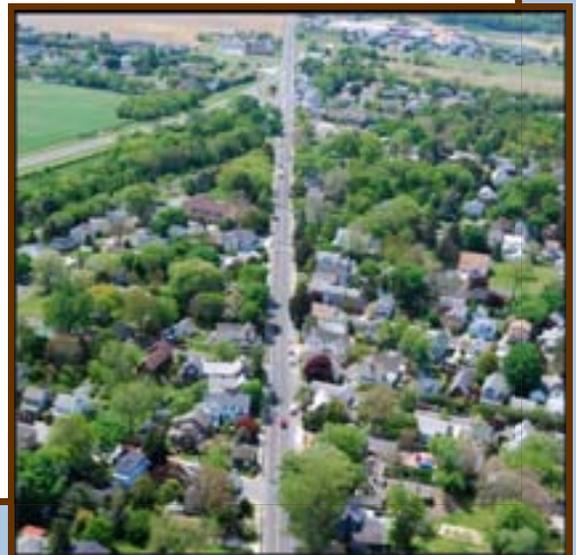




**Delaware Scenic and Historic Highway**  
Grant Application #SB-DE-2009-55727

# **The Lewes Scenic and Historic Byway**

Submitted by Delaware Greenways, Inc.



*Delaware Scenic and Historic Highway  
Nomination Application*

# **LEWES SCENIC AND HISTORIC BYWAY**

*City of Lewes and Sussex County, Delaware*

*Submitted to*

**Delaware Department of Transportation  
Division of Planning**

*Submitted by*

**Delaware Greenways Inc.**

*Sponsored by*

**City of Lewes Mayor and Council**

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Delaware Department of Transportation**

***January 2009***

This project was made possible through a grant from University of Delaware Sea Grant College Program

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# Chapter 1

## *Introduction*

### **1.1 Project Overview**

The Lewes Scenic and Historic Byway is a continuous road network that, taken as a whole, captures the remarkable 378 year history of the greater Lewes area. The individual segments of this route include New Road, Pilottown Road, Savannah Road, Kings Highway, Gills Neck Road, and Cape Henlopen Drive. Each roadway, together with its adjacent landscapes, represents land and sea gateways to Lewes that evolved over different periods of the area's history. Both physically and historically, they have played a vital role in the town's development and reflect its evolution since 1631. The stunning views found along the designated route illustrate Lewes' natural beauty, maritime origins and rich history, and the conservation of these attributes provides the focus for this application to the Delaware Scenic and Historic Highway Program.

Come by land; come by sea, motor, sail, hike or bike to the Historic Lewes Byway. Travel along these byways or gateways to Lewes and the whole history of the founding of America will unfold before you. Lewes is one of the top three travel destinations in the State of Delaware with some of the most outstanding historic, scenic, natural and recreational resources in the state.

### **1.2 The Delaware Scenic and Historic Highways Program**

Initiated in 2000 by the Delaware General Assembly with passage of Senate Bill 320, the Delaware Scenic and Historic Highways Program, administered by the Delaware Department of Transportation (DelDOT), seeks nominations which are "adjacent to or travel through an area that has particular intrinsic, scenic, historic, natural, cultural, recreational or archaeological qualities." The route must also "offer an alternative travel route to our major highways, while telling a story about Delaware's heritage, recreational activities or beauty."

The State Scenic and Historic Highways Advisory Board outlined the Vision, Goals and Objectives for the program as follows:

#### **Vision for the Delaware Scenic and Historic Highways**

The Delaware State Scenic and Historic Highways Program showcases the natural beauty and unique features of the state and fosters the preservation of natural, cultural and historic resources, while benefiting economic development through tourism and recreational opportunities.

Sites and features of the State Scenic and Historic Highways are apparent to all who travel Delaware roads, and the Program enjoys broad public participation and support.

## **Goals for Delaware Scenic and Historic Highways**

1. Evaluate and designate State Scenic and Historic Highways.
2. Protect and/or enhance State Scenic and Historic Highways and their resources through a coordinated management program while ensuring the safe operation of these routes.
3. Benefit economic development through tourism and promote byway-related educational and recreational opportunities.
4. Monitor and evaluate the implementation of the State Scenic and Historic Highways Programs to ensure it continues to meet the needs of the State and its citizens.

## **Designation Process**

The State of Delaware's program has established a process for designating scenic and historic roads that consists of two principal steps: 1) submission of a nomination application; and 2) preparation and submission of a corridor management plan. In preparing the nomination application, the organizing entities must undertake a public involvement process that demonstrates broad public interest and support.

### **Step 1 – Nomination Application**

Submission of the nomination application includes an inventory and evaluation of the corridor's intrinsic qualities in concurrence with the national scenic byways standards. There are six potential intrinsic qualities. They are:

- Archaeological
- Cultural
- Historic
- Natural
- Recreational
- Scenic



Roosevelt Inlet, where Lewes-Rehoboth Canal meets Delaware Bay

To be designated as a Delaware Scenic and Historic Highway, the nominated roadway must possess at least one of these intrinsic qualities to outstanding degree. Consequent to successful review of the nominating application and designation by the Delaware Secretary of Transportation, the nominating sponsors must complete a corridor management plan for the roadway within five years. The sponsor for the route may then be eligible to apply through DelDOT to the Federal Highway Administration for grant funds to assist with the completion of a Corridor Plan and/or may use the state designation status to assist in seeking funding from other sources to assist with the Corridor Plan.

## **Step 2 – Corridor Plan**

Preparation of the corridor plan includes creating a long-term vision for the Scenic and Historic Highway and establishing a two-to three-year action plan for its implementation, developed collaboratively with all those who have an interest in the future of the byway. The corridor plan describes “the goals, strategies and responsibilities for conserving and enhancing a scenic and historic highway’s most valuable qualities.” Upon approval of the corridor plan by the Secretary of Transportation, the roadway is fully recognized as a Delaware Scenic and Historic Highway. As a result of this recognition, the roadway may have special signs installed, may be recognized on state maps and may be promoted through the Delaware Tourism Office. The byway will also continue to be eligible for project funding through the national scenic byway program

The designation affects permits for new off site/off premises signs (outdoor advertising signs that are placed on one property, but advertise goods or services available on another property) on any roads controlled by the Highway Beautification Act of 1965. New off premises outdoor advertising signs are not permitted along state Scenic and Historic Highways. This rule does not affect existing outdoor advertising signs.

The primary benefits of recognition as a Scenic and Historic Highway include raising the awareness of residents and visitors about the special character of the roadway, promoting the stewardship of the corridor's resources, and establishing the roadway as an asset in the economic development of the region where it is located.

### **1.3 The Lewes Scenic and Historic Byway**

The City of Lewes nestles in the lee of Cape Henlopen at its entrance to Delaware Bay, defending its mouth, sheltered from the winds and waves of the Atlantic Ocean. For centuries this little settlement has grown benefiting from the resources of land and sea, providing a transitional refuge and gateway between each.

From its beginnings as the first town in Delaware, Lewes for many years functioned as the County Seat of Sussex County as befitted its importance to mariners and farmers from the interior. When the western portions of Sussex County became inhabited, the logistics of governance required that the County Seat be moved further west to Georgetown. The tactical and economic importance of the sea and coast to Sussex County and the nation never declined, however, and many infrastructure projects over the years in Lewes and its harbor on both a State and Federal level attest to this recognition.

The question could be asked “Why not concentrate on Kings Highway alone as the proposed Byway, a historic road which used to run from Lewes through Dover to Wilmington?”

During the Colonial period, the major north-south road in Sussex County was one of several Kings Highways established by statute in 1752 as part of a system of these roads. The collective roadway at one time extended all the way to Wilmington along the line of the head of tidal navigation, linking the small landing communities that developed at these strategic points. It ran northwards from Lewes to Cedar Creek and St. Matthews Anglican Church (built in 1707), to Dover, and thence to Wilmington. It was essentially a road as far east as it could almost be. Minor roads ran from Lewes southwest to Indian River and southeast to the Inlet.

The construction of major north-south roadways in Sussex County did not begin until the late eighteenth century, and with the establishment of the county seat in Georgetown, were located further west down the length of the state. The function of the Kings Highway system was superseded by newer “state” roads, and eventually in the twentieth century, by DuPont Highway (Route 113). As a result, Kings Highway can only be found in vestigial pieces between Lewes and Wilmington, and the track is too sketchy to be considered for Scenic and Historic Highway status. Kings Highway in Lewes, however, has been lovingly preserved along with the other nominated roads, and is endowed with character and life worth sharing with every traveler.

As one of the earliest permanent settlements in Delaware, Lewes has many significant historic houses and archaeological sites, as well as a diverse natural charm based on multiple ecosystems

including woodland, field, salt marsh and beach dunes. This diversity is one of the reasons that the beaches and fields of Lewes, Delaware form part of the Great Atlantic Flyway, a major migration route for birds, and a major mating and spawning ground for horseshoe crabs. These attributes are unique to the Delaware coast and in particular Lewes, and have been recognized at both the regional and national level.

In the spirit of preserving the past and present for the future, the Lewes Scenic and Historic Byway seeks designation as a Delaware Scenic and Historic Highway. These “gateway” roads possess outstanding historic, natural and recreational qualities, as shown by this application.

The highest priority for byway preservation and enhancement efforts will be the gateway roads themselves. Preservation activities will focus on creating the necessary public incentives to encourage voluntary, private conservation and historic preservation efforts. In the commercial parts of the roadways, the success and vitality of the businesses located there will be of primary importance. Similarly, the needs and interests of farms, institutions and visitor attractions will be likewise respected and made part of the plan.

The following Mission Statement and Goals were developed based on input from the Advisory Group meetings, public meetings and interviews with individuals and interest groups. The purpose of these statements is to guide the Byway planning efforts so that they stay focused on the needs of the individuals, communities and businesses along the gateway roads.

### **Mission Statement**

The Lewes Scenic and Historic Byway Committee aims to preserve and enhance the gateways to Lewes, its treasured landscapes, its rich heritage and its outstanding natural resources in a manner sensitive to the needs of the many individuals, communities and businesses that help shape it.

### **Goals**

- Support and encourage efforts to maintain and restore historically significant buildings and sites located along the designated Byway.
- Preserve the natural scenic and historic character of the Byway.
- Identify the “points of entry” or “gateways” of Lewes on New Road, Pilottown Road, Savannah Road, Kings Highway, Gills Neck Road and Cape Henlopen Drive, and create plans that identify appropriate signage, landscape and other standards.

- Encourage and support tourism opportunities and cultural events that support local businesses, consistent with preserving the qualities of the corridor, and sensitive to the residential and ecological needs along the corridor.
- Work with state and local tourism officials as well as the community to advance initiatives that plan for and effectively manage seasonal tourism travel.
- Maintain the character of the corridor using context sensitive design approaches for land use and transportation changes. These changes must be sensitive to the needs of pedestrians, bicyclists and wildlife.
- Support initiatives that sustain agriculture and maritime activities consistent with preserving or improving existing natural habitats within the corridor.
- Support and assist efforts to secure public and private funds that will permanently protect key vistas and open space parcels of significance.
- Secure funding to support further archaeological research in the area, including sites along New Road and at the north end of Pilottown Road. Nominate sites to the National Register as appropriate.
- Work with stakeholders to identify and preserve agricultural and open space lands within corridor to create a greenbelt in and around the greater Lewes area.

## **1.4 Organization of the Application**

This Nomination application is organized in four chapters with accompanying maps and appendices. The application addresses all of the requirements for designation outlined in the Delaware Scenic and Historic Program guidelines.

### **Chapter One – Introduction**

Chapter 1 briefly gives the background of the application processes and describes the nature and characteristics of the gateway roads.

### **Chapter Two – Roadway Character and Corridor Definition**

Chapter 2 delineates the physical personality of each road segment, their general boundaries and notable features. Each of the six roads is described, including land uses.

### **Chapter Three – Intrinsic Qualities and Associated Resources**

Chapter 3 begins with a Statement of Significance for the roadway. It identifies primary, and secondary intrinsic qualities and outlines how the byway supports each of them. Associated Resources that support the intrinsic qualities are provided, with further documentation to be found in the Appendices.

### **Chapter Four – Public Involvement**

Chapter 4 follows the process of public involvement in this application, without which no corridor plan could hope to succeed. Supporting information on the public process, including a list of the primary participants, can be found in the Appendices.

## Chapter 2

### *Description and Experience of the Corridor*

Chapter 2 of this application reviews the character of the roadways that form the byway and outlines the traveler’s visual experience based upon topography, road layout, roadside visual character, and adjacent uses. The Lewes Scenic and Historic Byway Corridor Definition map is shown below and depicts some of these features.



### **2.1 Roadway Character and Corridor Definition**

The proposed Scenic and Historic Byway is a continuous route of six road segments that is composed of the “Gateway Roads of Lewes” and together provide travelers with an educational and visually engaging experience. It illustrates the rich history of Lewes from native settlements to present day through an interconnected and interdependent network. The “Gateways from the Land” are Kings Highway, Savannah Road and New Road. They are of historical significance, serving as gateways into historic Lewes from Route One from south and north for most travelers. The “Gateways from the Sea” are Pilottown Road, Gills Neck Road, and Cape Henlopen Drive and highlight the scenic views and natural beauty along the Lewes and Rehoboth Canal and the beach, extending to the coast at points farthest east and west along the Lewes coastline. The character of each roadway varies, as the route travels from working farmland through a settled

historic district replete with nationally recognized architecture, and ends at miles of beautiful preserved beaches, nature trails, and bird sanctuaries.

A unique aspect of this corridor is its potential for multimodal transport, whether vehicular, on foot or bicycle. There are several trails adjacent to the corridor, and crosswalks and signage exist in a number of places for those who bike and/or walk along the corridor itself. Low speed limits and winding narrow roads characterize many parts of the designated route and help to calm traffic. Existing and well-maintained trails connected to the proposed corridor include the Historic Lewes Greenway, the Coastal Heritage Greenway, the Junction and Breakwater Trail, and thirteen miles of trails and pathways within Cape Henlopen State Park. Of special note is that fact that the American Discovery Trail, which stretches from Delaware to California,



*View of Gills Neck Road with Cape Henlopen, Atlantic Coastal Woodlands and the Park in the background. Cadbury Retirement and Assisted Living Community is building in the foreground and other developments are planned for the farmland seen here. The rural quality of this road consistent with safety concerns requires Context-Sensitive planning, available with this designation.*

crosses the corridor several times on its way to its eastern terminus within Cape Henlopen State Park.

The proposed corridor reflects a comprehensive history of Lewes, each part containing thematic representatives of different periods. The route is bounded along the coast by the Great Marsh at the northwestern reaches of Lewes at Pilottown Road and by the dunes and beaches of Cape Henlopen State Park to the northeast. The historic land gateways of Kings Highway, Savannah Road and New Road all extend to the Lewes and Rehoboth Canal. Savannah Road, Kings Highway, Pilottown/Front Street and Gills Neck Road converge at the Savannah Road Bridge in

the heart of downtown historic Lewes where the Zwaanendael Museum and the Fisher-Martin House with the Visitor Information Center is located. New Road ends less than a mile west at Pilottown Road. From the canal, Savannah Road then extends across the bridge to the coast at Lewes Beach. The route then turns northeast along Cape Henlopen Drive to Cape Henlopen State Park. The route serves as a maritime gateway, and the numerous docks and marinas found along Pilottown Road and Gills Neck Road, with the Cape May-Lewes Ferry terminus on Cape Henlopen Drive all speak to the constant flow of maritime traffic in and out of Lewes.

In addition to their historic merit, each gateway road has its own distinct attributes of streetscape, spatial character, and adjacent uses. Each road was selected using standards that paid attention to scale, changes in terrain, scenic vistas, natural resources and/or ecosystems, and recreational activities. The selection of the route addressed and incorporated the ideas, directions and concerns of Lewes citizens and other participants in the effort, through a series of widely publicized workshops and open houses.



*This corner on Gills Neck Rd. in particular needs careful attention due to the safety needs of cyclists, and its de facto function of calming traffic. These roads formerly led to residences (now removed) and are close to important archaeological sites.*

## 2.2 Kings Highway

### Location

From Cape Henlopen High School to its intersection at Savannah Road.

### Length

1.5 mile

### Visual Character

Public education buildings and fields, open farmland, modest commercial followed by many historic residential and public structures, including a museum.

### Description

Cape Henlopen High School was built on open farmland in 1976 to incorporate the high school populations of Rehoboth Beach, Lewes and Milton. Another school structure is being built right next to it and expects to open its doors in fall of 2009. This part of the roadway is open, surrounded by working farms, although suburbanization is encroaching rapidly.

The Lowder Mitchell family maintains a Century Farm here. This is a Delaware Department of Agriculture designation recognizing working farms that have remained in a family intact for over 100 years. The Mitchells operated a popular farm stand at the side of the road in the summer for many years.

A modest commercial area follows, some businesses occupying repurposed older homes. A small shopping center faces the road, on property originally belonging to the farmhouse that, with its old trees still stands next to it. Warehousing and mixed small business follow next along the route.

Kings Highway shares its function to this point with County Route 9 East, which was expanded to accommodate traffic to the Delaware River and Bay Authority's Ferry Terminal on Cape Henlopen Drive. Also called Freeman Highway, this road veers right and southeast, while King's Highway turns left into historic Lewes passing a beautifully landscaped island, maintained by Lewes in Bloom, a local award-winning non-profit group.

The road crosses a spur of the old Junction and Breakwater Railway and immediately on the right is the pocket park and arboretum named after Al Stango, former mayor of Lewes, connected with the community-built and supported Lewes Public Library. The mature, native



*The home of  
Colonel David Hall*

trees blend harmoniously with equally mature shrubs and trees in the historic gardens around the nearby old and beautifully maintained homes.

This part of Lewes is very pedestrian-friendly, with most necessities well within walking distance – schools, hospital, churches, groceries, library, museums, cultural amenities, and parks. This segment extends all the way to Savannah Rd.

Many houses are on the National Historic Register. Lewes Presbyterian Church and its churchyard are very old and distinctive. The Fisher-Martin House is home to the Lewes Chamber of Commerce and sits next to a period-authentic herb garden, also maintained by Lewes in Bloom.

On the peninsula formed by the confluence of Kings Highway and Savannah Rd, stands the Zwaanendael Museum, a most unique building. It was designed to look like the ancient City Hall in Hoorn, Holland and was built in 1932 to commemorate the 300<sup>th</sup> anniversary of the first Dutch settlement. A formal park with fountain, brick walks and benches provides shade and respite for weary travelers.



*Lewes Presbyterian Church, established 1692, houses the oldest Presbyterian congregation in Delaware.*

*The Fisher-Martin house was brought on-site from Coolspring, and is a perfect example of its period.*



## 2.3 Savannah Road

### Location

Middle prong of the three roughly-parallel entrances into Lewes. From the railroad tracks of the Junction & Breakwater Railroad northeast towards the Canal Bridge, over the bridge and down to Lewes Beach. Intersects with Kings Highway, Front St., Gills Neck Road and Cape Henlopen Drive.

### Length

2.25 miles

### Visual Character

Mixed, running from residential, academic fields and buildings, graveyard, institutional (Beebe Medical Center and doctor's offices), restaurants, beach commercial, to beach residential.

### Description

Savannah Road, formerly known as South Street or State Street, is perhaps the city's most frequently used gateway. Originally this roadway ended at Canary Creek, whose headwaters originate just east of Savannah Road. Indeed, the road's name is derived from the grassy and marshy fields into which the creek disappeared as it made its way out of town.



*View of Canalfront Park and floating docks  
from Savannah Road Bridge*

## **Associated Resources**

### **Schools**

Lewes has a rich legacy of education and the earliest reference to education in the town dates back to the 1690s. The Register House, located at the site of the current Zwaanendael Museum, was a well-known local school. Consolidation of the small school districts that existed both in town and throughout the rural areas outside of Lewes resulted in the creation of the Lewes Union School, located at the site of the current Beebe Medical Center. When this School became too small and outdated to meet the town's educational needs, a new school was built in 1920 at the corner of Savannah Road and what is now Sussex Drive. The school was expanded over the years and currently serves as the Ninth Grade Academy for Cape Henlopen High School.

### **Bethel Cemetery**

The largest cemetery within the City of Lewes is located on Savannah Road and is named Bethel Cemetery. It is shared by Bethel Methodist Church, located on Fourth Street and Groome Methodist Church at the corner of Dewey Avenue and Savannah Road. Several notable graves are located in Bethel including the graves of the Beebe brothers, founders of Beebe Hospital.

### **Beebe Medical Center**

Beebe Hospital of Lewes was established in 1916 by the brothers Dr. James and Dr. Richard Beebe, and was the first hospital in Sussex County. It has expanded through the years to include a Woman's Health Pavilion, Heart Center and a recently expanded Emergency facility. In 2009, it is the largest employer in Lewes

### **Lewes Fire House**

One of the oldest continually operational fire departments in Delaware, the Lewes Fire Department was established in 1996 and has had two different stations on Savannah Road.

### **Zwaanendael Museum**

The Zwaanendael Museum, (see 2.4 Kings Highway) also faces Savannah Road and provides an impressive backdrop for special events in Lewes, especially the many parades that make their way down Savannah Road.

### **Zwaanendael Club House**

Originally built as a Sussex Trust bank, the Zwaanendael Club, a member of the General Federation of Women's Clubs, now occupies the small brick structure at the corner of Third Street and Savannah Road. The Club provides scholarships to local students and publishes a local telephone directory each year. The members of the Zwaanendael Club featured prominently in the dedication of the DeVries Monument (see 2.4 Pilottown Road), their members appearing in the most famous photograph of the dedication.

**Hugheyville**

Until the construction of a drawbridge over Lewes Creek in the early 20<sup>th</sup> century, Savannah Road ended at the canal with the first span to the beach located at Market Street. On Lewes Beach, between Massachusetts Avenue and Bay Avenue, a small neighborhood developed called Hugheyville, consisting of poorer, working class white families. Several of the houses of this neighborhood remain.

## 2.2 New Road

### Location

Runs approximately north-east from Nassau Road, perpendicular to Route 1, and ends at Pilottown Road at the canal.

### Length

2.8 miles

### Visual Character

The northwest side of New Road is dominated by working fields, retired orchard, salt marsh and wooded areas. The opposite side is being more actively suburbanized with developments ranging from small older ones with modest houses to newer developments featuring larger homes.

### Description

The roadway is transected by three waterways, all of which ultimately drain into Delaware Bay. Surrounding the two tributaries of Black Hog Gut are significant wooded wetland areas off limits to hunting, and home to a variety of wildlife. Canary Creek is tidal and rises and falls within salt marsh, bordered by trees. Canary Creek bridge is a locally famous crabbing spot. In summer when not cut by DeIDOT, the roadside wildflowers have always been a major attraction.

Wildlife and birds are frequently seen here - Snow and Canada geese settle in the roadside fields to shelter and graze. The waterways adjacent to New Road represent the gateway to the Great Marsh and nationally recognized Prime Hook Wildlife Refuge.



*Retired Nassau Orchards in background; cut flower operation in foreground. Corner of Nassau and New Roads.*



*Wooded area around tributary of Black Hog Gut.*

At the north end are parts of the old Nassau Station, one of the depots for the Junction and Breakwater railroad. The University of Delaware College of Marine and Earth Sciences has a secondary entrance on the northwest side of New Road close to Lewes' city limits that has been sculpted like the rest of the graduate campus to withstand heavy wind forces. It is landscaped with many native species of trees. Closer in to Lewes the houses become more densely sited. The old Lewes Ice plant also stands close to Pilottown Road, now retrofitted to house several small businesses.



*Newly harvested fields of winter rye.  
Wooded wetlands behind.*



*Canary Creek vista from crabbing bridge, with salt marsh in summer growth. These marshes provide critically important spawning and nesting grounds for fish, birds, crabs etc. The sun rises over the distant trees providing many spectacular morning views throughout the seasons.*

## ***Gateways from the Sea***

### **2.5 Pilottown Road/Front Street**

#### **Location**

From the Great Marsh at Roosevelt Inlet on the northwestern end, parallel to the Lewes-Rehoboth Canal to Shipcarpenter St where it becomes Front St, thence to the intersection at Savannah Road at the foot of the Savannah Road bridge.

#### **Length**

1.8 miles

#### **Visual Character**

Marine activity along the canal side of the road, with great natural views of water, wildlife and sky. Residential land use for 90% of the landward side, becoming mixed commercial or academic at the extreme ends.



*Aerial view of canal showing intersection of Savannah Road, at bridge with Gills Neck Road (bottom) and Front Street, becoming Pilottown Road just after tennis courts. Note Overfalls Light Ship Museum on canal, center right.*

## Description

Along Pilottown Road, docks and small marinas characterize the canal side, with salt marsh pressing against them and across the canal. A few trees break the wind.

At the northwestern end is the new DNREC-administered boat ramp and capacious truck-and-trailer parking area, serving Lewes and wide surrounding areas. Next come some of the University of Delaware's research buildings and a harbor that is home to the University's research vessels, including the new flagship *R/V Hugh R. Sharp* and a privately maintained oil-spill reclamation vessel (*Del River*). Landward, beginning at the marsh that spreads as far as one can see, there are some significant archaeological sites marking pre-historic settlements, and the first landings of European settlers in these parts.

The University of Delaware College of Marine and Earth Sciences has its primary entrance here, opposite Roosevelt Inlet. The 62-acre campus houses two major buildings containing laboratories, offices, classrooms, and modern electronic meeting-facilities - all the appurtenances of a modern academic center. The buildings and campus themselves have been built and terraformed to withstand the heavy forces of hurricane winds to which they have been subjected from time to time. Parking lots are protected by berms; there are no long straight roads to conduct wind energies and berms and shrubs protect ground floor windows

Next door to the College property is the Lewes Dairy, which is one of the last surviving dairies in Sussex County. Collecting and processing milk from surrounding farms, the products of Lewes Dairy are distributed to and highly sought after by homeowners and restaurants from Delaware to Washington D.C. Locally owned for several generations, Lewes Dairy trucks and tankers are frequently seen driving the roads into and out of Lewes.

The DeVries Monument was erected in 1909 by the State of Delaware to celebrate the 300<sup>th</sup> anniversary of Henry Hudson's exploration of Delaware Bay. A small landscaped roadside stop marks its location just south of the entrance to the College.

Opposite this is St. Peter's Episcopalian Cemetery, guarded by brick walls. It is thought to be the oldest burying ground in the State, having been in use since 1685. A second cemetery closer to town belongs to Saint George's AME congregation, and is the site of the Champion hackberry tree in the State of Delaware.

Homes along Pilottown were originally modest dwellings, but are now very mixed with luxurious two-story houses. Lots become narrower as the traveler approaches the city center, and the landscaping is more ambitious. Many Victorian homes once owned by River and Bay Pilots add great character to Pilottown Road.

In town, there are two Little League fields on the Canal-side of the road, followed by the City's new Canalfront Park. The Overfalls Lightship (currently being re-hulled elsewhere but destined for return as a tourist attraction), and the Lewes Historical Society's Life

Saving Station are adjacent to the former boatyard that will accommodate green spaces for picnicking and walking, canal front boardwalk and a community building.



In 1930 lands along the bank of the Lewes Canal between Shipcarpenter Street and New Road were designated for acquisition by the town of Lewes with the goal of creating the town's first "greenway". Originated by then Lewes Mayor James T. Thompson, the creation of this "ornamental boulevard" was not initially well received by many of the owners and took many years to implement. A number of homes located along the banks were moved to other sections of the town. It has become, however, one of the signature vistas of Lewes.

The Cannonball House, so-called because a cannonball from the bombardment of Lewes in April, 1813 struck it and can still be seen lodged in the foundation, stands across the corner from the Post Office. It has been restored by the Lewes Historical Society and houses their Marine Museum.

The War of 1812 Park, or Memorial Park, commemorates the engagement with the British, and showcases the Battery, a row of four cannon used to defend the town. It is to be found right behind the town docks, on Front Street and provides a nice spot of greenery in the summer.

Mixed commercial establishments including the red brick Lewes Post Office, complete the approach to Savannah Road.



*Memorial Park commemorates the War of 1812. Note cannon, one of four in the Battery. Note large yacht at City docks.*

## 2.6 Gills Neck Road

### Location

Running south-east from the traffic light opposite the entrance to Cape Henlopen High School around in a large, winding loop to run (heading north-west) parallel to the Lewes-Rehoboth Canal and finally to connect with Savannah Road at the foot of the Canal bridge, opposite Pilottown Road.

### Length

2.5 miles

### Visual Character and Land Use

Suburbanizing farm fields, with narrow winding roads and large master-planned communities, country estate and scenic canal views. Homes closest to the intersection with Savannah Road at the bridge are part of Lewes' Historic District, where mature trees and vegetation hold sway.



*View of the Canal looking towards the Freeman Highway, built to accommodate traffic to and from the Delaware Bay and River ferry terminus. Boats are traveling down the canal to the Inland Bays.*

## Description

The first half of the road closest to Kings Highway is pedestrian friendly, bordered by a five-foot recreational path that connects the high school and five nearby developments directly to the Junction and Breakwater Trail. This is a biking and walking corridor that begins in the Hawkseye development and links Lewes to Rehoboth. It was constructed on the rail bed of the old J & B Railroad line to Rehoboth. Future plans call for continuation of the Junction and Breakwater Trail to parallel Gills Neck Road to the City Limits and to connect the trail to the town of Georgetown to the west. The existing connection from the Junction and Breakwater Trail along Gills Neck Road is among the most scenic segments and is heavily traveled by cyclists and hikers, especially in the summer months.



*Approach to Hazell Smith estate*

Beneath Freeman Highway there is a small gravel parking lot that allows for recreational opportunities such as crabbing and fishing. As part of the Smith estate the area around the

overpass is relatively undeveloped and allows scenic views of salt marshes and forested wetlands. Otis H. Smith, Mayor of Lewes was the original owner of the historic Smith estate located along the latter half of Gills Neck Road. He was the first president of Fish Products Company, the largest menhaden processing operation in the country. Ironically, the odors emanating from the plant limited adjacent residential development, thus preserving these highly valued and scenic coastal lands for future generations.



*Fields across the road from the Canal – part of Smith estate. Note non-rotting concrete fence.*

Located approximately 100 yards away from the Freeman Highway overpass, the Lewes Railroad Bridge was constructed by the Delaware, Maryland, and Virginia line in 1869 when the Junction and Breakwater line was serving Lewes. This is a rare surviving example of a swing bridge that can be operated by one person.

Right next to Savannah Road and the Savannah Road bridge are several historic houses, including the Barnes-Marvil House, owned by Dr. James Marvil, founder and first president of the Lewes Historical Society.

Gills Neck Road connects with Savannah Road and Front Street adjacent to the Savannah Road bridge that crosses the Lewes and Rehoboth Canal at the center of town. The vistas along this corridor, and at the bridge crossing, are among the most scenic in Lewes.

## 2.7 Cape Henlopen Drive

### Location

Cape Henlopen Drive runs northeast parallel to the beach from its intersection with Savannah Rd at Lewes Beach, to Cape Henlopen State Park.

### Length

1.5 miles

### Visual Character and Land Uses

Beaches, residential, master-planned communities, working harbors (Delaware River and Bay Authority Ferry terminus, land base for the Pilots Association for the Bay and River Delaware,) industry and Atlantic Coastal Forest located on State Park lands.

### Description

Cape Henlopen Drive is pedestrian friendly with low speed limits and bike paths on both sides of the road. With its historic lighthouses, picturesque harbors, oceangoing vessels and beachfront communities, Cape Henlopen Drive embodies Lewes' national appeal as a summer beach destination for both tourists and locals alike.



*Watching the ferry from Lewes Beach.*

The Drive provides scenic views of the Delaware Breakwater East End Lighthouse. Built in 1885, the 49 foot tall structure was deactivated in 1996 and is currently open to the public through guided tours. Positioned so that it could be seen from both the harbor and the ocean, the light originally had a fourth order Fresnel lens that was replaced with an airport style beacon in 1973. The exterior of this lighthouse was renovated in 1999 and is currently used as a day marker. The Lighthouse is a favorite with amateur and professional photographers and has often been featured in state and national publications.

The Pilots Association for the Bay and River Delaware maintains a land base for out-of-town pilots in the old Lewes Coast Guard Station, immediately next to the Cape May-Lewes Ferry Terminus. The Pilots' Association also operates a highly sophisticated RADAR tracking and

communication station that was the first privately-funded and operated Vessel Traffic Information Service (VTIS) in the country.

The Cape May-Lewes Ferry terminus, which unites two of the Mid-Atlantic's historic seaside towns, is a large and busy purpose-built harbor and tourist center. The transport service has carried over 11 million vehicles and 34 million passengers across the 17-mile mouth of Delaware Bay during its 40-year history of operations. At least one of the five impressive vessels that comprise the fleet can be seen at any one time from the surrounding coastline during the summer months.

Closest to the Park on the right is the mineral extraction plant of SPI Pharma Group, formerly the Barcroft Company. Magnesium, principally, is extracted from seawater and shipped out to form the basis for milk of magnesia and other products. A slow-moving train fetches and removes tank cars once or twice a week along the original Breakwater and Junction line. The tree-lined plant has been in place for 39 years.



At the end of the Drive, the 7,000-acre Cape Henlopen State Park preserves a wealth of natural beauty, and wildlife that annually attract thousands of visitors from all over the country. Once a strategically important World War Two-era military post, Cape Henlopen now boasts some of the state's finest swimming beaches and salt water fishing areas. Gordon's Pond Wildlife Area features a unique saltwater impoundment. Along the coast, the Great Dune rises 80 feet above sea level, and further inland, the famous "walking dunes" slowly move across the pine forests. A broad salt marsh stretches along the park's western boundary. Cape Henlopen features 13 miles of walking trails and is the eastern end of the national American Discovery Trail, whose western terminus is in California.

## Chapter 3

### *Intrinsic Qualities and Associated Resources*

#### 3.1 Introduction

Applicants for designation under Delaware’s State Scenic and Historic Highway program must show how the corridor exemplifies at least one of six “intrinsic qualities” identified by the National Scenic Byway program. These qualities are listed in Chapter 1. As stated in the program guide, applicants must

- Identify and provide documentation for the primary intrinsic quality under which the road corridor merits designation; and
- Include a description of any secondary intrinsic qualities that also support this designation.

The Lewes Scenic and Historic Byway’s primary intrinsic quality is *Historic*. This corridor is among the most historically significant in the State of Delaware. The unique visual and “small town” character of Lewes and its immediate environs are the direct result of this regionally significant 378-year history and its surviving legacy. Lewes is the First Town in the First State in the United States of America.

Prominent within that legacy and a direct prerequisite of it are the natural characteristics that give Lewes its identity and character. Due to this special combination of land and sea, a secondary intrinsic quality for the corridor is *Natural*. This quality closely supports the corridor’s primary intrinsic quality and indeed was critical for the initial establishment and consequent prosperity of the town. Both the *Historic* and *Natural* qualities of the Lewes Scenic and Historic Byway are of regional significance. The regional importance of the corridor’s *Scenic*, *Recreational*, and *Archaeological* qualities also support the byway designation and make them secondary qualities..

Chapter 3 discusses the primary and secondary intrinsic qualities of the Lewes Scenic and Historic Byway. Resources associated with the intrinsic qualities are identified both in the text and on a map found at the end of the chapter. A full listing of the historic sites is included in an appendix to this nomination application.

### **3.2 Statement of Significance**

The establishment of a settlement on the site of old Pilot Town, now an integral part of the City of Lewes, played a pivotal role in the legal process that led eventually to the formation of the State of Delaware. The relative prosperity afforded by the sea and all its related occupations, plus its physical location at the mouth of Delaware Bay, promoted the preeminence of Lewes as the first County Seat of Sussex County. Kings Highway for many years was the only road that connected the southern county of Sussex with the state capital of Dover and the economic center of Wilmington.

The importance of a good harbor, of lighthouses for major shipping channels, of rescuing passengers and crews of foundering ships, of a cadre of pilots who could accurately guide vessels up and down the Delaware Bay, and of defending Delaware Bay shipping in more modern times, have all gained Lewes the attention of the Mid-Atlantic region and the nation. The activities required to carry out all these tasks have formed, then depended on the presence of the roads nominated as the Lewes Scenic and Historic Byway. The network so formed facilitates movement along the coast and canal, and through the gateways into and out of Lewes. By extension they have influenced the development and evolution of the whole lower portion of the State of Delaware. The legacy of Lewes' past is seen everywhere along these roadways.

