

Lewes Scenic and Historic Byway

Gateway to the Nation

Appendix 3: Nomination Application



Cape May - Lewes Ferry



Lightship Overfalls



Delaware Breakwater Lighthouse



Canary Creek



Hazel Smith House



Pre-War Savannah Road



Zwaanendael Museum



Fort Miles

Prepared for:

**CITY OF LEWES
SUSSEX COUNTY**

DELAWARE DEPARTMENT OF TRANSPORTATION

Prepared by:
DELAWARE GREENWAYS

OCTOBER 2015

*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

Prepared by

Delaware Greenways Inc.

Mark A. Chura

Lewes Scenic and Historic Byway Ad-Hoc Committee

Helen Waite

For

**City of Lewes
Delaware Department of Transportation**

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LEWES SCENIC AND HISTORIC BYWAY

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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 300th 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 20th 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 300th 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

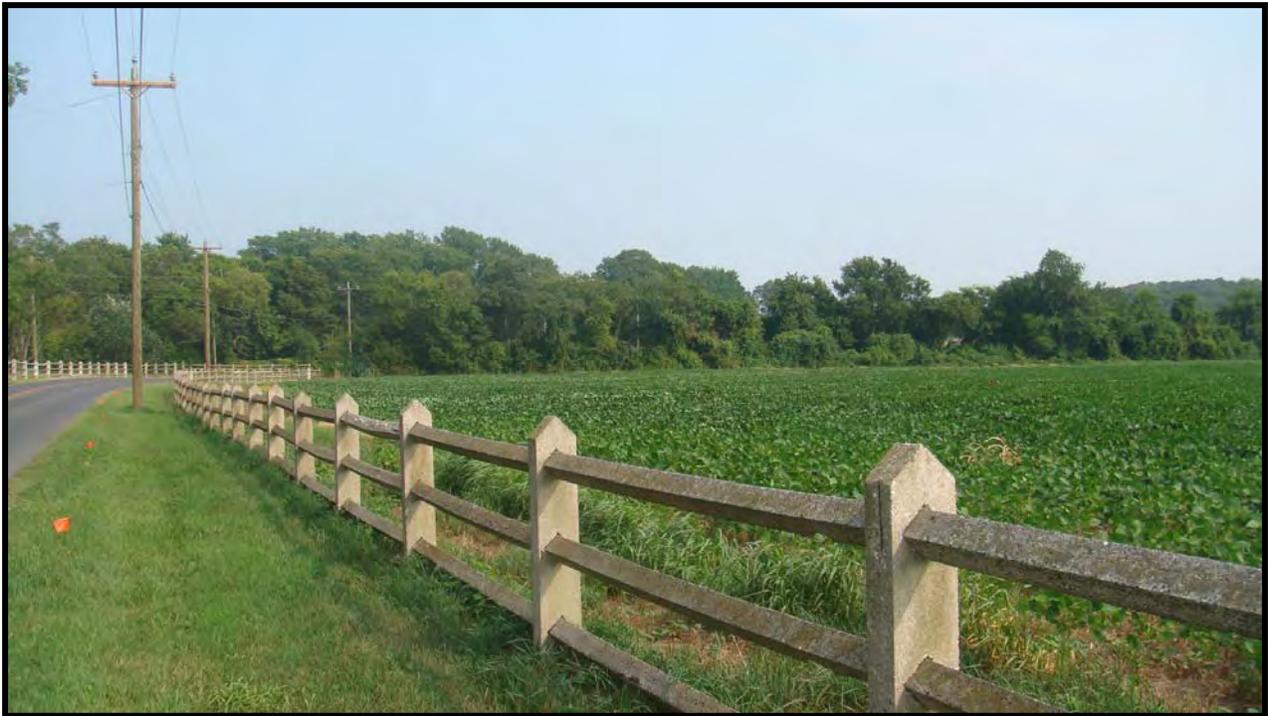
The first half of the road closest to Kings Highway is pedestrian friendly, bordered by a five-foot recreational path that connects the high school and five nearby developments directly to the Junction and Breakwater Trail. This is a biking and walking corridor that begins in the Hawkseye development 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.

