

**Northern
Delaware
Heritage
Network**

CONCEPT PLAN
APPENDICES

d r a f t



Draft - Northern Delaware Heritage Network Concept Plan Appendices

Appendix A – Issues

A detailed description of the primary challenges that the Coalition identified and wishes to address through implementation of the Northern Delaware Heritage Network.

Appendix B – Heritage Assets

The following lists heritage sites, including information on whether the site is public or private, and the existing availability of parking, restrooms, handicapped access and other amenities. The Northern Delaware Heritage Coalition also evaluated each site as to existing access by motor vehicle, transit, walking or bicycling.

Also included is a list of heritage assets from each of the five heritage areas that were not included in the final list because in many cases these sites can not be easily viewed, may be located on private property, and/or may no longer physically intact. The location is still nonetheless of interest to students or researchers.

Appendix B - Priority Projects

Interested groups in each of the five heritage areas identified a list of priority transportation projects in each heritage area. Other types of projects were separated out and are indicated on a separate list. These projects include conservation, preservation, interpretation, and community development projects, organized by heritage area.

Appendix D – Discovery Areas

Discovery Areas provide a framework for connecting heritage assets in each heritage area. A series of potential “Discovery Areas” were proposed to organize the heritage assets into visitor experiences and identify potential information hubs in each of the five heritage areas.

Appendix E – Potential Funding Sources

Below is a list of potential funding sources for priority transportation and heritage projects, indicating which types of projects are fundable with each source.

Appendix F – Theme Categories

Listed below are the broad theme categories the Northern Delaware Heritage Coalition identified as represented by heritage assets in each heritage area. With limited resources and a multitude of potential themes, it will be necessary to prioritize which themes will be developed initially as detailed storylines. Popular appeal, the number of existing sites representing the theme, and current initiatives that include themes development will be considered in order to maximize the beneficial impacts to as many northern Delaware sites as possible. In addition, Pencader Heritage Association can provide a local model for the theme development process.

Appendix G – The Process

This appendix describes the series of meetings and workshops held with the participation of the Northern Delaware Heritage Coalition and member organizations within each heritage area. The appendix describes the process for obtaining input and how many individuals and organizations have provided input into the development of the Northern Delaware Heritage Network Concept Plan. Also included are the documents and maps created to capture the input.

Appendix H – Demo Project

A. Issues

Issue #1: Public Awareness and Education

Historic resources are being lost in northern New Castle County, which has seen tremendous growth in new home and commercial development in recent decades. In part, this loss is due to lack of knowledge about the state's resources and history.

- Every four years there is a relatively large turnover in Delaware's population that requires re-education to appreciate the state's history and culture and form a common sense of identity.
- There is a need to simplify history and social studies and make them easily accessible and understandable. Enhancing the delivery of social studies in the schools is essential, and a consequent opportunity to connect students directly with trails and related resources and incorporate them into educational curricula.
- Historic sites need volunteers to maintain them, conduct programs, and educate the public.

Issue #2: Public Safety and Health

The built environment--including land use patterns, transportation, and building design-- in many American communities has created significant environmental and public health impacts. Physical and psychological barriers prevent many from safely accessing community resources other than by car. These obstacles are further reinforced by (and contribute to) the trend towards indoor, sedentary activities. Sedentary lifestyles in turn are contributing to obesity and serious health problems for a significant portion of the U.S. population. Citizens of northern Delaware can be encouraged to be more physically active by promoting development of trails and greenways that are pleasant, safe and close to home.

Issue #3: Marketing and Promotion

Delaware in general is "under marketed." There are few welcome centers, and no readily identifiable "icon," resources or themes that are broadly recognized, although visitors do know about the Brandywine Valley and beaches. There is currently no organized "northern Delaware experience." Visitors do not know where to go or what to see, let alone find out where they can get this information.

- Several communities are working concurrently on trail and greenway development, state scenic byways, and various heritage related activities but not always in a coordinated fashion. Together, these communities can address common issues affecting all localities working on these interrelated projects.
- There is a need for a vehicle to share success stories from other states' heritage tourism programs as well as local success stories that communities of Northern Delaware can benefit from.

Issue #4: Regional Connections

Several initiatives are under way that could interpretively and physically connect northern Delaware's heritage assets with the larger region and provide excellent exposure.

- The Washington Rochambeau Revolutionary Route is a historical route that crosses 9 states and DC for some 900 miles, from Rhode Island to Virginia. The route ends at Yorktown, the scene of the British surrender to the Americans under General George Washington. In Delaware, the W3R partially overlaps with the East Coast Greenway (ECG), a multi-use trail that crosses 15 states and DC along 3,000 miles of the East Coast, from Maine to Florida.
- The Brandywine River watershed is the focus of a bi-state Delaware and Pennsylvania effort to gain national recognition for its resources. The Brandywine Heritage Partnership is exploring the idea of a National Heritage Area. Routes 52 and 100 in Delaware are already designated a National Scenic Byway.

- The Delaware Underground Railroad Scenic and Historic Highway is part of a plan for a continuous National Scenic Byway from Maryland to Pennsylvania.
- The National Park Service is studying the possibility of designating Delaware coastal resources as a national park or other type of federally managed unit.

Issue #5: Access

There are many types of barriers to the pedestrian and bicycling experience, including psychological and physical, that affect not only access to heritage resources but support for active and healthy lifestyles utilizing outdoor facilities. Some of these barriers include:

- Need for basic infrastructure and signage to help people access resources by trail, transit or road. Trailheads and site entrances are often not marked, and there are gaps in the county's trail network.
- Basic information on trails, related resources and conditions is needed— e.g., trail hazards, experiences, sites & resources along the way. There is no information on the individual projects that are a part of the Northern Delaware Heritage Network.
- Children and families need to be accommodated and encouraged to spend quality time with one another. Primary staging areas with amenities can help make their participation easier.

B. HERITAGE AREAS

With 60% of the state's population within 20% of its land area., Northern Delaware possesses a concentrated and rich variety of resources. Northern Delaware can be divided into five geographic and cultural regions, or heritage areas, that are based largely on watershed boundaries and the Piedmont fall line.

Brandywine

Water power was the key to wealth generated by industry and development of the region's industrial might. The resulting estates were later converted to an unparalleled and well-known system of public parks and private museums.

Red Clay

Once home to more than 90 water powered mills churning out an astonishing variety of products, now its scenic, tranquil hills and valleys are the focus of conservation efforts by the Red Clay Valley Association, the second oldest small watershed organization in America.

White Clay & Newark

The White Clay Creek is a National Wild & Scenic River, recognized for its outstanding natural and recreational features. More than 3,384 acres of parkland in Delaware alone surround the City of Newark.



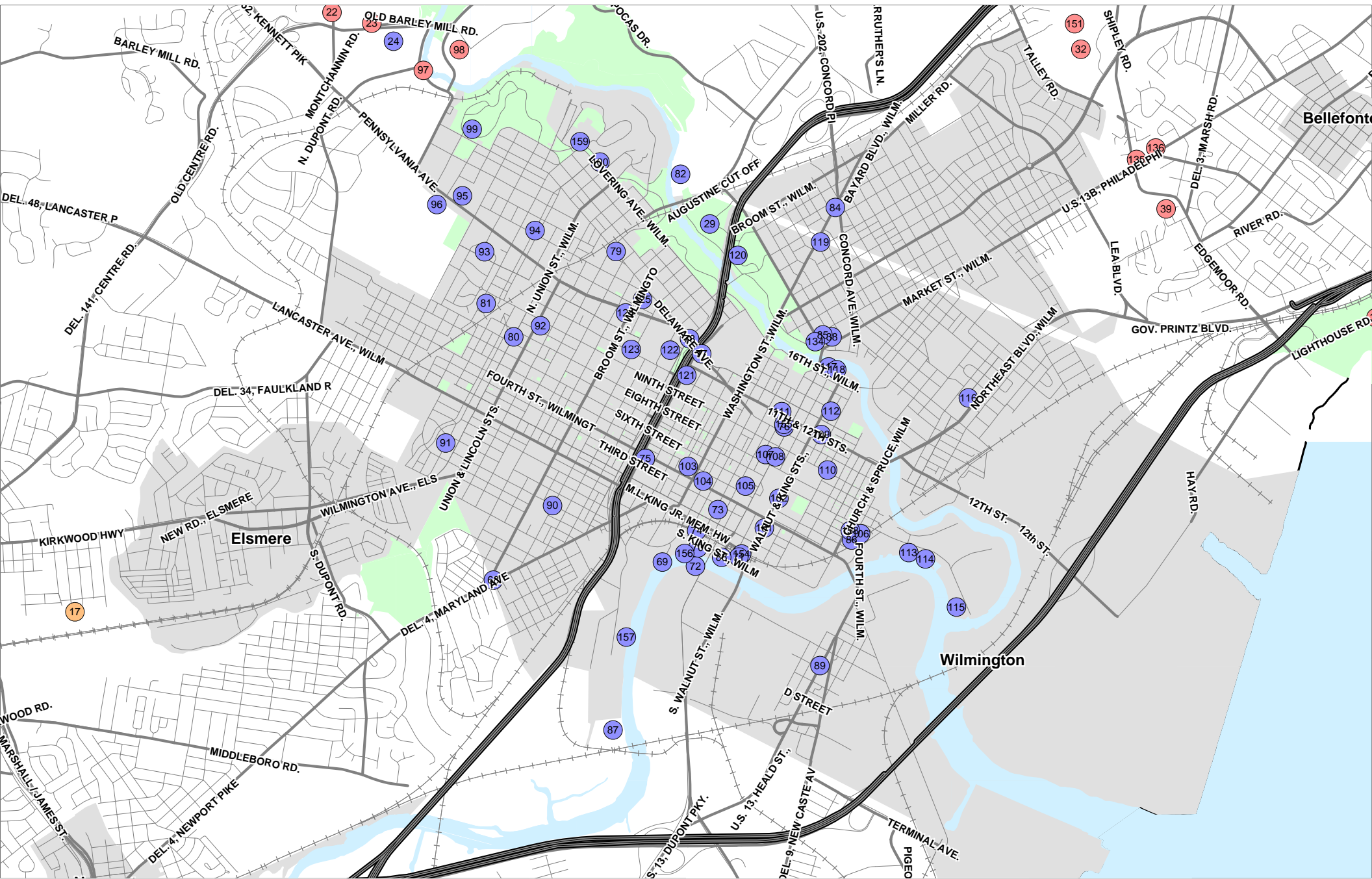
City of Wilmington

The region's economic and cultural hub since 1638 to the present. Its downtown, neighborhoods, and riverfront offer a rich tapestry of urban experiences where three rivers—the Christina, the Brandywine, and the Delaware—meet.

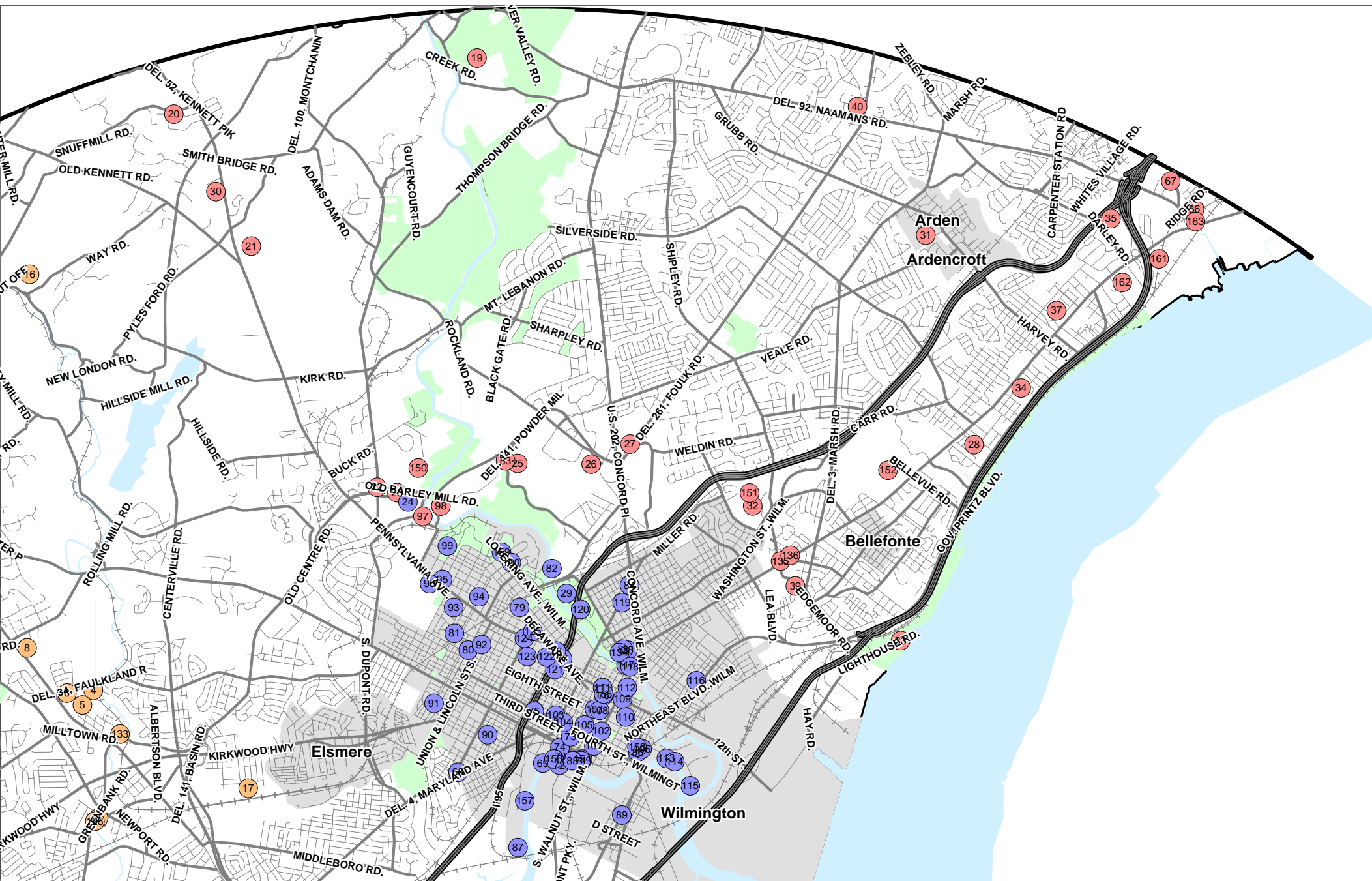
Pencader / Red Lion Areas

This area is located largely within the coastal plain. Its northern anchor is the historic City of New Castle, a capitol seat long before William Penn arrived, and its southern anchor is Delaware City, the eastern terminus of the Chesapeake and Delaware Canal.

