tour buses. | N/A | ✓ |
| 5 | Complete a CMP | ✓ | ✓ |
| 6 | Demonstrate enforcement mechanisms by byway communities | N/A | ✓ |
| 7 | Available user facilities for travelers are in place | ✓ | ✓ |
| 8 | Plan to accommodate increased tourism | N/A | ✓ |
| 9 | Plan to address multi-lingual information | N/A | ✓ |
| 10 | Be continuous and minimize intrusions of the visitor experience | ✓ | ✓ |
| 11 | Have two intrinsic qualities | N/A | ✓ |
| 12 | Have one-of-a-kind features | N/A | ✓ |
| 13 | Narrative to promote, interpret and market byway to attract international travelers | N/A | ✓ |
| 14 | Demonstrates that it is a destination unto itself | N/A | ✓ |

In addition, the Delaware Bayshore Byway CMP meets all 14 requirements of the National Scenic Byways Program to be designated for an All-American Road as shown in shown in Table 1-3

Table 1-3 Corridor Management Plan Requirements

| No. | Corridor Management Plan Requirements | National Scenic Byway | All American Road |
|-----|--|-----------------------|-------------------|
| 1 | Map of corridor boundaries | ✓ | ✓ |
| 2 | Assessment of the Intrinsic Qualities and their context | ✓ | ✓ |
| 3 | A strategy for maintaining and enhancing the Intrinsic Qualities (CMP Enhancement Plan) | ✓ | ✓ |
| 4 | An Implementation Schedule | ✓ | ✓ |
| 5 | A strategy describing how existing development will be enhanced and new development will be accommodated while preserving the Intrinsic Qualities (CMP Enhancement Plan) | ✓ | ✓ |
| 6 | A Public Participation Plan | ✓ | ✓ |
| 7 | A review of highway's safety and accident record | ✓ | ✓ |

Table 1-3 Corridor Management Plan Requirements

| No. | Corridor Management Plan Requirements | National Scenic Byway | All American Road |
|-----|--|-----------------------|-------------------|
| 8 | A plan to accommodate commerce and user facilities while maintaining safe traffic and transportation | ✓ | ✓ |
| 9 | A visitor experience plan to demonstrate intrusions have been minimized and improvements have enhanced the experience (CMP Marketing, Development and Economic Development Plan) | ✓ | ✓ |
| 10 | Compliance with outdoor advertising laws | ✓ | ✓ |
| 11 | A Sign Plan | ✓ | ✓ |
| 12 | A Marketing Plan | ✓ | ✓ |
| 13 | Context Sensitive design standards | ✓ | ✓ |
| 14 | An Interpretive Plan | ✓ | ✓ |

Major Byway accomplishments over the last decade have enhanced the National Scenic Byway and All-American Road qualities of the Byway. These include:

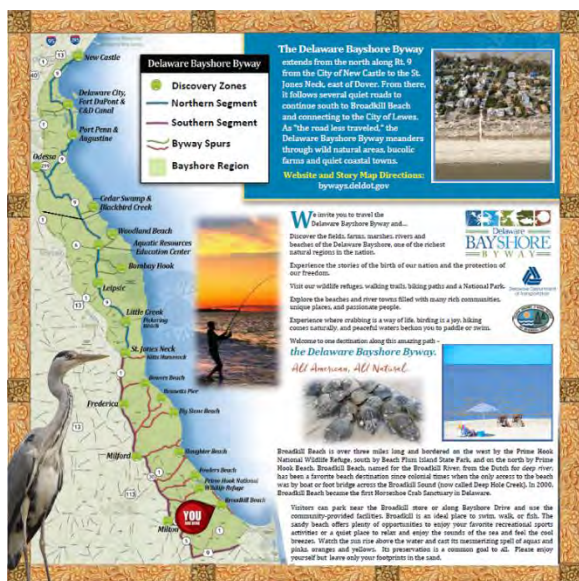
The Byway has been extended south to include all of the Delaware Bayshore, and the southern terminus has been designed to incorporate access to New Jersey via the Historic Lewes Byway and Cape May-Lewes Ferry. The Delaware Bayshore Byway Management Team will explore the possibility of extending and linking with New Jersey's Bayshore Heritage Byway as a multi-state byway across and around the Delaware Bay. It will potentially include a southern extension in Delaware to the Cape May-Lewes Ferry, Cape Henlopen State Park and partnering with the Historic Lewes Byway: Gateway to the Bayshore. Such a linkage would encircle the entire Delaware Bay and connect the communities and natural areas that make the area unique.

During development of the CMP many of the sites along the Bayshore Byway have evolved, this brought increased amenity access, more interpretive signage, and additional marketing avenues for the Byway to promote the "Road Less Travelled". These are noted in Chapter 5 – Accomplishments section.

Although the Byway is being promoted more heavily, the corridor still has a significant amount of user capacity available. The Byway Management Team is working with DelDOT proactively to address the future concerns of the communities and towns along the Byway. Potential future issues are being identified in the Communities comprehensive plans.

The Byway management process is building capacity for RV accommodations. The development of a new RV Park in Delaware City along the northern end of the Byway is in the planning stage. The majority of the roads are compliant for RV and tour bus travel with adequate lane widths on Route 9 and Route 1. Many of the turnaround areas along the byway have parking lots in which an RV or tour bus could make the turn.

With the help of DNREC, many interpretive kiosks have been installed along the Byway route. They have been developed with a narrative in mind, leading user down the Byway with a similar look and feel to the signage, but each with more detailed information about the specific area the user is visiting. An example of the signage is shown below.



Images of interpretive kiosks throughout the Bayshore Region. (Photo Credit: DNREC)

The Byway currently draws international groups for shorebird and horseshoe crab viewing. We expect the numbers of international visitors to increase over time. The Byway Management Team recognizes the need to work with local communities to develop multi-lingual materials to market the Byway to international travelers. As part of the Byway marketing effort, the BMT look to guidance from local educational institutions like the Milford School District, who has a significant multi-lingual immersion program, which may be able to tackle the task of translating existing signage and brochures. Upon learning more about the primary ethnicities of those who travel to the Bayshore the marketing materials will be tailored to their language. The American Birding Association, headquartered Delaware City, is an

international birding organization who would have insight into where many of the travelers who are birding are travelling from. The BMT will look to their expertise to help identify the groups who would most benefit from multi-lingual information.

The BMT has developed both a short and longer term marketing program. Short-term the program builds heavily on maximizing the benefits of available social media. Longer term we will conduct marketing surveys to more clearly define our target audiences and then tailor the marketing to fit their needs.

1.8 Navigating the CMP

The Delaware Bayshore Byway CMP 2020 consists of five chapters designed to highlight why the Byway stands apart and how to maintain and enhance its uniqueness.

In Chapter 2, titled, “**Describing the Byway Corridor**”, the Byway story unfolds including the Byway significance, intrinsic qualities, and characteristics.

While there are many common features along the Byway and the Bayshore, each of the communities and natural areas has a different personality with unique features, stories and individual considerations.

Chapter 3, titled, “**Introducing Delaware’s Bayshore Initiative and the Byway’s Discovery Zones**”, introduces the State’s Bayshore Initiative, tells the story and current aspirations of the ten new Discovery Zones of the southern extension and describes the partnership with the Historic Lewes Byway

Various state, county, and local government agencies, and non-profit organizations are responsible for elements of the byway corridor. Through this responsibility, they have contributed to the current form of the Byway and Byway Extension. By identifying tools to preserve the Byway and the Bayshore, the Byway Management Entity can better implement its recommendations by coordination with these key stakeholders. Chapter 4, titled, “**Examining the Corridor Context**”, outlines these tools and summarizes the conditions of the Byway.

Chapter 5, titled, “**Preserving and Enhancing the Byway**”, defines the vision, mission, goals and challenges developed in the previous chapters and the 2013 CMP for the entire Byway. It develops strategies and recommendations to address each. From the recommendations and strategies, key action items and timelines are created. This chapter also documents the accomplishments of the Byway since 2013.

Chapter 2 – DESCRIBING THE BYWAY CORRIDOR

2.1 Introduction

With the approval of the extension in 2017, and partnering with the Historic Lewes Byway, the Delaware Bayshore Byway provides access to the entire natural, historic and scenic Delaware Bayshore region. The northern part of the Byway (~50 miles) travels down scenic Route 9 while the southern extension (~50 miles) parallels the Bayshore coast about five miles inland. Small towns and communities along the byway (or within several miles of the Byway) provide a window into diverse coastal heritage as well as a variety of traveler services.

The main route and spurs of the Byway expose visitors to a diversity of landscape features which define the Delaware Bayshore: croplands, upland freshwater marshes, tidal wetlands, waterways crossings, estuaries and coastal communities. The Delaware Estuary is constantly changing and represents one of the most productive and diverse ecosystems in the nation. The area is recognized as an area of global ecological significance.

Along the Byway and in the Discovery Zones, the Byway contains many areas of high intrinsic value including National Register historic sites, natural viewsheds, wildlife viewing areas, nature education centers and active recreation sites (hiking, boating, fishing and hunting). Many of the sites (especially the newer wildlife viewing areas and nature centers) are Americans with Disabilities Act compliant.

2.2 Statement of Significance

Delaware Bayshore Byway travels through and serves an extensive and contiguous area of conserved coastal marshes and shoreline on the eastern seaboard – the Delaware Bayshore region. It is a recognized as an area of global ecological and historical significance. The Byway is located in the lower portion of the Delaware Estuary, a fragile ecosystem that stretches from Trenton, New Jersey and Morrisville, Pennsylvania, south to Cape May, New Jersey and Cape Henlopen, Delaware, and includes all of the Delaware Bay and the lower tidal reaches of the Delaware River.² The Byway corridor travels through a network of rivers and streams that lead to the Delaware River and the Delaware Bay, state wildlife areas, national wildlife refuges, pastoral farmland, picturesque coastal towns, and historic attractions.

The Bayshore region's expansive coastal marshes, sandy shoreline, forest, fields and agricultural lands

² University of Delaware Sea Grant College Program, 1988

provide habitat for more than 400 species of birds and other wildlife. Birders and biologists from around the world come to central Delaware's Bayshore region to witness the annual spring spectacle of more than a half million migratory birds taking a rest stop to dine on the eggs of horseshoe crabs. Delaware Bay has the largest concentration of horseshoe crabs in the world (between 25-30 million adults alone in the bay.) They deposit their eggs along the high tide line of Delaware beaches, thereby providing food for vast flocks of shorebirds, such as red knots, which are a federally threatened species. The Bayshore is a breeding epicenter for horseshoe crabs that deposit their eggs on the beaches each spring. Additionally, shell-planting management efforts are restoring the oyster population, which, until the mid-twentieth century, supported one of the largest fisheries in the Delaware Bay.

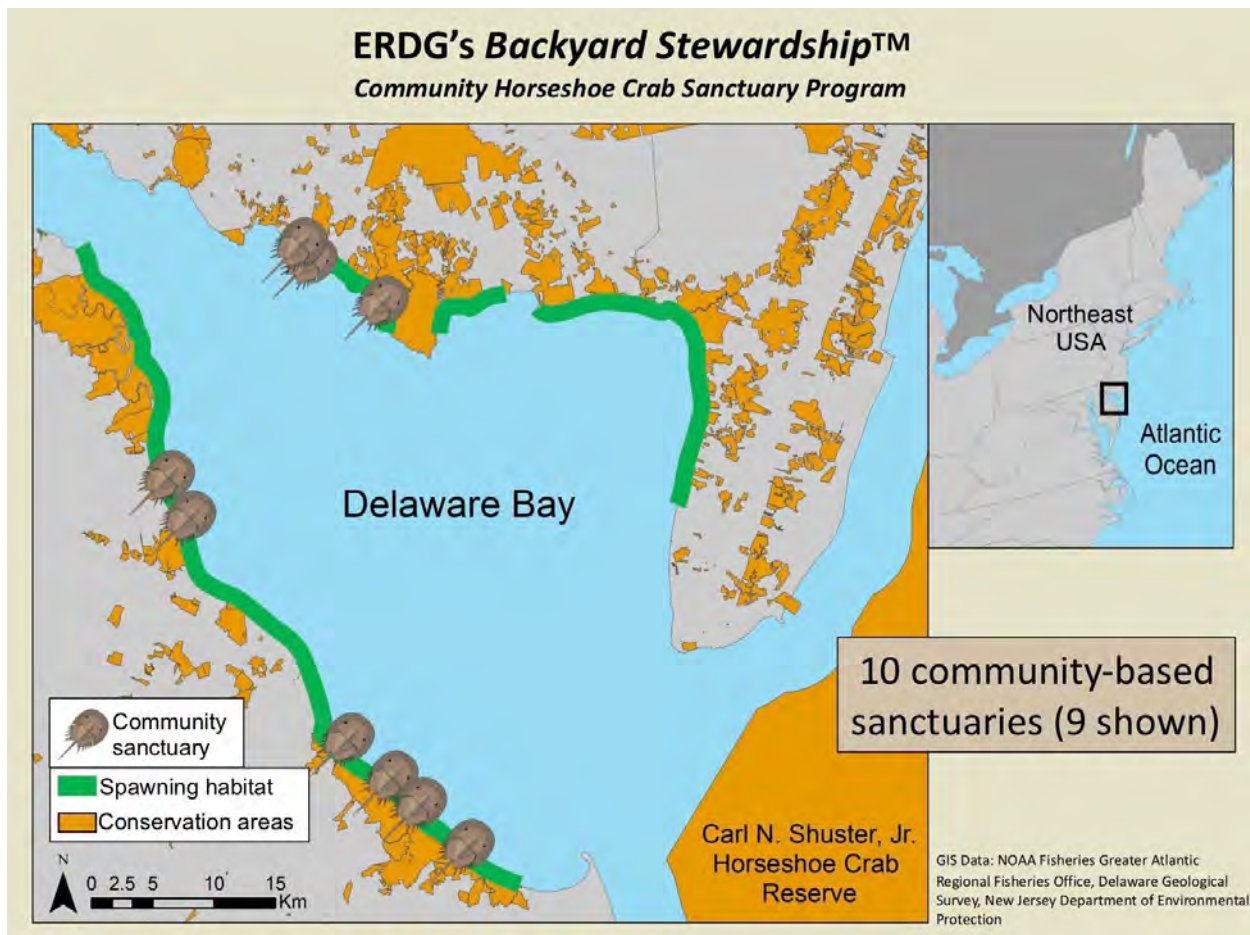


Figure 2.1: Shown above are the spawning habitats for horseshoe crabs in the Delaware Bay (Photo credit: ERDG)

In addition to birding enthusiasts, the Bayshore offers quality recreational opportunities for hunters and anglers, boaters and kayakers, casual wildlife watchers, and families seeking outdoor opportunities to recreate and learn about nature.

The spring season in May and June brings hundreds of thousands of shorebirds to the Bayshore's sandy

beaches and coastal marshes, so that they can rest and refuel for the remainder of their migratory flight north. The fall migratory season brings shorebirds back again as early as July with peak numbers and diversity occurring into September. Waterfowl are also plentiful during fall migration from September to



Image of horseshoe crabs on Pickering Beach in the Delaware Bay. (Photo Credit: Ariane Mueller)

November. Many kinds of waterfowl, especially snow geese, winter along the Bayshore until February or March, when northward spring migration begins again. Innovative uses of weather radar recently demonstrated the importance of Bayshore forest and shrub habitats as resting and feeding areas for songbirds during spring and fall migration.³

The Byway encompasses an area where there are some of the oldest settlements in the state with a diversity of great examples of

seventeenth, eighteenth- and nineteenth-century architecture. Archeological evidence suggests that Humans existence within the Delaware Estuary date back 12,000 – 13,000 years.

The Bayshore region has received the following recognitions:

- In 1986, the Delaware Bay was classified by the Western Hemisphere Shorebird Reserve Network as a Site of Hemispheric Importance due to the sheer number of shorebirds that use the bay as a migratory stopover – over a half million annually.
- In 1992, the Ramsar Convention on Wetlands designated the Delaware Bay Estuary as a Wetland of International Significance because it provides critical resting and feeding areas for migratory shorebirds and wading birds.
- In 2001, the National Audubon Society and the American Bird Conservancy jointly recognized the Delaware Coastal Zone as an Important Bird Area (IBA) of Global Magnitude- the highest possible designation- for its critical role in the life cycle of multiple imperiled species, including Red Knot, Black Rail, Saltmarsh Sparrow and Piping Plover.
- National Headquarters of the American Birding Association (ABA) moved to Delaware City, DE from Colorado Springs, CO in 2013

³ La Puma, D., D. Mizrahi, J. Buler, and V. Elia. 2012. Determining high-use bird stopover areas in the Mid Atlantic Coastal Plain using National Weather Service Doppler radar. Report to the Delaware Division of Fish and Wildlife, DNREC. 44pp.

The prevalence of water throughout the region provides a rich opportunity for both active and passive traveler experiences. The abundance of waterways at low elevations throughout the Bayshore also creates major flooding and beach erosion due to climate change related problems. A variety of organizations led by State Government have spent a great deal of effort over the last ten years working to understand and build community awareness of the threats of global climate change, and specifically sea-level rise and its impact on Delaware and the Delaware Bayshore. Flooding and beach erosion are major issues to both the residents and State government in many areas of the Byway and Byway Extension region. Extensive mitigation programs are in progress or are being planned for future implementation. The Nature Centers in the Bayshore area feature climate change impact as part of their education mission.

Originally, the Byway concept primarily focused on the road and the attractions immediately adjacent to the road. The enhanced concept now treats the byway as a corridor with the road as the spine and key attractions as Discovery Zones. The Byway has 19 Discovery Zones.

Role of the Estuary and Natural Habitat

The Bayshore Byway is a critical area of the Delaware Estuary. The Delaware Estuary encompasses the Delaware River and its tributaries, the Delaware Bay, and the adjacent tidal marshes and wetlands. The lower portion of the Delaware Estuary characterizes much of the Byway landscape

The Estuary is an economic engine for the region, providing approximately 500,000 direct and indirect jobs generating more the \$10 billion dollars in annual wages. Nearly two percent of the United States population relies on the Delaware Estuary for their drinking water, with 750 million gallons of drinking water supplied each day directly from the Delaware Estuary and its nearby tributary watersheds. In addition to wages, activities associated with the Delaware Estuary including recreation, water quality and supply, hunting, fishing, forest, agriculture, and parks generate an estimated \$10 billion annually in economic value for the region.⁴

A Shifting Landscape

From this estuary, there sprang fishing and oystering towns, ports, industrial centers and wildlife refuges. Throughout the late 1800s and early 1900s, oysters were the livelihood of watermen. Today, the presence of the State Parks and Wildlife Areas, National Estuarine Research Reserves, National Wildlife Refuges,

⁴ Scott M. Kozel, Pennways, Roads to the Future, http://www.pennways.com/CD_Canal.html

private conservation lands, and farmlands reflect how important the landscape is to the people who settled here.

Change is part of the story of this unique landscape. As long as humans have inhabited this region, they have also relied upon the Delaware Bayshore natural resources for sustenance. From the Dutch settlements of the seventeenth century, to the fishing towns and resort towns of the nineteenth century, the ecology of the larger Delaware Estuary provides a unique natural resource. Archeological history suggests habitation goes back as far as ~12,000 years ago with many examples of 17th-19th century communities.

Human activities have molded the communities and environmental characteristics of the byway corridor. Dikes and canals have attempted to hold back the brackish waters of the Bay or create new transportation routes. Of these early canals the C&D Canal, constructed 1804-1829, is the only one still in use, and connects the Delaware and Chesapeake Bay.

The clearing of forested lands for agriculture provided food and a living for many. In the past, farmers grew corn, squash, beans and tobacco. Today's crops include wheat, corn and other grains, potatoes, and soybeans. The ever-evolving maritime activities capitalized on the seawater and resources of the estuary environment. Fishing for shad, perch, weakfish, striped bass, oysters, blue crabs and other finfish and shellfish remains recreationally and commercially important. Although some fish populations such as sturgeon have declined to the point that their harvest is no longer permitted, conservation efforts continue to improve the health of the estuary environment.

The Bayshore region was an important defense area through several wars. The long narrow shape of the Delaware Bay explains why this Byway corridor has the most complete network of Coastal Defense resources in the country beginning with the War of 1812 and the Civil War, and through World War I and II. Each new generation of military defense moved farther downstream:

- American Revolution Defenses – Fort Mifflin, PA (1777)
- Civil War Defenses - Fort Delaware, New Castle County, DE (1859) and Fort Mott, NJ (1896), Fort DuPont (1898) Civil War through World War II
- World War I – Fort Salisbury (1918), Sussex County, DE
- World War II – Fort Miles (1941), Sussex County, DE

The Delaware Estuary watershed and its natural resources face new challenges from global climate change and flooding and erosion from sea-level rise. Sea-level rise threatens a number of the natural wildlife areas, farms and towns. Sea-level rise demands further management efforts to protect vital ecosystems, wildlife habitats, and popular hunting, fishing and birding areas.

Change is ever present in the Bayshore. The Byway and its numerous education initiatives not only offers a view of our nation's past, but provides a glimpse into our future in the face of global climate change.

2.3 The Byway Story and its Qualities

“Welcome to Delaware’s quieter and wilder side” is about making a conscious decision of getting off of the crowded bustling highway of modern America and letting your senses take in the majesty and power of Mother Nature in the natural spaces and coastal communities of Delaware’s Bayshore. Once the cradle of colonial Delaware, the abundance of natural resources from the bay and wetlands, rich coastal farmlands, and a network of waterways supported both Native Americans and early settlers.

Nine towns and communities (New Castle, Delaware City, Port Penn, Woodland Beach, Pickering Beach, Kitts Hummock, Bowers/South Bowers, Slaughter Beach, and Broadkill Beach) front the Bay, while seven (Odessa, Leipsic, Little Creek, Magnolia, Frederica, Milford and Milton) are located along rivers that lead into the Bay. All of these towns flourished because of the accessibility to wildlife that could be hunted, fished, or trapped.

With the advent of more modern transportation systems, first the railroads and then the automobile, the importance of the water network and the natural resources declined. The Bayshore area was dominated by large family farms, which limited development and industrialization seen in Wilmington and Philadelphia. Sadly, pollution from these late nineteenth and twentieth century industrial cities spread down the Delaware River and Bay, adversely affecting the aquatic life of the Bayshore, sending the prosperous fishing industry into rapid decline. As population centers migrated to industrial areas in search of jobs, the Bayshore communities became quiet reminders of the past.

Today, the Delaware Bay small community enclaves offer the pleasures of wildlife viewing, beachfront activities and respite from bustling daily lives. The Bayshore, as we know it today, exists because of the conservation and preservation efforts of concerned citizens and government leaders in the 60’s and 70’s. The establishment of the State Planning Office and DNREC, along with the Coastal Zone Act adopted in 1971 and the Wetland Act adopted in 1973, led the way in addressing, managing, and regulating environmental issues and resources throughout the State. The goal of the Delaware Coastal Zone Act was to protect Delaware’s coastal area from destructive impacts of heavy industrialization and offshore bulk product transfer facilities, as well as to protect the natural environment of the coastal areas and safeguard their use primarily for recreation and tourism.

Several non-governmental organizations are actively involved in protecting the resources along the Byway



and within the Bayshore. Delaware Wild Lands, Inc., founded in 1961 by the late Edmund H. (Ted) Harvey, is a private, non-profit organization dedicated to the conservation and preservation of natural areas through the acquisition and management of strategic parcels of land, many of which are within the Bayshore region. The Nature Conservancy and Delmarva Ornithological Society helped to protect Yardley Dale at Thousand Acre Marsh, and The Conservation Fund helped to protect Mispillion Harbor, just north of Slaughter Beach.

Without these initiatives, the Delaware River and Bay's diverse wildlife and ecosystems would be lost, as would a burgeoning local ecotourism industry. The current landscape along Delaware's Bayshore and the Bayshore Byway is evidence of the changes in public policy that actively protected this locally and globally significant natural landscape from becoming an industrial setting. This legacy of conservation and preservation provides residents and travelers with the opportunity to engage with nature, enjoy the abundant marshes and water resources through a variety of recreational pursuits, and learn about the rich history of the area's early settlers, who lived by the cycles of nature and from the riches of the land and water. These and other natural qualities are at the heart of Delaware's Bayshore Byway and the Delaware Bayshore Initiative.⁵ Since the 2007 nomination, the Byway story and its significance have grown as a means to provide many residents and eco-tourists access to the Bayshore region. The many conserved natural areas and historic sites are more accessible, especially since the launch of the Delaware Bayshore Initiative, one of two Delaware projects included in the national America's Great Outdoors Initiative in 2012. The Byway corridor's natural, scenic and historic characteristics define both the Bayshore and the people who depend on it for their livelihood and pleasure.

The Byway story is also a collection of place-based stories organized into "Discovery Zones" that focus on:

- Experiences from nature derived from the ecology and landscape of the Delaware River and Bay (Natural Intrinsic Qualities);
- Living history for insights into the relationship of the people to the Delaware River and Bay and its coastal landscape over 400 years (Historic and Cultural Intrinsic Qualities); and
- Heroic efforts to protect and conserve the coastal environment for future generations (Scenic Intrinsic Qualities).
- An abundance of Nature related recreational opportunities (Recreation Intrinsic Qualities)

⁵ DNREC, Delaware Bayshore Initiative, <http://www.dnrec.delaware.gov/Pages/Delaware-Bayshore.aspx>

2.4 Corridor Features and Intrinsic Qualities

Along the Byway route and in the 19 Discovery Zones, the Bayshore visitors can immerse themselves in many Natural and Historical attractions, actively participate in a number of ecosystem education and recreational opportunities or just relax and take in some of the many scenic views.

Key traveler experiences along the Byway include: Birding, wild life viewing and photography, significant coastal education options, hunting, fishing and crabbing, hiking and biking, paddling and boating, exploring historical sites, communities and maritime settlements and enjoying local foods.

Minutes away from the bustling East Coast megalopolis, the Bayshore and the Bayshore Byway are rich in the natural, historic and scenic intrinsic qualities.

Key Natural attractions and their activities include:

Two National Wildlife Refuges (Bombay Hook NWR and Prime Hook NWR)

- Visitors centers w/ADA accommodations
 - Wild life viewing facilities
 - Hiking and biking trails
 - Scenic drives
 - Water access and recreational options
- Bombay Hook National Wildlife Refuge is a 15,978 acre National Wildlife Refuge located along the eastern coast of Kent County, Delaware, on the Delaware Bay. It was established on March 16, 1937 as a refuge and breeding ground for migratory and wintering waterfowl along the Atlantic Flyway. The Refuge was purchased from local land owners with federal duck stamp funds. Today, the refuge protects wildlife of all kinds, with emphasis on all migratory birds. The refuge also contains the Allee House, a pre-revolutionary war farmhouse on the National Register of Historic Places.
- Prime Hook National Wildlife Refuge is 10,000 acres and is considered to have one of the best existing wetland habitat areas along the Atlantic Coast. The refuge provides nature trails, bird and wildlife watching, and ponds for canoeing and boating. Hunters and anglers find hours of quiet solitude in season.

Five State Parks (Fort Delaware, Fort DuPont, Lums Pond, Killens Pond, and Cape Henlopen)

- Fort Delaware preserves all of Pea Patch Island in the middle of the Delaware River, including the historic Civil War fortress, which housed prisoners of war. It is accessible by tour boat and is a very popular school trip destination.

- Fort DuPont is a former military base, named after Rear Admiral Samuel Francis DuPont, and was in use from the Civil War through World War II; it protects a stretch of land along the Delaware River and the Chesapeake and Delaware Canal (C&D). Fort DuPont is undergoing an extensive redevelopment plan that includes economic development that is compatible with current historic structures and recreational purposes. The park provides access to an extensive bike trail along the C&D Canal.
- Lums Pond State Park is located north of the C&D Canal and “before the pond existed, St. Georges Creek flowed through the hardwood forest and was the site of several Native American hunting camps. The creek was dammed in the early 1800's when the C & D canal was built. Water from the pond was used to fill the locks of the canal and power a small mill. This area was first used as a state park in 1963.” The park offers visitors the opportunity to camp, fish, boat, horseback ride. Additionally, “Go Ape ziplining course allows visitors to see the park from a whole new perspective – from the treetops.”
- Killens Pond State Park “conveniently located in central Delaware, is the 66-acre millpond, which was established in the late 1700s. Before the pond was created, the Murderkill River and surrounding hardwood forest were sites of several Native American homes and hunting camps. Killens Pond became a state park in 1965.” The park offers visitors the opportunity to camp, fish, boat, visit the waterpark, play disc golf, and explore trails
- Cape Henlopen is Delaware’s largest state park and is within the boundary of the Historic Lewes Byway. It includes the remains of World War II era Fort Miles and its iconic observation towers, which dot the Cape’s beaches on both the Atlantic Ocean and Delaware Bay. The National Harbor of Refuge and Delaware Breakwater Harbor Historic District and its two lighthouses are visible from the beaches. The Park has both bay and ocean access with amenities, many trails for cycling and hiking, and a large campground for both tents and RVs.

Eight State-operated Wildlife Areas (C&D Canal, Augustine, Cedar Swamp, Woodland Beach, Little Creek, Ted Harvey Conservation area, Milford Neck, and Prime Hook)

Collectively these eight wildlife areas preserve over 28,000 acres as natural areas. Unlike Delaware's state parks, which are geared to more general outdoor recreation, the wildlife and conservation areas are managed primarily for wildlife-dependent recreational activities such as hunting, fishing, birding, and general wildlife viewing, a mission similar to the National Wildlife Refuges operated by the U.S. Fish and Wildlife Service. The refuges clearly provide the opportunity to communicate with Delaware’s wild side. For the most part, the areas are the most undeveloped areas of the Byway with only access roads/parking

areas, trails and wild life viewing platforms. Ashton and Port Penn Tracts in the Augustine Wildlife Area and Little Creek Wildlife Area have new viewing platforms that are fully ADA compliant.

Eight Nature Oriented Education Centers (Headquarters of ABA, Port Penn Interpretative Center, Aquatic Resources Education Center, Delaware National Estuarine Research Reserve, Bowers Beach Maritime Museum, Abbots Mill Nature Center, DuPont Nature Center, and Marvel Saltmarsh Scenic Overlook and Boardwalk)

- **The American Birding Association**, headquartered in Delaware City is a non-profit 501(c)(3) organization that provides leadership to birders by increasing their knowledge, skills, and enjoyment of birding.
- **The Port Penn Interpretive Center** is located in the village of Port Penn, about four miles south of Delaware City. The center offers displays and programs which explain the folk life of the historic wetland communities along the shores of the Delaware.
- **The Aquatic Resources Education Center (AREC)** is operated by the Delaware Division of Fish and Wildlife, with a focus on wetlands, fishing, horseshoe crabs and other aquatic education themes. AREC is also a Delaware Bayshore Byway Visitors Center.
- **The Delaware National Estuarine Research Reserve (DNERR)** is one of 29 National Estuarine Research Reserves across the country whose goal is to establish, protect, and manage natural estuarine habitats for research, education, and coastal stewardship.
- **The Bowers Beach Maritime Museum** is a wonderful place to learn some of Delaware's coastal history. The museum offers information on Delaware Bay, the local watermen of the area, and houses many artifacts from the town of Bowers Beach.
- **Abbott's Mill Nature Center of Delaware Nature Society** features year-round natural, cultural, and agricultural history programs available for individuals of all ages and the entire family. Kids will enjoy live native amphibians and reptiles exhibits, plus mammal, waterfowl, and raptor taxidermy displays.
- **DNREC's DuPont Nature Center** is a science-based educational and interpretive facility with interactive exhibits designed to connect people with the Delaware Bay's natural history and ecology. More than 130 species of birds, fish, shellfish, and other animals can be found in the surrounding estuary habitat. Inside the center visitors can view nesting ospreys on the live osprey cam and can use the live, interactive nature cam to check out the horseshoe crabs and shorebirds along the shoreline across the harbor. Aquariums feature live horseshoe crabs, fish, shellfish and terrapins.

- **Marvel Saltmarsh Scenic Overlook and Boardwalk** in the Town of Slaughter Beach is a 400+ foot long boardwalk into the Marvel Saltmarsh where there are several interpretive signs and dipping pond and telescopes to view the marsh and nearby osprey nest. It is across the street from Marvel Ave and an access road to the beach with a bicycle repair station for cyclists.

Historic qualities:

Colonial development of the Bayshore started in the 1700s and flourished in the 18th and 19th Centuries on the abundance of natural resources both for food, building materials and waterway travel.

Archeological excavations suggest human beings populated the area for over 12,000 years. The Bayshore's history comes alive in the small towns and communities of the Bayshore region. The attractions include:

Eight Towns with National Register Districts New Castle, Delaware City, Port Penn, Odessa, Little Creek, Frederica/Magnolia, Milford (with three districts: North Milford, South Milford and Milford Shipyard area), and Milton.

- These towns offer visual evidence of a time and place in history. There are scenic drives with historic houses, parks, walkable downtown areas, and waterways that reflect the history and provide recreational opportunities (New Castle Battery Park; Delaware City Waterfront walk; Milford's Mispillion Riverwalk and Greenway; Memorial Park and Mill Park in Milton).
- These areas also provide a number of traveler services for the Byway visitors (food/ fuel/lodging and shopping opportunities).

The University of Delaware's Center for Historic Architecture and Design has developed an architecture inventory of the Bayshore Byway towns including architectural descriptions, photographs and research that conveys the culture these resources helped create or exemplify. This inventory documents over 100 historic structures in the Bayshore. The Bayshore Byway Historic Architecture Tour can be found here and in the Appendix: https://delDOT.gov/Programs/byways/pdfs/BayshoreArchGuide_Formatted-extension.pdf?cache=1586178388215

A National Park, First State National Historical Park

The park covers the early colonial history of Delaware and the role Delaware played in the establishment of the nation, leading up to it being the first state to ratify the Constitution. It tells the unique story of the early settlement of the Delaware Valley by the Dutch, Swedes, Finns, and English and their relationship

with Native Americans. Two major parts of the Park are on the Bayshore Byway (New Castle, which serves as park headquarters and the John Dickinson Planation in the St Jones Neck Discovery Zone).

A number of small/local museums including:

- Eight museums in New Castle
- Historic Houses of Odessa
- Air Mobility Command Museum
- Barratt's Chapel and Museum, located in Frederica, Delaware, is the oldest surviving church building in the United States built by and for Methodists. Known as the "Cradle of Methodism," the site is an officially designated Heritage Landmark of the United Methodist Church.
- Bowers Beach Maritime Museum
- Milford Museum
- Milton Historical Society's Lydia B. Cannon Museum

A National Register Archeological Historic site:

- South Bowers Beach Site: The Island Field Site (7K-F-17) is a major archaeological site in Kent County, Delaware. The site is located in South Bowers, just south of the Murderkill River near where it empties into Delaware Bay. The site was a major prehistoric Native American village site, which was most notable for its cemetery. The Island Field Site is no longer open to public visitation.

Scenic Viewsheds:

The working agricultural landscape is a significant feature of the scenic beauty and pastoral character of the Byway and Extension. Many of these farms exist today because of their continued stewardship by farmers who have tilled and worked the lands for generations and state conservation practices through the Delaware Department of Agriculture preservation and planning programs that supports the Agricultural Lands Preservation Foundation.

Many of the Byway towns and hamlets offer spectacularly sweeping scenic views of the marsh and the Delaware Bay. Traveling on the seasonably available Forts Ferry Crossing from Delaware City provides for viewing the scenery of Delaware's Bayshore landscape.

Water Recreation opportunities:

The Bayshore and the Byway are defined by water. Water is everywhere! With broad Bay beaches, marshes, meandering rivers, ponds, fishing piers, marinas and boating facilities, and scenic town



waterfronts, there is a wealth of water related experiences along the Bayshore and Byway. Within the Bayshore region, there are 37 boat ramps within a 5-mile radius of the Delaware Bayshore Byway route. The boat ramps offer boaters, fisherman, birders, and other outdoor enthusiasts access to the waterways. In late 2019, the Town of Little Creek added a state of the art \$1.9 million boating and fishing access area to the extensive list of water recreation opportunities that the Bayshore region has to offer. Additionally, at many of the outdoor education centers there is access to ponds and the Delaware Bay to explore the water around the education centers.

In addition to the Bayshore, there are several important waterways leading from within the Byway Extension and into the Delaware Bay that contribute to the natural and scenic qualities of the Byway:

- St. Jones River
- Murderkill River
- Mispillion River
- Cedar Creek
- Broadkill River

Chapter 3 —INTRODUCING the DELAWARE BAYSHORE INITIATIVE AND THE BYWAY'S Southern Extension

DISCOVERY ZONES

Introduction

Delaware Bayshore Byway provides access to the Delaware Bayshore's natural areas, towns and communities, historic points, farms and water. Key traveler activities along the byway include:

- birding
- wildlife viewing and photography
- significant coastal education options
- hunting
- fishing and crabbing
- hiking and cycling
- paddling and boating
- exploring historical sites, small towns, coastal communities, and maritime settlements
- enjoying local food
- staying at quaint B&Bs
- enjoying magnificent scenic views

Serving as the gateway to the Bayshore, the Byway in large part exists and will be enhanced and sustained with the help of the Bayshore Initiative and the range of partnerships involved in this initiative. To truly understand the Byway, one has to understand the Bayshore Initiative and the variety of assets that make up the Bayshore. This Chapter describes the Bayshore Initiative and the attractions that make up the 9 new Discovery Zones of the Southern Extension. The original 10 Discovery Zones are fully described in the 2013 CMP.

3.1 Delaware's Bayshore Initiative

In 2012, DNREC launched the Delaware Bayshore Initiative to spur conservation, recreation and eco-tourism in the Bayshore area. This effort has received national recognition and has become part of the U.S. Department of Interior's "America's Great Outdoors Initiative". The Bayshore Initiative area



extends from the City of New Castle south to the coastal city of Lewes, encompassing 100 miles of Bay coastline. Similarly, the Bayshore Byway encompasses much of that same area. The Delaware Bayshore Initiative continues the conservation commitment made over the past half century by citizens groups such as Delaware Wild Lands and government officials like Governor Russell W. Peterson in establishing Delaware's Coastal Zone Act. Most of the Bayshore is formally protected as state, federal and private conservation lands and remains undeveloped today. More than 115,000 acres are already protected as national wildlife refuges, state wildlife areas, state parks, national estuarine research reserves, private conservation lands, agricultural preserves, and cultural heritage sites throughout the Bayshore area.

Under the umbrella of Delaware's Bayshore Initiative, project associates have established a framework, called the Grand Vision, to preserve and protect the Bayshore. The initiative's vision brings both the public and the private sector to common goals focused on the principles of habitat conservation, low impact recreation and strong communities.

The Grand Vision follows:

- **Habitat Conservation:** That we will leave for future generations a healthy, rural Bayshore landscape that supports a variety of habitats and an abundance of wild plants and animals – even in the face of climate change and sea level rise.
- **Low-impact Recreation:** That we will have a network of publicly accessible lands where people today and in the future can visit and have quality outdoor experiences while hunting, fishing, birding, kayaking, hiking or simply to enjoy a peaceful scenic view.
- **Strong Communities:** That by doing so, we will have widespread support for conservation actions that will provide a better quality of life for residents and their communities and improve an economy boosted by the addition of jobs and income associated with eco-tourism.

The Bayshore faces five major challenges:

- Erosion and other damage caused by frequent and severe storms
- Climate Change
- Sea Level Rise
- Aging infrastructure
- Invasive species

Current Actions Undertaken

As the byway process transitions to its implementation phase and to its Management Organization, five key priority action items have been identified.

1. Using the Delaware Bayshore Byway Branding Guide to catalyze private –public partnerships to promote the Delaware Bayshore Byway;
2. Prioritize use of the abundant waterway assets for ecotourism and to grow participation in culturally important recreation activities such as hunting and fishing;
3. Create, increase and enhance access to world-class wildlife-viewing opportunities for all visitors and residents travelling the Byway;
4. Strategically implement state and federal grant programs to improve infrastructure and maintain the quality experiences along the Byway;
5. Continue to advocate for and support the economic development efforts of the coastal towns and facilitate partnerships to leverage these efforts.

3.2 Current Projects of the Bayshore Initiative

DNREC has been advancing projects in the agency’s managed natural areas within the Byway’s Discovery Zones that are in alignment with the Bayshore Initiative and the Byway. Initially, the Delaware Bayshore Initiative developed management strategies and recommendations by for the natural areas managed by DNREC. The recommendations and strategies related to the Byway follow:

Habitat Protection and Restoration Support

Maintaining and supporting the natural habitat of the Bayshore is central to the Bayshore Initiative. The support must weigh the need to acquire additional lands with the need to manage and restore existing conservation lands. Decisions regarding land acquisitions must consider how the land can restore and enhance the natural habitat. For instance, it is necessary to strengthen the resiliency of the coastline in a sustainable manner against storms. Enhancing access to Bayshore conservation areas is an important part of educating the public about the value of habitat conservation.

Shoreline Protection and Flood Management Support

The first priority is maintaining a healthy shoreline, defining “healthy” as environmentally and economically sustainable. The Bayshore requires a shoreline protection and flood management analysis, in order to identify areas for adaptive restoration and management. This analysis will be an extension of the Sea-Level Rise Vulnerability Analysis and will help identify the most urgent actions needed on the ground to protect habitat functions and values.

Recreation Support



Recreation support recognizes that tourist services allow visitors to enjoy what the Bayshore has to offer. The Delaware Department of Natural Resources and Environmental Control conducted an online survey of Bayshore visitors that indicated that wildlife viewing and walking/hiking are the most popular activities among Bayshore visitors, followed by birding, photography, fishing and canoeing/kayaking. Taken together, 57% of the respondents selected these six activities, out of the fourteen available choices. While the survey will continue, the Byways Program anticipates that ‘hot spots’ of activities will emerge and become focus areas to improve access. The online survey also reveals that trails, restrooms, observation towers and maps are the most important visitor amenities cited by the respondents.

Additionally, survey results presented in DNREC’s 2018-2023 Statewide Comprehensive Outdoor Recreation Plan (SCORP) broke down its recreational participation survey results according to five broad regions across the state and for five municipalities, including Milford. While the communities included in the Delaware Bayshore are each unique in their local culture and assets, Milford’s survey results nonetheless shed light on the popular outdoor recreational activities among people living in Bayshore communities. The results indicated that swimming at the beach and fishing are the third and fifth most popular activities among Milford survey respondents, respectively. Fishing is followed closely by visiting historic sites, cycling and picnicking. About fifty percent of Milford households responded that they participate in these five activities. The Scenic and Historic Byways Program enhances opportunities in all of these activity areas, and therefore responds to the interests of Bayshore communities.

The 2018-2023 SCORP also indicates that 63% of Delawareans support improving and enhancing existing outdoor recreational areas, compared to 31% who support investing in new areas. While the work of the Bayshore Byway support teams and the Discovery Zones encourage investment in both of these areas, a central goal of the Byways Program relates to the formal policy approach; that is, to conserve and enhance the Bayshore’s intrinsic qualities for the enjoyment of locals and travelers.

Promotion and Financial Resources Support

The Bayshore Initiative strongly endorses the Branding and Positioning study done by the Byway Management Team and will be integrating the results of this effort with Bayshore Initiative activities. The Bayshore Initiative anticipates that it will continue to guide habitat conservation investments and enhancements for recreational access and tourism in a manner that respects the ecological sensitivity of the Bayshore’s habitats and the way of life for the communities and residents of the Bayshore.

3.3 Introducing the Discovery Zones of the Southern Extension

Delaware Bayshore Byway is the connection that brings the communities and natural areas of the Bayshore together. Yet each of the communities has different histories and visions of the future.

Although the natural areas have many similarities, they are also very different when it comes to ecological and cultural features and activity levels that can be supported. It is because of these similarities and differences that the concept of Discovery Zones emerged.

Discovery Zones are destinations that embody activity areas where travelers can learn about the Byway, engage in outdoor recreational activities, events, other byway pursuits, and provide visitor amenities. The existing or untapped assets in each Discovery Zone tell the Byway story and engage travelers. This chapter reflects the valuable input from each of the Discovery Zone Leaders and the BMT during the CMP process. The Discovery Zones of the Delaware Bayshore Byway Southern Extension, from north to south:

- Town of Magnolia
- Town of Bowers Beach and Community of South Bowers
- Town of Frederica
- Big Stone Beach
- City of Milford
- Town of Slaughter Beach
- Prime Hook National Wildlife Refuge and Fowler Beach
- Broadkill Beach
- Town of Milton

3.3.1 Magnolia Discovery Zone

Located about four miles west of the St. Jones' Neck Discovery Zone, the southernmost discovery zone on the original Bayshore Byway, the town of Magnolia is the first discovery zone on the Bayshore Byway Extension. Magnolia is unique among the Delaware Bayshore discovery zones in that it is the only zone not located on a body of water. However, it is still connected to the Delaware Bay in that area farmers once historically could participate in a regional agricultural market due to their proximity to the Delaware Bay. The closest major body of water to Magnolia is the St. Jones River, located about one mile to the northeast.

Magnolia is also unique among all of Delaware's towns in that it has a circular governing border. Magnolia has maintained its circular shape, which is one-half mile in diameter, since its chartering in 1885, despite significant development around it. According to the town's website, the town's founders designed the circular town plan as a symbol of brotherhood. The town was settled by Swedish and Dutch communities and was incorporated in 1885.

Current Amenities and Initiatives Related to the Byway

Visitors have the opportunity to eat at the local restaurant, attend church, or shop for furniture. There is also a gas station, laundromat, liquor store, two additional restaurants, drug store and merchandise store available within a mile from town.

Scotton Landing on the St. Jones River offers visitors a public boat ramp to the St. Jones River and Delaware Bay. Additionally, there is an ADA accessible fishing pier at this location.

Pedestrians exploring Magnolia have complete sidewalks throughout the town to walk and explore the streets. Wherever sidewalk is not available on one side of the street there is sidewalk available on the other side of the roadway.

Many of the local government initiatives are to address regulating though traffic in the town. These include the installation of digital speed signs on Main Street, and a current traffic study being conducted by Whitman, Requardt and Associates, LLP under the Dover-Kent Metropolitan Planning Organization through FY2020. According to the 2019 Town of Magnolia Comprehensive Plan the town recommends using zoning authority by updating zoning codes to carefully and appropriately shape residential development. Based on a questionnaire mailed to property owners, the town largely believes its future development patterns should continue to be a mainly residential community.

Currently, within the 120-acre boundary of the Town of Magnolia, there are six land uses: residential 30%, commercial <1%, agricultural 58%, institutional 10%, utilities, and vacant. Vacant properties represent 12.5% (12) of the total housing units of 96.

Byway-Related Opportunities

Historic houses – Magnolia is home to three National Register-listed buildings, all of which are private residences. While there are no house museums that would offer the opportunity for visitors to explore the interiors of the town's historic houses, visitors can still take in a variety of residential architectural styles from the public right of way, including Georgian, Federal and Victorian styles. Because Magnolia does

not have as direct of a connection to the Delaware Bayshore as the other Bayshore discovery zones, its appeal as a byway destination lies more in its historic intrinsic qualities.

Byway Program Challenges

Vacant and dilapidated properties – Many of the historic houses that constitute a large portion of Magnolia’s charm are not regularly maintained. Even the most ornate of the National Register-listed houses, the John B. Lindale House, was vacant for several years, leading to crumbling interior conditions. While the Lindale House found a buyer willing to restore it, other historic houses in poor condition may instead fall victim to the expediency of demolition.

Through-traffic – Although Magnolia is not located on an interstate highway, its main street is a segment of a road that branches off Route 1 to the south and leads to Dover and Route 13 in the north. Therefore, it offers an alternative route to Dover and Route 13 for those driving from points south. This means that the small town receives a disproportionate amount of traffic. The town has begun to address the speed of this increased traffic through the installation of electronic signs that display each driver’s speed.

Byway Program Strategies and Recommendations

Limiting traffic volume: Promoting Magnolia as a discovery zone is not likely to bring the high-speed traffic that commuters bring to town. However, it would still exacerbate traffic volume the town is currently facing. Therefore, planning for Magnolia’s role as a byway discovery zone should emphasize ways to get visitors out of cars. One idea is the creation of a walking tour as a way to enjoy the town’s historic character. Additionally, the installation of directional signage directing arriving visitors to parking options on the edge of town could reduce the number of cars coming into Magnolia. Additionally, according to the 2019 Town of Magnolia Comprehensive Plan it is recommended that the town work with DelDOT to develop strategies for generating accurate and timely data regarding the increasing motor vehicle traffic. Once data is collected it is recommended that the town work with the State and the Dover/Kent County MPO to develop strategies to mitigate the impacts of pass-through vehicles.

3.3.2 Bowers Beach Discovery Zone

Throughout its history, Bowers Beach was a premier fishing village on the Delaware Bay. The town is located between the mouths of the St. Jones River to the north and Murderkill River to the south. The earliest known name of the area that is now Bowers was “Whitwell’s Delight,” after Francis Whitwell, who owned the area in the late-seventeenth century. Over the ensuing decades, subsequent owners divided Whitwell’s land into smaller pieces and attached their own names to the land. In 1734, John Bowers purchased 420 acres of land, which came to be called Bowers’ Beach. It stayed in the Bowers family for three generations before it again transferred hands, but it retained the name Bowers. The town of Bowers first incorporated in 1907 and reincorporated in 1962.



A sign for Bowers Beach
highlighting its marine history

The traditional base of Bowers’ economy was fishing. Watermen and public charter boats continue to use the town’s docks. In addition to the town’s several docks, most of its built environment consists of small single-family homes. There are also a handful of commercial buildings, mostly located along the Murderkill River. Bowers has maintained a quaint scale into the present, and its limited development has protected the environmentally sensitive areas within and adjacent to the town.

Current Amenities and Initiatives Related to the Byway

Bowers’ peninsular location offers excellent access to a 0.7-mile-long beach on the Bayshore, two riverfronts, and tidal wetlands. The shore provides glimpses of bald eagles, blue herons, osprey and other shorebirds. Fishing is still a popular activity for both local watermen and visiting fishing enthusiasts. There are also boating and kayaking activities in the rivers and bays. Additionally, locals have dedicated their energy to celebrating their maritime history by establishing a museum and community events:



Saxton United Methodist Church located on
Main Street in Bowers Beach

Saxton United Methodist Church
– This National Register-listed church is located at the intersection of Main and Church Streets in the center of Bowers. The church was first built on the west side of town in 1879, and was moved to its current site in 1893 in order to be closer to the center of town. This white frame building with an asphalt-shingled gable roof and lancet windows was added to the National Register of

Historic Places in 1990 because of its architectural significance as a good example of Gothic-influenced architecture in Central Delaware, and is one of the most intact frame churches from its period of construction. Like the town itself, the church is charmingly small. It still holds services each Sunday, but visitors will also enjoy taking in the building's exterior, especially its pyramidal cupola and arched board-and-batten siding.

Bowers Beach Maritime Museum – For forty years, this museum has been presenting the maritime history of Bowers and the Delaware Bay through artifacts, photographs and artwork. The museum is located in a house that has witnessed a great deal of this maritime history over its 110 years. 3557 Main Street.

Delmarva DockDogs trainings – This local chapter of the National DockDogs dog sports organization comes to Bowers Beach to train dogs in dock jumping and diving. Their calendar of trainings is available on Facebook.

Annual events – Throughout the year, the Maritime Museum holds several annual events related to the town's maritime culture, including a canoe joust, the Buccaneer Bash, and Big Thursday, a tradition that began as a celebration of the beginning of oyster



Attendees of annual Bowers' Buccaneer Bash

season. The town also participates in the statewide Annual Coastal Cleanup Day.

Horseshoe Crab Survey – For the past decade, Bowers Beach has held the Horseshoe Crab Survey in May and June each year. The survey takes place over twelve nights, during which volunteers spend a few hours on the beach each night to count the number of horseshoe crabs. Bowers Beach is one of ten Delaware Bay communities that conduct this survey, which helps to assess horseshoe crab population changes, and raises awareness and appreciation of the Delaware Bay’s ecology.



A volunteer at Bowers’ annual Horseshoe Crab Survey uses a one-meter plastic square to determine the boundary of the survey area

Boating and Fishing – DNREC maintains five existing boat ramp lanes at Bowers, including a handicap-accessible lane and ample parking. These ramps, located along Murderkill Avenue, provide access to the Murderkill River and the Delaware Bay for fishermen, recreational boaters, chartered boats and a local head boat. Portable restrooms are available during the summer season. Nearby, behind Main Street between Clifton Cabbage Drive and South Flack Avenue, commercial district and beach parking are available for those that want to try their luck surf fishing at Bowers. It is a short walk along Main Street to the beach access point.

Increased Greenspace – In the center of town, a large parking lot managed by DNREC has been partially converted back to open green space. This area, completed in early 2020, is leased to the Town to be used and a town park and community gathering space. This additional open space not only improves to Town’s commitment to providing recreation opportunities but also serves to improve water quality and heat radiation from the formerly impervious area. A kiosk located near the entrance to overflow boat trailer parking provides a Byway map and additional information about the Town and its resources. Look for additional outdoor recreation improvements in the park as Bowers completes a recreation plan and enhances the area for both residents and visitors.

Ted Harvey Conservation Area – Located just west of town, the southern portion of the Ted Harvey Conservation Area is bounded to the north by the St. Jones River and encompasses more than 1,100 acres of scenic marshes, woodlands and fields. Popular with small game and deer hunters, the area also provides opportunities to access Trunk Ditch, a tributary to the St. Jones and unobstructed views of the river and marshes. With two access points located in the Morris Tract and the Buckaloo Tract, birders and photographers can explore here all day and never tire of the vistas.

Bennett's Pier Road - Located east of Frederica, and about three miles down the coast from Bowers Beach. The road crosses large historic and pastoral expanses of farmland and marshland, terminating at one of the most secluded bayshore beaches. The beach is not accessible to public visitation. Bennett's Pier Road offers birders and photographers access to enjoy a quiet drive and excellent viewing opportunities for a wide array of bird species including waterfowl, wading birds, songbirds and shorebird.

There are no public amenities along Bennett's Pier Road or at Bennett's Pier. However, the roadside is stable making it easy to pull off and step out of the car. Most impressively, the lands on either side of the road here, and at other locations in this area, have been preserved for generations by non-profit conservation organizations dedicated to protecting Delaware's Bayshore. Much of the land here, including the beach, is privately owned protected by Delaware Wild Lands (<https://dewildlands.org/our-work/milford-neck/>), one of the partnering organizations in the Milford Neck Conservation Area. The entire region, including both state and private land holdings, is collectively called the Milford Neck Conservation Area. A partnership between the State of Delaware and these organizations has worked and will continue to work to collaboratively conserve, preserve and restore the coastal habitats found here for the benefit of the diverse wildlife resources that they provide for. Visitors can park on the roadside and leisurely walk along Bennett's Pier Road for a quiet moment of repose, listening to the sounds of where the land meets the bay.

