

Appendix A Bird Species



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Results by Block

Draft Results Summary for 199/ Bethany Beach - CW (Region 5)

All results DRAFT until final review / publication.

[select another block](#)

SUMMARY:

79 total species: 33 CO, 28 PR, 18 PO, (plus 21 OB)

78 species in DE1983

Results last updated: 06 Jul 2011

[view missing species](#)

Species List

Species	Best Evidence	Other details	DE1983
Canada Goose	● CO AY		● CO
American Black Duck			● CO
Mallard	● CO FL		● CO
Wild Turkey	● CO AY		
Northern Bobwhite	① PR S		① PR
Double-crested Cormorant	○ OB O		
Great Blue Heron	○ OB O		
Great Egret	○ OB O		
Snowy Egret	○ OB O		
Green Heron	○ OB O		① PR
Black-crowned Night-Heron	○ OB E		
Glossy Ibis	○ OB E		
Black Vulture	○ OB O		
Turkey Vulture	① PR N		
Osprey	● CO NY		● CO
Bald Eagle	○ OB O		
Northern Harrier	○ OB E		
Cooper's Hawk	⊗ PO X		
Red-shouldered Hawk	○ OB O		
Red-tailed Hawk	⊗ PO X		① PR
Clapper Rail	① PR S		⊗ PO
Killdeer	● CO AY		● CO
American Oystercatcher	① PR P		
Willet	① PR N		① PR
Spotted Sandpiper	○ OB E		
American Woodcock			● CO
Laughing Gull	⊗ PO X		
Herring Gull	⊗ PO X		
Great Black-backed Gull	⊗ PO X		

Appendix B Working Group Meeting

Working Group Timeline

January 2009: the Working Group and Division Staff met to develop a preliminary vision for the trail. The Working Group has expanded to include representatives from the neighboring communities.

April 2009: the Working Group took a bike ride on the Junction and Breakwater Trail in Delaware (between Lewes and Rehoboth) to experience a crushed stone surface, varying trail widths and areas in close proximity to homes. The trip also provided evidence that a remote trail does not equate to loitering, vandalism and illegal dumping.

May 2009: Working Group members presented the concept at a Salt Pond Home Owners Association meeting. As a result, several residents joined the Working Group.

April through August 2009: the Working Group met several times to create renderings of the proposed trail for the public to visualize trail surfacing, widths, buffers, access and road crossings.

September and October 2009: four public workshops were held at the three Town Halls and Sea Colony to determine public interest in a trail along the canal. Each community advertised the workshops and 204 people (not including the Working Group) attended the workshops. The open house format, the participation of Working Group members and the trail renderings provided an engaging and productive setting to discuss the **public's interest and concerns. The 161 completed comment forms reassured the** Working Group that the trail is overwhelmingly desired and will be utilized if built. It also reinforced the sensitivity that adjacent property owners have for safety, vandalism and security. These concerns will be very important considerations in the concept plan.

October 2009: the Working Group experienced the canal from the water and took a boat ride up the canal to better understand the opportunities and constraints, environmental conditions and proximity to homes.

April 2010: the Working Group discussed the opportunities for community connections to the canal trail and the physical constraints for each segment of the canal.

March 2011: the Working Group reviewed a draft of the Concept Plan.

Appendix C

Public Workshop Comment Form

Informational Meetings

Assawoman Canal Potential Pathway

A series of informational meetings are being held to determine public interest for a potential pathway along the Assawoman Canal. Your opinion, input, and feedback will shape the next steps in the vision for a potential pathway.

Please take a few minutes to complete this comment sheet. Keep in mind as you provide input to the following questions that a pathway is in a discussion and visionary phase.

Potential Usage and Access

If there was a network of pathways and sidewalks in your community, where should they be placed?

Would you use a pathway if it were built? **(check one)**

Very likely ____ Somewhat likely ____ Not likely ____

How often are you likely to use a pathway if this project were to move forward? **(check one)**

Daily ____ Once per week ____ Once per month ____ Few times a year ____ Never ____

If you were to use a pathway, what would be your primary use for it?

(check all that apply)

Jogging/Running ____ Bicycle ____ Hike/Walk ____ Roller blade ____

Canoe/Kayak ____ Observe Nature ____

Where might you access a pathway along the Assawoman Canal?