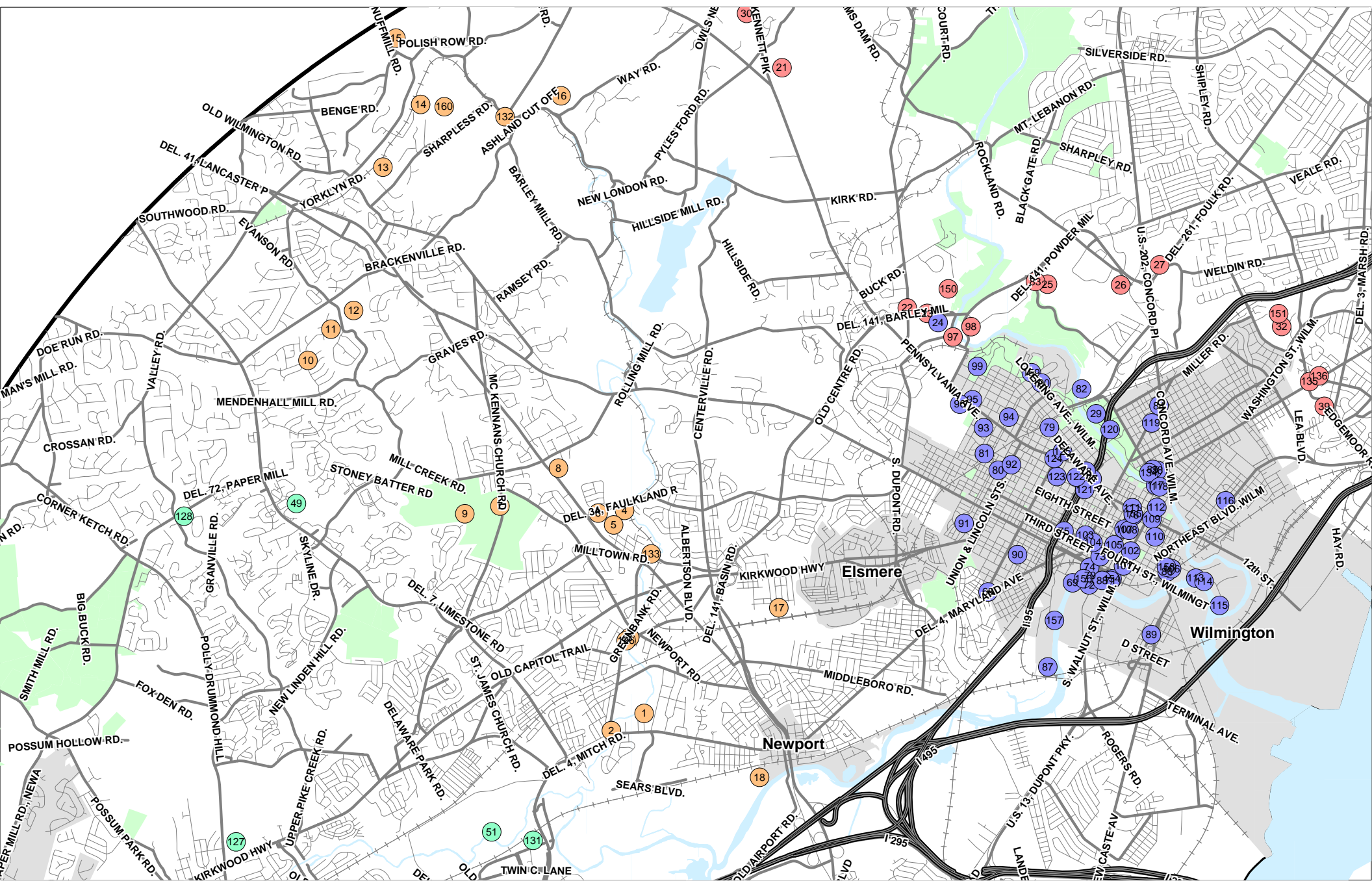
ID	SITE	Comments	TRANSPORTATION ACCESS				FACILITIES			Web
			Road	Bicycle	Walk	Transit	Parking	Public	Restroom	
	WILMINGTON HERITAGE AREA									
29	Zoo	Zoo, with parking and restrooms, is a trailhead. Josephine gardens, Frederick Law Olmstead, and Bancroft Family.	✓	✓	✓	✓	✓	✓	✓	http://www.destateparks.com/wilmsp/wilmsp.htm
38	Brandywine Village	Brandywine Village is a potential trailhead. Possible walking tour of park and zoo in the area. Existing walking tour	✓	✓	✓	✓	✓	✓		http://www.brandywinevillage.org/
69	Wilmington Riverfront	Dravo Plaza potential hub- Riverfront Market - Peterson wildlife refuge - Garrett Tubman Park		✓	✓	✓				http://www.riverfrontwilm.com/
71	Wilmington Train Station	Wilmington Train Station: Times Square	✓	✓	✓	✓	✓	✓	✓	http://en.wikipedia.org/wiki/Wilmington_Station_(Delaware)
73	DelTech, Wilmington?	DelTech as hub	✓	✓	✓	✓	✓		✓	http://www.dtcc.edu/stanton-wilmington/
75	Adams Square?	Adams Square as hub	✓	✓	✓	✓	✓	✓		
76	Rodney Square	Rodney Square: Times Sq but lacks services	✓	✓	✓	✓		✓		http://gcwilmington.org/AboutUs.asp
81	Woodlawn Library	Woodlawn library as hub	✓	✓	✓	✓	✓	✓	✓	http://www.friendsofwi.org/
89	Southbridge	Southbridge-SAMP Plan, Jacob Heald	✓	✓	✓	✓	✓			http://www.dnrec.state.de.us/dnrec2000/Divisions/Soil/dcmp/Wilr
90	St. Hedwigs	St. Hedwigs - Polish	✓		✓	✓	✓			http://sthedwig.org/index.html
91	Union Park Gardens	Union Park Gardens - historic architecture	✓	✓	✓	✓				
92	St. Anthony's	St. Anthony's - heart of Little Italy	✓	✓	✓	✓				http://www.stanthony.net/org/
93	Wawaset Park	Wawaset Park - historic architecture	✓	✓	✓	✓				
94	Bancroft Parkway	Bancroft Parkway	✓	✓	✓	✓	✓	✓		
95	Gibraltar	Gibraltar	✓	✓	✓	✓	✓	✓		http://www.preservationde.org/gibraltar/estate/index.htm
96	Goodstay	Goodstay	✓	✓	✓	✓	✓	✓	✓	http://www.udel.edu/lincolnclub/hours.html
99	Rockford Park	Rockford Park Tower	✓	✓	✓	✓	✓	✓		http://www.destateparks.com/wilmsp/rockford.htm
100	Kentmere Parkway	Kentmere Parkway	✓	✓	✓	✓				
101	Asbury Church	Asbury Church	✓	✓	✓	✓				
102	AME Church	AME Church								
103	Quaker Hill	Quaker Hill	✓	✓	✓	✓	✓	✓		http://www.quakerhillhistoric.org/
104	Friends Meeting House	Friends Meeting House	✓	✓	✓	✓	✓	✓		http://www.wilmingtondefriendsmeeting.org/history.htm
105	Delaware History Museum	Old Town Hall	✓	✓	✓	✓		✓		http://www.hsd.org/oth.htm
106	Old Swedes Church	Old Swedes Church	✓	✓	✓	✓		✓		http://www.oldswedes.org/
107	Grand Opera House	Grand Opera House/ Spencer Plaza	✓	✓	✓	✓		✓	✓	http://www.grandopera.org/
109	Knotty Pine Restaurant?	Knotty Pine Restaurant	✓	✓	✓	✓		✓	✓	http://knottypinesoulfood.com/home.html
110	Louis Redding House (future)	Louis Redding House	✓	✓	✓	✓				
111	1st and Central Church	1st and Central Church	✓	✓	✓	✓				http://www.fandc.org/history.html
112	Clifford Brown House (historic marker only)	Clifford Brown House	✓	✓	✓	✓				
113	Swedes Landing	Swedes Landing - The Rocks - 7th Street Penninsula wildlife haven and Native American site	✓							http://en.wikipedia.org/wiki/Swedes'_Landing
114	Kalmar Nyckel	Kalmar Nyckel	✓				✓	✓		http://www.kalmarnyckel.org
116	Eastlake Village?	Eastlake Village new urbanism	✓	✓	✓	✓				http://www.whadelaware.org/eastlakeVillage.html
117	Wilmington Waterworks?	Wilmington Waterworks	✓	✓	✓	✓				
118	Urban Environmental Center	Urban Enivonmental Center	✓	✓	✓	✓	✓	✓	✓	
119	Baynard Blvd Historic District	Baynard Blvd Historic District	✓	✓	✓	✓		✓		
120	Brandywine Park	Brandywine Park	✓	✓	✓	✓	✓	✓	✓	http://www.destateparks.com/wilmsp/brandywine.htm
121	Trinity Vicinity	Trinity Vicinity - one of 1st homesteading neighborhoods in US	✓	✓	✓	✓		✓		http://www.trinityvicinity.org/history.htm
122	Cool Springs	Cool Springs Historic District	✓	✓	✓	✓		✓		
123	Fletcher Brown Mansion?	Fletcher Brown Mansion	✓	✓	✓	✓				http://friendsofthebrownmansion.com/
124	Church of the Holy City	Church of the Holy City	✓	✓	✓	✓				http://www.churchoftheholycity.org/9.html
125	Trolley Square	Trolley Square Historic District	✓	✓	✓	✓		✓		http://www.visittrolleysquare.com/
158	Delaware Art Museum	Delaware Art Museum	✓	✓	✓	✓	✓	✓	✓	http://www.delart.org/
159	Little Italy	Little Italy	✓	✓	✓	✓		✓		www.discoverlittleitaly.com/
160	Cauffiel									
161	Natural History									
162	Old New Castle									



			TRANSPORTATION ACCESS				FACILITIES			
ID	SITE	Comments	Road	Bicycle	Walk	Transit	Parking	Public	Restroom	Web
	BRANDYWINE HERITAGE AREA									
20	Centreville	Centreville. Potential Trailhead. Don't widen roads, but off road biking a possibility. Walking tour	✓	✓		✓	✓	✓		http://www.centrevillede.info/
21	Winterthur	entrance to Winterthur a potential trailhead.	✓	✓		✓	✓	✓	✓	http://www.winterthur.org/
25	Nemours	Nemours: Parking and restrooms under construction. Vending machines available, and potential bus stop.	✓	✓	✓	✓	✓	✓	✓	http://www.nemours.org/mansion.html
26	Blue Ball	Blue Ball Property a Trailhead. Necessary to pay to get into barn.	✓	✓	✓	✓	✓	✓	✓	http://www.destateparks.com/blueball/index.asp
32	Rockwood	Rockwood Mansion is a potential trailhead.	✓	✓	✓	✓	✓	✓	✓	http://www.rockwood.org/home/webpage1.asp
35	Woodhaven Kruse Park	Woodhaven Kruse Park is a potential trailhead. (is historic info currently there?)	✓		✓	✓	✓	✓	✓	http://www.co.new-castle.de.us/nccparks/home/webpage1.asp
36	Robinson House	Robinson House is a potential trailhead. Need better crosswalks or a pedestrian bridge. Parking needed at old Claymont Post Office or at pocket park with info kiosk.	✓			✓	✓			http://www.robinsonhousede.org/
37	private	Overlook Colony and A.A. Grubb House, which is being restored.	✓	✓	✓	✓				www.claymontrenaissance.org
67	Hickman Row	Hickman Row is a National Historic Site built in 1919 as worker housing for Worth Steel's African-American workforce.	✓	✓	✓	✓				
97	Brecks Mill	Brecks Mill	✓	✓	✓		✓	✓		http://www.somervilemanning.com/default.asp
135	Shaw and Penny Houses	Shaw House/ Penny House	✓	✓	✓	✓				
150	Hagley	Hagley Museum	✓	✓	✓		✓	✓	✓	http://www.hagley.lib.de.us/index.html
152	Bellevue State Park	Bellevue/Caulfiel	✓	✓	✓	✓	✓	✓	✓	http://www.destateparks.com/bvsp/bvsp.htm
161	Claymont	Claymont area - Archmere, Darley Manor, and Stone School	✓	✓	✓	✓				http://www.claymontrenaissance.org/



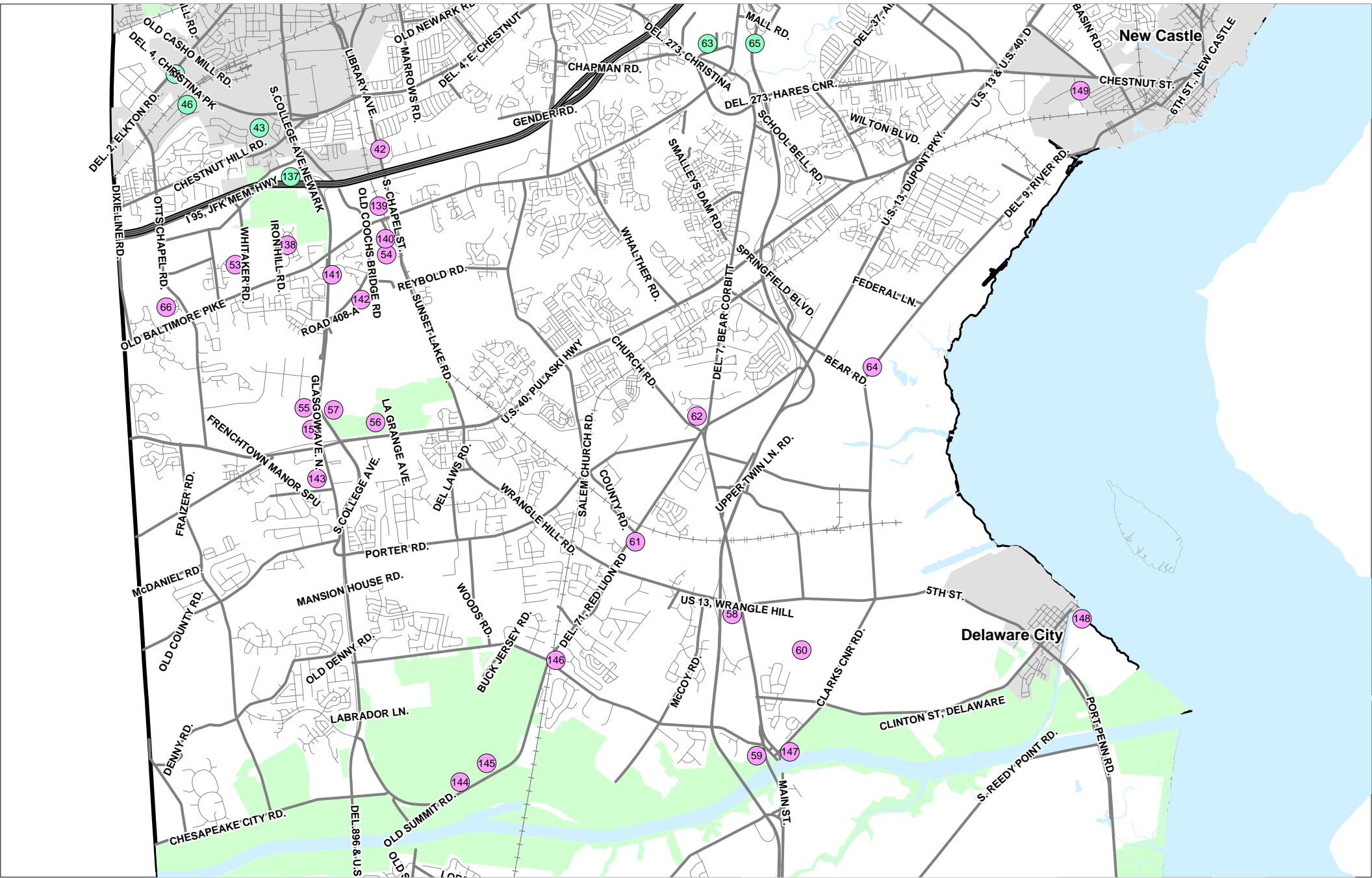
ID	SITE	Comments	TRANSPORTATION ACCESS				FACILITIES			Web
			Road	Bicycle	Walk	Transit	Parking	Public	Restroom	
	RED CLAY HERITAGE AREA									
2	Stanton	Trailhead in Stanton is a transit connection. Current Issue:	✓	✓	✓	✓				
3	Marshallton	Proposed Marshallton Trailhead. Signage, but no parking	✓	✓	✓	✓				http://en.wikipedia.org/wiki/Marshallton,_Delaware
4	Greenbank Mill/WWRR	Restrooms and Parking - Greenbank Mill, Brandywine Springs and WWRR	✓	✓	✓	✓	✓	✓	✓	http://www.greenbankmill.org/index.html
7	DelCastle	Restrooms and Parking at DelCastle	✓	✓	✓	✓	✓	✓	✓	http://www.co.new-castle.de.us/nccparks/home/webpage1.asp
14	Auburn Heights Preserve	People are biking now, tour bikes very popular - limited hours - Bikes from PA going through (sitesnot open now enough)	✓	✓			✓		✓	http://www.auburnheights.org/
15	duplicate	Bikes from PA going through (sitesnot open now enough)	✓	✓			✓	✓	✓	http://www.auburnheights.org/
17	Newport	A hut for Newport? Birthplace of Oliver Evans. It effects entire Red Clay Area, including mills.	✓	✓	✓	✓	✓	✓		http://www.newportde.gov/
132	Ashland Nature Center	Ashland Mill	✓	✓			✓	✓	✓	http://www.delawarenaturesociety.org/ashland/index.html



