

9.0 Conservation, Preservation and Protection of Resources

This chapter of the Nanticoke Heritage Byway (NHB) Corridor Management Plan (CMP) details the existing conservation, preservation and protection techniques already in-place and implemented by DelDOT, neighboring counties and municipalities along the Nanticoke Heritage Byway (NHB) corridor. In addition, this chapter describes the conservation, preservation and protection techniques administered by private entities operating within the State of Delaware. This chapter is critically important to the NHB corridor as the conservation, preservation and protection of the area’s many historical resources are vital to the health of the Byway. Preservation and protection efforts should be cited from the policies of the local governments within proximity to the NHB corridor as these comprehensive planning efforts provide legislative support to the preservation goals of the CME.

National Scenic Byway CMP Point #3 A strategy for maintaining and enhancing the Byway’s intrinsic qualities.

This chapter will highlight the strength of existing preservation techniques and provide a summary of options the NHB Steering Committee and other Stakeholders may utilize to not only maintain, but also enhance the intrinsic qualities and resources of the NHB corridor. The preservation and protection techniques covered in this chapter pertain to the core resource categories of the NHB – scenic, natural, and historic resource preservation, as well as policies specific to enhancing the corridor’s unique story. When new development is proposed, it is important that these referenced plans and policies be reviewed and applied, as applicable, in an effort to preserve the intrinsic qualities of the Byway. In addition, the information contained within this chapter can be utilized to enhance existing development along the Byway.

National Scenic Byway CMP Point #5 A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your Byway.

9.1 Sussex County and Municipality Policies and Plans

The following section provides a summary review of Sussex County and municipality codes, policies, and plans that are supportive of the NHB CMP and its associated Vision, Goals, Strategies, and Action Plan.

9.1.1 Sussex County

This section will outline the supportive policies and plans of Sussex County.



9.1.1.1 Land Use

Sussex County has established an array of broad goals and strategies that will benefit the implementation and sustainability of the NHB CMP and associated elements (i.e., Corridor Vision, Goals, Action Plan, etc.) Sussex County also has in place many policies that complement the inherent intent of the overall CMP, which is to enhance the corridor's resources, provide economic development opportunities for the communities along the Byway, and to share the corridor story with Byway travelers. The entire NHB corridor is located within Sussex County limits. As such, the preservation and protection techniques utilized within the County will undoubtedly affect the Byway. The **Future Land Use Element of the Sussex County Comprehensive Plan (2008)** contains a strong preservation and protection vision with goals, objectives and strategies, such as identifying Growth Areas, prioritizing the protection of critical resources and establishing Preservation Districts that directly benefit the establishment of this CMP.

Sussex County describes its Future Land Use Plan as “probably the most influential part” of their Comprehensive Plan. Several of Sussex County's seven future land use goals directly correlate with the objectives of the NHB CMP. Most importantly, Sussex County's view towards preservation includes encouraging tourism and tourism job providers to consider the County, and its numerous intrinsic resources.

Sussex County intends to direct development to **Growth Areas** that have community services, or can secure them cost effectively. The County envisions the remainder of its land area as a predominantly rural landscape where farming co-exists with appropriate residential uses and permanently preserved property. To accomplish these goals, Sussex County provides density bonuses, under certain conditions, to developers who agree to pay into a fund that the County uses to acquire open space. Also, Sussex County wishes to explore techniques such as Transfer Development Rights (TDR), giving developers the right to build at higher densities in other, more suitable locations if they agree to permanently preserve certain rural lands.

The County has prioritized protecting critical natural resources by guarding against over-development and permanently preserving selected lands. Through its Future Land Use Plan Element, the Sussex County Comprehensive Plan outlines Federal, State, County and private sector programs designed to voluntarily preserve eligible, natural lands. An example of such a program is the **Sussex County Land Trust**. The Trust was created to purchase property and protect easements. The objective of this program is to create a “Grand Preservation Loop” with connectivity to other preserved parcels and open tracts.

