

red clay_{valley}

scenic byway

June 2021 Corridor Management
Plan Update

Public Meeting
June 22, 2021



welcome and thank you for participating!

Agenda and Speakers:

- Log-in Time, Workshop, & Byways Program Overview
Anne Harper (Moderator), Executive Director, Delaware Nature Society
Kelly Valencik, Planner, DeIDOT
- Red Clay Valley Byway Corridor Management Plan Draft
John M. Gaadt, AICP - Gaadt Perspectives, LLC
 - Byway Planning in the Red Clay Valley
 - Byway Accomplishments
 - Plan Update and Aspirations
(2031 planning horizon)
 - Q&A
- Wrap Up
 - Next Steps

Guidelines for Today's Discussion

PURPOSE OF THIS WORKSHOP is to gain public input on the draft Red Clay Valley Scenic Byway's Corridor Management Plan Update

- During presentations you will be muted so our audio stays clear
- Please use the chat box to ask questions as they come up
- There will be designated comment time at the end of the presentation
 - Raise hand and we can activate your microphone for direct comments
- The presentation is being recorded and posted on our website
- If we do not get to your question/comment, we can follow up later
- Please provide your full comments to kelly.valencik@delaware.gov



DELDOT MISSION STATEMENT

Excellence in Transportation

- **Every Trip**
 - We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.
- **Every Mode**
 - We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.
- **Every Dollar**
 - We seek the best value for every dollar spent for the benefit of all.
- **Everyone**
 - We engage our customers and employees with respect and courtesy as we deliver our services.

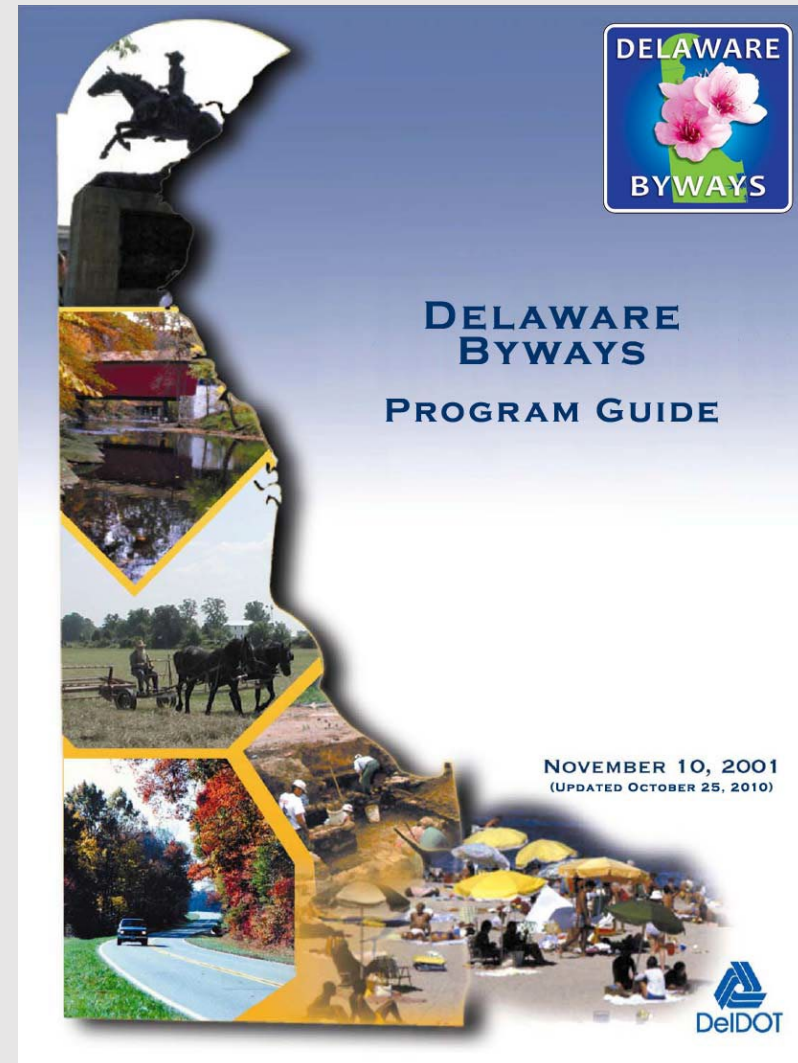
Delaware Byways are Community Investments

- Delaware Byways Program's Goals are to identify, promote, preserve, and enhance Delaware roadways
- Designates Byways based on roadway "Intrinsic Qualities":
 - Scenic
 - Historic
 - Recreational
 - Cultural
 - Natural, and/or
 - Archeological



Delaware Byways bring support to communities and the State

- Federal funds are available to assist sponsors of Byways
 - Prepare Corridor Management Plans
 - Marketing of the Byway
 - Implementation of the Management Plans
 - Address Safety Improvement along the corridors
- Investment in Byways spurs In- and Out-of-state tourism, which generates government revenue and supports the livelihood of our citizens.