ID	SITE	Comments	TRANSPORTATION ACCESS				FACILITIES			Web
			Road	Bicycle	Walk	Transit	Parking	Public	Restroom	
	NEWARK HERITAGE AREA									
43	Rittenhouse Park	Mason-Dixon Trailhead - Rittenhouse Park	✓	✓	✓	✓	✓	✓		http://www.cityofnewarkde.us/index.asp?NID=58
49	Tweed's Tavern	Tweed's Tavern goes on Hockessin Route. There is hub potential there with parking, bathrooms, wand walking trails. A fitness center is next door, and the Hockessin Historical Society is nearby.	✓	✓	✓	✓	✓	✓		http://www.deldot.gov/archaeology/tweeds_tavern/index.shtml
50	White Clay Creek State Park	Trailhead: Park Headquarters	✓	✓	✓		✓	✓	✓	http://www.destateparks.com/wccsp/index.asp
63	Christiana	Trailhead: Baldwin Property - Main St. & Old Baltimore Pike. Community Center and Traffic Calming on Rt. 7. Needed potential hub, ECG, W3R Main St. to 273 completed greenway, vandalism occurs becasue boards on walk taken out. - black school house. t	✓	✓	✓	✓				http://www.xtinahs.org/xtinahhistoricalsociety.html
127	Judge Morris Estates	Judge Morris Estates	✓	✓	✓		✓	✓	✓	http://www.destateparks.com/know/event/JudgeMorrisEstate.htm
128	Eastburn-Jeanes Mining Complex?	Eastburn-Jeanes Mining Complex	✓							http://archives.delaware.gov/markers/ncc/EASTBURN%20NC-83
129	Head of Christiana Presbyterian Church	Head of Christiana Presbyterian Church								http://www.headofchristiana.org/
130	Newark Walking Tour	Hike and History Walking Tour - Potential Trailhead: Hike & History section focusing on Pomeroy Rai-Trail. Addition possibly of interpretive kiosk, bike shop, and transportation hub. Need signage to indicate historic railroad.	✓	✓	✓	✓	✓	✓		http://newark.de.us/downtown/
131	Hale-Byrnes House (limited hours)	Hale-Byrnes House	✓	✓		✓	✓	✓	✓	http://www.halebyrnes.org/
137	Welch Tract Church	Welch Tract Church	✓	✓	✓	✓				



ID	SITE	Comments	TRANSPORTATION ACCESS				FACILITIES			Web
			Road	Bicycle	Walk	Transit	Parking	Public	Restroom	
	PENCADER HERITAGE AREA									
53	Iron Hill	Potential Trailhead: Iron Hill Park and DE Academy of Science School Restoration - Improvements planned	✓	✓			✓	✓	✓	http://www.ironhillmuseum.org/index.html
54	Cooch-Dayett Mill	Trailhead at Cooch-Dayett Mill	✓	✓	✓	✓				http://www.pencaderheritage.org/main/phmain_1.html
55	Glasgow Village	Trailhead at Glasgow Village. Emergency care station provides first aid for trail users. - Old Pencader Church, Mechanics' Row and Restaurants. A "sub-hub".	✓	✓						http://www.neighborhoodlink.com/org/historicglasgow/
56	Glasgow Regional Park	An ideal trailhead. Glasgow Regional Park. It has walking trails, skateboarding, and a playground. Historic House and trailhead parking - park under development	✓	✓	✓	✓	✓	✓	✓	http://www.co.new-castle.de.us/nccparks/home/webpage1.asp
59	Commodore School (future)	Trailhead when Commodore School shuts down in June.					✓			http://en.wikipedia.org/wiki/Saint_Georges,_Delaware
138	Cooch's House?	Cooch's House	✓	✓						
139	Cooch's Bridge	Battle of Cooch's Bridge - American Position	✓	✓						
144	Buck's Tavern (being restored)	Buck Tavern	✓							
145	Samuel Davis House?	Samuel Davis House	✓	✓	✓					
147	Saint Georges Church	Saint Georges Presb Historic Landmark	✓							
148	Fort Delaware/Delaware City	Fort Delaware	✓				✓	✓	✓	http://www.dnrec.state.de.us/parks/fdsp/index.asp
149	Bellanca Airfield (being restored)	Bellanca Airfield	✓	✓	✓	✓				http://www.friendsofbellanca.org/



C. PRIORITY PROJECTS

Priorities Identified Through NDHC Committee Workshops – Summer/Fall 2007

Brandywine Valley Priorities

- Water trail/Delaware River
- DelDOT/Philadelphia Pike Scenic Byway
- Facilitate bicycling with improvements such as colored bike lanes
- Underground Railroad theme
- ADA access
- Riverwalk – Fox Point – Claymont
- Centreville as a partner
- Public programs/events
- Catalogue properties
- East Coast greenway link to PA
- Connections by bike/pedestrian improved
- Open Space preservation – Sellers Park/Paladin
- Riverfront development/ access needed
- Improvements at Claymont Steel site
- Robinson House Access

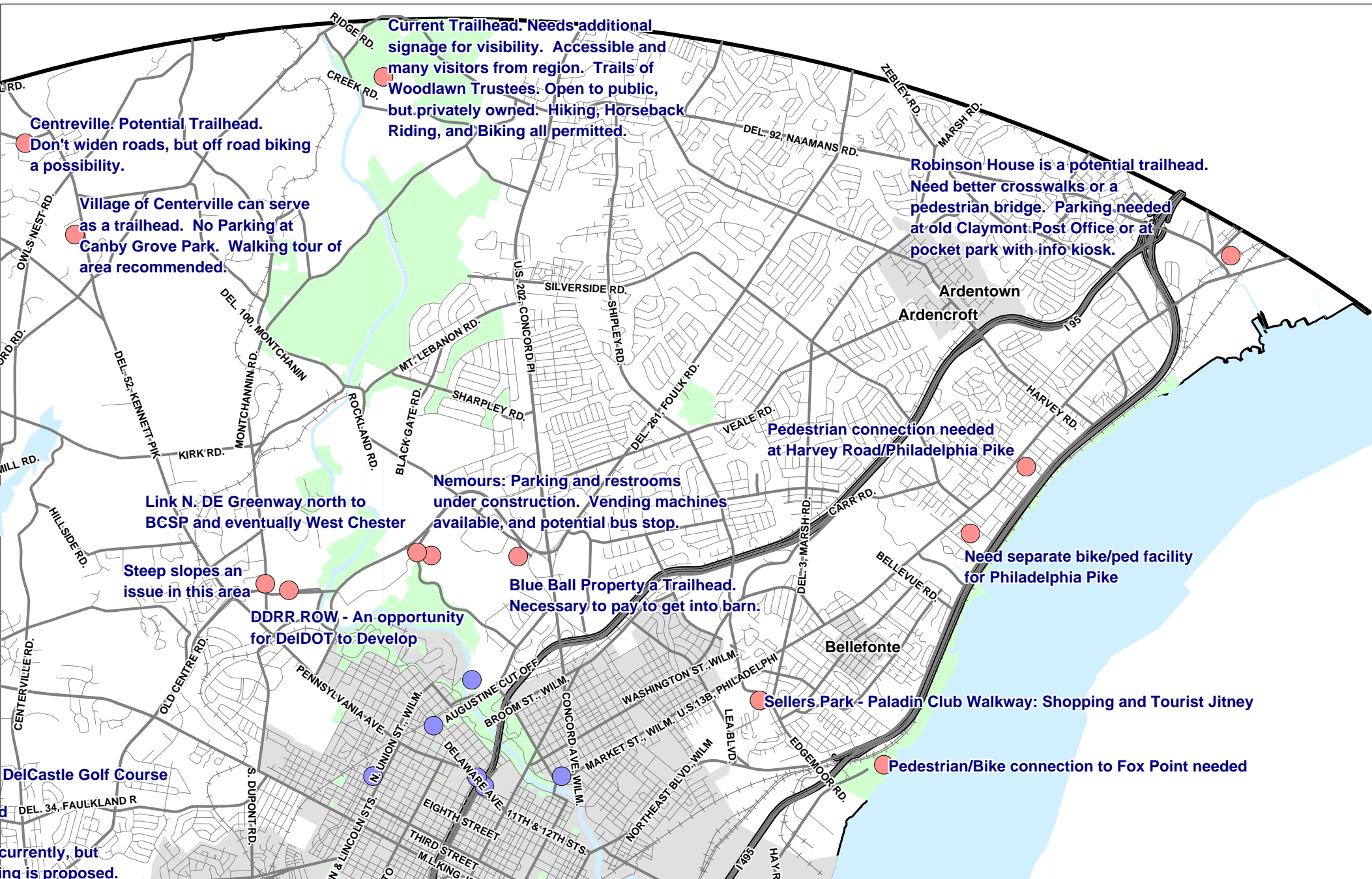
Pencader/Canal Priorities

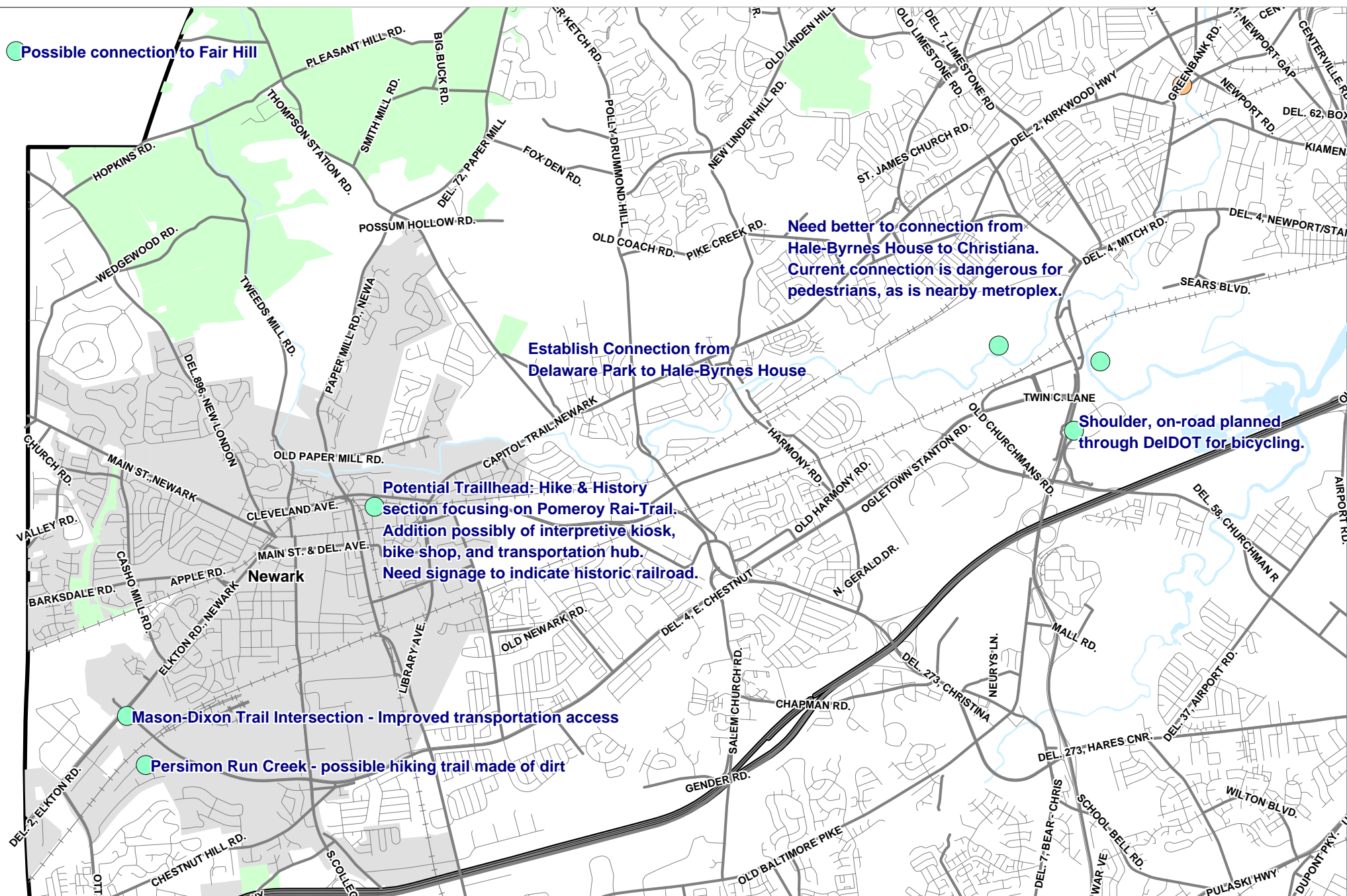
- Signage / info about currently available resources
- Wayfinding signage
- Preservation of Former Black School for Christiana Community Center
- Establish a plan and make clear enough for interest groups to use
- Funding—enlarge power base—integrate components into larger plan
- Develop organization and committees that are geography and interest based
- Cooch's battlefield – ways to see and experience it and parking
- St. Georges Hometown Overlay District to revitalize town center, improve 3 park areas and preserve Commodore McDonough School so space can be rented