Potential Design & Safety Considerations

If a pathway were built, what type of surfacing would you prefer? **(check one)**

Paved pathway ____ Earthen trail ____ Crushed stone ____ Mulch ____ No preference ____

If a pathway were built, what trail-width would you prefer? **(check one)**

6ft ____ 8 ft ____ 10 ft ____ 12 ft ____ 14 ft ____ No preference ____ Don't know ____

What are the most important amenities to have in a trail system? **(check all that apply)**

Education/Historical signs ____ Trail markers ____ Maps ____ Restrooms ____

Benches ____ Parking area ____ Information kiosk ____ Viewing areas/Overlooks ____

Other: _____

If a pathway were built, what type of buffer would you prefer between a pathway and adjacent properties?

If a pathway were built, would you be willing to participate in a volunteer group to “adopt” the pathway? By adopting, you become an ambassador/trail watcher coordinating with local communities and State Parks to oversee the pathway. Yes ____ No ____

What community do you live in? _____

Comments:

Please return the completed comment form by October 16th to one of the following:

Ocean View Admin. Building
201 Central Avenue

Bethany Beach Town Hall
P.O. Box 109

South Bethany Town Hall
402 Evergreen Road

Appendix D

Public Workshop Responses

Consolidated Comments from all workshops (no order)

Lots of Questions to be answered: 1 who is responsible for trash removal, security, closing at sunset, safety - ambulance access, more canal erosion on the banks. Money should be used to maintain the canal for boating - which is unsafe now due to erosion & trees that will fall.

With the current fiscal situation in the state (Budget cuts, salary cuts, layoffs) why are we looking for new ways to spend money? This is a stupid conversation to be having at this time!

The more people you have walking along the canal, the more accidents you will have. The trees are in terrible shape and should be removed. They were supposed to remove trees along the canal 7 years ago when they marked all the trees with florescent paint. Nothing was done as usual. You need to take this grant money and correct the roads across from Rt 26 and west so turning traffic can move like it should.

Dumb to spend money that the state needs for more important things.

Does the state have money for this? I'm concerned people will be parking on our property to get access. I do see you have a parking area. Is there something more important the state should spend it's money on?

1) I have a safety concern of biker/walkers on same path. My past experience is that people walk abreast of each other and bikers travel at a brisk, if not fast, and safety concern develops. 2) Animal Controls MUST be established for property owners and walkers.

DO NOT HESITATE! START NOW! this has been long awaited & will be used everyday all year long (weather permitting) and will be a great asset to all communities.

Where is the state getting the funds to do this?

The path proposal is a great undertaking. Whatever the final design/location will be, it will enhance quality of life in the adjacent communities. Also: as the real estate market recovers, the path will increase property values. Buyers in coastal communities are interested in recreation and nature trails/parks. Thank you for bringing wonderful ideas into reality!

Great concept. Need to work out privacy concerns of property owners abutting canal. It would give a great boost to property values in houses & developments along the canal. As it stands the canal represents a mostly useless asset. Would help Ocean View where few sidewalks are available for walking/bike riding

Possibly narrow trail width in areas where homes are adjacent to discourage "loitering".

We live in a 4 story town home in Canal woods. Because we are so close to the canal (about 50') we would object to having a pathway built so close to our property. Any buffer placed between our home and the canal would obstruct our view. We are also concerned with potential of increased crime with allowing people access to our rear door so easily. There is plenty of room along Kent Ave to allow bikes,

pedestrian to safely travel without allowing them access to the rear of the Canal Woods homes. If a pathway has to be built, there is much more room on the N/E side of the canal bordering Sea Colony.

I am opposed to this pathway as trees will have to be removed and the canal itself would be disrupted along the embankments which are already in a fragile state.

Please do not proceed with a pathway along the Assawoman canal! There are many other state park areas where pathways could be built without impacting adjacent property owners. The state tract along the canal is quite narrow and will have an impact on an inordinately large number of property owners per area of state land. In future meetings please provide a list of other state park areas that could host a pathway we should be given alternate sites to consider.

Going the wrong way about the proposed plan.

Not interested in putting a trail behind people's homes. Find another location. What about security, policing, vandalism, maintenance, invasion of privacy?

Full-time resident with property adjacent to canal. Most pressing concern is safety/security. She's been blind for 8 years and only knows this community. She chose carefully where to live based on the privacy she needs. She enjoys the peacefulness and wildlife of her backyard and that will go away with inviting people to her backyard. 19 neighbors are also adjacent to the canal and about 90% of homes are unoccupied 9 months out of the year. People will use their properties to access the pathway because no public access exists. Her property value will decrease and crime will increase. She will be scared to be in her backyard not knowing who is watching her. A pathway will make it alluring to rental companies to increase rates (an attraction for tourists) but will not benefit residents.