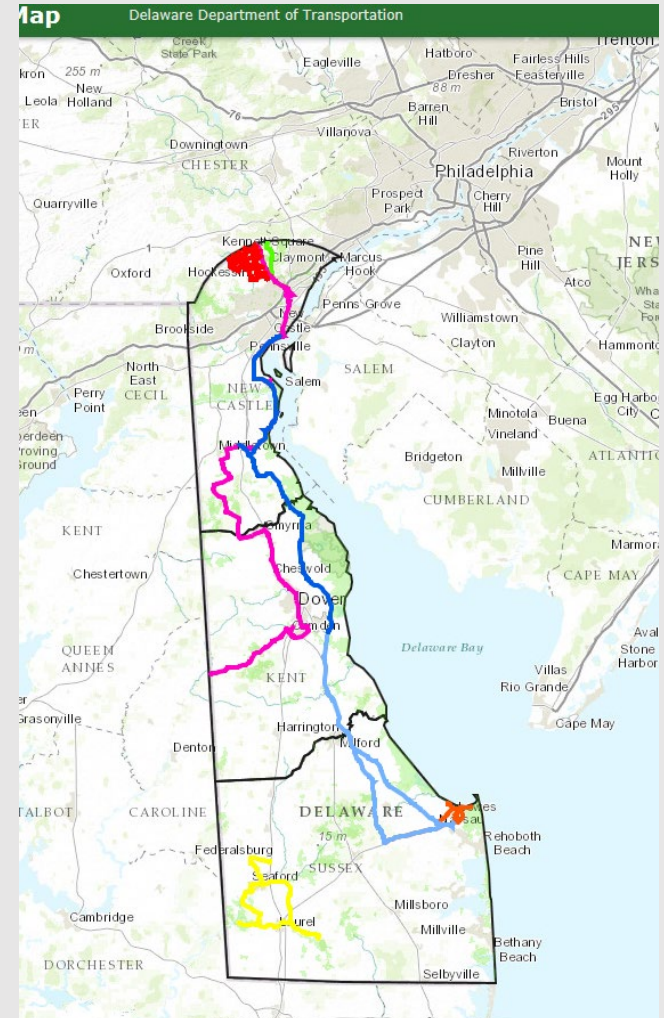
Delaware Byways are a collaborative effort

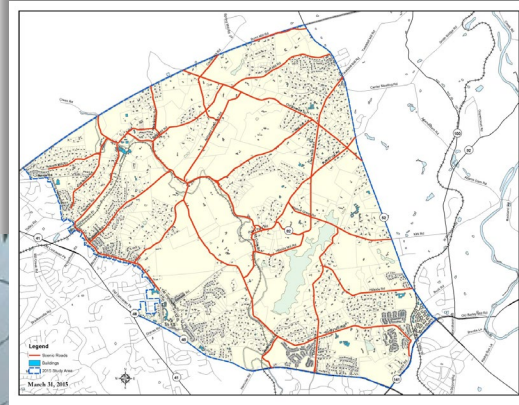
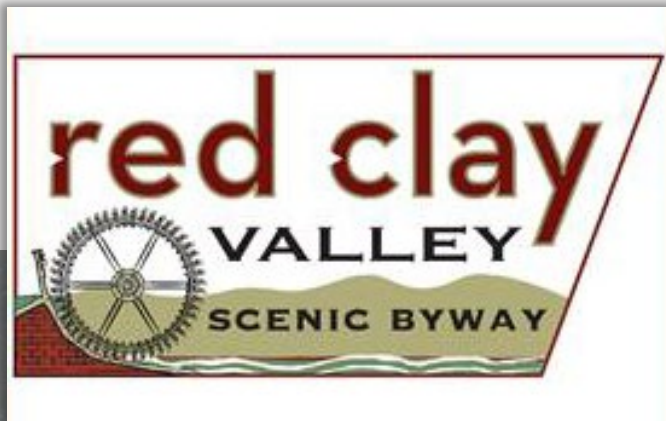
- Byway management includes partnerships between Delaware citizens, non-profit organizations, local, county, state, and federal government
- Originally founded in 2000 by the State Legislature as the “ Delaware Scenic and Historic Highways Program”, since rebranded
- Spurred by the creation of the National Scenic Byways Program, est. 1991, and is managed by the U.S Dept. of Transportation through the Federal Highway Administration.



Delaware has 6 designated Byways

- Red Clay Valley Scenic Byway
- Brandywine Valley Scenic Byway
- Harriet Tubman Underground Railroad Byway
- Nanticoke Heritage Byway
- Delaware Bayshore Byway
- Historic Lewes Byway





Red Clay Valley Scenic Byway

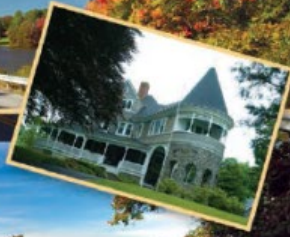


Photo credit: Leslie
Kipp



A scenic network of water,
roads, and history.