Another such program outlined by the Future Land Use Element is the creation of **Preservation Districts**. These Districts are designated by the Delaware Agricultural Lands Preservation Foundation, through the Delaware Department of Agriculture. These Preservation districts are intended for farmlands, historic districts and wildlife habitats. They provide protection from nuisance complaints and exemptions from real estate transfer fees, county and school taxes.

9.1.1.2 Historic Preservation

Historic Preservation efforts are made deliberately to maintain, restore and protect buildings and landscapes that relay a particular area or region's past. The **Historic Preservation Element** of the Sussex County Comprehensive Plan (2008) states that successful historic preservation requires foresight, organization and adequate funding. The NHB strives to achieve all three benchmarks through its partnerships with government, non-profit advocates, local historical societies and private citizens.

Historic buildings and artifacts not only provide perspective about Sussex County's past, but they also have tangible, contemporary economic value. The Nanticoke Heritage Byway is filled with historic sites and landmarks, with the potential to attract tourists, create jobs, and generate revenue for the region. Sussex County's view on historic preservation emphasizes reuse, quality of life, and sustainable economic growth. Historic preservation efforts throughout Sussex County, particularly in the NHB corridor, also contribute to all five of the principles comprising the State of Delaware's **Livable Delaware** initiative. Those principles are:

- Guide growth to areas that are most prepared to accept it in terms of infrastructure and thoughtful planning;
- Preserve farmland and open space;
- Promote infill and redevelopment;
- Facilitate attractive, affordable living;
- Protect quality of life while slowing sprawl throughout Delaware.

Sussex County outlines key historic preservation strategies relevant to the efforts of the NHB corridor. This CMP recognizes these strategies, as well as NHB leadership for adopting several of these approaches to historic preservation. First, the Historic Preservation Element of the Sussex County Comprehensive Plan advocates for partnerships with the State of Delaware, Preservation Delaware, Inc., local municipalities and private property owners to: encourage nominations from Sussex County to the National Register of Historic Places; share more information about the benefits of historic preservation with local officials and the general public; and promote economically viable alternatives to demolition, such as more adaptive reuse of older structures.

Sussex County has also proposed preparing a model ordinance that regulates the demolition of historical structures and some large scale exterior renovations to historic structures. The County suggests that towns can adopt these types of regulations by applying them to a district or adopting them as an overlay ordinance applying to buildings meeting certain specific criteria regardless of their location. The Sussex County Comprehensive Plan identifies adopting an ordinance regulating the demolition of historic structures as part of a more general demolition permitting process.

Finally, Sussex County advocates for the integration of historic preservation criteria into the County's development review process. This would entail requiring information about a site's historic status to be included as part of an application.

9.1.2 City of Seaford



Like Sussex County, the City of Seaford has targeted a plan for growth that places an emphasis on steering growth to specified locations within the City. Through their Comprehensive Plan, the City has developed sound goals that align with the interests of the NHB corridor. Seaford lists the following as preferred goals that the strategies within the Comprehensive Plan (2008) seek to achieve:

- To preserve and enhance Seaford’s historic heritage;
- To revitalize Seaford’s downtown area;
- To improve the safety and mobility of the transportation network;
- To protect sensitive environmental area and the water quality of the Nanticoke River.

9.1.2.1 Housing and Community Development

Under the **Housing and Community Development** section of the City of Seaford Comprehensive Plan (2008), the City expresses a desire to formulate additions to the Zoning Ordinances that promote targeted, smart growth. The City suggests an ordinance that will “provide for a comprehensively planned project integrating residential, commercial, industrial, and institutional uses.” The City gives several reasons for enacting such an ordinance, including: provide for a flexible planning approach; reduce travel time between home, work, and shopping; promote the location and development of “target” industries designated by the City; and to preserve the City’s historic and cultural heritage.