Byway-Related Opportunities

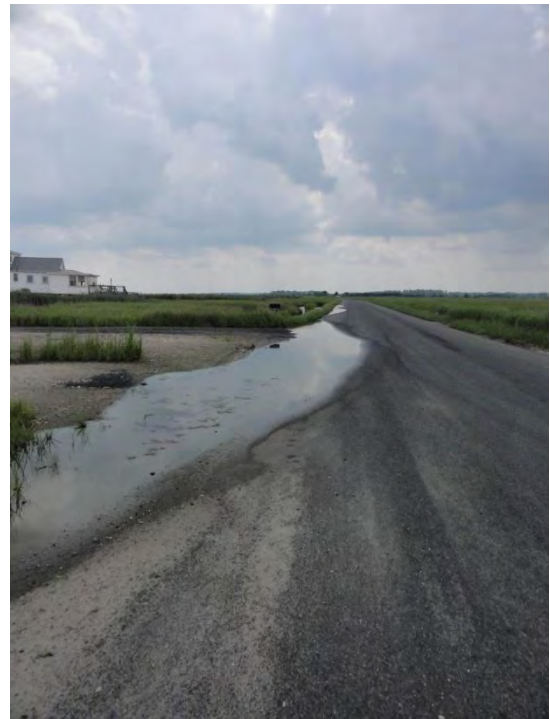
Town parks – Bowers Beach features three town parks that offer recreational spaces such as playground equipment and basketball courts at North Bowers Beach Community Park, and bocce ball courts at Main Street Park. Main Street Park, opened May 2012, highlights an ongoing partnership between DNREC and the Town, working with FEMA to secure disaster mitigation funds to create greenspace in a once flood prone area. These park offerings may soon expand. In its 2012 Comprehensive Plan, the town noted that its two parks and its recreation areas were experiencing an uptick in visitors. To respond to this growing demand, the town plans to redevelop a parking lot into a park-like "Town Center" to support water sports, ecotourism, and future businesses.

Main Street development – Most of the town’s businesses are located in a highly flood-prone area alongside the Murderkill River. In order to mitigate this flood risk, the town intends to channel new businesses and business relocations to its Main Street through rezoning. Main Street is an important thoroughfare because it is the continuation of State Road 18, which connects the town to Route 113. By focusing commercial development on Main Street, Bowers Beach will eventually offer visitors a charming Main Street as a gateway into the maritime village.

Byway Program Challenges

Balancing new and old economic activities – The citizens of Bowers want their community to remain a working maritime village and are concerned that increased development would jeopardize this economy. However, they also recognize the value of bolstering ecotourism opportunities and local businesses that can offer local employment and are therefore working to balance these goals with their existing maritime economic activities.

Flooding – The streets in Bowers and the one access road into the town (State Road 18, which branches off Route 113 and enters the town from the East) are highly prone to flooding during storms. Storms in January 2016 flooded homes along Main Street, and destroyed much of the equipment in Bayview Inn, one of the town’s two restaurants. Not only does this flooding pose risks to the navigability of the road and to private property. It can also do severe damage to the coastline’s ecosystem by washing away dunes.



South Bowers Beach Road with
water on the road

Byway Program Strategies and Recommendations

Make Main Street a destination: Bowers is primarily a residential community, but it does have a Main Street and has plans to encourage commercial relocation to the Main Street. While developers and business owners should strive to maintain commercial development on a small scale and in keeping with existing architecture, Bowers could use this as an opportunity to set themselves apart from some of the

other small Bayshore communities by offering a small town shopping and maritime novelties experience to visitors.

Prioritize flood resiliency: Although the town wants to shift commercial uses from Murderkill River to Main Street, severe storms have shown that even Main Street can be flooded. As the town plans a new park and encourages commercial development on Main Street, it should focus on ensuring that new construction is flood-ready and resilient.

3.3.3 Frederica Discovery Zone

The town of Frederica, located between Dover and Milford on Delaware State Route 1, is situated around multiple inland water bodies, including the Murderkill River and its branches Spring Creek, Browns Branch and Ash Gut. Additionally, Andrews Lake, Coursey Pond and Killens Pond are located on the outskirts of town. The heavily water-oriented town was awarded a resiliency grant through DNREC's Delaware Coastal Program in 2018. The grant pays for the survey of the town, to aid in the planning and development of a more walkable community through upgrading and constructing sidewalks.



Europeans first permanently settled Frederica at the turn of the eighteenth century as a port on a bend in the Murderkill River. This port community was first known as Indian Point, and subsequently as Johnny Cake Landing and Goforth's Landing. According to the town of Frederica's website, this spot was chosen by settlers because it was far enough inland to offer firm ground for building, while still at a point where the Murderkill River was navigable by boats. The area around the port was surveyed and plotted in 1772, and the port became known as Frederica Landing around the turn of the nineteenth century. The town was first incorporated in 1826. Due to its easy access to the Delaware Bay, Frederica thrived as a shipping and shipbuilding town.

Frederica is the home of the National Register-listed Barratt's Chapel, the oldest surviving Methodist church in the United States and the place where ordained Methodist ministers administered the sacraments of baptism and communion for the first time in the United States in 1784. The historic site is open to the public.

Current Amenities and Initiatives Related to the Byway

Delaware State Route 1, the spine of the Delaware Bayshore Byway Extension, passes through the town of Frederica, making it an extremely straightforward stopover for Byway travelers.



View of Saint Jones River from Frederica Road looking towards town. Photo Credit: Town of Frederica

The town has a population of about 770, with very little commercial development in terms of land area (one percent of the total acreage). Instead, most of the town's land area is dedicated to agriculture (62 percent of the total acreage) with the next largest land use category being open space (at 16 percent). Therefore, the town's byway-related amenities lie largely in its access to marshlands and other undeveloped waterfront areas along its waterways. Additionally, the town connects to a statewide bicycle route and a regional bicycle route via Johnnycake Landing Road

(Delaware State Route 12), which Front Street turns into as it exits the town to the northwest. The town is also adjacent to the western portion of the Milford Neck Wildlife Area and six miles east of Killens Pond State Park.

Milford Neck Wildlife Area – The western portion of Milford Neck Wildlife Area is located along the Murderkill River adjacent to town. Four tracts, Gray Farm, Hollager, Penuel and Coverdale encompass 2,800 acres of land. These tracts are primarily maintained for hunting access and include deer stands and waterfowl hunting blind sites. Hollager, Penuel and Coverdale tracts also provide opportunities for hiking, bird watching and photography. Restoration efforts on this wildlife area began in 1998, and are intended to rebuild the forest habitat to increase flood resiliency in the area. Much of this work has been completed through DNREC, Delaware Wild Lands, and the Delaware chapter of the Nature Conservancy. More information on this project can be found at <https://www.nature.org/en-us/get-involved/how-to-help/places-we-protect/milford-neck-preserve/>.

Coursey Pond Boat Ramp – Five miles west of Frederica is the Coursey Pond Boat Ramp, which provides public access to Coursey Pond for non-tidal fishing and recreational boating. There is a small public parking lot, and the site allows fishing from the banks of the pond. Northeast of Frederica are Andrews Lake and McGinnis Lake, which also have boat launches.

Killens Pond State Park – This state park encircles the 66-acre former millpond known as Killens Pond, established in the late eighteenth century on the Murderkill River. The state park features a nature center, year-round campgrounds, cabins for rent, picnic facilities, a waterpark, hiking and biking trails, outdoor exercise equipment, a disc golf course, sports fields and courts, and sports equipment rentals. Both the Murderkill River and the pond offer opportunities for boating and fishing, and the pond features a boat launch. Canoes, kayaks and pedal boats are available for rent at the pond during the summer. Northeast of Frederica are Andrews Lake and McGinnis Pond, which also both have boat launches.

Frederica National Register Historic District – Frederica’s origins as a river port town imbue it with a historic character on the streets immediately next to the bend in the river where the port was located. These historic corridors—Market Street, First Street and David Street—feature brick and frame dwellings, commercial buildings and churches. The Frederica Historic District was added to the National Register of Historic Places in 1977. The district includes 118 contributing resources, which include examples of Federal Style architecture and Victorian styles such as Greek Revival and Italianate. The earliest resources in the historic district date from the mid-eighteenth century.

DE TURF Sports Complex – DE TURF is owned and operated by the Kent County Regional Sports Complex Corporation. DE TURF leases the land that the complex was built on from Kent County. DE TURF is an all synthetic-turf, multi-use sports complex located in Frederica, Delaware developed to drive tourism and economic development in Kent County. The complex features 12 fields, five of which have lights, a championship stadium with bleacher seating, on-site concessions, restrooms and public Wi-Fi. As a regular host of regional and national tournaments, DE TURF has proven to attract tourists to Kent County while providing a first-class venue for local, recreational use including leagues, camps and clinics. While tourism and economic development were the catalyst to develop DE TURF, the team at the facility is just as committed to the quality of life of the regional population. The complex serves as “home” to local sports clubs and teams, hosts community events such as an annual Kickball Tournament and Community Days. In addition, DE TURF works with local non-profits including Special Olympics Delaware and Milford Lions Club as well as local high school teams and Latinx organizations.

Barratt's Chapel and Museum of Methodism – The National Register-listed Barratt's Chapel and the adjacent Museum of Methodism are open to visitors during limited hours. The museum includes “a research library emphasizing Methodist history and the archives of the Peninsula-Delaware Annual Conference,” according the website for Barratt's Chapel. The church grounds also includes a large cemetery with several mausoleums. Barratt's Chapel and Methodist Museum is open to visitors **Wednesday from 10:00 - 2:00, Saturday from 1:30 - 4:30** and other times by appointment. More information can be found on their website <https://www.barrattschapel.org/index.html>



Barratt's Chapel and part of its cemetery.
(Photo Credit: Center for Historic Architecture and Design)

Byway-Related Opportunities

Community-oriented land uses – As part of Frederica's 2015 Comprehensive Plan Update process, the town administered a community questionnaire in May 2014 and a follow-up public opinion workshop. These public participation processes revealed that respondents expressed the following order of preferences among a selection of potential new land uses for Frederica: a town park, a community center, new shopping opportunities, more businesses and employment opportunities in town, and housing/facilities for aging individuals. Frederica's small-town character is currently primarily residential, and the town does seek to maintain this character. However, the results of the public participation process has also encouraged the town to prioritize these additional land uses in its redevelopment goals. The town is currently exploring options for creating a town park on vacant town land. A town park and additional shopping opportunities in town also have the potential to enhance visitors' experiences.



Town of Frederica Water Tower
(Image Credit: Town of Frederica)

Pedestrian-friendly downtown development – The town’s redevelopment goals also emphasize walkability, both in order to connect new developments to one another and to downtown, and to maintain a compact and attractive historic downtown. The town’s Land Development Ordinance (LDO) includes a Town Center zoning designation to promote this type of development in the downtown. This zoning designation establishes design standards to ensure that new development harmonizes with the town’s historic fabric and offers a pedestrian-scale street frontage. The zoning provisions encourage a downtown environment that is attractive not only to residents, but also to Byway travelers interested in heritage tourism.

Byway Program Challenges

Sea level rise – Frederica’s location on the banks of the Murderkill River makes it vulnerable to the impacts of sea level rise. Already, the town frequently experiences flooding, with some roads becoming impassable. It is necessary for the town to conduct research to gain a better understanding of their most vulnerable areas, and to develop resiliency-oriented development guidelines to address the growing risks presented by sea level rise.

Suburban sprawl – On the town fringes, new residential development has frequently taken a sprawling suburban form. This form of development consumes excess amounts of open space, which could otherwise contribute to wildlife habitats and permeable land for stormwater management. In this way, suburban sprawl also fragments Frederica’s natural environment and its offerings as a byway discovery zone.

Vacant properties – There are several properties directly on the riverfront, which create a dead zone in the downtown core. Because of their central location, some of these buildings could be used to meet the desired community-oriented land use discussed above. However, it is unlikely that the entire area could be redeveloped for public uses, and therefore the remaining vacant properties would continue to detract from the vibrancy of the area.

Development as part of master plan for Southern Frederica – Additional electronic billboards and for sales signs are being installed intending for commercial hotels, bringing about chain food and other establishments.

Byway Program Strategies and Recommendations

Coordinate with Dover/Kent County MPO and DelDOT on land use and transportation issues:

- Coordinate with DelDOT in order to assure timely upkeep of major roadways and develop a

routine maintenance schedule and budget for town-maintained streets.

- Conduct a windshield inventory survey recording the miles of street, drainage and conditions of curbing, sidewalks and paving, among others.
- Improve pedestrian orientation by adequately maintaining existing sidewalks and, where possible and appropriate, expanding the sidewalk network to those areas of town closest to the Town center that are not already served by sidewalks.
- Ensure that sidewalks, crosswalks, are compliant with the Americans with Disabilities Act (ADA)
- Invest in streetscape improvement projects that not only contribute to the safety and convenience of vehicular traffic, but also enable and promote safe pedestrian and bicycle mobility of all ages and abilities and affect the appearance of an area.

Consider low cost methods to support the maintenance and rehabilitation of housing: This would include working with Delaware State Housing authority and Kent County to start a library of information, recognize well-maintained and newly fixed up properties, maintain a list of approved contractors, ask community groups to provide maintenance assistance to residents in need.

Prepare a Town Center and Waterfront redevelopment plan: Frederica has the goal to have a healthy and vibrant downtown and waterfront area that is a central gathering place to live, work, shop, and play. The Town Center and Waterfront Redevelopment Area will serve as the community focal point of Frederica by providing central access to a variety of uses, containing residences, retail, entertainment, and civic and public spaces.

Enhance Historic Resources: Enhance the Historic District Overlay District review process to provide applicants an enabling and consultative process that respects the rights and interests of builders and property owners with requirements that are clear and predictable, but also flexible.

Coordinate master plan development with Kent County and town of Frederica: Develop context build environment and consider byway in efforts for eco-tourism paired with new economic development.

3.3.4 Big Stone Beach Discovery Zone

Big Stone Beach is an unincorporated beach community located southeast of Frederica. Big Stone Beach offers byway users access to another sandy beach in which they can access the quieter side of the Delaware Beaches. Here the user can beach comb for sea-glass and shells. Additionally, birders and photographers have the opportunity to explore another secluded beach. The beach is separated from the agricultural land to the west by a forested area and accessed by a single road that passes through the forest and over

marshes adjacent to the beach. Despite its name, the beach does not feature any big stones. However, it is distinguished by the presence of seventy-foot steel observation tower, built in preparation for World War II. Four other towers were built at the same time at South Bowers Beach, Cedar Beach, Fowler Beach and Broadkill Beach, which are no longer extant. The towers were built for siting enemy positions. Information on the positions was then relayed to the nearby Fort Saulsbury, where it was used to aim the fort's guns. Today, the tower offers an interesting focal point in a picturesque landscape of beach and marshland, however, visitors cannot access the tower.

There are few homes remaining at the end of Big Stone Beach Road and the area has a quiet natural atmosphere. Land to the north of the road is privately owned by non-profit conservation organizations and public access is limited. Along the south side of the road, most of the lands are owned and managed by the Delaware Division of Fish & Wildlife as part of the Milford Neck Wildlife Area. The Main Tract of the Milford Neck Wildlife Area offers a number of opportunities to step out of the car and into nature. Hunting is popular in this area and a portion of the wildlife area is dedicated to training hunting dogs. A mix of shrubby and forested habitats provide hunters an opportunity to harvest deer, waterfowl and turkey. Birders and wildlife viewers will also enjoy this area where bird life can be abundant year-round. Future plans include ideas to create improved water access to the Mispillion River along the area's southern boundary and to build a new wildlife viewing facility, accessible directly from the roadside along Big Stone Beach Road.

3.3.5 Milford Discovery Zone

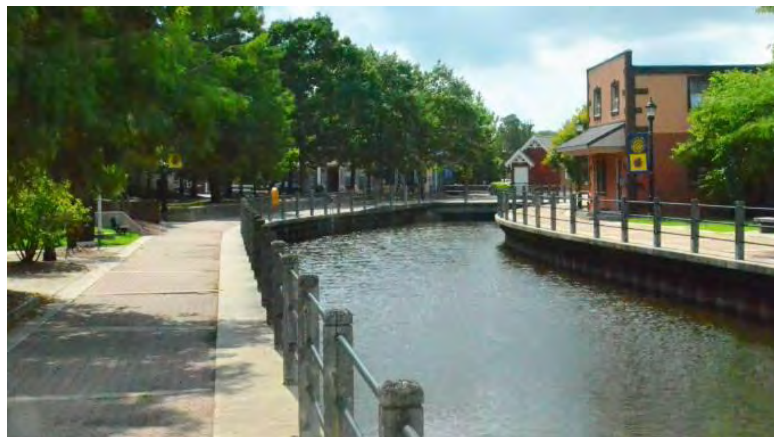
The City of Milford straddles the border of Kent and Sussex Counties where Silver Lake turns into the Mispillion River. It is the sixth largest city in Delaware, and the largest municipality along the Bayshore Byway route. Milford is situated just south of the point where US Route 113 splits off of Delaware State Route 1, with Route 113 running along the west side of town and Route 1 along the east.

While the Milford Hundred in eastern Kent County and the Cedar Creek Hundred in northeastern Sussex County were settled in colonial times as farming districts, the site of Milford was selected as a small, riverside manufacturing and shipping community organized by Reverend Sydenham Thorne in 1787. In 1807, the town on the north bank of the Mispillion River was incorporated. With a good supply of various varieties of wood in the area, shipbuilding became an important industry in the 1820s, expanding to its height between 1850 and 1890. The middle of the nineteenth century also saw Milford's economy participate in the industrial revolution, including machine shops to support the surrounding agricultural businesses. Milford re-incorporated in 1887 to include the developed areas to the south in

Sussex County and the economy continued to thrive into the twentieth century. With the advent of the steel hull, steamboat and railroad, shipbuilding in Milford declined until the last yard, the Vinyard Shipyard, remained during the first half of the twentieth century. During World War I, this yard built three submarine chasers and four Navy tugboats. During World War II, the shipyard launched 14 submarine chasers and 12 Navy leave boats.

Current Amenities and Initiatives Related to the Byway

Milford's major economic growth period was fueled by shipbuilding and took place in the late nineteenth and early twentieth centuries. The town was well suited for shipbuilding due to its location at the head of the Mispillion River and near to timber needed to build the ships. While the shipbuilding industry died out over the course of the twentieth century, Milford's location on the Mispillion River has also helped the city to revitalize in the twenty-first century. The river's recreational opportunities and scenic beauty also reflect the intrinsic qualities around which the Bayshore Byway Extension is focused.



Mispillion Riverwalk and Greenway
Photo Credit: City of Milford

Mispillion Riverwalk and Greenway –
The Mispillion Riverwalk is a mile-long open space greenway that runs through downtown Milford on both sides of the Mispillion River. The Riverwalk is the largest municipal park in Delaware and stretches from Silver Lake to Goat Island, an eight-acre manmade island in the Mispillion River (made by the U.S. Army Corps of Engineers in the 1920s in order to straighten the

course of the river for easier navigability). The Riverwalk passes by a dog park, a basketball court, a weekly farmers' market (held May-October), a boat and kayak launch, a native tree arboretum, and other municipal parks. In addition to paths along the banks of the river, the Greenway includes a boardwalk on the water, two wooden pedestrian bridges across the river, one of which also serves as a fishing bridge, and



Bug and Bud Festival Logo
(Photo Credit: City of Milford)

a third wooden bridge from the south side of the river to Goat Island. Goat Island has its own trail, the Gary L. Emory Nature Trail, which runs around the perimeter of the island and includes a boardwalk section over the water. The Emory Trail allows hikers to experience the three different ecosystems found on the island (uplands, tidal wetlands, and non-tidal wetlands, as well as a variety of flora and fauna.)

Annual Festivals and Events – Milford hosts several annual public events that appeal to both families and millennials. Many of these events are organized by Downtown Milford, Inc. (DMI), a designated



Attendees at the Riverwalk Freedom Festival
(Photo Credit: City of Milford)

member of the National Trust Main Street Program, or the Greater Milford Chamber of Commerce. The Irish Weekend in mid-March is hosted by DMI includes a **Pub Crawl and Irish Music and Dance Concert**. The Pub Crawl is unique as it routes through downtown merchants who host local breweries, wineries and distilleries in their shops. The crawl finishes by following along through many of the downtown pubs, taverns, bars and restaurants. The Irish Music and Dance Concert celebrates St. Patrick's Day and Irish Heritage. The **Bug and Bud Festival**, held in April, serves as an Arbor Day

celebration of Milford's status as a Tree City USA community and the role of local schoolchildren in having the ladybug designated as Delaware's official state bug. **The Riverwalk Freedom Festival** in September is a three-day festival that features kids' activities, fireworks, boat rides, live entertainment, craft and food vendors, a 5K race, and a bike and car show. The Ladybug Music Festival in September closes Walnut Street to celebrate women in music. This one-day event includes several outdoor stages setup throughout the downtown, along with music artists performing within storefronts. Also, in September, DMI holds its **Eat in the Street** event, a farm-to-table-focused outdoor dining event to highlight local foods and dining options. **The Community Parade** takes place on the evening of the third Wednesday in October each year. DMI's calendar also includes monthly and ongoing programs, and the town's event offerings continue to grow and diversify. This packed calendar of events allows Milford to be an exciting destination year-round.

The Second Street Players at the Riverfront Theater, located at 2 S. Walnut Street, is a year round community theater which provides shows covering many genres, including musicals, dramas, comedies, original works, children's theater and cooperative productions. In addition to the theater, downtown Milford is home to the Mispillion Art League, Delaware Music School and art galleries which contribute to the City's branding of "River Town, Art Town, Home Town."



The Vineyard Shipyard
(Photo Credit: City of Milford)



Milford's Historic District contains many examples of Victorian Architecture

National Register Historic Districts – Downtown Milford encompasses three National Register Historic Districts: the North Milford Historic District, the Victorian Historic District, and the Shipyard Historic District. All three districts were added to the National Register of Historic Places in 1983. **The North Milford Historic District**, located in Kent County, contains the oldest section of town and includes 94 contributing structures, the oldest of which date from the late eighteenth century. Historic Buildings include the Towers Bed and Breakfast, The Bank House Bed and Breakfast and the Governor Tharp Building. Federal, Greek and Gothic Revival structures are examples of architecture represented in this district. **The Victorian Historic District** is located in Sussex County and includes 68 contributing buildings, which are primarily of frame construction and built in Victorian styles. This district includes the Causey Mansion Bed and

Breakfast. **The Shipyard Historic District** located on the southern banks of the Mispillion River includes eighteen contributing buildings which encompass the only surviving shipyard in Milford, known as the Vineyard Shipyard.

The Milford Museum – Located at 121 S. Walnut Street, the Milford Museum's permanent exhibitions include local historic events from the 1700s to the present, shipbuilding, and local businesses. Other exhibits include an historic doll collection, Victorian silverware, Delaware ladybugs, and early Milford

baseball. The newest permanent exhibit is Thank You For Your Service. This exhibit attempts to recognize all Milfordians who served in the military from the Revolutionary War to the present. The Museum has also created a historic house walking tour which can be found online

<http://www.milfordmuseum.org/>

Abbott's Mill Nature Center of Delaware Nature Society – Located three miles southwest of Milford, the Abbott's Mill Nature Center is on the site of a preserved historic gristmill and roller mill, within the 313-acre Milford Millponds Nature Preserve. The National Register-listed mill is still in working condition and represents one of the only surviving water-powered mills in the state. The nature center, operated by the Delaware Nature Society, is located in a separate building from the mill buildings, and offers educational programming and exhibits relating to natural history as well as Native American culture. The site also offers canoeing and kayaking in the millponds, hiking trails, birdwatching, and tours of the historic mill. Abbot's Mill hosts an annual "Run the Mill" 5k.

<https://www.delawarenaturesociety.org/centers/abbotts-mill-nature-center/>

Lodging – There are a variety of lodging options in the city of Milford and on its outskirts. In addition to two major hotel chains on the edge of town, there are three bed-and-breakfasts and multiple Airbnb listings in the heart of town. The bed-and-breakfasts are located in magnificent historic homes that are



The Towers Bed and Breakfast

(Photo Credit: City of Milford)

contributing structures to Milford's National Register Historic Districts. The Causey Mansion Bed and Breakfast, www.causeymansion.com, is the oldest building in town and is part of the Victorian South Milford Historic District. This brick mansion was originally constructed in 1763, and was remodeled to be a Greek Revival building in

1855. Today, the Bed and Breakfast offers two suites and one room. The Towers Bed and Breakfast, www.thetowersbnb.com, is part of the North Milford Historic District. Similar to the Causey Mansion, it was originally built in the latter half of the eighteenth century (1783), and remodeled to a Victorian architectural style in the second half of the nineteenth century (1891). However, it differs from the Causey Mansion in that it is a frame building and was updated to a Gothic Revival style with Queen

Anne accents. The Towers Bed and Breakfast offers three to four suites and one to two rooms, depending on bookings. The Bank House Bed and Breakfast, www.bankhousemilford.com, is part of the North Milford Historic District. Located on N. Walnut Street, it is located within the downtown central business district and is close to several shops and restaurants. The Bank House was built in 1851 to serve as the actual bank house for the President, Directors and Company of the Bank of Milford. These lodging options allow visitors to enjoy all that Milford and its surrounds have to offer by facilitating multi-day visits. (A Guide to Milford's Historic and Notable Properties is shown in the Appendix)

Byway-Related Opportunities

Mispillion Riverwalk and Greenway – The Mispillion River Greenway was completed in 2014 and integrates an impressive number of recreational and scenic resources in Milford. Construction of the Riverwalk was a multiphase process that began in 1991, with the goal of helping to revitalize Downtown Milford. The Riverwalk was successful in this goal as it expanded over the years, and today it is host to most of Milford's major annual events, as well as to a weekly farmer's market, basketball, boating, hiking, and a dog park. Walnut Street and Washington



Portion of the Mispillion Riverwalk and Greenway
outside of downtown
(Photo Credit: City of Milford)

Street, the two main historic commercial corridors in Downtown Milford, include bridges that intersect with the Riverwalk. This proximity between the downtown commercial area and the Riverwalk has allowed for synergy between these two destinations. However, the Mispillion River Greenway could be expanded to better integrate with other resources beyond the city limits. In fact, Gary L. Emory, former Milford Parks and Recreation director who pioneered the Greenway project, has stated that he hopes to see the Greenway expanded to connect up to other regional destinations, such as Abbott's Mill Nature Center and DuPont Nature Center. Less ambitious or intermediary goals include the extension of the Greenway along Silver Lake to the west and farther east along the Mispillion River.



The National Arbor Day Foundation's Tree City USA Program –

Milford's tree conservation and planting activities are an asset to its role as a Byway Discovery Zone because these trees create pleasant open spaces, provide homes for birds, and improve air quality. Its designation as a Tree City USA community also opens the door to additional funding opportunities to support its urban forestry activities. For instance, the National Arbor Foundation offers a Tree City USA Growth Award to communities that have pursued certain eligible activities.

In an effort to acquire funds for development of cultural and historic resources, the City should consider pursuing Certified Local Government (CLG) status to potentially access technical and financial assistance through the national CLG Program, administered by SHPO.

Byway Program Challenges

Automobile-oriented development – Milford is fortunate to have a historic, walkable, downtown core with retail buildings that face onto the sidewalk and provide an appealing streetscape. However, most of the city's other retail centers are accompanied by large expanses of surface parking. While this parking supply is valuable for accommodating visitors to Milford's many community events and riverfront destinations, it also consumes a large amount of well-located real estate for a purpose that is inhospitable to pedestrians. Adding landscaping and pedestrian walkways will make these areas both more aesthetically appealing, and safer to access on foot, thereby encouraging people to explore Milford's downtown without their cars. Furthermore, because retail is generally trending towards more walkable designs, the city and developers should explore options for redeveloping select strip malls and shopping centers to create more retail street frontage, with parking moved to the rear of buildings. Milford's downtown master plan, *Milford Rivertown Rebirth Plan 2025*, also suggests some additional uses for downtown surface parking, such as a popup market that could serve as a local business incubator.

Connectivity between town center and surrounding neighborhoods – Milford's comprehensive plan notes that there is limited bicycle and pedestrian access to the town center from some neighborhoods. In particular, the Southeast Neighborhood, which is the most recently annexed section of the city, is disconnected from the downtown. Better linkages to the downtown from residential and job centers is important because it has the potential to draw more visitors and shoppers to downtown businesses.

Byway Program Strategies and Recommendations

Leverage Downtown Development District Program Participation to enhance riverfront intrinsic qualities: In 2015, the city of Milford released its first downtown master plan, called *Milford Rivertown Rebirth Plan 2025*. In 2016, Milford was selected to participate in the State of Delaware's Downtown Development District (DDD) Program. The 2015 downtown master plan was a preliminary step to being eligible to participate in the DDD Program, and it presents plans that harmonize with the program's objectives to encourage private development in participating communities. Many of the goals outlined in the master plan can also enhance Milford's offerings as a discovery zone by increasing improving access to scenic, natural and recreational intrinsic qualities. For instance, the master plan recommends several enhancements to the riverfront area, including the construction of an additional pedestrian bridge and an amphitheater. While most of the plan's recommendations would primarily enhance recreational opportunities, the plan does identify sections of the riverbanks that would be appropriate for creating a living shoreline composed of native wetland plants and green infrastructure stormwater management. Living shorelines would increase the natural qualities of this urban waterfront.

Continued development of riverfront amenities: Milford's Mispillion Riverwalk and Greenway already constitute a unique resource for the city. However, other sections of the riverfront offer untapped opportunities. Some of the opportunities include the construction of an amphitheater as mentioned above, as well as an anchor restaurant. There are also several unused buildings located adjacent to the river, one or more of which could be reused as a restaurant or brewpub, taking advantage of the riverfront view.

3.3.6 Slaughter Beach Discovery Zone

Slaughter Beach, a Horseshoe Crab Sanctuary, is often called the “Jewel of the Delaware Bay” for its beautiful setting. The town has also adopted the horseshoe crab as its official symbol. The slogan and emblem complement one another, visitors and residents recognize Slaughter Beach as much for its beautiful landscapes as its connection to the Delaware Bay’s “signature species.”



DNREC's DuPont Nature Center at the Mispillion Harbor

Two roads provide access to Slaughter Beach: Slaughter Beach Road (Road 224) to the west and Cedar Beach Road (Route 36) to the north. This is unusual for a bay beach community to have two access roads – typically, most bay beaches have a single access road, which can limit the access in times of severe storms. Once Cedar Beach Road reaches the north edge of town, it crosses a drawbridge. This quaint drawbridge still opens to allow boats to pass on Cedar Creek, which may stop traffic temporarily, but allowing a lovely visual.

Current Amenities and Initiatives Related to the Byway

Slaughter Beach was believed to be founded in 1681 and incorporated in 1931. During the 1930s, it was a popular beach resort for the residents of the nearby town of Milford, located directly east. At this time, a dancehall, boardwalk and multiple hotels existed to cater to the vacationers. However, as automobile usage increased, the ocean beaches gained popularity. This moved Slaughter Beach to primarily a fishing, residential and vacation community. However, as the world became more environmentally conscious, the protected environmentally sensitive areas which encircle the town, created a significant offering of excellent opportunities for eco-tourism.



The president of the National Wildlife Federation (Collin O'Mara) and a Slaughter Beach resident examine the newly installed Certified Community Wildlife Habitat sign.

The DuPont Nature Center at the Mispillion Harbor Reserve – This DNREC administered education center offers hands-on programs, science education to children and visitors of all ages. The center includes aquariums and multiple video feeds from remote cameras located on the shore, allowing visitors to view live horseshoe crabs, osprey nests and their young, as well as shore birds and the only Delaware Bay harbor – Mispillion Harbor, where Cedar Creek and the Mispillion River converge. Each spring, the Mispillion Harbor Reserve becomes a stopping point for hundreds of thousands of migratory shorebirds as they make their way north to the Arctic. This cycle has become intertwined with

the spring phenomenon of horseshoe crab spawning that occurs along the Delaware Bay shoreline. The harbor, best viewed from the deck at the DuPont Nature Center, becomes filled with crabs eagerly laying eggs and the birds that feast on those eggs in order to make their continued northward journey. This is a global spectacle and one that defines part of the story of the Delaware Bayshore Byway.

Marvel Saltmarsh Preserve and Marvel Scenic Overlook – The Marvel Saltmarsh Preserve is located in town, making it's streams, wildlife and marsh grasses easily accessible. The non-profit conservation organization, Delaware Nature Society, manages the preserve. Delaware Nature Society's Abbott's Mill Nature Center hosts education programs in the Tract, bringing over 2,000 school children to Slaughter Beach each year. In 2019, the Town of Slaughter Beach, Delaware Nature Society, DNREC and DelDOT built a scenic overlook and boardwalk at the edge of the preserve in the middle of the Town. This was done using a TAP project and is driving more visitors to view the marsh, osprey nests and allow children to get an up-close look at the marsh culture. A bicycle repair station was added to the scenic overlook parking area to service the numerous cyclists who visit the town.

Cedar Creek Marina – Located at the north end of Slaughter beach, this dry-stack marina also offers a picnic area, bait and tackle store, and a fish-cleaning pavilion, among other services.

Horseshoe Crab Survey – The Town of Slaughter Beach has participated in the horseshoe crab survey since its origin in 1998 in May and June each year. The survey takes place over twelve nights, during which

volunteers spend a few hours on the beach each night to count the number of horseshoe crabs. Slaughter Beach is one of the ten Delaware Bay communities that conduct this survey, which helps to assess horseshoe crab population changes, and raises awareness and appreciation of the Delaware Bay's ecology.

Cedar Creek Boat Ramp – Just across the Cedar Creek from Slaughter Beach the Cedar Creek public boat ramp allows access to Mispillion River and Cedar Creek and into the Delaware Bay through the Mispillion Inlet and Harbor

Launch Service – Also located at the north end of Town in the Mispillion Harbor is the Delaware Bay Launch Service which is a vital service to the Delaware Bay shipping channel along with being one of the few first responders in case of an environmental need such as an oil spill.

Town Parks and Beach Access – Slaughter Beach has the only public restroom site of any of the bay beaches. It offers a lovely public picnic pavilion overlooking the beach as well as an adjacent town park with public basketball, tennis and pickle ball courts. In addition, these park facilities are adjacent to a kiddie play area with multiple amenities. The two and a half mile stretch of beach that Slaughter Beach offers has 18 public access roads with free parking at each. The main pavilion area offers significant parking directly adjacent to the town fire company – Memorial Fire Company.

Byway-Related Opportunities



The National Wildlife Federation's Certified Community Wildlife Habitat Program

Since the National Wildlife Federation's Community Wildlife Habitat Program began in 1997, NWF has certified sixty communities across the U.S as Community Wildlife Habitats. To become a Community Wildlife Habitat, communities begin by certifying individual open spaces, such as backyards, parks, and school grounds, as NWF-Certified Wildlife Habitats®. To be considered a habitat, these areas must provide wildlife with food, water, shelter and places to raise their young. These individually designated areas should be integrated together so as to create wildlife corridors. The Program provides community leaders with a framework to create these corridors, as well as to educate and advocate on behalf of sustainable gardening practices and the importance of providing habitats.

Certified Community Wildlife Habitat – In 2015, Slaughter Beach became a National Wildlife Federation-certified Community Wildlife Habitat, making it the third Delaware community to receive the designation. The NWF gives this designation to communities where civic leaders and residents work to transform open areas into habitats for wildlife, and to connect these areas into wildlife corridors throughout the community. Communities also engage in outreach and education activities for residents.

Interpretive signage – In addition to receiving the Community Wildlife Habitat Certification in 2015, the town installed a welcome sign next to the town pavilion. The interpretive sign provides information on the town's wildlife, particularly migratory shorebirds, and the Bayshore area as a whole. In 2016, the town installed another sign in the Marvel Saltmarsh Preserve bearing the name of the preserve and the Delaware Nature Society logo.

DCP Resilient Community Partnership – In 2016, the Delaware Coastal Program selected Slaughter Beach as the first town to participate in its new Resilient Community Partnership. The partnership leverages up to \$75,000 in funding from the National Oceanic and Atmospheric Administration. The Partnership produced a vulnerability assessment focusing on risks from sea level rise, coastal storms and extreme tide, and develop mitigation and resilience strategies.

Delaware Coastal Cleanup – Slaughter Beach has participated in Coastal Cleanup for over 20 years, every fall. Thanks to the efforts of local residents who walk the beach and cleanup on a daily basis, the amount of trash has decreased for this annual event.

Adopt a Highway – Currently, the entirety of Cedar Creek Road, six different volunteer groups cover Bay Avenue and Slaughter Beach Road, which make up all of Slaughter Beach’s roadways along the Byway.

Just Flip’em - As a participant in Dover-based nonprofit Ecological Resource and Development Groups Just Flip’em program, residents walk the beach mid-May through August to rescue horseshoe crabs that are stranded after they come ashore to spawn. Flipping over these gentle creatures as the sun rises over the bay is a magical experience.

Slaughter Beach 5K – Every May, Slaughter Beach sponsors a 5K walk/run with all proceeds going to deserving organizations tied to the Town. This annual event, called “Run from the Greenheads”, has become a full day of fun for runners, walkers and families of all ages.

Byway Program Challenges

Flooding and Erosion – Severe weather incidents associated with climate change frequently inflict damage on the town’s shoreline, southern dunes, and homes. The two roads that run into the town: Slaughter Beach Road (Road 224) and Cedar Beach Road (Route 36) are susceptible to flooding during extreme weather events. These roads may be submerged for several days following a severe storm, which poses serious safety risks in case the need to evacuate arises.

Development of unincorporated areas – Developers are buying the unincorporated farmlands between Slaughter Beach and Milford at an increasing rate, in order to build denser residential areas. This development threatens the wildlife that uses the agricultural land as a habitat and strains the limited capacity of the roads around Slaughter Beach. Moreover, female Diamondback Terrapins traverse Cedar Beach Road in search of sandy areas beach side to lay their eggs, and baby Terrapins crossing back on their way to the marsh. Increased traffic on the road could endanger these turtles. The beach, and its public restroom, are only open during beach season and its unpaved access roads, would not be able to handle the increased number of visitors that this residential development may bring.

Bicycle safety of Slaughter Beach and Cedar Creek Road – Though these two beach access roads are used by many cyclists each week, the shoulders of both are less than welcoming for cyclists. Slaughter Beach Road has shoulders, but they are in poor condition, which keeps cyclists from using the shoulder. Cedar Creek generally does not have shoulders and the road winds through farmland with limited long-distance views. Speeds on both Cedar Creek Road and Slaughter Beach Road are high and though the attraction to cycle in Cedar Creek and out Slaughter Beach road is great, the risk is high due to road, shoulder conditions and high vehicle speeds. Bay Avenue through town has no shoulder areas allowing cyclists, but speed limits are 35mph and 25mph through the entirety of Bay Avenue.

Byway Program Strategies and Recommendations

Market ecotourism opportunities: Through the Bayshore initiative, the town has worked to market itself as a destination for viewing horseshoe crabs, raptors and shorebirds, including the Red Knot shorebird, a threatened species that depends on horseshoe crab eggs for food during its migration. Slaughter Beach has a lot to offer for those wishing to discover the Bayshore's wildlife, and therefore expanding this marketing effort would enhance the town's status as a wildlife haven and ecotourism destination.

Additional interpretive signs: In 2020, the town is planning on installing additional interpretive signs at each of the 18 beach access roads. Strategically placed interpretive signs are a great way to pull visitors out of their cars to appreciate the town's wildlife from some of its best vantage points.

3.3.7 Prime Hook National Wildlife Refuge and Fowler Beach Discovery Zone

The name Prime Hook derives from the Dutch name *Priume Hoek*, which means "Plum Point." This is the name that the Dutch settlers gave to the area when they arrived, due to the large number of purple beach plum shrubs.

Prime Hook National Wildlife Refuge (NWR) was created in 1963 to conserve the area's coastal wetlands. It contains 10,144 acres, including over 4,000 acres of marsh. The refuge provides habitat to 37 species of mammals, 308 species of birds, 51 species of fish, 45 species of reptiles and amphibians, as well as insects and plants. It also serves as breeding grounds for threatened and endangered species, and an important stopover and feeding destination for migratory birds. The U.S. Fish and Wildlife Service states that, "due to Prime Hook's strategic location on the Delaware Bay, the refuge has national conservation significance as a designated Wetland of International Significance Site (1999), American Bird Conservancy-Important Bird Area (2000), and a Western Hemisphere Shorebird Reserve Network site (1986)."⁶

Primehook Beach is located two miles down the coast from Fowler Beach. It is a private beach community which prefers to not have byway travelers visit. A turn around and informational kiosk for Prime Hook NWR provides travelers with an easy location to turn around before getting too close to the community.

⁶ https://www.fws.gov/refuge/Prime_Hook/about.html

Fowler Beach is located on the bayside edge of the Prime Hook National Wildlife Refuge (NWR). The Dover-based non-profit Ecological Research and Development Group (ERDG) has designated Fowler Beach as a “Backyard Stewardship” horseshoe crab sanctuary. As a result of its horseshoe crab population, the beach also offers excellent opportunities for birdwatching migratory shorebirds that stop at the beach to feed on horseshoe crab eggs.



Current Amenities and Initiatives Related to the Byway

Prime Hook NWR offers visitors a wide assortment of activities to do out in the beautifully preserved natural area.

Hiking and paddling – Prime Hook NWR offers four walking trails accessed from Broadkill Beach Road. The trails total six miles and are open to dogs on leashes. Each trail features interpretive signs with information on the refuge and its natural resources. There is also a half-mile boardwalk and viewing platform that are wheelchair accessible. The NWR also features fifteen miles of creeks, steams and marshes that can be navigated by canoe and kayak, including a seven-mile canoe trail that can be accessed from three boat launches.⁷ The canoe trail takes four to five hours to complete. Other amenities include a photography blind, and road pull-off sites for viewing and photographing wildlife. Paddling adventure information is available from Paddle Coastal Delaware (<http://paddlecoastaldelaware.com/prime-hook-zone/>)

Hunting, fishing and crabbing – Hunters can obtain permits to participate in hunting seasons for deer, waterfowl and small game. The Headquarters Canal (part of Prime Hook Creek), Turtle Pond and Fleetwood Pond provide opportunities for freshwater fishing. Fleetwood Pond also features a fishing pier that is accessible to persons with disabilities and a boat launch. Petersfield Ditch and Slaughter Pond provide opportunities for fishing and crabbing on the shores of brackish waterbodies.

⁷ From October to March, only the westernmost four miles of the canoe trail and one of the boat launches are open.

Education and events – Prime Hook NWR offers a variety of free events through the year, such as evening lectures, movie screenings, birding tours, a horseshoe crab-shorebird festival, nature photography classes and exhibits, an annual nature photography contest, volunteer-led field trips, reading and photography programs for children, and an insect education program meeting state-mandated curriculum requirements for second grade students. The NWR also has three information kiosks on its perimeter, a visitor center, and interpretive signs on each trail that offer year-round information to visitors.

There are currently no byway amenities at Fowler Beach and the beach is not immediately accessible by car. Visitors must park at two lots at the terminus of Fowler Beach Road and walk a short distance to reach the beach, passing by recently restored salt marsh habitat. This provides visitors an unparalleled opportunity to experience where the Bayshore's fragile coastal environments meet the human landscape. To protect endangered birds that nest on Fowlers Beach, expect seasonal closures of the beach from spring through early fall.

Byway-Related Opportunities

Future amenities – The FWS has plans to create a trail, boardwalk, and observation deck on the beach.

Vehicle infrastructure – A small number of parking spaces are available in the NWR. The major parking lot in the NWR is by the Refuge Office/Visitors' Center. The Visitors' Center is located on Turkle Pond Road, near to one of the canoe trail boat launches and the photography blind. There is also a six-space parking lot at another boat launch in Brumbley Family Park Campground, located on the edge of the NWR at the intersection of Route 5 and State Route 1. There is a small fee to use either of the NWR parking lots.

Marsh and beach restoration – Fowler Beach long served as a barrier beach protecting the freshwater marshes on its inland side. However, severe weather events in the twenty-first century had created four major breaches in the beach by 2015. The breaches were problematic in part because they allowed the Bay's saltwater to flow into and damage the marshes in Prime Hook National Wildlife Refuge that had been converted to freshwater impoundments. In 2015 and 2016, the U.S. Fish and Wildlife Service (FWS) filled in these breaches with sand dredged from the Delaware Bay. This beach restoration project also included the recreating of the barrier beach ecosystem by rebuilding dunes and installing 10,000 feet of sand fences and planting beach grass to curb further erosion. Additionally, the conversion of the breached freshwater impoundments back to saltmarshes was catalyzed by dredging tidal channels, removing some manmade water control structures, and planting marsh and beach vegetation. Finally, the restoration project included the removal of a portion of an asphalt road.

This restoration project will recreate much needed habitats for tidal flora and fauna. While the efforts will take several years to take full effect, the FWS has noted that the vegetation has already begun to flourish, and more horseshoe crabs and migratory birds have been spotted.

Byway Program Challenges

Private beach community status – Because Primehook Beach is a private beach community, it is not open to the public. Because the beach is part of a private community, it is not eligible for state or federal financial support to conduct beach renourishment work, which is becoming increasingly important. Other beaches in Delaware have made efforts to welcome visitors and offer visitor amenities in exchange for state support of beach renourishment activities. Additionally, the members of the Primehook Beach community do not want the public to visit their beaches.

Erosion – The marsh restoration project discussed above is one of the most extensive projects of its kind to occur on the east coast. Nonetheless, the beach, dunes and marshes will continue to be threatened by erosion and breaches from storms.

Byway Program Strategies and Recommendations

Prime Hook National Wildlife Refuge Comprehensive Conservation Plan requires the NWR to implement the following actions: using adaptive resource management, managing invasive species, monitoring and abating diseases affecting wildlife and forest health, controlling nonnative and other pest animals, conducting appropriate use and compatibility determinations, providing opportunities for wildlife-dependent recreation, protecting cultural resources, conducting a refuge wilderness review, providing refuge staffing and administration, and distributing refuge revenue sharing payments.

Key strategies for the Delaware Bayshore Byway include:

Providing opportunities for wildlife-dependent recreation: The refuge provides opportunities for all six priority recreational uses (hunting, fishing, wildlife observation, photography, environmental education, and interpretation.)

Protecting cultural resources: “In order to strategically address the loss of archaeological sites and potential exposure of human remains at Prime Hook to erosion by sea level rise, the Service, in consultation with the SHPO, will prepare a cultural resource management plan for the refuge within five years, subject to the availability of funds. The plan will be consistent with resource management objectives in this CCP. The management plan will identify problems with specific sites, and specific protective

measures such as survey, evaluation, excavation, stabilization, monitoring or other appropriate strategies that can alleviate or minimize impacts depending on the values of specific archaeological sites. (Prime Hook National Wildlife Refuge Comprehensive Conservation Plan, March 2013)”

3.3.8 Broadkill Beach Discovery Zone

Broadkill Beach is an unincorporated beach community located off Route 1 at the terminus of Route 16. It lies on the bayside edge of the Prime Hook National Wildlife Refuge (NWR). The wildlife refuge offers bird-watching, kayaking, boating, hunting, fishing and crabbing. Hunters can participate in hunting seasons for deer, waterfowl and small game. Freshwater and saltwater fishing is available, and there is a fishing pier on Fleetwood Pond that is accessible to persons with disabilities.

Drivers enter the Broadkill Beach community after passing through a portion of the Prime Hook NWR on SR16.

Residents of Broadkill understand the importance of ecological conservation for their community’s past, present, and future. For instance, in 2000 Broadkill Beach became the first Horseshoe Crab Sanctuary in the state of Delaware.

Current Amenities and Initiatives Related to the Byway

Broadkill’s long beach offers a peaceful retreat with gentle waves for safe *shell collecting, swimming, fishing, and water sports* for visitors of all ages.

“Just Flip ‘Em” events – As a participant in Dover-based nonprofit Ecological Resource and Development Group’s (ERDG’s) “Just Flip ‘Em” program, Broadkill Beach invites visitors to walk along the beach from mid-May through August to rescue horseshoe crabs that get stranded after they come ashore to spawn. Flipping over these gentle creatures as the sun rises over the bay is a magical experience.



The only commercial building in Broadkill Beach sells deli items, beach supplies, and bait and tackle

Public parking – A small public parking area and parking along Bayshore Drive provide access to the public beach for visitors in automobiles without significantly detracting from the area’s intrinsic qualities. The Broadkill Beach Preservation Association provides portable toilets across from the Broadkill Store.

Interpretive Signage – Interpretive signage is posted next to the Broadkill Store. The panels feature information about seashells and wildlife, including shorebirds, fish, and horseshoe crabs.

Beach Plum Island Nature Preserve – South of Broadkill beach is a Beach Plum Island Nature Preserve operated by Delaware State Parks, access to a public beach with parking is available here.

Byway-Related Opportunities



Broadkill Beach after renourishment project

Beach renourishment – The U.S. Army Corps of Engineers in 2016 completed depositing sand from the Delaware River Channel onto Broadkill Beach in order to extend the endangered shoreline by 50 yards, thereby reversing an estimated 60 years of erosion and sea level rise. Since its completion, a larger beach has attracted more visitors, but storms have eroded some of the expanded beach and caused damage to the new dune. The state has shifted sand to clear access paths. If the State of Delaware signs an agreement with the federal

government, the beach will be eligible to receive good sand from the Army Corps’ dredging of the Delaware River Channel for the next fifty years.

Byway Program Challenges

Access for cyclists and hikers – In order to enter Broadkill Beach, vehicles must cross the busy intersection of Route 1 and Route 16. This intersection is extremely dangerous for cyclists and hikers to cross, and it therefore limits the



An aerial view of the USACE beach renourishment project at Broadkill Beach

types of visitors who can visit this Discovery Zone on their Bayshore Byway trip.

Beach renourishment – The USACE beach renourishment project is both an opportunity and a challenge for Broadkill. It means that this public beach has a lot more *beach* to offer for all to enjoy. The renourished beach has attracted many more visitors, and also more home-building on a dwindling number of available lots. However, there is only one seasonal store in Broadkill, and the beach has no trashcans and only two portable restrooms. These few amenities are insufficient if crowds increase any further at Broadkill Beach.

Maintaining access to the beach – The dunes are large and broad. Fencing restricts beach access to designated crossing points. Unless the dune crossover paths are maintained after storm events, it becomes very difficult to access the beach. Currently, it falls upon limited state resources to carry out this task.

Beach cleanliness – With increasing numbers of visitors, keeping the beach and surrounding road areas clean is a challenge. The community has posted signs asking visitors to “leave nothing but footprints.” Most, but not all, visitors respect this request. The resident-funded Broadkill Beach Preservation Association sponsors regular volunteer clean-up days and funds trash service to keep the community clean.

Byway Program Strategies and Recommendations

State-Federal partnership: Finalizing a project partner agreement (PPA) between the federal government and the State of Delaware would enable future maintenance of the nourished beach and dune system. Any future project would be undertaken only if the state of Delaware and the federal government decide to fund it. Under the PPA, the state would be asked to fund only 35 percent of any approved repair project and the federal government would pay 65 percent. Not signing the PPA means the state would have to cover 100 percent of approved maintenance work.

Regional event partnerships: In 2016, Broadkill Beach hosted a “Just Flip ‘Em” beach walk as the kickoff to the Horseshoe Crab and Shorebird Festival held in Milton. The success of this event offers promise that coordinating future events and programs with Milton and other nearby towns could be a great way to boost short ecotourism visits.

3.3.9 Milton Discovery Zone

The town of Milton is the southernmost discovery zone on the Delaware Bayshore Extension. The last stretch of the route connects Milton to the “Historic Lewes Byway: Gateway to the Bayshore” Byway via Harbeson Road, which extends southwards out of Milton, to the Lewes–Georgetown Highway. It is also easily accessible from Prime Hook and Broadkill Beach discovery zones and State Route 1 via State Route 16. Milton lies about 6.5 miles inland from the closest portion of the Bayshore (Broadkill Beach) and straddles the Broadkill River.

The head of the Broadkill River was originally settled by Leni Lenape and Nanticoke Native Americans. English settlers began to establish farms there in the 1670s, and a town began to form in the early eighteenth century. Like Milford, Milton’s location on a river leading to the Delaware Bay and its access to timber made it a superb location for shipbuilding. Agricultural and mill activity were also important, with Milton’s two town ponds originally created by damming the Broadkill River to create millponds in the eighteenth century. In 1807, the town was named Milton through an act of the General Assembly, in honor of the English poet John Milton. Milton was formally incorporated in 1865.

The shipbuilding industry began in the second half of the eighteenth century, reached its peak during the Civil War, and went into decline in the 1880s. Both the shipbuilding and port industries had died out by 1915. At the end of the nineteenth century, its economy was centered on granaries and the processing of other agricultural products.

Today, the early industrial buildings that lined the river are gone, but modern industrial land uses continue in the southern part of town, and include trucking and a brewery.

Current Amenities and Initiatives Related to the Byway

Milton’s community event offerings are impressive in that they cater to a wide variety of audiences, with a good balance between family- and kid-friendly outings and those catering to adults. This is certainly an asset in attracting a wide array of both visitors and residents.

Milton National Register Historic District – The Milton Historic District was added to the National Register of Historic Places in 1982. It encompasses the town’s four major streets in the nineteenth century: Union, Federal, Broad, and Mill Streets. The District Includes 188 contributing buildings and one contributing site, which encompass residential, commercial, religious and public/institutional land uses. The Milton Historic District is also interesting in that, according to the National Register Nomination, it includes a wider variety of house styles from the late nineteenth century than any other



similarly sized town in Sussex.⁸ Milton is also home to three individually listed properties on the National Register: the eighteenth-century Hazzard House (operated for the last forty years as the Governor's Bed and Breakfast), the circa 1840 Draper-Adkins House, and the circa 1875 Governor James Ponder House.

Town Center – Milton has worked hard to maintain commercial activity where it was located historically, in the center of town, despite competition from strip malls on the outskirts of town. The intersection of Federal and Union Streets makes up the historic Town Center, which features shops, restaurants, and pedestrian-friendly streetscapes. Visitors can explore the dozens of small businesses, including the famous King's Ice Cream on Union Street, which has been in operation since 1972. Additionally, right off Union Street is the largest town park, Memorial Park, and a riverside walkway called the Governor's Walk. Memorial Park features a miniature railroad, a playground, boat launch, picnic facilities and a gazebo. The Governors' Walk, named in honor of the five state governors that have come out of Milton, connects Memorial Park to the smaller Mill Park on the edge of Wagamon's Pond. Mill Park features a fishing dock, a boat launch, and a life-size statue of the English poet John Milton, after whom the town is named. Wagamon's Pond is an excellent fishing pond, particularly for bass.

