



# Chapter 6

## Stewardship of Intrinsic Qualities: Resource Preservation and Management Strategies

This plan's highest priority is the preservation and stewardship of the Red Clay Valley Scenic Byway's roadways and intrinsic qualities. As such, this planning effort encompasses two levels of stewardship and preservation: 1) those efforts that are significant to the watershed as a whole and 2) those efforts most relevant to individual road segments.

Of significance to the stewardship efforts under this plan is the desire to focus on the Byway's roads as an interconnected network closely linked to the Red Clay Creek and its watershed area. This watershed-based planning approach is important because the roads within the watershed mimic an interconnected stream system. Just as healthy streams evolve and meander to shape and define their watersheds, so too does the road network in the Red Clay Valley. As such, this effort places significant importance on consistent watershed-based planning objectives and strategies; such consistency provides an over-

all framework for stewardship and preservation efforts. In this light, the plan's objectives and corresponding preservation and management strategies are presented herein to address the overall corridor management plan goals presented in Chapter 2.

In addition, each of the Byway's 28 roadways is evaluated separately to determine, in the context of the overall planning effort, the specific preservation and management strategies that lend themselves to each road. As warranted, reference is made to the overall management strategies developed for the Byway as a whole; in addition, specific recommendations are made in light of the individual characteristics of each roadway.

An historical evaluation of the Red Clay Valley shows that three hundred years of human influence has created a network of roads, mill dams and bridges, homes and barns, rolling meadows, and fence rows. Remarkably, however, such influences often "spared" the natural, scenic and historic resources that contribute immensely to the character of the Valley. Although the area was largely influenced by early industry and its associated development, the Valley retained its pastoral tranquility. Not urban, nor suburban, the Red Clay Valley's natural beauty is unsurpassed in Delaware. Through the centuries, roads were molded into the landscape and large trees now line

their way. Banks at the edges of the roads are covered with native flora of bloodroot, Christmas fern, and pinxterbloom azalea. In recent years, the focus of those who reside in and care for the Valley has been to preserve its roads and landscape. As such, the strategies contained herein are intended to help guide future change in a way that respects the existing landscape and maintains the unique features that define the Red Clay Valley Scenic Byway. Potential threats to the Byway's character are attributable to urban and suburban growth and include, among others: loss of remaining open space, insensitive land development, inappropriate roadway improvements, increased traffic and congestion, and the diminution of the Byway's character in the hearts and minds of its stakeholders and visitors.

Over several years, Byway stakeholders have worked to develop a comprehensive set of objectives and strategies intended to reflect the vision, mission and goals developed for this plan. While it is recognized that the Valley will change, it is hoped that such change can be accommodated in a way that preserves and enhances the special qualities of the Byway. The objectives and strategies are organized around the classes of goals presented in Chapter 2:

- Conservation and Preservation – encourage the continued voluntary preservation of open space and scenic corridors through conservation easements and other voluntary actions; conserve roadside features that contribute to the character of the watershed; and encourage context sensitive design that respects the scale and character of surroundings.
- Restoration and Enhancement – promote activities that restore and enhance the Byway's intrinsic qualities as part of the development process; seek support and funding for programs that protect and restore landscapes; encourage volunteer planting programs to enhance roadside character.
- Transportation and Safety – adopt traffic calming measures along the Byway; minimize signage along the Byway; and promote cooperative approaches to transportation improvements that consider context-sensitive design guidelines.
- Interpretation and Education – inspire the public

and instill in them the need for stewardship of the Byway's intrinsic qualities.

- Coordination and Management – implement the plan in a cooperative fashion and guide change over time.

The objectives and corresponding preservation and management strategies described below are based on a thorough understanding of the processes that have shaped the Red Clay Valley over time and are intended to address issues of common interest. It is hoped that this effort will assist stakeholders in realizing their shared preservation goals, further encourage responsible stewardship actions, and help stakeholders respond to changes over time.

## **A. CONSERVATION AND PRESERVATION**

The Red Clay Valley has a rich tradition of conservation and preservation - from private land stewardship initiatives to resource protection inventories and studies to habitat and stream watch programs, efforts have been broad-based and comprehensive. From a historical perspective, conservation extended beyond the set-aside of land to include working partnerships that have influenced landowner stewardship and land management. Early industry, particularly that of the water-powered mill industries on the Red Clay Creek, contributed to the development of the road network now designated a Delaware Scenic and Historic Highway and expanded markets for local farmers and manufacturers. This early "industrialization" actually contributed to the preservation of agricultural land and resulted in the creation of hamlets and villages that today are honored as national historic districts. While this historic pattern of land use forged the rural landscape of the eighteenth and nineteenth centuries, other influences began to exert themselves on the Valley in the twentieth century. Suburbanization, the automobile and the revolution brought about by new methods of industrialization began their relentless pursuit of land throughout New Castle County. Remarkably, such influences often "spared" the natural resources that contribute immensely to the character of the Valley.

Significant to the preservation of the Valley in recent years have been the efforts of private land

owners, citizens groups, local institutions and non-profits, and government agencies.

Organizations such as the Delaware Nature Society, the Mt. Cuba Center, the Red Clay Valley Association, Historic Red Clay, the Center for the Creative Arts, the Yorklyn Planning Group, the Greater Hockessin Area Development Association (GHADA), New Castle County, and the State of Delaware have contributed greatly to land preservation efforts, education, stewardship, and public outreach. It is in the works of these many organizations, as well as the formal and informal partnerships among these groups and private citizens, that conservation and preservation actions have flourished.

In recent years, the Delaware Nature Society has emerged as a leader in the preservation of the Red Clay Valley. Numerous initiatives, including easement acquisitions, educational programs, land management, stream watch and backyard habitat programs, to name a few, have contributed greatly to their success. Perhaps as important has been the willingness on the part of the Society to initiate partnerships with many of the other organizations working in the Valley to pool resources and strive for greater accomplishments. This effort is one such example.

The following objectives and strategies have been developed by Byway stakeholders to support Goals 1, 2 and 3, which together seek to conserve the intrinsic qualities of the Valley. Objectives include developing a byway-specific preservation easement program, initiating a Byway stewardship recognition program, coordinating with utility providers to better manage vegetation along the Byway, and obtaining government recognition of the Byway through comprehensive plans and development regulations.

### **Goal 1 - Encourage stewardship of intrinsic qualities through continued conservation efforts.**

Objective 1-1 Develop a byway-specific voluntary conservation and preservation easement program utilizing the collective experience and knowledge of local land trusts. DNS shall, as the coordinating agency, monitor the status of the Byway's scenic, natural and historic qualities and work cooperatively with other land trusts to achieve voluntary protection.

### *Preservation and Management Strategies*

1-1.1 Expand upon current conservation efforts to develop a full range of easement options for Byway-related preservation, including historic house façade easements, scenic corridor easements, and voluntary landowner protection agreements. Prepare model easement language and landowner agreements consistent with this plan's mission. (Note: corridor easements should be no less than 200 feet on each side, where feasible)

1-1.2 Convene periodic meetings of local land trusts to assess and coordinate actions in the Red Clay Valley (note: this effort can be incorporated as an agenda item into regularly scheduled meetings currently conducted). Develop priority list of properties for protection, paying particular attention to the potential for achieving interconnected open space (include here the preparation and maintenance of resource prioritization mapping – consider identifying concentrations of scenic, natural and historic resources, open space corridor opportunities, etc.).