I think this is a great idea! I strongly support this plan. Please complete it quickly

The concept of a pathway is commendable. Many issues need to be addressed: - funding - safety - Trespassing, privacy of residents - maintenance to name just a few- also environmental considerations - it is a nature preserve. For the record, Waterside Community does not support a pathway.

Good idea & I am very much in favor of it. Love the idea of a safe biking trail that I would use more than twice a week if it was "bike" friendly. Bicycle much better alternative than area roadways with no shoulders/or small shoulders. Open to alternatives good for biking. If you're going to build it, make it good for all types of groups. Do it right the 1st time.

I am excited about the concept but share the concern of property owners adjacent to proposed path where trail users cut across private property to access trail/canal. It would be a welcome addition to park/trail system and benefit the community for years ahead. Hopefully the community will not be shortsighted w/ parochial concerns, voice their concerns & help find solutions that will allow project to move forward. Would like surfacing type to be as eco-friendly as practical for usage. Make pathway wide enough to allow for easy passing of Jogger, walkers, biker, and dog walkers.

I think it is a great idea. The community should be able to walk along a cleared path. I would be happy to help. Keep it simple. Clear a path is number one. Start with a simple path.

Trail with needs to be comfortable width for shared use. Surface possible for hybrid bike.

I lived here my whole life and have boated the canal. It's beautiful we need to open it on land & sea for all to benefit.

Have property on canal in Bethany West Very concerned about: 1) access, illegally, through property 2) policing & security, maintenance, enforcement 3) demolition of trees 4) noise- use of dirt bikes, motorcycles 5) cost - bridges would be required over Bethany Loop canal, Bethany West pond, storm/sewer drainage ditches. Width - Depends, oppose cutting down trees. In areas south of Rt 26 are magnificent hardwood trees. Oppose cutting trees for pathway

Thanks for having this preliminary meeting - with its revealing info. I'm a rails to trails guy & Scout leader. This prospective trail would be a real plus in this area of outdoor recreation. Please don't let adjacent home owners negatively impact the progress of the project.

Fantastic idea - the canal is underutilized - jogging, biking paths are greatly needed & will enhance all communities involved.

Suggest your coordinators contact the communities of Bloomington/Normal, IL. While their pathway is not next to a canal it is a substantial pathway.

1) The Assawoman canal corridor is a potential gem to the overall community on many levels. It would connect communities such as Salt Pond w/ Turtle Walk, Sea Colony & adjacent neighborhoods. 2) Eventually a strong connection from Fresh pond to Assawoman Wildlife preserve will build community relationships like no other infra structure. 3) "It's not just the beach anymore" we need these walkable/bikable & boatable connections. Look at Central Ave: you would never stroll or walk w/your children down that corridor. There are few opportunities to make livable improvements to our area and this is a major opportunity to advance ourselves.

SEE SHEET FOR MORE - I have multiple concerns regarding the proposed path, including 1. Security (30 feet from back door) 2. Access (convenient yard for trail entrance/exit) 3 - Wildlife preservation (deer, fox, ducks, wading birds) will impose a major risk and disruption for those whose homes border the canal while providing an amenity that is used by relatively few.

Use money to pay down town mortgage.

Prefer canal remain (stay) as is with dredging allowed so better use can be made of the water way. We can cycle, blade, walk, run etc. by existing methods.

SEE SHEET FOR MORE - Concerns: Environmental impact; dog droppings; canal stabilization; promote as shortcut to the beach. Lots of other state/county/local lands to consider instead. Absolutely against a

parallel trail and developing as a "bike-trail" too disruptive to the environment. Very against paved pathway-cause too much run off - < 3ft trail others are "roads" not trails.

We live along the canal and we have serious concerns about security in the back of our home especially during the off season when there are less people around. We are full time residents. Also it would require the trees that buffer the noise from Rt 26 to be cut down. Our community has several projects that need more attention than a trail ie. flooding on Penn Ave & street scope.

Serious thought must be given of ways to prevent ATV use of the pathway. We are aware of this problem in another area.

Concerns include: security, wildlife, women's safety, criminal activity.

We now have a nice but very narrow forest. It does not seem right to pave any part of this irreplaceable wooded area. Despite the size it is home to considerable wildlife. As examples we have seen deer, foxes and turtles. As a trail, it would seem to have little value as a throughway for walkers or bicyclists. Neither end is a destination. If it is made comfortable for bicyclist, it will attract motorcycles. A footpath may be considered. This is natural, appropriate and should remain. In PA I live near a sizable Nature Preserve. I am not proud of the litter and careless use I see.