Paddling – Boat and kayak launch at the head of the Broadkill River is available and paddling adventure information is available from Paddle Coastal Delaware (<http://paddlecoastaldelaware.com/broadkill-river-zone/>)

Dogfish Head Brewery – Dogfish Head Brewery opened in Milton in 1995 and its beers are now distributed nationally. Dogfish Head produced a variety of creative and experimental brews with unorthodox ingredients like wine grapes, spirulina, chai tea, chicory, and coriander. Their headquarters in Milton features tours of the brewery, ticketed extended tours of the brewery, distillery, and treehouse with additional samples, a tasting room that offers pint sales and growler fills, a small food court with beer-infused menu items, bocce ball and corn hole, and a merchandise store. Additionally, the brewery hosts regular events, such as a weekly farmers' market, happy hours with guest DJs, and launch events for new products.

Milton Theatre – The Milton Theatre, originally built in 1910, reopened in 2014 after standing vacant for several years. The theatre hosts a variety of entertainment events, namely music, standup comedy, movies, theatre, and cabaret. This variety means that there is something that appeals to everyone, and with several regularly recurring events, it is easy to schedule a visit to Milton to coincide with one of Milton Theatre's offerings. The Milton Theatre provides an important venue for Milton's arts and culture scene.

⁸ NR Nom Section 7 Continuation Sheet Page 1

Milton Arts Guild – The Milton Arts Guild located on Walnut Street promotes arts in the Milton community and local artists’ work through gallery exhibitions, fundraisers to support a student scholarship, and monthly art classes. A visit to the Milton Arts Guild provides an excellent view on the artistic culture fostered in Milton.

Recurring summer events – Throughout the summer, Memorial Park hosts free local music concerts on Wednesday nights. On two Tuesdays evenings per month during the summer, the Milton Chamber of Commerce hosts a food truck event, called Truckin’ Tuesdays, at various locations in the Town Center. Every Friday afternoon from April to October, the Milton Farmers’ Market is held next to Dogfish Head Brewery. In addition to vendors, the market includes live music.

Annual events – In addition to the recurring summer events discussed above, Milton also hosts several annual or semiannual events. Each Memorial Day weekend is dedicated to the Horseshoe Crab and Shorebird Festival. In 2016, there was a kickoff event to the festival at Broadkill Beach, where attendees helped flip over horseshoe crabs so that they would not be stranded on the beach. Every year in June the annual Andy and Opie children’s fishing tournament is held with all participants receiving a prize. Each fall the award-winning Milton Garden Club hosts the annual Garden Tour. During the winter holidays, there is a Christmas parade, holly festival and house tours. Additionally, a local restaurant sponsors the annual St. Patrick’s Day parade and Broadkill River Canoe and Kayak Race each August.

Edward H. McCabe and Pemberton Forest Preserves – The Nature Conservancy operates two publicly accessible nature preserves on the edge of town. The Edward H. McCabe Preserve is located just east of town, on the south side of the Broadkill River. It is accessible from Milton Memorial Park via a two-mile canoe trail called the Milton-McCabe Preserve Greenway Trail. The Preserve also offers a parking area for hikers arriving by car rather than canoe. There are three miles of hiking trails in the 143-acre preserve. The Pemberton Forest Preserve is located west of town and includes the Ponders Tract Trails System. The Ponders Tract was harvested for timber until 2003, and is undergoing reforestation to replace the pine trees that were grown for timber with native trees. The trail system includes just over five miles of trails. These preserves offer significant opportunities for Byway visitors to enjoy the natural intrinsic qualities in and around Milton.

Milton Historical Society – The Milton Historical Society (MHS) has a calendar of events that include Saturday walking tours through the historic district and a summer speaker series. Both of these types of events would appeal to byway visitors as they offer an in-depth experience of the town’s historic resources, as well as local and state history. Additionally, the MHS runs the Lydia B. Cannon Museum, which



includes historical and art exhibits. The MHS plays an important role in promoting the historic and cultural intrinsic qualities that Milton has to offer.

Byway-Related Opportunities

Along with all of Milton’s seasonal activities, they are also home to a number of locally recognized and award winning restaurants offering a number of different cuisines. They can be found in and near the town center and along Broadkill Road.

Byway Program Challenges

While much of the downtown portion of Milton is walkable with ample parking in a municipal lot the more residential areas are not. The Town continues to work towards increased walkability and resolving ADA compliance issues in the public areas of town.

Byway Program Strategies and Recommendations

Tourism committee: Milton’s 2010 Comprehensive Plan recommended that the town council create a tourism committee that could work with existing groups such as the Chamber of Commerce to promote tourism in Milton. Milton’s significant cultural historical and natural intrinsic qualities. The tourism committee has been formed and this committee could work with the Chamber of Commerce and other groups to create a targeted marketing campaign sharing specific events with specific audiences and a general marketing campaign highlighting the diversity of activities available in Milton.

3.4 Partnership with the Historic Lewes Byway

The Bayshore Byway officially ends at the intersection of Delaware Route 1 and Kings Highway, which also marks the beginning of the Historic Lewes Byway. The Bayshore Byway and the Historic Lewes Byway have a number of common goals and objectives which have catalyzed a strong partnership between the two entities. The tag line for the Lewes Byway is “Gateway to the Bayshore”. There is significant synergy in marketing strategies; sustaining natural coastal areas and linking to New Jersey via the Cape May-Lewes Ferry. The City of Lewes located on the most southern portion of the Delaware Bayshore draws a large number of tourists each year and hence is a significant source of potential visitors to the Bayshore Byway.

The Bayshore Initiative encompasses not only the Byway, but extends into the northern portion of the Historic Lewes Byway. Along the northern portion of Pilottown Road lies the Great Marsh, the southern terminus of the Bayshore Initiative. Protecting this important area is not only a joint effort between both byways, but all the entities that support the vision, mission and goals of the Initiative. A strategic goal in Lewes's Corridor Management Plan (CMP) is to enhance Lewes as an interpretive attraction and southern anchor to the Delaware Bayshore Initiative/Bayshore Byway. Long-term implementation steps include linking the byways as the primary access route to Delaware's Bayshore region.

Lewes' byway is the bridge that connects the Byway to the Bay and to New Jersey's Bayshore Heritage Byway via the Cape May-Lewes Ferry, an important transportation link between Delaware and New Jersey. Linking the three byways, as a bi-state byway is a shared goal of each, providing strategic regional marketing opportunities. Promoting the regions rich resources of birding, natural amenities and exploring the long history around the Delaware Bay will establish a great regional presence and result in an increase of eco-tourism and historical heritage opportunities

Close collaboration exists between the Bayshore and Lewes Byway's ensuring the long term goal of connecting the two entities. Each management team includes members representing the other, facilitating cross communication and shared objectives.

"The Great Marsh is a 17,000-acre coastal wetland near the mouth of the Delaware Bay. To the casual observer, the Great Marsh may seem uninviting. Nevertheless, to those curious about nature, exploration by canoe or kayak reveals another world – a vibrant and fluid landscape governed by the ancient cycle of the tides. The Great Marsh contains a fascinating and complex ecology unlike any other, encompassing diminishing habitats such as fresh and saltwater wetlands, intertidal mud flats and Atlantic white cedar swamps" (Nature Conservancy).

3.6 Coordination with Harriett Tubman Underground Railroad Byway

There is opportunity to establish a relationship with the Harriet Tubman Underground Railroad Byway. The Harriett Tubman Underground Railroad Byway is the connection of byways from Sussex County to the Pennsylvania state line. The byway runs concurrent with Delaware Bayshore Byway from Odessa to New Castle. In addition, scattered sites and research opportunities (potential interpretive opportunities) exist within the communities/discovery zones of the Bayshore Byway.

3.5 Attractions and Amenities of the Bayshore Byway

As described in Chapter 3 **Introducing the Bayshore Initiative and the Discovery Zones**, each of the Discovery Zones has unique features of either Natural or Historic (or both) intrinsic qualities. The 19 Discovery Zones vary dramatically on the attractions they offer the visitor. They vary from a full spectrum of features (natural, historic, biking, hiking, water recreation, small shops, interesting restaurants, B&Bs, etc.) in the small towns of New Castle, Delaware City, Milford and Milton to the solitude of a wildlife refuge observation platform like Ashton Tract. While the major attraction of the Bayshore and the Byway is that it is the road less traveled and a visit to the Bayshore is an escape from the hustle and bustle of modern life on a crowded highway, easily accessible Traveler amenities like food, lodging, public accessible restrooms and fuel stations are critical to any successful trip. Delaware is a small state (~100 miles in length), and the State has a backbone of Small Cities/Suburban developments down the middle of the State (metropolitan Wilmington, Middletown, Smyrna, Dover, Milford, Milton and Rehoboth/Lewes) that offer all the traveler amenities within 10-20 miles of the most isolated parts of the Bayshore.

It is important to make sure the traveler is fully aware of what attractions and traveler amenities are available along the Byway and nearby developed areas. Table 3-1 provides a quick overview of what each Discovery Zone offers. This information is being incorporated into the variety of marketing materials developed for the Byway.

Table 3-1: Travel attractions and Amenities along the Byway

| Discovery Zone | Natural Attractions | Historic Sites | Hiking | Biking | Waterfront/activities | Local food | B&Bs | Full Traveler amenities 10-20 miles |
|---------------------------------|---------------------|----------------|--------|--------|-----------------------|------------|------|-------------------------------------|
| New Castle | X | X | X | X | X | X | X | X |
| Delaware City | X | X | X | X | X | X | X | X |
| Port Penn | X | X | X | X | X | X | | X |
| Odessa | | X | X | X | | X | X | X |
| Cedar Swamp/ Blackbird Creek | X | | X | | X | | | X |

| | | | | | | | | |
|---------------------------------|---|---|---|---|---|---|---|---|
| Woodland Beach | X | | X | | X | | | X |
| Bombay Hook NWR | X | | X | X | X | | | X |
| Leipsic | X | X | | X | X | X | | X |
| Little Creek | X | X | X | X | X | X | | X |
| St Jones Neck | X | X | X | | X | | | X |
| Magnolia | | X | | | X | X | | X |
| Frederica | | X | | | X | X | | X |
| Bowers Beach | X | | | | X | X | | X |
| Big Stone Beach | X | | X | | X | | | X |
| Milford | X | X | X | X | X | X | X | X |
| Slaughter Beach | X | | X | | X | | | X |
| Prime Hook NWR/ Fowler Beach | X | | X | X | X | | | X |
| Broadkill Beach | X | | X | | X | X | | X |
| Milton | X | X | X | X | X | X | X | X |

Chapter 4 – Examining the Corridor Context

4.0 Introduction

This chapter summarizes the existing conditions along the Bayshore Byway Extension and reviews policies and documents designed to guide local communities and state agencies that may have a positive or negative impact on the management of the Byway's intrinsic qualities and characteristics. This chapter provides a summary of the major policy documents related to the state and discovery zones and provides more information on the roadways which comprise the extension. This assessment of existing conditions will help identify and define: infrastructure improvements, management policies, tourism and educational strategies and actions designed to preserve and enhance the Bayshore Byway extension. Many of the documents and goals for the Bayshore Byway Extension mirror those of the current Bayshore Byway CMP. A majority of the Bayshore Byway Extension is dominated by large swaths of undeveloped tidal marshes due, in large part due to the inclusion of the Prime Hook National Wildlife Refuge as a significant portion of the Byway. Small coastal towns dot the landscape, while larger developable areas, such as Magnolia, Frederica, Milford, and Milton appear inland, and present additional planning resource needs for growth management measures. The Bayshore Byway Extension showcases Delaware's unspoiled natural beauty along its route.

4.1 Bayshore Initiative

The Bayshore Byway Extension, like its parent road the Bayshore Byway to the north, passes through acres of natural and scenic lands and is a world-class birding area. Within DNREC's Bayshore Initiative, 2012, there were several goals, each of which inform this Corridor Management Plan (CMP). They are highlighted below:⁹

- Conservation and Restoration
 - *Land/Waterway Conservation:* Expand landscape-level conservation, farmland preservation, and habitat connectivity through voluntary acquisition/easement of unprotected lands.
 - *Ecological Restoration:* Enhance critical native habitat and restore waterways to protect/promote species diversity, reduce flooding, improve water quality, and adapt to climate impacts

⁹DNREC, *Bayshore initiative: Key Areas of Focus*, 2012

http://www.dnrec.delaware.gov/SiteCollectionDocuments/Delaware_Bayshore_Initiative_key_areas_of_focus.pdf

- *Resource Protection*: Coordinate enforcement of existing regulations that prohibit trespass, vandalism, poaching, and disturbance to wildlife and habitats.
- **Recreation and Connectivity**
 - *Connectivity with Local Communities/Waterways*: Focus strategic infrastructure investments to connect wildlife areas to urban centers by enhancing Route 9, as well as spur roads that link the coastal communities to the main corridor, including Kitts Hummock Road, Bowers Beach Road, Thompsonville Road, Bennett's Pier Road, Big Stone Beach Road, Cedar Beach Road, Slaughter Beach Road, Fowler Beach Road, Prime Hook Road, Broadkill Road, and the Seashore Highway.
 - *Safe and Healthy Recreational Experiences*: Promote low impact recreation activities and improve water quality to increase fish and shellfish populations; protect swimmers, seafood consumers and other users; and maximize enjoyment of outdoor experiences.
 - *Access Enhancements*: Ensure safe, aesthetically pleasing and more rewarding wildlife viewing, photography and other recreation opportunities in both urban and rural areas.
- **Engagement and Marketing**
 - *Visitor Engagement/No Child Left Inside*: Focus educational programming, interpretation and recreational efforts on inspiring the next generation of environmental stewards.
 - *Marketing*: Coordinate with local communities, tourism offices, local business and residents to aggressively promote the area regionally, nationally and internationally.
 - *Volunteerism Promotion*: Engage local residents, community groups, service organizations, schools and business to instill a sense of ownership and stewardship.

4.2 Institutional Survey of the Byway

A key component in the preparation of a Corridor Management Plan is examining the various state, county, and local government plans, policies, and programs already implemented that overlap with goals of the CMP. The local municipalities and counties have guidance in place that address land use, economic development, natural resource protection and historic preservation, most of which are compatible with the Bayshore Byway Extension's vision and goals. However, special attention given to the unique characteristics of the Byway corridor included in the planning process at the local and county level, could advance and protect the Byway's environmental and historic context. (An inventory of selected planning-related policy documents compiled and reviewed for the purposes the Bayshore Byway Extension Corridor Management Plan have been included in Chapter 4.)

Significant guidance is already in place for preserving and managing the resources within the extensive state and federal public lands along the Delaware Bayshore Byway corridors, especially areas such as Prime Hook National Wildlife Refuge. A comprehensive conservation plan completed in 2003 and updated in 2013 for Prime Hook National Wildlife Refuge has guided the mission of the refuge to protect the lands and mitigate or reverse saltwater infiltration due to sea level rise or the frequency of heavy storms and has increased the amount of visitor amenities on site. Other areas along the Byway, such as the St. Jones Reserve south of Dover, has seen some improvements, such as interpretive signage, rain gardens to help with flooding, and public boat ramps, but could benefit from additional management strategies for its protection and public-access opportunities.

In consideration and development of management strategies for the byway, the following policies, plans, programs, regulations were examined for their alignment and capability to support or challenge meeting the byway vision and goals. A more comprehensive summary of each planning document can be found in Chapter 4. This analysis identifies what is already in place today, and the ability of them to address CMP requirements, such as compatible land use, multi-modal transportation and safe travel, protection of the byway intrinsic qualities, and traveler amenities and services. Ultimately, the CMP along with other policies, plans, programs and regulations will allow local stakeholders to realize the byway vision and meet the byway goals. Essentially, the combination of local, regional and state efforts and organizational endeavors provide a toolkit from which the CMP builds upon:

Generally, the Toolkit is organized around the following factors:

- Natural Resources and Environmental Considerations
- Land Use and Historic Preservation
- Transportation and Safety
- Community Qualities and Economic Potential

4.3 Corridor Toolkit

4.3.1 Natural Resources and the Environment

There are extensive tools in place to potentially assure the future byway character and protection of natural resources while providing for public access, use and enjoyment of them. Below is a summary of documents that guide the Byway Corridor's public lands and the natural environment.

Delaware Sea Level Rise Adaptation Plan

There are two parts to the State of Delaware’s planning process to adapt to sea level rise. The first is the Vulnerability Assessment and the second is the Adaptation Plan. They are briefly described below.

Sea Level Rise Vulnerability Assessment for the State of Delaware – Results of the Sea Level Rise (SLR) Vulnerability Assessment clearly demonstrates the impact on the Bayshore Corridor from sea level rise inundation. “Within those potentially inundated areas lie transportation and port infrastructure, historic fishing villages, resort towns, agricultural fields, wastewater treatment facilities and vast stretches of wetlands and wildlife habitat of hemispheric importance.”¹⁰ The Vulnerability Assessment provides valuable data on the potential impact to Delaware resources. Of the sixteen resources of concern, which emerged in the study, the following are important to the future management of the Byway and Bayshore:

- Beaches and dunes
- Coastal impoundments
- Dams, dikes and levees
- Evacuation routes
- Freshwater tidal wetlands
- Future development areas
- Habitats of conservation concern
- Heavy industrial areas
- Roads and bridges
- Tidal wetlands
- Tourism and coastal recreation
- U.S. Fish and Wildlife Refuge

Sea Level Rise Adaptation Plan

Due to the byway’s location on the eastern shoreline of Delaware, this Adaptation Plan, is a critical management tool for the communities and lands within the byway corridor. The plan provides information about adaptation strategies and will recommend actions for the state to take to build its “adaptive capacity” including recommendations for coordination, filling data gaps, regulatory changes, technical assistance and education. It is estimated that by 2100, this acceleration of sea level rise rates could cause the level of Delaware’s oceans, bays and tidal rivers to rise between 1.6 feet (0.5 meters) and

¹⁰ Delaware Coastal Programs, *Preparing for Tomorrow’s High Tide Sea Level Rise Vulnerability for the State of Delaware*, Page ix 2012.
<http://www.dnrec.delaware.gov/coastal/Documents/SeaLevelRise/AssesmentForWeb.pdf>

4.9 feet (1.5 meters) above their present levels.¹¹ Additionally 8-11% of land Statewide is located within an area that would be inundated with water, due to sea level rise.

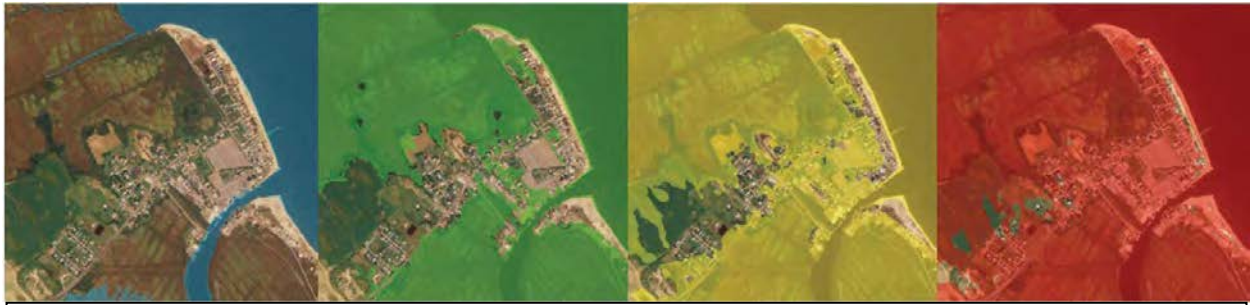
Water has always shaped Delaware, but too much of it in the form of accelerated sea level rise will severely and negatively impact the state. While it may not be possible to reverse all impacts from sea level rise, it is possible to assist communities in becoming more resilient while mitigating damage or inundation. The Adaptation plan sets forth seven objectives:

- Improve communication and coordination between state, federal, local and regional partners to streamline sea level rise adaptation efforts.
- Provide increased regulatory flexibility for adaptation and improve consistency between regulatory agency decisions.
- Provide consistent and predictable policies for future growth, investment, and natural resource management.
- Increase public awareness of sea level rise through education, outreach and marketing. Improve the availability & robustness of sea level rise data sets.
- Improve the availability & robustness of sea level data sets
- Provide technical assistance to partners for assessing vulnerability and choosing adaption strategies.
- Expand funding opportunities for adaptation planning and implementation projects

As part of the plan adaptation strategies have been outlined to serve as guidelines for towns and communities when creating planning documents. An example of this at work is seen in the Town of Frederica, which worked closely with DNREC and DelDOT when updating their comprehensive plan in 2015. Using this document, and grants funded by the Coastal Management Assistance Grant administered by the Delaware Coastal Program, Frederica is working towards adaptably and resilience, and is an example of this planning document in action.

¹¹ Delaware Coastal Programs, *Preparing for Tomorrow's High Tide Sea Level Rise: Recommendations for Adapting to Sea Level Rise in Delaware Vulnerably for the State of Delaware*, Page v-vi 2012:

<http://www.dnrec.delaware.gov/coastal/Documents/SeaLevelRise/FinalAdaptationPlanasPublished.pdf>



These maps depict mean higher-high water (MHHW) in Bowers Beach Delaware under the three planning scenarios for sea level rise. Like Frederica, the Town of Bowers Beach is one of several municipalities in Delaware that is actively planning for current and future effects of storms and sea level rise. Image from Preparing for Tomorrow's High Tide Recommendations for Adapting to Sea Level Rise in Delaware, 2013, pg. 5

Delaware Coastal Programs Sea Level Rise Initiative

To help assess, prepare for and minimize the potential impacts of SLR, the Delaware Coastal Programs Section of DNREC is leading a multi-year Sea Level Rise Initiative. Its goal is to reduce Delaware's future vulnerability to the effects of sea level rise by:

- Providing scientific and technical support for decision-making;
- Implementing on-the-ground project in partnership with stakeholders;
- Providing educational and outreach opportunities for stakeholders and the public; and
- Improving existing policies and management practices and/or developing new policies and management practices where necessary.

As part of the goal of providing scientific and technical support for decision-making, Delaware Coastal Programs scientists have partnered with the National Wildlife Refuge System, the University of Delaware, local Estuary Programs and other state agencies to fill gaps in knowledge about coastal storms, tide levels and marsh sediment accretion. This data and information will be used for policy development and communication of this new information is a component of the ongoing outreach strategy by DNREC. Newark, Slaughter Beach, Bowers Beach, and Frederica have all participated in this endeavor.

Delaware Wildlife Action Plan

The Delaware Wildlife Action Plan is a ten-year strategy focused on reducing the amount of habitat and species loss within Delaware. It outlines "species of greatest conservation need (SGCN), their key habitats, issues and research needs, conservation actions, how the DNREC will monitor effectiveness,

coordinate with conservation partners, and foster public participation in wildlife conservation efforts.”¹² The primary focus of the DWAP is providing DNREC and their partners the framework for conserving native wildlife and habitats within Delaware, which are an integral part of the Bayshore Byway Extension. It is based on the following principles:

- Conservation of Species vs. Habitats – Emphasize the management of ecological structure and function of key habitats over management of individual species
- Management on Conservation Lands – Direct management in state wildlife areas, parks and forests in the Green Infrastructure Natural Resources Focus Area, which are areas, defined using criteria and mapping to identify an interconnected network of forest, upland and wetland habitat for a variety of species
- Management on Private Lands – Direct private lands management toward buffering and connecting conservation lands in the Green Infrastructure Natural Resource Focus Area.
- Measuring Success – Establish performance indicators to measure the success of conservation actions and plan implementation by conducting inventories, research and monitoring of species, habitats and the impacts of conservation to guide adaptive management.
- Partnership Development – Strengthen partnerships among conservation agencies and organizations to link landscapes, tie together complementary efforts, and leverage investments.
- Data Collection and Information Management – Collect, manage and analyze data to support wildlife diversity conservation efforts with sound science.
- Education, Outreach and Enforcement – Increase public knowledge of wildlife conservation issues to develop an understanding of habitats, species, and conservation issues and actions; foster a sense of responsibility for personal choices; actively engage citizens in conserving natural resources; and otherwise cultivate support for wildlife diversity conservation. Enforce regulations to promote responsible behavior in interactions with wildlife.

Delaware Statewide Comprehensive Outdoor Recreation Plan

The Delaware Department of Natural Resources and Environmental Control’s Division of Parks and Recreation has updated the State’s Comprehensive Outdoor Recreation Plan in October 2018. This plan, Building an Outdoor Legacy in Delaware, provides significant guidance on the State’s value, need and programs for outdoor recreation capabilities. The study provides important marketing information on target audience and the types of recreation they are looking for. The study specifically identified the Bayshore Byway as an outdoor activity available in the state. This document will help guide, expose, and

¹² DNREC, Delaware Wildlife Action Plan 2015-2025, pg 1. <http://www.dnrec.delaware.gov/fw/dwap/Pages/WAP-Progress.aspx>

promote the Bayshore Byway.

Kent County's Comprehensive Plan (2018)

This Plan is aligned with DNREC's efforts to protect wildlife and plants in a conservation framework. As the county's only source of fresh water comes in the form of ground water, the county is actively working to mitigate the impact development has on the environment. They also recognize the importance of wetlands and marshes, and beaches as buffer zones during storms, and areas which help to mitigate the impacts of sea level rise and intensifying coastal flooding. The environmental section of the Kent County Comprehensive Plan lists a few goals which directly impact the preservation of the Byway:

- Utilize the "Wildlife Action Plan," "Green Infrastructure," and "Source Water Protection" maps produced by DNREC in conjunction with "Land Evaluation Site Assessment" (LESA) scores in ranking properties for county agricultural land preservation funding.
- Maintain existing environmental standards (wetland protection, floodplain standards, stream buffers, impervious cover limitations) to protect people, property, and the environment.
- Increase the width of non-disturbance areas surrounding wetlands, waterbodies and conveyance systems, including tax ditches, to an average of 100 feet for 80% of the area, to be buffered with a minimum width buffer of 50 feet and, if previously cleared of vegetation, require such riparian buffer be replanted with native species prevalent in riparian areas. Where the slope along a waterbody exceeds 15%, the buffer measurement should commence from the top of bank. Required buffers should be designated as unsubdivided open space
- Consider requiring groundwater impact assessments for subdivision and land development projects located in excellent recharge areas and ensure such projects are forwarded to DNREC for advice and comment

Sussex County's Comprehensive Plan (2018)

This plan is also aligned with DNREC's "Wildlife Action Plan" and sets forth goals which will help to enhance or preserve the Byway. Sussex County has made strides towards the protection of their abundant wildlife and natural assets. Much of the plan focuses on conservation and stewardship of water related environments and puts into action work towards beach and dune restoration, saltwater infiltration mitigation, and wetland conservation.¹³ A copy of the latest plan can be found at their website:

¹³ Sussex County's Comprehensive Plan

www.sussexplan.com. They have identified four goals for the conservation and use of land within the county:

- Preserve, maintain, and enhance the natural resources and natural systems within the county
- Encourage protection of farmland and forestland
- Ensure the protection of the natural functions and quality of the County's surface waters, groundwater, wetlands, and flood plains
- Maintain and improve air quality

US Fish and Wildlife Service Delaware Bay Estuary Project

The Delaware Bay Estuary Project is part of the U.S. Fish & Wildlife Service's National Coastal Program. The Coastal Program focuses the U.S. Fish and Wildlife Service's efforts in bays, estuaries and watersheds around the U.S. coastline. The purpose of the Coastal Program is to work together with our partners to conserve fish and wildlife and their habitats.

Partnership for the Delaware Estuary

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 saltwater 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. More information on their mission can be seen at their website at <http://www.delawareestuary.org/>.

Coastal Zone Laws and Regulations

Both the **Delaware Coastal Zone Act Program** (1971) and the **Regulations Governing Delaware's Coastal Zone** (1991) put in place a law and regulations to promote improvement of the environment while providing for existing and new industries to stay competitive. Although this program and its governing regulations reach beyond the byway corridor, it provides guidance for lands along the Byway, prohibiting certain uses and managing others, thus reinforcing the intent to protect this region's natural resources, and promote the area for tourism.

The following documents specifically focus on Byway destinations that contribute to the natural, scenic, and recreational qualities that make this a significantly unique byway:

Prime Hook National Wildlife Refuge Comprehensive Conservation Plan, CCP, (2013)

Prime Hook, the largest public access natural resource on this section of the byway, comprises over 10,000 acres of natural wetlands, tidal marshes, and beaches. Due to Prime Hook's strategic location on the Delaware Bay, the refuge has national conservation significance as a designated RAMSAR Wetland of International Significance Site (1999), American Bird Conservancy-Important Bird Area (2000), and a Western Hemisphere Shorebird Reserve Network site (1986).

Since the signing of the National Wildlife Refuge System Improvement Act of 1997, appropriate public uses of the Refuge System include six major wildlife-dependent recreational uses and are hunting, fishing, wildlife observation, photography, environmental education, and environmental interpretation.

The CCP sets forth two goals for the conservation and protection of the landscape.

- Manage, enhance, and protect the dynamic barrier beach island ecosystem for migratory birds, breeding shorebirds, and other marine fauna and flora. Perpetuate the biological integrity, diversity, and environmental health of North Atlantic high and low salt marsh habitats.
- Manage the biological diversity, integrity, and environmental health of refuge upland and wetland forested cover types to sustain high quality habitats for migratory birds and increase quality habitat for the endangered Delmarva fox squirrel, forest interior breeding and wintering land birds, reptiles, amphibians, and other forest-dependent wildlife.

Delaware Birding Trail

The map and guide to birding sites in Delaware is a joint project by Delaware Audubon, Delmarva Ornithological Society, and DNREC's Division of Fish & Wildlife. Of the 27 sites throughout the state, five are located along the Byway. Information about year-round birding in the state provides valuable details on the site, a description of birds that often nest or can be seen at the site, and seasonal considerations. Access and directions to the site and what the sites are described in the map/guide found on their website: <http://www.delawarebirdingtrail.org/>.

Natural Resources Opportunities and Challenges

A review of the existing plans, policies, regulations, and overall site conditions revealed the following natural resource and environmental opportunities and challenges for the Corridor Management Plan.

Opportunities:

- The Bayshore is a world-class birding area, and the Delaware Birding Trail is already in place to encourage eco- and nature- based tourism
- Extensive awareness and planning objectives to protect natural resources by the State and County agencies as well as other key interests
- Regulations to protect Delaware's coastal zone
- Identified and utilized local and federal funding streams for conservation initiatives

Challenges:

- Few guiding documents and some of the municipality planning documents have not been updated in greater than five years

4.3.2 Land Use Resources, Plans and Guidance

Land development along the Byway corridor is typically reserved for the land to the west of Route 1. The Coastal Zone Act, the vastness of federally and state protected lands, and the threat of sea level rise makes developing east of Route 1 along the corridor difficult and impractical in many areas.

Delaware Strategies for State Policies and Spending (Coordination, 2015)

The purpose of the *Strategies for State Policies and Spending* is to coordinate land-use decision-making with the provision of infrastructure and services in a manner that makes the best use of our natural and fiscal resources. The importance of such coordination lies in the fact that in Delaware land-use decisions are made at the local level, while the bulk of infrastructure (e.g., roads and schools) and services (e.g., emergency services and social services) that support land-use decisions are funded by the state. Thus the development of this document with local governments and citizens helps to create a unified view toward growth and preservation priorities that all levels of government can use to allocate resources.

The Strategies presented within the document guide investments made by state agencies and ensure that public investment is efficient, equitable, and promote compact growth and resource conservation. They also provide targeted “investment strategy zones” The *Investment Strategies Map* show Magnolia, Frederica, Milton and Milford are level 1 and 2 investment zones while the majority of the byway is considered level 4 or out-of-play. Level 1 and 2 investment strategies and goals focus on developing diverse modes of transportation, recreation and available housing stock typically within urban areas and larger towns. Level 4 and out-of-play investment strategies both focus spending on maintaining and

protecting the landscape and resources presently there. These areas, comprising the bulk of the natural, scenic, historic and, recreational qualities of the byway.

In the areas along the byway considered Level 1 or 2, the focus shifts to creating sustainable, low impact “Complete Communities.” To be a complete community a community need to have:

- complete streets
- efficient land use,
- be healthy and livable
- inclusive and active
- Sustainable and Resilient

Many of these goals can be achieved in the corridor in concert with their recommendations in the plan. The University of Delaware Institute for Public Administration (IPA), in partnership with DelDOT, has created a “Complete Communities toolbox” available digitally at:
<https://www.completecommunitiesde.org/>.

Kent County’s Comprehensive Plan (2018)

The overall theme of the Comprehensive Plan is the creation of communities, providing adequate infrastructure to those communities, enabling and encouraging economic development, and preserving the rural character and agricultural industry of the County. The Plan in general and the Land Use element in particular are designed not only to direct development but also to direct investment of public resources in infrastructure and land preservation.

The Comprehensive Plan tells the story of Kent County. It begins with a discussion of where we are today and proceeds to describe the County and community we want to be 30 years from now. The story is not just about land use and zoning but how the County can best serve its population in all areas including parks and recreation, infrastructure investment, protection of natural resources, sustaining our rural character, and public safety. It is a strategic plan designed to identify goals and challenges throughout the County and offer solutions.

The plan sets forth eight land use recommendations which serve as goals:

- Create a zoning classification for Employment Centers. Permitted uses should include those that result in job creation as opposed to retail and service uses permitted in the Commercial Zoning Districts. Uses that support the County’s Food Innovation District should be included as well

- Update and expand the uses permitted in the Agricultural Conservation and Agricultural Residential Zoning Districts to support the modern agricultural industry and the County's Food Innovation District
- Create a zoning classification or development option within existing districts to permit and encourage mixed use development particularly in the Town and Village Areas
- Create a new Agricultural Zoning District available to properties outside of the Growth Zone Overlay in order to permit by-right uses that support agriculture and are reasonable and expected in rural areas
- Preserve areas for economic development opportunities by focusing on growth in Employment Centers, Commercial Areas, and Industrial Areas
- Develop in areas with adequate infrastructure and public services while protecting the natural resources and rural character of the County
- Conduct a complete review of Chapter 205 Zoning to update zoning districts and permitted uses to more modern standards
- Review growth zone boundaries

The Kent County Comprehensive Plan can be found at <https://www.co.kent.de.us/media/913825/2018-Comprehensive-Plan-Adopted-9-11-18-Full-Documents-with-Appendices.pdf>

Town of Frederica Comprehensive Plan Update (2015)

The Town of Frederica Comprehensive Development Plan is Frederica's authoritative statement of land use policy. The land use and development plan is closely aligned with **Delaware Strategies for State Policies and Spending** which was previously discussed in this section. The comprehensive plan does not detail any actionable goals but does indicate that town management and residents are looking for strategies that increase pedestrian traffic in town, and to not largely impact any open or natural space within the town limits.

These two strategies can bolster Frederica and make it a viable stop on the byway for lunch, or shopping. With an increased number of retail locations in town they could be a great place to engage byway travelers with the Byway Bucks program.

Frederica is also actively working to become a resilient community in regard to sea level rise. Currently, 30% of the towns land becomes inundated at high tide. The Sea Level Rise component of the Comprehensive Plan Update is the first step toward building adaptive capacity and overall resiliency to sea level rise, coastal storms, and climate change.

The Town of Frederica Comprehensive Plan 2015 can be found at <https://frederica.delaware.gov/planning-zoning/>

City of Milford Comprehensive Plan Update (2018)

The Milford Comprehensive plan was adopted and put into place in May 2018. Milford has, and continues to, work diligently to build its economic and employment base through development of all types. It has also made significant efforts to include relevant state agencies, county and municipal governments, school districts, property owners, and development interests. Milford has successfully utilized a master planning approach for its southeastern area and now envisions undertaking a similar initiative for potential growth, development, and redevelopment in its Northeastern area.

Their land use goals are as follows:

- Encourage compatible, resilient, connected development, redevelopment, and growth within Milford's municipal boundary and entertain annexation or growth opportunities within the municipality's established Urban Growth Boundary, provided cost-effective services can be provided.
- Conduct a master plan for the city's Northeast Neighborhood.

A copy of the Comprehensive plan can be found at <https://www.cityofmilford.com/81/Comprehensive-Plan>

Town of Magnolia Comprehensive Plan (2019)

Magnolia has currently updated their comprehensive plan as part of that process, a survey of residents conducted in April 2018 indicates that an overwhelming majority of residents are in support of facilities and amenities which would directly improve the town as a POI on the Byway. This includes the creation a new public park with passive amenities, sit-down restaurants and a strong desire to leave open or undeveloped land as it is. The residents also favor infrastructure upgrades which would make the Town more walkable.

Additionally, the town planning committee has accepted and will implement the following recommendations that improve the byway into their comprehensive plan:

- The town should require best management practices for any future development that are consistent with the State of Delaware's guidance documents for the protection of natural resources including, but not limited to, wetlands, forest resources and streams.

- The town should consider incorporating open space preservation guidelines into their ordinances and pursue the creation of a town park.
- The Town should review its Zoning Ordinances to ensure they match the character of the Town and are easy for residents and Town Council to interpret. Review parcels zoned R-1, R-2 and C-1 (Commercial) considering current land use and characteristics to determine if any of them should be otherwise rezoned.
- Once the new traffic data is developed, the town should work with the State and the Dover/Kent County Metropolitan Planning Organization (MPO) to develop a strategy to mitigate the impacts of pass-through vehicles, such as construction of a bypass.

A copy of the current comprehensive plan can be found at <https://magnolia.delaware.gov/town-comprehensive-plan/>.

Sussex County's Comprehensive Plan (2018)

The Sussex Plan is the County's official policy guide for future development-related decisions. The Sussex Plan is long-range in nature and provides a framework for the County's residents and decision-makers to conceptualize how the County should look and function with a goal of year 2045 in mind.

Implementation strategies are identified within each chapter of the Plan, all or a portion of which may be utilized to accomplish the goals and objectives for topic areas addressed in the Sussex Plan.

The Future Land Use chapter is the centerpiece of the Comprehensive Plan. The chapter creates a framework for achieving the Comprehensive Plan's overall vision and determining future development priorities. This chapter is comprised of a series of items that direct future development including the Future Land Use Map and goals, objectives, and strategies to be used to achieve the County's planning vision. These tools will provide long-term guidance to elected officials, developers, and planning and development staff who make decisions regarding land use, infrastructure, economic development, preservation, and capital improvements.

The document contains the following goals for the county, to encourage responsible development and land use in future years. Implementation strategies are identified within each chapter of the Plan, all or a portion of which may be utilized to accomplish the goals and objectives for topic areas addressed in the Sussex Plan.

- Manage the impacts of future growth and development to better preserve the rural areas of the County.

- Ensure quality growth and development by planning and developing infrastructure and services in the County to complement State and local planning efforts.
- Identify and designate future development areas in a manner that protects the County's natural and cultural resources from the adverse impacts of development as outlined in the Conservation and Historic Preservation elements.
- Minimize the adverse impacts of future development on existing development.
- Recognize the importance of the agricultural land base of the County.

The Sussex County Comprehensive Plan can be found at <https://sussexcountype.gov/2018-comp-plan-documents>.

Town of Milton Comprehensive Plan Update (2018)

The Comprehensive Plan addresses future planning and development within the town of Milton and the surrounding area while continuing to embrace its maritime heritage. A previous version, adopted in 2008, ensured the town's plan was in line with the Sussex County preservation plan, and the 2018 update is in keeping with that ideology. The plan established a ten-year vision with five-year updates.

- Evaluate, prepare and adopt zoning districts that implement the intent of a Mixed Use Residential/ Commercial, a Marine Resources, and a Limited Light Industrial Land Use Designation.
- Create and adopt Land Use Designations that support historic and community character of the Town and that provide opportunities for a housing mix that is affordable to those seeking or holding employment in the Town.

The Town of Milton Comprehensive Plan can be found at <https://milton.delaware.gov/files/2019/01/Milton-Comprehensive-Plan-2018-Certified.pdf>

Town of Slaughter Beach Comprehensive Plan (2018)

The Comprehensive Plan addresses planning and partnership opportunities for the town of Slaughter Beach and was completed in 2018.

Goals of the Comprehensive Plan include:

- Partner with the Department of Agriculture, Sussex county and the City of Milford to address future expansion of Milford east of State Route One
- Partner with the Department of Agriculture, Sussex County and the City of Milford to identify those lands west of Slaughter Beach as a Transfer Development Rights Sending Area to further expand the Protected Green Belt of Conservation Areas within and surrounding the community.

- Partner with DNREC to evaluate the long-term impacts of the bay to community and coastal resources.
- Partner with DNREC to continue to implement environmental programs to expand and protect important flora and fauna.
- Review and amend local zoning codes to address residential concerns regarding a variety of land use activities such as future annexation, building standards, etc.
- Partner with DelDOT to implement local road standards and develop a short-and long-term maintenance program for these resources.
- Continue to improve the local recreational resources. This includes but is not limited to: continued beach replenishment, repair and improvement to restroom facilities, etc.

The Town of Slaughter Beach Comprehensive Plan can be found at

<https://slaughterbeach.delaware.gov/town-codecharter/>

Land Use Opportunities and Challenges

Review of the existing site conditions, plans, policies and regulations already in place have revealed the following land-use opportunities and challenges for the Corridor Management Plan.

Opportunities

- Comprehensive plans available for review from towns along the byway all incorporate location specific heritage and focus on preserving their history, working with towns should easily create new experiences for byway travelers
- Towns along the byway have standardized their comprehensive plans and are working with the same set of state and federal guidelines for land use policy
- Policies are in place to reduce sprawl and protect agricultural and natural land.
- Towns are beginning to put policies in place that address Sea Level Rise, and its impact on communities
- Most of the Comprehensive Plans have all acknowledged, listed, or indicated that they are part of the Delaware Bayshore Byway

Challenges

- Integrating new development with the Byway's historic, natural and scenic characteristics
- Sea level rise's impact on coastal communities

- Many towns have limited visitor amenities, and pedestrian transportation is limited
- Towns and counties are uncertain of the roll that they can play in or support in the Delaware Bayshore Byway CMP
- Byway Management Team is unsure of the roll they can help with town and county implementation

4.3.3 Transportation Assessment

Outdoor Advertising

Much of the of Byway corridors contain little use of billboards or examples of permanent outdoor or off premise advertising. Any advertising is typically confined to Route 1 and segments of Route 9. The Little Heaven area, South Frederica, Milford, Milton, and both Kent and Sussex Counties must be aware as external effects of master land use and transportation planning and all future development are now within control zones of a Delaware Scenic and Historic Byway. Delaware State Code Title 17, Chapter 1, Sections 190-194 and Title 17, Chapter 11, Sections 1101-1120 with applicable amendments apply.

Efforts were also made by DelDOT to advise recent updated Comprehensive Plans to include identification of byways and their implications. Beyond Federal measures, House Bill of the 150th General Assembly now prohibits any new or significant upgrades to billboards, electronic variable messaging, and off-premise advertising along all state byways. Designated control zones and byways are located on the DelDOT Gateway and First Map State of Delaware GIS database.

Existing Transportation Situation

Assessing the existing transportation situation along the Byway requires an examination of physical characteristics, traffic volumes, vehicle types and users of the roads. This information was obtained, primarily, through resources published on DelDOT's website.

Physical Characteristics of the Roadways

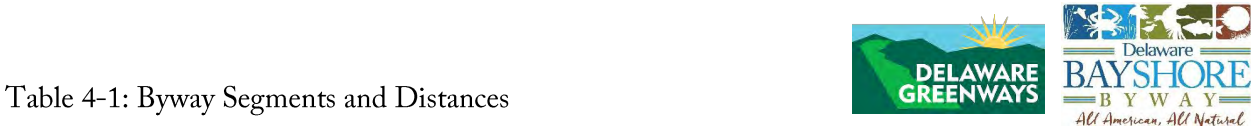
The Byway Extension is comprised of many small local connector roads with a spine running along Delaware Route 1. The Byway roadway varies from a four-lane divided highway (Route 1), to small two-lane roads without shoulders, which leads travelers typically to the east, to the discovery zones.



The Byway route transportation database is depicted in Table 4.1 with other mapping segments in Figure 4.1 to complement and illustrate this data.

The Byway Extension route is illustrated in Figure 4.1 and the segments are shown in Table 4-1
Figure 4.1 Byway Segments and Distances Reference Map - Current Travel Demand and Functional Classification

Table 4-1: Byway Segments and Distances



| Driving Segment No. for Mapping Purposes only | Beginning | Ending | Communities, Historic and Natural Areas Included | GPS - with link to Google Map Latitude & Longitude | Distance (mi.) One Way | Approximate Travel Time One Way | Functional Classification and Average Annual Traffic (2018) | Typical Cross Section Info ¹⁴ | Accident/ Incident Analysis all Modes ¹⁵ | Known Travel Restrictions or Hazards |
|---|--|----------------------------------|---|--|------------------------|---------------------------------|--|--|---|---|
| 1 | Route 1/Bay Road and Kitts Hummock Road not including Bergold Lane | Kitts Hummock Beach | John Dickinson Plantation, St. Jones Neck Reserve/DE National Estuarine Research Reserve, Ted Harvey Conservation Area, Kitts Hummock | 39.101821, -75.439697 | 3.4 | 6 min | Local 1,498, 884, 472 | 10' lanes 5' shoulders towards west end; 10' lanes no shoulders prior to Kitts Hummock | Low | Water on road and localized flooding at times during and after heavy rains |
| 2 | Route 1 /Bay Road Barkers Landing Road/East Walnut Street S Main St./Clapman Road Old Beach Road/S State St. | Little Heaven/Bowers Beach Road | Barkers Landing, Magnolia | 39.072184, -75.475324 | 5.6 | 9 min | Major Collector 2,579; Expressway & Freeway 37,327; Major Collector 1,898, 1,847; Minor Arterial 6,430, 7,127 | 4-12' lanes with 11' shoulders & depressed divided median; 10' lanes no shoulder; 12' lanes 10' shoulder; 12' lanes 8' shoulder | High | High Speeds on Route 1 |
| 3 | Route 1/ Bowers Beach Road | Bowers Beach Main Street | Town of Bowers Beach, Bowers Maritime Museum, Milford Neck Wildlife Area | 39.060007, -75.399006 | 3.5 | 5 min | Major Collector 1,459; Minor Collector 1,459, 1,005, 300 | 11' lanes 10" shoulder; 11' lanes no shoulder; 11' lanes 7 & 8' shoulder; 10' lanes 2' shoulder | Low | Poor drainage and some localized flooding/ponding at times on Bowers Beach Road |
| 4 | Old Beach Road/S State Street, Route 1/Bay Road, Frederica Road | Frederica Road/Milford Neck Road | Barratt's Chapel & Museum, Frederica | 39.006859, -75.464409 | 4.0 | 6 min | Minor Arterial (no data); Other Principal Arterial (no data), 48,044; Major Collector 1,718, 2,052 SB; 1,456 NB; Minor Arterial 2,162, 2,376 (no data) | 12' lanes 8' shoulder; 4-12' lanes with 11' shoulder & depressed divided median; 11' lanes 4 and 6' soil shoulder; 11' lanes no shoulders; 11' lanes 7' shoulders; 12' lanes 9' shoulder | High; Medium in Federica | Water on road, localized flooding or poor drainage at times on Frederica Road south of town limits. |

¹⁴ Data taken from DelDOT Gateway. Typical Cross Section reflects what was provided and may not be accurate or uniform throughout a particular roadway segment. It is best available information without hundreds of spot check measurements. Key selected locations were gathered.

¹⁵ Data taken from DelDOT Gateway. Accidents reported were all types from 2014 -2018 and were simply counted and also reviewed with heat maps. Analysis determined incidents recorded at 0 to 20 as low, between 21-50-as medium, greater than 50 as high. Recorded accidents or incidents may not reflect true accountability, circumstances, or the safety measure of the actual roadway corridor itself. Examples may be an animal crossing conflict as a recorded accident/incident, excessive speeding, extreme hazardous weather conditions at the time, or general inattentive driver error due to heath or driver impaired related reasons. Types of recorded accidents/incidents and whether it was one, two, or more vehicles (or bikes/pedestrian) and their impact were not analyzed. Data reflects an occurrence or level of frequency only.

| | | | | | | | | | | |
|--|---|---|--|--|-------------------------------|--|---|--|---|--|
| 5 | Milford Neck Road | South Bowers Road – with three choices | South Bowers Beach, Murderkill River, Milford Neck Wildlife Area, Bennett’s Pier Beach, Big Stone Beach | 38.995524, -75.422591 | 3.7 | 6 min | Minor Collector (no data), 832, 166 | 12 lanes no shoulder | Low; collectively with all spur roads low | Poor drainage and some localized flooding at times on South Bowers Road, Bennet’s Pier Road, and Big Stone Beach Road Narrow corridor in some spots; turn around dead end at Bennett’s Pier Road and Big Stone Beach is inadequate for larger vehicles. |
| | South Bowers Road | End/South Bowers Beach | | 39.021169, -75.389226 | 4.2 | 7 min | Minor Collector 212 | 9’ and 10’ lanes with 5’ soil surface shoulders | | |
| | Bennett’s Pier Road | End/Bennett’s Pier | | 39.028875, -75.360215 | 3.2 | 6 min | Local 97 | 9’ and 8’ lanes 4’ soil surface shoulders | | |
| | Thompsonville Road/Bennett’s Pier Road, Scotts Corner Road, Big Stone Beach Road | Big Stone Beach & Big Stone Beach Drive | | 38.999485, -75.339101 | 4.2 | 7 min | Local 273 or 1,286 (due to driver choice), 214, 118 | 9’ or 10’ lanes with or w/o 4’ soil surface shoulder; 12’ lane only within Big Stone Beach Dr. | | |
| | Big Stone Beach Drive and Big Stone Beach Road | New Wharf Road | | 38.980341, -75.384702 | 7.8 | 13 min | Local 118, 229, 479 | 10’ lanes 4’ soils shoulders | | |
| Driving Segment No. for Mapping Purposes only | Beginning | Ending | Communities, Historic and Natural Areas Included | GPS - with link to Google Map Latitude & Longitude | Distance (mi.) One Way | Approximate Travel Time One Way | Functional Classification and Average Annual Traffic (2018) | Typical Cross Section Info (see footnote) | Accident/ Incident Analysis all Modes (see footnote) | Known Travel Restrictions or Hazards |
| 6 | New Wharf Road/NE Front Street | North Rehoboth Boulevard | Milford, Parson Thorne Mansion, Milford Bicentennial Park and River Walk, Goat Island Nature Area, Milford Museum, Bascule Lift Bridge | 38.927981, -75.410215 | 2.9 | 5 min | Local 191, Major Collector (no data), 2,724 | 10’ lanes 3 or 5’ soil shoulder; 11’ lanes | Low | Northern section of New Wharf Road and spot areas on SE Front Street and Walnut Street may flood or pond at times under heavy rains. Mispillion River Bascule Lift Bridge has 13’-9” height clearance |
| | NE Front Street, N. Maple Avenue, SR 36/Causey Avenue, S. Walnut Street, SR 36/SE Front Street. | South Rehoboth Avenue | | 38.914752, -75.426696 | 2.2 | 7 min | Minor Arterial 6,184, Local (no data), Minor Arterial 5,115, Minor Arterial 3,996, Minor Arterial 5,115 | 12’ lanes 8’ shoulder; varies in Milford with 16’ to 11’ lanes with various paved shoulder width or none with curb and gutter | High (all of Milford) | |
| | SR 1B N Rehoboth Boulevard/South Rehoboth Boulevard | South Rehoboth Boulevard/Cedar Beach Road/SE Front Street | | 38.917341, -75.417719 | .6 | 1 min | Minor Arterial 9,492 | 11’ lanes with 8’ shoulders | Medium | |
| | North Walnut Street/NE Front Street | North Walnut Street/SE Front Street | | 38.913601, -75.428362 | .1 | 1 min | Major Collector 5,868 | 14’ lanes with 7’ shoulder | High (part of Milford) | |
| 7 | SR 36/Cedar Beach Road | Lighthouse Road | Mispillion River, DuPont Nature Center, Milford Neck Wildlife Area - Cedar Creek Unit, Marvel Saltwater Preserve & Overlook, Slaughter Beach | 38.933631, -75.350717 | 9.7 | 15 min | Minor Arterial 2,019, 2,425 Minor Collector 2,425 Local 429 | 11’-12’ lanes with 2 to 10’ shoulders; 10’ lanes with no or 5 shoulders (paved or soil surface); 9’ lanes with 4’ soil surface shoulders | Low (Slaughter Beach area) | Some areas upon entering or prior to Town of Slaughter Beach from Cedar Beach and Lighthouse Road can be heavily ponded or flood during heavy rains. Ditto for Cedar Creek Road and Pine Haven Road near Swiggetts Pond. |
| | Lighthouse Road/Bay Ave, Slaughter Beach Road | Pine Haven Road/Cedar Creek Road (Anderson Crossroads) | | 38.908532, -75.307911 38.881799, -75.387133 | 7.5 | 12 min | Local 832, 725 Major Collector 386, 515, 479 Local 479 | 11’ lanes with 3’ or no shoulders; 12’ lanes with 7’ shoulders; 11’s with 4’ | Medium (Slaughter Beach area but west) | |

| | | | | | | | | | | |
|---|---|---|---|--|------------------------|---------------------------------|--|---|--|--|
| | SR 1B Coastal Hwy/South Rehoboth Blvd, Cedar Creek Road | Pine Haven Road (Anderson Crossroads) | | | 3.8 | 6 min | Minor Arterial 8,491, 10,535 Major Collector 10,535, 5,280, 6,229 | 11' lanes 9' or 5' shoulder; 12' lanes with 7' shoulder | High (south Milford) | |
| 8 | Slaughter Beach Road/Wells Road, Flower Beach Road | End -Fowler Beach turn around | Fowler Beach, Prime Hook National Wildlife Refuge area | 38.875284, -75.292401 | 3.9 | 8 min | Local 508, 283 | 9' lanes 6' and 4' soil surface shoulder | Low | Many sections of Prime Hook Road can be flooded & there are warning lights that activate and trigger a warning signal in one segment. Wells Road, Fowler Beach Road, Cods Road may pond or flood during/after heavy rains. |
| | Cods Road/Fowler Beach Road | Prime Hook Road | | 38.859584, -75.289697 | 1.7 | 3 min | Local 191 | 9'lanes 6'soil surface shoulder | Low | |
| | Cedar Creek Road (Anderson Crossroads), Sylvan Acres Road, Prime Hook Road | Prior to Prime Hook residential community/turn around | | 38.838790, -75.301433 | 9.3 | 13 min | Major Collector 6,703 Local 501 Local 495 | 12' lanes 6' shoulder; 10' lanes 4' soil surface shoulder; 9' or 10' lanes with 6' or 3' soil surface or 3' millings shoulders; | High but (Low East of SR 1) | |
| Driving Segment No. for Mapping Purposes only | Beginning | Ending | Communities, Historic and Natural Areas Included | GPS - with link to Google Map Latitude & Longitude | Distance (mi.) One Way | Approximate Travel Time One Way | Functional Classification and Average Annual Traffic (2018) | Typical Cross Section Info (see footnote) | Accident/ Incident Analysis all Modes (see footnote) | Known Travel Restrictions or Hazards |
| 9 | Cedar Creek Road/Sylvan Acres Road, Isaacs Road/SR 30 | Milton Ellendale Highway/SR 16 Broadkill Road | Reynolds Pond, Swiggetts Pond, Pemberton Forest Preserve, Prime Hook National Wildlife Refuge, Broadkill Beach, Blum Island State Park | 38.814136, -75.344906 | 3.4 | 5 min | Major Collector 4,373 Major Collector 3,696 | 12' lanes 6' shoulder; 11' lanes 7' shoulder | High | North Bay Shore Drive dead ends with no turn around and is not ideal for travel on this northern section. |
| | Broadkill Road/SR 16 | N Bay Shore Drive or S Bayshore Drive | | 38.811365, -75.258088 | 8 | 12 min | Major Collector 7,310, 6,408, 2,288 Local 996, 585 | 12' lanes with various shoulders ranging in order from 8', 9, or 14', or 10', 12'; 10' lanes with 3' or 6' shoulders or 3' soil surface | High with medium entering or exiting Broadkill Beach | Roads are very narrow throughout Broadkill Beach and sections entering Broadkill Beach and within this community may flood or pond at times. |
| 10 | Broadkill Road/SR 16/Union Street/SR 5, SR 5/Federal Street, SR 5/Harbeson Road | US 9 Lewes-Georgetown Highway | Milton, Milton Historical Society/Museum, Governors Walk & Memorial Park, Wagamons Pond, Edward H. McCabe Preserve, Nassau Valley Vineyards, Historic Lewes Byway | 38.779668, -75.311879 | 5.2 | 9 min | Major Collector 5,537 Major Collector 5,380 Major Collector 6,330, 4,981 | 13' lanes with curb & gutter; 10' lanes 8' shoulders; 12' lanes with 8', 10', or 9' shoulders | High (Milton and Milton area south) | Beach traffic heavy during summer times; besides sections of SR 1 north east of Magnolia and the north Federica area, this segment had the highest and most spread out accident/incident frequency. |
| | US 9 Lewes-Georgetown Highway | End – Beginning/SR 1; Historic Lewes Byway begins | | 38.730723, -75.256490 | 7.3 | 14 min | Other Principal Arterial 14,132 | 11' lanes 10' shoulders' | High (US 9) | |
| Totals including spurs | | | | | 104.2 miles | 3 hours with no stops | | | | |

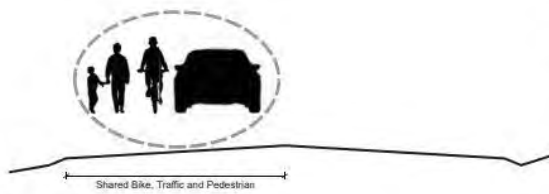


Table 4-1 is divided into segments that provide information on traveling each particular destination zone under their respective roadway route. Elements highlighted include key destination area and the functional classification of the roadway corridor including an account in their Average Annual Daily Traffic. Selected geographic longitude and latitude points were chosen at approximately halfway within their selected corridor segments to provide a universal location of the Delaware Bayshore Byway. Without stopping to visit, marvel, or learn more about an intrinsic resource and traveling at normal posted speed limits without traffic back-ups, corridor mileage and timing are recorded.