1-1.3 Continue monitoring the Byway's intrinsic qualities and development activities; continue efforts to educate landowners and others regarding the benefits of voluntary preservation options. Consider preparing a conservation easement brochure and/or scheduling events such as landowner "meet and greets" targeted to Byway landowners who may be prospects for Byway coordination, landowner agreements or conservation easements.

Objective 1-2 Seek funding from public and private agencies to assist with fee-simple purchase, easement purchase, or purchase of development rights (PDR) where appropriate and feasible. Initiate partnerships that can achieve greater preservation through shared funding strategies, among them possible joint funding through the state's Open Space Council, possible use of the Preservation Delaware Revolving Fund for the preservation of historic buildings, possible federal funds for transportation enhancement programs designed to conserve land and protect

scenic corridors, and the possible creation of a revolving fund for land conservation actions.

*Preservation and Management Strategies*

1-2.1 Initiate dialogue with funding agencies (both public and private) to assess the potential for an umbrella purchase program linked directly to the Red Clay Valley. Options may exist to match different funding sources for land preservation efforts.

1-2.2 Create a Red Clay Valley Scenic Byway revolving fund for land preservation. DNS shall, as coordinating agency, be responsible for coordinating strategies 1-2.1 and 1-2.2.

1-2.3 Further examine funding options and their viability for the Red Clay Valley, including: Transportation Enhancement Funds which are available for the purchase of scenic corridor easements, the Delaware Open Space Council, the Delaware and New Castle County farmland preservation programs, and Preservation Delaware's Revolving Fund which is intended for historic resource preservation.

Objective 1-3 Link public and private purchase/donation initiatives (possibly linked to land development) to promote interconnected open space. Partner with the state (e.g., the Delaware Natural Heritage Program, etc.) and/or other suitable entities to better identify open space and habitat corridors as they relate to the protection of intrinsic qualities.

*Preservation and Management Strategies*

1-3.1 Determine availability of funding from and identify private foundations whose missions' include the preservation of interconnected open space and/or scenic, natural and historic resources.

1-3.2 Utilize resource prioritization mapping to assist in responding to land development proposals. Encourage developers to set-aside lands consistent with the desire to interconnect open space. Link public open space, private land donations/ easements and develop-

ment-related open space to achieve greenways, biodiversity corridors, etc. (Note: interconnecting open space does not imply public access unless specifically permitted).

1-3.3 Further refine resource inventories to reflect State Resource Areas and Natural Areas programs and better identify open space and habitat corridors.

Objective 1-4 Develop a Byway Stewardship Recognition Program to recognize those individuals who voluntarily protect their lands and buildings or donate preservation or conservation easements in a manner that preserve's the Byway's intrinsic qualities.

*Preservation and Management Strategies*

1-4.1 Utilize flexibility in how landowners are recognized and respect landowner privacy issues with regard to any recognition program developed.

**Goal 2 - Conserve the roadside features of the Byway, particularly the scenic resources (vista points and visual accents), natural resources (rock outcroppings, mature trees, steep slopes and stream valley), and historic resources (houses, bridges, railroads, archeological sites, and scale, alignment and features of roads), that contribute to the character of the watershed.**

Objective 2-1 Respect and value roadside vegetation as a critical component of the Byway and partner with those who do work along roadways (DelDOT, utility companies, etc.) to better manage and understand the inherent value of vegetation to the Byway. For example, work with utility companies to minimize the impact of pruning roadside vegetation for overhead utility wires; consider training workshops that address vegetation preservation techniques, etc.

*Preservation and Management Strategies*

2-1.1 Develop a landscape management component of the context sensitive design criteria for this plan. Include descriptions of indigenous (native) roadside vegetation, photo-

graphs of representative Byway vegetation, and suggestions for preservation and future planting and management (reference the publication “Enhancing Delaware Highways” for improvement and maintenance options).

2-1.2 Undertake outreach efforts (seminars, memoranda of understanding, etc.) to utility providers (electric, railroad, water, sewer, cable, phone, road) and explore partnership opportunities that further protect and enhance the Byway’s vegetation. Communicate to such entities the objectives of context sensitive design and proper landscape management (as described in the appendices to this plan). Encourage the underground placement of utilities where feasible and less environmentally damaging.

Objective 2-2 Compile a complete photolog of the scenic, natural and historic resources of the Red Clay Valley, including scenic vistas, accents, intrusions and other visual aspects of the Byway.

*Preservation and Management Strategies*

2-2.1 Provide a “virtual tour” of the Byway through photographs, maps and text on the DNS website and other partnering organizations websites. Consider producing a video tour that conveys the uniqueness of the Byway.

2-2.2 Prepare a complete photolog of the virtual tour in hard copy for public outreach efforts.

**Goal 3 - Encourage context sensitive design that respects the scale and character of surroundings and minimizes change to intrinsic qualities.**

Objective 3-1 Consistent with the vision, mission and goals of the Byway, work with New Castle County to: 1) further the objectives of Conservation Design as codified in the County’s “Environment First” ordinance; 2) review and update, as needed, the scenic corridor standards contained in Article 4 of the County’s Unified Development Code (UDC); and 3) acknowledge

and refine, as needed, the resource prioritization performed for the *Red Clay Valley Scenic River and Highway Study (NCC 1989)*.

*Preservation and Management Strategies*

3-1.1 Initiate a dialogue with the New Castle County Department of Land Use to address the issues raised in Objective 3-1 and consider an MOU with NCC that accomplishes the goals and objectives of this plan. Additional discussion items include the likelihood of expanding the corridor overlay standards, providing higher protection ratios for trees and other resources along the Byway, and utilizing Transfer of Development Rights (TDR) as a protection strategy within the Valley.

3-1.2 Coordinate with New Castle County, DelDOT and others regarding the desire to preserve watershed and site hydrology during land conversion and road improvements. Current County regulations concerning Conservation Design and stormwater management address the need to maintain site hydrology and manage stormwater appropriately. Consideration should be given to an MOU with DelDOT that addresses context-sensitive design issues and road hydrology. Future land conversion and road improvements, among other watershed impacts, must be monitored regularly to ensure watershed health.

Objective 3-2 Ensure that county comprehensive plans and relevant state planning initiatives adequately recognize the Red Clay Valley Scenic Byway. Such recognition should acknowledge the significant public benefit of the Byway and reinforce a conservation purpose for the scenic, natural and historic qualities documented in this publication and in past State and County publications.

*Preservation and Management Strategies*

3-2.1 Initiate a dialogue with the state and county regarding any planning activities or resource inventories in the Valley that should recognize the Byway.

3-2.2 Encourage continued research and docu-

mentation of the Valley's resources by county and state agencies. Continue assessments of and protection for the unique biodiversity habitats of the Valley, including those species listed as rare or endangered by the state or federal governments.

## **B. RESTORATION AND ENHANCEMENT**

Many of the organizations and individuals responsible for preservation within the Red Clay Valley have expanded their efforts over the years to include restoration and enhancement. This focus is nothing new however; much of the historic development pattern of the Valley, particularly the early industrial pattern of mills and agriculture, placed significant emphasis on maintaining and enhancing the land, water, and transportation infrastructure in a way that contributed to the "health" of the Valley. Although the suburbanization and industrialization referred to in Section A (Conservation and Preservation) seemed to spare much of the Valley, such limited influence provided ample opportunity to cherish the resources that remained undisturbed and continue management in ways that enhanced their protection and enjoyment.