### **3.3 Primary Intrinsic Quality: Historic**

As outlined in the Statement of Significance, the designated corridor of the Lewes Scenic and Historic Byway allows visitors and residents alike to experience and appreciate the historical significance and natural scenic beauty of Lewes. The route unites the landscapes and places that are the legacy of those who shaped the region. The enduring narratives of this landscape are seen in the byway's surviving historic buildings and corollary resources. An understanding of these resources can help residents and visitors to see the value of this unique town, and its roadways.

The history of Lewes and its immediate environs can be divided into developmental themes, from pre-history to the suburban development of today. These thematic periods have been adapted from the historic contexts outlined in the *Delaware Statewide Comprehensive Historic Preservation Plan* and folded together with information from *The History of Sussex County, Delaware* by Harold B Hancock (Sussex County Bicentennial Committee, 1976), and other resources. Adaptations have been made to illuminate Lewes' special contribution to the growth of Sussex County, and to reveal the differences that Lewes' physical placement on the coast at the mouth of the Delaware Bay has made to its own evolution. Each of the thematic periods contains stories that help to illustrate the significance of the designated gateway roads and the appropriateness of their inclusion as a State Scenic and Historic Highway. Together these narratives provide a comprehensive way to understand the town's historic resources and the stories associated with them.

Each of the byway's six thematic periods is summarized below. Following each summary, the types of resources associated with the period are outlined. An inventory of surveyed historic resources is included in an appendix to this application. During the next phase of this study - the corridor planning process, - these resources will be analyzed in more detail.

#### **Period 1 – Pre-History and Early European Settlement, 10,000BC – AD 1700**

Archaeological evidence, much of it obtained from sites accessible from the designated roadways, suggests that Indians fished and hunted in the tidal bays and shallow rivers around present-day Lewes thousands of years ago. The first Europeans were Dutch, then English settlers who arrived in the early 17<sup>th</sup> century. Lewes was important as a trading center with the Indians, and for a long time the only town in Sussex County. No wonder pirates and others saw it as a prize for the plucking!

Towards the end of the century, Scotch-Irish settlers began to arrive, followed by Quakers. Hancock refers to this period as "Indians, pirates, Maryland invaders and warring European nations."

At this time, transport was mainly by water as there were numerous creeks to carry boats. Footpaths and cart tracks sprang up later, following many of the water routes, especially the Whorekill ("kill" being Dutch for river), now (after significant dredging and other modifications) the Lewes-Rehoboth Canal. Pilottown Road, Gill's Neck Road and Cape Henlopen Drive are three such old "cart track" roads.

## **Associated Resources**

### **Archaeological Resources**

The archaeological record provides the only reliable way of understanding prehistoric and early historic periods of the corridor. American Indian sites are a fragile and vulnerable component of the landscape and are known to be present in several places close to the proposed Lewes Scenic and Historic Byway roads. Most are close to water, as are the roads. Deeds and other writings indicate where buildings may have stood in the nascent town of Lewes, and how they were used (churches, prisons, hotels). The character and significance of the archaeological record is outlined in a subsequent section of this chapter on the byway's *Archaeological* qualities.

## **Period 2 – Agriculture and Milling, 1730-1880**

Stability and prosperity characterize much of this period. Agriculture became the mainstay of settlers in the interior. Dwellers in and around Lewes were more likely to practice specialties, and deeds mention pilots, merchants, tanners, bricklayers, carpenters, blacksmiths, attorneys, ship carpenters and physicians. The first gristmill in Sussex County (powered by wind) was set up in Lewes, and export of agricultural (rye, corn, tobacco) and processed goods (lumber, cedar shingles, salt, iron) was very important. Similarly, imports were equally necessary to the inhabitants. The roadways of the Byway became important as gateways, moving goods into and out of the port of Lewes. In 1759, the only road from Lewes northward through Dover was named Kings Highway.

Shipyards for the repair and construction of vessels began at an early date, and although not actively pursued to the same degree in modern days, ships and vessels of all kinds are always docked along the Lewes-Rehoboth canal and provide much scenic pleasure for the traveler. Notable for the time was the boatyard owned by Peter Lewis, a black ship carpenter, located on the canal at the foot of Shipcarpenter Street.

## **Associated Resources**

### **Farmsteads**

The land around Lewes was sandy, fertile and relatively flat, perfect for agriculture. Immediately surrounding the Town of Lewes there were many farms, with their buildings and outbuildings. Mostly these were of wood, there being little or no stone on the Delmarva Peninsula. As the farm families grew, farms were divided to support more family members and more homes built. Although many of these farms have been bought up and merged, the individual identities of each family's original fields can often be seen by the presence of small family graveyards, visible from the gateway roads. New Road and Savannah Road both have these types of sites.

### **Wharves**

Lewes was primarily a town that depended on the sea for its livelihood. Kings Highway led directly down to the Whorekill and over the new Market Street bridge to the shore. Docking and the need to load and off-load goods led to the development of wharves, several times over the years, sometimes funded by the Federal Government. Their remains can be seen from Cape Henlopen Drive and also in the present day marina community on the Lewes-Rehoboth canal. Access to the wharves of the early town was one of the primary reasons for the development of the byway's roads.

## **Period 3 – Industry, 1770-1965**

The development of small communities centered around grist and saw mills, located on ports and fords, each with their own churches, post offices and schools began, in this period throughout Sussex County. The construction of the Delaware Railroad in the 1850's stimulated the birth and growth of these towns. The County Seat of Sussex County moved to Georgetown in 1791, and Lewes' preeminence diminished shortly afterwards. However, the change in the County seat provided an impetus for the extension and improvement of existing roads to connect Lewes with the rest of Sussex County.

Increased opportunities for transport through the interior of Sussex County allowed for the rapid increase in production of agricultural goods. Unlike New Castle County and even Kent County, Sussex County remained agriculturally based, even in its industries (corn, blackberries, strawberries, peaches and menhaden). Lewes benefited greatly from the railroads, and an extensive system of rails was built around and through the town. The rails can be seen intersecting Savannah Road and Kings Highway, and provide a pleasing scenic contribution to the traveler's experience along the Byway Corridor.

Otis H. Smith, nine-term mayor of Lewes, was owner with his brothers and sisters of a chain of fishing companies that included 14 processing plants and 150 vessels in the U.S. and South America. The Lewes plant occupied the land where Cape Shores residential development is now, and was reached via Cape Henlopen Drive. The influence of the Fish Products Company on the City of Lewes cannot be overstated. It was the town's biggest employer and one of the most successful businesses ever to call Lewes home. The only extensive estate to be found in Lewes is owned by Hazell Smith, widow of Otis H Smith, located on Gills Neck Road, giving that part of the road a distinctly genteel character.

## **Associated Resources**

### **Railroads and Railroad Structures**

After 1850, railroads became the primary means of shipping goods and moving passengers between towns and cities. In Lewes, a passenger depot was located close to the Lewes Public Library, which is adjacent to Kings Highway. The rails for the Junction & Breakwater railroad picked up packed menhaden from the fishery factory on Cape Henlopen Drive. They are still in use to transport pharmaceutical magnesium from the SPI Pharma plant located adjacent to the Cape Henlopen State Park. Another depot was located at Queen Anne's Station off Pilottown Road. A third was in Nassau at the top of New Road, where agricultural produce (apples, peaches, milk) was shipped. A fruit-packing factory was also located there, as was Best's grain mill, dry goods store, and milk processing facility. These buildings are still there and function, although some have been adaptively re-used for office and commercial use. The history and success of these agricultural businesses are entwined with the character of New Road, which today still reflects that agricultural heritage.

Further south at the end of Franklin Avenue (branches off Kings Highway) convenient to the tracks, was a tomato canning facility built by Morris and Sons, sold twice, and in operation until 1936.

The Queen Anne Pier was built from Lewes Beach into the Delaware Bay to allow docking for an early ferry service that ran between Lewes and Cape May, N.J. It was the terminus of the Queen Anne Railroad. Due to a lack of traffic, the railroad closed down in 1924. The pier was wrecked in February 1936 by ice floes so large they prevented navigation of the Bay and River. It was partially restored, but this pier too was destroyed by winter storms. Pilings may be seen from Lewes Beach.

The first rail bridge across the Lewes-Rehoboth Canal was wooden and was used from the late 1860s until 1916 when the Pennsylvania Railroad replaced it as part of a large modernization project. It is a steel horizontal swing bridge, a rare example of this kind of bridge operable by a single person, and was a crucial element during the years when the

railroad was a vital part of both the menhaden fishing industry and Fort Miles. The bridge was renovated in 1997. It is still used for commercial purposes.

### **Fishing Pier**

Located on the premises of, and maintained by Cape Henlopen State Park, is a 900-foot long fishing pier, part of which has been burned out and repaired. It is locally referred to as the “Iron Pier”. Built almost to completion in 1890, it was to have been used for “government purposes”. Never completed to its original 2000-foot plan, it nonetheless was an important transport pier for the military during World War II. It is now a source of great recreational enjoyment for local fishermen.

## **Period 4 – Marine Infrastructure, Waterway Improvements, and Strategic Defense, 1765 – 1945**

Marine shipping was very valuable, as were men’s lives, and anything that could be done to lessen the risk of working in wind and waves was important to the Federal government and to the State of Delaware. The channel through the mouth of the Delaware Bay close to Delaware is deeper and has fewer shoals than along the New Jersey shore; even so, many ships met a tragic end off Cape Henlopen. The British Colonial Government built a hexagonal stone lighthouse one mile inland from the shore in 1765, off the point of Cape Henlopen. It stood for 162 years before erosion undermined it.

Additional improvements to the harbor included the building of the Delaware Breakwater - the inner wall - in 1829, followed by the National Harbor of Refuge breakwater – the outer wall – in 1901. A reporting station for the Philadelphia Maritime Exchange was built on the Delaware Breakwater in 1875. In 1884 the Delaware Breakwater Marine Hospital (later Quarantine Station) was built, and in 1884 the Lewes Life-Saving Station was commissioned. In 1896 the Pilots’ Association for the Bay and River Delaware was formed – a new Association, but an old and important profession in Lewes.

Likewise, the waterways into and out of Lewes required management to improve transportation. In 1775 the first bridge across the Creek was built at Market Street. In 1912, the U.S. River and Harbor Act of that year authorized the Lewes and Rehoboth Canal and digging began. By 1937, Roosevelt Inlet at the beginning of the Canal was opened for access to Delaware Bay, and smaller vessels were able to move freely into and out of the Inland Bays from Lewes. Many fishing vessels typically sheltered on the Canal, and a boatyard was constructed to accommodate the repairs and building required.

Located as the Cape is at the mouth of Delaware Bay, the beaches and dunes next to Cape Henlopen were the perfect site for the strategic defense of both shipping and the great trade

centers of Philadelphia and Wilmington during World War II. Previously known as the Harbor Entrance Control Post, Fort Miles was named after Lt.-Gen. Nelson A. Miles (a historic Indian fighter and former Army Chief of Staff) in 1941. The fortifications were greatly expanded to include 16 major caliber weapons, bunkers barracks, administration buildings and a pier. Cable was laid on the sea bottom across the channel to listen for submarines, and a number of fire towers were set up within the 5000-acre fort, with some existing further down the coast. It was the second largest coastal fortification in the United States at the time of its construction.

While it was operational, the Fort housed over 2,200 soldiers, both men and women. It did not see any action, but 14 vessels were sunk off the coast, out of range of the guns. By 1958, Fort Miles was no longer of strategic importance, and 543 acres of the base were turned over to the State of Delaware, forming the heart of Cape Henlopen State Park. The Fort Miles Historical Society was formed in 2004 to preserve and refurbish some of the guns and sites, and it is now a great attraction for tourists and residents alike. The only road into the State Park and Fort Miles is Cape Henlopen Drive.

Society was affected by the increasing ease with which vessels could now communicate with land, and the recreational aspects of the beach and water began to appeal to people with some leisure time. Improving road and railroad traffic, including the Ferry, encouraged travel for no other reason than pleasure. In 1938, the first Lewes Yacht Club clubhouse was erected on Cedar Avenue. Club members own and maintain a large marina on the Canal, but also encourage sailing in the smallest sailboats, sponsoring regattas and competitions with other yacht clubs.

The Public Boat Ramp originally located on the Canal at the foot of Shipcarpenter Street, was moved by DNREC to the end of Pilottown Road in 2008. Now boaters with varying crafts have access to the salt water.

## **Associated Resources**

### **Breakwater Structures**

Both the Breakwaters can be seen from Lewes Beach and Cape Henlopen Drive, as can most of the marine infrastructure mentioned above. The Philadelphia Maritime Exchange post was moved around over the years and is currently located in the tower closest to the actual Cape.

### **Lewes Coast Guard Station**

Although the original building was moved to Rehoboth, the Pilots' Association now uses the current building on the site of the Lewes Life Saving Station as a land-base for pilots waiting for return trips to Philadelphia. It can be seen from Cape Henlopen Drive.

## **Canal Bridges**

The old Market Street Bridge was originally used to herd cows to grazing on Lewes beach, and can be inferred by the absence of buildings where it first existed on Front Street. A “boat restaurant” is moored in the spot and now occupies the space where the footings for the bridge must have been.

When boat traffic increased in number and vessel size, a new bridge became necessary. The replacement drawbridge was located a couple of blocks upstream and was opened in 1983, having taken two years to build. It is a major feature of the lower part of Savannah Road and is the site of some of the best scenic views of Lewes’ docks and canal frontage. Artists and photographers are especially fond of this site.

## **Roosevelt Inlet**

The Inlet also contains the ocean-going research vessels of the College of Marine and Earth Sciences, access to Canary Creek from the Broadkill River, and is the site of at least one major buried shipwreck. Pilottown Road is the only road to provide access to the further reaches of the Inlet. It is near the site of the first landings of the Dutch.

## **Public Boat Ramp**

The Doxsee Seafood processing plant stood at the end of Pilottown Road until 2005, but was demolished to make way for the new State boat ramp. Fishing for leisure is an extremely popular social and economic activity. This site has archaeological resources located close by.

## **Marine Museum**

Also known as the Cannonball House due to a cannonball lodged in the foundation, fired from a British ship in the War of 1812, it houses many marine artifacts. The Lewes Historical Society maintains the museum, and is in the process of renovating and upgrading the display space and storyboards.

The Zwaanendael Museum also houses many marine artifacts.

## **Fort Miles**

The construction and enhancement of Fort Miles required many resources and much labor. The observation towers were so well built that although they were only supposed to last for 25 years, most are still standing and a few have been refurbished to allow access to the top with views looking out over the sea and coastal landscape.

## **Submerged Shipwrecks**

Two particularly famous nearby shipwrecks have provided much information about naval shipboard life and commercial ventures – *HMS DeBraak* and the *Severn*. The DeBraak in particular has been well documented.

## **Period 5 – Urbanization 1818 – present**

In 1818, Lewes was incorporated as a town by an act of the Delaware Assembly, although the town was named such by William Penn in 1682. The Delaware General Assembly met in Lewes for two years in 1780 and 1781, and many Lewes residents were involved in the governance of Delaware. Indeed, six Delaware governors were either born right in or close to Lewes, and several are buried in local church graveyards.

With the advent of the railroad in 1807, a housing boom occurred with 150 new houses being built by 1887. The materials for these dwellings were transported to Lewes by rail. Most of these homes were heated by coal, brought to them by the railroad. The first Sanborn Maps of Lewes date from 1891 and list the population then at 1800 people. Detailed portions include a stretch of Kings Street (now Kings Highway) as well as Front St.

Many churches and their graveyards, schools, a Post Office, a hospital, a fire department and a separate building for the City Hall all speak to the regularizing of life in Lewes as an “urban” center in an agricultural setting. Following the Byway routes in a loop allows residents and travelers to take in and appreciate the history of the Lewes area, scene by scene, from its early beginnings to today’s coastal small town.

Other evidences of urbanization included a sewer system, electrical lighting, telephone, city water and other appurtenances of modern living. The Lewes Board of Public Works was established by the Delaware General Assembly in 1901.

### **Associated Resources**

#### **Houses of Worship**

Churches had been established long since and were a regular feature of Kings Highway (Lewes Presbyterian Church), and Savannah Road (Groome United Methodist Church). Graveyards were also found in these places, as well as Pilottown Road (St. Peter’s Episcopal Church on Second St, St. George’s AME) and their open flat presence and air of antiquity contribute to the special presence of these roads.

There were many other places of worship built within the gridded streets of Lewes. A newcomer to the Lewes end of New Road is Trinity Faith Christian Church, established in 1988, with a predominantly African-American congregation.

## **Post Office**

In 1803 a Post Office was established in Lewes, with the current large, red brick building being completed on Front Street in 1915.

## **Schools**

Schools were becoming established during this period. An academy conducted on the site of the now-Zwaanendael Museum (Savannah Road and Kings Highway), was in place about 1795. Lewes Union School with a high school department was established in 1875. Four young women graduated as the first class in 1879. This school was located where the current Beebe Medical Center stands (Savannah Road).

Lewes High School was originally housed in a large brick building just west of the Groome United Methodists graveyard on the north side of Savannah Road.

Richard A. Shields Elementary School was built adjacent to the Lewes High School, and was dedicated in 1967.

In 1971, the State Educational Advancement Act precipitated the formation of the Cape Henlopen High School through the amalgamation of the high schools of Milton, Rehoboth Beach and Lewes. The school itself was built just outside of town on Kings Highway and began offering classes in 1976. A replacement structure is currently being built right next to the older one, and is expected to open its doors in September 2009. Its fields and brick buildings contribute to a collegiate atmosphere to this portion of Kings Highway, and the end of Gills Neck Road, at its junction with Kings Highway.

## **Hospital**

Drs. James and Richard C. Beebe established Beebe Hospital on Savannah Road in 1916. It has outgrown its original site over the years and now maintains satellite centers on Route 24 and in Millsboro. It is very competitive in cardiac, orthopedic and general surgery with other regional hospitals. The presence of the hospital has made Lewes very attractive to persons looking for a congenial place to retire.

## **Lewes Historical Society**

The Historical Society was formed in 1961 with the purpose of preserving for future generations the structures and artifacts from Lewes' early days. The Ryves-Holt House on Second Street, thought to be the oldest standing wooden house in continuous use in Delaware, serves as its Visitors Center.

## **Museums and Monuments**

The Zwaanendael Museum was erected to commemorate the 300<sup>th</sup> anniversary of the settlement of Lewes. It is a replica of the town hall in Hoorn, Holland, the birthplace of David Pieter DeVries, the man who funded the first settlement of present-day Lewes. It is decidedly distinctive and its location between Kings Highway and Savannah Road make it prominent in any perambulation about Lewes.

Other historic destinations include the Cannonball House Marine Museum, the Overfalls Maritime Museum (National Register of Historic Places), the Fisher-Martin House and the Lewes Historic Complex, managed and maintained by the Lewes Historical Society.

## **Historic District**

In 2004, Lewes City Council adopted Historic Preservation District Regulations, and appointed a seven-member Commission that began to review applications for external changes to residential structures in the Historic District in October 2004. Shortly after the Commission began, Mayor and Council approved three extensions of the Historic District at the request of property owners.

The Historic Preservation Commission joined the previously existing Commercial Architectural Commission that reviews all changes and building plans for commercial properties in the entire city. Commission members, along with Lewes Building Officials acting as *ex officio* members of both Commissions, provide support for the Commissions' work.

## **National Register of Historic Places**

The U.S. Department of the Interior placed much of Lewes' central area on the National Register. A listing of these sites and houses is in an appendix of this application.

## **Commercial Areas**

A few small zones of commercial activity have grown to support the adjacent residential neighborhoods in the town. Second Street and Front Street have the largest concentration including jewelers, fashionable boutiques, upscale gift stores, a five-generations-old ice cream store, hotels, inns, bed and breakfasts and several restaurants. Maritime businesses extend along Anglers and Savannah Roads on the opposite side of the canal. All these establishments, and the activity found around them on summer evenings are characteristic of the present day Byway and reminiscent of its past.

## **Period 6 – Rural-Suburban Development, 1980 to present**

Because of the historic character and largely intact historic fabric that are the foundation and essence of the city, Lewes is being increasingly sought out both as a tourist destination and as a second home and retirement community. In 2006 Lewes was recognized as one of a “Dozen Distinctive Destinations” by Preserve America. In 2008, the town was nationally recognized as a “Preserve America Community” by the Department of Housing and Urban Development. The Preserve America Communities program recognizes and so designates communities that protect and celebrate their heritage, use their historic assets for economic development and community revitalization, and encourage people to experience and appreciate local historic resources through education and heritage tourism programs.

In the open areas outside of Lewes proper, planned developments have been constructed and are now the dominant development pattern.

### **Associated Resources**

#### **Residential Subdivisions**

Over the last thirty years, numerous historic homes adjacent to the town’s historic district have been renovated and restored. Many of the new homes built along these same streets have been done in a manner sensitive to the history and architectural styles of Lewes. Along the Bay, and especially close to the beach and canal, small homes have been purchased, demolished and larger ones erected in their stead. In the Historic District, replacements and renovations are subject to review. Two subdivisions within the precincts of Lewes have been built in the last 25 years with generally modest homes, and well-cared for landscaping.

#### **Landscapes**

As is the history of virtually all of the east coast, the Atlantic coastal forest was cleared decades ago to make way for agriculture, business and housing. Expansive agricultural fields and landscapes remain intact along New Road and Gills Neck Road. Salt marsh views off Pilottown Road, New Road, Front Street, Savannah Road and Gills Neck Roads create an array of scenic vistas that complement the historic fabric of the town. The juxtaposition of these historic and scenic natural landscapes is a critically important component of the byway’s landscape character.

## **Status and Integrity of Resources**

A combination of official recognition, informal interpretation and physical integrity give the Lewes Scenic and Historic Byway the ability to interpret significant trends in American history. Federal, state and local preservation programs have already recognized the significance of the corridor's historic resources. For example, the Preserve America Community designation in 2006, was one of only two in the entire State. Many of Lewes' historic resources retain a high degree of physical integrity.

The State Historic Preservation Office in conjunction with the University of Delaware has already surveyed many historic buildings and archaeological sites in the corridor. The Lewes Historical Society surveyed them again in 2005. Many of these resources are individually listed on the National Register of Historic Places. In addition, there is a locally recognized Historic District, plus a Historic Preservation Commission and Architectural Review Commission to review changes within the City. Individually surveyed historic resources are listed in an appendix to this study.

### 3.4 Secondary Intrinsic Quality: Natural

Situated between the Delaware Bay and Inland Bays watersheds, the Lewes Scenic and Historic Byway traverses several diverse and noteworthy natural ecosystems.

The most important natural resource is the sea, and its impact on Lewes and the Byway has been and always will be more significant than any other. The presence of the sea and the effect of wind and tide have a major effect on almost all the other natural resources to be found here, whether vegetable, animal or mineral.

The corridor is situated on the Atlantic Coastal Plain, which is characterized by gentle rolling hills and by sand and gravel aquifers. Lewes' fresh water comes from groundwater, or the confined aquifers below. Until recently, every farmhouse and residence outside Lewes had its own surface well. Water companies now dig proprietary wells and manage water supplies for developments. Farmers have begun to irrigate certain crops and the long moving arms of the equipment may be seen in their fields on hot summer days. Lewes has its own well field situated just off the designated byway, next to Cape Henlopen District Office.

The designated corridor is home to an abundance of wildlife, salt marsh and some forest. The estuarine and wetland ecosystems found within these areas are critical for the continued health of Delaware Bay and the City of Lewes. The Great Marsh, a five-square-mile salt marsh that winds along Pilottown Road and past the Savannah Road Canal Bridge, bounds the seaward side of the Lewes and Rehoboth Canal, absorbing tidal flow during storms and high tides, protecting homes on the shore, and providing cover and habitat to local flora and fauna. Saltwater wetlands, and intertidal mud flats are part of this ecosystem. The Atlantic Coastal Forest found along Cape Henlopen Drive provides protection to inland Lewes from winds during major storms, serving as a second line of defense behind the Cape Henlopen dune system. The Forest is made up of scrubby pines, hackberries, junipers and similar wind and salt resistant species. Few trees get very tall due to the wind.



Given its unique location and wealth of wildlife, Cape Henlopen State Park is one of the most significant protected areas in Delaware. The Gordon's Pond Wildlife Area features an unusual saltwater impoundment. Along the coast, the Great Dune rises 80 feet above sea level, and further inland, the famous "walking dunes" slowly move across the pine forests. The diversity of habitat within the park makes it a valuable home to many species of bird, reptile, and mammal. During the summer the park actively protects the nesting areas of piping plovers, a threatened species of shorebird. A survey of the park by the Delaware Natural Heritage Program found that it contains eight rare animal species, 12 rare natural communities, such as low lying swales amid dunes, and 34 rare plant species. There are orchids, cranberries, globally rare rush species, and rare corn snakes and tiger beetles found throughout the park, reflective of a unique environment that has retained much of its original character.



The inland segments of the Byway transected by streams (e.g. New Rd, Savannah Rd) contain fragmented but still intact wooded corridors such as might have been seen before European settlement. New Road is transected by two tributaries of Black Hog Gut, which meander through forested wetland, salt marsh to the Broadkill River and the Delaware Bay. The green corridors contain such species as tulip poplar, sassafras, oak, black cherry, swamp maple, and holly, and allow natural movement of species of turtles, frogs, deer, and birds, among many. Traditional nesting sites of less usually seen birds such as kingfishers, great horned owls, red-tailed hawks and other raptors can remain undisturbed.

The DDA Forest Service's *Big Trees of Delaware* identified two Champion trees along the designated route - a large hackberry along Pilottown Road and a giant ginkgo along Kings Highway - according to selection standards that include circumference, height, and average crown spread. There also two large bald cypress trees planted as Bride and Groom trees (the couple never married!) on Kings Highway.

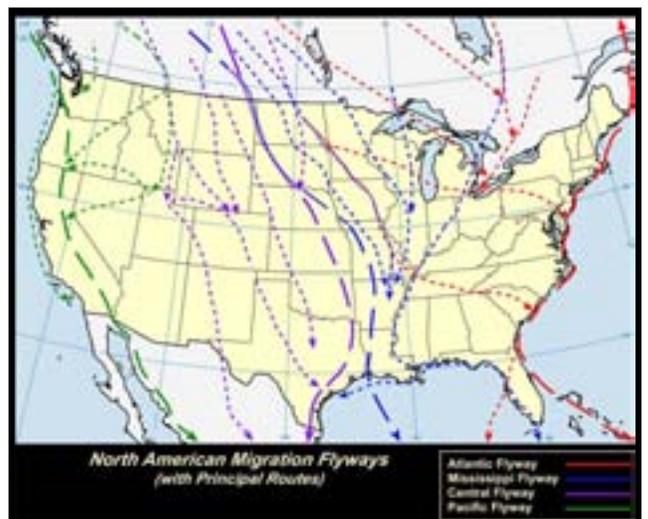
The Century Farm fields of the Lowder Mitchell family, and the fields of the Townsends, Groome United Methodist Church and others all contribute to the natural beauty of the route and serve as an important local water recharge areas.

## Associated Resources

### Birds

Each spring, hundreds of thousands of shorebirds converge on the shores of the Delaware Bay. Surveys have shown that the Delaware Bay is the second largest stopover location in the Western Hemisphere for northward bound shorebirds. Estimates of anywhere from 300,000 to more than a million shorebirds stop at the Delaware Bay each year on their way north. They stop to consume vast numbers of horseshoe crab eggs, which provide the fuel they need to continue their journey to the Canadian Arctic. The flyway embraces several primary migration routes and many more that are important as tributaries. The Atlantic Flyway route from the northwest is of great importance to the migratory waterfowl such as canvasbacks, redheads and lesser scaups that winter on the waters and marshes south of Delaware Bay. The coastal route of the Atlantic Flyway, which in general follows the coastline, has its northern origin in the eastern Arctic islands and the coast of Greenland. This is a regular avenue of travel.

In June, over 125 species of birds (including 25 species of warblers) and large numbers of butterflies and dragonflies have been counted.



## Horseshoe Crabs

Each spring, the Delaware Bay also hosts one of Nature's most amazing and bizarre annual rituals: the mass mating and spawning of horseshoe crabs. Hordes of famished red knots, ruddy turnstones, sanderlings, semipalmated sandpipers, and others stop here to replenish their exhausted fat stores before continuing the arduous journey from Latin America to their Arctic breeding grounds.

Unfortunately, the horseshoe crabs for a variety of reasons are not returning in the vast numbers they have in the past, and the migrating birds' welfare is now threatened.



The timeless shapes of mating horseshoe crabs submerged in the receding tide, unchanged from the dawn of time.

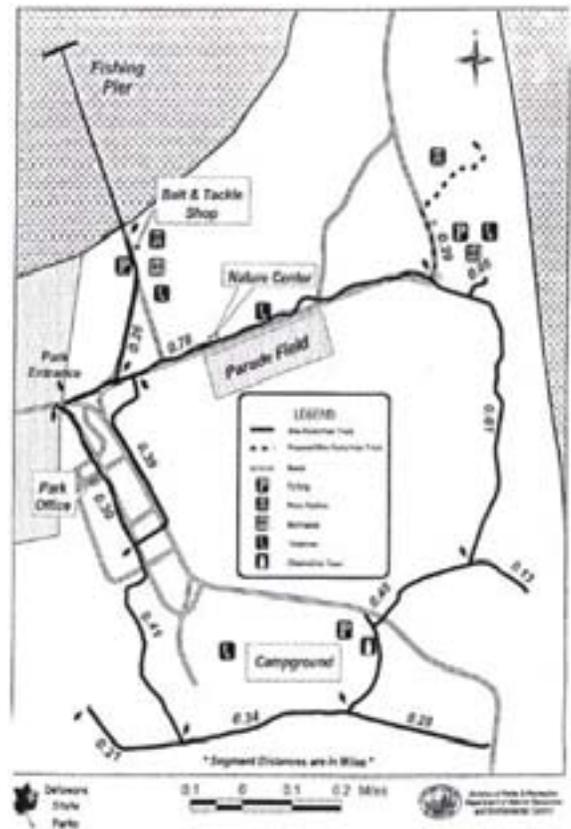
### 3.5 Recreational Qualities

Home to world-class beaches and preserved parkland, the Lewes Scenic and Historic Byway provides direct access to a wide range of outdoor recreational activities. Biking, walking, sailing, kayaking, beach combing, swimming, deep-water fishing, surf-fishing, dolphin and whale watching from boats, birding, and camping are just a few of the things that can be enjoyed. Lewes itself is very amenable to strolling, with mature trees, pocket parks and well-signed historic treasure at every turn. Trails that connect with the designated corridor include the Lewes Heritage Greenway, the American Discovery Trail, the Coastal Heritage Greenway, the Junction & Breakwater Trail, and thirteen miles of trails and pathways within Cape Henlopen State Park.

#### Associated Resources

##### Cape Henlopen State Park

On the water where the Delaware Bay meets the Atlantic Ocean, the 7,000-acre park is home to the famous "walking" sand dunes, nature trails with guides, a nature center, camping bathhouses, tennis courts, recreation areas and areas for surf fishing and swimming. The park, located in Lewes, is home of the "Great Dune" and WWII Observation Towers. The park's open spaces feature many other activities. A picnic pavilion and the "Officer's Club" building can both be reserved for group events. An 18-hole disc golf course encourages friendly competition, and basketball courts promote more active exercise. Winter hunting is permitted in some areas of the park, however a hunting permit is required. Annual events such as the Kite Festival and the Halloween Fantasy Trail are family favorites. The park also conducts a variety of entertaining recreational programs, including natural history lectures, outdoor concerts, seaside seining, and bird watching.



##### Junction & Breakwater Trail

The Junction and Breakwater Trail is a 6-mile long "rail trail" located on the southwestern side of Cape Henlopen State Park connecting Lewes and Rehoboth

Beach. It is the third rail-trail built in Delaware and it is the longest in the state. It follows the former Penn Central Rail Line that once transported passengers to the Methodist resort camp at Rehoboth, along the Atlantic coast.

The Junction and Breakwater Trail gets its name from the rail line that ran between Lewes and Rehoboth in the late-1800s. One of the two bridges on the trail is an 800-foot long railroad bridge built in 1913. Renovated as part of the trail development, it provides views of coastal wetlands and a World War II observation tower on the coast.

### **American Discovery Trail**

The American Discovery Trail is a coast-to-coast hiking and biking trail across the mid-tier of the United States. It starts on the Delmarva Peninsula at the Atlantic Ocean, ends on the northern California coast at the Pacific Ocean, and is signed on over 6,800 miles of trail. It has its eastern terminus at Cape Henlopen State Park in Delaware near the bunker overlook.



### **Lewes Heritage Greenway**

The purpose of the Lewes Greenways Committee is to promote the connection and protection of open space through conservation, education and recreation within the City of Lewes and adjacent corridors. Signs identifying the roadways as part of the Greenway are in place, and with the recent addition of city streets, the alignment of the Greenway parallels segments of the Byway.

### **3.6 Scenic Qualities**

The physical landscape of the designated corridor is characterized by a wide variety of views that include the wide-open vistas of sea and sky, past the picturesque harbor and tall masts of docked ships, to salt marsh and farm fields, to the narrow winding roads and tall trees of well-kept properties and back to the serene water of the Canal and its green marshy edges.

Cape Henlopen State Park, Cape Henlopen Drive and portions of Pilottown Road provide some of the most beautiful scenic vistas in Delaware. Historic properties along Kings Highway and Savannah Road present some of the most historically significant and visually striking architecture in the region. New Road and Gills Neck Road contain outstanding stretches of preserved farmland and forested corridors. The designated corridor presents an abundance of scenic views and changing environments that reflects the diversity of Lewes's historic and natural resources.

#### **Scenic Views**

##### **Canary Creek**

Canary Creek and the Great Marsh account for over 2,000 acres of preserved salt marshes. Part of this area is protected as the Prime Hook National Wildlife Refuge. New Road, which represents the gateway to the Great Marsh system crosses over Canary Creek, and contains a wide shoulder along the bridge, which allows visitors to stop and observe the water and the accompanying wildlife in the area. It is also a favorite crabbing spot with locals and a launching point for kayakers.



### **Lewes Beach**

Lewes Beach, located at the northern terminus of Savannah Road, is a public beach visited by thousands during the summer months. Ferries departing from the Cape May-Lewes ferry terminal and the East End and Harbor of Refuge lighthouses at Cape Henlopen State Park rest in the background. The breakwaters are always a reminder of the times when the sea is not so beneficent.



### **Lewes and Rehoboth Canal**

The Lewes and Rehoboth Canal connects the Broadkill River to Rehoboth Bay, and forms a portion of the Intracoastal Waterway. The canal borders Pilottown Road and a portion of Gills Neck Road. Marinas and salt marsh lie in the background, making for a striking, busy environment enlivened by boats and maritime activity. The view of Lewes from the canal bridge has been painted and photographed extensively.

### **Preserved Farmland**

The farmland found along Gills Neck Road and New Road represents Lewes agricultural heritage. Fields are tilled by the Townsend family who grow corn, soybeans and small grains (rye, wheat) in rotation.

### **Kings Highway Historic District**

Kings Highway contains many historic homes that date back to the 17<sup>th</sup> century. The Zwaanendael Museum, Fisher-Martin House and Colonel David Hall House lie at the northern end of the road, making for a beautiful environment amid the diversity of large trees found throughout the area. Due to its proximity to downtown Lewes, this area is heavily visited during the summer months.



### **Lewes in Bloom and Second Street Renovation**

A local non-profit organization, Lewes In Bloom, was formed to beautify Lewes and enter into the small town category in America-In-Bloom competition. The committee won first place in 2003 for beautification of the town. Many lovely planters are placed on corners, in front of shops in the commercial district (Second, Third and Front streets), and kept flourishing throughout the summer. Large hanging baskets hang from the new light standards.

Lewes in Bloom also maintains several major plantings throughout the City. Volunteers working with the Parks and Recreation Department manage other plantings.

Second Street was entirely renovated in 2006, including burying the wiring underground, laying all new paver sidewalks, installing new lighting, and creating better parking configurations. Benches and planters were acquired, and the whole effect is very attractive. Savannah Road and Front Street have been enhanced with planters and benches outside the shops. Even the canal bridge has firmly-secured planters on its railings.

### **3.7 Archaeological Qualities**

Archaeological resources are associated with all of the thematic contexts outlined in Section 3.3 of this chapter, entitled “Primary Intrinsic Quality - *Historic*.” These resources are a significant legacy of the past and have the potential to yield important information about the region’s history and past cultures. Sites related to many different periods, both on land and in the water, have been investigated within the corridor, and additional sites remain to be identified. The Archaeological resources of Lewes and environs are important for supporting the Byway’s primary intrinsic quality - *Historic*.