9.1.2.2 Land Use Plan and Annexation

The **Land Use Plan and Annexation** subheading of the Seaford Comprehensive Plan (2008) provides for the protection of sensitive areas. Citing recent changes in the land use surrounding the Nanticoke River watershed, changes have occurred in Delaware at the local level to address water quality, land use, agricultural practices, and land preservation. These changes will undoubtedly affect the Byway corridor. Further, the Delaware Department of Natural Resources and Environmental Control’s (DNREC) Department of Parks and Recreation has compiled a State Natural Areas Inventory. The inventory includes lands that are environmentally critical, with a high quality of bio-diversity. DNREC includes the Nanticoke River State Resource Area in its State Natural Areas Inventory because of the area’s value habitat protection areas, scenic areas, and historically significant areas.

9.1.2.3. Historical and Cultural Resources

The **Historical and Cultural Resources** section of the City of Seaford’s Comprehensive Plan begins with this quote:

“Historic Preservation Involves recognizing places from our past that are important to the American people, caring for them, and then using them in ways that enrich all of our lives. These special places reveal every aspect of our country’s origins and development—our land, houses, workplaces, parks, roadways, waterways, places of worship, and objects of art. Historic places help us understand who we are, as well as the meaning of our accomplishments and shortcomings. Preservation, above all, protects and maintains our past for future generations – the stewardship of our nation’s legacy.”

The City of Seaford has an acute awareness as to the value of their numerous, historical resources. At the time the City's Comprehensive Plan was published (March 25th 2008), Seaford was home to 16 sites that are listed on the National Register of Historic Places. The number of historic landmarks within the City demonstrates the cultural significance of the NHB corridor. Seaford's recommendation, as it relates to Historical and Cultural Preservation, is the preservation of the historic downtown area.

9.1.3 Town of Bethel



The Town of Bethel is unique, and consequently, a tremendous asset to the NHB Corridor, because the entire municipality was added to the National Register of Historic Places in 1975. The Bethel Historic District, created in September 1974, encompasses all lands within the current defined Town boundary, and implies historical consideration is given to all homes over 50 years in age.

Bethel's Comprehensive Plan (2006) provides a framework for development and growth for the town and is used to improve the Town's land development codes. It serves as an official statement about the future of the Town, and as a unified advisory document for local governing bodies.

9.1.3.1 Planning Goal and Vision

The Town of Bethel's **Planning Goal and Vision** is characterized by a strong vision and six goals, all of which are shared by the NHB corridor. Bethel's vision reads "Bethel is a small historic, rural town with a rich history of agricultural and maritime heritage that will maintain its small town character while allowing for modest growth and redevelopment that is consistent with its surroundings and current community character."

- To maintain the small town atmosphere and rural setting through the adoption of appropriate zoning and land use ordinances.
- To encourage modest growth that is in tune with existing growth within the community.
- To preserve the rural atmosphere by balancing the protection of rural land with the needs of residents.
- To restore and maintain Broad Creek so it continues to be a source of recreation and economic opportunity to the community.
- To ensure the protection of natural resources for the enjoyment and health of the existing and future residents of the community.
- To encourage the development and implementation of a historical preservation program to protect these cultural resource within the community.

9.1.3.2 Future Land Use

The **Future Land Use** section of the Bethel Comprehensive Plan (2006) outlines goals and priorities for zoning classifications for the Town. The future vision set forth by the Town of Bethel is conducive to that of the NHB Steering Committee. Pertaining to residential land uses, the Town of Bethel emphasizes the preservation and rehabilitation of existing homes. Bethel’s commercial land use policies are to promote and encourage continued agricultural businesses, and to disallow large-scale, regional retail uses. Instead, they desire to promote restaurants, retail stores, and recreational uses that provide goods, services, and jobs to the Town. Several of the Town’s institutional uses, as determined by the Bethel Comprehensive Plan, are also intrinsic resources of the NHB. The Town of Bethel seeks to encourage their continued operation and role in the community by designating them for future institutional purposes.

9.1.4 Town of Laurel

The 2010 Greater Laurel Comprehensive Plan seeks to achieve a balance between growth and preservation and residential and business use while revitalizing US Route 13 and the Historic Town Center.” This balance should consider environmental, historical and economic perspectives. The Town of Laurel emphasizes the community’s values, including its traditional neighborhoods, agricultural economy and southern Delaware tradition.