Table 4-1 also records and provides a typical roadway cross section profile. This is essential and provides a good element in what can be expected when traveling under different modes and uses of transportation. Accident or recorded roadway incidents were also grouped into a low, medium, or high category to provide the frequency of different events or disruption that may occur along each byway corridor or selected route. Lastly, any hazards or warning conditions are noted for the traveler and destination zones that take into account the ease and safety in mobility.

Cycling along the Byway

Due to the low traffic volumes on many of the Byway spurs cycling on the east side of Route 1 would be a great way to experience portions of the Byway. The natural beauty and isolation found on the spurs would be an idyllic ride through salt marshes, past tidal rivers and then onto secluded beaches. Although there is low traffic volume, the speed limits can be quite high, in some instances 50 miles per hour on narrow roads, making them dangerous when combined with some turns, periodic tall marsh grasses, and narrow travel lanes that mostly lack paved travel shoulders or separated paths.



Context sensitive solutions for shared roadways.

Shared Accommodations for All Users

All users, pedestrian, cyclists, and vehicular, share the roadway.

Advantage: Generally used where right-of-way is very limited.

Disadvantage: Potential conflicts among pedestrians, bicyclists, and motor vehicles.

Appropriate for: Areas of low vehicle speeds and few cyclists and pedestrians. This treatment is frequently found in rural Delaware, but often in circumstances where vehicle speeds are higher than those considered comfortable by cyclists and pedestrians. It should be considered as a potential solution for low-volume, low-speed, local streets in residential, rural and/or historic/natural areas.

To further support this, Delaware classifies its cycling routes two ways. First, is whether the roadway has provisions for cyclists. This can be either a shoulder or a wide outside lane that provides sufficient room for cyclists to ride in a path separate from motor vehicle traffic. Secondly, the roadway does not have

such a provision and cyclist must share the travel lane. Much of the Byway falls into the second category.

In Delaware, bicycle classifications are as follows:

- Highest classification -- the Statewide Bicycle Route which connects the State's three counties.
- Second classification -- the Regional Bicycle Route which connects major municipalities and activity Centers.
- Connector classification -- routes that link local activity centers to the larger bicycle network.

In the case of the Bayshore Byway in this region, most of the cycling travel falls into the second classification. Small towns of Milford, Slaughter Beach, and Milton are good for local cycling travel where other trips and destinations can experience cycling travels once you are already there. Although there are numerous paved shoulders along the byway and more frequent shoulder uses found on portions west of Route 1, the more and most experienced cyclists are best suitable for byway travel. In fact, sections of Route 1/Bay Road should be avoided completely by both cyclists and pedestrians. The way to experience the Delaware Bayshore Byway and its intrinsic qualities are under vehicular motorized movement. Once at destinations, cycling, walking, hiking, boating, or other engagement of activities are ideal.

Public Transportation and other Services

There are services in the way of public transportation on the Delaware Bayshore Byway for this southern region. Several bus routes can be found in both Kent and Sussex County. They consist of the following:



- **Route 303:** This intercounty connector operates from Dover to Milford and to Georgetown and then back. This route has stops in Magnolia, Little Heaven, Frederica, Milford (3 stops with 2 along the byway), and Milton.
- **Route 210:** This Milford circulator bus route has stops throughout Milford in which several are along byway corridor or within several blocks.
- **Route 206:** The Greenline route travels between Georgetown and Lewes. From Lewes this follows US 9 and the beginning/end of the byway corridor west toward Harbeson Road/SR 5. There are nine stops in this segment, which is within the byway corridor.
- **Route 307:** Intercounty Connector serving and connecting Lewes, Milford (on byway), and Dover

A review of the public transportation shows that while the Route 1 nodes of the Byway are served by public transportation, travelers of the Delaware Bayshore Byway would be unable to see any of the discovery zones east of Route 1 on the bus lines. From a transit perspective, one is able to obtain access direct access into Magnolia, Frederica, Milford and Milton. There are no other forms of public transportation available along the Byway.

There are three electric vehicle charging station closely situated near (not on or along) the byway corridors with two in north Milford and one serving in Milton (note: there are several charging stations in the Lewes/Nassau/Route 1 corridor and in Dover). Additionally, Little Creek will be installing an electric vehicle charging stations in the future along the Byway. Currently there are no park and ride lots, but one significant transit and park and ride lot is currently being constructed and is nearly complete at the DE TURF Sports Complex. This new transit center will serve for events, shuttle, and transit expansion for lower Kent and Sussex County's. This facility is situated off Route 1 Bay Road and Milford Neck Road directly along the byway in the urban growing and master plan development area of South Frederica.

Marinas and Boating Facilities

It is common to see locals fishing right off the roadway along the corridor. The byway offers a wealth of fishing and boating opportunities to travelers from public boat launches along the road.

Non-Tidal Water Fishing and Boating Access Areas

| Town | Name | Boat Ramp | Bank Fishing |
|-----------|---------------|-----------|--------------|
| Frederica | Andrews Lake | Yes | Limited |
| | McGinnis Pond | Yes | Yes |
| Milford | Abbots Pond | Yes | Yes |
| | Blairs Pond | Yes | Yes |

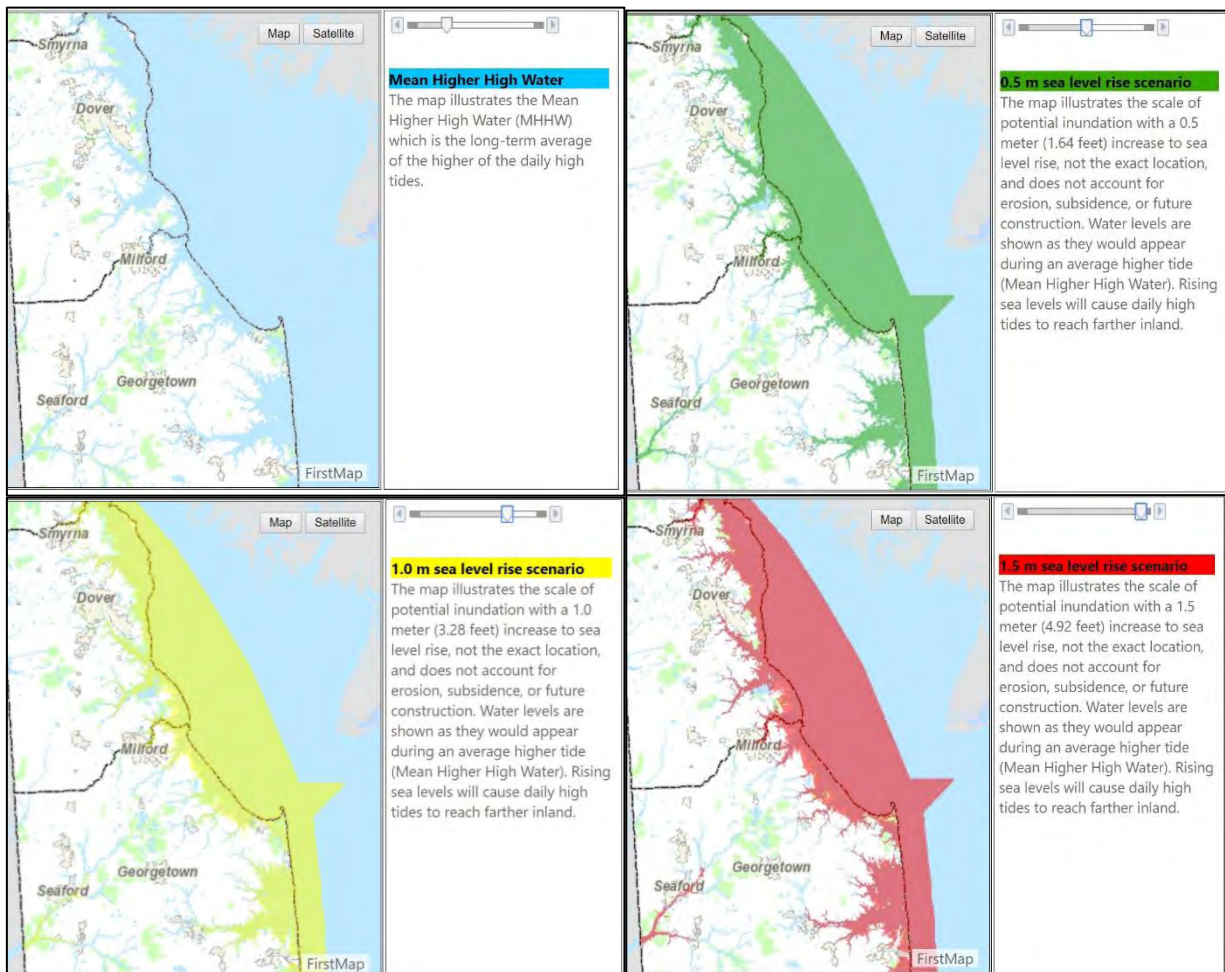
| | | | |
|--------|---------------|------------|---------|
| | Griffith Lake | Yes | Yes |
| | Haven Lake | Yes | Limited |
| | Silver Lake | No | Limited |
| | Tubmill Pond | Yes | Yes |
| Milton | Wagamons Pond | Yes | Yes |
| | Waples Pond | Unimproved | Limited |

Tidal Water Fishing and Boating Areas

| Town | Body of Water | Number of Piers | Parking Capacity |
|-----------------------|-------------------|-----------------|------------------|
| Lebanon Landing | St. Jones River | 1 | 7 |
| Scotton Landing | St. Jones River | 1 | 10 |
| Bowers Beach | Delaware Bay | 0 | 200 |
| Milford- Front Street | Misphillion River | 1 | 10 |
| Slaughter Beach | Cedar Creek | 0 | 140 |
| Milton | Broadkill River | 2 | 20 |

Sea Level Rise

With the abundance of discovery zones located along the coast, the Bayshore Byway Extension is highly impacted by sea level rise. As mentioned previously, within the next 80 years we can expect to see Delaware's oceans, bays and tidal rivers to rise between 1.6 feet (0.5 meters) and 4.9 feet (1.5 meters) above their present levels.¹⁶ In the event of a 4.9 foot rise in sea levels, all discovery zones east of Route 1 along the byway would see major inundation.



Sea Level Rise Scenario Models. Clockwise from top right; Mean Daily High Water, .5 meter increase, 1.0 meter increase, and 1.5 meter increase. Source: <http://www.dnrec.delaware.gov/Pages/SLRMaps.aspx>

¹⁶ From Sea Level Rise Technical Workgroup, 2009. Available online:

<http://www.dnrec.delaware.gov/coastal/Documents/SeaLevelRise/Final%20and%20Signed%20DNREC%20SLR%20scenarios.pdf>

Given these situations, designated evacuation routes that are part of the same byway corridors could experience resiliency management measures, which may also involve some level of elevation upgrade to the roadway and their waterway crossings. This effects Kitts Hummock Road, Bowers Beach Road, South Bowers Road, SR 1/Bay Road, Bennett's Pier Road, Big Stone Beach Road, North and South Rehoboth Boulevard, Cedar Creek Road, Isaacs Road, Milton-Ellendale Highway/SR 16/Broadkill Road, Union Street/SR 5, and US 9 Lewes-Georgetown Highway/US 9.

Planned and Proposed Transportation Improvement Projects

Excluding N. Maple Avenue in Milford, all the roads that comprise the Byway are state maintained. DelDOT has recently completed several projects along Route 1 in Little Heaven and south Frederica, which impacted and improved access to the Byway. Many of these projects were grade-separated intersections, which improved entry and exit from Route 1 to and from the discovery zones to the east of the Byway. In the future, several projects known and programmed impact the Byway's corridor travels. These are the following:

Kent County

- South Frederica and Little Heaven Master Planning Effort
- Park & Ride Lot with Bus and Shuttle service at Route 1 and Milford Neck Road

Sussex County

- Route 9 Widening (Ward Avenue to Old Vine Boulevard)
- HEP SC, Route 1 and Route 16 Grade Separated Intersection
- Route 9 and Minos Conaway Intersection Improvement.

Transportation and Safety Opportunities and Challenges

The existing transportation corridor data in Table 4.1, other illustrative mapping, and information presented this chapter offer opportunities and challenges to the Delaware Bayshore Byway can be summarized below and added to the current CMP.

Opportunities:

- Byway spurs on the east side Route 1 are low traffic volumes, and this helps to keep them safe.
- State and local agencies are working within sea level rise adaptation guidelines to become more responsive to the threat of Sea Level Rise and prone flooding.

- Many areas for boating and fishing along the Byway.
- Access to beaches, natural area, or historic sites are present with no real special provisions or difficulty.
- While some spurs and byway corridors have no shoulders, many do have pull over areas and internal separate facilities with beautiful vistas. There are very little restrictions on pull overs and traffic volumes are low.
- There is sufficient parking in towns and areas for food and restrooms.
- There are overnight accommodations on or very near the byway corridors.
- Some multimodal improvements have been undertaken, but this effort is piecemeal and small scale.
- Many of the towns and/or counties have identified specific tasks or strategies in their comprehensive plans for transportation safety, traffic calming, bike/ped programs, flooding and sea level rise countermeasures, or other enhancements which involve the byway corridors or discovery zones. Many have also listed that they are part of the Bayshore Byway which should help accelerate a greater prioritization for further studies, attention, or to address maintenance.

Challenges

- Portions of the Byway incorporate Route 1 and Route 9, which is highly trafficked with high frequency of accidents and/or reported incidents. Even sections south of Milford (Cedar Creek and Isaacs Road) seemed to have high degree of incident frequency. This is not always conducive to safe travel. There are other at grade crossing at high speed SR 1 (east – west movement) which are not programmed for overpasses.
- Lack of or inconsistent shoulders on roadways to discovery zones makes pedestrian and bike travel challenging if not impractical. This excludes the municipal towns, which are walkable or bikeable once there.
- A roadway cross section that provides a safer roadside, accommodates farm equipment, and bicycles needs to be developed. There are some narrow cartway profiles that are not suitable for larger tour bus travel and turn-around.
- Signing and wayfinding to existing attractions is inconsistent and not inclusive of the Discovery Zones or the location of services to travelers.
- There is a lack of a cellphone reception along some of the more remote roads. This makes wayfinding via phone difficult or during any emergency and communication needs.
- Public transit lacks except getting to or around Milford.

- Should predictions and trends of sea level rise and global warming continue, prone flooding already occurring in some areas will cause greater damage to property and roads even with some sustainable measures in place.
- Some towns have not identified specific tasks or strategies in their comprehensive plans for transportation safety, traffic calming, bike/ped programs, flooding and sea level rise countermeasures, or other enhancements which involve the byway corridors or access to discovery zones. Therefore, it is more difficult to be programmed more quickly to serve and tie into the byway efforts for eco-tourism, accommodating existing residents, businesses, or sustainable economic development, and recreation as others who have identified specific tasks.

4.3.4 Community Quality and Economic Potential

Delaware Bayshore Byway is an untapped resource for ecotourism, and economic development associated with the services and amenities for byway travelers. The Towns of Milton and Milford are actively using their historic and natural resources to their advantage and provide visitors with food, festivals, lodging, and entertainment options. Smaller towns like Bower's Beach, Magnolia, Frederica, and Slaughter Beach currently market their historic and natural resources and are actively working towards goals to improve their appeal to residents and visitors. The CMP will draw upon the following documents, among others, and existing community initiatives to develop management strategies and reveal the potential for economic development within the Byway corridor. The Byway could strengthen locally based economic development that is consistent with the Byway character, needs, and plans of each Discovery Zone.

Kent County Comprehensive Plan (2018)

The Kent County Comprehensive Plan states that the County's economy is diverse with jobs in government, manufacturing, tourism, agriculture and financial services. They specifically highlight their ecotourism industry stating, Kent County has a wealth of opportunity for ecotourism. Ecotourism is a form of tourism that appeals to ecologically and socially conscious individuals. Ecotourism focuses on volunteering, personal growth, and learning new ways to live on the planet; typically involving travel to destinations where flora, fauna, and cultural heritage are the primary attractions. Within Kent County visitors can visit the following: The Delaware Birding Trail, Bombay Hook National Wildlife Refuge and the Milford Neck Wildlife area.¹⁷ These listed sites are on either the Bayshore Byway extension or the original Bayshore Byway.

¹⁷ Kent County Comprehensive Plan, 2018, Section 2, page 12

In addition to the wealth of ecotourism sites, which is one of the Bayshore Extension's primary assets, Kent County is looking to target a wide range of attractions including arts and culture, history and heritage, sports and gaming, outdoor recreation, shopping and leisure, and Agro-tourism. To promote tourism opportunities in their small towns, the Kent County Tourism Corporation recently launched their Quaint Villages campaign, an online campaign <https://www.visitdelawarevillages.com/>, which includes the towns of Bowers Beach, Magnolia, Frederica, and Milford. The latest version of the campaign includes an online component, which allows visitors to preplan trips based around adventures and the outdoors, shopping, history and culture, and food and drink. They also include trip ideas that promote the Bayshore Byway and the Harriet Tubman Underground Railroad. Some of the tourism opportunities highlighted by their efforts include:



Delaware's Quaint Villages website provides visitors options for planning trips and notes the Delaware Bayshore Byway in Kent County within their main program guide as a viable trip option.

| Arts & Culture | History & Heritage | Sports & Gaming | Outdoor Recreation | Shopping & Leisure | Agri-tourism |
|------------------------------|--------------------------------------|------------------------------|--|-------------------------------|---|
| Biggs Museum of American Art | Barratt's Chapel Museum | Harrington Raceway | DE National Estuarine Research Reserve | Byler's Store-Harrington | Delaware Agricultural Museum and Village |
| Parke Green Galleries | Harrington Historical Society Museum | Harrington Raceway & Casino | Bombay Hook Nat'l Wildlife Refuge | DE Visitor Center & Galleries | Messick Agriculture Museum |
| Smyrna Opera House | Smyrna Museum | Dover International Speedway | Killens Pond State Park | Shady Lane Selections | Fifer Country Store and Orchards |
| Milford Art Stroll | Woodburn, The Governor's House | Garrison's Lake Golf Course | Corks Point Outdoors | Spence's Bazaar & Auction | Bobola Farm & Florist |
| Delaware Ballet | Capital Square/ Legislative Mall | Dover Downs Hotel & Casino | Captain's Lady-Bowers | Bel Boutique | Wicked R Western Production |
| The Dover Art League | DE Archaeology Museum | All About the Swing | Loblolly Acres | Country Expressions | Shady Lane Selections |
| Kent County Theater Guild | John Dickinson Plantation | First State BMX | Scenic Biplane Rides | Bluvintage | Rose Valley Greenhouse |
| Delaware by Hand | Museum of Small Town Life | Dover Par 3 Driving & Range | Lister Acres | Beyond Dimensions Gift Shop | Cowgills Corner Sheep and Wool Farm Bed & Breakfast |

Source: Delaware Economic Development Office, Office of Tourism <http://www.visitdelaware.com/index.htm>

An increased internet presence through the *Delaware's Quaint Villages* website will hopefully drive tourists to various sites along the Bayshore Byway throughout all three counties in Delaware. Additionally, the Greater Wilmington Convention and Visitors Bureau have added feature stories, literature, and trip recommendations to their main visitor's and welcoming guide that include Bayshore Byway travels. The Office of State Tourism has posted web information as well.

Sussex County Comprehensive Plan (2018)

The tourism industry also continues to grow in Sussex County. The Sussex county Comprehensive plan states tourists to Sussex County spent \$1.8 billion in 2015, an increase of over 4.2 percent from 2014. The tourism sector in Sussex County employed over 19,000 individuals in 2015, the most recent year for which data is available. Employment in the sector has increased over 37 percent between 2003 and 2015. Tourism spending in Sussex County has a multiplier effect of 2.2 which means that for every dollar spent directly by a visitor, it generates \$1.20 in additional economic activity in the local economy In 2015, this resulted in \$2.16 billion in additional economic activity.¹⁸

¹⁸ Sussex County Comprehensive Plan



While the beaches drive much of the tourism in Sussex County, the comprehensive plan notes the wealth of agricultural resources and suggests that agro-tourism may become a large component of “off-season” visits. The County is working towards a branding guide to create cohesive signage and promotional materials that more effectively advertise points of interest to tourists.

The Economics Associated with Natural Areas in the Delmarva Peninsula¹⁹ is a report that examines the Delmarva Peninsula’s natural areas and outdoor recreation in terms of measurable economic benefits. The report indicates 395,000 anglers, hunters and wildlife watchers spending \$659,877 for trips and equipment in Delaware. The report summary of findings indicates the following:

- The total contribution from camping, biking, and trail-based recreation in the Delmarva Peninsula is \$1.07 billion a year and generates over 11,000 jobs throughout the region. Included in this total is almost \$80 million in gear retail sales, \$830 million in trip-related sales and over \$150 million in federal, state and local taxes.
- Hunting, fishing and wildlife watching engaged more than 1.6 million people on the Delmarva Peninsula, of which 570,000 fished, 184,000 hunted and nearly 1.3 million enjoyed wildlife watching. While pursuing all of these activities, they spent more than \$1.5 billion.
- Recreational boating contributed more than \$1.3 billion in sales that supported over 11,000 jobs and paid out over \$400 million in wages.
- Combined, outdoor recreationists such as boaters, hunters, anglers, cyclists and others annually spend up to \$3.9 billion to enjoy Delmarva’s natural areas. These dollars support upwards of 27,900 jobs.

Discovery Zones and Quality Tourism Amenities

The Bayshore Byway extension offers unparalleled exposure natural landscapes and vistas through iconic Delaware marsh and coastal landscapes. Additionally, nodes along Route 1, the ‘spine’ of the extension, Milton, Milford, Frederica and Magnolia showcase Delaware’s unique built cultural heritage. They feature small inns, bed and breakfast establishments, dining, and events focused on local interests.

It is necessary to expand upon the amenities available at the discovery zones in a sympathetic and sensitive manner to provide services that draw visitors out and capitalize on the intrinsic qualities of the Bayshore Byway Extension.

¹⁹ Delaware Greenways, Delaware’s Bayshore Byway Corridor Management Plan, 2013.



Directed Tourism Opportunities and Challenges

Review of the existing site conditions, services, amenities, initiatives and studies already in place have revealed the following economic development opportunities and challenges for the Corridor Management Plan.

There are few amenities at or near many of the coastal discovery zones. In fact, many of the connector roads have minimal or no development along them and offer no opportunities for riders to stop for gas, food or lodging. The Route 1 nodes, offer these amenities, but travelers have to leave discovery zones and travel 10-20 minutes to reach them. The lack of amenities presents an opportunity for state, local, and private agencies to form a partnership to create amenities that are eco-friendly as well as necessary amenities to accommodate the existing and future byway traveler. Additional restaurants, retail shops and traveler services should be carefully integrated into existing communities.

Opportunities:

- State and county policies to encourage tourism and agriculture industries to be retained or expanded upon.
- A diverse selection of offerings (ecotourism, heritage tourism, agro-tourism) for visitors to choose from
- 432,000 participants in hunting, fishing and wildlife watching in Delaware alone (residents and non-residents) in 2011. They spent \$351 million in trip-related and equipment expenses and \$90M in trip related expenses alone. (USFWS 2011 Survey)

Challenges:

- Limited number of visitor amenities when visiting smaller coastal discovery zones.
- No direct route between many of the discovery zones

Chapter 5 – Preserving and Enhancing the Byway

5.0 Introduction

The Delaware Bayshore and the Delaware Bayshore Byway have many individuals and communities, not-for-profit groups, government entities at the local, State and Federal levels that, working together, are responsible for its future. Many of these groups and their areas of expertise, particularly the government and NGO organizations, are noted in Chapter 4. These entities primarily deal with preservation, restoration, enhancement, and economic development of the Bayshore (see Table 5.2 for highlights of key partners and programs). DNREC has identified an excess of 75 partnership organizations related to the Bayshore Initiative. Direct responsibility for the Byway lies with a Byway Management Team (BMT). This team started as the Project Advisory Committee with the responsibility for developing the 2013 CMP. Many of the original stakeholders remain heavily involved, and membership in the Management Team evolves as the needs grow and change (see Table 5.2 for current BMT).

The Byway leadership has been consistent in the strategic direction (Vision, Mission, Goals and Strategies) initially developed in 2013; this direction was instrumental in creating the extension of the Byway and serves as the foundation for the 2020 CMP.

This chapter describes how the Byway is managed, accomplishments by the Byway community since 2013, and in the framework of the key goals key action items for the future.

5.1 Management Structure and processes

The Byway is directly managed by a group of committed stakeholders and facilitated by Delaware Greenways, Inc. (DGI). Members of the BMT include representation from each Discovery Zone, leaders of key conservation, recreation, and tourism not-for-profit organizations, state and local tourism offices/bureaus, and state agencies like the Delaware Department of Natural Resource and Environmental Control and the Delaware Department of Transportation (See Table 5-2 for current membership). Some of the participating State officials serve in an advisory role (e.g. non-voting).

The primary purpose of the BMT is to (1) define the strategic intent of the Byway, (2) develop an overarching identity for the entities of the Bayshore (a marketing plan), and (3) catalyze partnerships among the organizations that make up the Bayshore Initiative and the Byway. Each Discovery Zone has a management structure of its own, whether it's a municipal government, state or federal park or wildlife refuge, or a community organization. These organizations drive and have direct responsibility for many of



the Delaware Bayshore and Byway preservation and enhancement programs. They coordinate with the BMT to ensure that key programs align with the overall vision and mission of the Bayshore and Byway. The Byway Management Team has the prime responsibility for branding and positioning the Byway as a collection of Bayshore destinations and developing an appropriate marketing program.

Currently the BMT is managed by a relatively informal set of processes directed by DGI, DNREC, and DelDOT. One of the near-term action items is to formalize the management organization with by-laws that include formal definitions of roles and responsibilities.

Table 5-1 shows major organizations and their programming in the Bayshore

| Organization | Role |
|--|--|
| Federal Government | |
| US Fish and Wildlife Service | Land preservation, habitat restoration, and wildlife conservation; Provides access to wildlife areas and outdoor recreation facilities such as wildlife viewing platforms and trails. |
| State and Local Government | |
| DNREC | Land preservation, habitat restoration, and wildlife conservation; Provides access to wildlife areas and outdoor recreation facilities such as wildlife viewing platforms, trails, boat ramps, and fishing piers; Directs the climate change and sea level rise programs affecting the Bayshore. |
| DelDOT | Ensures road safety, Infrastructure upgrades or maintenance of the travel way, Develop or secure pathways for cycling and walking, Transit, Byway leadership/coordination |
| DE Department of Agriculture | Land preservation, promote agriculture based economic development and agro-tourism |
| DE Office of Tourism | Promotion of the Bayshore and Byway |
| Delaware Historical and Cultural Affairs | Protection of historical sites; facilitates National Register of Historic Sites, administers the John Dickinson Plantation |
| County Government (New Castle, Kent, and Sussex) | Development regulations/land preservation and economic development, Provides other forms of infrastructure or preservation |

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|---|---|
| Local Government (Bayshore Towns) | Monitors development in alignment with Comprehensive Plan; Promotes Economic development in alignment of local planning goals, Maintain or upgrade other local roads and provides other forms of infrastructure or preservation |
| Not-for-profit | |
| Delaware Wild Lands | Land preservation |
| Delaware Nature Society | Abbotts Mill and Marvel Salt Marsh Land preservation/ education |
| The Nature Conservancy | Land Preservation |
| American Birding Association | Headquarters in Delaware City; birding education and tours |
| Ecological Research & Development Group | Wildlife conservation organization whose focus is the conservation of the world's four extant horseshoe crab species |
| Delaware Greenways | Byway Management |
| Historic Lewes Byway | Collaboration in marketing/natural area conservation; potential connection to New Jersey |

Table 5-2 shows the range of organizations we worked with to develop the CMP

| | Organization | Role |
|---|---|---|
| | Federal, State, and Local Government | |
| 1 | City of Milford | Monitors development in alignment with Comprehensive Plan; Promotes Economic development in alignment of local planning goals |
| 2 | City of Milton | |
| 3 | Delaware City | |
| 4 | Delaware Department of Agriculture | Land preservation; Promote agriculture based economic development and agro-tourism |
| 5 | Delaware Department of Transportation | Ensure road safety; Develop trails for cycling and hiking; Byway leadership/coordination |
| 6 | Delaware Tourism Office | Promotion of the Bayshore region and Byway |
| 7 | DNERR Blackbird Creek | Establish, protect, and manage natural estuarine habitats for research, education, and coastal stewardship |
| 8 | DNERR St Jones Reserve | |

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| 9 | DNREC Aquatic Resource Education Center | Environmental Education |
| 10 | DNREC Fish and Wildlife | Directs the climate change programs that effect the Bayshore; Land preservation; Improvement access and facilities |
| 11 | DNREC State Parks | |
| 12 | Dover Air Force Base/Air Mobility Museum | |
| 13 | Federal Wildlife Service: Bombay Hook NWR and Prime Hook NWR | Management of National Wildlife Refuges |
| 14 | Kent County Economic Development | Development regulations/land preservation and economic development |
| 15 | Kent County Planning | |
| 16 | Kent Economic Partnership | |
| 17 | Lenape Indian Tribe of DE | Protect the cultural identity of the Lenape people of Delaware through educational, social and cultural programs and to promote the physical and economic health of our citizens through specialized health and economic development programs tailored to our needs. |
| 18 | Lewes Chamber of Commerce | Monitors development in alignment with Comprehensive Plans; Promotes Economic development in alignment of local planning goals |
| 19 | New Castle City | |
| 20 | Delaware Division of Historical and Cultural Affairs | Protection of Historical sites; facilitates National Register of Historic Sites |
| 21 | Sussex County Planning | Development regulations/land preservation and economic development |
| 22 | Town of Bowers Beach | Monitors development in alignment with Comprehensive Plans; Promotes Economic development in alignment of local planning goals |
| 23 | Town of Frederica | |
| 24 | Town of Leipsic | |
| 25 | Town of Little Creek | |
| 26 | Village of Kitts Hummock | |
| 27 | Village of Slaughter Beach | |
| | County Tourism Offices | |
| 28 | Greater Wilmington Convention & Visitors Bureau | Promotion of the Bayshore region and Byway |
| 29 | Kent County Convention & Visitors Bureau - Delaware's Quaint Villages | |

| | | |
|----|--|---|
| 30 | Southern Delaware Tourism | |
| | Not-for-Profit Organizations | |
| 31 | Alliance of Bay Communities | Education, organization, and advocacy designed to encourage the repair, improvement, and preservation of the environment of natural and engineered beaches, the streams, waterways, wildlife habitat, numerous ecosystems, and public lands which surround the communities impacted by the Delaware Bay and watershed: to provide technical information and to undertake such programs and activities as are consistent with those proposed and deemed appropriate by the member communities by the Alliance. |
| 32 | American Birding Association | Headquarters in Delaware City; Birding education and tours; Inspires all people to enjoy and protect wild birds |
| 33 | Bowers Beach Maritime Museum | Houses artifacts of Bowers, the Delaware Bay and the watermen of the area |
| 34 | Delaware Greenways | Byway Management |
| 35 | Delaware Nature Society | Abbotts Mill and Marvel Salt Marsh Land preservation/education |
| 36 | Delaware Wild Lands | Land preservation |
| 37 | Delmarva Ornithological Society | Promotion of the study of birds, the advancement and diffusion of ornithological knowledge, and the conservation of birds and their environment |
| 38 | Ducks Unlimited | Wetlands and waterfowl conservation |
| 39 | Ecological Research & Development Group (ERDG) | Conservation of the world's four horseshoe crab species |
| 40 | Harriet Tubman Underground Railway Byway | Management, conservation, development of the Harriet Tubman Underground Railway Byway |
| 41 | Historic Lewes Byway | Management, conservation, development of the Historic Lewes Byway |
| 42 | Historic Odessa Foundation | Preservation and promotion the homes, grounds, collections and historic legacy of Odessa, Del. |

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|---------------------------------|--|---|
| 43 | John Dickinson Plantation | Preservation, education, and tours of the John Dickinson Plantation |
| 44 | Partnership for the Delaware Estuary | Collaboration with people, businesses, and governments to restore and protect the Delaware River and Bay |
| 45 | Port Penn Historical Society | Collect, preserve, care for, maintain, instruct, and encourage public interest in all matters, facts and things of any nature relating to history |
| 46 | The Nature Conservancy | Conservation of the places on which people and wildlife depend |
| 47 | Western Hemisphere Shorebird Reserve Network Manomet Inc. | Protection of shorebirds for international conservation |
| Educational Institutions | | |
| 48 | University of Delaware Center for Historic Architecture & Design | Preservation, research and planning and policy development at a local, state, national, and international levels |
| 49 | University of Delaware - SEA GRANT | Research to promote sustainable coastal communities and thriving natural ecosystems |

Table 5-3 shows the members of the Byway Management Team and key Stakeholders

| Discovery Zone Leaders | |
|--|--------------------------|
| New Castle Council | Linda Ratchford |
| New Castle | Tom Maddox |
| Delaware City | Vacant |
| American Birding Association Delaware City | Liz Gordon |
| Fort Delaware/Fort DuPont | Mika Drake |
| Port Penn | Linda Beck |
| Port Penn | Julie Harrington |
| Odessa Mayor | Kathy Harvey |
| Historic Odessa Foundation | Deborah Buckson |
| DNERR Blackbird Creek | Rachael Phillos |
| AREC/Woodland Beach | Mary Rivera |
| USFWS/Bombay Hook NWR | Al Rizzo |
| Leipsic | Nancy and Jay Goodfellow |

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|---|--------------------------------|
| Leipsic | Donna Ortelli/Florence Burrows |
| Little Creek | Glenn Gauvry |
| John Dickinson Plantation | Gloria Henry |
| DNERR St Jones Neck Reserve | Rachael Phillos |
| St Jones Neck | Kelly Reavis |
| Pickering Beach | JoEllen Wallace |
| Dover Air Force Base | Matt Jordan |
| Air Mobility Command Museum | John Taylor |
| Bayshore Extension Leaders/Stakeholders | |
| Magnolia Mayor | James Frazier |
| Frederica Mayor | William Glanden |
| Bowers Beach | Ada Puzzo |
| Chair of Alliance of Bay Communities/South Bowers | Caroline Schwartz |
| Bowers Beach Maritime Museum | Judy Martin |
| Milford Planning & Economic Development Director | Rob Pierce |
| Milford Parks & Recreation Director | Brad Dennehy |
| Slaughter Beach | Harry Ward |
| Slaughter Beach | Bill McSpadden |
| Slaughter Beach | Kathleen Lock |
| Milton Town Manager | Kristy Rogers |
| Milton Town Council | Charlie Fleetwood |
| Broadkill Beach | Jim Bailey |
| Prime Hook Beach | Richard Huffman |
| Prime Hook Beach | Terri and Larry DeVore |
| USFWS/Prime Hook NWR | Al Rizzo |
| Historic Lewes Byway | Gail Van Gilder |
| Chair of Historic Lewes Byway | Mary Roth |
| Community /Government Leaders | |
| Greater Wilmington Convention & Visitors Bureau | Sarah Willoughby |
| Southern Delaware Tourism | Scott Thomas |
| Kent County Economic Development | Jim Waddington |
| Delaware Tourism Office | Liz Keller |

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|---|--------------------------------|
| Kent County Planning | Sarah Keifer |
| Sussex County Planning | Jamie Whitehouse |
| Delaware's Quaint Villages | Danielle Jonigan/John Doerfler |
| NGOs/Community Groups/Companies | |
| Delaware Nature Society | Anne Harper |
| The Nature Conservancy | Maria Dziembowska |
| Ecological Research & Development Group Inc. | Glenn Gauvry |
| Delaware Ornithological Society | Meghann Matwichuk |
| Partnership for the Delaware Estuary | Kate Hutelmyer |
| WHSRN Manomet Inc. | Laura Chamberlain |
| Harriet Tubman Underground Railroad Byway | Debbie Martin |
| 302 Stories | Michael Oates |
| Lenape Indian Tribe of DE | Dennis Coker |
| UD CHAD | Cate Morrissey |
| UD CHAD | Kevin Barni |
| Core Team Members | |
| DelDOT Byway Coordinator | Michael Hahn |
| DNREC/Bayshore Initiative Coordinator | Anthony Gonzon |
| DNREC | Karen Bennett |
| Delaware Greenways/Bayshore Byway Coordinator | Adam Crosby |
| Delaware Greenways | Steve Borleske |
| Delaware Greenways | Ann Gravatt |
| Executive Director, Delaware Greenways | Mary Roth |

5.2 Byway Goals, Prime Leadership Roles and Partnerships

As noted above a variety of organizations and communities are involved in preserving and enhancing the Byway and the Bayshore. This section describes the leadership roles and partnerships that the organization are involved in in the context of the Byway goals.

Goal 1: Brand and position Delaware's Bayshore locally, regionally, nationally, and globally and fit the Byway within the envelope of the Bayshore brand.

The primary responsibility for developing the umbrella concept of the Byway and a corresponding marketing plan lies with the Byway Management Team in close collaboration with the Delaware State



Tourism Office, the three county tourism offices, the Historic Lewes Byway and the public relations offices within DelDOT and DNREC. A branding and positioning campaign has been completed and the Byway is being marketed through existing media platforms.

Goal 2: Collaborate with residents, organizations and government entities to protect and conserve the working landscape, natural environment, scenic viewsheds, communities and other vital assets of the Bayshore corridor.

DNREC, the Delaware Department of Agriculture (DDA) and several not-for-profit organizations drive climate change initiatives, land preservation, and other vital assets.

Goal 3: Support community aspirations by providing guidance and assistance so the Bayshore corridor Communities can be successful within the framework that best serves each community. Catalyze partnerships among the coastal communities/Discovery Zones.

All local governments in Delaware (county and municipal) are required to prepare and adopt comprehensive plans. Most of the communities within the Byway area have recently completed/ or updated a Comprehensive Town Plan and have included many aspects of the Bayshore and Byway vision and mission in their planning goals. This has catalyzed a variety of new partnerships with the small towns on eco-tourism type of economic development projects with DNREC and other state agencies. DNREC and the BMT provide a forum for communication and the development of Bayshore partnerships.

Goal 4: Enhance access to and use of the Bayshore natural area Discovery Zones with improved facilities, programming, signage and way-finding, while respecting the wildlife conservation mission of these areas.

DNREC, DelDOT, and the two U.S. Fish and Wildlife Service's (USFWS) National Wildlife Refuges (NWR) are undertaking several facility and programming improvements that include new wildlife viewing platforms, education programs and welcome centers with visitor services. Byway signs developed from the branding and positioning style guide have been installed along the Byway. DNREC and DelDOT have developed new pedestrian and bike trails.

Working with the Bayshore communities, DelDOT, DNREC and the Byway Management Team have extended the Byway 50 miles south from the St. Jones Neck Discovery Zone to Broadkill Beach, encompassing all of the Delaware Bayshore from New Castle to the Historic Lewes Byway.

Goal 5: Working to make the road corridors of the Bayshore Byway Extension safer for all users – drivers, cyclists, walkers, birders and farmers – and by ensuring that there is appropriate environmentally sensitive access to key attractions and Discovery Zones while respecting the residents' strong interest in maintaining the local character of the road.





DelDOT is coordinating with DNREC and local communities to define and develop traffic solutions to flooding due to sea level rise or other measures such as aged infrastructure. DelDOT and DNREC are adding roadside wildlife viewing areas, new trails and bikeways.

Goal 6: Work with the education community to engage residents and visitors of all ages in a learning experience about the Bayshore to ensure that current and future generations will continue to experience the Bayshore story and become the stewards for sustaining it.

DNREC, not-for-profit organizations, and local communities are driving education experiences. Essentially, all the Discovery Zones have education experiences including small museums, nature centers and organized nature-oriented activities. Many of the sites are accessible to the public with physical disabilities. Near-term plans include an evaluation of how to best provide multilingual capabilities to key attractions and marketing materials.

Goal 7: Manage the Byway as an ongoing enterprise to Implement the CMP and advocate for, protect and enhance the Byway through coordination among stakeholders and other key partners, and ensure that the varied interests along the byway are included and respected.

Byway Management Team under the leadership of Delaware Greenways is responsible for implementing the CMP and coordinating among a diversity of stakeholders. A near-term program is to formalize the governance by adding bylaws, a committee structure including funding and succession planning.

Goal 8: Encircle the entire Delaware Bayshore with a network of coordinated byways

The Byway Management Team, DelDOT and DNREC have worked together to extend the Byway 50 miles south to include the entire Delaware Bayshore coastal area. Work is in progress to partner with the Historic Lewes Byway which includes the Cape May – Lewes Ferry, which provides a potential gateway to the New Jersey Bayshore. A future action for the Byway team is to work with the New Jersey Bayshore Heritage Scenic Byway to develop a network of coordinated byways that encircle the entire Delaware Bay (over a 200-mile distance)

5.3 Byway Strategies

From the Strategic Intent defined by the Byway Vision, Mission and Goals, the Byway Management Team has developed and is driving five key strategies:

1. **Develop and implement a comprehensive marketing plan** with both near term and longer-term components. The purpose is to (1) drive ecotourism and (2) increase revenue and small business

development in existing and emerging businesses in the Bayshore area. The plan will build on the recently completed branding and positioning study that resulted in the development of the regional brand, tag line and style. The short-term goal is to maximize coverage and exposure of the Bayshore Byway through existing media. The longer-term goal is to conduct a comprehensive marketing study that fully analyzes and develops target audiences, needed attractions, and tourist amenities.

2. **Conserve and protect the Natural Environment.** Many of the properties of the Bayshore are under siege either by Mother Nature in the form of climate change/sea level rise or by development pressures. State and local governments, DNREC, not-for-profit organizations, and local residents are hard at work to minimize these effects. DNREC has a comprehensive statewide climate change program and is working with most of the coastal communities and natural areas to develop strategies and actions to address flooding and other effects of climate change. DNREC and Delaware Wild Lands continue to strategically acquire property adjacent to current wildlands to increase protection of the area.
3. **Enhance access and use of Natural area Discovery Zones.** Of the 19 Discovery Zones that make up the Bayshore Byway, 14 have a heavy concentration of large natural wildlife areas appropriate for ecotourism. Since the development of the Bayshore Initiative and the Byway, a number of context-sensitive improvements (like roadway pull off areas, handicapped accessible wildlife viewing platforms and trails, nature centers and rest rooms) have been made to these properties. These efforts have focused on making wildlife viewing, hiking and other low-impact outdoor pursuits easier.

One way to describe the Bayshore and Byway is “water everywhere”. The Byway is defined by water and water assets are ubiquitous throughout the Byway. With many accessible boat ramps, piers, streams, ponds, and bay beaches, there is an abundance of potential water recreation opportunities for beach combing, swimming, fishing, crabbing, and boating of all types. Today, however, these recreational activities are primarily for the local population, because the where, when and how of engaging in these water activities is not well known to the ecotourist. A major program need is to do a complete waterways and their uses inventory and to couple this with the marketing effort. The need is addressed in the Byway action items section below.

4. **Support Bayshore community aspirations.** As the modes of transportation moved from waterways to rail to automobiles and trucks on major roadways, the small towns of the Bayshore have gone to sleep economically. The Bayshore Initiative and Byway have offered a new alternative to these areas: selective ecotourism. Since the launch of the Bayshore Initiative, a



number of these towns have included the principles of the Bayshore into their comprehensive plans and are now starting to catalyze development in alignment with these principles. One example is the Town of Little Creek. In partnership with DNREC, Little Creek has opened a new boat ramp, fishing and crabbing pier, and a dog park. Additionally, DNREC continues to provide wildlife viewing opportunities by completing a new wildlife viewing tower and boardwalk trail in the Little Creek Wildlife Area immediately outside of the town. Private investors are now in the design stage to build a restaurant/small shops complex complete with public restrooms, fueling and EV charging stations adjacent to these natural attractions.

5. **Expand the Byway to include the entire Delaware Bayshore.** Initially the Bayshore Byway encompassed 50 miles of the northern Delaware Bayshore. As developed in this CMP, The Byway has expanded south by 50 miles to cover the entirety of the Delaware Bayshore, linking up with the Historic Lewes Byway as its southern terminus. The extension also provides the future opportunity to connect with the Cape May –Lewes Ferry and then with New Jersey’s Bayshore Heritage Scenic Byway. The Byway Management team will explore this option as a longer-term action.

The Byway Management Team and its partners have accomplished a significant number of enhancements to the Byway since its inception; however, there continues to be a long list of future needs to fulfill the vision and mission of the Byway. Section 5.4 highlights some of the major accomplishments while Section 5.5 define short and longer term action items.

5.4 Accomplishments since 2013

Outdoor Recreation Amenities and Enhancements: A \$1.1M Scenic Byways grant from the Federal highway administration along with other funding from agencies like DNREC’s Delaware Bayshore Initiative Bond Bill Funds, DNREC’s Outdoor Recreation Parks and Trails Grant Program and a variety of not-for-profit and private organizations have developed six new wildlife viewing attractions and trails, improved access to existing amenities, and created or enhanced opportunities for water access. All of these new attractions involved a number of partners and many were celebrated with press conferences including the Governor, key cabinet officials and lawmakers. These include:

- A new trail and wildlife viewing platform at Ashton tract of the Augustine Wildlife Area (locally called Thousand Acre Marsh) near Port Penn (October 2015)

- Construction of trail improvements, parking and pavilion at the Blackbird Creek Reserve, part of the Delaware National Estuarine Research Reserve (DNERR), including an improved launch area for canoes and kayaks onto the Blackbird Creek (October 2016).
- A new Aquatic Resources Education Center at the Woodland Beach Wildlife Area (April 2017) - The new Aquatic Resources Education Center (AREC) offers visitors a chance to learn about Delaware's marshlands. It features a 940-foot boardwalk over the marsh and aquatic education programs for schools, youth groups, and adults. Since 1993, the aquatic center's programs have been held in a converted farmhouse. With its new indoor classrooms and outdoor exhibits, the facility will enhance the center's educational mission. AREC also serves as a Byway Welcome Center.
- A new trail and wildlife viewing platform at the Lang Marsh on the Port Penn Tract of the Augustine Wildlife Area (November 2018).
- Boardwalk and observation deck at the Marvel Saltmarsh Preserve on the 109-acre Marvel Saltmarsh Preserve on the Delaware Bayshore Byway to enhance the environmental education programs hosted by the Delaware Nature Society. The project was made possible by a partnership between DelDOT, FHWA, DNREC, Delaware Nature Society and the Town of Slaughter Beach utilizing FHWA's Alternative Transportation Funding Aid (April 2019).
- Final trail segment between Mike Castle Trail on the C&D Canal and Delaware City (Jan 2017)
- Replacement of decking on the Port Mahon Fishing Pier (November 2018)
- Little Creek Boat Ramp with 80ft aluminum fishing pier, courtesy dock, kayak EZ launch and parking lot along Little River (April 2019)
- New boardwalk trail and wildlife-viewing tower (David S. Small Boardwalk and Wildlife Viewing Tower) at Little Creek Wildlife Area (Nov 2019). A two-level observation tower with boardwalk trail, lower and parking fully accessible for visitors with disabilities. This is an integral part of the long-term vision to enhance the town of Little Creek as an ecotourism hot spot.
- Construction of a 1.5 mile shared use pathway in the town of Milton to access the Dogfish Head Brewery.
- Development of media for byway travelers including a Historic Architecture Auto Tour completed by University of Delaware Center for Historic Architecture and Design, a Complete Communities Toolbox with inclusion of GIS tours and spark videos by University of Delaware Institute for Public Administration.
- Feature stories in many publications including, Delaware Today Magazine, Greater Wilmington Convention and Visitors Bureau's yearly booklets, and Quaint Villages' yearly booklets, Southern Tourism Delaware's yearly booklets.



Land Protection: Land acquisition and preservation along the Byway and throughout the Bayshore Initiative region has resulted the protection of thousands of acres around the Byway. Primarily funded by federal grant money, state Open Space Program funds, and not-for-profit and private donors, the DNREC, and not-for-profit conservation organizations such as Delaware Wild Lands (DWL) have protected nearly 3,500 acres since 2013, including:

- 117-acre property near Pickering Beach added to the Little Creek Wildlife Area (DFW, March 2014)
- 143-acre Bennet farm property, part of the Ashton Tract of the Augustine Wildlife Area, near Port Penn, (DFW, October 2015);
- 1,250-acre Taylors Bridge Roberts Farm along Route 9 east of Odessa, (DWL, November 2015);
- 158 acres added to the Blackbird Creek Reserve, a part of the Delaware National Estuarine Research Reserve (DFW, DNERR, 2015-2017)
- 206-acre Eastburn Tract of the Eagles Nest Wildlife Area, just west of Route 9, (DFW, April 2016)
- 635-acre Passmore Farm, along Route 9 east of Odessa, (DWL, July 2018)
- 168-acre Collins Burrows Tract, part of the Eagles Nest Landing Wildlife Area, just west of Route 9, (DFW, June 2019)

Other land acquisition projects protected another 811 acres throughout the Bayshore in all three counties. These preserved lands make up the heart of Delaware's Bayshore region and are the definition of the Byway's unique natural qualities.

Marketing and Branding: The Byway team established the base for a comprehensive program by developing branding and positioning.

- Conducted a branding and positioning Study (July 2015) through Arnett Muldrow and Associates that involved over 40 stakeholders along the Byway. This project produced a unifying, exciting Regional Brand, tag line and style guide that has used extensively in the Byway marketing campaign since 2015. The goal of this study was to brand the Bayshore as a distinctive and memorable destination for both Delawareans and out-of-state visitors. The program was funded by the Delaware Economic Development Office.
- Developed Byway Signage Plan based on Brand Style Guide at the beginning stages of installation of directional signage in Kent County with intent to complete efforts throughout in 2020.

