

Rehoboth Beach Comprehensive Development Plan  
Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name             | Comment Category | Address or Affiliation                   | Chapter                        | Page | Paragraph                                 | Comment   | Notes   | Recommendation   |
|-----|------------------|------------------|--|--------------------------------|------|---|---|---|--|
| 1   | Lynne Coan       | City             | Staff                                    | 00 - Up Fronts                 | ii   | City Staff                                | In the staff listing, my name should replace that of Kryss Johnson.   | Noted.  | Revise as noted.   |
| 2   | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 00 - Up Fronts                 | iii  | Consultants                               | formatting: Madalyn Puskar, Engineer in Training - needs an m-dash instead of a comma.  | Noted.  | Revise as noted.   |
| 3   | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 00 - Up Fronts                 | iii  | State of Delaware                         | check "Peter C. Schwartzkopf, Legislator District 12" - Representative  | Incorrect District identified.  | Revise to District 14.   |
| 4   | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 00 - Up Fronts                 | iv   | TOC                                       | LGBT -- likely needs Q+?  | Noted.  | Revise to LGBTQ+ (also update pg. 3-35 accordingly)                            |
| 5   | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 3    | Vision for Water Resources                | Could "protects views to and from the water" be construed as seeking to prevent wind turbines in the ocean? I don't think that is intended, but it could be used that way.  | Correct. This relates to protection of views to/from the water from development of which the City has review over.  | No changes suggested.  |
| 6   | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 3    | Vision for City Character                 | does "protection of . . . cultural features" obligate us to prioritize the construction of a large theater complex on Rehoboth Avenue, and a 5-week camp program whose dropoffs and pickups, in that location, seem likely to be a public nuisance, over the flow of traffic and the availability of parking for the existing businesses along the western portion of Rehoboth Avenue?  | The Visions do not obligate the City in the manner suggested. They are aspirational statements for what/where the City would like to see itself in the future and are the foundation for the goals/actions developed in the Plan. | No changes suggested.  |
| 7   | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 3    | Vision for City Character                 | this portion of the sentence is awkwardly worded: "Rehoboth Beach is a physically and socially integrated community where residents, property owners, and tourists-be they retirees, individuals, families, or members of the business community- ... "   | Noted.  | Suggest splitting into 2 sentences ("...integrated community. Residents, ...") |
| 8   | Jim Ellison      | City             | Planning Commission                      | 1 - Executive Summary & Vision | 3    | Visions                                   | Vision Titles (in blue) need to be made more prominent – perhaps on the 3rd level of black bold caps.   | Noted.  | Revise to make more prominent.   |
| 9   | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 4    | Vision for Business                       | should it be an explicit GOAL to move to encourage more year-round businesses?  | Several goals/actions support businesses generally. This is more market than City drive.  | No changes suggested.  |
| 10  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 4    | Key Areas                                 | "Protection of the quality of life within the City's existing commercial districts and residential neighborhoods from adverse impacts of future (re)development plans and projects that will be incompatible with the City's traditional small-town character, existing architecture, and pedestrian-oriented scale." This needs to be made a bit more specific, to include code that would prevent large users of large amounts of non-existent parking from locating in the city without providing or obtaining dedicated off-street parking. | This section is discussing key areas within the Plan. Greater detail is found within the appropriate section.   | No changes suggested.  |
| 11  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 4    | Vision for Business                       | remove the comma after "locally owned" and perhaps hyphenate "locally owned." Might this go further, and specify (somehow) non-chain non-franchise, each with its own personality?  | The level of suggested detail is not necessary for a vision statement. It is not standard style to hyphenate as suggested.  | No changes suggested.  |
| 12  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 6    | Position on Population Growth             | Population Growth: though we all believe there are more year-round residents, the first 2020 Census data shows a population in the range of 1000 to 2000; this needs to be addressed in the CDP.  | It was determined during project scoping <u>not</u> to update to reflect 2020 Census data. Full release date has not yet been identified. Population changes and data in general discussed beginning on pg. 3-29.                 | No changes suggested.  |
| 13  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 6    | Position on Expansion of Boundaries       | "Position on Expansion of Boundaries: Careful consideration should be given to future expansion of City boundaries through annexation." This sounds as if the CDP intends to urge us to take on annexation. Is that the intention?  | Annexations are discussed in specific detail in Chapter 4.  | No changes suggested.  |
| 14  | Jamie Whitehouse | Agency           | Sussex County Planning & Zoning Director | 1 - Executive Summary & Vision | 6    | Position on Housing Growth                | The County is currently exploring a potential Ordinance to foster the increased provision of workforce housing within the unincorporated areas of Sussex County. As workforce housing is a form of affordable housing, it may assist to outline that the position on housing growth within the draft aligns with Sussex County.   | Noted.  | Add this information from the County to the appropriate location in Chapter 5. |
| 15  | Karen Horton     | Agency           | PLUS: State Housing Authority            | 1 - Executive Summary & Vision | 6    | Position on Housing Growth                | According to Title 22, Section 702Del C., towns with a population of less than 2,000 are required to state their position on housing growth within the municipality. DSHA has no certification concerns with the Town's position.   | Noted.  | No changes suggested.  |
| 16  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 1 - Executive Summary & Vision | 7    | Position on the General Use of Land       | WHAT DOES THIS SENTENCE MEAN? "The City recognizes there will always be a rolling life cycle to the use of its buildings and acknowledges there may be a future need for new tools to accommodate that change." We have a lot of fairly old buildings in our commercial district that continue to command high rents because of their location in a resort town.  | Intent behind this sentence is that the original use of a building is not necessarily the appropriate or desired use of it today or in the future.  | No changes suggested.  |