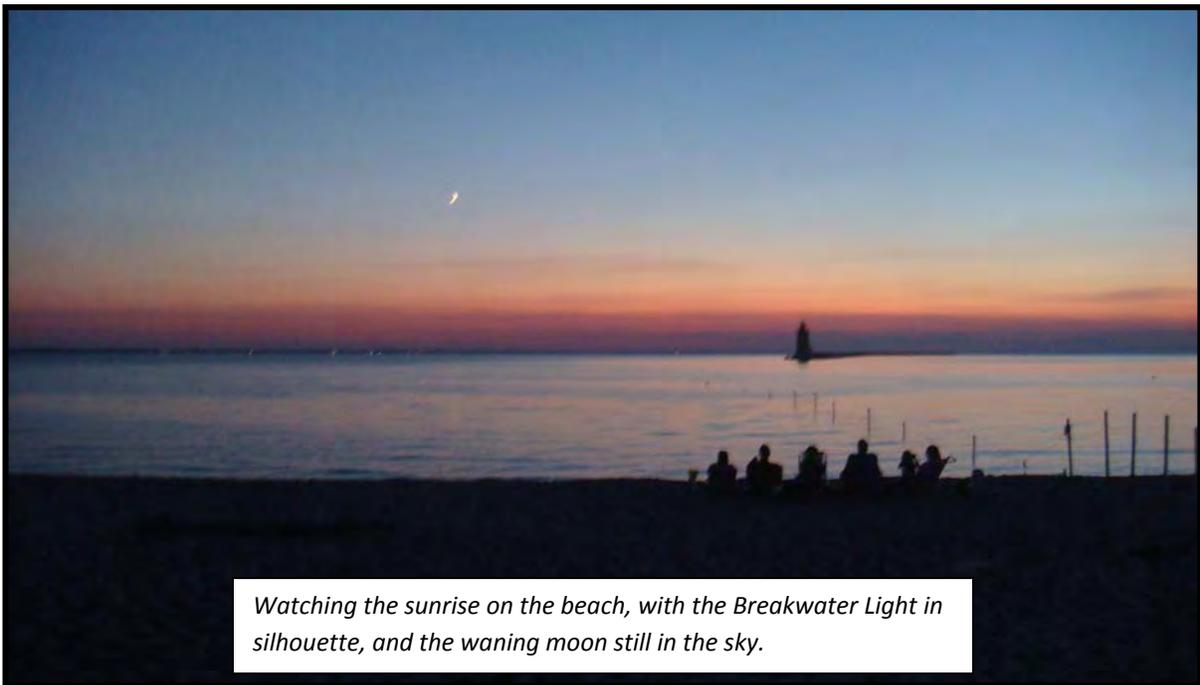
The Drive provides scenic views of the Delaware Breakwater East End Lighthouse. Built in 1885, the 49 foot tall structure was deactivated in 1996 and is currently open to the public through guided tours. Positioned so that it could be seen from both the harbor and the ocean, the light originally had 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 17th 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 300th 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.

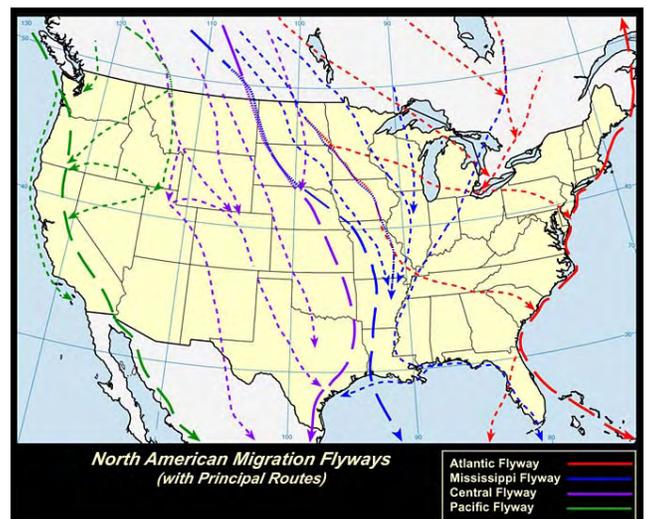
The Century Farm fields of the Lowder Mitchell family, and the fields of the Townsends, Groome United Methodist Church and others all contribute to the natural beauty of the route and serve as an important local water recharge areas.

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.

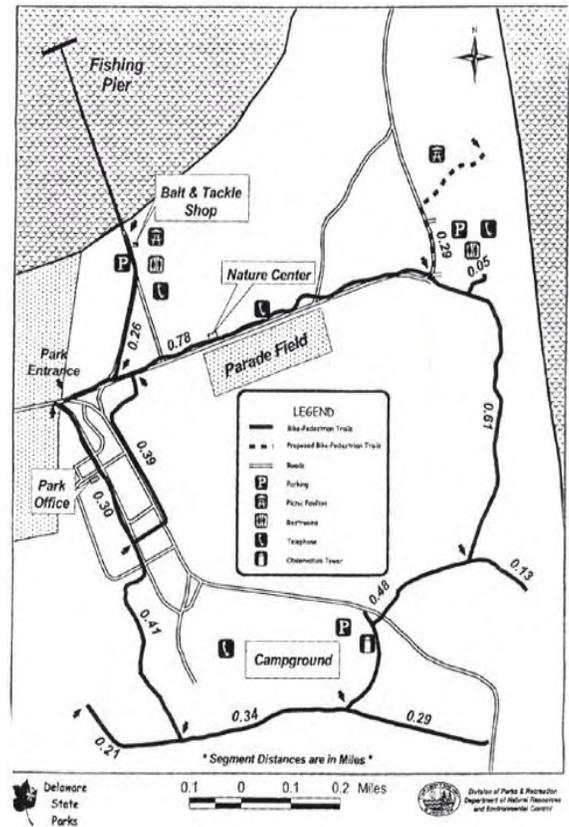
3.5 Recreational Qualities

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 17th 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 375th 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 17th 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 DelDOT.

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 DelDOT.