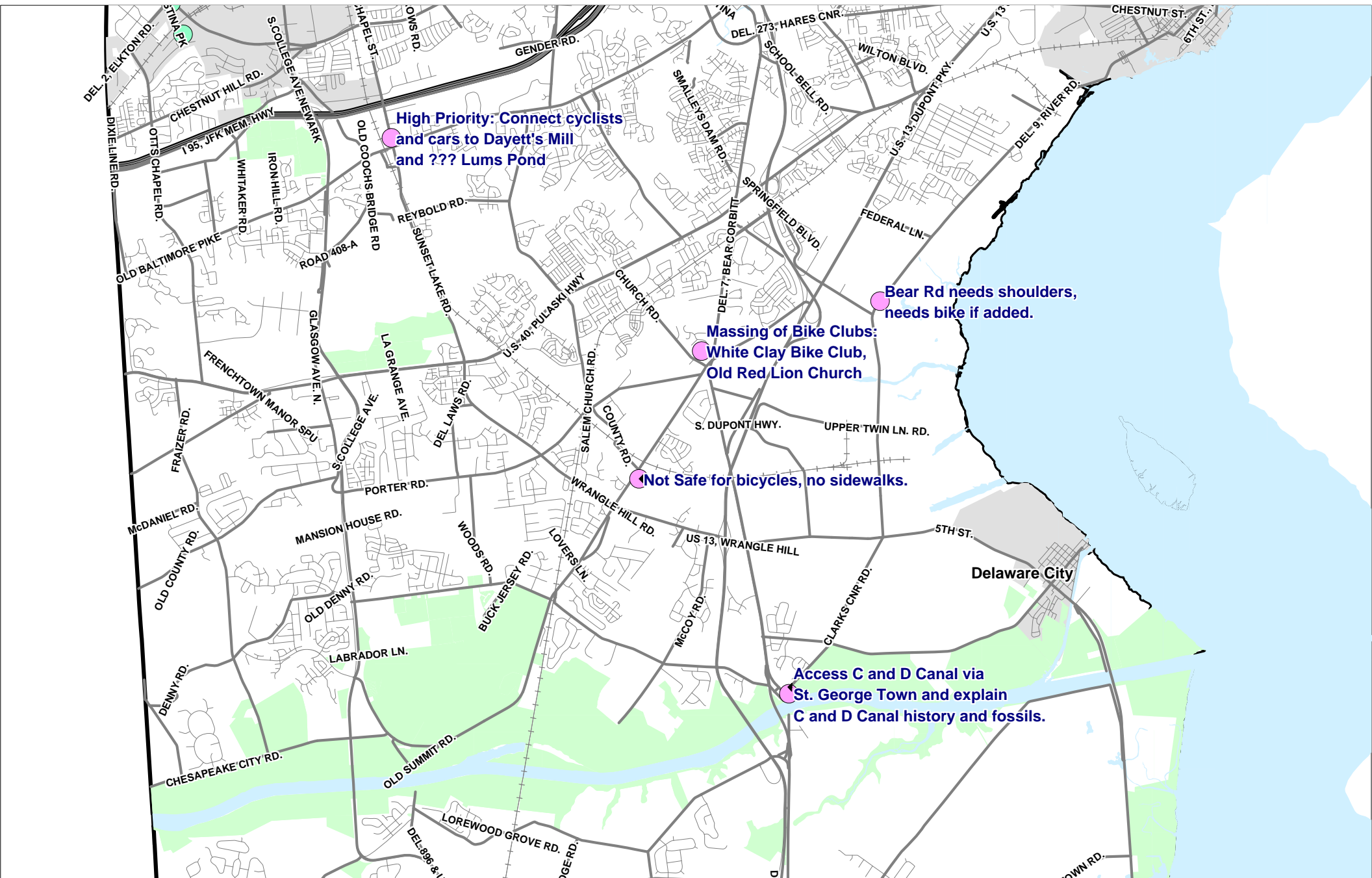
Newark Priorities

- Mason Dixon trail through Newark Country Club
- Old Baltimore Pike – traffic calming, better intersections, and pedestrian signal at OBP/Rt. 896
- Signage
- Meeting to coordinate with Delaware Park
- Heritage corridor concept plan for entire Washington Rochambeau Trail

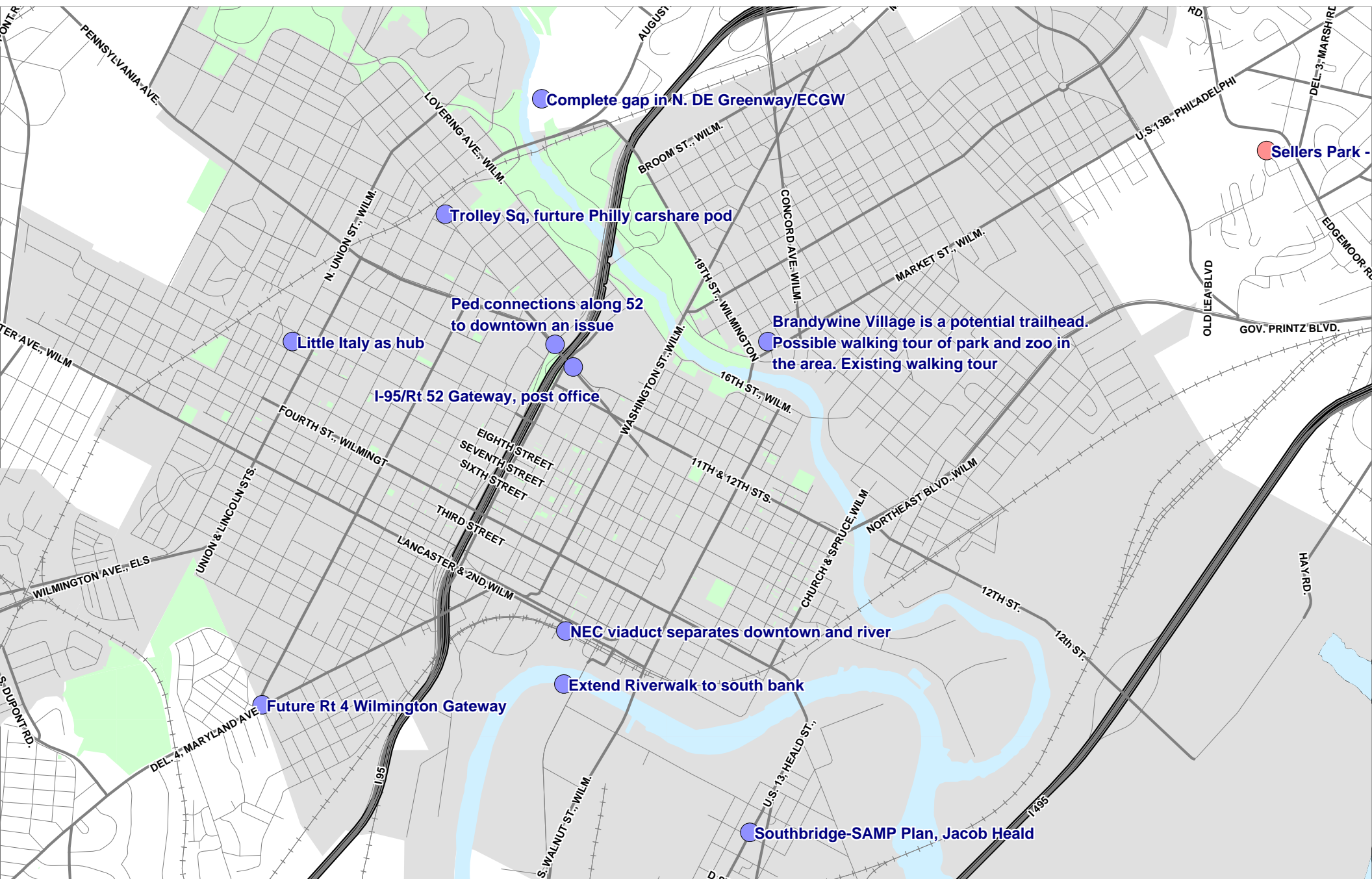
Note: Prioritization exercise was not conducted at Red Clay or Wilmington workshops











D. DISCOVERY AREAS

Newark Heritage Area

- Downtown Newark Walking Tour
 - Existing downtown walking tour explores history of Newark. Exists but need to track down copy and make available to public.
 - Hub: Newark History Museum (currently open, will need new hub if museum relocates)
 - Themes: Industrial Development, Transportation, Education
 - Transit: DART 6, 33, 34, 65, Trolley, Newark Unicity, Newark Transit Hub
 - Bicycle: Newark Bicycle Plan, DelDOT Bicycle Plan
 - Pedestrian: Sidewalks exist
 - Parking: existing pay lots and meters throughout Downtown
- Mason Dixon Hike
 - Recreational single track trail connecting White Clay Creek, Rittenhouse Park, Welch Tract Church, Iron Hill
 - Hub: Iron Hill
 - Themes: Ecology, Geography, Founding of a Nation?
 - Transit: DART 16,
 - Bicycle: no planned bicycle improvements
 - Pedestrian: recreation trail, no plans for paving, sidewalk connections to trail planned along Elkton Road
 - Parking: Iron Hill, White Clay Creek, Rittenhouse
- Pomeroy Trail
 - Planned rail trail connecting Hall Trail, downtown Newark and White Clay Creek. Potential for historical interpretation.
 - Hub: Newark Transit Hub
 - Themes: Transportation
 - Transit: DART 6, 34, 65 and Trolley, Newark Unicity
 - Bicycle: Along trail, Newark Bicycle Plan, DelDOT Bicycle Plan
 - Pedestrian: Sidewalks exist
 - Parking: Available in Downtown Newark
- Campus Tour
 - All campus buildings currently have historical interpretive signage
 - Hub: U. DE Visitors Center
 - Themes: Education
 - Transit: DART 6, 33, 34, 39, 65 and Trolley, Newark Unicity
 - Bicycle: Newark Bicycle Plan, DelDOT Bicycle Plan
 - Pedestrian: Walkways throughout campus
 - Parking: Pay U. DE lots
- Christina Village Walking Tour
 - Opportunity for village walking tour
 - **Hub: ?**
 - **Themes: ?**
 - Transit: DART 23, 34, 40, 54, 55
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Gaps in sidewalk network
 - **Parking: ?**

Brandywine Heritage Area

- Claymont Walking Tour
 - Robinson House, Darley House, Stone School
 - Hub: Robinson House
 - Themes: Industry, Military, Art, Founding of a Nation
 - Transit: DART 1
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Sidewalk network has some gaps
 - **Parking: ?**
- Northern Delaware Greenway Hike or Bike
 - Bicycle/pedestrian pathway linking Cauffiel House, Bellevue, Rockwood, Blue Ball, City of Wilmington
 - Hub: Bellevue, Rockwood, Blue Ball
 - Themes: Ecology, Agriculture, Geography
 - Transit: DART 1, 2, 11, 28, 35, 38, and others in Wilmington
 - Bicycle: Entire route is bicycle friendly
 - Pedestrian: Entire route is pedestrian friendly
 - Parking: Bellevue, Rockwood, Blue Ball
- Centreville Village Walking Tour
 - Existing village walking tour, consider making available through NDHC
 - **Hub: ?**
 - Themes: Transportation, agriculture, architecture
 - Transit: DART 10
 - Bicycle: Bicycle lanes exist, DelDOT Bicycle Plan
 - Pedestrian: Sidewalks exist
 - Parking: On street
- Winterthur
 - Major cultural tourism destination
 - Hub: Visitors Center
 - Themes: Agriculture, Industrial Development
 - Transit: DART 10
 - Bicycle: Currently not allowed access on property
 - Pedestrian: poor pedestrian connections
 - Parking: Free
- Hagley/Brecks Mill
 - Major cultural tourism destination
 - Hub: Museum
 - Themes: Industrial
 - Transit: No
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: no pedestrian connections
 - Parking: Free

Pencader/St. Georges Heritage Area

- Pencader / Cooch's Bridge / Glasgow Bike Tour
 - Bike Tour using Rt. 72, Old Baltimore Pike, SR 896, US 40?
 - Hub: Pencader Museum?
 - Themes: Military, Agriculture, Founding of a Nation
 - Transit: DART 42, 55
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Gaps in pedestrian network
 - Parking: Pencader museum
- St. Georges Walking Tour
 - Village and canal walk
 - Hub: School
 - Themes: Transportation, Industrial, Ecology
 - Transit: none
 - Bicycle: Planned C & D Canal Park
 - Pedestrian: Gaps in network, planned connection for C& D Park
 - **Parking: ?**
- Delaware City Walking Tour
 - Downtown, Fort Delaware and Fort DuPont
 - Hub: Park office?
 - Themes: Transportation, Ecology, Industry, Military
 - Transit: none, proposed in Delaware City Transportation Plan
 - Bicycle: DelDOT Bicycle Plan, canal promenade, C & D Canal Park
 - Pedestrian: Gaps in sidewalk network, Canal Promenade, limited connection between downtown and Fort DuPont
 - Parking: municipal lot and on-street
- Canal Bike Tour
 - Planned C&D Canal Park
 - **Hub: ?**
 - Themes: Transportation, Ecology
 - Transit: none
 - Bicycle/Pedestrian: Planned park improvement
- Old New Castle Walking Tour
 - Historic Town walk, Dutch House Amstel House, Old Library Museum, Old New Castle Courthouse, Read House, Immanuel Episcopal Church, New Castle Presbyterian Church, New Castle-Frenchtown Railroad, Battery
 - **Hub: ?**
 - Themes: Ecology, Transportation, Architecture, Founding of a Nation
 - Transit: DART 15, 27
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Complete sidewalk network
 - Parking: On street

Red Clay Heritage Area

- Marshalltown / Greenbank Mill / Brandywine Springs Hike
 - Historic community, mill, railroad, former amusement park
 - Hub: Greenbank Mill
 - Themes: Military History, Transportation, Industrial, Agriculture, Founding of a Nation
 - Transit: DART 36
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Limited sidewalks, potential for connector trail
 - Parking: Greenbank Mill, Wilmington Western RR
- Ashland / Auburn /Yorklyn Bike Tour
 - Scenic roads for experienced cyclists, Auburn only open limited hours
 - Hub: Ashland Nature Center
 - Themes: Ecology, Industrial, Transportation
 - Transit: none
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: no sidewalks, some hiking trails
 - Parking: Ashland
- Newport Walking Tour
 - Historic town walking tour
 - **Hub: ?**
 - Themes: Industrial, Military, Founding of Nation
 - Transit: DART 5, 30
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Sidewalk network
 - Parking: Park and Ride under SR 141
- Wilmington & Western R.R. Ride
 - Historic RR ride
 - Hub: WWRR station
 - Themes: Transportation, Industrial, Ecology
 - Transit: DART 6, 36, 19
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Yes
 - Parking: Yes

