



Lardner/Klein Landscape Architects, P.C.

New Road Corridor Master Plan

Joint Lewes Historic Byway and Ad Hoc Stakeholder Committee Meeting Summary
March 27, 2019

A joint meeting of the Lewes Historic Byway and New Road Ad Hoc Stakeholder Committee was held on Wednesday, March 27, 2019 from 6:00-8:00pm at the City of Lewes Library Large West Meeting Room.

Presentation and handout materials are available on the project website at:
<http://www.lardnerklein.com/new-road-corridor-master-plan.html>

The purpose of this planning workshop, sponsored by the Lewes Historic Byway Committee, is to review and discuss the revised planning concepts and principles based upon input from last Fall's public meeting. Input will enable the project team to develop draft recommendations for public review later this Spring.

Jim Klein provided an overview of the changes that were made to the draft planning and design concepts. Attendees were then able to review the following six displays and talk to members of the planning team about those changes, with the goal of confirming the changes and/or making further updates and clarifications.

- Station 1: New Road Gateway at Nassau (#4)
- Station 2: Black Hog Gut to Old Orchard intersection (#5)
- Station 3: Considerations for Canary Creek Bridge/Brittingham (#6)
- Station 4: New Road between Park and 4th (#7)
- Station 5: Multi-use Trail and Bicycle Pedestrian Facilities (#8)
- Station 6: Landscape and Context Sensitive Design Guidelines (#9)

The following summarizes the key points at each station:

Station 1: New Road Gateway at Nassau (#4)

- Regarding landscaping treatments, coordinate any cross-pollination with the Knapp Family property. Efforts should include or highly consider pollinating type plants. Specific locations were not covered, but it assumed in general to this area where grasses are. Maintenance issues were not covered, but this is important.
- Minimize property impacts and encroachment where possible and on the Knapp Family property (feedback will be addressed by DelDOT as part of the review of Preliminary Design plans). DelDOT plans to host a public workshop tentatively in the summer/early fall to present the entire Minos Conaway Project.
- Consider enhancement treatment under the Route 1 bridge. The existing shared use path (Georgetown-Lewes Trail) is to be shifted to east requiring some removal and partial reconstruction of the concrete pad slope pavement adjacent to the abutment, and likely require a low retaining wall. This is about the extent of the modifications that will occur to the Route 1 bridge.
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Station 2: Black Hog Gut to Old Orchard intersection (#5)

- Approach for keeping both options shown. DelDOT will evaluate and if a signal is required based upon traffic studies, then the roundabout option will move forward.
- If roundabout moves forward, then property impacts will need to be addressed through sizing of the roundabout and shifting its location to the south and west (toward the stormwater management pond which will need to be reconfigured)
- Traffic calming measure (splitter island) at Kansas was added and the limited commenters on this display noted that it was acceptable, pending sizing of the left turn lane area as needed for turning movements into Sand Dunes Village.
- The ped/bike connection on Old Orchard to New Road Trail were noted as important

Station 3: Considerations for Canary Creek Bridge/Brittingham (#6)

- There was a total group consensus on the preference of a thin sleek bridge profile.
- Multiple conversations were related to the addition of a multi-use path.
 - One person preferred the idea of a separate bridge structure for pedestrians and bicyclists only.
 - The concern from this particular person was the relatively narrow width of the nearby Gordon's Pond trail and the difficulty for two bicyclists passing in opposite direction.
 - The majority of the residents thought that cost and environmental impact would be too great for a separate pedestrian structure. In that case, they preferred a multi-use path separated from traffic lanes with a barrier mounted to a curb.
 - An example of this configuration was shown on the bottom right hand side of the display board.
 - Given anticipated future development of the Brittingham Farm (Lewes Waterfront Preserve) there was a preference for the multi-use path to reside on the south side of the bridge tying into the developers proposed portion of the path.
- Everyone agreed that an open style see through parapet on both sides of the bridge, including the barrier separating traffic from pedestrians, was exceedingly preferred. The consensus was that that this would provide the best sight lines to view Canary Creek.
 - One person suggested the use of a thin cable barrier to be used on the outside edge of the multi-use path. This style would be similar to the cable barrier system utilized nearby at the Canal Front Park in downtown Lewes.
 - This particular person also discussed the possibility of damage from floating debris during a large storm event and thought that should be considered in the final design.
- There was some concern over the total length/elevation of bridge structure and the impact that raising the road will have on nearby properties and driveways.
- Local residents of Pilottown Park development (located northeast of the bridge) shared that there is designated public access space behind the residents along Seagull Drive. A pedestrian trail was potentially installed, but

the entrance to the trail and the intent for future access/connectivity was not discussed.