Today, many individuals and organizations work cooperatively to interpret, protect, restore and enhance the landscape of the Red Clay Valley. As with preservation, such efforts involve private landowners, citizen groups, local institutions and non-profits, and government agencies that often form formal or informal partnerships to achieve mutual objectives. For example, the Delaware Nature Society and the Red Clay Valley Association have coordinated for many years on stream monitoring programs, stream restoration efforts, stream clean-ups and other enhancement activities. Another example is the recent relationship between DNS and Mt. Cuba Center to promote native landscapes: Mt. Cuba Center hosts a native plant open house intended to educate the general public about the benefits of indigenous vegetation and DNS hosts a native plant sale to encourage private landowners to restore and enhance their own gardens. Another program, spearheaded by DNS and the National Wildlife Federation, encourages landowners to create "backyard habitat" for wildlife.

It is anticipated that new development will

occur within the Byway as the greater northern Delaware and southeastern Pennsylvania area continues to grow and change. One of the purposes of the Red Clay Valley Scenic Byway is to help guide that change in a way that continues to restore and enhance the character of the landscape. The many organizations and individuals that comprise this effort have been leaders in finding new and creative ways to accommodate growth while respecting and enhancing the Byway's unique landscape. This plan is intended to help guide future efforts.

The following objectives and strategies have been developed by Byway stakeholders to support Goal 4 which seeks to maintain and/or improve the Byway's intrinsic qualities. Objectives include working with New Castle County to restore and enhance the Byway's intrinsic qualities during the development process, seeking financial support to assist with restoration and enhancement activities, and further encouraging volunteer programs to enhance roadside character.

### **Goal 4 - Encourage restoration and enhancement efforts, where appropriate, to maintain and/or improve the Byway's intrinsic qualities.**

Objective 4-1 Work with New Castle County to restore and enhance the Byway's intrinsic qualities as part of the development process. Towards this end, further the objectives of the Corridor Management Plan in relation to the County's Unified Development Code, particularly Article 4 (District Intensity and Bulk Standards), Article 10 (Environmental Standards), Article 22 (Drainage, Utilities, Septic Systems, Parking, Loading, and Lighting), Article 23 (Landscaping, Trees, and Erosion), and Article 27 (Maintenance Corporations, Open Space, and Common Facilities).

#### *Preservation and Management Strategies*

4-1.1 Initiate a dialogue with the New Castle County Department of Land Use to recognize the opportunities for restoration and enhancement during land conversion. Encourage staff use of this plan's recommendations, particularly the context sensitive design components of this plan, when reviewing subdivision and land development applications. Participate in

the pre-exploratory site plan review conference and subsequent plan review phases for all plans located within the Byway.

4-1.2 Review and offer suggestions for revised code language in the UDC, including, but not limited to those sections identified in Objective 4-1. In particular, consider creating corridor overlay regulations (setbacks, buffering, resource protection, use provisions, building placement, etc.) that expand on Article 4, Section 40.04.240 (Scenic Corridors); consider higher protection ratios for those natural resources within the Byway (such as trees and other indigenous vegetation); and consider new and creative ways to utilize Transfer of Development Rights tools to preserve land in the Byway.

4-1.3 Promote efforts to maintain watershed hydrology consistent with this “watershed-based planning effort.” In particular, continue to encourage conservation design efforts that preserve site hydrology through the development process and preserve hydrology along new roads and during road improvements.

Objective 4-2 Seek support for and funding from public and private agencies to assist with restoration and enhancement activities focused on the intrinsic qualities of the Byway; examples of recent programs include the EPA Watershed Initiative Grant Program, the Delaware Nature Society’s SMARTYARDS homeowner backyard stewardship project, the NRCS Conservation Partnership Initiative (CPI) and Conservation Reserve Enhancement Program (CREP), and the Landowner Incentive Program (LIP) (a program to restore habitat on private property).

#### *Preservation and Management Strategies*

4-2.1 Continue to seek funding and encourage the creation of matching grant programs from those public and private agencies that have traditionally encouraged restoration efforts. Among those are the State of Delaware, New Castle County, the Environmental Protection Agency, the Natural Resources Conservation Service, and various local and regional foun-

dations that promote demonstration projects that support foundation goals. Efforts should be explored whereby public and private organizations match community and civic association fund raising efforts for restoration and enhancement efforts such as landscaping. Cooperative ventures utilizing matching funding and volunteer efforts should be actively pursued.

4-2.2 Encourage sensitive redevelopment, such as through the State of Delaware’s “Brownfields” legislation that provides tax inducements for restoration of degraded properties.

4-2.3 Consider establishing a small matching grant program and/or revolving fund, potentially administered by the permanent management entity and Byway partners, which can provide funds for landscaping, façade improvements, and streetscaping on private lands meeting Byway guidelines. Make available to businesses, institutions and private landowners and provide public recognition for successful projects along the Byway. Funds for such a program can be raised in a variety of ways, including grant acquisition (government grants, foundation grants, endowments, etc.), event-based fund raising activities, speaking honorariums, etc.

Objective 4-3 Encourage volunteer maintenance and planting programs to enhance the roadside character of the Byway; promote the Adopt-a-Highway program and encourage roadside and property owner planting efforts that are compatible with the vision, mission and goals of the Byway.

#### *Preservation and Management Strategies*

4-3.1 Establish a Scenic Byway Landscape Committee to work with DelDOT, civic groups, business owners and landowners to encourage the establishment or continuation of volunteer planting and maintenance programs such as Adopt-a-Highway, promote roadside vegetation management and tree planting (see “Enhancing Delaware Highways” and the landscape management

component of the context sensitive design appendices of this plan), and encourage property owner initiated plantings.

4-3.2 Establish a Byway stewardship recognition program that specifically acknowledges those landowners, business and civic groups that undertake enhancement and restoration activities consistent with the vision, mission and goals of the Byway.

## C. TRANSPORTATION AND SAFETY

The unique roadways of the Red Clay Scenic Byway traverse hills and streams, wrap around sharp curves and present many eye-catching splendors for tourists and residents alike; they also serve as thoroughfares to those commuting to Wilmington or Pennsylvania and make available options to transport goods throughout the region. As with many roads, these competing interests, coupled with increased volumes of traffic in recent years, contribute to accidents and traffic-related problems. In particular, the roads of the Red Clay Valley are generally narrow, often lack shoulders and other “improvements” typical of modern roads, and negotiate the countryside along curves and steep slopes. However, it is these very conditions that contribute to the character of the Byway’s roads and are an integral part of their intrinsic values. Furthermore, such road components are often used as effective traffic calming measures along new roads.

In recent years, increased traffic and safety concerns have led DelDOT to undertake several traffic studies and road improvement projects within the Byway. Several of these studies and subsequent improvements have involved extensive community outreach and consensus building in an attempt to consider the intrinsic qualities of the Byway, while others have not. Many reasons for this exist, including changing paradigms in transportation planning, different staff working on different portions of the Byway at different times, and the need for quick responses to safety concerns. The transportation and safety issues associated with the Byway have never before been part of a coordinated approach such as this; in fact, part of the rationale for this scenic road designation was the desire to better coordinate traffic and safety improvements.