Delaware route 52 & route 100

BRANDYWINE VALLEY

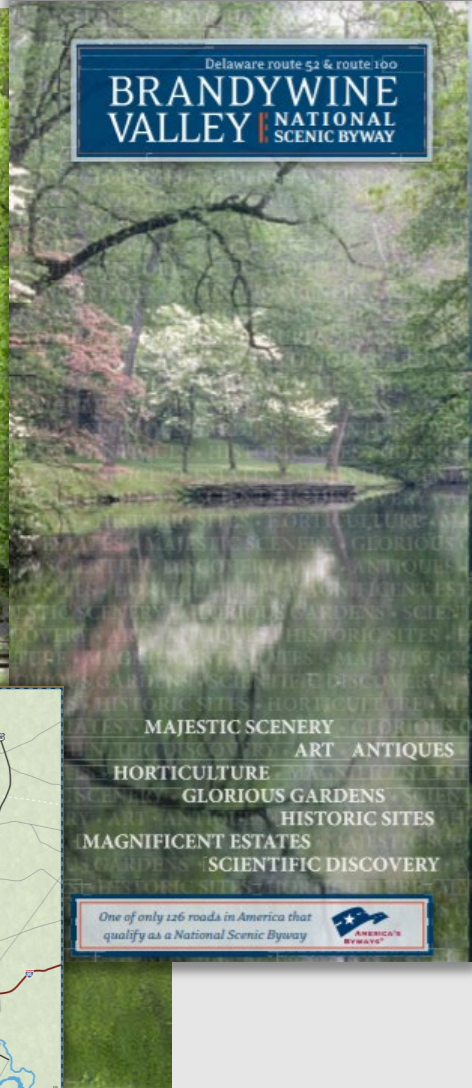
NATIONAL SCENIC BYWAY



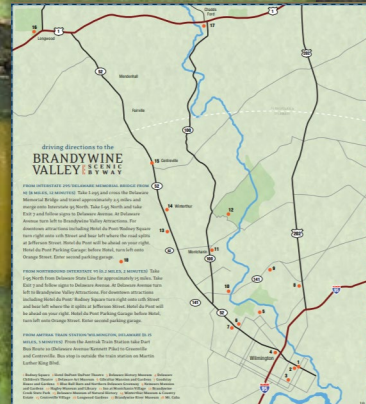
Delaware route 52 & route 100

BRANDYWINE VALLEY

NATIONAL SCENIC BYWAY




MAJESTIC SCENERY
ART ANTIQUES
HORTICULTURE
GLORIOUS GARDENS
HISTORIC SITES
MAGNIFICENT ESTATES
SCIENTIFIC DISCOVERY



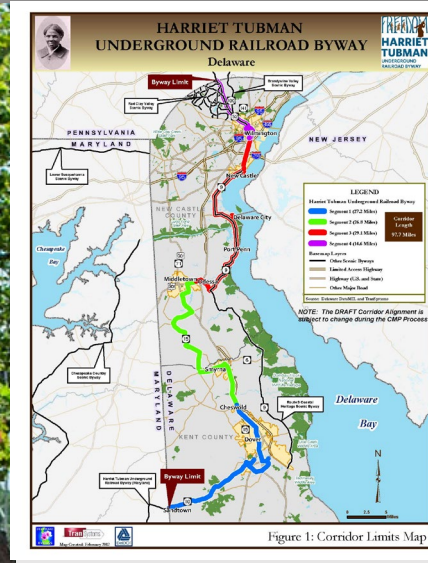
One of only 126 roads in America that qualify as a National Scenic Byway

FREEDOM™



HARRIET TUBMAN

UNDERGROUND RAILROAD BYWAY



Harriet Tubman Underground Railroad Byway





NANTICOKE HERITAGE BYWAY



Nanticoke Heritage Byway



nanticokeheritagebyway.com



Delaware BAYSHORE BYWAY

Delaware's Bayshore Byway Network



Learn about, explore and experience
the First State along Delaware's Byways

For more information:
Delaware Department of Transportation
302.760.2080 • 800.652.5600 (DE only)
byways.deldot.gov