If the state wants to build this trail on their land, they have "adopted" it. Who will monitor the jet skis, & motor boats that are extremely annoying to walkers & those canoeing & Kayaking? I understand there will be no lights or patrols - this is trouble! Primary Use - Crabbing

Since the canal has been deepened, people appear to be courteous (I'm a kayaker). The next step, a path, is a good one for non-boaters. It will also keep people off main roads (like Fred Hudson) and thus be safer. Also, a way to cut across from one side of 26 to the other more easily.

Having lived in Denver, CO for 27 years I experienced a fabulous array of bike/walking/horseback riding trails along canals and other waterways. These were wonderful amenities, and there was never any problem with those who lived along the trails. People used them for the peace and quiet and to enjoy nature!

I think this is a very good idea & tastefully presented.

This is long overdue! The path that now exists in front of my house is overgrown and state owned property. I would be willing to help get this project going in whatever way I can.

Concerns about criminal activity

Surfacing - Something suitable for biking & fast paced walking but natural looking. Love the idea - Terrific to have options for walking & biking besides heavily trafficked Rt 1. 1) any room for a small playground? Would love to discuss options! 2) any room for athletic workout stations? SB Property owners Association is VERY interested in ideas! Please contact me sue.callaway@gmail.com

This pathway would be used year round. It will be a wonderful addition to our community.

The community would have to Vote on the idea to "adopt" the pathway, but I feel confident they would approve such a proposal

Don't see a need for this project. If it has to be, security maintenance & future funding must be considered. We would prefer not to provide access to our back yards by strangers who have no access now.

It would be nice to have the Park police patrol the path during variable times preferably using bicycles.

Assawoman Canal walkway would be great asset. Would be magnificent to have it on both sides of canal, but also expensive. Paved surface best for bikes and low maintenance. Do not need lights (close at sunset). Link to Fresh Pond Park, if possible.

A casual walkway would be a great benefit to our overweight population. It would also open up access to these lands that have here-to-fore been limited in access - usually limited to adjoining property owners who will likely appose on any grounds that they think will deny or delay the process (such as dredging).

I am in favor of the proposed pathway for the Assawoman Canal waterway. A 10' wide mixed use pathway on both sides of the canal with access at each of the three bridges and at each end of the canal.

This would provide a natural feeling way to get round town. Have you ever tried to ride a bike on 26?

I think this is a great idea. It is much overdue. It would help make biking a lot safer.

I want the greater community to benefit from the wonderful "passive" trail. The NIMBY mentality is self serving homeowners along the canal who knew the canal and adjacent land was public when purchased. Think outside the box. Let the summer residents come to meetings on weekends next summer. The future is with the younger residents. Property value will go up on the properties along the trail! Good luck

Access- Concerned where & how people will get to path. Will there be a need for parking? (Not all people will get to trail by walking & biking) How will you keep people from cutting through private properties to get to canal? Have you run by law enforcement to see impact on potential home robberies, etc. Pathway- concern that the surface not be impervious. Should not be putting impervious surface near the canal!!! Width - "as limited as possible" Not sure what size is necessary for both bikes and walking. As little impact on natural environment as possible

Path should be closed to public after night fall.

Our property in Canal Woods will be the most impacted by the pathway. Our property line is adjacent to the park and our patio is only 4 feet from the line. The pathway will seriously encroach on our privacy. Although we understand that this is a state park, we would appreciate if the path planning would recognize our special circumstances and location. Presently on the other side of the canal, there is a 1/2 + mile trail with an access off of Kent Ave. This trail is not near to the back of the Sea Colony

homes. We would propose that this existing trail be used. If the trail must go along our side, we would ask that it be constructed as close to the water's edge as possible. Another consideration would be the loss of trees. We would estimate at least 30 trees would have to be cut to accommodate the trail just in the Canal Woods community. This would seriously affect the environment, the wildlife and the overall appearance of the park. Please consider our special location.

I am very much in favor of the Assawoman Canal Pathway. It provides a quiet and safe place for walking. Currently most walking in South Bethany is along the narrow streets. This interferes with automobiles and causes both the walkers and drivers to exercise a lot of caution. It would be good to get these walkers onto another path. Does the boat ramp belong to the state or is it on Sea Colony property? The pathway should be pervious to minimize storm water runoff into the canal. It should be designed so that it is not muddy after a rain. The pathway would be on one side only to minimize impact to the environment. Bridges should be available periodically to facilitate access.

Great idea - keep going forward, please no charge for use.

