

2022 Rehoboth Beach Comprehensive Development Plan



**City of Rehoboth Beach
Rehoboth Beach, Delaware**



**Adopted by the Town Council XXXXX
Certified by the Governor XXXXX**



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THE TOC WILL BE REFINED FOR FUTURE SUBMISSIONS

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Everyone listed served in some capacity over time to help create the document during the input, drafting, or final approval stage of the Plan.

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COMMUNITY ORGANIZATIONS

AIDS Delaware
All Saints Episcopal Church
CAMP Rehoboth
Cape Henlopen Food Basket
Cape Henlopen Senior Center
Clear Space Theatre Company, Inc.
Community Resource Center
Country Club Estates Property Owners' Association
Delaware Native Plant Society
Delaware Nature Society
Epworth Methodist Church
Faith United Methodist Church
First Church—Christ Scientist
Friends of Cape Henlopen State Park
Henlopen American Legion, Post 5
Lewes-Rehoboth Canal Improvement Association
Meals on Wheels Lewes-Rehoboth
Metropolitan Community Church of Rehoboth Beach

Rehoboth Beach Art League
Rehoboth Beach-Dewey Chamber of Commerce
Rehoboth Art League
Rehoboth Beach Bears
Rehoboth Beach Historical Society
Rehoboth Beach Homeowners' Association
Rehoboth Beach Main Street
Rehoboth Beach Sister Cities Association
Rehoboth Beach Volunteer Fire Company
Rehoboth Elementary Parent Teacher Organization
Save Our Lakes Alliance 3
St. Edmond's Catholic Church
Sussex Family YMCA
VFW Post 7447
Village Improvement Association
West Rehoboth Community Land Trust
Westminster Presbyterian Church



Chapter 1

Executive Summary & Vision

CHAPTER 1—EXECUTIVE SUMMARY & VISION

The Rehoboth Beach 2022 Comprehensive Development Plan (CDP) is the City’s official guide to its future. Cities and regions that thrive in the 21st century will be those characterized by lively neighborhoods and business districts, cultural and recreational attractions, environmental foresight, and a strong sense of place and local pride. The CDP is designed to shape the City’s decisions about allocation of resources, land use and development, and other policies so that Rehoboth Beach continues its appeal and dynamism in future years.

The CDP has multiple purposes. Under State law, it states the principles, goals, and balance of concerns that the City will implement through zoning and other laws. Less formally, the CDP creates a unified, interrelated set of directions that will enable the City to achieve its long-term objectives in ways that benefit its multiple constituencies. The CDP will help public officials, residents, business owners, and others coordinate their planning and decisions to maximize the greatest good for the community as a whole.

Rehoboth Beach is now and will remain a multi-function city or a town within a town. It is a stable and inclusive residential community, an active resort, and a vibrant commercial district. Its challenge is to maintain a balance among these local and regional identifies, which requires managing traffic and parking problems, protecting the environment, promoting financial opportunity and viability, providing municipal services, and maintaining its emphasis on a structural scale geared to its fundamental residential and pedestrian character. The CDP is designed to help Rehoboth Beach continue to achieve this balance.

The 2010 CDP led to many achievements in environmental protection, residential preservation, and success of the downtown and its businesses. The 2022 CDP builds on this foundation and seeks to continue the directions set forth 12 years ago. Toward that end, the 2022 CDP reiterates the visions identified in 2010, reaffirms many of the action steps recommended then, and adds suggestions for new policies, programs, and strategies to move the City forward.

VISIONS

The Planning Commission reviewed the City Vision Statements from the 2002 and 2010 Comprehensive Development Plans and determined they still apply. These visions are the heart of the CDP and should continue to form the basis for the City’s policy-making decisions. Listed below are the Visions as reaffirmed in 2022—the heart of the CDP and the basis of the actions recommended to create the Rehoboth Beach of the future.

A Vision for Water Resources: *Rehoboth Beach's careful use and preservation of its ocean, beach, canal, lakes, and adjacent waterways is at the heart of its social and economic vitality.*

The highest priority in Rehoboth Beach is the care and protection of its great natural resources—the ocean, beach, canal, lakes, and adjacent waterways. The City provides careful access to the water, protects views to and from the water, maintains an appropriate scale and use of structures along the water, supplies the public facilities necessary for users of the water, protects water quality, and works collaboratively with State and federal agencies to ensure their maintenance. The guiding principles are preservation of the natural processes at work along the ocean, beach, canal, inland bays, and lakes; adaptation to address climate change and sea level rise impacts; and continuation of the neighborly appeal of Rehoboth's water areas.

A Vision of City Character: *Rehoboth Beach has a unique character and charm that is all its own, expanding from its origins as a religious camp meeting site to a community that is characterized by its breadth of amenities; protection of its natural, historical, and cultural features; and support of its inclusivity for all citizens, workers, and visitors.*

Rehoboth Beach is a self-sustaining, physically and socially integrated community where residents, property owners, and tourists—be they retirees, businesspeople, individuals, or families—may find a home, recreation, security, inclusion, and a sense of permanence and pride that characterize our best towns. It is a careful blend of residence and resort that draws a loyal tourist clientele to its activities and places.

A Vision for Community Services: *Rehoboth Beach is a year-round, full-service community with seasonal tourism as its major industry. It maintains a significant City infrastructure to serve all its community interests—its natural environment, its residences, its businesses, its tourists, and its regional function.*

Rehoboth Beach has identified the community-serving elements that are critical to maintain living quality such as open spaces, restaurants, shopping, arts and culture, libraries, senior facilities, places of worship, urgent care facility, and a unique bandstand and strives to provide them. The car, bus, and truck are accommodated, but the balance is tilted to the pedestrian, the bicyclist, and convenient non-automotive access to the City. Particularly important is the provision of 21st century technology to the community so that the best communication access possible is available to government, businesses, and neighbors. The City is not only the primary supplier of services to its own residents and visitors but also to Sussex County residents, further reaching surrounding areas and providing attractive services that the regional community cannot sustain on its own.

A Vision for Neighborhoods: *Rehoboth Beach's residential areas reflect a small-town neighborliness, embodied by its diverse and forward-looking citizenry.*

Rehoboth Beach is a retreat of green places, ocean spaces, and pleasant memories. It is a community that takes special pride in the care and appearance of its property, buildings, and streets; in the quality and preservation of its natural environment, history, and historic places; and in the retention of its places of special beauty and interest. It gives continuous attention to the physical connections between past and present, between home and work, and between resident and visitor. Its neighborhoods are orderly, walkable, bikeable, and diverse in architecture, dwelling type, spacing, and size. All property owners share responsibility for the year-round care and appearance of their properties.

A Vision for Business: *Rehoboth Beach's downtown is a balanced mix of year-round and seasonal businesses with a distinctive, pedestrian character.*

Rehoboth Beach's downtown is readily identifiable in extent, non-uniform in its mix of businesses, and controlled in architecture and signage. The residential scale of its buildings is linked to its surroundings and its pedestrians. The downtown is oriented to pedestrians and cyclists first, automobiles second, and contains a mix of private and public uses, year-round and seasonal operations, and is dominated by locally owned, high-end, small businesses. All the business operators and property owners share a responsibility for the year-round care and appearance of their establishments as a way of maintaining the overall viability of the downtown area.

KEY AREAS

The Planning Commission further identified the following key areas in the 2022 CDP, based on reviewing the previous Plan's initiatives, initial community input, studies, trends, and challenges:

- Stewardship of the City's natural resources and unique environmental demands of a coastal community.
- Ability for the City to continue to evolve and provide year-round services to residents and visitors.
- Continuation of the City's residential ambiance, resort attractiveness, and favorable business climate.
- Future (re)development should reflect existing community character, particularly related to building height and scale.
- Planning for the City's physical and functional change.

CITY POSITIONS

Title 22, Section 702(b) of the Delaware Code requires a number of official positions for various areas. These are identified below and reiterated in the CDP's related topical sections.

Position on Population Growth

While the City acknowledges some likely growth, its year-round population numbers have been relatively stable since 1950. The City's geographically small size and developed nature means that any future population growth would need to be accommodated by existing or redeveloped development. In contrast, due to the City's desirability as a resort community, seasonal populations will likely continue to grow. Important to both is strengthening coordination efforts with the County and neighboring municipalities, so the City can have a voice in decisions external to its border that will impact the services, utilities, and adequate public facilities it provides.

Position on Housing Growth

In recent years, housing growth in the City has been driven by the replacement of older, often smaller, homes with new construction. Unchecked, it is likely that due to market forces this trend would likely continue, although more recent legislation attempts to control this with lot size and floor-area ratio (FAR) requirements. Because of rapidly escalating property values and Rehoboth Beach's popularity, there is concern about the availability of affordable and attainable housing in and near the City. Improving access to mixed-use/mixed-income workforce housing is a goal, through future development of a mixed-use housing overlay zone that could also protect sensitive adjacent residentially zoned neighborhoods from incompatible encroachments that would have a negative impact on residents' quality of life. Related to this is the desire to increase communication and coordination with the County and neighboring jurisdictions, particularly in relation to residential development in adjacent areas outside Rehoboth Beach's current boundaries that has the potential to negatively impact the adequacy of City services and facilities.

Position on Expansion of Boundaries

Careful consideration should be given to future expansion of City boundaries through annexation. The Delaware Code provides that areas being considered as possibilities for future annexation are depicted in the adopted CDP—because the City is concerned with the impact of future development outside its current boundaries, the area shown on the accompanying annexation map (see **Map 5—Annexation Growth Area**), the area shown is generous but comprises an internally consistent area in terms of current development and future development potential. While the City has no immediate plans to proactively seek annexation of property shown on this map, it would

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entertain petitions from within the identified area for consideration through the normal annexation request process, paying particular concern to the adequacy of public facilities in these areas.

Position on Development of Adjacent Areas

Open land near the City's boundaries is being rapidly developed by commercial and residential interests working through Sussex County and adjacent municipal land use and development approval processes. These activities continue to add strain to City resources (e.g., water, sewage, traffic). Moving forward, the region would benefit from increased communication and cooperation, with careful consideration paid to future development and its impacts to the community.

Position on Redevelopment Potential

Will update to reflect future PC discussion.

Position on Community Character

The City has a unique character and charm all its own. While its history as a religious camp meeting site is similar to other Atlantic resorts, Rehoboth Beach has chosen to grow and change (physically and socially), while working to protect key elements that set it apart from other beach resorts on the eastern seaboard. The City, emphasizing its inclusive nature, offers a blend of the old and the new, supporting development and redevelopment appropriate to its status as a premier seaside destination and home for those seeking traditional, small-town atmosphere and charm.

Position on the General Use of Land

The City is a small, one square mile community with opportunities for adaptive reuse and redevelopment of key properties. The City recognizes there will always be a rolling life cycle to the use of its building and identifies a need for new tools to accommodate that change. Future uses should complement and maintain existing residential density and pedestrian scale, with increasing attention paid to the protection of remaining natural and environmental features.

Position on Critical Community Development Issues

Will update to reflect future PC discussion.

Position on Key Infrastructure Issues

All infrastructure within the City is important and must be maintained in compliance with current codes, in up-to-date and state-of-the-art conditions. Rehoboth Beach must prepare for the inevitable effects of sea level rise, including the possibility of longer Atlantic hurricane seasons with more frequent and powerful storms. The City needs to examine its stormwater management needs as well as ways to harden key infrastructure against these impacts (e.g., power water, sewage, emergency communication, telecommunication). These actions will require support from and coordination with other entities and providers of key services. There is also an urgent need for increased regional planning with neighboring jurisdictions, Sussex County, and the State, particularly with respect to transportation issues.

IDENTIFIED PRIORITIES

Will update to reflect future PC discussion.



Chapter 2

Introduction: The Planning Process

CHAPTER 2—INTRODUCTION: THE PLANNING PROCESS

As identified in **Chapter 1—Executive Summary & Vision**, the CDP is the principal document outlining the City’s goals and policies regarding the use of land. It has been designed as a policy and action plan that should remain valid in the face of change over the years. Effectively use, the CDP is the basis for decision-making at all levels of government and will guide the public and private sectors toward beneficial activities affecting its people and land. The CDP has several specific purposes:

- Create a unified set of goals for change and development within and surrounding the City.
- Become the central source of guidance on proposed public activities by coordinating them to ensure that each contributes to the adopted goals.
- Apply the individual tools of planning within the framework of an overall plan so that regulation is not arbitrarily applied.
- Guide private land use decisions by providing information on the overall direction of the community.
- Provide analysis and policies that will allow assimilation of the unexpected to the City's advantage, turning problems into opportunity.
- Preserve the more fragile among desirable land use arrangements and harmonize the sometimes-conflicting desires of preserving an asset and using it.
- Help Rehoboth Beach successfully operate within Delaware by adopting and following the State’s land use goals.

AUTHORITY TO PLAN

Title 22, Section 702(a) of the Delaware Code assigns responsibility for comprehensive plan preparation to municipal planning commissions in order to “encourage the most appropriate uses of the physical and fiscal resources of the municipality and the coordination of municipal growth, development and infrastructure investment actions with those of other municipalities, counties and the State through a process of municipal comprehensive planning.”



The description of a comprehensive plan and the contents are stated in Section 702(b):

“Comprehensive plan means a document in text and maps, containing at a minimum, a municipal development strategy setting forth the jurisdiction’s position on population and housing growth within the jurisdiction, expansion of its boundaries, development of adjacent areas, redevelopment potential, community character, and the general uses of land within the community, and critical community development and infrastructure issues. The comprehensive planning process shall demonstrate coordination with other municipalities, the county and the State during plan preparation...”

Once adopted, comprehensive plans must be reviewed every five years as stated in Section 702(e):

“At least every 5 years a municipality shall review its adopted comprehensive plan to determine if its provisions are still relevant given changing conditions in the municipality or in the surrounding areas. The adopted comprehensive plan shall be revised, updated and amended as necessary, and readopted at least every 10 years; provided, however, the municipality may request an extension of such date by forwarding an official request to the Cabinet Committee at least 90 days prior to the deadline.”

In addition, Section 702(g) requires that annual reports on plan progress be filed with the Office of State Planning Coordination (OSPC):

“...describing implementation of their comprehensive plan and identifying development issues, trends or conditions since the plan was last adopted or amended. The report shall be due annually no later than on each anniversary of the effective date of the most recently adopted comprehensive plan or plan update until January 1, 2012, and annually no later than July 1 each year thereafter starting on July 1, 2012.”

The CDP serves as an official statement about the future of the City. First and foremost, it is a unified advisory document to the City Commissioners and the Planning Commission on land use and growth issues. It should be used to guide future development decisions, zoning amendments, annexations, and capital improvements throughout the City. The CDP is also an informational document for the public. Citizens, business owners, and government officials can turn to it to learn more about Rehoboth Beach and its policies for future land use decisions. Potential new residents can use the document as an information resource about the City, its characteristics, and its facilities to help make decisions about relocating and investing in Rehoboth Beach. It contains the most current information on population, transportation, housing, employment, and the environment, which will be of interest to developers, economic development professionals, and financial sources. Finally, the CDP is a legal document. The Delaware Code specifies that “...any incorporated municipality under this chapter shall prepare a comprehensive plan for the city or town or portions thereof as the commission deems appropriate.” The Code further specifies that, “after a comprehensive plan or portion thereof has been adopted

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by the municipality in accordance with this chapter, the comprehensive plan shall have the force of law and no development shall be permitted except as consistent with the plan (22 Del. C. 1953 § 702 (c)).”

The CDP meets the requirements set forth in the Delaware Code regarding comprehensive plans for a city with a population less than 2,000. It further updates the 2010 Comprehensive Development Plan to comply with new State initiatives and regulations for land use and planning.

COMPREHENSIVE DEVELOPMENT PLAN HISTORY

It is important to understand the development and evolution of activity since the creation of the first City CDP. The following sections outline this activity in chronological order.

1996 COMPREHENSIVE DEVELOPMENT PLAN

In developing the 1996 Plan, the Planning Commission gathered data, debated issues and possible solutions, and through the establishment of work groups and public hearings sought widespread community input and advice. It was a “home-grown” plan that taught its many contributors the complexity and excitement of thinking about the future and moving it through the political framework.

The vision of a future Rehoboth Beach was developed by the Long-Range Plan Committee in concert with the following subcommittees: Residential Communities, Community Design and Preservation, Commercial, Open Space, Infrastructure, and Annexation.

2002 COMPREHENSIVE DEVELOPMENT PLAN

The 2002 Plan was adopted on August 18, 2003 and certified by the Governor on August 19, 2004. The Planning Commission started the Plan revision process in March 2001 and continued working monthly until September 2002. During this period, two full-day public workshops were held, special input was requested from guest speakers, and public comments were solicited from individuals attending the regular meetings. Individual Planning Commissioner members met directly with property owners throughout the process to gain input on various segments of the Plan.

Following approval of the draft Plan, a presentation was made to the Rehoboth Beach Homeowners Association and three advertised public hearings were held. Prior to information sessions and hearings, the draft was placed on the City website and written comments were solicited. A total of 176 people attended the sessions and hearing, and 99 pieces of correspondence were received by the Planning Commission.

The Planning Commission reviewed the 1996 Plan and, as it was the first comprehensive look at Rehoboth Beach in many years, it was careful to spell out a series of visions for the City as well as dozens of specific actions to be taken to achieve those visions. The Plan included four visions and several goals with five specific categories as shown below:

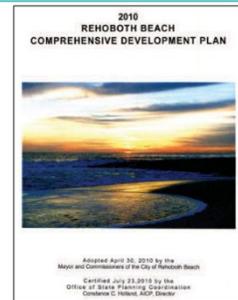
CATEGORY	VISION
Water Resources	Rehoboth Beach's careful use and preservation of its oceanfront, canal, and adjacent waterways is at the heart of its social and economic vitality.
Town Character & Community Services	Rehoboth Beach is a year-round, full-service community with seasonal tourism as its major industry. It maintains a significant town infrastructure to serve all its community interests—its natural environment, its residences, its businesses, its tourists, and its regional function.
Neighborhoods	Rehoboth Beach's residential areas are reminiscent of a "slower" era and reflect a small-town neighborliness.
Business	Rehoboth Beach's downtown is a balanced mix of year-round and seasonal businesses with a distinctive, pedestrian character.
CATEGORY	GOAL
The Oceanfront, Inland Bays & Waterways	<ul style="list-style-type: none">• Maintain physical and visual access to the beach and other waterbodies.• Control the scale and use of structures along the beach and other waterbodies.• Protect the natural functioning of oceanfront, bay, lake, and canal ecology.
Rehoboth's Green Environment	<ul style="list-style-type: none">• Preserve, protect, and conserve its abundant trees and plantings.• Establish a comprehensive approach to environmental planning with special emphasis on trees, plantings, natural areas, and maintenance.
Access for People & Cars	<ul style="list-style-type: none">• Adopt a Traffic Management System which will reduce traffic congestion at peak periods.• Reduce conflicts between pedestrians, bicycles, and cars.

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	<ul style="list-style-type: none"> • Improve circulation throughout the city for pedestrians and bicyclists by planning a connected system of key destinations and enhanced maintenance of sidewalks. • Ensure that Emergency Response Plans are adopted, implemented, and the public informed.
Rehoboth's Built Environment	<ul style="list-style-type: none"> • Protect historic and characteristic structures. • Preserve Rehoboth's overall character and small-town charm. • Protect the character of distinctive groupings of buildings and streetscapes. • Encourage the creative redevelopment of Rehoboth Avenue and other commercial areas.
Land Use & Regulatory Planning	<ul style="list-style-type: none"> • Maintain an up-to-date, uniform, and equitable set of development codes. • Establish a joint planning process with its surrounding jurisdictions. • Refine the zoning code and maps to eliminate the potential for adverse impacts among various land uses.

2010 COMPREHENSIVE DEVELOPMENT PLAN

The 2010 Plan was adopted by the Planning Commission on April 30, 2010, certified by the Governor on July 23, 2010, and adopted by the Board of Commissioners on July 27, 2010. The Planning Commission started the Plan revision process in May 2007 and met monthly until releasing the draft plan in September 2009. During this 38-month period, nine day-long public workshops were held and attended by 63 members of the public, special input was provided by guest speakers, public comment was solicited from individuals attending these workshops and the regular monthly meetings, written comments and suggestions were sought and accepted until the public comment period ended. Assistance was provided by a planning consultant throughout the process and significant matching-grant financial support was provided by the State.



Individual Planning Commission members met regularly with Rehoboth citizens and members of the business community to gain input on various segments of the Plan. A working draft of the Plan and its draft Executive Summary were released by the Planning Commission in January 2009 and the Planning Commission used all means possible to inform and solicit input, such as direct mailings, newspaper announcements, community organization communication requests, and posting information on the City website during the five-month public review and comment period. The Commission contacted all known Rehoboth organizations to inform them and their members of the availability of the working drafts and to offer to meet with them to discuss the draft and seek further input. This invitation was accepted by, and members of the Planning Commission met with, seven civic organizations: Rehoboth Beach Homeowners' Association, Rehoboth Beach-Dewey Chamber of Commerce, Country Club Estates Property Owners' Association, Rehoboth Beach Main Street, CAMP Rehoboth, Rehoboth Art League, and the Rehoboth Beach Historical Society.

Two information sessions were conducted in May and June 2009, followed by a formal public hearing on a Saturday in July. The hearing was conducted by a facilitator and 41 members of the public attended. Hundreds of individuals participated in the various meetings, workshops, and hearings with over 140 written comments received on the Plan.

This Plan included four key focus areas with multiple priority actions, as shown below:

KEY FOCUS AREAS	PRIORITY ACTIONS
Stewardship of our natural resources and the unique environmental demands of a coastal community.	<ul style="list-style-type: none"> • Select and fund a wastewater discharge method. • Install uniform wayfinding signage for the oceanfront and the facilities supporting use of the oceanfront. • Begin Silver Lake recovery using buffer planting, dredging, and regulatory buffer zones. • Continue to refurbish the Boardwalk and continue regular beach replenishment. • Prepare a City-wide stormwater management plan. • Investigate a city policy of requiring that all municipal facilities, City-funded projects, and City infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using Green Building, Low Impact Development, and Conservation Landscaping principles and practices.
The City's resource and service capacities and the	<ul style="list-style-type: none"> • With Main Street and the Chamber of Commerce, encourage and assist interested property owners in the creative redevelopment of properties on Rehoboth Avenue and its connecting streets.

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<p>demands placed by residents and visitors.</p>	<ul style="list-style-type: none"> • Establish a Canal Park along the entire western boundary of the City and, in collaboration with its neighboring jurisdictions, the City will work with federal and State agencies to ensure the maintenance, bank stability, and navigability of the Lewes and Rehoboth Canal. • Plant and maintain curbside trees on all side-walked streets within the city and assure the connectivity and "walkability" of all sidewalks. • Prepare a Community Forest Plan designed to increase public support and public involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest. • Prepare a long-range development, renovation, and maintenance plan for Rehoboth's parks and recreation spaces. • The City will refine and communicate its capital needs through preparation of a Capital Improvement Program.
<p>The continued residential ambiance, resort attractiveness, and favorable business climate of the city.</p>	<ul style="list-style-type: none"> • Develop clear, well-defined, publicly supported policies for traffic management based on the following principles: (1) Access for people should not be inhibited; rather access by people must be increased while traffic is decreased. In other words, Rehoboth will accept more people, it will not accept more cars. (2) Rehoboth is essentially built-out; traffic management must rely on improving connections within and without the City and improving knowledge and acceptance of how to use the connections. (3) The overall aim of traffic management in Rehoboth is to get cars off the streets and let people use alternate means of moving about the City such as walking, biking, and shuttle services. • Adopt a "Complete Streets" policy to assure that as opportunities to revamp streets occur such streets are designed and operated to enable safe access for all users and connected in a City-wide integrated network. • A Plan will be prepared defining City-wide alignments for a connected bikeway system. • The Emergency Operations Plan should be adopted and the appendices that spell out specific responses to public emergencies should be completed, kept updated, widely publicized, and made readily available. • Explore the creation, possibly as a public-private joint venture, of a water taxi connection with Lewes.
<p>Planning for physical and functional change in Rehoboth.</p>	<ul style="list-style-type: none"> • Adopt the Official Zoning Map • Conclude an agreement on the rezoning of the school property that preserves its essential open space and recreation functions. • Thorough enforcement of the vacation rental housing regulations, health and safety inspections, and licensure. • Institute an architectural review procedure as a limited time pilot program within the normal permitting process. Acceptance of the recommendations of architectural review will be voluntary during this period. • Examine establishing a mixed-use zone allowing a blend of residential and nonresidential uses as a means of encouraging the development and redevelopment of selected commercial areas along major commercial streets. • Study how to physically upgrade the first two blocks of Baltimore and Wilmington Avenues and First Street to improve their commercial viability, safety, ambiance, and access by pedestrians. Include creation of a "design image" that would describe an architectural character for each block to be used as a source of ideas for owners when individual properties are modified. • Undertake a thorough review of all development regulations not only for opportunities to streamline but for clarity and consistency with this Plan.

2022 COMPREHENSIVE DEVELOPMENT PLAN PROCESS

The City used a comprehensive planning consultant, KCI Technologies, Inc., to begin the 2022 CDP—their work began in Summer 2018. As part of this work, the City launched a comprehensive survey for residents, businesses, and visitors. In 2019, the Planning Commission analyzed the survey results and planned an Expo to confirm key data points and solicit additional information. Unfortunately, in March 2020, the COVID-19 pandemic interrupted the planned public information sessions, which was a setback for the Planning Commission, but significant work continued. Throughout the rest of 2020, the Planning Commission pivoted to lead and complete interviews with organizations and businesses that support the City.

Due to staffing changes in September 2021, KCI transitioned remaining work on the project to Wallace Montgomery to complete the planning effort and coordinate City review and public outreach through adoption. The CDP project included creating a new user-friendly format with attention focused on updating data, gathering community input, increasing intergovernmental coordination and input, meeting State requirements, reviewing previous achievements, and revisiting the goals.

New data became available since the 2010 Plan was adopted, including new demographic information from the 2010 U.S. Census, demographic estimates from the five-year release of the 2015-2019 American Community Survey, the 2020 population projections from the Delaware Population Consortium, and a variety of plans, upgrades, and implementation items that have occurred or are underway. Consideration was given to tangible planning changes within the City since the last update, multiple planning documents, updated community profiles, statistics, and additional governmental agency information; the update reflects information from these resources to create the new 2022 Plan.

Intergovernmental Coordination

Intergovernmental coordination is critical for the City to achieve its comprehensive planning goals. Many of the recommended planning initiatives for Rehoboth Beach involve other agencies, whether in the form of securing funding, coordinating physical improvements, or synthesizing common goals.

Plans and planning goals for Rehoboth Beach can affect those entities just the same. Similarly, State, County, neighboring local, and regional plans can have a direct impact on the City and its ability to accomplish its priority projects. A variety of planning studies, supportive research, and specific project initiative data was collected from several resources throughout the Plan and are further referenced in the applicable chapters.

Each plan has been carefully evaluated to ensure that the goals for transportation, land use, environmental protection, housing, historic preservation, economic development, recreation, and annexation in the State, region, and County concur with those outlined for the City CDP. Continued coordination and agreement among entities will be important as plans are implemented and new goals formed.

The Office of State Planning Coordination provides a clearinghouse review regarding the mandated Comprehensive Plan certification by the Governor upon adoption for the three counties and all municipalities in the State. Coordination with Sussex County and State agencies are predominantly completed during the Plan review and certification process; however, communication was ongoing throughout the update process and included several applicable plans and initiatives.

As required by the Office of State Planning Coordination (OSPC), the City released the draft CDP publicly on **MONTH/DAY/YEAR** and invited the following government agencies via email to review the Draft Plan and provide written comments for consideration: Sussex County (Planning & Zoning Department and Engineering Department), Town of Dewey Beach, Town of Henlopen Acres, and the City of Lewes.

After incorporating initial feedback from the Planning Commission and the Board of Commissioners, an application was submitted to OSPC for distribution and comment of the City's Draft Plan through the Preliminary Land Use Service (PLUS) process. The PLUS meeting was held on **MONTH/DAY/YEAR** and verbal comments were received at the meeting. Formal written comments were received on **MONTH/DAY/YEAR**.

Upon receiving written comments from the PLUS Meeting, the CDP Planning Consultant prepared recommendations for consideration and execution within the Draft Plan. The Planning Commission met on **MONTH/DAY/YEAR** to review, discuss, and authorize the Planning Consultant to make the necessary changes. The OSPC PLUS review letter and City responses can be found in **Appendix C—Public Outreach**.

Mapping

The 2022 CDP includes several new reference maps based on the most current available data from several government agencies who are responsible for managing these resources and further defined in this section. All maps provided in this Plan contain the specific references and release year.

The City experienced a nine-month delay and scope change during this update process to address the parcel-based mapping differences between the City and County records. The County is the official resource for parcel mapping data for the State and municipalities. An analysis was conducted between the two GIS databases and areas were identified for additional research and documentation by City staff. The availability of staff and

resources was limited due to the COVID-19 pandemic, remote work requirements, and availability of data due to new record keeping software. This required reviewing handwritten records such as assessment cards, meeting agendas and minutes, building permit records, ordinances, and multiple City department files. Once the available and limited data was obtained, City staff created files and scanned the supportive data, which was reviewed for recommendations and corrective action.

Several meetings were held since September 2020 with the City Leadership Team (City Manager, Mayor, Planning Commission Chair, City Attorney, Planning Consultant, IT Department, and other staff as needed) to determine a path forward, consulting with OSPC and the Sussex County Mapping Department. The CDP project delay and the new mapping update project was presented and further discussed during the February 12, 2021 Planning Commission meeting. During the May 14, 2021 Planning Commission meeting, the mapping analysis results were presented and discussed with a path forward and estimated time delay. The Planning Consultant was tasked with working with Sussex County on the remaining parcels of land not including the waterway parcels (lakes and ocean).

During June and July 2021, the County's mapping department corrected some of the parcels upon receipt of City data and further review of legal documents. A City grant-funded project is underway, which includes identifying ownership around the lake areas, which will not be completed prior to the CDP's adoption. It was further determined that one of the first implementation tasks of this Plan would be for the City to research the beachfront property records by obtaining recorded deeds and plans from the County, analyzing the legal descriptions, and potentially meeting with individual property owners to determine a resolution or corrective mapping action.

In August 2021, the Planning Consultant received the updated GIS data layer to recreate all the previously developed CDP maps. This allowed completion of the land use and zoning acreage analysis for inclusion in the Plan. The City Leadership Team and OSPC agreed the County parcel data would be used for the CDP, future land use decisions, and City operations. The City staff would increase future communication and coordination with the County mapping and building permit departments to ensure changes are recorded in a timely manner.

Most mapping data layers were obtained from FirstMap, except for the City maintained zoning map as this was adopted officially by City Ordinance and referred to as such (**see Map 10—Zoning**). FirstMap is a comprehensive self-service Enterprise Geographic Information System (GIS) that consists of an enterprise geodatabase for data storage, infrastructure to support geospatial and image services, and is tied into the State's ArcGIS Online portal for full self-service data discovery and mapping. It is designed to support the GIS needs of all State agencies, counties, municipalities, higher education, and the public.



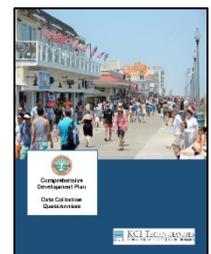
FirstMap was created through collaboration with the entire Delaware GIS community and is hosted and maintained by the State's Department of Technology and Information (DTI). Key partners are the Delaware Department of Natural Resources and Environmental Control (DNREC), Delaware Department of Transportation (DelDOT), Delaware Office of State Planning Coordination (OSPC), and Delaware Department of Safety and Homeland Security (DSHS). Other participants include State agencies, academia, counties, local government, private industry, and the public.

Plan Participation & Input

Plan participation and input are critical components of the planning process. The opinion of residents, business owners and operators, property owners, employees, tenants, and visitors help to identify the important issues needing to be addressed and how the City should be developed in the future. The initiatives and contributions from local organizations are identified in this Plan as they contribute to creating a vibrant community that shares common interests and initiatives within the City. The local knowledge and experience from the City Boards, Commissions, Committees, and Staff are vital with the development of the Plan.

The following participation methods were used to obtain feedback prior to the creation of the Plan: State Pre-Update Preliminary Land Use Review, City Data Questionnaire, Strengths Weaknesses Opportunities and Threats (SWOT) Analysis, Multiple Surveys, 2010 CDP Goals Review, and Local Organization and City Committee Interviews. They are described below:

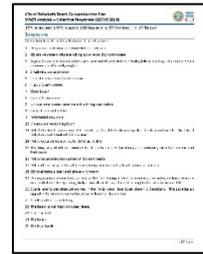
- **State Pre-Update Preliminary Land Use Services (PLUS) Review** | The City submitted a Comprehensive Plan Pre-Update Preliminary Land Use Services (PLUS) application to OSPC on May 1, 2018. This review involved obtaining input from all applicable State agencies at the start of the update process by adding value and knowledge to the Plan, as well as identifying updated State resources. The PLUS meeting was held on May 23, 2018 with multiple state representatives. On June 22, 2018, the City received PLUS review comments from State agencies regarding pertinent items to address during this update.
- **City Data Questionnaire** | The City staff was presented a Comprehensive Development Plan Data Questionnaire to complete. This document provided an overview of available data from the City for inclusion into the new Plan. It further assisted in determining the organization composition of the City and its resources. Providing completed initiatives



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and implementation projects was one of the most critical areas obtained as this assisted in updating the implementation action items identified in the last Plan. This exercise further identified new City studies which provided valuable information for inclusion, especially regarding City infrastructure.

- **SWOT Analysis (Boards, Commissions & Staff) |** The SWOT Analysis is a strategic balance sheet that includes a list of the City's strengths, weaknesses, opportunities, and threats. The benefit of this type of analysis is that it provides local input and knowledge critical to the City's vitality and prosperity. Invitations to participate in this exercise were sent to all City Boards, Council, and Committees as well as selected Department Managers. Seventeen collective responses were received. The exercise results were presented at the December 14, 2018 Joint Planning Commission and Board of Commissioners meeting. The information was used to help determine key issues, which were further used to develop the goals found throughout this document. The collective verbatim results are available on the City website.



- **Surveys |** Three surveys were developed by the Planning Commission between December 2018 and June 2019 with assistance from the Planning Consultant and City Staff. The surveys were available online and in paper format starting June 1, 2019 and ending on August 30, 2019. The online survey was facilitated using Survey Monkey and paper copies were available for pickup and drop off at City Hall. The survey pertained to responses within the City limits of Rehoboth Beach and a map image was provided for clarification. The Planning Consultant and City Staff created a launch campaign to promote public participation surveys. The following tasks were completed by the City staff: creation of a dedicated website portal page, advertisements in the Cape Gazette newspaper (four weeks), project press and social media releases, inclusion in the City spring newsletter, notifications sent using the City's Mail Chimp email service (3,200+ subscriptions), and posted on the Envision Rehoboth Beach Mind Mixer platform. Planning Commission members promoted survey participation on personal social media and throughout the community. Eighteen local organizations were emailed requesting assistance with promoting the surveys and forwarding to their members. All received written surveys were manually entered into the survey website application for inclusion with the results and reports. Listed below are the general results for each survey:



- **Business Survey |** This survey was created for the businesses and their employees or commercial property owners located within City limits. There were 34 questions provided, which typically took 12 minutes to complete online; 68 responses were received in which 45 surveys were completed. The completion rate was 68%.
- **Visitor Survey |** This survey was created for the visitors of Rehoboth Beach. There were 28 questions provided, which typically took 8 minutes to complete online; 369 responses were received in which 303 were completed. The completion rate was 82%.
- **Community Survey |** This survey was intended for City residents, not businesses and their employees, commercial property owners, or visitors. There were 46 questions provided, which typically took 27 minutes to complete online; 686 responses were received in which 481 were completed. The completion rate was 71%.

Two lessons learned from the survey results were the amount of open ended or write-in questions and overlapping questions of the same nature created a large volume of data to analyze and summarize as well as some confusion with the responses. Future survey consideration should include reducing the number of write-in options, limiting the number of questions, providing additional question descriptions, and eliminating repetitive questions. Survey results were reviewed and considered for inclusion in the Plan. Several responses included specific recommendations or tasks to be considered when the City starts implementing the specific goals and action items. These should be further reviewed for future consideration when implementing new regulations within the City. The collective surveys are available on the City website.

- **Visions, Key Areas & Goals |** The City Planning Consultant and Planning Commission presented the 2010 CDP visions, key areas, and goals during the July 24, 2020 Planning Commission meeting. An update of the completed work was presented as well as content for new consideration. The draft table of contents was presented and discussed with the goals presented for each relevant chapter. All Planning Commissioners reviewed these recommendations and provided new recommendations for inclusion as part of the homework exercise. All recommendations were included in this update and further identified in each applicable Chapter.



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- Community Expos** | The City Planning Consultant and Planning Commission wanted to provide the community an opportunity to discuss areas that were identified in the survey results as well as provide a conduit for additional resources from City, County, and State government agencies. The Expo’s goal was to provide an open house atmosphere with educational exhibitors highlighting their initiatives, build additional relationships with face-to-face interaction, provide supportive data, and promote available resources. This setting provided an opportunity for the Planning Commission to host discussion stations based on specific topics to obtain additional local input. City staff promoted the Expos, executing the same outreach tasks conducted with the surveys.

Several committed exhibitor responses were received, which included representatives from multiple State agencies, Sussex County, City Departments, and local organizations. The Expos were set up for two Saturdays from 9:00 am – 1:00 pm in the Rehoboth Beach Convention Center. The March 21, 2020 event included the following topics: Economic Development, Connectivity, and Infrastructure and the April 4, 2020 event included the topics of Environment and Housing.



Due to the beginning of the COVID-19 pandemic and the State mandated public assembly regulations, the Expos were postponed and eventually cancelled for the safety and well-being of the community. This was disheartening for the creative outreach approach; however, additional coordination was conducted to obtain exhibitor information and resources for assistance with future implementation projects and Plan inclusion. Based on the State’s deadline for Plan adoption, the project moved forward with collecting additional local data from the local organizations.

- Organization Interviews** | A list of local organizations was initially created by the Planning Consultant and updated by the Planning Commissioners to include all known local organizations as well as City Boards and Committees. The list included 24 organizations within and 11 outside the City limits as well as 14 City Boards and Committees. An interview form with prescribed questions was developed to obtain the requested information. The interview questions included general information regarding their mission, history, goals, initiatives, and challenges. Members of the Planning Commission conducted in-person interviews with several of these organizations that did not provide written responses to the questionnaire. Due to the COVID-19 pandemic and local impact challenges, the Planning Commission extended the initial interview response time until August 31, 2020 and provided an email reminder to those organizations that had not responded. Five City Committees and 17 organizations responded to the interview request from the Planning Commissioners.



On August 13, 2020, the Planning Commission invited all organizations to attend and present any new or additional information they would like considered for inclusion into the Draft Plan. Two responses were received and on August 28, 2020 the City’s Environment Committee and the Save Our Lakes Alliance 3 (SOLA) representatives presented during the Special Planning Commission meeting. The information collected will assist with identifying project initiatives (completed and future) and development of the goals and action items throughout the Plan. All City Boards and Committees as well as the organizations are further identified in **Chapter 3—Community Character & Profile**, where highlights of each are included. Full interview responses are included in **Appendix C—Community Engagement**.

The participation and input received from all sources were greatly appreciated and considered during the development of the Plan. These can be further identified toward the end of each applicable chapter prior to the Goals & Action Items section. Look for this icon and title for the participation input:



Public Meetings

Since 2019, the regular monthly Planning Commission meetings included a CDP update agenda item to ensure community awareness and provide an opportunity for active involvement in the development of the Plan. Multiple public meetings with specific project presentations or speakers were held over the project’s duration and are listed below:

- Consultant Request for Services Presentation Meeting—Planning Commission (04/13/2018)
- Project Scoping Meeting—Planning Commission (7/13/2018)
- Project Kick-Off Meeting—Planning Commission & Board of Commissioners (12/14/2018)
- Community Outreach Approach—Planning Commission (3/8/2019)
- Outreach Survey Development—Planning Commission (3/29/2019)

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- Outreach Survey Development—Planning Commission (5/3/2019)
- Outreach Workshop Development—Planning Commission (5/10/2019)
- Sea Level Rise/Environmental Issues Impact—Planning Commission (7/10/2019)
- Mixed Use Housing in the Commercial District—Planning Commission (8/3/2019)
- Sussex Conservation District New Regulations—Planning Commission (8/9/2019)
- New Leadership Project Update—Planning Commission (10/28/2019)
- Survey Reveal—Planning Commission & Board of Commissioners (10/28/2019)
- Survey Data Results—Planning Commission (11/8/2019)
- Survey Data Analysis & Outreach Workshop Topics—Planning Commission (12/13/2019)
- Outreach Workshop Approach—Planning Commission (1/10/2020)
- Community Outreach Expo Plan—Planning Commission (2/14/2020)
- Plan Goals & Next Steps—Planning Commission (7/24/2020)
- CDP Update & Community Organization Presentations—Planning Commission (8/28/2020)
- CDP Update & Mapping Presentation—Planning Commission (9/11/2020)
- CDP Update Presentation—Planning Commission (10/9/2020)
- CDP Update & Mapping Presentation—Planning Commission (11/13/2020)
- CDP Update & Draft Review Process Presentation—Planning Commission (12/11/2020)
- CDP Update & Mapping Presentation—Planning Commission (2/12/2021)
- CDP Update & Mapping Presentation—Planning Commission (5/14/2021)
- Internal Draft Plan Review Comments—Planning Commission (TBD)
- Internal Draft Plan Review Comments—Planning Commission (TBD)
- Internal Draft Plan Review Comments—Planning Commission & Board of Commissioners (TBD)
- Draft Plan Release—Planning Commission & Board of Commissioners (TBD)
- Draft Plan Input Comments—Planning Commission & Board of Commissioners (TBD & TBD)
- Draft Plan Public Hearing (TBD)
- Plan Adoption (TBD)



Chapter 3

Community Character & Profile

CHAPTER 3—COMMUNITY CHARACTER & PROFILE

A community’s character is what makes it a unique place—it is the collective impression the community makes on residents and visitors. Community character is shaped by the built environment, natural features, demographic traits, and ultimately the ways residents live. Rehoboth Beach is known as the “Nation’s Summer Capital.” The City was historically branded as the getaway of choice for beachgoers from Washington, D.C. Now, the community hosts visitors from all over the country and the world. Many of the award-winning City events have expanded to the shoulder seasons, attracting residents and visitors to Rehoboth Beach in what has traditionally been the off-season. The City is now known as a year-round destination for business and pleasure.

Figure 3-1 shows the City’s regional location and **Map 1** displays the City’s boundary and an aerial view of the vicinity. Rehoboth Beach is located in eastern Sussex County and has an area of approximately 1.6 square miles including 0.5 square miles of water. The City is bordered on the east by the Atlantic Ocean, on the north by the Town of Henlopen Acres, and on the west and south by unincorporated portions of Sussex County. Cape Henlopen State Park lies just to the north of Rehoboth Beach and Town of Dewey Beach is just to its south. Rehoboth Beach is within a half- to full-day drive from many metropolitan areas including Washington, D.C. (122 mi.), Baltimore, MD (115 mi.), Philadelphia, PA (121 mi.), Norfolk, VA (168 mi.), New York, NY (210 mi.), Hartford, CT (322 mi.), Pittsburgh, PA (370 mi.), and Providence, RI (389 mi.).

Figure 2-1. Regional Location



Source: Google



Source: livebeaches.com

HISTORY

The earliest settlers to the Rehoboth Beach area were Native Americans who traveled to the beach in the summer months to enjoy the cool breezes and abundant seafood. Between 1650 and 1675, English and Dutch settlers established roots as the area became home to farmers and members of William Penn's earliest legislatures. Later owners participated in the American War of Independence.

Rehoboth Beach traces its development as a summer resort to 1872, when a group of Wilmington Methodists agreed to establish a camp meeting ground and religious resort based on the model of Ocean Grove, New Jersey. The following year, the Association purchased 414 acres on the coast and laid out meeting grounds, streets, and lots in a fan-shaped design with wide streets, parks, and specific building lots, the design of which remains largely intact today. The Rehoboth Camp Meeting Association of the Methodist Episcopal Church was formally established on January 27, 1873, and camp meetings began to be held the following summer. Small frame houses called tents were built surrounding a central tabernacle. Two hotels—the Surf and the Bright—were constructed to serve the influx of camp goers, a post office was opened, and a boardwalk was constructed.

As more summer visitors took an interest in visiting the Rehoboth Camp Meeting Grounds, the activities began to take on a more secular flavor rather than a religious one. The nearest railroad station was six miles away at Lewes; however, the relative inaccessibility of the area restrained growth. This situation changed in 1878 when the Junction and Breakwater Railroad began passenger and freight service to the City and constructed a depot on the west side of the City. The Henlopen Hotel was built in 1879, providing additional accommodations for rail-borne vacationers. By 1881, camp meetings were discontinued but were renewed by local Methodists in the 1890s and continued until the early 1900s.

Rail service to the resort was enhanced in 1884 by the extension of the main line to the east along Rehoboth Avenue, bringing it within a few hundred feet of the shoreline, and the construction of a spur to the south, ending

at the junction of Philadelphia Street and Laurel Avenue where it served various commercial enterprises including a concrete block factory and a fishpond.

By the end of the 1880s, three leading resort figures realized that a more regular form of government was needed, and they petitioned the State's General Assembly for a new charter. On March 19, 1891, the General Assembly agreed and repealed the former charter of the Camp Meeting Association (and of its successor, the Rehoboth Beach Association). A new charter was issued, establishing the area that had comprised the camp meeting grounds as an incorporated municipality. Its central purpose was stated as "the providing and maintaining of a permanent seaside resort and to furnish the necessary and proper conveniences and attractions requisite to the success of same." The municipality was first known as Henlopen City; in 1891, it was renamed Rehoboth Beach. In Hebrew (רחובות) Rehoboth means "broad spaces."

The turn of the 20th century saw numerous public improvements in the community. The Lewes-Rehoboth Canal project promised to improve freight transportation in the area. Telephone service was started in 1899, gas lighting was authorized in 1905, and electric service was initiated three years later. The first beach concessions were opened in 1903, the year the City elected its first mayor. The City Hall was built in 1906, and the fire company was organized the same year. The public school opened in 1901 and received a new building in 1908. By 1913, public water was available in Rehoboth.

A fire in 1913 devastated parts of Rehoboth and Baltimore Avenues, destroying a church, 10 houses, two stores, a four-story hotel, and a barn. The following year, a storm washed out Surf Avenue and destroyed the boardwalk, pier, and pavilions. Surf Avenue was subsequently abandoned from Lake Avenue south to Laurel Street (at that time the southern border of the City) by an act of the State Legislature in March 1915, and by the City in April 1915.

The City's residential area expanded in the 1920s, coinciding with the achievement of effective control of mosquitoes. In 1923, 150 acres of farmland adjacent to the City limits on the south was developed as a residential subdivision called Rehoboth Heights. This property became part of an annexation in 1926, which increased the City's boundaries south to Silver Lake. The City's substantial growth during the 1920s is attributable largely to road improvements, which made the resort more readily accessible to tourists. The City was linked to the concrete road leading to Georgetown by means of a drawbridge in 1925. The paved road helped link the resort with Washington, D.C.; many legislators, diplomats, and government employees began to visit and vacation in the City and it was not long before Rehoboth Beach came to be known as the "Nation's Summer Capital."

The streets within the City were first paved in 1927; in the same year, the railroad spur to Laurel Avenue was discontinued, reflecting the increasing ascendancy of motor transportation. Passenger rail service was abandoned the following year. The replica lighthouse was moved to Rehoboth Avenue in 1928, completely rebuilt in 1996, and moved to its present location in the new traffic circle as part of the recent Rehoboth Avenue improvements. Between 1928 and 1931, roads were constructed that linked Rehoboth with the newly completed DuPont Highway. The effect this had on the resort community is reflected in the population figures. In 1922, Rehoboth had 690 winter and 4,500 summer residents; by 1931, these numbers had grown to 795 winter and 6,000 summer residents. Six years later, the City boasted 912 winter residents and its summer population tripled to 18,000. School construction began in 1939 and classes started in 1940. In 1959, the second school opened. A storm destroyed the boardwalk and some oceanfront property in 1962. The City Hall was dedicated in 1965. In 1969, the City of Rehoboth Beach once again expanded its borders by annexing the Schoolview neighborhood. Around 1950, this property was purchased and developed in response to the building boom that took place after World War II. In the late 1960s, the Country Club Estates subdivision was developed on land that had previously been the Rehoboth Beach Country Club and Golf Course. The Anna Hazzard Museum opened in 1976, the library moved to its present site in 1985, and an extensive renovation was completed in 2000. The railroad station was moved to its current location in 1987 and, in 1988, the City received its first award as a Tree City USA. The boardwalk was again destroyed by a storm in 1992. Beginning in 2004, Rehoboth Avenue was completely redesigned and reconstructed. These improvements followed the recommendations of the 2004 CDP and included underground utilities, a new bandstand, wider sidewalks, and reconfigured travel lanes, parking, landscaping, and lighting.

The City has grown from the 400-acre tent community to nearly twice that size today through the development and annexation of residential neighborhoods, with over 60% of the land zoned for residential uses. While that is the case, the City's popularity as a resort often overshadows its residential community, and many challenges come from this split personality. From the remaining small cottages to the modest or elaborate beach homes, renovated residences are now used for rental properties, bed and breakfast establishments, offices, restaurants, and shops. Moreover, trends in the vacation rental industry show that travelers like to 'live like a local,' even though, ironically, the influx of more people into ever-larger houses threatens to take away the very appeal that brought them to the City. In any event, it is the residential community that is the heart of the City, its major land uses, and a major feature that draws people to it. Throughout the City, private and commercial structures, because of their characteristic architecture and longevity, are an integral part of the ambiance and worthy contribution to Rehoboth's past and future.

COMMUNITY DESIGN

Rehoboth Beach has evolved from its simple beginnings as a church camp meeting ground to a modern beach community—a small town with large city issues. The years have resulted in one city but a built ‘geography’ that differs in character, use, architecture, and history. There are small cottages, modest to elaborate beach homes, renovated residences now used for short-term rentals, bed and breakfast establishments, offices, restaurants, and shops. There are former cottages remodeled for condominiums and newly built hotels. Overlaying the entire community is a unique integration with nature manifested by water—not only the ocean, but the lakes and the canal—and even more visibly throughout town by the trees, shrubs, flowers, and an overall ‘green’ feeling when compared to almost any other beach community.

Even though the City is a single residential neighborhood in social terms, its various parts present different images. And throughout the City, there are private and commercial structures that, because of their characteristic architecture and longevity, are an integral part of the ambiance and worthy contributors to Rehoboth’s past and future. Unfortunately, a number of the City’s properties eligible for listing on the National Register of Historic Places (see section later in this chapter) have been demolished and replaced. If the high property values experienced within the City continue, or even if land values simply remain at their current high levels, this pattern of demolition and replacement will almost certainly continue if left unchecked.

Throughout Rehoboth, there are many cottages that were built during the 1920s and 1930s—many still standing—that contribute significantly to the City’s character. There are also a significant number of buildings moved from one lot to another or from the County into the City—these relocated buildings are not eligible for listing on the National Register simply because of their relocation; however, they still make a significant contribution to the local character.

For better or worse, the loss of older homes and business structures and associated green spaces to new buildings has changed the face of the community—throughout the City and on street after street. These changes test the City’s distinct character among the many coastal towns and there are many opinions on how to respond. Some in the community have said that preservation and the architectural appearance of structures are vital issues for the future and, unless resolved, the integrity of the City’s claim to uniqueness among resort communities will be chipped away. Others have said that the progression underway is simply the natural process of development, redevelopment, and improvement in a living city. They have also said that restrictions thought necessary for historic or architectural preservation may cause a personal economic loss as well as a loss of personal choice far greater than what the public has to gain.

Architectural Characteristics & Styles

Some existing characteristics that define and distinguish the City include the following:

- Existing buildings are comprised of primary and secondary forms with varying heights. This typical pattern reflects historic construction methods and shows that most buildings have grown through an ongoing process of addition and change.
- Front and side porches and steps are typical of houses.
- In the City, the roofline and the profile of the roof shape against the sky are important defining elements of a building’s overall form. Most buildings in the residential districts have gable roofs with the ridge running perpendicular or parallel to the street. Other roof styles include cross gable, hip, pyramid, gambrel, mansard, and flat. Buildings exhibit complex forms comprising primary and secondary masses and rooflines. The primary form is defined by the main building mass, with secondary masses of additions, porches, and entries, bays, etc. Each of these masses has a corresponding roof form, contributing to the building’s overall roofscape.
- The historic buildings exhibit architectural detail, which is important to defining their character. This detail also contributes to the overall image of the City.
- The existing buildings are characterized by a wide variety of materials, including concrete block foundations, brick masonry, and wood frame with various sidings. Frame buildings of the late 19th and early 20th century predominate and exhibit a range of siding types and profiles as well as a variety of trim and details. Brick characterizes some houses and commercial buildings of the 20th century.
- The City is characterized by a uniformity of scale. Building materials and architectural elements are all similar in size. The visual textures of walls, doorways, steps and porches, details and trim give the City a human scale.
- There is a large diversity in architecture within the downtown area. Many original buildings have been replaced with newer buildings that have almost complete lot coverage. Many original buildings also have been converted to unique restaurants, gift shops, and bed and breakfasts.

The City’s development from the mid-19th century to the World War II era is reflected in its surviving buildings and landscape features.

Traditional Vernacular Forms & Variations. 19th century architectural forms derived from the traditional farmhouse, which characterized the Delmarva region since the colonial period: a 2½ story gable-roofed frame dwelling with a symmetrical three or five bay façade, one room deep with a center-passage plan and a service wing extending to the rear. This basic form appears in two variations: the narrow lots often dictated that the house be sited with the gable-end facing the street and a secondary entrance located in the front-facing gable. Another development of the traditional farmhouse is a building type that might be called the “Rehoboth Cottage,” which occurs in substantial number in the City but is uncommon elsewhere: this is 2½ story, gable-front building, two bays wide, typically with one or two cross wings creating a T or L plan and often with an exterior stack. The frame houses of the late 19th century are characterized by a variety of decorative detailing typical of the period. A cross gable is often centered on the long façade, and a porch usually spans the front and often wraps around one or two sides. The porch may feature turned posts and scroll-sawn brackets; decorative stickwork often appears in the gable peaks. The buildings are typically clad in wood shingles applied in a variety of decorative patterns.

Early 20th Century Popular Styles. Early 20th century houses reflect the influence of popular architecture fashions of the period, including Foursquare and Bungalow types and variations of the Colonial Revival style. Buildings of this period are interspersed throughout the residential areas; the Rehoboth Heights neighborhood, developed in the 1920s, features a concentration of Colonial Revival houses.

Background and characteristic features of these architectural forms and other styles found in the City are summarized in the following sections.



AMERICAN FOURSQUARE. A popular house type in the early 20th century, the American Foursquare (so, named for its blocky, cube-like form) reflects turn-of-the-century trends toward increased economy and efficiency. There are number of Foursquares in the City, many of which function as hotels. The square plan enclosed large living spaces, and the relatively plain exteriors reduced the costs of construction and maintenance. Basic characteristics of this style include a boxy, “foursquare” shape; two-story height; hipped roof with hipped dormers; porch across façade; wide range of materials, including frame with weatherboard siding or wood shingles, brick, and ornamental concrete block; frame or masonry structures often finished with stucco; relatively plain, but their basic form supported the use of decorative detailing derived from a variety of styles.



BUNGALOW. Bungalows are typically 1½ stories in height with a broad, gently sloping gable roof, and a deep shaded porch on the street façade. This style is usually of frame construction, with wood shingles or stucco covering the exterior, although examples built of brick or stone appear. The posts supporting the porch roof are usually square in section and tapered, and simple stickwork brackets or rafter ends appear under the eaves. One or more shed dormers commonly occur on the roof slopes. Small one-story gable-front frame cottages reflect the influence of the Bungalow styles in their form and detailing and are historically associated with the development of the community as a seaside resort.



CAPE COD. Cape Cod homes have gabled roofs and unornamented fronts. Original colonial Cape Cod homes were shingle-sided, one-story cottages with no dormers. A 20th century Cape Cod is square or rectangular with one or one-and-a-half stories and steeply pitched, gabled roofs. It may have dormers and shutters. The siding is usually clapboard or brick.



COLONIAL REVIVAL. Colonial Revival houses often combine modern turn-of-the-century building forms with decorative elements derived from 18th century architecture. Most of the Revival houses in the City are based on 18th century Georgian prototypes. Their characteristics include generally symmetrical façade, 2 or 2½ story height; gabled, hipped, or gambrel roof form; masonry or frame construction; brick may be laid in Flemish bond pattern; frame buildings covered with wood siding in bevel profile or with wood shingles; multi-pane sash windows; porches may have heavy tapered columns and balustrades with square or turned balusters; entrance located in the center of the façade with (often leaded glass) transom and sidelights.



CRAFTSMAN. The Craftsman features overhanging eaves, a low-slung gabled roof, and wide front porches framed by pedestal-like tapered columns. Material often included stone, rough-hewn wood, and stucco. Many homes have wide front porches across part of the front, supported by columns.



DUTCH COLONIAL. A subtype of Colonial Revival, this style is generally 1½ stories in height with a broad, sloping gable or gambrel roof. Also, the front slope of roof extends to create a porch across the façade. Early homes were a single room, and additions were added to each end, creating a distinctive linear floor plan. End walls are generally of stone, and the chimney is usually located on one or both ends. Double-hung sash windows with outward swinging wood casements, dormers with shed-like overhangs, and a central Dutch double doorway are also common.