Funded in part by the Federal Highway Administration



Delaware Bayshore Byway





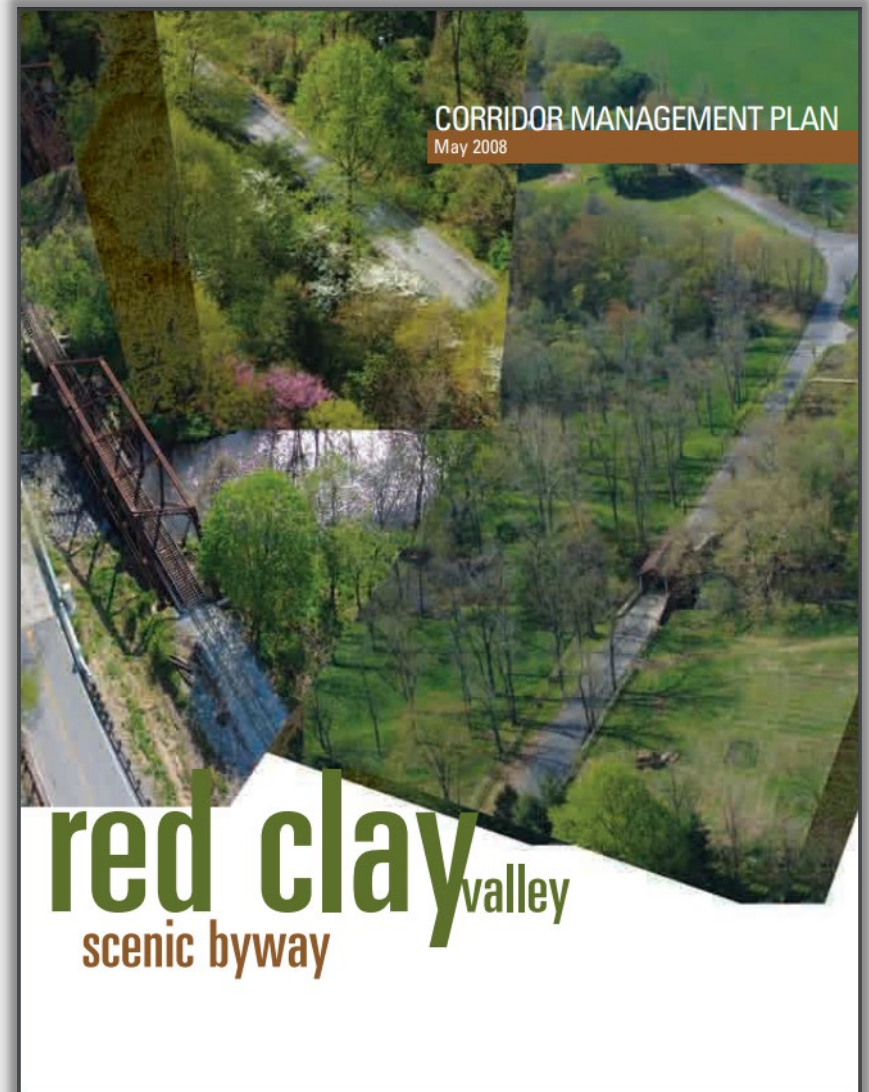
Historic Lewes Byway

Gateway to the Bayshore



The Byway Corridor Management Plan

- Required for each Byway to guide and manage its actions
- Lays out the vision, goals and responsibilities for conserving and enhancing the Byway's most valuable qualities
- Describes how this will benefit economic development through tourism and recreational opportunities.
- Explains how the BMO and other stakeholders are involved in and responsible for implementing the Plan.



Keeping the CMP relevant to the Byway needs

- The BMO is required to monitor implementation of the CMP, including the protection of intrinsic qualities
- CMP update describes
 - progress or activity made in implementing the previous plan
 - funds secured
 - accomplishments achieved
 - modifications made to the CMP based on evolving circumstances.
- The CMP update is intended to track progress and be a record of activities and changes to the Byways route
- Gives the BMO an opportunity to explore and strategize ideas for conserving and enhancing Byway intrinsic resources to target assistance to address BMO needs.

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June 2021 Corridor Management Plan Update

Public Meeting

June 22, 2021

John M. Gaadt, AICP - Gaadt Perspectives, LLC



Red Clay Valley Scenic Byway

A Quick Synopsis

- Unique State-designated Scenic Byway
 - Second “Scenic and Historic Highway” designated in Delaware
- Based on watershed planning model
- Includes 28 secondary road segments
- Emphasis on conservation and preservation
- Results of a grassroots initiative
- Nomination application – July 2004
- Corridor Management Plan (CMP) – May 2008
- Creation of Byway Alliance (management entity)

Grassroots Initiative

- Community Outreach

- ✓ From the advent of the process

- Residents

- Non-profit organizations (DNS, Mt. Cuba Center, Historic Red Clay Valley, Inc., Red Clay Reservation, Red Clay Valley Association, Friends of Auburn Heights Preserve, Wilmington & Western Railroad)