| 17  | Jamie Whitehouse | Agency           | Sussex County Planning & Zoning Director | 1 - Executive Summary & Vision | 14   | Action Item H                             | The consideration of an upland wetland buffer requirement and resource buffer management is a topic that is also under consideration at the County level. The County established a Working Group to assist in the development of a Draft Ordinance. Members of the Working Group, such as the Center for Inland Bays, may be of assistance with this.   | Noted.  | No changes suggested.  |
| 18  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 2 - Introduction               | 7    | Resource & Svc Capacities                 | ambiance should be ambience.  | Both spellings are considered correct.  | Revise spelling to "ambience."   |
| 19  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                       | 2 - Introduction               | 7    | Continued Residential Ambiance...Bullet 1 | (3) The overall aim of traffic management in Rehoboth IS to retain the pedestrian orientation of the City by getting cars off the streets and allowing people TO use alternate means of moving about the City such as walking, biking, and shuttle services.  | Noted.  | Revise Bullet 1 as noted.  |

Rehoboth Beach Comprehensive Development Plan  
Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name             | Comment Category | Address or Affiliation                      | Chapter                           | Page | Paragraph                        | Comment  | Notes   | Recommendation  |
|-----|------------------|------------------|---|-----------------------------------|------|----------------------------------|--|---|---|
| 20  | Jamie Whitehouse | Agency           | Sussex County Planning & Zoning Director    | 2 - Introduction                  | 8    | Planning for Physical...Bullet 4 | The concept of the establishment of a mixed-use zone to enable the blending of residential and commercial uses would be beneficial and generates no concerns in terms of compatibility with the existing zoning districts of adjacent land within the County's jurisdiction.   | Noted.  | No changes suggested.   |
| 21  | Jim Ellison      | City             | Planning Commission                         | 2 - Introduction                  | 8    | 2020 CDP Process                 | I believe the section on "2020 Comprehensive Development Plan Process" should not be listed under "Comprehensive Development Plan History". It should be elevated to "primary topic" status. Thus, Chapter 2 will have three primary topics: "Authority to Plan", "CDP History" and "2020 CDP Plan Process". The Table of Contents and the orange box on Page 2-2 should be updated to reflect this.   | Noted.  | Revise Plan as suggested.   |
| 22  | Dorothy Morris   | Agency           | PLUS: Office of State Planning Coordination | 2 - Introduction                  | 9    | Mapping                          | Congratulations to the City of Rehoboth on a very well written plan which will guide the city through the upcoming years. The area around Rehoboth is developing rapidly and having a plan to guide growth will be an important tool for City. Implementation of the goals and elements set forth in this plan will help the city manage future growth while helping the city retain it's the plan contains many sound strategies and plan elements that will work together to manage that growth while helping the city retain the small town charm and rich history. The following suggestions should be considered: Page 2-9 states that the city experienced a nine month delay to address parcel based mapping differences between the city and county records. The city should expand this section to provide a brief summary of the issue, the steps that have been taken to rectify the situation, and any additional steps that remain to ensure the issue is fully addressed.  | Noted. The PC previously requested this detail be removed from the draft. While only a recommendation, suggest re-incorporating here or in alternative location.  | Update language as requested.   |
| 23  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | 2 - Introduction                  | 11   | Surveys                          | It needs to be pointed out that, while the Community Survey was intended for City residents only, a significant number of the respondents to the Community Survey revealed themselves to live beyond City limits, thereby skewing the results. (Future surveys need to differentiate between City folks -- including those who own homes here but whose primary residence is elsewhere -- and those who live locally but beyond city limits. And surveys of residents should not be publicized via media likely to reach non-residents.) Consider a multiple choice question offering "within the city" "North Shores or Henlopen Acres" "other 19971" "19958" "19966" and "other" as choices, and asking them to fill in a zipcode. Then cross-tabulate. In the same vein, future surveys to be used for decision-making need to be developed by someone with professional experience in survey design; likely a retiree can be found locally.  | Noted. Full results of the survey are available publicly.   | No changes suggested.   |
| 24  | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | 2 - Introduction                  |      |                                  | Title 22, Section 702(b) of Delaware Code ends with these words: "in the judgment of the municipality, best promotes the health, safety, prosperity and general public welfare of the jurisdiction's residents." And the fact that that sentence begins with "The comprehensive plan for municipalities of greater than 2,000 population shall also contain ..." likely doesn't mean that the City is excluded from prioritizing the health, safety, prosperity and general public welfare of the jurisdiction's residents. It isn't until page 1-7 that the CDP mentions that the City under discussion is a single square mile. <ul style="list-style-type: none"> <li>• Our small size and our status as an island ( off another island, created by the Delaware Canal), are defining factors.</li> <li>• We share that east-of-the-1.rR-Canal island with a state park, 2 named communities to our north and two to the south (DB, IB), and some non-municipal land (sometimes said to be forgotten, at least in terms of not receiving certain municipal services).</li> <li>• We have just 3 access points - 1 from the mainland: Rehoboth A venue and two from the "Forgotten Mile," State Road and Bayard Avenue. Just 3. The vast majority of those arriving and leaving utilize Rehoboth A venue. It seems to me that the fact of our size, and our most recent population data, 1 2 belong up front. 11 think I recall seeing initial 2020 Census data I found puzzling: a year-round population considerably lower than what most of us carry in our heads. 2 Estimates (along with their sources) of the summer population- broken out by owneroccupied residences, rental houses and condos, hotel rooms, day-visitors - on holidays and peak weeks, and on peak day and peak hour, would be very helpful perspective for a wide variety of purposes.</li> </ul> | Noted.  | No changes suggested.   |
| 25  | Jim Ellison      | City             | Planning Commission                         | 3 - Community Character & Profile | 2    | Principal Topics                 | The orange box should list only the primary topics in the chapter: "Community Character", "City Government & Community Organizations", and "Community Profile". The Table of Contents correctly describes this chapter.  | Noted.  | Revise as suggested.  |