GEORGIAN. Georgian homes are refined and symmetrical with paired chimneys and a decorative crown over the front door. Historically, these homes sport side-gabled roofs, are two to three stories high, and are constructed in brick. Georgian homes almost always feature an orderly row of five windows across the second story. Modern-day builders often combine features of the refined Georgian style with decorative flourishes from the more formal Federal style. In the City, the Georgian plan has generally been reoriented with side entry in the front-facing, gable end, thus accommodating the minimal frontage afforded by narrow lots.



RANCH. The ranch emerged as one of the most popular American styles in the 1950s and 60s, when the automobile had replaced early 20th-century forms of transportation, such as streetcars. The style is characterized by its one-story, pitched-roof construction, built-in garage, wood or brick exterior walls, sliding and picture windows, and sliding doors leading to patios.



SALTBOX. This New England Colonial style got its name because the sharply sloping gable roof that resembled the boxes used for storing salt. The step roofline often plunges from 2½ stories in front to a single story in the rear. These square or rectangular homes typically have a large central chimney and large, double-hung windows with shutters. Exterior walls are made of clapboard or shingles.



SHINGLE. Shingle homes borrow wide porches, shingles, and asymmetrical forms from the Queen Anne style. They are also characterized by unadorned doors, windows, porches, and cornices; continuous wood shingles; a steeply pitched roofline; and large porches. The style hints at towers, but they are usually just extensions of the roof line.



SHOTGUN. The style is characterized by a single story with a gabled roof. Shotguns are usually only one room wide, with each room leading directly into the next. Exterior features include a vent on the front gable and a full front porch trimmed with gingerbread brackets and ornamentation.

Historical Resources

Historic preservation is a deliberate effort to maintain, restore, and protect buildings and surroundings that tell the story of a community's past. Successful preservation takes foresight, organization, and adequate funding. Government, non-profit advocates, local historical societies, and private citizens all play a role in preserving and promoting this heritage and unique character. Additional initiatives and financial resources are discussed in **Appendix B—Resources & References.**

National Register of Historic Places

The National Register of Historic Places (NRHP) is the official inventory of the country’s historic sites. It is administered by the U.S. Department of the Interior’s National Park Service. Nationally, there are close to 100,000 NRHP-listed properties including districts, sites, buildings, structures, or objects recognized for their importance in American history, architecture, archeology, engineering, or culture. In addition to federal properties with historic importance, the NRHP includes properties across the country that were nominated by governments, organizations, and individuals because of their importance to the nation, a state, or a community.

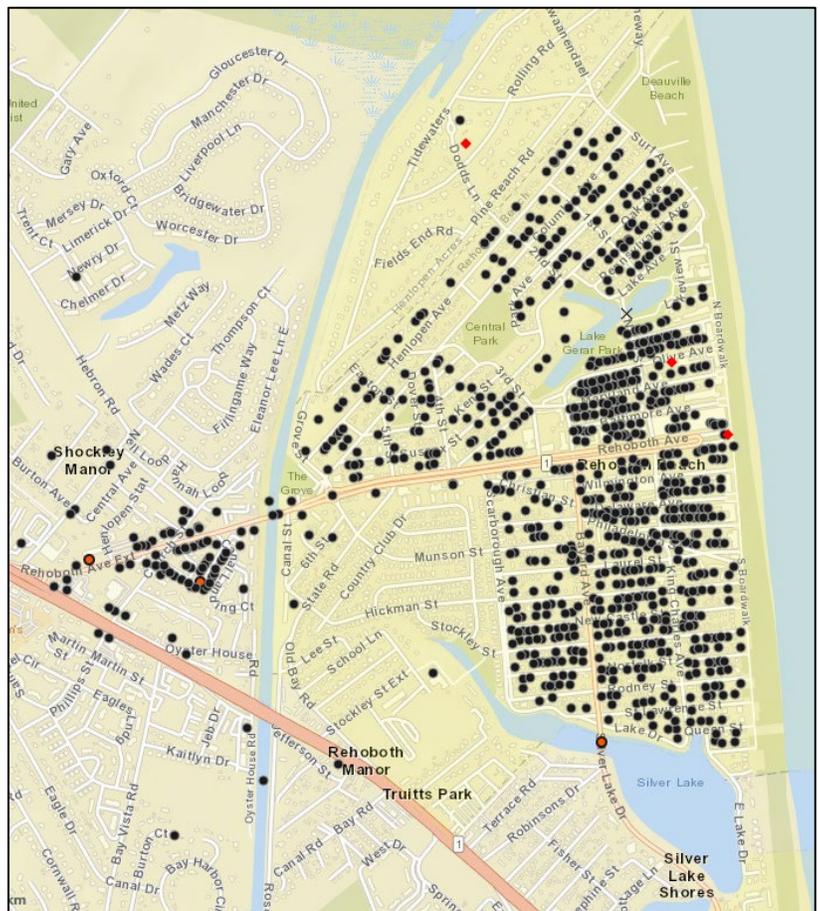
Most properties on the NRHP are at least 50 years old. The benefits of listing on the NRHP include official recognition that the property is significant, qualification for certain federal funds when available, and eligibility for state and federal historic rehabilitation tax credits. Two federal and State agencies that provide historic eligibility and funding services that support updated historical databases for City reference include:

- **National Park Service** | The NRHP is the official list of the nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. This resource provides general information regarding the process to apply, features highlighted properties, and a national register research database available online.
- **State Division of Historical & Cultural Affairs/State Historic Preservation Office** | The State maintains the Cultural and Historical Resources Information System (CHRIS). CHRIS is a web-based mapping system, offering information on the State’s historic places to residents and visitors, researchers, agency planners, private non-profits, and cultural resource consultants. In CHRIS, any user can explore houses, districts, and National Historic Landmarks listed in the NRHP; view NRHP nominations and photographs; see how places have changed through aerial photographs dating back to the 1930s; see if buildings have been previously surveyed and digitally mapped in the system; and review boundaries of surveyed areas and download associated survey reports.

The 1990 Architectural Survey of Rehoboth Beach, prepared by Delaware’s Historic Preservation Office, listed over 78 properties built prior to 1920 as eligible for the NRHP. By 2008, 19 of these structures were demolished and replaced. In addition to the properties referred to above, there were many cottages that were built during the 1920s and 1930s that contributed significantly to the character of the city. Approximately 60 buildings were moved from one lot to another or from the County into the City. These relocated buildings are not eligible for the NRHP.

The image to the right was captured from the CHRIS web-based mapping system. Each dot represents a structure that was inventoried and cataloged.

The inventory was prepared by the Delaware State Historic Preservation Office and was populated in 2018 in GIS format. The cultural resource survey property information forms include detailed information: parcel number, address, type of resource, function, location map, other information notes, description of the resource, date of initial construction, and the photographic inventory. This is very helpful to review prior to redevelopment and eligibility for historic tax credit programs.



Within City limits, there are two sites recognized for their historical significance to Delaware and the nation by their inclusion on the NRHP, further identified in **Table 3-1**.

Table 3-1. National Register of Historic Places Sites

Resource	Location	Built	CRS #	Date Listed
All Saints Episcopal Church	18 Olive Avenue	1893	91000910	8/1/1991
Woman's Temperance Christian Union Water Fountain	End of Rehoboth Avenue on the Boardwalk	1929	09000052	2/27/2009

Source: National Register of Historic Places

All Saints' Episcopal Church is a historic Episcopal church, built in 1893 for the summer services of an Episcopal congregation. It is a one-story structure constructed of hand-molded brick, measuring 100 feet by 30 feet. It features board-and-batten wainscotting, fish scale shingled gable ends, ribbon windows, and a low-pitched gable roof in the Arts and Crafts style. The church was renovated after a fire in 1938.



The Woman's Christian Temperance Union Fountain is a historic temperance fountain located on the Boardwalk at the end of Rehoboth Avenue. It was erected by the Woman's Christian Temperance Union in 1929 to commemorate the 50th anniversary of the Delaware branch of the organization. It measures six feet tall, three feet wide, and is constructed of granite.

CHAPTER 3 COMMUNITY CHARACTER
CITY POSITIONS
<i>Position on Community Character: Will update to reflect agreed upon position.</i>
GOALS <i>Will update to reflect future PC discussion.</i>
<ol style="list-style-type: none"> 1. Protect historic and characteristic structures. 2. Preserve Rehoboth's overall character and small-town charm. 3. Increase public awareness and appreciation of historic properties and special places. 4. Strengthen and identify historic funding sources and incentives. 5. Support and further identify the economic and social impacts of arts, cultural and historic resources in and near the city. 6. Protect, enhance, and extend the benefit of cultural resources for future generations.
ACTION ITEMS <i>Will update to reflect future PC discussion.</i>
<ol style="list-style-type: none"> a) Encourage the use of federal and state tax credit programs for restoring historic buildings. b) Assist government agencies and organizations with educational awareness and promotion of historic rehabilitation grants and programs. c) Continue to support events and activities promoting inclusion for all within the Community. d) Increase communication and collaboration with community organizations to promote and host inclusionary events with for the community.

CITY GOVERNMENT & COMMUNITY ORGANIZATIONS

This chapter provides information regarding the City's structure and services, as well as services provided by others within the community. Organizations and committees were invited to provide additional information for consideration in the CDP by completing a questionnaire or participating in an interview by a Planning Commissioner. Provided responses are included for those that chose to respond.

General information is provided in the following sections to assist in understanding the local government operations and community organizations. If questionnaire or interview information was not provided, research was conducted utilizing websites, social media, and marketing materials prepared and hosted by the organization itself. All organizations, boards, commissions, and committees provide vital services, and they are strong contributors to the success of the community.

CITY BOARDS & COMMISSIONS

The City is served by several boards and commissions, outlined in City Code.

Mayor & Council

Seven elected officials, a mayor and six commissioners, form the City's Board of Commissioners. The Commission sets City policy, passes ordinances and resolutions, and raises revenue. Commissioners are elected by City voters to serve three-year terms. The Board of Commissioners' mission is to provide the best service possible to City citizens at the least cost and in the most efficient and professional manner.

Planning Commission

The Planning Commission acts on land development applications and requests to subdivide land; provides recommendations to the Board of Commissioners regarding zoning/rezoning; addresses land use and other matters referred to it by the Mayor and Board of Commissioners; and develops, evaluates, and makes revisions to the City's CDP per State requirements. The authority of the Planning Commission derives from Delaware Code, Chapter 7, Title 22. Chapter 51 of the City Code establishes the Planning Commission. Membership is by appointment of the Board of Commissioners. The Commission has nine members whose terms of office are three years. Meetings are held on the second Friday of the month at 2:00 p.m. at City Hall.

Board of Adjustment

The Board of Adjustment (BOA) is a body appointed by the City Commissioners. Most of the cases that come before the BOA are zoning cases pursuant to City Code Section 270-74, which allows the BOA to generally hear cases related to an appeal from a decision of the Building Inspector or Variance requests.

Parks & Shade Tree Commission

The Parks & Shade Tree Commission oversees restoring and maintaining the City's tree population, which provide beauty and utility. The Commission recognizes the value and believes that trees are one of the City's greatest assets, making it a greener place to live, visit, and work. There are typically four members and a chair that serve for three years.

Board of Elections

The Board of Elections is authorized by the City Charter and membership is by appointment of the Board of Commissioners. The Board consists of an odd number of at least three members, with all members meeting appointment qualifications outlined in State law.

CITY COMMITTEES

In addition to the boards and commissions described previously, the City also has a number of committees that are described in the following sections. Additional information on some of these committees can be found in **Appendix C—Community Engagement**.

Animal Issues Committee

The mission of the Animal Issues Committee is to provide ideas, suggestions, and solutions to create a more animal-friendly environment in the City, all while working to preserve the health, peace, safety, cleanliness, and good order of the City and its inhabitants. The Committee works to inspire the community to sustain wildlife populations and habitats through science-based management and conservation. It also discusses issues raised by residents and visitors and is an advisory committee to the Board of Commissioners. This six-member committee consists of members who specialize in animal rescue, rehabilitation, care, and knowledge of birds, wildlife, marine mammals, dogs, and cats. Eligible members include property and business owners, residents, and stakeholders. The terms of office are reviewed annually, and meetings are held on an as-needed basis but not less than quarterly. While the Committee does not host specific events, members are highly active as volunteers within the City and County in projects geared toward the welfare of wild and domestic animals (e.g., control of feral cats, pet adoptions, fundraising for local animal shelters, Tri-State Bird Rescue [TSBD], numerous working relationships with Brandywine Valley SPCA [BV-SPCA] and the Delaware Humane Association). Committee interview/questionnaire responses can be found in **Appendix C—Community Engagement**.

Audit Committee

It is the duty of the auditors to audit the accounts and all its officers whose duties involve the collection, custody, and payment of monies to the City. Annually following their appointment, on or before September 15, the auditors make and deliver a detailed report of all accounts, records, and books. The auditors, in the performance of their duties, have access to all records and accounts of the offices of the Commissioners, and they are authorized and empowered to employ clerks and accountants as may be necessary. The auditors are authorized by the City Charter. Membership is by appointment of the Board of Commissioners for one-year terms. Eligible members include property and business owners and residents. The Committee meets as necessary to fulfill their auditing duties.

Bandstand/ Convention Hall/ Special Events Committee

The Committee evaluates and recommends policy on rates, hours, fees, and venues for scheduling events at the Rehoboth Beach Convention Center and Bandstand Pavilion, park facilities, and beaches. The Committee is advisory to the Board of Commissioners, which appoints members. Eligible members include property and business owners, residents, and stakeholders. Terms of office are reviewed annually, and meetings are only held on an as-needed basis at City Hall.

Boardwalk & Beach Committee

The Committee examines issues related to maintaining the boardwalk and beach as major assets. Issues that might receive consideration, evaluation, and advisory opinions by the Committee include maintenance programs, amenities, usage, rules, and other similar topics. The Committee considers guiding principles (e.g., clean, safe, friendly, do no harm/damage, aesthetics) that are important for maintaining viewsheds, especially north and south of the boardwalk, easterly views from the boardwalk, and from nearby streets. This nine-member Committee is advisory to the Board of Commissioners, which appoints members. Terms of office are reviewed annually, and meetings are held on an as-needed basis, currently four to five times annually. Committee interview/questionnaire responses can be found in **Appendix C—Community Engagement**.

Election Officials

The Election Officials are judges of the annual Municipal Election and decide on the legality of votes offered. The Election Officials keep a true and accurate list of all voters voting at the annual Municipal Election. The Election Officials have the power to subpoena persons and officers of the City and books, records, and papers relative to termination of the validity of any vote or votes offered. Membership is by appointment of the Board of Commissioners. The Election Officials consist of one Inspector of the Election and Officers of the Election as appointed by the Commissioners. The Inspector and Officers must be qualified voters of the City and must be present to officiate the annual Municipal Election.

Environment Committee

The Environment Committee, formed in 2019, advises the Mayor and Board of Commissioners on environmental issues and may hold activities that educate the public. Membership is by appointment of the Board of Commissioners. Eligible members include property and business owners, residents, and stakeholders. Terms of office will be reviewed annually. The Committee meets on an as-needed basis at City Hall. Currently, the Committee consists of 10 members in addition to the Chair. Meetings are typically held monthly. Committee interview/questionnaire responses can be found in **Appendix C—Community Engagement**.

Organizational Liaisons

The Chamber of Commerce, Historical Society, Main Street, and Senior Center contacts make up the City's Organizational Liaisons. These are further discussed in the Community Organizations section of this chapter.

Parking Task Force

The Parking Task Force (formerly the Parking Advisory Committee) is charged with enhancing the viability of the City by evaluating, researching, and recommending parking related issues to the Board of Commissioners. Membership is by appointment of the Board of Commissioners. Eligible members include property and business owners, residents, and stakeholders. Terms of office are reviewed annually, and meetings are on an as-needed basis at City Hall.

Personnel Committee

The Personnel Committee ensures the City maintains workforce policies that conform to current federal and other applicable laws and regulations. It supports the City Manager in the implementation of workforce practices including hiring, compensation, and right to work. The Committee develops policies and ordinances that provide the City Manager with the authority to execute fair, modern, and compliant workforce policies. They provide counsel and support to the City Manager in forming and sustaining an organizational structure that meets current and future municipality needs, setting compensation and benefits, and establishing performance standards that reflect the vision and goals of the Board of Commissioners. The Personnel Committee is advisory to the Board of Commissioners. Membership is by appointment of the Board of Commissioners. The Committee is comprised of three Commissioners and the City Manager. Terms of office are reviewed annually. The Committee meets on an as-needed basis at City Hall.

Streets & Transportation Committee

The goal of the Committee is to identify and make suggestions to the City that will enhance the safety for both pedestrians and those using wheeled transportation devices. The Committee works with the Mayor, City Manager, and Police Department to review and give citizens suggestions and input related to reported areas of concern. The seven-member Committee is advisory to the Board of Commissioners. Membership is by appointment of the Board of Commissioners. Terms of office are reviewed annually, and meetings are held on an as-needed basis, typically bimonthly.

Trees & Green Infrastructure Committee

Formerly the Mayor’s Advisory Committee on Trees, the Trees & Green Infrastructure Committee’s mission is to preserve and grow the community forest of Rehoboth Beach by:

- Coordinating tree-related initiatives among civic groups, private citizens, businesses, and the City
- Focusing on increasing the number of trees on both private and public property
- Quantifying the current tree canopy and determining the number of new trees needed to achieve 40% canopy
- Implementing a public information and education program to inform citizens of the importance of trees to the environment and to the character of the City
- Conducting annual events to make trees available, at reduced cost, for property owners desiring trees on private property
- Working with City staff to realize the goals of the CDP, including development of a Community Forest Plan and fostering a more positive public attitude towards trees
- Establishing criteria for measuring the success of each Committee goal

CITY OPERATIONS

The City operates under several departments to provide needed services to the community, which are further described in the following sections.

911 Dispatch

The Rehoboth Beach 911 Center operates 24 hours a day, seven days a week and is staffed with eight full-time dispatchers and one Center Manager. There are responsible for answering all 911 and non-emergency calls for the City and surrounding area. The 911 Center is a nationally accredited Emergency Medical Dispatch Center. Dispatch acts as a vital and critical link between public safety agencies and the citizens they protect and serve. It is their goal to ensure the preservation of life and property for all who use the services with professionalism, courtesy, and compassion by relaying accurate information in a timely and efficient manner. The Communications Center provides 911 emergency call taking, dispatching, and centralized communication services to the Rehoboth Beach Police Department, Rehoboth Beach Fire Department, and Emergency Medical Services.

Alderman Court 37

The City of Rehoboth Beach Alderman Court #37 hears traffic, criminal (misdemeanor), and civil violations of the City’s ordinances. The Alderman Court falls under the jurisdiction of the State of Delaware Chief Justice. The Alderman is nominated by the Governor and confirmed by State Senate to decide all violations of City ordinances.

Beach Patrol

The RBP provides the highest degree of public safety to users of the entire 1.5-mile area of beach within City limits. Lifeguards make every attempt to ensure that beach patrons have a safe and enjoyable stay while visiting. RBP utilizes state-of-the-art GPS digital portable radios that are linked to the beach patrol communications center, located at the headquarters, which also houses an Emergency Medical Unit and administrative offices.

Building & Grounds

The Building and Grounds Department is charged with maintaining and cleaning all City public buildings, including the Rehoboth Beach Convention Center.

Building & Licensing

The Building & Licensing Department provides the highest quality public service to the community while protecting the public’s life, health, and welfare in the built environment. This department provides timely and comprehensive professional services through plan review, field inspections, code enforcement, and administration. The Department is committed to working as a team with other departments to accomplish the goal of protecting and serving citizens. The Department is responsible for enforcement of the City Code. They issue permits for all construction, demolition, tree removal, signs, and licenses for all business conducted in the City. In conjunction with the issuance of permits, they perform the review and approval of plans for Code compliance and perform onsite inspections. This department maintains all files related to building permits as well as records of the Mayor and Commissioners, BOA, Planning Commission, and advisory committees. In addition, they receive and attempt to resolve complaints filed by City residents that pertain to Code compliance.

Office of City Secretary

The Office of City Secretary is considered the doorway to local government. This Office is committed to providing the public with the highest, most efficient, courteous, and effective level of service to all residents and non-

residents alike. This Office serves internal and external customers as legal keeper of City records and is dedicated to innovative processes and continued preservation of the City's history. It is the City Secretary's mission to be a reliable provider of information and quality service to the community and its residents and to work cooperatively with all commissions, boards, committees, and departments while complying with all State and local statutes. The Office is responsible for all meeting management and administrative tasks such as agendas, minutes, meeting packets and postings, record keeping, ordinances and resolutions, legal notices, technical assistance to all City boards, commissions, and committees, notary services, and serves as the Freedom of Information Act (FOIA) Coordinator.

Communications Department

The Communications Department is committed to communication practices that enhance citizen and employee understanding of City objectives, issues, decisions, and challenges. Equally important, the Department seeks to increase citizen engagement and offer meaningful opportunities for feedback about City services and operations.

Finance Department

The Finance Department manages general accounting, accounts payable, payroll, utility billing, and tax billing. The Department manages and reports on all financial functions of City departments in accordance with generally accepted principles of government accounting. The staff is responsible for receipting and depositing all revenues, managing the investment of all monies, accounting for all assets and capital project expenditures, and internal and external reporting. Additionally, an audit of financial practices and principles is conducted annually by an outside auditing firm. The staff assists in providing the information for the audit. The Department is also responsible for providing and balancing an annual budget for approval by the Board of Commissioners, including monthly activity reporting.

Information Technology

The mission of the Information Technology (IT) Department is to ensure the ability of all IT equipment and services to perform their functions to the best possible level. The Department aims to provide the City staff with the newest technology at the best return on investment, proper tools to perform their jobs with the greatest efficiency, and perform timely repairs of critical technology assets. It is responsible for service and maintains all City technology including computers, printers, software, and communications equipment. The Department provides reports to the City Manager, Mayor, and Commissioners as needed to forecast City revenues and expenses when items of technology are involved as well as an annual technology budget to the City Manager for approval.

Parking

The Parking Department enforces the parking laws and regulations set in the City Code. Due to the daily number of visitors and residential homeowners within the City, the Department ensures a safe environment for pedestrians, bicyclists, and motor vehicle traffic. The Department often serves as informal ambassadors to City visitors and local residents to ensure responsible sale of parking permits and the enforcement of the City parking ordinances. Because of their role, they work closely with the Police Department and Alderman Court. Enforceable ordinances include overtime parking, permit parking for vehicles and scooters, 30-minute timed parking spaces, overnight parking prohibited on certain streets, and parking in fire lanes, loading zones, intersections, and travel lanes.

Police

The primary objectives of the Rehoboth Beach Police Department (RBPd) are to preserve life and property; enforce all federal, State, and local laws in an impartial manner; and maintain a safe and peaceful environment for the residents and guests of the City. The RBPd employs 17 full-time police officers and nine full-time dispatchers. They also employ seasonal police officers to augment full-time staff during the tourist season.

Public Works

The Public Works Department (DPW) oversees the Water, Wastewater, Building and Grounds, and Streets Divisions along with capital improvement projects related to each. The Department's divisions are further described in the following sections.

Streets

Along with refuse collection, duties include carpentry, painting, welding, and cleaning. General maintenance projects include:

- Clearing overgrowth of bushes and trees blocking intersections
- Repairing fences, boards, railings, and bumpers on the boardwalk
- Rebuilding and painting benches and lifeguard stands
- Assisting with City events
- Repairing and cleaning catch basin grates
- Snow plowing, salting, and sanding roads
- Maintaining trees and plantings
- Operating the street sweeper throughout the City

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- Operating the beach sand cleaner on the City’s beaches
- Maintaining regular residential and commercial trash pickup duties
- Hanging the holiday lights on City property including streetlights, City trees, and boardwalk

The division also has Meter Technicians and a Mechanics Shop. The technicians are responsible for the upkeep of all parking meters and change machines, signage, and street painting within the City. The mechanics maintain and repair the City’s service fleets.

Wastewater

The Wastewater Division’s mission is to protect public health and the environment for the service area by providing high-quality wastewater treatment services in an effective, efficient, and responsive manner. The staff provides safe, reliable collection of municipal wastewaters with special emphasis on the most prompt, courteous service possible. Responsibilities include:

- Providing treatment of collected wastewater in a safe, consistent manner that will meet or exceed the requirements of the National Pollution Discharge Elimination System (NPDES) Discharge Permit by the most cost-effective means while operationally being the best neighbor possible
- Providing treatment and disposal of all biosolids that comply with all federal, State, and local regulations for their beneficial reuse and for the protection of both the environment and human health
- Maintaining the utility’s infrastructure at a reasonable state of reliance in a cost-effective way that will maximize its longevity
- Planning for future needs to service the customer, protect the environment, and to minimize the impacts to the ratepayer

Water

The Water Division’s responsibilities are to:

- Ensure the consistent flow of clean drinking water that meets all federal and State guidelines
- Provide timely repair of water system breaks and failures
- Supply City Administration with the water usage readings each water billing period for residential and commercial locations
- Perform daily water quality checks

EDUCATION

Educational institutions play an important role in the community. Education is needed for a productive society. Rehoboth Beach is located in the Cape Henlopen School District (CHSD). CHSD’s mission is to celebrate the diversity of its students, staff, and community. They cultivate compassionate and innovative thinkers by providing every student with a welcoming, safe, equitable school community that is affirming and inclusive. CHSD engages and challenges all students by providing a responsive educational experience to prepare for post-secondary education or career opportunities. **Table 3-2** provides fall enrollment for each school; these schools are further described in **Appendix B—Resources & References**.



CAPE HENLOPEN SCHOOL DISTRICT

Table 3-2. Public Schools Serving City and Area Students

Grade Levels	School	Address	Fall Enrollment		
			2019	2020	2021
PK-12	Sussex Consortium	520 DuPont Ave, Lewes	308	360	378
K-5	H.O. Brittingham Elementary	400 Mulberry St, Milton	435	445	428
K-5	Love Creek Elementary	19488 John J. Williams Hwy, Lewes	647	703	672
K-5	Milton Elementary	512 Federal St, Milton	421	429	427
K-5	Rehoboth Elementary	500 Stockley St, Rehoboth Beach	470	508	517
K-5	Shields (Richard A.) Elementary	910 Shields Ave, Lewes	560	571	530
6-8	Beacon Middle	19483 John J. Williams Hwy, Lewes	683	715	679
6-8	Mariner Middle	16391 Harbeson Rd, Milton	620	623	624
9-12	Cape Henlopen High School	1250 Kings Hwy, Lewes	1,499	1,506	1,637

Source: Cape Henlopen School District, State of Delaware (September 2021)

COMMUNITY ORGANIZATIONS

Local organizations are known to be heart of the community; the City has several volunteers to preserve and protect the vital services they provide. The City works closely with many of these organizations and agencies that

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provide additional services within the community. Information about the listed organizations is provided in **Appendix C—Community Engagement** and includes any information provided as part of the Planning Commission’s interview/questionnaire results.

- AIDS Delaware
- All Saints’ Episcopal Church
- Camp Rehoboth
- Cape Henlopen Food Basket
- Cape Henlopen Senior Center
- Clear Space Theatre Company
- Community Resource Center
- Country Club Estates Property Owners’ Association
- Delaware Division of Historical & Cultural Affairs
- Delaware Native Plant Society
- Delaware Nature Society
- Delaware State Historic Preservation Office
- Epworth Methodist Church
- Faith United Methodist Church
- First Church—Christ Scientist
- Friends of Cape Henlopen State Park
- Henlopen American Legion, Post 5
- Lewes-Rehoboth Canal Improvement Association
- Meals on Wheels Lewes-Rehoboth
- Metropolitan Community Church of Rehoboth Beach
- Rehoboth Art League
- Rehoboth Beach-Dewey Beach Chamber of Commerce
- Rehoboth Beach Bears
- Rehoboth Beach Farmers’ Market
- Rehoboth Beach Historical Society
- Rehoboth Beach Homeowners’ Association
- Rehoboth Beach Library
- Rehoboth Beach Main Street
- Rehoboth Beach Sister Cities Association
- Rehoboth Beach Volunteer Fire Company (Station 88)
- Rehoboth Elementary Parent Teacher Organization
- Save Our Lakes Alliance
- St. Edmund’s Catholic Church
- Sussex Family YMCA
- VFW Post 7447
- Village Improvement Association
- West Rehoboth Community Land Trust
- Westminster Presbyterian Church



**CHAPTER 3
CITY GOVERNMENT & COMMUNITY ORGANIZATIONS**

GOALS *Will update to reflect future PC discussion.*

7. Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of Rehoboth Beach community.
8. Continue to support and provide inclusion to the local community organizations.
9. Increase coordination, communication, and input amongst city committee, boards, and commissions.

ACTION ITEMS *Will update to reflect future PC discussion.*

- e) Continue to review the city service demands and capability to continue the existing services on an annual budgetary basis while identifying revenue sources and operating expenses.
- f) Continue to support community services and organizations at an appropriate level—while not required, this may include monetary donations, personnel involvement, event support, membership, attendance, marketing advertisement, website postings, etc.
- g) Ensure projects that involve multiple committees input and involvement are coordinated with collective support for inclusion and considered in a timely manner by the Board of Commissioners.
- h) In concert with all appropriate parties, review the City’s government structure and consider whether it is appropriate for current/future needs.

COMMUNITY PROFILE

CLIMATE

Situated on the Atlantic Coastal Plain, the City’s climate is moderated by the Atlantic Ocean and the Rehoboth Bay. It has a humid subtropical climate with hot and moderately humid summers, cool winters, and year-round precipitation. During summer months, a cooling afternoon sea breeze is present on most days, but episodes of extreme heat and humidity can occur with temperatures over 100°F. During winter months, episodes of extreme cold and wind can occur with wind chill values under 0°F. Temperature averages range from 26°F in January to 85°F in July. The average seasonal snowfall is 6-12 inches, and the snowiest month is February, which corresponds with the annual peak in nor’easter activity. **Table 3-3** details the City’s monthly weather averages and records.

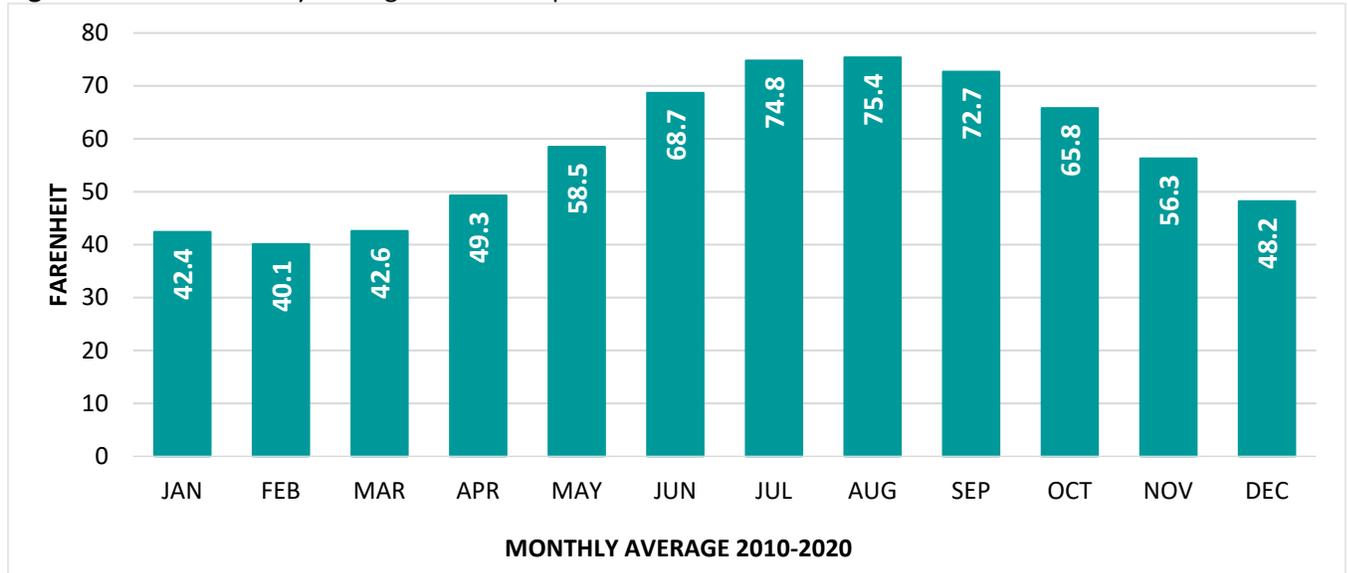
Table 3-3. Monthly Weather Averages & Records

Month	Average					Record			Days with...		
	Low	High	Wind	Rain	Snow	Low	High	Wind	Rain	Thunder	Fog
January	26°F	41°F	8mph	3.13"	5.52"	-5°F	72°F	68mph	11	1	13
February	28°F	43°F	8mph	3.01"	6.19"	0°F	76°F	79mph	9	1	12
March	35°F	52°F	9mph	3.90"	2.09"	9°F	87°F	85mph	11	1	13
April	44°F	62°F	8mph	3.27"	0.20"	21°F	90°F	59mph	10	3	13
May	54°F	72°F	7mph	3.60"	0.00"	33°F	97°F	62mph	11	5	16
June	63°F	81°F	6mph	3.35"	0.00"	43°F	100°F	67mph	9	5	16
July	68°F	85°F	6mph	4.19"	0.00"	52°F	103°F	71mph	9	7	18
August	67°F	83°F	5mph	4.48"	0.00"	48°F	101°F	60mph	9	6	21
September	60°F	77°F	6mph	3.55"	0.00"	39°F	97°F	69mph	8	2	18
October	49°F	66°F	6mph	3.03"	0.00"	24°F	91°F	59mph	7	1	16
November	39°F	56°F	7mph	3.43"	0.59"	14°F	83°F	59mph	9	1	14
December	30°F	45°F	8mph	3.57"	2.21"	-4°F	74°F	70mph	10	1	13

Source: CustomWeather, Inc. (October 2021)

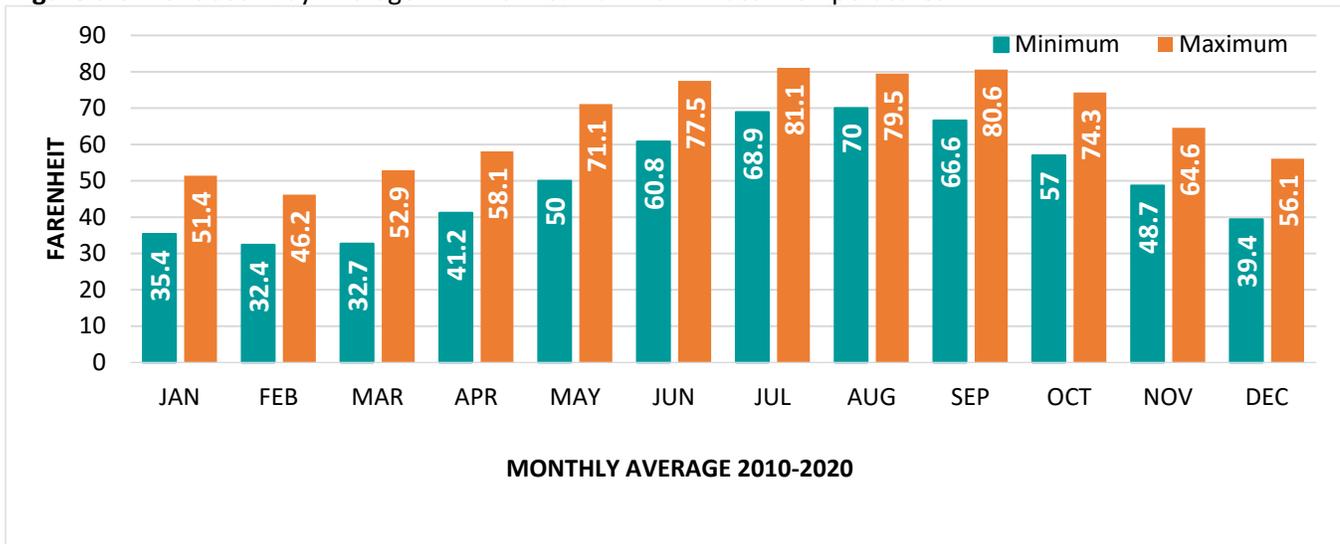
Figure 3-2 shows the average monthly sea temperature in Rehoboth Bay throughout the year, calculated from data collected between 2010-2020. The warmest water temperature occurs in July-September followed by the coldest in January-March. Rehoboth Bay’s historic minimum and maximum temperature averages between 2010-2020 recorded February and March as the coldest followed by July and September as the warmest, as shown in **Figure 3-3**.

Figure 3-2. Rehoboth Bay Average Water Temperatures



Source: Seatemperature.com (December 2020)

Figure 3-3. Rehoboth Bay Average Minimum & Maximum Water Temperatures



Source: Seatemperature.com (December 2020)

LIVABILITY INDEX

The American Association of Retired Persons (AARP) Public Policy Institute informs public debate on the issues faced as the population ages, promoting policies to address the common need for economic security, healthcare, and quality of life. The AARP Public Policy Institute developed the Livability Index as a tool to measure community livability. Data is available to find an overall livability score as well as a score for each of seven major livability categories: housing, neighborhood, transportation, environment, health, engagement, and opportunity.

According to the Livability Index, Rehoboth Beach has an overall Livability Score of 50 out of 100, further defined as average. **Table 3-4** compares the neighboring municipal Town Hall locations and category scores according to data released in 2018. The City leads in the neighborhood and transportation categories, and ties with Henlopen Acres for the environment category. As a general comparison, the highest rated community in the country was Madison, Wisconsin, which had a total index score of 66. The methodology for the livability scores is further defined in the following section.

Table 3-4. AARP Livability Index Scores (2018)

Category	Rehoboth Beach	Dewey Beach	Lewes	Henlopen Acres
Total Index Score	50	44	47	41
Housing	56	56	64	44
Neighborhood	50	29	36	26
Transportation	60	38	45	45
Environment	62	57	50	62
Health	42	42	42	42
Engagement	45	47	52	45
Opportunity	32	37	37	24

Source: AARP (2018)

This score rates the overall livability of a selected neighborhood, city, county, or state on a scale from 0-100, based on the average score of seven livability categories, which also range from 0-100. Communities are scored by comparing them to one another, so the average community gets a score of 50, while above-average communities score higher and below-average communities score lower. The scoring is drawn from more than 50 unique sources of data to create the Livability Index. At the heart of the Livability Index are 40 metrics and 20 policies. Metric values and policy points within each category are combined to create the category score. Those category scores are then averaged to create a location’s total livability score. Each category contains 4-9 metrics and 2-5 policies; metrics measure how livable a community currently is, and policies communities take to become more livable. Category average scores determine the total score with equal weight; the total score can be customized by adjusting how important each category is to each user. Each metric is scored on a scale of 0-100; average metric scores are used to determine the category score with equal weight and communities receive additional points in the category score for each policy in place. Characteristics rated within each category are described in the following section.

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- **Housing:** accessibility (zero-step entrances), options (availability of multi-family housing), affordability (housing costs, housing cost burden, availability of subsidized housing); the City ranks in the top third for the availability of multi-family housing, while in the bottom third for housing affordability, in particular the availability of subsidized housing
- **Environment:** water quality (drinking water quality), air quality (regional air quality, near-roadway pollution, local industrial pollution); the City ranks in the top third for regional air quality and lack of local industrial pollution, while in the bottom third for the percentage of people exposed to near-roadway pollution
- **Neighborhood:** proximity to destinations (access to grocery stores and farmers' markets, parks, libraries, jobs by transit, jobs by auto), mixed-use neighborhoods (diversity of destinations), compact neighborhoods (activity density), personal safety (crime rate), neighborhood quality (vacancy rate); the City ranks in the top third for access to grocery stores and farmers' markets, while in the bottom third for proximity to jobs, crime rate, and vacancy rate (although the latter can be attributed to the resort nature of the community)
- **Transportation:** accessible system design (ADA-accessible stations and vehicles), convenient transportation options (frequency of local transit service, walk trips, and congestion), transportation costs (household transportation costs), safe streets (speed limits and crash rate); the City ranks in the top third for frequency of local transit service and number of walk trips by household per day, while in the bottom third for the annual crash rate
- **Health:** healthy behaviors (smoking prevalence, obesity prevalence, access to exercise opportunities), access to healthcare (healthcare professional shortage areas), quality of healthcare (preventable hospitalization rate and patient satisfaction); the City ranks in the top third for its relatively low preventable hospitalization rate, while in the bottom third for smoking prevalence and access to healthcare
- **Engagement:** internet access (broadband cost and speed), civic engagement (opportunity for civic involvement and voting rate), social engagement (social involvement index and cultural, arts, and entertainment institutions); the City ranks in the top third for the number of cultural, arts, and entertainment institutions per capita, while in the bottom third for its social involvement index (extent to which residents eat dinner with household members, see or hear from friends and family, talk with neighbors, and do favors for neighbors)
- **Opportunity:** equal opportunity (income inequality), economic opportunity (jobs per worker), educational opportunity (high school graduation rate), multi-generational communities (age diversity); the City ranks in the top third for how well income is distributed (gap between rich and poor), while in the bottom third for the age-group diversity of the local population (multi-generational community) and the number of available job options

DEMOGRAPHIC CHARACTERISTICS & TRENDS

The following section offers a demographic profile for the City. Most of the data was drawn from U.S. Census products. Due to sampling and surveying error, the data contained cannot be construed as an irrefutable measure of existing conditions. The U.S. Census Bureau has also changed the method it uses to collect and disseminate much of its information. Beginning with the 2010 Decennial Census, the Census Bureau stopped distributing the traditional 'long form' survey that historically provided enhanced data. These included social statistics (e.g., educational attainment, household relationships, veteran status, disability status, ancestry, language spoken) and economic data (e.g., employment, occupation, poverty status). This enhanced data was replaced by American Community Survey (ACS) data, which are available in five-year estimates.

Due to delays caused by the COVID-19 pandemic, it is still unknown when the Census Bureau will release full results of the 2020 Decennial Census. The 2016-2020 ACS 5-year estimates are scheduled to be released December 2021; however, this release may be impacted by delays as well. Due to these delays, it was decided not to wait to complete this section. This factual data is collected from various credible resources acceptable for decision-making purposes throughout the CDP. This chapter provides overall data to support the majority of the other chapters to determine the goals and implementation items.

Generally, the City has a small population that has been relatively stable in size since 1950 but is increasingly older than County or State averages, geographically located within a county that is also increasingly populated by retirees but where the population numbers are exploding.

POPULATION TRENDS

The 2010 Census showed the City's population count as 1,327; this population is estimated to have grown to 1,400 according to the 2015-2019 ACS, a 5.5% increase. The largest population increase for the City was 21.2% occurring between 1990 and 2000. **Table 3-5** provides population trend comparisons to nearby local municipalities.

Table 3-5. Population Trends—Municipalities (1990-2019)

Municipality	Year				Percentage Change		
	1990	2000	2010	2019	'90-'00	'00-'10	'10-'19
Bethany Beach	326	903	1,060	854	+177%	+17.4%	-19.4%
Dewey Beach	204	301	341	332	+47.5%	+13.3%	-2.64%
Georgetown	3,732	4,643	6,422	7,257	+24.4%	+38.3%	+13.0%
Henlopen Acres	107	139	122	182	+29.9%	-12.2%	+48.2%
Lewes	2,295	2,932	2,747	3,198	+27.8%	+6.3%	+16.4%
Milton	1,417	1,657	2,576	2,893	+16.9%	+55.5%	+12.3%
Ocean View	606	1,006	1,882	2,272	+66.0%	+87.1%	+20.7%
Rehoboth Beach	1,234	1,495	1,327	1,400	+21.2%	-11.2%	+5.5%

Source: 1990-2010 U.S. Decennial Census; 2015-2019 American Community Survey

Population growth figures dating back to the 1900s for the City, County, and State can be found in **Table 3-6**. The greatest increase in population for the City occurred between 1920-1930 at 104.4%. The greatest decrease in population for the City occurred between 1980-1990 at 28.7%. Sussex County saw the greatest increase of 38.3% from 1990-2000 and the greatest decrease (5.8%) between 1910-1920. The State saw the greatest increase (40.3%) between 1950-1960.

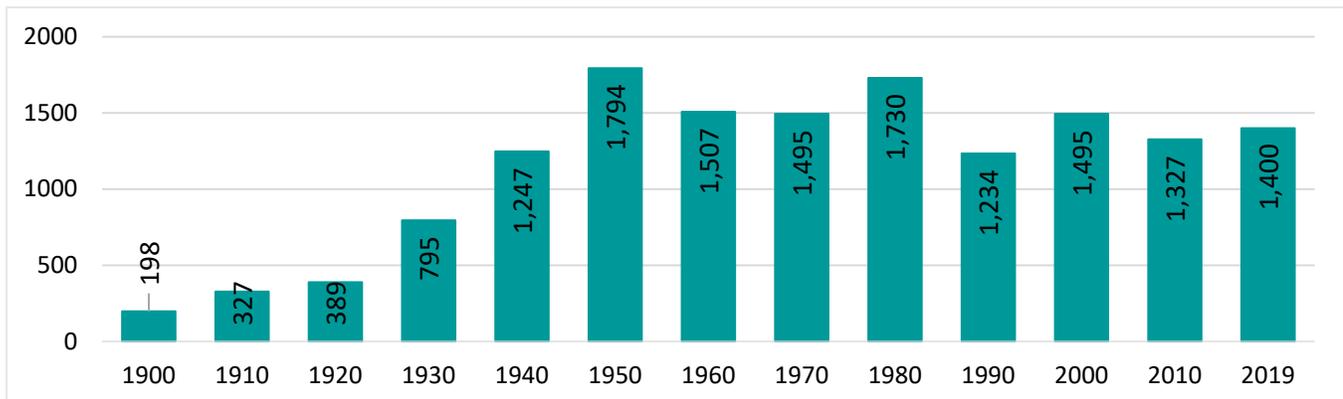
Table 3-6. Population Trends—City, County & State (1900-2019)

Year	Rehoboth Beach		Sussex County		State of Delaware	
	No.	% Change	No.	% Change	No.	% Change
1900	198	-	42,276	-	184,735	-
1910	327	+65.2%	46,413	+9.8%	202,322	+9.52%
1920	389	+19.0%	43,741	-5.8%	223,003	+10.22%
1930	795	+104.4%	45,507	+4.0%	238,380	+6.90%
1940	1,247	+56.9%	52,502	+15.4%	266,505	+11.80%
1950	1,794	+43.9%	61,336	+16.8%	318,085	+19.45%
1960	1,507	-16.0%	73,195	+19.3%	446,292	+40.3%
1970	1,495	-0.8%	80,356	+9.8%	548,104	+22.8%
1980	1,730	+15.7%	98,004	+21.2%	594,338	+8.4%
1990	1,234	-28.7%	113,229	+15.5%	666,168	+12.1%
2000	1,495	+21.2%	156,638	+38.3%	783,600	+17.6%
2010	1,327	-11.2%	197,145	+25.9%	897,934	+14.6%
2019	1,400	+5.5%	224,384	+13.8%	957,248	+6.6%

Source: 1900-2010 U.S. Decennial Census; 2015-2019 American Community Survey

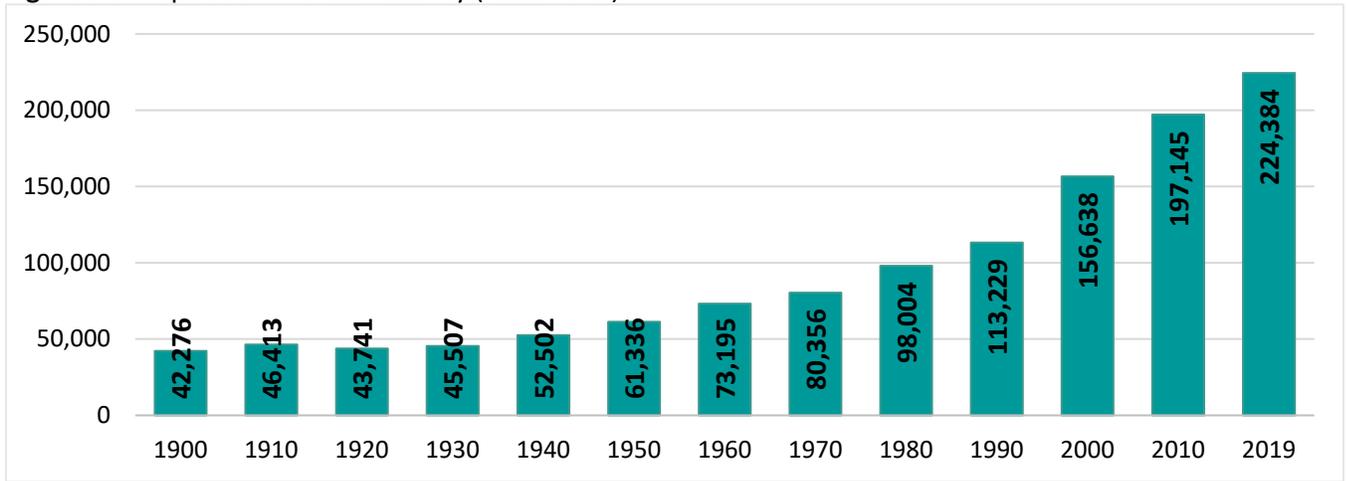
Figures 3-4 through 3-6 provide graphical representations of population trends for the City, County, and State. The City trend shows a substantial drop in population of 28.7% between 1980-1990. Sussex County has been steadily increasing along with the State of Delaware.

Figure 3-4. Population Trends—City (1900-2019)



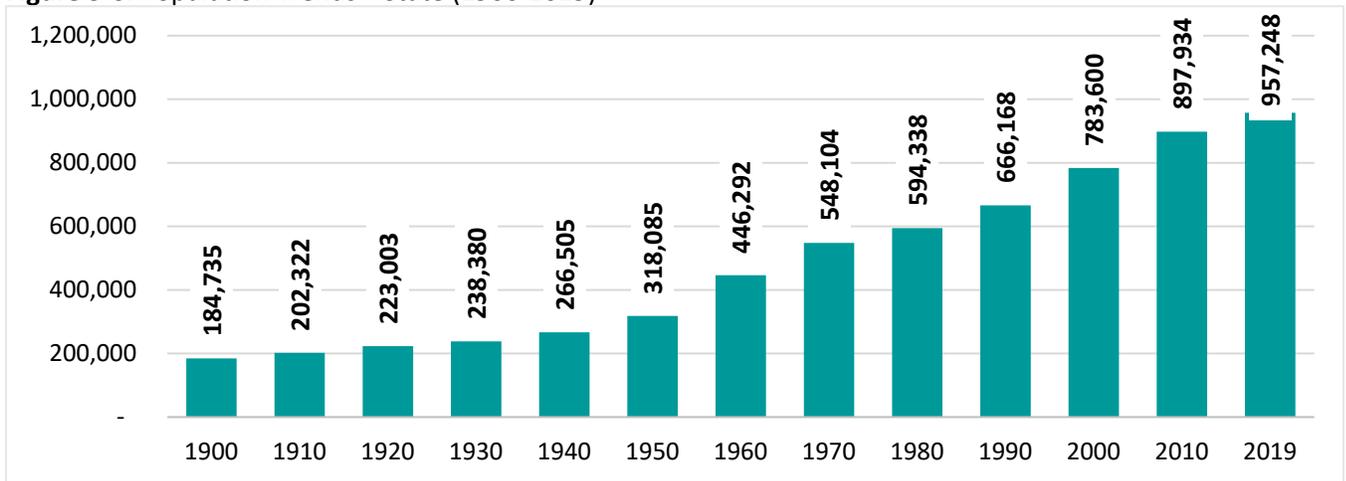
Source: 1990-2010 U.S. Decennial Census; 2015-2019 American Community Survey

Figure 3-5. Population Trends—County (1900-2019)



Source: 1990-2010 U.S. Decennial Census; 2015-2019 American Community Survey

Figure 3-6. Population Trends—State (1900-2019)

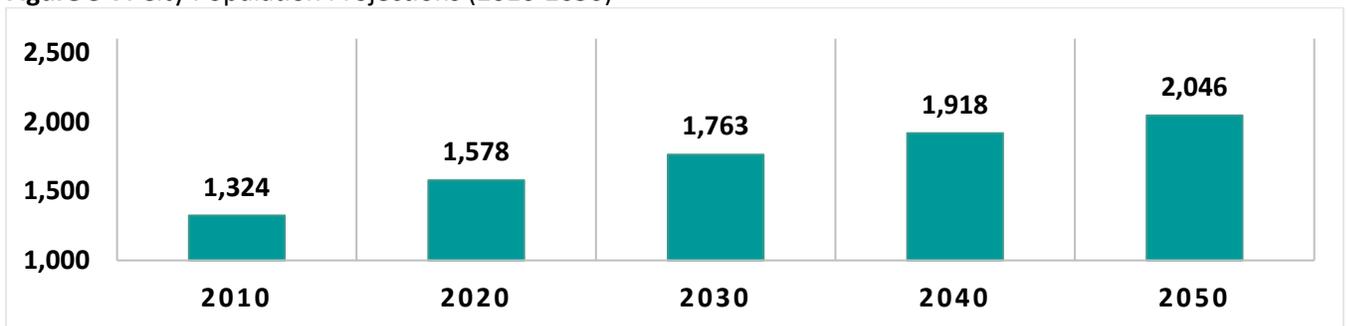


Source: 1990-2010 U.S. Decennial Census; 2015-2019 American Community Survey

POPULATION PROJECTIONS

In October 2020, the Delaware Population Consortium (DPC) developed population projections for each of the 57 municipalities in the State. **Figure 3-7** reflects the City’s projection data, showing an increase of 1,318 persons from 2010-2050. **Table 3-7** provides the projections for the City, County, and State. It also provides information on how the population is estimated to change each decade. Between 2010 and 2050, the DPC projects that the City’s population will increase by 54.5%; the DPC projects that the County’s population will increase by a similar 51.4%, while the State’s population will increase by only 17.2%. It is important for City officials to keep these projections in mind when planning for the future.

Figure 3-7. City Population Projections (2010-2050)



Source: Delaware Population Consortium (October 2020)

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The largest population projection for the municipalities listed in **Table 3-7** occur between 2010-2020 and the most conservative projections are between 2040-2050; this also follows suit for Sussex County and the State as shown in **Table 3-8**. It is also important to note that, while increases in the City’s population and housing units may be limited, development in surrounding areas is projected to remain high.

Table 3-7. Population Projections—Local Municipalities (2010-2050)

Year	Rehoboth Beach		Dewey Beach		Georgetown		Henlopen Acres		Lewes		Milton	
	No.	Change	No.	Change	No.	Change	No.	Change	No.	Change	No.	Change
2010	1,324	-	341	-	6,452	-	123	-	2,858	-	2,570	-
2020	1,578	19.2%	408	19.6%	7,721	19.7%	147	+19.5%	3,389	+18.6%	3,075	+19.6%
2030	1,763	11.7%	456	11.8%	8,635	11.8%	164	+11.6%	3,778	+11.5%	3,438	+11.8%
2040	1,918	8.8%	497	9%	9,403	8.9%	179	+9.1%	4,101	+8.5%	3,742	+8.8%
2050	2,046	6.7%	530	6.6%	10,046	6.8%	191	+6.7%	4,366	+6.5%	3,997	+6.81%

Source: Delaware Population Consortium, Annual Population Projection Report (October 2020)

Table 3-8. Population Projections—City, County & State (2010-2050)

Year	Rehoboth Beach		Sussex County		Delaware	
	No.	Change	No.	Change	No.	Change
2010	1,324	-	197,957	-	900,463	-
2020	1,578	19.2%	239,241	20.9%	977,035	8.5%
2030	1,763	11.7%	270,727	13.2%	1,021,433	4.5%
2040	1,918	8.8%	290,591	7.3%	1,049,382	2.7%
2050	2,046	6.7%	299,737	3.1%	1,055,483	0.6%

Source: Delaware Population Consortium, Annual Population Projection Report (October 2020)

SEASONAL POPULATION

Seasonal population projections were prepared by the DPC and obtained in the Annual Population Projections report dated October 29, 2020. The report specified that seasonal populations are those residing in what are usually considered “vacant seasonal” units during the months of June-August. The principal assumptions are that these units will be occupied 80% of the time including all weekdays and weekends. In addition, the size of the group in residence during the period is assumed to be 3.3 persons.

To calculate the number of housing units, the number of full-time households for each time period 2015-2050 were taken from the latest DPC projections. The number of vacant units is estimated using the number of full-time households divided by the typical occupancy rate observed in the previous five-year period. It is held constant over the entire projection period 2015-2050. The individual categories of vacancies share the total vacancies observed in 2015. The numbers of vacant seasonal residences calculated are expanded to population using the factors provided above. The ACS provides annual estimates of vacancy status including seasonal use, which are incorporated into the projections. It is worth mentioning that these projections do not include populations in hotels, motels, campgrounds, RV sites, or day trippers.

Table 3-9. Sussex County Seasonal Population Projections (1980-2050)

Year	Total Units	Occupied	Vacant				Seasonal	Census/DPC	Total Population
			Rent/Sale	Seasonal	Other	Total			
1980	46,687	35,400	2,338	7,281	1,668	11,287	19,222	98,004	117,226
1990	74,253	43,681	2,792	18,793	8,987	30,572	49,614	113,229	162,843
2000	93,070	62,577	2,981	24,906	2,606	30,493	65,752	156,638	222,390
2010	123,036	79,368	5,514	34,770	3,384	43,668	91,793	197,892	289,685
2015	131,435	87,305	3,489	36,518	4,123	44,130	96,408	215,622	312,030
2020	139,735	92,818	3,709	38,824	4,383	46,917	102,495	230,355	332,850
2025	148,390	98,567	3,939	41,229	4,655	49,823	108,844	240,855	349,699
2030	155,226	103,108	4,121	43,128	4,869	52,118	113,858	249,291	363,149
2035	159,956	106,250	4,246	44,442	5,018	53,706	117,328	255,955	373,283
2040	162,984	108,261	4,326	45,283	5,113	54,723	119,548	261,436	380,984
2045	164,727	109,419	4,373	45,768	5,167	55,308	120,827	266,027	386,854
2050	166,226	110,415	4,413	46,184	5,214	55,811	121,927	270,421	392,348

Source: Delaware Population Consortium (October 2020)

Delaware is a destination for many during the summer; because of this, the DPC estimated Sussex County is projected to increase the number of total units by 78.6% from 2000-2050. The rent/sale is projected to increase by 48% from 2000-2050, from 2,981 to 4,413. The Sussex County Comprehensive Plan also used the same methodology of 3.3 persons for the seasonal projections. The DPC did not develop seasonal population projections for individual municipalities.