In deference to the vulnerability of local archaeological resources, the Lewes Ad-Hoc Historic and Scenic Byway Committee will not include the exact locations of these resources in this public document but will append them to documents for the DelDOT Byways Review Committee separately.

#### **Period 1 – Pre-History and Early European Settlement, 10,000BC – AD 1700**

Archaeological investigations are the primary source of information about the cultures of American Indians who occupied the Delmarva Peninsula for thousands of years. American Indian and European trade goods are sometimes found at the same sites, giving clues to the patterns of early interaction between cultures.

##### **Associated Resources**

##### **Indian and Europeans co-existing in the same place**

One example of a site indicating occupancy of the same site at the same time by Indians and Europeans is found in this general area. It was described by Dan Griffith, former State Director of the Division of Historical and Cultural Affairs, as perhaps the sole remaining unspoiled site of this kind. The Sickoneysinck Indians have been identified as living in the Byway corridor.

The Pagan Creek dike is 700 feet long and is believed to have been built by early settlers across the wetlands to facilitate passage to Delaware Bay.

There are at least three sites located in the Byway corridor that qualify for National Registration of Historic Places.

##### **Ancient Burying Ground (Pilottown Road)**

The cemetery owned by St. Peter’s Episcopal Church was evidently “...the only known ancient place of a burying ground for the towne of Lewis”, according to the Sussex County Court records of 1687. Sussex Archaeological Association investigations (1952 to 1955) discovered four unmarked graves, thought to be from the second Dutch settlement in 1658.

### **Historic Houses (Pilottown Road, Front Street, Gills Neck Road, Savannah Road)**

There are many historic houses on these roads, some already on the National Register of Historic Places. A list is found in an appendix of this nomination application.

### **Period 2 – Agriculture and Milling – 1730 – 1880**

Many of the farmsteads along the Byway have been abandoned or modified as the area has changed in character. Still a number remain, or their sites remain, identified by great trees that grew next to the houses, or the graveyards where the families still lie. Farmhouses, barns, outbuildings, farm lanes and other features can help to explain settlement patterns and agricultural practices.

### **Period 3 – Industry, 1770 – 1965**

Many of the original agricultural industries have disappeared as more efficient forms of making a living became available, and transportation became easier. Many of the buildings used to process fruits, for instance still remain, as well as tools and equipment. Investigations of these resources can provide information on the history of these sites, industrial technology and the lives of some of the people who worked there. Informal, local preservation efforts have been made with some of these sites, most notably on New Road, and parts of Kings Highway.

### **Period 4 – Maritime Infrastructure, Waterway Improvements and Strategic Defense – 1765-1945**

The sea is a harsh mistress and leaves little evidence behind. What there is, is difficult to retrieve. Conversely, once the soon-to-be archaeological material is beneath the waves and in the mud, it often remains in good condition. The beaches and marshes along the coastal and canal-side roads (Pilottown Road, Gills Neck Road and Cape Henlopen Drive) bear witness to the constant struggle of the inhabitants of Lewes with the elements.

### **Associated Resources**

#### **Shipwrecks**

Five hundred shipwrecks have been documented at the mouth of the Delaware Bay and represent a source of archaeological harvest that has been generally difficult to reap. Two famous shipwrecks are those of *HMS DeBraak*, which sank off Cape Henlopen in 1798, supposedly carrying huge amounts of bullion and wealth; and the *Severn*, which sank inside the protection of the Cape in 1774, close to present-day Roosevelt Inlet.

The *DeBraak* was in the service of His British Majesty, and several thousand artifacts, as well as her sixteen guns, were recovered in the 1980's.

The *Severn*, by contrast, was a commercial vessel en route from England, bearing goods from all over the known world, including South Africa and Germany. A beach replenishment operation in 2004 led to the chance discovery of the precise location of the wreck.

### **Queen Anne's Pier**

Remnants of the pilings from this once-important pier can still be seen sticking out of the sand on Lewes Beach.

## **Period 5 – Urbanization 1818 – present**

Although urban environments frequently uproot the past and unwittingly destroy the evidence of early settlement, they occasionally protect valuable resources that might otherwise be disturbed. Parking lots and building foundations can cover resources for many generations, awaiting an opportunity to be discovered in the future. A great deal about urban life during earlier periods can be learned through archaeological investigations in the city.

## **Period 6 – Rural-Suburban Development, 1980 to present**

Archaeological surveys undertaken before the construction of new subdivisions, commercial ventures and road improvements, can identify sites that might otherwise remain unknown. Obtaining information from these sites before it is lost can help to awaken the past, and at the same time, accommodate change.

### **Associated Resources**

One such site is close to a major development. In a report from 1960, investigators from the Sussex County Archaeological Society called it "...the largest of the prehistoric settlements..." It has been shown to contain a number of burial sites. Current development plans will not disturb the site directly, but there is concern about the potential effects of construction runoff.

Work undertaken for a large company in Lewes in the early 2000's in preparation for their current rebuilding turned up materials that substantiated the presence of Prehistoric man in this area. There were also materials from the early settlers, of differing origin.

## **Chapter 4**

### ***Public Involvement and Support***

The effort to designate the road network inclusive of King's Highway, Savannah Road, New Road, Pilottown Road, Gill's Neck Road and Cape Henlopen Drive as the Lewes Scenic and Historic Byway, is a community-based initiative formed as a result of great interest in preserving and enhancing this scenic and historic corridor. Work on the nomination process began in February 2008 and was completed in February 2009.

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

#### **4.1 Previous Planning Initiatives**

The roadways that form part of the proposed Lewes Scenic and Historic Byway have long been recognized for their historic nature and scenic beauty. Community interest and involvement in the preservation and enhancement of these qualities had been demonstrated in the following initiatives that predate the current designation effort.

##### **Lewes Historical Society**

The Lewes Historical Society was formed in 1961 to preserve the physical fabric of Lewes' rich and varied history. This included the purchase and formation of the Lewes Historic Complex. Many significant buildings were brought here, many others restored *in situ* and designation to the National Historic Register sought for several others. Other important elements of Lewes' life have been cared for such as the lightship *Overfalls*, located now between Pilottown Road and the Canal.

##### **Lewes Greenway Committee**

The Lewes Greenway Committee is a City of Lewes committee appointed by the Mayor of Lewes. It was formed in 1997 to promote the connection and protection of open space through conservation, education and recreation within the City of Lewes and adjacent corridors. The draft master plan was completed in 2007 and includes all of the roads in the Scenic & Historic Byway route.

## **Delaware Greenway and Trails Council**

The Delaware Greenway and Trails Council is a State of Delaware council that acts in an advisory capacity to the Secretary of DNREC. Members are appointed by the Governor of Delaware. The Council meets on a quarterly basis. It was established on July 7, 1992 by the Governor.

## **Delaware Greenways – Lewes Heritage Greenway**

Delaware Greenways is a statewide non-profit 501c3 organization created in 1990.

It is committed to the preservation and enhancement of Delaware’s natural, scenic, historic, cultural and recreational resources. The organization works to leverage public and private investment to create greenways and trails, to preserve open space, historic and scenic resources and to create livable communities. Delaware Greenways initiated the formation of the Lewes Greenway Committee in 1997 and the Lewes Scenic and Historic Byway Committee in 2008. The Lewes Scenic and Historic Byway is a project of Delaware Greenways.

## **Managing Growth Around Lewes**

Managing Growth Around Lewes was formed in 2007 as a coalition of concerned citizens interested in preserving the scenic and historic qualities of Lewes. They held a “Smart Growth” conference on how to better manage growth in Lewes in November 2007 and brought in a consultant from Scenic America who encouraged Lewes residents to designate its scenic and historic roads as Scenic Byways.

## **American Discovery Trail**

The American Discovery Trail is the first coast-to-coast national trail stretching from Cape Henlopen State Park in Lewes to Pt. Reyes National Seashore, California. It includes several of the roads in the Lewes Scenic and Historic Byway such as Cape Henlopen Drive, Kings Highway, Savannah Road, Pilottown Road and New Road.

## **Mayor James Thompson**

James Thompson was Mayor of Lewes from 1900 to 1930. In 1930 he aggressively worked to lay the groundwork for an “ornamental boulevard” along the Lewes-Rehoboth Canal that created the extensive open space along Pilottown Road. It is one of the town’s landmark vistas and still exists today thanks to his vision and determination. The boulevard involved legislative initiative by Mayor Thompson in Dover and persistent efforts over the years to clear the houses and other buildings along the canal banks.

## **Preserve America**

Preserve America is a White House initiative launched in 2003, and developed in cooperation with a number of Federal agency partners to encourage and support community efforts for the preservation and enjoyment of our priceless cultural and natural heritage.

Historic preservation and natural resource conservation can be great catalysts for community action and citizen empowerment, and our cultural and natural heritage assets can provide the spark and focus for economic development, community pride, and public service. Tourism is a major national industry, and heritage tourism is fast becoming a significant part of local and regional economies.

Lewes is one of just three Preserve America Communities in Delaware and applied for and was awarded that designation in 2006, in time for the 375<sup>th</sup> anniversary of the establishment of the first Dutch settlement.

### **Greater Lewes Foundation**

The mission of this non-profit Foundation is to maintain and improve the quality of life in the greater Lewes region. Founded in 2000 in response to a proposed townhouse development on the waterfront served by Front Street, citizens of Lewes came together to buy the property in question and design and build a green community space called Canalfront Park. Since then they have provided funds and grants annually to such groups as the Overfalls Maritime Museum Foundation, the Zwaanendael Women's Club, Delaware River and Bay Foundation, the Lewes Historical Society and several others. They are currently involved in a project called Futurescan, an effort to identify both the greatest risks facing greater Lewes over the next decade, and the top priorities for Lewes residents and elected officials to address. Issues include transportation, access to critical services, demand on natural resources, population growth and the increasing median age of Lewes residents.

## **4.2 Nomination Application**

Lewes City Council voted to create an Ad-Hoc Historic and Scenic Byway Committee in February 2008. Gail Van Gilder, Chairwoman of the Brandywine Valley Scenic Byway Committee who also owns a house in Lewes, was appointed Chairwoman. Other members were appointed over the next few weeks and the first meeting held March 17<sup>th</sup> at the Lewes Public Library. Delaware Greenways was invited to participate due to their extensive experience with this process, and to provide staff support. Maria Andaya from the DelDOT Scenic and Historic Highways program presented an outline of the Nomination process and answered questions. Dr David Ames from University of Delaware's Center for Historic Architecture and Design pledged support and advice, if needed.

The purpose of the Committee was to prepare a nomination application for consideration by DelDOT for their Historic and Scenic Byways designation. Discussions over the next few meetings concerned the benefits of such a designation, what the requirements were, what roadways should be included, what inventories were needed, and who would undertake them. At this point there was no expert consultation engaged to assist.

Lewes City Council required that meetings be conducted in accordance with City Bylaws, so each meeting had an agenda and notes were taken. A compilation of agenda and notes are in an appendix of this application. All meetings were open to the public, with dates and locations published ahead of time.

A Resource Inventory developed by the Greater Lewes Foundation was used as the starting point for further work. Delaware Greenways compiled inventories for each of the intrinsic qualities, by roadway. Several committee members assisted with this effort, and provided aerial photography.

So rich in qualifying characteristics is the Byway that enough material was amassed to support the nomination in five of the six categories.

## **Advisory Committee**

In May 2008 the Committee sent an invitation to about eighty people, inviting them to participate in the first meeting of the Advisory Committee on June 2. Everyone who expressed an interest in serving on the Advisory Committee was invited to join. Individuals serving on the committee included representatives from State legislature, non-profit planning groups, institutions (local churches on the route, Beebe Hospital, Cape Henlopen School District), civic associations, businesses, governmental planning agencies, city departments and federal agencies.

New members joined the committee throughout the process. Approximately 25-40 people attended Advisory Committee meetings and public meetings on the byway. All of these meetings were open to the public. A list of participants is included in an appendix to this study.

## **First Advisory Committee Meeting**

The first Advisory Committee meeting was held on June 2, 2008 at Lewes Public Library. At the meeting, members of Delaware Greenways presented information on the Delaware Scenic and Historic Highways Program. They conducted an overview of the corridor planning process and provided examples of successful initiatives elsewhere in the state.

During the second half of the meeting, attendees were asked to consider the Byway's assets and problems, a potential vision for the Byway, and any obstacles to the implementation of that vision. A question and answer period followed. Minutes were compiled and mailed to all participants.

## **Consultations, Interviews, and Meetings**

In addition to the regular Ad Hoc Committee meetings, the Advisory Board meetings and the Public Workshop individual meeting and/or telephone interviews were held with anyone who requested a meeting or called. Meetings were held with representatives from the University of Delaware on New Road, the Delaware River and Bay Authority on Cape Henlopen Drive, the Lewes Historic Preservation Commission, Groome United Methodist Church on Savannah Road and New Road, Wolfe Runne Homeowners Association on Gills Neck Road, Lingo Real Estate, John Gaadt Consulting, Dr. David Ames, John Milner Associates, Lewes City Council and the Delaware Department of Transportation.

## **Second Advisory Committee Meeting**

A second meeting was held on September 29, 2008 in two-part format first to inform new members about the Nomination Application process, and in the latter half, to update all members on the progress of the Ad-Hoc Committee since that first meeting. As in the first meeting, a Power-Point presentation was given, and consideration of assets and problems, plus a vision for the Byway was solicited from attendees.

A draft proposal from the Ad-Hoc Committee of Mission Statement and Goals were presented, as well as the most recent inclusion of roads, as suggested at the first Advisory Committee meeting. The Advisory Committee voted to accept the Mission Statement and Goals as read, as well as the proposed route for the Byways corridor.

January 20, 2009 was set as a date for a Public Workshop.

## **Public Workshop**

The advertised Public Workshop was held on January 20, 2009 in an Open House format. Attendees were invited to come and visit various stations describing various aspects of the Nomination process including Mission Statement, Goals and Objectives, Identification of Key Scenic and Historic Resources, and a Description of the Nomination process. Draft large-scale maps of the proposed corridor were lined up along the wall. Members of the Ad-Hoc Committee were standing by to answer questions and discuss concerns if needed. Attendance was consistent with previous meetings and several useful suggestions made. These were discussed and incorporated where applicable by the Ad-Hoc Committee at a later date.

## **4.3 Appendices to this Application**

Appendices to this nomination application include a number of documents related to public involvement and support.

### **Maps**

Maps showing Gateway route and various features.

### **Photolog**

Numbered series of photos related to Historic Quality Resource Inventory.

### **Historic Quality Resource Inventory**

Lists of historic resources identified on the Lewes Historic and Scenic Byways Features map, as well as those referred to in the text, are included in an appendix to this study.

## **Ad-Hoc Committee Members**

A list of the members of the working committee and their affiliations is in an appendix to this nomination application.

## **Advisory Committee Members**

The current list of Advisory Committee members is included in an appendix. About 20-25 of the members on this list have regularly attended Advisory Committee meetings and the Public Workshop.

## **Meeting Notices and Agenda**

This appendix includes copies of meeting notifications and agenda for Ad-Hoc Committee meetings, Advisory Committee meetings and the Public Workshop held during the planning process. Slides from the Power Point presentation given by Delaware Greenways are in note form.

## **Power Point Slides**

Slides from presentations made to the Advisory Committee Members and public meetings.

## **Newspaper Articles**

Several newspaper articles describing the effort are included in this appendix.

## **Letters of Support**

Delaware Greenways has received numerous letters of support for designation of the Lewes Historic and Scenic Byway as a State Scenic and Historic Highway. Copies of letters received to date are included in this appendix. Copies of additional letters that are received will be forwarded to DeIDOT.

## **Letters of Concern**

No letters of concern have yet been received by Delaware Greenways. However, copies of any letters that are received will be forwarded to DeIDOT.

# **LEWES SCENIC AND HISTORIC BYWAY**

## **Appendices**

<b>Appendix A</b>	<b>Maps</b>
<b>Appendix B</b>	<b>Photolog</b>
<b>Appendix C</b>	<b>Historic Quality Resource Inventory</b>
<b>Appendix D</b>	<b>Ad Hoc and Advisory Committee Members</b>
<b>Appendix E</b>	<b>Meeting Notices and Minutes</b>
<b>Appendix F</b>	<b>Power Points</b>
<b>Appendix G</b>	<b>Newspaper Articles</b>
<b>Appendix H</b>	<b>Letters of Support</b>
<b>Appendix I</b>	<b>Letters of Concern</b>

# **APPENDIX A**

## **MAPS**



-  Municipal Boundaries
-  Parcel Boundaries
-  Roads
-  Rivers, Lakes, and Ponds
-  Hydrology

## City of Lewes, Delaware

Map 1. Aerial View



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October 2005



**PA** UNIVERSITY OF DELAWARE  
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Delaware Bay

**Legend**

- Residential
- Commercial
- Institutional
- Parks / Open Space
- Industrial
- Utilities
- Vacant Land
- Parcel Boundaries
- Municipal Boundaries
- Roads
- Hydrology
- Railroads

*City of Lewis, Delaware*

**Map 2. Existing Land Use**

0 1000 2000

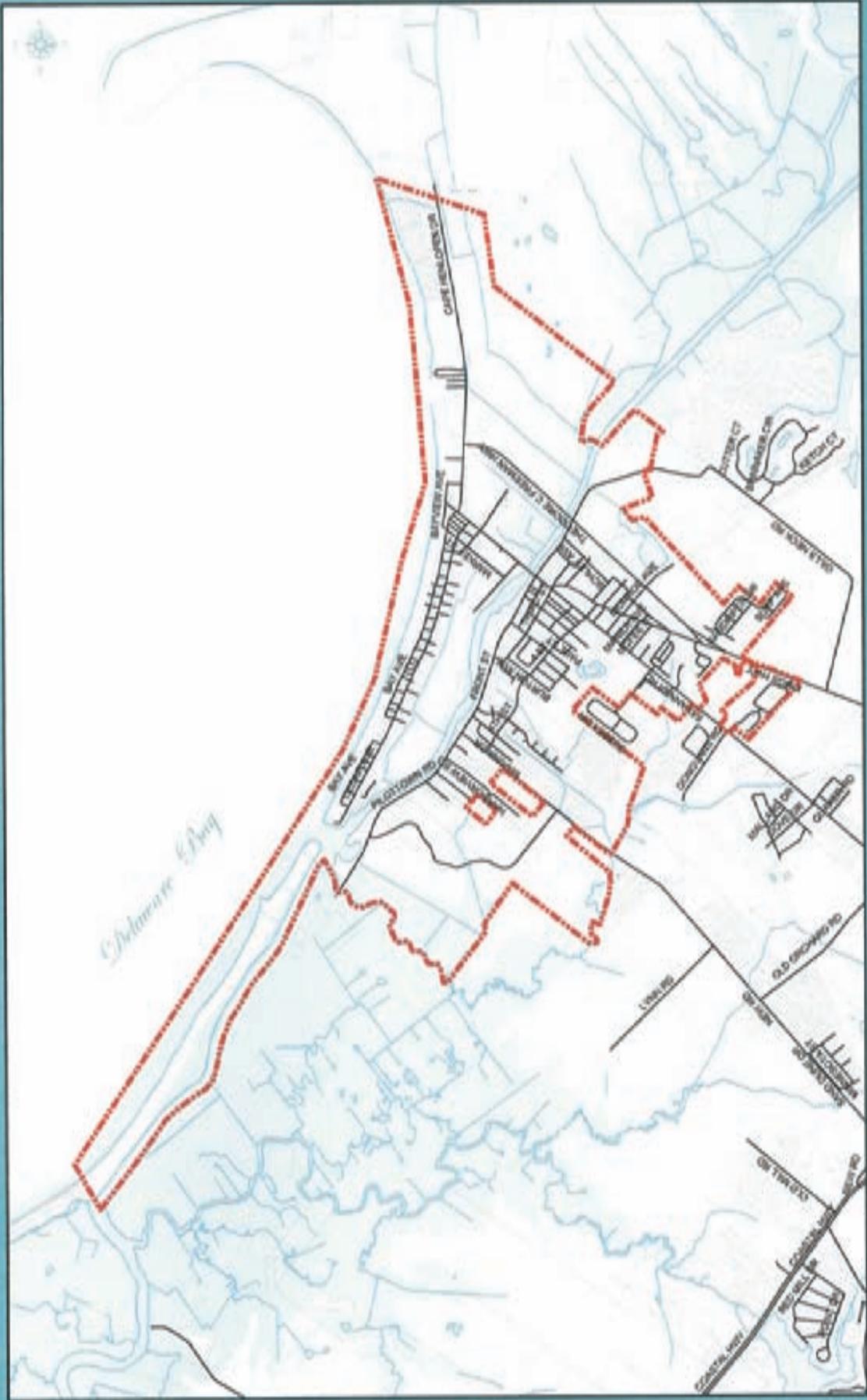
Lewis is a part of the State of Delaware and is subject to the laws of the State of Delaware and the laws of the United States of America. The City of Lewis is a part of the State of Delaware and is subject to the laws of the State of Delaware and the laws of the United States of America. The City of Lewis is a part of the State of Delaware and is subject to the laws of the State of Delaware and the laws of the United States of America.

October 2005



Office for Public Administration





-  Municipal Boundaries
-  Parcel Boundaries
-  Roads
-  Rivers, Lakes, and Ponds
-  Hydrology

*City of Lewes, Delaware*  
**Map 6. Roads and Boundaries**



Scale: 1 inch = 1000 feet  
 Date: 10/20/03  
 Prepared by: City of Lewes, Delaware  
 Project: City of Lewes, Delaware  
 Project Number: 03-001  
 Project Name: City of Lewes, Delaware  
 Project Date: 10/20/03

October 2003  
  
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-  Current Greenways
-  Proposed Greenways
-  Connectors & Other Greenway Trails
-  Private Ownership

## City of Lewes, Delaware

Map 7. Greenways



Source: Aerial Photography - Digital Orthophotography for the State of Delaware

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October 2005





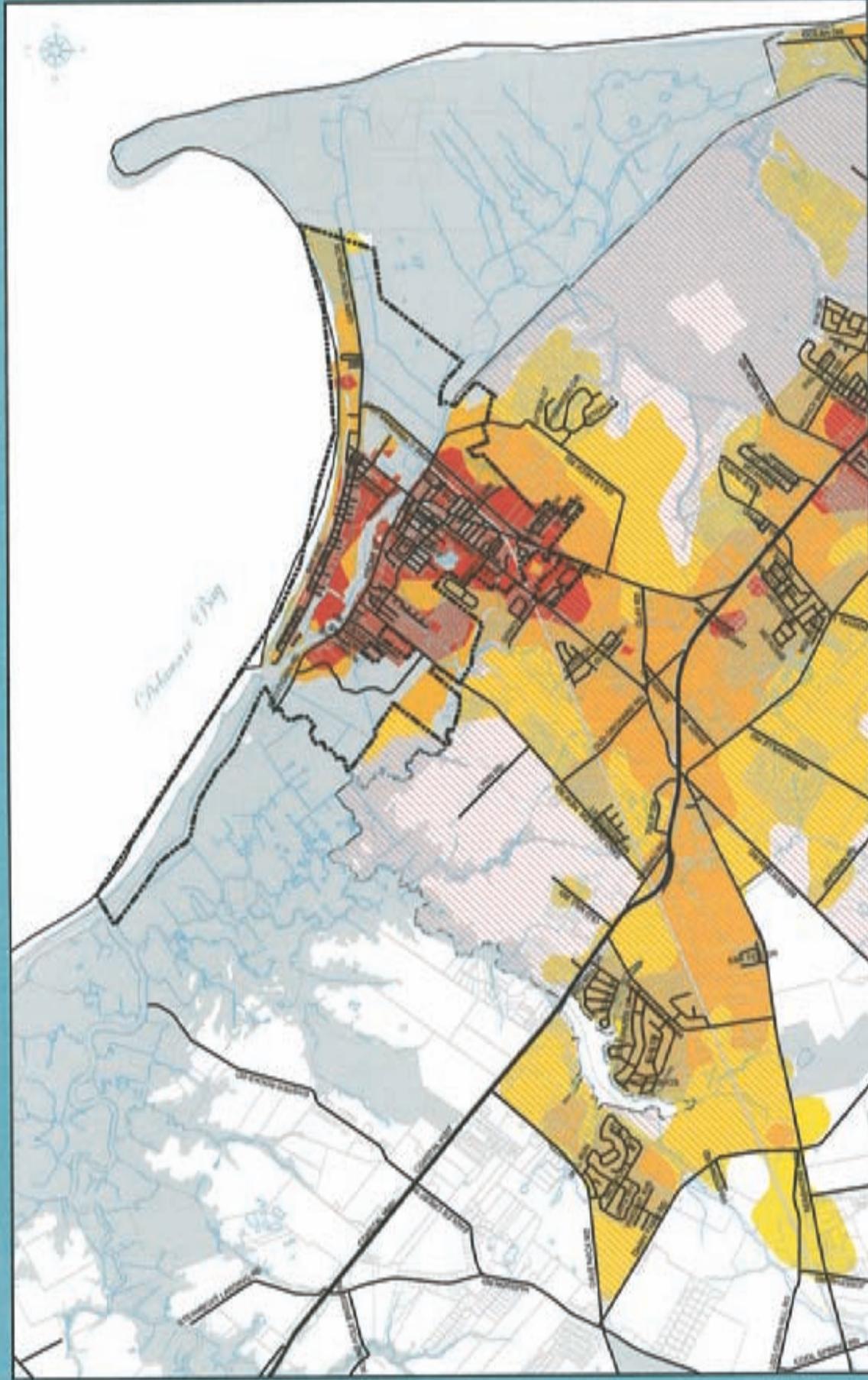
**City of Lewes, Delaware**  
**Map 13. Environmental Features**

State Parks  
 Agricultural PDAs  
 Agricultural Districts  
 Federal Properties  
 Excellent Recharge Areas  
 Good Recharge Areas  
 Statewide Wetlands (SWW)  
 Municipal Boundaries  
 Parcel Boundaries  
 Roads  
 Hydrology

October 2005  
**IPA** UNIVERSITY OF DELAWARE  
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October 2005



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## Town of Lewis, Delaware

### Map 8. Strategies for State Policies and Spending



- Strategy\_Overlays\_2004**
- Sensitive Developing Area
  - Other Out of Ply Areas
- State\_Strategies\_2004**
- Level 1
  - Level 2
  - Level 3
- Boundaries**
- Municipal Boundaries
  - Parish Boundaries
  - Hydrology

**APPENDIX B**  
**PHOTOLOG**

## Appendix B - Photolog

### Intrinsic Quality Resource Inventory

The following items are listed in the order that they appear along the byway.

#### Pilottown Road Inventory

Item	Property	Type
1	Views of the Savannah Road Bridge	Scenic
2	Lewes & Rehoboth Canal	Historic/Scenic
3	Canalfront Park	Recreational
4	1812 Park	Recreational
5	Cannonball House	Historic
6	Roosevelt Inn	Historic
7	Little League Park	Recreational
8	Ancient Burial Grounds	Natural
9	Maul House	Historic
10	Fishers Paradise	Historic
11	Lewes Dairy	Historic
12	St. George's AME Cemetery	Historic
13	DeVries Monument	Historic
14	Marine Studies Center	Natural
15	Salt Marshes	Natural
16	Roosevelt Inlet	Historic

#### Gills Neck Road Inventory

Item	Property	Type
1	Queen Anne's Railroad	Historic
2	Stango Park	Recreational
3	Hitchens House	Historic
4	Coleman House	Historic
5	Bride and Groom Trees	Natural
6	Lewes Presbyterian Church	Historic
7	Fisher-Martin House	Historic
8	Zwaanendael Museum	Historic
9	Colonial David Hall House	Historic
10	Zwaanendael Club	Historic

#### New Road Inventory

Item	Property	Type
1	Black Hog Gut	Natural
2	Views of Farm Fields	Scenic
3	Views of Canary Creek	Scenic
4	Pagan Dike	Archeological
5	The Russell Site	Archeological

### Kings Highway Inventory

<b>Item</b>	<b>Property</b>	<b>Type</b>
1	Views of the Smith and Mitchell farms	Scenic
2	Junction and Breakwater Trail	Recreational
3	Hazel Smith Farm	Historic
4	Views of the Lewes and Rehoboth Canal	Scenic
5	Views of Cape Henlopen State Park	Scenic
6	Railroad Swing Bridge	Historic
7	Queen Ann Railroad Tracks	Historic
8	124 Gills Neck Road	Historic

### Henlopen Drive Inventory

<b>Item</b>	<b>Property</b>	<b>Type</b>
1	Lewes Beach	Scenic/Historic
2	Views of Breakwater Lighthouse	Scenic
3	Cape May-Lewes Ferry	Recreational
4	Cape Henlopen State Park	Scenic/Natural
5	Fort Miles	Historic

# APPENDIX C

## Historic Quality Resource Inventory

### The National Register of Historic Places

In order to be eligible for the National Register of Historic Places, a property must meet three requirements: it must be at least fifty years old, meet one of four criteria of significance and retain historic integrity of those features necessary to convey its significance. "Retaining" integrity entails preservation of a structures physical appearance from the period for which it is being nominated. The National Register additionally identifies seven aspects of integrity of which a property must exhibit three to be eligible. The seven aspects include location, design, setting, materials, workmanship, feeling, and association. The four criteria of significance include:

- Associations with events that have made a significant contribution to the broad patterns of the history
- Associations with lives of significant persons of the past
- Embodies the distinctive characteristics of a type, period, or method of construction, or representative of the work of a master, or that possesses high artistic values, or that represents a significant and distinguished able entity whose components
- Has yielded or may be likely to yield information important in history or prehistory

### CITY OF LEWES PROPERTIES LISTED IN THE NATIONAL REGISTER OF HISTORIC PLACES

#### BUILDINGS:

Coleman House	422 Kings Highway	1977*
Fisher's Paradise	624 Pilottown Road	1972
Fisher-Martin House	120 Kings Highway	1980*
Col. David Hall House	107 Kings Highway	1977
Lewes Presbyterian Church	100 Kings Highway	1977

Thomas Maull House 542 Pilottown Road 1970\*\*  
William Russell House 410 Pilottown Road 1977

- \* This house was moved into town but is still on National Register; there is a history of house-moving in Sussex County dating to 1704.
- \*\* The boundary of the property was increased in 1978.

Structures:

Lightship WLV 539 Lewes Canal 1989

Sites:

DeVries Palisade 1972  
(includes cemetery, historic markers and land between Pilottown Road and the Canal)

Pagan Creek Dike Pagan Creek near New Road

Districts:

Cape Henlopen Archeological District 1978  
(Includes oyster and clam shell middens 500 B.C. to 1600 A.D.)

Lewes Historic District 1977  
(Original LHD was enlarged at the time the Historic District Regulations were passed in January 2004 and again revised in 2005)

National Harbor of Refuge and Delaware Breakwater Harbor  
Historic District 1989  
(includes Breakwater Light and Harbor of Refuge Lighthouse; breakwaters completed in 1869 and 1901 respectively; remains of William Strickland light)

Other Historic Resources:

Not listed in the National Register but many may be eligible:

Archeological site at the north end of Pilottown Road  
Green Hill Lighthouse site "  
CCC ditches in Great Marsh (historic landscape feature)

Structures in Cape Henlopen State Park – Fort Miles

Lewes-Rehobeth Canal 1913 – new channel dredged in 1937

Chamomile traditional black historic district – some structures remain

Bride and Groom trees on Kings Highway

Queen Anne Railroad and station

Penn Central Railroad Bridge over Canal

Alfred A. Stango Park State protected historic site

# APPENDIX D

## LEWES SCENIC AND HISTORIC BYWAY AD-HOC COMMITTEE MEMBERS

**Gail Van Gilder, Chair**

**Michael DiPaolo – Executive Director, Lewes Historic Society**

**David Ennis – Delaware House of Representatives (Retired)**

**Daniel Parsons – Sussex County Planning Office**

**Ronal Smith – Resident of Gills Neck Road**

**Michael Tyler – Lewes Planning Commission**

**Barbara Vaughan – Lewes City Council**

**Helen S. Waite - Lewes Public Library, Resident of New Road**

**Diane Wilson – Delaware Greenways and Trails Council, Lewes Greenways, *ex officio***

### Staff Support

**Mark Chura – Executive Director, Delaware Greenways Inc.**

**M Andrew Chura – Staff Intern, Delaware Greenways Inc.**

**LEWES SCENIC AND HISTORIC BYWAY AD-HOC COMMITTEE**  
**ADVISORY BOARD**

<b>Herb Heinrichs</b>	<b>First Baptist Church</b>
<b>Nadine Wick</b>	<b>Managing Growth Around Lewes</b>
<b>Charles W. Sheppard</b>	<b>Groome United Methodist Church</b>
<b>William Hopkins</b>	<b>Groome United Methodist Church</b>
<b>Joe Hoechner</b>	<b>Pilottown Village HOA</b>
<b>Nina Cannata</b>	<b>Lewes Homeowners Association</b>
<b>Norm Weston</b>	<b>Homeowners Association of Pilottown Point</b>
<b>Rev. George Edwards</b>	<b>Friendship Baptist Church</b>
<b>Tony Boyd-Heron</b>	<b>President, Lewes Chamber of Commerce</b>
<b>Julie Molyneux Hoenen</b>	<b>Disheveled Artists Association</b>
<b>Sally Packard</b>	<b>Wolfe Pointe Resident</b>
<b>Nick Carter</b>	<b>Wolfe Pointe Resident</b>
<b>K.B. Brittingham</b>	<b>SPI Pharma</b>
<b>Preston Schell</b>	<b>Ocean Atlantic Companies</b>
<b>Jack Gallagher</b>	<b>University of Delaware</b>
<b>Carol Epifanio</b>	<b>Kings Highway Resident</b>
<b>George Tutlane</b>	<b>Postmaster- Lewes DE</b>

<b>Chatham Marsch</b>	<b>Lewes Police Department</b>
<b>Bryan Hall</b>	<b>State of Delaware, Office of State Planning</b>
<b>George Stone</b>	<b>Cape Henlopen School District</b>
<b>Jim Johnson</b>	<b>Delaware River and Bay Authority</b>
<b>James Falk</b>	<b>Delaware Sea Grant Program</b>
<b>Stell Parker-Selby</b>	<b>Saint Georges AME Church</b>
<b>Roger Jones</b>	<b>Lewes Historical Society</b>
<b>Joe Booth</b>	<b>State House of Representatives</b>
<b>Tony Pezone</b>	<b>Sussex Cyclists</b>
<b>Betsy Reamer</b>	<b>Lewes Chamber of Commerce</b>
<b>Merlin Beil</b>	<b>Fort Miles Historical Association</b>
<b>Carol DeCatur</b>	<b>Ocean House</b>
<b>Louis DeCatur</b>	<b>Ocean House</b>
<b>George Elliott</b>	<b>Resident of Gills Neck Road</b>
<b>Bob Slavin</b>	<b>Canal Front Park</b>
<b>Bob Hume</b>	<b>Overfalls Lightship</b>
<b>Dennis Forney</b>	<b>Greater Lewes Foundation</b>
<b>Ted Becker</b>	<b>Inn at Canal Square</b>
<b>Victor Letanoff</b>	<b>Lewes City Council</b>

<b>Crys Dudbridge</b>	<b>Lewes Public Library</b>
<b>Maria Andaya</b>	<b>Delaware Department of Transportation</b>
<b>Robin Krawitz</b>	<b>Delaware Historic Preservation Office</b>
<b>Louder Mitchell</b>	<b>Lewes Landowner</b>
<b>Larry Wiley</b>	<b>Lewes Parks and Recreation Commission</b>
<b>Kim Ayvazian</b>	<b>Pilottown Road Resident</b>
<b>John Chludzinski</b>	<b>Tradewinds HOA</b>
<b>Josh Marlow</b>	<b>Kings Highway Resident</b>
<b>John Mateyko</b>	<b>Managing Growth Around Lewes</b>

**APPENDIX E**  
**MEETING NOTICES AND MINUTES**

**LEWES AD-HOC SCENIC BY-WAYS COMMITTEE**  
**AGENDA**  
**March 17, 2008**  
**10:00am – Lewes Library**

1. Introductions
2. Resources availability
3. Discussion of the character and realities of Gills Neck Road, Front Street, Pilottown Road, and New Road.
4. Discussion of vision and goals
5. Discussion of initial scope of work:
  - Map
  - Assessment of Intrinsic Qualities\*
  - Strategies for maintaining IQ's
  - Schedule and responsibilities
  - Plan for public participation
  - Review of safety

Note: these are the first tasks leading to a Corridor Management Plan
6. Getting started: subcommittees
7. Future meetings and timetable
8. Adjournment

The meeting was called to order at 10:10 a.m. by City Councilperson Barbara Vaughan who greeted and thanked those present and then turned the meeting over to the Chair Gail van Gilder.