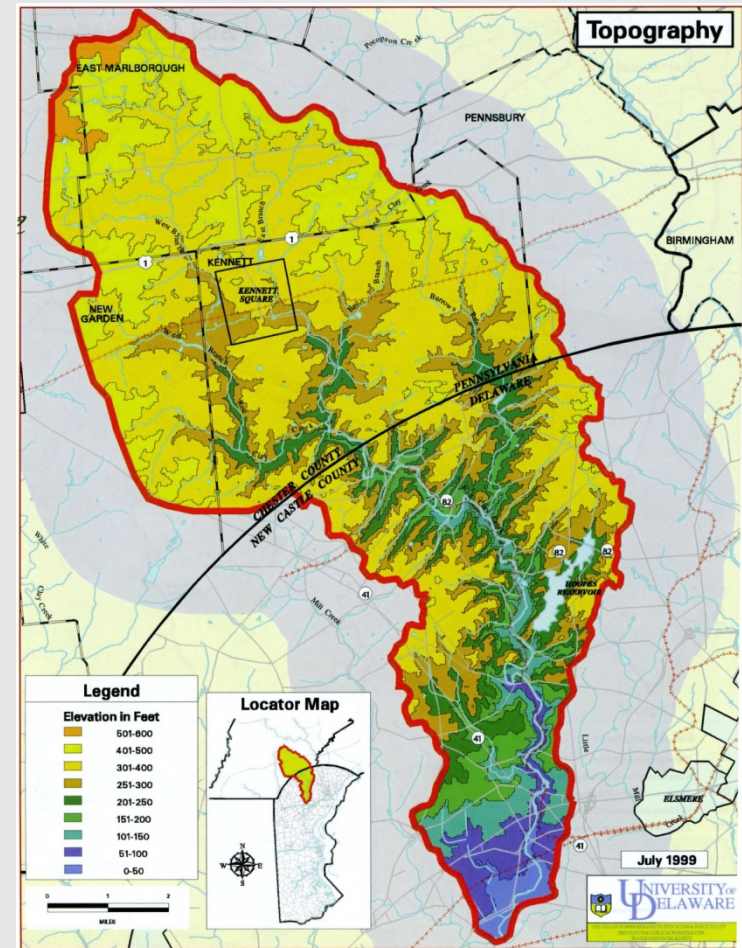
- Businesses

- State, County and Local Agencies

- Legislators

Red Clay Valley Watershed Context

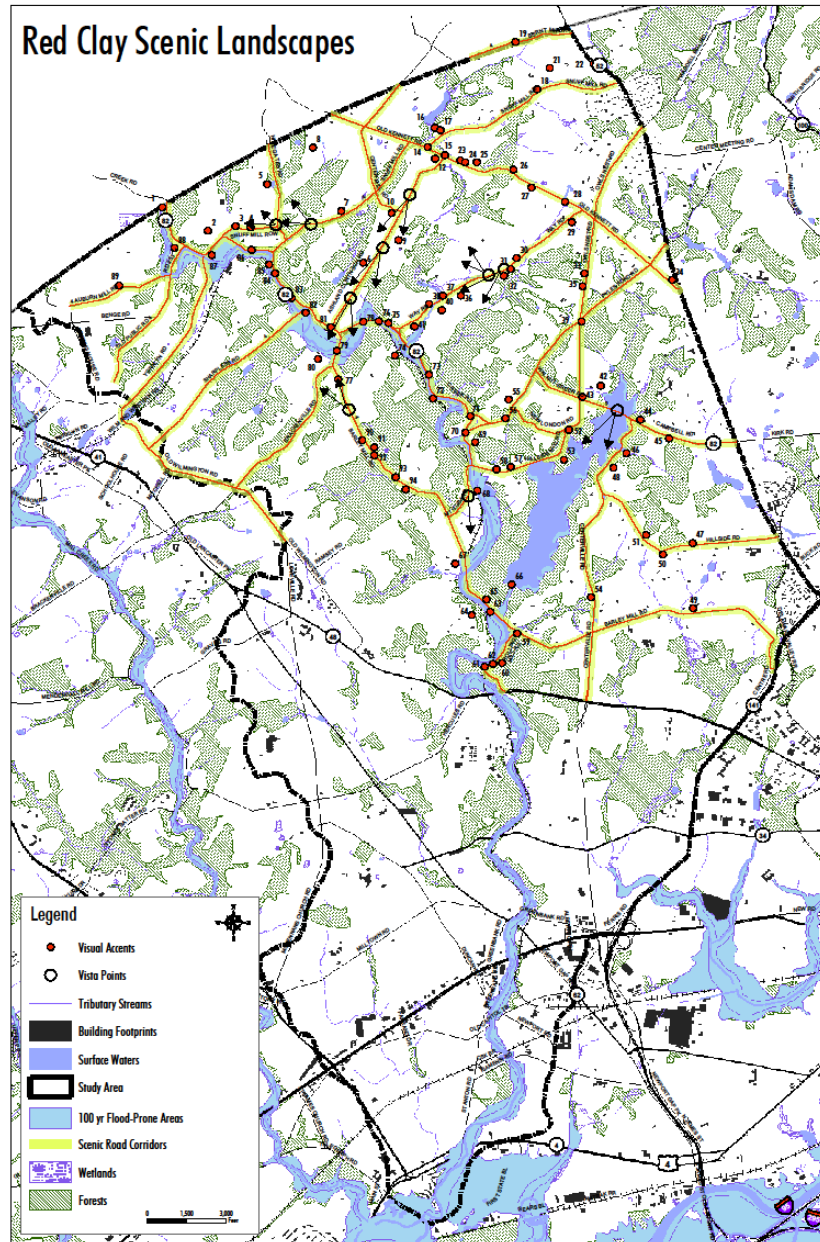
- 54 square miles (21 sq. mi. in DE; 33 sq. mi. in PA)
- Major Land Uses – Agriculture (37%), Development (33%), Woodlands (24%), Other OS (4%)
- Topography – ranges from sea level (Coastal Plain) to 600 ft.
- Moderate slopes along ridge lines, narrow stream valleys, expansive flood plains
- Population – 43,000 \pm ; 500-1500 persons per sq. mi.
- Impervious cover ranges from <5% to >30%