RACE & ETHNICITY

Table 3-10 compares the City’s racial composition to that of the County and State in 2019, while **Table 3-11** this comparison to neighboring jurisdictions. **Table 3-12** summarizes changes in the City’s racial composition from 2000-2019. In 2019, the County and State were slightly more racially diverse than the City. Rehoboth Beach saw a slight decrease in its White population between 2000-2019 and saw a slight an increase in its Black or African American population.

The majority of the population is one race followed by a small portion with two or more races for all noted jurisdictions. The largest one race population for all noted jurisdictions is White, with the City (98.6%), followed by the County (82.9%) and the State (68.8%). The second largest one race population for the City is Asian (0.6%), with the Black or African American population at 12% in the County and 22.2% statewide.

Table 3-10. Racial Composition (2019)

Race	Rehoboth Beach		Sussex County		Delaware	
	No.	Percent	No.	Percent	No.	Percent
One Race	1,394	99.6%	219,188	97.7%	930,169	97.2%
White	1,375	98.6%	184,098	82.9%	658,237	68.8%
Black or African American	7	0.5%	26,918	12%	212,302	22.2%
American Indian & Alaska Native	0	0.0%	777	0.3%	3,729	0.4%
Asian	8	0.6%	2,753	1.2%	37,009	3.9%
Native Hawaiian & Other Pacific Islander	0	0.0%	258	0.1%	542	0.1%
Some Other Race	4	0.3%	4,384	2.0%	18,350	1.9%
Two or More Races	6	0.4%	5,196	2.3%	27,079	2.8%
Totals	1,400		224,384		957,248	

Source: 2015-2019 American Community Survey

Table 3-11. Racial Composition—Comparison Jurisdictions (2019)

Jurisdiction	One Race						Two or More Races
	White	Black or African American	American Indian & Alaska Native	Asian	Native Hawaiian & Other Pacific Islander	Some Other Race	
Rehoboth Beach	98.6%	0.5%	0.0%	0.6%	0.0%	0.3%	0.4%
Bethany Beach	97.7%	0.0%	0.0%	1.5%	0.0%	0.0%	0.8%
Dewey Beach	98.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
Georgetown	77.4%	12.7%	0.1%	4.5%	2.5%	1.4%	1.3%
Henlopen Acres	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lewes	91.0%	2.5%	0.0%	0.0%	0.0%	0.6%	5.9%
Milton	88.2%	8.1%	0.7%	0.2%	0.0%	0.8%	2.0%
Ocean View	92.6%	0.0%	0.9%	1.0%	0.0%	4.8%	0.7%

Source: 2015-2019 American Community Survey

Table 3-12. Change in City Racial Composition (2000-2019)

Race	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
One Race	1,491	99.7%	1,324	99.8%	1,394	99.6%	-11.2%	+5.3%	-6.5%
White	1,467	98.1%	1,291	97.3%	1,375	98.6%	-12.0%	-6.5%	-6.3%
Black or African American	4	0.3%	15	1.1%	7	0.5%	+275.0%	-53.3%	+75.0%
American Indian & Alaska Native	2	0.1%	3	0.2%	0	0.0%	+50.0%	-100.0%	-100.0%
Asian	10	0.7%	9	0.7%	8	0.6%	-10.0%	-11%	-20.0%
Nat. Hawaiian & Oth. Pacific Islander	0	0.0%	0	0.0%	0	0.0%	-	-	-
Some Other Race	8	0.5%	6	0.5%	4	0.3%	-25.0%	-33.3%	-50%
Two or More Races	4	0.3%	3	0.2%	6	0.4%	-25.0%	+100.0%	+50.0%
Totals	1,495		1,327		1,400		-11.2%	+5.5%	-6.4%

Source: 2000 & 2010 U.S. Census; 2015-2019 American Community Survey

The absolute number of people reporting Hispanic or Latino origins decreased between 2000-2010 and increased slightly between 2010-2019 as shown below in **Table 3-13**; comparisons to neighboring jurisdictions are shown in **Table 3-14**.

Table 3-13. City Hispanic or Latino Origin (2000-2019)

Ethnicity	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Hispanic or Latino (any race)	14	0.9%	48	3.6%	35	2.5%	+242.9%	-27.1%	+150%
Not Hispanic or Latino	1,481	99.1%	1,279	96.4%	1,365	97.5%	-13.6%	+6.7%	-7.8%
Total Population	1,495		1,327		1,400		-11.2%	+5.5%	-6.4%

Source: 2000 & 2010 U.S. Census, 2015-2019 American Community Survey

Table 3-14. Hispanic or Latino Origin—Comparison Jurisdictions (2019)

Jurisdiction	Hispanic or Latino (any race)	Not Hispanic or Latino
Rehoboth Beach	2.5%	97.5%
Bethany Beach	1.4%	98.6%
Dewey Beach	1.5%	98.5%
Georgetown	38.9%	61.1%
Henlopen Acres	0.0%	100.0%
Lewes	1.9%	98.1%
Milton	7.3%	92.7%
Ocean View	4.1%	95.9%

Source: 2015-2019 American Community Survey

The U.S. Office of Management and Budget (OMB) defines the race and ethnicity categories that federal agencies must use to collect data—including the Census Bureau. Local, state, tribal, and federal programs use these data, and they are critical factors that inform numerous policies, particularly for civil rights.

In the 1970s, Latino advocacy groups lobbied the federal government to create a separate category for Hispanics and Latinos. Before this time, both categories were grouped under the “White” race. When surveys were distributed, they often did not reach Hispanic and Latino households; those that did were not in Spanish, so results were far from accurate.

Once the US OMB provided for the distinct categories, government and other agencies began using these data to evaluate programs and policies to ensure that they fairly and equitably serve the needs of the Hispanic population and to monitor compliance with antidiscrimination laws, regulations, and policies. While some may expect to see the Hispanic or Latino category as part of the race question, it is currently asked separately because people of Hispanic origin may be of any race(s). Each decade, prior to the decennial census, questions on race, ethnicity, and ancestry are reviewed to determine if the categories and wording continue to reflect the country’s diverse and rapidly changing population.

AGE

As **Table 3-15** indicates, the City’s population is older than that of both the County and the State. The median age of the City’s residents in 2019 was 64.1 years, compared to 49.6 countywide and 40.6 statewide. Comparisons to neighboring jurisdictions are provided in **Table 3-16**. **Table 3-17** shows that all population groups except for those 65 years and over decreased from 2000-2019. The total population also decreased over that time; the absolute changes in population groups may require different services to serve those populations effectively. As the community ages, it should consider promoting features that are considered “aging-friendly” including crosswalks that allow pedestrians adequate time to cross the street, buildings with no-step entry, homes with one-level living, bike paths, public transportation, wider sidewalks, and easy access to medical care, shopping, and recreation.

Table 3-15. Age Distribution Comparisons (2019)

Age	City		County		State	
	No.	%	No.	%	No.	%
Under 5 Years	5	0.4%	11,459	5.1%	54,830	5.7%
5 to 19 Years	64	4.6%	34,517	15.4%	173,874	18.2%
20 to 64 Years	664	47.3%	117,919	52.7%	554,370	58.0%
65 Years & Over	667	47.7%	60,489	26.9%	174,174	18.2%
Median Age	64.1		49.6		40.6	
Total Population	1,400		224,384		957,248	

Source: 2015-2019 American Community Survey

Table 3-16. Age Distribution—Comparison Jurisdictions (2019)

Jurisdiction	Age Group				Median Age
	Under 5 Years	5 to 19 Years	20 to 64 Years	65 Years & Over	
Rehoboth Beach	0.4%	4.6%	47.3%	47.7%	64.1
Bethany Beach	0.9%	7.2%	30.1%	62.0%	67.6
Dewey Beach	0.0%	8.7%	49.9%	41.3%	61.3
Georgetown	11.4%	18.8%	52.1%	17.6%	32.2
Henlopen Acres	2.2%	15.3%	40.0%	42.2%	61.9
Lewes	0.5%	8.7%	38.0%	53.1%	66.0
Milton	6.8%	15.4%	42.5%	35.2%	47.4
Ocean View	1.9%	11.0%	49.9%	37.2%	59.4

Source: 2015-2019 American Community Survey

Table 3-17. City Age Distribution

Age	2000		2010		2019		Change		
	No.	%	No.	%	No.	%	00-10	10-19	00-19
Under 5 Years	27	1.8%	24	1.8%	5	0.4%	-11.1%	-79.2%	-81.5%
5 to 19 Years	85	5.7%	65	5.0%	64	4.6%	-23.5%	-1.5%	-24.7%
20 to 64 Years	822	55.0%	773	58.2%	664	47.3%	-6.0%	-14.1%	-19.2%
65 Years and Over	561	37.6%	465	35.0%	667	47.7%	-17.1%	43.4%	18.9%
Total Population	1,495		1,327		1,400		-11.2%	5.5%	-6.4%

Source: 2000 & 2010 U.S. Census; 2015-2019 American Community Survey

EDUCATION

According to the 2019 ACS, the City showed a much higher proportion of resident population that have at least a bachelor’s degree.

Table 3-18. Educational Attainment

Educational Level	Rehoboth Beach		Sussex County		Delaware	
	No.	%	No.	%	No.	%
Not High School Graduate	41	3.1%	19,950	11.9%	66,816	9.9%
High School Graduate	123	9.4%	52,373	31.2%	209,449	31.3%
Some College, No Degree	152	11.6%	32,083	19.1%	126,281	18.9%
Associate Degree	103	7.9%	16,053	9.6%	52,636	7.9%
Bachelor’s Degree	527	40.3%	27,081	16.1%	124,632	18.6%
Graduate Degree or Higher	362	27.7%	20,400	12.1%	89,506	13.4
Total Population 25 Years & Over	1,308		167,940		669,320	

Source: 2015-2019 American Community Survey (U.S. Census)

COMMUNITY EVENTS & OBSERVATIONS

The City is rich with community spirit and is home to several annual community events. While several of these events support the local community, many of them also draw attendees from the greater region. City and community organizations work together to plan and coordinate several of these events, which promote inclusion, education, awareness, and support for the community. The ‘calendar’ on the next page lists events and observations that occur through the year; City recognized, and supported observations are denoted with italicized text.

January	February	March
Race into the New Year 5K Lewes Polar Bear Plunge		Gumbo Crawl RB Chocolate Festival
April	May	June
Great DE Kite Festival Camp Rehoboth Broadwalk on the Boardwalk Camp Rehoboth Women’s Fest <i>National Service Recognition Day</i> <i>National Drug Take-Back Day</i> <i>Library Month</i> <i>Arbor Day</i>	Spring Sidewalk Sale	Law Enforcement Torch Run <i>Lesbian, Gay, Bisexual, Transgender, Queer & Questioning Pride Month</i>
July	August	September
Rehoboth Beach Fireworks Rehoboth Art League Annual Cottage Tour	Rehoboth Art League Annual Outdoor Fine Art & Fine Crafts Show	Polkamotion by the Ocean Camp Rehoboth Sundance Walk to Defeat ALS Mid-Atlantic Volleyball Tournament Delaware Coastal Cleanup Thresholds Annual Recovery Walk Sandcastle Contest Beach Goes Red, White & Blue RB-HOA Annual Fall Picnic
October	November	December
Greyhounds Reach the Beach Boardwalk Buddy Walk Camp Rehoboth Block Party Annual Sidewalk Sale Rehoboth Museum Beach Ball Rehoboth Beach Garlic Festival Rehoboth Beach Jazz Festival Sea Witch Festival	Rehoboth Art League Holiday Fair Coastal Delaware Running Festival Cocoa Crawl Southern Delaware Heart Walk Tree Lighting & Sing Along Pumpkin Pike 5K <i>Small Business Saturday</i>	RB Volunteer Fire Co. Holiday Arts & Crafts Fundraiser



**CHAPTER 3
COMMUNITY PROFILE**

CITY POSITIONS

Position on Population Growth: Will update to reflect agreed upon position.



Chapter 4

Land Use & Annexation

CHAPTER 4—LAND USE & ANNEXATION

Land use is the general term referring to the actual uses or activities that occur on a parcel of land at any given time, be they residential, commercial, recreational, or another use. Land use is not permanent and can change over time. Land use defines a community's physical form and function and provides a framework for all infrastructure related decisions, including transportation, economic development, utilities, community facilities, parks, and environmental protection.

It is important to note that land use is not the same as zoning. Zoning is the tool a municipality uses to regulate what can be built on a parcel of land and how it should be developed or redeveloped. Like land use, zoning can change over time. How land is used in a community is largely guided by its land use plan as implemented through zoning ordinances. Zoning ordinances not only determine the types and locations of homes, businesses, stores, and public facilities in a community, but also include guidelines for the size and placement of buildings and establish requirements for parking and other infrastructure. In many ways, zoning ordinances are the most important and powerful tools communities possess and are intimately intertwined with all aspects of the comprehensive plan.

This chapter provides the critical foundation upon which all other elements are based. It includes several referenced Plan maps, supportive data from influential government planning documents, and actions to guide growth and development.

PLANNING ENVIRONMENT

STATE ROLE

The State government has a large stake in where and how land is developed and, as such, the cost of providing these services is greatly affected by land use patterns. In general, the more spread out development is, the costlier it is for taxpayers; thus, for the State to allocate resources efficiently, it needs to determine a clear path to its goal of conserving Delaware's fiscal and natural resources. If state and local governments do not work together, a great deal of waste and inefficiency can occur.

The General Assembly has recognized the State's role in land use planning for many years. In the past 30 years or so, a structure has been developed to enable and ensure coordination and collaboration between the State, its agencies, and local government planning efforts. The following provides some details about State land use planning.

CABINET COMMITTEE

One of the most significant actions regarding improving the coordination of land use activities was the re-establishment of the Cabinet Committee on State Planning Issues (Cabinet Committee) in 1994. The Cabinet Committee's primary purpose is as an advisory body to promote the orderly growth and development of the State, including recommending desirable patterns of land use and the location of necessary major public facilities. In essence, the mission of the Cabinet Committee is to advise the Governor and General Assembly on coordinating the State's provision of infrastructure and services with the land use decision-making process that is controlled by local governments.

OFFICE OF STATE PLANNING COORDINATION

The Office of State Planning Coordination (OSPC) works closely with—and prepares the annual Report on State Planning Issues—on behalf of the Cabinet Committee. OSPC's mission is the continual improvement of the coordination and effectiveness of land use decisions made by State, County, and municipal governments while building and maintaining a high quality of life in Delaware.

The OSPC meets its mission by:

- Coordinating State, County, and local planning efforts
- Coordinating State agency review of major land use-change proposals prior to submission to local governments
- Researching, analyzing, and disseminating information concerning land use planning
- Meeting the information and resource needs of all State agencies and local governments
- Coordinating the spatial data and geographic information system (GIS) needs of State agencies and local governments

Preliminary Land Use Service

The Preliminary Land Use Service (PLUS) outlined in Chapter 92 of Title 29 of the Delaware Code, provides for State agency review of major land use change proposals prior to submission to local governments. OSPC is the coordinating agency for this review. The PLUS process involves reviews by all applicable State agencies at the start of the land development process, adding value and knowledge to the process without taking over the authority of local governments to make land use decisions. The process has a three-fold purpose:

INTERNAL REVIEW DRAFT #2: PLANNING COMMISSION & BOARD OF SUPERVISORS 2021-11-24

- To identify and mitigate potential impacts of development that may affect areas beyond local boundaries
- To fully integrate State and local land use plans
- To bring State agency staff together with developers and local officials early in the process

The streamlined process shortens State response time to coordinate with local timelines more closely. State comments are provided in time to be of use and more completely reflect State and local land use plans and regulations.

STATE STRATEGIES

The Strategies for State Policies and Spending (State Strategies) report is the key policy document that provides a framework for land use planning in Delaware. The State Strategies were first developed in 1999 by the Cabinet Committee to fulfill its directives under 29 Del. C. 91. The State Strategies provide a framework for the infrastructure and service investments by State agencies. Updates occur every five years. The Governor implemented the current 2020 State Strategies with Executive Order 42 on July 23, 2020.

The report is used in a variety of ways, including State agency capital budgeting, PLUS reviews, school site reviews, and public facility locations. Local governments rely on this document for the preparation of comprehensive plans.

Spatial analysis (mapping) is a primary component of OSPC's State Strategies update development. The mapping incorporates data from certified county and municipal comprehensive plans, State agencies, and all relevant environmental and infrastructure data layers. The result is a map showing where levels of government intend to invest in infrastructure and services to enable growth, as well as intended areas for preservation and agriculture. The map identifies Investment Levels 1 through 4 (summarized below), which then serve to guide state investments.

Investment Level 1

Mostly developed areas in municipalities or urbanized areas in the counties with higher density population and infrastructure, mixed-use development, and a variety of transportation options.

Investment Level 2

Less developed, but rapidly growing, suburban and urban areas where infrastructure is in place or planned for the near future.

Investment Level 3

Areas in longer-term growth plans or areas within growth areas that have some environmental constraints. Although growth is planned here, infrastructure and other investments may be made in the future.

Investment Level 4

Rural and agricultural areas, suitable for natural resource protection, open space, and agricultural use, including agricultural industries.

Out-of-Play

Areas not available for private development activity due to public ownership, conservation by private or nonprofit entities, or environmental constraints that will not allow development by law.

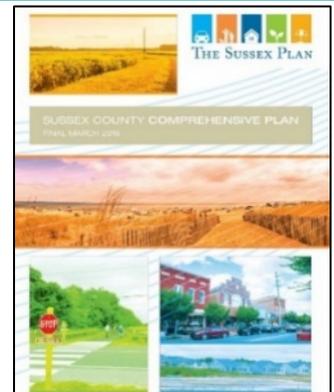
Map 2—State Strategies reflects the 2020 State Strategy designations for the City and surrounding area. The City itself contains four of the five investment level areas. The City predominantly falls into Investment Level 1 within City limits, with areas also in Level 2 and Out-of-Play. Only a few parcels of land located within City limits fall within Level 3, in addition to parcels located outside City boundaries to the north and south.

SUSSEX COUNTY

Sussex County surrounds a portion of the City boundary, and it is important to be aware and involved in redevelopment and development projects within these areas as they could have an impact on the local community. This section provides information relating to County jurisdiction, future land use decisions, and land development around and near the City.

Sussex County's most recent comprehensive plan, the 2019 Sussex County Comprehensive Plan, was adopted in March 2019 and certified by the Governor. The County has long sought to direct and encourage growth to areas with existing services or developing areas where services can be provided affordably. All Sussex County municipalities had an opportunity to provide feedback during the County's Plan update process, including commenting on municipal boundaries and growth areas. It is recommended that the City continue its outreach to and engagement with the County.

The Sussex Plan identified Sussex County as the State's fastest growing county and is forecasted to remain in that position for the foreseeable future. While population growth can have positive effects on the local economy, diversify communities, and generate new tax revenues, other impacts are likely including increased demand for infrastructure and public services. The following were notable impacts of growth:



- The need for more schools and school expansions
- More central water and sewer services
- More traffic and traffic congestion
- More healthcare, social, and paratransit services.
- More affordable housing
- More public recreation land, recreation facilities, and open space

The following, more specific information, summarizes the County's Future Land Use Plan and intentions:

- Direct development to areas where infrastructure is already in place or can be (cost-effectively)
- Conserve the agricultural economy (e.g., farming, agricultural land values, agribusiness)
- Protect critical natural resources through appropriate development and permanent preservation efforts
- Encourage tourism and other responsible commercial and industrial job providers
- Expand affordable housing opportunities, particularly near existing job centers and DSHA Areas of Opportunity
- Ensure new developments incorporate subdivision design best practices

The County's Future Land Use Plan divided Sussex County into two types of planning areas, discussed below.

SUSSEX COUNTY GROWTH AREAS

The Sussex Plan further sought to direct the most concentrated forms of development to Growth Areas, including higher density residential development and most commercial development. The County's Future Land Use Plan is based on seven guidelines to determine where Growth Areas should be located:

- Proximity to an incorporated municipality or to a municipal annexation area
- Presence of nearby existing public sewer and public water service nearby
- Plans by the County to provide public sewage service within five years
- Location on or near a major road or intersection
- Character and intensity of surrounding development, including proposed development
- Location relative to major preserved lands
- Location of water bodies
- Location of agricultural and other protected easements
- The area's environmental character
- How the area ranks according to the Strategies for State Policies and Spending

The County Plan encourages most concentrated new development to occur in its designated Growth Areas. The majority of land in Rehoboth Beach is classified as developed, followed by protected lands near Henlopen Acres and Dewey Beach. This is illustrated in **Figure 4-1**. The developed area could potentially be considered for redevelopment based on new trends and demands. Protected Lands are considered preserved. Some of these tracts are considered Out-of-Play and cannot be further developed because they are federally owned, State-owned, or other land preserves; under conservation easements; or under agricultural preservation easements that were purchased by the State or County.

The County further defined the structure of their Future Land Use Plan by identifying two types of planning areas: Growth Areas and Rural Areas. There are seven types of Growth Areas designated in the County Plan. Out of those seven, the City and its surrounding areas received three County Growth Area designations. These areas are shown on the County's 2045 Future Land Use Map, which is replicated in **Figure 4-2**. Descriptions of the three Growth Areas are provided below.

MUNICIPALITY

The County favors directing development toward its municipalities, which include some of its most densely developed areas and those most fully served by public sewer and public water facilities. Permitted uses and densities continue to be governed by the municipal zoning ordinance, public water and sewer capacities, and local comprehensive planning policies.

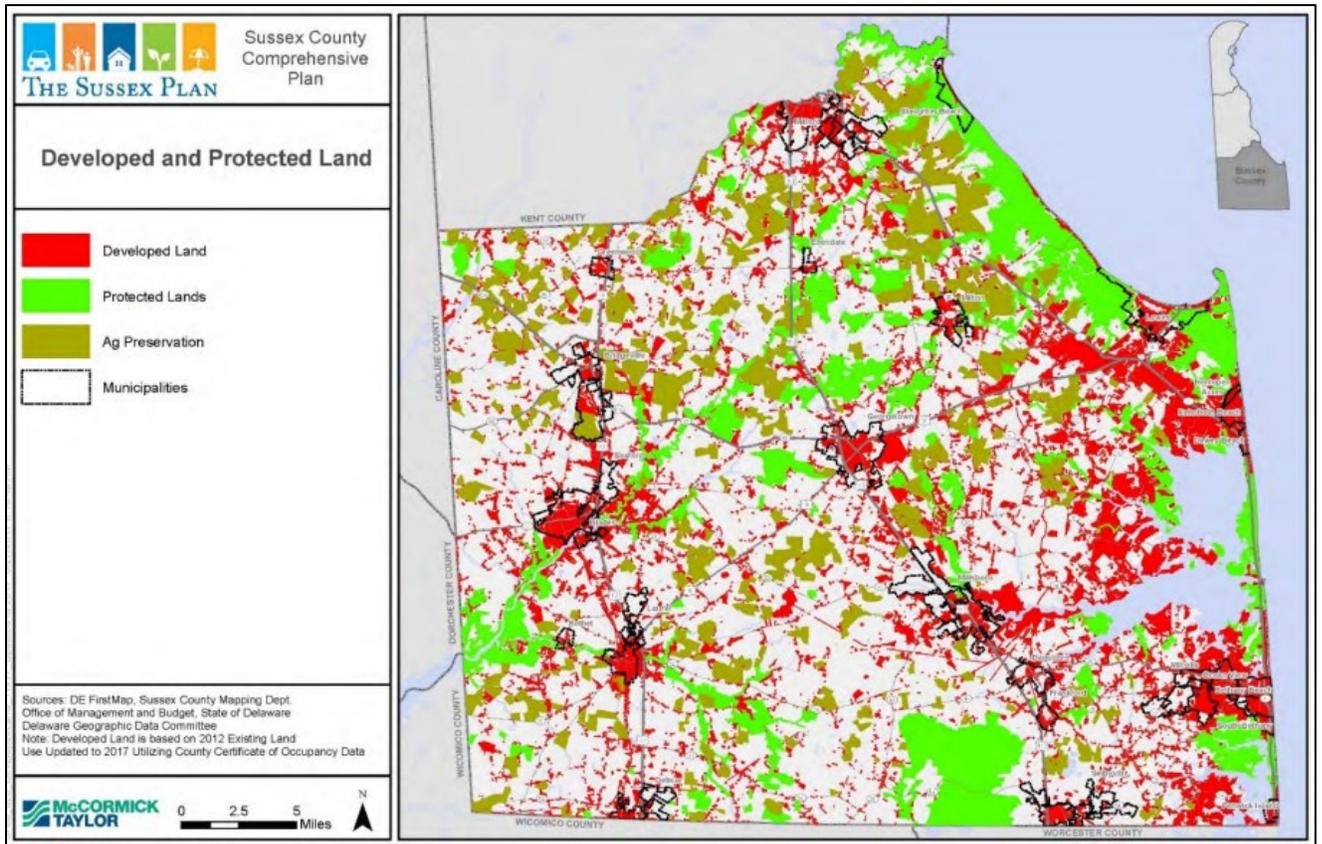
COMMERCIAL AREA

Commercial areas include concentrations of retail and service uses that are mainly located along arterials, and highways. This area would also be the appropriate place for hotels, motels, car washes, auto dealerships, and other medium and large-scale commercial uses. Institutional and commercial uses may be appropriate depending on surrounding uses, as well as mixed-use buildings.

COASTAL AREA

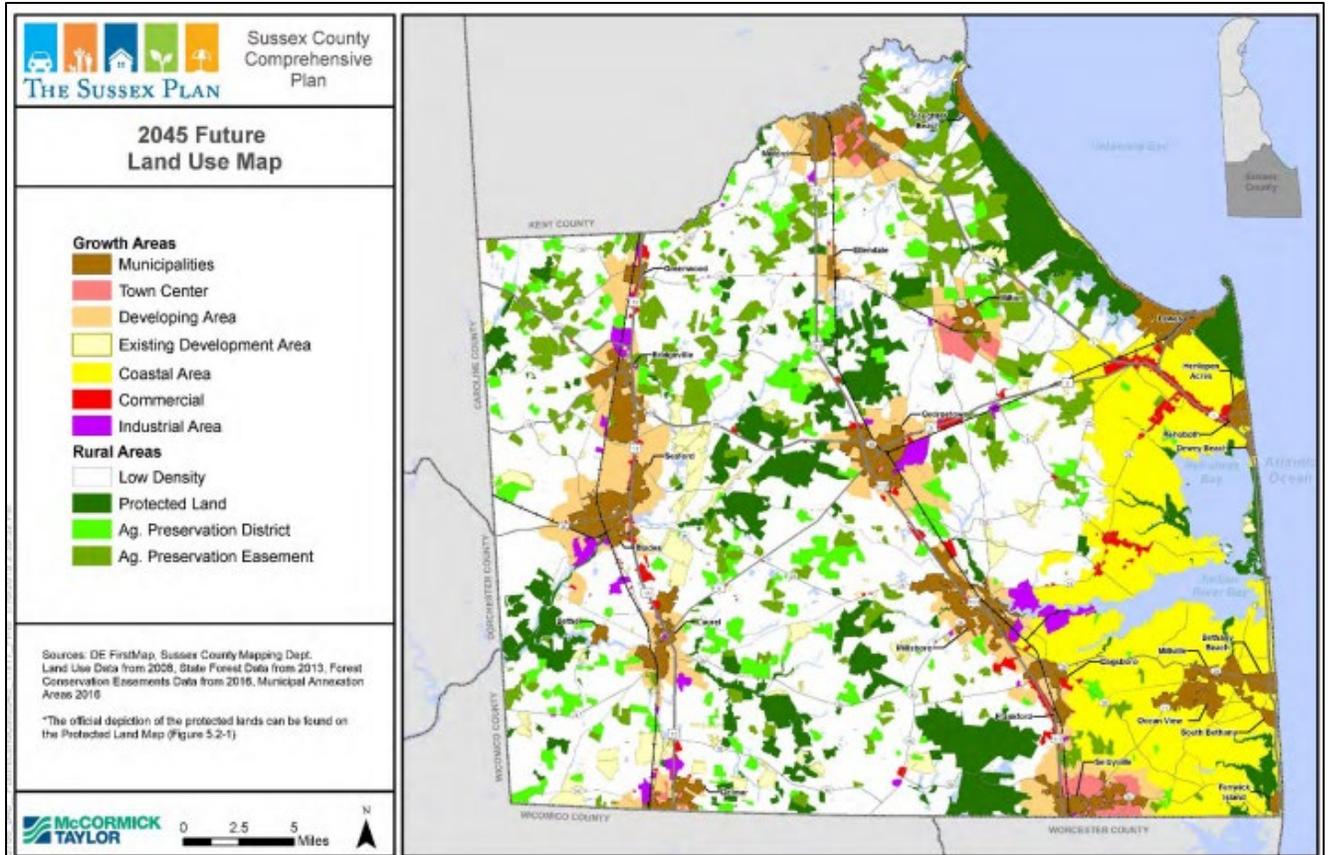
Coastal areas are designated around Rehoboth Bay, Indian River Bay, and Little Assawoman Bay (the inland bays). They generally encompass areas on the south-eastern side of Sussex County within what was previously referred to as the Environmentally Sensitive Developing Areas in prior Comprehensive Plans. The updated name more accurately reflects the function of this land use classification. While the Coastal Area is a Growth Area, additional considerations should be taken into account that may not apply in other Growth Areas.

Figure 4-1. County Developed & Protected Land



Source: The Sussex Plan, Sussex County (2018)

Figure 4-2. Sussex County 2045 Future Land Use



Source: The Sussex Plan, Sussex County (2018)

SUSSEX COUNTY LAND DEVELOPMENT

The majority of land surrounding City limits is located by the Town of Henlopen Acres to the north, Dewey Beach to the south, and the Atlantic Ocean to the east, leaving areas of potential growth to the west and south within Sussex County. The nearby land outside City limits and within the County’s jurisdiction is developed along both sides of Coastal Highway (SR 1), a western portion of Silver Lake, and Rehoboth Avenue Extended west of the Canal. Careful consideration and coordination should be taken between the County and City for new development and redevelopment near City limits.

Since 2011, the County developed a web-based tool that provides layered information for land development applications and activity within its jurisdiction. This tool provides land development application information for areas of interest. Depending on an application’s location, level of intensity, and compatibility with the neighboring area, the City may want to provide official comments or attend the public meeting. The County also provides an online Land Use Application Docket directory, which can be found on their website.

LAND USE WITHIN CITY LIMITS

EXISTING LAND USE

The City does not have an existing parcel-based land use GIS inventory (identified as a recommendation at the end of this chapter). A parcel-based GIS layer contains data associated with particular geographic locations. This is useful as the City could export desired data to a spreadsheet format and assign appropriate land use categories as part of a windshield or walking survey. Some regularly used land uses include residential, commercial, mixed use, educational/residential, cemetery, institutional, and open space, among others. This inventory can further identify non-conforming uses, type of residential structures, and mixed uses. A helpful, related parcel-based GIS data layer would be the location and data associated with business licensing and rental properties, allowing easier cross-referencing.

The City is almost fully built out—redevelopment will continue to be in demand for land development applications and consideration. The data and mapping tools noted above will be useful and critical for decision-making purposes and eventually permitting, especially with mixed land use (commercial and residential) structures and parcels. Once the City knows the existing inventory, a mixed land use category may be assigned and further added as a new zoning classification for predetermined areas. This is further discussed in the **Zoning** section of this chapter.

FUTURE LAND USE

A future land use map documents the general recommended future use for a designated area; however, other types of uses may be compatible with the designated future use and deemed to be consistent with the CDP. The City’s future land use categories should not be interpreted to support or preclude developments without consideration of the policies and intent of the CDP.

Planning Consultants (KCI) conducted a GIS mapping analysis in 2020 to compare the City’s Official Zoning Map to the future land use categories. **Map 3—Future Land Use** was created using the most recent Sussex County parcel data and the City’s Official Zoning Map (**Map 4**) to create compatibility between the land use and zoning categories. The newly created **Map 3—Future Land Use** reflects the methodology used for this comparison, which is further detailed in **Table 4-1**.

Table 4-1. Future Land Use & Zoning Compatibility

City Zoning Classification			City Future Land Use Classification	
R-1S	Special Single-Family Residence District		Residential	
R-1	Single-Family Residence District			
R-2	General Residence District			
C-1	Central Commercial District		Commercial	
C-2	Commercial-Amusement District			
C-3	Secondary Commercial District			
ER	Educational/Residential District		Educational/Residential	
CM	Cemetery District		Cemetery	
O-1	Open Space District		Open Space	

All proposed future zoning amendments to the Official Zoning Map must be consistent with the assigned future land use classifications. If the request is for another classification than the one assigned, it will require a Comprehensive Plan Amendment to **Map 3—Future Land Use** and, if approved, **Map 4—Zoning**, as well as the acreage tables provided in this chapter.

Table 4-2 provides the acreages of the future land use categories within City limits, as illustrated in **Map 3—Future Land Use**. Over half the future land use acreage is residential (62.4%), followed by Open Space (19.3%) and Commercial (12.6%).

Table 4-2. Future Land Use Composition within City Limits

Land Use Classification		Acreage	
		No.	%
	Residential	296.5	62.4%
	Commercial	59.6	12.6%
	Educational/ Residential	24.2	5.1%
	Cemetery	2.8	0.6%
	Open Space	91.4	19.3%
Total		474.5	100.0%

This table references GIS data collected from Map 3—Future Land Use. Note: the total acreage does not include unassigned zoning classifications needed for future land use, partial right-of-way islands, and streets; therefore, these are estimates based on the Official Zoning Map pdf overlay.

CITY ZONING

The City’s Zoning Code is found in Chapter 270 of the City Code. It includes nine different zoning districts within the City, each with its own purpose, permitted land uses, and additional regulations and standards. Additional regulations related to land development exist in other chapters of the City Code, such as Chapter 83—Alcoholic Beverages, Chapter 143—Entertainment, Chapter 148—Farmers Market, and Chapter 215—Restaurants, among others.

EXISTING ZONING

Table 4-3 identifies the purpose of each zoning district as identified in City Code Chapter 270, Article II—Use Regulations. Additional regulations are provided within Chapter 270 for height, density, and area requirements; off-street parking, loading, and unloading; special provisions; nonconformity; signs; board of adjustment; administration and enforcement; amendment procedures; and conflicts.

Table 4-3. City Zoning Districts

Residential Zoning Districts
<i>Special Single-Family Residence R-1(S):</i> Designed to protect and maintain that residential area southeast of Central Park where large lots are developed with single-family detached dwellings.
<i>Single-Family Residence R-1:</i> Designed to protect and maintain those residential areas now developed primarily with single-family detached dwellings and primarily on lots of at least 5,000 square feet.
<i>General Residence R-2:</i> Designed to include those residential areas where structures may be built or arranged so as to include more than one dwelling unit.
Commercial Zoning Districts
<i>Central Commercial C-1:</i> Designed to include those commercial areas wherein uses are not restricted as to the floor space size.
<i>Commercial-Amusement C-2:</i> Designed to include those commercial areas on or adjacent to the Boardwalk wherein enclosed places of amusement are one of the uses permitted and uses are not restricted as to floor space size.
<i>Secondary Commercial C-3:</i> Designed to include those commercial areas where certain uses are not permitted in buildings over a certain size.
Other Zoning Districts
<i>Educational/Residential ER:</i> Designed to provide an area in the City to accommodate educational and community-related uses and associated facilities, make existing educational uses conforming, thus allowing for possible future expansion, and while preserving public space, allow residential uses should the educational uses cease.
<i>Cemetery CM:</i> Designed to include lands dedicated for use as cemeteries and are to be used for no other purpose.
<i>Open Space District O-1:</i> Designed to include lands dedicated as permanent open space, to be enjoyed by the public for rest and recreation or to provide permanent light and air to surrounding developments.

Source: City Code, Chapter 270

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City records indicate that the Official Zoning Map has not been amended or updated since July 16, 2010. GIS data was obtained by overlaying a PDF of the City’s Official Zoning Map with the most recent Sussex County parcel data to complete the zoning composition shown in **Table 4-4**. According to this data, the City has 474.5 acres of land with zoning assigned. The largest acreage of zoning classification is the Single-Family Residence (R-1) District with 229.7 acres (48.4%). The second largest zoning classification is Open Space (O-1) with 91.4 acres (19.3%), which includes a combination of parks, islands, lawns, and ocean front. The two zoning districts with the least acreage are Commercial-Amusement (C-2) with 2.5 acres (2.5%) and Cemetery (CM) with 2.8 acres (2.8%).

Table 4-4. Zoning Composition

Zoning Classification			Acreage	
			No.	%
	R-1S	Special Single-Family Residence District	9.7	2.0%
	R-1	Single-Family Residence District	229.7	48.4%
	R-2	General Residence District	57.1	12.0%
	C-1	Central Commercial District	44.0	9.3%
	C-2	Commercial-Amusement District	2.5	0.5%
	C-3	Secondary Commercial District	13.1	2.8%
	ER	Educational/Residential District	24.2	5.1%
	CM	Cemetery District	2.8	0.6%
	O-1	Open Space District	91.4	19.3%
Total			474.5	100.0%

This table references GIS data collected from Map 4—Zoning. Note: the total acreage does not include unassigned zoning classifications, partial right-of-way islands, and streets; therefore, these are estimates based on the Official Zoning Map pdf overlay.

The City will adopt an updated Official Zoning Map utilizing the most current GIS parcel data layer as one of the CDP’s first implementation items to ensure information is correct prior to making land use decisions.

HISTORICAL ZONING CODE CHANGES

Since adoption of 2010 CDP on April 30, 2010, the City has adopted several amendments to Chapter 270—Zoning. **Table 4-5** lists the Ordinances adopted between April 30, 2010 and October 31, 2021.

Table 4-5. Recent City Zoning Code Changes

Ordinance	Adoption Date	Description
0710-01	07/16/2010	Sign Regulations applicable in Commercial Zoning Districts and enforcement of sign regulations. <i>Amended directory sign definition; added requirements for yard sale signs, wall signs, ground or pole or directory signs, temporary public service signs, temporary banners, changeable-copy signs, freestanding signs; amending citation violations; and other such amendments.</i>
0710-03	07/16/2010	Creation of a new ER-Educational Residential Zoning District and placing Rehoboth Elementary school property in such district. <i>Created a new ER Zoning District and placed the Rehoboth Elementary School property within said district.</i>
0710-03	07/16/2010	Amending Section 270-2 relating to the official zoning map. <i>Updating the amendment date.</i>
0311-01	03/18/2011	Temporarily suspending the application of Section 270-19(A)(1)(f) relating to the hours of food and alcohol service and consumption on restaurant patios. <i>Providing for temporary suspension of this section while the City considered possible amendments to same.</i>
0511-01	05/20/2011	Amending Section 270-4 relating to the definition of “sidewalk.” <i>Revised definition to reflect sidewalk width.</i>
1211-01	12/16/2011	Adding a new Section 270-4.2 relating to nonconforming retaining walls. <i>Added definition of retaining wall; providing for the replacement of nonconforming retaining walls subject to provisions.</i>
0112-01	01/20/2012	Amending Section 270-19 relating to the hours of food and alcohol service and consumption on restaurant patios. <i>Deletes section relating to the hours of food and alcohol service and consumption on restaurant patios.</i>

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0313-01	03/15/2013	Amending Section 270-4 and adding a new section 270-42.1, relating to the establishment of a “no-build buffer” within ten (10) feet of the city’s two lakes. <i>Added definition for Ordinary High Water Mark; established 10-foot no-build buffer from the Ordinary High Water Mark.</i>
0114-01	01/17/2014	Amend Chapter 270 relating to side yard setbacks. <i>Increased the minimum total aggregate side yard setback for any lot greater than 52.5 feet in width with an area greater than 5,250 square feet.</i>
0514-01	05/16/2014	Amend Chapter 270 relating to side yard setbacks. <i>Remedied unintended consequences associated with Ord. 0114-01.</i>
0415-01	04/17/2015	Amend chapter 270, zoning, sections 270-4 and 270-46.1, relating to the consolidation (merger) of lots. <i>Clarifies the consolidation (merger) of lots into a single parcel for zoning purposes and the separation of the lots.</i>
0715-01	07/17/2015	Amend Chapter 270, zoning, Section 270-4, 270-21, 270-25, and 270-44 relating to natural area, floor area ratio, lot coverage, rear yards, and accessory buildings. <i>Makes adjustments to zoning provisions relating to natural area, floor area ratio, lot coverage, rear yards, and accessory buildings.</i>
1016-01	10/21/2016	Amend Chapter 270, Sections 270-4, 270-19, 270-28, 270-53, and 270-54, relating to restaurants and brewery pubs. <i>Amends provisions relating to restaurants and brewery pubs including the maximum area devoted to permanent seated dining and the maximum area devoted to a bar area; clarifies that microbreweries and craft distilleries are prohibited.</i>
1016-02	10/21/2016	Amend Chapter 270, by adding a new Section 270-46.1.1, requiring the entrance to dwelling units be located in proximity to a public street. <i>Requires that new residential dwelling units be constructed in proximity to a public street to ensure suitable design and enforcement for access by emergency services.</i>
1116-01	11/18/2016	Amend Chapter 270, Section 270-10, and by adding a new section 270-23.1, relating to restricting all zoning districts to one single-family detached dwelling per lot. <i>Affirms and clarifies that only one single-family detached dwelling may be constructed on a single lot, regardless of the lot’s size.</i>
1217-01	12/15/2017	Amend Chapter 270, zoning, Section 270-26, footnote 2, related to minimum aggregate side yards. <i>Clarifies the amount in which the minimum aggregate total of both side yards shall be increased for lots with a width in excess of 52.5 feet and a total lot area in excess of 5,250 square feet.</i>
0918-01	09/21/2018	Amend Chapter 270, Sections 270-66(c)(1) and 270-66(e)(7)(d), relating to permissible signage in the commercial districts and temporary free standing business signs. <i>Raises the number of signs a business may display from three to five and expands the locations that temporary freestanding business signs may be displayed.</i>
0719-01	07/19/2019	Amend Chapter 270, Section 270-69 relating to the conversion of violations of article vii, signs, from criminal to civil offenses. <i>Converts violations of the City’s sign requirements from criminal infractions to civil offenses requiring the payment of a \$100 civil assessment.</i>
0919-01	09/09/2019	Amending Chapter 270; providing for purposes related to the adoption of the amendments; providing for definitions; establishing certain general and specific standards relating to the location, placement, construction and maintenance of tower-based wireless communications facilities, non-tower wireless communications facilities, and small wireless communications facilities; providing further for the regulation of such wireless communications facilities within the public rights-of-way and outside the public rights-of-way; providing for the enforcement of said regulations; and providing for an effective date. <i>Adds definitions for a number of wireless communication facility-related terms; adds a new Code section providing for general and specific requirements for non-tower wireless communications facilities, tower-based wireless communications pole facilities, and regulations applicable to small wireless communications facilities.</i>
1119-01	11/15/2019	Amend Chapter 270, Section 270-46.1.2 relating to conditional use approval for certain wireless communications facilities. <i>Converts certain wireless communication facility approvals from Special Exceptions approved by the Board of Adjustment to Conditional Uses approved by the Mayor and Commissioners.</i>
1219-01	12/20/2019	Amend Chapter 270, by inserting a new Section 270-28 relating to the administrative grant of dimensional variances of up to one foot for building

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		setbacks, side yard requirements, and rear yard requirements for existing structures in a residential zoning district. <i>Allows the Building Inspector to approve dimensional variances for structures located in a residential zoning district that do not exceed one foot from the building setback, side yard, and rear yard requirements.</i>
0321-01	03/19/2021	Amend Chapter 270, Section 270-4 relating to gross floor area. <i>Revises the definition of Gross Floor Area by providing specific inclusions and exclusions in the definition for single-family and two-family dwelling units.</i>
0321-02	03/19/2021	Amend Chapter 270, Sections 270-4, 270-21, and 270-35 relating to gross floor area and underground parking. <i>Excludes underground parking areas in the commercial districts from Gross Floor Area for purposes of calculating Floor Area Ratio and determining off-street parking space requirements.</i>
0321-03	03/19/2021	Amend Section 270-46.1.2 relating to the location, placement, construction and maintenance of tower-based wireless communications facilities, non-tower wireless communications facilities, and small wireless communications facilities, and providing for the enforcement of said regulations. <i>Amends the wireless communications facilities ordinance to include additional public notice provisions and aesthetic and health-related safeguards.</i>
0421-01	04/16/2021	Amend chapters 230, 236, 253, and 270, by amending sections 230-3, 230-12, 236-8, 236-9, 236-10, 236-12, 236-32, 253-36, 270-28, 270-73, and 270-82 relating to the filing of city applications in a digital format. <i>Revises various City Code sections such that applications made to the City shall be provided in paper and digital format.</i>
1021-01	10/15/2021	Amend Chapter 270, Section 270-4 relating to gross floor area. <i>Revises the definition of Gross Floor Area by providing specific inclusions and exclusions in the definition of Gross Floor Area for commercial uses.</i>

MIXED USE ZONING

One of the key focus areas in the 2010 CDP was a priority action item to examine establishing a mixed-use zone allowing a blend of residential housing and nonresidential uses as a means of encouraging the development and redevelopment of selected commercial areas along major commercial streets. The City has several properties with existing mixed uses that include commercial and residential uses. Acceptable traditional structures include both vertical and horizontal allowed mixed uses. These are traditional uses for downtown areas and fully developed properties with no land availability for redevelopment expansion opportunities.

It is recommended as one of the CDP’s action items to create a parcel-based existing land use inventory that identifies existing mixed-use structures and neighboring uses to assess new opportunities. Once completed, the City could form a committee comprised of rental tenants, business owners of mixed-use property, neighbors from an existing mixed-use structure, mixed use redevelopment contractors or designers, real estate agents, Planning Commissioners, Street Committee members, nonprofit housing organization representatives, and a Main Street representative. This committee could visit downtown mixed-use redevelopment projects throughout the State, meet with housing organizations, and provide a recommendation to move the new zoning district and regulations forward within appropriate areas.

Commercial Controls

A careful review of the Zoning Code should include an examination of the uses allowed in all commercial zoning categories along with their height, frontage, setback, and coverage limitations. Because of the close proximity of many residential and commercial zones, the potential for adverse impacts of commercial activity upon residential neighborhoods is quite strong.

Management of the mix of businesses in the downtown commercial district is a key concern. The business mix is related to rent levels, the value of real estate in the downtown, and competition from outlying shopping areas. As the downtown continues to change, greater consideration should be given to properties with redevelopment potential. One method to encourage and ease the transition of these sites is to amend the Zoning Code, creating a mixed-use zone that would allow mixed uses and increases in density for community-oriented improvements.

While mixed uses are currently permitted in the City’s commercial areas, this recommendation calls for the study of a new, mixed use zoning overlay(s). Mixing uses works best when grown out of a thoughtful plan emphasizing physical connectivity and economic links among the uses. Results tend to be haphazard when multiple uses are allowed without guidance as to the desirable mix of uses and how they are spatially related.

Creating a new overlay district would allow the underlying zoning to remain in place—owners may choose to develop according to the underlying zoning or, alternatively, according to the mixed-use provisions. The overlay encourages coordinated, cohesive development among lots or through lot consolidation. This approach is

especially useful when there is a desire to promote a unified approach in an area where there are two or more underlying districts.

A mixed-use overlay for the City could encourage residences above commercial uses, include restrictions on short-term rentals, establish density controls with on-premises parking requirements, and provide incentives to deliver high-quality site and architectural design.

A workgroup could be charged with establishing guidelines for a mixed-use overlay that is designed to:

- Spur revitalization, encourage economic investment, and promote the efficient use of existing infrastructure
- Encourage high-quality design by providing both greater flexibility and more control
- Provide more housing opportunities and choices including affordable housing
- Enhance a location's unique identity and development potential
- Promote pedestrian and bicycle travel, and reduce automobile dependency, roadway congestion, and air pollution by collocating multiple destinations
- Promote a sense of community, a sense of place, and enhanced vitality

REDEVELOPMENT

As the City is predominantly built out, redevelopment will continue to be the main development priority. Many structures will require renovations to meet current Building Code requirements; these will most likely need to be addressed if a change of occupancy occurs or a property owner invests in improvements.

Although the City saw its commercial buildings remain occupied during the 2020-2021 COVID-19 pandemic, it should consider and embrace new desired development trends and continue to work with business organizations to ensure commercial buildings remain occupied. This may require reviewing current codes and updating relevant sections including parking and signage.

ANNEXATION

According to the U.S. Census Bureau, an annexation is "the act or process of adding land to a governmental unit, usually an incorporated place, by an ordinance, a court order, or other legal action." The City's annexation procedures are set forth in the City Charter. According to 22 Del. Code 101, the State provisions governing municipal annexations are outlined as follows:

- Areas proposed for annexation must be identified in the Comprehensive Plan.
- Any parcel proposed for annexation must be contiguous to the existing municipal boundary. "Contiguous" means that some part of a parcel proposed for annexation must be co-terminus with the boundaries of the annexing municipality and roads or rights-of way cannot be used to create "corridor" annexations.
- Before a municipality can approve an annexation, a plan outlining how public services will be provided must be approved by the state. This review is organized by OSPC.
- At the time of annexation, the municipality must enact an ordinance placing the newly annexed area in a zoning district that is consistent with the comprehensive plan.
- As part of the annexation process, a municipality must provide public notice to affected parties and hold public hearings in a manner that complies with state and local statutes. The public outreach must include at least a 30-day comment period.

ANNEXATION PROCESS

The City is almost fully developed, and it has not annexed property since adoption of the 2010 CDP in April 2010. Properties in the Potential Annexation Growth Area will be evaluated on a case-by-case basis if applications are submitted for consideration to the City. The process is regulated in the City Charter under Annexation of Territorial Limits.

Municipal annexations are governed by 22 Del. Code §101. Among other requirements, annexations must be consistent with the most recently adopted municipal comprehensive plan, be depicted as future annexation areas within that plan, and must be rezoned by ordinance to classifications consistent with the adopted comprehensive plan or development strategy. The City is required to prepare a Municipal Annexation Plan of Service and submit the application to the Office of State Planning and Coordination (OSPC) for review and consideration by State agencies. The Plan of Service demonstrates how services are to be provided and the operating and financial capabilities necessary to support them. The Plan of Services collects property and land use data, information about needed utility and public safety services, and helps examine the impact of development in annexation areas.

When determining the appropriate area for annexation consideration for the 2010 CDP, the Plan included supportive language for adoption:

"Consideration should be given to an additional expansion of the city boundaries through annexation. The Delaware Code provides that areas being considered as possibilities for future annexation be depicted in the adopted Plan. If no such "future annexation map" is adopted, the City may not, in most circumstances, approve any annexations. Because the City is very concerned with the impact of future development

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outside its current boundaries, the area shown on the accompanying annexation map is generous but geographically related to the boundaries of Rehoboth Beach and comprises an internally consistent area in terms of current development and future development potential. While the City has no plans at this time to seek the annexation of any property, it would entertain petitions from within the identified area for consideration through the normal annexation legal process.”

Prior CDPs addressed three exceptions for special consideration by the City (see **Map 5—Annexation Growth Area** for graphical representations):

- A triangular, mostly developed parcel, bounded on the west by SR 1, forking northeast at the Elementary Schoolyard boundary and proceeding along Bay Road to its intersection with SR 1. No change in zoning or use of existing commercial or residential development should be anticipated. SR 1 represents the logical City boundary and would afford control for protection of existing residential properties.
- To enhance development and the aesthetic appeal of the proposed Canal Walk Park, an annexation or a memorandum of agreement with the U.S. Army Corps of Engineers (ACOE), which allows the City control of development of ACOE lands on the west side of the Canal to SR 1 should be considered.
- Annexation of Rehoboth Avenue Extended from the existing City boundary to SR 1. A problem area on Rehoboth Avenue is the commercial strip between the Canal and SR 1. This approach to the city is very important to Rehoboth Beach. When a car makes the turn from SR 1 at the Rehoboth Beach traffic light, the perception of the occupants is that they are in Rehoboth Beach. In reality, this is not the case until crossing the Canal. The city should explore annexation of the area proceeding west on Rehoboth Avenue from the Canal bridge, inclusive of the land north and south to the intersection with SR 1.

The State now requires the Annexation Growth Area Map and text to include assigned parcel-based future land use classifications. These are areas the City would consider annexation requests and must be adjacent to the existing City limits as one of the eligibility requirements. The 2022 CDP proposes reducing the amount of area for annexation consideration as the majority of the area is developed and services such as water, sewer, electric, police, and streets are provided by others. This does not preclude the City from engaging with the County for future development input in the surrounding area.

The majority of land surrounding the City is located near the Town of Henlopen Acres to the north and Dewey Beach to the south, leaving only areas of potential growth to the west and south within Sussex County. The nearby land within the County’s jurisdiction is developed along both sides of Coastal Highway (SR 1), a western portion of Silver Lake, and Rehoboth Avenue Extended west of the Canal.

Based on the increase of development outside City limits since adoption of the 2010 CDP, **Map 5—Annexation Growth Area** was created taking into account the neighboring municipal boundaries, reduced City growth area, and anticipated future land use classifications for potential annexation applications. **Table 4-6** identifies the recommended future land use within the annexation growth areas.

Table 11-6. Future Land Use Composition within Annexation Growth Area

INPUT FOR MAP 5—ANNEXATION GROWTH AREA IS NEEDED TO IDENTIFY DESIRED ANNEXATION GROWTH AREA BOUNDARY AS WELL AS DESIRED FUTURE LAND USES WITHIN THAT AREA. AS PART OF YOUR REVIEW, WE REQUEST THAT YOU MARK UP THIS MAP WITH YOUR DESIRED SCENARIO. WE WILL UPDATE TABLE 4-6 TO REFLECT THE FINAL MAP.

Land Use Classification		Acreage	
		No.	%
	Residential		
	Commercial		
	Open Space		
	OTHER??		
Total			

This table references GIS data collected from Map 5—Annexation Growth Area. Note-the acreage and parcel data were obtained from Sussex County GIS Mapping in August 2021. The annexation growth boundary and assigned future land use categories were developed by the City Planning Commission on XX/XX/2021.

All proposed annexations are subject to the assigned future land use classifications and complementary zoning classification as stated in **Table 4-4, Zoning Composition**. If the request is for another future land use classification than that assigned, it will require a Comprehensive Plan Amendment to **Map 5—Annexation Growth Area** as well as updating the acreage tables throughout this chapter. If the Annexation is approved, the following tasks will need to be completed:

- Assign an official zoning district classification and update the Official City Zoning Map

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- Update the Official City Boundaries
- Notify all appropriate City departments
- Ensure the annexation is recorded with Sussex County and verify the County updates its GIS parcel layer accordingly
- Provide the adoption documentation to OSPC and verify OSPC updates its GIS municipal boundary layer accordingly

INTERGOVERNMENTAL COORDINATION

The City will continue to coordinate land development, redevelopment, and annexation applications with the County and State agencies. Several other entities have jurisdiction and provide services where land development and redevelopment may need guidance or subject to additional regulations beyond City requirements. These are mentioned in the appropriate CDP chapters. Listed below are a few key land development factors for property owners to further research; however, it is not an inclusive list:

- State Strategy Levels (especially Out-of-Play Areas)
- Environmental Concerns (e.g., Wetland, Floodplain, Sea Level Rise, Waterways, Drainage)
- Historical and Cultural Findings
- Housing (Balance and Equity)
- Rights-of-Way/Easements (e.g., Tax Ditches, Connectivity, Utilities, Access)
- Utilities (e.g., Water, Sewer, Electric, Stormwater, Communications)
- Emergency Services (e.g., Fire, Police, Ambulance, EMS)
- Transportation (e.g., Impact Studies, Non-Motorized Connectivity, Traffic Analysis)



**CHAPTER 4
LAND USE & ANNEXATION**

CITY POSITIONS *Will be updated to reflect agreed upon positions.*

Position on the General Use of Land:

Position on Development of Adjacent Areas:

Position on Expansion of Boundaries:

GOALS *Will update after future PC discussion.*

1. To ensure consistency between the zoning map, future land uses, land development and redevelopment as stated in the Comprehensive Plan.
2. Continue to work with the neighboring Municipalities, Sussex County and the State on adjacent land development and annexations within the city for coordination of services and infrastructure demands.
3. To determine appropriate redevelopment and repurpose of structures and land uses throughout the city limits.
4. To increase professional customer service with better planning and redevelopment tools, updated code regulations, and clear procedures for consideration.
5. Examine establishing a mixed-use zone allowing a blend of residential and nonresidential uses as a means of encouraging the development and redevelopment of selected commercial areas along major commercial streets.

ACTION ITEMS *Will update after future PC discussion.*

- a) Review the City’s Zoning Map for consistency with the Comprehensive Plan’s Future Land Use Map, ensuring compliance within 18 months of Plan adoption.
- b) Review and update City Code regulations by identifying areas of conflict, clarifications, areas for opportunities, and introducing new regulations in support of the CPD recommendations.
- c) Identify and promote adaptive redevelopment and underutilized areas for a vibrant community while preserving the character.
- d) Recreate an architectural review procedure with defined design guidelines that may be implemented with identified thresholds by staff or an appropriate approving committee/commission.