Those present: David Ennis, Helen Waite, Michael DiPaolo, Dan Parsons, Michael Tyler, Ronal Smith, Mark Chura, Gail van Gilder, and Barbara Vaughan.

After individual introductions, Gail van Gilder, Chair, described the two step process that the committee must address: the nomination application followed by the corridor plan.

Gail then introduced the route issue. At the time that the Lewes City Council appointed the Committee at their February meeting the charge was to include Gills Neck Road, Front Street, Pilottown Road, and New Road. Members were asked to think about including Kings Highway and/or Savannah Road, along with adding Junction and Breakwater rail trail components.

One of the tasks is to identify photographs that will help illustrate the worthiness of the project. It will also be necessary to gather public support, to building a consensus and to elicit letters of support.

Enlarging the committee to include a member from both the Greenway and Parks and Recreation Committee was discussed.

Funding will also be a topic, especially when the corridor management task begins.

Tasks were agreed to:

- Helen Waite will review and describe New Road
- Ron Smith will tackle Gills Neck Road
- Dan Parsons will obtain large maps (24"x36") of the area and contact John Milner and Associates regarding Inventory work they have done within the corridor for DelDOT.
- Barbara Vaughan will obtain a copy of the Greater Lewes Foundation's Inventory of Resources and any City files on the Gateway Project
- Michael DePaolo will begin thinking about Intrinsic Qualities
- Mark Chura will contact DelDOT re New Road improvements
- Mark and Barbara will generate lists of stakeholders

Three meetings were set: April 2, April 14, and April 28 at 10:00 am at the Lewes Public Library. The main focus of the next meeting will be to define the Route of the Scenic By-way and to determine the composition of an Advisory Board to the project. Invitations to additional stakeholder will be sent out in advance of the meeting on April 14 with a goal of obtaining additional public input to this effort.

The Library space is available for these meetings.

The meeting was adjourned at 11:30 a.m.

Secretary pro tem

Barbara Vaughan



**AD HOC  
SCENIC BY-WAYS COMMITTEE  
AGENDA  
APRIL 2, 2008  
10:00 A.M - LEWES LIBRARY**

**A. Call to Order**

1. Consideration & determination of Scenic By-Way Route
2. Consideration & determination of both primary and secondary Intrinsic Qualities
3. Consideration & determination of Scenic By-Way Resources Inventory
4. Review list of possible members to Scenic By-Way Advisory Committee
5. Report from DelDOT By-Way Coordinator
6. Other topics for discussion

**B. Adjournment**

The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.

**Agenda Posted: March 26, 2008 @**

## Scenic By-Ways Ad Hoc Committee

### Minutes

April 2, 2008

The meeting was called to order at 10:08 a.m. by City Councilperson Barbara Vaughan, who greeted and thanked those present and then turned the meeting over to the Chair Gail Van Gilder.

Those present: Helen Waite, Michael DiPaolo, Dan Parsons, Michael Tyler, Ronal Smith, Mark Chura, Gail Van Gilder and Barbara Vaughan. David Ames from the University of Delaware came to observe a portion of the meeting.

Gail Van Gilder started the meeting with a discussion of the By-Way Route. The Committee discussed including the road through the former University of Delaware research park as part of the route. After consideration, it was decided to leave that segment for future discussion. Mark Chura will approach DelDOT and DNREC for a map showing the new alignments proposed for this road.

Upon completion of discussion on a route for the By-way, *a motion was made by Ronal Smith, and seconded by Michael Tyler, to define the route for the Lewes Scenic By-way as follows:*

- » *New Road*
- » *Pilottown Road*
- » *Gills Neck Road*
- » *The road segment that includes the portion of Kings Highway extending from its intersection with Gills Neck Road across from Cape Henlopen High School to its intersection at Savannah Road in Lewes, and then the further extension of Savannah Road from this point to the intersection of Pilottown Road.*

*The motion was approved unanimously.*

Following a discussion of the formal name of the committee, *it was moved, seconded and agreed to unanimously that the name of the committee shall be The Scenic and Historic By-Ways Committee.*

The Committee discussed the way in which the Inventory of Resources would be pulled together. Mike DiPaolo and Don Parsons agreed to lead this effort. After some discussion, committee assignments were agreed as follows:

1. Don Parsons will access and provide to the Committee a copy of the Natural Resources Inventory as completed by the Greater Lewes Foundation.
2. Don Parsons and Mike DiPaolo will take the lead on compiling the Historic and Scenic resource inventories.
3. Helen Waite will compile the Natural Resource and Recreational resource inventories for New Road.
4. Dave Ennis will be asked to provide the archeological resource inventory for the Canary Creek lands.
5. Inventory lists will be brought before the Committee at its April 14<sup>th</sup> meeting.

Gail Van Gilder asked that the Committee identify the primary intrinsic quality of the By-Way as required by the By-Ways program. After some discussion, *Ron Smith made a motion to designate "Historic" as the primary intrinsic quality. Dan Parsons seconded this motion. After discussion, the motion passed unanimously.*

Secondary intrinsic qualities of the Lewes By-Way were discussed. It was concluded that secondary intrinsic qualities would be identified after the Inventory or Resources was compiled and reviewed.

Names for an Advisory Committee to this project were discussed. Committee members reviewed a list of names compiled by Barbara Vaughan and Mark Chura. Committee members were asked to consider the names presented, and to offer changes to this list and additional names, prior to the next meeting.

A tentative date of May 5<sup>th</sup> was recommended for the first Advisory Council Meeting.

The meeting was adjourned at 11:35 a.m.

Secretary Pro Tem

Mark Chura



**AD HOC  
SCENIC BY-WAYS COMMITTEE  
AGENDA  
APRIL 14, 2008  
10:00 A.M - LEWES LIBRARY**

- A. Call to Order
- B. Approved of the minutes from the April 4, 2008 meeting.
- C. Review & agree on members of Advisory Committee
- D. Discussion & agreement on date and format of Advisory Committee meeting
- E. Review Lists of Intrinsic Resources on New Road, Gills Neck Road, Front Street, Pilottown Road
  - 1. Mike DiPaolo & Dan Parsons are working on historic resources
  - 2. Helen Waite is working on scenic and natural resources
- F. Review Greater Lewes Foundation "Lewes assets" publication
- G. Discuss University of Delaware road inclusion in Byway or the new road to the Boat Ramp/talk to DelDOT and University
- H. Adjournment

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**Agenda Posted: April 7, 2008 @ 4pm**

**Ad-Hoc Scenic & Historic By-Ways Committee**  
**April 14, 2008**  
**Minutes**

The Scenic & Historic Byways Ad-hoc Committee met on April 14, 2008, commencing at 10:00am at the Lewes Public Library with the following members: Mark Chura, Dave Ennis, Dan Parsons, Ronal Smith, Mike Tyler, Gail Van Gilder and Barbara Vaughan.

The meeting was called to order by the Chairperson Gail van Gilder at 10:15 a.m.

The minutes of the April 2, 2008 meeting were approved as amended.

The 2001 Resource Inventory prepared under the auspices of the Greater Lewes Foundation was distributed and discussed. *Mark Chura* agreed to review it and summarize the scenic references.

*Dan Parsons* reported on the historic resources. He brought an aerial map and will obtain 61 additional aerial maps from SHPO as well as 45 reports they have compiled on Lewes. He mentioned that the Lewes Comprehensive Plan also has historical information. Dan will ask Mike DiPaolo for the digital map of the Lewes Historic District so that he can overlay it on the County map. Mr. Chura will also be requested to bring a sampling of the audio tapes based on themes to be used by tourists to help guide them to and educate them about historic sites to the next meeting.

*Dave Ennis* agreed to do the archeological resource inventory. He distributed a letter from John Milner Associates describing the archeological evaluation of the "Beebe site" that was concluded in January 1999. He will obtain additional information about that site and also invite Julia Jackson to report on the Townsend site about which she has done extensive research.

*Ms. van Gilder* reiterated that we can demonstrate substantial resources in five of the six intrinsic qualities (all but the cultural). She also mentioned that we can include nearby resources off the byway route if they are significant.

*Mr. Chura* reported on his discussion with DelDOT regarding the new road through the University property and determined that it is a public road. There are three alternatives. The University wants to make sure there is an adequate buffer and the University is considering building at this site for a new undergraduate college. Dave Ennis remarked that Dean Nancy Targett would welcome attention from the Ad Hoc Committee.

*Ronal Smith* made motion that when the route through the University property is determined, it will be considered for inclusion as part of the route of the Scenic and Historic By-Way. *Barbara Vaughan* agreed to alert the Mayor and City Council of that fact since the change of name and the change of scope is on the agenda for the monthly Council meeting 4-14-08. The motion passed with all voting members voting in the affirmative.

*Mr. Chura* suggested that DNREC representative Chazz Salkin be invited to the next meeting to tell us about State Parks plans for the new road to the boat ramp; he will issue the invitation.

*Ms. van Gilder* remarked that the committee would begin to talk about the roads being studied in segments with different qualities being appropriate for different segments. As these segments are discussed, in some areas it may be appropriate for possible beautification efforts to be recommended. *Mike Tyler* suggested that obtaining the history of the roads would be helpful; the Beers Atlas would be a source of information. In addition, Gail Van Gilder will talk with DelDOT about the state undertaking the entire length of Kings Highway as a future Scenic & Historic byway project.

Discussion moved to the Advisory Board list, with the intent to be as inclusive as possible in order to build consensus and if people want to be included, invite them! Usually when people find out what is happening and what is involved, they are content to just be kept up to date on progress. The meetings of the Advisory Board also provide a forum for discussion of the various issues involved with the process.

Names were suggested and the original list will be added to for circulation. It was also suggested that the various homeowner associations be included.

Before a meeting is convened of the Advisory Board, it is important to have both a mission statement and a statement of goals adopted. It was agreed that there will be no meeting of the Advisory Board called for May 5; May 19<sup>th</sup> at 5:30pm was suggested as an alternative. Dan Parsons agreed to have the letters produced out of his office, provided City of Lewes stationery was provided to him. Gail van Gilder will draft a letter for members to comment on at the next meeting.

The meeting was adjourned at 12 Noon. **The next meeting will be at 9:30 a.m. on April 28, 2008 at the Lewes Public Library.**

Respectfully submitted,

Barbara Vaughan  
Secretary Pro Tem



**AD HOC  
SCENIC BY-WAYS COMMITTEE  
AGENDA  
APRIL 28, 2008  
9:30 A.M - LEWES LIBRARY**

- A. Call to Order
- B. Approval of the minutes from the April 14, 2008 meeting.
- C. Review & agree on members of Advisory Committee
- D. Discussion & agreement on date and format of Advisory Committee meeting
- E. Review and agree on Mission Statement and list of goals - Mark Chura
- F. Review press release – Dave Ennis
- G. Review maps and SHPO reports
- H. Review Lists of Intrinsic Resources on New Road, Gills Neck Road, Front Street, Pilottown Road
  - 1. Mike DiPaolo & Dan Parsons are working on historic resources
  - 2. Helen Waite is working on recreational and natural resources
  - 3. Dave Ennis is working on archeological resources
  - 4. Mark Chura is working on Scenic resources
- J. Review Greater Lewes Foundation "Lewes assets" publication
- K. Discuss University of Delaware road plans with DNREC representation Chazz Salkin or his representative; receive information from Julia Jackson re Townsend site.
- L. Listen to excerpts from Lewes Historical Society audio tapes re various aspects of Lewes history.
- M. Adjournment

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**Agenda Posted: April 21, 2008 @ 10:00am**

**THE AD-HOC SCENIC AND HISTORIC  
BY-WAYS COMMITTEE  
APRIL 28, 2008 MINUTES**

**The Ad-Hoc Scenic & Historic By-Ways Committee met on April 28, 2008, commencing at 9:35 a.m. at the Lewes Public Library with the following members in attendance: Gail Van Gilder, Dan Parsons, Michael DiPaolo, Helen Waite, Ronal Smith, David Ennis; ex-officio members Barbara Vaughan and Michael Tyler; DelDot advisor Mark Chura. Guests included: Murray Britt and Phil Gallo from DNREC.**

The meeting was called to order by the Chair Gail Van Gilder at 9:35 a.m. The minutes of the April 14, 2008 meeting were approved as presented.

The committee reviewed the list of Advisory Committee members; Barbara will circulate a revised list for comment.

Murray Britt, DNREC, presented the current proposed road through University of Delaware property that would connect boaters with the new boat launch facility at the end of Pilottown Road. He emphasized that this was a work in progress and that he would keep the committee posted when the plan is final.

There was a discussion of the meeting of the Advisory Committee to be held on June 2, 2008, at 5:30 p.m. at the Lewes Public Library. It was agreed that a power point presentation would include the Mission Statement; a list of the goals, a copy of the map, and a list of the historic and scenic assets. In addition, the Delaware book of instructions would be distributed to attendees. Helen Waite and Mark Chura agreed to put together the presentation.

The draft mission and goal statements were discussed with comments requested back to Mark Chura as soon as possible.

A draft press release was distributed and comments and suggestions were to be sent to Dave Ennis. The final version will be addressed at the next meeting on May 12, 2008.

The chair suggested that the intrinsic values be discussed at the next meeting. Ron Smith volunteered to take a photographer up in his plane to take aerial shots of the route for inclusion in the power-point presentation to the Advisory Committee. Mike Tyler will accompany him as the photographer.

Barbara Vaughan mentioned that she had discussed with Paul Driscoll of URDC the fact that there was no mention of the Lewes By-Ways effort in the Sussex County Comprehensive Plan. Dan Parsons will speak with David Baker about this oversight.

The next meeting will take place on May 12, 2008 at 9:30 a.m. at the Lewes Public Library. The meeting was adjourned at 11:15 a.m.

Respectfully submitted,

Barbara Vaughan,  
Secretary Pro Tem



**AD-HOC SCENIC & HISTORIC BY-WAYS COMMITTEE  
MAY 12, 2008  
9:30 A.M - LEWES LIBRARY**

**AGENDA**

- A. Call to Order
- B. Approval of the minutes from the April 28, 2008 meeting.
- C. Review and agree on Mission Statement and list of goals - Mark Chura
- D. Review press release - Dave Ennis
- E. Review maps and SHPO reports
- F. Review Lists of Intrinsic Resources on New Road, Gills Neck Road, Front Street, Pilottown Road
  - 1. Mike DiPaolo & Dan Parsons are working on historic resources
  - 2. Helen Waite is working on recreational and natural resources
  - 3. Dave Ennis is working on archeological resources
  - 4. Mark Chura is working on Scenic resources
- G. Review Greater Lewes Foundation "Lewes assets" publication
- H. Listen to excerpts from Lewes Historical Society audio tapes regarding various aspects of Lewes history.
- I. Adjournment

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

**Agenda Posted: May 5, 2008 @ 10:00am**

**Ad-Hoc Scenic and Historic By-Ways Committee**

**May 12, 2008**

**Minutes**

The Scenic & Historic Byways Ad-Hoc Committee met on May 12, 2008, commencing at 9:30 am at the Lewes Public Library with the following members: Dave Ennis, Dan Parsons, Mike DiPaolo, Ronal Smith, Mike Tyler, and Gail Van Gilder.

The meeting was called to order by the Chairperson Gail Van Gilder at 9:40 a.m.

The minutes of the April 28, 2008 meeting were approved as amended.

*Mike Tyler* presented a series of aerial photos taken by Mike and Ronal Smith that covered the proposed Byway corridor. The committee commended both Mike and Ron on the thoroughness of the documentation covered by these photos. It was agreed that there were sufficient aerial photographs to cover an overview of each of the road segments recommended in the nomination.

The Committee discussed possible replacements for Chris McEvilly. It was agreed that this issue would be reviewed with Barbara Vaughan.

*Mike DiPaolo and Dan Parsons* updated the committee on the work they are doing on the historic resources. Mike and Dan have been updating maps and resources have been listed by theme. Mike went over the highlights for historic resources on Pilottown road and Kings Highway.

The committee discussed whether there were sufficient resources along Gill's Neck road to merit its inclusion in the nomination. A number of resources were sited within this area, with Dave Ennis focusing on the abundant archeological resources just off New Road on the former University of Delaware property. It was agreed that New Road would remain in the nomination. It was further agreed that Mark Chura, Mike DiPaolo, Dan Parsons and Dave Ennis would meet to work on the presentation of all resources, by road segment, for New Road, Pilottown Road and Kings Highway.

The program for the June 2 Advisory Committee meeting was discussed. Gail van Gilder will present an overview on the State Byway program and process. It was recommended that Mike DiPaolo present the resource inventory by road to show why each road should be in the nomination.

The Mission Statement, as modified by Mike Tyler, was discussed. The committee agreed on the following language for the Mission Statement "The Lewes Scenic and Historic Byway aims to preserve and enhance the historic and treasured landscape within its designated corridor in a manner sensitive to the needs of the many individuals and businesses who helped shape it".

*Ronal Smith made a motion to accept the Mission Statement as presented. The motion passed with all voting member voting in the affirmative.*

The committee agreed that goals and objectives for the Byway were not required for the nomination and therefore would not be addressed at this time. It was agreed that this issue would be reviewed with the Advisory Committee at a later time.

The meeting was adjourned at 11:30. The next meeting of the committee following the June 2 Advisory Committee will be determined at a later date.

Respectfully submitted,

Gail Van Gilder  
Chair



**AD-HOC SCENIC & HISTORIC BYWAYS COMMITTEE  
JULY 15, 2008  
9:30 A.M - LEWES LIBRARY**

**AGENDA**

- A. Call to Order
- B. Approval of the minutes from the March 17, 2008 & May 12, 2008 meetings.
- C. Presentation of a Power Point presentation, discussion about and finalization of Byway Route
- E. Review of the Nomination Application, discussion of funding and selection of consultant.
- F. Next meeting dates
- G. Adjournment

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

**Agenda Posted: July 8, 2008 @ 9:30am**

## **Ad-Hoc Scenic and Historic By-Ways Committee**

**July 15, 2008**

### **Minutes**

The Scenic and Historic Ad-Hoc Committee met on July 15, 2008 commencing at 9:30 am at the Lewes Public Library with the following members: Barbara Vaughan, Dave Ennis, Mike Di Paolo, Ronal Smith and Gail Van Gilder.

The meeting was called to order by the Chairperson Gail Van Gilder at 9:45 a.m.

Two members from the general public were in attendance.

The Committee received copies of the Power Point presentation made to the Advisory Committee on June 12, 2008. Mark Chura went through the details of the presentation with the Committee.

The Committee discussed various comments made by Advisory Committee members at the June 12<sup>th</sup> meeting. Considerable time was spent on the subject of expanding the designated Route to include Cape Henlopen Drive. Options of connecting to Cape Henlopen Drive via Freeman Highway and/or Savannah Road were discussed. The Committee also discussed inclusion of the town's historic district streets as part of the route similar to what was done for the Red Clay/Route 82 Byway. The issue of including greater portions of Savannah road was also raised. The Committee concluded that expansion of the Route to include Cape Henlopen Drive and Cape Henlopen State Park was desirable. However, questions on whether this expansion could be done in the form of another phase, or as a side route, needed to be answered. The Chairperson indicated she would discuss this with DeIDOT and get back to the Committee on viable alternatives.

Gail Van Gilder reported that the University of Delaware Sea Grant Program had committed \$10,000 in grant funds to support the development of the nomination package for the Lewes Byway. The Committee agreed to contact several different entities that have done Byway nominations and ask them to attend the next Committee meeting. It was agreed that, after presentations were made, the Committee would finalize what consultant group would complete the nomination package.

The meeting was adjourned at 11:40 am. The next meeting of the Committee was set for July 28, 2008 at 9:30 am in the Small conference Room at the Lewes Public Library.

Respectfully submitted,

Gail Van Gilder, Chair



**SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE**  
**July 28, 2008**  
**9:30am – Lewes Public Library, Small Conference Room**

**Meeting Agenda**

1. Call meeting to order
2. Approval of the minutes from the June 2, 2008 and July 15, 2008 meetings
3. Presentations by invited Nomination experienced consultants
4. Decision on consultant for Nomination process
5. Response regarding extent of Scenic & Historic Byways route by Maria Andaya, Director, DelDOT Scenic Byways
6. Final determination of route by Committee
7. Review of next steps
8. Next meeting date(s)
9. Adjourn

Agenda posted: July 21, 2008 @ 4pm

## **Ad-Hoc Scenic and Historic By-Ways Committee**

**July 28, 2008**

### **Minutes**

The Scenic and Historic Ad-Hoc Committee met on July 28<sup>th</sup>, 2008 commencing at 9:30 am at the Lewes Public Library with the following members in attendance: Barbara Vaughan, Mike Tyler, Dan Parsons, Helen Waite, and Gail Van Gilder. New member (pending formal appointment by the City of Lewes) Diane Wilson, representing the Lewes Greenway Committee, was in attendance and was introduced to the Committee. Members David Ennis, Mike DiPaolo and Ronal Smith were absent.

The meeting was called to order by Chairperson Gail Van Gilder at 9:30 a.m.

One member of the general public was in attendance.

The Committee noted several minor changes to the Minutes of the July 15, 2008 Committee meeting. Mike Tyler made a motion to approve the Minutes as revised, with Dan Parsons seconding the motion. The Committee approved the minutes unanimously.

The Committee entered into a brief discussion of the route pending a conference call with David Ames from the University of Delaware. Issues discussed included additions of Savannah road and how the State Park and Fort Miles would be addressed in the nomination. Inclusion of an expanded Savannah Road segment was discussed as it strongly supported by the Advisory Committee and public and the views off the bridge on Savannah are among the most photographed in the State. Questions were raised as to the proper starting point to designate Savannah Road as part of the Route. The concept of considering Savannah Road, New road and Kings Highway as 3 major gateways into Lewes was suggested. Barbara Vaughan raised the notion of modifying the Mission Statement to reflect this Gateway concept.

As discussed at the July 15<sup>th</sup> meeting, the Committee contacted both John Gaadt of Gaadt perspectives LLC and David Ames of the University of Delaware as potential consultants, in addition to Delaware Greenways, for the Nomination Package for the Byway. Gaadt Associates forwarded a letter to the Chairperson indicating their interest in participating in only the Corridor Management phase of the project. The Committee spoke with David Ames via conference call. Ames indicated that their work was based on the Semester Calendar as staffing would be supplied largely through students. Ames indicated that they could not meet the Committee's deadline of October 1<sup>st</sup> for completion of a draft nomination, but could potentially assist with the mapping components of the project. The Committee expressed interest in this and Ames indicated he would talk with DelDOT regarding whether such work would fall under his existing contract with DelDOT to assist local communities in Sussex County. With no quorum of voting members in attendance (Gail Van Gilder recused herself from this vote), the Committee

decided to hold a special meeting in early August to finalize consultant selection. A contract will be drafted that identifies specific work products and milestones for payment.

The Committee returned to the topic of the Route. Members agreed that the Gateway concept should be included into the mission statement and the text of the nomination. Discussion then turned to what modifications and expansions should be incorporated into the route previously endorsed by the Committee. After some debate, the Committee decided to consider expanding the route by incorporating the following:

- Savannah Road, starting at the City Limits and ending at Lewes Beach
- Cape Henlopen Drive, ending at Cape Henlopen State Park

Committee members were polled on the above additions. Helen Waite, Mike Tyler, Dan Parsons and Diane Wilson all agreed that these should be included. Barbara Vaughan saw merit in including these new segments but also had reservations on creating too large a project. The Committee then moved to take a vote on incorporation of the additions to the Route noted above. The vote was unanimous to add these segments to the Route. Gail Van Gilder indicated that she would contact DeIDOT to get their approval for including Savannah Road. Barbara Vaughan will take this to the City Council if DeIDOT approves.

It was agreed that a special meeting would be called to address the Nomination Contract and revised Mission Statement. Barbara Vaughan agreed to contact absent Committee members to set this date. It was further agreed to set a tentative date of September 15<sup>th</sup> at 7 p.m. to hold a second Advisory Committee meeting.

Dan Parsons agreed to revise the maps he previously developed and would get these maps to the group for the next meeting. Helen Waite agreed to assist with the natural and scenic inventories for the new segments. Discussion then focused on the Gateway concept once again. It was suggested that a recent book authored by Ed McMahon on the topic had applicability to the Lewes By-way effort.

The meeting was adjourned at 11:30 a.m. The next meeting of the Committee was tentatively set for September 8, 2008 at 9:30 a.m. in the Lewes Public Library.

Respectfully submitted,

Gail Van Gilder  
Chair



**SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE  
AUGUST 6, 2008  
9:00am – Lewes Public Library, Conference Room**

**Meeting Agenda**

1. Call meeting to order
2. Discussion and consideration of contract for Nomination process.
3. Review of revised Mission Statement (draft)
4. Discussion of proposed meeting of Advisory Board, 7:00 p.m., September 22, 2008\* at Lewes Library; suggestions for additional invitees to reflect extension of the Scenic and Historic Byways route.
5. Discussion of agenda for next meeting planned for September 8, 2008
6. Adjourn

- Room not available on 8-15-08

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Agenda posted: July 29, 2008

**Ad-Hoc Scenic and Historic By-Ways Committee**  
**August 6, 2008 Meeting**  
**Minutes**

The Scenic and Historic Ad-Hoc Committee met on August 6th, 2008 commencing at 9:00 am at the Lewes Public Library with the following members in attendance: Barbara Vaughan, David Ennis, Mike DiPaolo, Ronal Smith and Dan Parsons. Members Helen Waite, Gail Van Gilder, and Mike Tyler were absent.

The meeting was called to order by Barbara Vaughn at 9:00 a.m.

The Committee discussed the proposal by Delaware Greenways Inc. to write and publish the Nomination Application for the Lewes Scenic and Historic Byway. The Committee considered previous discussions and written correspondence from two other potential contractors: Gaadt Perspectives, LLC . and the University of Delaware. A motion was made to hire Delaware Greenways as the contractor for the Nomination Application. The motion was approved unanimously.

Barbara Vaughn raised the issue of revising the Mission Statement. The following was suggested: "The Lewes Scenic and Historic Byways Committee aims to preserve and enhance the various Gateways to, and the treasured landscapes within, the designated corridor in manner sensitive to the needs of the many individuals, communities and businesses that helped shape it." Committee members agreed with this revision. It was agreed that the revised Mission Statement will be brought before the Committee at its next meeting for review and approval.

Barbara Vaughn reported that Freeman Highway, which had been previously considered for potential inclusion into the designated route, was in fact a privately owned road and therefore was not eligible for the inclusion.

The Committee discussed the next Advisory Board meeting and how to broaden membership to include representation from Savannah Road and Cape Henlopen Drive. A number of new names were suggested. It was agreed that an expanded membership list would be generated and letter sent out to all existing and potential new members of the Advisory Committee. It was agreed that the next Advisory Committee meeting would be held on September 29<sup>th</sup>. Time and location are to be determined. Dan Parsons was asked to provide a map of the expanded designated route. That map will be attached to the meeting invitation to all Advisory Committee members.

The meeting was adjourned at 11:30 a.m. The next meeting of the Committee was tentatively set for September 8, 2008 at 9:30 a.m. in the Lewes Public Library.

Respectfully submitted,  
Barbara Vaughn, Committee Member



**SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE  
SEPTEMBER 8, 2008  
9:30am – Lewes Public Library,**

**Meeting Agenda**

1. Call to order
2. Presentation & consideration of the meeting minutes from July 28, 2008 & August 6, 2008.
3. Report by the Chair on discussion with DelDOT's Maria Andaya regarding addition to the Route- Savannah Road from Front Street to Lewes Beach; Henlopen Drive to CHSP.
4. Discussion & consideration of revising the Mission Statement
5. Review of decision of contract to Delaware Greenways for Nomination process.
6. Discussion & consideration of scenic and intrinsic values of Savannah Road and Henlopen Drive.
6. Discussion & consideration of agenda for September 29, 2008 Advisory Board meeting
7. Schedule future meetings
8. Adjourn

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**Ad-Hoc Scenic and Historic By-Ways Committee**  
**September 8, 2008 Meeting**  
**Minutes**

The Scenic and Historic Ad-Hoc Committee met on September 8<sup>th</sup>, 2008 commencing at 9:30 a.m. at the Lewes Public Library with the following members in attendance: Barbara Vaughan, David Ennis, Mike DiPaolo, Ron Smith, Diane Wilson, Gail Van Gilder, Dan Parsons and Helen Waite. Member Mike Tyler was absent.

The meeting was called to order by Gail Van Gilder at 9:38 a.m.

Minutes of the July 28<sup>th</sup> and August 6<sup>th</sup> meetings were reviewed by the Committee and approved unanimously.

Gail Van Gilder reported she had spoken with Maria Andaya of DelDOT regarding the inclusion of Savannah Road as part of the designated route. Ms Andaya indicated that while she was not totally familiar with this road, she looked to the Committee for their expertise on this matter and would support whatever recommendation was made. Ms. Andaya will attend the Advisory Committee scheduled for September 29<sup>th</sup>. Three Ad-Hoc Council members (Diane Wilson, Helen Waite and Barbara Vaughan) indicated they had conflicts on that date and would not be able to attend the Advisory Committee meeting.

The Committee discussed the Mission Statement as it was developed at the end of the August 6<sup>th</sup> Meeting. After some discussion, the Committee revised the Mission Statement to read as follows: "The Lewes Scenic and Historic Byway Committee aims to preserve and enhance the gateways to Lewes, its treasured landscapes, its rich heritage and its outstanding natural resources within the designated corridor in a manner sensitive to the needs of the many individuals, communities and businesses that helped shape it." A motion to approve this Mission Statement was made by Helen Waite and seconded by Ron Smith. The Committee voted unanimously to approve the Mission Statement as revised.

The first draft of the Lewes Scenic and Historic Byway Nomination Application was distributed for Committee review and comment. Committee members were asked to submit their comments to Mark Chura by September 22.

Gail Van Gilder spoke to the need to solicit letters of support for the nomination from the Advisory Committee members. A request for such letters will be made at the September 29<sup>th</sup> meeting. Dave Ennis noted that Kevin Fleming had pictures of Lewes that would enhance the

Nomination Application. Ennis wondered if Fleming might donate those pictures to the Committee for use in the Application. Barbara Vaughan said she would contact Fleming on this issue.

The Committee briefly discussed the potential for the Lewes Scenic and Historic Byway to be nominated to the federal Byway program. It was agreed that discussion of a federal nomination was premature.

The logistics of the September 29<sup>th</sup> Advisory Council Meeting were discussed. It was agreed that Delaware Greenways would prepare a second Power Point presentation designed to update those members who had attended the previous meeting. Barbara Vaughan indicated that 75 letters to potential new members of the Advisory Committee were sent to those living or having interests on Savannah Road and Cape Henlopen Drive. It was agreed that new members and interested public would be invited to a 6:30 pm orientation presentation on the project. At 7:30 p.m. the meeting would shift to an update on the project since the last Advisory Council Meeting in June.

Gail Van Gilder indicated that Delaware Greenways would meet with Jim Johnson of the Delaware River and Bay Authority (DRBA) prior to September 29<sup>th</sup>. This was important as DRBA owns a portion of the expanded route recommended for Byway inclusion. Van Gilder also indicated that Steve Robinson of Pilottown road had asked to be involved with the Byway project and planned to attend the next Committee meeting.

The meeting was adjourned at 11:30 a.m. The next meeting of the Committee was scheduled for October 17<sup>th</sup> at 10:30 a.m. in the Lewes Public Library.

Respectfully submitted,

Gail Van Gilder, Committee Chair



**SCENIC & HISTORIC BYWAY AD-HOC COMMITTEE  
OCTOBER 17, 2008  
10:30am – Lewes Public Library,  
Meeting Agenda**

1. Call meeting to order
2. Approval of Minutes of September 8, 2008 and the September 29, 2008, Advisory Board meeting,
3. Review of the Advisory Board meeting and discussion of the need to reconvene the Advisory Board to review the Nomination application.
4. Discussion and consideration of contract with Delaware Greenways
5. Review and consideration of Nomination draft.
6. Discussion and consideration of next steps.
7. Future meetings?
8. Adjournment

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

*Agenda Posted: October 14, 2008 @ 10:30am*

**Ad-Hoc Scenic and Historic By-Ways Committee**  
**October 17, 2008 Meeting**  
**Minutes**

The Scenic and Historic Ad-Hoc Committee met on October 17<sup>th</sup>, 2008 commencing at 10:30 a.m. at the Lewes Public Library with the following members in attendance: Mike DiPaolo, Ron Smith, Diane Wilson, Gail Van Gilder, Dan Parsons and Helen Waite. Members Mike Tyler, Barbara Vaughan and Dave Ennis were absent.

The meeting was called to order by Gail Van Gilder at 10:40 a.m.

Minutes of the September 29<sup>th</sup> Advisory Committee meeting were reviewed by the Committee. Approval was delayed until changes provided were incorporated and reviewed with absent members. Minutes to the September 8<sup>th</sup>, 2008 Ad- Hoc Committee meeting were reviewed and discussed. A change in the minutes noting that Mr.Robinson planned to be involved in the Advisory Committee and not the Ad-Hoc was made to the minutes. The minutes as revised were approved by the Committee.

Gail Van Gilder handed out a copy of goals to work on and noted the need to add archeological to the intrinsic qualities list. The Committee discussed the Statement of significance as noted in the draft nomination application and how that text should be addressed and modified. It was agreed that this Statement, together with the Goals and Objectives, would be addressed in upcoming meetings and via an e-mail exchange.

The Committee discussed and agreed that the Goals and Objectives of the project should be finalized after public comment. It was agreed that review of the Mission Statement, as well as the Goals and Objectives, should be a primary focus of the upcoming Open House.

It was agreed that the Open House for public comment should be scheduled for November 17<sup>th</sup>, between 5 and 7 p.m., at the Lewes Public Library. The next meeting of the Ad-Hoc Committee was tentatively scheduled for November 10<sup>th</sup> at 9:00 am.

The meeting was adjourned at 11:50 a.m.

Respectfully submitted,

Gail Van Gilder, Committee Chair



**SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE**

**November 10, 2008**

**9:00am – Lewes Public Library,**

**Meeting Agenda**

1. Call to order
2. Presentation & consideration of the meeting minutes from **October 17, 2008.**
3. Discussion of revised **Mission Statement and Goals & Objectives**
4. Review of **Delaware Greenways Contract**
5. Discussion of **November 17<sup>th</sup> Open House** to solicit public comment.
6. **Schedule future meetings**
7. Adjourn

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

*Agenda Posted: November 3, 2008 @ 10:30am*



**SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE**  
**November 10, 2008**  
**9:00am – Lewes Public Library,**

**Meeting Agenda**

**MEETING CANCELLED**

1. Call to order
2. Presentation & consideration of the meeting minutes from **October 17, 2008.**
3. Discussion of revised **Mission Statement and Goals & Objectives**
4. Review of **Delaware Greenways Contract**
5. Discussion of **November 17<sup>th</sup> Open House** to solicit public comment.
6. **Schedule future meetings**
7. Adjourn

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

*Agenda Posted: November 3, 2008 @ 10:30am*

*Agenda Amended: November 7, 2008 @ 2:00pm- meeting cancelled*

## **Status Report for The Lewes Scenic and Historic Byway**

Scheduling and the holidays have slowed our anticipated schedule for completion of the nomination application for our Scenic Byway. Rather than compete with holiday schedules and potentially slim turnouts, we have rescheduled our public outreach activities and our final Committee meetings for January. Anticipated completion of all requirements for the grant will occur by February 1<sup>st</sup>. This will still give us time to submit for a 2009 grant (specific guidance for this grant has not been issued yet but we are going on past experience).

Our plan is to hold our public Open House on the Byway on January 13, 2009 at the Lewes Public Library. Display materials that will be produced for that meeting will include the following:

- Mission Statement
- Goals and Objectives (as revised)
- Summary of Key Resources within the Designated Corridor
- Map(s) of the Corridor

The Open House will run from 5 pm to 7 pm. Final revised goals and objectives will be mailed to Committee members prior to the meeting. Please put that date on your calendar and attend, if at all possible. It is important to show your support.