This goal class recognizes the many people who utilize the roads of the Red Clay Valley and attempts to balance their interests so that safe transportation is available in a manner that respects the intrinsic qualities of the Byway. To date, DNS, as the sponsoring organization for this effort, has taken the lead in communicating the interests of the Steering Committee/Management Entity and stakeholders to DelDOT when knowledge of transportation improvements is known. For example, recent design improvements unveiled for Brackenville Road and Barley Mill Road led to meetings with DelDOT, site walks with DelDOT staff and consultants, and suggested revisions to landscape improvements and road design using context sensitive techniques. In addition, DNS, through the auspices of the Steering Committee, initiated a dialogue with the Secretary of DelDOT to institutionalize a process for communicating with sponsoring organizations and the public about construction and major maintenance plans that impact Scenic Byways. These discussions have also touched on the desire to create procedural guidelines for engineers and design staff who will work on projects that impact Scenic Byways. For its part, DelDOT has initiated steps to develop context sensitive design guidelines for each identified scenic road “that will address design issues related to preservation and enhancement of their unique characteristics without compromising safety.” (December 12, 2005 correspondence from DelDOT Secretary Nathan Hayward). Toward this end, this corridor management plan includes a context sensitive design appendix intended to aid DelDOT in its future efforts. Contained in this appendix are a palette of design materials germane to the Red Clay Valley, including:

- Photographs and descriptions of guardrails, signage, sensitive road improvements, etc. that can help create a unified vision;
- Landscape management tools (including lists of plants indigenous to this region, a description of maintenance and enhancement issues, etc.);
- Draft language for a Memorandum of Understanding (MOU) between DelDOT and a management entity; and
- Descriptions of “demonstration” projects within the Byway that attest to the value of public communication and outreach.



The objectives and strategies listed below have been developed by Byway stakeholders to support Goals 5 and 6. Objectives include balancing transportation and safety needs in a way that respects intrinsic qualities and working with government agencies to ensure that future transportation and land use decisions are consistent with the Byway's mission.

**Goal 5 - Balance the transportation and safety needs of roadway users in a manner that respects the intrinsic qualities of the Byway.**

Objective 5-1 Use safety measures, traffic enforcement procedures, and traffic calming techniques to warn trucks and other vehicles of the narrowness and the lack of shoulders along many road segments, and the roadside character that is an integral part of the Byway's intrinsic value.

*Preservation and Management Strategies*

5-1.1 Maintain narrow road widths, sharp curves, and nearby roadside features (rock outcrops, woodlands, etc.) as effective traffic calming devices. Maintenance of existing features that serve to calm traffic is preferable to any road modifications, particularly those that are uncharacteristic of the Byway. Correlate the speed limit of roads and reduce speed limits as applicable to reflect roadway characteristics. Increase speed limit enforcement. Use signs instead of tree removal when sight distance is a problem (removing trees often encourages speeding, whether signs exist or not).

5-1.2 Where road improvements or significant maintenance is warranted, maintain the scenic integrity of the rural roadways within the Byway through the following:

- Use context-sensitive design techniques when undertaking improvements.
- Consider, as needed, measures that assist drivers in recognizing those areas where caution must be exercised (tools such as bump outs or curb transitions, alternating plantings, shifts in alignment and "neck-downs" may be options to selectively consider).

- Maintain existing alignment and two lane cross sections of Byway roads (except where it is absolutely necessary to modify alignment for safety reasons).
- Undertake landscape management and site improvements as part of any road improvement project or significant maintenance project (refer to the context-sensitive design appendix included with this plan)(also refer to Goal 2, Objective 2-1, regarding the need for outreach and communication with utility providers).

5-1.3 Meet with DelDOT, Delaware Greenways, the Delaware Bicycle Council and local bicycle and trails organizations to coordinate safety and public access issues within the Red Clay Valley Scenic Byway. While public access to existing resources and institutions is encouraged, this planning effort does not envision or encourage expanded tourism or recreational activities (due primarily to the plan's Mission, the desire to preserve existing roadway characteristics and the need to maintain safe road conditions). For example, bicycle usage is not encouraged on roads other than those designated by DelDOT as having average or above average cycling conditions. Due to private land ownership, pedestrian access will likely remain limited to existing institutions that have established trails (e.g., Delaware Nature Society, Valley Garden Park).

Objective 5-2 Consolidate the number and guide the placement of traffic and byway signs along the road segments consistent with the vision, mission and goals of the Byway.

*Preservation and Management Strategies*

5-2.1 Inventory existing roadside signs and consolidate the number and placement of such signs pursuant to the Manual on Uniform Traffic Control Devices (MUTCD). Remove old signs that are not necessary and consider painting darkly the backs of all regulatory signs to reduce visual contrast. Consider appropriate signage aimed at reducing truck traffic, including, but not limited to "local traffic only" signs and tonnage limit signs.

DNS, as coordinating agency, should facilitate the inventory and communicate the results to DelDOT for their consideration.

5-2.2 Encourage the continued use of a complementary direction and distance-oriented signage system so as to reduce off-premises signs within and adjacent to the Byway.

5-2.3 Limit the number, placement and size of Byway identification signs; place signs on identified Byway roads upon entering the watershed only.

5-2.4 Consider working with DelDOT to delist Route 82 as a state highway. Delisting will change the status of the road and eliminate its reference in state highway mapping. The chief advantage of delisting is to reduce truck traffic within the Red Clay Valley Scenic Byway. This process is best facilitated through a letter to the DelDOT Secretary requesting delisting be considered.

**Goal 6 - Help guide future transportation and land use decisions made by government agencies to ensure consistency with the Byway's mission.**

Objective 6-1 Establish a cooperative approach with DelDOT and other state agencies, including the State Historic Preservation Office, State Department of Natural Resources and Environmental Control (DNREC), and the Office of State Planning Coordination, to develop and implement all future transportation projects within the road network that comprises the Byway; said process shall involve stakeholders, as well as members of the Corridor Management Plan Steering Committee. The intent of this process is to receive public comment on proposed transportation projects, preserve and enhance the Byway's intrinsic qualities while ensuring safety and mobility, retain the scenic character of the roadways by maintaining current road width and alignment, and minimize the use of curbing and guardrails.

*Preservation and Management Strategies*

6-1.1 Implement the Memorandum of

Understanding (MOU) with DelDOT so as to formalize an approach that involves the coordinating agency in the design and construction of any road improvements or major maintenance activities within the Byway. Capitalize on DelDOT's context-sensitive design policy, the intended purpose of which is to plan and design transportation improvement projects that fit into the communities they are intended to serve. In addition, make the most of DelDOT's stated intention to have staff planners and engineers coordinate projects affecting scenic byways with stakeholders (see also Strategy 3-1.2).

Objective 6-2 Work with DelDOT to develop context-sensitive design guidelines for transportation improvements sensitive to the individual roads that comprise the Byway; consider adapting the state's Context-Sensitive Design Manual to the unique characteristics of the Byway; participate in a DelDOT working group that will develop Byway guidelines for the Red Clay Valley Scenic Byway.

*Preservation and Management Strategies*

6-2.1 Make available to DelDOT the context-sensitive design appendix prepared for this publication. Work with DelDOT as it prepares context-sensitive design guidelines for the state's scenic highways and ensure that the components of the appendix contained in this report are incorporated accordingly.

**D. INTERPRETATION AND EDUCATION**

As the Vision and Mission statements for this plan attest, the highest priority for the management of the Red Clay Valley Scenic Byway is the preservation and stewardship of the watershed's roadways and the intrinsic qualities that define them. In order to achieve this, it will be critical to provide interpretation and education that properly conveys the rich and distinctive history of the region, the scenic splendors that grace travelers' eyes and the natural resources that demonstrate ecological processes and contribute to the overall character and visual environment of the Byway.

The roots of the Red Clay Valley community date from the early European settlement in the

beginning of the eighteenth century. Three hundred years of human influence on the land has created a network of roads, mill dams and bridges, homes and barns, rolling meadows, and fence rows. The roads of the Red Clay Valley help tell the history of the Valley in the context of human interaction with nature. In this context the use of the land, both historically and in the present, speaks to the stewardship that has pervaded the thinking of those that live and work here.