- e) Review current land development application procedures and identify areas of improvement with timelines and process flow charts.
- f) Create a parcel based existing land use inventory with assigned categories to further determine mixed use structures, non-conforming uses, variances, etc. and use this inventory to develop/update relevant City maps.
- g) Create a parcel based existing business license GIS data layer to include rental properties.
- h) Examine and evaluate a new mixed-use zoning classification with flexible regulations, community and business stakeholder input, applicable areas, and potential design guidelines or standards.
- i) Gather stakeholder input on redevelopment demands, trends, accessibility, and potential obstacles for proposed improvements.
- j) Continue to work with local business organizations to continue to promote local business.



Chapter 5

Housing & Economic Development

CHAPTER 5—HOUSING & ECONOMIC DEVELOPMENT

The following chapter provides housing information for the city. Most of the data from this chapter has been drawn from U.S. Census products, unless otherwise noted. It should also be noted that, due to possible sampling and survey error, the data contained in this section cannot be construed as an irrefutable measure of existing housing conditions. Additional information regarding the data collection methods and resources can be found in **Chapter 3—Community Character & Profile**.

HOUSING INVENTORY

Housing Units

The 2010 Census identified 3,219 housing units in Rehoboth Beach. The City offers a mix of housing types, including single-family detached houses, two-family homes, townhouses, and large and small multi-family structures. Compared to the 2000 Census, which listed 3,167 housing units, the City added 52 units, an increase of 1.6%.

The 2015-2019 ACS identified 3,305 housing units in the City. Compared to the 2010 Census, the City added 86 units, an increase of 2.7%. Most of the City is developed; therefore, the number of new housing units has proven to be smaller than that of the County or State where land can be further developed. **Table 5-1** shows the number of housing units and change from 1970-2019.

Table 5-1. Housing Units (1970-2019)

Year	Rehoboth Beach		Sussex County		Delaware	
	No.	% Change	No.	% Change	No.	% Change
1970	2,431	-	34,287	-	180,233	-
1980	3,111	+28.0%	54,694	+59.5%	238,611	+32.4%
1990	3,117	+0.2%	74,253	+35.8%	289,919	+21.5%
2000	3,167	+1.6%	93,070	+25.3%	343,072	+18.3%
2010	3,219	+1.6%	123,036	+32.2%	405,885	+18.3%
2019	3,305	+2.7%	138,183	+12.3%	433,195	+6.7%

Source: U.S. Decennial Census (1970-2010); 2015-2019 American Community Survey

Housing Types

The City offers a mix of housing types including detached single-family dwellings, attached single-family dwellings, duplexes, townhouses, and multi-family dwellings. **Table 5-2** provides the composition of housing stock for 2000, 2010, and 2019. Please note that the 2010 ACS identified 3,030 housing units; where this total number of units is reported for 2010, the ACS data is being used.

The breakdown of units shown in **Table 5-2** may vary based on the respondent's knowledge of housing types. This table also uses the Census definition of multi-family housing: residential buildings containing units built one on top of another and those built side-by-side, which do not have a ground-to-roof wall or have common facilities (e.g., attic, basement, heating plant, plumbing).

Table 5-2. Housing Stock Composition (2000-2019)

Housing Type	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Single-Family Detached	1,894	60.1%	1,750	57.8%	2,064	62.5%	-7.6%	+17.9%	+9.0%
Single-Family Attached	120	3.8%	166	5.5%	137	4.1%	+38.3%	-17.5%	+14.2%
Multi-Family	1,044	33.1%	1,108	36.6%	1,082	32.7%	+6.1%	-2.3%	+3.6%
2 Units	132	4.2%	81	2.7%	118	3.6%	-38.6%	+45.7%	-10.6%
3 – 4 Units	86	2.7%	85	2.8%	137	4.1%	-1.2%	-61.2%	+59.3%
5 – 9 Units	95	3.0%	77	2.5%	168	5.1%	-18.9%	-118.2%	+76.8%
10 – 19 Units	62	2.0%	118	3.9%	87	2.6%	-90.3%	+26.3%	+40.3%
20 + Units	669	21.2%	747	24.7%	572	17.3%	+11.7%	-23.4%	-14.5%
Mobile Home	89	2.8%	6	0.2%	19	0.6%	-93.3%	+216.6%	-78.7%
Boat, RV, Van, etc.	5	0.2%	0	0.0%	3	0.1%	-100.0%	-	-60.0%
Totals*	3,152		3,030		3,305		-3.9%	+10.5%	+6.2%

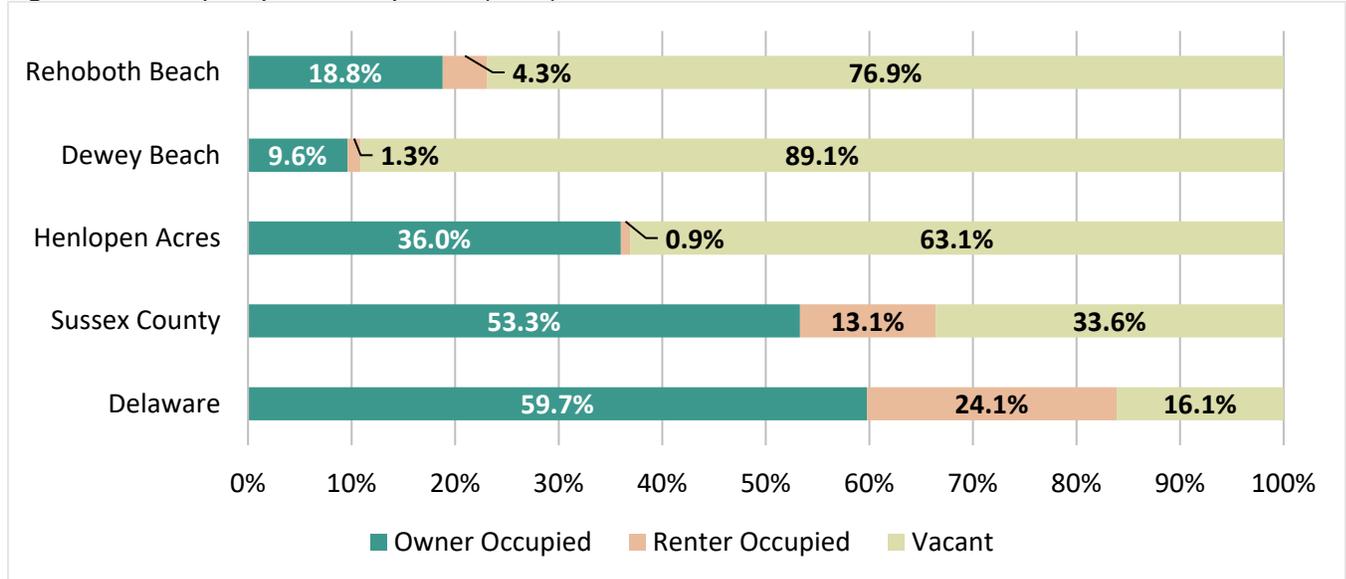
Source: 2000 U.S. Census, 2006-2010 & 2015-2019 American Community Survey. *Totals may vary from number of housing units shown in Table 5-1 as Table 5-2 was based on Census count data from the 2000 & 2010 Census and information provided in this table is based on 2000 Census & 2010/2019 ACS data.

OCCUPANCY & Tenure

Out of the 3,305 total housing units listed in the 2019 ACS, 763 units (23.1%) are occupied. **Figure 5-1** compares the proportion of owner-occupied units, renter-occupied units, and vacant units in the City with those of the County, State, and local municipalities. As illustrated in this figure, the City's rate of owner occupancy was much

lower than that of the County or State but greater than that of Dewey Beach; this is indicative of the City’s seasonal resort nature.

Figure 5-1. Occupancy & Vacancy Rates (2019)



Source: 2015-2019 American Community Survey

Table 5-3 summarizes the occupancy and vacancy status for units in Rehoboth Beach. Between 2000 and 2010 the rental vacancy rate increased from 64.6% to 73.6% and decreased between 2010 and 2019 from 73.6% to 26.5%. Between 2000 and 2019, the homeowner vacancy rate increased from 2.9% to 10.4%

Table 5-3. City Housing Occupancy (2000-2019)

Occupancy Status	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Occupied Housing Units	847	26.4%	761	23.6%	763	23.1%	-10.2%	+0.26%	-9.9%
Vacant Housing Units	2,320	73.3%	2,458	76.4%	2,542	76.9%	+5.9%	+3.4%	+9.6%
Homeowner Vacancy Rate	2.9%		6.9%		10.4%		+137.9%	+50.7%	+258.6%
Rental Vacancy Rate	64.6%		73.6%		26.5%		+13.9%	-64.0%	-59.0%
Total Housing Units	3,167		3,219		3,305		+1.64%	+2.67%	+4.36%

Source: 2000 & 2010 U.S. Census, 2015-2019 American Community Survey

As shown in Table 5-4, the City’s average owner-occupied household size increased from 1.71 in 2000 to 1.76 in 2010 and then to 1.85 in 2019. The County had slight decreases in average owner-occupied household sizes between 2000 and 2019 with the State also decreasing in 2010 followed by an increase in 2019. The average renter-occupied household size for the City decreased from 1.69 in 2000 to 1.66 in 2010 and then increased to 1.75 in 2019. The County increased from 2.60 in 2000 to 2.72 in 2010 followed by a decrease to 2.64 in 2019. The State continued to increase in size from 2000 to 2019.

Table 5-4. Average Household Size (2000-2019)

Jurisdiction	Owner-Occupied			Renter-Occupied		
	2000	2010	2019	2000	2010	2019
Rehoboth Beach	1.71	1.76	1.85	1.69	1.66	1.75
Dewey Beach	1.88	1.91	1.89	1.81	1.84	1.76
Henlopen Acres	2.01	1.85	2.25	0.00	1.00	-
Sussex County	2.41	2.37	2.36	2.60	2.72	2.64
Delaware	2.61	2.58	2.60	2.37	2.48	2.49

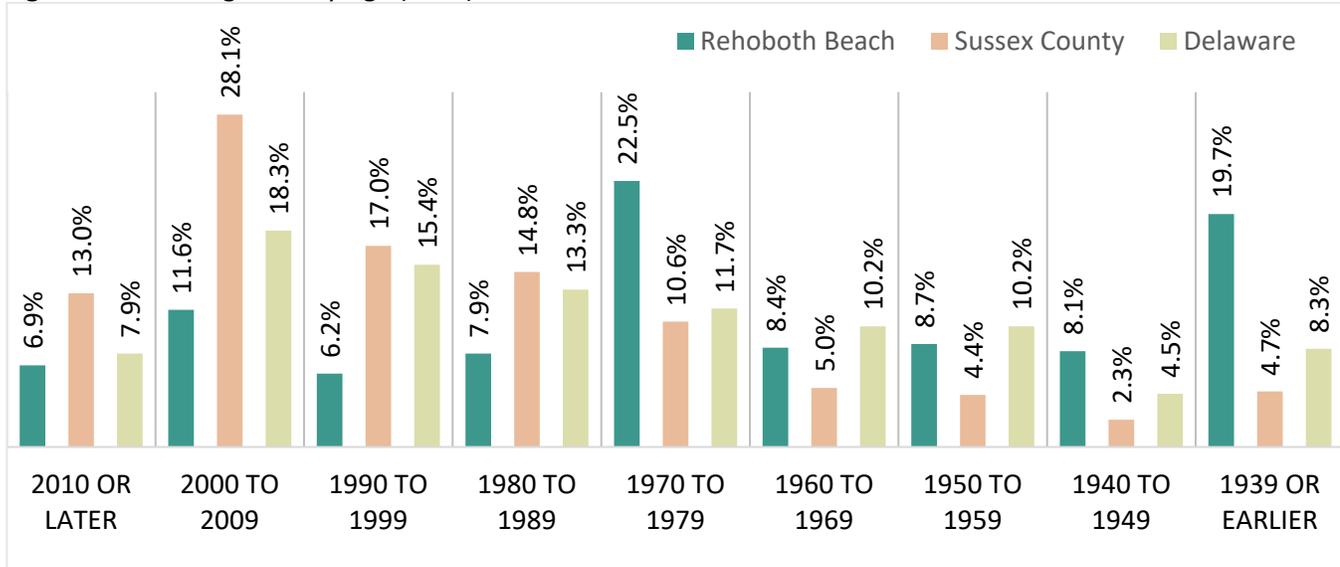
Source: 2000 & 2010 U.S. Census; 2015-2019 American Community Survey

This section does not specifically address vacation rental housing; however, the City continues to hear repeated public concern about overcrowded units, large numbers of cars at rental units, cars blocking sidewalks, and associated loud and unruly behavior. While the City does work to ensure safe habitation through enforcement of rental licensing and the periodic inspection of all properties, rental properties and particularly those that are large in size that can accommodate large numbers of vacationing renters continue to be an area of concern.

HOUSING AGE

In the City, 18.5% of the housing stock (229 units) was built since 2000, 32.6% since 1980 (1,078 units), and 72.2% since 1950 (2,386 units). Housing units built prior to 1940 make up about 19.7% (651 units) of the City’s stock. There was a spike in the number of units built in the 1970s. Those structures built prior to 1970 now meet the age eligibility criteria for listing on the National Register of Historic Places. Approximately 44.9% of the City’s housing structures (1,483 units) would meet this age criteria. Additional information on this topic can be found in **Chapter 3—Community Character & Profile**.

Figure 5-2. Housing Units by Age (2019)

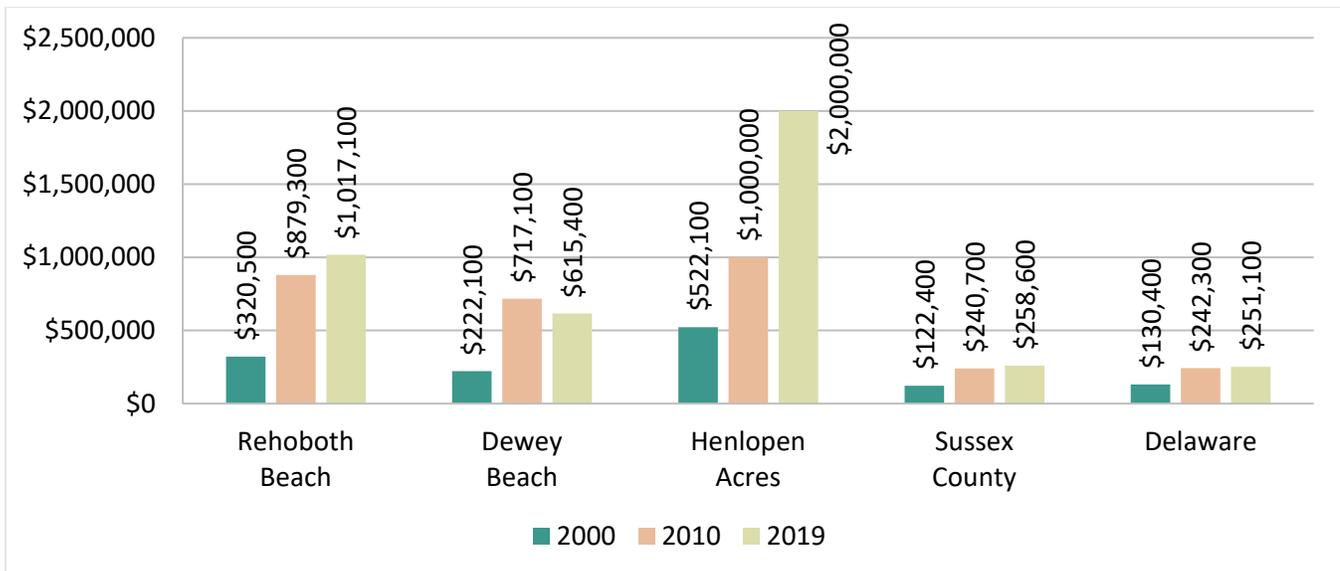


Source: 2000 & 2010 U.S. Census; 2015-2019 American Community Survey

Value & AFFORDABILITY

Compared to the County and the State, housing values in the City were much higher in 2019, by approximately \$758,500 and \$766,000, respectively. The median value of all housing units in the City in 2019 was \$1,017,100, according to the 2019 ACS. In comparison, the median housing value in the County was \$258,600 and in the State was \$251,100. The City’s median value was \$401,700 higher than in Dewey Beach but more than \$982,900 lower than in Henlopen Acres. Overall, there were increases in housing values for the City (15.7%), County (7.4%), State (3.6%), and Henlopen Acres (over 100%) from 2010-2019, while Dewey Beach saw a decrease in value (14.2) over the same period.

Figure 5-3. Median Housing Values (2000-2019)

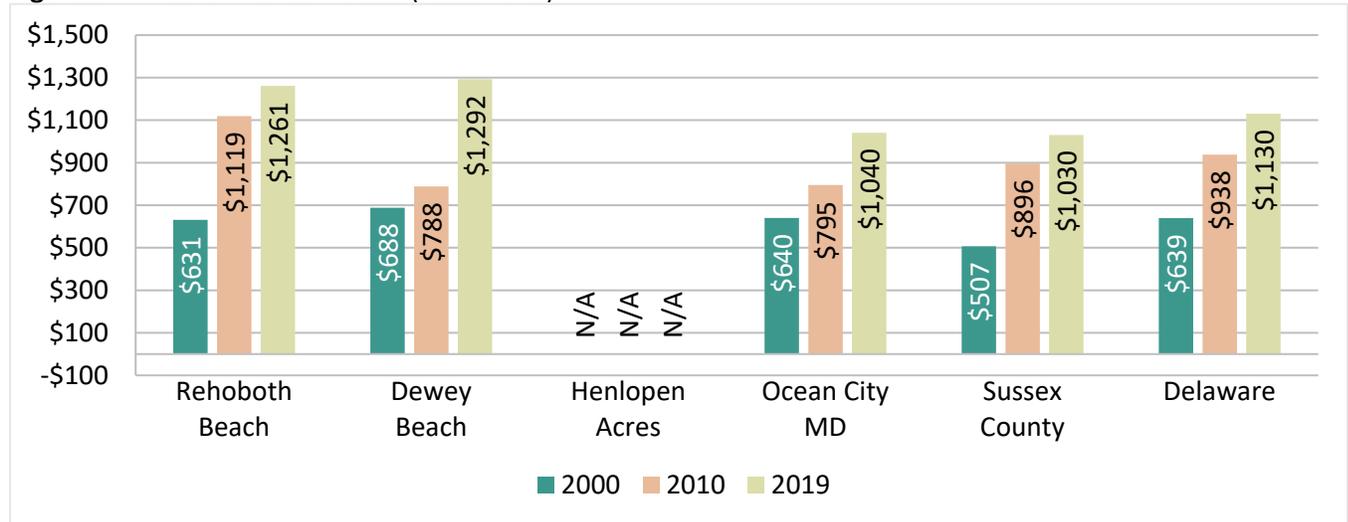


Source: 2000 & 2010 U.S. Census; 2015-2019 American Community Survey

Compared to the County and the State, rental values in the City were slightly higher in 2019, by approximately \$231 and \$131, respectively. The median rental value in the City in 2019 was \$1,261, according to the 2019 ACS.

In comparison, the median rental value in the County was \$1,030 and in the State was \$1,130. The City’s median rental value was \$31 less than in Dewey Beach but \$221 more than in Ocean City. Rental values were not reported for Henlopen Acres due to the small number of rental units in the Town. Overall, there were increases in rental values for the City (12.7%), County (15.0%), State (20.5%) and Ocean City (30.8%) from 2010-2019; Dewey Beach showed the greatest increase in rental value during this period (64.0%).

Figure 5-4. Median Rental Values (2000-2019)



Source: 2000 & 2010 U.S. Census; 2015-2019 American Community Survey

Looking at the City’s median housing and rental values, it is easy to see that housing in the City is unaffordable for many. This is discussed in more detail in the **Affordable & Workforce Housing** section of this chapter.

Housing Challenges

According to the 2019 ACS, the City had 4 housing units (0.5%) that were considered overcrowded, meaning that there were 1.01 to 1.50 occupants per room reported for occupied housing units. Both the County and State had thousands of units meeting this criterion—the percentages were each over 1.4. The City had no units considered to be severely overcrowded, meaning 1.51 or more occupants per room. There were 6 units (0.8%) in the City that reported lacking complete kitchen (consisting of a sink, kitchen, and stove) or plumbing (consisting of a sink, toilet, and bathtub or shower) facilities.

The City had more than 51% of its rental population reporting that 30% or more of their income was spent on selected monthly housing costs. This percentage was slightly higher than that of the County (50%) and the State (49.1%). It also had 15.9% of its owner-occupied households reporting that 30% or more of their income was spent on selected monthly housing costs. This percentage was again higher than the County (14.8%) and State (12.8%). Cost burden captures the idea that households have other costs and paying more than 30% on housing restricts the amount that a household can spend on other necessities.

Table 5-5. Housing Challenges (2019)

Challenge	Rehoboth Beach		Sussex County		Delaware	
	No.	%	No.	%	No.	%
Overcrowded Units ¹	4	0.5%	1,757	1.9%	5,017	1.4%
Severely Overcrowded Units ²	0	0.0%	427	0.5%	1,459	0.4%
Homes lacking complete kitchen or plumbing facilities ³	6	0.8%	568	0.6%	2,568	0.7%
Cost Burdened Renters ⁴	58	51.3%	7,973	50.0%	47,537	49.1%
Cost Burdened Owners ⁴	97	15.9%	4,616	14.8%	11,460	12.8%

Source: 2015-2019 American Community Survey. Notes: ¹Overcrowded units are those occupied housing units that the ACS reports as having 1.01 to 1.50 occupants per room; ²Severely Overcrowded Units are those housing units that the ACS reports as having 1.51 or more occupants per room; ³Units lacking complete kitchen or plumbing facilities are only reporting those that were occupied at the time of the 2019 ACS; ⁴A household is considered cost burdened if selected monthly housing costs (such as rent and utilities for renters and mortgage, taxes, and insurance for owners) are greater than 30% of income.

Additional information on a needs assessment performed by the County is found in the next section, **Affordable & Workforce Housing. Appendix B—Resources & References** also provides an incomplete list of housing resources available to homebuyers, homeowners, and renters and resources for foreclosure prevention, housing development, and supportive housing, among others.

AFFORDABLE & WORKFORCE HOUSING

The terms affordable housing and workforce housing mean different things to different people, and a variety of definitions have been advanced by various groups. For the purposes of the CDP, housing is affordable if the cost of occupying it does not consume more than 30% of household income—the definition promulgated by the U.S. Department of Housing and Urban Development (HUD). HUD defines housing costs as contract rent plus utilities for renters and monthly payment (mortgage plus taxes and insurance) for owners.

Affordable housing refers to housing affordable to households with incomes at or below 80% of the HUD-estimated Area Median Income (AMI) for owners, and 60% for renters. Workforce housing is generally thought of as housing affordable to essential public- and service-sector employees such as teachers, fire fighters, and nurses. It is defined here as housing affordable to households with incomes up to 120% of AMI.

Table 5-6. HUD FY 2021 Income Limits Summary (Sussex County)

Median Income	FY21 Income Limit Category	Persons in Family							
		1	2	3	4	5	6	7	8
\$75,100	Low (80%)	\$42,100	\$48,100	\$54,100	\$60,100	\$64,950	\$69,950	\$74,550	\$79,350
	Very Low (50%)	\$26,300	\$30,050	\$33,800	\$37,550	\$40,600	\$43,600	\$46,600	\$49,600
	Extremely Low (30%)	\$15,800	\$18,050	\$21,960	\$26,500	\$31,040	\$35,580	\$40,120	\$44,660

Source: U.S. Department of Housing & Urban Development

AFFORDABLE HOUSING

Despite its diverse housing stock, according to the 2019 ACS, Rehoboth Beach does have a number of residents reportedly devoting unaffordable (over 30%) portions of their income to housing (see **Housing Challenges** earlier in this chapter). According to the survey, 15.9% of owners pay over 30% of their income toward their mortgage, taxes, and insurance and 51.3% of renters pay over 30% of their income toward rent and utilities. While the County and State have similar percentages of cost-burdened owners and renters, the City’s median housing and rental values are much more than the County or the State’s.

While the City’s median household income was \$114,583 according to the 2015-2019 ACS, compared to the County’s \$63,162 and State’s \$68,287 median, 8.9% (68) of the City’s households have median incomes of less than \$25,000, compared to 16.2% (14,944) for the County and 16.3% (59,274) for the State. Thirty percent of the City’s median income equates to \$34,375 or \$2,865 a month that could be affordably allocated to housing costs. While this seems reasonable, it is important to remember that those households with median incomes below \$25,000 equates to less than \$7,500 or \$625 a month that could be affordably allocated.

Providing affordable housing for current and future residents is a federal, State, and local issue. At a time when federal resources for housing are diminishing, this is especially critical given the substantially documented need for affordable housing within the coastal resort region of Sussex County. Strong market forces and limited land present challenges to attainable housing in this region. The Delaware State Housing Authority (DSHA) encourages to the extent possible through land use regulations, partnerships, policies, and programs that the City’s position on housing should reflect a willingness to facilitate affordable housing opportunities for people of all income levels. DSHA provided some examples of strategies that could be particularly helpful in Rehoboth Beach:

- Provide additional housing opportunities within the existing housing stock such as permitting accessory dwelling units in residential areas as a matter of right. This can help residents age in place and address some of the need for seasonal housing.
- Consider long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock, which might be accomplished through partnership with the Diamond State Community Land Trust (DSCLT). Examples of this partnership could be through donated land within the City to the DSCLT or developing contractual agreements for monitoring long-term affordability restrictions on units set aside by the City to be affordable.

WORKFORCE HOUSING

Workforce housing is housing affordable to households earning between 60-120% of AMI. Workforce housing targets middle-income workers, which includes professions such as police officers, firefighters, teachers, healthcare workers, retail clerks, and the like. Households who need workforce housing may not always qualify for housing subsidized by the Low-Income Housing Tax Credit (LIHTC) program or the Housing Choice Vouchers program (formerly known as Section 8), which are two major programs in place for addressing affordable housing needs.

From the 1940s to the 1990s, housing was affordable to many middle-income workers due to wages remaining relatively correlated with costs of living, and homeownership becoming more affordable through the introduction of the 30-year amortizing mortgage loan. However, during the late 1990s and early 2000s, incomes began to lag behind rising costs of living, and housing supply for middle-income workers grew stagnant, causing an acute need for workforce housing. The Great Recession of 2007-2009 further exacerbated the issue of housing affordability

for middle-income workers by significantly reducing the production of new housing units across the nation. Because affordable housing programs focused on serving households making 60% or lower of AMI, middle-income workers were left with fewer housing options available to them in the cities where they worked.

Today there exists a policy gap to fund workforce housing development. Federal programs through HUD or state governments are geared toward low-income programs designed for people that make less than 60% of AMI. The workforce housing target of 60-120% of AMI is an income stratum that is largely unserved and unaddressed by both federal and State programs aside from FHA loans. Affordable housing for the working and middle classes is largely left to individual municipalities and counties to deal with.

Families that fall into this income category have found it difficult to purchase a home that is located in the area where they work, and that is adequate for their needs. In response, many families have taken to driving for affordability, or drive till you qualify to own a decent home with quality schools and a low crime rate. This set of circumstances has caused average commuting time to expand. It often necessitates ownership of a car, which creates an added financial burden as gas prices rise. This trend has also caused congestion and the need to enlarge the highway system at huge costs. This trend has fueled homebuilding, but some municipalities have found it is difficult or impossible to generate enough new revenue from development to sustain or expand the infrastructure needed for this type of growth, which has come to be referred to as sprawl. Critics of suburbia describe a host of social costs stemming from these settlement patterns characterized by single-family homes, residential and commercial districts separated by zoning, and the lack of transportation alternatives to the personal vehicle in order to access employment, recreation, services and education.

An alternative to commuting is to locate housing close to the workplace. This option can be limited by price. An overall loss of affordable housing units to redevelopment and gentrification has contributed to the shortage in most cities. Remaining urban housing options are often undesirable due to issues of quality. Since the 1950s, America's urban centers have suffered from pervasive social problems, exacerbated by the loss of working- and middle-class households, creating concentrations of extreme wealth and poverty. Urban redevelopment has enhanced the economic base of cities like with new office buildings and entertainment venues, hotels and tourist areas, and upscale apartment buildings. But without successful schools, safe playgrounds and neighborhoods, and other basic amenities, cities have failed to compete with neighboring suburbs to attract and retain moderate income residents. Issues such as crime, unstable property values, low quality rental stock, and high concentrations of poverty created by low-income housing projects, further deter people from choosing to live near work.

Although the housing market has experienced ups and downs in recent years, the value of residential property in the City remains very high. The community's image as a reservoir of vacation housing value and the lack of raw land for residential expansion have combined to keep prices high and affordability low. There are rental units available in the City on a seasonal basis for the summer workforce, but their number is limited and by no means is the demand met in Rehoboth alone. The demand is largely met in the areas surrounding coastal communities.

Workforce housing opportunities in the City include providing more housing in commercial districts where residences are allowed above commercial uses and restrictions on short-term rentals and incentives to deliver high-quality design are in place.

ATTAINABLE HOUSING

According to an Urban Land Institute publication on Attainable Housing, an additional area for discussion related to the country's housing affordability challenge is the near disappearance in most areas of modestly priced, new for-sale homes—attainable housing. For the purposes of this section, attainable housing is unsubsidized, for-sale housing that is affordable to households with incomes between 80-120% of the AMI (see **Table 5-6, HUD FY 2021 Income Limits Summary**).

Although the homebuilding sector once built for the middle class, this strategy has shrunk dramatically since 2010 and today, very little unsubsidized homebuilding activity is oriented to the middle-class price point. In addition to greater income discrepancy, housing prices have accelerated rapidly as a result of limited new supply. The lack of overall supply—and the next to zero growth in new construction at attainable price points—has led to significant challenges among many young adult households and others with moderate incomes who are looking to become homeowners.

Developers and builders are seeing demand shift as a result of the rise of small households, which has implications for smaller homes at attainable price points. The traditional family household has been declining and smaller households increasing—contributing factors include delayed marriage, fewer children, more women in the workforce, more divorces and later-in-life remarriages, healthy life longevity, and aging in place. Despite the distribution shift in household size, new construction has focused on delivering larger homes with more bedrooms.

The biggest challenges to delivering attainable housing are the cost of capital, lack of building efficiencies, availability of buyer financing, and cost of materials. Other important reasons include misunderstandings of attainable housing, lack (or prohibition) of density, NIMBYism (not in my back yard), local government regulation

and fees, and land prices and availability. To reach success in providing attainable housing, research has shown that increased densities, relief from local requirements, local community support, financial incentives/subsidies, and building efficiencies may be needed.

Industry opinions identified limiting community amenities, providing development in less desirable locations, providing lower quality finishes, focusing on attached versus detached products, providing smaller lot sizes, and providing smaller home sizes would provide solutions. In contrast, consumer preference surveys indicate that buyers prefer better locations and amenities over lower densities and larger home sizes.

Decreases in for-sale housing supplies and lower-priced homes has translated into a mismatch between income and home price and household size and home size and bed/bath counts. To be successful, attainable housing developments may wish to focus on:

- **Smaller Homes:** Homes with less than 1,400 square feet offer first-time homebuyers, downsizers, and small households of any age and income level an alternative housing option. Small, attainable housing does not have to equate to lower-quality, less-desirable locations. Appropriate messaging highlighting the benefits of smaller homes can be universally appealing. Smaller housing can also feel larger with appropriate emphasis on spaces, both inside and outside the home.
- **Value Housing:** Many homebuilders are introducing brand segments to specifically address attainable housing and create an alternative product offering. The simplified versions of core brands do not have to mean stripped or lower-quality homes, but simplicity in terms of option packages and structural choices that enable the homebuilder to deliver products more efficiently and cost-effectively.
- **Missing-Middle Housing:** This strategy provides housing at densities between those of single-family homes and mid-rise communities whose scale would be compatible (e.g., duplexes, triplexes, courtyard buildings, bungalow courts, live-work buildings). The scale of these buildings can be attractive, especially when attached housing conjures thoughts of diminished home values. Units are typically smaller, which can help keep costs down.
- **Cluster Housing:** Detached cluster homes allow higher densities than traditional single-family homes but create the traditional feel that many homebuyers look for. Potential privacy issues can be addressed through thoughtful planning of how the homes and outdoor spaces sit adjacent to one another and having multiple modules throughout a neighborhood.

SPECIAL NEEDS HOUSING

HUD defines special needs as frail and non-frail elderly, persons with physical disabilities, homeless persons and persons at risk of becoming homeless, persons with mental or behavioral disabilities, persons with HIV/AIDS, or persons with alcohol or drug addictions. Special needs housing targets these populations, using federal, State, and local funds to create more opportunities for independent living. Special needs housing provides an alternative living arrangement for individuals who are unable to live independently without care, supervision or support because of age, disability, substance abuse, mental illness, chronic homelessness or other circumstances. Supportive housing programs assist these individuals with daily life and also offer access to case management, housing support, vocational, employment and other services for clients (and client families) transitioning to independent living.

There are many subgroups that account for the majority of special needs housing:

- **Chronically Homeless:** These individuals are among the most vulnerable groups and tend to have high rates of behavioral health problems, including severe mental illness and substance abuse disorders, along with other conditions that may be worsened by physical illness, injury, or trauma.
- **Veterans:** Veterans disproportionately experience poverty, unemployment, and homelessness at higher rates compared to non-Veterans. Veterans returning from Iraq and Afghanistan are already beginning to appear among the homeless population. This new generation faces a different set of challenges from previous generations, including an increasing number of women, parents, and members of the National Guard. Rapid rehousing and homelessness prevention strategies are critical for many; however, those Veterans with severe physical and mental health disabilities—often caused by their military service—require permanent housing with supportive services.
- **Mental Illness & Substance Abuse:** Mental illness and addictive disorders tend to disrupt relationships with family and friends and also result in the loss of employment. For persons already struggling to pay their bills, the onset or exacerbation of addiction can cause them to lose their housing. Many shelters require sobriety to remain housed; however, housing-first models focus on immediate shelter and access to supportive services. Residential services can include short-term/variable length-of-stay treatments, long-term treatment, and halfway houses.
- **Children & Families:** Homeless families possess similar characteristics to housed families living in poverty—they are overwhelmingly led by single-female parents who are typically young with limited educational

backgrounds. Studies also show that children who experience homelessness are more likely to become homeless later in life.

- **Released Felons:** Released felons face a number of barriers that place them at a high risk of homelessness, including limited income, limited prospects for employment, and ineligibility for public housing. When felons are released, the approval is typically short notice and does not allow for advance planning regarding job interviews, housing, and program assistance outside of the prison system.
- **Victims of Domestic Violence:** Women are the primary victims of domestic abuse within the State. When a woman decides to leave an abusive relationship, she is typically faced with the decision to leave her home and seek shelter elsewhere, particularly true of women with few resources. Lack of affordable housing and long housing wait lists means that many women and their children are forced to choose between abuse at home and life on the streets. Shelters are frequently filled to capacity and must turn away battered women and their children.
- **Foster Care:** Youth who age out of foster care face a number of challenges during the transition to adulthood. Among the greatest may be achieving housing stability. Current federal funding provides very limited support for keeping youth in foster care past their 18th birthday. As a result, youth are discharged from foster care at the age of 18 or shortly thereafter. Foster parents stop receiving financial assistance to support the foster child and are unwilling or unable to continue to provide housing.
- **HIV/AIDS:** The cyclical nature of the HIV/AIDS disease perpetuates unstable housing situations. Whenever an individual is symptomatic with the disease, they may be unable to work and experience difficulties performing daily activities. Housing stability is crucial to health and wellness as a number of treatment medications require proper refrigeration. Many HIV/AIDS patients also have substance abuse and mental health challenges, which exacerbate these problems.
- **Physical & Cognitive Disabilities:** Individuals with physical challenges can live independently, with or without personal care; however, the housing needs of individuals living with physical disabilities can be extensive and expensive and without proper supports to provide for appropriate facilities, these individuals may be at risk homelessness.
- **Seniors:** There are more Americans over the age of 65 today than ever before and the number is rapidly increasing. As this population continues to grow, there are a number of issues they face, including fixed incomes, connections to services, mobility and cognitive challenges, and their desire to age in place as they become older.
- **Migrant & Seasonal Farm Workers:** Providing safe, decent affordable housing for migrant and seasonal farm workers is an ongoing challenge across the country. While the population is historically undercounted, farm worker housing is critical for meeting the needs of migrant and seasonal farm workers.

FAIR HOUSING ACT

The Fair Housing Act is a federal law that protects people from discrimination when they are renting, buying, or securing financing for housing. The prohibitions specifically cover discrimination because of race, color, national origin, religion, sex, disability, and the presence of children. In the sale and rental of housing, no one may take the following actions based on race, color, national origin, religion, sex, familial status, or handicap (disability):

- Refuse to rent or sell housing;
- Refuse to negotiate for housing;
- Make housing unavailable;
- Deny a dwelling;
- Set different terms, conditions, or privileges for sale or rental of a dwelling;
- Provide different housing services or facilities;
- Falsely deny that housing is available for inspection, sale, or rental;
- Persuade owners to sell or rent for profit (blockbusting); or
- Deny anyone access to or membership in a facility or service (such as a multiple listing service) related to the sale or rental of housing.

In mortgage lending, no one may take any of the following actions based on race, color, national origin, religion, sex, familial status, or handicap (disability):

- Refuse to make a mortgage loan;
- Refuse to provide information regarding loans;
- Impose different terms or conditions on a loan, such as different interest rates, points, or fees;
- Discriminate in appraising property;
- Refuse to purchase a loan; or
- Set different terms or conditions for purchasing a loan.

In addition, it is illegal for anyone to:

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- Threaten, coerce, intimidate, or interfere with anyone exercising a fair housing right or assisting others who exercise that right.
- Advertise or make any statement that indicates a limitation or preference based on race, color, national origin, religion, sex, familial status, or handicap. This prohibition against discriminatory advertising applies to single-family and owner-occupied housing that is otherwise exempt from the Fair Housing Act.
- If you or someone associated with you have a physical or mental disability (including hearing, mobility, and visual impairments; chronic alcoholism, chronic mental illness, AIDS, AIDS Related Complex, or mental retardation) that substantially limits one or more major life activities; have a record of such a disability; or are regarded as having such a disability, your landlord may not:
 - Refuse to let you make reasonable modifications to your dwelling or common use areas, at your expense, if necessary, for the disabled person to use the housing. Where reasonable, the landlord may permit changes only if you agree to restore the property to its original condition when you move out.
 - Refuse to make reasonable accommodations in rules, policies, practices, or services if necessary for the disabled person to use the housing.

Unless a building or community qualifies as housing for older persons, it may not discriminate based on familial status. That is, it may not discriminate against families in which one or more children under 18 live with a parent; a person who has legal custody of the child or children; or the designee of the parent or legal custodian, with the parent or custodian's written permission. Familial status protection also applies to pregnant women and anyone securing legal custody of a child under 18.

Housing for older persons is exempt from the prohibition against familial status discrimination if:

- The HUD Secretary has determined that it is specifically designed for and occupied by elderly persons under a federal, State, or local government program; or
- It is occupied solely by persons who are 62 or older; or
- It houses at least one person who is 55 or older in at least 80 percent of the occupied units and adheres to a policy that demonstrates an intent to house persons who are 55 or older.

HOUSING NEEDS ANALYSIS

The preservation and provision of affordable housing for the City's lower-income residents is always a concern, particularly given the sharp increase in home prices over the past two decades. Equally important for the City is the provision of housing stock suitable and desirable for the residents, employees, and employers it wants to attract.

Housing Opportunities & Market Evaluation (HOME)

Sussex County contracted to provide a Market Analysis & Needs Assessment, Stakeholder Analysis, and Economic Analysis. The information obtained from each component was compiled into a final report with recommendations for Sussex County to consider ways to encourage and expand affordable housing opportunities. In May 2019, the County revealed the Housing Need and Market Analysis that examined demographics, economics, and market trends driving current and future demand for housing in Sussex County. This report identified 13 key findings and provided three conclusions:



- Cost-burden data suggest that many individuals and families are unable to afford a home without spending a disproportionately high share of their income on housing and transportation. There is a need for more housing affordable to working individuals and families, particularly among households in lower-wage jobs.
- Sussex County's population and real estate growth is projected to continue over the next decade at nearly the same rates as they have in the last few years. There is an immediate need to identify obstacles (e.g., financial, regulatory) that have limited the supply of housing affordable to its workforce.
- The market may be able to better meet demands of housing for higher-income households, but in order to ensure that low- and moderate-wage working individuals and families can find housing they can afford, Sussex County should consider proactive financing and regulatory strategies consistent with housing market and economic conditions. The appropriate regulatory framework and incentives can allow for the private market to deliver more diverse housing options.

In November 2019, the Housing Opportunities and Market Evaluation was revealed by the County. This evaluation included several stakeholders, grouped as advocates, developers, housing groups, community residents, and municipalities. Strategies were designed to promote housing choice and economic vitality for the County's residents and workforce. These strategies were supported by a housing needs assessment and economic feasibility study and included:

- Modifying the Zoning Code to promote housing affordability in growth areas identified in the Comprehensive Plan.
- Establishing a Local Housing Trust Fund.

- Preserving the existing supply of affordable housing.

Some of the challenges noted in the County are similar to those that can be found within local municipalities, including Rehoboth Beach. The County’s eastern housing needs are different than its western side based on market values, tourism, employment, etc. This regional imbalance can increase housing challenges for specific geographical areas.

PROJECTED HOUSING

Each year, the Office of State Planning Coordination (OSPC) prepares an Annual Report on State Planning Issues for the Governor. Each municipality is required to provide an annual update report on the status of comprehensive plan implementation for consideration and inclusion. Additional data is obtained to assist in analyzing development status and trends throughout the State. The 2020 Annual Report included historical building permit data for the City, County, and State.

Building permit data represent development that has been permitted and is closer to entering the construction phase. Since they represent building that is likely to occur in the near future, building permits present a picture of development activity in the near term. **Table 5-7** presents a summary of residential units in building permits for the Town, County, and State between 2014-2019. During that period, there were a total of 36,709 residential units that were issued building permits by local governments in Delaware, including 19,009 units in Sussex County and 174 in Rehoboth Beach.

Table 5-7. Residential Building Permits (2014-2019)

Jurisdiction	2014	2015	2016	2017	2018	2019	TOTAL
Rehoboth Beach	28	37	-	34	39	36	174
Dewey Beach	13	24	8	7	34	5	91
Henlopen Acres	2	-	1	2	1	1	7
Lewes	71	26	39	9	14	26	185
Unincorporated Sussex County	1,900	1,945	1,845	2,219	2,889	2,946	13,744
Sussex County Total	2,602	2,775	2,640	3,055	3,838	4,099	19,009
State Total	5,477	5,814	5,927	6,331	6,344	6,816	36,709

Source: 2020 Annual State Planning Issues Report

Table 5-8. Projected Housing Need

	2010		2020		2030		2040		2050	
	Units ¹	+/- ²								
Units Needed	724	+2,581	863	+2,442	964	+2,341	1,049	+2,256	1,189	+2,116

¹Units are the number of housing units projected, based on the population projections in Table 3-7, divided by the average household size of 1.83.

²+/- is the difference in the number of housing units between the projection and the number estimated to be currently in existence, per the 2015-2019 ACS.

Source: Wallace Montgomery projections and estimates based on Delaware Population Consortium projections, 2018.

ARCHITECTURAL DESIGN MANUAL

In 2007, the City developed its *Architectural Design Manual* to address a pattern of housing demolition and replacement. The steady loss of older homes and business structures and their surrounding green space to new buildings changed the face of the community. These changes tested Rehoboth’s distinct character among the many coastal towns. Patterns of residential teardowns and rebuilding of housing out of scale with the City’s character serves to impair the quality of life. A new structure that does not relate in terms of scale to neighboring properties of an area can dramatically change a community’s character. The placement of a garage and driveway can disrupt the historical pattern of a community. Often, front yards are given way to driveways and house facades are dominated by garage doors rather than porches. Out-of-scale structures cast shadows onto neighboring houses, effectively blocking sunlight. Even additions designed with similar massing to the original can overwhelm a house and neighborhood.

While many residents perceived a problem with how the City was changing, a consensus for action did not exist to address these issues. For many years, citizens discussed the appropriate techniques to protect the unique seaside character of the City and its mix of structures. Various studies were undertaken to identify and understand what architectural elements help to make the City so special. The 2010 CDP called attention to this problem, acknowledging the differing points of view, and spelling out a path for examining and resolving the overall issue. It charged the City with embarking on a community-based process to develop effective and fair historic preservation, community design, and site plan review procedures meant to improve and maintain the overall visual character of structures and green space, historic quality, and real estate value.

The City established a community process to better understand the issues and to build consensus. To this end, it held a public workshop series and established an Architectural Review Board Task Force. The workshop series engaged citizens in the planning process regarding the City's community character. The public participation process educated and listened to the public through discussions on topics identified as principal concerns by a public opinion survey. The process included information dissemination, a City-wide survey, community workshops, and a follow-up open house to present the results.

The most significant resident concern was the loss of characteristic structures to "monotonous" structures that maximize lot coverage. Participants also emphasized the need for a Site Plan Review process to ensure compatibility of design and architectural harmony of new structures with adjacent structures, and neighborhood and community character. The public participation process further revealed that historic and architectural protection was important to uphold the City's preservation values.

An Architectural Review Board Task Force was appointed in October 2006 as an advisory committee to the Mayor and Commissioners. The Task Force was charged with conducting research and evaluating options for design review processes ranging from a full Architectural Review Board, to the establishment of design standards or guidelines, to an enhanced development review process, or any combination thereof. The Architectural Review Task Force was part of the ongoing effort to protect community character and encourage creative architecture. It was a collaborative approach to seek ways to improve the development review process and to help builders and homeowners become familiar with what the community sought regarding architectural details, scale, mass, and streetscape harmony, with an objective to ensure effective means of protecting, conserving, and strengthening the City's unique neighborhoods and architectural character. Key considerations of the Task Force evaluation included:

- Determining the architectural integrity of structures and their relationship to surroundings
- Reviewing the compatibility of exterior design, arrangement, placement, and materials
- Reviewing design for both commercial and residential development
- Reviewing new construction, changes, and additions to structures
- Developing Citywide or neighborhood-specific standards and guidelines
- Funding, staffing, and supporting any review process
- Identifying policy changes to enact Task Force recommendations
- Determining development impacts on the health, safety, and general welfare of the City

This process intended to promote commercial building and home design with streetscape harmony that is responsive to the overall character and context of the downtown business and commercial areas and the well-established surrounding residential neighborhoods. Inherent in these objectives was the expectation that well-designed projects and economic development support the community's aesthetic values. The guidelines and review process were intended to serve a number of overall objectives:

- To improve the quality of life in the City by protecting, conserving, and strengthening its unique neighborhoods and architectural character
- To foster quality architecture in new construction as well as modifications and additions to commercial, single-family, and multi-family structures throughout the City
- To foster architectural design integrity in each individual building with unique architectural elements, and in the context of the building's place in its surroundings, where street and neighborhood harmony and rhythm are to be maintained and enhanced
- To foster attractive building and site designs with enduring aesthetic appeal that are likely to evoke a positive and strong sense of place and feelings of pride in the community
- To foster inviting, pedestrian-friendly designs as one element of ensuring a lively and commercially viable shopping district
- To ensure that at the beginning of and throughout the design process for new and modified structures in the City, applicants for building permits and their designers and builders have full access to published materials and direct consultation provided by the City, with these purposes:
 - To provide an explanation of the City's architectural design objectives and design review and subsequent building permit processes
 - To provide continuous assistance to applicants as they approach the City and then work toward successful completion of these processes
 - To persuade applicants and their consultants to embrace a wide variety of design principles and techniques that are deemed important to achieving the overall objectives of the City's design review process

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- To educate property owners, developers, the public, and plan reviewers on what is expected and desired for development throughout the City
- To illustrate specific techniques and examples to use when planning and designing developments
- The purpose of the commercial design guidelines is to enhance the downtown area through:
 - The preservation and protection of its eclectic and home-like business structures
 - Maintaining and improving the setting of these buildings and places
 - The encouragement of new compatible design
 - The encouragement of adaptive reuse of existing structures that have character and architectural significance for new uses rather than replacing them, whenever possible

The *Manual* was never codified; however, it does provide guidelines that developers can choose to incorporate. During the 2022 CDP planning process, the Planning Commission identified this manual and its contents as something that should be revisited to ensure consistency with current desired character, as well as how best to promote its use in the future.

HOUSING RESOURCES

There are several resources available throughout the State for homebuyers, homeowners, foreclosure prevention, renters, development, landlords, supporting housing, and other programs. The County and DSHA are two prominent government agencies that provide significant housing programs and funding mechanisms; both agencies are described in the following sections. **Appendix B—Resources & References** also provides an incomplete list of additional housing resources.

Sussex County Community Development & Housing

The County is committed to providing decent, safe, and affordable housing opportunities to people of low and moderate incomes. The County works closely with federal and State agencies, as well as local municipalities, to meet goals of preserving housing stock and promoting fair and affordable housing. It is the County's policy to comply with the federal Fair Housing Act and the State Fair Housing Act by ensuring officials, agents, and employees will not discriminate in any aspect of housing based on race, color, religion, national origin, handicap/disability, familial status, sex, creed, marital status, age, sexual orientation, gender identity, or source of income.



The County administers or provides assistance with several programs and resources including the Moderately Priced Housing Program, Community Development Block Grant, Sussex County Rental Program, Affordable and Fair Housing Resource Center, and the HOME Study.

The Department's online, ever-expanding Affordable and Fair Housing Resource Center is available for citizens of Sussex County. This resource provides information regarding affordable and fair housing from County, State, and federal government agencies.

Delaware State Housing Authority (DSHA)

DSHA was created in 1968 as a public corporation and in 1988 was established as an independent authority in the State's Executive Department. This historical step cemented the role of affordable housing as a key aspect of State policy. The mission of DSHA is to efficiently provide, and assist others to provide, quality affordable housing opportunities and appropriate supportive services to low- and moderate-income Delawareans.



DSHA provides loans and grants to for-profit and non-profit housing sponsors; makes loans to mortgage lenders and requires that they use the proceeds to make new residential mortgage loans; applies for and receive subsidies from the federal government and other sources; and issues its own bonds and notes. In addition to its role as the State's Housing Finance Agency, DSHA also serves as a Public Housing Authority and acts as a Community Development and Planning Agency. As a Public Housing Authority, DSHA receives funding from HUD to build, own, and operate public housing in Kent and Sussex Counties.

DSHA's Delaware Housing Search Tool is free and provides a statewide, comprehensive list of publicly assisted properties for sale, as well as publicly assisted and market-rate rental units. The website is fully supported by a toll-free multilingual call center. Its search feature allows individuals to search using a wide variety of criteria including income, accessibility features, proximity to services, and more.



**CHAPTER 5
HOUSING**

CITY POSITIONS

Position on Housing Growth: Will update to reflect agreed upon position.

GOALS *Will update to reflect future PC discussion.*

1. Protect historic and characteristic structures.
2. Increase awareness with new housing developments located in neighboring Municipalities and Sussex County around the City.
3. Examine establishing a mixed-use zone allowing a blend of residential and nonresidential uses as a means of encouraging the development and redevelopment of selected commercial areas along major commercial streets.
4. Support and encourage a variety of housing stock for all ages and income levels.

ACTION ITEMS *Will update to reflect future PC discussion.*

- a) Thorough enforcement of the vacation rental housing regulations, health and safety inspections, and licensure.
- b) Review and update the City's *Architectural Design Manual*.
- c) Reevaluate an architectural review procedures and guidelines with thresholds for building permit approval.

ECONOMIC DEVELOPMENT & OPPORTUNITY

Economic development, broadly defined, refers to the process of local wealth creation, manifested by growth in jobs, income, and investment and supported by improvements in the social, built, and natural environments. This chapter addresses the future of the City's economy and includes policies and actions designed to enhance the City's competitive advantages.

ECONOMIC CHARACTERISTICS

Broad national and regional demographic and economic trends will affect the City's labor force and economy to varying degrees. Nationally, the population is aging, and new generations are coming into the mainstream. The nature of work has changed with automation causing dramatic shifts in employment opportunity. New generations challenge many traditional employer expectations. Seniors also challenge older assumptions, with 90% of those aged 50 and above planning to work past the traditional retirement age of 65. Longer life spans and longer work lives will mean increased tax generation and consumerism. Many of the City's young adults leave after completing their education, in search of alternative economic, social, and cultural opportunities. It is important to retain young citizens by creating jobs that provide a living wage and suitable career opportunities.

EMPLOYMENT & LABOR

According to the 2015-2019 American Community Survey (ACS), there were a total of 664 City residents in the labor force, of which 651 (47.3% of the City's 16+ population) were employed within the civilian labor force; this percentage was lower than the County or State and likely reflects the City's large population that have reached retirement age (see **Table 5-9, Employment Status** for the comparisons).

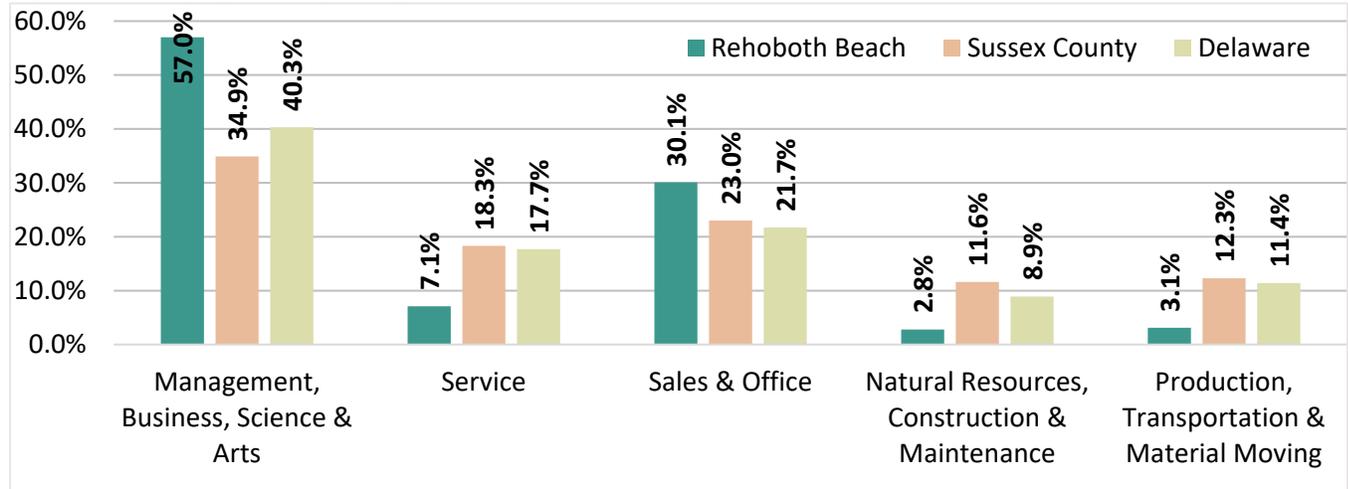
Table 5-9. Employment Status (2019)

Jurisdiction	Civilian Labor Force				Armed Forces		Total Labor Force
	Employed		Unemployed		No.	%	No.
	No.	%	No.	%			
Rehoboth Beach	651	47.3%	13	0.9%	0	0.0%	664
Dewey Beach	156	49.1%	7	2.2%	0	0.0%	163
Henlopen Acres	71	43.0%	0	0.0%	0	0.0%	71
Sussex County	99,317	53.2%	4,501	2.4%	208	0.1%	104,026
Delaware	455,620	58.6%	26,481	3.4%	3,432	0.4%	485,533

Source: 2015-2019 American Community Survey

The 2019 ACS shows that the occupations County residents hold are similar to State and national percentages. **Figure 5-5** shows the percentages employed in various occupations and how they compare to the State and Sussex County. The percent of sales and office occupations are higher, as are management, business, science and arts, while the other occupation category percentages are less. Over 57% of County residents are employed in management, business, science and arts occupations. Less than 8% are employed in service occupations, while just over 30% are employed in sales and office occupations. Just under 3% are employed in natural resources, construction and maintenance occupations, while the remaining 3% are employed in production, transportation and material moving occupations.

Figure 5-5. Employment by Occupation (2019)



Source: 2015-2019 American Community Survey

Table 5-10. Employment by Industry (2019)

Industry	No.	%
Professional, scientific, management, administrative, and waste management	204	31.3%
Finance, insurance, real estate, rental and leasing	106	16.3%
Educational services, healthcare, and social assistance	88	13.5%
Public administration	58	8.9%
Arts, entertainment, recreation, accommodation, and food services	44	6.8%
Manufacturing	43	6.6%
Retail trade	32	4.9%
Other services	26	4.0%
Information	21	3.2%
Construction	14	2.2%
Transportation, warehousing, and utilities	6	0.9%
Wholesale trade	5	0.8%
Agriculture, forestry, fishing, hunting, and mining	4	0.6%
Total Civilian Employed Population (age 16+)	651	

Source: 2015-2019 American Community Survey

Employee count varies due to seasonal demand. **Table 5-11** shows the top seven businesses with the most year-round employees. The largest year-round employer is the City of Rehoboth Beach with 78 employees. The breakdown for the number of full-time employees per City department is shown in **Table 5-12**

Table 5-11. Top Employers (2021)

Business Name		Location	# Full-Time Employees	Business Type
1	City of Rehoboth Beach	1 City Hall Drive	78	Government
2	Grotto Pizza	36 Rehoboth Avenue	75	Food/Beverage Service
3	Rehoboth Elementary School	500 Stockley Street	74	School
4	Jack Lingo	246 Rehoboth Avenue	74	Real Estate
5	Atlantic Sands Hotel	1 Baltimore Avenue	65	Accommodation
6	Boardwalk Plaza Hotel	2 Olive Avenue	62	Accommodation
7	The Cultured Pearl	301 Rehoboth Avenue	53	Food/Beverage Service

Source: City Staff (August 2021)

Table 5-12. City Full-Time Employees by Department (2021)

Department	# Full-Time Employees	Department	# Full-Time Employees
Administration	10	Police	20
Buildings & Grounds	1	Streets	14
Building & Licensing	5	Water	7
Information Technology	3	Wastewater Treatment	12
Parking	2	Communications	1
Parks & Recreation	1	Alderman Court	1
Public Works	1		

Source: City Staff (August 2021)

INCOME & POVERTY

Tables 5-13 and 5-14 summarize 2019 income and poverty for the City, the County, and the State. The City had higher median household incomes than the County, State, and nation. Poverty rates for families were lower than those of the County and State, with 2.0% of the City’s families below the poverty level. For the City’s individuals below poverty level, 13.8% were under the age of 18, but this percentage was less than that of the County or State.