Then our next Committee Meeting will be on January 19<sup>th</sup>. The agenda for this meeting will be to go over public comments and review any changes necessary to the application document from the information coming out of the Public Open House. A revised Nomination Application will be made available to Committee members as soon after our meeting as possible. The goal is to finalize the text and supporting material by the end of the month with a January 30<sup>th</sup> target date for submission to DeIDOT.

Thank you again for all your work to date. One thing that would be helpful is if Committee members could help to solicit additional letters of support for the project. The template letter for support is attached for your use.

Submitted by Mark Chura

The City of Lewes



**Meeting Agenda**  
**SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE**  
**January 30, 2009**  
**9:00am – Lewes Public Library, Conference Rm**

1. Call to order
2. Presentation & consideration of the minutes from the January 20, 2009 meeting.
3. Consideration & approval of Nomination Document
4. Adjourn

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

*Agenda Posted: January 23, 2009 @ 10:30am*

**SCENIC BYWAYS AD-HOC COMMITTEE  
MEETING MINUTES  
JANUARY 20, 2009**

A meeting of the **Ad-Hoc Scenic Byways Committee** was held on **Tuesday, January 20, 2009, commencing at 10:00am**, in the Lewes Public Library, 2<sup>nd</sup> Floor Conference Room, with proper notification.

Those in attendance were: Ronal Smith, Dave Ennis, Mike DiPaolo, Dan Parsons, Diane Wilson, Mark Chura and Barbara Vaughan. Absent were: Gail Van Gilder, Mike Tyler and Helen Waite.

*The minutes of October 17, 2008 meeting were approved as submitted.*

Mark Chura reported on the progress of the Nomination Document and the expenditure of SeaGrant funds. He reported that approximately \$5,000 of the \$10,000 grant has been expended. Helen Waite has been engaged to edit the draft document. Updated maps will be available from the University of Delaware.

The Mission Statement was re-endorsed.

*The Goals & Objectives were edited and approved.*

Various members took on the task of contacting people to solicit letters of support for the Nomination.

The next meeting is scheduled for January 30, 2009, at 9:00 a.m. for the purpose of reviewing the edited Nomination Document and approving it for submission.

Submitted by

Barbara Vaughan

**LEWES SCENIC AND HISTORIC BYWAY  
GOALS AND OBJECTIVES  
AS AMENDED ON JANUARY 20, 2009**

**Support and encourage efforts to maintain and restore historically significant buildings and sites located along the Byway.**

**Preserve the natural, scenic and historic character of the Byway.**

**Identify and the “points of entry” or “gateways” of Lewes on New Road, Gills Neck Road, Savannah Road, Cape Henlopen Drive, Pilottown Road and Kings Highway and create plans that identify appropriate signage, landscape and other standards.**

**Encourage and support tourism opportunities and cultural events that promote local businesses consistent with preserving the qualities of the corridor and sensitive to the residential and ecological needs along the corridor.**

**Work with state and local tourism officials as well as the community to advance initiatives that plan for and efficiently manage seasonal tourism travel.**

**Maintain the character of the corridor using context sensitive design approaches for land use and transportation changes. These changes must be sensitive to the needs of pedestrians, bicyclists and local wildlife.**

**Support initiatives that sustain agricultural and maritime activities consistent with preserving or improving existing natural habitats within the corridor.**

**Support and assist efforts to secure public and private funding that will permanently protect key vistas and open space parcels of significance.**

**Secure funding to support further archaeological research in the area, including sites along New Road and at the north end of Pilottown Road. Nominate sites to the National Register as appropriate.**

**Work with stake holders to identify and preserve agricultural and open space lands within corridor to create a greenbelt in and around the greater Lewes area.**

### **MISSION STATEMENT OF THE LEWES SCENIC AND HISTORIC BYWAY**

**The Lewes Scenic and Historic Byway Committee aims to preserve and enhance the gateways to Lewes, its treasured landscapes, its rich heritage and its outstanding natural resources in a manner sensitive to the needs of the many individuals, communities and businesses that helped shape it.**

**APPENDIX E**

**Advisory Board Meetings**



**AD-HOC SCENIC & HISTORIC BY-WAYS COMMITTEE  
ADVISORY BOARD MEETING  
AGENDA  
June 2, 2008  
5:30pm – Lewes Library**

1. Welcome
2. Overview of the Scenic Byways Program
3. Discussion of Mission Statement
4. Overview of affected Roads & their Viewscapes
5. Discussion of Advisory Board role
6. Adjournment

Name	Address	Telephone	Email
Judy Payne	8 Black Walnut Ct <sup>Zeh. Sch</sup>	227-3010	sussexcyclists@ATT.NET
Robert Mitchell	1019 Kings Hwy	645-6427	
Bob Slavin	424 Seagull	644-0031	rawslavin@comcast.net
<b>MERLIN BELL</b>		<b>645-7759</b>	
MARIA ANDAYA	DELEDOT		maria.andaya@stat.d.ks
<del>ROBERT JAMES</del>	<del>LAUREL</del>	<del>645-84</del>	<del>RRMATT@BIRCHWOOD</del>
LARRY WILEY	412 Seagull, Lewes	645-7351	lee-larrywiley@comcast.net
Joe Horchler	305 Seawall	644-3383	
Nadine Wain	124 Madison Ave Groome Line P.O. Box 299	702-2105	wainns@hotmail.com
William C. Hopkins		645-6256	hopwc@comcast.net
BOB HUMES	118 SCHOOL LN	645-4968	RLH@US.IBM.COM
Betsy Reamer	PO Box 1 Lewes	645-8073	inquiry@leweschamber.ca
Robin Krawitz	SH PO, Dover	736-7411	robin.krawitz@state.de.us
Kim Ayvazian	312 Pilotown	645-9034	
JOHN CHUDZINSKI	28 TRADE WINDS LANE	644-4916	WWW.TRADEWINDS823@AOL.CO
Mike Tyler			
DAVE ENNIS	50 Harbormen Rd	645-8123	DAVIDHENNIS@aol.com
Kreston Schell	2 Country Rd	227-6115	prsto@oceanatlantic.net
Chrys Duclong	111 Adams Ave.	645-4633	chrys.duclong@lib.ks
Josh Marlowe	1005 Kings Hwy	644-7387	joshmarlowe@verizon.net
<b>JOHN MATEYO</b>	<b>304 Pilotown</b>		

**Lewes Scenic Byway Advisory Committee Meeting Minutes**  
**June 2, 2008**  
**Lewes Library**

The first meeting of the Lewes Scenic Byway Advisory Committee was held on June 2, 2008 at 5:30 p.m. at the Lewes Library. Byway stakeholders including both residential and business representatives, civic associations, institutions, organizations and elected officials were invited to the meeting to participate in the Scenic Byway nomination process and to determine if there is support from the community to move forward with the nomination process. This Advisory Committee will continue to work with the Lewes Scenic Byway Committee throughout the Byway nomination process. A list of invitees and attendees is attached.

Gail Van Gilder, Chairman of the Scenic Byway Committee called the meeting to order at 5:30 pm. She gave a brief overview of Scenic Byways and the work of the Lewes Scenic Byway Committee and how it was established. She introduced Maria Andaya the Delaware Department of Transportation (DelDOT) Scenic Byway Coordinator who made a power point presentation on the state and federal Scenic Byway programs and the nomination process. The Scenic Byway program is administered by DelDOT at the state level and the Federal Highway Administration (FHWA) at the national level. All attendees received the DelDOT Scenic Byway program guide.

Gail Van Gilder introduced Mark Chura, Executive Director of Delaware Greenways, who has been lending staff assistance to the Lewes Scenic Byway Committee. Mark Chura made a power presentation on the Byway route proposed by the Byway Committee and the resources along each segment of the Route. A map and aerial photographs of the route taken by Byway Committee members Mike Tyler and Ronal Smith were shown

The Route included Gills Neck Rd, Kings Highway, Pilottown Rd/Front Street and New Road. The resources included examples of five of the scenic byway intrinsic qualities: historic, scenic, natural, recreational and archeological. The committee was asked if they agreed with the proposed route and was asked to think about what the primary intrinsic quality should be for the Lewes Scenic Byway since one has to be chosen for the nomination application. Chura also gave an overview of the two step Scenic Byway process that includes a nomination application as the first step and the Corridor Management Plan as the second step. The Committee has five years to complete the Management Plan after the nomination application is approved. Getting the nomination application approved allows us to apply for FHWA scenic byway grant funds. Chura read a proposed preliminary mission statement for the Advisory Committee to work on at a subsequent meeting. In addition, he presented the community benefits of becoming a Scenic Byway, the progress of the Lewes Scenic Byway Committee to date, the funding raising efforts for the nomination application, and building consensus for the route.

Van Gilder led a question and discussion time to get feedback from the Advisory Committee on the presentation, to answer any questions they had and to work toward building consensus on the proposed route and primary intrinsic quality for the route. She also mentioned that at some time soon we will have to decide what story our Byway should tell.

The following questions and comments were received from Advisory Committee members in attendance.

- Bob Hume asked what is the difference between Scenic Byways and Delaware Greenways? Answer: Delaware Greenways is a private non profit organization that has done a lot of work on Scenic Byways, initiated getting the State Scenic Byway program started and completed the Brandywine Valley Scenic Byway nomination application and Corridor Management Plan and the Route 9 nomination application. Delaware Greenways also works on preserving greenway and trail corridors, open space preservation, promoting hiking and biking opportunities and other greenway programs.

- Bob Slavin and Joe Hoechner asked if New Rd had enough resources for it to qualify? After the presentation and discussion the Advisory Committee agreed that it did qualify.
- Library representative Chrys Dudbridge said we should include the library as a significant site on Kings Highway. She also mentioned a number of resources that are available at the library for use on this project.
- There was a comment that African Civil war soldiers may be buried at either St Peters or the St. Georges AME Church cemetery.
- Robin Kravitz, State Historic Preservation Office representative, cautioned about mentioning the archeological site locations in a public meeting. She also mentioned the shipwreck information at Zwanandael Museum as historically significant. Kim Avazian mentioned that one of the reasons that Lewes was settled here was because of its fresh water springs; that the entrance to Lewes is really from the water; that the town really faces the water and that should be our emphasis. Committee member Michael DiPaolo can provide more information on this concept.
- Preston Schell said that this project was as important to developers as it is to residents and businesses. "This is the reason that people come to Lewes and why property here is so desirable. We have to preserve the things that attract people to Lewes if we want them to come."
- Joe Hoechner mentioned the Osprey nest on Pilottown Rd as something to include.
- Kim Avazian mentioned that there is no ordinance to protect trees on private property, especially the "marriage trees" on Kings Highway. She thought the City may be working on this.
- John Mateyco said that the streetscape on Pilottown Road and Gills Neck Road are outstanding examples of the history of Lewes and must be preserved.
- The suggestion was made that we should include the American Discovery Trail and Lewes Greenway into the Byway program or resource inventory.
- 
- Nadine Wick asked how the Scenic Byway could help to preserve the historic and scenic character of Gills Neck road.
- A question was raised about the boundaries of the Byway corridor. Gail Van Gilder said this can be determined by the committee at a later time.

Gail Van Gilder asked for a vote on the route and the primary intrinsic qualities since these are the two decisions needed to move forward with the nomination application.

Everyone agreed that Lewes is a world class historic area and that the "historic intrinsic quality" should be primary.

The Advisory committee voted to include Pilottown Road/Front St, Gills Neck Road, Kings Highway and New Road as part of the Route.

New Road was discussed extensively to determine if it should qualify as a scenic byway and all agreed that it should be included.

The attendees had mixed opinions on whether Freeman Highway should be included, but strongly voted in favor of trying to include a loop or connection to Cape Henlopen Drive as part of the Byway since Cape Henlopen State Park and Fort Miles are such significant natural and recreational resources. This idea will be reported back to the committee to see if it would be possible.

There was discussion on whether or not to include all of Savannah Road at this time, but it was decided not to include it now, but possibly in the future. Other Roads were mentioned like 2<sup>nd</sup> Street. Gail Van Gilder said that sometimes a whole network of roads have been approved as Scenic byways. For example all of the Roads in the Red Clay Watershed were designated as Scenic Byways in Delaware.

The attendees all agreed that the committee should move forward with the nomination application as soon as possible.

The consensus of the committee was that it would be better to meet at 7 p.m. in the future rather than earlier in the day.

The meeting was adjourned at 7:00 p.m.

Respectfully submitted,

Gail Van Gilder, Secretary pro tem



**SCENIC & HISTORIC BYWAY AD-HOC COMMITTEE  
ADVISORY BOARD MEETING  
SEPTEMBER 29, 2008  
6:30pm – Lewes Public Library,  
Meeting Agenda**

1. Call meeting to order
2. Review of progress of the Scenic and Historic Byway Ad Hoc Committee
3. Discussion of Nomination procedures
4. Questions from the public
5. Discussion of next steps.
6. Possible future meetings
7. Adjournment

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

*Agenda Posted: September 22, 2008 @ 1:00pm*

August 12, 2008

Dear Scenic Byway Advisory Committee

This is an all-purpose letter intended to do several things. First of all, we would like to thank those who attended the first Scenic Historic Byways Advisory Committee meeting on June 2, 2008. In addition, we encourage those who were invited but did not attend, to come to the next meeting. Finally, we welcome newcomers residing along the extended route of the Scenic and Historic Byways and look forward to briefing you on this effort.

At the June 2 Advisory Committee meeting there was general consensus that Savannah Road from the City Line to Lewes Beach, as well as Henlopen Drive to Cape Henlopen State Park, should both be included in the already established route: (See attached map.) Subsequent to that meeting, the Scenic and Historic Scenic Byways Committee passed a motion to extend the route. As a result, the Lewes City Council (the City is the sponsor of this initiative) approved the recommendation from the Committee to include these roads in the nomination process at its meeting on August 11, 2008.

A meeting of the Advisory Committee has been scheduled for **September 29, 2008** at:

**6:30 p.m.** for new members and those who were unable to attend the June 2 meeting  
and at  
**7:30 p.m.** for the entire Advisory Committee.

The purpose of the meeting is twofold: to acquaint those unable to attend the first meeting and representatives from the added roads with the Scenic Byways process and then to bring all members of the Advisory Board up-to-date on the progress toward submitting the nomination document to the Delaware Department of Transportation. A representative from DelDOT will be at the meeting.

At the Committee's meeting on August 6, 2008, Delaware Greenways was selected to continue the process toward completion of the nomination documents that was begun by the Committee.

We urge you to join us at the Lewes Public Library on September 29, 2008 at 6:30 p.m. for the full briefing and at 7:30 p.m. for the report on progress toward the nomination since the June meeting.

Please call Alice Erickson at City Hall, 645-7777, ext. 108, to reply to this invitation.

Sincerely,

Gail Van Gilder  
Lewes Scenic Byway Committee Chair

Barbara Vaughn, City Council  
Ad-Hoc Member Byway Committee

**LEWES SCENIC BYWAY ADVISORY COMMITTEE  
SIGN –IN SHEET**

<u>Name</u>	<u>Organization</u>	<u>E-mail</u>
Herb Heinichs	First Baptist Church	
Nadine Wick	Managing Growth around Lewes	<a href="mailto:wickns@hotmail.com">wickns@hotmail.com</a> (?)
Charles W. Sheppard	Groome Methodist Church	<a href="mailto:sheptoo@aol.com">sheptoo@aol.com</a>
William C. Hopkins	Groome Methodist Church	<a href="mailto:hopwc@comcast.net">hopwc@comcast.net</a>
Joe Hoechner	Pilottown Village HOA	<a href="mailto:JHMalls@aol.com">JHMalls@aol.com</a> (?)
Nina Cannata	Lewes Homeowners Association	<a href="mailto:gratafratz6@yahoo.com">gratafratz6@yahoo.com</a>
Norm Weston		<a href="mailto:Leenor@udel.edu">Leenor@udel.edu</a>
Rev. George Edwards	Friendship Baptist Church	<a href="mailto:shesr@aol.com">shesr@aol.com</a>
Tony Boyd-Heron	President, Lewes Chamber Of Commerce	<a href="mailto:Fineartgallery@verizon.net">Fineartgallery@verizon.net</a>
Julie Molyneux Hoenen	Disheveled Artists Assc.	645-1932
Sally Packard	Wolfe Pointe	<a href="mailto:packardreathgallery@comcast.net">packardreathgallery@comcast.net</a>
K.B. Brittingham	SPI Pharma	360-7235
Jack Gallagher		<a href="mailto:JackG@udel.edu">JackG@udel.edu</a>
Carol Epifanio		<a href="mailto:Carolepi@comscast.net">Carolepi@comscast.net</a>
George Tutlane	Postmaster – Lewes DE	<a href="mailto:geotut@hotmail.com">geotut@hotmail.com</a>
Chatham Marsch	Lewes Police Department	<a href="mailto:leonard.March@cj.state.de.us">leonard.March@cj.state.de.us</a>

Bryan Hall	Office of State Planning	<a href="mailto:Bryan.hall@state.de.us">Bryan.hall@state.de.us</a>
Jim Ford	Mayor	<a href="mailto:Jimfordiii@aol.com">Jimfordiii@aol.com</a>
George Stone	Cape Henlopen School District	<a href="mailto:gstone@cape.k12.de.us">gstone@cape.k12.de.us</a>
Jim Johnson Jr.	Delaware River and Bay Authority	<a href="mailto:jamesjohnson@drba.net">jamesjohnson@drba.net</a>
Stell Parker-Selby		<a href="mailto:ladystell@aol.com">ladystell@aol.com</a>
Roger Jones	Lewes Historical society	<a href="mailto:Frank-13136@verizon.net">Frank-13136@verizon.net</a>
Joe Booth	State House of Representatives	<a href="mailto:josephwbooth@state.de.us">josephwbooth@state.de.us</a>
Tony Pezone	Sussex Cyclists	<a href="mailto:sussexcyclists@verizon.net">sussexcyclists@verizon.net</a>
Betsy Reamer	Lewes Chamber of Commerce	<a href="mailto:inquiry@leweschamber.com">inquiry@leweschamber.com</a>
Merlin Beil	FMHA	<a href="mailto:Mbeil5@comcast.net">Mbeil5@comcast.net</a>
Carol and Louis DeCatur	Ocean House	<a href="mailto:Decatur@udel.edu">Decatur@udel.edu</a>
George Elliott		<a href="mailto:g.elliott59@verizon.net">g.elliott59@verizon.net</a>

## **APPENDIX E**

### **Ad Hoc Committee Open House**

The City of Lewes



**SCENIC & HISTORIC BYWAYS AD-HOC COMMITTEE**  
**Advisory Board Open House**  
**January 13, 2009**  
**5:00 – 7:00 p.m – Lewes Public Library,**

**Open House Agenda**

**1. Opportunity for attendees to review the following:**

**The Scenic Byway Mission Statement**

**The Scenic Byway Goals and Objectives**

**Nomination Document to be submitted to Delaware Department of Transportation**

**2. No formal meeting will take place.**

*The agenda items may not be considered in sequence; and is subject to change to include additional items such as executive sessions or the deletion of items, which may arise at the time of the meeting. Persons with disabilities requiring special accommodations, please contact City Hall 72 hours in advance.*

**SCENIC BYWAY COMMITTEE PRESS RELEASE  
FOR IMMEDIATE RELEASE**

Stakeholders and residents of the Lewes area are invited to meet with members of the Ad Hoc Scenic Byway Committee on Tuesday, January 13, 2009, from 5 to 7 p.m. at the Lewes Public Library. The format will be an Open House during which participants can review the recently drafted Nomination Document as well as the committee's Mission Statement and their Goals and Objectives. The committee hopes to submit its request to DelDOT to designate the various gateways to Lewes as Scenic and Historic Byways by the end of January; these include Kings Highway from Gills Neck Road to Savannah Road; Savannah Road from the city line near the railroad tracks to Lewes Beach; Henlopen Drive to the State Park; Gills Neck Road from Kings Highway to the light at Savannah Road, Pilottown Road to the bridge near Roosevelt Inlet, and New Road from Pilottown Road to its termination at Nassau.

An inventory has been conducted for each of these gateways to record their scenic, historic and natural assets. Comments on that inventory and the draft Nomination Document will be important as the committee moves toward submission of its application to DelDOT. The public is invited.

For additional information, contact

LEWES SCENIC AND HISTORIC BYWAY  
JANUARY 13, 2009 OPEN HOUSE  
COMMENT SHEET RESPONSES

NAME: Marsha Davis [Ladavis122834@aol.com](mailto:Ladavis122834@aol.com)

Preservation, preservation, preservation!! This is such a fragile area in this state and so very historical, beautiful and important with it's many "faces." The history combined with this environment make it so very important for generations to come.

The committee is dedicated and knowledgeable. I truly hope we will become this Historic By-way.

NAME: V. Lentonoff [lentonoff@aol.com](mailto:lentonoff@aol.com)

Delaware has so many sites of significance beginning in New Castle and carrying thru Kent and Sussex.

I view the Scenic and Historic Byways program as the linkage that brings all of these sites together. The byways contribute by making Delaware's significant sites and the routes connecting them one.

NAME: Tracey Mulveny [tmulveny@comcast.net](mailto:tmulveny@comcast.net)

The proposed roads to be designated as scenic byways represent the most significant areas of Lewes culture and heritage. The waterfront, historic homes, rivers, marshes and farmlands need to be appreciated and protected from the increasing pressures of population and economics. This designation would be a valuable tool to unite the community and provide funds to make the desired preservation possible. The more the community is aware the more likely these special places can be preserved and shared.

NAME: William T. Poulterer [wtpilot@msn.com](mailto:wtpilot@msn.com)

Delaware & Lewes have many scenic and historic Byways. In considering those in Lewes, I would hope special recognition would be given to Pilottown Rd. which was designated as Delaware's first "Ornamental Highway" in the 1930's by and through the efforts of long time Lewes Mayor, James Thompson.

Mayor Thompson worked with state and local officials to get all houses then located on the Lewes Canal side of Pilottown Rd. moved to the other side, and succeeded in getting an ordinance passed to prohibit any housing being built between Pilottown Rd. and the Lewes Canal, thus preserving the scenic vista in perpetuity.

I hope these exceptional efforts to create a permanent "Scenic Byway" so long ago will be noted & recognized in the designation of Pilottown Rd. as a Lewes "Scenic Byway."

NAME: Susan Trone (645-9197)

Lewes has much natural grace & beauty but is under great pressure to fill up every available space with lighted signs & buildings. Having scenic entries to the town will add to the feeling of peace & caring that are so much a part of this community. How we care for the resources of our land will tell future generations how we valued them. Scenic entries to our town will only add to our community.

LEWES SCENIC AND HISTORIC BYWAY  
JANUARY 13, 2009 OPEN HOUSE  
COMMENT SHEET RESPONSES

NAME: Bob Humes [rlhumes@yahoo.com](mailto:rlhumes@yahoo.com)

I have followed the progress of this initiative and think it would be wonderful for both the state and local Lewes area. Lewes has so much to offer and this just expands the options for enjoying the area. Bob Humes, President, Overfalls Maritime Museum Foundation

NAME: Cindy Albright [cindy@albrightcomputing.com](mailto:cindy@albrightcomputing.com)

Onward and upward!

NAME: Carolyn Quinn [cquinn@QuinnAssc.com](mailto:cquinn@QuinnAssc.com)

I support the Lewes Scenic and Historic Byway initiative and can see only positives. Inclusion in the program would honor the historic majesty of Lewes, would ensure that the beauty and history of Lewes would be preserved and protected, and would create an environment in which the entranceways to Lewes would be highlighted. Please consider seriously including Lewes in this important program. Thanks you.

NAME: Holly Wright [hollywright@prugallo.com](mailto:hollywright@prugallo.com)

I am interested in supporting the Lewes Byways Committee thru promoting it on Lee Ann Wilkinson's blog and website. I also have a personal interest in preserving Lewes' historic value and keeping out billboards and high density developments.

LEWES SCENIC AND HISTORIC BYWAY  
JANUARY 13, 2009 OPEN HOUSE  
COMMENT SHEET RESPONSES

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**APPENDIX F**  
**POWER POINTS**

**Lewes Scenic & Historic Byway**  
**JUNE 2, 2008 Advisory Committee Meeting**



# Committee Members

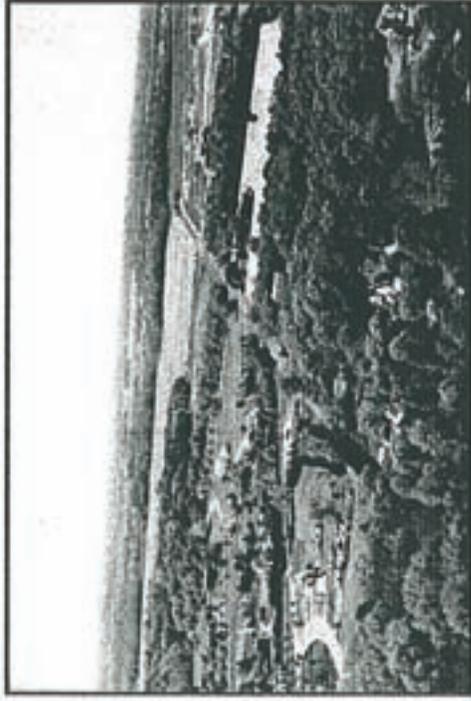
- Chair- Gail Van Gilder – Delaware Greenways,  
Brandywine Valley Scenic Byway Director
- Mike DiPaolo – Lewes Historic Society
- Ronal Smith – Citizen Member
- Helen Waite – Citizen Member
- Dan Parsons –Sussex County Preservation Planner
- Dave Ennis – Former member State Open Space Council/State Representative
- Barbara Vaughn – Lewes City Council
- Mike Tyler – Lewes Planning Board

## **Meeting Agenda June 2, 2008**

- State Scenic Byway Program Overview – Maria Andaya
- Lewes Scenic Byway Overview and Route –Gail Van Gilder
- Lewes Scenic Byway Resources – Mark Chura
- Questions & Discussion with Byway Advisory Committee –Gail Van Gilder

# The Nominated Route

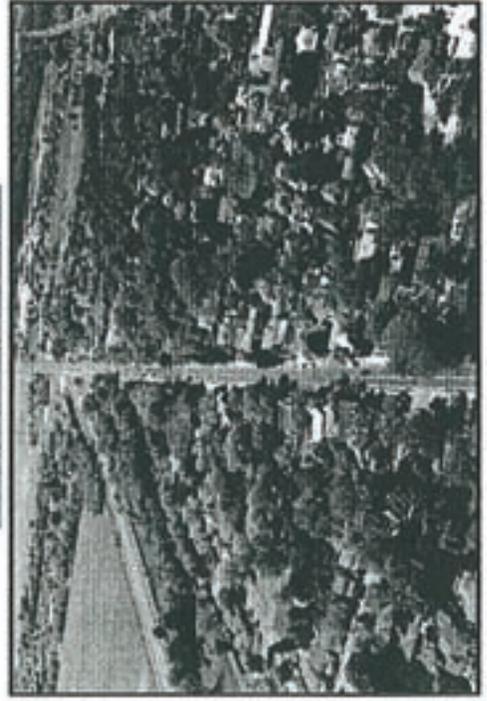
Gills Neck Road



Pilottown Road



Kings Highway



New Road



# Committee Work to Date

## Mission Statement:

The Lewes Scenic and Historic Byway aims to preserve and enhance the historic and treasured landscape within its designated corridor in a manner sensitive to the needs of the many individuals and businesses who helped shape it.

- 1<sup>st</sup> meeting – March 17<sup>th</sup> 2008
- Subsequent meetings – March through May 12

The Committee began meeting in March to work on a Nomination Application, but decided early on that we would like to work with a larger Advisory Committee of stakeholders, elected officials, organizations, and businesses and that is why we are here today. We will continue to meet with you through out the process to build consensus and support for the nomination and to make sure that all interested stakeholders are involved in the process.

# Delaware Scenic & Historic Highways

A Scenic and Historic Highway is a transportation route which is adjacent to or travels through an area that has particular intrinsic scenic, historic, natural, cultural, recreational or archeological qualities. It is a route that tells a story about Delaware's heritage and showcases its unique features to preserve its special intrinsic qualities. It encourages appreciation and fosters stewardship through voluntary incentive based programs.

## Community benefits may include:

- Official recognition of the special nature of a road boosts community pride
- Federal and state funding for planning and implementing a corridor plan
- Funding for preservation for a resource that may become threatened
- Improved maintenance for the road and use of context sensitive design when road improvements merit designation
- Access to resources and expert assistance in managing the corridor
- Increased business, tax revenue, and jobs from tourism opportunities
- Assistance from State offices of economic development and tourism
- Identification on State Highway maps

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- Assistance from State offices of economic development and tourism
- Identification on State Highway maps

# The Byway Program is a two step process

1. **Nomination Application** – the review process for nomination focuses on an evaluation of the identified intrinsic qualities of the highway and on the input from a public involvement process carried out as part of preparing the Nomination Application

## Information required for the nomination includes:

- A physical description of the route
- Representative Photographs
- A map indicating the boundaries of the route that locates the intrinsic qualities along the corridor, and indicates land uses in the corridor
- An intrinsic quality resource inventory
- A written statement that summarizes and evaluates the significance of the primary intrinsic quality for which the highway designation merits
- A written description of what a traveler will see when traversing the corridor
- A description of public involvement conducted to date and the comments and input that have resulted from this process

# The Byway Program is a two step process

2. **Corridor Plan** – a Corridor Plan is a written document in which the Scenic and Historic Highway sponsor lays out the vision, goals and responsibilities for conserving and enhancing the corridor's most valuable qualities. It includes strategies and recommendations for implementing the plan that balance concern for the resources with the visitor's opportunity to experience the Byway.

# Byway Program Grant Funds

Nomination approval by the State allows us to apply for federal (FHWA) Byway Program Grants

Grant funds can be used for:

- Corridor Management Planning
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Marketing
- Interpretation

# Current Progress

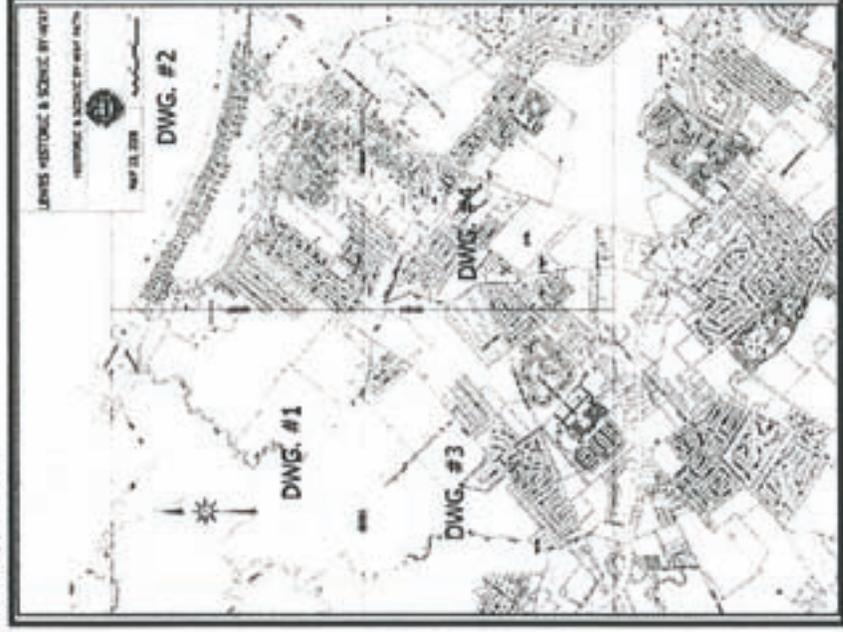
- We are now working on the Nomination Application. We have worked on the route, the map, the intrinsic qualities and a resource inventory to make sure that the roads were worthy of designation. Now we need your input.
- After the nomination application is approved we have 5 years to complete a Corridor Management Plan

# The Route

First we needed to determine the Byway Route and present a map of the Route. After much deliberation we concluded that the following roads should be nominated to complete a Scenic Byway loop around Lewes. Do you agree?

The route includes:

- New Road
- Pilottown Road/Front Street
- Gills Neck Road
- Kings Highway



# Primary Intrinsic Quality

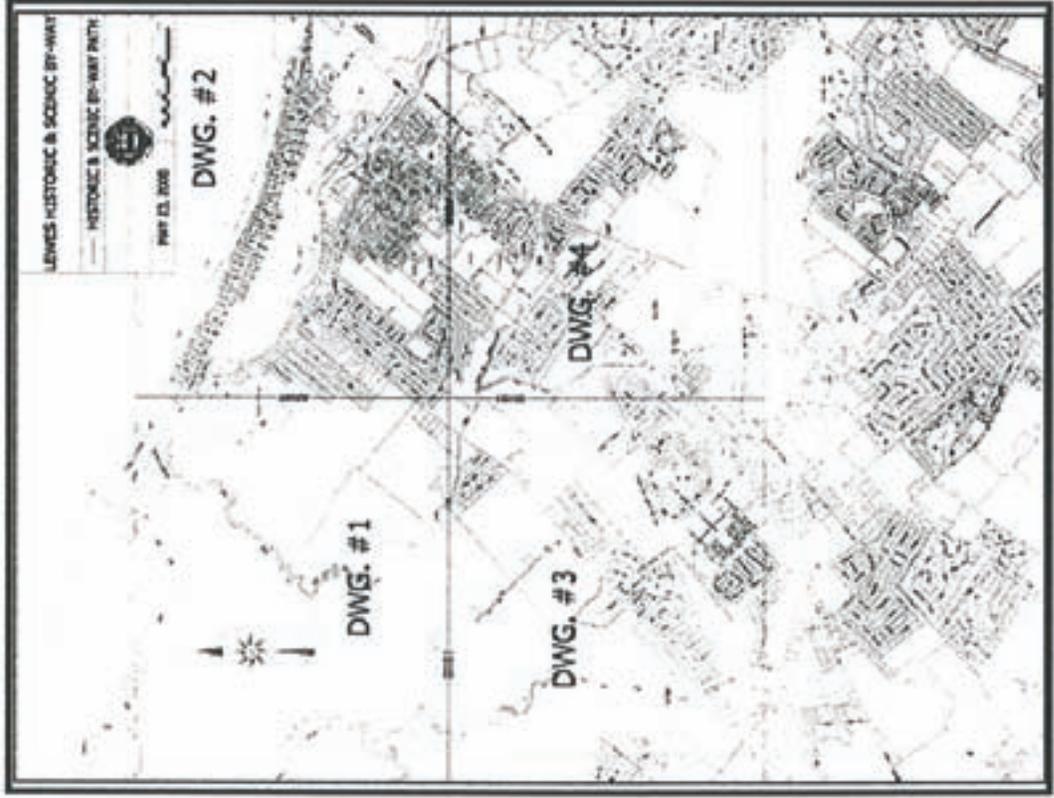
Next we needed to determine which of the six scenic byway intrinsic qualities should be the Primary quality for the Lewes Scenic Byway.

The Committee believes that the most significant intrinsic quality is Historic, but we have outstanding examples of five of the six scenic byway program intrinsic qualities along the route. Do you agree?