Much work has been done to inventory and interpret the resources of the Valley and documentation of much of this is offered in the Nomination Application (and reprinted herein as part of the management plan and its appendices). The sponsors and partners for both that effort and this plan possess innumerable resources that together contribute strongly to the regional identity of the Byway. Clearly, these organizations share a common heritage rooted in the region's rich history. What remains to be done is to interconnect these efforts in such a way that a coordinated story can be told of the broader landscape with a focus on the need to preserve and protect the Byway's unique intrinsic qualities.

Much of the effort in this undertaking resides with the project's major sponsor, the Delaware Nature Society, and its ability to remain the coordinating agency for this project, help transition the Steering Committee into a management entity, and coordinate among the organizations that work within the Valley.

This need not be a daunting task, but rather a coordinated effort to provide education and interpretation that recognizes the efforts of those in the Valley and makes such information available to the broader public. Goals 7 and 8 speak to interpretation and education, as do the objectives and strategies listed here to assemble and interpret information for public consumption.

### **Goal 7 - Inspire the public through education on the intrinsic qualities of the Byway.**

Objective 7-1 Assemble interpretive mapping and coordinated descriptions of the scenic, natural and historic intrinsic qualities of the Byway as part of an educational display and/or lecture program at the Delaware Nature Society or at any other partnering organization. Communicate the watershed-based planning effort that resulted

in the designation of 28 secondary roads that together form an interconnected and interdependent network closely linked to the Red Clay Creek and its watershed area. Emphasize the importance of wise stewardship to protect the Byway's intrinsic qualities. Provide opportunities to show the display or give lectures throughout the watershed. Incorporate the display and/or lecture program into education programs offered by the Delaware Nature Society and other partnering organizations as an example of watershed-based stewardship.

#### *Preservation and Management Strategies*

7-1.1 Assemble a working group of plan sponsors and partners to develop an interpretive thematic exhibit of the intrinsic qualities of the Byway. The creation of interpretive and educational programs will rely on collaborative contributions from local organizations, local historians, community groups and others. Such an exhibit should:

- Focus on the watershed model as the encompassing theme for interpretive information, linking together the history of the area in the context of human interaction with nature;
- Incorporate the visible historic landscape and built resources;
- Coordinate themes and subject matter among partnering organizations, building on each organization's mission as a way to convey the need for stewardship of the Byway's resources (the role of stewardship is particularly important given the preservation of the Valley's intrinsic qualities in recent years);
- Assemble interpretive mapping, photographs and other media (such as video and fine art reproductions) to accompany the exhibit; and
- Provide suitable formats for the exhibit, including but not limited to: an educational display, a PowerPoint slide presentation, a self-guided auto tour, a virtual tour accessible via the internet, etc. Although the Delaware Nature Society will be the primary host for this information, media formats must be tailored to the needs of other host organizations as well.

7-1.2 Develop curriculum materials for use by DNS, other organizations, and local schools

that focus on the Byway. Such programs should employ existing state education standards, including those related to environmental education.

The educational content of the curriculum should focus on the Red Clay Valley watershed, the roadways that together form an interconnected network closely linked to the Red Clay Creek and its watershed area, and the Valley's landscapes, historic places and communities. The materials could be organized according to various fields of study, including earth sciences, history and visual arts, to name a few. Field trips should be organized among the various educational institutions.

7-1.3 Consider the development of coordinated education programs among the primary area institutions utilizing shared resources and shared staff expertise. One such program could be a revolving/complementary circuit of lectures or activities held at area institutions. Another such program could be a themed workshop involving timed sessions at different institutions. One recent example of coordinated events is Mt. Cuba Center's Wildflower Celebration held in conjunction with the Delaware Nature Society's Native Plant Sale (attendees were able to view plants growing in a native landscape at one location and purchase such plants at another location). Activities or lectures could be organized by theme (such as native plants) or by historic period.

### **Goal 8 - Instill in the public the need for stewardship of the Byway's intrinsic qualities.**

Objective 8-1 Develop a brochure that provides an overview of the Byway and the region's vast resources. Describe the preservation efforts ongoing and the emphasis placed on watershed protection in all forms. Highlight the need for future stewardship to protect the Byway's intrinsic qualities.

#### *Preservation and Management Strategies*

8-1.1 Assemble a working group of plan sponsors and partners to collectively develop a

brochure that achieves Objective 8-1.

Objective 8-2 Consider developing a multi-media internet website to share information about the Byway; offer links to other websites that provide useful information on scenic byways.

#### *Preservation and Management Strategies*

8-2.1 DNS, as coordinating agency, should manage the creation of a website dedicated to this planning effort and its implementation. The website should be composed of materials prepared for this plan, as well as materials created as part of implementation activities. In addition, DelDOT should be encouraged to maintain the portion of its website dedicated to the Scenic and Historic Highways Program and website links should be established between the two sites.

## **E. COORDINATION AND MANAGEMENT**

The ultimate success of this plan relies upon the willingness of stakeholders to work cooperatively to implement the policies and recommendations of the Corridor Management Plan. The preservation and wise management of the Red Clay Valley Scenic Byway will depend upon the joint efforts of a range of public and private partners, among them property owners, non-profit organizations, businesses, elected officials, and county and state government agencies.

Chapter 7 of this Plan outlines how the various partners will work cooperatively to implement the plan's Goals and Objectives. It prioritizes the Preservation and Management Strategies and identifies which partners will have responsibility for their implementation. In addition, Chapter 7 identifies potential funding sources and relates them to the strategies identified.

It is encouraging to note that the efforts of those involved in this planning endeavor are part of a broad and long standing tradition of stewardship in the Valley. Many of the groups identified in this Plan currently work together in other capacities or have worked successfully in the past to achieve common goals related to the management of the Valley's resources. It is anticipated that this trend will continue. The coordination and

management strategies listed below form the basis for implementation of the Red Clay Valley Scenic Byway Corridor Management Plan.

**Goal 9 - Prepare a Corridor Management Plan acceptable to stakeholders and suitable for future funding.**

*Preservation and Management Strategies*

9-1 The Corridor Management Plan is intended to be a “living” document and should be consulted often to promote implementation and ensure adherence to the phased schedule included in Chapter 7. Furthermore, the plan should be updated periodically as conditions change to maintain relevance over time.

**Goal 10 - Create incentives to achieve the Plan’s mission.**

Objective 10-1 Establish outreach efforts and new planning initiatives linked to the implementation strategies developed for this plan, including: corridor and façade conservation easements, context sensitive design programs, voluntary landowner protection agreements, fee-simple or development rights purchase programs, corridor overlay regulations, etc. Consider periodic public events to celebrate the Byway and encourage future protection.

*Preservation and Management Strategies*

10-1.1 Establish and maintain mutually beneficial relationships among the stakeholders of the Byway, including private landowners, civic associations, maintenance corporations and other community groups, and provide opportunities for continued dialogue on issues affecting the Valley.

10-1.2 Consider opportunities to celebrate and protect the Byway through various public forums, including landowner “meet and greets” (intended to educate landowners about the value of conservation easements), educational programs (potentially highlighting the natural, scenic and historic values of the Red Clay Valley), and open houses (intended to introduce residents to the organizations and

businesses of the Valley).

**Goal 11 - Implement the Corridor Management Plan in a cooperative fashion that preserves and protects resources, recognizes the needs and interests of stakeholders, respects the rights and responsibilities of individual landowners, and is sensitive to the needs of organizations and businesses.**

Objective 11-1 Explore ways in which the Delaware Nature Society can remain the Coordinating Agency to achieve the goals, objectives and implementation strategies of this plan.