Scenic Beauty



Red Clay Scenic Landscapes

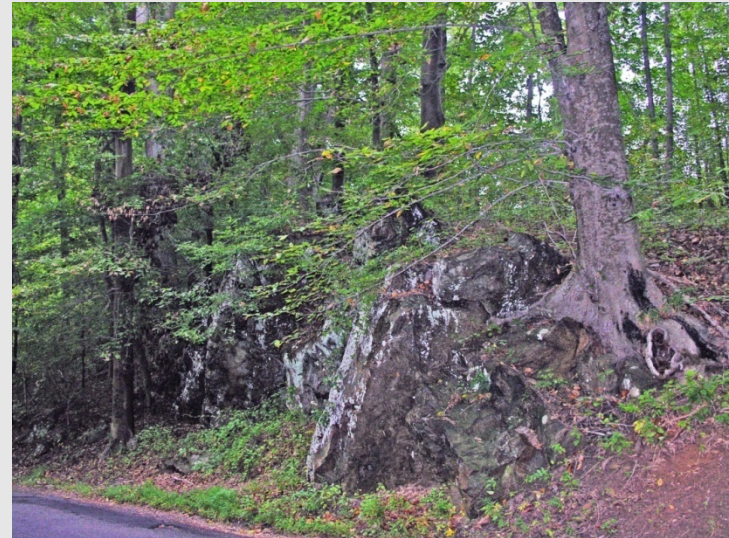


Natural Resources

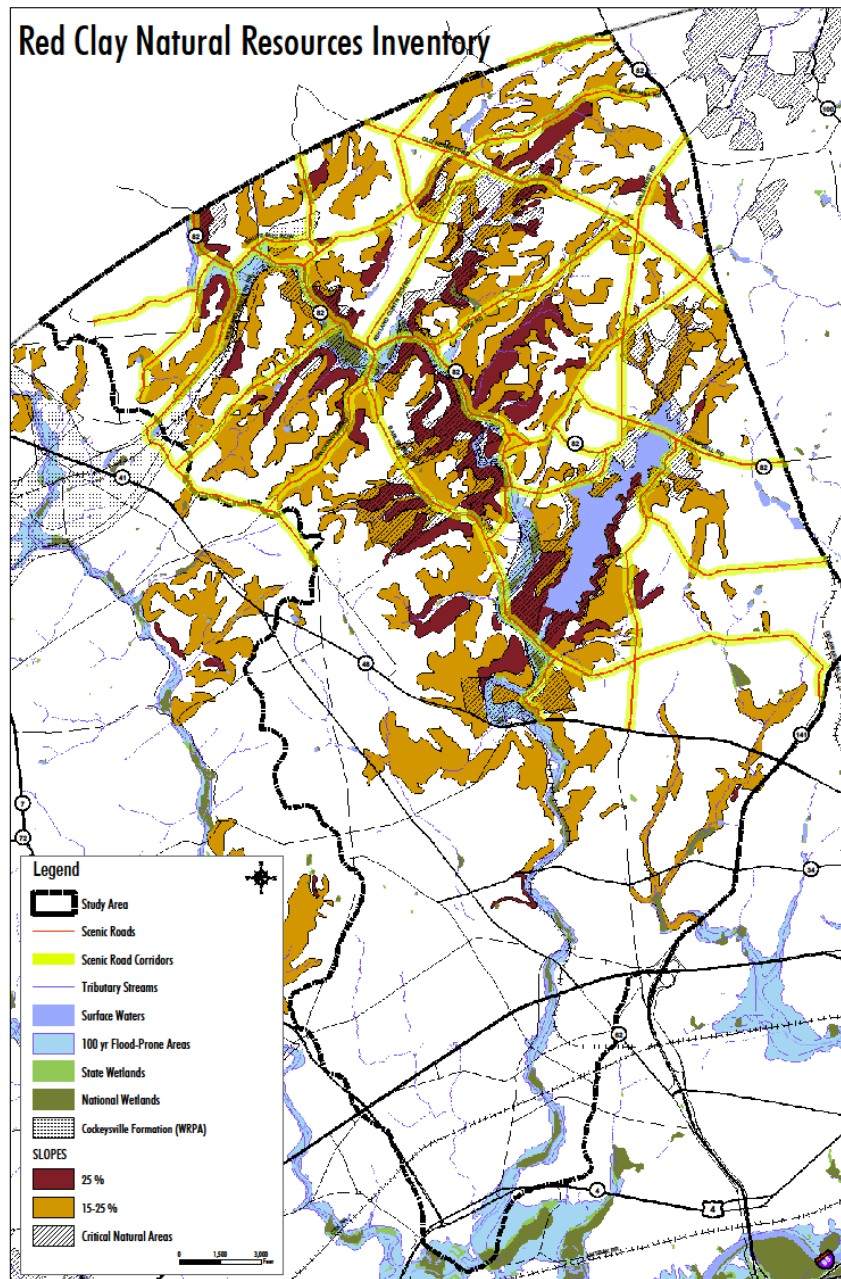
- Red Clay Creek and tributaries
- Five “Natural Areas”
- “Important Bird Area” Designation
- Serpentine geology
- 50 rare plant species