9.1.4.1 Priority Actions

Among the top four priorities of the Laurel Comprehensive Plan (2010) is to “expand and promote Laurel’s historical and natural relationship with the Nanticoke River while connecting the Town Center and US Route 13 revitalization efforts.” The **Priority Actions** portion of the Town’s Comprehensive Plan (2010) relays the Town’s most pressing efforts, important planning objectives, and key partnerships. A core theme of these priority items identified by the Town of Laurel is development will be encouraged at existing centers and rural/farmland areas will be protected and prime natural resources will be conserved.

Priority actions identified by Laurel that closely mimic those of the NHB Steering Committee include:

- Continue to implement the Community Facility and Service Improvements for the Laurel Public Library, Laurel Town Hall, the Laurel Historical Society, and the Laurel Redevelopment Corporation;
- Continue to work with various partners to implement Land Conservation Programs for the Broad Creek Greenway;
- Continue to implement Transportation Improvements to further grow a mix of transportation options throughout the community;
- Implement funding for a Town-Wide Rehabilitation and Reinvestment Program to protect property values and address future needs.

9.1.4.2 Historical Resources

The Town of Laurel, through the **Historical Resources** element of its Comprehensive Plan, recognizes the rich area's agricultural heritage and appreciates the resulting cultural and historical resources that have evolved over time within Laurel and surrounding the community. The Town states that it will continue to work with non-profit, State and County partners to preserve these resources.

The Historical Resources section of Laurel's Comprehensive Plan speaks extensively to the history and significance of the Laurel Historic District. Dating back to Delaware's colonial history, the historic district's period of significance remained until 1940. Among the property types located within the Laurel Historic District are: residential structures; various outbuildings; stores; warehouses; manufacturing buildings; bridges; schools; churches; and railroad related buildings and structures. Two objectives set forth by the Town's Comprehensive Plan relating to the historic district are:



1. The Town of Laurel National Historic District should be reflected in the Zoning Ordinance as an Overlay District over the affected areas within the community;
2. Within the Overlay District the Town should be authorized to consider the U.S. Secretary of the Interior's Standards and Guidelines for Historic Preservation in conducting its required site plan reviews.

9.1.4.3 Future Land Uses

The Town of Laurel defines the goal of its future land use efforts as continuing to provide for the very basic of land uses to allow for responsible growth within and around the community. Land use decisions will recognize the vision and goals detailed in the Comprehensive Plan, which are seen as inherent to Laurel's time, place and form as a historic village alongside Broad Creek. All land use and community development decisions will consider both the incorporated and unincorporated portions of the Greater Laurel Area.



9.1.4.4 Natural Environment



Laurel’s waterways are the Town’s most sensitive environmental feature. The Town of Laurel wishes to continue to protect them for the benefit of all residents and travelers using Federal, State, County and Town resources and programs for environmental protection.

Laurel and Broad Creek lay within the Nanticoke River and Chesapeake Bay watersheds. The Nature Conservancy and other conservation organizations are pursuing an active conservation program for lands within the watershed. The Nanticoke is considered one of the most ecologically significant watersheds in the Mid-Atlantic region. The watershed region is home to over 200 plant species, and almost 70 animal species that are rare, threatened, or endangered. This area is a significant contributor to the ecological health of the entire Chesapeake Bay.

One of the primary concerns of the watersheds is the area’s current nutrient levels. The Town of Laurel has set forth a goal of implementing Total Maximum Daily Loads (TMDLs) for pollutants of concern as described in Section 303(d) of the Federal Clean Water Act (CWA). The Delaware Department of Natural Resources and Environmental Control (DNREC) listed the Nanticoke River and Broad Creek on the State’s 1996 and 1998 list for adopting TMDLs in regards to nitrogen and phosphorous. A TMDL sets a limit on the amount of a pollutant that can be discharged into a waterbody, while still protecting water quality. To accomplish implementation of the TMDL Regulation, Laurel proposes the development and implementation of a Pollution Control Strategy. The Strategy will be developed by DNREC in partnership with the Department’s ongoing whole basin management program and the affected public.