- Significantly enhanced Bayshore publicity to the Public with a near-term market program by building on existing resources
 1. Created webpage presence on State Byways and Delaware Greenways webpages
[\[https://deldot.gov/Programs/byways/index.shtml?dc=route9\]](https://deldot.gov/Programs/byways/index.shtml?dc=route9) ;
[\[https://delawaregreenways.org/portfolio_page/bayshore-byway/\]](https://delawaregreenways.org/portfolio_page/bayshore-byway/)
 2. Created Facebook page <https://www.facebook.com/DelawareBayshoreByway/>
 3. Developed digital story maps and an extensive digital inventory of attractions along the Byway
 4. GIS driving tour access through DelDOT website and Facebook page
 5. Collection of Bayshore videos commissioned by DNREC and produced by DNREC and 302 Stories, Inc.
 - *Bayshore – Delaware’s Wild Side*
[\[https://www.youtube.com/watch?v=Deps8Pkkpbk\]](https://www.youtube.com/watch?v=Deps8Pkkpbk)
 - *Bayshore Kickoff Event* (<https://www.youtube.com/watch?v=wHLqXUjSdC0>)
 - *Birding the Bayshore* (<https://www.youtube.com/watch?v=hpm9QIlqv88>)
 - *Bayshore Communities* (<https://www.youtube.com/watch?v=2gAdto9qPJc>)
 - *Dredging the Little River*
[\[https://www.youtube.com/watch?v=GH2OvcE2eY8\]](https://www.youtube.com/watch?v=GH2OvcE2eY8)
 - *Delaware Bayshore Forever* (<https://vimeo.com/151729389>)
 - *Mispillion Harbor Restoration*
[\[https://www.youtube.com/watch?v=3WvwO3kjqU\]](https://www.youtube.com/watch?v=3WvwO3kjqU)
 - *Duck Creek to Delaware Bay* (https://www.youtube.com/watch?v=c-OYI_7Ar4I)
 - *Little Creek Area* (<https://www.youtube.com/watch?v=Y96f8uudkuI>)
 - *Blackbird: Delaware’s Undiscovered Treasure* (<https://vimeo.com/54668402>)
 - *The Price of Progress, The Promise of Protection: The St. Jones Watershed*
[\[https://vimeo.com/54669250\]](https://vimeo.com/54669250)
 - *A Meeting of Migrations* (<https://vimeo.com/263441536>)
 - *Gateway to Delaware Bay: The DuPont Nature Center*
[\[https://vimeo.com/91232497\]](https://vimeo.com/91232497)
 6. Frequent publicity in the local press
- DNREC and Bayshore communities of Pickering Beach, Kitts Hummock, Bowers Beach, South Bowers Beach, Slaughter Beach, Prime Hook Beach, Broadkill Beach and Lewes formed the Delaware Bay Beach Work Group for the purpose of examining beach erosion, marsh drainage,

flooding and related issues of the coastal communities. The project among other results will produce community-specific strategies for reducing existing and future impervious surface coverage and increasing storm water infiltration and beach re-nourishment.

1. Broadkill Beach re-nourishment provided by Army Corp of Engineers in 2016
 2. Fowler Beach restoration provided by USFWS in 2015 & 2016
- Delaware's First State National Historical Park established by the U.S. Congress (Dec 2014) with headquarters in the City New Castle.
 - DE TURF opens May 2017. A Public-Private partnership developed the new DE Turf sports facility in Frederica; a state-of-the-art complex featuring 12 synthetic turf fields including a championship stadium with seating for 750 people. The complex can accommodate soccer, lacrosse, field hockey football, and rugby. Plans are underway to add lodging and food facilities. The development that is appropriately located on SR1 will bring a large number of potential visitors to the Byway
 - American Birding Association establishes headquarters in Delaware City (2013) and offers a full range of birding opportunities to the public (<https://www.aba.org/visit-the-aba-headquarters/>)
 - Little Creek Dog Park
 - In 2015 Slaughter Beach became a National Wildlife Federation-certified Community Wildlife Habitat, making it the third Delaware community to receive this designation. Interpretative signage was installed at the Town pavilion and at the Marvel Saltmarsh Preserve.
 - Slaughter Beach Delaware Coastal Program Resilient Community Partnership - 2016 (1st town in the state)
 - Mispillion Riverwalk and Greenway completed in 2014
 - Milford added the Ladybug Music Festival (2018) to annual Festival itinerary (the Riverwalk Freedom Festival, Eat in the Street, and the Community Parade) held in Milford.
 - Milton Theatre, originally built in 1910, was reopened in 2014 after standing vacant for a number of years. The theatre hosts a variety of entertainment venues.

5.5 Key Action Items for the Future

Goal 1. Brand and position Delaware's Bayshore locally, regionally, nationally and globally and fit the byway within the envelope of the Bayshore brand. The action items need to develop and implement the elements of a Byway marketing plan, short term relying on existing resources, longer term via a plan uniquely tailored to the Byway

| # | Action Items | Description | Responsibility/Lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|---|--|--|---|
| 1.1 | Keep current media updated | Continue to update and expand current media (web pages, Facebook, etc. | Delaware Greenways | Ongoing |
| 1.2 | Maintain strong communications with state and local tourism offices | Goal is to maximize coverage of Byway in currently available travel literature both digital and hardcopy w/ multi-lingual where possible | Delaware Greenways; Longer term; Marketing committee | Ongoing |
| 1.3 | Maintain digital inventory | Continually update the digital inventory including travel amenities | Delaware Greenways with input from Discovery Zone leaders | Ongoing |
| 1.4 | Develop drive tour itineraries | Develop tour itineraries for one or more days to guide potential visitors | Byway committee to engage local contractors, UD CHAD | Short term |
| 1.5 | Develop dedicated web page | Create dedicated web page and include content to maximize visibility to the eco-tourist | Byway committee to engage local contractor | Short term |
| 1.6 | Develop social media-compatible tour information | Develop social media presence | Byway committee through local contractor | Short term |
| 1.7 | Review/study local travel marketing studies | prior to Byway study, search existing State and local tourism studies for marketing direction | Byway committee | Short term |

| | | | | |
|------|---|---|-------------------------------|-----------------|
| 1.8 | Seek funding for short-term and longer-term marketing efforts | Target potential supports and develop appropriate grant proposals | Byway Management Team | Short/long term |
| 1.9 | Develop a strategic marketing plan | Contract for market research on target audience and their key needs. Develop a marketing plan on this information | Retain appropriate consultant | Long term |
| 1.10 | Provide multilingual information | Engage multilingual technology for digital marketing | Engage appropriate consultant | Short/long |
| 1.11 | Publicize Byway attractions to various visitor audiences | Advertise the Byway to the many visitors to the new DE TURF Sports Complex in Frederica and at local festivals | Byway Management Team | Ongoing |

Goal 2: Collaborate with residents, organizations and government entities to protect and conserve the working landscape, natural environment, scenic viewsheds, communities and other vital assets of the Bayshore corridor.

| # | Action item | Description | Responsibility/Lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|---|--|---|---|
| 2.1 | Develop an action plan that acknowledges and addresses sea level rise and other climate change challenges | Complete Assessment; Develop/apply adaption strategies | DNREC, Coastal communities | Short/long |
| 2.2 | Monitor development activity | Look for compliance with comprehensive plans | Discovery Zone Stakeholders | Ongoing |
| 2.3 | Support Farmland Preservation | Engage with Department of Agriculture and farmers to support preserving the working landscape of farming | Local farmers, BMT | Ongoing |
| 2.4 | Continue strategic land acquisition | Research available contiguous properties within the Bayshore Initiative area with high | DNREC, Delaware Wild Lands, other not for profits | Ongoing |

| | | | | |
|-----|---|---|--|---------|
| | | environmental value and engage with property owners on preservation and/or acquisition opportunities. | | |
| 2.5 | Support Farm to Table initiatives, farm produce stands along the byway | Include these initiatives in marketing and byway promotion | BMT | Ongoing |
| 2.6 | Restore important habitats on protected lands | Support restoration activities underway and planned by state agencies and non-for-profit conservation organizations | DNREC, DDA, Delaware Wild Lands, other not for profits | Ongoing |
| 2.7 | Monitor development of unincorporated farmlands in the Slaughter Beach/Milford area | Significant increase in development putting pressure on wildlife habitat | Discovery Zones Stakeholders | Ongoing |

Goal 3: Support community aspirations by providing guidance and assistance so the Bayshore corridor Communities can be successful within the framework that best serves each community. Catalyze partnerships among the coastal communities/Discovery Zones

| # | Action item | Description | Responsibility/lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|---|---|---|---|
| 3.1 | Support Little Creek commercial development | Plan in place for light grill, convenience store, pavilion, public bathrooms, bait and tackle shop, kayak rental facility, fueling and EV charging stations | Town of Little Creek, private investors | Short term/long term |
| 3.2 | Participate in DZ festivals and similar events | Volunteer for events or have a byway booth at events | Discovery Zones, BMT | Ongoing |
| 3.3 | Promote byway-wide annual event | Coordinating a fundraising event to highlight the Bayshore and build on the operating budget of the BMT | BMT | Long term |
| 3.4 | Support renovation of historic schoolhouse as Leipsic Historic Museum | Leipsic has developed a plan to create a Leipsic Historic Museum to highlight the community's water link | Leipsic | Short to long term |

| | | | | |
|-----|---|---|--|---------|
| 3.5 | Complete new park in the Town of Bowers | Remove pavement, reduce impervious surface and convert unused parking area into a town park with dedicated parking for Bowers' commercial district. | DNREC | Ongoing |
| 3.6 | Support development of river front amenities in both Milford and Milton | Significant opportunities defined in comprehensive plans for both towns | DZ Stakeholder and Byway management Team | Ongoing |

Goal 4: – Enhance access to and use of the Bayshore natural area Discovery Zones with improved facilities, programming, signage and way-finding, while respecting the wildlife conservation mission of these areas.

| # | Action item | Description | Responsibility/lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|---|---|---------------------|---|
| 4.1 | Installation of Interpretative signage | Slaughter Beach to install signage at each of the 18 beach access roads | Slaughter Beach | Short term |
| 4.2 | Continue Byway signage program | Install Branded signs per plan | DNREC/DelDOT | Short term |
| 4.3 | Build new Visitor Center at Little Creek | Center to include exhibits on Bayshore's rich natural resources and wildlife diversity (design not yet complete) | DNREC | Long term |
| 4.4 | Create trail, boardwalk and observation deck at Fowler Beach | Action item on USFWS conservation plan | Prime Hook, USFWS | Long term |
| 4.5 | Research grants and other funding mechanisms for capital projects | Work with Resilient and Sustainable Community League (RASCL) and similar organizations to find funding for resilience measures against SLR, scenic overlooks and other projects to enhance the visitor experience | BMT | Ongoing |
| 4.6 | Construct new canoe and kayak launch on Shoveler Pond at AREC | Provide safe, easy access for the public to learn how to use and/or fish from a canoe or kayak | DNREC | Ongoing |

| | | | | |
|-----|--|--|-------|---------|
| 4.7 | Construct two new wildlife viewing platforms in the Ted Harvey Conservation Area | Complete designs and construct two new platforms, one on the north end of Ted Harvey CA and one at the south end. Both will be handicap-accessible | DNREC | Ongoing |
|-----|--|--|-------|---------|

Goal 5: Working to make the road corridors of the Bayshore Byway Extension safer for all users – drivers, cyclists, walkers, birders and farmers and by ensuring that there is appropriate environmentally sensitive access to key attractions and Discovery Zones while respecting the residents’ strong interest in maintaining the local character of the road.

| # | Action item | Description | Responsibility/lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|---|--|-----------------------------|---|
| 5.1 | Byway included in Milford Bike plan | Increase biking opportunities | Milford, Delaware Greenways | Long term |
| 5.2 | Supporting Milford’s TAP application on Front St. for a complete street project | Streetscape project in 2 phases to add non-motorized transportation facilities and streetscape elements | Milford | Short term |
| 5.3 | Supporting DZ applications for transportation improvements | Working with DZs to help them apply for TAP or Community Transportation Funds to expand or fix infrastructure for safer pedestrian, bike or motorized transportation | Discovery Zones | Ongoing |
| 5.4 | Support Frederica’s TAP application for pedestrian enhancements and the addition of a farmer’s market | Frederica is currently finishing a resiliency study to address food desert in the area and fix pedestrian deficiencies through a TAP application. This is anticipated to be multi-phased | Discovery Zones, Frederica | Short term |
| 5.5 | Construct safe crosswalk over Route 9 at the AREC | Install a new pedestrian crossing on Route 9 between the new AREC and the boardwalk trail. | DNREC, DelDOT | Ongoing |
| 5.6 | Monitor needs for improved Bicycle safety | Increased traffic in coastal communities increasing biking hazards | DelDOT | Ongoing |

| | | | | |
|-----|--|---|-------------------------|---------|
| 5.7 | Continue to list elements needed for transportation improvements and safety that might benefit the byway corridors and their access to discovery zones | Identify specific projects needed in comprehensive plans and program and coordinate that effort with DelDOT, the public, and MPOs. Update as needed | Discovery Zones, County | Ongoing |
|-----|--|---|-------------------------|---------|

Goal 6: – Work with the education community to engage the residents and visitors of all ages in a learning experience about the Bayshore to ensure that current and future generations will continue to experience the Bayshore story and become the stewards for sustaining it.

| # | Action item | Description | Responsibility/Lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|--|--|--|---|
| 6.1 | Reaching out to elementary schools | Field trips to Slaughter Beach could be expanded to other DZs | BMT, Nature Society | Ongoing |
| 6.2 | Setting up eco tours for educational purposes | Bus or van trips for all ages to explore birding, kayaking with experienced guides | BMT with help from DNREC, ABA | Short term |
| 6.3 | Setting up walking tours | Curated walking tours of New Castle and other DZs led by local historians | BMT with help of Discovery Zone local historians | Short to long term |
| 6.4 | Publicize education offering at Byway's 4 nature centers | Need better publicity of education offering through Byway's education centers | Byway Marketing Team | Ongoing |

Goal 7: Manage the Byway as an ongoing enterprise to: a. Implement the CMP, b. Advocate for, protect and enhance the Byway through coordination among stakeholders and other key partners, and c. Ensure that the varied interests along the byway are respected.

| # | Action item | Description | Responsibility/Lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|--|---|---------------------|---|
| 7.1 | Develop Byway Management team governance structure | Develop Bylaws, committee structure and succession planning, update the current | Delaware Greenways | Short term, ongoing |

| | | | | |
|-----|--|--|---|-----------|
| | | members of the BMT and Stakeholder on a consistent basis | | |
| 7.2 | Develop strong partnership with Historic Lewes Byway | Many gateway opportunities with Lewes | Byway Management Team | Ongoing |
| 7.3 | Develop strong connection with NJ's Bayshore Byway | Work on the bi-state byway concept | BMT with help from Historic Lewes Byway | Long term |

Goal 8: Encircle the entire Delaware Bayshore with a network of coordinated byways.

| # | Action Item | Description | Responsibility/lead | Timing Ongoing Short: 0-2 yr. Long: 2-10 yr. |
|-----|---|--|-----------------------|---|
| 8.1 | Form strong partnership with Historic Lewes Byway | Lewes is the major southern gateway to the Byway and provides potential access to New Jersey | Byway Management Team | Ongoing |

Appendix

| Appendix | Title |
|----------|--|
| 1 | Detailed Maps of Delaware Bayshore Byway Extension Discovery Zones |
| 2 | Branding & Style Guide |
| 3 | The Best of the Delaware Bayshore: A Tour of Historic Architecture |
| 4 | A Guide to Milford's Historic and Notable Properties |
| 5 | Press releases of Delaware Bayshore Byway events and accomplishments |

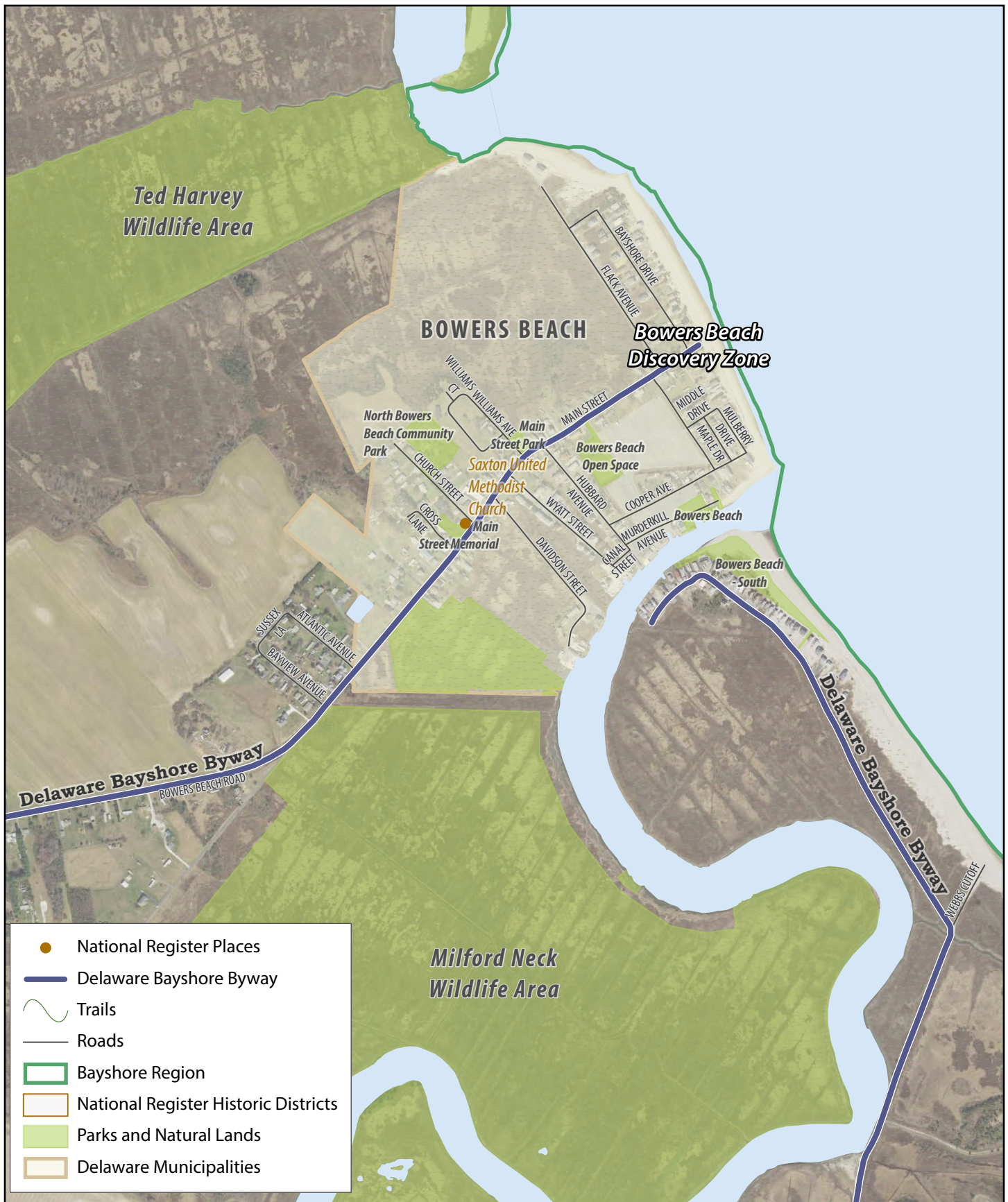


**Center for Historic
Architecture + Design**

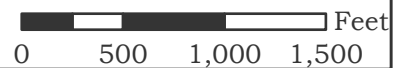
Delaware Bayshore Byway Magnolia Discovery Zone

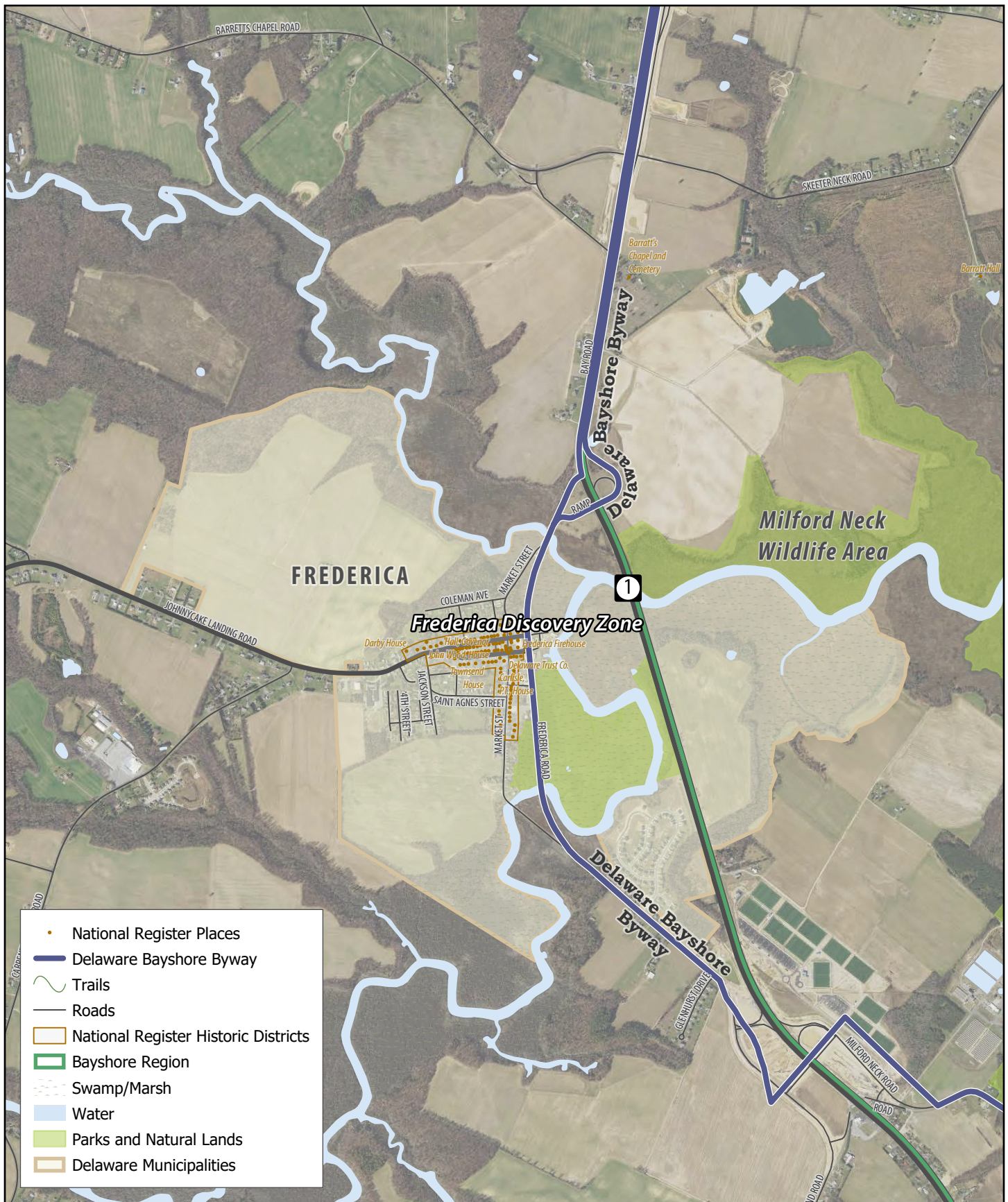


0 600 1,200 1,800 Feet



Delaware Bayshore Byway Bowers Beach Discovery Zone



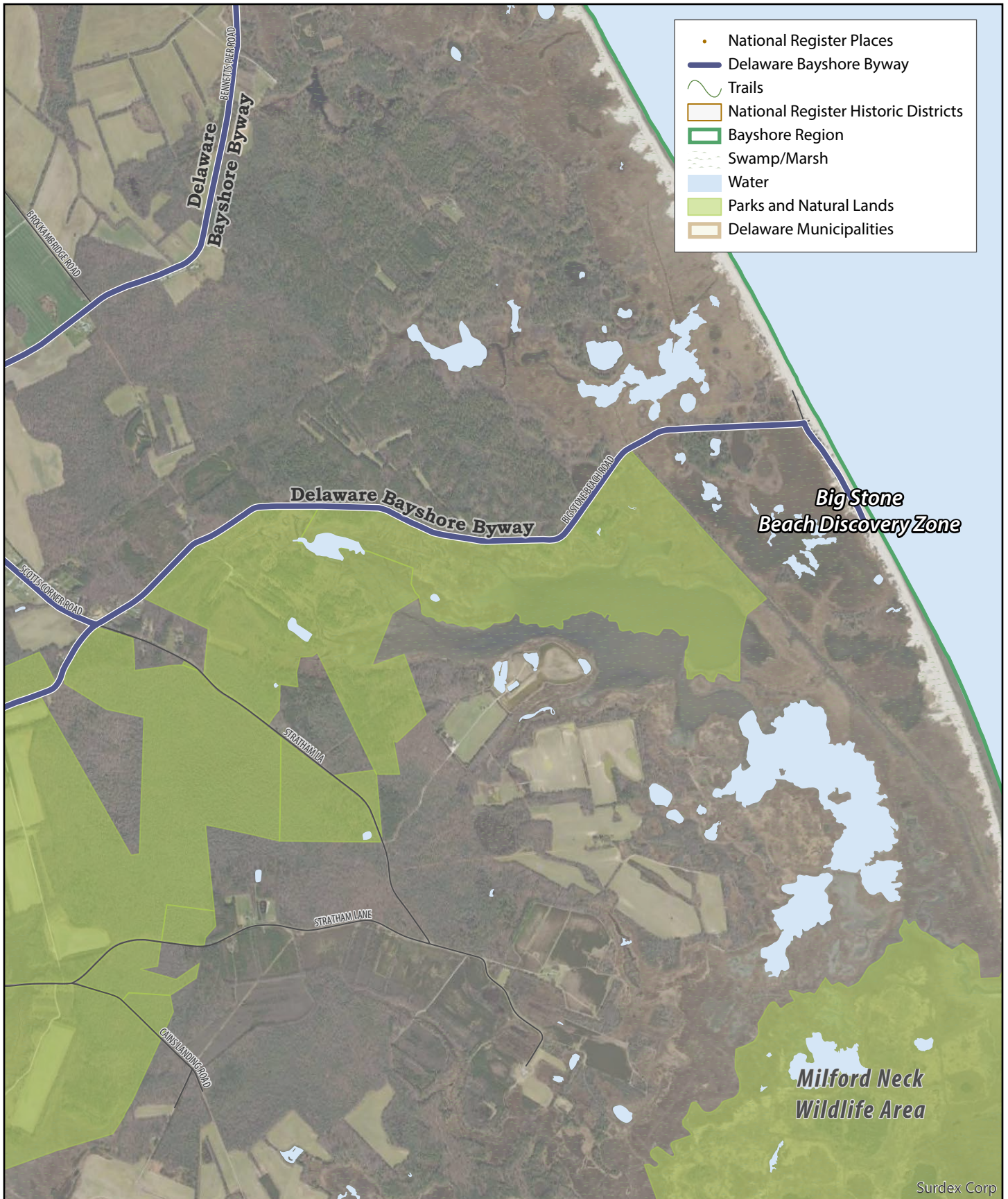


Center for Historic Architecture + Design

Delaware Bayshore Byway Frederica Discovery Zone



0 1,000 2,000 3,000 Feet

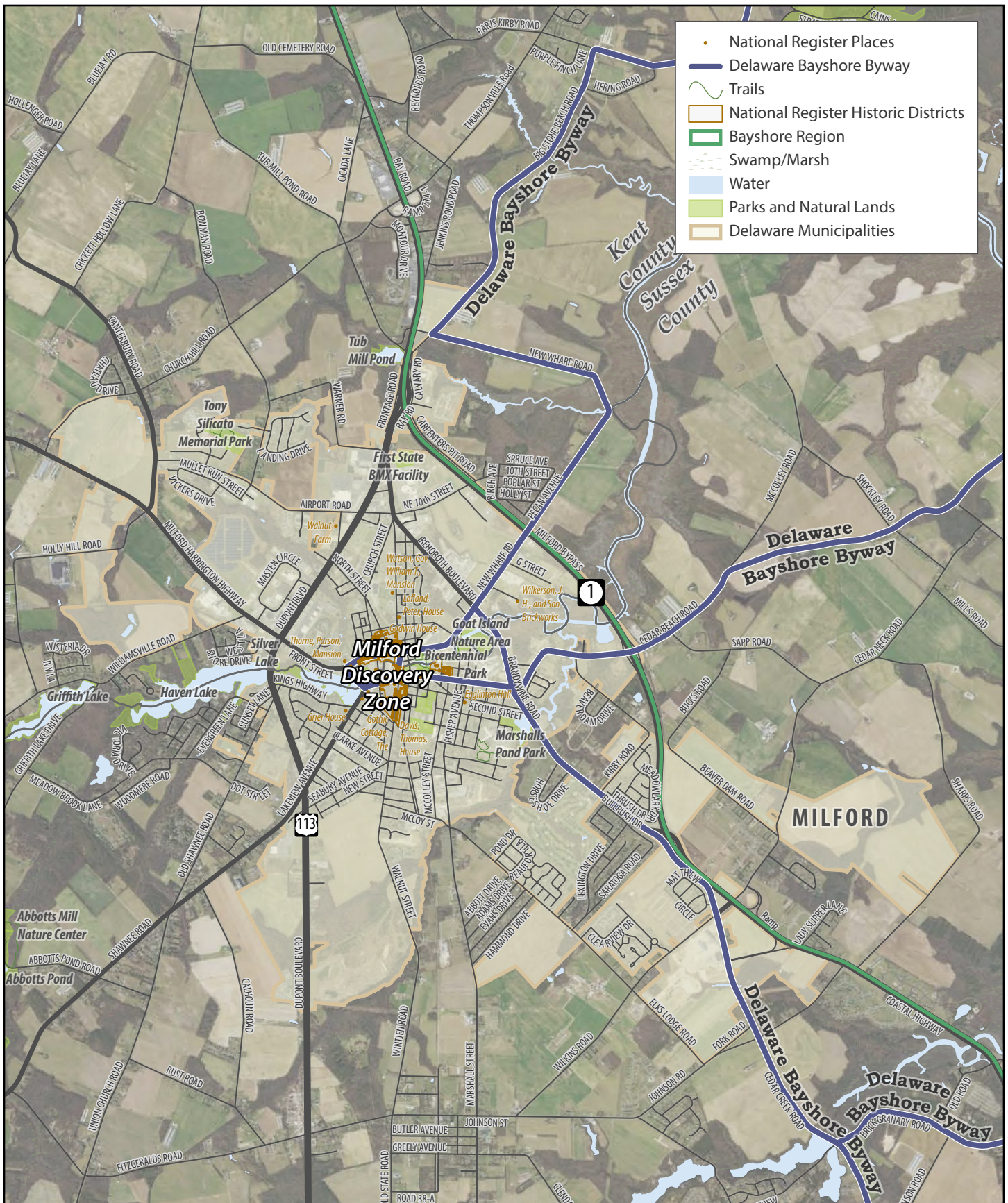


**Center for Historic
Architecture + Design**

Delaware Bayshore Byway Big Stone Beach Discovery Zone



0 1,000 2,000 3,000 Feet





Center for Historic Architecture + Design

Delaware Bayshore Byway Slaughter Beach Discovery Zone



0 970 1,940 2,910 Feet



**Center for Historic
Architecture + Design**

Delaware Bayshore Byway Prime Hook NWR and Fowler Beach Discovery Zone



0 2,000 4,000 Feet

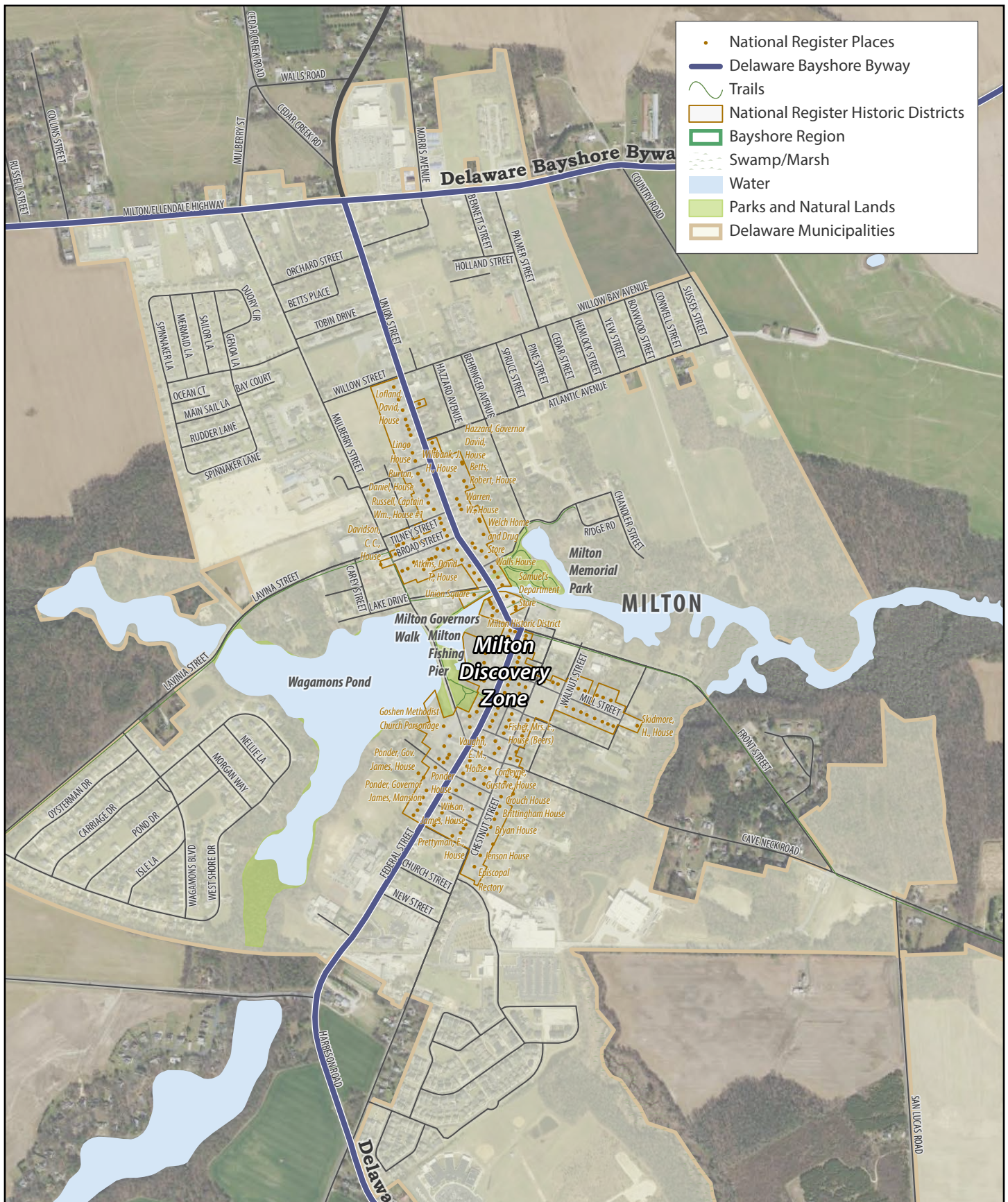


**Center for Historic
Architecture + Design**

Delaware Bayshore Byway Broadkill Beach Discovery Zone



0 2,000 4,000 6,000 Feet





Arnett Muldrow
& Associates

BRAND

STYLE GUIDE





Brand Statement

We are the fields, farms, marshes, rivers and beaches of the Delaware Bayshore, stretching 100 miles along one of the richest natural regions in the nation.

We are the stories of the birth of our nation, the creation of the First State, the ratification of independence and the protection of our freedom.

We are the tales of forts, fire towers & floating cabins. Where crabbing is a way of life, birding can be a daily escape, hiking comes naturally, and the water beckons for you to explore its many meanderings.

We are the beaches & rivertowns that create many rich communities, unique places, and passionate people. We are the places you escape to, and the places we escape in everyday.

We are wildlife refuges, walking trails, biking paths & a National Park. We are at the intersection of preservation and conservation, without any congestion. We are the absolute opposite of beach traffic.

We invite you to explore this amazing path.

We encourage you to get lost in our past.

We are excited for you to discover our hidden gems.

We are the Delaware Bayshore- All American, All Natural.



Usage Control

When to use the logo and when not to is often times a judgement call. As the official keeper of the brand, Bayshore Byway has the final say in the usage of the brand. The brand should be used in signage, advertising, direct mail, event logos, merchandising, etc. Usage of the brand in an individual business or in an application that directly profits an individual business will be reviewed on a case by case basis.

Logo Variations

Below are the logo variations for the Bayshore Byway brand. They are presented in two color, one color, reversed and Black & white usages. All logos are created in vector art and are infinitely scalable and available for any use.



Community Image Approval

In order to ensure consistent use of the Bayshore Byway brand, we ask that you submit a sample of each project for approval. Please specify your deadline requirements. We will reply promptly to your request for approval.



Brand Extension

Brand extension is the process of incorporating the brand into events and activities in the community. By adopting the look, feel and tone of the Bayshore Byway brand, these events begin to connect in the consumers mind and begin to add strength to the primary brand and vice versa. The general approach of brand extension is to start with colors from the systems primary color palette as well as approved fonts that tie back into the main identity.





Logo Size & Spacing

The size and spacing of the Bayshore Byway brand is important in ensuring that the logo is displayed in a positive and consistent way and helps to reinforce the brand. The logo should always have enough open space around it to have a clear and clean impact. The height of the first letter is generally the measurement guide for this open space.

In order to preserve legibility, maintain a minimum of .5" height.





Incorrect Usage

These are some examples of improper ways of presenting the Bayshore Byway brand.



⊘ Change Colors



⊘ Scale Elements



⊘ Outline Elements



⊘ Rotate Elements



⊘ Stretch the Logo



⊘ Move Elements



⊘ Use Photographic Backgrounds



⊘ Use as a Wallpaper



Color Palette

Use the primary palette on all branded materials such as logos, corporate identity, Web site, advertising, collateral, and imprintables. The colors printed here are NOT guaranteed to be matches. The use of a Pantone Swatch book is the best way to work with your vendors and assure color correctness. Always proof anything before production runs begin to assure that the colors are satisfactory.

The image displays five Pantone color selection dialog boxes, each showing a 'new' color swatch and its corresponding 'current' color swatch. Each dialog box includes fields for HSB (Hue, Saturation, Brightness) and RGB (Red, Green, Blue) values, as well as a 'Color Libraries' dropdown menu. The colors shown are:

- PANTONE P 107-14 C**: H: 207°, S: 80%, B: 56%; R: 28, G: 92, B: 143; C: 93%, M: 66%, Y: 21%, K: 5%.
- PANTONE P 109-6 C**: H: 200°, S: 85%, B: 84%; R: 33, G: 154, B: 214; C: 75%, M: 25%, Y: 0%, K: 0%.
- PANTONE P 42-15 C**: H: 16°, S: 66%, B: 54%; R: 138, G: 72, B: 47; C: 32%, M: 75%, Y: 84%, K: 29%.
- PANTONE P 165-14 C**: H: 68°, S: 61%, B: 55%; R: 129, G: 140, B: 55; C: 52%, M: 31%, Y: 100%, K: 9%.
- PANTONE 7498 C**: H: 69°, S: 57%, B: 35%; R: 83, G: 90, B: 39; C: 62%, M: 45%, Y: 100%, K: 36%.

Dealing With Consistent Color Using Pantones:

The accuracy of color is critical in design. Because what you see on your monitor is never what will appear on a printed sheet, designers need a standardized color key. It can be very frustrating to see the logo you worked hard to create look deep blue on the client's letterhead, blue-greenish on his business card, and light blue on his very expensive envelopes.

A way to prevent this is by using a standardized color matching system, such as the PANTONE MATCHING SYSTEM. Though PANTONE is not the only color standardization system, it is the most widely used and the one that most printers understand. Aside from being able to have consistency, PANTONE Colors allow you to use colors that cannot be mixed in CMYK.



Typography

To add consistency to the logo, The following fonts have been chosen as the approved typefaces.

abcdefghijklmnopqrstuvwxyz
ABCDEFGHIJKLMNOPQRSTUVWXYZ
123456789 !@#\$%^&*(){}|:”<>?

ADOBE CASLON

abcdefghijklmnopqrstuvwxyz
ABCDEFGHIJKLMNOPQRSTUVWXYZ
123456789 !@#\$%^&*(){}|:”<>?

FREELAND

Installing Fonts:

We recommend installing only one format - OpenType, TrueType, or PostScript - of a font. Installing two or more formats of the same font may cause problems when you try to use, view, or print the font.

Choose Start > Settings > Control Panel. Note: In Windows XP choose Start > Control Panel Double-click the Fonts folder. Choose File > Install New Font. Locate the fonts you want to install. In the drivers list, select the drive and the folder containing the fonts you want to install. In the Folders list, select a folder that contains the fonts you want to install. (Make sure you have unzipped them first.) The fonts in the folder appear under List of Fonts.

Select the fonts to install. To select more than one font, hold down the CTRL key and click each font.

To copy the fonts to the Fonts folder, make sure the Copy fonts to the Fonts folder check box is selected.

Note: If installing fonts from a floppy disk or a CD-ROM, you should make sure this check box is selected. Otherwise, to use the fonts in your applications, you must always keep the disk in the disk drive.

Click OK to install the fonts.



Arnett Muldrow
& Associates

COLLAT ERAL CATALOG

Bayshore Byway



Wayfinding Signage

The wayfinding system is covered in greater detail in the following sections, but should be introduced as part of the brand because it plays such an important role in by perception and flow in the downtown district. The wayfinding system could include the following pieces.

Primary Gateways- These gateways are the primary intersection points and main entry ways to town. They need to be highly visible and introduce the brand.

Trailblazers- Trailblazers are the directing signs leading motorists to the main attractions in the area. These should have between three and four locations per sign and should carry motorists from gateway to parking lot. Colors can be used to distinguish between different districts and can become smaller as the scale and speed of the roadway narrows. These Trailblazers including cattail sculptures, thus blurring the line between signage and public art.

Street Banners- Banners are very popular and help to add color and movement to the lanes of travel,

acting as a speed control. They too can be color coded by district and can promote local events as well as promoting the brand.

Building Markers- the markers can be either wall mounted or monument style and denote important landmarks in the downtown district.

Parking Signage- Identifying parking is important in creating a parking system in downtown. Visitors are more likely to walk a block or two to shop if the signage system leads them directly to a public parking lot and tell them how to proceed. The parking markers can be by themselves or as attachments to trailblazer signs.

Informational Kiosk- The final piece of the plan is the informational kiosk, which serves as the transition point for vehicular traffic to pedestrian traffic. These kiosks should be located at major public parking lots and should include a map and the shopping & dining guide, along with the walking tour brochures.





Arnett Muldrow
& Associates

LOGO

CATALOG



File Format Guide

All of the included graphic files might not work on your machine, but that does not mean that the file is corrupted or that there is something wrong with your machine. These files address all of the normal uses that a community implemented design would require. Always make sure to inform vendors that you have these different file formats available.



File Type: Adobe Illustrator File

Category: Vector Image Files

File Description: Vector image file created by Adobe Illustrator; composed of paths, or lines connected by points, instead of bitmap data; may include objects, color, and text; often referred to as a Illustrator drawing. Illustrator documents can be opened with Photoshop, but the image will be rasterized, meaning it will be converted from a vector image to a bitmap.

Program(s) that open ai files:

| | |
|---------|---|
| Mac OS | Adobe Illustrator, Acrobat, Reader Adobe Photoshop (rasterized) Apple Preview |
| Windows | Adobe Illustrator, Acrobat, Reader Adobe Photoshop (rasterized) |



File Type: Portable Document Format

Category: Page Layout Files

File Description: Cross-platform document created by Adobe Acrobat or a program with the Acrobat plug-in; commonly used for e-mail attachments or for saving publications in a standard format for viewing on multiple computers; usually created from another document instead of from scratch.

Program(s) that open pdf files:

| | |
|---------|--|
| Mac OS | Adobe Reader to view (free) Adobe Acrobat to edit (commercial) Apple Preview |
| Windows | Adobe Reader to view (free) Adobe Acrobat to edit (commercial) Brava! Reader |



File Type: Encapsulated PostScript

Category: Vector Image Files

File Description: PostScript (.PS) file that may contain vector graphics, bitmap images, and text; includes an embedded preview image in bitmap format; often used for transferring between different operating systems.

Program(s) that open eps files:

| | |
|---------|--|
| Mac OS | Apple Preview Adobe Illustrator, Acrobat, or Photoshop QuarkXpress |
| Windows | CorelDRAW, Adobe Illustrator, Acrobat, or Photoshop, QuarkXpress |



File Type: JPEG Image File

Category: Raster Image Files

File Description: Compressed graphic format standardized by the JPEG (Joint Photographic Experts Group) group; commonly used for storing digital photos since the format supports up to 24-bit color; also a common format for publishing Web graphics; compressed using lossy compression, which may noticeably reduce the image quality if a high amount of compression is used.



File Type: Graphical Interchange Format

Category: Raster Image Files

File Description: Image file that may contain up to 256 indexed colors; color palette may be a predefined set of colors or may be adapted to the colors in the image; lossless format, meaning the clarity of the image is not compromised with GIF compression. GIFs are common format for Web graphics, especially small images and images that contain text, such as navigation buttons; however, JPEG (.JPG) images are better for showing photos because they are not limited in the number of colors they can display.



File Type: PNG Image File

Category: Raster Image Files

File Description: Portable Network Graphics (PNG) is a raster graphics file format that supports lossless data compression. PNG supports palette-based images, grayscale images (with or without alpha channel), & full-color non-palette-based RGB images (with or without alpha channel). PNG was designed for transferring images on the Internet, not for professional-quality print graphics, & therefore does not support non-RGB color spaces such as CMYK.



In Microsoft Office, you can place EPS or PDF files that support transparency by going to the "Insert" menu and selecting "Photo>Picture from File..." This will ensure your files are using the highest resolution graphics for output.



Americian.jpg



Bayshore-Beaches-4C.jpg



Bayshore-Beaches-SM.jpg



Bayshore-Del-4C.jpg



Bayshore-Del-B&W.jpg



Bayshore-Del-Blue.jpg



Bayshore-Del-Brick.jpg



Bayshore-Del-DkBlue.jpg



Bayshore-Del-DkGreen.jpg



Bayshore-Del-Gray.jpg



Bayshore-Del-Green.jpg



Bayshore-Del-Rev-B&W.jpg



Bayshore-Del-Rev-Blue.jpg



Bayshore-Del-Rev-Brick.jpg



Bayshore-Del-Rev-DkBlue.jpg



Bayshore-Del-Rev-DkGreen.jpg



Bayshore-Del-Rev-Gray.jpg



Bayshore-Del-Rev-Green.jpg



Newcastle | Delaware City | Port Penn | Leipsic



Delaware
BAYSHORE
River Towns

Little Creek | Frederica | Milford | Milton

Bayshore-Rivertowns-4C.jpg

Newcastle | Delaware City | Port Penn | Leipsic



BAYSHORE
River Towns

Little Creek | Frederica | Milford | Milton

Bayshore-Rivertowns-SM.jpg



Delaware
BAYSHORE
All American, All Natural

Bayshore-Tag-4C.jpg



Delaware
BAYSHORE
All American, All Natural

Bayshore-Tag-B&W.jpg



Delaware
BAYSHORE
All American, All Natural

Bayshore-Tag-Blue.jpg



Delaware
BAYSHORE
All American, All Natural

Bayshore-Tag-Brick.jpg



Delaware
BAYSHORE
All American, All Natural

Bayshore-Tag-DkBlue.jpg



Delaware
BAYSHORE
All American, All Natural

Bayshore-Tag-DkGreen.jpg



Delaware
BAYSHORE
All American, All Natural

Bayshore-Tag-Gray.jpg



Bayshore-Tag-Green.jpg



Bayshore-Tag-Rev-B&W.jpg



Bayshore-Tag-Rev-Blue.jpg



Bayshore-Tag-Rev-Brick.jpg



Bayshore-Tag-Rev-DkBlue.jpg



Bayshore-Tag-Rev-DkGreen.jpg



Bayshore-Tag-Rev-Gray.jpg



Bayshore-Tag-Rev-Green.jpg



BayshoreByway-4C.jpg



BayshoreByway-B&W.jpg



BayshoreByway-Blue.jpg



BayshoreByway-Brick.jpg



BayshoreByway-Del-4C.jpg



BayshoreByway-Del-B&W.jpg



BayshoreByway-Del-Blue.jpg



BayshoreByway-Del-Brick.jpg



BayshoreByway-Del-DkBlue.jpg



BayshoreByway-Del-DkGreen.jpg



BayshoreByway-Del-Gray.jpg



BayshoreByway-Del-Green.jpg



BayshoreByway-Del-Rev-B&W.jpg



BayshoreByway-Del-Rev-Blue.jpg



BayshoreByway-Del-Rev-Brick.jpg



BayshoreByway-Del-Rev-DkBlue.



BayshoreByway-Del-Rev-DkGreen.



BayshoreByway-Del-Rev-Gray.jpg



BayshoreByway-Del-Rev-Green.jpg



BayshoreByway-DkBlue.jpg



BayshoreByway-DkGreen.jpg



All American, All Natural
BayshoreByway-Full-4C.jpg



All American, All Natural
BayshoreByway-Full-B&W.jpg



All American, All Natural
BayshoreByway-Full-Blue.jpg



All American, All Natural
BayshoreByway-Full-Brick.jpg



All American, All Natural
BayshoreByway-Full-DkBlue.jpg



All American, All Natural
BayshoreByway-Full-DkGreen.jpg



All American, All Natural
BayshoreByway-Full-Gray.jpg



BayshoreByway-Full-Green.jpg



BayshoreByway-Full-Rev-B&W.jpg



BayshoreByway-Full-Rev-Blue.jpg



BayshoreByway-Full-Rev-Brick.jpg



BayshoreByway-Full-Rev-DkBlue.



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BayshoreByway-Rev-B&W.jpg



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BayshoreByway-Rev-DkBlue.jpg



BayshoreByway-Rev-DkGreen.jpg



BayshoreByway-Rev-Gray.jpg



BayshoreByway-Rev-Green.jpg



BayshoreByway-Sm-4C.jpg



BAYSHORE
== B Y W A Y ==

BayshoreByway-Sm-B&W.jpg

BAYSHORE
== B Y W A Y ==

BayshoreByway-Sm-Blue.jpg

BAYSHORE
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BayshoreByway-Sm-Brick.jpg

BAYSHORE
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BayshoreByway-Sm-DkBlue.jpg

BAYSHORE
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BayshoreByway-Sm-DkGreen.jpg

BAYSHORE
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BayshoreByway-Sm-Gray.jpg

BAYSHORE
== B Y W A Y ==

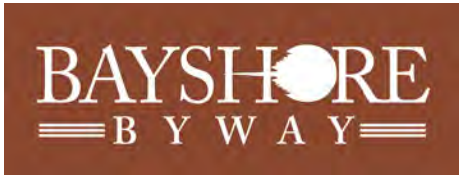
BayshoreByway-Sm-Green.jpg

BAYSHORE
== B Y W A Y ==

BayshoreByway-Sm-Rev-B&W.jpg

BAYSHORE
== B Y W A Y ==

BayshoreByway-Sm-Rev-Blue.jpg



BayshoreByway-Sm-Rev-Brick.jpg



BayshoreByway-Sm-Rev-DkBlue.



BayshoreByway-Sm-Rev-DkGreen.



BayshoreByway-Sm-Rev-Gray.jpg



BayshoreByway-Sm-Rev-Green.jpg



BayshoreByway-tag-4C.jpg



BayshoreByway-Tag-B&W.jpg



BayshoreByway-Tag-Blue.jpg



BayshoreByway-Tag-Brick.jpg



BayshoreByway-Tag-DkBlue.jpg



BayshoreByway-Tag-DkGreen.jpg



BayshoreByway-Tag-Gray.jpg



BayshoreByway-Tag-Green.jpg



BayshoreByway-Wordtype-B&W.



BayshoreByway-Wordtype-Blue.jpg



BayshoreByway-Wordtype-Brick.



BayshoreByway-Wordtype-DkBlue.



BayshoreByway-Wordtype-Dk-



BAYSHORE
== B Y W A Y ==

BayshoreByway-Wordtype-Gray.jpg

BAYSHORE
== B Y W A Y ==

BayshoreByway-Wordtype-Green.



BayshoreByway-Word-



BayshoreByway-Word-



BayshoreByway-Word-



BayshoreByway-Word-



BayshoreByway-Word-



BayshoreByway-Word-



BayshoreByway-Word-



CrabCakeFestival-4C.jpg



CrabCakeFestival-B&W.jpg



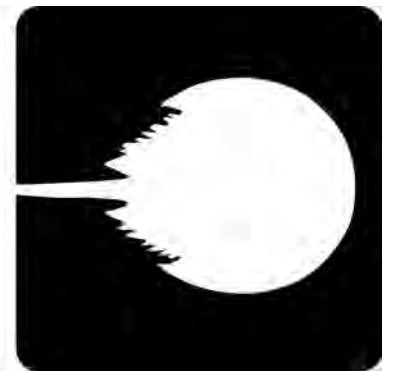
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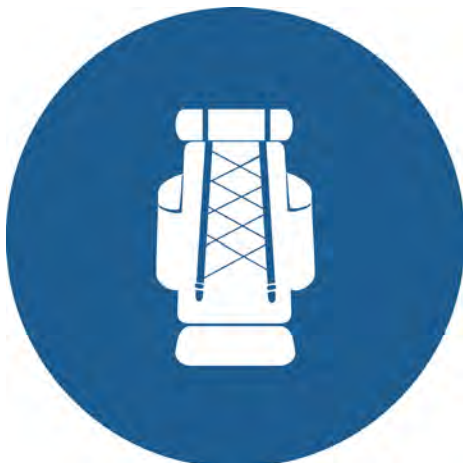
HomeGrown-4C.jpg



Icon-Archery.jpg



Icon-B&W.jpg



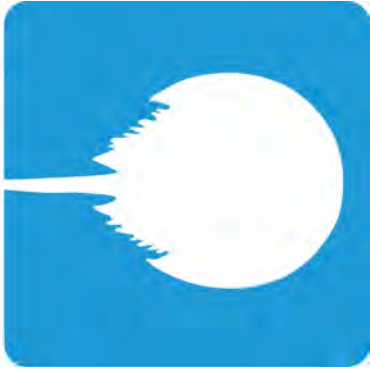
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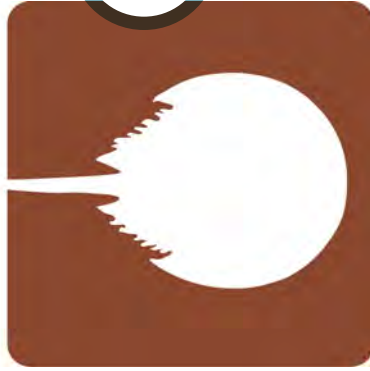
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Icon-binoculars.jpg



Icon-Blue.jpg



Icon-Brick.jpg



Icon-camera.jpg



Icon-Camper.jpg



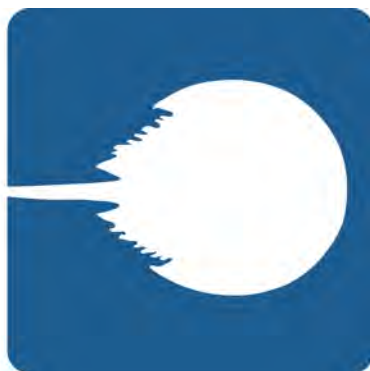
Icon-Camping.jpg



Icon-compass.jpg



Icon-Crab.jpg



Icon-DkBlue.jpg



Icon-DkGreen.jpg



Icon-Duck.jpg



Icon-eagle.jpg



Icon-egret.jpg



Icon-fire.jpg



Icon-Fish.jpg



Icon-Fishing.jpg



Icon-Flag.jpg



Icon-Gray.jpg



Icon-Green.jpg



Icon-hikingboot.jpg



Icon-hook.jpg



Icon-horseshoe.jpg



Icon-Kayak.jpg



Icon-lure.jpg



Icon-Revolution.jpg



Icon-Shotgun Shell.jpg



Icon-sign.jpg



Icon-SleepingBag.jpg



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PHOTO

CATALOG

Bayshore Byway



Bayshore-1.jpg

Bayshore-1.jpg



Bayshore-10.jpg



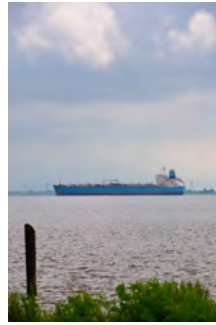
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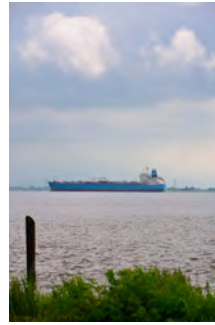
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Bayshore-102.jpg



Bayshore-103.