Topography and Landforms



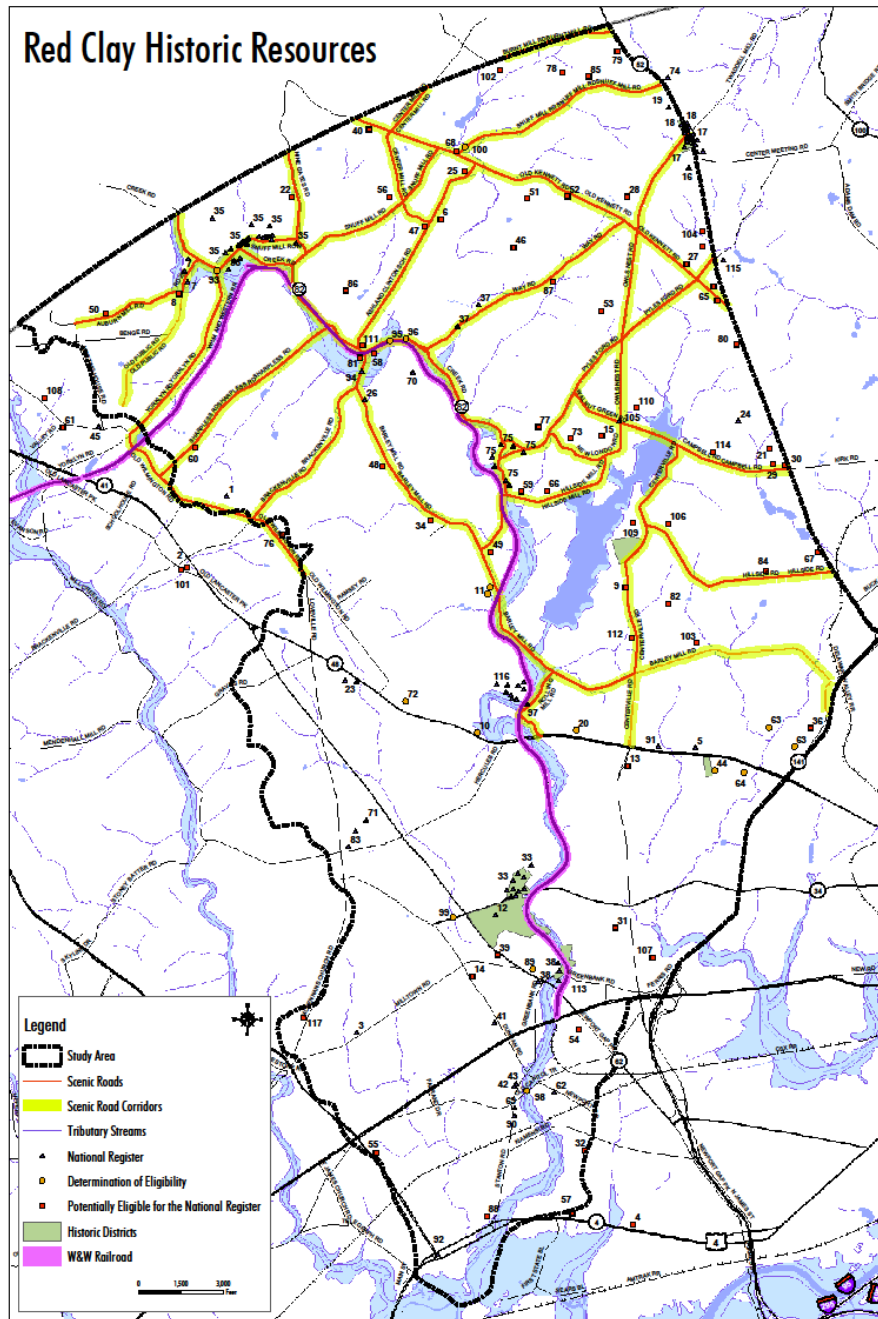
Red Clay Natural Resources Inventory



Historic Structures



Red Clay Historic Resources



Industrial History



Infrastructure



Transportation



Roadway Characteristics



- Narrow twisting roads – tunnel affect
- Importance of roadside vegetation
- Context Sensitive Design



Red Clay Valley Today

- A mosaic of woods, fields, and settlements, stitched together by threads of flowing water
- The Natural Environment
 - Topography and Land Forms
 - Scenic Beauty
 - Natural Resources
- The Built Environment
 - Historically Significant Landscape Pattern
- A Sense of Place



Photo by Rick Darke

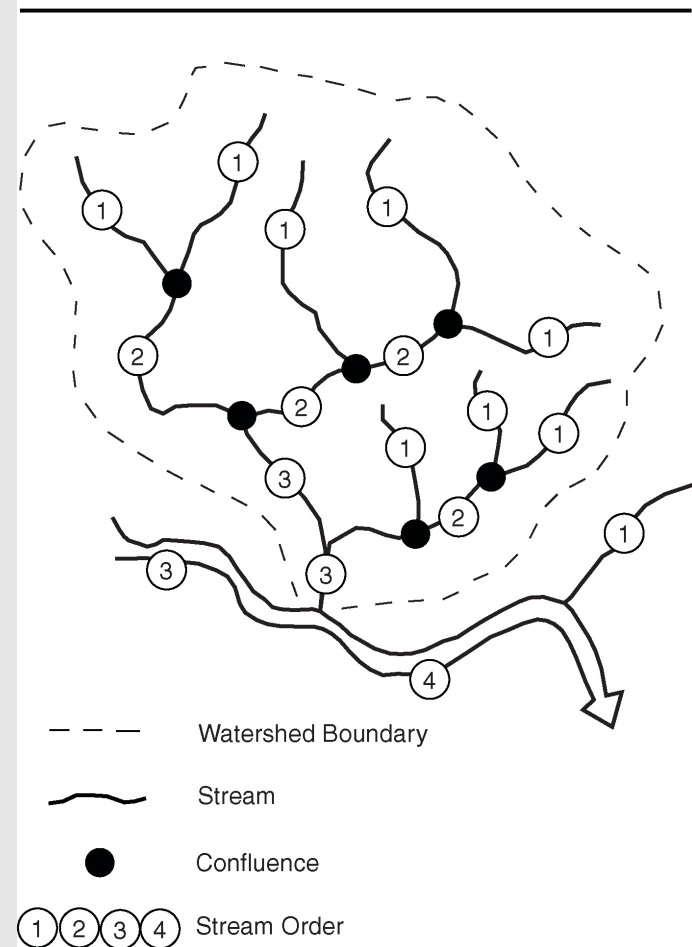
A Rich History and Abundant Resources

- Unique set of partners (with unique interests)
- Diverse resources (intrinsic qualities)
- A legacy of preservation in the Valley
- Desire to identify and protect scenic roads and their cultural setting

Scenic Road Preservation Using the Watershed Planning Model

- Most scenic road nominations involve a single road corridor
- RCVSB nominated a series of roads that together form an interconnected and interdependent network closely linked to the Red Clay Creek
- Roads in the watershed mimic an interconnected stream system as defined by the stream order concept
- Rt. 82 – “Main Stem”
- Road Corridors linking at points of confluence (intersections) - 1st & 2nd Order “Streams”

Stream Order Concept



Creating & Implementing a Watershed Plan

- The challenge of protecting 28 secondary roads
 - Each road has a corridor boundary, however;
 - The watershed boundary has intrinsic value integral to each road
- Multiple levels of protection/promotion
- Highest priority – the preservation and stewardship of the Byway roadways and intrinsic qualities
- Importance of cooperative partnerships – the RCVSB Alliance