9.1.5 Town of Blades

The Town of Blades is a residential community located on the NHB corridor. The Town’s Comprehensive Plan notes the intention to preserve the life and traditions, familiar to Sussex County. However, the document also notes a significant boom in population, and a resulting expansion in



residential development. The overarching priority of the Town’s Comprehensive Plan is to balance the community’s tranquil character with its desire to encourage growth and opportunities.

9.1.5.1 Implementation Projects

Through their comprehensive planning effort, Blades has identified several Implementation Projects that are priorities for the Town. Several of these action items complement the agenda of the NHB Steering Committee. The Comprehensive Plan, drafted in 2008, gives a ten-year timetable for these recommendations to be implemented.

- **Community History and Culture Project**—The Town should work with citizens to determine important historical and cultural places in the town;
- **Pedestrian and Bicycle Study for Blades**—Blades should work with DeIDOT to complete a pedestrian and bicycle study for the town;
- **Traffic Study for Blades**—Blades should work with DeIDOT to complete a traffic study for the town that includes a review of truck traffic volumes and routes;
- **Environmental Protection Regulations and Practices**—Blades should adopt appropriate regulations to protect sensitive wetlands and woodlands along the Nanticoke River. Also, it is recommended that the Town work with DNREC to develop “best management practices” for urban uses, which will further the goals of the TMDL program.

9.1.5.2. Historical and Cultural Resources

The Historical and Cultural Resources element of the Town’s Comprehensive Plan gives readers background information, details planning principles, identifies goals, and gives recommendations for policies relevant to preserving the Town’s history and culture. A 1999 evaluation of the Town by the Delaware State Historic Preservation Office determined that there is a collection of structures that would qualify for eligibility on the National Register Historic Districts. This area is roughly bounded on the north by High Street, on the east by Arch Street, on the south by Eighth Street, and on the west by the Norfolk Southern Corporation railroad tracks. The proposed district contains significant, historical residences and churches from the 1880s to the 1940s. The Plan acknowledges that many of the structures have been altered, or are in very poor repair.



Moving forward, these historical buildings are extremely important to the character of the Town and the region. The Comprehensive Plan states that if the structures were to be restored and/or repaired it could enhance Blades’ small-town atmosphere. The revitalization of the structures in poor condition is a priority set forth by the Comprehensive Plan. This should be accomplished through a combination of increased code enforcement, private investment, and economic development. To demonstrate the

Town's commitment to this end, Blades facilitated Housing and Urban Development grants for repairs and maintenance.

The following are listed as relevant planning principles that Blades adheres by, in correlation to historical and cultural resource planning:

- Blades should seek to preserve the character and integrity of its existing neighborhoods while encouraging new development that is compatible with the town's existing character and improves housing choice, as it serves a broad range of people in the community.
- Blades should pursue a development strategy that complements the small-town atmosphere.

The Historical and Cultural Resource subheading of the Blades' Comprehensive Plan concludes by giving a goal statement and subsequent recommendations. "It is the goal of the Town of Blades to balance the preservation and enhancement of significant historical and cultural features in the town with appropriate revitalization and economic development activities in order to create a unique and vital small town." The historical and cultural objectives of the Blades' Comprehensive Plan are clearly in harmony with the Nanticoke Heritage Byway's Goals, Vision and Mission. To accomplish their preservation goal, Blades has outlined three strategies: (1) Encourage stabilization and repair of older structures; (2) Consider pursuing a National Register District; and (3) Identify and protect important historic and cultural sites in Blades.

9.2 Resource Management Agencies and Related Programs

9.2.1 State Planning Efforts

9.2.1.1 Delaware Office of State Planning and Coordination

The "**Delaware Strategies for State Policies and Spending**" document, produced by the Delaware Office of State Planning and Coordination is "used to guide State agency operating and capital budget requests." The purpose of the document is "to coordinate land-use decision-making with the provision of infrastructure and services in a manner that makes the best use of our natural and fiscal resources." Policies in the document shall be used as guidelines for the state government "to make appropriate, cost effective investments in all areas of the State in order to promote efficient development patterns, protect agriculture and open space and discourage sprawl."