1) I hope you plan to keep certain trees (especially the magnolia's) 2) a fence is not natural or scenic - stick with natural borders. 3) do not prevent home owners access to the canal. 4) Use a surface that you can bike on 5) Use the East side of the canal as there is already a road and you would disrupt less vegetation. 6) Respect the homeowners life time rights to access the canal which were promised and deeded to them w/ purchase- don't block access by putting up fences.

You must realize that I am against this particular walkway because when I say NIMBY - this path is literally & figuratively in MBY. I am extremely concerned about safety- privacy - maintenance - trespassers - hour of operation - will it be available 24/7? So many unanswered questions - Are you planning on making this pathway a tourist attraction? The concept is great- especially on paper - reality is another thing - Can't be "cheap" to plan - build & maintain this trail - when can we expect our taxes to be raised to pay for this and maintained when volunteers aren't available?

The canal is about 50' from the rear of our building (Canal Woods). Any size pathway between our home and the canal would be an invasion of our privacy. Buffers placed would obstruct our view of the canal. We are very concerned with the possibility of increased crime since people will have easy access to the rear of our property via a pathway. If a pathway has to be build we certainly would favorite to be on the Sea Colony (north) side. There is much more of a buffer between the canal and homes the canal is accessible now by canoes, boats, kayaks, etc. Access by pedestrians, bikes, will eliminate any wildlife that is seen along its banks.

This is as much a public safety/reduced traffic issue as it is a "green" project. Neither 26 nor Fred Hudson are conducive to foot/bicycle traffic. Look at the mishaps. Offer something safe encourage its use.

Biking is a great support for young and old, thick and thin. We love to explore the "back roads" but it's scary with cars speeding by well over the speed limit. The back roads and along the Assawoman Canal would really be enhanced and serve the community better if they were more accessible for bikers of all

ages... breathe fresh air would be much better than breathing the fumes from cars and trucks along Route 1.

Let's keep trails as Natural as possible. They should be a place for Nature Observers, walkers, bikers (recreational, not racing bikes) with occasional access ramps for canoes & kayaks.

Canal path would enhance enjoyment of living in Bethany area.

Funding: In addition to federal land & water conservation fund, congressional delegation should seek designation as a national scenic trail

I believe the canal project will improve the beauty and value of the community. It is very important, however, not to cut any trees down unless it is absolutely necessary. Trees help to eliminate air pollution, provide oxygen, and give beauty to the community.

I feel a path would be detrimental to wildlife along the canal. Tree removal will destroy privacy and expose the canal and surrounding grounds to sunlight that will change the status quo of this wild area. Pathways adjacent to homes expose the summer homes to vandalism. Adopting- this sounds good but could not supervise the area 24 hours per day. Getting volunteers these days is next to impossible.

Consideration need for day & night monitoring (electronically controlled)

Use Electronic to create safety - Safety (night & day monitoring?)

Would be willing to have a group I belong to maybe sponsor. Displays are helpful in visualizing - Thank you

Need several Kayaks launch points.

I would like to see improvements made to the Assawoman Wildlife Area. This is an underutilized resource that could be improved with hiking trails and other visitor amenities and it could be made safer during hunting season.

At this point I would prefer that any money available be spend on enhancing existing parks i.e. a rest room facility at Gordon's Pond - more programs for children etc. Any pathway along the canal should preserve the natural environment - please don't cut down trees or take a path through the wetlands! We appreciate the wonderful parks in Delaware.

It would be helpful to have an emergency phone system along the trail as used in PA along the Valley Forge Trail.

Keeping the canopy cover the canal will limit nuisance algae bloom. Contact to the Assawoman sanctuary - I use the canal for kayaking frequently

I reviewed the map and possible layout of the trail(s) it appears that there would be a much larger impact to homes/communities if a trail were placed on the East side of the canal verses the Westside. There are several instances on the east side where homes and roads are exceptionally close to the likely

trail placement. In my opinion, constructing 1 trail and placing it on the west side would be the most practical choice - thank you.

Allow pets one porta potty per mile at most, parking is nonessential if it creates opposition.

Trail should be as "natural" as possible, integrated with surrounding topography and vegetation. Trail should "meander" and avoiding long tunnel - like site lines important to have self-maintaining visual and auditory screens between trail and "civilization".

Particular emphasis should be place to ensure some privacy for existing homeowners.

What type of security force would ensure user's safety - would there be a "dawn to dusk" usage time?

If path is built as correct plans demonstrate, then path should zigzag, change sides, or in some way be redirected so as impact is the least disruptive to correct adjacent property sites. Other concerns - negative effect on area wildlife, noise and litter, monitoring policing of path, Alternatives to canal pathway expansion, improvement of local parks and existing bike paths.