| 26  | Susan Gay        | City             | Board of Commissioners                      | 3 - Community Character & Profile | 13   | Country Club Estates             | The descriptive paragraph and the map that is on page 3-13 of the Plan are wrong. First, it includes Scarborough Ave Extended and the school. Secondly, it includes the commercial properties all along Rehoboth Avenue up to Scarborough and Scarborough Village. CCE does not include commercial section, Scarborough Extended, the school and the condos of Scarborough Village. [Suggested description/map update] Country Club Estates is generally bounded by Scarborough Avenue to the east, the western finger of Silver Lake and the Schoolvue neighborhood to the south, State Road to the west, and the Scarborough Village condominium complex to the north.   | Noted. Original maps (previous draft) showed neighborhood areas depicted as from another City source document. Additionally, we received comments from Commissioner Gossett during review of Draft #3 that indicated the previous borders for Schoolvue and Country Club Estates were incorrect. From his comments, he'd asked Max Hamby to prepare two maps showing what he indicated as the correct boundaries. | Update maps and language for each Neighborhood, coordinating with the City. <b>This item to be updated in future M&amp;C draft.</b> |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name                 | Comment Category | Address or Affiliation                   | Chapter                           | Page | Paragraph                              | Comment   | Notes   | Recommendation  |
|-----|----------------------|------------------|--|-----------------------------------|------|--|---|---|---|
| 27  | Susan Gay            | City             | Board of Commissioners                   | 3 - Community Character & Profile | 14   | Grove/Camp Meeting Area                | There are no trailers! Haven't been in years. I'm also not sure that the variety of styles is any more than in any other neighborhood! I have always heard this area referred to as the Encampment Grounds. It didn't think it included anything north of Rehoboth Ave, certainly not Sussex St. Also, Jones Lane (a dead-end street added about 2010 is not shown here.) So, I think the map below is inaccurate as well.  | Noted.  | Update maps and language for each Neighborhood, coordinating with the City. <b>This item to be updated in future M&amp;C draft.</b> |
| 28  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                       | 3 - Community Character & Profile | 21   | City Boards & Commissions              | The members of the other City Boards and Commissions are all appointed by the Board of Commissioners for staggered three-year terms. The City's Boards and Commissions generally  | Noted.  | Add "s" to Commission.  |
| 29  | Susan Gay            | City             | Board of Commissioners                   | 3 - Community Character & Profile | 23   | Trees & Green Infrastructure Committee | Delete third bullet regarding 40% canopy coverage - no longer accurate.   | Missed during Draft #5 revisions.   | Delete bullet as noted.   |
| 30  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                       | 3 - Community Character & Profile | 26   | Parking                                | interesting to note that the Parking department was specifically told by PW not to comment on any parking issues in the CST application other than the fire lanes [ old driveway cuts] out front. No consideration of handicapped parking, or the need for parking spaces for a 25,000sf complex, or for theaters buildings seating 300 people and requiring staff, all likely to arrive by car. Where is this responsibility?  | Review/comment on number/type of parking spaces is under the purview of the Building Official or designee.  | No changes suggested.   |
| 31  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 30   | Table 3-2                              | DELETE. Table 3-2. Population Trends (1990-2019) THE DATA IN THIS TABLE COMES FROM ACS WHILE OTHER TABLES ABOUT THE SAME ISSUE USE DPC DATA. THE DISCREPANCIES BETWEEN THE TWO DATA SOURCES CAUSE UNNECESSARY CONFUSION WITHOUT ADDING ANY INFORMATION OF IMPORTANCE. DELETION WILL ALLOW EDITING OF "SUMMARY OF POPULATION CHANGES" PARAGRAPH ON PAGE 3-33 (SEE BELOW).  | ACS data is only used for the 2019 column - others are from noted decennial census (as per source notes). OSPC guidance notes that demographic information and trends should be noted and discussed.                        | Remove reference to other jurisdictions. Update 2019 ACS data to reflect 2020 Census Redistricting. Update related narrative.       |
| 32  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 31   | Table 3-3                              | LEAVE IN BUT EDIT REFERENCES TO IT IN THE TEXT. Table 3-3. Population Projections (2010-2050). TEXT NOW INCLUDES REFERENCE TO THE 19% INCREASE IN THE DECADE PRIOR TO 2020, BUT FOR PLANNING PURPOSES THE TAKEAWAY SHOULD BE THAT GROWTH IN REHOBOTH IS PROJECTED TO SLOW DOWN MORE AND MORE FROM 2020 (i.e., NOW) UNTIL 2050.  | Noted.  | Update text to add emphasis as noted.   |
| 33  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 31   | Figure 3-3                             | DELETE. Figure 3-3. City Population Projections (2010-2050) THIS FIGURE DUPLICATES DATA IN TABLE 3-3.   | Noted.  | Delete as requested.  |
| 34  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 31   | Table 3-4                              | DELETE. Table 3-4. Population Projections—Comparisons (2010-2050) THIS TABLE INCLUDES PROJECTIONS FOR GEORGETOWN, LEWES AND MILTON., THAT HAVE LITTLE RELEVANCE FOR FUTURE LAND USE PLANNING IN RB. ALSO, MUCH OF THE DATA FOR RB, DB, AND HA DUPLICATES OR IS INCONSISTENT WITH DATA IN TABLE 3-2.   | As with other comparisons, provided to add local context.   | Delete as requested.  |
| 35  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 32   | Table 3-5                              | DELETE. Table 3-5. Sussex County Seasonal Population Projections (2010-2050) HOUSING ISSUES ARE DISCUSSED AT LENGTH AND IN DETAIL IN CHAPTER 5-HOUSING AND ECONOMIC DEVELOPMENT. DO NOT BELIEVE THAT THESE ISSUES NEED TO BE ADDRESSED IN CHAPTER 3 AS WELL, PARTICULARLY SINCE THE DISCUSSION IN CHAPTER 3 FOCUSES ON COUNTY POPULATION CHANGES.   | Included as these are the only official seasonal projections available at any level.  | Delete as requested.  |
| 36  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 33   | Summary of Population Data             | The numbers for year-round population and seasonal population are estimates. For these categories, the Plan uses data from the Delaware Population Consortium. We note, however, that the American Community Survey estimates the current year-round population of Rehoboth Beach to be smaller (1,400) than the DPC estimate (1,578). Even though the difference may seem insubstantial, the discrepancy could be compounded for future years depending on the rate of growth.   | DPC is required by State law to update their projections annually and will begin utilizing 2020 Census counts when appropriate. Recommend review as these are released (~October timeframe), particularly with 2025 review. | Add suggested language to end of section.   |
| 37  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 33   | Summary of Population Data             | Seasonal population data must also be considered with care. Based on personal and anecdotal ... [No change in remainder of the section]   | Noted.  | Revise 1st sentence of 2nd paragraph to reflect suggestion.   |