Table 5-13. Household, Family & Per Capita Income (2019)

Income	Amount in Dollars			
	Rehoboth Beach	Sussex County	Delaware	United States
Median Household Income	\$114,583	\$63,162	\$68,287	\$68,843
Median Family Income	\$149,464	\$74,745	\$83,127	\$77,263
Per Capita Income	\$135,271	\$35,491	\$35,540	\$34,103

Source: 2015-2019 American Community Survey

Table 5-14. Selected Income Distribution & Poverty (2019)

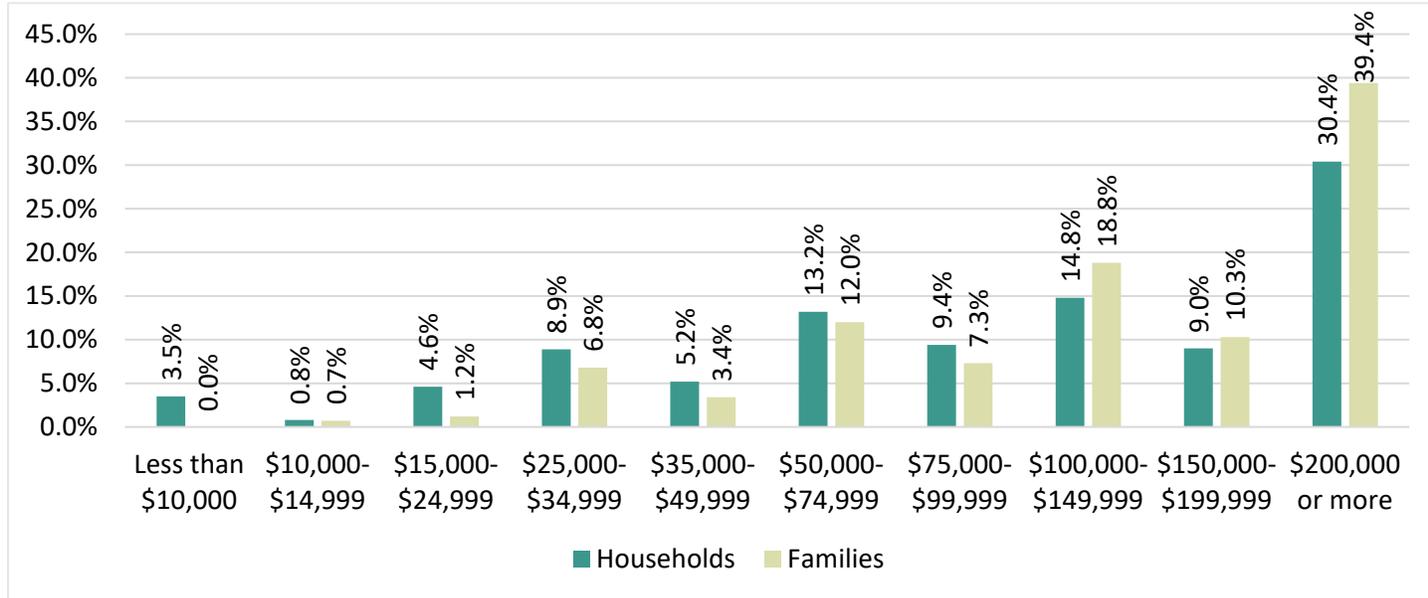
Item	City		County		State	
	No.	%	No.	%	No.	%
Households with annual income under \$25,000	68	8.9%	14,944	16.2%	59,274	16.3%
Households with annual income of \$100,000 or more	414	54.2%	25,398	27.7%	112,972	31.0%
Families below poverty level	2.0%		7.4%		7.9%	
Female-headed families with children under 18 years old	Not Reported		35.0%		32.1%	
Individuals below poverty level	5.1%		11.3%		11.8%	
Individuals below poverty level, under 18 years old	13.8%		20.6%		17.5%	
Individuals below poverty level, 65 years old and over	1.9%		5.8%		6.6%	

Source: 2015-2019 American Community Survey

As of the 2019 ACS, the City had a total of 763 households; 4.3% (33 households) have an income range below \$15,000; 54.2% (414 households) have an income greater than \$100,000 (see **Figure 5-6**). The income ranges from \$15,000 to less than \$50,000 account for 18.7% of households. Households where income is between \$50,000 to

less than \$100,000 account for 22.6%. The income range of \$200,000 or more accounts for the largest single income range with 30.4% or 232 households.

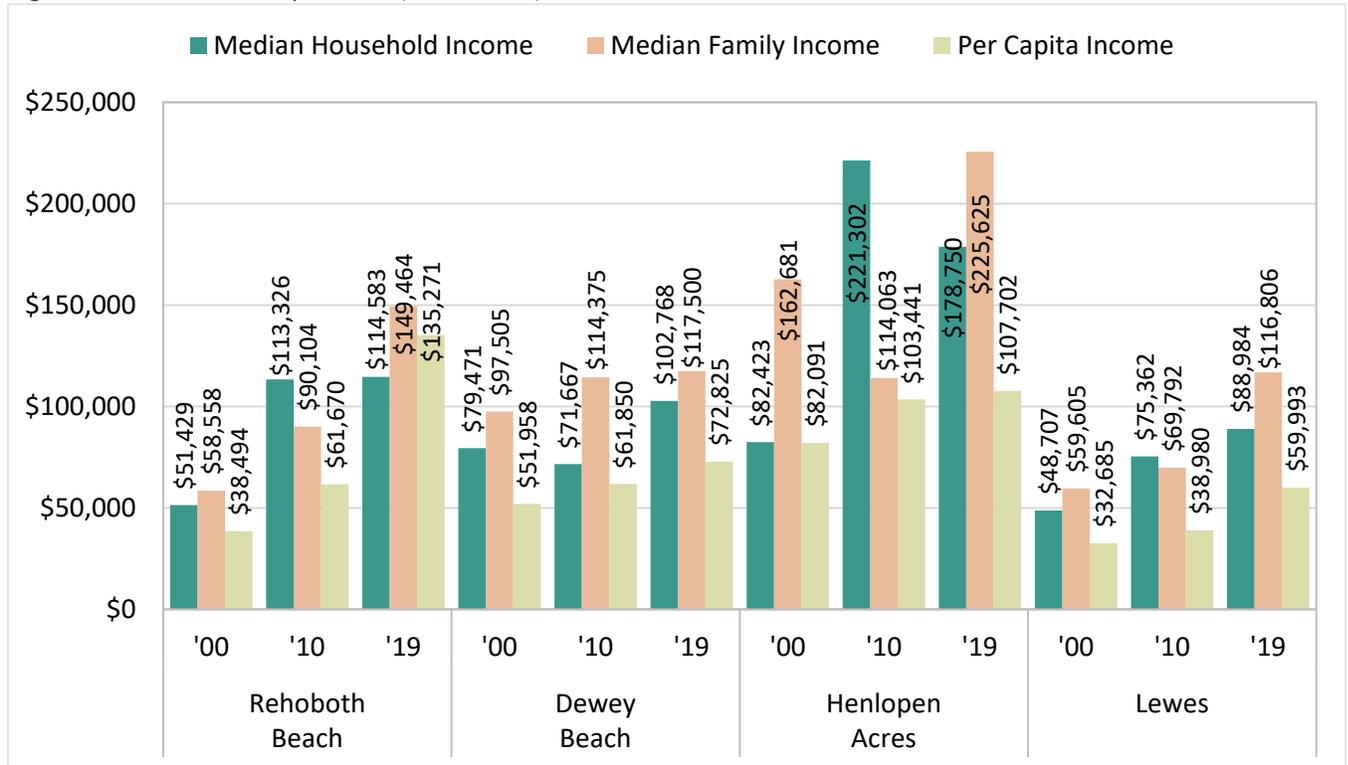
Figure 5-6. Income Ranges (2019)



Source: 2015-2019 American Community Survey

Figure 5-7 provides income comparisons for from 2000-2019. The City’s median household, family, and per capita income has steadily increased between 2000 to 2019.

Figure 5-7. Income Comparisons (2000-2019)



Source: 2000 Decennial Census; 2006-2010 & 2015-2019 American Community Survey

According to the 2019 ACS, the income of 2.0% of families and 5.1% of individuals fell below the poverty level (see **Table 5-15**). The highest percentage of families whose income is below the poverty level are married couple families with related children under 18 years (7.7%). The largest percentage of individuals whose income is below the poverty level are people under 18 years of age (13.8%).

Table 5-15. Poverty Level (2019)

Description	% Below Poverty
Families	
All families	2.0%
With related children of the householder under 18 years	7.7%
With related children of the householder under 5 years	Not Reported
Married couple families	2.0%
With related children of the householder under 18 years	7.7%
With related children of the householder under 5 years	Not Reported
Families with female householder, no spouse present	0.0%
People	
All people	5.1%
Under 18 years	13.8%
18 years and over	4.7%
65 years and over	1.9%
People in families	2.5%
Unrelated individuals 15 years and over	10.2%

Source: 2015-2019 American Community Survey

Table 5-16. Source of Income (2019)

Source	City		County		State	
	No.	%	No.	%	No.	%
Total Households	763		91,697		363,322	
With Earnings	465	60.9%	63,328	69.1%	277,343	76.3%
Mean Earnings	\$242,157		\$79,036		\$89,110	
With Social Security	380	49.8%	42,815	46.7%	127,066	35.0%
Mean Social Security Income	\$25,221		\$23,009		\$21,964	
With Retirement Income	287	37.6%	30,706	33.5%	95,854	26.4%
Mean Retirement Income	\$52,589		\$34,232		\$30,734	
With Supplemental Security Income	22	2.9%	4,315	4.7%	17,204	4.7%
Mean Supplemental Security Income	\$17,014		\$10,961		\$10,769	
With Cash Public Assistance Income	0	0.0%	1,705	1.9%	8,141	2.2%
Mean Cash Public Assistance Income	N/A		\$2,061		\$2,227	
With Food Stamps/SNAP Benefits	0	0.0%	10,237	11.2%	39,725	10.9%

Source: 2015-2019 American Community Survey

COMMUTING PATTERNS

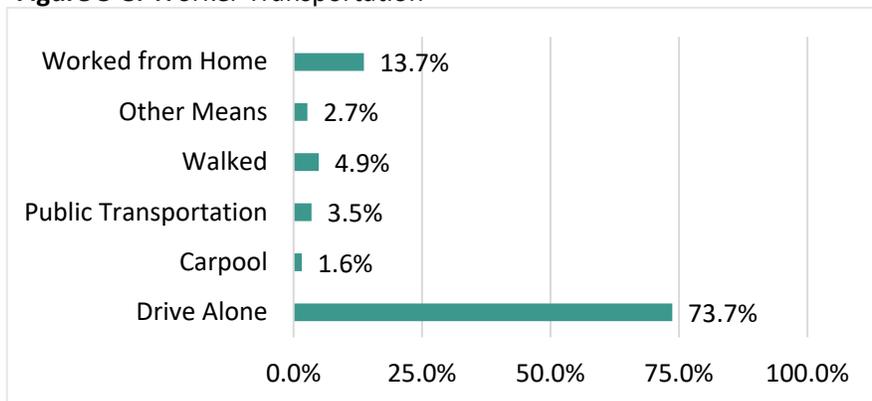
In Rehoboth Beach, the largest percentage of working residents who work outside their home commute 60-89 minutes to work (21.7%); 12.6% travel 5-9 minutes to get to work, another 12.6% travel 30-34 minutes to commute to work, and 3.3% travel 90 or more minutes to get to work. The average commute time is 33.6 minutes.

Table 5-17. Worker Travel Time

Length of Commute	% of Commuters
Less than 5 minutes	6.9%
5 to 9 minutes	12.6%
10 to 14 minutes	10.0%
15 to 19 minutes	7.7%
20 to 24 minutes	9.1%
25 to 29 minutes	3.5%
30 to 34 minutes	12.6%
35 to 39 minutes	3.5%
40 to 44 minutes	0.0%
45 to 59 minutes	9.3%
60 to 89 minutes	21.7%
90 or more minutes	3.3%

Source: 2015-2019 American Community Survey

Figure 5-8. Worker Transportation



Of the 651 residents who work, 73.7% drove alone to work, 13.7% worked from home, 4.9% walked, 3.5% took public transportation, 1.6% carpoled, and the remaining 2.7% took another form of transportation.

REDEVELOPMENT ACTIVITY

Since the 2010 CDP, the City has seen several new redevelopment projects as well as some long-standing businesses relocating outside of City limits to allow for structure and parking expansion. The downtown area is fortunate as vacant buildings are filled fairly quickly due to population growing year-round or expanding outside summer seasonal months. Several popular events take place in the fall, winter, and spring months. The City works with local businesses and nonprofit organization to promote all the community offers year-round. Listed in **Table 5-18** are new business occupants.

Table 5-18. City Redevelopment Businesses **ADDITIONAL INPUT NEEDED FROM THE CITY TO COMPLETE THIS TABLE**

Year	Business	Location
	Cooter Brown’s Twisted Southern Kitchen	70 Rehoboth Avenue
	Dogfish Head Brewings & Eats	320 Rehoboth Avenue
	Chesapeake & Main Restaurant	316 Rehoboth Avenue
	Rise Up Coffee	502 Rehoboth Avenue
	Egg Restaurant	510 Rehoboth Avenue
	Nalu Rehoboth Beach Restaurant	41 Rehoboth Avenue
	First & Anchor Store	101A Rehoboth Avenue

Source: City of Rehoboth Beach

Each year, the Office of State Planning Coordination (OSPC) prepares an Annual Report on State Planning Issues for the Governor. Each municipality is required to provide a comprehensive plan implementation status update for consideration and inclusion in the State report. Additional data is obtained to assist in analysis of development trends throughout the State. The 2020 Annual Report included historical building permit data for all reporting municipalities, counties, and the State. **Table 5-19** provides the square footage for non-residential building permits.

Table 5-19. Non-Residential Building Permit Square Footage (2014-2019)

Jurisdiction	2014	2015	2016	2017	2018	2019	Total
Rehoboth Beach	-	-	-	9,597	100,048	10,000	119,645
Dewey Beach	28,800	-	-	2,200	-	8,444	39,444
Lewes	51,040	-	4,000	3,000	-	-	58,040
Unincorporated County	298,244	386,892	438,095	262,378	463,404	526,569	2,375,582
County Total	682,484	1,129,779	1,091,791	484,132	788,408	792,397	4,968,991
State Total	3,389,698	3,349,378	3,660,847	3,718,769	2,979,136	3,783,407	20,881,235

Source: 2020 Annual State Planning Issues Report

The downtown area and businesses are a large contributor to the vibrant and active community. The growing redevelopment businesses near and around Rehoboth Avenue are critical to a destination driven tourism location. The majority of businesses located in the City are not franchise related businesses. This allows each business to provide unique and one-of-a-kind services and products to the consumers. More local businesses are extending or keeping their businesses open year-round based on the growing number of popular events in fall and winter months.

REPORTS & RESOURCES

While the discussion of community organizations and their contributions to enhancing and enriching Rehoboth Beach is found in **Appendix B—Resources & References**, the resources specific to economic development can be expanded and are further identified in the following sections. Local business owners, tenants, and prospective

new businesses may not be familiar with the amount of economic development resources available to them. Following are resources for consideration.

Rehoboth Beach Main Street

Rehoboth Beach Main Street (RBMS) is accredited as a National Main Street Designation, which is the top tier of recognition. In the State, Rehoboth Beach is one of four accredited programs, joined by Downtown Milford, Inc., Main Street Wilmington, and Main Street Dover. Main Street America is a powerful network: the unique combination of grassroots dedication to comprehensively improving quality of life at the local level; integral support and expertise provided by coordinating programs at the City, County, and State level; and leadership and direction from the National Main Street Center (NMSC).



Main Street America is also a special mark of distinction recognizing that participating programs, organizations, and communities are part of a national movement with a proven record for celebrating community character, preserving local history, and generating impressive economic returns.

Rehoboth Beach Main Street's performance is annually evaluated by Delaware on Main, part of the Department of State's Division of Small Business, which works in partnership with NMSC to identify local programs that meet 10 national performance standards. Evaluation criteria that help identify the communities that are building comprehensive and sustainable revitalization efforts include standards such as fostering strong public-private partnerships, documenting programmatic progress, and actively preserving historic buildings.

RBMS programs and activities are designed to assist and support downtown business owners, entrepreneurs, and property owners; highlight businesses that are the economic lifeblood of the community; promote a positive image of the downtown as a great place to live, visit and shop; assist with beautification of the downtown area; and encourage involvement of community stakeholders. Small businesses provide the City with its unique appeal. RBMS fosters community awareness and appreciation through communication and support to local businesses as the key to success. RBMS and its various projects are funded by the City and through memberships, donations, and grant opportunities.

Rehoboth Beach-Dewey Beach Chamber of Commerce

The Rehoboth Beach-Dewey Beach Chamber of Commerce (COC) was profiled in **Appendix C—Community Engagement**; however, additional information from recent reports and the website are important for the economic development component of the CDP.

According to the COC's 2020 Summary Report, they attended 244 meetings with several government agencies, partners, and organizations. Over 10,000 telephone calls were answered from visitors regarding openings, closings, and general information. Several interviews were held with Fox 5 DC; NBC PA; CBS DC; WBOC; WRDE; Wall Street Journal; DE News Journal; DE State News; Cape Gazette; West Chester, PA Radio; 92.7 Radio; and 99.9 iHeart Radio.

2020 provided several new challenges due to the pandemic and the community navigated several mandates and new safety precautions with local businesses. This directly resulted in drastic changes within the community and especially the local businesses. The COC's pandemic services and additional coordination included:

- Maintaining COVID-19 virus regulations, hospitalization stats, Governor's notifications, and more, resulting in 40,000+ dedicated page views on the COC's website
- Acquiring and posting a weekly Accommodation Occupancy Chart with year-to-date comparisons
- Making individual contacts to restaurants regarding outdoor dining (72)
- Distributing flyers to downtown businesses
- Distributing Summer Safely campaign materials
- Conducting business surveys to acquire opinions on issues relating to businesses status, as well as a specific issues survey from restaurants for outdoor dining, parking, and retail occupancy, providing findings to State officials
- COC grant application submitted for non-profit relief and costs associated with COVID-19
- Researching and compiling an area business revenue loss chart, which was provided to the Governor with an associated press release
- Continuing to research the potential for employee development and respond to J1 student issues
- Recording a "Clean, Safe & Friendly" commercial in conjunction with Beebe Healthcare

Southern Delaware Tourism

Southern Delaware Tourism (SDT) is the Convention & Visitors Bureau for Sussex County. As the destination marketing organization for the County, SDT's mission is to support and encourage the identification, development, and promotion of sustainable, year-round tourism in Southern Delaware that contributes to economic growth and improves the quality of life. SDT is led by a Board of Directors representing chambers of commerce, local businesses, and County economic development. The SDT is comprised of the Executive Director, a

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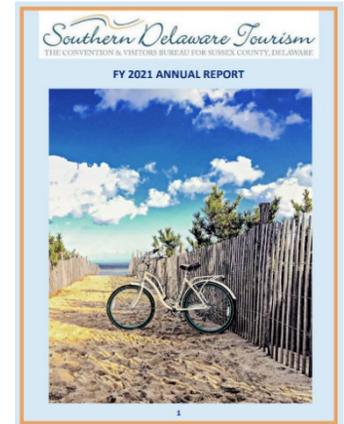
Communications Manager, a Marketing Manager, and a Marketing Administrator. SDT operates as a 501(c)6 non-profit business. Its funding is derived from the State Public Accommodations Tax.

In July 2021, the globally recognized Destinations International announced the Destination Marketing Accreditation Program (DMAP) designation of SDT. This designation serves as a visible industry distinction that defines quality and performance standards in destination marketing and management. To become accredited, a destination organization must demonstrate compliance with more than 100 performance standards. Accreditation standards are set by an independent panel of industry veterans representing a diverse selection of destination organizations. The accreditation standards include 20 optional Aspirational Standards.



SDT released a FY2021 Annual Report showcasing their major achievements. Additional data was cited in the report from the 2019 Delaware Tourism Office Value of Tourism Report. Listed below is some of its relevant information:

- Generates \$2.3 billion in visitor spending
- Tourism supports 19,750 jobs in the County
- Brings new money into the community
- For every \$1 spent directly by a visitor, another \$1.20 is generated in indirect sales to the local economy
- Helps diversify and stabilize the local economy
- Attracts additional businesses to our area (“It Starts with a Visit”)
- Contributes to the State and local tax base and saves each Delaware household approximately \$1,564 in taxes annually
- It takes only 160 more visitors to support a new Delaware job
- Every 230 visitors pay for a Delaware public school student for the year



According to the Report, the top 10 visitor activities are dining out, going to the beach, tax-free shopping, visiting breweries and wineries, going to festivals, visiting museums/historic sites, cycling, antiques, engaging in cultural arts, and fishing.

Sussex County Economic Development Office

Part of the County government, the Sussex County Economic Development Office works to create jobs and stimulate economic development through new business recruitment, job retention, and business growth. The Office provides assistance in small business startups, site selection, demographics, and financing opportunities, aiding new and existing businesses. The Office assists companies looking to expand or relocate and entrepreneurs looking to start a business by providing real estate options as well as make key connections to business decision-makers and resource providers throughout Delaware. Some the County initiatives include Low Interest Loan Program, Economic and Opportunity Zone, Downtown Development Districts, Size Up Delaware, Shovel-Ready Business Park, and Economic Gardening. The office provides guidance and assistance for several grants and loans.

Delaware Division of Small Business, Development & Tourism

Responsible for attracting new investors and businesses to the State, promoting the expansion of existing industry, assisting small and minority-owned businesses, promoting and developing tourism, and creating new and improved employment opportunities for all State residents.

Delaware Department of Labor

The Delaware Department of Labor connects people to jobs, resources, monetary benefits, workplace protections, and labor market information to promote financial independence, workplace justice, and a strong economy. The Department includes the Division of Employment and Training, Division of Unemployment Insurance, Division of Industrial Affairs, Division of Vocational Rehabilitation, Office of Administration, and the Office of Occupational and Labor Market.

SCORE

A nonprofit organization and partner with the U.S. Small Business Administration, SCORE helps small business owners by providing free and confidential business counseling from retired company executives and business owners.

Small Business Development Center

The Delaware Small Business Development Center provides access to decades of business experience, new contracts and capital, and valuable resources and tools. The Center's resources and advice are free. Its advisers average more than 25 years' business experience in a wide range of industries, including special expertise in capital financing, introducing new technologies, and navigating government contracts and resources.

U.S. Small Business Administration

The U.S. Small Business Administration (SBA) is an independent agency of the federal government created to aid, counsel, assist, and protect the interests of small business concerns, to preserve free competitive enterprise, and to maintain and strengthen the overall economy of our nation. The SBA helps Americans start, build, and grow businesses and offers an extensive network of field offices and partnerships with public and private organizations in the County.



**CHAPTER 5
ECONOMIC DEVELOPMENT & OPPORTUNITY**

CITY POSITIONS *Will update to reflect agreed upon position*

Position on Redevelopment Potential:

Position on Critical Community Development Issues:

GOALS *Will update to reflect future PC discussion*

5. Encourage the creative redevelopment of selected properties on Rehoboth Avenue and other commercial areas.
6. Increase the commercial viability and attractiveness of Wilmington and Baltimore Avenues and First Street.
7. Increase economic redevelopment collaboration among private and public partnerships. throughout the city to provide a variety of commercial and service establishments.
8. Protect the character of distinctive groupings of buildings, streetscapes, and neighborhoods.

ACTION ITEMS *Will update to reflect future PC discussion*

- d) Continue to promote and support all economic development programs and incentives provided by government agencies and organizations to assist local businesses.
- e) Support outdoor dining businesses.
- f) Continue to reevaluate the code and regulations of the city to remove barriers and hurdles for redevelopment by providing clear and transparent code language, regulations, and definitions.
- g) Continue to promote and evaluate the need to address parking during peak season and promote transit as an alternative to vehicular transportation.
- h) Work with Rehoboth Beach Main Street and the Chambers of Commerce to identify developers that can bring desired projects to the City.
- i) Strengthen coordination efforts and partnerships between the public and private sectors to help solve infrastructure needs and other critical problems.



Chapter 6

Transportation & Infrastructure

CHAPTER 6—TRANSPORTATION & INFRASTRUCTURE

The City is geographically located in southern Sussex County. SR 1 Coastal Highway, a major 4 lane highway runs from Dover, DE to the Maryland state line just to the west of the City limits and is a major north/south arterial serving the County. SR 1A provides access to the town from both the southern limits via Bayard Ave/2nd Street and from the west via Rehoboth Avenue.

The City is developed primarily in a block grid pattern with most street perpendicular to each other, with a few subdivision connections. The northern area of the City is separated by residential, commercial and industrial areas located south of Silver Lake. Primary access to the City of Rehoboth Beach is from Rehoboth Avenue (SR 1A) and SR 1. Rehoboth Avenue is the primary corridor providing direct access to the commercial area of the City. Access to and from the south of the City is provided via SR 1 B via Silver Lake Drive/Bayard Avenue/2nd Street. Most local streets provide access to residential, commercial and some industrial properties. Local road access to the west terminates with pedestrian/bicycle access to the beach and access to the mile long boardwalk from Prospect Street to Surfside Place off of Lake Avenue.

As outlined in the 2010 Comprehensive Plan and still relevant for this 2022 update, the Town recognizes the need to manage traffic, particularly during peak periods, to minimize traffic congestion and reduce conflicts between pedestrians, bicyclist and motorized vehicles. In addition, continuing to improve multi-modal access and circulation throughout the City for pedestrians and bicyclists through a planned connected system serving key destinations is of high importance. Finally, given the City's located along the Atlantic Ocean, ensuring that Emergency Response Plans are adopted, implemented, and the public is informed of evaluation routes and procerus is critical.

MODES OF TRANSPORTATION

The City is served by several different modes of transportation. This section highlights the modes and services provided. These modes include DelDOT owned and maintained roadways, locally owned and maintained roadways, aviation, transit options, and bicycle and pedestrian facilities. In addition, information is provided on current or previous completed project by mode.

Roadway Network

Main transportation corridors within the City are owned and maintained primarily by DelDOT. Statewide, DelDOT owns and maintains 84% of the roads in Delaware. The City maintains many of the roads adjacent to these State-owned corridors. **Map 6—Transportation & Transit** provides an overview of the roadway functional classifications, public transit routes and stops.

DelDOT Roadways

Table 6-1 lists the state-maintained roadways located adjacent or within the City limits and the assigned road classifications. There are currently no projects included in the DelDOT CTP within the Rehoboth City limits.

Table 6-1. State Maintained Roadways

Road Segment	Road #	Road Classification
Church Street to East of 1 st Street/King Charles Avenue	SR 1 A Rehoboth Avenue	Minor Arterial
South of Lake Drive to Rehoboth Avenue	SR 1A Coastal Highway	Minor Arterial
Clayton Street to Shuttle Road/Ames Drive	SR 1	Other Principal Arterial

Source: Delaware Department of Transportation

The 2020 Average Annual Daily Traffic (AADT) and 10-year historic counts on all state-maintained roadways are available in an interactive web based virtual map hosted by DelDOT. The 2020 AADT for Rehoboth Avenue (SR 1A) carries on average 24,323 vehicles. The 2020 AADT for Bayard Avenue (SR 1A) carries on average 7165 vehicles. Where the 2020 AADT for SR 1 carries on average of 54,353 vehicles.

The State classifies roads based on their function throughout the area. This functional classification defines the role each element of the roadway network plays in serving the travel needs of the community as well as the surrounding region. DelDOT periodically evaluates roadway functions, and their classification may change over time. The Federal Highway Functional Classification system is defined by four categories (local roads, major collector, minor arterial, and principal arterial) and three apply to Rehoboth Beach and further defined below:

- *Local roads* are the lowest order road and carry low traffic volumes. These roads are dispersed throughout the Town and are expected to carry traffic from residences to the collector network.
- *Minor arterials* collect and distribute traffic from principal arterials to lesser-classified streets or allow for traffic to directly access their destination.
- *Principal arterial* roads are typically the primary roads that serve regional traffic. The primary function of principal arterials is to move traffic and provide access to abutting properties as a secondary function.

Local Streets Initiatives

Listed below are street initiatives completed and/or underway since the 2010 CDP:

Wayfinding Sign Improvement Project | A multi-phased wayfinding sign improvement project included the configuration of signs for better coordination of pedestrian, bicycle, and vehicular traffic to key attractions and locations throughout the City. The project focused on several directional signs for vehicles, bicycles, and pedestrians, as well as parking, gateways, kiosks, and enhancement improvements. Phases 1 and 2 were completed July 2020.

Lake Avenue Streetscape Phase 2 | The continuation of the Lake Avenue streetscape project included completing the Phase 2 work. Partial funding from the Transportation Alternatives Program (TAP) was awarded to the City for this project. The Phase 2 improvements included enhancements along Olive Avenue and Maryland Avenue from 3rd Street to 2nd Street (including the triangular grass island in the middle of the two roads). The focus of the project was to provide safe, ADA compliant sidewalks and crosswalks. It included a minor realignment of the streets and intersections to control traffic movements and shorten pedestrian crossings more safely. Other project improvements included construction of a new stormwater management facility within the center island, upgrading the existing drainage system, and installing crosswalks at intersections. This phase included multiple intersection improvements, noted below:

- Lake Avenue, 3rd Street, Olive Avenue and Maryland Avenue.
- Maryland Avenue and 2nd Street from Olive to Rehoboth Avenue
- Olive Street and Median

The Phase 2 work was completed in the Spring of 2021.

Wilmington/Baltimore Avenues Streetscape Project | A task force was created to assess the existing conditions, review conceptual plan options, and prepare a recommendation presentation for consideration by the Public and Commissioners. The Task Force and consultants started the process in February 2021 and recommendations were presented to the City Commissioners in April 2021 for the following areas: the need or not for conducting a Traffic Study as a prerequisite to or to augment the design process, utilization of one-way streets or not, utilization of limited vehicle access zones or not in the first blocks of Wilmington and Baltimore Avenues, retaining current traffic patterns and layout and enhancing same, and undergrounding of utilities in whole or in part. The City hosted an open house on September 29, 2021, to provide information to the public about Wilmington/Baltimore avenues streetscape concepts that have been developed over the past several months by the Rossi Group, the City's engineering consultant, in collaboration with the Streetscape Task Force comprised of property and business owners, community organizations, and City Commissioners. Attendees were provided an opportunity to review display materials that graphically depict concept goals and objectives as well as address questions with the project team members. The overarching objectives of Rehoboth's current streetscape improvement efforts are to bring pedestrians, bicyclists, and other alternative modes of transportation (e.g., scooters) onto Wilmington and Baltimore Avenues and First and Second Streets and to incorporate streetscape elements that will attract visitation. This project is in the conceptual input phase of the project which began in the Fall of 2021.

Paving Program | The City maintains a citywide paving program and projects are presented and considered each year during the annual budget process. At the September 8, 2021, Board of Commissioners meeting, \$550,000 was awarded for paving and \$150,000 for water main replacement in the FY22 paving program. Pavement projects for repair and pavement to local streets to be completed in 2021 include the following streets:

- Lake Drive from Scarborough Avenue to Bayard Avenue
- Martin's Lane from Christian Street to the library
- Olive Avenue from the boardwalk to 2nd Street
- Stockley Street Extension from State Road to the end
- Surf Avenue from Columbia Avenue to Lake Avenue

Henlopen Avenue Speed Cushion | The City identified the need for traffic calming on Henlopen Avenue, proposing installation of a speed table between 98 and 92 Henlopen Avenue to slow traffic in the area. This location was selected because it is approximately halfway between the stop signs located at Easton and 2nd Streets and would help calm traffic at the 3rd Street and Gerar Street intersections. The speed table is made of recycled rubber and has a flat-topped design to allow emergency response vehicles to pass over with slightly higher speeds than normal speed bumps; it is made of interlocking units that snap together and are then bolted to the pavement.

Aviation

Near Rehoboth Beach, there is one public-use airport located within 18 miles. A public-use airport can be publicly or privately-owned but must be open to the public—no prior permission is needed for landing, unless otherwise noted.

The Delaware Coastal Airport (GED) is a general aviation airport located in Georgetown and owned by Sussex County government. The facilities include a large corporate jet capability, great pavement conditions (all under 10 years old), \$40 million in recent improvements, 5,500-foot main runway, 3,109 crosswind runway, fuel and service, rail access to airport, rental car access and hanger development opportunities.



Delaware has one public commercial airport located in Wilmington; however, the closest regional airport is in Salisbury, Maryland and only 43 miles from Rehoboth Beach. Five additional public commercial airports are located within 124 miles of Rehoboth Beach as shown in **Table 6-2**.

Table 6-2. Public Commercial Airports

Airport Name	City	Airport Size	IATA Code	Distance (miles from Rehoboth Beach)
Atlantic City International	Atlantic City, NJ	Medium	ACY	68.7
Baltimore/Washington International Thurgood Marshall	Baltimore, MD	Large	BWI	110
New Castle County Airport	Wilmington, DE	Medium	ILG	84.8
Philadelphia International	Philadelphia, PA	Large	PHL	113
Ronald Reagan Washington National	Washington D.C.	Large	DCA	124
Salisbury-Ocean City Wicomico Regional	Salisbury, MD	Medium	SBY	43

Source:

The Salisbury-Ocean City Wicomico Regional Airport has 6,400 feet of main runway on over 1,000 acres of land making it the second largest in Maryland.



In 2015, American Airlines merged with U.S. Airways and is now one of the largest airlines in the world and are the sole commercial public provider for this airport offering several flights around the country. This County-owned airport has ample parking options (e.g., free under 90 minutes, short- and long-term).

Waterways

Water Taxi/Eco Tours

A switchback boardwalk structure and pier behind the Rehoboth Museum next to the Lewes/Rehoboth Canal was constructed the summer of 2021 to link canal connectivity between Lewes and Rehoboth. The private-public initiative led by the Lewes Rehoboth Canal Improvement Association and the City included multiple funding sources, such as: Delaware Department of Transportation, Delaware Department of Natural Resources and Environmental Control, the General Assembly’s Bond Bill, Community Transportation Funds, City funds, private donations, and nonprofit foundations.

The City recently received proposals for water taxi services to include eco-tours (motorized water recreation services) and kayak services (non-motorized services). These were presented for consideration at the June 2021 Commission Meeting.

Paddling

In 2016, University of Delaware’s Sustainable Coastal Communities Initiative (UD-SCCI) convened paddling industry and tourism stakeholders to create a regional paddling event called Delmarva Paddling Weekend. More than 25 separate paddling excursions featuring more than a half-dozen local outfitters and guides were scheduled.

Subsequently, UD-SCCI continued to consult with paddling industry/paddling enthusiasts to explore other low-impact, recreational paddling activities in the area. One of the unique needs that surfaced was an opportunity to promote paddling in Delaware’s coastal resort area. The stretch of waters from Prime Hook National Wildlife Refuge to Fenwick Island, including Delaware’s Inland Bays, offers a multitude of fantastic day trips and extended excursions for beginners to advanced paddlers. The establishment of several local, outdoor adventure outfitters and paddling retailers in this same area has resulted in numerous opportunities for both residents and visitors to enjoy our local waterways.

According to an ESRI (Environmental Systems Research Institute, an international supplier of geographic information system software and geodatabase management applications) study in 2015 that analyzed Sports and Leisure Market Potential for the Salisbury, MD-DE Metropolitan Statistical Area, which includes Delaware’s coastal resorts, the expected number of resident adults who participated in canoeing/kayaking on an annual basis was 20,159 with an annual growth rate of 6.9%. Capturing this target demographic and promoting paddling activities

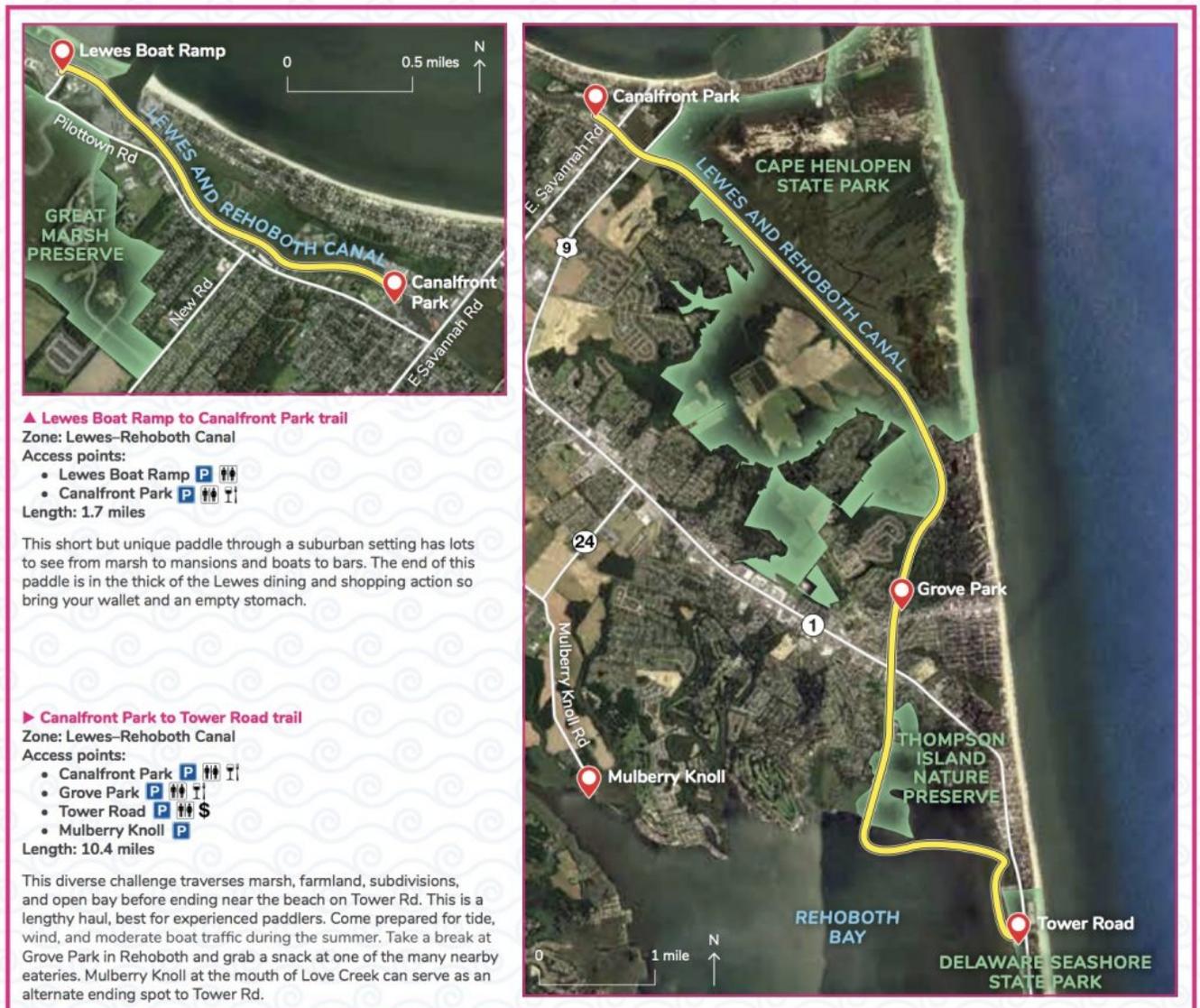
to the millions of visitors to our coast each year can generate additional local economic and tourism growth in southern Delaware.

Prior to this promotional venture, there was no cohesive, web-based and/or printed information readily available that devotes attention entirely to paddling Delaware’s coastal resort area. Production of an engaging website, a full-color brochure with map, and short promotional videos is essential to continuing the expansion of local paddling activities and associated sales.

Paddle Coastal Delaware is funded by the University of Delaware and Sustainable Coastal Communities with the following project partners Southern Delaware, Sea Grant Delaware, DNREC, NOAA and Conservation Community Consulting.

The Lewes-Rehoboth Canal Zone map created by Paddle Coastal Delaware (see **Figure 6-1**) includes 12.2 miles of trails including a stop in Rehoboth Beach’s Grove Park as shown below. This map is not updated to reflect the new canal dock located near the museum; however, it does show the length and locations of available paddling options for recreation.

Figure 6-1. Lewes-Rehoboth Canal Zone



Source: Paddle Coastal Delaware

PUBLIC TRANSPORTATION

Public transportation is a vital component to the community and these services are provided by others, such as the State and private companies. The City will continue to collaborate with these providers to identify new infrastructure and redevelopment projects. The City will continue to promote DART services and future ridership surveys throughout the community.

Delaware Transit Corporation (DTC) operates DART First State, offering a statewide network of transportation options. Services provided include fixed route, intercounty, seasonal bus, paratransit for people with disabilities, commuter train service contracted through SEPTA and Delaware Commute Solutions ride matching program. The bus services include 64 bus routes (36-New Castle County, 10-Kent County, 6-Sussex County, 4-intercounty, 1 flex, on-demand micro-transit DART Connect, and 7-seasonal). The on-demand micro-transit DART Connect is in a pilot phase. Public bus transportation has seen an increase in ridership; therefore, creating expanded routes and services throughout the State.



Map 3—Transportation & Transit provides an overview of public transit routes, stops and park and ride locations. Public transportation service available are further described in this section.

DART Bus

Park and Ride Services are provided by DART First State's Park & Ride lots located at 20055 Shuttle Road off Delaware Route 1, north of Rehoboth Avenue and the Lewes Transit Center located at 347 Coastal Highway (Route 1 southbound side) in Lewes. All buses are air-conditioned and equipped with wheelchair lifts. DART First State buses transport in comfort to Rehoboth's boardwalk and beach and even into Dewey Beach, Lewes, or Ocean City, Maryland. With bus stops conveniently located throughout resort areas, it reduces the worry about where to park or how to get from one place to another.

DART Beach Bus – 201 Red Line Rehoboth Beach provides daily services between the Lewes Transit Center, Rehoboth Park & Ride, and Rehoboth Beach. They travel in the bus-only lane for a faster ride, stops from the Lewes Park & Ride include Tanger Outlet locations at Surfside and Bayside as well as drop offs at the Rehoboth Beach bandstand. The schedule varies in days or the week and hours, please see the above-mentioned website for the most up to date services.

Delaware Commute Solutions

In January of 2021, Delaware Commute Solutions was released for a new name change and rebranding to the previously known RideShare program. Delaware Commute Solutions is dedicated to reducing the number of single occupancy vehicles (SOVs) on Delaware's highways. Delaware Commute Solutions aims to reduce congestion, improve air quality, and lower vehicle emissions on Delaware's roadways. They assist employers and commuters with finding solutions and using alternative modes of transportation. Delaware Commute Solution's programs and services are offered to employers and colleges throughout the state and employees and adult students living or working in Delaware.



Funded with a combination of Federal Congestion, Mitigation & Air Quality (CMAQ) and State dollars, the goal of the program is to reduce the number of single occupant vehicles (SOVs) traveling on Delaware's roadways. Since 1997, Delaware Commute Solutions has been working in partnership with local and regional agencies towards meeting Federal Air Quality Standards. Clean commutes that qualify for the Rewards Program are:

- Transit / Bus
- Carpooling & Vanpooling
- Walking
- Biking
- Teleworking (working from home)
- Compressed Work Weeks

Park and Pool lots are available throughout the State to park your car and meet a carpool or vanpool. One location is available in the Rehoboth Beach area located at the Rehoboth Beach Park and Ride (DE1 & Shuttle Road).

The carpool and vanpool programs aid in the following ways:

Carpool | Delaware Commute Solutions helps users find a carpool partner with a similar work schedule, near home and worksite locations. A carpool commute can:

- Save you money
- Take a car off the road and help air quality.
- Reduce stress
- Provide flexibility – pick the schedule and days that work for you (even one or two days a week)

Vanpool | If your commute is more than 25 miles one way to work, a vanpool could be a great commute solution. Delaware Commute Solutions can help you get started by identifying potential vanpool participants who share your commute pattern. The cost of the vanpool will be determined by the number of riders, distance traveled, and total gas costs. Vanpools are ideal for six or more passengers, and a full van results in the lowest fares because more riders share the costs.

DART Paratransit

The Americans with Disabilities Act (ADA) requires that disabled individuals be guaranteed the same level of transportation services as non-disabled persons. DART First State provides paratransit services for disabled persons unable to use the fixed bus routes. Under the ADA, there are three categories under which a person can be eligible for ADA Paratransit Services, defined below:

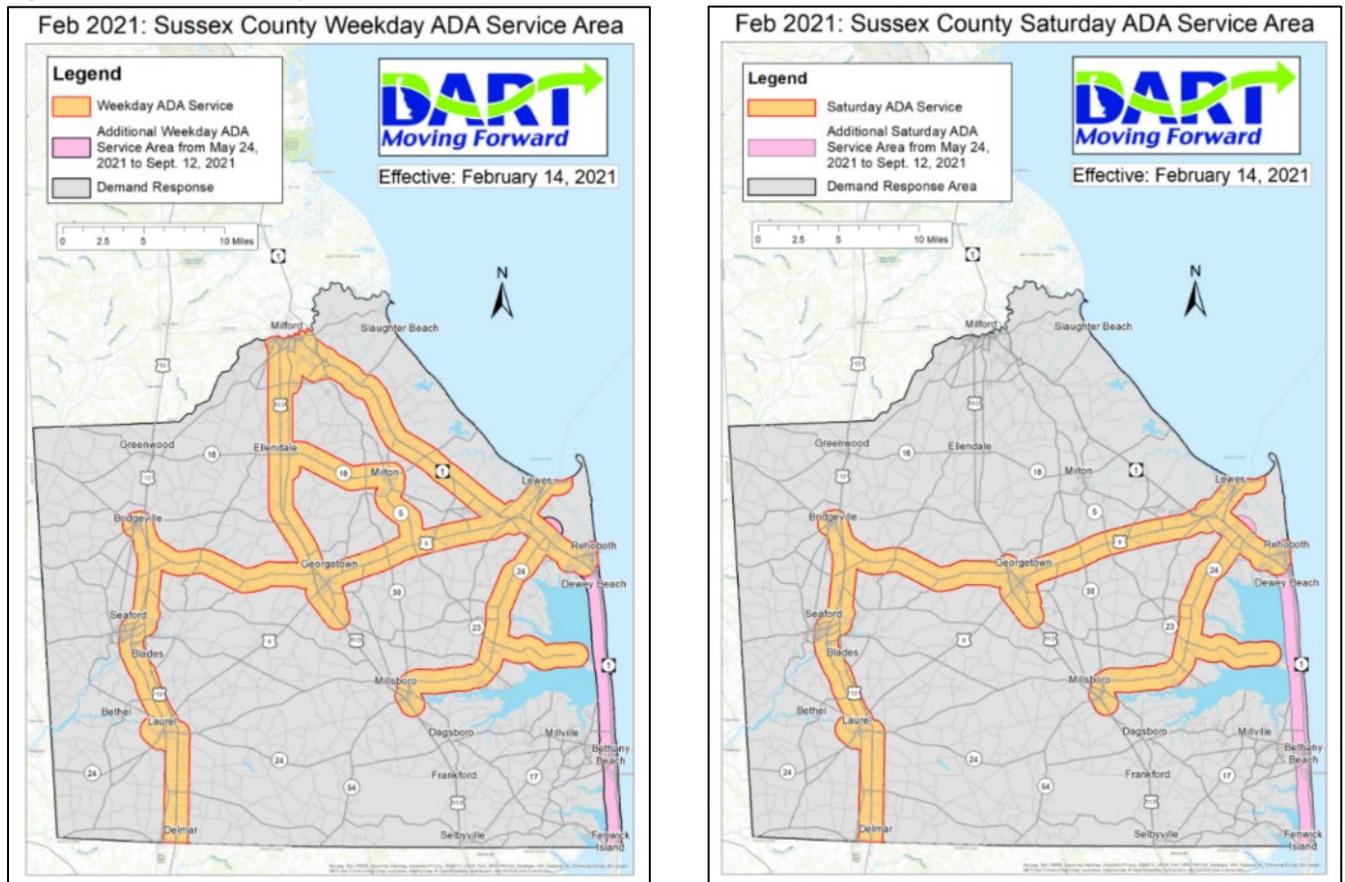
- The person is unable, as the result of a physical or mental impairment, to independently, get on or get off a bus on the fixed route; or
- The person needs the assistance of a wheelchair lift or other boarding assistance and can get on, ride, and get off a bus, but such fixed route bus is not available on the route when the individual wants to travel; or
- The person has a specific impairment-related condition that prevents travel to or from a bus stop in the system.

DART designates paratransit trips into two services categories with specific service hours:

- ADA Trip—A trip is considered an ADA trip when the beginning location and the ending location are within ¼ mile of a fixed route service, and the trip you are requesting is during the hours and days of service that the route is operating.
- Non-ADA Demand Response Trip—A trip is considered Non-ADA Demand Response when either the beginning OR ending of the trip is outside the ¼ mile of fixed route service and/or is outside the hours and days that fixed route is operating.

Figure 6-2 represents Sussex County ADA service areas for weekday and weekend services. Rehoboth Beach is within the service area.

Figure 6-2. Sussex County ADA Service Areas

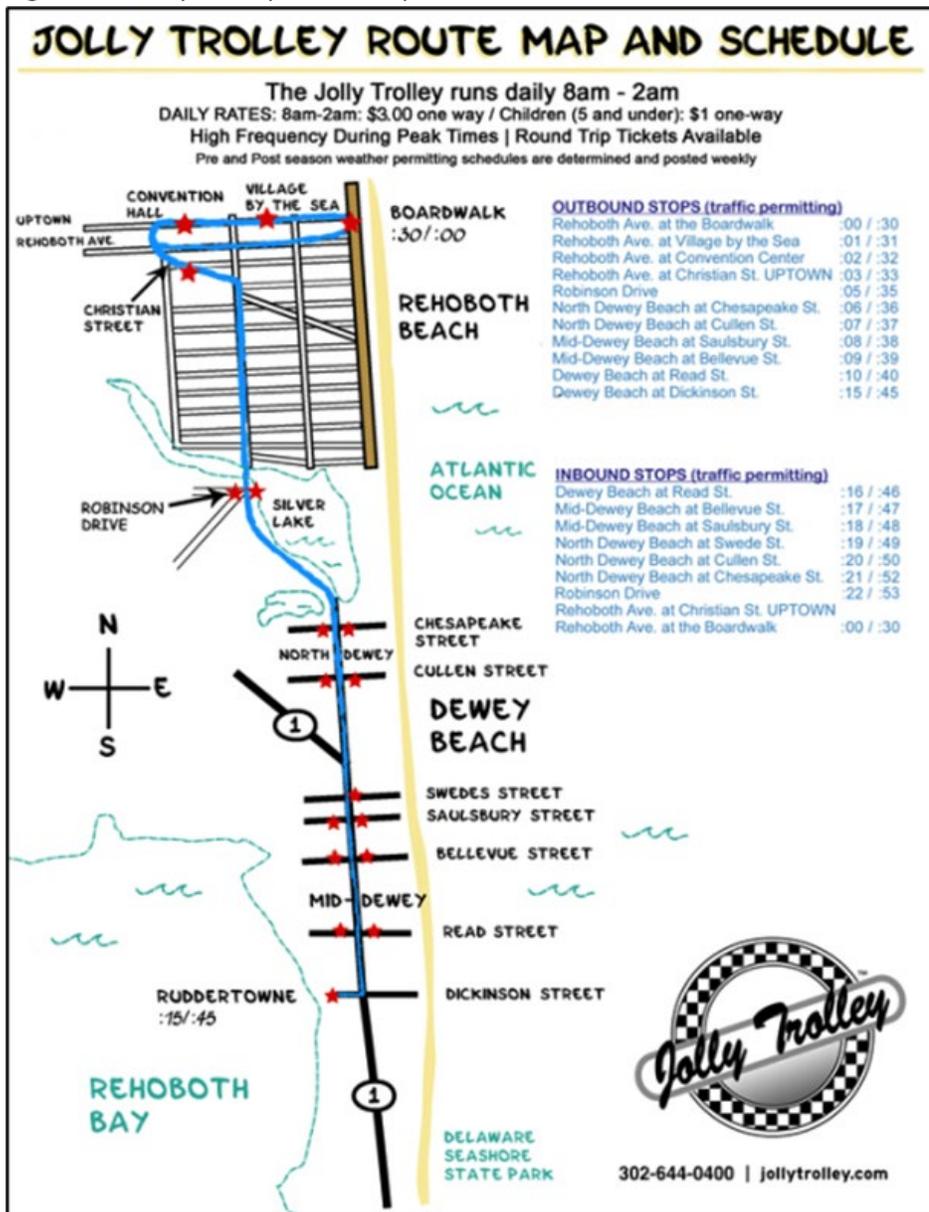


Source: DART

Jolly Trolley of Rehoboth

This public carrier runs between Rehoboth Beach and Dewey Beach with stops throughout the corridor every thirty minutes or less depending on traffic daily, in season. Jolly Trolley is also available for special events, weddings, and parties. The shuttle service will run daily from 8:00 a.m. to 2:00 a.m. Memorial Day Weekend until Labor Day as shown in **Figure 6-3**. Some weekend service may be available prior to Memorial Day.

Figure 6-3. Jolly Trolley Route Map



Source: Jolly Trolley

PARKING

All non-metered areas of the City require a parking permit daily from 10 am-5 pm beginning the Friday before Memorial Day through the second Sunday after Labor Day. The City is not responsible for lost or stolen parking permits. Parking vehicles longer than 21' 2" is restricted.

Parking meters require payment from 10 am-10 pm beginning the Friday before Memorial Day through the second Sunday after Labor Day. Meter payments may be made using quarters or a credit card or via Parkmobile. The City has change machines available at the following locations:

- The Bandstand on Rehoboth Avenue
- First Street & Rehoboth Avenue
- The third block of Rehoboth Avenue (on the island across from City Hall)
- 306 Rehoboth Avenue (Chamber of Commerce)

Change also may be obtained at the Parking Department at 1 City Hall Drive, behind 30 Lake Avenue. Throughout the summer season (the Friday before Memorial Day through the second Sunday after Labor Day), parking in the City is by permit or via meters only.

Head-in parking is required. Vehicles must be parked head in with the front of the vehicle toward the curb or edge of pavement in all angled or perpendicular parking spaces within the City. (Handicap-accessible vehicles are exempted from the head-in parking requirement.) The City parking map image is shown in **Figure 6-4**.

Figure 6-4. City Parking Map



Source: City of Rehoboth

Through FY24, the City will continue purchase and installation of new multi-space pay stations designed specifically for on-street parking. **Chapter 7—Environmental Protection** addresses the electric vehicle charging station initiatives within the Rehoboth Beach area.

NONMOTORIZED TRANSPORTATION

Pedestrian

Sidewalks are basic transportation infrastructure in any town and allow pedestrians to safely circulate between destinations and from home to work, to places of worship and to parks and civic spaces. Pedestrian connectivity is vital to link residential with commercial and recreational land uses. Walking safely to the preferred destination can reduce vehicle emissions and traffic congestion, contribute to a healthy lifestyle, support local businesses, and increase participation at local events and with community organizations.

Rehoboth Beach has an extensive network of sidewalks through much of its downtown and residential areas. **Map 7—Pedestrian & Bicycle Facilities** shows the sidewalk inventory obtained from the 2017 FirstMap GIS data set. This inventory provides a snapshot of connectivity and should be used as a tool to update improvements and identify the areas for future improvements.

Several City and State pedestrian improvement projects have been completed since the last Comprehensive Plan. These initiatives have improved the safe connectivity within the community and allow a healthy option with nonmotorized transportation.

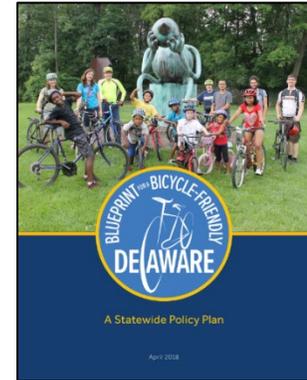
The City continually monitors sidewalk conditions and potential new opportunities for connectivity throughout the City limits. Generally, existing sidewalks are in good condition and many of these sidewalks also have ADA compliant ramps with crossings at intersections. Considerations for sidewalk improvements are reviewed for inclusion through the annual budget process while considering infrastructure projects.

Bicycle

In 2019, Delaware was ranked sixth as the most bicycle friendly state in the nation according to the League of American Bicyclists (LAB). Delaware was ranked seventh in the report issued in 2017 and has ranked in the top 10 since 2012. The Bicycle Friendly State ranking provides a ranking for all 50 states based on four public data sources and a Bicycle Friendly State survey that is answered by each state's Department of Transportation and/or a statewide bicycle advocacy organization.

Map 7—Pedestrian & Bicycle Facilities shows the designated bicycle routes obtained from the 2017 FirstMap GIS data set. This inventory provides a snapshot of bicycle connectivity and should be used as a tool to update improvements and identify the areas for future improvements. Rehoboth Beach acknowledges the importance and benefits of bicycling locally and statewide.