This pathway, if built, would absolutely destroy the tranquility of this wonderful private natural area. As I understand the proposal -the width of the land on each side of the canal is 55', with a 20' setback from the setback from the high tide mark, if a 10' pathway was built this would leave only 25' on the adjacent properties side. Hardly an area big enough to accommodate wildlife. The disruption of skateboards, rollerblades, bicycles, joggers, etch would "scare away" what little wildlife remains. The only sights to be seen will be canal water and the outside (and inside) of the private homes in proximity to the pathway. I therefore, believe that the time and effort of the community would be better spent pursuing alternatives to this proposal e.g. - improvement of existing bicycle pathways - a short pathway along the Sea Colony side of the Canal, between Rt 26 & Kent Ave, to accommodate summer vacationers.

Could there be crabbing areas? drinking fountains, Trash cans, a Commercial area selling light food and beverages.

The canal as it is now is beautiful and I do not want anything near, around or on it.

This would be a great addition to the Sea Colony lifestyle and allow us to enjoy the beautiful canal.

Not much info here to go on, but in concept the idea sounds good. Would volunteer as we age some and are at the beach more frequently.

It would be better if the trail were not accessible to cars and trucks. Thinking of something along the lines of the bicycles trails along Rock Creek Parkway, the Capital Crescent Trail, and the bicycle paths to Mount Vernon in Washington, DC.

The pathway that is being proposed must function first with the environment as well as enhance the outdoor experience for the community.

MAKE SURE THE TRAIL IS FOR BICYCLES ALSO -

This pathway would be a great asset to the state and the Bethany Beach area communities.

I would take my grandchildren biking there! This path would also be a plus for renters.

I have real concerns about non residents getting access to Sea Colony property from the pathway. My condo is probably 125 feet from the canal. I take great comfort in Sea Colony security as it presently exists. The path concerns me.

Great idea that I think will help pull the neighborhood together like the Crescent Trail in Bethesda, Md.

Sea Colony is a semi secured community therefore it is necessary to have a barrier (ie. Fence) to separate the pathway from the community. The barrier should have an access point or points that can be secured and opened by Sea Colony security.

Many new communities are offering Kayaking launches. I believe it would greatly enhance the value of sea colony if the community had access to Kayaking along the Assawoman canal. In addition, because sea colony is an active community, including jogging trails would be a natural fit with sea colony

I would prefer the Park use its money for other project.

My only real concern about the pathway is security within Sea Colony. I do not want public access to Sea Colony from the pathway.

Cycling safety on Kent Ave and Coastal Hwy is a concern and a trail integrating connection from Indian River to Double Bridges and on to Rt 54 in Fenwick would be an oasis from traffic. The surface is optimally paved, but the Lewes/Rehoboth is an excellent model that is low environmental impact and can govern speeds of cyclists (finely crushed stone).

The Assawoman pathway should not be constructed without due thought and planning. For example, if must be assumed that entry points for the trail within the resort is going to attract people, both from within and outside of Sea Colony, to drive to the trail head, park, unload dogs, children and bikes. This will cause a parking problem for homeowners and encourage entry and use of amenities by non-owners, factors that will increase maintenance costs and HOA fees. This is not speculative, but realistic factors that underlie the use of gates and guarded entry points at many resort areas. Most important is that the pathway will penetrate one of few refuges for nature, nature walking and observing, and what has become an eco-system. With that, and its attending beauty, the idea of a trail would not even be discussed. Thus, any pathway must respect nature and promote it and its beauty. A final important point: Property owners along the canal purchased their property for the solitude, trees, nature and privacy afforded by the canal, including myself. I appreciate folks jogging, biking, and walking past the front of my home - that is expected, anticipated and fits well with that environment. Having the same happen behind my house is intuitively different. The same would apply if we proposed to extend the bike path network to encircle each lake and pond and to meander behind and in-between homes in the resort. Presumably.

Great idea but since we are on the ocean side we leave some of the details to homeowners on the west side of Sea Colony. But we would love to use a path if available. Also, since we aren't regularly at our Sea Colony home we'd not be the best choice for an adoption group. However, we'd ALWAYS pick up any trash we see when walking on the trail.

Thanks for the survey, even though I've read about the pathway not sure of start and end point but I love the idea of having a place to ride my bike and not be on Rt. 1 with all the cars.

Obviously, I have much tranquility to lose if such a trail is built on our side of the canal. Even a path built on the other side, depending on the use it gets, would disturb the quiet area around my house. The existence of a path, especially on the Sea Colony side, would materially change the very qualities that caused me to purchase a place in Sea Colony. So, I really want to know the progress of this idea, because it may determine whether I stay in Sea Colony or leave.