The two main goals of the Delaware Strategies for State Policies and Spending are:

1. State spending promotes quality, efficient, and compact growth;
2. State policies foster ordered growth and resource protection, not degradation.

This document serves as the implementation piece for the "Livable Delaware Program". Founded in 1999, and updated in 2004 and 2010, one of the program's main goals is to "strengthen communities and preserve quality of life." To best accomplish this aim, Livable Delaware outlines three strategies:

- Direct growth to community and developing areas where state, county and local governments are prepared for it and infrastructure investment is planned
- Continue to preserve agricultural lands and open space
- Protect and improve the quality of Delaware’s land, water and air

9.2.1.2 Division of Historical and Cultural Affairs (DHCA)

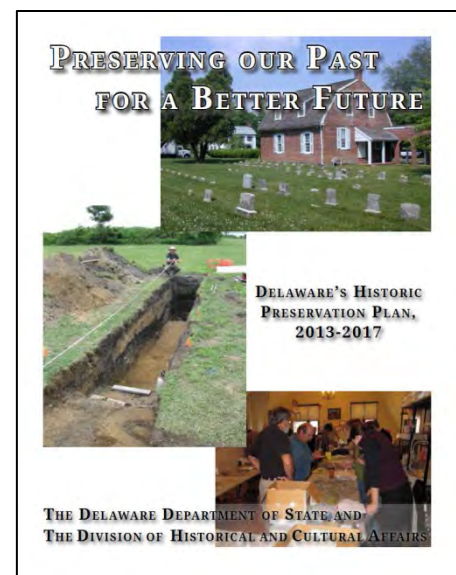
The Delaware DHCA identifies historic sites, assists in listing historical places in the National Register of Historic Places, helps federal, state, and local agencies protect historic places and in preservation planning; and works toward increasing public awareness on protecting historic places and in the appropriate reuse of historic properties. The DHCA works closely with Preservation Delaware, Inc., Delaware’s statewide non-profit organization for historic preservation (further detailed in section 9.2.2) The DHCAA also partners with federal agencies and their clients and gathers input from members of the community to identify historic properties that may be eligible for listing on the National Register of Historic Places. The DHCA evaluates a structure’s integrity (visual appearance of a property) and its historic significance.

The Delaware DHCA administers the following federal and state regulation with a charge of protecting historic and archaeological resources of the State of Delaware:

- Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470 – National Historic Preservation Act);

Under Section 106 of the National Historic Preservation Act of 1966, federal agencies are required to evaluate the potential effects of any federal undertaking or federally permitted activities on historic properties. Section 106 requires federal agencies to seek local input regarding any potential impacts of a project on historic properties prior to proceeding with a proposed action. The Delaware DHCA assists federal agencies and their clients in understanding and implementing regulations through Section 106. The Delaware DHCA ensures the respective federal agency (such as the Federal Highways Administration, the US Army Corps of Engineers, the Department of Housing and Urban Development, or the US Department of Agriculture) has the contact information for the appropriate local governments, organizations, and community groups in order to effectively notify all interested parties of upcoming planned projects. The Delaware DHCA also solicits citizen input during the Section 106 process to ensure local experts and historians are included in preservation and protection efforts.

The Delaware DHCA recently produced *Preserving Our Past for a Better Future: Delaware’s Historic Preservation Plan, 2013-2017*. The purpose of this document is to “assist in focusing scarce resources of people, time and money on the issues that our public has identified as most important to Delaware’s future.” It assists



with “making decisions, coordinating statewide preservation activities, and communicating statewide preservation policy, goals and values to the preservation constituency, decision-makers and interested parties across the state.”

9.2.1.3 Delaware Department of Transportation (DelDOT) Archaeology and Historic Preservation Office

The DelDOT Archaeology and Historic Preservation Office works with the Delaware DHCA, interested preservation groups, and the public to help identify historic and archaeological resources and determine a potential project’s effect on those resources. If an effect is identified, DelDOT and the parties involved develop a plan to avoid or minimize impacts. In this instance, DelDOT shall enter into a Memorandum of Agreement (MOA) with the affected parties and the federal Advisory Council on Historic Preservation. The MOA is legally binding, and outlines the extent to which DelDOT will be held to mitigate impacts to historic structures.