The Blueprint for a Bicycle-Friendly Delaware was created in April 2018 and lays out a series of innovative strategies for planning, design, coordination, and communication tools to continue this important work. The Blueprint is the result of a planning process that engaged the public, agency staff, and a wide range of stakeholders. The process was designed to define a broad, publicly driven vision and goals for bicycling; comprehensively evaluate the current situation and opportunities to enhance policies, programs, and processes that relate to bicycling; and then create a clear action plan to implement the recommendations informed by key stakeholders. A project working group was established to represent the wide range of stakeholders committed to improving bicycling the Delaware.



The purpose of the Blueprint for a Bicycle-Friendly Delaware is to:

- Identify Delaware specific goals and adopt new and best practices.
- Integrate efforts of stakeholders into a focused implementation strategy.
- Increase coordination and leveraging of resources.
- Communicate the value of bicycling toward achieving broad societal goals.

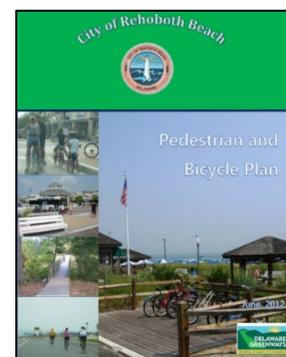
The Plan provides six key principles, identified as safety, network, transparency, coordination, culture, and equity. Three key goals are noted as:

- Develop a Complete, Comfortable, Connected Bicycle Network
- Improve Bicyclist Safety and Confidence
- Foster a Culture of Bicycling that Benefits All Delawareans

The plan identifies several implementation strategies to assist in achieving each goal, the majority of which involve intergovernmental coordination.

The original Strategies and Action Items proposed in the 2019 LRTP- *Innovation in Motion* were revised to better match and mirror efforts of the DeIDOT Bike Plan, Blueprint for a Bicycle-Friendly Delaware (April 2018) policy and program document. This document was being developed and coordinated at nearly the same time but progressed slightly behind that of the long-range plan written development and policy implementation. The strategies and action items need to be reconsidered in the long-range plan to better match expectations for what is ongoing in the bike plan as well as their future actions based on direct advocacy and public input from stakeholders within the cycling community. Likewise, pedestrian strategies and actions were revised and updated accordingly to also be consistent and realistic for what is ongoing and can be newly achieved.

In 2012, the City Streets and Transportation Committee along with a committee of 29 stakeholders representing local businesses, the City's neighborhoods, and state and county government developed the City Pedestrian and Bicycle Plan. The Plan was funded through a grant provided through the State of Delaware Department of Natural Resources and Environmental Control (DNREC) under the Delaware Greenhouse Gas Reduction Projects Grant Program. A detailed assessment of the streets and sidewalks of the City was undertaken, and the findings were summarized as follows:



- Rehoboth Beach presents pedestrians and bike riders with many challenges.
- Bike riders have a limited understanding of where it is safe to ride and where to gain access to appropriate trails outside of the City.
- Rehoboth's streets have no special provisions such as bike lanes to accommodate bike riders.
- In Rehoboth it is difficult to go between neighborhoods without crossing busy streets which many consider dangerous.
- The need to provide parking for large numbers of automobiles and Rehoboth's dependence on parking revenue significantly limit what can be done for bicycle riders.
- Many streets lack sidewalks and others have significant gaps between existing sidewalks.

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- It is difficult to add sidewalks where none exist, and it will be a long time until existing gaps are filled.
- Several sidewalks in the downtown area are relatively narrow.
- Some intersections in Rehoboth, particularly on Rehoboth Avenue, where bike riders are apt to cross, lack striping and protective signs.
- There are few wayfinding signs that indicate destinations within or outside of Rehoboth.
- There are limited materials indicating routes where it is relatively safe to ride within Rehoboth.

The Pedestrian and Bicycle Plan was designed to improve the safety of bicyclists and pedestrians as they move around the City by achieving the following goals:

- Improve safety for pedestrians and bicyclists through physical improvements and policy initiatives.
- Identify bicycle routes that are enjoyable and relatively safe within the City.
- Improve connections for pedestrians and bicyclists within the City and to the region's trails and parks.
- Coordinate with appropriate entities to improve connections to destinations that lie outside of the City's jurisdiction.
- Promote walking and biking, particularly for short trips to downtown Rehoboth Beach.
- Create appropriate educational materials for motorists, bicyclists, and pedestrians.
- Promote Rehoboth Beach as a bicycle friendly City.
- Establish a City policy that provides an ongoing review of the continuity of safe pedestrian and bicycle travel throughout Rehoboth Beach from season to season.

In planning infrastructure improvements, a key step is to develop the most appropriate improvement that addresses the problem at hand. To ensure the recommended improvements are the right fit for the City of Rehoboth, a series of seven guiding principles were established as provided below:

- Design for families. Design the bicycle plan for families that bicycle. Bicyclists who come to Rehoboth range from expert bicyclists to novices. Their ages range from adult to children.
- Try the least intrusive, least costly improvement first. Implement first the least intrusive, least costly solutions to the identified challenges but maintain the ability to move to more costly solutions later as bicycling and pedestrian conditions warrant.
- Find the best balance between vehicles, pedestrians, and bicycles. As transportation systems developed over time, they were designed for motor vehicles as the predominate mode of transportation. This plan is about finding the best balance to reflect the actual demand for the street space. In Rehoboth, unlike many other jurisdictions, bicycles and pedestrians make up a significantly larger part of the demand for space than in many other cities.
- Consider the streets and sidewalks as a system. Look at the public rights of way as a system. Consider improvements that benefit the system rather than a series of isolated locations.
- Establish a convenient and easy to use bicycle network. Creation of a network of bicycle friendly streets enables the bicyclists to circulate to all points within the City and to destinations outside the City along a safer path. Ensure that the bicycle network goes to or near all major destinations.
- Make best use of the least traveled streets. Route bicycles to the least traveled streets. When considering the safety of bicyclists, fewer cars mean more flexibility for bicycles to travel. Rehoboth streets are used by riders of all levels of ability and experience. Lower traffic provides more comfort for riders of lesser experience.
- Implement separate trails where possible. Where feasible, create a separate facility for bicycles (e.g., off-street trail). Trails have been shown to increase bicycling as much as 18% to 25% in some communities. Separating bicycle traffic from auto traffic is the safest way to accommodate bicycles but it is not always feasible due to cost and the availability of land.

Pedestrian & Bicycle Initiatives

SR1 Pedestrian Improvements | State Route 1 is owned and maintained by the Delaware Department of Transportation (DelDOT). The purpose of this project was to provide safe, continuous pedestrian facilities along each side of SR1 from the Lewes and Rehoboth Canal to the Nassau Bridge that meets American Disabilities Act (ADA) Standards. Some of the project improvements included a continuous five-foot-wide sidewalk along both sides on SR1, three-foot-wide grass buffer where it was feasible to provide an offset for pedestrians from vehicular traffic, traffic signal modifications for safe pedestrian crossings, striping and signing to increase awareness and limited right-of-way acquisition to install improvements.

Junction & Breakwater Trail Extension | In June 2012, DelDOT presented extension options to the Junction and Breakwater Trail into the City limits with existing and proposed infrastructure improvements and alignments for consideration. The trail provides a pathway along a former railroad line from the southern end of Cape Henlopen State Park in Lewes into the City of Rehoboth Beach. Work on the trail extension began in March 2021 and includes connection an asphalt trail from Canal Street to Rehoboth Avenue, and the development of a two-way

buffered bicycle lanes along Rehoboth Avenue to Grove Park. The work was completed and open to the public in June 2021. This section was the final link of the 14-mile trail since the initial segment opened in December 2013.

State Road/Grove Street Pedestrian Crosswalk | Construction of a crosswalk at the State Road/Grove Street intersection is slated for FY22.

PLANS AND PROGRAMS

Several plans and programs contribute to ongoing support, planning, collaboration, engineering, design, construction, and maintenance. Transportation jurisdiction and regulations are provided by multiple government entities (Federal, State, County, and Local). The section is not an inclusive list; however, it provides key plans and programs that are part of the Rehoboth Beach community.

DEVELOPMENT COORDINATION MANUAL (DELDOT)

The purpose of the Development Coordination Manual is to set forth the requirements of DelDOT for the planning, design, construction, and acceptance of subdivision streets and access to State-maintained roadways. This manual was updated and became effective November 2019.

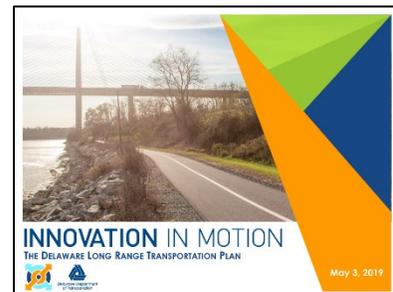
The regulations are intended to regulate and control the location, design, and operation of access points and transportation facilities maintained by DelDOT. All commercial entrances, residential entrances and State-maintained subdivision streets are to be designed and constructed in accordance with these requirements. These requirements apply to the following:

- New subdivisions and land developments.
- Lot line adjustments.
- Changed or expanded subdivisions and land developments.
- Any new access onto a State-maintained roadway.
- Modifications to an existing access.
- Assessment of the impacts of traffic.
- Off-site improvements.
- Transportation Improvement Districts (TIDs)

LONG RANGE TRANSPORTATION PLAN

Delaware's transportation network is continually evolving with changes in land use, demographics, travel patterns, preferences, and technology. All these changes require DelDOT to develop new and cost-effective solutions to meet the future needs of the transportation network. As a guide toward these solutions, the federally required Long Range Transportation Plan (LRTP) identifies broad goals, policies, and priorities to meet transportation needs over a twenty-year period.

The current update of DelDOT's 2019 LRTP, *Innovation in Motion*, provides a framework for the documentation of innovative policies, programs, and operations and will also explore new strategies for addressing our transportation challenges. Innovation in Motion consists of three main parts.



- Part One includes background information about the state; trends in demographics, transportation, and technology; and a summary of the broader LRTP goals.
- Part Two is a compilation of content derived from DelDOT's divisions that are specific to various transportation modes and other topics as they relate to the plan's goals stated in Part One. The theme of the topic-specific content focuses on the challenges facing DelDOT and the state's transportation system over the next two decades and the plans and innovations that are ongoing and being developed within DelDOT to meet these challenges.
- Part Three highlights new innovations and evolving technologies across the transportation industry that are changing the ways the public uses and interacts with the transportation system.

Noted within the LRTP are 11 recognized statewide challenges as shown below:

- Aging infrastructure requiring more maintenance
- Increasing population and Vehicle Miles Traveled (VMT)
- Decreasing public transit ridership
- Sprawling growth patterns resulting in longer commuting times to work and commercial centers
- Increasing aging population in need of costly specialized transportation services and facilities
- Changing economic conditions
- Impacts of extreme weather events and sea level rise.
- Ensuring safe and efficient emergency evacuation routes

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- Providing and maintaining safe and accessible routes for pedestrians and bicyclists
- Managing increasing traffic generated by special events and seasonal fluctuations
- Funding constraint

The goals are multi-modal and address current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs. DelDOT has committed to implementing the Innovation in Motion LGTP goals by aligning plans, policies, activities, and measuring. These goals are listed below:

- **Safety and Security** | Ensure the safe and secure movement of people and goods while limiting the potential for incidents that may cause harm or disrupt the network operations.
- **Economic Vitality** | Promote and strengthen the economic vitality of Delaware with an excellent transportation network that meets the needs of a diverse and growing economy.
- **Connectivity** | Improve accessibility, mobility, and increase options for the movement of people and freight; enhance the integration of a multi-modal transportation system throughout the state; provide people with a choice of safe, attractive, and reliable options.
- **Quality of Life** | Maintain and enhance vibrant and appealing communities and support planned growth and development through a transportation network that serves the mobility needs of all Delawareans.
- **System Preservation** | Preserve the transportation network to support travelers and commerce, while adapting to the future's changing needs.
- **System Management & Operations** | Enhance system management and operations through innovative strategies and technology that increase the efficiency of the transportation system.
- **Resiliency & Reliability** | Provide resilient and reliable transportation system that offers predictable travel times under normal conditions as well as efficient and safe use during emergency situations.
- **Environmental Stewardship** | Protect and enhance the environment through sustainable best practices, integration of environmental considerations into planning and design, and responsible energy consumption.
- **Travel & Tourism** | Facilitate efficient mobility options for tourist destinations that support Delaware residents, businesses, and visitors.
- **Customer Service & Communication** | Conduct the highest level of customer service possible to proactively provide information and to learn from and address our customers' needs.

Among the topics addressed in this Plan are connected and autonomous vehicles and related technology and the increasing role of mobile applications and telecommunication in data access and sharing. Innovation in Motion was approved by the Council on Transportation on December 16, 2019.

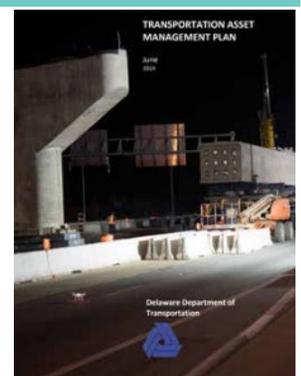
TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP)

The Transportation Asset Management Plan (TAMP) was completed in June 2019. DelDOT Leadership made a commitment to develop a TAMP that not only aligned with its vision, mission, goals, and strategic plan, but also would serve as a “business plan” or guide for how the organization should manage its infrastructure assets. The TAMP serves as a process framework to support broader, on-going efforts within DelDOT and allows DelDOT to manage critical assets across the entire network for which it is responsible.

Climate change effects was a large part of the TAMP and there are current efforts to develop a framework to review and address climate change impacts. Additionally, climate resiliency considerations were included in the Project Development, Traffic Design, and Bridge Design Manuals.

Currently, there is an effort underway to develop a comprehensive assessment of state roadways and bridges to assess the needs and risks. DelDOT Planning is engaging stakeholders to discuss the expansion of a more comprehensive assessment of state infrastructure, needs, risks, and tracking system. The expansion will serve as a companion to the Federal TAMP.

This plan identifies the transportation infrastructure, some of which are located around Rehoboth Beach and will be considered critical if they are inoperable or failing. While these improvements are not the responsibility of the City, Rehoboth Beach will monitor the implementation and provide coordination of services as improvements are being made within the community.



DELAWARE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The Delaware Department of Transportation Statewide Transportation Improvement Program (STIP) is the state’s six-year Capital Transportation Plan (CTP). The first four years of the program (2021-2024) represent the fiscally constrained state and federal program approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The STIP is updated every year in accordance with the state budget process. The STIP is adopted by the Council on Transportation by March of the CTP program year and is submitted to the FHWA and FTA in September of the CTP program year, as required by law.

As of June 2019, Delaware law permits DelDOT to update the STIP document on a biennial, or every other year, basis; this was done to minimize resources needed annually to create and or update the STIP document. Currently, the STIP information is updated annually and is presented to COT (Council on Transportation) and widely available to the public, while the STIP document itself is prepared on “even numbered” years.

On February 24, 2020, the COT approved a complete revision of the prioritization process. The revised system focused on seven factors to help define the merits of prospective projects. This enhancement to the prioritization process is intended to provide greater transparency and accountability to the public for projects included in the 6-year Capital Transportation Program (CTP) and to ensure that all projects are consistent with the mission, vision, and goals of the department. The criteria selected for the enhanced prioritization process were based on the following documents:

- Provisions from TITLE 29 CHAPTER 84 § 8419 of the Delaware Code
- DelDOT’s Mission Statement, Vision, and Goals
- DelDOT’s current prioritization Process (2013)
- Delaware’s Long Range Transportation Plan (2019) - *Innovation in Motion*
- Provisions from the latest Federal Authorization Bill - *Fixing America's Surface Transportation Act*

To establish the priority weights of each criterion, DelDOT Executive Management Team performed a comparison of each of the criteria based on how those criteria met the mission, vision, and goals of the department. This process allowed the complex decision-making process to be broken down into a series of paired comparisons ranking the importance of two criteria at a time. This process created a level of importance for each of the criteria based on the mission, vision and goals of the department and the percentages are found below:

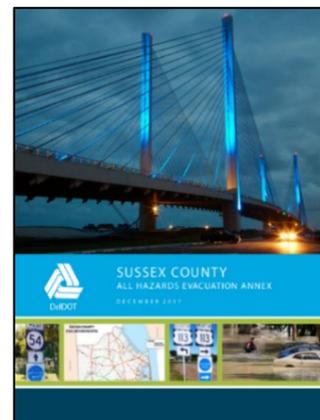
- Safety - 35%
- System Operating Effectiveness - 19.1%
- Multi-Modal Mobility/Flexibility/Access - 11.9%
- Revenue Generation/Economic Development/Jobs & Commerce - 13.1%
- Impact on the Public/Social Disruption/Economic Justice - 8.3%
- Environmental Impact/Stewardship - 6.6%
- State and Local Priority - 6.1%

Since Rehoboth Beach has several State maintained roadways throughout the city limits, State transportation improvement projects are critical for ongoing maintenance, safety, connectivity, economic development, and many more. Coordination and intergovernmental input are crucial and have provided a cost savings benefit to all parties in the past for joint local and state funded construction projects.

EVACUATION PLAN

Statewide evacuation routes are determined by Transportation Management Teams (“TMTs”), which are part of DelDOT’s transportation management program known as Intelligent Transportation Management System (“ITMS”). TMTs bring together personnel and resources from police, fire, rescue, emergency management, transportation, communications, environmental protection, public works, and other agencies to improve safety and reduce delays during incidents, events, and emergencies impacting Delaware’s transportation system.

In Sussex County, coordination with officials in Maryland and Virginia frequently occurs to focus on routes and demand, as well as make real-time adjustments to coordinate the evacuation of the entire Delmarva Peninsula when necessary. The composition of a TMT depends on the nature of the event or incident. TTMTs respond to planned events, such as sporting events, fairs, and shows, and to anticipated heavy volumes of traffic, such as summer weekend beach traffic. In addition, TMTs are ready to respond to unplanned incidents and events, such as hurricanes, floods, snowstorms, serious or hazardous materials accidents, natural gas leaks, major fires, a nuclear event, or terrorist attack.



The Sussex County All Hazards Evacuation Annex dated December 2017 was approved by the Sussex County Transportation Management Teams (TMTs). The Transportation Management team is comprised of representatives from DelDOT, Delaware State Police, Delaware Emergency Management Agency, Delaware

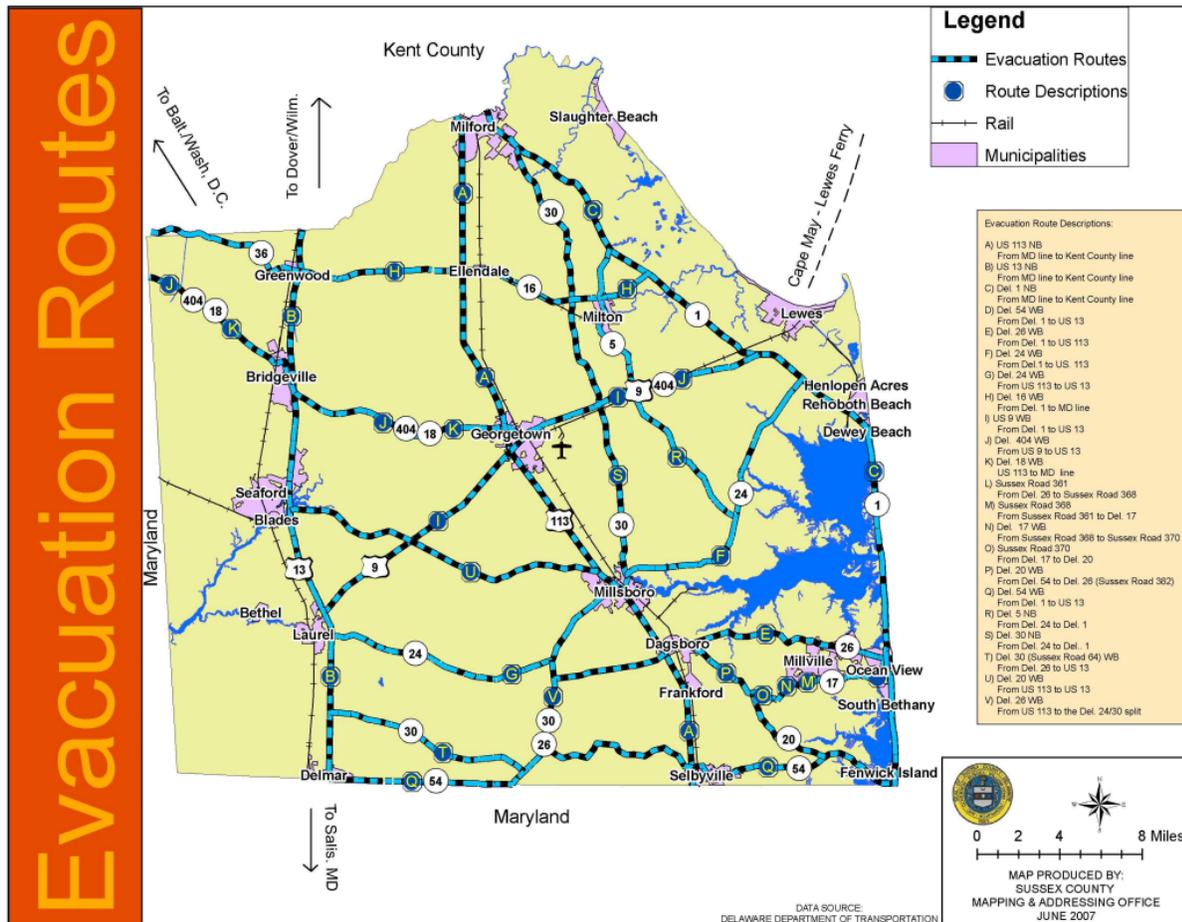
Natural Resources and Environmental Control, Sussex County Emergency Operations Center, and local government public safety agencies.

This Annex primarily focuses on tidal inundation incidents and events that may affect Sussex County, including hurricanes, nor'easters, coastal storms, tidal or storm surges, and heavy rains. However, it may be applied to other events that may require mass evacuation (e.g., terrorist actions). Approximately 90% of Delaware's coastal storm flood-vulnerable housing units (Category 2 hurricane) are in Sussex County making the County vulnerable to flooding and potential coastal storm damage. As a result, this plan describes a concept of operations to manage the transportation system and assist the Sussex County population deemed most "at risk" to the effects of tidal inundation from a hurricane or coastal storm to escape the effects of the storm. The procedures outlined are the minimum actions that will be required from the Delaware Department of Transportation (DelDOT) to include the Transportation Management Center (TMC)/Transportation Solutions Division, Maintenance and Operations Division, Motor Vehicle Division (Tolls) and the Delaware Transit Corporation to manage the transportation system in the event of a planned or unplanned event or incident that threatens the residents of Sussex County.

This plan also incorporates the coordination and support that is also required by other agencies in support of the DelDOT efforts to include the Delaware State Police (DSP), Delaware Department of Natural Resources and Environmental Control (DNREC), Delaware Emergency Management Agency (DEMA), Delaware Volunteer Firefighter's Association (DVFA), Sussex County Emergency Operations Center, Civil Air Patrol (CAP), local law enforcement and fire companies as well as other agencies as needed in the event that an evacuation of the area is necessary due to a hazardous event to include the formation of a tropical storm or hurricane that threatens Sussex County.

In Sussex County, the Emergency Operations Center ("EOC") coordinates responses to natural disasters, such as winter storms, floods, and hurricanes, and technical disasters, such as chemical spills and hazardous materials incidents. The EOC also provides 911 service for the residents of Sussex County and dispatches fire companies, ambulance squads, County paramedics, State Police's Medevac helicopter, and other resource equipment to support the fire service. Sussex County also works in conjunction with State of Delaware Emergency Management Agency and neighboring counties and municipalities. The Annex plan provides evacuation route levels and shelters within the document. **Figure 6-5** shows the major evacuation routes in Sussex County.

Figure 6-5. Sussex County Evacuation Routes



Source: Sussex County

The City’s Emergency Operations Plan (EOP) is authorized in **City Code Chapter 22—Emergency Planning & Operations**. The current Chapter 22 was adopted by the County Commissioners of the City of Rehoboth Beach on January 21, 2021, with amendments when noted. The purpose for the Code is to provide an immediate, coordinated response at all levels of municipal government in times of emergency; provide for the declaration of a civil emergency by the Mayor, and to authorize extraordinary measures that may be taken to meet such an emergency; and to provide for the creation and adoption of an Emergency Operations Plan, including periodic review and update. The EOP along with its annexes and other attachments provides a basis for coordinated emergency operations throughout the City of Rehoboth Beach prior to, during and after a disaster, caused or natural.

Since 2017, the City uses CodeRED to send emergency notifications by phone, email, text, and social media to keep citizens informed of emergencies such as evacuation notices, utility outages, water main breaks, fire or floods, chemical spills, or other emergency situations. Registering for CodeRED is quick and easy.



**CHAPTER 6
TRANSPORTATION**

GOALS *To be updated after future PC discussion.*

1. Adopt a clear, well defined Traffic Management System which will reduce traffic congestion at peak periods and identify alternative modes of transportation to include motorized and nonmotorized.
2. Ensure that Emergency Response Plans are adopted, implemented, and the public informed.
3. Improve circulation throughout the City for pedestrians and bicyclists by planning a connected system of key destinations and enhanced maintenance of sidewalks.

ACTION ITEMS *To be updated after future PC discussion.*

- a) Adopt a Complete Streets policy to assure that as opportunities to revamp streets occur such streets are designed and operated to enable safe access for all users and connected in a Citywide integrated network.
- b) Update the City’s Bicycle Plan (non-motorized transportation) to include completed initiatives, alignments connected the regional bikeway system.
- c) Reduce conflicts between pedestrians, bicycles, and cars and by planning a connected system of key destinations and enhanced maintenance of sidewalks to include wayfinding signage.
- d) Consider and provide comment to Sussex County on pending land development applications that have the potential to affect traffic congestion in and around the City.

UTILITIES & INFRASTRUCTURE

This section provides information about the City’s utility services. The City strives to maintain and provide all infrastructure services to consumers (e.g., homeowners, renters, businesses, vacationers) while balancing increasing operation costs, regulatory requirements, operator certification training, and comparative user rates.

Several services are provided by private companies, including electric, broadband, cable, and telephone. **Table 6-3** shows the current utility services provided by the City and which are further described within this chapter.

Table 6-3. City Utility Accounts

Utility Service	Utility Accounts
Water	<ul style="list-style-type: none"> • 2,349 accounts within City Limits • 295 accounts outside City Limits
Sewer	<ul style="list-style-type: none"> • 2,354 Regular Sewer Customer Accounts • 249 Flat-Rate Sewer Customer Accounts (North Shores)
Trash	<ul style="list-style-type: none"> • 1,834 year-round accounts • 673 seasonal accounts
Recycling	<ul style="list-style-type: none"> • 1,769 accounts

Source: City Staff (August 2021)

WATER

The Rehoboth Beach Water Department provides water service to a population of approximately 2,500 via 5,500 connections within a service area of about 2.0 square miles (about 1.0 square mile within City limits and 1.0 square mile outside City limits). Rehoboth Beach has the ability to expand, but has no imminent plans to do so. There are very few vacant lots within the City and most properties within the service area are already developed. The City provides service outside its geographic boundary by selling finished water to the County, who then sells it to Dewey Beach. The City also provides water service to the Breezerview community, Northshore, and some commercial locations.

REGULATIONS & ASSESSMENTS

Safe Drinking Water Act

Congress passed the Safe Drinking Water Act in 1974 to ensure that the drinking water supplied to the public is safe. In 1986, Congress strengthened the Act because of concerns about the growing number of threats to the safety of the nation’s drinking water. This Act applies to communities with public water systems with at least 15 service connections or systems that regularly serve at least 25 people. The 1996 Amendments mandated that States develop a Source Water Assessment and Protection Program (SWAPP) to better protect public drinking water.

The Safe Drinking Water Act also applies to privately-owned public water systems such as mobile home parks, water companies, and non-community systems such as factories, schools, and campgrounds with their own water supply. Compliance is the responsibility of the owner/operator of these non-municipal systems, but people often turn to local officials if something is wrong with their water systems.

The U.S. Environmental Protection Agency (EPA) has established maximum contaminant levels (MCLs) based on estimated health risks that many contaminants might cause. Over 100 substances are regulated by the Safe Drinking Water Act and that list is growing. Most of these substances fall into one of the following categories: coliform bacteria, disinfection byproducts, inorganic chemicals, synthetic and volatile organic chemicals, fluorides, lead and copper, radionuclides, nitrates/nitrites, and asbestos.

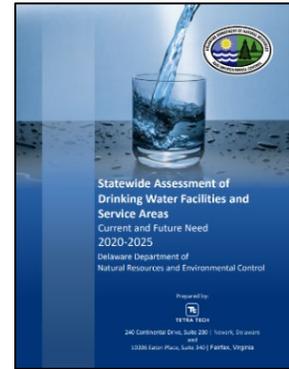


The Act also requires that all owners or operators of public drinking water systems notify their customers when drinking water standards are violated. The purpose of public notification is to inform customers of any potential adverse health effects and to tell them what steps they can take to minimize their impact.

Statewide Assessment of Drinking Water Facilities

In January 2020, the State released an Assessment of Drinking Water Facilities and Service Areas. The report was commissioned by the Delaware Department of Health and Social Services (DHSS), Division of Public Health (DPH) in collaboration with the Department of Natural Resources and Environmental Control’s (DNREC) Environmental Finance group and the Water Infrastructure Advisory Council (WIAC). The purpose of this Needs Assessment was to assess water service and facilities at utility, County, and State levels to identify the status of Delaware’s water supply, treatment, and distribution systems from technical and economic perspectives. It updates and supplements the 2015 assessment, providing additional information of interest to project stakeholders. This assessment focuses on current and future needs from 2020-2025.

The report identifies the overall landscape of water provision in Delaware. Groundwater is still the most important source of water, with only two large utilities using surface water. Some utilities have upgraded their groundwater wells to rely on fewer, higher-capacity wells. Well redevelopment and supplementation (i.e. via new wells or system interconnections) and treatment system upgrades are ongoing efforts. In general, water availability does not appear to be a critical concern for Delaware utilities, as most are limited by treatment, storage, or distribution capacity instead.



Public drinking water systems in Delaware require a Water Allocation Permit, issued by the DNREC Water Supply Section, for all withdrawals of more than 50,000 gallons per day (gpd) from groundwater or surface water sources. Withdrawals of over 100,000 gpd within the Delaware River Basin also require approval by the Delaware River Basin Commission (DRBC). Groundwater sourced systems further require a permit for the construction and use of a water supply well. Water use data is collected by the DNREC's Water Allocation Branch. Permitted utilities record water production for each well or intake and usage on at least a monthly basis, reporting this data to the Water Allocation Branch each year. Other information such as water levels, withdrawal rates, water transfers, and leak-related losses are also required to be reported.

Delaware's Public Services Commission (PSC) was established in 1949 to regulate investor-owned public utilities and ensure safe, reliable, and reasonably priced water services. The PSC regulates water service territories via Certificates of Public Convenience and Necessity (CPCN) for most water utilities in the State and it regulates water service practices and rates for private water companies.

According to DNREC's Water Quality Section, Rehoboth Beach reports no exceedances of water quality standards and no detection of emerging contaminants including Perfluorooctane Sulfonate/Perfluorooctanoic Acid (PFOs/PFAs) within the past five years, although lindane was discovered in one well leading to the addition of air stripping processes to two of the City's treatment systems.

Note: Lindane is an insecticide used on crops and forests and also is used therapeutically to treat parasites. Its use in the U.S. has been restricted since 1983, though it is still used to control fleas and lice on pets and livestock.

CITY WATER SYSTEM

Water Facilities Study

The City received funding from the State Drinking Water Matching Planning Grant Program to conduct a Water Facilities Study. The purpose of this Study was to evaluate the City's existing potable water system from production wells through treatment, storage, and distribution as it relates to existing and future water demands. This section includes information obtained from the completed 2020 Water Facilities Study. Upon completion of the associated analysis, the Study provided recommendations for water system upgrades and improvements that would be necessary or beneficial to meet anticipated needs.

Supply & Treatment

The City's water system is comprised of four major components: production wells, treatment facilities, elevated storage tanks, and the distribution system. All water is obtained from groundwater wells and is treated at a treatment facility and either pumped directly by the well pumps or with the use of high lift pumps to the distribution system for use by customers or for storage in the elevated storage tanks for use in periods of high demand (e.g., during a fire, summer months).

The distribution system consists of water mains of various sizes, fire hydrants for fire protection, valves for system isolation during repairs or replacement, service laterals for conveyance of water to each individual customer, and meters for measuring usage and for billing purposes.

The City operates and maintains seven supply wells, four water treatment facilities, two elevated storage tanks, 495 fire hydrants, and approximately 58.5 miles of water distribution main ranging from 1-inch to 16-inch.

The seven shallow groundwater wells shown in **Table 6-4** are located in an unconfined groundwater aquifer known as the Columbia Aquifer, which are their sole source of water. Four of the wells (2R, 3A, 9, 10) are located at the Lynch well field at or near the Lynch Water Treatment facility with a combined maximum capacity of approximately 2,700 gallons per minute (gpm). The remaining three wells (6, 7, 8) are located to the northwest of City Limits and are capable of producing a combined total of approximately 2,180 gpm.

Table 6-4. City Water Well Construction Data

Well #	DNREC Permit	Treatment Facility	Year Constructed	Design Flow (gpm)	Actual Flow (gpm)	Diameter (inches)	Aquifer
2R	225805	Lynch	2008	850	650	12	Columbia
3A	36907	Lynch	1977	667	650	12	Columbia
6	2498	Well 6	1971	275	180	8	Columbia
7	38961	Well 7	1979	1,200	1,000	12	Columbia
8	80761	Well 8	1990	1,000	1,000	12	Columbia
9	223102	Lynch	2008	700	700	12	Columbia
10	223103	Lynch	2008	700	700	12	Columbia

Source: City Staff (August 2021); 2020 Water Facilities Study (DBF)

The City has three separate treatment systems. One system uses activated carbon, chlorination, and fluoridation. The other two use air stripping (for lindane treatment), chlorination, and fluoridation. InterPhos OPP is also added as a lead sequestrant.

The City operates four water treatment facilities: Lynch, Wells No. 6, Well No. 7, and Well No. 8. These are further described below:

- Lynch Water Treatment Facility:** The Lynch facility is located on the east side of SR 1 approximately 600 feet south of Holland Glade Road. This facility treats water from Wells No. 2R, 3A, 9, and 10. Due to past possible contamination issues of Lindane, a pesticide and delousing agent, discovered in trace amounts in the City’s water in the early 2000s along with close proximity to underground fuel storage tanks to the Lynch well field, this facility has a more advanced water treatment process than the City’s other facilities. The treatment process consists of raw water passing through air stripping towers and granular activated carbon filters followed by chemical injection for pH adjustment, fluoride addition, corrosion inhibitor, and disinfection. Unlike the other facilities, this facility’s corresponding wells do not pump directly to the distribution system. Instead, the well pumps convey water from the aquifer through a treatment system and high lift pumps, pumping the treated water into the distribution system.
- Well No. 6 Water Treatment Facility:** This facility is located on Breezewood Drive and consists of a single well, Well No. 6, rated at 275 gpm but only produces 180 gpm. Unlike the Lynch facility, the water quality from this well is sufficient to where no treatment is required, only minor chemical addition for pH adjustment, fluoride, and disinfection; however, Well No. 6 is off due to aesthetic water quality issues—odor and water discoloration has been observed and are under investigation.
- Well No. 7 Water Treatment Facility:** This facility is located on Old Landing Road and consists of a single well, Well No. 7, rated at 1,200 gpm but only produces 1,000 gpm. Like Well No. 6, the water quality from this well is sufficient to where no treatment is required, only minor chemical addition for pH adjustment, fluoride, corrosion inhibitor, and disinfection.
- Well No. 8 Water Treatment Facility:** This facility is located on Warrington Road and consists of a single well, Well No. 8, rated at and produces 1,000 gpm. The water quality from this well is of good quality; however, air stripping is provided to assist with pH adjustment in addition to other minor chemical addition for final pH adjustment, fluoride, corrosion inhibitor, and disinfection.

Table 6-5. City Water Treatment Facilities

Facility Name	Location	Design Flow (gpm)	Actual Flow (gpm)
Lynch	SR 1	1,400	1,400
6	Breezewood Drive	275	180
7	Old Landing Road	1,200	1,000
8	Warrington Road	1,000	1,000

Source: City Staff (August 2021); 2020 Water Facilities Study (DBF)

The City owns two elevated storage tanks as shown in **Table 6-6**. Sussex County owns a 1,000,000-gallon elevated storage tank located in Dewey Beach. The City provides water to Dewey Beach on a contract basis with Sussex County. An omnidirectional water meter assembly is installed to record the amount of water used by Dewey Beach. Installation of this type of meter permits water in the Dewey Beach tank to return to the City’s system during periods when demand in Dewey Beach is low. This configuration also enables Dewey Beach storage to be

used in Rehoboth Beach during emergency situations. Unfortunately, Rehoboth Beach has no control over how the County operates this water tower.

Table 6-6. City Elevated Water Storage Tanks

Location	Volume (gallons)
Lincoln Street (City Public Works Facility)	1,000,000
2 nd Street (Near City Hall)	250,000
Total	1,250,000

Source: 2020 Water Facilities Study (DBF)

The City owns and maintains approximately 58.5 miles of water lines including associated valves and 495 fire hydrants. Waterlines range in size from 1-inch to 16-inches and are summarized in **Table 6-7**.

Table 6-7. City Water Distribution System

Pipe Size (inches)	Estimated Length* (feet)
1	460
2	474
4	29,318
6	46,752
8	127,277
10	24,461
12	44,361
16	35,764
Total	308,867

Source: 2020 Water Facilities Study (DBF). Notes: *Estimated length derived from GIS mapping data.

Water Demands

The City is a tourist destination, and the water demand the City experiences vary seasonally. Peak water demand months coincide with the peak tourist season, typically June- September. Using well production data provided by the City and shown in **Table 6-8**, water demand from 2017-2019 averaged approximately 1,665,800 gpd, or 608,020,300 gallons per year (gpy). Maximum monthly demand for this period annually in July with maximum monthly demand of 93,299,000 gallons in July 2019. Monthly well production data for this same period indicated that the City’s summer average daily demand was 2,462,500 million gallons per day (MGD) while the peak day demand occurred on July 4, 2018, with a demand of 3,785,000 million gallons.

Table 6-8. Existing City Water Demands

Demand	2017	2018	2019	Average
Average Daily Demand (gpd)	1,533,293	1,593,433	1,870,701	1,665,809
Average Summer Demand (gpd) ¹	2,403,246	2,458,754	2,525,361	2,462,454
Annual Water Demand (gpy)	559,652,000	581,603,000	682,806,000	608,020,333
Maximum Monthly Demand (gal)	90,594,000	89,174,000	93,299,000	91,022,333
Peak Day Demand (gal) ²	N/A	3,785,000	3,633,000	3,709,000

Source: 2020 Water Facilities Study (DBF). Notes: ¹Average Summer defined as June-September; ²Peak Day defined as July 4.

The City is approaching buildout conditions within the existing limits that it can provide water service. Due to limited growth potential, minimal growth has been included in future demand calculations. Based on the assumption that tourist travel will remain similar to that experienced in 2019 and minimal growth within the water service area itself, a conservative 10% growth rate for a 20-year ultimate buildout regarding demand was assumed for estimates provided in the 2020 Water Facilities Study and shown in **Table 6-9**.

Table 6-9. Future City Water Demands

Demand	2019	Ultimate Buildout
Average Daily Demand (gpd)	1,870,701	2,057,772
Average Summer Demand (gpd) ¹	2,525,361	2,777,897
Annual Water Demand (gpy)	682,806,000	751,086,600
Maximum Monthly Demand (gal)	93,299,000	102,628,900
Peak Day Demand (gal) ²	3,785,000	4,163,000

Source: 2020 Water Facilities Study (DBF). Notes: ¹Average Summer defined as June-September; ²Peak Day defined as July 4.

Overall, the City has a well maintained, operated, and functionally sound water system from wells, treatment, and storage to distribution lines; however, as with any public water system, capital improvements and continued maintenance are required to keep it functioning properly. The Study provided seven improvement recommendations based on assumed priorities and further determined based on sources of funding. These projects are identified below; detailed descriptions and estimated budgets for each can be found in the 2020 Report.

- Wells 6, 7 & 8 Study
- Water Meter Replacements
- Dewey Beach Water Connection
- Route 1 Waterline Crossing
- North Shores Waterline Connection
- Old Landing and Airport Road Waterline Looping
- Small Diameter Waterline Replacement

WATER INITIATIVES

A number of water related studies, initiatives, and projects were completed since the 2010 CDP’s adoption.

- **Well 6, 7 & 8 Upgrade Study** | A DHSS Drinking Water Matching Planning Grant was awarded to complete a feasibility study for the upgrades to multiple City wells. The study involved professional engineering services to evaluate the identified well facilities. Due to their critical nature, the study includes recommendations for improvements, upgrades, or replacements to maintain the water supply and water quality they provide to the City and surrounding areas. *As of June 2021, this feasibility study was still underway.*
- **Water Rate Study** | An analysis was conducted for the City’s Water and Wastewater Enterprise Funds regarding their financial outlook and user rates. The conclusion included recommendations for increases for both funds. The findings were presented to the Board of Commissioners on November 5, 2018 for consideration and inclusion.
- **Henlopen Avenue Water Main Project** | The City replaced 3,800 feet of the aging water main on Henlopen Avenue. The Water Department completed work on the south side of Henlopen Avenue connecting the new water main to the existing water line. The new pipes will not only increase water flow to customers along Henlopen Avenue but will also enhance firefighting capabilities and improve water supply reliability of the system. *Completed May 2018.*
- **Park Avenue Water Main Project** | The City Water Department replaced the water main located between 100 and 114 Park Avenue. The work was completed in four weeks, replacing the old 4-inch iron pipes dating back to the 1940s with 8-inch PVC pipes that do not rust or corrode. The new pipes also enhance firefighting capabilities and improve water supply reliability of the system. *Completed October 2018.*
- **Philadelphia Street Water Main Replacement Project** | The City replaced the water main on Philadelphia Street between Scarborough Avenue and Bayard Avenue. This project was completed prior to the resurfacing of Philadelphia Street that occurred following the water main replacement. *Completed November 2019.*
- **North Shores Water Meter Replacement Program** | To help increase the efficiency of the water meter reading process, the City’s Water Department routinely replaces older water meters that have outlived their useful life when maintenance is no longer viable. The City contracted for the replacement of approximately 185 water meters located at residences in North Shores. *Completed Fall 2019.*

The City’s Capital Improvement Plan also identifies the following ongoing or future water projects:

- **Water Tank Maintenance/Painting** | The City’s annual contract for water tank maintenance serves to extend the life of its two existing water tanks and their coatings for as long as possible. The service includes corrosion protection, repairs, painting, regularly scheduled inspections, and a guaranteed emergency

response time. The tanks are visually inspected annually to check the safety of functional items (e.g., ladders, float gages, rods, struts), evaluate the coating systems for deterioration, and ensure access systems are properly functioning. A washout inspection is also performed annually to remove sediment and debris and inspect the inside of each tank.

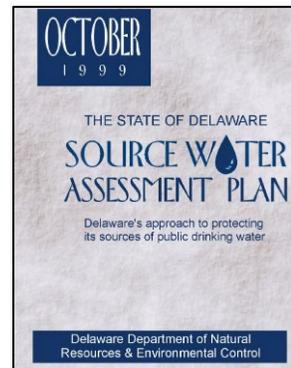
- **Pipe Assessment & Rehabilitation** | The Water Department maintains approximately 58.5 miles of waterlines, including associated valves and 495 fire hydrants. Waterlines range in size from 1-inch to 16-inches. The annual pipe assessment and rehabilitation program utilizes funding to maintain this infrastructure as well as upgrade waterline sizes to maintain flow and lessen pressure losses. The City’s Water Facility Plan recommends the replacement of most existing 4-inch and smaller waterlines due their age and location.
- **Lincoln Street Water Tower** | Water tower SCADA (Supervisory Control and Data Acquisition system, a computer-based system for gathering and analyzing real-time data to monitor and control the water tower equipment) and controls are slated for replacement in FY22-23.
- **Well Rehabilitation** | Rehabilitation of Well 2R is slated to take place in FY23-24 and rehabilitation of Well 8 is slated to take place in FY24.
- **Lynch Plant Improvements** | Improvements to Lynch Plant’s high lift and transfer pump are slated for FY24-25.

SOURCEWATER PROTECTION

The source for the City’s drinking water is groundwater. As such, it is important for the City to protect the areas around the wells that pump water from the ground and the aquifer from which water is drawn. Sourcewater protection areas include wellhead protection areas and excellent groundwater recharge potential areas. **Map 8—Environmental Features**, shows the locations of sourcewater protection areas in the Rehoboth Beach vicinity.

Sourcewater Assessment & Protection Program

The Sourcewater Assessment and Protection Program (SWAPP) was established by Congress as part of the Safe Drinking Water Act (SDWA) Amendments of 1996 to better protect public drinking water resources by providing local and state governments and the public more information about those resources. EPA provides funding to states to support sourcewater assessments of the susceptibility of drinking water sources to contamination. DNREC’s Water Supply Section leads the development and implementation of the Delaware SWAPP, with support from the DHSS and the University of Delaware Institute for Public Administration’s (IPA) Water Resources Agency.



The SWAPP provided initial sourcewater assessment reports for public water supplies in Delaware in or around its creation in 2003, many of which have been updated in the intervening years. The SWAPP also developed sourcewater protection guidance and other resources for local government, including draft model ordinance language for smaller municipalities. Finally, the SWAPP administers low-interest revolving loan programs that help local governments protect sourcewater via land or easement acquisition and other management practices.

7 Del. C. 1953 §§6081-6084 requires the City to implement measures to protect the quality of public water supplies within excellent groundwater recharge areas and wellhead protection areas.

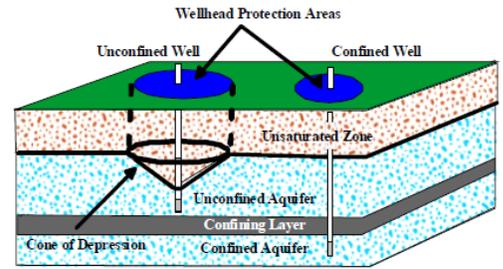
Wellhead Protection and Groundwater Recharge Areas

DNREC’s SWAPP delineated wellhead protection areas to ensure the integrity of public drinking water. Deep wells drilled into confined aquifers and low-volume wells in unconfined aquifers have at minimum, a 300-foot radius wellhead protection area. The wellhead protection area surrounding public supply wells in unconfined aquifers that pump more than 50,000 gpd are delineated using a mathematical model. This type of well draws large quantities of water and can have much larger wellhead protection areas.

Classifications were created to manage land use within the wellhead protection area:

- **Class A** is the surface area extending in a 300-foot radius around the wellhead. The protection area around the well may be reduced to a 150-foot radius, provided a hydrogeological report, prepared by a Delaware Registered Geologist, and submitted to the satisfaction of the Delaware Geological Survey and the DNREC, is prepared. The report must certify that the minimum 60-day time of travel from a point to the public water supply well is maintained and the well draws from a confined aquifer.
- **Class C** is the remaining surface area of the wellhead protection area outside the Class A Water Resource Protection Area. Land use restrictions within the CWRP area are required to ensure adequate protection of the public drinking water supply.

The source of most drinking water in Delaware is aquifers. The water table aquifer is unconfined because there are no confining beds between the saturated materials and the ground surface. A confining bed overlies a confined aquifer. Unconfined aquifers draw down the water table creating a cone of depression.



Rehoboth Wells No. 6, 7, and 8 withdraw water from the unconfined Columbia Group aquifer, also referred to as the water table aquifer. Rehoboth Wells No. 3A, 9, 10, and 2R withdraw water from the semiconfined Columbia Group-Pocomoke aquifer.

In the area of Rehoboth Beach, the Columbia aquifer is a lithologically complex hydrologic unit comprised of several geological formations and Holocene-age units. These major units, from the lowermost to the uppermost, include the Cat Hill (previously Manokin, Andres, 2004), Bethany, Beaverdam, Lynch Heights, Scotts Corner Formations, and Holocene-age units (Andres et al., 2003). It is the depositional environments that these units were deposited in that result in the Columbia aquifer’s vertical stratification into unconfined and leaky confined sections (Andres, 1986, 1987). The thickness of the Columbia aquifer ranges from approximately 50 feet to 165 feet.

Vulnerability is the relative ease that contaminants, if released into a wellhead protection area, could enter a public supply well at concentrations that may affect public health. The vulnerability is determined by reviewing the aquifer characteristics, well integrity, and screen depth. Individual wells are ranked as having low, medium, or high vulnerability. The ranking considers the type of aquifer, hydrogeologic setting, well construction, and geographical setting.

Rehoboth Water uses seven wells to provide drinking water to the system. Five of these wells have a medium vulnerability because they are drilled to a depth of more than 100 feet and no significant clay layers exist between the ground surface and the well screen. Two of these wells have a high vulnerability because they are screened at a depth of less than 100 feet and no significant clay layers exist between the ground surface and the well screen.

All Rehoboth Beach wells are located outside of City limits in residential areas near Henlopen High School. Delaware Rural Water helped the City develop the first sourcewater protection plan on file with the State in May 2014.

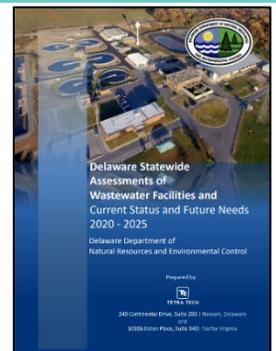
Nearby Henlopen Acres has several wells noted as wellhead protection areas, which are also shown on **Map 8—Environmental Features**. These are located near the northernmost Rehoboth Beach City limits and fall under Town of Henlopen Acres regulation.

WASTEWATER

The Rehoboth Beach Sewage Treatment Plant has a 2.0 square mile service area that consists of four sewer districts serving approximately 3,200 households.

STATEWIDE ASSESSMENT OF WASTEWATER FACILITIES

In April 2020, the State released an Assessment of Wastewater Facilities. This report presents the results of the most recent assessment of wastewater facilities at a State and County level to identify the status of Delaware’s wastewater collection and treatment systems from technical and economic perspectives. It is intended to encourage dialogue between the Clean Water Advisory Council (CWAC), DNREC, county governments, municipalities, and utilities by identifying immediate, short-term, and long-term wastewater collection and treatment needs, the costs associated with those needs and the funding sources available to meet the needs. The report provides DNREC with the information necessary to support local and statewide programs to improve the collection and treatment of wastewater in Delaware and maintain the high quality of services delivered to customers. The report provides an overview of the Rehoboth Beach Wastewater Treatment Plant (WWTP), information from which is included in this section.



WASTEWATER SYSTEM

The City received funding from the State Wastewater and Drinking Water Asset Management Incentive Program to conduct a Wastewater Infrastructure Asset Management Plan consistent with EPA framework for asset management. Contents of this chapter include information obtained from the completed 2018 Wastewater Asset Management Plan and City staff resources.

The City’s wastewater collection and treatment system serves the City itself, as well as neighboring Henlopen Acres and Dewey Beach. Wastewater sources within the service area consist of residential and light commercial properties.

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The WWTP was originally constructed in 1987 with significant upgrades in 1991, 1994, 1997, and 2005. The plant site was formally used as a landfill; thus, deep pile foundations are required for all buildings and buried utilities to protect against differential settlement.

The wastewater collection and treatment system consists of approximately 20 miles of pipes, seven pump stations, and the WWTP. The development of the collection system generally followed the development of the City itself; the earliest portions of the system still in use were constructed in the 1940s. Typical of systems of that age, specific piping has been replaced due to age or capacity issues. A number of pipes along the beach were replaced in the 1960s due to hurricane damage. While the City maintains some of the infrastructure outside City boundaries, these pipes are not owned by the City.

The City has a number of pump stations with a daisy chain arrangement with the State Road pumping station ultimately sending flow to the WWTP. **Table 6-10** summarizes the capacities, configurations, and destinations within the Rehoboth Beach service area.

Table 6-10. City Wastewater Pump Station Summary

Pump Station	Capacity (mgd)	Downstream Pump Station	Pumping Configuration
St. Lawrence PS (Silver Lake)	2.55	State Road PS	2 pumps (lead/lag)
Lake Gerar PS	2.37	State Road PS	2 pumps (lead/lag)
Country Club PS (Hickman)	0.36	State Road PS	2 pumps (lead/lag)
Newbold Square PS	0.36	Country Club PS	2 pumps (lead/lag)
North Shores No.1 PS	0.36	State Road PS	2 pumps (lead/lag)
North Shore No. 2 PS	0.12	North Shores PS No.1	2 pumps (lead/lag)
State Road Lift Station (Main PS)	8.64	RB WWTP	3 pumps (lead/lag)

Source: 2018 Wastewater Asset Management Plan (GHD). Note: mgd means millions of gallons per day and is a unit of measurement associated with the volume of fluid passing through the facility.

Flow is sent to the WWTP by the State Road Lift Station and two pump stations within the Dewey Beach collection system (Pump Station No. 4 and Pump Station No. 5). Flow to the WWTP varies greatly between the summer season and the rest of the year due to the influx of summer vacationers and part-time residents. **Table 6-11** shows the design flows for the WWTP, while **Table 6-12** shows the actual seasonal average effluent flows at the WWTP.

Table 6-11. Rehoboth Beach Wastewater Treatment Plant Design Flows

Description	Flow Rate (mgd)
Peak Influent Flow Rate	10.5
Peak Flow Rate Downstream of Oxidation Ditches	7.2
Max Day Flow Rate	5.1
Max Month Average Flow Rate	3.4
Average Day Flow Rate	2.5

Source: 2018 Wastewater Asset Management Plan (GHD). Note: mgd means millions of gallons per day and is a unit of measurement associated with the volume of fluid passing through the facility.

Table 6-12. Rehoboth Beach Wastewater Treatment Plant Average Effluent Flowrates

Period	Flow Rate (mgd)
Summer Average (May 1 - September 30)	1.5
Winter Average (October 1 - April 30)	0.8
Annual Average	1.1

Source: 2018 Wastewater Asset Management Plan (GHD). Notes: Average flow data calculated based on flows from January 2007-July 2010; flow data collected from plant effluent Parshall flume. mgd means millions of gallons per day and is a unit of measurement associated with the volume of fluid passing through the facility.

The 2018 Wastewater Infrastructure Asset Management Plan included additional detailed data to support the ongoing program, including:

- Level of Service and Performance Requirements

- Current State of Assets
- Risk Exposure
- Infrastructure Improvement Plan
- Identified Improvements
- Capital Improvement Program (CIP) with recommendations for ongoing, short term, and multiple phases.

WASTEWATER INITIATIVES

A number of wastewater related studies, initiatives, and projects were completed since the 2010 CDP's adoption.

- **Wastewater Treatment Plan Facility Plan and Preliminary Engineering Report** | The report included a four-category condition assessment of the existing plant, alternative analysis for filtration and biosolids treatment, and a cost estimate for Phase 1 upgrades. *Completed May 2012.*
- **Force Main Alignment Alternative A Design Memo** | Alternative A was the recommended alignment, and the corridor was used to define the final alignment with minor shifts in locations where the original alignment was not feasible due to private easements and tree protection. The project was in the design phase and the final alignment was established based on existing utility locations, minimal land clearing activity, and input by City residents. *Completed December 2012.*
- **Wastewater Environmental Impact Statement (EIS)** | Rehoboth receives wastewater from the City, Henlopen Acres, and Dewey Beach; it then discharges treated effluent to the Lewes-Rehoboth Canal. In 1996, Rehoboth Bay was listed as water quality limited by DNREC and required the development of a TMDL (Total Maximum Daily Load), required by the Federal Clean Water Act. A total of four alternatives were identified for consideration through discussions:
 - Land Application: Treated effluent is sprayed on forest lands or on agricultural land to irrigate crops and provide nutrients. The effluent percolates through the soil to the groundwater.
 - Rapid Infiltration Beds: Treated effluent is flooded on to sand beds allowing the water to percolate down into the groundwater.
 - Subsurface Injection: Treated effluent is injected either through a shallow well in an area where the groundwater is contaminated or through a deep well into an aquifer that is confined below the drinking water aquifers.
 - Ocean Outfall: Treated effluent is discharged through an outfall and diffuser into the ocean at a depth and distance from the shore that ensures public health and environmental standards are met.