*Preservation and Management Strategies*

11-1.1 Officially designate the Delaware Nature Society as the “Coordinating Agency” for the Red Clay Valley Scenic Byway.

Objective 11-2 Transition the Steering Committee for this plan into a management entity that will meet as needed to address major issues facing the Byway and facilitate opportunities for implementing the plan.

*Preservation and Management Strategies*

11-2.1 Secure commitments from individuals and organizations represented on the Steering Committee and other stakeholders that participated in the preparation of this Plan to serve as members of a new “Red Clay Valley Scenic Byway Management Committee.” Working in conjunction with the Coordinating Agency, this committee will be able to respond in a timely manner to major issues facing the Byway and facilitate opportunities for implementing the Plan.

Objective 11-3 Continue to reach out and encourage the involvement of stakeholders, including individual landowners, organizations and businesses, and government agencies in the implementation of the plan.

*Preservation and Management Strategies*

11-3.1 Hold community workshops to review

the final plan document and introduce the plan to the broader public. Consider holding periodic public meetings to update the public on implementation activities.

Objective 11-4 Work within the framework of existing plans and programs to achieve Byway goals including, but not limited to:

- State and County planning initiatives (comprehensive plans, sub-area plans, Red Clay Valley Scenic River and Highway Study, New Castle County Conservation Strategy, State Resource Area planning, Natural Areas Program, Natural Heritage Program, etc.)
- Local land trust initiatives and easement programs (Mt. Cuba Center, DNS, Brandywine Conservancy, Nature Conservancy, The Conservation Fund, Kennett Township Land Trust, etc.)
- Red Clay Valley Association conservation and education programs
- Historic Red Clay initiatives
- Red Clay Reservation initiatives
- Wilmington and Western Railroad activities
- Mt. Cuba Center initiatives
- Preservation Delaware Revolving Fund and preservation programs
- Delaware Nature Society conservation and education programs
- DelDOT traffic calming initiatives, context sensitive design policy, and tree preservation requirements
- Delaware Greenways initiatives
- DNREC State Parks, County and City Parks Programs (Auburn Heights, Valley Garden Park, etc.)
- Pennsylvania planning initiatives (Township planning activities, County initiatives and state resource planning that can lead to bi-state preservation)
- Scenic America programs and initiatives

#### *Preservation and Management Strategies*

11-4.1 Maintain ongoing working relationships with the organizations and entities responsible for plans and programs related to the Byway.

Objective 11-5 Establish a process with

DelDOT regarding both future road improvement projects and standard maintenance and safety projects whereby all work is communicated to the Byway management entity in advance. Such advance notification will allow adequate time for response and will permit coordinated efforts to evaluate alternatives and seek funding for enhanced maintenance and safety.

#### *Preservation and Management Strategies*

11-5.1 Update and re-execute yearly the MOU with DelDOT described as part of Goal 6.

## **F. ROADWAY STATUS REPORT: MANAGEMENT STRATEGIES FOR INDIVIDUAL ROAD SEGMENTS**

As part of the scenic byway nomination for the Red Clay Valley Scenic Byway, the planning team examined the road corridors from the perspective of the roadways themselves, the viewsheds from the roadways (visual accents and vista points), and the natural and historic resource components that contribute to roadway character and provide a landscape context for each roadway. It was determined that the focus of the nomination would be on the roadways, their rights-of-way, and the scenic, natural and historic attributes that form individual corridors and together link the watershed. As referenced in the nomination: “(t)he highest priority in the corridor management plan will be the preservation and stewardship of the watershed’s roadways and the intrinsic qualities that define them.”

In this context, management strategies were defined for the Byway as a whole as well as for the individual roads that together comprise the Byway. The following status report evaluates each of the Byway’s 28 roadways to determine, in the context of the overall planning effort, the specific preservation and management strategies that lend themselves to each road. As warranted, reference is made to the overall management strategies developed for the Byway; in addition, specific recommendations are made according to the individual characteristics of the roadways and their contributing intrinsic qualities.

# Roadway Status Report

## ROAD 238

### BURNT MILL ROAD

*ROAD NUMBER:* 238

*ROAD NAMES:* Burnt Mill Road

*STARTING LOCATION:* DE/PA State Line

*ENDING LOCATION:* 9 - Kennett Pike (Rt. 52)

#### CURRENT STATUS:

Land ownership pattern: Agricultural/  
Pasture land, DNS owned/eased land, private  
owned land

Preservation in place: Some land owned and/or  
eased by DNS on south side of road

**MANAGEMENT OBJECTIVES/STRATEGIES:**  
(individual road management strategies that relate  
to the overall byway network)

Obtain greater protection for the roadway and its  
scenic, natural, and historic resources through  
combinations of the following:

- Seek additional conservation easements or fee-simple purchase adjacent to land now held by DNS
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC Unified Development Code (UDC) for road corridor
- Pursue byway linkages, including linkages in PA
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 239

### PYLES FORD ROAD

*ROAD NUMBER:* 239

*ROAD NAMES:* Pyles Ford Road

*STARTING LOCATION:* 262 - New London Road  
(Rt. 82)

*ENDING LOCATION:* 9 - Kennett Pike (Rt. 52)

#### CURRENT STATUS:

Land ownership pattern: Agricultural/  
Pasture land, Public/Private open space,  
private owned land, eased land

Preservation in place: Some land in Public/Private  
open space on north side of road (near intersection  
of Walnut Green Road)

**MANAGEMENT OBJECTIVES/STRATEGIES:**  
(individual road management strategies that relate  
to the overall byway network)

Obtain greater protection for the roadway and its  
scenic, natural, and historic resources through  
combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 240

### OWLS NEST ROAD

*ROAD NUMBER:* 240

*ROAD NAMES:* Owls Nest Road

*STARTING*

*LOCATION:* 242 - Campbell Road  
(Rt. 82)

*ENDING*

*LOCATION:* 9 - Kennett Pike (Rt. 52)

*CURRENT STATUS:*

Land ownership pattern: Agricultural/  
Pasture land, Forest, private owned land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners

*MANAGEMENT OBJECTIVES/STRATEGIES:*

(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider seeking conservation easements or fee-simple purchase where appropriate and feasible – low priority given that no protected land currently exists
- Consider scenic road corridor easements within road viewshed
- Strongly consider context sensitive design for private land undergoing conversion (no land currently protected)
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 241

### WAY ROAD

*ROAD NUMBER:* 241

*ROAD NAMES:* Way Road

*STARTING*

*LOCATION:* 261 - Creek Road (Rt. 82)

*ENDING*

*LOCATION:* 243 - Old Kennett Road

*CURRENT STATUS:*

Land ownership pattern: Agricultural/  
Pasture land, DNS owned/eased land,  
private owned land

Preservation in place: Several parcels of land owned and/or eased by DNS on north and south sides of road

*MANAGEMENT OBJECTIVES/STRATEGIES:*

(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held by DNS
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1



## ROAD 242

### CAMPBELL ROAD

ROAD NUMBER: 242

ROAD NAMES: Campbell Road (Rt. 82)  
Walnut Green Road

STARTING LOCATION: 239 - Pyles Ford Road

ENDING LOCATION: 9 - Kennett Pike (Rt. 52)

#### CURRENT STATUS:

Land ownership pattern: Agricultural/  
Pasture land, Public/Private open space,  
private owned land