9.2.2 Preservation Delaware, Inc.

Preservation Delaware, Inc. (PDI) is a statewide non-profit organization, focused on preserving historically and architecturally significant resources in the state. PDI supports Delaware’s local governments by providing data and information. PDI also empowers individual property owners seeking to preserve or rehabilitate historic structures. It is a counterpart to the National Trust for Historic Preservation, which provides leadership, education and advocacy to preserve and protect historic places and revitalize communities.



9.2.3 The Delaware Historic Preservation Tax Credit Program

The Delaware Department of State’s Division of Historical and Cultural Affairs administers the Delaware Historic Preservation Tax Credit Program. This program is a \$30 million tax credit program, made available at \$3 million annual increments over a 10 year period the tax credit program assists in preserving and rehabilitating historic buildings throughout Delaware. Established in 2001, this program has generated over \$79 million in private investment, leading to the rehabilitation of 25 historic buildings. The program allocates tax credits based upon a percentage of the intended outcome of rehabilitation. Applicants can earn up to 20% of the rehabilitation costs for income-producing buildings; 30% for owner-occupied, residential buildings; and an additional 10% for low-income housing projects. This could potentially be a successful and worthwhile avenue for relevant sites located within the NHB corridor.

9.2.4 Preservation Revolving Fund

The **Delaware Preservation Fund, Inc. (DPF)** supports historic preservation by administering a rehabilitation grant program, a low interest loan program, and an easement program using various

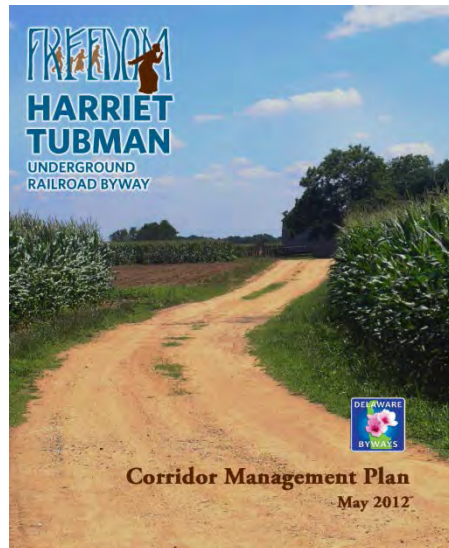
funding sources, including: the State of Delaware; the Longwood Foundation; and the Welfare Foundation. Owners of eligible, historically significant structures can receive short-term, low interest loans to rehabilitate or stabilize their historic property. The loans are available to corporations, partnerships, individuals and non-profit organizations.

9.2.5 Other Byway Corridor Management Plans (CMP)

The Nanticoke Heritage Byway will benefit from its proximity to several other scenic and historic Byways, as well as their Corridor Management Plans. The NHB corridor is within close proximity to two existing Delaware Byways: the Lewes Byway; and the Harriet Tubman Underground Railroad Byway. The NHB also shares the State of Delaware with three other Byways: the Route 9 Coastal Heritage Byway; the Red Clay Valley Byway; and the Brandywine Valley National Scenic Byway.

9.2.6 Delaware Historical Society

The **Delaware Historical Society** was founded in May 1864 for “the elucidation of history, particularly such portions as may refer to Delaware.” The organization’s mission is to “serve as the statewide, non-profit organization that preserves, explores, shares and promotes Delaware history, heritage and culture to strengthen our community.” “The Delaware Historical Society holds rich, varied, and ever-growing collections of objects, published materials, images, maps, and manuscripts relating to Delaware history and genealogy, dating from earliest settlements to the present.” The Delaware Historical Society participates in a number of joint marketing efforts with preservation – tourism related organizations, and operates a number of important Delaware landmarks, including: Delaware History Museum; Center for African American Heritage; Research Library; Read House & Gardens; Old Town Hall; and Willingtown Square.