I like the idea of a trail, but my main concern is safety, privacy and the possibility of vandalism on the trail and adjacent to it.

I'm only in the area a few times year for several days or week at a time - but I do love the wetlands and birds and such. Could not commit to adopting a path, but might be able to volunteer for an occasional event.

If the entrance was within walking distance, I would use this often. We don't live at SC, but I would use this almost daily when we visit, which is frequently. If I have to drive and park, I would use it less frequently.

Great idea, but keep it as low key as possible. No lights. Keep it simple for daytime use. My family would certainly use it when we're in Bethany. Great feature to brag about in our rental literature as well.

I hope it happens. The canal needs stewards and this way it will get some.

Sea Colony owners/renters are in general very physically active. This trail will add to the amenities that attract them to Sea Colony and Bethany.

I am an owner at Sea Colony East. I would use the pathway on a daily basis when I am at the beach. I am there approx 4 months a year...I think it is a great idea. Needs to be kid safe....width needs to accommodate 2 bikers.

It's important to keep car and foot traffic out of Sea Colony; important to ensure public safety; important to avoid any budget impact caused by the need for additional landscaping, more security, and/or litter cleanup

Type of path would depend upon primary use. If for walking... a natural path is best.. If for biking...it should be paved. Erosion potential is also a factor.

Security and trespassers have to be considered. That's why I believe Sea Colony should have "limited access" to the canal path. Signs at the entrance and exit points should say "Sea Colony residents and

guests only". I don't think a parking lot would be appropriate anywhere near the canal. The path should be for people living in walking or biking distance to the canal path. That's still tens of thousands of people in the summer.

I'm assuming that this trail would begin and end outside of Sea Colony bringing people in and through our neighborhoods. I'd rather not have the security issues, etc. involved in such a pathway. I am opposed to this proposal.

More and more people want to incorporate healthy activities into their vacations. I have never felt comfortable riding bikes, or walking, on the roads in Bethany. So every time we go to the beach we leave the bikes at home and exercise in the gym! A paved pathway would solve this problem for many vacating families. Not to mention, it could be used in Sea Colony's marketing. I live near a 5 mile paved pathway in Washington DC, and I can't tell you how many families are on the trail with bikes, strollers, roller blades, etc. People love to incorporate family time with exercise!

Use would be mostly in summer months - once in a while in spring and fall. If earthen or crush stone, not likely to use for biking, but maybe for dog walks.

I am concerned that the pathway if constructed will present security problems to Sea Colony residents, particularly during the majority of the year when no one is around. The path will be totally out of view from SC security and totally inaccessible for town police. I live in the DC area near the C&O canal (where access is very much controlled and policed by the National Park Service). In areas where bike paths have been constructed from railways through residential areas, there have been a number of serious crimes committed over the years--and that is in areas which are populated year round. I also believe that the paths will be constructed too close to residential buildings in SC, since the distance between residences (such as mine) and the canal is not that great. In short, while the canal is an attractive resource, I believe that the construction of a walk/bike trail will adversely impact the community as a whole. I urge that SC take a negative view of the project.

We are strongly in favor of an earthen trail beside the Assawoman Canal. It would add greatly to recreation in the area. A paved trail would only add to more environmental problems- the more natural, the better

My husband and I own a property that is adjacent to the canal. We feel strongly that any pathway must maintain the natural appearance and ambiance of the area. We have the obvious concerns about security, noise and litter but we would be happy to share this lovely area with those who would respect our privacy and the natural environment.

Appendix E

Native Plant List

GENERAL PLANT LIST

* INDICATES TOLERANCE TO ROAD SALT (*Dredge spoils*)