Bayshore-104.



Bayshore-105.jpg



Bayshore-106.jpg



Bayshore-107.jpg



Bayshore-108.jpg



Bayshore-109.jpg



Bayshore-11.jpg



Bayshore-110.jpg



Bayshore-111.jpg



Bayshore-112.



Bayshore-113.



Bayshore-114.jpg



Bayshore-115.jpg



Bayshore-116.jpg



Bayshore-117.jpg



Bayshore-118.jpg



Bayshore-119.



Bayshore-12.jpg



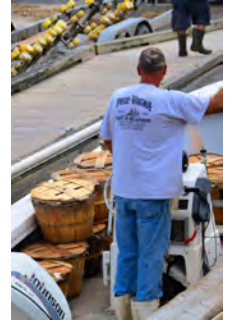
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Bayshore-123.



Bayshore-124.



Bayshore-125.jpg



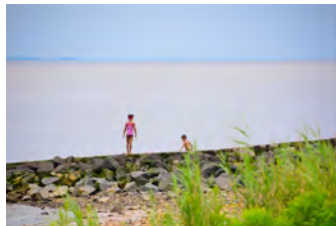
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Bayshore-127.jpg



Bayshore-128.jpg



Bayshore-129.jpg



Bayshore-13.jpg



Bayshore-130.jpg



Bayshore-131.jpg



Bayshore-132.jpg



Bayshore-133.jpg



Bayshore-134.jpg



Bayshore-135.jpg



Bayshore-136.jpg



Bayshore-137.jpg



Bayshore-138.jpg



Bayshore-139.jpg



Bayshore-14.jpg



Bayshore-140.jpg



Bayshore-141.jpg



Bayshore-142.jpg



Bayshore-143.jpg



Bayshore-144.jpg



Bayshore-145.jpg



Bayshore-146.jpg



Bayshore-147.



Bayshore-148.jpg



Bayshore-149.jpg



Bayshore-15.jpg



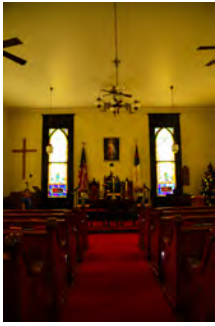
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Bayshore-151.jpg



Bayshore-152.jpg



Bayshore-153.



Bayshore-154.



Bayshore-155.jpg



Bayshore-156.jpg



Bayshore-157.



Bayshore-158.jpg



Bayshore-159.jpg



Bayshore-16.jpg



Bayshore-160.jpg



Bayshore-161.jpg



Bayshore-162.jpg



Bayshore-163.jpg



Bayshore-164.jpg



Bayshore-165.jpg



Bayshore-166.jpg



Bayshore-167.jpg



Bayshore-168.jpg



Bayshore-169.jpg



Bayshore-17.jpg



Bayshore-170.jpg



Bayshore-171.



Bayshore-172.



Bayshore-173.jpg



Bayshore-174.jpg



Bayshore-175.jpg



Bayshore-176.



Bayshore-177.



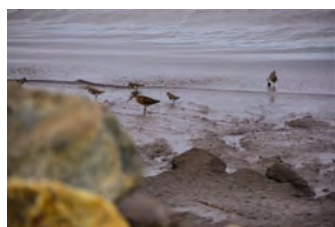
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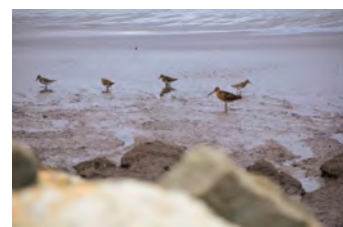
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Bayshore-18.jpg



Bayshore-180.jpg



Bayshore-181.jpg



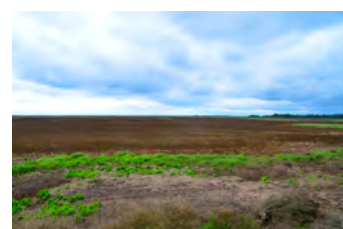
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Bayshore-183.jpg



Bayshore-184.jpg



Bayshore-185.jpg



Bayshore-186.jpg



Bayshore-187.jpg



Bayshore-188.jpg



Bayshore-189.jpg



Bayshore-19.jpg



Bayshore-190.jpg



Bayshore-191.jpg



Bayshore-192.jpg



Bayshore-193.jpg



Bayshore-194.jpg



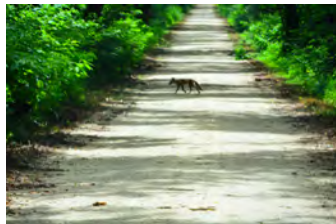
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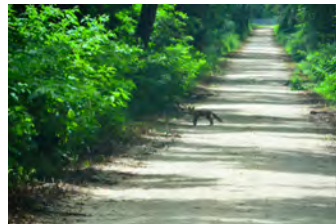
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Bayshore-197.jpg



Bayshore-198.jpg



Bayshore-199.jpg



Bayshore-2.jpg



Bayshore-20.jpg



Bayshore-200.jpg



Bayshore-201.jpg



Bayshore-202.jpg



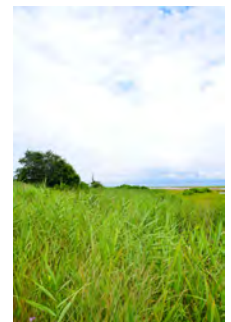
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Bayshore-204.



Bayshore-205.jpg



Bayshore-206.



Bayshore-207.jpg



Bayshore-208.jpg



Bayshore-209.jpg



Bayshore-21.jpg



Bayshore-210.jpg



Bayshore-211.jpg



Bayshore-212.jpg



Bayshore-213.jpg



Bayshore-214.jpg



Bayshore-215.jpg



Bayshore-216.jpg



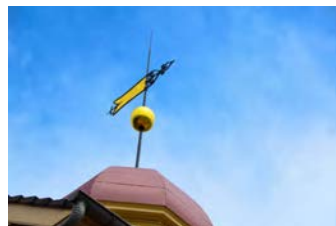
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Bayshore-218.jpg



Bayshore-219.jpg



Bayshore-22.jpg



Bayshore-220.jpg



Bayshore-221.jpg



Bayshore-222.jpg



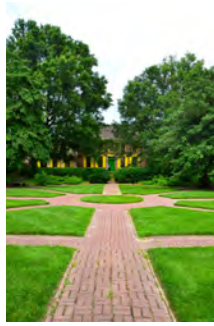
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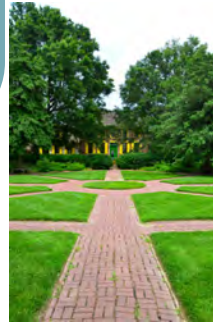
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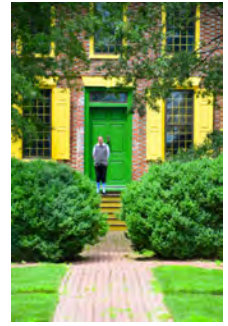
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Bayshore-226.



Bayshore-227.



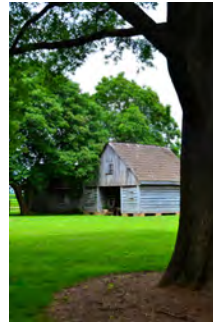
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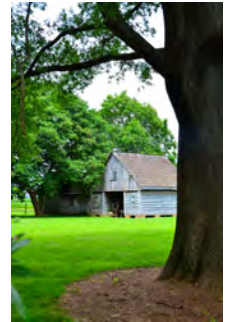
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Bayshore-23.jpg



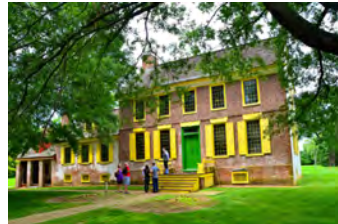
Bayshore-230.



Bayshore-231.



Bayshore-232.jpg



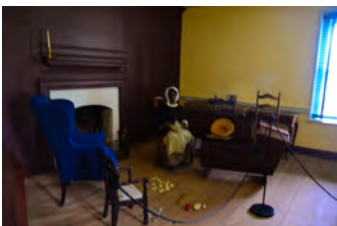
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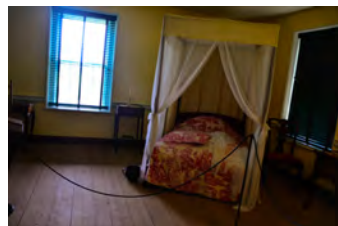
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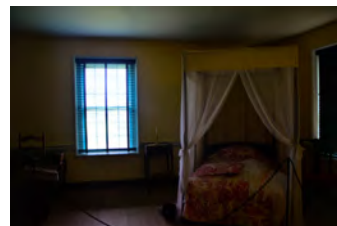
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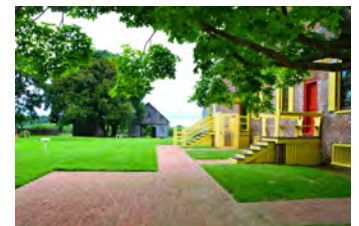
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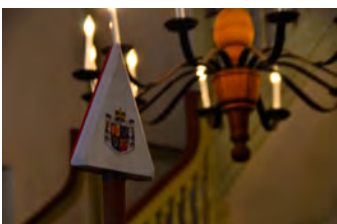
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Bayshore-238.jpg



Bayshore-239.jpg



Bayshore-24.jpg



Bayshore-240.jpg



Bayshore-241.



Bayshore-242.jpg



Bayshore-243.jpg



Bayshore-244.jpg



Bayshore-245.jpg



Bayshore-246.jpg



Bayshore-247.jpg



Bayshore-248.



Bayshore-249.



Bayshore-25.jpg



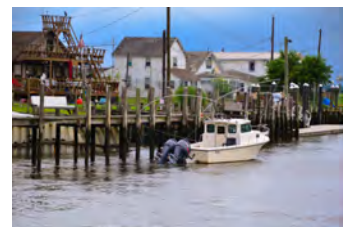
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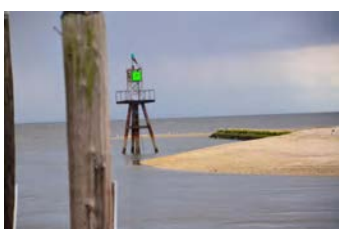
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Bayshore-252.jpg



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Bayshore-254.jpg



Bayshore-255.jpg



Bayshore-256.jpg



Bayshore-257.jpg



Bayshore-258.jpg



Bayshore-259.jpg



Bayshore-26.jpg



Bayshore-260.



Bayshore-261.



Bayshore-262.



Bayshore-263.



Bayshore-264.jpg



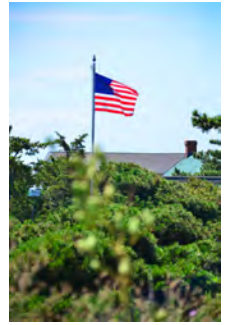
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Bayshore-283.jpg



Bayshore-284.jpg



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Bayshore-286.jpg



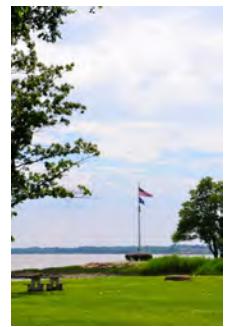
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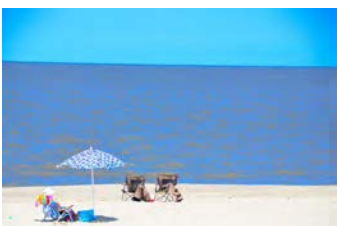
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Bayshore-292.jpg



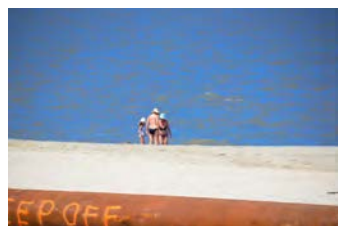
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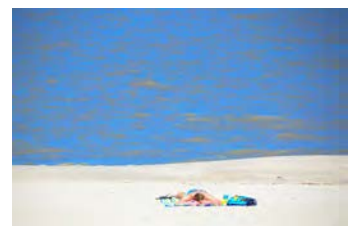
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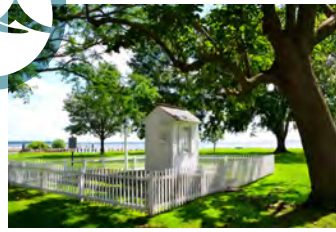
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Bayshore-298.jpg



Bayshore-3.jpg



Bayshore-30.jpg



Bayshore-31.jpg



Bayshore-32.jpg



Bayshore-33.jpg



Bayshore-34.jpg



Bayshore-35.jpg



Bayshore-36.jpg



Bayshore-37.jpg



Bayshore-38.jpg



Bayshore-39.jpg



Bayshore-4.jpg



Bayshore-40.jpg



Bayshore-41.jpg



Bayshore-42.jpg



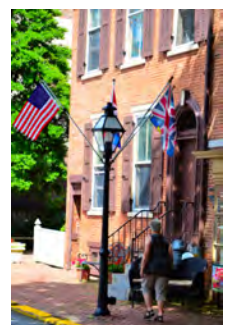
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Bayshore-44.jpg



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Bayshore-47.jpg



Bayshore-48.jpg



Bayshore-49.jpg



Bayshore-5.jpg



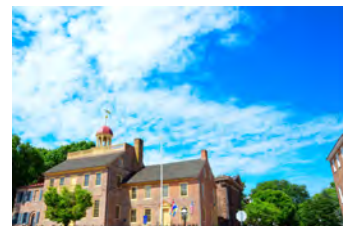
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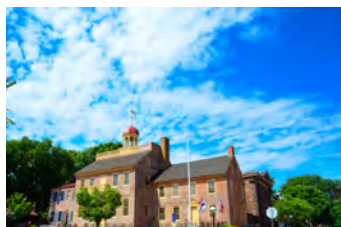
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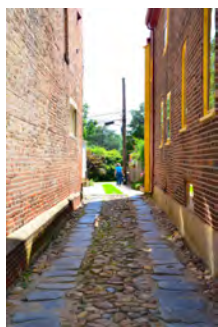
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Bayshore-53.jpg



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Bayshore-55.jpg



Bayshore-56.jpg



Bayshore-57.jpg



Bayshore-58.jpg



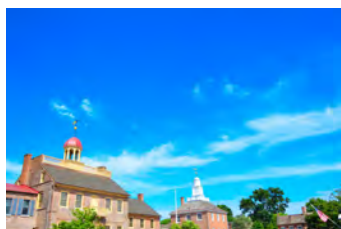
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Bayshore-6.jpg



Bayshore-60.jpg



Bayshore-61.jpg



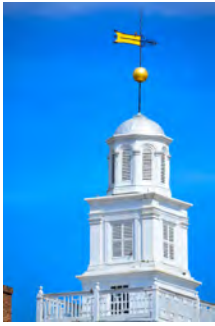
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Bayshore-63.jpg



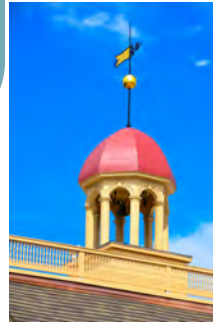
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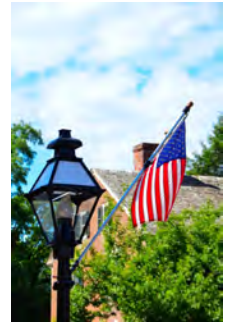
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Bayshore-66.jpg



Bayshore-67.jpg



Bayshore-68.jpg



Bayshore-69.jpg



Bayshore-7.jpg



Bayshore-70.jpg



Bayshore-71.jpg



Bayshore-72.jpg



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Bayshore-77.jpg



Bayshore-78.jpg



Bayshore-79.jpg



Bayshore-8.jpg



Bayshore-80.jpg



Bayshore-81.jpg



Bayshore-82.jpg





Bayshore-83.jpg



Bayshore-84.jpg



Bayshore-85.jpg



Bayshore-86.jpg



Bayshore-87.jpg



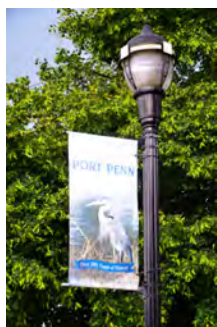
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Bayshore-94.jpg



Bayshore-95.jpg



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Bayshore-97.jpg



Bayshore-98.jpg



Bayshore-99.jpg



Arnett Muldrow
& Associates

ADVERTISING

CATALOG



Advertising

Ads come in all shapes and sizes but they have a common goal -- to sell a product, a service, a brand. Text, visuals, or a combination of the two are the main elements of any print ad. There are several fundamental design strategies that will allow for connections to be made while also allowing your business to reinforce its own identity. The use of clean design, similar color palettes, and a consistent logo element can create an independently managed COMMUNITY IMAGE campaign.

Visual at the top of the page. If you are using a photo, bleed it to the edge of the page or ad space for maximum impact. For photos, place a descriptive caption below.

Put your headline next.

Follow with your main ad copy. Consider a drop cap as a lead-in to help draw the reader into the copy.

Place your contact information (signature) and any pertinent social media icons in the lower right corner. That's generally the last place a reader's eye gravitates to when reading an ad.

Anatomy of an Ad

Headlines

The main headline may be the strongest element of the ad or it may be secondary to a strong visual. Some ads may have subheads and other title elements as well.

Contact

The contact or signature of an ad may appear anywhere in the ad although it is usually near the bottom. It consists of one or more of:

Logo, Advertiser Name, Address, Phone Number, Map or Driving Directions, Web Site Address, Extras.

Some print ads may have additional special elements such as an attached business reply envelope, tear-out portion with a coupon, tip sheet, product sample.

Body

The copy is the main text of the ad. Some ads may take a minimalist approach, a line or two or a single paragraph. Other ads may be quite text-heavy with paragraphs of information, possibly arranged in columns newspaper style. While the words are the most important part of the copy, visual elements such as indentation, pull-quotes, bullet lists, and creative kerning and tracking can help to organize and emphasize the message of the body of the ad.

Artwork

Photographs, drawings, and graphic embellishments are a key visual element of many types of ads. Some ads may have only a single visual while others might have several pictures. Even text-only ads might have some graphics in the form of decorative bullets or borders. When included with visuals the caption is one of the first things most readers look at after the visual.

Stories of Red Coats & Red Knots



We are the fields, farms, marshes, rivers and beaches of the Delaware Bayshore, stretching 100 miles along one of the richest natural regions in the nation.

We are the stories of the birth of our nation, the creation of the First State, the ratification of independence and the protection of our freedom.

We
are
the
tales
of forts, fire

towers & floating cabins.

Where crabbing is a way of life,
birding can be a daily escape, hiking comes naturally,
and the water beckons for you to explore its many
meanderings.

We are the beaches & rivertowns that create many rich
communities, unique places, and passionate people. We are the
places you escape to, and the places we escape in everyday.





Walk on Water.



We are the fields, farms, marshes, rivers and beaches of the Delaware Bayshore, stretching 100 miles along one of the richest natural regions in the nation.

We are the stories of the birth of our nation, the creation of the First State, the ratification of independence and the protection of our freedom.

We are the tales of forts, fire towers & floating cabins. Where crabbing is a way of life, birding can be a daily escape, hiking comes naturally, and the water beckons for you to explore its many meanderings.

We are the beaches & rivertowns that create many rich communities, unique places, and passionate people. We are the places you escape to, and the places we escape in everyday.

We are wildlife refuges, walking trails, biking paths & a National Park. We are at the intersection of preservation and conservation, without any congestion. We are the absolute opposite of beach traffic.

We invite you to explore this amazing path.

We encourage you to get lost in our past.

We are excited for you to discover our hidden gems.

We are the Delaware Bayshore- All American, All Natural.





The Birth of Our Nation.

We are the fields, farms, marshes, rivers and beaches of the Delaware Bayshore, stretching 100 miles along one of the richest natural regions in the nation.

We are the stories of the birth of our nation, the creation of the First State, the ratification of independence and the protection of our freedom.

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Faith & Flavor

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All American, All Natural
Bayshore Byway

We are wildlife refuges, walking trails, biking paths & a National Park. We are at the intersection of preservation and conservation, without any congestion. We are the absolute opposite of beach traffic.



All American. All Natural

We are the fields, farms, marshes, rivers and beaches of the Delaware Bayshore, stretching 100 miles along one of the richest natural regions in the nation.

We are the stories of the birth of our nation, the creation of the First State, the ratification of independence and the protection of our freedom.

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We are wildlife refuges, walking trails, biking paths & a National Park. We are at the intersection





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THE BEST OF THE DELAWARE BAYSHORE

A Tour of Historic Architecture



Center for Historic
Architecture + Design



Prepared by The Center for Historic Architecture and Design

Created: May 2016

Updated: July 2019



www.flickr.com/photos/chadbyways



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KEY

☒ = Open to Public Visitation

⊗ = National Register Property (Individual or District)

Byway: *noun*

A road or track not following a main route; a minor road or path.

The Delaware Bayshore is widely recognized as an area of global ecological and historic significance. It is a Migratory Shorebird Site of Hemispheric Importance, a Wetland of International Significance and an Important Bird Area of Global Significance. Its expansive coastal marshes, sandy shoreline, forest, fields and agricultural lands provide habitat for more than 400 species of birds and other wildlife. The Nature Conservancy and the National Audubon Society recognize the region as globally significant wildlife habitat. The small towns along the Delaware Bayshore enjoy a deep and rich heritage, which evolved from early colonial settlements and centers for maritime industries that thrived on the abundant natural resources of the area.

Today, more than 115,000 acres of the Delaware Bayshore are protected as state wildlife areas and state parks, national wildlife refuges, national estuarine reserves, private conservation lands, agricultural preserves and cultural heritage sites. The Delaware Bayshore area is a natural treasure in the middle of the heavily populated mid-Atlantic corridor. With more than 30 million people living within a three-hour drive, the Delaware Bayshore Byway provides low-impact access to a premier wildlife and historic destination.

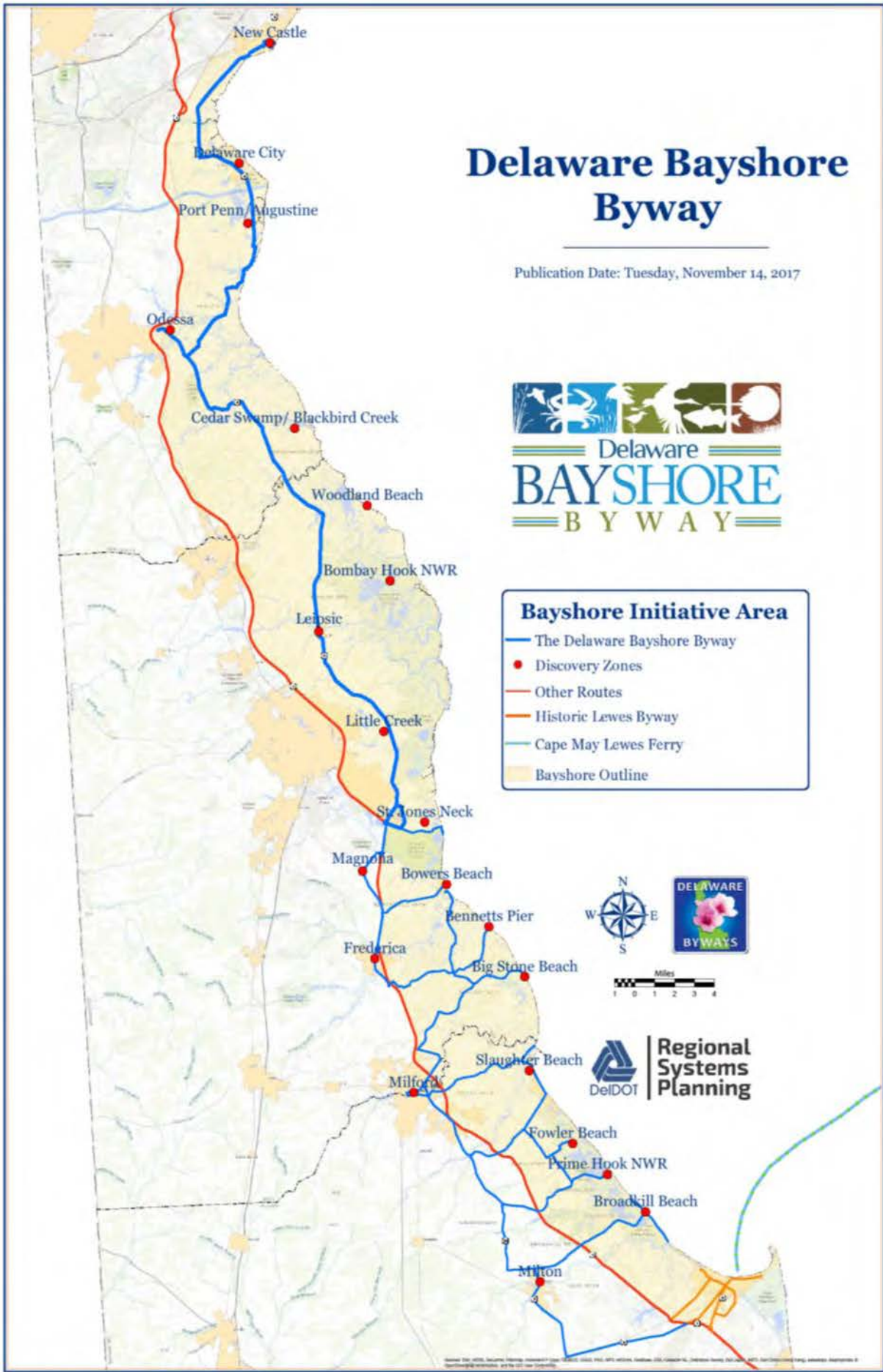
Delaware Bayshore Byway

Publication Date: Tuesday, November 14, 2017



Bayshore Initiative Area

- The Delaware Bayshore Byway
- Discovery Zones
- Other Routes
- Historic Lewes Byway
- Cape May Lewes Ferry
- Bayshore Outline





Segment 1: New Castle

New Castle's history is closely tied to governmental activities, most notably in 1682 when William Penn first landed to take political and economic control of New Castle. Within twenty years Penn had enacted legislation creating three counties, New Castle, Kent, and Sussex, and established the settlement of New Castle as the capital. It served infrequently in this capacity until 1776. However, this distinction did not last and the capital moved to Dover the following year. It did retain its governmental activities until the 1880s when the county seat moved to Wilmington.

Since Delaware began with New Castle, it is a fitting place to begin the Bayshore Byway. The dominant architectural styles include Georgian and Federal with a few Dutch colonial revival examples. Notable buildings exemplifying these styles include the old Courthouse, which was first constructed in 1704, the George Read House constructed 1797-1804, and the Old Dutch House constructed circa 1700. All three of these buildings are listed on the National Register of Historic Places as contributing resources to the New Castle Historic District in 1967. The Courthouse has the distinction of beginning the north-south journey of Delaware's National Park.

Latrobe Elevation of Front Street, New Castle, Delaware.
John Thomas. Scharf, History of Delaware: 1609-1888
City of New Castle, Delaware, "History,"

Historic Architecture Tour: Segment 1

New Castle, Delaware



Historic Sites

- Closed to Public
- Open to Public Visitation
- National Register Historic Districts
- Delaware Municipalities
- Delaware Bayshore Byway

The Best of the Bayshore Byway
Tour of Historic Architecture



Center for Historic Architecture + Design



Updated:
June, 2019

New Castle



1. Old Farmers Bank *

4 The Strand

Italianate, c. 1845

Two stories, three bays, common bond brick; stone quoins at corners; flat roof with overhanging eaves and bracketed cornice; two interior brick chimneys; central paneled wood double door with fanlight; wood arched and hooded windows.



2. Old Jefferson Hotel *

5 The Strand

Federal, c. 1800

Three-and-a-half stories, six bays, common and Flemish bond brick; side-gabled shingled roof with dented cornice; central interior chimney; arch top dormers with pediments; paneled wood door with fanlight; double-hung sash windows.



3. 27-33 The Strand Row *

27-33 The Strand

Federal, c. 1824-1832

Collection of four two-and-a-half story, two-bay brick row houses with brick water table; side-gabled shingled roof with arch top dormers and two central interior chimneys; paneled doors with fanlight and brick arch surround; double-hung sash windows; two-story, two-bay stucco addition.



4. George Read House ☒*

42 The Strand

Federal, c. 1797-1804

Two-and-a-half stories, five bays, Flemish bond brick, side-gabled shingled roof with dentilated cornice; paired chimneys connected by a balustrade and widows walk; pedimented, front-gabled dormers; central paneled wood door with sidelights and fanlight; Palladian window with ironwork balcony; double-hung sash windows with keystone lintels.

<https://dehistory.org/hours-a-fees/166-home-page/read-house-gardens/161-read-house-gardens>



5. Charles Thomas House *

59 The Strand

Federal, c. 1801

Four stories, three bays, Flemish bond brick; side-hipped shingled roof with dentilled cornice; arch top dormer with Palladian round window; central paneled wood door with fanlight and pediment door surround; double-hung sash windows with louvered shutters and keystone lintels.



6. Cloud's Row *

117-125 Delaware Street

Federal, c. 1804

Collection of three-and-a-half story, two-bay brick row houses with marble belt course; 125 Delaware contains six bays, three of which are bricked in on first floor; side-gabled shingled roof with four interior chimneys and six front-gabled dormers; single paneled wood doors with transoms and paneled shutters; double-hung sash windows with louvered shutters.



7. William Penn House ☒*

206 Delaware Street

Colonial/Federal, c. 1681

Three stories, three bays, brick with original frame portion in rear; side-gabled shingled roof; dentilled cornice; single glass door with transom; small entry porch; double-hung sash windows with paneled and louvered shutters.



8. New Castle Old Court House



211 Delaware Street

Federal, c. 1660

Two-and-a-half stories, fourteen bays, Flemish bond brick with corbeled brick belt course; side-gabled shingled roof; frame cupola with finial and balustrade; four interior chimneys; balcony on second floor; paneled wood doors with pediment surrounds and pilasters; double-hung sash windows, with shutters on the northern block.

https://history.delaware.gov/ncch_main/



9. Nicholas Van Dyke Jr. House *

400 Delaware Street

Federal, c. 1799

Two-and-a-half stories, five bays, Flemish bond brick; side-gabled shingled roof; two central interior brick chimneys ; two pedimented dormers; paneled wood door with pediment surround and fanlight; double-hung sash windows with paneled and louvered shutters and keystones; side bay window with wooden fish-scale shingles.



10. Town Hall *

510 Market Street

Federal, c. 1823

Three stories, three bays, brick; hipped shingled roof; cupola with finial and balustrade; central arched entryway running the length of the building; arched windows on first floor; double-hung sash windows.



11. Kensey Johns Sr. House *

2 East Third Street

Federal, c. 1790

Two-and-a-half stories, five bays, Flemish bond brick with brick water table; side-gabled shingled roof; interior brick chimneys; single paneled door with pediment surround and shutters; double-hung sash windows with paneled and louvered shutters; two-bay brick addition with single paneled door and double-hung sash window with paneled shutters.



12. George Rodney House and Office *

16 East Third Street

Federal, c. 1831

Two-and-a-half stories, five bays, Flemish bond brick; side-gabled shingled roof; two arched dormers; interior brick chimney; paneled wood door with louvered shutters and fanlight; double-hung sash windows with paneled shutters; brick addition with side-gabled shingled roof, paneled door with transom, and double-hung sash windows with louvered shutters.



13. Old Dutch House ☒*

32 East Third Street

Dutch Colonial, c. 1700

One-and-a-half stories, three bays, brick; side-gabled shingled roof with overhanging eaves; central interior chimney and chimney at southwest corner of roof; single paneled wood door; fixed windows with paneled shutters.

<http://www.newcastlehistory.org/houses/dutch.html>



14. Old Library Museum ☒*

40 East Third Street

Romanesque, c. 1892

One story, octagonal, brick, steep-pitched shingled roof; octagonal skylight; octagonal cupola topped by a weathervane; chimney on northwest side, paneled wood double door with sidelights, a fanlight, and a stone arch; date stone above the arch reads "New Castle Library 1812-1891". This is the work of well-known architect Frank Furness

<http://www.newcastlehistory.org/houses/library.html>



15. Old Academy Building ☒*

East Third and Harmony Streets

Georgian, c. 1799

Two-and-a-half stories, seven bays, Flemish bond brick; side-gabled shingled roof; central cupola with finial; paneled wood double doors with fanlight and front-gabled entry portico; double-hung sash windows and central Palladian window on second floor.



16. Amstel House ☒*

2 East Fourth Street

Georgian, c. 1738

Two-and-a-half stories, five bays, Flemish bond brick with brick water table and belt course; front-gabled shingled roof with one front-gabled dormer; pedimented gable end; single paneled door with pediment surround, pilasters, and fanlight; wooden windows with paneled shutters and segmented brick arches.

<http://www.newcastlehistory.org/houses/amstel.html>



17. Samuel Cooper House *

25 West Fourth Street

Federal, c. 1825

Two-and-a-half stories, three bays, Flemish bond brick with vinyl siding; side-gabled shingled roof with decorative bracket supports and gabled dormer; central wood door with transom; full-width hipped tin roof porch with Doric column supports; double-hung sash windows with shutters.



18. Immanuel Church ☒*

The Green

Federal, c. 1701

One story, three bays, brick and stucco; arched windows; paneled wood double doors with transom; cross-gabled additions to the southwest; square, two-story tower with battlements, a pinnacle, paneled wood double doors with fanlight, and a black and gold clock face.

<https://www.immanuelonthegreen.org/>



19. New Castle Old Arsenal ☒*

The Green

Georgian, c. 1701/c. 1860

Two-story, seven bays, brick; cross-gabled shingled roof; chimney at either gable end; central round belfry with bell; paneled wood double doors with transom; pedimented entry with column supports; double-hung sash windows with paneled shutters on first floor; Palladian window with sidelights. This is now the visitor center for the New Castle Historical Society.

<http://www.newcastlehistory.org/>



20. New Castle Frenchtown

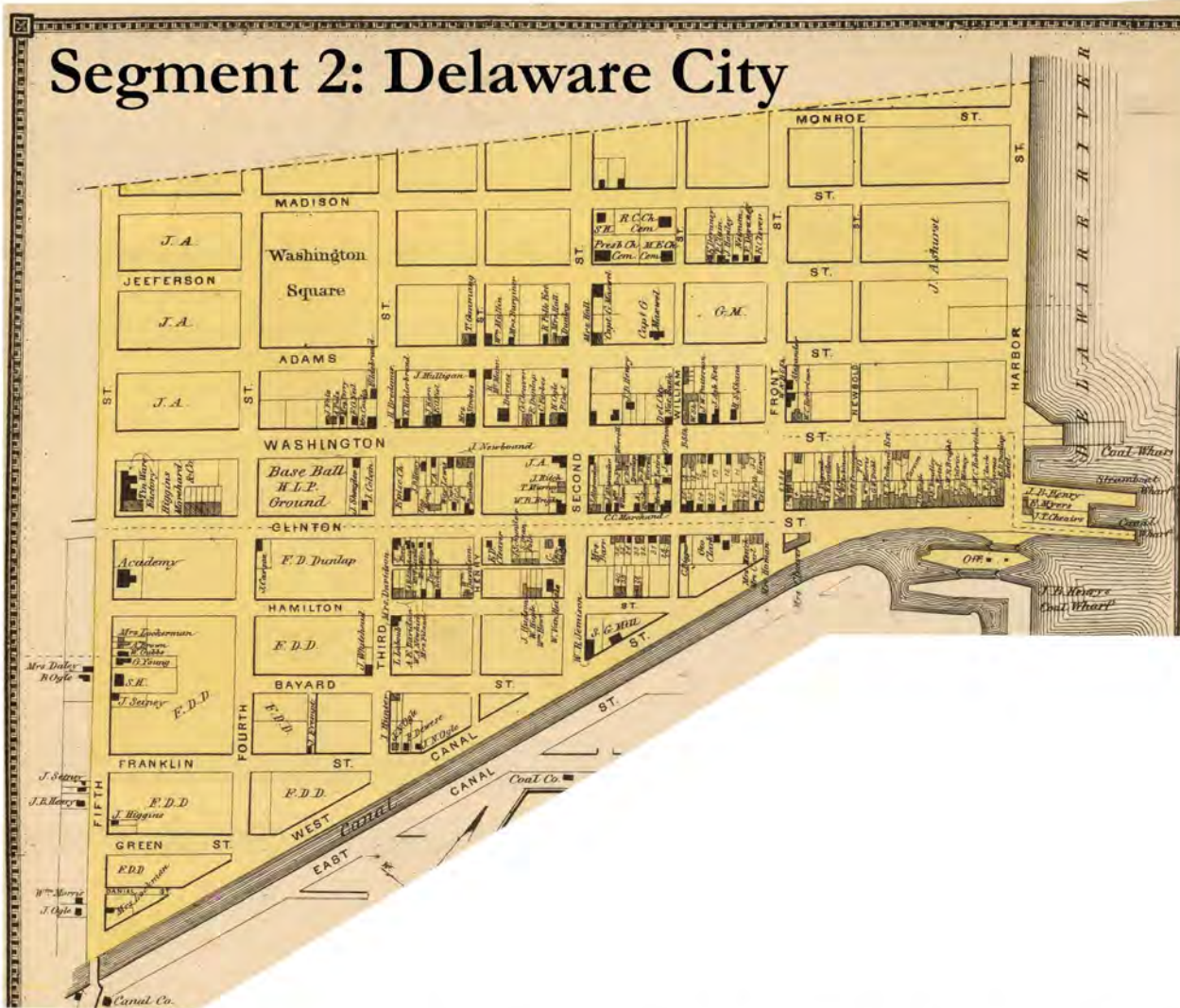
Railroad Office *

Battery Park

Gothic Revival, c. 1832

One-story, one bay, frame with wood weatherboard; front-gabled shingled roof; single wood door; double-hung sash windows with paneled shutters.

Segment 2: Delaware City



Of all the segments, this one can be categorized by the history of the Military in Delaware and the convergence of the river with the Chesapeake & Delaware Canal. It is on the National Register of Historic places and is the home to Fort Dupont State Park, which boasts nearly 80 military buildings on the campus as well as natural scenery. There is also Fort Delaware State Park on Pea Patch Island, which garners its notoriety as a Civil War installation from 1859.

Delaware City's architecture also reflects its most prominent periods in time, from Federal Style to what is known as a Delaware Italianate "peach house". This segment runs about completes with a sweeping view of marshland as you drive over the Reedy Point Bridge.

Historic Architecture Tour: Segment 2 Delaware City, Delaware



Delaware City



1. John Ash House *

110-112 Washington Street

Federal, c. 1850

Two-and-a-half stories, five bays, Flemish bond brick; flat shingled roof with bracketed cornice; portico with wood columns; paneled wood door with transom and sidelights; additional single paneled wood door with transom; double-hung sash windows with paneled and louvered shutters and fixed windows.



2. Delaware City National Bank



122 Washington Street

Greek Revival, c. 1849

Two-and-a-half stories, five bays, brick; low-pitched hipped shingled roof; paneled wood double door with transom; one-story enclosed entry porch with square columns, box cornice, and dentil details; double-hung sash windows with paneled shutters and frieze band windows.



3. Charles Ash House *

130 Washington Street

Greek Revival, c. 1825-1860

Three stories, five bays, frame with vinyl siding; low-pitched hipped shingled roof with box cornice and dentil details; full-height pilasters as corner boards; paired paneled wood door with sidelights; one-story, full-length porch with squared column supports and box cornice with dentil details; double-hung sash windows.



4. Christ Episcopal Church ☒*

222 Clinton Street

Gothic Revival, c. 1848

Two-and-a-half stories, three bays, brick with stucco; side-gabled shingled roof; pediment supported by two columns; central paired paneled wood door with transom; lancet windows with diamond pattern.



5. Central Hotel/Sterling Tavern ☒

*

West Clinton Street

Federal, c. 1830

Four stories, three bays, Flemish bond brick; hipped shingled roof; arch fragment dormers; double wood door topped by a semicircular pediment; full-façade porch with Doric column supports and second story balustrade; double-hung sash windows.



6. Captain George Maxwell House

*

122 Adams Street

Greek Revival/Italianate, c. 1850

Two stories, five bays, frame with aluminum siding; three-story recessed center pavilion with hipped shingled roof and box cornice; single wood door; portico with squared column supports; vinyl replacement windows with louvered shutters.



7. Fairview *

701 Cox Neck Road

Georgian, c. 1822

Three stories, five bays, Flemish bond brick with brick water table; side-gabled shingled roof with four interior corbeled brick chimneys; central double wood door with transom; full-width entry porch with hipped roof, squared column supports, and exposed rafter tails; double-hung sash windows with paneled and louvered shutters; third story added by architect Frank Furness in 1885-86.



8. Chelsea *

910 Fifth Street

Greek Revival, c. 1848

Three stories, three bays, brick; hipped shingled roof with box cornice and interior brick chimney; enclosed entry porch with hipped shingled roof and wood pilasters; double-hung sash windows; frieze band windows; two-bay brick addition with hipped shingled roof.



9. War Department Theater *

Fort DuPont Historic District

Colonial Revival, c. 1933

Two stories, five bays, brick; front-gabled shingled roof entrance; pediment and marquee with wide trim and box cornice; central ticket booth and two double wood doors; additional single wood doors with fanlight and keystone; double-hung sash windows with keystone and fanlight with keystone on second floor.



10. Fort Delaware ☒*

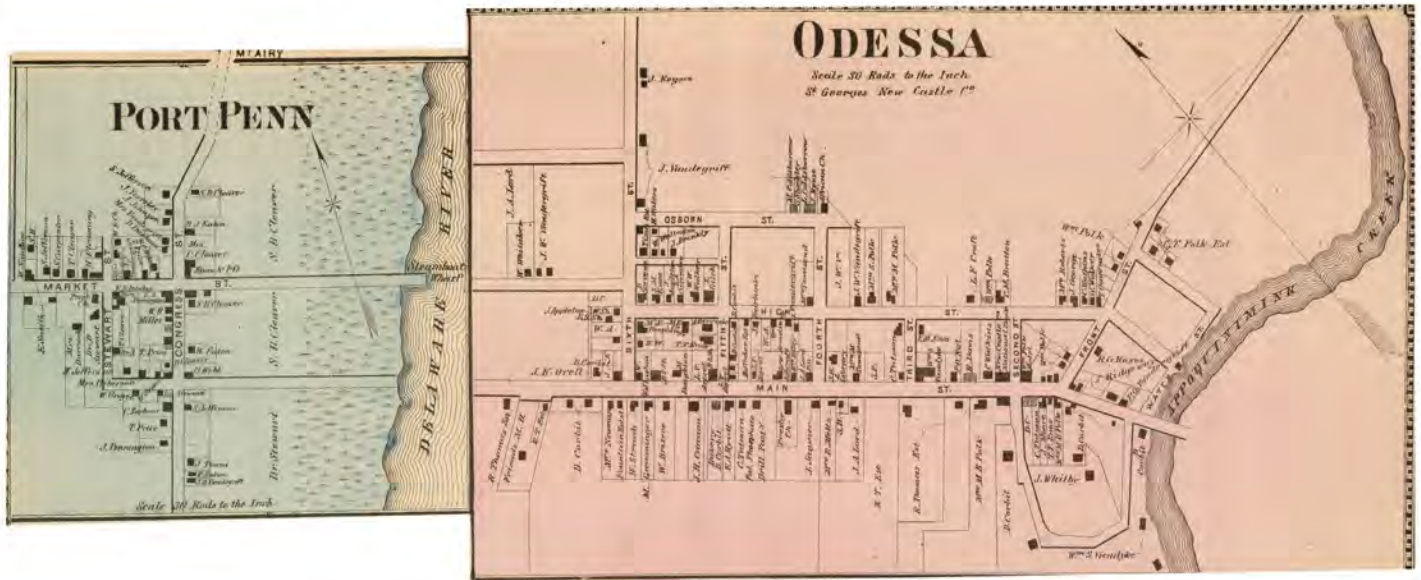
Pea Patch Island

Greek Revival, c. 1848-1859

Three-story, pentagonal, stone and brick military fortification; three-story tower at each wall intersection; surrounded by a moat; designed by chief engineer Joseph Gilbert Totten.

<https://destateparks.com/History/FortDelaware>

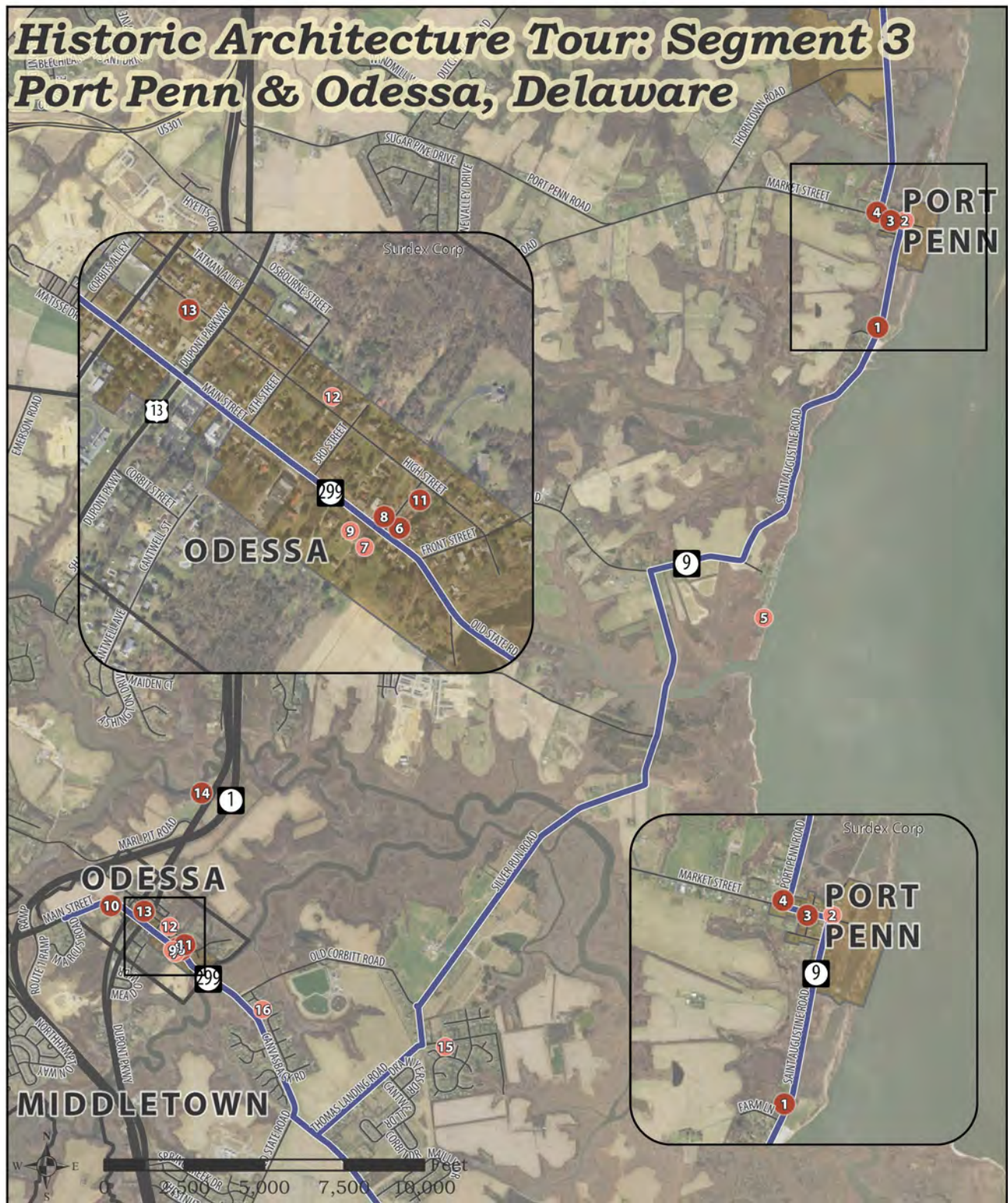
Segment 3: Port Penn and Odessa



Port Penn and Odessa are both contained in Segment 3. Port Penn itself is a small community but represents the unincorporated hamlets along the Byway. Odessa, like New Castle, features many iconic architectural homes ranging from regal Georgians to one of the oldest dwellings in Delaware.

The segment runs between Port Penn and Odessa lies the Augustine State Wildlife Management Area and the Silver Run Wildlife Area, where the marshland begins to take a prominent stake on the landscape from this point southwards.

Historic Architecture Tour: Segment 3 Port Penn & Odessa, Delaware



Historic Sites

- Closed to Public
- Open to Public Visitation
- National Register Historic Districts
- Delaware Municipalities
- Delaware Bayshore Byway
- Roads

The Best of the Bayshore Byway
Tour of Historic Architecture



**Center for Historic
Architecture + Design**



**DELAWARE
GREENWAYS**

Updated:
June, 2019

Port Penn



1. Augustine Beach Hotel ☒*

1919 Augustine Beach Road

Federal, c. 1814

Two-and-a-half stories, six bays, Flemish bond brick; one-story, four-bay frame addition; side-gabled shingled roof; two gabled dormers; single paneled wood door topped by a transom; one-story, full-width porch with a hipped roof, wooden ramp, and entry staircase; double-hung sash windows.



2. Joseph Cleaver House *

South Congress and Market Streets

Federal, c. 1814

Two-and-a-half stories, six bays, Flemish bond brick; two-story, two-bay frame addition; side-gabled roof with three semi-arched dormers and corbeled brick cornice; two interior end brick chimneys; two single wood doors with fanlights; boarded windows.



3. Presbyterian Church ☒

53 Market Street

Greek Revival, c. 1834

Two-and-a-half stories, three bays, brick; front-gabled shingled roof with decorative cornice; belfry with decorative cornice, pointed tower, and segmented arches. pilasters at each bay; central paired glass door with fanlight and arched surround; double-hung sash stained glass windows with paneled shutters and segmental arches; circular window on second floor.



4. Port Penn Schoolhouse ☒*

1097 Market Street

Gothic Revival, c. 1856

Two stories, three bays, frame with vinyl siding; front-gabled shingled roof with central cupola and molded cornice; paired paneled wood door; one-story, full-length sloped roof porch; double-hung sash windows with paneled shutters; arched window with louvered shutters on second floor window

[.https://destateparks.com/History/PortPenn](https://destateparks.com/History/PortPenn)



5. Liston Range Front Lighthouse *

98 South New Road

Colonial Revival, c. 1903-1908

Four stories, three bays, frame; hipped metal roof with sloped metal roofs forming a square; two chimneys; watch room and lantern room surrounded in iron fence on top floor; one-story, full-length porch with four Doric column supports and pediment; double-hung sash and fixed windows.

Odessa



6. Cantwell's Tavern ☒*

109 Main Street

Federal, c. 1822

Two-and-a-half stories, five bays, brick; side-gabled shingled roof; paired end interior brick chimneys; two gabled dormers; single paneled wood door with fanlight and louvered shutters; double-hung sash windows with paneled shutters.



7. Corbit-Sharp House *

200 Main Street

Georgian, c. 1774

Five bays, two-and-a-half stories, brick; hipped shingled roof with bracketed cornice; two brick chimneys connected by a balustrade; two-bay, two-story brick addition with side-gabled roof and interior brick chimney; single paneled wood door topped by a fanlight with a pediment door surround.



8. New Castle National Bank of Odessa ☒*

201 Main Street

Italianate, c. 1853

Three stories, five bays, brick with marble water table and wood belt course; flat roof with bracketed cornice; two end interior brick chimneys; central paired wood paneled door; entry portico with flat roof and wide entablature; double-hung sash windows with paneled shutters and stone lintels and sills.



9. Wilson-Warner House ☒

212 Main Street

Georgian, c. 1720

Two-and-a-half stories, five bays, brick; side-gabled roof with molded cornice, dentils, and two chimneys; paired paneled wood door; one-story porch with pediment and Doric columns; double-hung sash windows with paneled and louvered shutters and keystone lintels.



10. Odessa/Appoquinimink Friends Meeting House ☒☒

618 Main Street

Georgian, c. 1785

Two stories, three bays, Flemish and common bond brick; front-gabled shingled roof with chimney; central paired paneled wood door; double-hung sash windows with paneled shutters.



11. Collins-Sharp House ☒☒

104 High Street

Dutch Colonial, c. 1700

One-and-a-half stories, three bays, log with wood siding; gambrel shingled roof; interior corbeled brick chimneys; four later shed-roof dormers; central single paneled door with transom and wood paneled shutters; double-hung sash windows with paneled shutters.



12. Cyrus-Polk House ☼

303 High Street

Italianate, c. 1853

Two-and-a-half stories, five bays, common bond brick; flat roof with overhanging eaves and decorative brackets; central paired paneled wood doors with sidelights, and transom; one-story, three-bay porch with flat roof and wood Doric column cluster supports; double-hung sash windows with paneled and louvered shutters; casement windows in frieze band.



13. Old Saint Paul's Episcopal Church ☑☼

406 High Street

Greek Revival, c. 1818

Two-and-a-half stories, three bays, brick; front-gabled shingled roof; pediment with wide trim; four brick pilasters with stone capitals; paired paneled wood doors with full-story, elaborate door surround; full-façade double-hung sash windows with diamond pattern and paneled shutters.



14. Old Drawyers Presbyterian Church ☑☼

Route 13, north of Odessa

Georgian, c. 1707

Two-and-a-half stories, five bays, Flemish bond brick; side-gabled shingled roof with molded box cornice; paired paneled wood door with pilasters and pediment surround; arched double-hung sash windows on first floor and double-hung sash windows with paneled shutters on second floor; circular window at each gable end.



15 David W. Thomas House *

326 Thomas Landing Road

Federal, c. 1820

Two-and-a-half stories, three bays, brick painted white; side-gabled shingled roof with box cornice; chimneys at either gable end; one-story addition with side-gabled roof and masonry chimney at gable end; single paneled wood door; double-hung sash windows with paneled shutters.