Wilmington Heritage Area

- Downtown Walking Tour
 - Existing walking tour brochure
 - **Hub: ?**
 - Themes: Industrial, Military History, Underground RR, Religion, Architecture
 - Transit: Many routes
 - Bicycle: DelDOT Bicycle Plan, Wilmington Bicycle Plan
 - Pedestrian: Complete sidewalk network
 - Parking: On street and parking lots
- Riverwalk Interpretive Walk
 - Pedestrian pathway with historical interpretive signage
 - Hub: Riverfront Market, Train Station
 - Themes: Industrial, Transportation, Ecology, Underground RR
 - Transit: Trolley, many routes serve train station
 - Bicycle: Yes
 - Pedestrian: Yes
 - Parking: Yes
- Brandywine Village Walking Tour
 - Existing village walking tour
 - **Hub: ?**
 - Themes: Industrial, architecture
 - Transit: DART 1, 9
 - Bicycle: DelDOT Bicycle Plan
 - Pedestrian: Complete sidewalk network
 - Parking: on street

Other:

- Wilmington Winding Way
- Historic District Walking Tours
- Brandywine Valley Scenic Byway Bike Tour
 - Downtown, Art Museum, Kentmere Parkway, Natural History Museum, Hagley, Winterthur, Centreville, Brandywine Creek State Park

E. Potential Funding Sources

Trails, Greenways and Transit

Financing Resources for Recreation, Parks and Open Space			
Category	Program	Description	Contact Information
Federal Grants	National Park Service Rivers, Trails and Conservation Assistance	Offers in-depth staff assistance and consultation for locally led conservation projects such as developing trails and greenway networks or protecting rivers and open space.	www.ncrc.nps.gov/programs/RTCA/index.html
	U.S. Environmental Protection Agency Environmental Education Grants	Supports environmental education projects that enhance the public's awareness, knowledge, and skills to make informed, responsible decisions that affect environmental quality.	www.epa.gov/enviroed/grants.html
	U.S. Department of Transportation Congestion Mitigation and Air Quality Improvement	Provides funds to reduce transportation-related emissions and improve air quality. Trails designed for transportation as well as recreation are eligible.	www.fhwa.dot.gov/environment/cmagg.htm
	U.S. Department of Justice	Provides information on crime and violence prevention grants that can be used to support recreation programs.	www.ojp.usdoj.gov/fundopps.htm
	U.S. Department of Education	Provides information on grants to apply for in cooperation with school districts.	www.ed.gov/funding.html
	U.S. Department of Health and Human Services	Provides information on available grants that can be used to fund recreation programs that improve health.	www.hhs.gov/agencies/grants.html
	Federal Grants Clearinghouse	Provides information on hundreds of federal grants that can be used to support youth recreation programs.	www.afterschool.gov
	Other Federal Grants	Catalog of Federal Domestic Assistance	www.cfda.gov
		Conservation Technology Support Program	www.ctsp.org
		Computers for Learning	www.computers.fed.gov/School/user.asp
		Department of Energy	www.energy.gov
		Department of Labor	www.dol.gov
		Federal Commons Grants Portal	www.cfda.gov
		Federal Nonprofit Gateway	www.nonprofit.gov
		Federal Register	www.archives.gov/federal_register/
		Health and Human Services GrantsNet	www.hhs.gov/grantsnet
		Substance Abuse and Mental Health Services Administration	www.samsha.gov
		Federal Funds Express	www.house.gov/ffr/resources_all.shtml
		The Watershed Academy	www.epa.gov/watertrain

FEDERAL FUNDING SOURCES

Bicycle and pedestrian projects are broadly eligible for funding from almost all major federal-aid highway, transit, safety, and other programs. Bicycle projects must be principally for transportation, rather than recreation purposes and must be designed and located pursuant to the transportation plans required of states and Metropolitan Planning Organizations (MPOs). Additional federal funding sources not directly related to transportation can be used creatively to enhance and restore open space, wetlands, and wildlife habitat along trails and also to fund interpretation of cultural and natural resources.

Community Development Block Grants (CDBGs)

HUD provides these grants to communities for neighborhood revitalization, economic development and improvement of community facilities and services, especially in low and moderate income areas. These grants require no match of funds or services from the community. HUD provides entitlement to each of these communities annually and the community develops its own programs and sets funding priorities. Under the American Recovery and Reinvestment Act of 2009, grant recipients are to give priority to projects that can award contracts based on bids within 120 days of the grant agreement. Some \$2.5 million has been allocated in 2009 to the State of Delaware, much of it to the City of Wilmington and New Castle County.

Recreation planning and development in low-income urban areas is an acceptable use of these funds. Seattle and Maryland have used these funds to develop rail-trails through urban areas—such trails can greatly enhance the quality of life in these areas and potentially bring new economic vitality to neglected areas.

More information on CDBGs can be found at the Housing and Urban Development web site, <http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

Land and Water Conservation Fund (LWCF)

The LWCF was established in 1965 to help provide “close-to-home” park and recreation opportunities throughout the nation. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. A large portion of the annual LWCF allocation goes toward acquisition of land for federal land management agencies; however, a portion of the money is provided to cities, counties and park districts to acquire land and develop parks.

LWCF funds are provided to each state annually by the National Park Service. State funding is based on a population formula. A state administers the program through a State Liaison Officer, who recommends projects to the National Park Service for approval. Local governments are eligible applicants. Communities must be able to match LWCF grants with a 50 percent provision of funding or services.

In order to qualify for funding, a project must meet two criteria. First, the project must be primarily for recreation purposes, not transportation. Second, the organization leading the project must guarantee that the project will be maintained in perpetuity for public recreational use. Any deviation from recreational use must be approved by the National Park Service, and property of at least equal recreational value must be provided to replace the loss.

The National Park Service maintains an LWCF web site at <http://www.nps.gov/lwcf/>

Delaware’s State Liaison Officer may be contacted at:

Division of Parks and Recreation
Department of Natural Resources
89 Kings Highway
Dover DE 19901
Tel: 302-739-9235

National Park Service Challenge Cost Share Program

Funding for trail projects is available in conjunction with NPS Rivers, Trails and Conservation Assistance projects through the National Park Service's Challenge Cost Share Grants Program. 1:1 matching funds are required which can be in-kind assistance or cash. There are two different pots of funding available for trail projects:

- 1) Rails-to-Trails Conservancy administered trail projects that support on-the-ground project implementation on the national trails system or rail trails. National Trails System trails include: National Scenic and Historic trails (trail field offices); NST and NHT segments in parks (park superintendents or trails foremen); and National Recreational Trails (RTCA or technical assistance staffs). These are small grants generally less than \$20,000.
- 2) General NPS CCSP funds that are used for projects that benefit units of the National Park System, National Heritage Areas, designated National Historic Landmarks (NHL), designated National Natural Landmarks (NNL), National Trails, Wild & Scenic Rivers, or authorized NPS natural, cultural, or recreational programs, including the Rivers and Trails Conservation Assistance Program. Applications to nominate properties as National Historic Landmarks or National Natural Landmarks are also eligible. The individual grant awards are subject to Congressional appropriations and vary from year to year. Generally, the individual awards are \$5,000 to \$30,000.

Projects must be consistent with the NPS Northeast Region's agenda for Civic Engagement. Civic engagement is a formal commitment to building long-term, sustained relationships between diverse communities, historic sites, and national parks. Through interpretation, curriculum-based education, and other public programming historic sites can connect the heritage of a park, site, or area to its contemporary environmental, social, and cultural issues.

For more information, go the NPS web site <http://www.nps.gov/ncrc/programs/ccsp/>

North American Wetlands Conservation Act Small Grants Program

The 1989 North American Wetlands Conservation Act (NAWCA) promotes long-term conservation of North American wetlands ecosystems and the waterfowl and other migratory birds, fish and wildlife that depend on such habitats. Principal conservation actions supported by NAWCA are acquisition, creation, enhancement and restoration of wetlands and associated habitat.

The US Fish and Wildlife Service administers the Small Grants Program, which promotes long-term wetlands conservation through encouraging participation by new grantees and partners who may not be able to compete in the regular grants program. The maximum grant award is \$50,000, and the proposals must represent on-the-ground projects rather than educational, interpretive, or other types of projects. There is a 1:1 non-federal match requirement. More information on the Standard Grants Program and Small Grants Program can be obtained through the US Fish and Wildlife Service's Division of Bird Habitat Conservation at <http://www.fws.gov/birdhabitat/Grants/index.shtm>

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) into law. SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, freight, bicycling and pedestrian facilities, and transit for the 5-year period 2005 to 2009.

SAFETEA-LU's precursors--the Intermodal Surface Transportation Efficiency Act of 1991, dubbed "ISTEA," and the Transportation Equity Act for the 21st Century (TEA-21) of 1998 initiated and continued funding for non-traditional transportation improvements which were categorized as transportation enhancements. These acts provided billions nationwide over the course of more than 10 years for improvements such as pedestrian and bicycle routes, preservation of historic transportation structures, scenic beautification of transportation facilities, and other environmentally beneficial

transportation projects.

SAFETEA-LU continues the visionary policies of its predecessors, and also authorizes \$612 million in funding for the Safe Routes to School Program under Section 1404 to:

- (1) to enable and encourage children, including those with disabilities, to walk and bicycle to school;
- (2) to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- (3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SAFETEA-LU also includes several other key programs that benefit trail development, such as Congestion Mitigation and Air Quality (see below), the Non-motorized Transportation Pilot Program, and the Recreational Trails Program (see below). SAFETEA-LU requires that state departments of transportation and metropolitan planning organizations consider bicycle and pedestrian facilities in transportation planning and project development activities. The act emphasizes coordinated overall planning and funding of projects at the state level and involvement by MPOs. All federal funding programs require conformity to plans developed by the states and MPOs.

For more information about SAFETEA-LU, go to the US Department of Transportation Federal Highways Administration SAFETEA-LU home page at <http://www.fhwa.dot.gov/safetealu/> or contact WILMAPCO at:

850 Library Avenue – Suite 100
Newark, DE 19711
302-737-6205

Project funding for pedestrian and bicycle projects is provided by SAFETEA-LU through the following applicable mechanisms:

Surface Transportation Program and Transportation Enhancements Program

Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects, such as maps, brochures, signage and public service announcements related to safe bicycle use and walking. Proposed projects must be designed primarily for transportation rather than recreation. The modification of public sidewalks to comply with the Americans with Disabilities Act is an activity that is specifically eligible for the use of these funds.

The most relevant element of the STP program to local government trail development is the opportunity to participate in transportation enhancements. The intent of the transportation enhancements is to creatively integrate transportation facilities into local communities and the environment. Ten percent of each state's annual STP funds are set aside for Transportation Enhancement Activities (TEAs). The law provides a specific list of 12 activity categories that are eligible TEAs including: provision of facilities for bicycles and pedestrians, provision of safety and educational activities for bicyclists and pedestrians, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, and the preservation of abandoned railway corridors (including the conversion and use thereof for bicycle and pedestrian trails).

As with other federal-aid funding, the Transportation Enhancements program is a reimbursement program, not a grant program. Generally, states administer Transportation Enhancements programs on a project-by-project basis. Delaware received more than \$49 million in TE funds from 1992 through 2007, programming 90% of these funds and obligating 95% of the funds. The reimbursable rate was 87.6 percent.

Transportation enhancements projects are eligible for a maximum of 80 percent federal funding, with 20 percent coming from a local government's match. A match may be made with dollars or in-kind services,

and in some cases, other federal or state funding sources may be used as the match. Non-profit and local government funding may also be used as a match.

Since 2002, DelDOT has used a sliding scale to determine the required contribution from the project sponsor. The sliding scale method enables even small towns and organizations to afford to take advantage of the Transportation Enhancements Program to improve their communities. As little as a 2% match may be required for a project estimated to cost \$100,000 or less. Although the Federal Highway Administration requires a 20 percent match for TE Funding eligibility, DelDOT will insure this over the course of the entire program rather than on an individual project basis.

DelDOT uses more than 10% of its STP funds and adds some state funds to support the program. Although all projects funded under the program must fall into one or more of the TE activity categories, DelDOT will focus on projects that support local economic development efforts and increase the quality of Delawarean's lives. DelDOT will determine whether a project will succeed best by having either DelDOT or the sponsor act as the administrator.

DelDOT provides staff to administer the program and give advice and technical assistance. In many states, individual MPOs (Metropolitan Planning Organizations) are responsible for coordinating and recommending transportation enhancements projects for their regions. In Delaware, individual applicants submit their projects directly to DelDOT. Any proposed project using federal funds will be shared with the relevant MPOs. A legal agreement, which establishes the federal and local money to be spent on the project, is signed between DelDOT and the sponsoring group.

There was a set-aside of STP funds for safety in 2005 which was gradually eliminated as a new Highway Safety Improvement Program took over the funding of the safety programs. The *Hazard Elimination* and *Railway-Highway Crossing Programs* are two programs under the safety category, which address bicycle and pedestrian safety issues. Each state is required to implement a Hazard Elimination Program to identify and correct locations that may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities such as a survey of hazardous locations, for projects on any publicly owned bicycle or pedestrian pathway or trail, or for any safety-related traffic calming measure. Improvements to railway-highway crossings shall take into account bicycle safety.

A useful web site for information on this program is the National Transportation Enhancements Clearinghouse at <http://www.enhancements.org/>

For more information, also go to the Federal Highway Administration's web site on bicycle and pedestrian provisions at <http://www.fhwa.dot.gov/environment/bikeped/BP-Guid.htm>

State DOT TE Coordinator

Jeff Niezgoda
Statewide Planning Office
Planning Division
Department of Transportation
PO Box 778
Dover, DE 19903
Tel: 302-760-2178
Fax: 302-739-2251

Safe Routes to Schools Program

The SRTS Program was established in August 2005 as part of the most recent federal transportation legislation--SAFETEA-LU. SAFETEA-LU provides \$1 million annually for Delaware's SRTS program and between \$1 and more than \$3 million annually for the program in Maryland.

The Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

1. to enable and encourage children, including those with disabilities, to walk and bicycle to school
2. to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

Delaware Safe Routes to School Coordinator

Sarah Coakley

Delaware Department of Transportation

P.O. Box 778

Dover, DE 19903

Phone: (302) 760-2236

Fax: (302) 739-2251

Email: sarah.coakley@state.de.us

Web: www.deldot.gov/information/community_programs_and_services/srts

Transportation and Community and System Preservation Program (TCSP)

TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Public Law 109-203) authorized the TCSP Program through FY 2009. A total of \$270 million is authorized for this program in fiscal years 2005 to 2009.

An interagency team evaluates applications for competitive TCSP Program grants. The team includes representatives from: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), US Department of Transportation (DOT) Office of the Secretary, Federal Railroad Administration (FRA), Research and Special Programs Administration (RSPA)/Volpe Center, and the Environmental Protection Agency (EPA). TCSP Program grants can also be designated by Congress.