Preservation in place: Land in Public/Private open space on north and south sides of road (Hoopes Reservoir and Valley Garden Park)

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 243

### OLD KENNETT ROAD

ROAD NUMBER: 243

ROAD NAMES: Old Kennett Road

STARTING LOCATION: DE/PA State Line

ENDING LOCATION: 9 - Kennett Pike (Rt. 52)

#### CURRENT STATUS:

Land ownership pattern: Agricultural/  
Pasture land, DNS owned/eased land,  
private owned land

Preservation in place: Several parcels of land owned and/or eased by DNS on north and south sides of road

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held by DNS
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 244

### SNUFF MILL ROAD (Upper)

ROAD NUMBER: 244

ROAD NAMES: Snuff Mill Road

STARTING  
LOCATION: 243 - Old Kennett Road

ENDING  
LOCATION: 9 - Kennett Pike (Rt. 52)

CURRENT STATUS:  
Land ownership pattern: Agricultural/  
Pasture land, DNS owned/eased land,  
private owned land

Preservation in place: Several parcels of land  
owned and/or eased by DNS on north side of road

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate  
to the overall byway network)

Obtain greater protection for the roadway and its  
scenic, natural, and historic resources through  
combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held by DNS
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 246/248

### CENTER MILL ROAD

ROAD NUMBER: 246/248

ROAD NAMES: Center Mill Road

STARTING  
LOCATION: DE/PA State Line

ENDING  
LOCATION: 287 - Ashland-Clinton  
School Rd

CURRENT STATUS:  
Land ownership pattern: Agricultural/  
Pasture land, DNS owned/eased land,  
private owned land

Preservation in place: Several parcels of land  
owned and/or eased by DNS on east and west  
sides of road (bordering Ashland-Clinton School  
Rd)

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate  
to the overall byway network)

Obtain greater protection for the roadway and its  
scenic, natural, and historic resources through  
combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held by DNS
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 247

### SNUFF MILL ROAD (Lower)

ROAD NUMBER: 247

ROAD NAMES: Snuff Mill Road  
Creek Road (Rt. 82)

STARTING LOCATION: DE/PA State Line

ENDING LOCATION: 243 - Old Kennett Road

CURRENT STATUS:  
Land ownership pattern: Agricultural/  
Pasture land, DNS owned/eased land,  
private owned land

Preservation in place: Several parcels of land owned and/or eased by DNS on south side of road

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held by DNS
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 250

### UPPER SNUFF MILL ROW

ROAD NUMBER: 250

ROAD NAMES: Upper Snuff Mill Row  
Lower Snuff Mill Row

STARTING LOCATION: 247 - Creek Road (Rt. 82)

ENDING LOCATION: 247 - Snuff Mill Road

CURRENT STATUS:  
Land ownership pattern: Agricultural/  
Pasture land, Public/Private open space,  
private owned land

Preservation in place: Land in Public/Private open space, parcel owned and/or eased by DNS in viewshed

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider context sensitive design for remaining private land
- Consider additional protection in NCC UDC for road corridor (historic character)
- Pursue byway linkages throughout watershed
- See Strategies 2-1.2, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 251

### SHARPLESS ROAD

ROAD NUMBER: 251

ROAD NAMES: Sharpless Road

STARTING  
LOCATION: 261 - Creek Road (Rt. 82)

ENDING  
LOCATION: 275 - Old Wilmington  
Road

#### CURRENT STATUS:

Land ownership pattern: Forest land, some agricultural/pasture land, Public/Private open space, private owned land

Preservation in place: Land in Public/Private open space on south side of road (adjacent to Red Clay Creek)

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- To the extent possible, consider seeking conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider context sensitive design for remaining private land undergoing conversion
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 252

### AUBURN MILL ROAD

ROAD NUMBER: 252

ROAD NAMES: Auburn Mill Road

STARTING  
LOCATION: 253 - Old Public Road

ENDING  
LOCATION: 254 - Lee Road

#### CURRENT STATUS:

Land ownership pattern: Agricultural/  
Pasture land, Forest, private owned land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider seeking conservation easements or fee-simple purchase where appropriate and feasible – low priority given that no protected land currently exists
- Consider scenic road corridor easements within road viewshed
- Strongly consider context sensitive design for private land undergoing conversion (no land currently protected)
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 253

### OLD PUBLIC ROAD

**ROAD NUMBER:** 253/255

**ROAD NAMES:** Old Public Road  
Benge Road

**STARTING LOCATION:** 247 - Creek Road (Rt. 82)

**ENDING LOCATION:** Dead End

#### CURRENT STATUS:

Land ownership pattern: Forest, private owned land, Public/Private open space, single family residential, small stand of woods

Preservation in place: Small piece of public/ private open space, portion of land in Public/Private open space on north side of road; no other public or private protection in place currently other than protection offered by individual residential lot owners

**MANAGEMENT OBJECTIVES/STRATEGIES:** (individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider seeking conservation easements or fee-simple purchase where appropriate and feasible – low priority given that little protected land currently exists and much of corridor is lotted out
- Strongly consider context sensitive design for remaining private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- Consider management strategies for protection of land held as public/private open space
- Consider more attractive and functional alternative drainage systems when road resurfacing is undertaken (given scenic road characteristics)
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 256

### NINE GATES ROAD

**ROAD NUMBER:** 256

**ROAD NAMES:** Nine Gates Road  
Cloud Road

**STARTING LOCATION:** DE/PA State Line

**ENDING LOCATION:** 250 - Upper Snuff Mill Row

#### CURRENT STATUS:

Land ownership pattern: Agricultural/ Pasture land, Forest, private owned land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners

**MANAGEMENT OBJECTIVES/STRATEGIES:** (individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider seeking conservation easements or fee-simple purchase where appropriate and feasible – low priority given that no protected land currently exists
- Consider scenic road corridor easements within road viewshed
- Strongly consider context sensitive design for private land undergoing conversion (no land currently protected)
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 257

### YORKLYN ROAD

ROAD NUMBER: 257

ROAD NAMES: Yorklyn Road

STARTING LOCATION: 247 - Creek Road (Rt. 82)

ENDING LOCATION: 275 - Old Wilmington Road

#### CURRENT STATUS:

Land ownership pattern: Forest, private owned land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners

MANAGEMENT OBJECTIVES/STRATEGIES: (individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider scenic road corridor easements within road viewshed
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 2-1.2, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 258/258A

### BARLEY MILL ROAD

ROAD NUMBER: 258/258A

ROAD NAMES: Barley Mill Road, Wooddale Road

STARTING LOCATION: 261 - Creek Road (Rt. 82)

ENDING LOCATION: 263 - Rolling Mill Road

#### CURRENT STATUS:

Land ownership pattern: Agricultural/Pasture land, Forest, Public/Private open space, private owned land

Preservation in place: Land in Public/Private open space on north and south ends of road

MANAGEMENT OBJECTIVES/STRATEGIES: (individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 259

### BARLEY MILL ROAD

**ROAD NUMBER:** 259

**ROAD NAMES:** Barley Mill Road

**STARTING LOCATION:** 263 - Rolling Mill Road

**ENDING LOCATION:** Delaware Rt. 141

#### CURRENT STATUS:

Land ownership pattern: Forest, Public/ Private open space, private owned land, single family residential, several stands of woods, sizable school property with Public/Private open space

Preservation in place: Land in Public/ Private open space on south side of road, land in Public/Private open space associated with school; otherwise no public or private protection in place currently other than protection offered by individual residential lot owners.