| 38  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 34   | Table 3-6                              | LEAVE IN BUT EDIT TO INCLUDE HISPANIC/LATINO DATA IN TABLE 3.8. Table 3-6. Racial Composition (2019)  | Hispanic/Latino statistics reported distinct from Race. Can add but will remain distinct from race categories.  | Comment withdrawn. No change needed.  |
| 39  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 34   | Table 3-7                              | LEAVE IN BUT EDIT TO INCLUDE HISPANIC/LATINO DATA IN TABLE 3.8. Table 3-7. Change in City Racial Composition (2000-2019)  | Hispanic/Latino statistics reported distinct from Race. Can add but will remain distinct from race categories.  | Comment withdrawn. No change needed.  |
| 40  | Hunter Davis Ellison | City             | Planning Commission                      | 3 - Community Character & Profile | 34   | Table 3-8                              | DELETE. Table 3-8. City Hispanic or Latino Origin (2000-2019) RECOMMEND INCLUDING THIS DATA IN THIS TABLE IN TABLES 3-6 AND 3-7 ABOVE.  | Hispanic/Latino statistics reported distinct from Race. Can add but will remain distinct from race categories.  | Comment withdrawn. No change needed.  |
| 41  | Carlton Hall         | Agency           | PLUS: State Historic Preservation Office | 3 - Community Character & Profile |      |  | The Rehoboth Comprehensive Plan includes a History and Historical Resources sections in Chapter 3. The Delaware SHPO appreciates Rehoboth Beach for addressing preservation in their plan and encourages the City of Rehoboth Beach to pursue listings a proposed Historic District in the National Register of Historic Places. A major benefit of listing is that properties become eligible for financial incentives in the form of federal and state historic preservation tax credits and occasional grants. The SHPO office also encourages the city of Rehoboth to include specifics of when they plan to work on preservation issues. | Noted.  | No changes suggested.   |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name                 | Comment Category | Address or Affiliation                      | Chapter                           | Page | Paragraph                      | Comment  | Notes   | Recommendation   |
|-----|----------------------|------------------|---|-----------------------------------|------|--------------------------------|--|---|--|
| 42  | Carlton Hall         | Agency           | PLUS: State Historic Preservation Office    | 3 - Community Character & Profile |      |                                | The Delaware SHPO recommends creating a new Architectural Design Manual and revising the Architectural Review Task Force in the future. The Delaware SHPO also recommends conducting an updated Architectural Survey with structures built in 1972 now meeting minimum age requirement for National Register listing. The Architectural Survey should be conducted by an individual who meets the Secretary of Interior's standards for architectural history.   | Noted.  | Per Planning Commission, no change suggested.  |
| 43  | Carlton Hall         | Agency           | PLUS: State Historic Preservation Office    | 3 - Community Character & Profile |      |                                | Note also that the statewide historic preservation plan, Partners in Preservation: Planning for the Future, Delaware's Historic Preservation Plan 2018-2022, is now available online at <a href="https://history.delaware.gov/pdfs/2018-2022DelawareSHPOPlan.pdf">https://history.delaware.gov/pdfs/2018-2022DelawareSHPOPlan.pdf</a> (single-page version for printing also available). The plan emphasizes partnering to achieve common goals and connecting with other planning efforts. We encourage all municipalities to consider how the goals, strategies and actions outlined in the new plan may support and be coordinated with their local planning efforts. | Noted.  | No changes suggested.  |
| 44  | Jim Ellison          | City             | Planning Commission                         | 4 - Land Use & Annexation         | 2    | Principal Topics               | The orange box should list only the primary topics in the chapter: "Planning Environment", "Land Use within City Limits", "City Zoning", "Annexation", and "Intergovernmental Coordination". This is as shown in the Table of Contents and followed in the chapter text.   | Noted.  | Revise as suggested.   |
| 45  | Jim Ellison          | City             | Planning Commission                         | 4 - Land Use & Annexation         | 3    | PLUS                           | "Preliminary Land Use Service" should have a 4th level heading.  | Noted.  | Revise as suggested.   |
| 46  | Jamie Whitehouse     | Agency           | Sussex County Planning & Zoning Director    | 4 - Land Use & Annexation         | 5    | Sussex County                  | The summary of the County's adopted Comp Plan is very thorough. The County's GIS layer on our online map shows the boundaries of all Municipalities and the County has worked to update these to reflect those shown within each Municipality's adopted Comprehensive Plan. The County would wish to re-draw Rehoboth's boundaries once the Comp Plan is adopted to ensure that we have the latest and most accurate data.   | Noted. Once adopted, provide appropriate GIS datasets to State & County (or work with them to update as necessary).   | No changes suggested.  |
| 47  | Jim Ellison          | City             | Planning Commission                         | 4 - Land Use & Annexation         | 6    | County Growth Areas            | Suddenly you have introduced a "black caps underlined" heading that appears nowhere else. You have applied this heading to the three growth areas described on this page. These growth areas are a subset of the "Sussex County Growth Areas" section, and yet the black caps underlined heading would appear to me to be more important than the non-underlined black caps heading of the section. I suggest that the three growth areas have a 4th level heading.  | Bold/underlined was identified as the 4th level heading (most sections do not go to this lower hierarchy).  | Revise 4th level headings so they appear less prominent.                                       |
| 48  | Jim Ellison          | City             | Planning Commission                         | 4 - Land Use & Annexation         | 8    | County Land Development        | "Sussex County Land Development" should have a 3rd level heading as in Table of Contents.  | Noted.  | Revise as suggested.   |
| 49  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 4 - Land Use & Annexation         | 11   | Table 4-4                      | the colors in the key in Table 4-4 don't seem to correspond to the map colors for what will be Map 4 -- check R-1 S and R-1; it may be as simple as moving the "S" from the first line to the 2nd line of the key.   | Noted.  | Correct colors/classification to reflect Zoning Map.   |
| 50  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 4 - Land Use & Annexation         | 11   | Historical Code Changes        | "Since THE adoption of 2010 CDP ... "  | Noted.  | Revise as suggested.   |
| 51  | Dorothy Morris       | Agency           | PLUS: Office of State Planning Coordination | 4 - Land Use & Annexation         | 11   | Historical Code Changes        | CERTIFICATION COMMENT: Page 4-11 references table AD4-1 which was not included with the draft. Please ensure that table is included in the final plan or remove the reference.   | Noted. Should reference Appendix B.   | Change reference to Table AB4-1.   |