Some of the eligible projects include:

- Corridor preservation activities necessary to implement transit oriented development plans
- Traffic calming measures
- Spending policies that direct funds to high growth areas
- Urban growth boundaries to guide metropolitan expansion
- Green corridors that provide access to major highway corridors for efficient and compact development

States, local governments, metropolitan planning organizations (MPOs), and tribal governments are eligible to apply for TCSP Program funds. For more information, go to the Federal Highway Administration's TCSP web site at <http://www.fhwa.dot.gov/tcsp/>

Congestion Mitigation and Air Quality Improvement Program

The SAFETEA-LU CMAQ program provides over \$8.6 billion dollars in funds to state DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of five years (2005 to 2009). Congestion mitigation and air quality improvement funds are authorized for transportation projects within non-attainment areas, such as Wilmington, defined by the Clean Air Act Amendments of 1990. To be funded, projects must contribute to attainment of the National Ambient Air Quality Standards. Funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use. Funding is provided through an 80 percent federal and 20 percent state or local match.

See the Federal Highway Administration's web site regarding CMAQ at <http://www.fhwa.dot.gov/environment/cmaqpgs/>

National Highway System (NHS)

Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to highways that are part of the National Highway System, including Interstate highways. The facilities must be principally for transportation. Funding is provided generally through an 80 percent federal and 20 percent state or local match, subject to a sliding scale adjustment. When the funds are used for Interstate projects to add high occupancy vehicle or auxiliary lanes, but not other lanes, the federal share may be 90 percent, also subject to the sliding scale adjustment. Certain safety improvements listed in 23 USC 120(c) have a federal share of 100 percent.

General information on this program is available at the following Federal Highway Administration web sites: <http://www.fhwa.dot.gov/planning/nhs/> and <http://www.fhwa.dot.gov/environment/recreails/fundrec.htm>

Recreational Trails Program

Funded through the Highway Trust Fund, the program is related to the Symms National Recreational Trails Act of 1991 and was originally created as the National Recreational Trails Trust Fund to provide for and maintain recreational trails that are part of Statewide Comprehensive Outdoor Recreation Plans (SCORP).

The Recreational Trails Program (RTP) provides funds to the states to develop and maintain recreational trails and trail-related facilities for nonmotorized and motorized recreational trail uses. RTP funding rises from \$60 million nationally in FY 2005 to \$85 million in FY 2009. Examples of trail uses include hiking, bicycling, inline skating, equestrian use, cross-country skiing, snowmobiling, off-highway motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-highway motorized vehicles. RTP funds may be used for:

- Maintenance and restoration of existing trails
- Development and rehabilitation of trailside and trailhead facilities and trail linkages
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails
- Acquisition of easements or property for trails
- Assessment of trail conditions for accessibility and maintenance
- Development and dissemination of publications and operation of educational programs to promote safety and environmental protection

Each state administers its own program, usually through a state resource or park agency, which develops procedures to solicit and select projects. Each state also has a State Recreational Trail Advisory Committee to assist with the program. In Delaware, the Delaware Department of Environmental Control and Natural Resources, Division of Parks and Recreation, administers the program. Federal Recreational Trail grants fund trails exclusively in state parks. Communities are encouraged to apply to DelDOT for federal and state Transportation Enhancement funds to develop community trails. The TE funds can be matched to the DE Trust Fund (20%) for design and engineering projects.

National mandates require that, of funds apportioned to a state, 30 percent be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses. The latter funds are allocated at the state's discretion, but preference is given to projects with the greatest number of compatible recreational purposes or to those that provide for innovative recreational trail corridors used for motorized and non-motorized recreation.

Information on this program is available through the Federal Highway Administration's web site at <http://www.fhwa.dot.gov/environment/recreails/>. The Delaware program contact is:

Susan Moerschel, Manager

Park Resource Office
Delaware State Parks
89 Kings Highway
Dover DE 19901-7305
302-739-9235; Fax 302-739-3817
susan.moerschel@state.de.us

Additional SAFETEA-LU Programs

Title 49 United States Code (49 U.S.C. Section 5307, 5309, 5340, and 5336 (j)) allows the Urbanized Area Formula Grants, the Section 5309 Capital Investment Grants, and the Loans and Formula Program for Other than Urbanized Areas transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in pedestrian and bicycle access to a mass transportation facility that establishes or enhances coordination between mass transportation and other transportation.

New to the Urbanized Area Formula Grants are the Small Transit Intensive Cities formula for urbanized areas under 200,000 that provide more service per capital than do other comparable areas, and a New Growing States and High Density States formula. Transit enhancements are now evaluated as part of the grantee certification process rather than a set-aside, and funds can be designated for, among other things, pedestrian access and walkways and bicycle access, including bicycle storage facilities and equipment for transporting bicycles on mass transportation vehicles.

Job Access and Reverse Commute Grants are available to support projects, including bicycle related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

The Federal Highway Administration provides information fact sheets on these programs on line.

- For Urbanized Area Formula Grants, see http://www.fta.dot.gov/funding/grants/grants_financing_3561.html and <http://www.fhwa.dot.gov/tea21/FactSheets/urbnfg.htm>
- For Transit Capital Investments Grants and Loan Program, see <http://www.fhwa.dot.gov/tea21/FactSheets/trcap.htm>
- For Formula Grants for Other than Urbanized Areas, see <http://www.fhwa.dot.gov/tea21/FactSheets/nonurbfg.htm>
- For Transit Enhancements, see <http://www.fhwa.dot.gov/tea21/FactSheets/transenh.htm>
For Job Access and Reverse Commute Grants, see <http://www.fhwa.dot.gov/tea21/FactSheets/jobaccs.htm>

Wetland Reserve Program (WRP)

The WRP program, operated by the USDA Natural Resource Conservation Service (NRCS), is available to help restore wetlands on non-federal lands. Private landowners and state, county and local governments can get the cost share funds to pay 75 percent of the restoration costs by agreeing to maintain the restoration for at least 10 years. To sign up or get more information, contact the local NRCS or conservation district office. Conservation Districts are listed in the "county government" section of most phone books. In many states, they are called Soil and Water Conservation Districts.

In New Castle County, Delaware the contact is:

New Castle Conservation District
2430 Old County Road
Newark Delaware 19702
Phone: (302) 832-3100

Fax: (302) 834-0783

For more information on the program, see the Natural Resource Conservation Service web site at <http://www.nrcs.usda.gov/programs/wrp/org/wrp.htm>

STATE FUNDING SOURCES

Community Transportation Fund (CTF)

CTF funding provides a fixed amount of funds annually to each State Senator and House Representative to be used as they and their constituents believe is best for transportation improvements within their district. Legislators may also fund their own project ideas and they have the option of banking a portion of their yearly CTF budget for up to three years in order to fund a larger transportation improvement.

www.deldot.gov/information/pubs_forms/brochures/pdf/ctf_brochure.pdf

Delaware Land and Water Conservation Trust Fund Grant Program

The trust fund was created to provide permanent and steady funding for park land and greenway conservation and outdoor recreation facility development. City and county governments and park districts may apply for grant funding under this program. Grants may be awarded for projects such as land acquisition, greenway corridor acquisition or development, planning and design of parks or trails.

Robert Ehemann, Grant Coordinator
DNREC, Division of Parks and Recreation
89 Kings Highway, Dover, DE 19901
Robert.Ehemann@state.de.us
www.destateparks.com/grants

FOUNDATION GRANTS AND OTHER PRIVATE FUNDING

Numerous large community, family, and corporate foundations make grants to greenway and trail groups. Copies of directories of foundations can be found in local libraries. The directories provide information on each foundation's grantmaking history and philosophy.

One of the most well-known directories is *Environmental Grantmaking Foundations*, published annually by Resources for Global Sustainability, Inc., which maintains a database of over 47,000 grant programs that can be searched by keywords to determine the foundations serving a particular area and type of project. The directory is available as hard copy or on cd-rom. Foundations can also be located by searching the internet.

One of the best sources of information on funders whose geographic target includes Delaware is the web site of the Delaware Association of Nonprofit Agencies, DANA, at www.delawarenonprofit.org. Resources for non-profits such as news of conferences, training on standard practices, legislation affecting non-profits, group buying programs, and volunteer opportunities are available on line. The web site has a fund finder component under Tools and Templates which lists the top corporate grantmakers and foundations as well as federal sources of assistance. Among the sources listed under "Local Foundations & Corporations" is the Delaware Community Foundation and a link to the Delaware Grantmaker's Directory. While part of the web site is under construction, an older version of the Directory is available at <http://www.delawarenonprofit.org/Foundation2006.pdf>

Other resources for grant information include economic development agencies and trust officers at local banks, who manage small family foundations and charitable trusts.

Kodak American Greenways Awards Program

A partnership between The Conservation Fund and photo giant Eastman-Kodak launched the Kodak American Greenways Awards (formerly the American Greenways DuPont Awards). The program provides small grants of \$500 to \$2,500 to groups and individuals planning and designing greenways throughout the United States. Grants can be used to cover planning, technical assistance, legal or other costs associated with greenway projects. Grants may not be used for academic research, general institutional support, lobbying, or political activities.

The deadline for submitting applications is June 30, and awards will be presented in early fall. Applications are taken on line through The Conservation Fund web site at <http://www.conservationfund.org/node/245>. For more information, contact The Conservation Fund at kodakawards@conservationfund.org or 703-525-6300.

Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants

REI awards conservation grants to organizations for the protection and enhancement of natural resources for use in outdoor recreation. Small grants of up to \$5,000 are offered to accomplish the following:

- Preservation of wildlands and open space
- Advocacy oriented education for the general public about conservation issues
- Building the membership base of a conservation organization
- Direct citizen action campaigns on public land and water recreation issues
- Projects working to organize a trails constituency or to enhance the effectiveness of a trails organization's work as a trails advocate at the state or local level

In addition to preserving and protecting the environment, REI also encourages people to get outdoors for recreation. Outdoor recreation grants support projects that do the following:

- Increase access to outdoor activities
- Encourage involvement in muscle-powered recreation
- Promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources

REI does not accept unsolicited proposals. Only REI employees can nominate non-profits for grants.

In addition to grants, local REI stores organize volunteer stewardship projects dedicated to restoring and improving areas where people recreate. REI also partners with VolunteerMatch to make it easier for potential volunteers to find opportunities in their local community. REI partners with the Leave No Trace Center for Outdoor Ethics to develop a fun, interactive and educational outreach program called [PEAK](#) (Promoting Environmental Awareness in Kids).

More information can be found at REI's web site <http://www.rei.com/aboutrei/gives02.html>

The Surdna Foundation

This New York-based foundation is a national leader in funding greenway efforts and have funded the Florida Statewide Greenways Program. The Surdna Foundation makes grants to nonprofit organizations in the areas of environment, community revitalization, effective citizenry, the arts, and the nonprofit sector. Surdna supports government, private and volunteer actions that produce a sustainable environment. They encourage the restoration of suburban and urban environments by the public and community involvement in education, planning for and advocating environmental appreciation. One area of focus is alternative transportation, particularly reducing vehicle miles traveled and maximizing accessibility over mobility.

The Surdna Foundation accepts applications on an ongoing basis; however, grants are approved three times per year--in February, May and September. Applications should be submitted three to four months

ahead of time for staff review. Information on the grants programs can be located at the Surdna web site, <http://www.surdna.org/programs/>

The William Penn Foundation

The mission of the foundation is to improve the quality of life in the Philadelphia region through efforts that: strengthen our children's future; foster rich cultural expression; and deepen our connections to nature and community. The foundation has provided substantial and consistent funding during the past few decades for greenway and trail planning and development in the Philadelphia area, including a bi-state greenway project on the Delaware River, greenways development along the Delaware and Raritan Canal, and funding for the Mid-Atlantic Coordinator position associated with the East Coast Greenway in Pennsylvania.

Generally, the William Penn Foundation concentrates on projects in the five-county region of southeastern Pennsylvania; however, the Environment and Communities grant category related to watersheds and ecosystems looks more broadly at the Delaware, Schuylkill and Chesapeake Bay ecosystems. New Castle County is included in this region.

Religious organizations, nonprofits and government agencies are eligible applicants. Information about the foundation's Environment and Communities grants can be located at http://www.william penn foundation.org/info-url_nocat3569/info-url_nocat.htm?attrib_id=2456&category=cat

Heritage Tourism & Historic Preservation

A good place to begin your search for cultural and heritage tourism related resources is the Cultural Heritage Tourism Resource Manual, produced by American Express in partnership with the National Trust for Historic Preservation. This directory, which provides contacts for technical assistance and grant resources, can be found at http://www.nasaa-arts.org/artworks/resource_manual.pdf.

A valuable resource for potential federal funding sources related to heritage tourism is located at the Advisory Council for Historic Preservation's web site-- <http://www.achp.gov/heritagetourism-assist.html> . A variety of federal agencies provide technical and financial assistance to support heritage tourism, including U.S. Department of Agriculture, U.S. Department of Commerce, U.S. Department of the Interior, U.S. Department of Transportation, National Endowment for the Arts, and National Endowment for the Humanities.

FEDERAL FUNDING SOURCES

Federal Rehabilitation Tax Credit Program

This program to preserve historic buildings has catalyzed the revitalization of downtowns and entire neighborhoods as well as the rehabilitation of individual landmarks. The program permits the owner of an income-producing historic building to seek an income-tax credit equal to 20% of the qualified rehabilitation expenditures. An income-producing property may encompass commercial space, office space, rental apartments, a bed and breakfast inn, etc., or a mixture of such uses. The building must be listed in the National Register of Historic Places, either individually or as a contributing property of a historic district. Further, the rehabilitation must meet the Secretary of the Interior's Standards for Rehabilitation.

The structure must be substantially rehabilitated, which means that the qualified expenditures must exceed the greater of \$5,000 or the adjusted basis of the building (adjusted basis: cost of the property minus cost of the land, plus any capital improvements already made, minus any depreciation already taken). Generally, this expenditure test must be met within a 24-month period.

The program is administered by National Park Service and the Internal Revenue Service in partnership with State Historic Preservation Offices. The program is administered in Delaware by the Delaware State Historic Preservation Office (DE SHPO), which works with the property owner during the early stages of project planning. It is strongly recommended that the property owner contact the DE SHPO before any work begins, so as to avoid mistakes that may jeopardize the tax credit. For further information, please contact:

Tax Act Coordinator
Delaware State Historic Preservation Office
21 The Green
Dover, DE 19901
(302) 736-7400

For more information, see the National Park Service's Technical Preservation Services web site at <http://www.nps.gov/history/hps/tps/tax/index.htm> and the Delaware Division of Historical and Cultural Affairs web site at <http://history.delaware.gov/preservation/taxact.shtml>

Department of Housing and Urban Development's Federal Housing Administration (FHA)

The FHA has a flexible loan program that helps developers, investors, and families at all income levels to buy and restore properties in urban and rural historic districts. The program operates through FHA approved lending institutions, and the loans are insured by FHA. For more information, see <http://www.hud.gov/offices/hsg/sfh/203k/203kmenu.cfm>

Institute of Museum and Library Services

This federal agency's mission is to "create strong libraries and museums that connect people to information and ideas." The Institute, which includes an on-line Multimedia Center, acts as a clearinghouse for information. By performing needed research and by publicizing the activities of our grantees, IMLS helps museums and libraries nationwide improve their service. The Institute also provides a variety of different types of grants to museums and libraries in the following categories:

- Collections management
- Community engagement
- Demonstration
- Digital collections/tools
- Education
- Partnerships
- Public programs
- Research

Coming Up Taller Awards recognize outstanding community arts and humanities programs that celebrate the creativity of America's young people by providing them with learning opportunities and chances to contribute to their communities. These awards focus national attention on exemplary programs currently fostering the creative and intellectual development of America's children and youth through education and practical experience in the arts and the humanities. Accompanied by a cash award, the Coming Up Taller Awards not only reward these projects with recognition but also contribute significant support to their continued work.