These include:

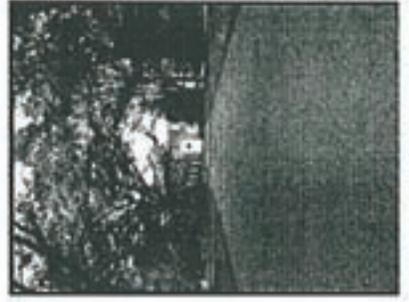
- Historic
- Scenic
- Natural
- Recreational
- Archeological

# The Designated Route

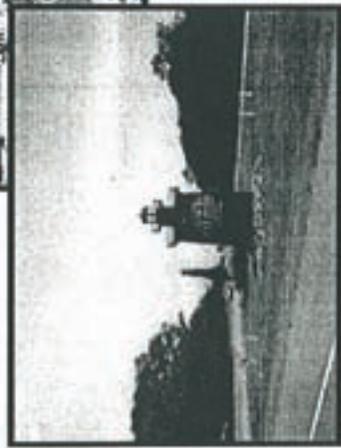
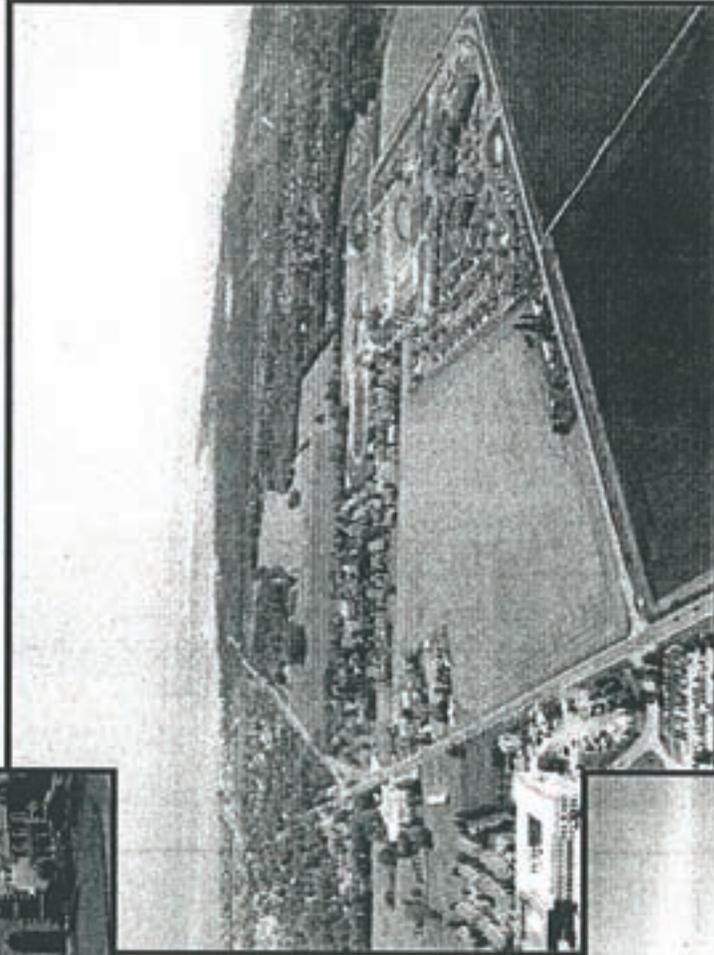
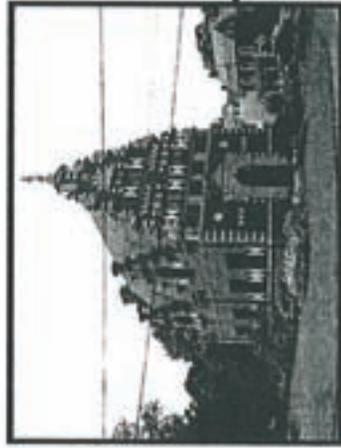


## Mission Statement:

The Lewes Scenic and Historic Byway aims to preserve and enhance the historic and treasured landscape within its designated corridor in a manner sensitive to the needs of the many individuals and businesses who helped shape it.



# Kings Highway



# **Kings Highway Natural and Scenic Inventory**

## **Natural and Scenic Resources**

### **Include:**

- Historic Farmland
- Marriage Trees and adjacent houses
- A documented Ginko Big Tree

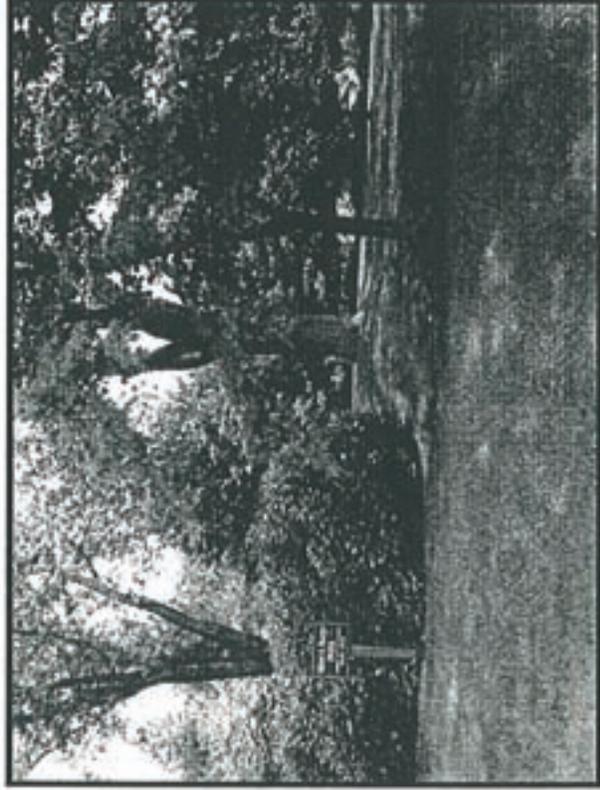


View of the marriage trees from Kings Highway

# **Kings Highway Recreational Inventory**

## **Recreational Resources Include:**

- Stango Park
- Zwaanendael Park
- Clear Space Productions at Cape  
Henlopen High School



View of Stango Park from Kings Highway

# Kings Highway Historic Inventory

## Historic Inventory Includes:

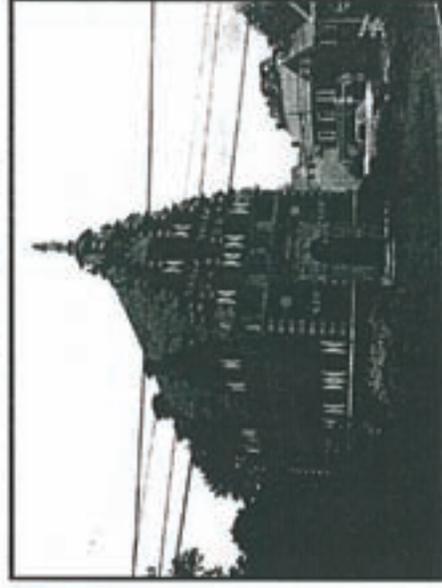
- Colonial David Hall House
- Hitchens House
- Coleman House
- Queen Anne's Railroad
- Fisher-Martin House
- DeBraak Memorial
- Lewes Presbyterian Church
- Zwaanendael Museum



View of David Hall House from  
Kings Highway

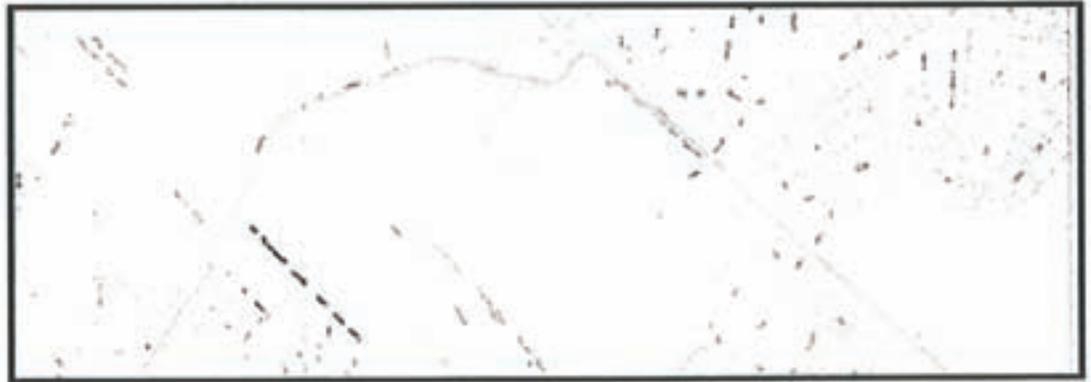


View of Queen Anne's  
Railroad from Kings  
Highway



View of the Zwaanendael  
Museum from Kings Highway

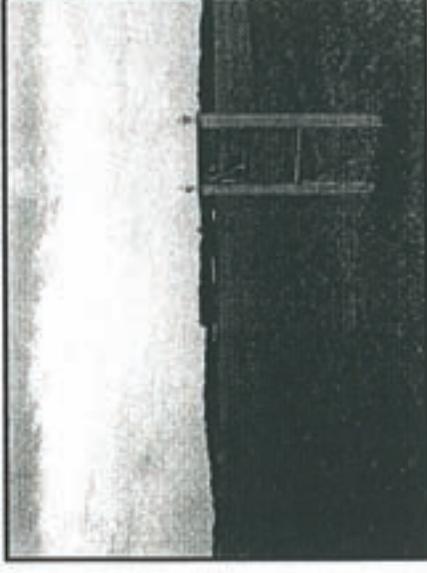
# Gills Neck Road



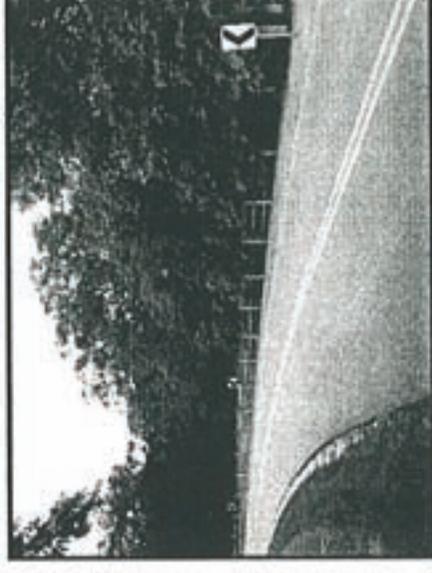
# Gills Neck Road Natural and Scenic Inventory

## Natural and Scenic Resources Include:

- Views of Cape Henlopen State Park
- Views of the Lewes and Rehoboth Canal
- Salt Marshes
- Views of the Smith and Mitchell farms
- Views of mature tree lots
- Diverse wildlife including deer song birds, and migratory birds
- Forested Wetlands



View of the Smith and Mitchell farm

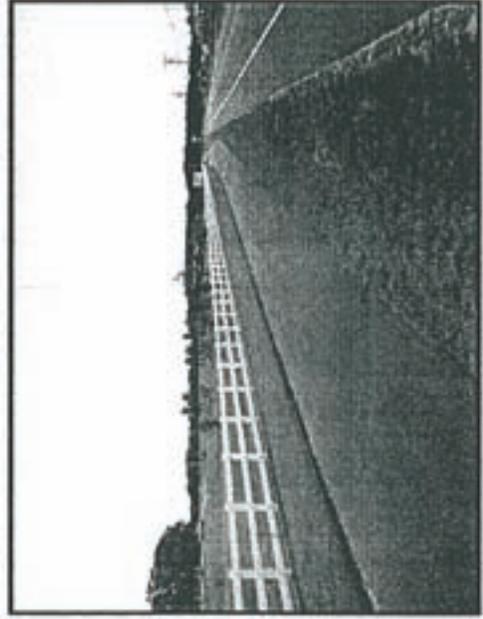


View of the mature tree lots along Gills Neck Road

# Gills Neck Road Recreational Inventory



A cyclist along Gills Neck Road



View of the Junction and Breakwater Trail  
from Gills Neck Road

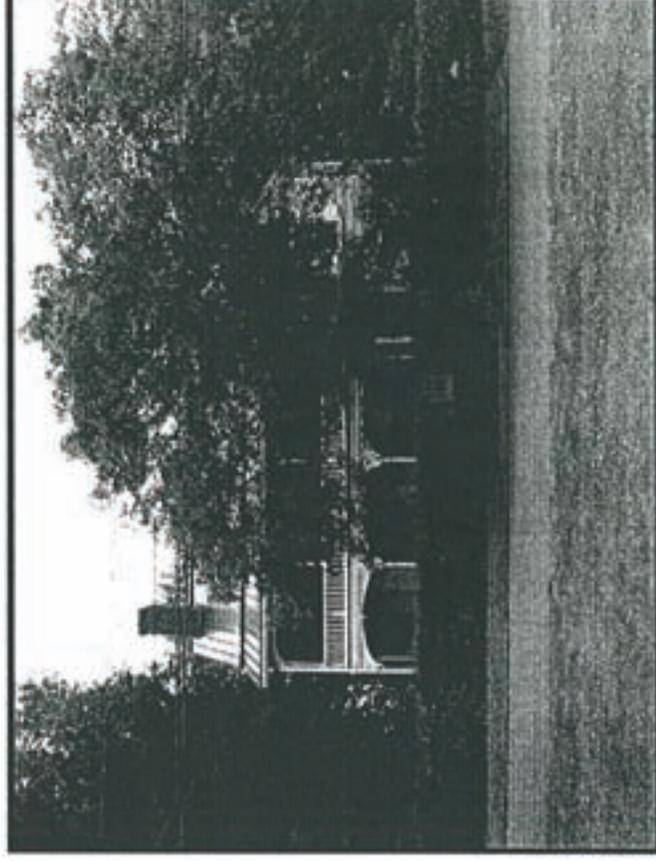
## Recreational Resources Include:

- Crabbing and Fishing
- Walking, Running, and Biking
- Bird watching
- Photography and Plain Air painting
- Hunting for waterfowl and deer
- Locally arranged cycling competitions
- Access to the Junction and Breakwater Trail

# Gills Neck Road Historic Inventory

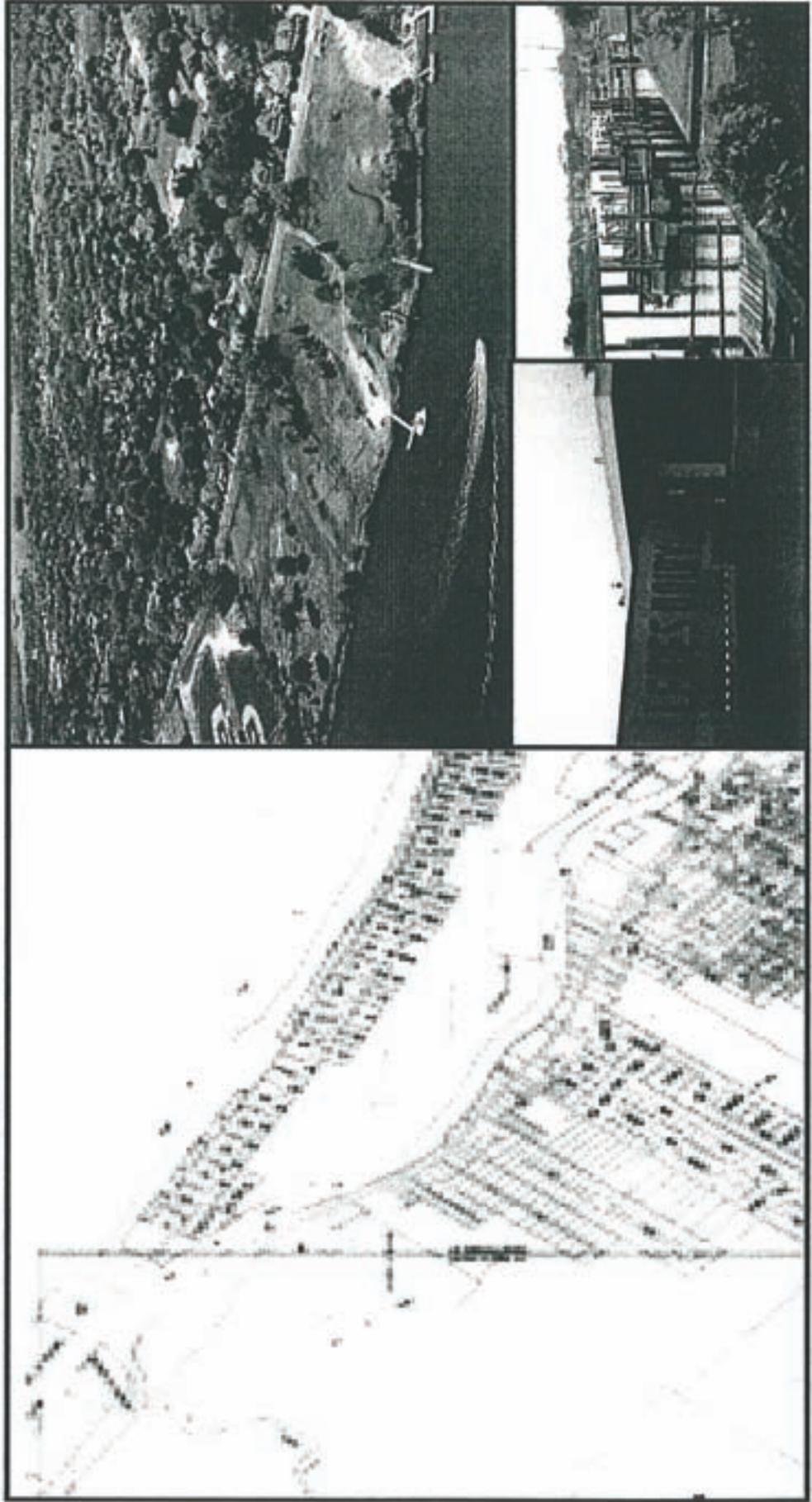
## Historic Resources Include:

- 124 Gills Neck Road – A late 19<sup>th</sup> century home facing the canal and bay
- Railroad Swing Bridge – built by the Delaware, Maryland, and Virginia line in 1869 when the Junction and Breakwater line was servicing Lewes. Trains would go down to the beach to meet steamships.



View of 124 Gills Neck Road

# Pilottown Road/Front Street



# Pilottown Road/Front Street Archeological Inventory

## Archeological Resources Include:

- Over 500 shipwrecks at the mouth of the Delaware Bay including:
  - ❖ The MHS DeBrack off Cape Henlopen in 1798
  - ❖ The Severn in 1774 off the Cape close to the present day Roosevelt Inlet in 1774
- The recovery of several thousand artifacts including:
  - ❖ A "Canstantic Wyn" Wine Bottle
  - ❖ A Bottle of Seltzer Water from a factory in Germany
- A cemetery owned by St. Peter's Episcopal Church of Lewes referred to as the "Ancient Burying Grounds" in early records of Lewes



Cemetery at St. Peter's Episcopal  
Church

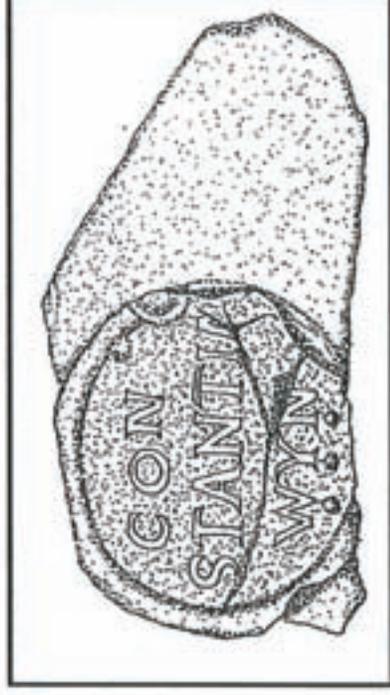


Photo copy of the broken wine  
bottle from The Severn

# Pilottown Road/Front Street Natural and Scenic Inventory

## Natural and Scenic Resources Include:

- Salt Marshes
- Views of the canal
- Views of the Savannah Road  
Bridge
- A documented Hackberry Big  
Tree



View of the marsh from  
Pilottown Road

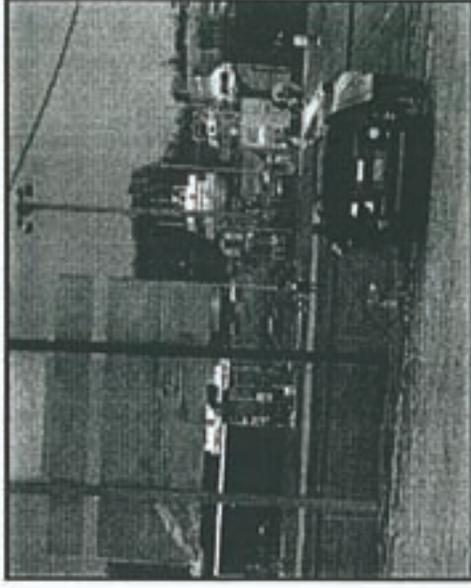


View of the Canal from  
Pilottown Road

# Pilottown Road/Front Street Recreational Inventory

## Recreational Resources Include:

- Canalfont Park
- Little League Park
- 1812 Park
- Water sports (kayaking, sailing, canoeing)
- Water tours by local fitness clubs
- Lewes Summer Chautauqua Tent Shows
- Coast Day
- ❖ The Tent Shows and Coast Day are run through the College of Earth and Marine Studies at the University of Delaware



Little League Park

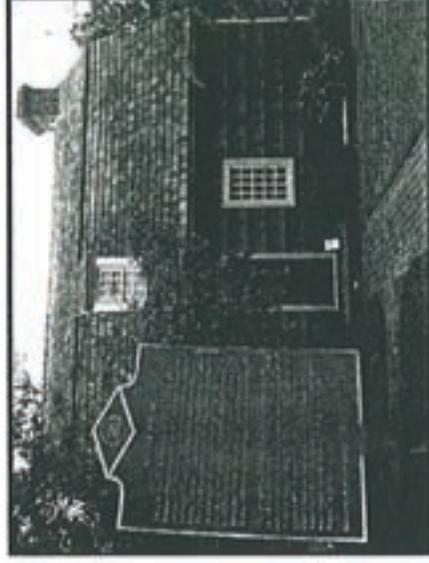


1812 Park

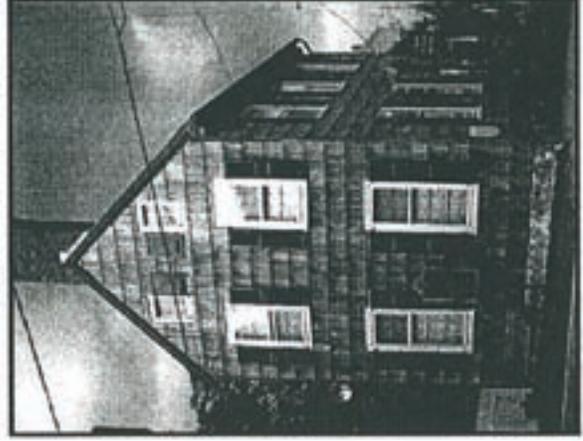
# Pilottown Road/Front Street Historic Inventory

## Historic Inventory Includes:

- War of 1812 Fort Site
- Cannonball House
- DeVries Monument
- Swanendael
- Fishers Paradise
- Maull House
- St. George's AME Cemetery
- Lewes & Rehoboth Canal
- Roosevelt Inlet



The Maull House

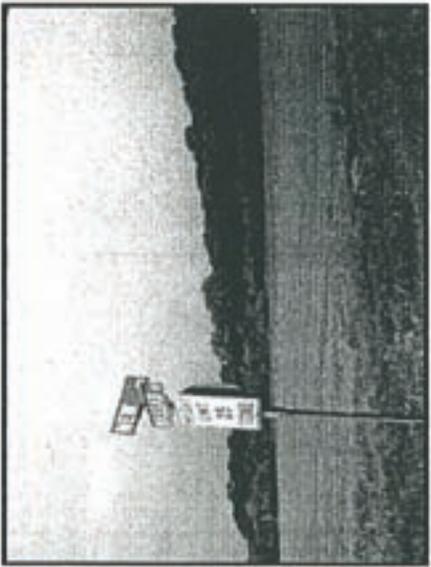


The Cannonball House

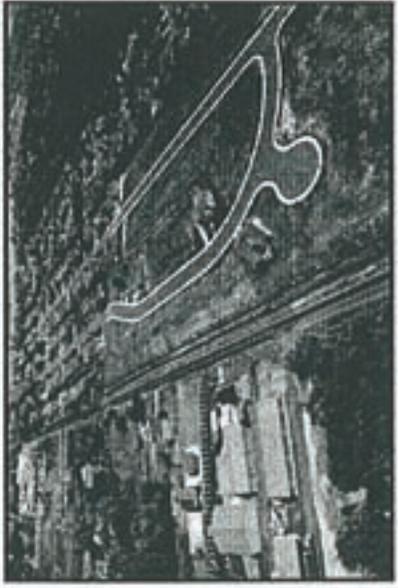


DeVries Monument

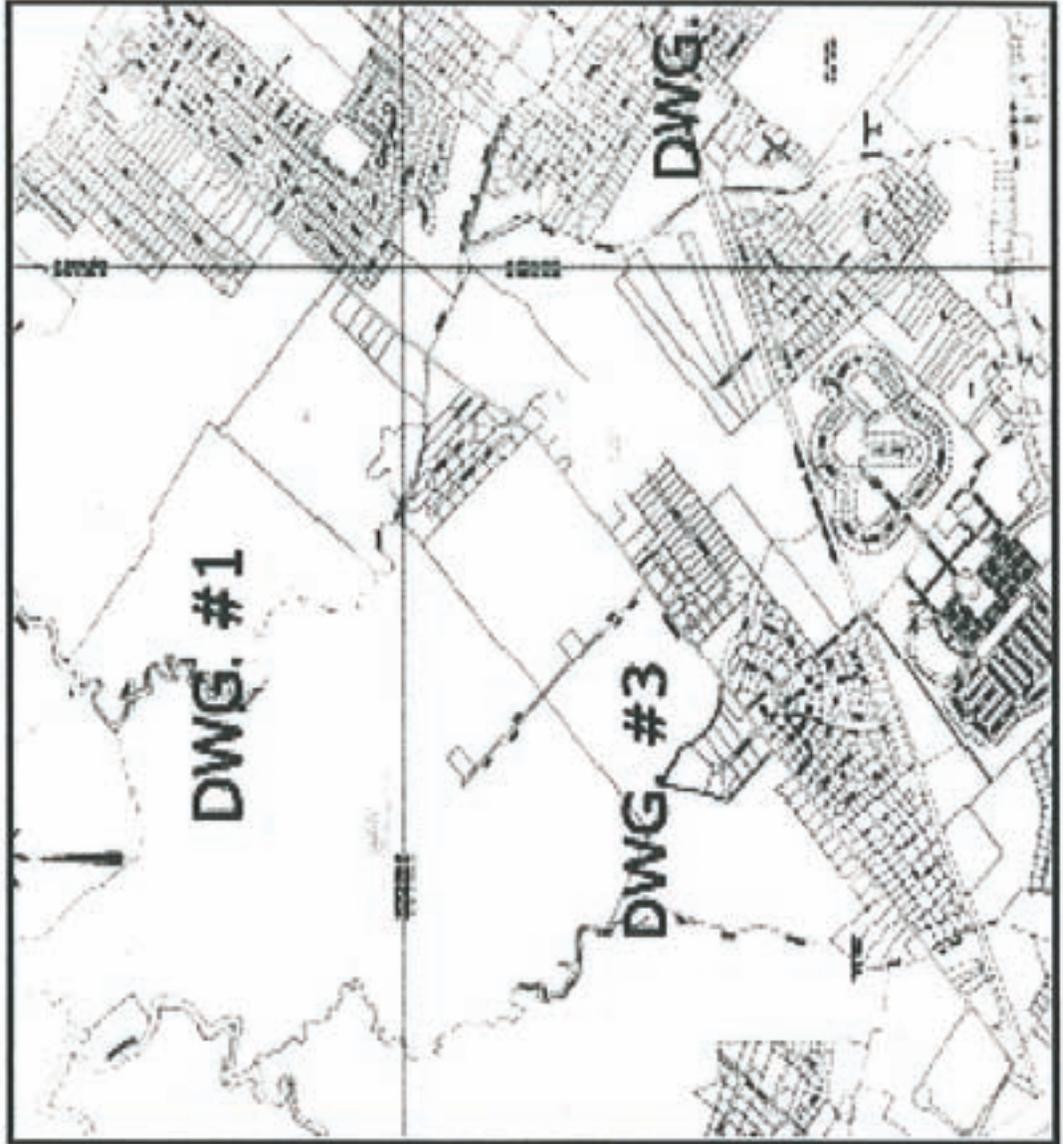
# New Road



Intersection of New Road and Nassau Road



Aerial View of New Road



# New Road Natural and Scenic Inventory

## Natural and Scenic Resources Include:

- Forested Wetlands
- Salt Marshes
- Views of Black Hog Gut
- Views of Canary Creek



View of Canary Creek from the  
New Road Bridge



View of Black Hog Gut from  
New Road

# **New Road Recreational Inventory**



View of Canary Creek from New Road bridge

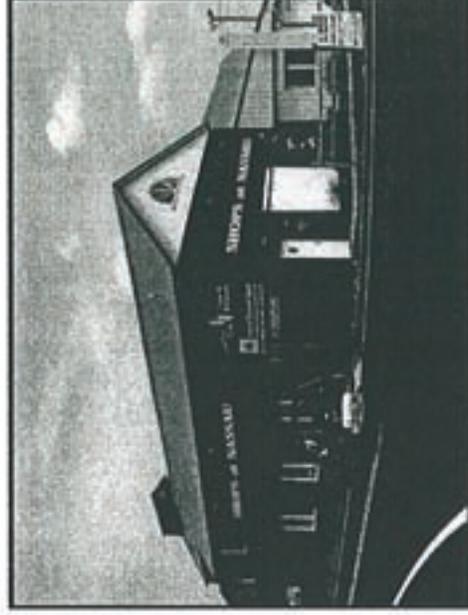
## **Recreational Resources Include:**

- Crabbing off New Road bridge at Canary Creek
- Fishing off New Road bridge at Canary Creek

# New Road Historic Inventory

Historic Resources Include:

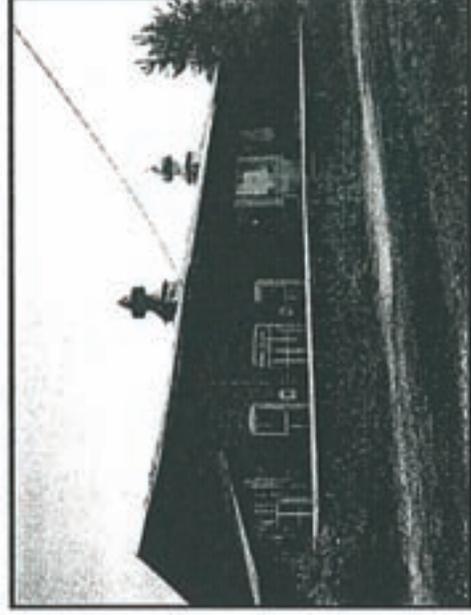
- Former Barn Structures
- New Road Refrigeration Building
- Former Grain Storage Building



Former Barn Structure from New Road



Former Grain Storage Building  
from New Road



Refrigeration Building from new Road

# Next Steps



## Build Consensus for:

- The Route
- Primary Intrinsic Quality
- Mission Statement



- ❖ Raise Funding for Nomination Application
- ❖ Next Advisory Committee Meeting

# **The Lewes Scenic and Historic Byway Nomination Application**

**September 29, 2008**

# Chapter 1 - Introduction

✦ 1.1 Project Overview

✦ 1.2 The Delaware Scenic and  
Historic Highways program

✦ 1.3 The Lewes Scenic and Historic

Byway

# 1.1 Project Overview

On February 11, 2008 Mayor James Ford announced the creation of an AdHoc Committee for the Greater Lewes Area known as The Historic and Scenic Byway Committee. The purpose of the Committee was to prepare an application to be submitted to the State Department of Transportation for designation of several roads in Greater Lewes as a Historic and Scenic Byway. The evolution of planning efforts has developed through subsequent meetings that took place on the following dates:

- ❖ March 17
- ❖ April 2
- ❖ April 14
- ❖ April 28
- ❖ May 12
- ❖ June 15
- ❖ July 28
- ❖ August 6
- ❖ September 8
- ❖ July 15

# 1.1 Project Overview

## Committee Members:

- ❖ Gail Van Gilder
- ❖ Barbara Vaughan
- ❖ Mike Tyler
- ❖ Dave Ennis
- ❖ Ronal Smith
- ❖ Dan Parsons
- ❖ Helen Waite
- ❖ Mike DiPaolo
- ❖ Diane Wilson

## 1.2 The Delaware Scenic and Historic Highways Program

Initiated in 2000 by the Delaware General Assembly with passage of Senate Bill 320, the Delaware Scenic and Historic Highways Program seeks nominations which are “adjacent to or travel through an area that has particular intrinsic, scenic, historic, natural, cultural, recreational or archeological qualities. The program has outlined the the Vision, Goals, and Objectives as follows:

*The Delaware State Scenic and Historic Highways Program showcases the natural beauty and unique features of the state and fosters the preservation of natural, cultural and historic resources, while benefiting economic development through tourism and recreational opportunities*

# 1.2 The Delaware Scenic and Historic Highways Program

## The Six Intrinsic Qualities

- ❖ Scenic - the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic and historic highway corridor
- ❖ Historic - encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or man-made, that are of such historic significance that they educate the viewer and stir an appreciation for the past
- ❖ Natural - features of the visual environment that are in a relatively undisturbed state
- ❖ Cultural - evidence and expression of the customs or traditions of a distinct group of people
- ❖ Recreational - involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape
- ❖ Archeological - involves the characteristics of the scenic and historic highway corridor that provide physical evidence of historic or prehistoric human life or activity that is visible and capable of being inventoried and interpreted.

## **1.3 The Lewes Scenic and Historic Byway**

### **Mission Statement (revised 9/8)**

**The Lewes Scenic and Historic Byway Committee aims to preserve and enhance the gateways to Lewes, its treasured landscapes, its rich heritage and its outstanding natural resources within the designated corridor in a manner sensitive to the needs of the many individuals, communities and businesses that helped shape it.**

# 1.3 The Lewes Scenic and Historic Byway

## Goals

- ❖ Support and encourage efforts to maintain, restore and revitalize historic and locally important buildings located along the designated route.
- ❖ Preserve the natural scenic and historic character along the designated route.
- ❖ Identify and designate 'points of entry' or 'gateways' into the town of Lewes from New, Gills Neck, and Kings Highway and formulate plans that identify appropriate signage, landscape and hardscape standards that should be incorporated at these gateway points.
- ❖ Promote and market tourism opportunities and cultural events that support local business, farms and farmers, and City and State parks. This goal shall be consistent with preserving the qualities of the corridor, and sensitive to the needs of the people who live along the corridor.
- ❖ Provide a framework for the community to plan for, accommodate and more effectively manage seasonal tourism travel.

# 1.3 The Lewes Scenic and Historic Byway

## Goals (cont.)

- ❖ Maintain the character of the corridor by encouraging the use of context sensitive design approaches when land use and transportation changes occur. Said approaches must be sensitive to the needs of both pedestrians and bicyclists.
- ❖ Sustain agriculture and maritime activities wherever viable along the corridor.
- ❖ Become eligible for public funds to secure permanent protection (via fee simple or easement approaches) of key vistas and open space parcels of significance.
- ❖ Secure funding to support further archeological research for significant sites, including those along New Road and at the north end of Pilotown Road. Nominate sites to the National Register as appropriate.
- ❖ Work with stakeholders to identify the remaining parcels of agricultural and open-space lands in and around the corridor and create a greenbelt.