This study evaluated the preferred alternative analysis to build an ocean outfall for discharge of treated effluent based on several previous studies (2005 and two in 2009). *Completed January 2013.*

- **Record of Decision Wastewater Disposal Options** | The Record of Decision was completed by DNREC to review the proposed Ocean Outfall for the City Wastewater Treatment Facility. This decision required a stormwater evaluation of the catchment areas and collections systems associated with the existing five outfalls which discharge directly into the Atlantic Ocean. A planning level report was required with cost effective alternatives for stormwater quality and reducing volume within the collection system and possible changes to the existing outfalls with costs. *Completed January 2015.*
- **Ocean Outfall Project** | Once design was finalized and approved for permitting in May 2017, the ocean outfall bids were awarded in August 2017. The project included a new pump station and a 24-inch force main/pipe which are required to convey the treated effluent to the ocean outfall and to provide the head required to pump the effluent through diffusers located 6,000 feet offshore in water approximately 40 feet deep. Vertical turbine effluent pumps will be installed in the existing post-aeration tank. The force main was aligned along the plant access road and ended at the public access parking area at the beach near Henlopen Avenue. *Completed June 2018.*
- **Agreement for Wastewater & Biosolids Service** | The City and County entered into agreements in 1983 to allow the County to transmit sanitary sewage from its Dewey Beach and Henlopen Acres Sanitary Sewer Districts to the City Wastewater Treatment Plan for treatment and disposal. Both entities were upgrading and agreed to mutually develop design alternative to the City's treatment plant upgrades and construction of a biosolids treatment facility at the County's Inland Bays Regional Wastewater facility. The city agreed to continue to provide the wastewater treatment services to the County and the County agreed to provide biosolids services for the city. This agreement supersedes the 1983 agreement. *Completed Month Year (City-Input Needed).*
- **Wastewater Rate Study** | An analysis was conducted for the Water and Wastewater Enterprise funds regarding the financial outlook and user rates. The conclusion included recommendations for increases in the near future for both funds. The findings were presented to the Board of Commissioners for consideration and inclusion. *Completed November 2018.*

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- **Wastewater Treatment Plant Upgrade Phase 1** | This project included refurbishment of existing clarifiers, replacement of existing microscreens with a new cloth disc filtration process, and general building refurbishment works. *Completed Month (City Input Needed) 2019.*
- **Wastewater Treatment Plant Upgrade Phase 2** | The Phase 2 project will provide a new power distribution system and refurbishment of the preliminary treatment facility (headworks building). The preliminary treatment facility refurbishment will include concrete repairs in the influent channels to address degradation caused by prolonged exposure to the wastewater environment, as well as a new mechanical screen and grit removal equipment. *Started 2020-Estimated Completion Summer 2022.*

Current and future wastewater projects identified by the City include:

- **Pump Station Rehabilitation** | Most of the City's wastewater travels through the State Road Pump Station to the Wastewater Treatment Plant. Some of the existing components of the station are not working properly, including the existing valving system. With funding identified through FY25, this project would involve repairs to the valving system so that wastewater traveling through the mains can be properly bypassed or isolated, allowing flows to be adjusted as needed.
- **Sewer System Inspections** | This is an annual project that involves a CCTV inspection of the City's existing sewer collection system. By capturing images and video, the Public Works Department is better informed of the condition of sewer pipes and the areas that require maintenance. Upon completion of this inspection, necessary improvements will then be prioritized, and a sewer line replacement program will begin.
- **Sewer Line Rehabilitation Program** | The sewer line rehabilitation program is an ongoing project that funds necessary repairs to existing sewer infrastructure. Determining the cost for repairs involves a planning and engineering study as well as reviewing previous costs associated with similar sewer repairs within the City.
- **Wastewater Treatment Plant Upgrades Phase 4** | Phase 4 of the wastewater treatment plant's upgrades are slated to take place in FY24-25.

STORMWATER

Stormwater runoff occurs when water from rain or melting snow flows across a land surface. Impervious surfaces such as roofs, streets, and parking lots prevent the water from entering the ground and increase the runoff volume created during storm events, increasing the potential for flooding. Stormwater management manages this surface runoff by designing development to better convey and treat stormwater. In designing site plans and subdivisions for new development, stormwater conveyance and detention or retention systems are designed to move stormwater away from buildings and impervious surfaces and hold it for a period in basins or other stormwater measures before it infiltrates into the ground or is released to a stream or other water body.

The City, DNREC and DelDOT have jurisdiction over stormwater management within Rehoboth. Stormwater drainage for new construction must be constructed in conformance with DNREC erosion and sediment control regulations and requires approval from the Sussex Conservation District (SCD). SCD is the delegated agency in Sussex County and the City for the administration of Delaware's Sediment and Stormwater Regulations. SCD reviews, inspects, and performs maintenance inspections of construction projects that disturb an area of more than 5,000 square feet.

On November 25, 2019, the City Commissioners voted unanimously to pass Ordinance No. 1119-02 to help improve water quality in the City by amending City Code Chapter 102—Building Construction to insert language relating to the stormwater protection measures. This requires activity disturbing 1,000 square feet of land area or more to follow the established regulations.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)

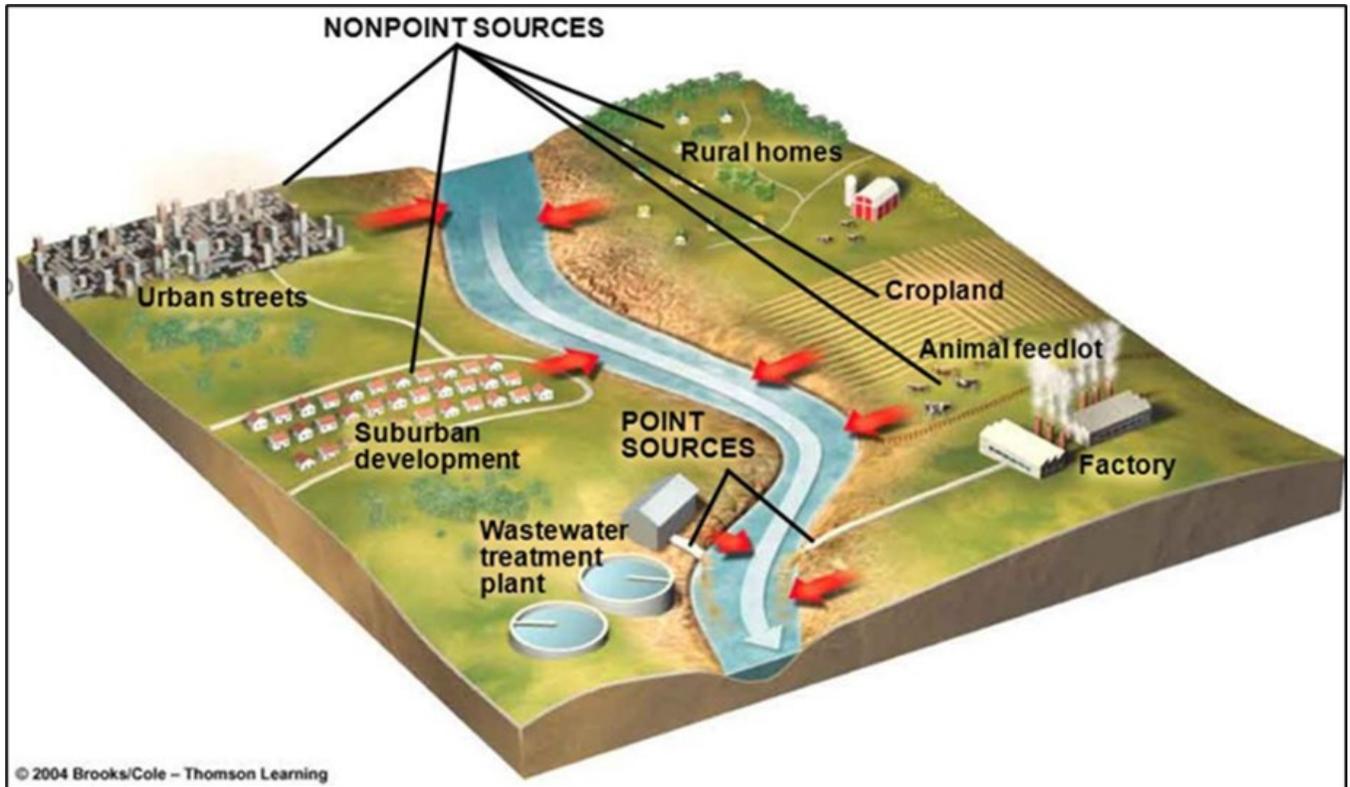
In response to the nation's growing concern about water pollution, major federal laws were passed in the 1970s that required the restoration and maintenance of clean water for residential, commercial, recreational, and agricultural uses. The 1972 Amendments to the Water Pollution Control Act, which was later amended and renamed the Clean Water Act in 1977, set federal water quality standards and cleanup schedules for meeting pollution control requirements. One way that the goals of these acts are achieved is through NPDES permits, which set limits on the level of pollutants allowed to be discharged. These permits are issued to operators that discharge pollutants from point sources to navigable waters (also known as waters of the United States) such as lakes, rivers, streams, wetlands, or oceans.

Under the Clean Water Act and the NPDES program, EPA regulates the water quality of stormwater runoff that discharges into local waterways. Stormwater runoff is transported through municipal separate storm sewer systems (MS4). To prevent harmful pollutants from being washed or dumped into an MS4, the EPA requires an NPDES permit and a Stormwater Management Program (SWMP) that includes the following program elements:

- Construction Site Runoff Control
- Illicit Discharge Detection and Elimination
- Pollution Prevention/Good Housekeeping
- Post-Construction Runoff Control
- Public Education and Outreach
- Public Involvement/Participation
- Program Effectiveness
- Total Maximum Daily Loads

NPDES regulates point sources that discharge pollutants into the waters of Delaware. It helps ensure that the State's water bodies can meet their designated uses, such as providing drinking water, being safe for swimming or fishing, or supporting aquatic life. **Figure 6-6** replicates a diagram prepared by Brooks/Cole from Thompson Learning that shows the nonpoint sources.

Figure 6-6. Point & Nonpoint Pollution Sources



Source: Brooks/Cole, Thompson Learning

A NPDES permit limits the discharge of pollutants to protect the waters that receive them. The health of a water body is measured by its attainment of designated uses. If potential pollutants in a NPDES discharge are reduced to levels that allow receiving waters to meet applicable designated uses then, in effect, the pollutant discharge has been eliminated.

TOTAL MAXIMUM DAILY LOAD (TMDL)

Under Section 303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify all impaired waters and establish total maximum daily loads to restore their beneficial uses (e.g., swimming, fishing, and drinking water). A Total Maximum Daily Load (TMDL) defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment or maintenance of the applicable narrative and numerous water quality standards. A TMDL is the sum of individual Waste Load Allocations (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and natural background sources of pollution. A TMDL may include a reasonable margin of safety to account for uncertainties regarding the relationship between mass loading and resulting water quality.

In simpler terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the ability of the receiving water to assimilate the pollutant without adverse impact. The realization of these TMDL pollutant load reductions will be through a Pollution Control Strategy (PCS). A PCS identifies the specific strategies and actions (e.g., best management practices) necessary for reducing pollutants in a water body (or basin/watershed), thus attaining the TMDL load reductions and meeting water quality criteria or standards set forth in the State of Delaware's Water Quality Standards, ultimately leading to the restoration of a given water

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body’s designated beneficial use(s). Specifically, a PCS is a combination of best management practices (e.g., wetland buffers, green technology stormwater treatment, pervious paving materials, rain gardens) that will reduce nutrient and bacterial pollutant runoff loading by optimizing BMPs.

TMDLs have been established for the Inland Bays Watershed, which are identified in **Table 6-13**.

Table 6-13. Inland Bays Watershed TMDL Reduction Requirements

Watershed	TMDL Reduction Requirement		
	Nitrogen	Phosphorous	Bacteria
Inland Bays Watershed	40% (low reduction zone) 85% (high reduction zone)	40% (low reduction zone) 65% (high reduction zone)	40% (fresh) 17% (marine)

Source: Delaware Department of Natural Resources & Environmental Control

MUNICIPAL SEPARATE STORM SEWER SYSTEMS (MS4)

Polluted stormwater runoff is commonly transported through municipal separate storm sewer systems (MS4s), and then often discharged, untreated, into local water bodies. An MS4 is a conveyance or system of conveyances that is:

- Owned by a State, city, town, or other public entity that discharges to waters of the U.S.,
- Designed or used for collecting or convey stormwater (e.g., storm drains, pipes, ditches),
- Not a combined sewer, and
- Not part of a sewage treatment plan or publicly owned treatment works (POTW)

To prevent harmful pollutants from being washed or dumped into MS4s, certain operators are required to obtain NPDES permits and develop stormwater management programs (SWMPs). The SWMP describes the stormwater control practices that will be implemented consistent with permit requirements to minimize the discharge of pollutants from the sewer system. The MS4 Program has six Minimum Control Measures (MCMs):

- Public Education and Outreach
- Public Involvement and Participation
- Illicit Discharge, Detection and Elimination
- Construction Site Stormwater Runoff Control
- Post Construction Stormwater Management
- Pollution Prevention and Good Housekeeping

The national program of MS4 General NPDES Permit was phased-in, over time, with the first phase covering larger municipal governments. The second phase covers smaller communities, in Census-designated Urbanized Areas, and some non-governmental stormwater systems. Current permit types are based on population:

- Phase I, issued in 1990, requires medium and large cities or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges.
- Phase II, issued in 1999, requires regulated small MS4s in urbanized areas, as well as small MS4s outside the Urbanized Areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges.

In Delaware, New Castle County/DelDOT currently hold Phase I Permits (with co-permittees Cities of New Castle, Wilmington, Delaware City, and Towns of Bellefonte, Newport, and Elsmere) and the City of Newark/University of Delaware, Town of Middletown, City of Dover, and Kent County DelDOT currently hold Phase II MS4 Permits.

The Phase II Final Rule established under the Clean Water Act required nationwide coverage of all small MS4s located within the boundaries of the Census-defined “Urbanized Areas” (UA) based on the latest decennial Census. The 2010 Census results expanded the UA area within Delaware, requiring DNREC to expand the municipalities requiring NPDES Phase II MS4 coverage to include 14 additional towns. Additional Municipalities are anticipated to fall within the permit category on the 2020 Census data is released.

In anticipation of the MS4 Phase II Tier 2 permit release, a few Sussex County municipalities already received notification from DNREC from the 2010 Census population and formed the Sussex County MS4 Coalition. This coalition includes the City of Seaford, Town of Laurel and the Sussex County Conservation District and was established to realize the efficiencies that can be recognized in meeting the compliance requirements by the municipalities by entering into an agreement to jointly address program development, implementation, and reporting. Other Municipalities are taking measures to prepare for advances measures and operations.

While the City is not currently an identified MS4 community, it is possible that the new 2020 Census data may elevate to a level requiring the permit.

STORMWATER INITIATIVES

A number of stormwater related studies, initiatives, and projects were completed since the 2010 CDP’s adoption.

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- **Maryland Avenue and Virginia Avenue Outfall Repair Work** | Wave action caused damage to the outfalls at Maryland and Virginia Avenues. As part of the Beach Fill Nourishment Project for Rehoboth Beach and Dewey Beach, the ACOE contracted with Great Lakes Dredge & Dock Company called for the extension of two ocean storm water outfall pipes (at Maryland and Virginia Avenues). Work involved erecting a cofferdam to provide for dry working conditions and the installation of new ductile iron pipe extensions. The new outfalls have a more robust design to withstand storm damage with steel pipe added for strength with an enhanced support structure around the pipe. The cofferdam was then removed after the work was complete. *Completed Summer 2017.*
- **Rehoboth Beach Stormwater Implementation Plan** | The City received partial funding from the Surface Water Matching Planning Grant through the Division of Watershed Stewardship to assist in the development of a Stormwater Sampling and Analysis Report. This plan involved identifying appropriate stormwater sampling and flow monitoring locations, obtaining samples during low flow and storm flow conditions, and having those samples analyzed for biological and nutrient composition. Once the data was analyzed, the information was used to confirm the model developed as part of the Stormwater PER, quantify various parameters contained in the stormwater and use that data to run a hydraulic model and predict the outcome of various treatment options so that pollutant discharges could be reduced. *Completed July 2018.*
- **Delaware Avenue Stormwater Improvement Project** | This project focused on improving storm drainage on and under Delaware Avenue and the Boardwalk. The work area encompassed Delaware Avenue from First Street to the Boardwalk and the Boardwalk from Brooklyn Avenue to Wilmington Avenue. *Completed 2019.*
- **Rehoboth Beach Stormwater Implementation Plan** | The City received partial funding from the Surface Water Matching Planning Grant through the Division of Watershed Stewardship to assist in the development of a Stormwater Implementation Plan. This plan involved stormwater sampling and analyzing those samples for general enteric bacteria and human bacterial indicators. The final report included the results of the sampling efforts as well as recommendations and their costs to further reduce and/or remove bacterial contamination. *Completed 2019.*
- **Resilient Community Partnership Project** | The City was selected as the recipient for the Resilient Community Partnership Grant through DNREC's Division of Climate, Coastal, and Energy. The City partnered with the City of Lewes, Henlopen Acres, Town of Dewey Beach, Town of Bethany Beach, Town of South Bethany Beach, and the Town of Fenwick Island to research, evaluate, and document best practices and ordinances related to reducing impervious surfaces. This project also included a comparison of impervious surface coverage within the Municipalities from 2007-2017. Final deliverables included a Coastal Delaware Best Practices (BMP) Guide, Delaware Coastal Communities Impervious Surface Coverage Report, and a Coastal Community Toolkit. The final deliverables included GIS data based impervious coverage data to be used for the development of the Stormwater Utility Feasibility Study. *Completed December 2019.*
- **Storm Sewer Existing Conditions Assessment** | The City received a Wastewater Matching Planning Grant from the State Clean Water State Revolving Fund (CWSRF) to complete a storm sewer existing conditions assessment using Closed Circuit Television Video (CCTV) and Sewer Line Rapid Assessment Tool (SL-RAT) acoustic inspections. The deliverables included data-based planning maps and recommendations to identify immediate needs and future rehabilitation projects. *Completed 2020.*

Listed below are the current stormwater related studies, initiatives, and projects: **ADDITIONAL INFORMATION FROM THE CITY IS REQUESTED.**

- **Bayard Avenue Stormwater Improvements** | Construction of Phase I and II of Bayard Avenue's stormwater improvement project is slated for FY23-24.
- **Scarborough Avenue Extended Rain Garden** | Scarborough Avenue Extended has two rain gardens used to capture, treat, and release stormwater along the western most portion of the street. During heavy rainfall events, one of the rain gardens will become inundated with stormwater and does not adequately store runoff as intended. A storm drain will be installed adjacent to the rain garden and tied into the existing infrastructure on Scarborough Avenue to capture excess runoff that is unable to be stored. **(City Input-Status, any grant funding).**
- **Stormwater Basin #40 Study & Design** | Stormwater Basin #40 encompasses the area of Sussex Street, Kent Street, Cookman Street, and Park Avenue between 4th Street and 3rd Street. The area is known to experience street flooding after heavy rainfall events due to the lack of stormwater infrastructure in the area. The City identified funding for the design of a Phase 1 construction project in FY21, which would address the need for stormwater infrastructure, as well as the need for any water main or sewer main replacements, with construction to occur in FY22-23.
- **Brooklyn/Philadelphia Storm Inlet** | **(City Input-Project description, any grant funding, and status).**
- **First Street French Drain/Inlet** | **(City Input-Project description, any grant funding, and status).**

• **Laurel New Inlet Design** | (City Input-Project description, any grant funding, and status).

- **Stormwater Utility Feasibility Study** | The City received partial funding from the Surface Water Matching Planning Grant through DNREC to complete a Stormwater Utility Feasibility Study. The feasibility study involves determining the City's current and future expenditures related to stormwater conveyance and management, determining desired future levels of service, evaluating potential funding sources for necessary improvements, forming a stormwater working group with community stakeholders, utilizing GIS data and information, evaluating potential stormwater fee structures, and identifying a possible credit or exemption program. This project is a follow-up to the Resilient Communities Partnership project discussed more completely in **Chapter 7—Environmental Protection, Impervious Surface Cover**. The study will provide a framework for establishing a dedicated revenue stream used for necessary stormwater infrastructure. *Currently Underway 2021.*
- **Storm Sewer Repairs** | Implementing the recommendations identified as part of the Storm Sewer Existing Conditions Assessment, the City has budgeted maintenance funds in each fiscal year of the FY21-25 Capital Improvement Plan.

SOLID WASTE

City Code Chapter 227—Solid Waste provides regulations and services requirements within the City limits. The City provides and works with contractors for these services.

RECYCLING

Recycling is important to protect the environment and implement continual sustainable practices. These services and efforts are growing throughout City with continual initiatives and partners.

Pickup Services

Recycling reduces the volume of trash at landfills, saves the City tipping fees, and is good for the environment. The City provides free recycling containers to residents. The City has renewed a three-year recycling contract with Blue Hen Disposal. The schedule provides for weekly pickup every Friday from May-September and every other Friday October-April. Through a contract with Blue Hen Disposal, the City provides curbside single-stream recycling.

Recycling Drop-Off Center

To increase diversion from local landfills and promote recycling amongst the community, the City was awarded grant funds from DNREC's Solid and Hazardous Waste Management Section to implement a recycling center in City limits. On July 23, 2018, the recycling center was successfully opened at 37540 Oyster House Road for use by residents and businesses. The purpose of the recycling center is to provide a supplemental and more convenient recycling service beyond the existing weekly collections. The City's residents and businesses no longer have to be concerned about meeting collection days/times or having enough capacity in their recycling bins. To enter the recycling center, residents must provide proof of residence showing local Rehoboth Beach address and driver's license. Businesses must provide a copy of current Rehoboth Beach business license showing physical location within City limits.

The Delaware Solid Waste Authority (DSWA) provides the City with 8-yard containers to hold the recycled materials. These containers not only provide the capacity to handle significant quantities, but also are enclosed to protect the materials from the weather. When the containers are full, DSWA then picks them up and handles the disposal of the materials. The recycling center is staffed by a city attendant that verifies visitor credentials, records the number of visitors and how many containers have been hauled away by DSWA.

Public Space Recycling

While the City provides recycling services to residents and property owners, they offered minimal recycling opportunities in public spaces. Two project initiatives expanded the opportunity to expand these services in public spaces and are further described below:

- **Compacting Stations** | The city received partial funding from the Universal Recycling Grant Program for the Bigbelly compacting recycling units to promote recycling in public spaces resulting in a cleaner environment while also encouraging resident and visitors to adopt sustainable practices. The recycling receptacles are smart, solar-powered, compacting stations that hold up to five times more than an average 30-gallon traditional waste bin. The stations are equipped with sensors that monitor and report fullness levels and collection activity. They harvest solar power to compact waste and communicate real-time fullness information to collection crews. Installing the recycling units in Stockley Street Park and Grove Park helped to greatly preserve the aesthetics of the parks while also reducing the likelihood of litter ending up in Silver Lake and the Lewes/Rehoboth Canal. Together, these units divert nearly 1,600 gallons of waste from local landfills within a 7-month duration. *Completed 2019.*
- **Boardwalk Recycling** | The Boardwalk is the most heavily visited public space in the city limits, and due to its proximity to downtown restaurants and shops, it is an optimal location to offer public recycling.

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Implementing this project resulted in a cleaner environment while also encouraging residents and visitors to adopt sustainability practices. The city currently utilizes 125 trash cans along the 1-mile long stretch of the boardwalk. The City's Beach and Board Committee researched and provided recommendations to place the recycling receptacles next to the existing trash cans for visibility and convenience. The city received partial funding from the Sustainable Communities Grants Program to procure the recycling receptacles, which were constructed of reconditioned steel drums and a two-way recycling lid. The remaining project funds were put towards stickers that clearly mark the receptacles as recycling and provide information on the types of materials that are acceptable. *Completed 2020.*

REFUSE

To help maintain community attractiveness and to be good neighbors, it is important that all refuse be kept and stored in such a manner that no offensive trash odor is detectable on any adjacent street or property owned by someone other than the person owning the property where the refuse is kept or stored. If trash is not within a container, it is important to double bag food waste to deter birds, cats, and other wildlife from opening and scattering the contents.

City refuse collection is for typical household trash and garbage. The city does not pick up and dispose of certain construction materials such as pieces of wood and construction debris, tires, and concrete. Electronics and any item that contains refrigerant (e.g., air conditioners, refrigerators) will not be picked up. The City also does not pick up hazardous waste such as wet paints of any kind and old batteries.

Valet Trash Service

This service is an amenity that benefits residents and solves onsite trash issues. The City's valet trash service is an additional cost per year above the standard base trash service fee. Participants in the program will be required to purchase a minimum of one 95-gallon valet trash container with a one-time fee per container. The valet trash container must be used only for household trash and be placed in a location predetermined by the City. Recycling and yard waste are not included in the City's valet trash service. This service has additional requirements noted when an application is submitted for this service.

Annual Bulk Pick Up

In late April or early May, the City conducts a free annual bulk pickup for discarded household items other than construction materials. Outside of the free annual bulk pickup, the City provides special pickup services for discarded household items other than construction materials for a fee.

Yard Waste

City residents and businesses have two options for disposal of yard waste: curbside collection by the City or drop off at the Recycling Center. Yard waste in plastic bags will not be collected as they are incompatible with composting. Yard waste items can be collected or dropped off in three ways: paper bags, city supplied yard waste containers or branched tied in bundles with non-plastic rope or twine (maximum regulations apply).

City leaf collection starts the first Monday of October to lasts to the second Friday in May. The City's leaf vacuum machine picks up only clean loose leaves and pine needles. The City also provides Christmas tree removal services following the Holiday for tree places at the curb with no tinsel, decorations or stand.

TELECOMMUNICATIONS

Telecommunications infrastructure is a vital component to any community. Telecommunications are the means of electronic transmission of information over distances. The information may be in the form of voice telephone calls, data, text, images, or video. Telecommunications links form a channel through which information is transmitted from a sending device to a receiving device.

The COVID-19 Pandemic tested the broadband capabilities of the world with little to no notice on the level of demand it would incur. People were being asked to stay home and later it was mandated by each State. This increased the level of teleworking options for employees, virtual learning methods for schools, telemedicine approach to stabilizing the medical needs, delivery of daily household staples, internet sales and distribution to the home, prepare meal delivery services, and more time at home as the new norm for several month. This resulted in cancelled travel plans, missed family and friend gatherings, all entertainment and hospitality events, decrease in local service industry businesses, and overall retail and grocery sales.

After vaccines were in place and the mandates were relaxed, the business and services industries turned to technology to promote sales and services as well as the increase in carryout and delivery services. This resulted in a business model change for several people. Menus were not available in digital format and reservations were required online for several restaurants due to occupancy compacity restrictions. Families connected with each other, and several business meetings are now accommodated through virtual services.

Tourism requires strong and fast internet services for the industry users to make arrangements for entertainment, meals, travel, maps, and accommodations. This infrastructure is vital to the success of a seasonal community and

ability to promote itself as computer applications now provide real time information from what was once a telephone and real person to person operation.

Telecommunications Initiatives

Some telecommunications related studies, initiatives, and projects were completed since the 2010 CDP's adoption. **CITY INPUT NEEDED TO COMPLETE THIS SECTION.**

- **Downtown Wireless Antennas** | The City has approved XX for placement of XX to improve the CITY INPUT NEEDED
- **Boardwalk Antennas** | CITY INPUT NEEDED



**CHAPTER 6
INFRASTRUCTURE**

GOALS *To be updated after future PC discussion.*

4. To provide safe and adequate public utility services to present and future customers while in compliance with State and Federal regulations.
5. Continue with beautification and streetscape initiatives while balancing replacement of aging infrastructure and routine maintenance.
6. Relocate overhead utilities to underground, when feasible.
7. Support ongoing maintenance of city assets to ensure life expectancy and longevity.
8. Increase technology infrastructure to support smart City initiatives and provide reliable services needed for sustainability and growth.

ACTION ITEMS *To be updated after future PC discussion.*

- e) Continue to support training programs for utility operators licensing requirements.
- f) Complete all reporting requirements in a timely manner.
- g) Ensure continual communication with County, State and Federal agencies for new compliance mandates, programs, and initiatives.
- h) Continue to seek funding alternatives to assist with these requirements and initiatives.
- i) Ensure evaluations and improvements are continually reviewed for future customer demand with city services.



Chapter 7

Environmental Protection

CHAPTER 7—ENVIRONMENTAL PROTECTION

The City continues to protect and enhance its natural resources by establishing and strengthening regulations, educating the Community on benefits, and partnering with several organizations to preserve the environment. This Chapter provides an overview of numerous studies and plans, identifies areas of concern, and provides resources for initiatives in relation to the natural environment and climate change. **Chapter 10—Infrastructure** discusses some environmental protection areas that are more closely related to the provision of water and wastewater services as well as stormwater management.

WATER RESOURCES

WATER BODIES

Ocean & Beach

The City's most valuable asset is its oceanfront—the ocean, its beach, and the boardwalk. It is the basis of the community and, without continuing attention to its physical integrity, maintenance, and use, Rehoboth's basic nature and vitality will be adversely affected. Use of the beach varies along its length. Daily visitors and people staying in nearby hotels tend to congregate in the downtown, while City residents—both renters and owners—tend to use the north and south end of the beach. The diverse uses along the 1.5 miles of beach exemplify the variety of experiences available and the adequacy of physical access. While access is adequate, waterfront property is scarce, very valuable, and subject to changes in use that do not place a high value on public access. The City must continue to pay constant attention to preserving public access to this public asset.

BEACH PRESERVATION ACT

In 1972, the Delaware General Assembly passed the Beach Preservation Act (7 Del. C. Chapter 68) to enhance, preserve, and protect public and private beaches and to ensure their use as protective and recreational lands. The Act defines the beach as the area extending from the Mean High-Water Line of the Atlantic Ocean and Delaware Bay seaward 2,500 feet.

To ensure that beaches and dunes can perform their protective and recreational functions, construction must not occur on them. A building line was established along the coast as part of the *Regulations Governing Beach Protection and the Use of Beaches* (7 DE Admin. Code 5102). The building line, which parallels the coastline, is designated on Delaware Department of Natural Resources and Environmental Control (DNREC) maps. No construction may take place seaward of the building line without a Coastal Construction Permit or Coastal Construction Letter of Approval from DNREC.

DUNES & BEACH GRASSES

Beaches are made of different components, including the berm (the flat part good for recreation) and the dune (the tall ridge of sand covered with grass and other vegetation). Sand dunes are the first line of defense against coastal storms and beach erosion—they form a natural barrier to the destructive forces of wind and waves. Dunes provide protection against damaging coastal storms by absorbing wave energy and they offer protection by acting as major sand storage areas that replenish sand to eroded beaches during storm events. Without the dunes, storm waves would rush inland and flood properties. Unfortunately, dunes are especially sensitive, unstable resources, subject to the ravages of wind and water. Beach grass helps build and stabilize dunes as the blades of grass help trap wind-blown sand.



Although beach grass is a hardy plant and is tolerant to high salinity conditions, direct sun, extreme heat, lack of fertile soil, and fluctuating water supply, it cannot survive being trampled by vehicles, people, or their pets. As part of its resistance to salinity and drying conditions, the plant forms thick brittle stalks that break easily. Without vegetation, the dune sand is exposed to wind erosion resulting in weak spots in the dunes. These weak spots increase the chance of breaching during a coastal storm, providing channels for floodwaters to move inland. Protecting dunes helps preserve public safety during coastal storms and protects the beach's sand supply that slows shoreline erosion. Dunes absorb the impact of storm surge and high waves, preventing or delaying flooding of inland areas and damage to inland structures. They are also sand storage areas that supply sand to eroded beaches during storms and barriers to windblown sand and salt spray.

In fall 2019, the City partnered with DNREC and the U.S. Army Corps of Engineers (USACE) to ensure its sustainability and to maintain quality of coastal life. The \$7.2 million beach nourishment project pumped sand from an offshore borrow site onto Rehoboth Beach and then built it into an engineered dune and berm template,

designed to reduce damages from coastal storm events. Nourishment was also completed in 2009, 2011, 2013, and 2016.

Inland Bays & Watershed

The Delaware Inland Bays consist of three shallow coastal lagoons situated behind a narrow barrier island that separates them from the Atlantic Ocean. They are unique places where freshwater flowing from the land mixes with saltwater that flows through the Indian River and Ocean City Inlets. The Bays are dynamic, continually changing in response to human activities and the climate.

A watershed comprises all the land that water moves across or under while flowing to a specific body of water and includes the plants, animals, and humans who live within it. Rehoboth Beach is located within the 327-square mile Inland Bays Watershed. Starting at Lewes and Cape Henlopen State Park at the southern edge of the entrance the Delaware Bay, the watershed extends south along the Atlantic shoreline to the Maryland State Line. It includes the coastal communities of Rehoboth Beach, Dewey Beach, Bethany Beach, South Bethany, and Fenwick Island. At the State Line, the watershed boundary extends west to the western edge of the Great Cypress Swamp and then extends northwest to Georgetown. The northern border of the watershed roughly parallels SR 9 and extends back to Lewes. The Inland Bays Watershed is further divided into subwatersheds—the City is within the Lewes-Rehoboth Canal Watershed.

Rehoboth Beach plays an important role in the natural functioning of its surrounding waterways and inland bays. Delaware's Inland Bays consist of three interconnected bodies of water—Rehoboth Bay, Indian River Bay, and Little Assawoman Bay. The Bays and their tributaries cover about 32 square miles and drain a 327-square mile watershed. Fresh water enters the Bays through groundwater discharges, by runoff from land, and from tributaries. Salt water from the Atlantic Ocean enters the Bays through the Indian River Inlet, Lewes and Rehoboth Canal, Roosevelt Inlet, and the Assawoman Canal, which connects Little Assawoman Bay to Indian River Bay. Natural channels connect Rehoboth and Indian River Bays near Massey's Landing.

The Bays were thought to be generally healthy several decades ago; however, after years of accumulated nutrient pollution and habitat loss driven by changes in the landscape, their condition has declined. There were once clear waters, plentiful bay grasses, productive oyster reefs, and oxygen levels that support diverse and abundant fish populations. Now, the Bays are generally murky, dominated by algae, have few bay grasses or oysters, and have unhealthy dissolved oxygen levels; however, thanks to decades of planning and action from businesses, farmers, scientists, residents, and the government, the Bays' health has turned a corner and many water quality indicators are showing improvement.

The Inland Bays Watershed has been assigned a range of nutrient (nitrogen and phosphorus) and bacterial Total Maximum Daily Load (TMDL) reduction requirements by the State. These reductions must be met to comply with the State's water quality standards. A TMDL defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment of maintenance of the applicable narrative and numerical water quality standards. A TMDL is the sum of the individual Waste Load Allocations (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and natural background sources of pollution. In simple terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the inherent ability of the receiving water to assimilate the pollutant without adverse impact. TMDLs, related requirements, and relationship to the City's water resource utilities are discussed more in **Chapter 6—Transportation & Infrastructure**.

The main sources of nutrients in the watershed are septic systems, sewage treatment plants, stormwater runoff, and agricultural operations with nonpoint sources being the greater source of nutrient contribution. Little Assawoman Bay and Indian River Bay are classified as degraded to healthy while Rehoboth Bay water quality is characterized as fair to healthy. Due in part to the large influx of summer tourists, water quality declines between Memorial Day and Labor Day. Upgrades to sewage treatment plants, expansion of central sewers, removal of septic systems, and use of best management practices on agricultural lands has reduced nutrient loadings.

The City supports the recommendations of the Delaware Inland Bays Comprehensive Conservation and Management Plan regarding education and outreach, agriculture and wastewater treatment, and habitat protection and will work with neighboring communities to achieve the Management Plan's goals. More specifically, the City has strived to improve the quality of its wastewater discharges and stormwater discharge and runoff to meet nitrogen and phosphorus reduction targets, establish protective buffers around its lakes and waterways, and require that development within its boundaries be sensitive to environmental considerations.

LEWES-REHOBOTH CANAL

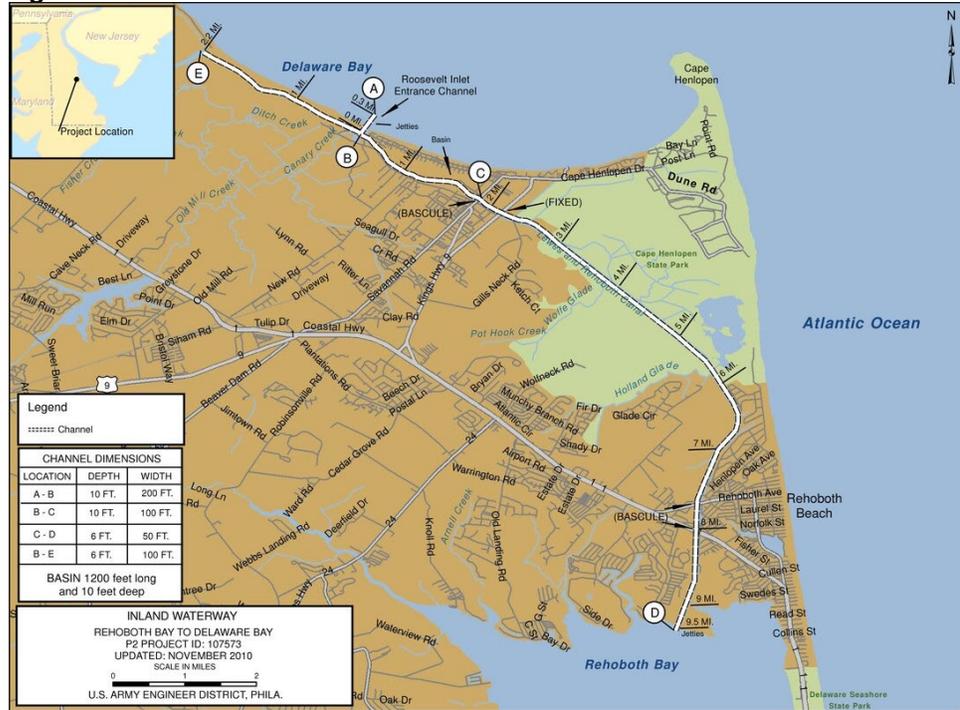
Partially located within the City is the Lewes-Rehoboth Canal, which connects the Broadkill River and the Delaware Bay to Rehoboth Bay. It forms a portion of the Intracoastal Waterway. Originally proposed in 1803, USACE constructed the canal between 1913-1916. Despite its intended use as a freight shipment route, it saw little use for that purpose due to the development of more efficient roads and railways. Instead, the canal was used primarily for leisure boating. The most recent improvements were made to the canal dock located in the City. Acting as the City's second waterfront, it holds significant potential as a recreational asset and as a water

taxi/landscape tour connection between Rehoboth and Lewes. Many commercial and recreational boats utilize the Canal, but due to shallow areas within the channel, many boats are restricted from entering. Larger commercial and fishing boats have reported being stuck in the silt along the Canal and many have complained about damages the shallow water has caused. The canal has historically not been well maintained by USACE. As a result, silting from run-off, discharge, and bank erosion impedes its navigability and interferes with its proper flushing.

Canal Dredging

For years, the City, State legislators, and local boaters and sailors pushed to get the canal dredged but were hampered by a change in policy shifting responsibility from USACE to the State for the dredging of shallow-draft port waterways. In August 2021, coordinating with the mayors of Lewes, Dewey Beach, and Henlopen Acres, the City’s Mayor sent a letter to the State’s federal delegation asking for help with the dredging project. This letter noted that “in its current condition, the Canal barely meets the demands of the boating public, which due to the heavy accumulation of silt, now has a very diminished expectation of using it based on the unreliability of channel depth. We believe that, if brought back to its Corps-designed depth standard of 10 feet MLLW-Roosevelt Inlet to Savannah Rd Bridge and 6 feet MLL W to Rehoboth Bay, then properly maintained and marked, the L&R Canal will flourish as a well-used waterway with both transportation and scenic tourism attractiveness.” This letter goes on to note that, “the broader vision is that the Canal, in its entirety, will be returned to a viable and reliable transportation alternative, that links the towns of Lewes, Henlopen Acres, Rehoboth Beach, and Dewey Beach, that it was designed to be. It requires infrastructure maintenance investment to return it to the specifications it was designed and originally built to.”

Figure 7-1. Lewes-Rehoboth Canal



Source: U.S. Army Corps of Engineers. Inland Waterway, Rehoboth Bay to Delaware Bay Project Index Map

In 2016, the estimated cost to complete the Lewes-Rehoboth Canal dredging was above \$2.4 million. DNREC noted that they placed a high priority of the Canal’s maintenance dredging, reflecting its popularity among recreational boaters and the importance of it connecting the Inland Bays with the Delaware Bay; however, the large footprint of the dredging needed as well as limited sediment disposal options remain outstanding challenges for the project. Federal funding for maintenance dredging of federally authorized navigational channels in coastal Delaware has become increasingly scarce—DNREC officials have been engaged in a coordinated effort with USACE concerning the potential for federal participation in the maintenance dredging. While portions of the 10-mile canal have been dredged since 2002, that was the last year major federally funded dredging of the canal took place.

DNREC has previously stepped in when other federal channels have not been maintained; however, there are a number of factors that make dredging the Lewes-Rehoboth Canal a challenge. The sediment disposal site is owned by USACE and the State does not have free rein to use it; in the past, USACE has placed expensive conditions on use of the site. The Canal’s length makes its dredging an expensive and complicated proposition.

Published in July 2021, USACE has a fact sheet on the Canal project, noting that the project provides for an entrance channel through Roosevelt Inlet near Lewes, Delaware, 10 feet deep and 200 feet wide protected by two parallel jetties 500 feet apart, and extension of the jetties; a channel 10 feet deep and 100 feet wide to the South Street Bridge at Lewes; a channel 6 feet deep and 50 feet wide to Rehoboth Bay entrance. It also provides for a channel 6 feet deep and 100 feet wide from Roosevelt Inlet to Broadkill River, and a highway bridge and railroad bridge at Rehoboth Beach. It notes that a channel condition survey of the entire waterway was performed in FY20.

Lakes

The City is home to two lakes: Silver Lake and Lake Gerar.



SILVER LAKE

Silver Lake is approximately 42 acres in size and has a 9,929-foot shoreline that traverses the City (60%), County (35%), and Dewey Beach (4%). Its watershed encompasses 283 acres, the majority of which is within City limits. It is fed primarily by stormwater drainage and groundwater ingress. To prevent flooding when there is heavy rain and high stormwater drainage, there is an outflow pipe to the ocean located in the southeast corner of the lake outside City's limits; this outflow has ledger boards that regulate the water height as well as grates that protect the outflow pipe from debris. Silver Lake is a natural freshwater remnant of receding glaciers from the last Ice Age. The Nanticoke Tribe held summer encampments around Silver Lake to gather shellfish from the ocean, and various Native American artifacts have been found along its shores. During the colonial era, ship captains fetched fresh water from Silver Lake before heading out onto the Atlantic. In 1933, the Delaware General Assembly established Silver Lake as a State Bird Refuge.

Completed in 2017, the Silver Lake Aquatic Habitat Enhancement Project included redistribution of accumulated sediment from the upper portion of the lake to enhance and improve its overall aesthetics and create beneficial habitat for flora and fauna. DNREC installed biodegradable logs on the bank near the pedestrian bridge, placed 1,500 cubic yards of dredged sediment behind the logs, and landscaped the bank with native plants to provide a vegetative buffer.

LAKE GERAR

Lake Gerar is 6.4 acres in size and is located entirely within City Limits. It is filled and maintained by a combination of natural springs and storm runoff from the surrounding neighborhood. It outflows directly into the ocean. Until the late 1920s, Lake Gerar was basically a swamp that had shallow water when it rained. As part of an agreement to purchase a portion of adjacent City land for development purposes, a former president of the DuPont Company agreed to dredge the lake and clean up its shoreline at his own expense. The area of Lake Gerar's watershed and stormwater drain system is heavily treed, with a large number of mature trees on adjacent private property, in the City's rights-of-way, and within nearby Central Park. A significant restoration initiative was more recently completed by the City in partnership with DNREC and the Save Our Lakes Alliance (SOLA3), which included removal of over 20 tons of water-logged trash, installation of barely visible fencing to protect germinating growth and to keep out invasive geese populations, establishment of a riparian buffer, removal of invasive vegetation and planting of native vegetation, installation of an aerating system and several stormwater sceptors to eliminate the growth of bacteria that produces detrimental nutrients, and improvement of the overall habitat.

FLOODPLAINS

The floodplain or special flood hazard area is a graphic representation of the base flood elevation on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRMs). The base flood is one expected to have a 1% chance of being equaled or exceeded in any given year. Over a 30-year period (the standard length of a conventional residential mortgage), there is a 26% chance that a structure in the floodplain will be flooded by a 1% chance flood, previously known as the 100-year flood event. The term '100-year flood event (or storm)' has fallen out of favor as it is misleading and implies that the storm/flood event would only happen once every 100 years, which is not the case. These events have the potential to occur much more frequently and are likely to increase due to the impacts of climate change.

As shown on **Map 8—Environmental Features**, the 1% annual chance floodplain locations are predominantly located around the waterways and low-lying areas, such as around Silver Lake and extending northwest to School Lane, along King Charles Avenue to New Castle Street, and extending west from the ocean to beyond the boardwalk. Flood zones and their descriptions are provided in **Table 7-1**.

Table 7-1. FEMA Flood Zones

Flood Zone	Description
SFHA—High Risk Areas	
A	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.
AE	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are provided. AE Zones are now used on new format FIRMs instead of A1-A30 Zones.
AO	River or stream flood hazard area, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1-3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage.
VE	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
Moderate Risk Areas	
X (Shaded) 0.2% or 500-Year	Moderate flood area(s), shaded area(s) shown on FIRM, are the areas between the limits of the base flood and the 0.2% annual chance (or 500-year) flood.
Minimum Risk Areas	
X (Unshaded)	The areas of minimal flood hazard, which are areas outside the SFHA and higher than the elevation of the 0.2% annual chance flood, are labeled Zone X (unshaded).

Source: Federal Emergency Management Agency

NFIP & CRS

The City has participated in FEMA’s National Flood Insurance Program (NFIP) since March 30, 1973. The NFIP, managed by FEMA and delivered to the public by a network of insurance companies, provides flood insurance to property owners, renters, and businesses to help reduce the socioeconomic impact of floods. Most homeowner’s insurance policies do not cover flood damage; flood insurance is a separate policy that can cover buildings and their contents. Homes and businesses in high-risk flood areas with mortgages from government-backed lenders are required to have flood insurance. It is important to note that flood insurance requirements are based on a property’s flood zone—current flood zone designations are primarily based on past flooding history.

As an NFIP-participating community, the City has adopted floodplain management practices for development in 100-year floodplains. The City’s Floodplain Ordinance requires all new structures and substantially improved structures to be constructed with a minimum of one foot of freeboard (distance above the base flood elevation) as noted on the City’s FIRM.

The City has also participated in the NFIP’s Community Rating System (CRS) since October 1, 1994 and has been classified as a Level 8 community since October 1, 1995. The CRS is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed minimum requirements of the NFIP. Communities can have a rating from Level 10 (non-CRS participants) to Level 1 (CRS participants achieving maximum program guidelines); every successive level attained results in a 5% reduction in flood insurance premium rates, up to a 45% reduction for Level 1 communities. As a result of the City’s participation as a Level 8 community, flood insurance premium rates are discounted by 10% for those within the SFHA (5% outside of the SFHA) to reflect the reduced flood risk resulting from the City’s efforts to address the program’s three goals:

- Reduce and avoid flood damage to insurable property
- Strengthen and support the insurance aspects of the NFIP
- Foster comprehensive floodplain management

FEMA is updating the NFIP’s risk rating methodology through implementation of a new methodology called Risk Rating 2.0. The methodology leverages industry best practices and cutting-edge technology to enable FEMA to deliver rates that are actuarially sound, equitable, easier to understand and better reflect a property’s flood risk. New policies beginning October 1, 2021 will be subject to the new rating methodology. Also beginning October 1, existing policyholders eligible for renewal will be able to take advantage of immediate decreases in their premiums. All remaining policies renewing on or after April 1, 2022 will be subject to the new rating methodology. FEMA is committed to building a culture of preparedness across the nation. Purchasing flood insurance is the first line of defense against flood damage and a step toward a quicker recovery following a flood. Since the 1970s, rates have been predominantly based on relatively static measurements, emphasizing a property’s elevation within a zone on a FIRM. This approach does not incorporate as many flooding variables as Risk Rating 2.0, which is not just a minor improvement but a transformational leap forward, enabling FEMA to set rates that are fairer and ensure rate increases and decreases are equitable. FEMA is building on years of investment in flood hazard

information by incorporating private sector data, catastrophe models, and evolving actuarial science. FEMA now has the capability and tools to address rating disparities by incorporating more flood risk variables including flood frequency, multiple flood types (e.g., river overflow, storm surge, coastal erosion, heavy rainfall), and distance to a water source along with property characteristics such as elevation and the cost to rebuild. Currently, policyholders with lower-valued homes pay more than their share of the risk, while policyholders with higher-valued homes pay less than their share of the risk. Because Risk Rating 2.0 considers rebuilding costs, FEMA can equitably distribute premiums across all policyholders based on home value and a property's unique flood risk. It is important for the City to understand this new methodology and incorporate it into future CRS participation efforts.

WETLANDS

A wetland is a low-lying land area that is saturated with water, either permanently or seasonally, and contains hydric soils and aquatic vegetation. Wetlands may be permanently flooded by shallow water, permanently saturated by groundwater, or periodically inundated or saturated during the growing season in most years. Many wetlands are the periodically flooded lands that occur between uplands and salt or fresh waterbodies (e.g., lakes, rivers, streams, estuaries). Other wetlands may be isolated in areas with seasonally high water tables that are surrounded by upland or occur on slopes where they are associated with groundwater seepage areas or drainageways. Wetlands are important natural resources providing numerous values to society, including fish and wildlife habitat, flood protection, erosion control, and water quality preservation.

In addition to providing wildlife habitat, wetlands provide protection from flooding and protect water quality by naturally filtering runoff on its way to water bodies. Protection of wetlands falls under the regulatory jurisdiction of Section 404 provisions of the Federal Clean Water Act. In Delaware, tidal and non-tidal wetlands are regulated by USACE under this act; however, tidal wetlands are subject to additional and more stringent regulatory protection under the provisions of 7 Del. C. 66. **Map 8—Environmental Features**, shows the majority of wetlands follow waterways within the City.

Given the focus of maintaining water quality, agencies such as the Delaware Center for the Inland Bays and DNREC place a high priority on maintaining wetland buffers. Wetland buffers are those areas that surround a wetland and reduce adverse impacts to wetland functions and values from adjacent development. Buffers reduce wetland impacts by moderating the effects of stormwater runoff including stabilizing soil to prevent erosion; filtering suspended solids, nutrients, and harmful or toxic substances; and moderating water level fluctuations. They also provide essential habitat for wetland-associated species for use in feeding, roosting, breeding and rearing of young, and over for safety, mobility, and thermal protection. Finally, buffers reduce the adverse impacts of human disturbance on wetland habitats by blocking noise and glare; reducing sedimentation and nutrient input; reducing direct human disturbance from dumped debris, cut vegetation, and trampling; and providing visual separation. Scientists generally agree that appropriate buffer widths are based on several variables including existing wetland functions, values, and sensitivity to disturbance; buffer characteristics; land use impacts; and desired buffer functions. DNREC recommends instituting a 100-foot upland buffer width, requiring plantings of native woody or herbaceous plant species, from all USACE regulated/approved and State regulated wetlands.

IMPERVIOUS SURFACE COVER

In early 2018, the City gauged interest from other coastal communities in forming a partnership to apply for assistance to conduct a comprehensive study of impervious surface cover due to development in the coastal communities and its impacts on stormwater management, flooding, and water quality. Joining Rehoboth, Lewes, Henlopen Acres, Dewey Beach, Bethany Beach, South Bethany, and Fenwick Island collectively applied to DNREC's Resilient Community Partnership program, which provides Delaware communities with technical assistance through federal funding with a goal to help communities undertake necessary planning to become more resilient to coastal hazards.

The partnering municipalities each face additional challenges associated with rising sea-levels, based on their proximity to the Atlantic Ocean and Delaware's Inland Bays. Rapid growth, compounded by impacts to the groundwater table and growing floodplain, led these coastal communities to seek out strategies for reducing impervious surface coverage. The project included three critical components:

- Evaluation of the current status of impervious surface coverage within each municipality's boundaries
- Summary of options to increase stormwater infiltration and reduce future impervious surface coverage
- Development of best practices for each municipality to control future impervious surface coverage and final assessment report

While project deliverables have many applications, a few specific recommendations were noted for Rehoboth including the need to define "impervious surface" in the City Code and consider use of alternative types of pavement. The deliverables also suggested that the City could consider making adjustments to street design requirements, floor area ratio, and lot coverage.

CLIMATE CHANGE

Many areas within the State are susceptible to climate change and Rehoboth Beach is no exception. Pressing issues faced by the City include heavy precipitation events, increasing temperatures, and sea level rise. The State is taking action across its agencies to avoid the worst impacts of climate change and to fortify Delaware against the impacts it already has begun to experience. Municipalities are promoting and participating in State and federal programs to complete project specific initiatives.

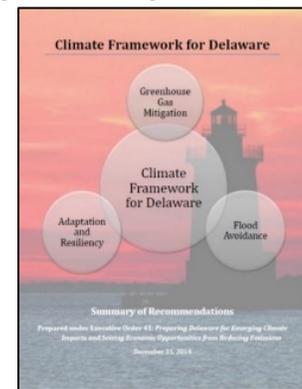
GENERAL PLANS

Climate Framework for Delaware

On September 12, 2013, Governor Markell signed Executive Order 41: Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions and created a Cabinet Committee on Climate and Resiliency. EO41 provided a road map for State agencies to prepare for the impacts of climate change and to reduce the greenhouse gas emissions that cause climate change. It is the backbone for many State activities that aim to reduce the impact of climate change within the State.

The Cabinet Committee on Climate and Resiliency was organized to guide State agencies through the process of implementing and conducting EO41. The Committee set a goal to reduce Delaware's greenhouse gas emissions 30% by 2030. The Climate Framework for Delaware action plan was developed, and the Committee is charged with producing progress reports that keep the Governor, legislators, and public informed on the progress of these mitigation and adaptation efforts. The Report identifies actions and strategies that each State agency can take to help prepare Delaware for the effects of climate change in ways that relate to their mission. It includes 155 recommended actions to protect public health, infrastructure, economy, and natural resources under three objectives:

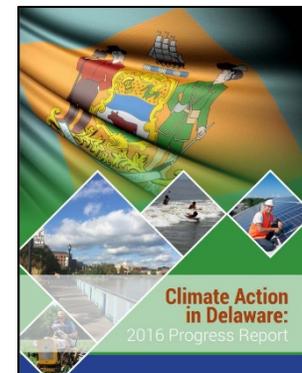
- **Adaptation:** protecting Delawareans in the face of impending climate change consequences
- **Mitigation:** reducing greenhouse gases and environmental impacts of state operations in order to reduce the driving human forces of climate change
- **Flood Avoidance:** identifying areas and infrastructure that are put at risk from current and future flooding and fortifying existing structures in high-risk areas



Climate Action Progress Report

The Climate Action in Delaware: 2016 Progress Report provides an update on the actions and goals outlined in the Climate Framework. This report highlights the actions and accomplishments made by the State to curb greenhouse gas emissions and adapt to the impacts of climate change—what has been accomplished and what work is still to be done moving forward. It also provides an overview of local government actions and sets out a vision for the future. The report includes an Adaptation Appendix, which provides a summary of progress for each climate adaptation recommendation developed by 11 State agencies.

As stated in the report, reducing greenhouse gas emissions has been a key objective for the State, using a variety of strategies that promote energy efficiency and shifting to clean, renewable sources of energy. According to the Progress Report, an inventory of greenhouse gas emissions through 2013 shows that since 2008, greenhouse gas emissions from some economic sectors have increased, while others have decreased. The transportation, commercial, residential, and agriculture sectors recorded decreased emissions between 2008 and 2013. Reductions in emissions in these sectors are attributed to more fuel-efficient vehicles, energy efficiency improvements, and decreases in livestock emissions. Greenhouse gas emissions growth in the State came from the electric power generation sector and the industrial sector. Both sectors' emissions increased primarily due to increased economic activity and recovery from the 2008 recession. Between 2008 and 2013, both sectors' emissions increased faster than modeled.



Statewide Climate Action Plan

The State is currently developing its first Climate Action Plan. In March 2020, DNREC's Division of Climate, Coastal & Energy held three public sessions seeking input on the Plan's development and also held a technical advisory workshop. These workshops provided an opportunity for Delawareans to learn more about how to reduce greenhouse gas emissions and better prepare the State for climate impacts. Workshop attendees also had a chance to voice opinions on choices the State can make to more effectively take action on climate change. DNREC held a follow-up series of virtual workshops in September and October 2020 that examined and sought feedback on specific actions the State is considering for the Climate Action Plan. The workshops focused on:

- Minimizing greenhouse gas emissions that drive climate change
- Maximizing resilience to sea level rise
- Maximizing resilience to increased temperatures

- Maximizing resilience to increased heavy precipitation and flooding

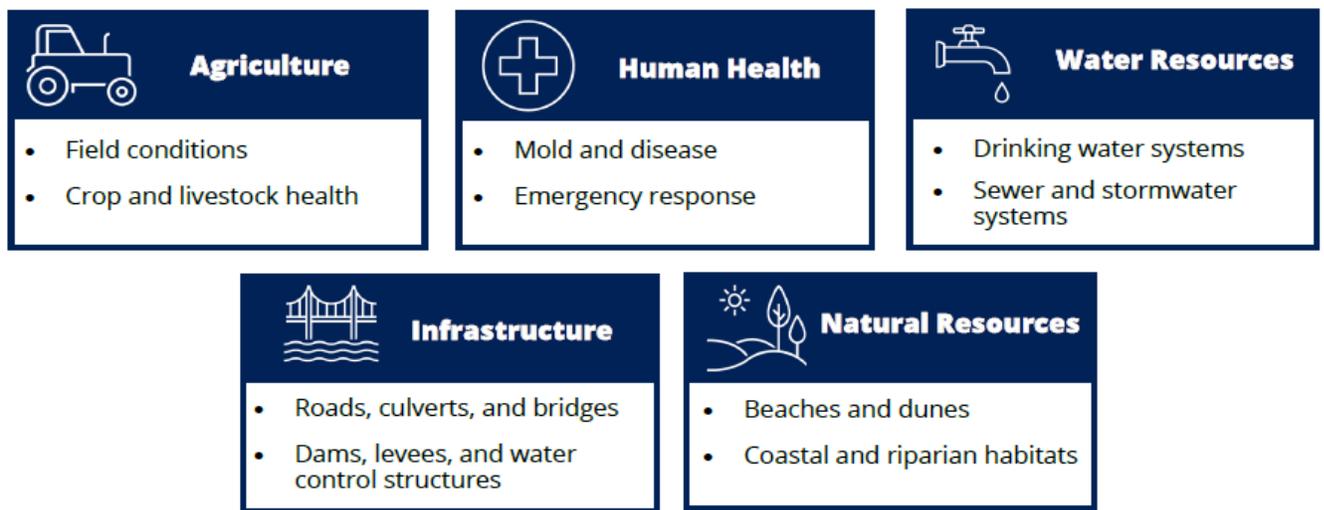
The overwhelming majority of Delawareans accept that climate change and sea level rise are impacting the State. In a 2019 survey, 77% of respondents were completely or mostly convinced that climate change is happening, and 70% say immediate action should be taken to reduce its impact.