9.3 Federal Preservation Outreach Efforts

9.3.1 National Register of Historic Places

The **National Register of Historic Places** is a program authorized by the National Historic Preservation Act of 1966 (36 CFR 60), which provides for an official listing of the nation’s historic places deemed worthy of preservation. The National Register of Historic Places is under the jurisdiction of the National Park Service, and is a program aimed at coordinating and supporting public and private efforts to identify, evaluate and protect national historic and archaeological resources. This program provides outreach and education on the importance of preservation. The National Register of Historic Places also assists historic properties in receiving preservation benefits and incentives.

9.3.2 America’s Great Outdoors (AGO) Initiative

The **Delaware Bayshore Initiative** was launched as part of the America’s Great Outdoors Initiative (AGO) to develop a 21st Century conservation and recreation agenda with goals of supporting a healthy and

active population, conserve wildlife and working lands and to create travel, tourism and outdoor-recreation jobs.

The Delaware Bayshore Initiative is a partnership among the Delaware Department of Natural Resources and Environmental Control (DNREC), Delaware’s Congressional Delegation, the Department of the Interior including the U.S. Fish and Wildlife Service, non-governmental organizations and Bayshore communities. The Bayshore Initiative will strengthen existing partnerships who share a goal of conserving the region’s ecological integrity, increase recreational opportunities and expand the tourism-based economy.

9.3.3 National Historic Landmark Designation

National Historic Landmarks are significant historic places designated by the Secretary of the Interior. These sites are chosen because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. Today, fewer than 2,500 historic places can claim this national distinction. Working with citizens throughout the nation, the National Historic Landmarks Program uses the expertise of National Park Service staff who work to nominate new landmarks and provide assistance to existing landmarks.

9.4 Context Sensitive Solutions (CSS)

Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions (FHWA, 2012).

The Delaware Byways program developed a Context Sensitive Solutions (2011) for Delaware Byways manual. The manual was developed to provide guidance to DelDOT designers and consultants during the “planning, design, construction, and operation and maintenance of projects on Delaware Byways.



Before any project along a Byway begins, large or small, whether new construction or maintenance, landscape or utility work, it is vital all participants become familiar with and acquire a broad understanding of the Byway. This includes a Byway’s associated intrinsic qualities and any pertinent documents, including, but not limited to the byway’s Corridor Management Plans.

The Context Sensitive Solutions for Delaware Byways manual should be consulted by the NHB corridor, to be referenced when design elements are planned to be altered along the NHB. DelDOT can be engage and the CSS manual can be followed to ensure aesthetically please and Byway traveler friendly design.

There are other CSS related resources available and many can be found at http://deldot.gov/information/pubs_forms.

9.5 Minimizing Intrusions

National Scenic Byway CMP Point #9

A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.

Promotion and marketing of the Byway usually occurs on national or international levels, resulting in diverse visitors traveling and experience the Byway. One important issue stemming from the flow of greater numbers of tourists to the Byway is the minimization of intrusions that the visitor may cause and that the traveler may experience along the. This CMP presents many concepts and implementation techniques (see the Action Plan chapter) providing methods to reduce intrusions to the visitor. Many tools, policies and programs are already in place to minimize intrusions, as noted in the description of existing policies that support the Byway vision and goals. This section (Conservation, Preservation and Protection of Resources) has provided references to many plans and policies that can be utilized to aid in the minimization of visitor intrusion and impact to the communities and associated intrinsic resources.

Some of the regular corridor surveys or assessments that can be utilized to measure the presence or impact of visitor intrusions are as follows:

- Photo logging of key resources on a regular interval;
- Community surveys to elicit comments and feedback from the public;
- Hospitality visits and surveys;
- Corridor Impressions Survey (CIS) conducted at regular intervals;
- Community Open House or Workshop used to gather input and feedback;
- Site specific quality assessments utilizing GIS mapping, high-definition video, GPS tools for specific amenity locations and a photo library;
- Social media or website submission of comments and concerns from the public.