| 52  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 4 - Land Use & Annexation         | 11   | City Zoning                    | CH4 needs to speak explicitly to zoning changes that are desired, and to those which are counterproductive; it needs to speak to priorities.   | The chapter identifies overall areas where zoning (map and regulations) should or could be updated. No changes to the Future Land Use Map that would result in a zoning amendment were identified. Subsequent amendments will be driven by owner request or in concert with changes to regulations. | No changes suggested.  |
| 53  | Hunter Davis Ellison | City             | Planning Commission                         | 4 - Land Use & Annexation         | 11   | Table 4-4                      | LEAVE IN BUT EDIT. Table 4-4. Zoning Composition THIS TABLE SHOULD BE LABELED TABLE 4-3.   | Noted.  | Revise all table numbers to reflect deletions, etc. Update related references in text and TOC. |
| 54  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 4 - Land Use & Annexation         | 14   | Annexation                     | My sense is that there is no great demand from within the City to expand our borders. (There may be landowners beyond our borders who would prefer to be within City limits than beyond them, but whether accommodating that preference is a priority for the City is the City's choice.) Rather, the CDP is our shared forum to focus inward, and establish our vision for the City's next 10 years and beyond.   | The CDP's annexation discussion indicates that the City has no plans to initiate annexation but would be willing to entertain petitions.  | No changes suggested.  |
| 55  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 4 - Land Use & Annexation         | 15   | Intergovernmental Coordination | says that property owners can research "Transportation, (e.g., impact studies, non-motorized connectivity, traffic analysis)" is among the "key land development factors for property owners to research further." Really?   | This is meant to be advisory and that the City does not control all elements of development within its borders. The transportation studies and analyses identified in this list are primarily done by (or in concert with) DelDOT.  | No changes suggested.  |
| 56  | Jamie Whitehouse     | Agency           | Sussex County Planning & Zoning Director    | 4 - Land Use & Annexation         | 15   | Intergovernmental Coordination | The inter-governmental sections are well written. I have no comments to add.   | Noted.  | No changes suggested.  |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name                 | Comment Category | Address or Affiliation                      | Chapter                            | Page | Paragraph                          | Comment  | Notes  | Recommendation  |
|-----|----------------------|------------------|---|------------------------------------|------|------------------------------------|--|--|---|
| 57  | Jamie Whitehouse     | Agency           | Sussex County Planning & Zoning Director    | 4 - Land Use & Annexation          | 22   | Map 5                              | The annexation areas shown on the map are very clear and the digital version has very good resolution. The County would request that the final published version of the Comprehensive Plan include a similar or better high resolution version of the plan.  | Noted. The draft shared with the County was a PDF that was reduced in size/compressed to allow for distribution via email. Original/non-compressed map documents will be available.  | No changes suggested.   |
| 58  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 4 - Land Use & Annexation          |      |                                    | While we have plenty to offer the upscale visitor, focusing on more-more-more is not going to serve the wide range of Delaware residents and others for whom RB is "their beach." We need to be kid-friendly, to attract the young families.   | No revisions identified.   | No changes suggested.   |
| 59  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 4 - Land Use & Annexation          |      |                                    | Because our city property tax is so low, it is nearly impossible to use our property tax as an incentive for anything. But perhaps some or all redevelopment of lots on Rehoboth A venue must require housing for some number of seasonal employees, or provide some other inducement. Then again, those employees must not come with cars; to the extent that they own cars, those cars must remain in the Park & Ride system.  | No revisions identified.   | No changes suggested.   |
| 60  | Dorothy Morris       | Agency           | PLUS: Office of State Planning Coordination | 4 - Land Use & Annexation          |      | Map 5                              | CERTIFICATION COMMENT: Map 5 - Annexation Growth Area shows areas of proposed future annexation. The plan states that the city has no plans to initiate annexation of any property shown on this map, it will entertain petitions from property owners within the identified area for annexation. If a property is annexed, it must be zoned according to the city's Future Land Use map. Map 3, Future Land use, must show the proposed future use for all annexation areas.  | Noted.   | Revise Map 3 to reflect draft map discussed at 4/29/22 Planning Commission meeting. |
| 61  | Jim Ellison          | City             | Planning Commission                         | 5 - Housing & Economic Development | 2    | Principal Topics                   | The Table of Contents is correct, but the orange box is incorrect and the text sections that follow are not correct. The orange box should list: "Housing Inventory", "Affordable, Attainable & Workforce Housing", "Housing Needs Analysis", "Housing Resources", and "Economic Development & Opportunity".   | Noted.   | Revise as suggested.  |
| 62  | Jim Ellison          | City             | Planning Commission                         | 5 - Housing & Economic Development | 2    | Housing Inventory                  | Page 5-2 through 5-8: All of the subjects under "Housing Inventory" should be secondary topics, not 3rd level.   | Noted.   | Revise as suggested.  |
| 63  | Hunter Davis Ellison | City             | Planning Commission                         | 5 - Housing & Economic Development | 2    | Table 5-1                          | LEAVE IN BUT EDIT. Table 5-1. Housing Units (1970-2019) SUGGEST DELETING DATA FOR 1970 AND 1980 UNLESS THE PURPOSE OF THE TABLE IS TO SHOW THE DRAMATIC INCREASE IN COUNTY HOUSING UNITS SINCE 1970. IN THAT CASE, THE TEXT NEEDS TO BE EDITED TO MAKE THAT POINT.   | Noted.   | Revise as suggested.  |
| 64  | Hunter Davis Ellison | City             | Planning Commission                         | 5 - Housing & Economic Development | 7    | Figure 5-3                         | QUESTION. Figure 5-3. Median Rental Values (2000-2019) WERE THE 2019 MEDIAN RENTAL VALUES IN DEWEY REALLY HIGHER THAN THE 2019 MEDIAN RENTAL VALUES IN RB?   | According to the 2015-2019 ACS, Dewey's median rent was \$1,292 (+/- \$348 margin of error) and Rehoboth's was \$1,261 (+/1 \$115 margin of error). MOE discussed in intros to housing data (pg. 5-2) as well as demographics. | No changes suggested.   |
| 65  | Jim Ellison          | City             | Planning Commission                         | 5 - Housing & Economic Development | 9    | Affordable...                      | Page 5-9 through 5-11: "Affordable, Attainable & Workforce Housing" should be a primary topic, not a secondary. All sections under this primary topic should be secondary topics, not 3rd level.   | Noted.   | Revise as suggested.  |