# **Chapter 2 - Description, Experience and Corridor Segments**

- ✦ **2.1 - Route Overview**
- ✦ **2.2 - Route Credentials and Character**
- ✦ **2.3 - Segment 1: Pilottown Road**
- ✦ **2.4 - Segment 2: Gills Neck Road**
- ✦ **2.5 - Segment 3: New Road**
- ✦ **2.6 - Segment 4: Kings Highway**
- ✦ **2.7 - Segment 5: Cape Henlopen Drive**
- ✦ **2.8 - Segment 6: Savannah Road**

## 2.1 - Route Overview



## 2.2 - Route Credentials and Character

The designed route offers opportunities to view or visit the sites that comprise the rich heritage of Lewes. The nomination application must both detail what this heritage is and why it merits Byway designation. In accordance with the National Scenic Byways Program, consideration should be given to the following as part of the nomination process:

**Variety** - the total number and diversity of landscape features..

**Contrast** - variety and differences seasonal colors, textures of landscape features

**Intactness** - the degree to which natural and/or historic landscapes are untouched in their original form

**Harmony** - the degree to which the individual features work together to create a pleasing whole

# 2.3 - Segment 1: Pilottown Road

Length - 1.8 miles

## Intrinsic Resource Overview

Site	Type
1812 Park	Recreational
Ancient Burial Grounds	Historic
Cannonball House	Historic
DeVries Monument	Historic
Fisher's Paradise	Historic
Lewes Creek	Historic
Maull House	Historic
Roosevelt Inn	Historic

## 2.4 - Segment 2: Gills Neck Road

Length - 2.5 miles

### Intrinsic Quality Overview

Site	Type
Hazel Smith Estate	Historic
Junction Breakwater Trail	Recreational
Lewes Railroad Bridge	Historic

# 2.5 - Segment 3: New Road

Length - 2.8 miles

## Intrinsic Quality Overview

Site	Type
Black Hog Gut	Natural
Canary Creek	Scenic
Pagan Creek Dike	Archeological
Russell Site	Archeological

# 2.6 - Segment 4: Kings

## Highway

Length - 1.5 miles

### Intrinsic Quality Overview

Site	Type
David Hall House	Historic
Fisher-Martin House	Historic
Hitchens House	Historic
Lewes Presbyterian Church	Historic
Stango Park	Recreational
Zwaaendael Musuem	Historic

# 2.7 - Segment 5: Cape Henlopen Drive

Length - 1.5 miles

## Intrinsic Quality Overview

Site	Type
Cape Henlopen State Park	Scenic/Recreational
Cape May-Lewes Ferry	Recreational
Delaware Breakwater	Historic/Scenic
East End Lighthouse	Historic
Fort Miles	Historic/Recreational
Lewes Beach	Historic/Recreational

# **Chapter 3 - Intrinsic Qualities and Associated Resources**

- ✦ **3.1 - Statement of Significance**
- ✦ **3.2 - Primary Intrinsic Quality: Historic**
- ✦ **3.3 - Secondary Intrinsic Quality: Scenic**
- ✦ **3.4 - Secondary Intrinsic Quality: Natural**
- ✦ **3.5 - Secondary Intrinsic Quality:**

**Recreational**

# **3.1 - Statement of Significance**

**Under Development**

# 3.2 - Primary Intrinsic Quality: Historic

## Thematic Contextual Framework

- ❖ Thematic Context 1 - Native Inhabitants of Lewes
- ❖ Thematic Context 2 - Dutch Foundations
- ❖ Thematic Context 3 - English Takeover
- ❖ Thematic Context 4 - Revolutionary History and War of 1812
- ❖ Thematic Context 5 - Maritime and Industrial Development
- ❖ Thematic Context 6 - WWII and Modern Lewes

## **3.3 - Secondary Intrinsic Quality:**

### **Natural**

- ★ **Delaware Bay**
- ★ **Delaware Estuary**
- ★ **Cape Henlopen State Park**
- ★ **The Great Marsh**
- ★ **Big Trees of Delaware**
- ★ **Canary Creek**
- ★ **Lewes and Rehoboth Canal**

## **3.4 - Secondary Intrinsic Quality: Recreational**

- ★ **Cape Henlopen State Park**
- ★ **Junction Breakwater Trail**
- ★ **ADT and Lewes Greenway**
- ★ **Beaches / Boating / Fishing**
- ★ **Hunting / Birding / Hiking / Biking**
- ★ **Local parks**

# **Chapter 4 - Byway Committee History**

**Outlines the evolution of  
planning efforts through the  
numerous committee meetings**

# Appendices

- ★ **Appendix A - Map**
- ★ **Appendix B - Photolog**
- ★ **Appendix C - Meeting Notices and Minutes**
- ★ **Appendix D - Newspaper Articles**
- ★ **Appendix E - Letters of Support**
- ★ **Appendix F - Letters of Concern**



**APPENDIX G**  
**NEWSPAPER ARTICLES**

## Lewes corridors seek byway designation

Only two other Del. roads officially recognized as scenic

By MOLLY MURRAY  
The News Journal

Drive down Lewes' Front Street and the early history of the state's "first town" almost jumps out and grabs you.

There's the Cannonball House - a lasting reminder of the bombardment of Lewes in the War of 1812 - and there is the 1812 Park, complete with cannons, aimed out toward the Lewes and Rehoboth Canal.

But a few steps away, at Market Street, is some of Lewes' lesser-known history. Miss Lil's was here - Lewes' house of ill repute - and there was a jail and a pool hall. The first electric lights in Lewes were in a barbershop

on this tiny street. The place was called "The Bowery."

Now, a group of Lewes residents, city officials and Delaware Greenways are working to capture the history, the scenery and all the other elements that make Lewes special by seeking for Lewes' entrance corridors a special state designation as scenic byways.

Two other roads in Delaware have this special designation: Del. 52, which passes through the scenic and historic Brandywine Valley, and Del. 9 - which takes motorists through the wide expanses of marsh and farmland along the Delaware River and Bay.

The designation "opens up doors that otherwise wouldn't be available," said Mark

Chura, Delaware Greenways executive director.

Typically, road improvements use standard designs but, with scenic byway designation, transportation officials often will consider alternatives that don't compromise safety, allow projects to move forward and protect what is special about an area, Chura said.

The first question most people ask, Chura said, is whether the designation "stops development or is this going to impact property values?"

The only regulatory provision in the designation is that billboards are prohibited, he said.

But the designation gets people thinking beyond the standard design.

See LEWES — B3

"If they use that [standard design], you get big, wide and ugly, as far as I'm concerned," said Gail Van Gilder, chairwoman of the city's Scenic Byway Committee.

Van Gilder also worked on the Del. 52 scenic byway designation. That road is the only one in Delaware that also has federal scenic designation.

The program gets its start when local residents decide they want to preserve something special along a corridor.

City officials and residents have been meeting and are working on a written nomination package that will be submitted to state transportation officials this fall.

City Councilwoman Barbara Vaughan, who is working on the proposal, said she knew about the scenic byway designation long before she was on the council. The designation came up as city officials discussed how best to preserve the gateways into Lewes.

Lewes has roads leading into the city - Savannah, Gills Neck, Kings Highway, New Road, Cape Henlopen Drive, Front Street, Pilottown Road and New Road - and waterways such as the Lewes and Rehoboth Canal.

But Vaughan said there was nothing to bring all those elements

together to let visitors and residents know they were entering Lewes. And there were concerns, she said, that as the area changed and grew, the special characteristics of those entrance roads would be lost.

This is a step in the direction of identifying and preserving the gateways, Vaughan said.

The idea, she said, is to identify the things along the entrance corridors that have a value - things like the scenery, the history, the natural resources, the archaeological resources.

"The first thing it does is raise awareness," she said. "This gives us a little extra bit of muscle to look to the future."

For Lewes, the core of the proposal - expected to be complete this fall - is the city's history. That history goes beyond the city's Zwaanendael settlement in 1631 by colonists from the Netherlands.

Michael DiPaolo, executive director of the Lewes Historical Society, said this designation is an opportunity to give visitors a glimpse into the city's rich and varied history. And it is a chance to showcase the old neighborhoods. Few people, for instance, know about a small area on Lewes Beach known as Hueyville. In the Lewes Historical Society collec-

tion of old newspaper clippings, there is a story from the Baltimore Sun about a shipwreck on Lewes Beach, DiPaolo said. The dateline: Hueyville, Del.

Froghill was up by Block House Pond and the old black section of town was known as Ca'mille.

"Those neighborhoods have been forgotten," he said.

Then there is Savannah Road, once known as State Street, but renamed Savannah Road because it leads to the savannah - those vast expanses of saltmarsh hay - on Lewes Beach.

DiPaolo said visitors could pick up a flier that showcases points of interest along the city's entrance corridors.

If Lewes' corridors are designated as a scenic byway, the next step would be to develop a corridor management plan, Van Gilder said.

Changes in land use can still occur along the corridor. For instance, on Del. 52, a new entrance recently was approved. But it was designed to protect nearby trees, Chura said.

Besides more flexibility in road design, the designation could give Lewes a "new gateway, a sense of arrival," he said.

Contact Molly Murray at 856-7372 or mmurray@delawareonline.com.



# Cape Gazette

Region

FRIDAY, JANUARY 23 - MONDAY, JANUARY 26, 2009

cape

## Lewes seeks state scenic byway designation

By Henry J. Evans Jr.  
hevans@capegazette.com

Gills Neck Road, Pilottown Road, Kings Highway and New Road could form a Lewes Scenic & Historic Byway if plans for the route gain Delaware Department of Transportation approval.

Lewes area residents obtained information on the byway proposal at an informal Jan. 13 meeting at the Lewes Public Library.

Scenic and historic byways tell the story of an area's heritage and showcase unique features.

The mission statement developed by Lewes Scenic and Historic Byway Committee said the route would "preserve and enhance the historic and treasured landscape within its designated corridor in a manner sensitive to the needs of many individuals

and businesses who helped shape it."

If approved, Lewes Historic and Scenic Byway would be the only route in Sussex County to gain the designation, joining the Brandywine Valley Scenic Byway in New Castle County, and the Route 9 Coastal Heritage Scenic Byway, which spans Kent and New Castle counties.

Mark Chura, executive director of Delaware Greenways, which manages the state's scenic and historic byways, said Lewes' byway would be eligible for 80 percent federal funding.

He said the remaining 20 percent would come from other sources, possibly the state Legislature.

"Grants for fiscal 2009 are fully funded. It's not a program that's on the chopping block. It's

a program that, in the greater scheme of things, is pretty small compared to roads and other things, but it's still very valuable," Chura said.

Community benefits may also include access to resources and expert assistance in managing the corridor; increased business, tax revenue and tourism-related jobs; and assistance from state economic development and tourism offices.

Chura said Lewes - as much or perhaps more than other locations in the state - has a well-documented history of early settlement, which is captured along the proposed route.

Gail Van Guilder, Delaware Greenways chairwoman and director of the Brandywine Valley Scenic Byway, said the Lewes route exceeds the number of qualities required for historic and scenic byway designation.

"There are six qualities - scenic, historical, cultural, archaeological, natural and recreational - and you must have one in order to get designated. Lewes has five," Van Guilder said.

She said the route doesn't meet the cultural requirement, which calls for existing and ongoing activity by a culture such as Native Americans.

Van Guilder said written comments about the byway provided

by area residents are critically important and would be included with the committee's nomination application.

"Supportive comments are helpful to us, but if there's something you're concerned about, we want to hear that too. This is a public, grassroots process and we need to demonstrate that the community has been involved," Van Guilder said.

Chura said the committee's goal is to submit its report by month's end.

He said by spring, following DelDOT's review of the report, the Lewes panel would start developing the corridor's master plan. The master plan would also go through a public review process.

"We've already applied for the corridor master plan grant. The plan serves as the basis for grant submittals in the future," Chura said.

Send letters commenting on the Lewes byway to Delaware Greenways, 16 Wades Court, Rehoboth Beach, DE 19971.

# DELAWARE Coast Press

Thursday, January 15, 2009

[delmarvanow.com]

Rehoboth Beach, Del. | Free

## Nominees named for scenic byways in Lewes

By Alex Ruoff  
Staff Writer

LEWES — Members of the Scenic & Historic Byway Committee met with residents to present and discuss their efforts to nominate several roadways around Lewes as State Scenic and Historic Byways.

The committee is requesting the designation of segments of Pilottown Road, Gills Neck Road, New Road, Kings Highway, Cape Henlopen Drive, and Savannah Road. The measure, committee members said, would enable the city to capitalize on various federal grants.

"This sounds well planned out and like (the project) is well on its way," said Carl Whisler, a Lewes resident and member of the Lewes

Historical Society. "One of our missions is to preserve historic areas and this will be a nice addition."

Resident Lowder Mitchell, who owns a farm off Gills Neck Road, one of the areas that could be designated scenic and historic, supports the effort.

"I think this would be a great opportunity to show Lewes off and help build up the city's historic nature," he said. "That's important to this area."

According to committee chair Gale VanGilder, the designation will provide the city with additional federal funding through the National Scenic Byways program. These funds may be used to prepare corridor management plans, seek National Byway designation, or for other purposes such as preparing mar-

keting materials or addressing safety improvements.

"This is concerned with putting a plan together and identifying roads that should be preserved," she said. "If changes need to be made, and they often do, not only will we have safety and mobility enhanced roads, but we will also (preserve) the aesthetic values, the scenic values, and the historic values."

When the Delaware Department of Transportation performs roadwork in the designated area, they can use a different set of standards called contact sensitive design standards, said committee member Mark Chura. The standards allow for added control over roadwork and flexibility to ensure preservation of the road's historical significance.

"You can have wonderful resources on a road, but if you don't also enhance and preserve the aesthetics of the roadway you lose a lot of its value," VanGilder said. "We don't always want to preserve just the destinations themselves, but also the journey to the destination."

The committee plans to submit the application for nomination shortly after it finishes gathering letters of support from community members. Chura projected a response from DelDOT in 60 to 90 days.

"I would like to think our chances are very strong," he said. "We want to make sure we're preserving the special places in the city."

aruoff@dmg.gannett.com  
302-537-1881, ext. 201

Thursday, January 15, 2009

**APPENDIX H**  
**LETTERS OF SUPPORT**

**JOSEPH W. BOOTH**  
STATE REPRESENTATIVE  
Thirty-Seventh District



**HOUSE OF REPRESENTATIVES  
STATE OF DELAWARE  
LEGISLATIVE HALL  
DOVER, DELAWARE 19901**

**COMMITTEES**  
Natural Resources & Environmental  
Management, Chair  
Agriculture  
Education  
Health & Human Development  
Tourism  
Veterans Affairs  
Appropriations (Alt)  
Joint Finance (Alt)

October 15, 2008

Mrs. Carolann Wicks  
Secretary, Department of Transportation  
800 Bay Road  
P. O. Box 778  
Dover, Delaware 19903

Dear Secretary Wicks:

Representing the City of Lewes over the last several years has been both challenging and rewarding. The citizens of this area are an extremely energetic and self-motivated group of individuals. This community sets goals and objectives and then proceeds to accomplish each one. The latest project is a Lewes Scenic and Historic Byway through and around the city. I attended an advisory committee meeting and learned a great deal about their plans and proposals. The presentation and the intent of this plan is worthy of my support and encouragement.

Creating a process that will enhance views on our roadways is a great idea for the City of Lewes. There are many beautiful views and with the rich history of the region, it is only rational that the public be allowed to make suggestions as to alternative plans for transportation. Views of the marsh, coastline and historic sites are abundant in and around the City of Lewes. The role of this area in the War of 1812 and World War II at Cape Henlopen State Park is still evident and is constantly being enhanced through restoration and other projects of interest.

I am requesting and urging the Department of Transportation to give the citizens of the City of Lewes every consideration in making this Scenic Byway Designation Program a reality. If I can be of any assistance in this effort, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Joe Booth".

Joseph W. Booth  
37<sup>th</sup> District  
State Representative

JWB/mmd

# The City of Lewes



January 23, 2008

Ms. Carolann Wicks,  
Secretary of Transportation  
Delaware Department of Transportation  
P. O. Box 778  
Dover, DE 19903

Dear Secretary Wicks:

As Mayor of the City of Lewes, I am constantly reminded of the beautiful and historic qualities of our community, especially along the various gateways to Lewes. Each of them is unique and all of them add to the sense of place that characterizes our city.

As you are aware, development and growth around Lewes impact on those gateways in ways that may diminish our scenic views and historic resources. Therefore, it is of real importance that we move forward on the Scenic and Historic Byway designation.

As I reviewed the draft Nomination document I was very impressed by the photographs and descriptions of the roads being nominated. The opportunity to absorb the rich and diverse assets in their entirety was very moving, and I am most appreciative of the efforts of the Committee to amass such an inventory.

Your consideration of this application will be greatly appreciated.

Sincerely,

James L. Ford III  
Mayor, City of Lewes

JLF:ae

Wicks.DOT.1-23-09.BywaysDesignation.Application

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The First Town in the First State

# The City of Lewes



January 23, 2009

Ms. Carolann Wicks,  
Secretary of Transportation  
Delaware Department of Transportation  
P. O. Box 778  
Dover, DE 19903

Dear Secretary Wicks:

The Scenic Byway Committee was appointed by Mayor Ford and approved by the Lewes City Council last spring, and the Committee immediately went into action. They addressed the extent of the Byway, the mission and the goals, they gathered photographs and pertinent information, and now have a draft Nomination document in hand. As an *ex officio* member of that Committee, I have been impressed by the diligence with which these various tasks have been addressed.

Both as a member of the Lewes City Council and as a resident of the City, I am very supportive of the Nomination process and of the fact that many citizens both in and out of the Lewes City boundaries have been involved and supportive of the efforts of this Committee and of the concept of including all of the Lewes gateways as part of the project.

These gateways are of vital importance to the sense of place that residents and visitors appreciate about Lewes. Yes, it is an historic town but it also has beautiful vistas and scenic pathways. I truly love driving, biking and walking along all of them. Each one is different and unique. The views of the canal along Gills Neck Road, Front Street, and Pilottown Road are lovely and ever changing; the farm fields and open space that characterize New Road as well as parts of both Gills Neck Road and Pilottown Road bring with them a sense of serenity and peace; and the more urban scenes along Kings Highway and Savannah Road include historic homes and structures. And then there is the Lewes Beach! We are so fortunate to all of this in one small and compact area.

Thank you for your consideration of our application.

Sincerely,

Barbara W. Vaughan  
Lewes City Council

BV:ae

Wicks.1-23-09.ScenicByways

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The First Town in the First State

To: Secretary Carolann Wicks  
Delaware Department of Transportation  
P. O. Box 788  
Dover, DE 19903

January 21, 2009

From: Victor Letonoff  
Councilperson, City of Lewes, DE 19958

Re: Lewes Scenic and Historic Byway

Dear Secretary Wicks,

I was born in Delaware and, for all but a short period, have been a Delaware resident. While I have lived in several areas of New Castle and Sussex Counties, I choose Lewes for my primary residence about 25 years ago. I particularly like the fact that Lewes is an historic place located on the ocean in the scenic setting of Sussex County. It is very important to me and to my family that the character of Lewes and of our State not be lost to us and to future generations. I care deeply about both my Town and my State.

Delaware has numerous historic, cultural and natural sites of significance. These are distributed among all three counties. One could almost view the State of Delaware as a national treasure worthy of national park status. As residents and other travelers move around the State visiting the places that Delaware has to offer, clearly they should enjoy views and landscapes that highlight and enhance these sites. One should be able to travel through areas of Delaware and experience the character of Delaware and not just a developed strip that could be anywhere in the Country.

I strongly feel that the way we connect each of these sights is important if we are to provide a high level experience to the people who live in Delaware and to those who travel here to visit. It is one thing to see the State via Route One. It is a completely different experience to see Delaware via Route 100, Route 9 and other scenic and historical routes.

I understand that DELDOT is considering The Lewes Scenic and Historic Route for the State Scenic Byway Designation. Every effort should be made to approve this. Scenic Byway Designation is important if the historic and scenic character of routes are to be maintained. This designation also goes a long way in providing scenic and historic connectivity across the State whether people are driving, cycling or hiking.

Nina D. Cannata  
212 West Fourth Street  
Lewes, DE 19958

January 30, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P. O. Box 778  
Dover, DE 19903

Re: Lewes Scenic & Historic Byway

Dear Secretary Wicks:

As a member of the City of Lewes's Planning Commission, please let me tell you how pleased I am that Lewes is being considered for inclusion in the State's Scenic & Historic Byway program. I remember talking with DelDOT personnel some years ago when the program was starting in New Castle County and hoping that this might occur here, as well.

You are no stranger to Sussex County and have seen the many changes that have and are occurring. History and our beaches are Lewes' claim to fame. First Town in the First State, flying cannonballs, the birthplace, possibly of Richard Allen, battles with the British, Fort Miles, menhaden fishing industry, now a tourist destination for lovers of that history and our beaches. We are fortunate to be surrounded on three sides by water – the Delaware Bay, the Atlantic Ocean and the Great Marsh. Development pressures increase. Any further layer of protection that we can utilize, however minute, to cushion that impact would be beneficial. While I certainly understand such a designation will not stop development, nor would I expect it to; perhaps it might affect the "clutter" in the view corridors and landscapes. As a member of the Planning Commission, and speaking only for myself, I believe that such a designation will further demonstrate to those of us living here, as well as those many who visit us, how much we care for and value our City. And that the State of Delaware does, as well.

My father bought our property on West Fourth Street in 1968 and moved here permanently in 1971. I came down permanently in 1990 and remained here after his death. There was never any question of my moving away. While I certainly enjoyed the history, it was the beaches and the marshes, the herons, foxes and other critters that held me.

In a feeble attempt to give back, I have involved myself in some of the many City Commission and Committees in hopes of encouraging the strengthening & protection of the City's historic and natural surroundings. I urge you to consider the City of Lewes' application favorably and include the Lewes Scenic and Historic Byway in the State's Historic & Scenic Byway program.

Thank you for your time & consideration.

Very truly yours,

*Nina D. Cannata*

Nina D. Cannata  
Lewes Planning Commission member

# The City of Lewes



January 21, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

Reference: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

I am presently Chairperson of the City of Lewes Parks and Recreation Commission. The Commission is composed of eight volunteer members, whose primary responsibilities include the upkeep and enhancement of the City's parks and recreational facilities, caring for the City's trees and overseeing various recreational activities.

Most of the City's parks are contiguous to the proposed Scenic and Historic Byway. These parks have both scenic and historic significance. Two parks are located on the scenic Lewes-Rehoboth Canal - the 1812 Park commemorates Lewes's involvement in the War of 1812, while the soon to be completed Canalfront Park represents a connection with the maritime history of Lewes. Two historic venues – the Overfalls Lightship and the Life Saving Station Museum – will become integral elements of the Canalfront Park when completed. Zwaanendael Park is adjacent to the State owned and operated Zwaanendael Museum, the most visible representation of Lewes's historical ties to the Netherlands. Scenic Stango Park, which is adjacent to the Lewes Public Library, is Lewes's arboretum, populated by a wide variety of native trees. Open space adjacent to New Road has been leased by the State to Lewes for the development of park land and recreational facilities. This new park, when completed, will enhance the scenic aspects of New Road.

It is the understanding of the Parks and Recreation Commission that the Delaware Department of Transportation is considering including this byway route for the State's scenic byway designation. For the reasons stated above, the City of Lewes Parks and Recreation Commission is in complete support of this application.

Sincerely,

Larry N. Wiley  
Chairperson, Parks and Recreation Commission  
City of Lewes

cc: Mayor Ford; Paul Eckrich, City Manager; Members of the PRC

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The First Town in the First State



# Lewes Greenways & Trails Committee

City of Lewes - P. O. Box 227 - Lewes, DE 19958 302-645-7777

January 30, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P. O. Box 778  
Dover, DE 19903

Re: Lewes Scenic & Historic Byway

Dear Secretary Wicks:

As Chair of the Lewes Greenways and Trails Committee, please let me tell you how pleased I am that Lewes is being considered for inclusion in the State's Scenic & Historic Byway program. I remember talking with DelDOT personnel some years ago when the program was starting in New Castle County and hoping that this might occur here, as well.

You are no stranger to Sussex County. You have seen how, over the years, many of the views & vistas of uncluttered & undeveloped land have disappeared. We rarely realize it until it is too late. While I certainly understand such a designation will not stop development, not would I expect it to; perhaps it might affect the "clutter". The historic vistas of Lewes, in and out of town, deserve as much preservation effort as we can manage. Whether looking from the City side across the Canal towards the beaches that surround us on two sides or looking from the beach side back at the City, bordered by the Great Marsh on a third side, these are the images that we living here, and those many visiting us, cherish and their preservation is essential. This is the First Town in the First State, after all.

My father bought our property on West Fourth Street in 1968 and moved here permanently in 1971, having sold our property in Rehoboth Beach. He came for the history. Having traveled back & forth to Lewes since 1968 from various parts of the country, I came down here full time in 1990 to take care of my father and remained here after his death. There was never any question of my moving away. While I certainly enjoyed the history, it was the beaches and the marshes, the herons, foxes and other critters that held me. It is our duty to take care of this place.

Please know that our stalwart Committee of five urges you to consider the City of Lewes' application favorably and include the Lewes Scenic and Historic Byway in the State's Historic & Scenic Byway program.

Thank you for your time & consideration.

Very truly yours,

*Nina D. Cannata*

Nina D. Cannata, Chair



# Lewes Greenways & Trails Committee

City of Lewes - P. O. Box 227 - Lewes, DE 19958 302-645-7777

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

**Re: Lewes Scenic and Historic Byway**

Dear Secretary Wicks:

I'm writing because I believe DelDot will be considering the Lewes Scenic and Historic Byway route for inclusion in the state's byway designation program this coming year.

I have been a full time resident of Lewes since 1981 and needless to say, I have seen many changes to this pristine area. Some wonderful, like the new Lewes Canalfront Park and some not so wonderful, like the expansion of commercialism and traffic along Route 1.

In 1996 I was appointed to the State Council on Greenways & Trails by Governor Thomas Carper and in 1998 I was appointed to the City of Lewes Committee of Greenways & Trails by Mayor George Smith. I have greatly enjoyed being an active member of both these volunteer groups because the goal of each group fits so well with one of the ideals with which I was raised, that of respecting the environment. Currently, I am serving on the Scenic Byways Ad-Hoc Committee, in a liason position, trusting that my involvement will help the Lewes Scenic and Historic Byway become a reality.

As a result of the years I've spent living in Lewes, along with serving on both the greenways council and committee, I am very aware of the importance of preserving the many natural and historical elements in and around Lewes for generations to come. Lewes' charm and attraction is not just for the many seasonal visitors to enjoy, but also for those who are "natives, long timers and new comers" as well. As "the first town in the first state," I feel that it would be most advantageous for Lewes to have the protection and benefits that are granted to roads with the byway designation.

Thank you for your attention to this matter.

Sincerely,

Diane Wilson



# LEWES

Chamber of Commerce  
and Visitors Bureau, Inc.

P.O. Box 1, 120 Kings Highway  
Lewes, Delaware 19958  
302-645-8073  
877-465-3937  
Fax 302-645-8412  
inquiry@leweschamber.com  
www.leweschamber.com

January 27, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P O Box 778  
Dover, DE 19903

Dear Secretary Wicks:

I am writing today to express Lewes Chamber of Commerce's support for the proposed Lewes Scenic and Historic Byway route for inclusion in the State's Scenic Byway designation. Protection of the resources along the designated route has never been more important because the rate of growth in Sussex County threatens to encroach on the views, landscapes and historic buildings along the route.

The Lewes Chamber of Commerce's mission is to advance the general welfare and prosperity of the Lewes area and to contribute to the prosperity of its citizens and businesses. We strive to make Lewes a desirable place in which to live, work, maintain a business or visit. We promote Lewes as a historic town and the route that has been designated allows our citizens and visitors public access to view and travel Lewes' historic sites.

This designation will enhance our organization's ability to promote and market our annual events that drive visitation to Lewes and support our local businesses. With the new challenging economy, the designation of the Lewes Scenic and Historic Byway route is of greater significance to our continued prosperity.

Sincerely,

Betsy Reamer, Executive Director  
Lewes Chamber of Commerce



SPI Pharma, Inc.  
40 Cape Henlopen Drive  
Lewes, Delaware 19958  
USA  
302-360-7249  
Fax 302-360-7291

January 20, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
PO Box 778  
Dover, DE 19908

**Re: Lewes Scenic and Historic Byway**

Dear Secretary Wicks:

I am the Site Manager at SPI Pharma and have been a resident of Lewes my entire life. I understand that DEL DOT is considering the above byway route for inclusion for the state scenic byway designation. I have spoken to many people in the area and they, as well as myself, are very much in support of this application.

This area is rich in heritage with many sights and places to visit that attract out of state tourists as well as Delaware residents.

I feel it's important to protect these resources for the people living here now and for future generations.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. K. Brittingham', is written over the typed name.

A. K. Brittingham  
Site Manager

AKB/kqs



# *The INN at Canal Square*

*Coastal Retreat and Event Destination  
"Nantucket-Style" on the Delaware Coast*

January 29, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 788  
Dover, DE 19903

Dear Secretary Wicks:

This letter is written in support of the Lewes Scenic and Historic Byway request.

As the Managing Partner/Co-Owner of The Inn at Canal Square as well as several commercial properties within the Lewes Historic District, I can attest to the value that the Lewes Scenic View Corridors provide for both residents and visitors.

At the Inn, many guests take time to comment about the picturesque settings along the Lewes Rehoboth Canal and/or the Beach. Common themes of these comments evolve around the natural beauty, the bucolic setting (along Gills Neck Road and New Road), the open space along the Canal side of Pilottown Road and the feeling of stepping back in time. While the above comments are made by guests, the same sentiments are echoed by residents as well.

I believe that both residents and visitors experience a sense of "connection" with history and nature on a very personal level. This can in part be evidenced by the numerous bicyclists and walkers who are frequently seen throughout the City. The access to this type of experience in Lewes has been greatly enhanced with the opening of the Junction Breakwater Trail which makes it possible for people to commute to Lewes from Rehoboth without accessing Route 1 or using a vehicle.

Based upon my personal experience of living in this community for over 25 years, I believe it's scenic and historic characteristics are the largest contributing factors to what has made this such a desirable place for so many people.

I urge your favorable consideration of this request to further underscore the significance that Scenic Views contribute to this area. A healthy balance of Lewes' Scenic/historic views is critical to this communities' continued evolution as a destination for both residents and guests.

Sincerely,

Theodore Becker



January 26th, 2009

Secretary Carolann Wicks  
Delaware Dept of Transportation  
PO Box 778  
Dover DE 19903

**RE: Lewes Scenic and Historic Byway**

Dear Secretary Wicks,

I have owned my house in the Historic District of Lewes for 25 years and I have also sold real estate in Lewes for over 25 years. I was raised here, I raised my family here and now one of my daughters is raising her family here.

One of the many, many things I love about Lewes is that we have a strong community. Our citizens have a long history of fiercely protecting the heritage and safety of our town, be it from the British bombardment in 1813 or the incursion of high-density commercial developments in 2008.

At a time in our country when apathy frequently rules and activism falters, my fellow Lewes citizens have continued undeterred on their chartered course to serve and protect the land, the character, and the safety of our hamlet.

Lewes has often been depicted in magazine and newspaper articles as one of the "best places to unwind for a weekend", "or best place places to retire". The words "historic", "quaint" and "charming" and "scenic" are used frequently.

Several projects initiated by strong grassroots efforts continue to add to the nation's enjoyment of Lewes. The recently completed bike trail and the construction of the Lewes Canalfront Park have already added to the scenic charm and tranquility. The project to obtain designation by DELDOT as a scenic and historic byway will greatly assist the citizens of Lewes in our mission to preserve its beauty and heritage and will also help to preserve our beautiful landscape for the enjoyment of everyone who visits us.

Thank you in advance for your consideration.

Sincerely,

Lee Ann Wilkinson  
The Lee Ann Wilkinson Group  
Prudential Gallo Realtors  
16698 Kings Highway, Suite A  
Lewes, DE 19958  
(302) 645-6664  
[leeann@prugallo.com](mailto:leeann@prugallo.com)



**Lee Ann Wilkinson**  
The Lee Ann Wilkinson Group  
Superior Service, Outstanding Results

**Prudential Gallo, REALTORS®**  
16698 Kings Highway, Suite A, Lewes, DE 19958  
Bus 302 645-6664 Fax 302 645-6665  
Toll Free 888 770-6664  
[lewesrealestate.com](http://lewesrealestate.com) [leeann@prugallo.com](mailto:leeann@prugallo.com)

LAW OFFICES

**SCHAB & BARNETT, P.A.**

9 CHESTNUT STREET  
P.O. BOX 755  
GEORGETOWN, DELAWARE 19947  
(302) 856-9024  
FAX: (302) 856-6360  
EMAIL: SCHABBARNETT@COMCAST.NET

16698 KINGS HWY., SUITE B  
LEWES, DELAWARE 19958  
(302) 645-6626  
FAX (302) 645-6620

WILLIAM SCHAB (DE & MD)  
NORMAN C. BARNETT (DE, D.C. & MT)

January 27, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

Re: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

I have lived in the City of Lewes since 1974 and one of my law office locations has been in or near Lewes since 1982. From a personal and business standpoint, the protection of the resources along the designated byway route is important to me, to all Lewes residents, and to the many who visit our area because the resources - historic buildings, parks, beaches, etc. - are a big reason why most of us live here and the many come to visit.

I understand that DelDOT is considering this byway route for inclusion for the state scenic byway designation and I and my business support this inclusion. I believe such a designation will be beneficial to me, my business, the City of Lewes, and the surrounding area and its residents by helping to keep the Lewes area so special.

Sincerely yours,



William Schab

WS/plc



Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

January 28, 2009

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

This correspondence is intended as an expression of support for efforts to establish the Lewes Scenic and Historic Byway. As a Delaware native and lifelong resident of Sussex County, I am strongly supportive of the protection and recognition of the many natural and cultural resources that characterize the affected area. Having enjoyed a long and rewarding career in a profession which celebrates and educates our citizens about our state's rich history and heritage, I can state with certainty that receipt of this designation is worthy and deserved.

Sincerely,

A handwritten signature in black ink that reads "Russell McCabe". The signature is written in a cursive style with a small flourish at the end.

C. Russell McCabe  
State Archivist  
Director – Delaware Public Archives



29 January 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, Delaware 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks,

As Executive Director of Preservation Delaware, I am writing to you in support of the proposal to designate Savannah Road, King's Highway, Cape Henlopen Drive, New Road, Pilottown Road and Gill's Neck Road as a state scenic byway.

I am all too aware of the rapid pace of development in our state, and I think protecting this area of unique historic, scenic and natural beauty is a critical part of promoting preservation and preserving a unique sense of place in Delaware. With only two other designated scenic byways in the state, this is a great opportunity to expand the program – and what better place than the first town of the First State? We must act now to help protect historic Lewes's legacy for future generations, and I urge you to designate this a state scenic byway.

Sincerely,

David Scott  
Executive Director



29 January 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, Delaware 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

As President of the Board of Trustees of Preservation Delaware, Inc. and a member of the Board of Advisors to the National Trust for Historic Preservation, I am writing to you in support of the proposal to designate Savannah Road, King's Highway, Cape Henlopen Drive, New Road, Pilottown Road and Gill's Neck Road as a state scenic byway.

As a life long visitor to Lewes, I am all too aware of the rapid pace of development in our state, and I think protecting this area of unique architectural, historic, scenic and natural beauty is a critical part of promoting preservation and preserving a unique sense of place in Delaware. With only two other designated scenic byways in the state, this is a great opportunity to expand the program – and what better place than the first town of the First State? We must act now to help protect historic Lewes' legacy for future generations, and I urge you to designate this a state scenic byway.

Thank you for your time.

Yours Truly,

Rod Maroney, AIA

Historic Sussex  
Post Office Box 165  
Bethany Beach, DE 19930

Carolann Wicks, P.E., Secretary  
Delaware Department of Transportation  
Post Office Box 778  
Dover, Delaware 19903

Re: Lewes Scenic and Historic Byway

Dear Carolann:

On behalf of the many associations and individuals who participate in the work of Historic Sussex, I wish to add our strong support for the inclusion of the proposed Lewes Scenic and Historic Byway in Delaware's scenic and historic byways network.

Historic Sussex is an offshoot of Preservation Delaware Inc., Delaware's statewide, private, nonprofit historic preservation organization, and I have actively participated for several years in the State Scenic and Historic Highways Advisory Board. As such, I was involved in reviews of the Route 9 Coastal Heritage Scenic and Historic Byway, Brandywine Valley Scenic and Historic Byway, and Red Clay Valley Scenic and Historic Byway.

The importance of historic Lewes and its gateways to the history and cultural heritage of Delaware cannot be overstated, and members of Historic Sussex appreciate that this first proposed scenic and historic byway in Sussex County will contribute materially to the promotion of historic and cultural resources throughout the county. It will act as both model and impetus for the development of other scenic and historic byways under consideration in Sussex County.

Historic Sussex is proud of the Delaware Department of Transportation's efforts to promote and protect the state's scenic and historic resources and the many roads that connect them throughout the state. We appreciate the agency's willingness to involve citizens meaningfully in its historic and scenic byways deliberations, and look forward to continued active participation.

Sincerely,



J. Daniel Costello  
Historic Sussex and Preservation Delaware

29 January 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, Delaware 19903

RE: Lewes Scenic and Historic Byway

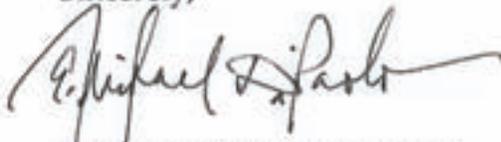
Dear Secretary Wicks,

As a member of the Board of Advisors of the National Trust for Historic Preservation, I am writing to you in support of the proposal to designate Savannah Road, King's Highway, Cape Henlopen Drive, New Road, Pilottown Road and Gill's Neck Road as a state scenic byway.

As a resident of Lewes, Vice President of Preservation Delaware and Executive Director of The Lewes Historical Society, I am all too aware of the rapid pace of development in our state, and I think protecting this area of unique historic, scenic and natural beauty is a critical part of promoting preservation and preserving a unique sense of place in Delaware. With only two other designated scenic byways in the state, this is a great opportunity to expand the program – and what better place than the first town of the First State? We must act now to help protect historic Lewes's legacy for future generations, and I urge you to designate this a state scenic byway.

Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Michael DiPaolo". The signature is fluid and cursive, with a long horizontal stroke at the end.