HEAVY PRECIPITATION EVENTS

Climate change is expected to result in more frequent heavy precipitation events, which can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure. The City’s infrastructure and its ability to handle such events plays a contributing role in how effectively the area can be evacuated and how it can minimize or prevent damage from these events. Planning for these events also contributes to how successfully the City and emergency services can respond to these events. An assessment of the vulnerability of structures to heavier, more frequent participation, flooding, and sea level rise would be a beneficial tool for the City when preparing for the anticipated higher frequency of heavy rainfall events.

Figure 7-2 highlights features at risk due to heavy precipitation events, in addition to resources such as Silver Lake, Lewes and Rehoboth Canal, Lake Gerar, the ocean, and assorted wetlands, tributaries, and floodplains.

Figure 7-2. Features at Risk Due to Heavy Precipitation Events



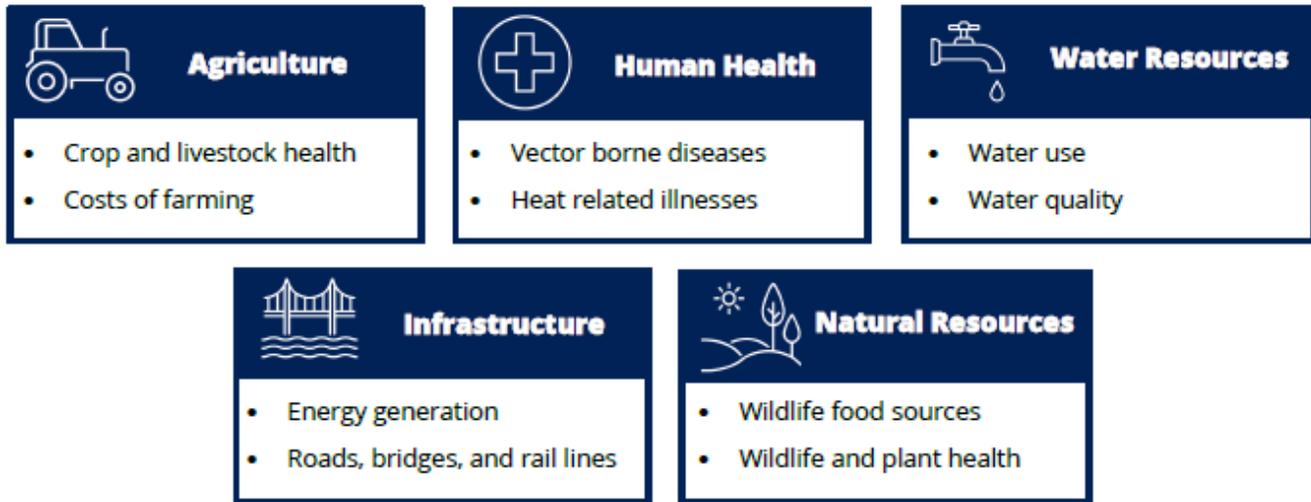
Source: DNREC Division of Climate, Coastal & Energy—Delaware Climate Action Plan Outreach Materials

TEMPERATURE RISE

Another key issue surrounding climate change is a steady rise in temperature, which will result in a longer growing season, heat waves, and more consecutive days where it does not cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations. Although temperature is not something that can be controlled, there are ways for the City to prepare for a possible increase. Tree planting and shade contribute greatly to heat dispersion. Making sure buildings are up to code for cooling systems will also mitigate the effects of long-term temperature changes. Educating people on how to deal with heat waves and erratic weather also helps prepare the population for such events and can be a successful way to prevent the dangers of high temperatures. Additional areas of consideration may include installation of additional public water fountains, policies or training aimed at protecting City employees from the heat; posting signage in parks and recreational areas alerting visitors to extreme heat and related vector-borne illnesses, encouragement of ‘cool roofs’ in new or redevelopment efforts.

Higher temperatures can also impact the City’s transportation infrastructure. Asphalt pavement softens and expands under elevated temperatures, making it more vulnerable to rutting and potholes. These impacts are important to consider when planning for the long-term durability and functionality of the City’s road network. Figure 7-3 highlights additional features at risk due to temperature rise.

Figure 7-3. Features at Risk Due to Temperature Rise



Source: DNREC Division of Climate, Coastal & Energy—Delaware Climate Action Plan Outreach Materials

Temperature differences will not vary significantly across the City, but certain demographic populations vulnerable to increased temperatures can show spatial patterns or clusters. From a public health perspective, it is important to identify and target these populations that are at elevated risk when temperatures rise. Mapping heat-vulnerable populations is possible using indicators that correlate to elevated risk. For example, each of the following demographic populations are susceptible to increased temperatures: elderly (high rate of heat stroke), lower socio-economic status (cannot afford air conditioning, poor housing, etc.), isolated persons and those living alone (lack social support), immigrants and non-native English speakers (difficulty accessing support services).

SEA LEVEL RISE

Sea level rise (SLR) is an emerging challenge for the State and potentially the City. It can be defined as an increase in average tide levels over time and is caused by a combination of subsidence of land and global climate change. Sea level trends as measured by the tide gauge in Lewes operated by the National Oceanic and Atmospheric Administration (NOAA) is 3.39 millimeters per year, which is equivalent to a change of 1.11 feet over 100 years. The existing rate of SLR is expected to increase in the coming decades as a result of climate change. The State is planning for an increase in average tide heights of 1.5 to 4.9 feet by the year 2100.

The rising and spreading of water over normally dry land is referred to as inundation. Analysts use models to develop maps showing the possible impacts of inundation based on various SLR scenarios for State waterways and the land that surrounds them (watersheds). These maps reflect the filling of these watersheds at constant elevations, also referred to as bathtub modeling. In other words, the maps show the water levels rising in the watersheds similar to the filling of a bathtub. SLR can lead to inundation of infrastructure and natural areas adjacent to waterbodies, water quality problems through saltwater intrusion into drinking water wells, and wastewater treatment issues through rising water tables affecting septic systems. Rising water levels could also result in more frequent need for beach replenishment projects and dune repairs, and loss of wetlands could decrease the City’s natural defenses against flooding.

As a coastal resort community, the City’s economy and quality of life have historically been linked to its beach, lakes, and other water resources. Because of its location, low elevations, and dependence on the coast, the City may be particularly vulnerable to the effects of SLR, loss of low-lying land and structures, saltwater intrusion into surface water and groundwater, and increased flooding from storm events. Changes in sea levels have the potential to impact existing infrastructure and natural resources in the short-term and also the durability of future development with long-term design life. Long-range planning and accounting for changes in sea level that may be expected in the City will help lead to informed decisions for public and private investments by minimizing risk and potential for damage to both existing and future resources. An assessment of the vulnerability of structures to heavier, more frequent participation, flooding, and sea level rise would be a beneficial tool for the City when preparing for anticipated sea level rise. **Figure 9-3** highlights additional features at risk due to sea level rise; also see **Map 9—Coastal Inundation**.

Figure 9-3. Features at Risk Due to Sea Level Rise



Source: DNREC Division of Climate, Coastal & Energy—Delaware Climate Action Plan Outreach Materials

LAND RESOURCES

FORESTS, WOODLANDS & TREES

Trees are an integral component of the urban environment. Their shade and beauty contribute to the City’s quality of life and soften the hard appearance of concrete structures and streets. They help stabilize the soil by controlling wind and water erosion. Trees also help reduce noise levels, cleanse pollutants from the air, produce oxygen and absorb carbon dioxide, and provide habitat for wildlife. They also provide significant economic benefits, including increased real estate values and more attractive settings in which to locate residences or commercial businesses. Trees provide shade and act as windbreaks, helping to decrease residential energy consumption. Unlike other components of the City’s infrastructure, the tree population, with proper care, will continue to increase in value with each passing year. When properly maintained, trees return overall benefits and value to the community far in excess of the time and money invested in them for planting, pruning, protection, and removal.

City Code Chapter 253—Trees establishes a City Parks and Shade Tree Commission and provides comprehensive tree regulations. Listed in the following sections are the tree programs and initiatives completed and/or underway throughout the city.

Rehoboth Beach is virtually unique among all the beach resorts on the East Coast because of its abundance of trees. The northern portion of the City is naturally forested as is the area between King Charles and Bayard south of Philadelphia Avenue. The remainder of the City is irregularly tree-covered as the result of various public and private plantings. Residential and commercial construction, storm damage, utility right-of-way maintenance, and natural causes have led to a decrease in the City’s tree inventory. Many past plantings have also proven ill-suited to the City’s vigorous climate or for curbside use. As land has increased in value, there has been increasing pressure to dedicate ever greater percentages of the City to buildings and concrete.

All trees growing within the City, be they on private or public property, are part of the "urban forest," a term that includes all the trees, woodlands, woody shrubs, ground vegetation, and associated green space within the urban area. The City and its citizens have made a significant investment in the creation and maintenance of this forest and, given new national concerns over global warming and the need for carbon sequestration, a new and bolder strategy is needed to sustain this investment into the future. Overall, the following needs should be addressed:

- Foster a more positive public attitude toward trees
- Highlight the areas of necessary public policy change
- Maximize the potential of the existing urban forest
- Develop a more strategic approach to new planting
- Encourage individuals to plant native species on their property
- Increase the range of individuals and organizations actively involved with the urban forest
- Encourage partner organizations to work in complementary ways

To capitalize on the many environmental and economic benefits of a healthy urban forest, the City should prepare a Community Forest Plan designed to increase public support and involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest. At a minimum, the CDP encourages:

- Increasing the stock of trees through tree planting programs
- Encouraging the planting of trees by both public and private entities

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- Adopting high standards of maintenance and replacement
- Diversifying the variety of new trees
- Replacing trees affected by disease
- Preserving natural forests within the City

The Community Forest Plan will be the basis for a comprehensive review and revision of the City's environmental protection codes to ensure that all future buildings, developments, renovations, and partitionings are planned and executed to retain and plant the maximum amount of urban forest. Discussions are underway with State urban forestry representatives on how to create the Forest Plan.

Commemorative Trees Program

The Commemorative Tree Fund program purchases trees for planting in honor of a celebration, commemoration, or special event. The program is a partnership between the City and its Trees and Green Infrastructure Committee (formerly the Mayor's Advisory Committee on Trees). The Committee's name change was prompted by the necessity to focus on both green infrastructure and trees. Green infrastructure refers to stormwater management practices that protect, restore, or mimic the natural water cycle. Now, trees are recognized as an essential part of the City's green infrastructure, which helps boost the economy, enhance community health and safety, and provide recreation, wildlife, and many other benefits.

To honor the generous donation, a tree sculpture was created and commissioned in the City Hall Atrium. Each contributor to the tree fund is acknowledged with a custom engraved leaf, with three distinct colors signifying the donation level. In 2019, over \$24,000 was donated and 50 trees were planted on public property with the support of the generous donors.



Tree City USA

For 30 years, Rehoboth Beach has achieved Tree City USA Designation with the only other municipality holding this designation longer is the City of Dover (32 years). The Tree City USA program, sponsored by the Arbor Day Foundation in cooperation with the U.S. Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities. Rehoboth Beach achieved Tree City USA recognition by meeting the program's four requirements: establishing a tree board or department, adopting a tree care ordinance, funding an annual community forestry budget of at least \$2 per capita, and holding an Arbor Day observance and proclamation.



In 2017, the City also received the Tree City USA Growth Award, awarded by the Arbor Day Foundation to recognize high levels of tree care by participating Tree City USA communities. The Growth Award highlights innovative programs and projects as well as an increased commitment of resources for urban forestry.

Governor Carney proclaimed April 30, 2021 as Arbor Day in Delaware at a ceremony at Rehoboth Elementary School attended by fifth-grade students and staff, members of the General Assembly, and City and State officials. The event recognized Mayor Mills and the City for its 30th year as a Tree City USA. Governor Carney also honored student winners in the Delaware Forest Service's annual Arbor Day School Poster Contest. Two new oak trees were planted on the school campus for the event.



Online Tree Survey

In April 2018, the City released a tree survey to gather public input and suggestions to help guide its tree program. The data collected utilized public opinion to help the City make sound decisions in the maintenance, planting, and preservation of its trees. The survey was completed by 437 people, the majority of whom lived within City limits. Approximately 83% of respondents wanted to see more trees planted in the City and along streets between the sidewalk and road. The two top concerns relating to trees in the City were loss of mature trees and tree root damage to sidewalks, pipes, and building foundations. Most respondents were willing to support new rules about planting and protecting trees and supported an increase in the City's tree budget.

Public Tree Inventory Management Plan

In December 2010, the City received a Public Tree Inventory Management Plan, which was partially funded by DNREC's Division of Air and Waste Community Environmental Project Fund. The purpose of the plan was to provide a five-year plan of action concerning the City's inventoried tree population. Eight specific tree management recommendations were identified for implementation. The Plan's consultant inventoried 2,871 total trees, stumps, and planting sites. Of these, 2,335 (81.3%) were sites along streets and 536 (18.7%) were sites within parks and public properties. The inventory showed that the City's Street tree population was comprised of

60 species representing 36 genera, while tree population in parks and public properties were comprised of 67 species representing 43 genera.

Urban Tree Canopy

Urban trees are the soul of a City known for its progressive land-use planning and extensive green infrastructure. Trees are a crucial part of the cityscape, softening and beautifying the built environment, improving neighborhood safety and livability, and providing vital ecosystem services such as air purification, temperature mitigation, and stormwater interception. Effective and efficient management of the urban forest relies on an understanding of the structure and function of the resource, as well as the benefits it provides.

Canopy cover has been identified as an important measure of urban forest health by the City. Monitoring the City's tree canopy is important to understand how the canopy may be changing and how those trends will allow City officials to make important decisions regarding management strategies. The Delaware Forest Service's Urban and Community Forestry Program has compiled extensive maps that detail the tree canopy for each of the State's 57 municipalities; the data is also available in an online GIS web application. This analysis, which utilized 2014 LIDAR data as the basis for its analysis, indicated an Urban Tree Canopy of 50.4% (273.6 Acres) in the City.

CITY FOREST CANOPY GOAL

On December 16, 2011, the City adopted Resolution No. 1211-01 in compliance with the 2010 CDP to provide a forest canopy density goal. In accordance with Title 3, Chapter 10, Subchapter III, of the Delaware Code and the City's Charter, the Board of Commissioners recognized the City's previous forest canopy density of 32.75% and committed to developing and implementing a plan in cooperation with citizens with the intention to grow the resource to 40% or more in the following 10 years as part of its continued commitment to preserving and enhancing its natural resources. As this benchmark was reached more than seven years ago, the City may want to consider revising this goal.

Planning Commission Tree Study

On December 21, 2012, the City adopted Resolution No. 1212-01, charging the Planning Commission with conducting research, examining, and recommending amendments to the City Commissioners for the existing tree ordinance and other ordinances and regulations and their enforcement, and proposing new ordinances and regulations to better fulfill the purposes of the tree ordinance, including the protection, planting, removal, and long-term management of trees within the City.

On August 11, 2014, the Planning Commission presented the final Tree Study report for consideration by the Board of Commissioners. The overarching objective was how the City and its citizens could best meet the City's goal to maintain and increase its tree canopy on both private and public land. The second, more specific objective, was to assess the City's current tree ordinances with particular focus on the Comprehensive Tree Regulations that was adopted in January 2006 and to recommend changes as may be needed. The study included a proposed amended tree ordinance as well as 15 additional recommendations.

Tree Ordinance Update

Starting in early 2020, City staff and multiple City committees (Environment, Law Oversight, and Tree and Green Infrastructure) began updating the Tree Ordinance. The Parks and Shade Tree Commission was tasked with updating the Planning Commission August 2014 draft Tree Ordinance and preparing recommendations as requested by the Board of Commissioners. Most recently, the Trees and Green Infrastructure Committee reviewed the latest draft and discussed remaining issues at their August 20, 2021 meeting.

Master Tree Planting Plan

The City Arborist and Tree and Green Infrastructure Committee started working on a master tree planting plan and priority street plan in 2021, which is still ongoing.

Tree Tenders Program

The Tree and Green Infrastructure Committee is partnering with Rehoboth in Bloom on a program called Tree Tenders, whose members will work closely with the City Arborist to help newly planted trees survive. Rehoboth in Bloom was an ad hoc committee formed under the Streets and Transportation Committee. The group will water, weed, and care for trees coming off their one-year maintenance contract, as trees need at least two years of monitoring and maintenance. Program members are currently caring for trees in Grove Park and on Munson Street.

AIR RESOURCES

AIR QUALITY

In 1970, Congress passed the Clean Air Act that authorized the EPA to establish National Ambient Air Quality Standards (NAAQS) for pollutants shown to threaten human health and welfare. Primary standards were set according to criteria designed to protect public health, including an adequate margin of safety to protect sensitive populations such as children and asthmatics. Secondary standards were set according to criteria designed to protect public welfare (e.g., decreased visibility, damage to crops, vegetation, and buildings). Seven pollutants

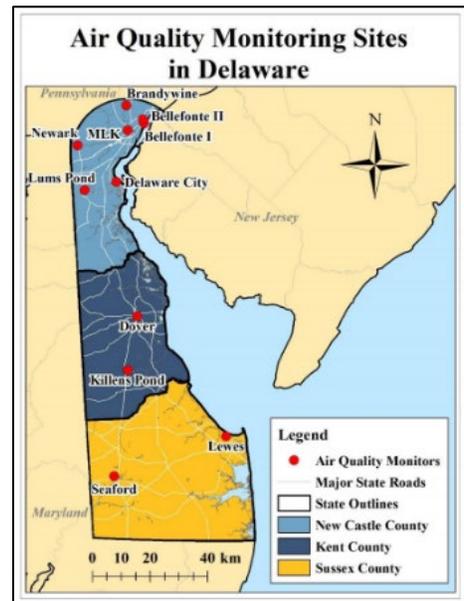
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currently have NAAQS: ozone (O₃), carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter less than 10 microns (PM₁₀), particulate matter less than 2.5 microns (PM_{2.5}), and lead (Pb). These are commonly called the criteria pollutants. When air quality does not meet the NAAQS, the area is said to be in nonattainment with the NAAQS. Annual air quality reports serve as a resource for information on Air Quality issues in the State. The reports focus on Delaware's air quality status and criteria pollutant trends.

Lewes is home to one of two Delaware ambient air monitoring sites in Sussex County as shown on the network map. This site monitors ozone, sulfur dioxide, wind speed and direction, and temperature and relative humidity. The monitoring objectives include population exposure, NAAQS compliance, and trends. The Lewes site is neighborhood scale, established to understand O₃ (ozone) concentrations in the coastal area where population increases significantly in the summer months. SO₂ (sulfur dioxide) was added in 2012 in response to the new NAAQS monitoring requirements. It is representative of the coastal Sussex County area.

In 2019, Sussex County's air quality index was ranked good with an index value of 0 to 50 for the majority of the calendar year. Only 66 days were ranked as moderate, within the 51-100 index values with an advisory to unusually sensitive individuals to consider prolonged outdoor exertion.

During its pre-update review of the City's 2010 CDP, DNREC recommended the City consider encouraging mixed-use or cluster-style development where applicable to preserve open space; allow opportunities for the increased use of public transit; expand the current bicycle and pedestrian network; encourage alternative modes of transportation; and promote and expand ordinances that would involve planting trees for new development and redevelopment projects and efforts to continue the preservation of trees in the City, which help to clear the air of pollutants.



Smoke-Free Initiatives

After multiple presentations regarding smoke free initiatives, the Board of Commissioners adopted Ordinance No. 0411-01 in April 2011, establishing public health and sanitation reasons to prohibit smoking in public parks. In addition, Ordinance No. 0314-01 was approved to expand the public areas where smoking is prohibited.

GREENHOUSE GASES

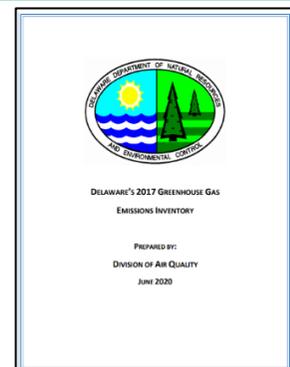
One cause of climate change not discussed earlier in this chapter is the burning of fossil fuels (e.g., gasoline, coal), sources used to power cars, generate electricity, and produce energy every day. These fuels release greenhouse gases, which trap heat in the atmosphere. The excessive burning of fossil fuels has released too many greenhouse gases into the atmosphere, drastically warming the earth and upsetting the climate system. Municipalities can play an important role in reducing greenhouse gas emissions.

For Delaware, these emissions and climate change in general is already causing damage to coastal areas, public health, infrastructure, and resources. Several State agencies are encouraging initiatives, such as:

- Electrical vehicle deployment and electric vehicle charging infrastructure
- Pilot project to test propane fuel for school buses
- Pilot project to test propane buses in paratransit services
- Electric bus service on fixed routes in Dover
- Reducing fertilizer usage, conservation tillage practices, and protecting agricultural lands
- Weatherization assistance program for homes

Delaware Greenhouse Gas Emission Inventory

Delaware's 2017 Greenhouse Gas (GHG) inventory report was finalized in June 2020 by DNREC's Division of Air Quality (DAQ) and provides a summary comparing the 2017 emissions to 2030 and 2050 future projections. The inventory includes emissions from 1990 to 2017 as well as emission projections from 2018 to 2050 in business as usual (BAU) scenarios. The GHG inventory reports present data and analyses on the six greenhouse gases listed in the Kyoto Protocol: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). DAQ prepares the GHG inventory to characterize the State's historical and projected GHG emissions and informing the policy option development process. The report provides information on activities that cause emissions and removals, as well as background information on the methods used to estimate the emissions. The inventory has four key objectives:



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- Identify and characterize greenhouse gases emissions sources and sinks
- Quantify greenhouse gases emissions and removal from sources and sinks
- Document the emission inventory data and analytical results
- Document the greenhouse gases inventory data sources

Electric Vehicle Charging Stations

Consumers and fleets considering plug-in electric vehicles (PEVs)—which include plug-in hybrid electric vehicles (PHEVs) and all-electric vehicles (EVs)—need access to charging stations, also known as EVSE (electric vehicle supply equipment). For most drivers, this starts with charging at home or at fleet facilities. Charging stations at workplaces and public destinations may help bolster market acceptance.

The State provides rebates for Level 2 electric vehicle charging equipment. The Level 2 charging stations provide 10-20 miles of range per hour of charging. AC Level 2 equipment (often referred to simply as Level 2) offers charging through 240 V (typical in residential applications) or 208 V (typical in commercial applications) electrical service. Level 2 equipment is also commonly used for public and workplace charging.

There are currently limited vehicle charging stations within City limits, located at the Rehoboth Beach Convention Center, Bellmor Inn & Spa, Hanna House, and Rise Up coffee. The City is looking to add additional electric vehicle charging station locations throughout the City. In addition to their provision by private entities, funding may be available for acquisition of charging stations and their installation.

DARK SKY COMMUNITY

One of the 2010 CDP initiatives included City policies for lighting, stating the City should use environmentally responsible outdoor lighting and promote responsible legislation, public policy, and standards for such lighting in Rehoboth. In 2020, the Beach and Boardwalk Committee started researching lighting changes on the boardwalk as the first step to becoming a Dark Sky compliant community. The boardwalk lighting replacement requirements and recommendations were supported by the Rehoboth Beach Homeowners Association. The Environment Committee further recommended approval of this initiative at their January 14, 2021.

The Board of Commissioners adopted a Resolution on June 18, 2021, defining a program for City-owned and leased light fixtures (primarily park, boardwalk, and streetlights) to be selected to minimize the adverse effects of artificial light. The Mayor and Commissioners desire all City-owned and leased light fixtures to be selected as feasible to minimize the adverse effects of artificial light with implementation as light fixtures are replaced over time. The design of new and replacement lighting fixtures and any supporting equipment is to be approved by the Mayor and Commissioners to meet the character and aesthetics of the City.



CHAPTER 9

ENVIRONMENTAL PROTECTION

GOALS *Will update to reflect future PC discussion.*

1. Maintain physical and visual access to the ocean and other waterbodies.
2. Control the scale and use of structures along the ocean and other waterbodies.
3. Protect the natural functioning of ocean, bay, lake and canal ecology.
4. Preserve, protect, and conserve the abundant existing trees and forest.
5. Establish a comprehensive approach to environmental planning with special emphasis on trees, plantings, natural areas, and maintenance.

ACTION ITEMS *Will update to reflect future PC discussion.*

- a) Continue to refurbish the Boardwalk and continue regular beach replenishment.
- b) Encourage and support environmental best management practice initiatives with an incentive program.
- c) Begin Silver Lake recovery using buffer planting, dredging, and regulatory buffer zones.
- d) Prepare a Community Forest Plan designed to increase public support and public involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest.
- e) Investigate a city policy requiring that all municipal facilities, city-funded projects, and city infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using Green Building, LID, and Conservation Landscaping principles and practices.
- f) Continue to lobby for dredging of the Lewes-Rehoboth Canal.
- g) Undertake a climate change/sea level rise vulnerability assessment/adaptation plan for the City.
- h) Develop ongoing informational briefings and other assistance related to climate change issues for the City government and members of the community.

- i) Evaluate the feasibility of adopting an upland wetland buffer requirement as part of the City’s land development regulations.
- j) Begin transitioning the City’s vehicle fleet to electric vehicles, when possible.
- k) Identify appropriate locations for electric vehicle charging stations and seek funding for their installation.
- l) Adopt standards for Dark Sky compliant lighting on City properties and consider reviewing and implementing standards for subdivisions, site plans, and redevelopment projects.

OPEN SPACE & RECREATION

This section supports the large inventory of parks and recreation resources within the City and the priority to keep the community healthy, active, and involved to a desired level. The private and public partnerships within the City are key to its success providing these services to the community. **Chapter 6—Transportation & Infrastructure** provides related information on nonmotorized transportation, which includes bicycle and pedestrian facilities as well as the Grove Park Canal Access project. Similarly, the earlier **Environmental Protection** section of this chapter includes additional information regarding the ocean, lakes, canal, beach, and trees.

PARK & RECREATION FACILITIES

Rehoboth Beach is fortunate to have a large inventory of active and passive open space located within or near City limits. This section provides an overview of the City’s large inventory of resources.

City Inventory

The City has several acres of park and open space land that provide a variety of amenities and programs for everyone in the community. Features of these facilities are detailed in **Table 7-2**.

Table 7-2. City Parks, Recreation & Open Space Inventory

Name	Location	Description
Bandstand Plaza	The end of Rehoboth Avenue	Open-air entertainment venue hosting a series of summer concerts & shows
Central Park	Bounded by Columbia Avenue, Park Avenue, and Third Street	Six-acre natural wooded park with trails that is home to deer, birds, and other native wildlife.
Cranberry Park	Intersection of 3 rd Street and Lake Avenue	Small, shaded park with trees and benches. New garden, Garden of the Navigators, installed at 3 rd Street/Lake Avenue intersection by the Rehoboth Beach Sister Cities Association.
Deauville Beach	The end of Henlopen Avenue	Dune-lined beach adjacent to Rehoboth Beach, with paid parking and a quiet and secluded atmosphere.
Deer Park	Intersection of Dover Street and Kent Street	One-acre natural, wooded area that supports tree species such as pine, oak, and magnolia.
Grove Park	Intersection of Columbia Avenue and Grove Street	Park surrounded by large trees that includes a tot lot, circuit workout equipment, two pavilions, restrooms, shuffleboard courts, and several benches. It is surrounded by a wide, paved walking path.
Grove Park Canal Dock	On the Lewes-Rehoboth Canal behind the Rehoboth Beach Museum and Grove Park	ADA accessible boat dock with a kayak launch
Lake Gerar Park	Along Lake Avenue at the intersection of First Street	A diverse, 15-acre park containing a freshwater lake, children's play area, fishing pier, trails, open space, and a manicured garden.
Lee Street Park	On Lee Street	Small, shaded park with trees and a bench.
Martin’s Lawn Park	On Christian Street	Small Park that houses the Anna Hazard Museum and Senior Center. Between the buildings is a small grassy area with flowering crape myrtle trees.
Stockley Street Park	Stockley Street just west of Scarborough Street	3-acre park with several benches that provide a view of Silver Lake and a tot lot play area for children.
Surfside Park	On Surfside Place	Small Park
Teardrop Park	The end of Silver Lane	Small Park with a pier.

Source: City Staff (August 2021)

BEACH & BOARDWALK

The City is located in the Mid-Atlantic and is host to the largest beach in the State. Local residents and guests claim the quaint and charming mile-long boardwalk as one of the City's best attractions. Flanked by eclectic shops, restaurants, business, and family amusements, the boardwalk is one of the reasons Rehoboth Beach was named 'The Best Family Beach on the East Coast.' Rehoboth Beach was named 'One of the Nation's 10 Great Coastal Boardwalks' by Coastal Living Magazine, 'America's Best Boardwalk' by American Profile Magazine, and 'Top U.S. Boardwalks' by National Geographic Magazine. Rehoboth Beach is no longer a one-season resort. Throughout the year, the boardwalk is a backdrop for festivals and events, fitness competitions, or just a daily stroll by foot or bike.

REHOBOTH BEACH BANDSTAND

The Rehoboth Beach Bandstand is a music and entertainment venue located in Rehoboth Beach. The Bandstand Summer Concert Series takes place every year from mid-June through Labor Day Weekend and has been providing free entertainment for the City and its visitors since 1963. Each year, over 40 bands are selected to perform in the open-air concert venue just steps from the beach. The goal of the Bandstand is to provide entertainment through music, movies, variety acts, and other local, regional, and national performances.

REHOBOTH BEACH CONVENTION CENTER

The Rehoboth Beach Convention Center is just three blocks from the Atlantic Ocean and is conveniently located in the heart of the downtown. It is just a short walk to hotels, shops, and restaurants and offers many complimentary amenities, including WiFi. The Convention Center is available for business or leisure events and its dedicated staff is committed to making the experience successful from start to finish.

STATE PARKS

Rehoboth Beach is located next to Cape Henlopen State Park and is north of Delaware Seashore State Park. Both parks provide several amenities and have grown to reach year-round users. Cape Henlopen State Park provides an alternative option for nonmotorized transportation linking Rehoboth Beach to Lewes and other areas.

CAPE HENLOPEN STATE PARK

Situated at the mouth of the Delaware Bay sits Cape Henlopen State Park and its more than six-mile coastline. The Cape Henlopen Point, where the Delaware Bay meets the Atlantic Ocean, shaped the history of this landscape. For millennia, native people lived off the land's rich and abundant resources. In the late 1600s, William Penn's family granted the land and allowed citizens to harvest many of the same resources. The area's strategic position led to the construction of Fort Miles during World War II with its iconic fire control towers along the Atlantic coast, which served as a federal defensive site, training area, and testing location during and after the war.

A diverse collection of habitats makes up the coastal ecosystem of Cape Henlopen State Park. Barrier dune, coastal beaches, and maritime forest are home to many species of plants and animals. Visitors can visit the Seaside Nature Center to participate in an interpretive program or learn about the Park's native plants and animals. This is the closest State Park to Rehoboth Beach. The Park is known for its secluded beach, nature center, and hiking trails, along with its extended camping facilities and fishing area. Today, the Park consists of 5,193 acres and is home to many birds, reptiles, and mammals. The Park's premiere trails offer hiking and biking exploration, with two trails accessible to Rehoboth Beach:

- **Junction & Breakwater Trail** | This popular trail follows a section of the former Penn Central Railroad Crossing connecting Lewes and Rehoboth Beach. The easy contour and crushed stone and paved surfaces are suitable for hikers, bikers, and strollers. The trail is accessible from the designated trailheads at Wolfe Neck Parking Area and behind the Outlets. Trail users pass through mature hardwood and conifer forests, marshes, and open fields. Scenic vistas at the Wolfe Glade and Holland Glade crossings provide spectacular views of coastal marshes and interpretive signs provide visitors with information about plant and animal life along the trail. Rehoboth Beach access is from Hebron Road just off SR 1; however, no parking is available at this access point. The average trail width is nine feet with a minimum width of six feet.
- **Gordons Pond Trail** | Beginning at the Gordon's Pond parking area, visitors follow a crushed stone trail suitable for hiking and biking along the water's edge for 0.75 miles before arriving at the Gordon's Pond Scenic overlook. The overlook, popular among bird watchers, provides a great view of Gordon's Pond. From the overlook, the trail continues north to the Herring Point parking area. Visitors traverse an elevated bridge where they can experience an upland picnic forest and stunning scenic views of the marsh and Atlantic Ocean. The average trail width is nine feet with a minimum width of eight feet.

Figure 7-5 highlights the 15-mile bicycle and pedestrian loop along the outside of Cape Henlopen State Park, providing a pedestrian and bicycle connection between Lewes and Rehoboth Beach.

Figure 7-5. Lewes-Rehoboth Region Bike/Pedestrian Loop



Source: Delaware Department of Natural Resources & Environmental Control

DELAWARE SEASHORE STATE PARK

Delaware Seashore State Park, boasting six miles of ocean and 20 miles of Delaware Bay shoreline, serves as an important part of the southern Delaware coastline. The dynamic Indian River Inlet connects the Indian River and Rehoboth Bays with the Atlantic Ocean and is the epicenter of the Park's many activities. A beach lies on either side of the inlet, welcoming anglers and beachgoers who stay for the day or overnight at the Park's waterfront campground and cottages.

The Indian River Life-Saving Station, built in 1876 for use by the U.S. Lifesaving Service to respond to shipwrecks, now pays homage to its maritime heritage while doubling as a coastal event space and educational center. The barrier beach and inland bays provide the perfect salt marsh habitat and nesting grounds for birds and terrapins. More than seven miles of trails welcome hikers, bikers, and birders.

Today, the Park is a major attraction for visitors who enjoy the great variety of water-related activities available along the coast. The main attraction for many visitors is swimming and sunbathing along the Park's beaches. Two ocean swimming areas feature modern bathhouses with showers and changing rooms. Fishing and boating are very popular year-round as well.

OPEN SPACE & RECREATION INITIATIVES

This section includes information on various open space and recreation initiatives impacting the City.

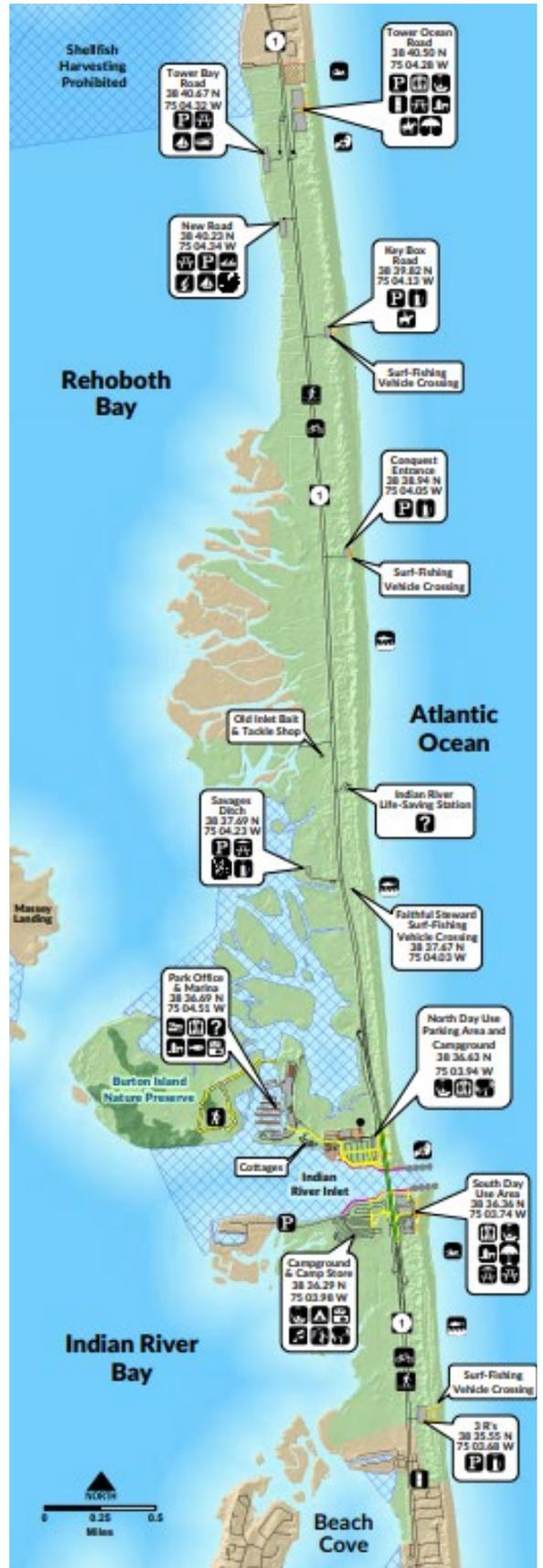
Statewide Comprehensive Outdoor Recreation Plan

Building an Outdoor Legacy in Delaware is a planning and policy document prepared in 2018 that identifies needs in outdoor recreation throughout the State. Identification of these needs guide the investment of funding for outdoor recreation, specifically in the distribution of federal Land and Water Conservation Trust Fund (LWCF) and Delaware Outdoor Recreation, Parks, and Trails Program (ORPT) monies, as well as other public and private funds. To remain eligible to receive LWCF grants, states are required by the Land and Water Conservation Fund Act, administered by the National Park Service, to develop a Statewide Comprehensive Outdoor Recreation Plan (SCORP) every five years.

SCORP includes tools and references for a variety of partners to better understand how Delawareans participate in outdoor recreation activities, rate facilities, and their preferences for funding projects and programs. SCORP also includes valuable information on digital inventories of outdoor recreation lands and amenities, geospatial level of service analyses, and ties to public health and the economy. SCORP has a statewide focus and includes extensive inventory data. Consequently, recreation resources, needs, and goals are identified on a regional basis rather than at the municipal level.

To help understand development patterns, population, and track recreational trends, SCORP divides Delaware into five planning regions. Rehoboth Beach is located within Region 5 (Eastern Sussex County). SCORP identifies the needs of the population within each region in terms of recreational and activity-based opportunities. State strategies for recreational need policies and spending emerged, based on findings from a spring 2018 survey. In telephone interviews, approximately 2,000 respondents discussed their preferences for recreational activities and those of their household.

Figure 7-6. Delaware Seashore State Park

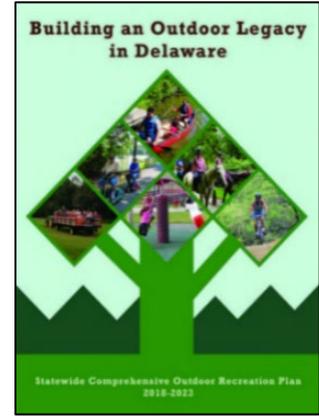


Source: Delaware State Parks (June 2020)

Specifically, the survey concentrated on the respondents’ assessment of five content areas:

- Importance of, and participation in, outdoor recreation
- Reasons for participating in outdoor recreation
- Ratings of facilities and opinions on specific aspects of facilities
- Accessing facilities
- Priorities for funding and policy-making decisions

There were three prior surveys in 2002, 2008, and 2011, which provided comparisons in the updated document. Key concepts that the SCORP survey reaffirmed are that Delaware residents, in general, believe recreation is very important; this percentage increased each time the survey was administered, indicating that the opinion is more widespread with each passing year. SCORP rates activities based on their importance to a specific region.



Residents of Region 5 value walking and jogging, swimming at the beach, and fishing as their top three priorities. Other popular recreational activities in Region 5 include visiting historic sites, bicycling, swimming in a pool, picnicking, dog walking, gardening, hiking, visiting a zoo, canoeing and kayaking, and bird watching/wildlife viewing. The survey identified high and moderate priority activities, which approximate the demand for facilities in the future and indicates outdoor recreation needs:

Table 7-3. SCORP Priority Activities

High Priority		Moderate Priority	
Walking or Jogging	Swimming in a Pool	Visiting a Zoo	Horseshoes
Swimming at the Beach	Picnicking	Canoeing or Kayaking	Volleyball
Fishing	Dog Walking	Birdwatching	Softball
Visiting Historic Sites	Gardening	Camping	Basketball
Bicycling	Hiking	Playgrounds	Tennis
		Power Boating	Baseball
		Nature Programs	Football
		Hunting	Soccer
		Golf	Pickleball
		Paddle Boarding	

City Open Space & Recreation Initiatives

While there have been several open space and recreation initiatives undertaken by the City since adoption of the 2010 CDP, major initiatives are highlighted below:

- **Lake Gerar Playground** | The Board of Commissioners approved the replacement of the playground at Lake Gerar, near the intersection of Lake Avenue and First Street. The existing playground’s last major renovation took place approximately 20 years ago. The new play area, designed for children 2-5 years of age, will be accessible and inclusive. The project will also incorporate new landscaping and fencing. The project’s completion is anticipated for Spring 2022.
- **10 Minute Walk Campaign** | Mayor Kuhns joined The Trust for Public Land, National Recreation and Park Association, and Urban Land Institute in launching a “10-minute walk” parks advocacy campaign, establishing the ambitious goal that all Americans and all residents of the City should live within a 10-minute walk (or within a half-mile) of a high-quality park or green space.

Ongoing and future open space and recreation projects include:

- Lake Avenue/2nd Street Streetscape Phase II Landscaping (FY22)
- State Road Open Space Enhancements (FY22)
- Lake Gerar Park Master Planning (FY22-23)
- Bayard Avenue Landscaping (FY22)
- Lake Gerar Accretion Restoration Project (FY22)
- Deauville Beach Tennis Court Maintenance (FY23)



**CHAPTER 7
PARK & RECREATION**

GOALS *Will update to reflect future PC discussion.*

6. Preserve, protect, maintain, improve, and enhance existing natural resources, parkland, and recreational opportunities.
7. Build a healthier community by enhancing the health and wellness of City patrons through innovative and diversified parks, arts, recreation, leisure, and cultural opportunities.
8. Prepare a long-range development, renovation, and maintenance plan for the City's parks and recreation spaces.

ACTION ITEMS *Will update to reflect future PC discussion.*

- m) Continue to effectively promote and publicize area recreational events.
- n) Continue to maintain all parks and open space areas while promoting sustainable environmental practices.
- o) Increase educational opportunities throughout the City owned parks and recreation properties with community partners for events and informational placards.
- p) Pursue the feasibility of developing a dog park.
- q) Consider adding pickleball courts to existing or new recreation facilities.



Chapter 8

Implementation

CHAPTER 8—IMPLEMENTATION

The CDP establishes overall policies for guiding future development; however, it relies on a number of tools to help in its implementation.

REQUIRED IMPLEMENTATION ACTIONS

COMPREHENSIVE REZONING

Following a comprehensive plan's adoption, jurisdictions must comply with certain provisions of the Delaware Code. 22 Del. C. 1953 §702(c) requires that every municipality:

"... within 18 months of the adoption of a comprehensive development plan or revision thereof, amend its official zoning map to rezone all lands within the municipality in accordance with the uses of land provided for in the comprehensive development plan."

Map 10—Zoning depicts the City's zoning districts as of July 2010. Rehoboth Beach must adopt a new zoning map within 18 months of the CDP's adoption if a comprehensive rezoning is needed based on land use changes. **Table 11-2, Future Land Use & Zoning Compatibility** shows how the City's zoning districts already match the land uses depicted on **Map 8—Future Land Use**. These correlations are intended as guidance for the Board of Commissioners to consider during the rezoning process; they are not intended to preclude the development of new zoning districts or revisions to the Zoning Ordinance, Subdivision Ordinance, or any other land use regulations.

PLAN UPDATE

22 Del. C. 1953 §702(e) requires that, *"At least every 5 years a municipality shall review its adopted comprehensive plan to determine if its provisions are still relevant given changing conditions in the municipality or in the surrounding areas. The adopted comprehensive plan shall be revised, updated and amended as necessary, and re-adopted at least every 10 years."*

Since the current process resulted in a full update, certified in **July 2022**, the next full CDP update must be completed by July 2032. In 2027, five years following this update, the CDP must be reviewed to determine whether it is sufficient to guide Rehoboth Beach's development decisions through 2032.

ANNUAL IMPLEMENTATION REVIEW

The required annual Comprehensive Plan Implementation Status Report must be completed and submitted to the Office of State Planning Coordination (OSPC) prior to the end of the State's fiscal year in June. The report should provide an update on the goals and action items listed at the end of this chapter with a status of ongoing, not started, underway, or completed. Upon completion of this report, the City should review tasks and initiatives for its upcoming budget cycle.

While these goals and action items exist today, they are meant to be fluid and flexible. Some of the initiatives may be completed by other government agencies or organizations. New goals and strategies may arise based on State and federal mandates as well as opportunities for the betterment of the City. Priorities may shift depending on the urgency or availability of partnerships for tasks and projects.

For the CDP to be effective, it is imperative the Planning Commission, Board of Commissioners, Mayor, City Manager, pertinent City Committee Chairs, and City staff hold a joint Comprehensive Plan Implementation Strategy Workshop, which will provide an opportunity to review those items completed and discuss priorities for the upcoming year prior to the start of the annual budget process. This ensures the City is dedicated to the work involved with the identified projects and understands the importance of their successful completion. Having too many annual projects can result in inadequate results, budget overruns, staff and volunteer burnout, lack of public involvement, and scheduling delays.

The Mayor or Board of Commissioners designee, Planning Commission Chair, City Manager, and appropriate City staff should meet publicly every year after the workshop to discuss available resources and funding as well as potential grant opportunities to target these initiatives for consideration in the next budget cycle. Implementation goals should be addressed as funding and other resources become available as well as consideration as potential components of other projects.

OTHER IMPLEMENTATION TOOLS

FINANCIAL PLANNING

All implementation goals and action items will involve City staff time and funding to complete, in addition to volunteer time. The goal is to ensure CDP implementation items are part of the annual budgeting process. It is highly recommended that the following areas (not inclusive) are reviewed with each initiative undertaken by the City:

- **Annual Budget:** operational costs, staffing level needs, equipment upgrades

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- **Contractual versus In-House Services Analysis:** skillsets, experience, time, cost
- **Land Development Fee Analysis:** impact, building, plan review
- **Fee Analysis:** infrastructure, services
- **Funding Resources & Opportunities:** identify grants, loans, partnerships, in-kind matches
- **Capital Improvement Planning:** infrastructure, facilities, land, software systems

OPERATIONAL ACTION ITEMS

Listed below are several operational action items that were mentioned during this CDP update. These tasks should be considered and assigned as the Board of Commissioners determines necessary, based on prioritization, available resources (e.g., staff, committee, consultant), and funding:

- Ensure City records are accurate and continually reflect the Sussex County Mapping Department GIS data, including providing supportive documentation for requested parcel correction items
- Ensure City staff follows up with the Sussex County Recorder of Deeds, GIS Mapping, and Assessment Departments for all properties involving changes to a lot line, parcel, or property line prior to City issuance of a building permit
- Continually maintain and adopt the Official City Zoning Map in an efficient and expedient manner, utilizing up-to-date County parcel data
- Finalize the CDP's parcel discrepancy research around the lakes and beach and provide proper documentation to the County Mapping Department for consideration of corrective action with sufficient evidential documentation
- Review the City's Official Zoning Map for consistency with the CDP's Future Land Use Map, ensuring consistency within 18 months of the CDP's adoption
- Update the City's Official Zoning Map with current County parcel data and City zoning classifications, followed by adoption of an amendment to City Code Chapter 270-2 related to the updated Zoning Map
- Ensure City Departments are coordinating and updating parcel-based records and maps frequently, utilizing up-to-date Sussex County parcel data and information
- Review all land development applications and applicable fees during the annual budget process to ensure they are being captured as accrued and paid prior to City issuance of a Certificate of Occupancy or other final approval documentation

REGULATION UPDATES

As previously mentioned, all implementation goals and action items will take City staff time and funding to complete, as well as volunteer time. Reviewing and updating City Codes and Regulations is no exception and is an ongoing process. The City should review its Codes and Regulations during the annual budget process for consideration in advance of the next fiscal year. This can be completed in tandem with the CDP implementation process. Every change to the City Code requires research, preparation, presentation, and legal input and involves two readings at Board of Commissioner meetings prior to consideration for adoption. Some Code changes may require professional services to complete when specific technical knowledge and experience is warranted.

GOALS & ACTION ITEMS

The City's CDP goals are meant to provide direction relating to growth management, redevelopment, housing, transportation, environmental protection, and City services based on past and present data and trends. The following section identifies areas of improvement and lists the goals and action items by CDP chapter for future consideration. **THIS SECTION INCLUDES THE GOALS AND ACTION ITEMS IDENTIFIED IN EACH CHAPTER. THESE MAY CHANGE BASED ON ADDITIONAL INPUT FROM THE PLANNING COMMISSION/CITY. THESE MAY NOT REFLECT THOSE CURRENTLY IDENTIFIED IN EACH CHAPTER OR DISCUSSIONS TO DATE WITH THE PLANNING COMMISSION—THEY WILL BE FULLY UPDATED AFTER THE NEXT DISCUSSION WITH THE PLANNING COMMISSION WHEN DISCUSSIONS ON GOALS AND ACTION ITEMS WILL TAKE PLACE.**



CHAPTER 3 CITY & COMMUNITY SERVICES

GOALS

1. Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of Rehoboth Beach community.
2. Continue to support and provide inclusion to the local community organizations.
3. Increase coordination, communication, and input amongst city committee, boards, and commissions.
4. Encourage greater coordination with Sussex County and nearby municipal jurisdictions.

ACTION ITEMS

- a) Continue to review the city service demands and capability to continue the existing services on an annual budgetary basis while identifying revenue sources and operating expenses.

- b) Continue to support all community services, this may include monetary donations, personnel involvement, event support, membership, attendance, marketing advertisement, website postings, etc.
- c) Ensure projects that involve multiple committees input and involvement are coordinated with collective support for inclusion and considered in a timely manner by the Board of Commissioners.



**CHAPTER 3
HISTORIC RESOURCES**

GOALS

1. Explore how to protect historic and characteristic structures.
2. Consider preservation of Rehoboth’s overall character and small-town charm.
3. Increase public awareness and appreciation of historic properties and special places.
4. Strengthen and identify historic funding sources and incentives.
5. Support and further identify the economic and social impacts of arts, cultural and historic resources in and near the city.
6. Protect, enhance, and extend the benefit of cultural resources for future generations.

ACTION ITEMS

- a) Encourage the use of federal and state tax credit programs for restoring historic buildings.
- b) Assist government agencies and organizations with educational awareness and promotion of historic rehabilitation grants and programs.
- c) Continue to support events and activities promoting inclusion for all within the Community.
- d) Increase communication and collaboration with community organizations to promote and host inclusionary events with for the community.



**CHAPTER 4
LAND USE & ANNEXATION**

GOALS

1. To ensure consistency between the zoning map, future land uses, land development and redevelopment as stated in the Comprehensive Plan, ensuring each is up-to-date, uniform, and equitable.
2. Continue to work with the neighboring Municipalities, Sussex County and the State on adjacent land development and annexations within the city for coordination of services and infrastructure demands.
3. To determine appropriate redevelopment and repurpose of structures and land uses throughout the city limits.
4. To increase professional customer service with better planning and redevelopment tools, updated code regulations, and clear procedures for consideration.
5. Examine establishing a mixed-use zone allowing a blend of residential and nonresidential uses as a means of encouraging the development and redevelopment of selected commercial areas along major commercial streets.

ACTION ITEMS

- a) Review the City’s Zoning Map for consistency with the Comprehensive Plan’s Future Land Use Map, ensuring compliance within 18 months of Plan adoption.
- b) Review and update City Code regulations by identifying areas of conflict, clarifications, areas for opportunities, and introducing new regulations in support of the CPD recommendations.
- c) Identify and promote adaptive redevelopment and underutilized areas for a vibrant community while preserving the character.

- d) Recreate an architectural review procedure with defined design guidelines that may be implemented with identified thresholds by staff or an appropriate approving committee/commission.
- e) Review current land development application procedures and identify areas of improvement with timelines and process flow charts.
- f) Create a parcel based existing land use inventory with assigned categories to further determine mixed use structures, non-conforming uses, variances, etc.
- g) Create a parcel based existing business license GIS data layer to include rental properties.
- h) Examine and evaluate a new mixed-use zoning classification with flexible regulations, community and business stakeholder input, applicable areas, and potential design guidelines or standards.
- i) Gather stakeholder input on redevelopment demands, trends, accessibility and potential obstacles for proposed improvements.
- j) Continue to work with local business organizations to continue to promote local business.



**CHAPTER 5
HOUSING**

GOALS

- 1. Protect historic and characteristic structures.
- 2. Increase awareness with new housing developments located in neighboring Municipalities and Sussex County around the City.
- 3. Examine establishing a mixed-use zone allowing a blend of residential and nonresidential uses as a means of encouraging the development and redevelopment of selected commercial areas along major commercial streets.
- 4. Support and encourage a variety of housing stock for all ages and income levels.

ACTION ITEMS

- a) Thorough enforcement of the vacation rental housing regulations, health and safety inspections, and licensure.
- b) Reevaluate an architectural review procedures and guidelines with thresholds for building permit approval.



**CHAPTER 5
ECONOMIC DEVELOPMENT**

GOALS

- 1. Encourage the creative redevelopment of selected properties on Rehoboth Avenue and other commercial areas.
- 2. Increase the commercial viability and attractiveness of Wilmington and Baltimore Avenues and First Street.
- 3. Increase economic redevelopment collaboration among private and public partnerships. throughout the city to provide a variety of commercial and service establishments.
- 4. Protect the character of distinctive groupings of buildings and streetscapes.

ACTION ITEMS

- a) Continue to promote and support all economic development programs and incentives provided by government agencies and organizations to assist local businesses.
- b) Support outdoor dining businesses.
- c) Continue to reevaluate the code and regulations of the city to remove barriers and hurdles for redevelopment by providing flexible standards.
- d) Continue to promote and evaluate the need to address parking during peak season and promote transit as an alternative to vehicular transportation.



**CHAPTER 6
TRANSPORTATION**

GOALS

1. Adopt a clear, well defined Traffic Management System which will reduce traffic congestion at peak periods and identify alternative modes of transportation to include motorized and nonmotorized.
2. Reduce conflicts between pedestrians, bicycles, and vehicles.
3. Ensure that Emergency Response Plans are adopted, implemented, and the public informed.
4. Improve circulation throughout the City for pedestrians and bicyclists by planning a connected system of key destinations and enhanced maintenance of sidewalks.

ACTION ITEMS

- a) Adopt a Complete Streets policy to assure that as opportunities to revamp streets occur such streets are designed and operated to enable safe access for all users and connected in a Citywide integrated network.
- b) Update the City’s Bicycle Plan (non-motorized transportation) to include completed initiatives, alignments connected the regional bikeway system.
- c) Reduce conflicts between pedestrians, bicycles, and cars and by planning a connected system of key destinations and enhanced maintenance of sidewalks to include wayfinding signage.



**CHAPTER 6
INFRASTRUCTURE**

GOALS

1. To provide safe and adequate public utility services to present and future customers while in compliance with State and Federal regulations.
2. Continue with beautification and streetscape initiatives while balancing replacement of aging infrastructure and routine maintenance.
3. Relocate overhead utilities to underground, when feasible.
4. Support ongoing maintenance of city assets to ensure life expectancy and longevity.
5. Increase technology infrastructure to support smart City initiatives and provide reliable services needed for sustainability and growth.

ACTION ITEMS

- a) Continue to support training programs for utility operators licensing requirements.
- b) Complete all reporting requirements in a timely manner.
- c) Ensure continual communication with County, State and Federal agencies for new compliance mandates, programs, and initiatives.
- d) Continue to seek funding alternatives to assist with these requirements and initiatives.
- e) Ensure evaluations and improvements are continually reviewed for future customer demand with city services.



**CHAPTER 7
ENVIRONMENTAL PROTECTION**

GOALS

1. Maintain physical and visual access to the ocean and other waterbodies.
2. Control the scale and use of structures along the ocean and other waterbodies.
3. Protect the natural functioning of ocean, bay, lake and canal ecology.
4. Protect ocean, lakes, and waterways with a comprehensive stormwater management plan.
5. Preserve, protect, and conserve the City’s abundant trees and plantings.

6. Establish a comprehensive approach to environmental planning with special emphasis on the City’s urban forest, trees, plantings, natural areas, and maintenance.

ACTION ITEMS

- a) Continue to refurbish the Boardwalk and continue regular beach replenishment.
- b) Encourage and support environmental best management practice initiatives with an incentive program.
- c) Begin Silver Lake recovery using buffer planting, dredging, and regulatory buffer zones.
- d) Prepare a Community Forest Plan designed to increase public support and public involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest.
- e) Investigate a city policy requiring that all municipal facilities, city-funded projects, and city infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using Green Building, LID, and Conservation Landscaping principles and practices.



**CHAPTER 7
OPEN SPACE & RECREATION**

GOALS

1. Preserve, protect, maintain, improve, and enhance existing natural resources, parkland, and recreational opportunities.
2. Build a healthier community by enhancing the health and wellness of City patrons through innovative and diversified parks, arts, recreation, leisure, and cultural opportunities.
3. Prepare a long-range development, renovation, and maintenance plan for the City’s parks and recreation spaces.

ACTION ITEMS

- a) Continue to effectively promote and publicize area recreational events.
- b) Continue to maintain all parks and open space areas while promoting sustainable environmental practices.
- c) Increase educational opportunities throughout the City owned parks and recreation properties with community partners for events and informational placards.



Appendix A

Acronyms & Definitions



Appendix B

References & Resources



Appendix C

Community Engagement



Appendix D

Public Comments



Appendix E

Adoption Documents