| 66  | Jim Ellison          | City             | Planning Commission                         | 5 - Housing & Economic Development | 12   | Housing Needs Analysis             | Page 5-12 through 5-13: "Housing Needs Analysis" should be a primary topic, not a secondary. The two sections under this primary topic should be secondary topics, not 3rd level.  | Noted.   | Revise as suggested.  |
| 67  | Jim Ellison          | City             | Planning Commission                         | 5 - Housing & Economic Development | 14   | Housing Resources                  | "Housing Resources" should be a primary topic not a secondary. The two sections under this primary topic should be secondary topics, not 3rd level, and these should be shown in the Table of Contents.  | Noted.   | Revise as suggested.  |
| 68  | Elyse F. Moore       | Public           | 15 Coventry Road                            | 5 - Housing & Economic Development | 16   | Economic Characteristics           | I am questioning the 100% commercial occupancy. And the overall COVID effects. Were rents lowered to accommodate tenants?  | This reference was already revised for CDP Draft #5 - reflects "high occupancy."   | No changes suggested.   |
| 69  | Elyse F. Moore       | Public           | 15 Coventry Road                            | 5 - Housing & Economic Development | 20   | Economic Development & Opportunity | Reverse the current trend of losing downtown businesses to highway locations.  | During previous PC discussions, it was noted that the primary reason for this move is that existing businesses are outgrowing their space.   | No changes suggested.   |
| 70  | Elyse F. Moore       | Public           | 15 Coventry Road                            | 5 - Housing & Economic Development | 20   |                                    | With the possibility of four new major hotels being developed in the foreseeable future, how will this CDC plan address the additional visitors and all that comes with that: trash removal, pedestrian traffic, restaurant waits. There could be 400 new rooms with an average of 3 people per room. How will that impact evacuation routes?  | Specifics regarding how a particular development will address these types of needs are handled as part of the development review process.  | No changes suggested.   |
| 71  | Wyn Achenbaum        | Public           | 62 Columbia Avenue                          | 5 - Housing & Economic Development |      |                                    | We do, however, need workforce housing. First, in order to attract the lifeguards, summer police and other young seasonal workers we need - city employees - and perhaps help to house some summer employees of city businesses; incentivizing the development of affordable housing for them is worthwhile. Our CDP should encourage us to study how best to do that. It may turn out to be unrealistic, but it should be studied and considered. The city would not be foregoing a large amount of property tax revenue. There may also be a place for working family housing. | Workforce housing and related recommendations identified in chapter.   | No changes suggested.   |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name               | Comment Category | Address or Affiliation        | Chapter                             | Page | Paragraph                                    | Comment   | Notes  | Recommendation   |
|-----|--------------------|------------------|-------------------------------|-------------------------------------|------|--|---|--|--|
| 72  | Karen Horton       | Agency           | PLUS: State Housing Authority | 5 - Housing & Economic Development  |      |  | The City of Rehoboth conducted a comprehensive analysis of the demographic, economic and market trends of their resort community that provide significant challenges to providing affordable housing. As a result, they are seeking to increase the mix of housing Wpes, as well as partnerships to facilitate affordable housing in their community. DSHA supports these efforts and because of the strong challenges outlined by the Town, DSHA also encourages consideration the following strategies that are particularly effective in resort communities: 1) Long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock. 2) The provision of employee-occupied rental units within commercial and public facilities. 3) Coordination with other area beach towns to identi\$ and implement regional strategies for addressing affordable housing needs.  | Noted.   | Revise Action Items in Chapter 5 to include consideration of three strategies suggested by DSHA. |
| 73  | Barry Brandt       | Public           | 316 Hickman Street            | 6 - Transportation & Infrastructure |      |  | I congratulate you on this latest revision of the Comprehensive Development Plan. As President of Country Club Estates Property Owners Association, we previously provided commentary on earlier versions, and we thank you for incorporating the changes we recommended. I would like to add my own comments as well. I believe Chapter 6 has too much information in the way of definitions. The first 19 pages of chapter 6 are stating facts about various transportation topics. More effort needs to be given to the ever-increasing traffic problems the city will be seeing now and in the next ten years. These problems are traffic volume, traffic speed on the side streets and parking. Yet when I look at the action items on Page 6-20, I see only one that touches on the need to hire a consultant to review current traffic patterns. It seems like this major problem in the city is only being ever so slightly addressed. Traffic (volume and speed) and parking are an ever-increasing problem. To not add more definitive action items addressing these problems is a shortfall in the CDP. Please consider more definitive action items to address: Traffic volume; Traffic speed (including traffic calming methods); Parking (to include shuttle studies) | Previous PC discussions did not indicate additional information was desired, other than to stress a desire to have a specific transportation/traffic study identified as an implementation item. | Per Planning Commission, no change suggested.  |
| 74  | Wyn Achenbaum      | Public           | 62 Columbia Avenue            | 6 - Transportation & Infrastructure | 2    | Introduction paragraph 3                     | "As outlined in the 2010 CDP and still relevant for this 2020 update, the City recognizes the critical importance of managing traffic, particularly during peak periods; minimizing traffic congestion; and reducing conflicts between pedestrians, bicyclists, and motorized vehicles." What are we doing about it?  | Discussed throughout remainder of chapter. This is just an introductory paragraph.   | No changes suggested.  |
| 75  | Wyn Achenbaum      | Public           | 62 Columbia Avenue            | 6 - Transportation & Infrastructure | 2    | Introduction paragraph 1                     | "a major four-to-six-lane highway" omit the hyphen after "to" to read "four- to six-lane" In the same paragraph, omit "/Second Street" which is only north of Rehoboth Avenue.  | Noted.   | Revise as suggested.   |
| 76  | Jim Ellison        | City             | Planning Commission           | 6 - Transportation & Infrastructure | 2    | Principal Topics                             | The orange box should list only the primary topics: "Modes of Transportation" and "Utilities & Infrastructure". In this one instance, I could see listing the five secondary topics under "Utilities...." because they are important and distinct. If you list them in the orange box, they should be indented under "Utilities....". In the Table of Contents, the final item under Chapter 6 ("Positions, Goals & Action Items) should be indented under "Utilities...".  | Noted.   | Revise as suggested.   |