LATIN NAME	COMMON NAME	REMARKS
SHRUBS		
*ARONIA ARBUTIFOLIA	RED CHOKEBERRY	CUTTINGS; TOLERATES PARTIAL SHADE
CEPHALANTHUS OCCIDENTALIS	BUTTON BUSH	DECIDUOUS; TOLERATE SHADE
*ILEX GLABRA	INKBERRY	EVERGREEN; TOLERATES PARTIAL SHADE
*LINDERA BENZOIN	SPICE BUSH	DECIDUOUS; TOLERATES FULL SHADE; DROUGHT
MYRICA CERIFERA	WAX MYRTLE	EVERGREEN; SUCKERS; TOLERATES PARTIAL SHADE & DROUGHT
*SAMBUCUS CANADENSIS	ELDERBERRY	SUCKER; FULL SUN; TOLERATES DROUGHT
*VACCINIUM DENTATUM	ARROWWOOD	DECIDUOUS; SUCKERS; TOLERATES PARTIAL SHADE
*VACCINIUM CORYMBOSUM	HIGHBRUSH BLUEBERRY	DECIDUOUS; SUCKERS; TOLLERATES FULL SUN
*AMORPHA FRUTICOSA	FALSE INDIGO BUSH	FULLSUN
*ILEX DECIDUA	DECIDUOUS HOLLY	TOLLERATES FULL SUN; DROUGHT
*NA FUTESCENS	MARSH ELDER	FULL SUN; LOW WILDLIFE VALUE
TREES		
*BETULA NIGRA	RIVER BIRCH	DECIDUOUS; MULTI STEM; BEST IN FULL SUN
*BETULA POPULIFOLIA	GRAY BIRCH	DECIDUOUS; SUCKERS; TOLERATES DROUGHT
*CELTIS OCCIDENTALIS	HACKBERRY	TOLLERATES FULL SUN; DROUGHT
*FRAXINUS PENNSYLVANICA	GREEN ASH	DECIDUOUS; TOLERATES PARTIAL SHADE; DROUGHR
LIQUIDAMBAR STYRACIFLUA	SWEETGUM	DECIDUOUS; FULL SUN; TOLERATES DROUGHT
QUERCUS BICOLOR	WHITE OAK	DECIDUOUS; TOLERATES DROUGHT
QUERCUS NIGRA	WATER OAK	DECIDUOUS; FAST GROWTH
QUERCUS PALUSTRIS	PIN OAK	DECIDUOUS; TOLERATES DROUGHT
QUERCUS PHELLOS	WILLOW OAK	DECIDUOUS; TOLERATES DROUGHT
SALIX NIGRA	BLACK WILLOW	DECIDUOUS; USED FOR STABILIZATION
*PINUS RIGIDA	PITCH PINE	EVERGREEN; TOLERATES DROUGHT
*PINUS TAEDA	LOBLOLLY PINE	EVERGEEN; TOLERATES DROUGHT
HERB		
SPARTINA PATENS	SALT MARSH HAY	FULL SUN; TOLERATES DROUGHT
PANICUM VIRIGATUM	SWITCHGRASS	MAY TOLERATESOME SHADE

Appendix F

Photo Log

Segment 1 – West side north of Route 26



Looking north from the Ocean View Marina



Jet skis near the Town Road property



Town Road property north of Route 26



View of White Creek from Mitchell Property

Segment 1 – West side north of Route 26



Sidewalk on Central Avenue Bridge



Erosion along the canal banks



Ocean View Marina



Motor boat heading south from Central Ave.

Segment 1 – West side north of Route 26



Looking south toward Route 26



Underside of the Route 26 Bridge



Looking west at Central Ave. Bridge



Paddlers under the Central Avenue Bridge

Segment 1 – West side north of Route 26



Kayaker enjoying the view



Looking north from the Marina



Looking west from the Route 26 bridge



Looking north from the Route 26 Bridge

Segment 2 – East side north of Route 26



Looking south from Cedar Neck Road



Looking west at entrance to bottling plant



Looking east at the Loop Canal



Kayaker on the northern portion of the canal

Segment 2 – East side north of Route 26



Approaching the canal westbound on Route 26



Looking north from Central Ave. bridge



Looking east at the Loop Canal



Kayaker on the northern portion of the canal

Segment 2 – East side north of Route 26



Looking north at bottling plant



Looking north along Christine Lane



Looking west over Central Ave. bridge



Kayaker approaching Central Ave. bridge

Segment 3 – West side south of Route 26



Looking west at Jefferson Bridge



Canal land south of Waterside



Looking north near Waterside



Kayakers paddling south

Segment 3 – West side south of Route 26



Looking south from Route 26 bridge



First gut north of Jefferson Bridge



Riga Drive access



Looking east at Route 26 bridge

Segment 3 – West side south of Route 26



Looking east toward Jefferson Bridge



Working Group on the canal



First gut south of Route 26 bridge



Waterside Community

Segment 4 – East side south of Route 26



Working Group on the canal



Looking across the canal from Waterside



Parking lot near Bahamas Beach



Shady area south of Route 26

Segment 4 – East side south of Route 26



Looking south near Bahamas Beach



Looking south from Jefferson Bridge



Looking south at Jefferson Bridge



Working Group looking north at Route 26

Segment 4 – East side south of Route 26



Looking southeast from Route 26 Bridge



Boat launch south of Jefferson Bridge



Social trail near Sea Colony



Looking south near boat launch