Museums for America is the Institute's largest grant program for museums, supporting projects and ongoing activities that build museums' capacity to serve their communities. Museums for America grants strengthen a museum's ability to serve the public more effectively by supporting high-priority activities that advance the institution's mission and strategic goals. Funds can be used for a wide variety of projects, including: ongoing museum work, research and other behind-the-scenes activities, planning, new programs, purchase

of equipment or services, and activities that will support the efforts of museums to upgrade and integrate new technologies.

Grants of \$5,000 up to \$150,000 are awarded in the following categories:

- Engaging Communities (Education, Exhibitions, and Interpretation)
- Building Institutional Capacity (Management, Policy, and Training)
- Collections Stewardship (Management of Collections)

For more information on these and other grant programs of the Institute of Museum and Library Services, go to <http://www.ims.gov/resources/resources.shtm>

National Endowment for the Arts Challenge America Fast-Track Grants

Challenge America Fast-Track grants enable organizations, particularly those that are small or mid-sized, **to extend the reach of the arts to underserved populations**—those whose opportunities to experience the arts are **limited by geography, ethnicity, economics, or disability**.

Applications must be submitted via grants.gov by May 28, 2009. Applicants will receive notification **within approximately 6 months** for projects starting **after January 1, 2010**. **Grants are \$10,000** and require a **one-to-one match**. Projects should be focused, distinct activities that are generally smaller in scale and shorter in duration than those supported through other NEA categories.

Projects are limited to **ONE** of the following specific types:

- **Guest Artists/Arts Event:** An arts event that will feature one or more **guest artists**. The project (such as a festival, exhibit, recital, reading, performance, screening, broadcast, lecture) must include the participation of guest artist(s). Artistic staff, resident artists, or sequential collaborators of an applicant organization do not qualify as guest artists. In addition to artists' fees, the project may include public relations, professional documentation, and program enhancements that are integral to the event. Examples of program enhancements include interpretive material, transportation, program accommodations (e.g., sign language interpretation, audio description), catalogues, brochures, or publications.
- **Public Art: The creation of professionally directed public art projects** such as murals, sculptures, or environmental art that are developed through community engagement.
- **Civic Design: Civic design activities that involve the renovation, restoration, or adaptive reuse of cultural facilities or spaces.** Projects may include architectural studies, design competitions, charrettes (design workshops), or feasibility plans. Funding is not available for actual renovation or construction costs.
- **Cultural Tourism/Districts: The unified promotion of community-wide arts activities and resources** to enhance cultural tourism or activities in cultural districts. Unified promotion is defined as the professional assessment, design, and/or distribution of public relations tools (calendars, Web sites, brochures, rack cards, signage, etc.) designed to benefit several local organizations. NOTE: Promotional projects for a single organization are not eligible.

Information on Challenge America Fast-Track grants and application instructions and forms are available in the **Fiscal Year 2010 Guidelines**, which are organized by discipline/field. The **Guidelines** are posted on the **Arts Endowment Web site:**
www.arts.gov

National Endowment for the Humanities

“Extending the Reach” NEH consultation grants provide up to \$10,000 to support early implementation planning at museums, libraries, historical organizations, community associations, and film/radio/digital media production outfits. These are grants for assisting 14 underserved states and those institutions traditionally serving African Americans, Hispanics, and American Indians.

Information and application guidelines for ER (Extending the Reach) Program can be obtained at the NEH website: www.neh.gov/grants/extending.html

NEH offers additional grants that are related to cultural and heritage tourism. America's Historical and Cultural Organizations implementation grants support traveling or long-term museum exhibitions, library-based projects, interpretation of historic places or areas, interpretive Web sites, or other project formats that creatively engage audiences in exploring humanities ideas and questions. Related planning grants can be used to plan, refine, and develop the content and interpretive approach of a project.

Grants for America's Media Makers support media projects that explore significant events, figures, or developments in the humanities in creative and new ways. America's Media Makers projects promote active exploration and engagement for broad public audiences in history, literature, archaeology, art history, comparative religion, philosophy, and other fields of the humanities.

As part of the *We the People* initiative, NEH invites proposals for public programs that encourage intergenerational learning about and reflection on significant topics in U.S. history and culture. Grants will support programming tailored to youth and/or family audiences at museums, libraries, historical societies and sites, parks, and other places in the community. The projects should:

- strengthen knowledge and appreciation of American history among young people through activities outside the classroom; or
- encourage families to explore themes and ideas from American history together.

For further information on NEH grants, go to <http://www.neh.gov/grants/grantsbydivision.html>

National Park Service Challenge Cost Share Program

For a description of this grants program, see page 2 of Appendix V above.

Preserve America Program

Preserve America is a national initiative in cooperation with the Advisory Council on Historic Preservation and in partnership with the U.S. departments of Agriculture, Commerce, Defense, Education, Housing and Urban Development, Interior, and Transportation; U.S. General Services Administration; National Endowment for the Humanities; President's Committee on the Arts and the Humanities; Institute of Museum and Library Services; and the President's Council on Environmental Quality.

The Preserve America matching-grant program provides planning funding to designated Preserve America Communities to support preservation efforts through heritage tourism, education, and historic preservation planning. The National Park Service administers the grant program.

Preserve America recognizes and designates communities, including municipalities, counties, neighborhoods in large cities, and tribal communities, that protect and celebrate their heritage. Since the program began in 2003, more than 700 communities have been designated as Preserve America Communities in all 50 states and one U.S. territory. In Delaware, the City of Dover, and Lewes and Milton, are designated Preserve America communities.

The Preserve America Community designation application process is administered by the Advisory Council on Historic Preservation. To find out how to become a Preserve America Community, [visit the Council's website](http://www.achp.gov) at <http://www.achp.gov> or call (202) 606-8503. For more information on the Preserve America Program and grants, go to <http://www.preserveamerica.gov/>

STATE FUNDING SOURCES

Delaware Division of the Arts

The Delaware Division of the Arts offers grants to nonprofit, tax-exempt organizations chartered and based in Delaware; schools and government entities that support arts activities; and individual artists. The Division also provides funding for specific arts projects sponsored by nonprofit community-based organizations and government entities that do not have the arts as their primary mission. Community-based Organization Grants include Project Support grants of more than \$750, and Opportunity Grants, with a rolling deadline, that support the sponsorship of performances, workshops, and exhibits by non-arts community-based organizations requesting \$750 or less.

For more information on the Division's grants and eligibility criteria, go to <http://www.artsdel.org/grants/cbogrants.shtml>

Delaware Heritage Commission

The Commission offers Challenge Grants for groups studying the history and heritage of Delaware. Grant applications are accepted any time. They are reviewed by a Challenge Grant Award Committee, which makes recommendations to the Commission at an Executive Committee or regular Commission meeting several times a year. Challenge Grants range from \$250 to \$1,500 and must be matched with local funds.

Challenge Grants encourage permanent heritage projects. These projects have in the past consisted of historic markers, posters, videotapes, printed listings of archival holdings, and books. The concept of "heritage" has been expanded to include the backgrounds and stories of more recent immigrants and the histories of local industry such as maritime, transportation and the environment. Goals created by the Commission include the following:

1. To encourage local institutions and organizations to maintain an ongoing interest in Delaware history/heritage;
2. To encourage greater awareness of Delaware history/heritage among Delaware school children;
3. To encourage scholarship and publications of Delaware history/heritage;
4. To encourage continued outreach to all segments of the community;
5. To encourage co-sponsorship of heritage objects.

For further information on grants through the Delaware Heritage Commission, go to the Commission web site at <http://heritage.delaware.gov/>

Delaware Humanities Forum

The Delaware Humanities Forum promotes the humanities by providing a variety of resources to the people of Delaware to help residents learn about life and work by connecting them with other people, cultures and ideas. The Delaware Humanities Forum services include a Speakers Bureau that provides free lectures and discussions to non-profit organizations statewide; a Visiting Scholars Program that provides free college and university lectures to thousands of Delaware elementary and secondary school children; annual lectures; and grants programs.

Grant programs give organizations funds to host a wide range of their own humanities programming. Institutions that are eligible to apply to the DHF for grant funding include: colleges and universities, libraries, historical societies, museums, educational television and radio stations, research institutes, professional associations, agencies of state and local government, labor unions, and other community and service organizations. Mini-grants are available up to \$3,000, regular grants from \$3,000 to \$10,000,

and Opportunity Grants, for up to \$1,500. The latter can be used to fund smaller projects or to assist with long-range planning for larger projects.

For more information, go to the Delaware Humanities Forum web site at http://www.dhf.org/grant_programs.cfm

Delaware Tourism Office

The Delaware Economic Development Office provides grants for tourism through the Delaware Tourism Office. Matching grants can be used for advertising, package creation, tourism product development, creation of collateral materials, and development of tourism infrastructure. Direct grants not requiring a match are also available for collateral creation, and photography and videography projects. Both grants require that the applicant have a marketing and distribution plan in place prior to applying for the funding. The applicant must also demonstrate the estimated return on the investment and tracking method that will be used to assess the project's economic impacts. The grants emphasize the need to bring new visitors and overnight visitors into Delaware.

Direct grants are awarded in the \$1,000 to \$5,000 range and are geared towards non-profits with less than a \$15,000 marketing budget.

For further information on Delaware Tourism Grants, go to <http://dedo.delaware.gov/tourism/grants.shtml>

Delaware's Historic Preservation Tax Credit Program

The program assists in preserving and rehabilitating historic buildings throughout the state. Enacted in 2001, \$30 million in tax credits are available for ten years, with \$3 million allocated each year. To be considered for the tax credit, historic buildings must qualify as Certified Historic Properties, through listing on the National Register of Historic Places, inclusion in and contributing to a National Register district, being considered Register eligible, through designation as an historic property under a local ordinance, or through inclusion in and contributing to a local historic district. Rehabilitation of the historic property must be carried out consistent with the Secretary of the Interior's guidelines and standards for rehabilitation of historic properties. The amount of the tax credit is equal to a percentage of the cost of the rehabilitation:

- 20% for income-producing buildings
- 30 % for owner-occupied, residential buildings
- additional 10% for low-income housing projects

Credits can be transferred, sold or assigned to anyone with Delaware income tax or franchise tax liability.

For more information and downloadable forms and instructions, go to <http://history.delaware.gov/preservation/taxcredit.shtml>

Certified Local Government Program and Grants

The Certified Local Government Program is a preservation partnership between local, state and national governments focused on promoting historic preservation at the grass roots level. The program is jointly administered by the National Park Service (NPS) and the State Historic Preservation Offices (SHPOs) in each state, with each local community working through a certification process to become recognized as a Certified Local Government (CLG). CLGs then become an active partner in the Federal Historic Preservation Program and the opportunities it provides.

The key reason to become a CLG is the access certification provides to the expert technical advice of the State Offices as well as the NPS. Partnerships with the [National Alliance of Preservation Commissions](#), [Preserve America](#), the [National Trust for Historic Preservation](#), and the [National Main Street Center](#) are also networks that CLGs have an opportunity to access. Access to federal funding is another benefit,

making certified communities able to access the portion of federal funds set aside by each SHPO for just CLGs annually. Being a CLG also shows your community's commitment to keeping what is significant from the past for future generations. As a certified town, city, or county seeking other opportunities, it becomes easy to demonstrate a readiness to take on a preservation project and be successful.

In Delaware, New Castle County, Delaware City, and the City of Wilmington are CLGs.

Delaware Preservation Fund

The Fund was founded as a subsidiary corporation by Preservation Delaware in December of 2000. Seed money for the Delaware Preservation Fund (DPF) was generated through the General Assembly of the State of Delaware and the Longwood and Welfare foundations.

The Delaware Preservation Fund is intended to preserve Delaware's architectural heritage through the use of low interest loans, small grants, easements and covenants, and the donation/purchase/resale of historic properties.

The Delaware Preservation Fund has **four major components**:

- **Mini Grants** for preservation projects
- **Low Interest Loans** to assist properties that do not qualify for conventional loans or to encourage preservation projects
- **Donation/Acquisition/Resale Program** for receiving, optioning or purchasing property for resale
- **Easements** accepted to protect historic properties

Preservation Fund dollars can be used to offer **loans** to purchasers of historic buildings which, due to their current condition, do not qualify for conventional loans. They can also be used to offer lower interest rates in order to encourage preservation work. Repayments and interest on the loans replenish the Preservation Fund. Revolving Funds across the country also accept gifts of real estate. When the Fund receives a gift of an historic building and resells it to a renovator, the income increases the value of the Preservation Fund as well as putting a part of our heritage into the hands of a concerned owner.

The Preservation Fund also is empowered to utilize seed capital for the **acquisition of endangered historic buildings** with sale of the property to an owner who is dedicated to the building's restoration and maintenance. The proceeds from the sale are returned to the fund to be revolved again on another building. One frequently used technique is to obtain, through gift or purchase, a time-limited option to sell the building. The Preservation Fund will then market the building, often to its own list of interested historic house buffs.

For more information, go to Preservation Delaware's web site at http://www.preservationde.org/programs/revolving_fund.htm

FOUNDATION GRANTS AND OTHER PRIVATE FUNDING

One valuable source of information on financial and technical assistance was mentioned on page 9 – the web site of the Delaware Association of Nonprofit Agencies (DANA) at www.delawarenonprofit.org. Resources for non-profits such as news of conferences, training on standard practices, legislation affecting non-profits, group buying programs, and volunteer opportunities are available on line. The web site has a fund finder component under Tools and Templates which lists the top corporate grantmakers and foundations as well as federal sources of assistance. Among the sources listed under “Local Foundations & Corporations” is the Delaware Community Foundation and a link to the Delaware Grantmaker's Directory. One of the top corporate funders for cultural and heritage tourism is American Express, note below.

American Express

The American Express Foundation is a leading sponsor of cultural tourism projects, including heritage trails, throughout the US and the world. American Express's three themes for giving include:

- Preserving and enriching our diverse [cultural heritage](#)
- Developing new [leaders for tomorrow](#)
- Encouraging [community service](#) where our employees and customers live and work

American Express, through its cultural heritage grants, supports organizations and projects that preserve or rediscover important cultural works and major historic sites in order to provide ongoing access and enjoyment for current and future audiences. The programs supported include a broad range of arts and culture: from historic landmarks and public spaces to dance, theater, music, film and the visual arts. American Express emphasizes preserving works that represent a range of diverse cultures.