E. Michael DiPaolo, Advisor  
National Trust for Historic Preservation  
P.O. Box 176  
Lewes, Delaware 19958



Sea Grant College Program  
Marine Advisory Service

University of Delaware  
Hugh R. Sharp Campus  
700 Pilottown Road  
Lewes, DE 19958-1296

January 29, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

I have worked in the Lewes community for 30 years and have seen many changes to the areas' landscapes that have helped to shape the character of the community. There have been many positive benefits associated with these changes, as well as impacts that could be termed negative.

The Lewes community is fortunate to have many natural and historic features that make it a place of distinction. The local residents who enjoy the small town quality of life and the visiting tourists who help maintain the economy, all appreciate these important assets and no doubt consider them crucial to the communities' long term vitality.

Being employed at the University of Delaware's College of Marine and Earth Studies gives me an even stronger appreciation of the importance of our areas' natural assets. Our scientists and outreach educators work hard to help understand what makes many of these natural systems work and why they need to be protected.

I understand that the Lewes community is requesting that their proposed Scenic and Historic Byway be considered for inclusion in the state's scenic highway program. By including the proposed byway in the state's program, it will in a small way demonstrate that the state is committed to helping enhance and maintain the quality of life that we all enjoy in the Lewes area. I enthusiastically support the designation of the Lewes Scenic and Historic Byway and encourage you to act in an expeditious manner.

Sincerely,

A handwritten signature in black ink that reads "James M. Falk". The signature is written in a cursive style with a large initial "J".

James M. Falk, Director  
Delaware Sea Grant  
Marine Advisory Service  
University of Delaware

# Cape Gazette

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

I want to offer my full support for the proposed Lewes Scenic and Historic Byway designation pending before your department. Many years ago the Greater Lewes Foundation, which I currently chair, commissioned an inventory of special places in the community. Purpose of that inventory was to help identify and preserve the many scenic, historic and natural assets located in the corridors mentioned in the byway application. I'm particularly pleased that this program can offer further protection for these assets that give so much pleasure to the residents and visitors of Lewes and the surrounding area.

Secretary Wicks, Lewes is under great development pressure and has been "discovered" by residents of surrounding states seeking the unique quality of life that these identified assets help perpetuate. In another generation, there may not be the same sense of importance attached to these qualities unless current residents take the many steps necessary to spotlight their value.

The Lewes Scenic and Historic Byway designation will, I believe, help to ensure the long-term protection of the many components of the byway designation. Thanks for your serious consideration of this designation.

Sincerely,

  
Dennis Forney, publisher



# FMHA

FORT MILES HISTORICAL ASSOCIATION  
120 E. WILD RABBIT RUN  
LEWES, DE 19958  
(302) 645-0753

*"...To Protect And Preserve..."*

October 20, 2008

Secretary Caroline Wicks  
Delaware Dept. of Transportation  
PO Box 778  
Dover, DE 19903

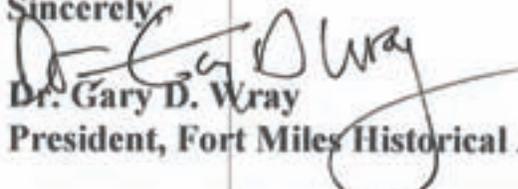
Dear Secretary Wicks,

On behalf of the Board of Directors of the 400 members of the Fort Miles Historical Association (FMHA) we would like to express our support for the Lewes Scenic and Historical Byways proposal.

FMHA is a 501c3 group founded in 2003 to "preserve, protect and defend" Fort Miles, which is located in Cape Henlopen State Park (CHSP), and also includes all eleven concrete Fire Control Towers located up and down the Delaware beach. Tower 13, for example, is directly opposite the Lewes/Cape May Ferry Terminal on Cape Henlopen Drive (see, for example, in the proposal, item 2.7-Segments:Cape Henlopen Drive). This tower and the other ten, are Delaware's most significant landscape architecture on Delaware's beaches. Cape Henlopen Drive also leads to the entrance to CHSP in which is located Fort Miles, one of the largest W.W.II fortifications in the world, and an extremely important historical artifact for both the city of Lewes, our state, and is also on the National Register of Historical Places (2005).

So, again, for the above reasons, FMHA supports completely the request of the Lewes Scenic and Historic Byways for inclusion in the state Scenic Byways proposal.

Sincerely,

  
Dr. Gary D. Wray  
President, Fort Miles Historical Association



211 Front Street  
PO Box 110  
Lewes, DE 19958



canalpark@verizon.net  
302 645-2795

January 25, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

RE: Lewes Historic and Scenic Byway

Dear Secretary Wicks,

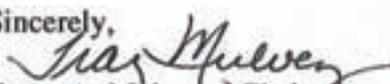
I am writing in support of the proposal to include several roads in Lewes into the Scenic Byway program. I have been a seasonal resident of Lewes for over 40 years. I couldn't be happier with my decision a few years ago to become a permanent resident.

Lewes combines the wonderful trilogy of beauty, history and community pride making it the ideal place for me and my extended family. Over the years I have seen how difficult it has been to preserve these qualities in the face of the inevitable growth throughout the entire county. I believe this program will provide guidance and funding to preserve this heritage for future generations.

One of the advantages of this program would be to enhance local awareness of and pride in the unique characteristics of the Lewes area. This in turn encourages future exploration and enjoyment by visitors.

As chairman of the Board of the Friends of the Lewes Canalfront Park I see this proposal as the logical extension of our many years of effort to preserve the maritime heritage and provide access and enrichment for residents and visitors alike. We are hopeful of your favorable consideration.

Thank you for your time and attention.

Sincerely,  
  
Tracy A. Malveny, Chairman  
Friends of the Lewes Canalfront Park



January 14, 2009

Ms. Carolann Wicks  
DeIDOT  
P. O. Box 778  
Dover, DE 19903

Dear Secretary Wicks:

I'm writing in support of the initiative to include Lewes in the state's scenic and historic byways program. My wife and I moved here five and a half years ago because of the area's historic nature and beauty and it was a great decision. We view the scenic/historic designation as just a logical extension of the local beauty and a possible attraction to assist others in learning about this historic and beautiful area.

An additional advantage perhaps would be further defense of this fragile area from totally out of control development. I know this wouldn't stop development, nor should it, but it might provide additional ammunition to reject inappropriate development.

The proposed route would also provide an opportunity to see a lightship in the Lewes Rehoboth Canal, one of only seven remaining in the United States (out of 179 built or converted) and open to the public as a museum. We are so fortunate here in Delaware to have a beautifully maintained piece of maritime history in the heart of such an historic town.

Thanks for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert L. Humes".

Robert L. Humes, President  
Overfalls Maritime Museum Foundation  
P. O. Box 413  
Lewes, DE 19958

# MANAGING GROWTH AROUND LEWES

PO Box 81 Lewes, DE 19958

Secretary Carolann Wicks  
Delaware Department of Transportation  
PO Box 778  
Dover, DE 19903

20 January 2009

Dear Secretary Wicks,

I write as the president of the citizens organization, Managing Growth Around Lewes.

We strongly support the designation of the Lewes Scenic and Historic Byway as vital to preserving the character of Lewes, the birthplace of the state and one of our nation's historically and architecturally significant towns of the colonial and later eras.

We also support DeIDOT listing the Lewes route as a State Byway Designation.

As you know Lewes is essentially a peninsula accessed by these scenic roads to Route 1 and the rest of the state. Our roads are an integral part of the arrival experience. Because of development pressures, which may drastically compromise their scenic and historic qualities, it is appropriate at this time to consider them for designation.

These roads are part of the Lewes quality of life, contribute to the preservation of our property values and are vital to our economic development as a scenic and historic tourist destination, and thus the City's tax base. "Historic" and "Scenic" are the elements that constitute the economic base of the City of Lewes.

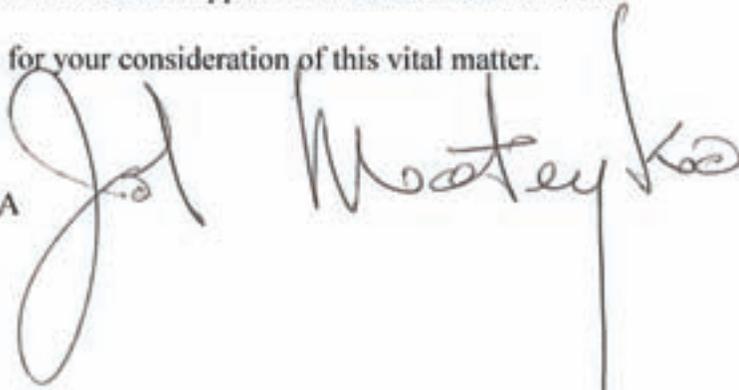
As you know the National Trust for Historic Preservation has designated Lewes as one of its "historic tourism" national destinations and your Byways designation would offer appropriate preservation of this national treasure.

I might also note that a major portion of the designated roads coincide with the route of the American Discovery Trail, which originates in Lewes on the coast. Thus Byways designation would also support this national trail resource.

Thank you for your consideration of this vital matter.

Sincerely,

John Mateyko, AIA

A handwritten signature in black ink, appearing to read "John Mateyko". The signature is written in a cursive style with a large loop at the beginning and a long vertical stroke at the end.

January 26, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

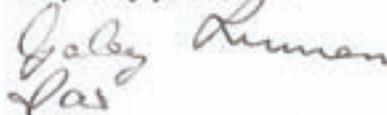
Dear Secretary Wicks:

I am writing on behalf of the Homeowners Association of Cape Shores, a community of 220 homes that lies along Breakwater Harbor Beach, accessed from Cape Henlopen Drive in Lewes.

We are fortunate to be the last development before entering Cape Henlopen State Park, and are always interested in opportunities to improve both our community and the Town of Lewes. Our homeowners enjoy the year-round beauty of the Delaware Bay, Delaware State Beaches and Parks, and the historic town of Lewes.

We understand that DelDot is considering Cape Henlopen Drive for inclusion for the state Scenic Byway designation and we would like to offer the support of the Cape Shores Homeowners Association in this application. Protection of the resources along Cape Henlopen Drive is a natural next step to preserve the existing beauty of the access to our community and the State Park.

Very truly yours,



Patricia S. Murdock, President  
Cape Shores Homeowners Association



## GROOME UNITED METHODIST CHURCH

---

Church Office  
(302) 645-6256

Savannah Rd. & Dewey Ave.  
P.O. Box 299  
Lewes, DE 19958

October 9, 2008

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

The members of Groome United Methodist Church, founded in 1904 on Savannah Road, share a 104-year continuous relationship in Lewes.

Lewes has served us very well in many capacities, which include employment, home ownership, excellent schooling, and city services. Lewes continues to be a great environment for year-around families and their children and the influx of visitors and vacationers each year.

Groome Church shares an ongoing concern about the continued growth in Lewes and its impact on the historical and cultural qualities that should be maintained.

Groome United Methodist Church supports the application by the City of Lewes for the Historic Lewes Byway to be designated as a State Scenic Byway. When the designation is approved, we will incorporate the context-sensitive design approaches in our new church, currently in the planning stages to be constructed on New Road, which is one of the "gateways" into Lewes.

Very truly yours,

Jean Faulkner, Chairperson  
Groome UMC Administrative Council

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover DE 19903

February 3, 2009

Re: Lewes Scenic and Historic Byway

Dear Secretary Wicks;

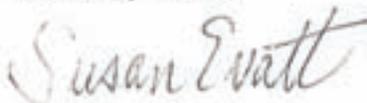
My name is Susan Evatt and I am writing in support of DELDOT's consideration of the Lewes scenic and historic byway for state scenic byway designation. I fully support this application and encourage your department to act favorably on it.

My sisters and I were raised in New Castle County. We share many fond memories of family vacations at the Delaware shore, and especially of Cape Henlopen State Park and Lewes. Our parents eventually purchased a condominium in the Ocean House on Savannah Road, so that we could share this wonderful experience with our children and pass it on to future generations. We continue to value Lewes for the serenity and beauty of its natural view sheds, the charm of the historic buildings and the pace of life that the town offers its residents and visitors.

Although I am currently a New Jersey resident, Lewes is still my "home away from home". My children consider it an important part of their heritage and look forward to its continuation as an unspoiled retreat from the complexity of their day-to-day lives.

Protection of the bay, its tidal marshes, and the natural habitat they provide must be a priority for Delaware. Preservation of the historic character of the town of Lewes and its outlying areas must also be included. They are jewels that we cannot afford to squander. Thank you for taking the time to review this letter of support.

Sincerely Yours,



Susan Evatt  
129 Plum Street  
Moorestown, NJ 08057  
856.787.0475  
Evatt@verizon.net

DAVID H. ENNIS  
50 HARBORVIEW ROAD  
LEWES, DELAWARE 19958  
302 645 8123

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, Delaware 19903

January 30, 2009

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

As a visitor to Lewes, Delaware for well over 50 years, and as a former member of the Delaware House of Representatives including serving on both the State's Greenway Council as well as the State's Open Space Council and now as a full time resident of Lewes Delaware, I would like to provide my strong support for the proposed Lewes Scenic and Historic Byways Project.

As a member of the Open Space Council I was made aware, several years ago, of the well documented historic and archeological locations that are an integral part of the New Road portion of the proposed Lewes scenic and historic byways route. According to former State Director of The Division of Historical and Cultural Affairs, Mr. Dan Griffith, the archeological sites just inside the Canary Creek Bridge, off New Road, have documented evidence of Native Americans living there 4000 years before the first colonist set foot in this region. But it is also true that there is evidence of Native Americans and Colonist living on the same sites about 400 years ago when Lewes was first founded. According to Mr. Griffith this may be the only site left in Delaware, unspoiled by development, where such unique historic records of this concurrent dual residences can be documented.

The Pagan Creek Dike was an early man made roadway to allow the early settlers to reach the edge of the Delaware Bay by passing through the wetlands and marshes around the Creek that was originally called Pagan Creek, but later named the Canary Creek.

The Canary Creek has a small bridge which carries the visitor to Lewes, into what is often referred to as the back entrance, to Lewes and the University of Delaware Campus and the Virdin Conference Center. This small bridge location has been the site of great local cultural and traditions in that it has served as a crabbing, fishing, and minnow catching area for several generations of local residents and visitors alike. My Father-in Law took my son to this bridge to

catch crabs back in the 1960's and every day I drive over that bridge now in the summer time there are locals and visitors enjoying that similar part of the Lewes cultural experience.

In addition today, this area serves as the launching platform for a whole new breed of tourist who enjoys the outdoors through a Kayaking Tours Program that shares a wonderful quiet and scenic visit to the Great Marsh which is just down stream a few yards from that Canary Creek Bridge.

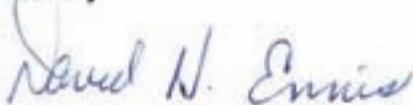
Because of the location of this stream corridor and it's relationship to the compass in a westerly direction a recent photo of a rainbow and a setting sun taken by Kevin Fleming from the Canary Creek Bridge has captured some of the majestic beauty of this natural area that I believe is surely worth protecting for generations to come.

The State of Delaware several years ago purchased 260 acres of land in this area to help protect some of the wonderful environmental treasures that have been identified over the years, including this being a gateway to The Great Marsh, a federally recognized area of environmental value worthy of being protected. This area also serves as the final habitat for a wide variety of birds and wildlife including bald eagles, blue heron, osprey, deer, raccoon, possum, wild turkeys, pheasants, ducks, geese and many others.

I understand that DELDOT is considering New Road as a portion of a comprehensive series of roads in Lewes for the State Scenic Byway designation and I would like to add my personal strong support for this application.

Thank you for your consideration of this request.

Sincerely

A handwritten signature in blue ink that reads "David H. Ennis". The signature is written in a cursive style with a large initial "D".

David H. Ennis

Secretary Carolann Wicks  
Delaware Dept of transportation  
PO Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

I have been a longtime visitor to Lewes (since 1959), as well as a relatively short term resident, having moved here with my wife in 2003. Since that time, Lewes has not only been my home, but also the seat of my real estate investing business as well as the focus of considerable community service.

As abruptly as coastal Delaware has changed since the late 50's, Lewes conversely has remained a unique blend of history, recreation and nature. Of course, the preservation of this unique environment has not occurred by accident, but rather by constant vigilance. The significant opportunity to further this effort exists today, with the chance to preserve and enrich the open byways and historic venues that encircle our City.

I understand that the Delaware Dept of Transportation is considering Lewes' byway route as a candidate for inclusion in the state's scenic byway program. Such inclusion would be a critical step in insuring that Lewes' character and charm remain intact for future generations. My wife (Susan Towers) and I strongly support such a designation. Likewise, said designation is strongly aligned with the values and mission of the Friends of the Lewes Canalfront Park, of which I am a Board member and outgoing Chairperson. The nine year effort to develop a maritime park in downtown Lewes has been characterized by a true grassroots effort to preserve and properly develop open space along our canal and along our byway.

Your sincere consideration of this project is much appreciated.



Bob Slavin,  
424 Seagull Dr  
Lewes, De 19958

**William T. Poulterer III  
40 Harborview Road  
Lewes, Delaware 19958**

**Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, Delaware 19903  
January 20, 2009**

**Dear Secretary Wicks:**

**As a long term resident of Lewes, and a former Member of the Delaware House of representatives ( 126<sup>th</sup> &127<sup>th</sup> G.A.s), I am writing to urge you to support the designation of Pilottown Road in Lewes along the Lewes Canal as a part of the Delaware "Scenic Byways" system.**

**Pilottown Road is especially appropriate for this designation because of its unique history. As you may be aware, in the 1930's Mayor James Thompson of Lewes had the vision to forever preserve it as an "Ornamental Highway" by successfully sponsoring state and local legislation and ordinances to permanently prohibit any houses being built between Pilottown Road and the Canal, and to remove the few structures already existing there. As a result, a beautiful vista was created bordering the town, and the character of Lewes greatly enhanced. Mayor Thompson had unique vision in this matter, near the end of his life and during the depths of the great depression. Designation of Pilottown Road as a Delaware "Scenic Byway" would be a very appropriate and well deserved recognition of our first "Ornamental Highway".**

**With best wishes for every success in your new tenure as Secretary,**



**William T. Poulterer III**

**cc: Delaware Greenways  
Diane Wilson**

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks;

My name is Nick Carter and I grew up in Lewes, as did my father and grandfather before him, my great-grandfather lived on Market Street in Lewes. My mother still lives in the house my parents bought after WWII on Lewes Beach. Needless to say, I have seen many changes in Lewes over the past 50 years, some good and others not so good.

My wife and I bought our current home 9 years ago in Wolfe Runne just off Gills Neck Road. Our main reason for buying this home was because Wolfe Runne has the one of the lowest densities of any development in Sussex County. Other reasons include but are not limited to: peaceful drive along Gills Neck Road bordering the Lewes/Rehoboth Canal, the undeveloped Smith property, proximity to downtown Lewes, open space, limited contiguous development, etc. However, over the past 9 years, the peaceful drive along Gills Neck Road has been clouded by:

- New residential developments such as:
  - Wolfe Pointe – 188 units
  - Breakwater – 166 units (estimate)
  - Hawkeye – 162 units (estimate)
- Planned residential developments such as:
  - Snowfield – 600 units (estimate) to be annexed..??
  - Senators – 248 units (estimate)
  - Governors – 442 units (estimate)
- Cadbury Assisted Living – 245 units plus staff (estimate)
- Proposed Commercial Development at Gills Neck Road and Kings Highway with 540,000 square feet of commercial space. (estimate)

If you total the numbers above including 82 in Wolfe Runne, the estimated number of units is over 2000..! With 2.2 cars per unit, that would equate to about 4400 vehicles on Gills Neck Road alone NOT counting the Commercial traffic patronizing the 540,000 square feet of commercial space. If this isn't Gridlock, what is?

I strongly support the Designation of Gills Neck Road as a State Scenic Byway.

Sincerely,

  
Nick Carter

January 15, 2009

Secretary Carolann Wicks  
DE Dept. of Transportation  
P. O. Box 778  
Dover, DE 19903

Re: Lewes Scenic and Historic Byway

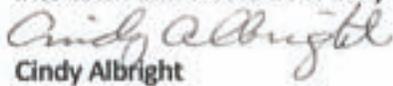
Dear Secretary Wicks:

I have lived for 14 years directly off of New Road at 8 New Lane half way between Route One and Pilottown Road. Over those years I have seen the amount of automobile traffic increase. The number of bicycles and runners has also increased. Unfortunately, drivers do not observe the speed limits for that road and therefore cyclists and runners are at risk because there is NO shoulder.

In a report which I obtained at the Lewes Scenic and Historic Open House on January 12, 2009 at the Lewes Library, there is reference on the page 2.5 *Route Segment3: New Road* that "Many portions of the road are pedestrian friendly with a pre-existing framework that includes crosswalks and signage that encourages biking and jogging."\*

It is true that there is signage encouraging biking and joggers, but I cringe everytime I see a family or anyone biking or running on New Road because it is extremely dangerous without a proper bike lane and I don't think there are any crosswalks. That signage should be removed until there is safe passage on the New Road corridor. (Note that in today's News Journal 1/15/09 a DelDot worker was injured when a motorist side-swiped him - and he had on reflective wear. How easy it is for a driver to not see someone on the road.)

Therefore, my hopes for having New Road designated a Scenic and Historic Byway is that it will include a bike lane for safe entry into Lewes for those who are walking, jogging or biking. I have never walked into town and would do it daily if it were safe.

  
Cindy Albright  
8 New Lane  
Lewes, DE 19958

Cc: The Cape Gazette  
\*DE Greenways (\*That section should be removed from the report.)

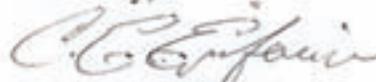
111 Kings Highway  
Lewes, DE 19958  
January 22, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

Dear Secretary Wicks:

I am aware that DELDOT is considering the creation of a Lewes Scenic and Historic Byways and that this byway will be considered for designation as a State Scenic Byway. My wife and I are long-time residents of Lewes and presently reside on Kings Highway near the center of town. Thus, the proposed route of the Byway is particularly attractive and important to us. I am writing to express our unqualified support for creation and designation of the Byways.

Sincerely,



Charles E. Epifanio

**Michael E. Quinn**  
416 East Market Street, Lewes, DE 19558  
302.644.7660 (W)  
302.644.3996 (H)  
[mquinn@quinnassoc.com](mailto:mquinn@quinnassoc.com)

January 14, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
Post Office Box 778  
Dover, DE 19903

re: Lewes Scenic and Historic Byway Application

Dear Secretary Wicks:

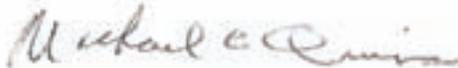
As a property owner in Lewes since 1999 and a full-time resident of the City since May of 2006, I fully support the proposed Lewes Scenic and Historic Byway for inclusion in the State Scenic Byway designation.

Scenic views, landscapes, and history are all important aspects that help to make Lewes the jewel that it is.

I believe that your approval of this application will have a thoroughly positive impact, helping to both preserve and protect the significance of the First City in the First State.

Please consider this letter of support during your deliberations.

Sincerely,



Michael E. Quinn

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover DE 19903

January 23, 2009

Re: Lewes Scenic and Historic Byway

Dear Secretary Wicks;

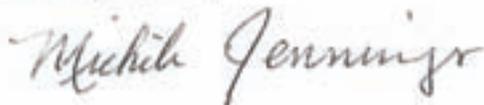
My name is Michele Jennings and I am a resident of New Castle County for 45 years. My family and I chose Lewes Delaware as our summer retreat and currently own a condominium in The Ocean House on Savannah Road. Even before owning our second home, Lewes was our family choice on the Delaware coast due to its great natural beauty, its historic small town character, and way of life.

Throughout my life; from childhood to young married life with children of my own until the present when I look forward to grandchildren, I have valued the serenity and beauty of Lewes' natural view sheds, the charm of the historic buildings and the pace of life that the town offers to its residents and summer visitors. My children consider this an important part of their heritage and look forward to its continuation as an unspoiled retreat from the complexity of their day-to-day lives.

Protection of the bay, its tidal marshes, and the natural habitat that they provide must be a priority for our state. Preservation of the historic character of the town and its outlying areas must also be included. They are jewels that we cannot afford to squander.

I understand that DELDOT is considering the Lewes scenic and historic byway for inclusion in the state scenic byway designation. I fully support this application and encourage your department to act favorable on it. My family and I will be following this issue closely and look forward to a favorable outcome. Thank you for taking the time to review this letter of support.

Sincerely Yours,



Michele Jennings  
3 Harrington Court  
Wilmington, DE 19803  
302-379-4613  
phjmajennings@comcast.net

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

January 27, 2009

RE: Lewes Scenic and Historic Byway

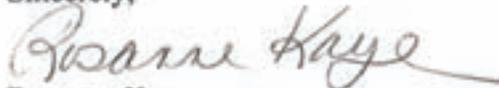
Dear Secretary Wicks:

Our family purchased the Savannah Inn at 330 Savannah Road in Lewes in April of 2008. It took a full year for us to renovate and renew the old property into the newly remodeled Savannah Inn Bed and Breakfast. Our daughter, Gina Hastings is the Innkeeper. She lives at the Inn with her new husband Turner Hastings.

We contemplated this renovation at length, before diving headfirst into our project to breath new life into the old Savannah Inn. Gina is a Cape Henlopen graduate and spent all her life in Lewes, learning to love this area for all its beauty and charm. After graduating from the University of Delaware, she wanted to come back to her roots and give back to her community by working here and looking forward to raising a family. The project meant so much to us, and by all the community feedback to all those who realize the exceptionality of Lewes and our surrounding areas.

The Inn at 330 Savannah Road is in the Lewes Historical District. As you drive down Savannah Road, the main street entering the town of Lewes, this area portrays the love and pride the residents feel for Lewes. All the homes resonate history and rebirth. We understand that DelDot is considering this byway route for inclusion for the State Scenic Byway Designation. Protecting the charm, uniqueness and quality of life that Lewes has to offer is of our utmost concern and responsibility. The Savannah Inn Family supports this application for all of the above mentioned reasons.

Sincerely,



Rosanne Kaye  
Savannah Inn Bed and Breakfast

sections of farm land that have a variety of crops that help to create the beautiful scene of the rural Sussex County.

In addition to the beauty of this small country road, at the Canary Creek Bridge we are provided a variety of water based recreational opportunities. This bridge has served generations of local residents and visitors a place to fish, crab, and catch minnows for use in bay fishing. It also today serves as a starting point location for small boats and kayaking tour groups that paddle into the Great Marsh which is very nearby.

Our home is one of 4 residences just outside of the of Lewes Town Limits and we are living on land that has been owned by several generations of The Russell Family. Of the 4 homes in our area 3 are owned by descendants of the Russell's. They have found artifacts that have been studied by State Officials who have confirmed that Native Americans lived on this land 4000 years before any settlers from Europe arrived. And we have strong evidence that Native Americans were still living here 400 years ago when the first settlers to this nation arrived.

There is a unique charm and character that remains with this little country road and we hope that by your support of the Lewes Scenic and Historic Byways effort we will be able to retain this beautiful section of our state for generations to come.

Thank you for your assistance in this matter.

Sincerely

A handwritten signature in cursive script that reads "Richard Drevo". The signature is written in dark ink and is positioned above the printed name.

Richard Drevo

Suzen B. DuBre  
16280 Gills Neck Rd.  
Lewes, DE 19958

January 20, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O. Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

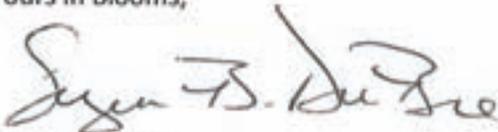
My name is Suzen DuBre and I own Lucky Penny Produce and Flowers in Lewes, DE, where I grow and sell produce and flowers at the Historic Lewes Farmers Market. Nine years ago, my husband and I purchased a little piece of heaven which included a front row seat to one of Lewes' Scenic and Historic Byways on Gills Neck Road. We could have lived anywhere. We chose Lewes.

Please let me describe the route I take home...

It's just a quick left at the big red barn and I'm on New Road. Gay has her flowers and sunflowers in full bloom so I roll down my window and turn off the air conditioning. My shoulders finally start to relax. I see the "Eggs for Sale" sign, then the little hand written reminder to "watch your speed." I'm not on Rt. 1 anymore. I turn off the radio. Finally, I can start to breathe. The land opens up and the little bridge over the marsh has a hopeful crabber. "Turn right when you get to the canal," are always in my directions to my home. It's easy to go slow... water, boats, and beautiful homes. I make it to town where the cannon ball in the brick of the Cannonball house always tickles me. Through the only light in town, I then follow the Smith Estate concrete split rail fence down Gills Neck. Then past heron and egret I reach my favorite view... the elbow of Gills Neck Road where you can see way down the canal until your eyes must turn back to the road before you run off into the lone tree in the field across from the Smith house. Then it is a daydream to the "S" curve, where I watch for deer. Then inertia takes me up the hill where the split rail ends and I am home.

Whether I drive it, bike it, run it or walk it... It fills me. It fills me when I am near empty. And I know I'm not alone. Please include this route for the state scenic byway designation. I believe the Lewes I chose depends on it.

Yours in Blooms,



Suzen B. DuBre  
16280 Gills Neck Rd.  
Lewes, DE 19958  
[dsdubre@comcast.net](mailto:dsdubre@comcast.net)  
302-245-4596

Carolyn Heinze Quinn  
416 East Market Street, Lewes, DE 19558  
302.644.7650 (W)  
302.644.3996 (H)  
[cquinn@quinnassoc.com](mailto:cquinn@quinnassoc.com)

January 14, 2009

Secretary Carolann Wicks  
Delaware Department of Transportation  
Post Office Box 778  
Dover, DE 19903

re: Lewes Scenic and Historic Byway Application

Dear Secretary Wicks:

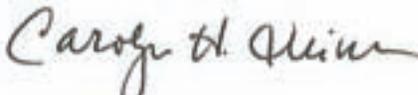
I am a full-time resident of the City of Lewes, having moved along with my husband in May of 2006 to the home we've owned on Lewes Beach since 1999.

Prior to purchasing a house in Sussex County we were drawn to the beauty, oft mentioned quaintness, and sense of community of Lewes. Having majored in History in college, the heritage of Lewes is both fascinating and very important to me.

I understand that DelDOT is considering the proposed Lewes Scenic and Historic Byway for inclusion in the State Scenic Byway designation. Approval of this application would serve to preserve and protect critical views, landscapes, and historic buildings. Additionally, the certification of the Byway would provide access to additional funding that could further build on the foundation of the City's Core Values, which are listed below. The entranceways to this "town of busy days and quiet nights," for example, could be enhanced.

Thank you for considering this application. My support of it is firm and sincere.

Best regards,



Carolyn Heinze Quinn

The City of Lewes  
Delaware

## Core Values

Core Value #1: Lewes has a special and historic relationship with the sea.

Core Value #2: Lewes is a community of diversity.

Core Value #3: Lewes values its human town scale and sense of face-to-face intimacy that is characteristic of its quality of life.

Core Value #4: Lewes is a town of busy days and quiet nights.

Core Value #5: Lewes recognizes and maintains its internal communities.

Core Value #6: Lewes has a unique historical origin and strives to highlight its heritage through building design and architectural preservation.

Secretary Carolann Wicks  
Delaware Department of Transportation  
PO Box 778  
Dover, DE 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

My name is Thad Truitt. I was born and raised in Lewes and own and operate the Nationwide Insurance office on Savannah Road.

Lewes is known for being a quaint, quiet town that attracts visitors from all over. Although our small town has adapted to include all of the modern conveniences, Lewes has always managed to maintain its historic charm. In the short distance from my office, which is located near Beebe hospital down toward the drawbridge, you will find beautifully maintained historic homes, fine dining, specialty shops, Bed and Breakfasts, as well as the Zwaanendael museum. These are just a few of the attractions our small town has to offer. Our town employees as well as business and homeowners all take pride and keep their own little piece of Lewes attractive to its visitors. From beautiful landscaping to areas of sidewalk that are finished with brick, everyone adds their own unique touch. Lewes has proven that you can have it all in one small town and that is why it deserves to be protected for many years to come.

Lewes is important to me for many reasons. The obvious is that I was born and raised here, but also that my children were born and are being raised here. I have chosen to live and work here because it is simply my home. It's not just a town in which to live and work, it is a community filled with some of the kindest and most generous people. There is also so much Lewes has to offer my children. History, the beach, a state park, sports and some of the best schools around all bundled in a clean and safe environment. To me, that is priceless.

I understand that Del Dot is considering this byway route for inclusion for the state scenic byway designation. My family, myself, and, my business support this application.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Thad N. Truitt', written in dark ink on a white background.

Thad N. Truitt

MRS. PERRY DREVO  
190 NEW ROAD  
LEWES, DELAWARE 19958  
302 645 5664

Secretary Carolann Wicks  
Delaware Department of Transportation  
P.O.Box 778  
Dover, Delaware 19903

RE: Lewes Scenic and Historic Byway

Dear Secretary Wicks:

As a resident of New Road and as a founding member of a community group referred to as CALL ( Citizens Advocating A Livable Lewes) I would like to go on record as supporting the proposed Lewes Scenic and Historical Byways effort .

CALL has been working hard for the past 5-7 years to protect and enhance the beauty and natural look of the New Road portion of the Town of Lewes, Delaware. We have successfully discouraged some major development projects in the area but we have also been able to work with development interests to find compromise and support sustainable growth within our community.

New Road begins at the little Village of Nassau and proceeds about 3 miles to a connection with Pilot Town Road and the Lewes Rehoboth Canal. Along its path to the canal it crosses several small stream corridors and a bridge at the historic Canary Creek (Pagan Creek in Colonial Times). At each of these points where it crosses streams there is a stand of old growth trees that provide some beautiful colors during the fall season and helps to make this a beautiful scenic ride year round. Between those streams there remain several sizable

sections of farm land that have a variety of crops that help to create the beautiful scene of the rural Sussex County.

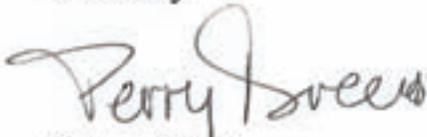
In addition to the beauty of this small country road, at the Canary Creek Bridge we are provided a variety of water based recreational opportunities. This bridge has served generations of local residents and visitors a place to fish, crab, and catch minnows for use in bay fishing. It also today serves as a starting point location for small boats and kayaking tour groups that paddle into the Great Marsh which is very nearby.

Our home is one of 4 residences just outside of the of Lewes Town Limits and we are living on land that has been owned by several generations of The Russell Family. Of the 4 homes in our area 3 are owned by descendants of the Russell's. They have found artifacts that have been studied by State Officials who have confirmed that Native Americans lived on this land 4000 years before any settlers from Europe arrived. And we have strong evidence that Native Americans were still living here 400 years ago when the first settlers to this nation arrived.

There is a unique charm and character that remains with this little country road and we hope that by your support of the Lewes Scenic and Historic Byways effort we will be able to retain this beautiful section of our state for generations to come.

Thank you for your assistance in this matter.

Sincerely



Perry Drevo

**APPENDIX I**  
**LETTERS OF CONCERN**



## GROOME UNITED METHODIST CHURCH

Church Office  
(302) 645-6256

Savannah Rd. & Dewey Ave.  
P.O. Box 299  
Lewes, DE 19958

June 10, 2008

Gail Van Gilder, Chairperson  
City of Lewes, Ad-Hoc Scenic & Historic Byways  
P.O. Box 227  
Lewes, DE 19958

Dear Ms. Van Gilder,

Thank you for inviting me to attend the Advisory Committee session on June 2. The concept of establishing a Lewes Scenic Byway is very interesting and has merit for enhancing the presentation of the City of Lewes as a tourist destination. Groome United Methodist Church is amenable to cooperating with your committee as you move forward with seeking the designation of the Lewes Scenic Byway which includes New Road.

I purposely did not speak to the plans our church has for its farm property on New Road at the meeting last week, however, I am taking this opportunity to apprise you and the Scenic and Historic Byway Committee of the direction in which we are headed.

Recently, the church received a *Letter-of-No-Objection* for a minor subdivision from the Delaware Department of Transportation and approval from Sussex County Planning and Zoning Commission to subdivide the property into two parcels. One parcel containing approximately 19 acres on the east end of the farm bordering lands of Pegan Creek Village will be retained as a future church building site. The other parcel containing approximately 115 acres is for sale.

Again, thank you for including Groome United Methodist Church in your planning process in this important step for the City of Lewes.

Peace and Blessings,

William C. Hopkins, Pastor

Cc: The Honorable James Ford, Mayor