Implementation Matrices

Part 1 - Project Goals, Objectives and Management Strategies

Goal 1 – Encourage Stewardship Through Continued Conservation	Responsible Parties		Time Frame/ Schedule	Funding Options/ Resource Needs
	Principal	Secondary		
Objective 1-1 Develop a conservation easement program for the byway.				
Management Strategy				
1-1.1 Develop range of easement options (historic house façade easements, scenic corridor easements, voluntary protection agreements) and model easement language. (200 ft. corridor easements, where feasible)	DNS (Coordinating Agency, Monitor, Easement Holder)	Brandywine Conservancy (BC) Natural Lands Trust (NLT), The Nature Conservancy (TNC), RCVSB Management Committee	Year 2-3	Organizational Funding, State, WILMAPCO, County, Foundation Support
1-1.2 Coordinate local land trusts and develop priority list of properties for protection	DNS (Coordinating Agency, Monitor)	BC, NLT, TNC, DNREC, Red Clay Valley Association (RCVA)	Year 1; Ongoing thereafter	Organizational Funding, Foundation Support Staff support: 20 hrs. – yr. 1
1-1.3 Monitor intrinsic qualities; educate landowners; prepare easement brochure and schedule events for landowners	DNS	BC, NLT, TNC, DNREC, RCVA, RCVSB Management Committee	Year 2-3; Ongoing thereafter	Organizational Funding, State, WILMAPCO, Foundation Support
Objective 1-2 Seek funding for land, easements and development rights purchases.				
Management Strategy				
1-2.1 Initiate dialogue with funding agencies for umbrella purchase program	DNS (Coordinating Agency)	BC, NLT, TNC	Year 2-3	Organizational Funding, State, WILMAPCO, County, Foundation Support
1-2.2 Create a revolving fund for land preservation	DNS (Coordinating Agency)	BC, NLT, TNC, DNREC	Year 3-5	Delaware Open Space Council, Delaware and New Castle County farmland preservation programs, Preservation Delaware's Revolving Fund, Reinvested Funds, etc.
1-2.3 Further examine funding options	DNS (Coordinating Agency)	BC, NLT, TNC, DNREC, RCVSB Management Committee	Year 2-3; Ongoing thereafter	Organizational Funding, State, WILMAPCO, County, Foundation Support
Objective 1-3 Link public and private purchase/donation initiatives for interconnected open space.				
Management Strategy				
1-3.1 Determine availability of funding from private foundations	DNS (Coordinating Agency)	BC, NLT, TNC, RCVSB Management Committee	Year 2-3; Ongoing thereafter	Organizational Funding
1-3.2 Encourage developers to set-aside lands to interconnect open space	DNS (Coordinating Agency)	BC, NLT, TNC, RCVSB Management Committee	Year 1; Ongoing	Organizational Funding, Foundation Support, Private Donations (time, \$) Staff support: 15 hrs. – yr. 1
1-3.3 Refine resource inventories to reflect State Resource Areas and Natural Areas programs	DNS (Coordinating Agency)	BC, NLT, TNC, RCVSB Management Committee	Complete; Ongoing	Organizational Funding, State, WILMAPCO, County, Foundation Support
Objective 1-4 Develop a Byway Stewardship Recognition Program for Preservation.				
Management Strategy				
1-4.1 Develop flexible recognition program that respects privacy	DNS (Coordinating Agency) & RCVSB Management Committee	BC, NLT, TNC, DNREC, De Ag. Pres. Foundation, DE OS Council, NCC, Preservation Delaware, etc.	Year 3-5	Organizational Funding, State, County, Foundation Support, Private Donations

Byway Accomplishments

Cooperative Approaches to Implementation

- Non-Profit Organization and Land Trust Coordination
 - Formation of RCVSB Alliance
 - Regular meetings to coordinate preservation programs
 - Prioritized properties for preservation
- Public Education and Stewardship recognition
 - Landowner outreach
- MOU's with DeIDOT and NCC
 - Purpose Statement - agree to work together
 - Mutual benefits and interests
 - Identify specific tasks (and funding)
 - Timeline
 - Reauthorization date/ Termination date
- Context-sensitive Design Guidelines Established
 - Palette of design materials, demonstration projects, landscape management tools

Byway Accomplishments

Cooperative Approaches to Implementation

- Work with Government Agencies
 - Participation in Land Development Review Process
 - Scenic Byway Protection Overlay Standards
 - Natural resource protection - greater tree protection
- Important Bird Area established in 2008
- Community Wildlife Habitat Certification in 2020
- DNS and DeDOT Website Updates on Byway
- Coordination with DE State Parks on Auburn Valley State Park
- Coordination with DeDOT regarding new byway identification signs and public outreach
- Corridor Management Plan Update
 - Proposes future efforts
 - 2031 planning horizon

Future Efforts – 2031 Planning Horizon

- Develop a range of conservation easement options for use throughout the Byway
- Biannual review and assessment of priority properties
- Consider public outreach regarding the value of conservation easements to all stakeholders
- Consider transportation enhancement funding and other funding options for byway projects
- Seek ways to meet with developers prior to plan submission to discuss byway preservation opportunities
- Continue participating in NCC land development review meetings
- Re-execute MOU's with DeIDOT and NCC

Future Efforts – 2031 Planning Horizon

- Develop flexible recognition program that acknowledges positive activity in the Byway
- Undertake outreach to utility providers to reduce preemptive tree removal and encourage underground utilities where feasible.
- Work with NCC to ensure byway protection through codes and ordinances
- Consider recommendations in NCC Bicycle Plan for safety and connectivity
- Install new byway signage ASAP
- Enhance social media presence and joint promotion of the Byway through Alliance member events

Next Steps...

- 30-day public comment period
 - Plan Update documents at DNS website:
<https://www.delawarenatureociety.org/what-we-do/working-natural-lands/red-clay-valley-scenic-byway/>
 - Public comments to Kelly Valencik, DelDOT Byway Coordinator:
Kelly.Valencik@delaware.gov

- Adoption by RCVSB Alliance:
 - Quarterly Meeting
 - September 14, 2021 – 4:00PM
 - (contact DNS for meeting information)

- Implementation