| 77  | Bill Brockenbrough | Agency           | PLUS: DeIDOT                  | 6 - Transportation & Infrastructure | 3    | DeIDOT Roadways                              | On page 6-1, the DoIDOT's Capital Transportation Program (CTP) is referred to with the correct initials but an incorrect title.   | Noted.   | Revise as suggested.   |
| 78  | Wyn Achenbaum      | Public           | 62 Columbia Avenue            | 6 - Transportation & Infrastructure | 3    | DeIDOT Roadways                              | What is the relevance of even mentioning the AADT -- Average Annual Daily Traffic -- data? What matters here is the peak season. A project applicant got away with it, but it is not the relevant measure in Rehoboth Beach. "As more detailed data becomes available, the City should use this information in its planning processes." We must set in motion obtaining the relevant data -- our arterial during our peak months, weeks, days, time-slots. What we care about is vehicles per minute, and how much of the day traffic crawls on our streets. We want the visitor experience and the resident experience to be one they want to repeat, not one they want to avoid. Please put a serious traffic study high on the priority list.  | AADT is a standard traffic measure used for all traffic analyses. A more detailed study is already included in the recommendations.  | No changes suggested.  |
| 79  | Wyn Achenbaum      | Public           | 62 Columbia Avenue            | 6 - Transportation & Infrastructure | 4    | Lake Avenue Streetscape Improvements         | "It included a minor realignment of the streets and intersections to control traffic movements and shorten pedestrian crossings more safely." Italicized words seem awkward   | Noted.   | Delete "more safely" from end of sentence.   |
| 80  | Bill Brockenbrough | Agency           | PLUS: DeIDOT                  | 6 - Transportation & Infrastructure | 4    | Wilmington/Baltimore Ave Streetscape Project | On pages 6-4 and 6-5, there are technical inaccuracies in the discussion of the Wilmington/Baltimore Avenues Streetscape Project. The City is urged to contact Mr. Michael Hahn (MichaelC.Hahn@delaware.gov or 302-760-2131) or Mr. Todd Pryor (Todd.Pryor@delaware.eov or 302-760-2112), both of DeIDoT's Local Systems Improvement Section for more specific information.   | DeIDOT provided suggested language. The Mayor indicated they were fine with suggestions.   | Revise per language from DeIDOT (see attached document).   |
| 81  | Jared Kauffman     | Agency           | PLUS: DART                    | 6 - Transportation & Infrastructure | 6    | Public Transportation                        | The number of fixed routes needs to be revised from 64 to 60: 34 in New Castle; 11 in Kent (210 is considered Kent Service); Five routes that serve Sussex year-round (201,204,206,212, and215); Four intercounty; Three flex (currently only operating the 903 as we continue to pilot the DART Connect service, which itself is not considered a fixed-route service); And, three routes that only operate seasonally (203,208, and 305). All other year-round Sussex routes, except for the 212, receive increased service levels during the Beach Bus season. . The statement about seeing an increase in ridership needs more context. While we were seeing a slight, but steady increase in ridership before the pandemic. Since the initial drop in ridership in2020, we have seen an increase in ridership but plateauing at about 50o/oto pre-pandemic levels across the entire state.   | Noted.   | Revise as suggested.   |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name           | Comment Category | Address or Affiliation | Chapter                             | Page | Paragraph                 | Comment  | Notes  | Recommendation   |
|-----|----------------|------------------|------------------------|-------------------------------------|------|---------------------------|--|--|--|
| 82  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 7    | DART Paratransit          | might be worth noting (if it is true) that all of RB is within the "ADA Trip" zone.  | Already notes the City is within the service area. "Trip Zone" is based on both the start and end points so it seems leaving as is would be most appropriate.  | No changes suggested.  |
| 83  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 7    | DART Bus                  | "north of Rehoboth Avenue" is not a good description of the location of the DART Park & Ride.  | The address of the P&R lot is already specifically identified.   | No changes suggested.  |
| 84  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 7    | DART Bus                  | do DART buses transport bikes?   | DART buses have bike racks on the front of the bus*. Any DART rider may use these racks; however, DART is not responsible for damaged or stolen bicycles. *Some vehicles may not be equipped with bike racks, including Paratransit and FLEX vehicles. | No changes suggested.  |
| 85  | Jared Kauffman | Agency           | PLUS: DART             | 6 - Transportation & Infrastructure | 7    | DART Bus                  | The Route 201 is only named the Beach Bus route during Beach Bus season. The year-round service is just considered the Route 201.  | Noted.   | Revise to reflect comment.                                   |
| 86  | Jared Kauffman | Agency           | PLUS: DART             | 6 - Transportation & Infrastructure | 7    | DART Bus                  | While the 201 Beach Bus service operates seven days a week, the year-round 201 service only operates Monday through Saturday.  | Noted.   | Revise to reflect comment.                                   |
| 87  | Jared Kauffman | Agency           | PLUS: DART             | 6 - Transportation & Infrastructure | 7    | DART Bus                  | An improved description of the Route 201 is needed. Clarification is needed between the difference between Beach Bus service and year-round service, including general dates, and difference in service levels. Additionally, a description of the rider demographics, needs, and travel behaviors should be provided.   | Noted.   | Revise as suggested.   |
| 88  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 8    |                           | Should it speak to the residential neighborhoods lacking the lighting that prevails in the commercial districts?   | Unsure what this comment refers to/where appropriate to address. Referenced page features DE Commute Solutions and Jolly Trolley.  | No changes suggested.  |
| 89  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 9    | Parking                   | needs to be updated to the new parking requirements.   | Reviewing against current requirements.  | Revise section as necessary to reflect current requirements. |
| 90  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 9    | Parking                   | Need it say something about handicap parking spaces, 30 minute spaces, van spaces  | This section is meant to give a very high level overview of parking, not to identify all areas throughout the City where specific types of parking spaces are provided. Map/legend indicates more information.   | No changes suggested.  |
| 91  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 9    | Parking                   | Update the first 2 paragraphs: "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. Parking vehicles longer than 22 '3" in length or wider than 8' 1" in width is restricted. Parking meters require payment from 10 am- 10 pm beginning the Friday before Memorial Day through the second Sunday after Labor Day." | No suggested language or concern noted.  | No changes suggested.  |