16. Fairview/Major James Moore House *

602 Old State Road

Georgian, c. 1773

Two-and-a-half stories, five bays, Flemish bond brick with brick belt course; side-gabled shingled roof with box cornice; interior end brick chimneys; single paneled door with wide architrave and simple entablature; entry porch with flat roof and squared supports; double-hung sash windows with paneled shutters.

Segment 4: Bombay Hook National Wildlife Refuge

This segment of the byway is the only one in this booklet that does not feature any architectural features, and is purely natural scenery. This stretch reveals the very rural nature of certain parts of the coastline, with farms and forest alternating with the marshland and swamps. Both the Woodland Beach Wildlife Area and the Bombay Hook National Wildlife Refuge are the showrunners on this segment. While there are historic houses along this route, such as the Allee House that is inside Bombay Hook Refuge, this segment epitomizes the Delawarean coastal landscape and its beauty.



<http://www.friendsofbombayhook.org>

Historic Architecture Tour: Segment 4 Bombay Hook National Wildlife Refuge



- Historic Sites**
- Closed to Public
 - Open to Public Visitation
 - National Register Historic Districts
 - Delaware Municipalities
 - Parks and Natural Lands
 - Delaware Bayshore Byway

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June, 2019



Woodland Beach Wildlife Area



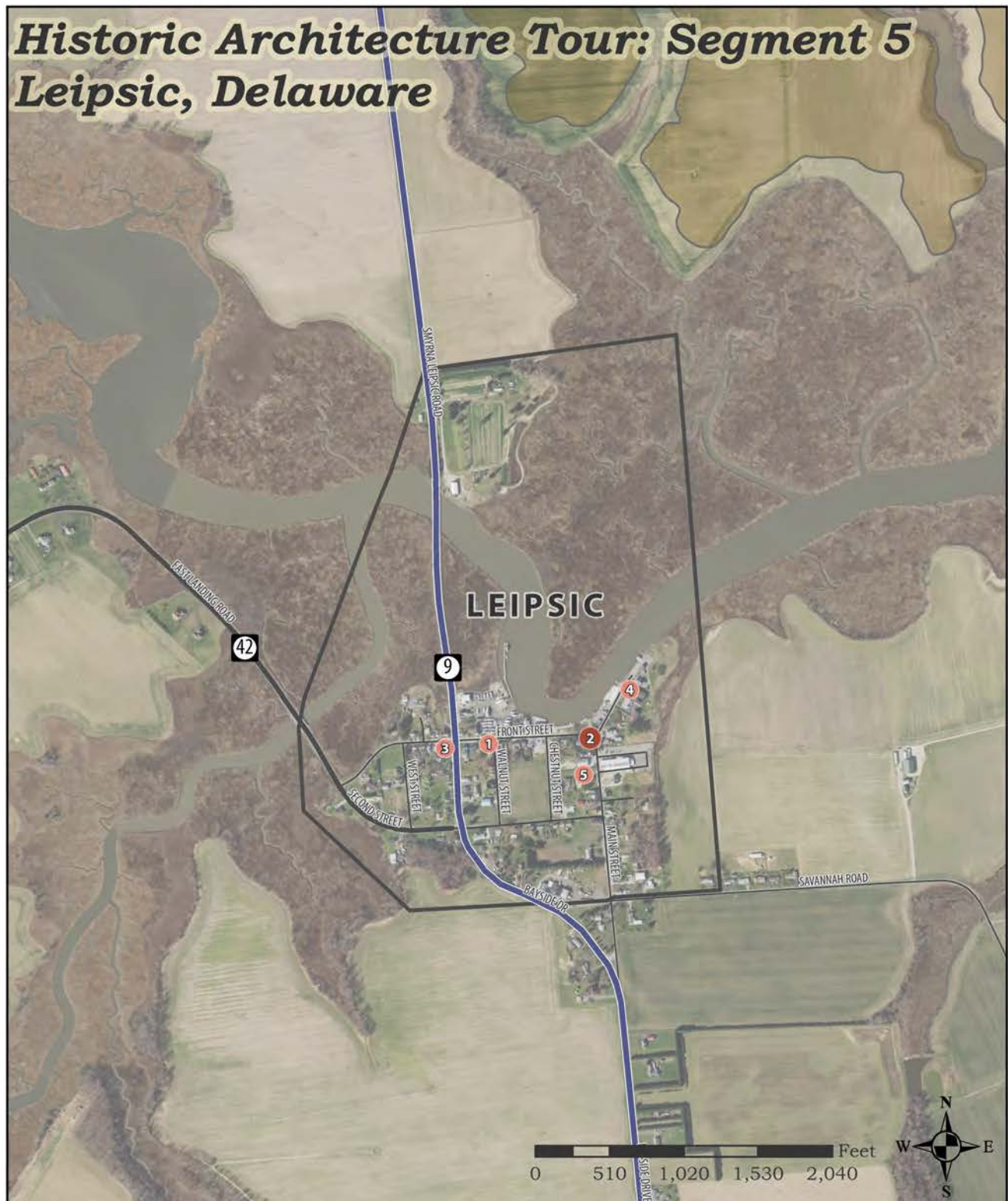
Bombay Hook National Wildlife Refuge



Segment 5: Leipsic

This segment includes the town of Leipsic. Outside of the town are working farms and protected areas of habitats. The town of Leipsic is, like Port Penn, one of the smaller communities on the byway. Architecturally this community represents the marshland culture of Delaware and the people who lived there.

Historic Architecture Tour: Segment 5 Leipsic, Delaware



Historic Sites

- Closed to Public
- Open to Public Visitation
- National Register Historic Districts
- Delaware Municipalities
- Delaware Bayshore Byway
- Roads

The Best of the Bayshore Byway
Tour of Historic Architecture



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**DELAWARE
GREENWAYS**

Updated:
June, 2019

Leipsic



1. Alexander Laws House *

215 Front Street

Federal/Greek Revival, c. 1810

Two-and-a-half stories, three bays, frame with vinyl siding; side-gabled shingled roof with dentilled cornice; two arched dormers; single wood paneled door with transom; one-story, full-length, hipped roof porch with decorative brackets, spindlework details, and column supports; double-hung sash windows with paneled and louvered shutters.



2. J.W. Fennimore Store ☒*

Main, Lombard, and Front Streets

Italianate, c. 1840-1860

Two stories, four bays, frame with weatherboard siding; low-pitched hipped tin roof with modillion cornice; central interior brick chimney; one-story, full-length, sloped roof porch with squared supports; single wood door with transom and sidelights; double-hung sash and modern display windows.



3. Sipple House *

Denny and Front Streets

Second Empire, c. 1880

Two-and-a-half stories, five bays, frame with vinyl siding; side-gabled shingled roof with molded cornice and decorative brackets; single paneled wood door; one-story, full-length porch with decorative brackets and arches; double-hung sash windows with paneled and louvered shutters.



4. Mary S. Reed/ Captain Kenny Wright House

29 Lombard Street

Federal, c. 1820

Two-and-a-half stories, three bays, frame; side-gabled shingled roof; interior brick chimney at gable end; one-story frame addition with side-gabled shingled roof; central single wood door enclosed by a later full-width entry porch with squared supports and decorative details; double-hung sash windows.



5. Ruth Mansion ☼

285 North Main Street

Georgian, c. 1780

Two-and-a-half stories, five bays, brick; side-gabled shingled roof with molded cornice; central single wood door with transom; one-story, three-bay porch with column supports; double-hung sash windows with paneled and louvered shutters on first floor.



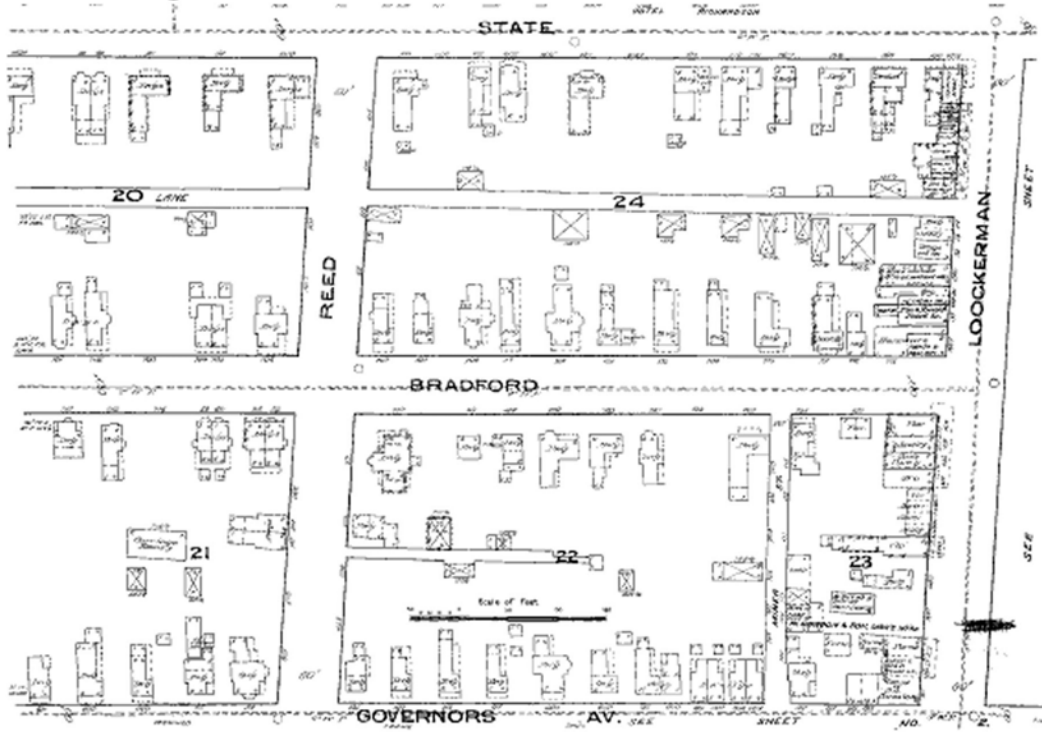
6. Wheel of Fortune ☼

Route 9

Georgian, c. 1750

Two stories, five bays, Flemish bond brick with brick water table and belt course; side-gabled shingled roof with box cornice; interior brick corbeled chimneys at gable ends; central single wood door with transom; extended portico with front-gabled roof and column supports; double-hung sash windows with paneled shutters.

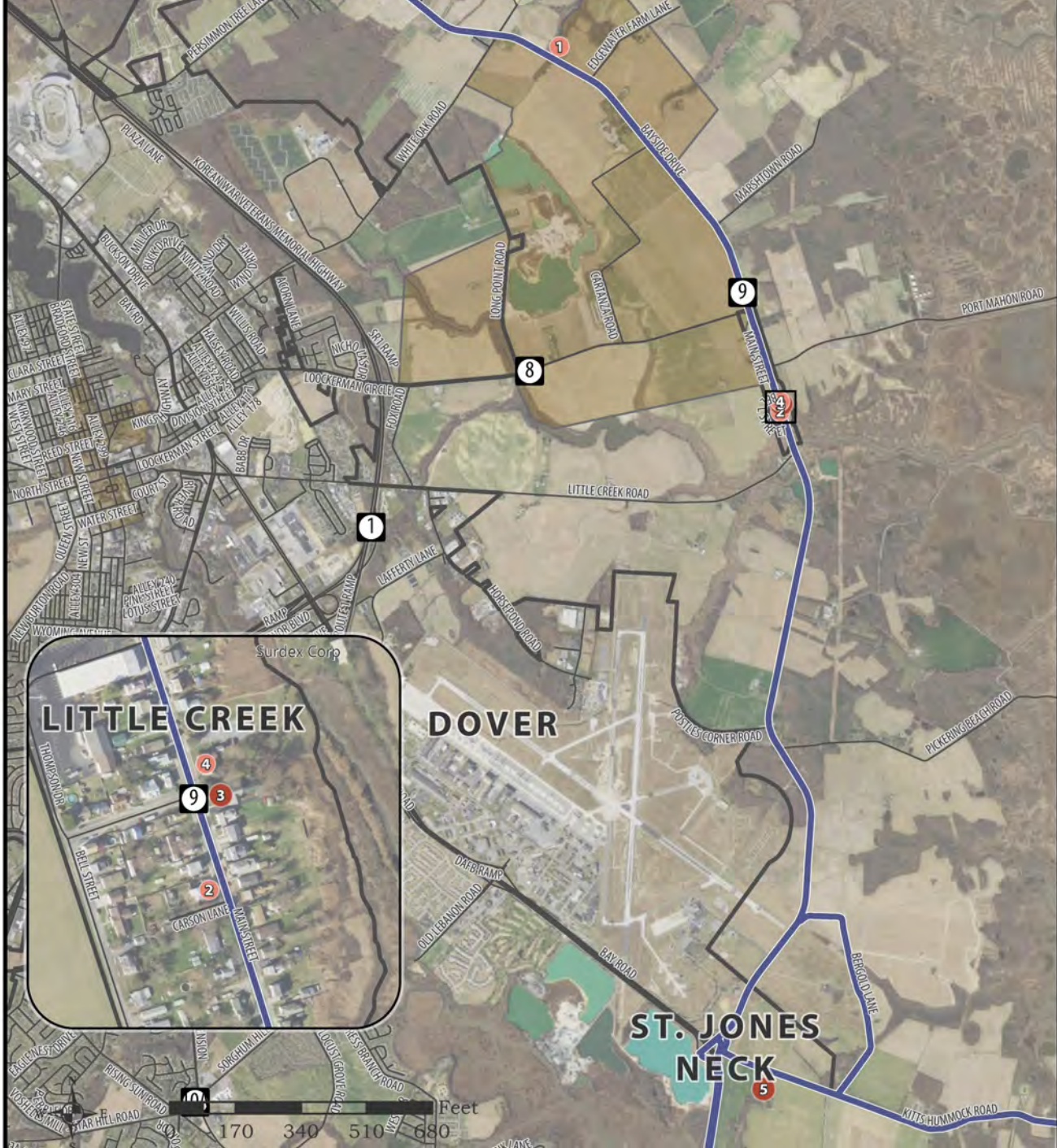
Segment 6: Little Creek and Dover



Segment 6 extends through Dover and Little Creek and terminates slightly south of Dover. Laid out in 1717, Dover was the primary village in Kent County. Like New Castle, Dover's existence is linked to municipal functions. Until the state house was constructed municipal activities took place in The Golden Fleece Tavern. Only a sign remains of this significant instrumental place. The State House was erected in 1776 in preparation for operating as the state capital beginning in 1777. Other municipal buildings were added in subsequent years and now comprise The Green, which is a historic district that is listed on the National Register of Historic Places.

The dominant architectural styles seen in Dover are Georgian and Federal with concentrations of Gothic Revival, Queen Anne, Second Empire, and Italianate. The John Dickinson House and Plantation is an example of Georgian building that was the main building on a plantation. It was constructed in 1740 by John Dickinson's father, Samuel. John Dickinson is universally known as the "Penman of the Revolution." Dickenson was also a signer of the Constitution along with Ceasar Rodney.

Historic Architecture Tour: Segment 6 Little Creek & Dover, Delaware



Historic Sites

- Closed to Public
- Open to Public Visitation
- National Register Historic Districts
- Delaware Municipalities
- Delaware Bayshore Byway

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Updated:
June, 2019

Little Creek



1. Octagonal School House ⓘ

Route 9/Bayside Drive

Octagon, c. 1831-1850

One story, three bays, brick with stucco; central single door; enclosed entry porch with front-gabled roof; double-hung sash windows.



2. Elizabeth Stubbs House ⓘ

199 Main Street

Second Empire, c. 1866

Three stories, three bays, frame with vinyl siding; Mansard shingled roof; two chimneys; front-gabled dormers; rear additions with front-gabled tin sheet roofs; central single door with slatted shutters, full-width wraparound porch with column supports; double-hung sash windows with slatted shutters.



3. Little Creek Methodist Church



455 Main Street

Gothic Revival, c. 1883

Two stories, four bays, frame with wood clapboard siding; cross-gable shingled roof with central tower and pyramidal cupola; central glass door with fanlight, sidelights, front-gabled enclosed entry porch; fixed lancet windows with octagonal window on second floor of the tower.



4. Old Stone Tavern ☼

Main Street

Georgian, c. 1829

Two-and-a-half stories, five bays, stone; side-gabled shingled roof with corbeled brick cornice; interior end chimneys; three front-gabled dormers; central single door; double-hung sash windows.

Dover



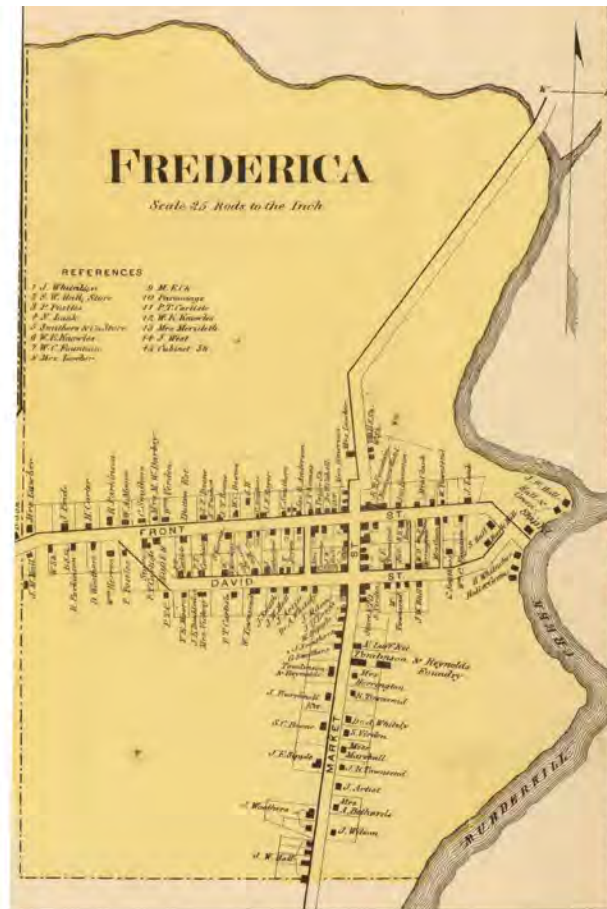
5. John Dickinson Plantation ☒*

340 Kitts Hummock Road

Georgian, c. 1739

Two-and-a-half stories, nine bays, Flemish and common bond brick with brick water table and belt course; side-gabled shingled roof; interior brick chimneys; central single paneled wood door with transom and keystone lintel; single- and double-hung sash windows with paneled shutters; shed-roof dormer on addition.

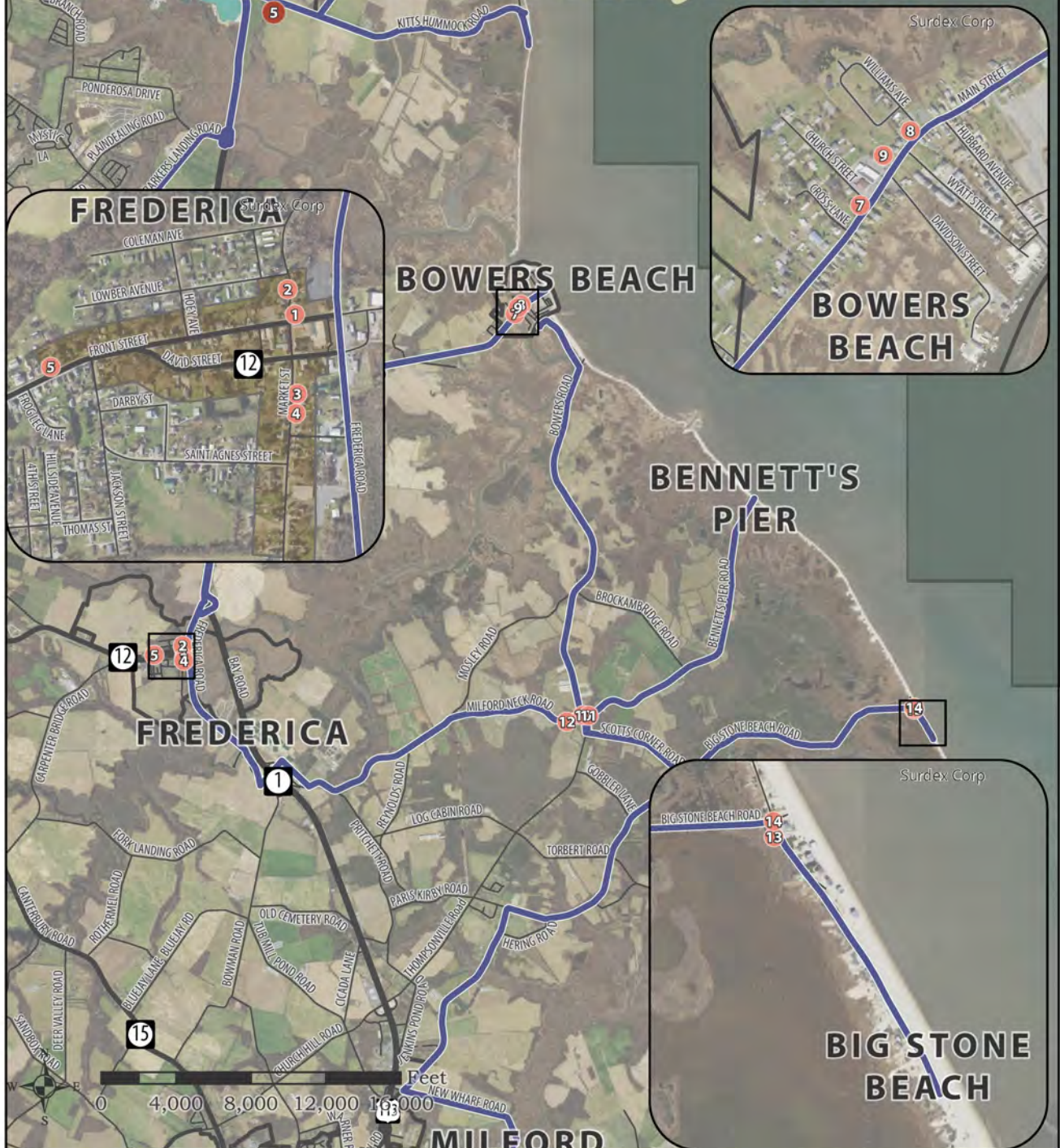
Segment 7: Frederica, Bowers Beach, Bennet's Pier and Big Stone Beach



Segment 7 deviates from the agricultural dwellings and marshland landscape seen previously as coastal and beach communities appearing. The Frederica Historic District is on the National Register of Historic Places and has 118 contributing properties that include dwellings and commercial structures from the 18th and 19th centuries. Here, there will be Georgian, Queen Anne, Italianate, Gothic Revival, and Federal Styles.

1868 Beers & Pomeroy Atlas of Delaware
The National Register Inventory of Frederica

Historic Architecture Tour: Segment 7 Frederica & Bowers Beach, Delaware



Historic Sites

- Closed to Public
- Open to Public Visitation
- National Register Historic Districts
- Delaware Municipalities
- Delaware Bayshore Byway

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Tour of Historic Architecture



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**DELAWARE
GREENWAYS**

Updated:
June, 2019

Frederica



1. Robbins Hardware Store

2 Market Street

Georgian, c. 1730

Two-and-a-half stories, three bays, Flemish bond brick with partial vinyl siding and brick belt course; front-gabled corrugated tin roof with cove cornice; central single metal door; one-story hipped roof awning with wood supports; double-hung sash and single pane windows.



2. Hathorn House ☉

5 Market Street

Georgian, c. 1730

Two-and-a-half stories, five bays, Flemish bond brick; water table and belt course; side-gabled shingled roof with box cornice; two interior end chimneys; single wood paneled door; double-hung sash windows with paneled and louvered shutters; fixed windows in gables.



3. 104 Market Street

Queen Anne, c. 1850

Two-and-a-half stories, five bays, frame; cross-gabled tin roof with fish scale shingled pediment; single wood door; full-façade porch with paired Doric column supports on brick pedestals; two-story bay window; double-hung sash windows with louvered shutters.



4. 112 Market Street ☼

Gothic Revival, c. 1850

Two-and-a-half stories, three bays, frame with vinyl siding; front-gabled corrugated tin roof; single paneled wood door with transom; full-width entry porch with column supports; double-hung sash windows with louvered shutters on first floor; bay window with wood scallop details on second floor; lancet window on third floor.



5. 123 Front Street ☼

Georgian, c. 1750

Two-and-a-half stories, six bays, stucco with exposed brick and brick belt course; side-gabled shingled roof with dentilated cornice; three double concrete chimneys; single wood door with modern storm door and paneled shutters; three-bay brick porch; double-hung sash windows with paneled shutters.



6. Barratt's Chapel ☼

Route 1

Georgian, c. 1780

Two-and-a-half stories, three bays, Flemish and common bond brick with brick belt course; front-gabled shingled roof; double wood paneled door and single wood paneled door; double-hung sash windows.

Bowers Beach



7. Saxton United Methodist Church



Main and Church Streets

Gothic Revival, c. 1879

Two-and-a-half stories, three bays, frame with wood batten siding; front-gabled shingled roof; pyramidal cupola with bell; paired paneled wood door; one-story, front-gabled enclosed porch; double-hung sash lancet windows; circular window with floral pattern above door on second floor.



8. Bowers Beach Maritime Museum



3357 Main Street

Federal, C.18??

Two-and-a-half story, five-bay, frame with wood clap-board siding; side-gable shingled roof; colored glass over two panel wood door in center bay, one-story hipped roof porch with turned wood post and wood spandrels on three center bays; double hung sash windows with heavy wood entablature.



9. 3335 Main Street

Gable-and-wing, c. 1850

Two-and-a-half-story, four-four bay, frame with fancy butt shingles; gable-and-wing shingle roof; 15-light wood doors, one-story, full span, hipped roof porch with turned wood posts, scroll work braces and turned wood spandrels; double hung sash windows on the first and second floors.

Bennet's Pier



10. Sardis United Methodist Church

3242 Thompsonville Road

Greek Revival, c. 1880

One-and-a-half stories, one-bay, frame with wood clapboard siding and full height cornerboards; front gable shingled roof, moulded wood cornice with partial returns; paired paneled wood doors with gable roof porch over the door; double hung sash windows on upper floor.



11. A. Hill Agricultural Complex

3244 Thompsonville Road

Colonial Revival, c.18??

Two-and-a-half story, five-bay, frame with asbestos shingle siding; side-gable shingled roof, moulded wood cornice with partial returns ; colored glass over two panel wood door in center bay, one-story hipped roof porch with turned wood post on center bays; double hung sash windows on first and second floor.



12. 3341 Milford Neck Road

Style, Build Date

Two-and-a-half story, three-bay, frame with wood clapboard siding; side-gable shingle roof, moulded wood cornice with partial returns; two-light over four panel wood door, gable front pediment over door; double hung sash windows on first and second floor.

Big Stone Beach



13. Observation Tower

Big Stone Beach Road and South Big Stone Beach Road

c. 1920

Steel frame, corrugated metal, three observation decks; flat roof. Used during WWI and WWII for spotting ships off the Delaware coast. Was used in conjunction with Fort Saulsbury, and is the last remaining example of this construction method in the state. Decommissioned in 1946



14. Houses on Big Stone Beach

Ranch, c. 1920

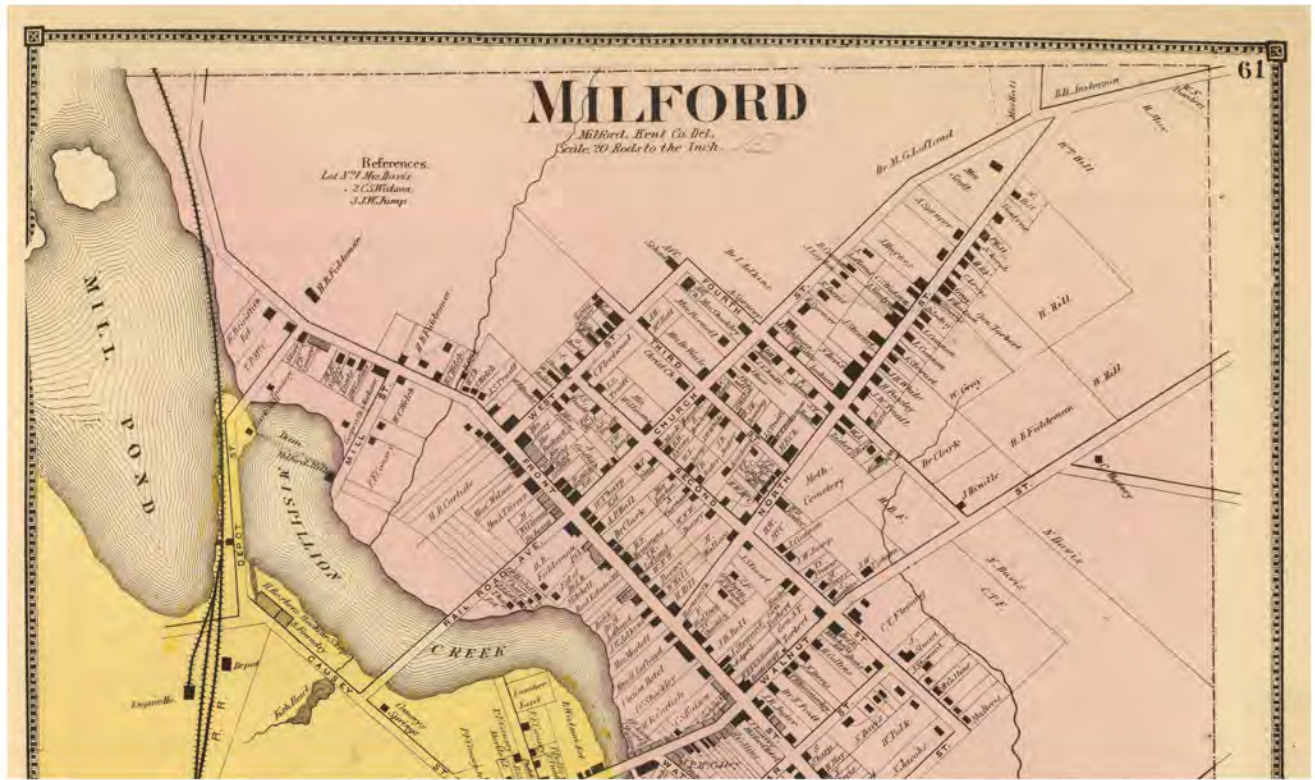
Series of houses along the shore at big stone beach. All houses are one-story, frame with vinyl siding and are set on piers.



Big Stone Beach, c.1970

Delaware Public Archives

Segment 8: Milford



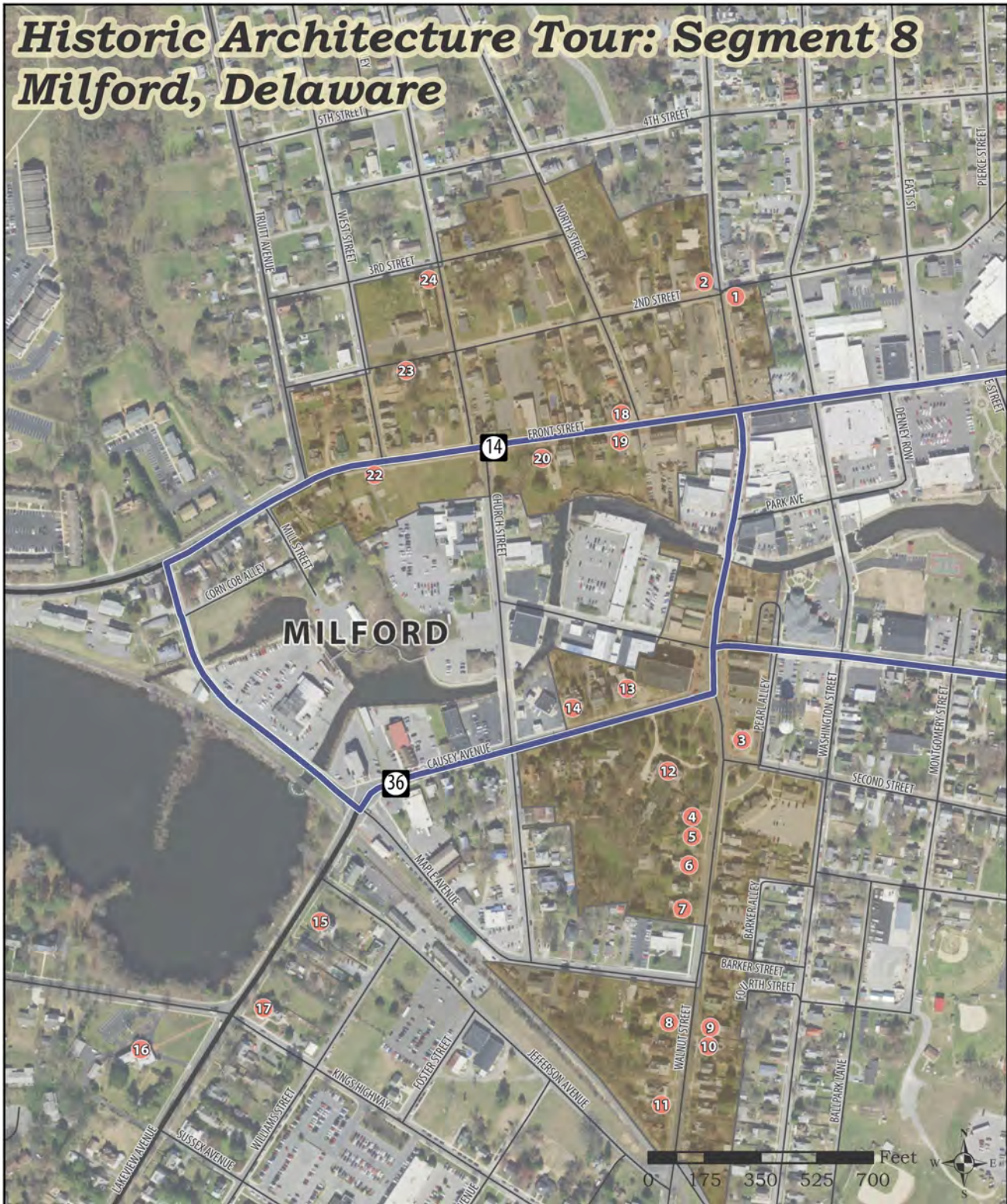
The City of Milford is best known as a river town, named for a mill on the Mispillion River. By the late 18th century, Milford boasted a flourishing ship-building industry; today, the city offers a vibrant downtown community with a rich historic core.

Predominant architectural styles in Milford include Greek Revival, Colonial Revival, and Queen Anne.

cityofmilford.com

downtownmilford.org

Historic Architecture Tour: Segment 8 Milford, Delaware



Historic Sites

- Closed to Public
- Open to Public Visitation
- National Register Historic Districts
- Delaware Municipalities
- Delaware Bayshore Byway

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**DELAWARE
GREENWAYS**

Updated:
June, 2019

Milford



1. Bank House

119 North Walnut Street

Greek Revival, c. 1854

Three stories, five bays, brick; flat roof with overhanging eaves and brackets; central paired paneled wood door with transom and pilasters; one-story entry portico with Corinthian column supports and wide entablature with modillion cornice; double-hung sash windows with stone lintels and sills.



2. Dr. Mark Lofland House

200 North Walnut Street

Greek Revival, c. 1830

Two-and-a-half stories, five bays, frame with wood weatherboard; flat roof; two masonry chimneys; Doric pilaster corner boards; central single door with side-lights and transom,; three-bay porch with flat roof, Doric column supports, and elaborate cornice; double-hung sash windows with vinyl windows in the frieze band.



3. Milford Museum/Old Post Office

121 South Walnut Street

Colonial Revival, c. 1920

Two-and-a-half stories, five bays, brick; low-pitched gabled roof with cornice-line marble balustrade and decorative brackets; interior chimney; octagonal belfry; central paired glass door with fanlight and marble arch; double-hung sash windows with brick arches.



4. Causey House

202 South Walnut Street

Colonial Revival, c. 1900

Two-and-a-half stories, four bays, American bond brick; hipped shingled roof with balustrade; interior brick chimney; front-gabled dormers; single wood paneled door surrounded by fluted Doric pilasters and topped with a pediment; double-hung sash windows with louvered shutters.



5. Aldred House

203 South Walnut Street

Colonial Revival, c. 1890

Two-and-a-half stories, five bays, frame with vinyl siding; hipped shingled roof; two interior brick chimneys; front-gabled dormers; single door with fanlight, sidelights and hood covering; pent roof on first floor; double-hung sash windows with paneled and louvered shutters.



6. Dill House

206 South Walnut Street

Second Empire, c. 1890

Three stories, three bays, frame with vinyl siding; Mansard shingled roof with bracketed box cornice and decorative vergeboards; front-gabled dormers; single paneled wood door with sidelights and transom; one-story, full-width porch with flat roof, column supports, and bracketed and dentilled cornice; double-hung sash windows with louvered shutters.



7. Prettyman House

210 South Walnut Street

Colonial Revival, c. 1909

Two-and-a-half stories, five bays, Flemish bond brick; masonry quoins and belt course; side-gabled shingled roof; two external masonry chimneys; three gabled dormers; central single wood door with one sidelight; entry portico with flat roof, Doric column supports, and balcony with arched doors on second floor; one-story sun porch with hipped shingled roof and Doric columns; double-hung sash windows with louvered shutters and brick arches.



8. Powell House ⓘ

302 South Walnut Street

Queen Anne, c. 1898

Three stories, five bays, frame; cross-gabled shingled roof with spindlework friezes at gable ends; central interior chimney; polygonal turret with pyramidal shingled roof at second floor; paired wood door; one-story wraparound porch with rounded supports, spindlework details, and brackets; double-hung sash windows.



9. Ratcliff House

307 South Walnut Street

Queen Anne, c. 1905

Two-and-a-half stories, five bays, frame with clapboard siding; side-gabled shingled roof with pediment, box cornice and decorative brackets; paired paneled wood door with transom; one-story, full-length porch with column supports and central pediment; double-hung sash windows; Palladian window in pediment.



10. Christian Science Building

309 South Walnut Street

Second Empire, c. 1870

Two-and-a-half stories, five bays, frame with wood weatherboard; side-gabled tin roof; interior end masonry chimneys; paired paneled wood door with transom; one-story, three-bay porch with flat roof, column supports, and decorative brackets and vergeboards; double-hung sash windows with dentilled lintels; lancet window in front gable.



11. Gothic Cottage

310 South Walnut Street

Gothic Revival, c. 1870

Two stories, three bays, frame with vinyl siding; side-gabled shingled roof with center gable and decorative vergeboards; central single wood paneled door; one-story, full-length porch with decorative vergeboards and brackets; double-hung sash windows; lancet window in center gable.



12. Causey Mansion

2 Causey Avenue

Greek Revival, c. 1763

Two-and-a-half stories, five bays, brick; flat roof with balustrade; interior chimneys; central single wood door with transom; one-story entry portico with heavy entablature and Ionic column supports; double-hung sash windows with decorative lintels; frieze band windows with grillework.



13. The Plaza Apartments

5 Causey Avenue

Italianate, c. 1860

Two-and-a-half stories, three bays, frame with wood weatherboard; flat roof with decorative brackets; paired paneled wood door with arched transom and molded entablature; one-story full-width porch with flat roof and wrought iron supports; double-hung sash windows.



14. Garrison House

11 Causey Avenue

Queen Anne, c. 1906

Two-and-a-half stories, three bays, common bond brick; hipped shingled roof with decorative brackets; corbeled brick chimney; turret with tin batten roof; single wood door with fanlight and sidelights; one-story wraparound porch with slightly pitched tin roof, Ionic column supports, and pediment; double-hung sash windows with brick arches.



15. Draper House *

200 Lakeview Avenue

Queen Anne, c. 1870

Two-and-a-half stories, five bays, frame with wood weatherboard; hipped shingled roof with decorative brackets; front-gabled dormers; turret with pyramidal shingled roof; single wood door with fanlight and sidelights; one-story porch with hipped roof and Ionic column supports; double-hung sash windows with louvered shutters.



16. Grier House/Rogers Funeral Home *

301 Lakeview Avenue

Free Classic, c. 1890

Two-and-a-half stories, five bays, frame with wood weatherboard; deck shingled roof; front-gabled dormers; single wood paneled door with fanlight and side-lights; two-story entry portico; additional one-story wrap-around porch with flat roof and Ionic column supports; double-hung sash windows with louvered shutters; arched and Palladian windows.



17. I.B. Short House

Lakeview Avenue and King's Highway

Classical Revival, c. 1870

Two-and-a-half stories, five bays, frame with cedar shake; side-gabled shingled roof with dentilled cornice; two interior chimneys; two front-gabled dormers; central single paneled wood door with sidelights and transom; full-height entry porch with fluted Ionic column supports and pediment with fanlight and front-gabled roof; one-story sun porch with flat roof and Doric column supports; double-hung sash windows.



18. The Towers Bed & Breakfast *

101 Front Street

Queen Anne, c. 1793

Three stories, five bays, frame with vinyl siding; side-gabled shingled roof with paired clipped gables; central dormer with decorative vergeboards; corner turret; paired paneled wood door; one-story, three-bay porch with pediment and arches; double-hung sash windows with pediment window crowns; lancet window in central dormer.



19. Messick House ☼

102 Front Street

Queen Anne, c. 1890

Two-and-a-half stories, four bays, frame; full-width hipped shingled roof; front-gabled dormers; three-story turret; single wood door; one-story, wraparound porch with spindle work details and fluted Doric column supports; double-hung sash windows.



20. Vinyard House

118 Front Street

Colonial Revival, c. 1920

Two-and-a-half stories, three bays, Flemish bond brick; side-gabled shingled roof with dentilled cornice; two interior end brick chimneys; central single wood door with sidelights and fanlight; one-story entry portico with rooftop balustrade and square cut Doric column supports; one-story enclosed porch with flat roof, casement and transom windows, and Doric pilasters; entry portico with hipped roof and square cut Doric column supports; double-hung sash windows with marble keystones.



21. James Hall House

208 Front Street

Italianate, c. 1880

Two-and-a-half stories, three bays, frame with clapboard siding; center-gabled shingled roof with vestibule and decorative brackets; two brick chimneys; double wood paneled door with pediment; full-façade porch with hipped shingled roof and wood scrollwork supports; double-hung sash windows with pediments.



22. Ruhl House

216 Front Street

Federal, c. 1787

Two-and-a-half stories, three bays, brick; side-gabled shingled roof with box cornice; interior end brick chimney; louvered wood door with brick lintel; double-hung sash windows.



23. Sockrider House ☉

214 Northwest Second Street

Greek Revival/Gothic Revival, c. 1828-1850

Two-and-a-half stories, three bays, frame with wood weatherboard; Doric pilasters as corner boards; side-gabled shingled roof with decorative brackets; two interior chimneys; single wood paneled door with transom; front-gabled entry portico with Doric column supports; double-hung sash windows with paneled and louvered shutters.



24. Christ Episcopal Church

200 North Church Avenue

Gothic Revival, c. 1836

Two-and-a-half stories, eight bays, common bond brick; side-gabled shingled roof; four-story rectangular tower with box cornice, decorative brackets, and single and paired lancet windows; paired wood paneled double door with arched surround; single and paired lancet windows.

Segment 9: Prime Hook National Wildlife Refuge, Fowler Beach, Slaughter Beach and Broadkill Beach



Prime Hook National Wildlife Refuge encompasses 10,144 acres of salt marsh, freshwater marsh, ponds and impoundments, wooded swamps and upland grasslands and forest. It also contains Fowler Beach, and Broadkill. All three stops on this segment provide sanctuary to wildlife and are key to wildlife conservation efforts locally and nationally. As such, this segment contains relatively few architectural stops.



Fowler Beach



1. Jonesboro Farm

26345 Prime Hook Road

Colonial Revival, c.1910

Agricultural complex that contains a two-and-a-half story, five-bay; gable-and-wing shingled roof farm house; spring house, gambrel roof barn, milking shed, silo, granary and other agricultural outbuildings.



2. Draper House

13 Curves Road and Draper Road

Federal, C. 1790

Two-and-a-half story main block , one-and-a-half story addition, five-bay, brick; side gable shingled roof; four-panel wood door with transom; double hung windows on all floors.

Prime Hook National Wildlife Refuge



1. Prime Hook National Wildlife Refuge

Established 1969

Prime Hook National Wildlife Refuge encompasses 10,144 acres of salt marsh, freshwater marsh, ponds and impoundments, wooded swamps and upland grasslands and forest. Since the signing of the National Wildlife Refuge System Improvement Act of 1997, appropriate public uses of the Refuge System include six major wildlife-dependent recreational uses and are: hunting, fishing, wildlife observation, photography, environmental education, and environmental interpretation.

Broadkill Beach



1. Broadkill Store

2 South Bayshore Drive

Three-bay Vernacular, c.

Two-and-a-half-story, three-bay, frame with shingle siding; side-gable raised metal roof; hipped roof, enclosed wraparound porch.



2. 1102 Bay Front Drive

A-Frame, c. 1960

One-and-a-half-story, three-bay, frame with shingle siding; A-frame shingled roof with skylight; plain wood door; two-light louvered windows; house is on wood pier.



3. 513 Bay Avenue

Ranch, c. 1960

One-story, four-bay, frame with wood clapboard siding; side-gable shingled roof; enclosed, shed roof porch obscures front door; double hung sash windows.

Slaughter Beach



1. Fort Saulsbury

3843 Cedar Beach Road

Style, 1917

Military fort complex with two gun batteries to support two, twelve inch coast artillery guns. Briefly served as a POW camp.



2. Bridge 164

Cedar Creek and Route 36

Three-span, swing bridge over Cedar Creek.



5. 453 Bay Avenue

Three-bay Vernacular, 1880

Two-and-a-half-story, three-bay, frame with asbestos shingles; side gable shingled roof; 9-light-over-two-panel door; paired double hung sash windows; enclosed shed roof porch.

Segment 10: Milton



Milton is the last stop on the Bayshore Byway and it has a cache of amazing architecture. Milton is located on the Broadkill River and because of this access to the ocean, it was the home to Shipbuilders, carpenters and other tradesmen. Folklore states that the name of the town was from the poet John Milton and this name was recognized in 1807. The town itself boasts an array of Victorian and Colonial architecture and is on the Federal Register of Historic Districts with 198 properties. The town also has small museums, a brewery, and many restaurants to check out.

Historic Architecture Tour: Segment 10

Milton, Delaware



Historic Sites

- Closed to Public
- Open to Public Visitation
- National Register Historic Districts
- Delaware Bayshore Byway
- Delaware Municipalities

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DELAWARE GREENWAYS

Updated:
June, 2019

Milton



1. 102-104 Federal Street *

Commercial Italianate, c. 1910

Two stories, six bays, brick; flat roof with decorative cornice on facade; full-width porch with shed roof and wood and metal post supports; modern storm doors, paneled wood door, and glass door with transom; double-hung sash windows with brick arches on second floor.



2. W.C. Prettyman House *

203 Federal Street

Greek Revival, c. 1845

Three stories, three bays, frame; low-pitched hipped shingled roof with bracketed cornice; two interior end brick chimneys; paired paneled wood door with pilasters; double-hung sash windows with paneled and louvered shutters.



3. Draper-Adkins House *

204 Federal Street

Greek Revival, c. 1840

Two-and-a-half stories, five bays, frame with vinyl siding; side-gabled shingled roof; two interior masonry chimneys; two arched dormers; single paneled wood doors with transom and transepts on first and second floors; two-story porch with Ionic column supports on first floor and decorative iron supports on second floor; double-hung sash windows with paneled shutters.



4. Dr. James A. Hopkins House *

205 Federal Street

Second Empire, c. 1870

Two stories, three bays, frame; Mansard shingled roof with bracketed cornice; central turret with Mansard singled roof and circular windows; front-gabled dormers with lancet windows; central paired wood door with fanlight and pilasters; bay windows on first floor.



5. 305 Federal Street *

Gothic Revival, c. 1870

Two-and-a-half stories, five bays, frame with wood weatherboard; cross-gabled shingled roof with box cornice; two interior brick chimneys; central paired wood paneled door; one-story, three-bay porch with column supports and decorative brackets; double-hung sash windows with paneled shutters; lancet windows with diamond pattern in cross gables.



6. R.L. Lacy House *

412 Federal Street

Federal, c. 1820

Two-and-a-half stories, five bays, frame; side-gabled tin roof; two interior end brick chimneys; central single wood paneled door with sidelights; one-story, three-bay porch with hipped shingled roof and squared column supports; double-hung sash windows with paneled shutters.



7. Governor James Ponder House ⓘ

416 Federal Street

Second Empire, c. 1875

Three stories, six bays, frame with vinyl siding; Mansard shingled roof; interior brick chimney; small, centered wing and tower with hooded double-hung sash window; paired paneled wood door with transom; one-story, full-length porch with squared columns and decorative brackets and upbraces; double-hung sash windows with paneled and louvered shutters.



8. Milton Public Library ☑ ⓘ

121 Union Street

Craftsman, c. 1910

Two-and-a-half stories, three bays, brick with stucco; hipped shingled roof with overhanging eaves and brackets; hipped shingled roof dormers with brackets; central door with transom; double-hung sash windows with paneled shutters and arched crowns; modern storefront windows on first floor; restored and moved to current location in 1980.



9. Henry Ellingsworth House ⓘ

326 Union Street

Gothic Revival, c. 1870

Two-and-a-half stories, five bays, frame with cedar shingles; cross-gabled shingled roof; interior end masonry chimneys; central single wood paneled door with transom; one-story, three-bay porch with flat roof, scrollwork, brackets, and wrought iron balustrade; double-hung sash windows with louvered shutters; lancet windows in cross gables.



10. Governor David Hazzard Mansion



327 Union Street

Colonial Revival, c. 1790

Two-and-a-half stories, eight bays, frame; side-gabled shingled roof with box cornice; five front-gabled dormers; two interior brick chimneys at either gable end of main block; one-story porch with Doric column supports and central pediment; paired paneled wood door; single paneled wood door on addition; double-hung sash windows with paneled shutters; bay window on second floor of main block.



11. 404 Chestnut Street



Craftsman, c. 1910

One-and-a-half stories, three bays, rusticated concrete block; cross-gabled shingled roof with overhanging eaves and decorative shed roof beneath each gable; central masonry chimney; one-story, full-length porch with shed shingled roof and Doric column supports; central single paneled wood door with simple entablature; sliding windows with louvered wood shutters; double-hung sash windows in gables.



12. 515 Chestnut Street

Queen Anne, c. 1887-1911

Two-and-a-half stories, two bays, frame with vinyl and wood shingle siding; cross-gabled shingled roof with decorative trim; half-hexagonal tower in cross-gable wing; double door; wraparound porch with hipped roof, central pediment, and post supports; double-hung sash windows with louvered shutters; Palladian window in each gable end.

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Jesus Love Temple (Formerly Schine Theater), 106 S. Walnut Street

Built in 1948 by the Schine Brother's Company, this structure replaced the Plaza Theater that burned in 1946 after 30 years of existence. The original architects were John and Drew Ebersson, who helped the Schine Brothers design several theaters across the Northeast. The building held approximately 1,100 seats on the main floor and 575 seats in the balcony. It boasted the popular art deco interior design of that time period and was the largest, most luxurious theater on the Eastern Shore. It was built to show movies, but also become a hub of community activities including political gatherings, graduations, and concerts. The building was renovated in 2009 to serve as the Jesus Love Temple. Jesus Love Temple was started in 1980 by Rev. David A. Shockley, Sr. as a subsidiary of the Jesus Love Evangelist Association, which was incorporated in 1979. Rev. Shockley purchased the Schine Theater during that time from Mrs. Donna Smith, daughter of Mr. Jim Hammond, Sr. (Hammond Cadillac) of Milford.



Parson Thorne Mansion, 501 N.W. Front Street, Owners: MHS Society

The home of the Milford Historical Society was built starting in 1725 by a carpenter and miller named Joseph Booth. Booth's heirs sold the original rear, frame section and 263 acres of land to John Cullen in 1746. The Cullen family is credited with building the front brick section of the mansion in the Georgian style of architecture common to most structures during the colonial period in Delaware. After the death of George Cullen, the mansion was sold in 1787 to Rev. Sydenham Thorne, the local rector of the Anglican Church. Thorne lived in the mansion that bears his name from 1787 until his death in 1793. The mansion became the home of James and Sarah Clayton in 1808. Their son, John M. Clayton, was raised in this home as a boy. After the death of James Clayton in 1823, the property was purchased by local businessman, Col. Benjamin Potter. Potter lived in the mansion until his death in 1843, when the mansion became the property of his nephew, Dr. Benjamin Potter and his wife, Mary Fiddeman. By 1860 the home was owned by banker, Henry P. Fiddeman who was responsible for modifying the Georgian structure to reflect the Victorian styling of that era. Roof lines were raised with pitched gables and arcades were embellished with Victorian scroll work. By 1916 the farm and home were owned by George H. Draper, Sr. and his family who leased the mansion to various tenants while they continued to produce crops on the farm for their Milford cannery. James R. Draper, descendant of the family, donated the mansion and lot to the newly formed Milford Historical Society in January, 1962. The Historical Society has remained the caretaker of the Parson Thorne Mansion since then. A major restoration is underway to stabilize the foundation and repair many years of wear and tear on the oldest home in Milford. It was returned to its original paint scheme in 2008.



Christ Episcopal Church, 200 N. Church Street

Originally organized as the "Savannah Church," it was located at Church Hill. When Rev. Sydenham Thorne arrived in Milford in 1774 he saw the advantage of moving the church to Joseph Oliver's new village on the Mispillion River. In 1791 a new building was begun on a lot donated by Oliver at the corner of North and Northwest Second Street. Parson Thorne supervised the building of this church but fund-raising stalled in 1793 when he died. The church remained unfinished until Rev. Corry Chambers rallied the faithful in 1835 to enclose the building and rejuvenate the congregation. The structure was remodeled in 1863 and the bell tower added in 1895.



Causey Mansion, 2 Causey Avenue

The oldest home in South Milford built in 1763 by Levin Crapper. The original style was Georgian Colonial with the entrance on the south side (now the rear of the house). The drive extended to Kings Highway. It was the home of two Delaware Governors. Governor Daniel Rogers lived in the mansion from 1788 - 1806. In 1855, Governor Peter F. Causey remodeled the house to its present Greek Revival style and changed the principal entrance to the north side of the house and added the balusters and widow's walk. There is one brick slave cottage remaining along the drive on the west side of the house. Captain Vinyard purchased it in 1930 where he lived until his death in 1945. His daughter, Caroline, remained here until her death in 1984. It was restored in 1984 by Frances & Ken Novak and converted into a Bed & Breakfast Inn.



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MILFORD MUSEUM PUBLICATION



A Guide to Milford's Historic and Notable Properties

This guide contains several private residences, churches and businesses that are not open to the public. Please check with Milford Museum staff for information on selected properties that can be toured.