- There was some concern over the full road closure and the need to detour traffic during construction. Residents cited the large amount of housing and the Harbor Healthcare and Rehabilitation center nearby that would be impacted by the closure.
- A few attendees brought up the presence of fisherman that use the bridge to throw fishing nets over and catch small fish used for bait. They asked that we consider this use and potentially provide a small parking area to assist.
- A few attendees discussed the potential for the addition of a kayak launch area.

Station 4: New Road between Park and 4th (#7)

- Extensive discussion among many residents of this section resulted in the following path forward for addressing stormwater management and nuisance flooding, in order:
 - Continue to work on maintaining and restoring the ditch line that carries water on the south side of New Road towards Canary Creek
 - Adjacent property owners on the north side (generally between Church and 4th Street) expressed a willingness to maintain a roadside bio-swale and/or rain garden to treat the quality of runoff and quantity that enters the ditch system (similar in design character as that shown on the display) if constructed as part of any road reconfiguration and stormwater management effort.
 - Work with DelDOT and City to develop an overall “grey-green” infrastructure enhancement plan that would combine a closed drainage system with infiltration swales and/or median swales (to be designed at a future date) to increase the sustainability of the stormwater management system at least through the next 20-30 year period of climate change and sea-level rise.
- Residents pointed out (and locations were drawn on the map) contributing culverts feeding the existing ditch system from both sides including the tax ditches (known collectively as Highland Acres) that contribute water towards Canary Creek and along a short segment of New Road west of Park Road. These will be added to the concept plan map)
- A suggestion was made to shift the planned multi-use trail to east side of New Road by building a boardwalk over a portion of the ditch section to minimize impact to the ditch system. A follow-up statement was provided by Marianne Ennis after the meeting. This alternative will be considered as part of the draft plan and compared with the other two options.
- Concerns were expressed regarding the potential impact of sea-level rise on depths to water table and whether or not that would limit capacity for infiltration and affect the function of the ditches and any enhancements made to encourage infiltration.
- Concerns were expressed about siltation on any infiltration capacity for median bio-swales and who would maintain them on a regular basis to ensure that they continue to function as desired.
- Concerns were expressed about the water quality within the ditches east of 4th Street and the desire to convert those ditches to a closed drainage system it frequently fills with silts and causes waters to stagnate.

- Question was asked about the potential for using a pump system to keep the water flowing within both a gray and/or green stormwater system.

Station 5: Multi-use Trail and Bicycle Pedestrian Facilities (#8)

- Preference for trail to remain on one side of the road eliminating the need to cross New Road.
- IF necessary to cross New Road, importance of crossing with flashing beacons
- Appearance of ditches near Park Road to 4th Street
- Preference for bike lanes and sidewalks between Park & 4th. Specifically, bike lane on one side - the side with the flooding issues and only a sidewalk on the other side, no bike lane.

Station 6: Landscape and Context Sensitive Design Guidelines (#9)

- Concerns expressed about maintenance - what could DelDOT do (mow grass around trees OK) versus involvement with HOAs
- One participant did not want any tall trees
- Desire for effective landscape screening at Brittingham Farm - is there enough width allocated? Will future maintenance affect screening ability of the plants (e.g. if trees are limbed up, or hedges sheared into geometric shapes)
- Plantings along creeks should be kept lower to preserve views of water
- Many liked the emphasis on native plants
- Fencing was seen as a potential opportunity if it could be designed as a signature feature and used up and down New Road and mixed with plants (however, not a solid fence)