Supported programs must embrace preservation and enable ongoing public access and exposure through one or more of the following:

- Ensuring public engagement with a restored work of art or historic site
- Producing or presenting a new interpretation of a work that is in danger of being lost

Information can be found at http://home3.americanexpress.com/corp/gb/cult_her.asp

National Trust for Historic Preservation

NTHP, through its [National Trust Preservation Fund](#), offers several types of financial assistance to nonprofit organizations, public agencies, for-profit companies, and individuals involved in preservation-related projects. In 2005, through the National Trust Preservation Fund, NTHP provided almost \$17 million in financial assistance and direct investment to support preservation in cities, towns, and rural areas all over the United States. Financial assistance is available to restore and preserve buildings that are private residences or income-producing properties. NTHP offers scholarships and grants as well.

The [National Trust Preservation Fund](#) includes funds that provide two types of assistance to nonprofit organizations and public agencies: 1) matching grants from \$500 to \$5,000 for preservation planning and educational efforts, and 2) intervention funds for preservation emergencies. Matching grant funds may be used to obtain professional expertise in areas such as architecture, archeology, engineering, preservation planning, land-use planning, fund raising, organizational development and law as well as to provide preservation education activities to educate the public.

The [Johanna Favrot Fund for Historic Preservation](#) provides nonprofit organizations and public agencies grants ranging from \$2,500 to \$10,000 for projects that contribute to the preservation or the recapture of an authentic sense of place. Individuals and for-profit businesses may apply only if the project for which funding is requested involves a National Historic Landmark. Funds may be used for professional advice, conferences, workshops and education programs.

The [Cynthia Woods Mitchell Fund for Historic Interiors](#) provides nonprofit organizations and public agencies grants ranging from \$2,500 to \$10,000 to assist in the preservation, restoration, and interpretation of historic interiors. Individuals and for-profit businesses may apply only if the project for which funding is requested involves a National Historic Landmark. Funds may be used for professional expertise, print and video communications materials, and education programs.

The [Partners in the Field Challenge Grant for Statewide and Local Partners](#) is a transformative challenge grant program to expand preservation field services nationwide. The grant program is a collaboration between the National Trust for Historic Preservation and Statewide and Local Partners, funded by a

generous gift from Robert Wilson. The primary purpose of Partners in the Field is to expand the delivery of preservation field services across the country by building the capacity of statewide and local preservation organizations to provide these services on the ground, and by building their long-term capacity for philanthropy to sustain their preservation work. Partners in the Field challenge grants are only available to recognized National Trust Statewide & Local Partners.

For more information, see the NTHP web site at <http://www.preservationnation.org/>

F. Theme Categories

Overarching principles for context: GEOGRAPHY / CLIMATE / TOPOGRAPHY

Delaware's natural geography and climate provide the context for understanding the development of its culture, labor, politics, and society. The topographic division between the rolling, rocky hills of the piedmont and the flat, sandy soils of the coastal plain had implications for Delaware's historical development relating to the harnessing of water power and natural resource use and extraction. An exploration of the state's "unnatural" boundaries could include the arc dividing northern Delaware from Pennsylvania and the establishment of the Mason-Dixon Line.

ECOLOGY & CONSERVATION

Conservation and park planning were espoused by William Penn in planning his "Greene Country Town" of Philadelphia and by William Bancroft, the "father" of the Wilmington park system. New Castle County's natural areas and parklands include many birding hot spots and provide the basis for Delaware City's ecotourism initiative. Delaware's coastal environment and natural resources provide important resource-based recreational opportunities and economic support.

INDUSTRIAL DEVELOPMENT / WATER POWER

Piedmont rivers provided transportation routes and the water power to drive economic development and create distinct landscapes. The industrious, entrepreneurial spirit of the early settlers later joined by the DuPont family created a significant American industrial legacy. Remnants of Latrobe's feeder canal, the still active Chesapeake and Delaware Canal, and sites associated with inventor Oliver Evans testify to this water based industrial heritage. The shipbuilding tradition lives on through the Kalmar Nyckel and riverfront sites in Wilmington active from the Civil War through World War II.

MILITARY HISTORY

Delaware's military resources include a collection of fortifications spread along the Delaware River and Bay and Revolutionary War resources. The latter are associated with the Battle of the Brandywine, the skirmish at Cooch's Bridge, and the Campaign of 1777, General George Washington's first major tactical campaign in defense of the young nation. The Washington Rochambeau Revolutionary Route commemorates the Yorktown Campaign of 1781. Other key elements of military history include the fortifications of the Swedish and Dutch settlers at Fort Christina and shipbuilding sites associated with World War II.

UNDERGROUND RAILROAD

Delaware was the last stop to freedom for runaway slaves, playing an important role in the history of the Underground Railroad network. The tension between industrialized northern Delaware and the agricultural south affected Delaware's laborers, slave and free, and dramatically divided its citizens culturally and politically before, during and after the Civil War.

FOUNDING OF A NATION

Delaware contributed to the development of our Constitutional Republic, from the signing of the Articles of Confederation and Declaration of Independence to being the first state to ratify the U.S. Constitution in 1787. The country estate of George Read, a signer of the Declaration of Independence, remains in New Castle, as does his son's house. Gunning Bedford, Jr.'s Lombardy Hall represents the estate of a man active in the Constitutional Convention, abolition of slavery, and politics in his home state.

RELIGION

The Quaker religion, part of William Penn's Holy Experiment, is well represented at Lombardy Hall and other sites. The Quakers were integrally tied to northern Delaware's industrial development, showing the overlap between the two theme categories of religion and industry. Presbyterians, Methodists, the AME Church, Jews, and many other religions maintain rich traditions and historic sacred sites throughout northern Delaware. The less traditional charitable associations such as Shriners (Nur Temple) and Freemasons (Grand Opera House) are also well represented.

CULTURAL DIVERSITY

A variety of nationalities and ethnic groups call Delaware home, starting with the indigenous peoples--the Lenapes and Nanticokes. The colonization and establishment of the frontier includes the story of the first European settlers in the Delaware Valley who built fortifications for their protection, such as at Fort Christina, and the first log cabins.

TRANSPORTATION

Water served as the main transportation link, connecting colonial Delaware with England, Europe and other colonies; supporting a long shipbuilding tradition; and giving rise to the "national" waterway, the Chesapeake & Delaware Canal. On land, Delaware's importance as a regional transportation hub is represented through the Frenchtown Railroad, the Conestoga wagons of the frontier, the "King's Highway" and the pikes such as Lancaster to Wilmington, and advances in aviation at Bellanca airfield.

HORTICULTURE & AGRICULTURE

The unique qualities of the art, architectural and agricultural traditions of the Brandywine Valley are internationally recognized, as are its gardens, including those at Longwood and Winterthur. Horse farms, country estates, granges at Corner Ketch and along Concord Pike, and farm remnants such as the Blue Ball property testify to Delaware's rich agricultural traditions and fertile soils. Agriculture and horticulture remain highly valued for their economic and cultural contributions in both Delaware and Pennsylvania.

SCHOOLS of ART

Related to the themes of ecology, horticulture and agriculture, as well as landscape architecture, the Brandywine Valley is a landscape of inspiration. Several generations of Wyeths are internationally known painters of this landscape, and locals Howard Pyle and Felix C.O. Darley were well known illustrators in the Wilmington area. Northern Delaware's art traditions continue through 20th century African American painter Edward Loper and the sculptor Charles Parks. The Delaware Art Museum is a renowned repository for the Bancroft collection of Pre-Raphaelite paintings.

ARCHITECTURE & LANDSCAPE ARCHITECTURE

This theme overlaps with the agriculture and horticulture theme, and also with ecology/conservation and industrial development. The theme includes country estates turned into distinctive parklands and preserves as well as the history of suburbanization, including new urbanism, that is well reflected in northern Delaware's residential neighborhoods. Models for the organization of labor as part of industrial communities include workers' housing at Bancroft Mills and the Claymont steel mills. The development of utopian communities as a backlash against industrialization includes the three villages representing the Ardens.

EDUCATION

Since the early days of Delaware's settlement, a sound and practical education has been important to its citizens. Early educational resources include the academies in Newark and Wilmington. Delaware's schools also featured prominently as part of a series of suits relating to the negative effects of segregation of the classroom, leading ultimately to the landmark Supreme Court decision *Brown vs. Board of Education*. "Separate" classrooms for the races was no longer considered "equal" education.

G. Process

This Concept Plan for an integrated heritage network represents the culmination of a three year community planning effort of the Northern Delaware Heritage Coalition, supported by New Castle County Land Use Department and Wilmington Area Planning Council (WILMAPCO), and assisted by East Coast Greenway Delaware and the National Park Service's Rivers, Trails & Conservation Assistance Program.

Series of workshops were conducted in each heritage area with community representatives to identify:

- heritage assets;
- challenges and opportunities related to accessing those assets by public transit, foot or bike;
- options for access now available or under development;
- themes represented by heritage assets; and
- potential information and transportation hubs within each heritage area

Products to date include maps and matrix of priority transportation, historic preservation and community development projects to guide future project implementation discussions with the Coalition and a list of heritage assets with description of existing amenities and type of access. The approach to organizing information on heritage assets through a series of "discovery areas," identification and mapping of auto loop tours for each heritage area

The Draft Northern Delaware Heritage Network Concept Plan document describes the five heritage areas of northern Delaware and their assets, why these assets are special and why we should value them, explains why the grassroots Coalition formed and the challenges that inspired the group, and documents the benefits, vision and goals of the network.

Who is the Northern Delaware Heritage Coalition?

The Northern Delaware Heritage Coalition represents a broad spectrum of grassroots participants from more than 50 heritage, historic preservation, greenway, transportation, tourism, and local government agencies and organizations.

What is the Northern Delaware Heritage Network Concept Plan?

The Plan proposes a network of transit, cycling, walking and driving routes that link historic sites, cultural amenities, parks and other community resources in five "heritage areas" in northern New Castle County, and a network of interpretive and educational connections between the resources based on theme, topic or category.

This proposed Heritage Network is not yet complete, but the basis for it does exist. Proposed routes use existing greenways, bikeways and transit routes that access heritage resources and also planned connections defined in the New Castle County Greenway Plan and in the DelDOT Bicycle Plan. Proposed interpretive and educational materials have been partially developed but may need to be repackaged to illustrate the connections between the sites in northern Delaware.

Through work with state and local agencies on key physical improvements and coordinated cross-marketing, the Northern Delaware Heritage Network could become a reality.

How does the Coalition define the word "heritage"?

The Coalition uses the term "heritage" in the broadest possible way, that is the collection of resources that a community values.

What are those resources?

The resources that the communities of northern Delaware value are its parks and natural areas, historic sites, cultural attractions, special festivals and events and the vibrant communities and neighborhoods that are special places to live. These are the community's "heritage assets."

How are these resources organized?

The Coalition has divided itself into five heritage areas that relate to the geography of the area. Northern Delaware is geographically organized around the City of Wilmington; the three creek watersheds of the Christina River – the Brandywine, the Red Clay and the White Clay; and the coastal plain roughly south of Wilmington and east of I-95 to the Delaware River and the C&D Canal. The heritage assets have been cataloged by area.

The Coalition proposes that the heritage assets be organized by theme, topic or category to enhance interpretation and promote heritage tourism. The primary goal of the Coalition is to package information in a way that creates a network of all the assets across northern Delaware that related to a specific theme, topic or category regardless of the visitor count or ability of the site to promote its self. The information is to be prepared in a way that will inspire people to visit many sites and get more detailed information at the individual sites.

Is the focus primarily on historic sites & interpretation?

No. There are many statewide and local organizations and initiatives dedicated to preserving historic sites and historic interpretation.

The Coalition is focused on creating platforms to bring all efforts together in a way that makes it easier for the average person to get a clear picture of our heritage assets (including historic sites), gives them an easy-to-understand way to find out more about them and hopefully inspires them to actually visit some of them. Unlike other organizations, the Coalition is looking at all of our assets without regard to any national or state threshold for significance or economic contribution. If the resource is part of the theme, topic or category it will be included.

And... In addition to historic sites there are amazing preserved cultural landscapes surrounding the communities in northern Delaware -- and there are the communities and neighborhoods themselves.

The Coalition has proposed cross marketing all of the areas' resources in a way that connects the resources to the communities that surround them and enhances their collective value.

Is the Coalition primarily focused on physical connections?

No. While physical connections among sites are very important, the Coalition has included these within one of three broad areas of interest: Access, Marketing and Promotion, and Education and Interpretation.

In 2008 WILMAPCO assisted the Coalition in completing a physical assessment of northern Delaware above the C&D Canal. The work product of that assessment is part of the Concept Plan. The Concept Plan will continue to be updated with additional work products as the Coalition undertakes additional projects to implements its plan. In 2009 a primary focus will be developing the strategic approach to creating the network of connections based on theme, topic or category.

How will this Concept Plan be implemented?

The Coalition has just begun the process of organizing as a non-profit that will have representation from each of the five heritage areas on its board and will continue to work at the grassroots level with the participants from each of the heritage areas to strategically determine what activities to include in its annual work plan.

How has the Coalition accomplished its work to date?

The Coalition applied for and was awarded technical assistance from the National Park Service's Rivers, Trails and Conservation Assistance Program. The loosely formed group of interested volunteers secured support and assistance from New Castle County through the Planning Department, WILMAPCO, and a

volunteer coordinator from the East Coast Greenway, DE. Collectively they made their case, documented the support and commitment from a stakeholder group and applied to the National Park Service. The agency's Rivers, Trails and Conservation Assistance program provides no funding. It does, however, provide technical assistance to local conservation and recreation projects, including a staff person who, among other forms of assistance, helps guide the group through the process of developing an annual work plan. The Coalition has accomplished the approved work plans over the three years it has received this assistance.

How will the Coalition define success?

There are several questions that can be posed.

- Are the Coalition participants pleased with the promotional pieces developed? Are their heritage sites seeing more traffic? Are they receiving economic benefits?
- Are the participants seeing the information about the areas resources being delivered to the residents and visitors of the area?
- Are more people able to access the resources? Are they accessing the resources?

The Coalition will need to work with the stakeholders to develop tracking mechanisms to address these questions. Success for the Coalition is ultimately success for its participants and their communities.

Next Steps

- Formalize the Northern Delaware Heritage Coalition and form partnerships with business and corporations, tourism interests, schools and educational institutions, health care/wellness interests, and civic organizations.
- Create a standard visual identity for the Heritage Network that includes the project web site, logo, and other materials.
- Develop guidelines for sites that would like to be part of the Heritage Network Discovery Areas.
- Broaden accessibility to the marketing materials created by the Coalition with translations into additional languages and appropriate internet access for the visually/auditorally challenged.
- Provide input to WILMAPCO on priority trail and transit projects on a regular basis. These priority projects may be included in WILMAPCO's workplan when funding becomes available; the Coalition may also seek funding through programs like the DelDOT Transportation Enhancements Program or the DNREC Delaware Land and Water Conservation Trust Fund.

H. Demo Project

The following map and touring guide were developed to provide driving routes showcasing highlights from the Northern Delaware Heritage Network area. A web site is also under develop.