Welcome to the City of Milford

The *Walking Tour Guide of Milford* is published by the Milford Museum commissioners to provide a brief history of early homes, schools, and landmarks withing Milford city limits. All of these structures are more than 100 years old and several pre-date the founding of Milford in 1787. Please use this publication as a convenient guide to Milford's early history. Most of these buildings are privately owned and we request that you respect their privacy. Many of the landmarks can be visited during the annual spring Milford House Tour sponsored by Downtown Milford, Inc. and other organizations as fund-raising events. The Milford Museum retains many early photos and histories on all these buildings and encourages you to visit our museum for more detailed research.



Milford Museum, 121 South Walnut Street

Formally the old Post Office Building, it has been the property of the State since the U.S. Postal Service transferred ownership to the State in 1962. After fulfilling the States obligation to use the building for public health services for twenty years, the General Assembly of Delaware in 1982 passed legislation authorizing the transfer of ownership from the Delaware Division of Health to the Division of Historical and Cultural Affairs, stipulating that the building be leased to the City of Milford for one dollar a year as a public museum. In May 1983, the city council created the Commission on Landmarks and Museums which continues to occupy the building today.

Peter L. Lofland Home, 417 N. Walnut Street

The Victorian home was built in 1880 by Peter Lofland, son and family scion of famous local physician, James P. Lofland (d. 1851). Peter Lofland was a land speculator and manager of the Lofland family business interests. The home was built with bricks provided by a debtor of Mr. Lofland for payment of a balance owed. He leased the home in 1880 to Alexander C. Pullen, prominent horticulturist and owner of the local Diamond State nursery in Milford. Mr. Pullen was a major investor in the nursery and orchard industry that dominated Milford business from 1870-1920. After his death, the Pullen home was eventually inherited by Mrs. Lizzie Nutter, daughter of Peter Lofland, and heir



to his ownership of remaining ground leases issued by Joseph Oliver between 1787-1807. The home descended to Sarah Nutter Snyder who maintained the historic mansion during her lifetime (1920-1985), remaining in the family until 2002 when it was purchased by Anna Marie & Rick Hansen. They are in the process of restoring the home to its former grandeur, replacing much of the original wall paper and fixtures to the late 19th century style. The boxwood gardens associated with this home date to 1900.

"The Busy Bee" - Derrickson's Mens Store, 1878 - 2011, Corner of S. Walnut & S.E. Front Streets

The original store was built by Col. George H. Hall in 1878 and served as a dry-goods store and local landmark for 50 years. Arthur "Buck" Derrickson and his son, Tom, operated the store for another 60 years as a clothing store (1920-1980). It formerly had a distinctive cupola mounted at the corner that was torn down in the 1930s. The building was last renovated in 1995 by Wm. Graves for a uniform shop and today is home to a silk screening operation. The interior of this building is 125 years old and still functioning as a corner-shop in downtown Milford



The Towers, S.E. Front Street

The “Towers” was originally a log structure built about 1788 and used by early Milford women as a millinery shop following the founding of Milford in 1787 by Joseph Oliver. The date recorded on the chimney is 1783, but most historical accounts of the day refute this date and suggest it was built after the first lots were sold in 1786-87. Cynthia Virden Lofland married Isaac Lofland and lived on the N.E. corner of North Street and N.W. Front street, opposite the Towers location until his death in 1803. In 1803, the widow Lofland rented her store on the first floor to a young druggist from Smyrna named, John Wallace. She married John Wallace in 1804 and moved into the Towers home with her new husband and son, John Lofland, in 1808. He was a successful merchant and made a fortune during the War of 1812 selling his goods. John Wallace died in 1849 leaving the Towers home to his son, Thomas Wallace, half-brother to John Lofland, “The Milford Bard.” Thomas Wallace sold the Towers to Dr. William Burton in 1862 during his term as governor from 1859-1863. After the death of Governor Burton in 1866 the Towers was left to his second wife, Ann Hill, and following her death in 1885 to his daughter, Rhoda B. Roudebush. Mrs. Roudebush was married to a wealthy New York lawyer who, following his death in 1885, moved back to Milford to live in the Towers. She began an expensive renovation of the old home in 1887 and completed the conversion to a Victorian mansion in 1891 at a reputed cost of \$40,000 in that period. The gables, towers, fish-scale shingles and elaborate interior woodwork with stained glass windows were results of this upgrade. Rhoda Roudebush lived in the Towers until her death in 1917. The Towers is a Bed & Breakfast establishment today.



New Century Club, 6 S. Church Street

This late Victorian building was built in 1885 as the Milford Classical Academy which was organized and funded by Peter F. Causey, Jr., son of Governor Causey. The private school started in September, 1883 in an earlier building behind the Presbyterian Church on S.E. Front Street in Milford to provide quality education to students in south Milford. Renowned attorney, Ruby R. Vale, was an early instructor at this academy. He later married Elizabeth Williams and lived in the Vale mansion until it burned in 1952. The Classical Academy completed its final academic year in 1898 and the Milford New Century Club began holding meetings in the building on October 2, 1899. Mrs. Jonathan Spencer Willis served as first President from 1898-1900 and again in 1901-1902. This classical schoolhouse has not been altered since its construction in 1885.



Milford Public Library, 11 S.E. Front Street

The first Milford library was opened in the home of Mollie Atkins Brown on N.W. Front street recently renovated by Daniel Bond as a residence. A public library was operated by the City of Milford from 1925 until 1961 in the second floor of the Carlisle Fire Hall in the large room known as the Community Building. In 1962 the library moved to S. Walnut Street at the site of Milford banker, John B. Smith. This location was sold and the new public library was opened on S.E. Front & Washington street in 2001 after a major community fund drive raised \$2 million for the building. The library was expanded and improved in a second major building project completed in 2010. Today the library sits on the site of the former Henry Hudson & Windsor Homes which were razed in 2000.



Vaules-Grier Home, 200 Lakeview Avenue

The Vaules-Grier home is an outstanding example of late Victorian architecture. The original home was built in 1872 by W. Thornton Vaules, station agent for the Junction & Breakwater railroad depot on Maple Ave. Dr. G. Layton Grier married Thornton Vaules' daughter, Ella, in 1895 and moved into the home as a young dentist. When Dr. Grier moved the L.D. Caulk Company from Camden to Milford in 1900, this home became the entertainment center for famous chemists and dental research specialists from around the world. In 1906, Thornton Vaules died and Dr. Grier began a major transformation of the basic home into a Victorian mansion. Lead glass windows, molded plaster walls, parquered floors, balconies and towers were added to the existing structure to make this home a showplace for the new president of L.D. Caulk Company. Dr. Grier and his wife, Ella, added formal gardens to the property along with a 24-column “pergola” in the finest Victorian style of the early 20th century. After the death of Dr. Grier in May, 1944, his home was given to the Milford Memorial Hospital by his daughters, Anne & Margaret. The Grier home became a home for nurses-in-training from 1948-1952 and the home often had 10 nurses and a supervisor living in residence during that period. Roland & Sarah Beauchamp purchased the home in 1953 and lived in the home until Sarah died in 1977 when Thomas H. Draper purchased the property with his wife, Rachel (Grier). Today the Vaules-Grier home is owned by Dave and Dawn Kenton.



Williams-Tharp-Jewell Home, Corner of Church St. and N.W. Front St.

The brick building on the corner of Church Street was constructed in 1814 by merchant, John Williams, for his son, Reynear Williams, at the time of his wedding to Maria Potter. It was designed to be a general merchandise store on the first level and home for the newlywed couple on the second and third floors. Maria Potter died in May, 1814, leaving Reynear Williams a widower. He later married Elizabeth Causey, daughter of Governor Peter F. Causey. After Reynear's death in 1839, his heirs completed the frame section of this multi-use home and business in 1840 and rented it to Daniel Godwin, an early Milford grocer. A distinct brick dividing line can be seen joining the two structures from the west end on Church Street. Governor William Tharp purchased the entire structure in 1847 when he moved to Milford from Farmington to run for Governor. Following his death in 1865, his daughter, Ann Tharp Reynolds, lived in the residential home (east side) until 1890 when Peter Houseman purchased the property for a grocery store. John Jewell from Houston, DE purchased the store in 1925 and lived here until his death. His sister, Thelma Jewel, operated the grocery store until 1990. The historic home was in imminent danger of demolition in 2004 when local restoration expert, Daniel Bond, upgraded the structure and restored it to its original use as a store and residential home. This store and home were in the center of Milford's business district from 1814-1840, when businesses began to move to N. Walnut Street.

daughter, Ann Tharp Reynolds, lived in the residential home (east side) until 1890 when Peter Houseman purchased the property for a grocery store. John Jewell from Houston, DE purchased the store in 1925 and lived here until his death. His sister, Thelma Jewel, operated the grocery store until 1990. The historic home was in imminent danger of demolition in 2004 when local restoration expert, Daniel Bond, upgraded the structure and restored it to its original use as a store and residential home. This store and home were in the center of Milford's business district from 1814-1840, when businesses began to move to N. Walnut Street.

Milford City Hall, Corner of 2nd Street & S. Walnut Street.

Funds to build Milford City Hall were donated to the City of Milford in 1959 by Ruby R. & Elizabeth Williams Vale, owners of the land where City Hall now stands. Elizabeth Williams was the daughter of Robert H. & Maria Causey Williams, whose home sat on this corner of S. Walnut and S.E. 2nd streets in Milford from 1880-1928. Following the death of her father, Elizabeth Williams Vale, inherited her parents home and lot. In 1928, she and her husband, Ruby Ross Vale (1874-1961), built an elaborate Italianate stucco mansion on the site of her



parent's home and lived there until it burned in a freezing winter fire on December 28, 1952. Ruby Vale was a renowned corporate attorney who served as the corporate counsel for Standard Oil Company of Philadelphia, predecessor to Exxon. He was a graduate of Dickinson College and Law School and wrote an important legal textbook pertaining to corporation law principles. City Hall was renovated in 2010 and today serves as offices for City of Milford and City Council.

Vinyard Shipyard

The four-acre site occupied by the Vinyard Ship Building Company represents the last functioning shipyard in Delaware. Founded by Wilson M. Vinyard in 1896, the yard began the process of converting steamboats and other wooden vessels to gasoline and diesel power at the turn of the century. Wilson and his son, “Sonny,” gradually expanded their expertise to military ships for the Navy and Coast Guard during World War I and II. Seventeen 110' sub chasers, ten 75' Coast Guard patrol boats and five harbor tugs were built to support the war efforts from 1917-1946. During the years between wars, Vinyard built over fifty luxury yachts starting in 1927 and ending in 1951. Joan and Sudler Lofland purchased the Vinyard property in 1996 and have preserved three Vinyard cruising yachts, using much of the early shipyard machinery. Today the Loflands maintain a rare maritime collection that features pleasure yachts, early outboard motors, woodworking and machine shops that recall an era when shipbuilding was a prime industry and employer in Milford. That last restored Vinyard yacht “Augusta,” built in 1927, was launched again in June 2011.



Train Depot, Maple Avenue

The brick Milford railroad depot was completed in July, 1859 by directors of the Junction & Breakwater Railroad, the spur leading eastward from Harrington, the main DelMarVa rail line running downstate from Wilmington to Cape Charles and Norfolk, VA. Governors Causey, Tharp and Burton were all supporters of this rail link that eventually extended service to Milton, Lewes and Rehoboth by 1873. The rail depot's first station agent was Thornton Vaules, who built his home in 1872 on the corner of Lakeview Avenue overlooking Silver Lake and the depot. The railroad depot served Milford freight and passengers needs until 1946 when passenger service was halted. The railroad was purchased by Conrail and today is owned by Norfolk-Southern lines. The depot was restored by J.




Sudler Lofland in 1985 and sold to Earl Coverdale as an insurance office and later to Bruce Herrmann, owner of Herrmann Financial Service.

Officials launch the Delaware Bayshore Byway

By ELI CHEN • OCT 30, 2015

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Delaware Public Media's Eli Chen explains the new Delaware Bayshore Byway.

Delawareans who want to take a scenic route often forego Routes 1 and 13 and drive Route 9 along Delaware Bay between Dover and New Castle.

Now, the state has made it more than just the long way--it's become the Delaware Bayshore Byway, a stretch of coastal marshes, forests, farms, recreational areas and towns along Delaware Bay.

On Friday afternoon, Gov. Jack Markell joined state and federal officials to unveil several Bayshore Byway projects, including a slogan: "All American, All Natural."

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Delaware City mayor Stanley Green says the new Byway will strengthen communities along the Bay.

"When you get a community that starts working together, then you get the links between New Castle and Delaware City, going on down to the pathways. All that does is enhance everybody's programs and in addition to that, it brings that camaraderie that everyone needs to keep their cities running," said Green

At the Thousand Acre Marsh, officials also opened a new walking trail and wildlife viewing platform at the Thousand Acre Marsh. And they announced preservation of the Bennett Farm property. That 140 acres of wetland is being set aside thanks to a \$731,000 grant from the U.S. Fish and Wildlife Service.

The Byway is the latest piece of the Delaware Bayshore Initiative that began in 2012 to conserve natural areas along Delaware Bay

Delaware Economic Development Office director Bernice Whaley says the First State's natural scenery draws many out-of-towners looking to escape city life. So the developing the Bayshore Byway helps boost the state's tourism profile.

"This is not stuff [people] see in other parts of the country, so we're really excited about that and really excited to add this to our toolkit," said Whaley.

Officials say they plan to extend the Byway from St. Jones Neck near Dover down to Lewes, and hope to also connect it to New Jersey's bayshore areas. The towns of Bowers Beach and Slaughter Beach have voted to become a part of the Byway. Conversations to add other communities are still in progress.





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Discover Bayshore: Get off the highway, get onto the Byway

By Jeff Brown; jeff.brown@doverpost.com; @DoPoJeff

Posted May 23, 2018 at 6:51 AM

Updated May 24, 2018 at 1:40 PM

VIDEO - Here's how to explore the quieter side of our state and what's there.

One of the First State's most scenic attractions, the Delaware Bayshore covers much of the coastline and is intended to be seen and enjoyed by all.

But not many people know about the Bayshore, and that's unfortunate because there's so much to see and do, noted Steve Borleske of Delaware Greenways and chairman of the Bayshore's management committee. The Wilmington-based nonprofit's mission is to preserve the state's natural areas while making them accessible to the public.

Just a few miles east of the perpetually busy Del. Route 1 and easily reachable by any number of eastbound state roads, driving the Bayshore gives people a chance to experience life away from the fast lane, if only for a little while, he said.

“The Delaware Bayshore offers the opportunity to slip out of the hustle and bustle of our intense digital world and explore the quieter, wilder side of Delaware,” Borleske said.

Launched in 2015, the Bayshore Byway hugs the edge of marshland and shoreline from New Castle to Cape Henlopen, giving people the chance to explore back roads and federal and state wildlife preserves along the way. Much of its character is embodied in places such as Bowers, Leipsic, Little Creek, Delaware City and Port Penn, towns whose livelihood for years was -- or is -- based on life on the water.

The Byway takes travelers along and through these areas. State Route 9 forms the exploratory backbone as far south as Dover Air Force Base. An extension to Lewes and the Historic Lewes Byway was announced in April 2017.

Horseshoe crabs and red knots

The Bayshore Initiative is designed to preserve the coastline’s natural beauty, but that doesn’t mean the area is trapped in time, said Jeff Greene, director of planning for Delaware Greenways.

“The communities and the people who live and work there have an appreciation for what it means,” he said. “When you talk with them, you really begin to understand how special a place it is and how they know it’s special.”

Since he’s not a native Delawarean, Greene admits he didn’t know much about the coastal areas before the Bayshore project.

“But when I first drove over the Reedy Point Bridge and looked down on the coastal marshes, then went south to Port Penn and toward Bombay Hook, I came to understand how unique it is and how it can go away if we don’t take care of it,” he said.

The Bayshore offers opportunities for hunting turkey, small game, deer and waterfowl said Anthony Gonzon, Bayshore Initiative Coordinator at DNREC. Boat ramps give a chance to access the Delaware Bay and tidal rivers and creeks where visitors may enjoy crabbing and fishing.

DNREC is working on a \$2.1 million boat ramp on what now is a parking lot on the east side of the bridge over the Little River, south of Little Creek. It will include parking for boat trailers, 11 single-vehicle parking spots and an 80-foot pier.

The construction follows a 2015 project that dredged and deepened the Little River, again making it navigable for small boats and watercraft.

The boat ramp project includes restoration work in the adjacent 4,700-acre Little Creek Wildlife Area and is scheduled for completion this year.

“Wildlife viewing, especially bird watching, is world-class with hundreds of acres of land protected as state and federal wildlife areas and refuges, especially where one can experience truly unique events like the spring migration of red knots and other shorebirds along central bay beaches and Mispillion Harbor,” Gonzon said. These tie in with the annual horseshoe crab invasion. The crabs use many Bayshore beaches to lay eggs.

The Bayshore provides habitat for more than 400 species of birds and other wildlife and is recognized as a Migratory Shorebird Site of Hemispheric Importance by the Wetlands Institute, a Wetland of International Significance by the Ramsar Convention and an Important Bird Area of Global Significance by the Audubon Society.

Numerous nature-observation stations along the byway help people understand the Bayshore environment.

“This land provides a natural classroom of a coastal environment to explore a host of aquatic creatures such as the horseshoe crab, resident and migratory birds and other wildlife and to see the ebb and flow of a coastal ecosystem,” Borleske said.

One of the observation areas, the Delaware Aquatic Resources Education Center, was dedicated in 2017 at the Woodland Beach Aquatic Resources Education Center, east of Smyrna. Devoted to the state’s wetlands, waterways and aquatic wildlife, it includes indoor and outdoor classrooms, saltmarsh boardwalk, eco-stations and nature trails and a kiosk with Byway information and maps.

The sounds of nature

Leipsic is one notable Kent County town situated on the Bayshore Byway, a quiet village of about 200 on the Leipsic River. It is adjacent to the Bombay Hook National Wildlife Refuge.

Once a busy bay port, it still harbors boats that ply the local waters in search of crabs. Many of those boats dock near Sambo's Tavern. Founded by Samuel C. "Sambo" Burrows in 1953, it remains a rustic landmark where credit cards are not accepted and patrons must be 21 to enter.

Gonzon said every community along the byway offers its own perspective of the Delaware Bayshore.

"I would invite everyone to visit each community to get a taste of the many flavors of the Bayshore," Gonzon said.

Most of all, he added, it offers a chance to learn a new appreciation for the region and to enjoy all it has to offer.

"We want them to visit often and share those experiences with friends and family so that others can appreciate it long after we are gone," he said.

Borleske concurs.

"The Bayshore is full of nooks and crannies different from our mostly urban environment and offers abundant opportunities to have fun and build outdoor recreational skills," he said.

Because of its connection to the water, the Bayshore offers recreational opportunities for the avid sportsman to the casual sightseer.


"The Bayshore area is not highly organized so many of these activities offer the challenge of building your outdoor skills," Borleske said.

Gonzon said simply put, the Bayshore Byway offers a break from the normal breakneck travels between northern Delaware and the region to the south.

"If you are looking for shopping centers, movie theaters and traffic, you won't find it along the Delaware Bayshore Byway," Gonzon said. "Instead, the nightlife is the chorus of frogs calling from the marsh and the shops selling antiques.

“The only traffic jams are groups of birders parked on the shoulder scanning freshly plowed fields for shorebirds and gulls,” he said.

The rising sun burns away any lingering fog over the Leipsic River, along the Delaware Bayshore Byway. The Byway runs from New Castle to Lewes and is part of the Bayshore Initiative, designed to conserve, restore and protect waterways along those parts of the Delaware coast.




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The picturesque corridor known as the Delaware Bayshore Byways provides no shortage of scenic vistas, including Kent County's Bombay Hook Wildlife Refuge.

DELAWARE SCENIC BYWAYS

Article by Chris Kelley | Photos courtesy of Delaware Byways Program and Laura Pontiggia | July 26, 2019

UD helps Delaware tourism with GIS mapping technology

Summer is the perfect season for road trips and sightseeing, but did you know that there are more than 100 scenic stops along the Delaware byways system alone? From the rich history found on the Harriet Tubman Underground Railroad Byway to the culturally significant sites making up the Nanticoke Heritage Byway, all six of the First State's byways offer a rich roadmap of scenic spots. Now, thanks to a collaboration between the Delaware Department of Transportation (DelDOT) and the University of Delaware's Institute for Public Administration (IPA), planning a summertime excursion through Delaware is as simple as a click

(<https://www.arcgis.com/apps/Cascade/index.html?appid=ec3227c8b82f40d88b0cd57e22810b1a>).

Created to identify, promote, preserve and enhance Delaware's designated byways, DelDOT's Delaware Byways Program is one many Delawareans may not be aware of. According to DelDOT, a byway can be defined as a transportation route which is adjacent to or travels through an area with particular intrinsic scenic, historic, natural, cultural, recreational or archaeological qualities.



Interested in exploring the Delaware Byways? Navigating scenic views and must-see stops along Delaware roadways has never been easier thanks to the Scenic Tour of Delaware Byways Showcase.

Michael Hahn, who graduated with his master's degree in 1997 and is DelDOT's Byways Program coordinator, said his task is to oversee all six of the state's byways.

"As part of my role, I'm always looking to bring attention to Delaware's six scenic byways and the unique experiences they each offer," said Hahn. "Already aware of their Complete Communities Toolbox and story map offerings, I was able to connect with IPA's Marcia Scott and Nicole Minni to help bring the byways to life for Delawareans through GIS (geographical information system) technology."



The Harriet Tubman Underground Railroad Byway provides travelers with an alternate route through Maryland and Delaware while giving opportunities to experience the history of the Underground Railroad through such landmarks as Wilmington's Unwavering Courage in the Pursuit of Freedom monument commemorating Harriet Tubman and Thomas Garrett.

Minni is an associate policy scientist and GIS specialist at IPA.

"The goal of the project was to not only create a visual experience, but also to encourage Delawareans to go off the beaten path to explore scenic views and must see-stops along the way," said Minni. By tapping into GIS technology, Minni was able to replicate the routes of each

byway and present them in an accurate and interactive virtual map collection. From there, the project team worked to highlight points of interest along each corridor.

Scott is a policy scientist at IPA.

“After receiving input from state planners, local advocacy organizations, the University of Delaware’s Center for Historic Architecture and Design (<https://www.bidenschool.udel.edu/chad>) and Delaware Byways Program leaders, our team developed a spreadsheet with points of interest along the byways, which included a list of historic sites, their locations and descriptions,” Scott said.

Virtual roadmap of Delaware’s byways

After three years of work, DelDOT’s Scenic Tour of the Delaware Byways Showcase (<http://udel.maps.arcgis.com/apps/Cascade/index.html?appid=ec3227c8b82f40d88b0cd57e22810b1a>) was released this year to the public. The collection includes detailed maps of the Brandywine Valley National Scenic Byway, the Red Clay Scenic Byway, Delaware’s Bayshore Byway, the Harriet Tubman Underground Railroad Byway, the Nanticoke Heritage Byway, and the Historic Lewes Byway, Gateway to the Bayshore.



Located within the hills of New Castle County, Delaware's Chateau Country is a charming site to see along the Brandywine Valley Scenic Byway.

“Rather than reading an entire booklet or handing out some kind of manual, this collection of online interactive maps has proven to be an excellent way for us to share the story of the byways with the public and increase our outreach,” said Hahn. Additionally, Hahn added that the virtual byways maps can be used by the state’s tourism and regional chamber of commerce partners to help promote Delaware’s heritage-, cultural-, eco- and recreation-tourism industries and boost economic vitality of Delaware’s small towns.

Those interested in touring the byways this summer can also play a part in the positive impact of the program by taking advantage of the Byway Bucks Program, which incentivizes travelers to patronize local businesses along each byway. These vouchers are redeemable at a variety of byway – adjacent small businesses for a variety of special offers across the state. For more information on how to get started, the Institute for Public Administration’s “#ShopSmall Along the Delaware Byways” video (<https://www.youtube.com/watch?v=ITZE9pHHehs>) – found on the Delaware Byways Program’s home page (<https://deldot.gov/Programs/byways/>) – provides an overview of how to use byway bucks.

Complete Communities Toolbox

A "complete" community promotes healthy lifestyles, economic growth, and sustainability through an integrated approach to transportation, land use, and community design. The Institute for Public Administration's online Delaware Complete Communities Planning Toolbox

(<http://www.completecommunitiesde.org/>) is a resource for community leaders and local government officials to utilize planning approaches, community-design tools, public engagement strategies, and visual tools. The full collection of IPA's GIS Story Maps may be viewed on the Implementing Complete Communities in Delaware

([http://udel.maps.arcgis.com/apps/MapAndAppGallery/index.html?](http://udel.maps.arcgis.com/apps/MapAndAppGallery/index.html?appid=c72d06880390498b9193b12617943592)

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Institute for Public Administration

The University of Delaware's Institute for Public Administration

(<https://www.bidenschool.udel.edu/ipa/>) (IPA) addresses the policy, planning, and management needs of its partners through the integration of applied research, professional development and the

education of tomorrow's leaders.

MIDDLETOWN TRANSCRIPT

Marsh area south of Delaware City considered one of America's most beautiful landscapes

By Dolores M. Bernal / Dolores.bernal@doverpost.com / @MOTDolores

Posted Nov 5, 2015 at 9:53 AM

According to Gov. Jack Markell, three years ago when he and former U.S. Department of Interior Secretary Ken Salazar took a helicopter ride from Delaware City to Lewes, Salazar was so impressed by the beauty of the marsh area just south of the Reedy Point Bridge on Del. Route 9 that he compared its importance to that of the Everglades National Park in Florida.

Soon after Salazar's visit, the 1,300-acre area known as Thousand Acre Marsh near Port Penn was included in the U.S. Department of Interior's 50 most beautiful landscapes in America.

Now, efforts at the state and federal levels to preserve Delaware's coastal and wetlands areas continue with the most recent being the Delaware Bayshore and Bayshore Byway initiatives, which were highlighted by legislators at a press conference near the Thousand Acre Marsh on Friday.

"This [marsh area] is unbelievable and we are so fortunate to have this," Markell said at the press conference. "Once this is preserved, it will stay preserved. And, it will look like this for generations to come."

The Delaware Bayshore

The Delaware Bayshore Initiative is a state program that seeks to protect, preserve, and protect coastal wildlife habitat areas and wetlands from south of Delaware City all the way to Lewes. While some of these habitat areas are state-owned, many are private and have to be acquired.

The U.S. Fish and Wildlife Service recently awarded Delaware with a grant for \$1 million of which \$731,000 was used to purchase the Bennett Farm, near Port Penn – a private area of land consisting of 148 acres that form part of the Thousand Acre Marsh area.

Delaware's grant application convinced the federal government that its Bayshore initiative was one of the most important in the nation because it would preserve land that serves as key habitat for thousands of wintering waterfowl, millions of migratory birds, breeding grounds for waterbirds, fish, and muskrats, as well as one of the largest heron nesting areas in the East Coast.

According to Colleen Sculley, the chief of the division of wildlife and sport fish restoration at the U.S. Fish and Wildlife Service, the grant application process was highly competitive. Many other states presented similar important projects, but Delaware's proposal was finally selected and it's now one of the top 20 national priorities for coastal wetland protection in the nation, she said.

"I guess sometimes when things are just on your backyard you don't realize the specialness of the area," Sculley said. "And also, as we think about the river and potential storm events in the future, these freshwater wetlands will be your protection... We're excited to be part of that protection effort."

The state's acquisition of the Bennett Farm brings a total of 528 acres of the Thousand Acre Marsh under permanent protection, and adds to the already 3,3130 protected acres that make up the Augustine Wildlife Area.

The Bennett Farm features a scenic walking trail and wildlife viewing platform overlooking the Thousand Acre Marsh.

According to Bill Stewart, the president of the Delaware Ornithological Society, the state's acquisition of the Bennett Farm has now made a once privately-owned property open to everyone.

"There are two things about this property that I like best. One, it's that not only it is pristine, gorgeous, and wonderful, but also that it now also has access – access has been given to all," Stewart said.

The Bayshore Byway

At the Oct. 30 press conference, state officials also announced the finalized plan for the Delaware Bayshore Byway – a scenic route extending along Del. Route 9 from the City of New Castle to St. Jones Neck east of Dover.

The byway will include stops through Delaware City, Port Penn, St. Augustine, and Odessa.

DelDOT will be utilizing \$146,000 from a grant by the U.S. Department of Transportation to fund the program. State legislators will also provide additional funds.

The plan for the Bayshore Byway was two years in the making, according to officials. The next phase will include extending the scenic route from St. Jones Neck to Lewes.


The benefits

There are many rewards for having the coastal areas such as Thousand Acre Marsh preserved, according to Markell, including a growth in tourism and recreation, as well as keeping a high quality of life for those already living in the state and future residents.

For state Rep. Kevin Hensley (R-Townsend), who also represents areas of Port Penn, the preservation of the marsh area will not only serve to provide protection to wildlife and people, but keep the area attractive and make the community proud.

“The preservation of the Thousand Acre Marsh is an awesome initiative. Not only does it provide shoreline protection from flooding and storms, but it creates a picturesque destination for residents of the MOT area and others to come and view eagles, waterfowl, herons and other waterbirds,” Hensley said.

“It’s a fabulous educational opportunity for our young people as well as a wonderful destination for a day trip for the family... I would encourage everyone in our community to take the opportunity to visit this beautiful site.”

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DNREC cuts ribbon for new Little Creek boating and fishing access area, managed by Division of Fish & Wildlife

Department of Natural Resources and Environmental Control (<https://news.delaware.gov/category/dnrec/>) | Division of Fish and Wildlife (<https://news.delaware.gov/category/dnrec/fish-and-wildlife/>) | Date Posted: Tuesday, April 23, 2019



Cutting the ribbon at DNREC's new boat ramp in Little Creek are, left to right: Little Creek Mayor Glenn Gauvry, Lt. Governor Bethany Hall-Long, State Representative William J. Carson Jr., DNREC Secretary Shawn M. Garvin, Little Creek Volunteer Fire Company Chief Michael Scott Bundek, and Little Creek Volunteer Fire Company President Kenneth Frazier. DNREC photo by Joanna Wilson.

DOVER – Delaware Department of Natural Resources and Environmental Control Secretary Shawn M. Garvin was joined today by Lt. Governor Bethany Hall-Long, State Representative William J. Carson Jr., Town of Little Creek Mayor Glenn Gauvry, members of the Little Creek Volunteer Fire Company and community, and DNREC Division of Fish & Wildlife staff to cut the ribbon officially opening the newly-completed Little Creek Boating and Fishing Access Area east of Dover.

The new access area consists of a paved, single-lane boat ramp with a floating aluminum courtesy dock for boats that includes a kayak launch, an 80-foot aluminum fishing and crabbing pier, and a paved parking lot with up to 21 parking spaces for vehicles and boat trailers. A Fish & Wildlife Natural Resources Police patrol boat and the Little Creek Volunteer Fire Company emergency response boat will also be docked at a separate dock at the facility.

Funding for the \$1.9 million project comes from a federal Sport Fish Restoration grant administered by the U.S. Fish and Wildlife Service's Wildlife and Sport Fish Restoration Program, revenues from state boat registration fees, Delaware Bayshore Initiative funds, and \$200,000 in state Bond Bill funds, the latter of which Rep. Carson helped secure.

The new boating and fishing access area is managed by DNREC's Division of Fish & Wildlife and supports the Delaware Bayshore Initiative by enhancing outdoor recreation access and supporting local communities.

For more information on the Little Creek Boating and Fishing Access Area, please contact the DNREC Division of Fish & Wildlife's Fisheries Section at 302-739-9914.

Follow the Division of Fish & Wildlife on Facebook, <https://www.facebook.com/DelawareFishWildlife> (<https://www.facebook.com/DelawareFishWildlife>).

Contact: Joanna Wilson, DNREC Public Affairs, 302-739-9902

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DNREC-sponsored 12th annual Blackbird Creek Fall Festival to celebrate Delaware natural treasures Oct. 19

Department of Natural Resources and Environmental Control (<https://news.delaware.gov/category/dnrec/>) | Division of Fish and Wildlife (<https://news.delaware.gov/category/dnrec/fish-and-wildlife/>) | News (<https://news.delaware.gov/category/news/>) | Date Posted: Tuesday, October 8, 2019



TOWNSEND – Autumn's vibrant foliage will be on full display within the lush landscape and pristine waters of the Blackbird Creek Reserve at the 12th Annual Blackbird Creek Fall Festival Saturday, Oct. 19 on the Delaware Bayshore Byway. The festival takes place rain or shine, from 10 a.m. to 4 p.m., at the Blackbird Creek Reserve, 801 Blackbird Landing Road near Townsend. The Delaware National Estuarine Research Reserve (DNERR) and DNREC's Delaware Coastal Programs host the festival along the banks of Blackbird Creek.

“The Blackbird Creek Fall Festival showcases one of Delaware’s natural treasures and provides an opportunity for visitors to experience first-hand some of our state’s unique environmental wonders,” said DNREC Secretary Shawn M. Garvin. “Plus, the lineup of activities for all ages, food, and music make this a fun and educational event that the entire family can enjoy.”

The Black Creek Fall Festival is DNERR’s largest event of the year. This year’s festival features a fall native plant sale held for the first time in conjunction with Delaware Wildlands. Additionally, the festival offers traditional crafts and demonstrations by a blacksmith, hands-on learning about the estuary, canoeing, live music and kids’ activities. Visitors may also browse the works of artisans and exhibitors, enjoy hayrides and a hay maze, learn to cast a fishing line, go on a guided hike of the reserve, and check out Native American cultural demonstrations. The musical lineup for the day includes the Smyrna High School Drum Line, Jerry “Crabmeat” Thompson, Bryan Scar, and East of the Mason Dixon Line.

Families also can get a “passport” and earn a prize by visiting all the participating stations throughout the festival, learning about the natural resources and heritage of the Delaware Bay through games, demonstrations and challenges. Food vendors will also be on-site to provide a variety of food and snacks for purchase.

For more information on the Blackbird Creek Fall Festival, contact Maggie Pletta, Delaware National Estuarine Research Reserve, 302-739-6377 or visit <http://de.gov/blackbirdfestival> (<http://de.gov/blackbirdfestival>).

Contact: Maggie Pletta, DNREC Delaware Coastal Programs, 302-739-6377

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Governor Carney, DNREC cut ribbon on new wildlife-viewing tower at Little Creek Wildlife Area

Department of Natural Resources and Environmental Control (<https://news.delaware.gov/category/dnrec/>) | Division of Fish and Wildlife (<https://news.delaware.gov/category/dnrec/fish-and-wildlife/>) | Date Posted: Friday, November 8, 2019



(Cutting the ribbon for the Little Creek Wildlife Area boardwalk trail and wildlife-viewing tower east of Dover are, left to right: Governor John Carney, DNREC Division of Fish & Wildlife Director David Saveikis, Delaware Bayshore Initiative Coordinator Anthony Gonzon, DNREC Secretary Shawn M. Garvin, past DNREC Secretary David Small, Representative Bill Carson, Little Creek Mayor Glenn Gauvry, Federal Highway Administration Delaware Division Administrator Doug Atkin, and DeIDOT Byways Program Manager Mike Hahn. DNREC photo by Joanna Wilson.)

Division of Fish & Wildlife-managed facility offers Bayshore views for visitors of all abilities

DOVER – Delaware Governor John Carney and DNREC Secretary Shawn M. Garvin were joined today by State Representative Bill Carson, Division of Fish & Wildlife Director David Saveikis, Little Creek Mayor Glenn Gauvry, Federal Highway Administration Delaware Division Administrator Doug Atkin, and DNREC Division of Fish & Wildlife and DeIDOT staff to cut the ribbon officially opening the newly-completed Little Creek wildlife-viewing tower and accompanying boardwalk on the Little Creek Wildlife Area east of Dover.

The two-level observation tower's boardwalk trail, lower level deck, and parking are fully-accessible for visitors with disabilities. The tower includes a unique railing design and expanded toe box on the lower level to allow disabled visitors to move closer to the rails for a better view.

A popular location with local bird watchers for decades, the new Little Creek Wildlife Area facility replaces an outdated tower that was not accessible to visitors with physical limitations and disabilities. Seasonally, visitors can view a variety of waterfowl, wading birds, shorebirds, raptors, and songbirds from the tower and along the boardwalk. Travelers along the Route 9 corridor, part of Delaware's Bayshore Byway, can stop at this new destination to take in the beauty of Delaware's Bayshore. Interpretive signs provide visitors with information about the wildlife, habitat, and management of the Little Creek Wildlife Area.

"Delaware's Bayshore, and the Delaware Bayshore Byway that brings visitors here, are among our state's treasures, from its woods, waters, and wetlands, to its historic small towns nestled along our eastern coastline," said Governor Carney. "The accessible features of this specially-designed tower, boardwalk, and parking make it convenient for all visitors – including those with disabilities – to see and enjoy this part of our beautiful Bayshore."

"The new Little Creek wildlife-viewing tower provides a sweeping view of the Delaware Bay and some of its many marshes to attract birders as well as visitors simply enjoying a beautiful day on the Bayshore," said Secretary Garvin. "This new facility also demonstrates DNREC's commitment to providing exceptional outdoor recreational experiences for visitors of all abilities."

Funding for the \$1.06 million project comes from Delaware Bayshore Initiative Bond Bill funds, Trails and Pathways Bond Bill funds, and Federal Highway Administration Scenic Byway Grant funds for the Delaware Bayshore Byway. The project supports the Delaware Bayshore Initiative by enhancing outdoor recreation access and supporting local communities like nearby Little Creek.

Managed by DNREC's Division of Fish & Wildlife, the Little Creek Wildlife Area provides opportunities for hunting, fishing, wildlife viewing, boating, and other similar outdoor recreation activities. The Division of Fish & Wildlife manages 19 wildlife areas totaling more than 60,000 acres statewide, including dozens of public-use facilities.

DNREC's Conservation Access Pass (CAP) requirement for registered motor vehicles used to access wildlife areas is waived on the Little Creek Wildlife Area from Friday, Nov. 8 through Monday, Nov. 11. CAP revenues generated throughout the year are used by the Division of Fish & Wildlife to maintain wildlife-viewing structures and for habitat management on wildlife areas.

The Little Creek Wildlife Area is part of Delaware's Bayshore Region, the area that stretches from New Castle to Lewes along the Delaware River and Bay coastline. The Delaware Bayshore Initiative enhances and promotes the region as a world-class conservation and low-impact recreation area, strengthens local communities, and

improves the quality of life for all Delawareans. The initiative received recognition from the U.S. Department of the Interior, as one of the country's most promising ways to reconnect America to the natural world.

Formally launched in 2015, the Delaware Bayshore Byway follows Route 9 starting in historic New Castle and ending in the City of Lewes, meandering along Delaware's river and bay shoreline through coastal marshes and forests, fields and farms, quiet coastal communities, and recreational and historic sites. The Scenic Byway Grant, administered to DNREC by DelDOT through the Federal Highway Administration, provides funds to enhance wildlife viewing opportunities along the Bayshore Byway.

For more information on the Little Creek Wildlife Area, please contact the DNREC Division of Fish & Wildlife's Wildlife Section at 302-739-9912.

Follow the Division of Fish & Wildlife on Facebook, <https://www.facebook.com/DelawareFishWildlife> (<https://www.facebook.com/DelawareFishWildlife>).

Contact: Joanna Wilson, DNREC Public Affairs, 302-739-9902

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Governor Markell Announces Delaware Bayshore Milestones

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Event highlights land preservation, the Bayshore Byway, outdoor recreation amenities, and new branding design

Thousand Acre Marsh, DE – With autumn foliage at its peak and the scenic Thousand Acre Marsh in the background, Governor Jack Markell announced important Delaware Bayshore milestones that enhance the state's natural resources for world-class conservation and boost the economy through recreational activities. The Governor was joined by Department of Natural Resources and Environmental Control (DNREC) Secretary David Small, Delaware Economic Development Office (DEDO) Secretary Bernice Whaley, conservation, transportation and tourism partners and Bayshore community leaders and residents to highlight key accomplishments of the Delaware Bayshore Initiative.



(<https://news.delaware.gov/files/2015/11/fDSCF0878.jpg>)

The Delaware Bayshore Initiative enhances and promotes the region as a world-class conservation and low-impact recreation area, strengthens historic local communities and improves the quality of life for all Delawareans. The initiative received national recognition from the U.S. Department of the Interior, as one of the country's most promising ways to reconnect Americans to the natural world.

"The Delaware Bayshore Initiative builds on our reputation as a state of unique and beautiful natural resources, while also strengthening our economy by encouraging Delawareans and visitors to enjoy the area through activities like birding, fishing, and boating," said Governor Markell. "That's why we're excited to announce these efforts to preserve important wetlands, increase public access to one of our state's most beautiful landscapes, and enhance the Bayshore as a valuable tourism destination. These milestones help ensure we and future generations will fully enjoy all of the benefits the Bayshore offers."

The Delaware Bayshore, extending along the Delaware River and Bay from New Castle to Lewes, is widely recognized as an area of global ecological significance. Its expansive coastal marshes, sandy shoreline, forests, fields, and agricultural lands provide habitat for more than 400 species of birds and other wildlife. The Nature Conservancy has called the Delaware Bayshore, "one of the earth's most important stopovers for migratory birds." Nearly 120,000 acres of Bayshore lands are already protected as national wildlife refuges, state wildlife areas, state parks, national estuarine research reserves, private conservation areas, agricultural preserves and cultural heritage sites throughout the area.

"The Delaware Bayshore Initiative is building upon decades of significant conservation investment in preserving wetlands, forests, agricultural lands and open space," said Secretary Small. "I want to thank our federal partners, Bayshore communities and the many conservation partners working collaboratively. By preserving and enhancing our precious Bayshore lands, we are encouraging Delawareans and visitors to enjoy these natural treasures and protecting the Delaware Bayshore and its wild and scenic landscape for future generations."

"The scenic Delaware Bayshore, which includes coastal marshes, farms and forests, is not only a great recreational amenity for the state, but a crucial habitat for diverse species," said U.S. Senator Tom Carper. "I am proud of ongoing local, state and federal partnerships like the Delaware Bayshore Initiative that help to protect these lands for generations to come, while encouraging Delawareans and visitors to the First State to get outside and enjoy these beautiful natural treasures."

"I am proud of the hard work that a number of state and federal agencies have done over the past few years to pool resources, leverage grant funding, and strategically acquire valuable property on Delaware's coast," said U.S. Senator Chris Coons. "Delaware's Bayshore Initiative recognizes that protecting our beautiful wetlands is important from an environmental point of view, but it also makes sense to preserve treasures like the Thousand Acre Marsh that attracts birders and naturalists from all over the world who want to enjoy the view. I am glad that federal programs like the National Coastal Wetlands Conservation Grant Program were used in conjunction with state and private funds to make this possible."

"Delaware is blessed with a beautiful coastline and natural habitat that draws residents and visitors from across the region. We have to preserve it for future generations to enjoy," said U.S. Congressman John Carney. "These milestones reflect tremendous conservation efforts that have gone into protecting our precious natural resources. I'm excited for more people to discover the Delaware Bayshore and the beauty that's right in our backyard."

Today's event highlights four Bayshore milestones, including the preservation of a key property at Thousand Acre Marsh, the launch of the Delaware Bayshore Byway and Plan, the opening of a new trail and wildlife viewing platform and the Bayshore's new branding design. The projects were made possible through a variety of partnerships and state, federal and private funding sources.

Land preservation of the 140-acre Bennett Farm property at Thousand Acre Marsh

The Bennett Farm, a key coastal wetland property, part of the Thousand Acre Marsh near Port Penn, was preserved through a federal grant of \$731,000 from the U.S. Fish and Wildlife Service's National Coastal Wetlands Conservation Grant (NCWCG) Program, along with matching state funds and private contributions.

Conservation of the 140-acre property brings a total of 528 acres of Thousand Acre Marsh under permanent protection and expands access to globally-significant wildlife habitat within the Delaware Bayshore. With this property, the Augustine Wildlife Area, including the Thousand Acre Marsh, totals 3,130 protected acres.

The Thousand Acre Marsh provides habitat for thousands of wintering waterfowl and serves as a stopover for migratory birds during spring and fall and as breeding grounds for waterbirds, as well as habitat for fish and muskrats. Protection and management of the property will help safeguard habitat for several species listed as State Endangered, as well as protecting foraging habitat for one of the largest and most diverse heronries on the East Coast and critical overwintering habitat for the bald eagle.

"Coastal wetlands are among the richest and most important natural places on the planet," said Wendi Weber, Northeast Regional Director of the U.S. Fish and Wildlife Service. "They are habitats for fish and wildlife, but also play an important role for people – such as providing clean water and special places to get outside and enjoy nature. National Coastal Wetlands Conservation Grants allow us to leverage resources with our partners to conserve the nature of our coast, including Delaware's Bayshore."

"Today marks the start of a never-before precedent of conservation partnerships and stakeholders from local, state and federal agencies all coming together to not only protect and preserve this incredible acreage at Thousand Acre Marsh, but to enhance the property for public access, educational opportunities and world-class viewing amenities," said Bill Stewart, president of the Delmarva Ornithological Society (DOS). "To realize that the efforts of numerous birders and supporters of DOS Delaware Bird-A-Thon fundraising, coupled with funds provided by other great conservation partners, helped turn a dream into reality, is frankly, awe-inspiring."

Delaware's matching cost share for the grant was about \$500,000, consisting of Delaware Open Space Program funds and partner contributions, and a land value match from a nearby state-owned tract that was part of the grant provisions placed under the protection of the NCWCG program. Three conservation partner groups who financially supported the project are The Nature Conservancy in Delaware with funding from Mt. Cuba Center, the Delmarva Ornithological Society and Delaware Wild Lands.

Launch of the Delaware Bayshore Byway and Plan

The Delaware Bayshore Byway, extending along Route 9 from the City of New Castle to the St. Jones Neck east of Dover, was officially launched today. As "the road less traveled," the Delaware Bayshore Byway meanders along the Delaware River and Bay through the heart of the Bayshore's most picturesque coastal marshes, sandy shorelines, forests, fields and agricultural lands. The Byway is the tourism backbone of the Bayshore – connecting special natural areas, recreation and historical sites and Bayshore communities.

"DelDOT is pleased to collaborate with DNREC, Bayshore communities and others to promote, preserve and enhance the natural and cultural resources that make the Bayshore region special," said DelDOT Secretary Jennifer Cohan. "By building trails and maintaining roadways, DelDOT proudly supports eco-tourism throughout the state of Delaware."

As part of the launch, the Corridor Management Plan (CMP) for the Byway was announced. The plan was funded by a grant of \$146,000 from the U.S. Department of Transportation, Federal Highway Administration's National Scenic Byway Program, with additional funds provided by local state legislators.

"What makes the Scenic Byway Program so special is the fact that it is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States," said Federal Highway Administration Delaware Division Administrator Mary Ridgeway. "The nearly \$1.1 million in federal

funding for the Delaware Bayshore Byway management plan and future improvements will help boost the economy by creating jobs and bringing tourist dollars to the region.”

The CMP provides the framework to guide the actions necessary to enhance, preserve and promote the Bayshore and Byway. The plan was developed by the Bayshore Planning Advisory Committee, comprised of representatives from state agencies, environmental groups, tourism offices and Bayshore communities, with leadership from Delaware Greenways. The CMP establishes a path forward and includes goals that will brand and market the Bayshore and Byway, conserve the natural environment, support the needs of Bayshore communities and enhance access to the natural areas.

“Over a two year period, the planning process actively engaged many community leaders, landowners, tourism experts and state and local organizations and developed a plan valued by the key stakeholders of the Bayshore,” said Steve Borleske, chairman of the Bayshore Planning Advisory Committee and Delaware Greenways board member. “With the CMP to steer our efforts, the committee is dedicated to working together to implement recommendations that will preserve and enhance the Delaware Bayshore Byway.”

A Byway extension which will continue south from St. Jones Neck east of Dover to the City of Lewes has been proposed. At this time, the towns of Bowers Beach and Slaughter Beach and the community of Broadkill Beach have officially voted to be part of the Byway extension. Outreach with other Bayshore communities is currently underway.

Opening of new outdoor recreation amenities – a wildlife viewing platform and trail

A new wildlife viewing platform overlooking the Thousand Acre Marsh and a scenic walking trail were opened today, both of which were designed to provide ADA-accessible opportunities for observing wildlife. Interpretive signs are being added at the trailhead area and the observation platform. The new platform provides outstanding viewing of waterfowl, herons, egrets and other waterbirds, especially during peak fall migrations. These enhancements provide a safe location for travelers on the Byway to view wildlife and wetlands and promote low-impact recreation in close proximity to Bayshore communities, including nearby Port Penn and Delaware City.

According to the Outdoor Industry Association, Delaware outdoor recreation, which includes hunting, fishing, wildlife viewing and tourism, significantly contributes to the state’s conservation economy, which generates \$4 billion annually, including \$1.1 billion in salaries and wages and \$304 million in local and state tax revenue. More than 60 percent of Delawareans participate in outdoor recreation.

Funded in part through the FY2015 Trails and Pathways Bond Bill appropriation, this project is part of a Federal Highways Administration Byways Grant for the Delaware Bayshore Byway.

Unveiling the new Delaware Bayshore brand design

A new branding design was unveiled that enhances the Delaware Bayshore as an eco-tourism destination. It creates an identity for the entire Bayshore, with communication materials that reflect natural and historical areas, the Byway and the communities. The brand sets the Bayshore apart as a distinctive and memorable travel destination and increases the likelihood of Delawareans and out-of-state residents visiting the area.

“We’re very fortunate that Bayshore partners have worked with us to incorporate the look and feel of the new Delaware tourism logo into their brand,” said Secretary Bernice Whaley of the Delaware Economic Development Office. “With its new identity, the Delaware Bayshore becomes a clearly identifiable place of its own, one that has the cohesiveness and unity that is needed to become a true destination. With a clear, compelling and inspiring brand, the Bayshore becomes a great tool in our toolbox for enhancing tourism in Delaware. This is truly a win-win for us all.”

The brand designs include a branding statement, logos, slogan, signage and advertisements that can be used by the partners to market and promote the Bayshore in a coordinated way. The branding is vital to the education of residents and travelers and helps ensure that future generations learn to respect, value and protect the region.

For more information on the Delaware Bayshore Initiative, contact Karen Bennett, Delaware Bayshore Coordinator, DNREC Division of Fish & Wildlife at 302-739-9124, Karen.Bennett@delaware.gov (mailto:Karen.Bennett@delaware.gov), or visit DNREC's website at <http://www.dnrec.delaware.gov/Pages/Delaware-Bayshore.aspx> (<http://www.dnrec.delaware.gov/Pages/Delaware-Bayshore.aspx>).

For information on the Delaware Bayshore Byway, contact Ann Gravatt, DelDOT Planning Supervisor, Byway Program, at 302-760-2254, Ann.Gravatt@delaware.gov (mailto:Ann.Gravatt@delaware.gov) or visit the Delaware Bayshore Byway website at www.byways.deldot.gov (<http://www.byways.deldot.gov>).

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Governor Carney, DNREC, DeIDOT and partners break ground for saltmarsh boardwalk project at Slaughter Beach

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SLAUGHTER BEACH – This morning, Delaware Governor John Carney joined DNREC Secretary Shawn M. Garvin, DeIDOT Secretary Jennifer Cohan, state legislators, conservation partners, and the community of Slaughter Beach to celebrate the groundbreaking for the Marvel Saltmarsh Preserve Boardwalk project. The

boardwalk and overlook will enable visitors, including schoolchildren, to walk out onto the saltmarsh to view and experience this amazing Bayshore ecosystem and its natural resources up close.

Photo: Governor John Carney, DNREC Secretary Shawn M. Garvin, DelDOT Secretary Jennifer Cohan, Slaughter Beach Mayor Harry Ward, Federal Highway Administration Division Administrator Mary Ridgeway, Delaware Nature Society Acting Executive Director Anne Harper and DNS members, state legislators, Marvel family members, and residents break ground for the Marvel Saltmarsh Preserve Boardwalk.

“The scenic overlook that we are building here will provide a new opportunity to enjoy this saltmarsh landscape and a diverse array of wildlife year round,” said Governor Carney. “This project will help Delawareans, and visitors to our state, discover our state’s rich history and natural heritage, as well as the Bayshore’s natural beauty.”

“This project is a major enhancement to a premier destination in our Bayshore region, giving visitors unique access to a new outdoor recreation opportunity,” said Secretary Garvin. “Visitors also will have the opportunity to learn about our dynamic coastal marsh systems, the plants and animals they support, and the coastal communities like Slaughter Beach that depend on them.”

“DelDOT is pleased to partner with DNREC and the Town of Slaughter Beach in the construction of a scenic overlook along the Delaware Nature Society’s Marvel tract,” said Secretary Cohan. “This overlook will be another great addition to the Delaware Bayshore Byway that showcases our beautiful state.”

Owned and managed by the Delaware Nature Society, the 109-acre Marvel Saltmarsh Preserve was donated to DNS in 1988 by the Marvel family of Milford – Randy and Linda Marvel, and Harvey and Kate Marvel, who attended today’s event. The preserve is home to many species, including fiddler crabs, blue crabs, grass shrimp, mollusks, and insects, as well as being a premier birding destination, with marsh wrens, seaside sparrows, clapper rails, great egrets, willets, and osprey. The Y-shaped, accessible boardwalk design, totaling approximately 345 feet, will provide access to a marsh pool at one end and a view of a nearby constructed osprey nest platform from an elevated observation platform at the other end. The boardwalk will enhance the environmental education programs DNS hosts for more than 1,000 students and families annually at the preserve.

The Marvel Saltmarsh Preserve scenic overlook project was made possible by a partnership between DNREC, DelDOT, DNS, and the Town of Slaughter Beach, with funding for design, engineering, and construction coming from multiple sources. Initial design and engineering funding was provided through a grant from DNREC’s Outdoor Recreation Parks and Trails grant program, with additional funding from DNREC’s Delaware Bayshore Initiative. Project construction funding is from the U.S Department of Transportation’s Federal Highway Administration via DelDOT’s Transportation Alternatives Program, which requires matching funds from a sponsor. With a long-term land lease between DNS and the town in place, Slaughter Beach is serving as the match sponsor, with a second grant from DNREC’s Outdoor Recreation Parks and Trails grant program. State Senator Gary Simpson and State Representative Harvey Kenton provided additional state funding from the Community Transportation Fund. The Delaware Nature Society also assisted and supported Slaughter Beach’s fundraising efforts by acquiring additional funds from the Delmarva Ornithological Society, Milford Lions Club, and Dogfish Head Brewery.

Media Contact: Joanna Wilson, DNREC Public Affairs, 302-739-9902

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