**MANAGEMENT OBJECTIVES/STRATEGIES:** (individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- Consider working with school to develop management strategies for protection of land held as public/private open space
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 261

### MT. CUBA ROAD

**ROAD NUMBER:** 261

**ROAD NAMES:** Mt. Cuba Road  
Creek Road (Rt. 82)

**STARTING LOCATION:** 247 - Snuff Mill Road

**ENDING LOCATION:** 258 - Barley Mill Road

#### CURRENT STATUS:

Land ownership pattern: Agricultural/ Pasture land, Forest, Public/Private open space, private owned land, eased land

Preservation in place: Land in Public/Private open space on east side of road

**MANAGEMENT OBJECTIVES/STRATEGIES:** (individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 262

### NEW LONDON ROAD

**ROAD NUMBER:** 262

**ROAD NAMES:** New London Road (Rt. 82)  
Pyles Ford Road (Rt. 82)

**STARTING LOCATION:** 261 - Mt. Cuba Road

**ENDING LOCATION:** 242 - Campbell Road

**CURRENT STATUS:**

Land ownership pattern: Agricultural/  
Pasture land, Forest, Public/Private open space,  
private owned land, eased land

Preservation in place: Land in Public/Private open space on south side of road

**MANAGEMENT OBJECTIVES/STRATEGIES:**  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, -2.3, 10-1.1

## ROAD 262A

### CREEK ROAD

**ROAD NUMBER:** 262A

**ROAD NAMES:** Creek Road (Rt. 82)

**STARTING LOCATION:** 261 - Mt. Cuba Road

**ENDING LOCATION:** 239 - Pyles Ford Road

**CURRENT STATUS:**

Land ownership pattern: Forest, private owned land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners

**MANAGEMENT OBJECTIVES/STRATEGIES:**  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider seeking conservation easements or fee-simple purchase where appropriate and feasible
- Consider scenic road corridor easements within road viewshed
- Strongly consider context sensitive design for private land undergoing conversion (no land currently protected)
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 5-2.4, 10-1.1



## ROAD 263

### ROLLING MILL ROAD

ROAD NUMBER: 263

ROAD NAMES: Rolling Mill Road

STARTING  
LOCATION: 237 - Lancaster Pike  
(Rt. 48)

ENDING  
LOCATION: 258/259 - Barley Mill  
Road

CURRENT STATUS:  
Land ownership pattern: Forest, private owned  
land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider seeking conservation easements or fee-simple purchase where appropriate and feasible
- Consider scenic road corridor easements within road viewshed
- Strongly consider context sensitive design for private land undergoing conversion (no land currently protected)
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 264

### HILLSIDE ROAD

ROAD NUMBER: 264

ROAD NAMES: Hillside Road

STARTING  
LOCATION: 273 - Centerville Road

ENDING  
LOCATION: 9 - Kennett Pike (Rt. 52)

CURRENT STATUS:  
Land ownership pattern: Agricultural/  
Pasture land, Forest, private owned land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners; Valley Garden Park extends almost to road corridor

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Consider seeking conservation easements or fee-simple purchase where appropriate and feasible (near Valley Garden Park)
- Consider scenic road corridor easements within road viewshed
- Strongly consider context sensitive design for private land undergoing conversion (no land currently protected)
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 269

### HILLSIDE MILL ROAD

ROAD NUMBER: 269

ROAD NAMES: Hillside Mill Road

STARTING  
LOCATION: 262 - New London Road  
(Rt. 82)

ENDING  
LOCATION: 261 - Mt. Cuba Road

#### CURRENT STATUS:

Land ownership pattern: Agricultural/ Pasture land, Forest, Public/Private Open Space (Hoopes Reservoir), private owned land

Preservation in place: Land in Public/Private open space on south and north sides of road (Hoopes Reservoir)

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space (Hoopes Reservoir)
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 273

### CENTERVILLE ROAD

ROAD NUMBER: 273

ROAD NAMES: Centerville Road

STARTING  
LOCATION: 242 - Campbell Road  
(Rt. 82)

ENDING  
LOCATION: 259 - Barley Mill Road

#### CURRENT STATUS:

Land ownership pattern: Forest, Public/ Private Open Space (Hoopes Reservoir and Valley Garden Park), private owned land, single family residential, several stands of roadside trees, Public/Private open space affiliated with Stonewold development

Preservation in place: Land in Public/ Private open space on east and west sides of road (Hoopes Reservoir and Valley Garden Park), Land in Public/Private open space associated with Stonewold development; otherwise no public or private protection in place currently other than protection offered by individual residential lot owners.

MANAGEMENT OBJECTIVES/STRATEGIES:  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space (Hoopes Reservoir and Valley Garden Park)
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- Consider management strategies for protection of land held as public/private open space
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 274

### BRACKENVILLE ROAD

*ROAD NUMBER:* 274

*ROAD NAMES:* Brackenville Road  
Brackenville Mill Road

*STARTING LOCATION:* 275 - Old Wilmington Road

*ENDING LOCATION:* 258 - Barley Mill Road

*CURRENT STATUS:*

Land ownership pattern: Forest, Public/ Private  
Open Space, private owned land

Preservation in place: Land in Public/Private open  
space on north side of road

*MANAGEMENT OBJECTIVES/STRATEGIES:*  
(individual road management strategies that relate  
to the overall byway network)

Obtain greater protection for the roadway and its  
scenic, natural, and historic resources through  
combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held as public/ private open space
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 275

### OLD WILMINGTON ROAD

*ROAD NUMBER:* 275

*ROAD NAMES:* Old Wilmington Road

*STARTING LOCATION:* 276 - Loveville Road

*ENDING LOCATION:* 257 - Yorklyn Road

*CURRENT STATUS:*

Land ownership pattern: Small amount of  
Agricultural/Pasture land, private owned land

Preservation in place: No public or private protection in place currently other than protection offered by private landowners

*MANAGEMENT OBJECTIVES/STRATEGIES:*  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Strongly consider context sensitive design for private land undergoing conversion (no land currently protected)
- Pursue byway linkages throughout watershed
- See Strategies 2-1.2, 3-1.2, 4-1.3, 4-3.1, 5-1.2, 5-2.3, 10-1.1

## ROAD 287

### ASHLAND-CLINTON SCHOOL ROAD

**ROAD NUMBER:** 287

**ROAD NAMES:** Ashland-Clinton School Rd  
Ashland Road  
Ashland School Road

**STARTING LOCATION:** 261 - Creek Road (Rt. 82)

**ENDING LOCATION:** 243 - Old Kennett Road

**CURRENT STATUS:**

Land ownership pattern: Agricultural/ Pasture land, Forest, DNS owned/eased land, private owned land

Preservation in place: Several parcels of land owned and/or eased by DNS on north and south sides of road

**MANAGEMENT OBJECTIVES/STRATEGIES:**  
(individual road management strategies that relate to the overall byway network)

Obtain greater protection for the roadway and its scenic, natural, and historic resources through combinations of the following:

- Seek conservation easements or fee-simple purchase adjacent to land now held by DNS
- Consider scenic road corridor easements within road viewshed
- Consider context sensitive design for private land undergoing conversion
- Consider additional protection in NCC UDC for road corridor
- Pursue byway linkages throughout watershed
- Consider voluntary landowner protection agreements
- See Strategies 1-1.1, 1-1.3, 1-3.2, 2-1.2, 3-1.1, 3-1.2, 4-1.3, 4-3.1, 5-1.1, 5-1.2, 5-2.3, 10-1.1