| 92  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 9    | Pedestrian Infrastructure | Pedestrian infrastructure is a fme goal, and it is often in conflict with outdoor dining on the public sidewalks. Allowing restaurants to take over the sidewalks has some downside. [also relevant to action item f on page 5-20.]  | Any street furniture or outdoor use would have to still allow minimum width for pedestrian passage to remain compliant with ADA regulations.   | No changes suggested.  |
| 93  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 9    | Parking                   | Somewhere on that page, there should be mention of handicap parking spaces.  | This section is meant to give a very high level overview of parking, not to identify all areas throughout the City where specific types of parking spaces are provided. Map/legend indicates more information.   | No changes suggested.  |
| 94  | Wyn Achenbaum  | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure | 10   | Bicycle Infrastructure    | The notion that the majority of our streets are safe for children on bicycles might be fme for 9 months of the year, but most of the through streets (and many of the ocean-block streets) are not low "traffic stress" -- particularly near the traffic circle and the rest of Rehoboth Avenue.   | LTS is just one kind of analysis. While the majority of streets show a LTS 1 (safe for children to use, separated from auto traffic), anyone riding a bike (or walking along a roadway) should do so only based on their individual comfort level.     | No changes suggested.  |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name              | Comment Category | Address or Affiliation                   | Chapter                             | Page | Paragraph                             | Comment  | Notes  | Recommendation   |
|-----|-------------------|------------------|--|-------------------------------------|------|---------------------------------------|--|--|--|
| 95  | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 13   | City Pedestrian & Bicycle Plan        | the final bullet is pretty much irrelevant within the City. Even the Boardwalk is only available until 1 Oam, and that is likely to be eliminated for bicyclists. We ought to have in our plans that if the Boardwalk ever has to be replaced -- as after a major storm -- it be built wide enough to accommodate bicycles and walkers. Yes, cross-traffic will be a problem, but if bikers are to be safe, they need a way to move from one end of town to the other. (Put them closest to the dune fence, where people leaving the beach will be able to see the bikers coming as they approach the boardwalk, and where people headed for the beach will already have had to deal with pedestrians walking the boardwalk, so won't be oblivious to the need to look both ways.)   | This is 1 of 7 guiding principles identified in the referenced plan. Widening of the Boardwalk is likely would not be allowed due to the presence of dunes and distance from the water. Would require more investigation into regulatory requirements from DeIDOT, DNREC, Army Corps, etc. | No changes suggested.  |
| 96  | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 13   |                                       | Rebuilding the boardwalk: see 1914, 1962, 1992 -- and those were largely before the multiple effects of climate change became an issue.  | No suggested language or concern noted.  | No changes suggested.  |
| 97  | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 13   | City Pedestrian & Bicycle Plan        | "As transportation systems developed over time, they were designed for motor vehicles as the predominant mode of transportation."  | Noted.   | Revise as suggested.   |
| 98  | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 13   | City Pedestrian & Bicycle Plan        | "In Rehoboth, [omit this: unlike many other jurisdictions,] bicycles and pedestrians make up a significantly larger part of the demand for space than in many other cities."   | Noted.   | Revise as suggested.   |
| 99  | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 14   | Junction & Breakwater Trail Extension | This sentence is awkward and maybe not precise: "Work on the trail extension began in March 2021 and includes connection an asphalt trail from Canal Street to Rehoboth A venue, and the development of a two-way buffered bicycle lanes along Rehoboth A venue to Grove Park."  | Noted.   | Revise sentence to clarify.  |
| 100 | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 14   | Junction & Breakwater Trail Extension | should probably mention somewhere that restrooms are available at Grove Park.  | This section is highlighting the ped/bike improvements since the last plan.  | No changes suggested.  |
| 101 | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 14   | Gordons Pond Trail                    | Gordons Pond- something that says that together with Junction-Breakwater Trail, forms a loop that brings bikers and hikers through RB's residential neighborhoods.   | This section is highlighting the ped/bike improvements since the last plan.  | No changes suggested.  |
| 102 | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 14   | Gordons Pond Trail                    | The Gordons Pond parking area is not located in the City of Rehoboth Beach. Perhaps more accurate to say that it is within CHSP, beyond North Shores, accessed via Ocean Drive.  | Noted.   | Revise sentence to clarify.  |
| 103 | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 14   | Gordons Pond Trail                    | Parking at Gordon's Pond-- before Biden heliport -- was more like 400 than 500 spaces, based on Google satellite view  | Estimate comes from a trail description.   | No changes suggested.  |
| 104 | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 15   | Long Range Transpo. Plan              | Delaware's Long Range Transportation Plan should be moved to an Appendix, and other items in that section should be considered for moving to an Appendix. They aren't part of RB's Plan; they're nice reference.   | Identified information is background and should be considered during land development or city projects.  | No changes suggested.  |
| 105 | Wyn Achenbaum     | Public           | 62 Columbia Avenue                       | 6 - Transportation & Infrastructure | 19   |                                       | Page 6-19 is repeated on page 8-9. It first appeared on page 1-11  | Unable to find reference indicated.  | No changes suggested.  |
| 106 | Gary Klacik       | Public           | Columbia Avenue                          | 6 - Transportation & Infrastructure | 20   | Action Item H                         | Section 7.3 Access Alternatives of the 2010 CDP, (page 69), specifically recommended traffic calming on Columbia Avenue, Henlopen Avenue, State Road and Bayard Avenue. Paragraph 7.32.c.(1), (page 71), recommended traffic calming safety improvements to Columbia Avenue as a priority. The need for this traffic calming is still true today. Columbia and Henlopen serve not only the City but also Henlopen Acres, North Shores and Gordon Pond State Park and therefore Columbia and Henlopen are experiencing increased traffic not only from within the City, but also from increased activity and growth occurring in those communities and the use of the Park. Considerable progress has been made on other initiatives proposed in the 2010 CDP - the construction of the Canal Dock, the implementation of Wayfinding Signage, and the Baltimore & Wilmington Avenues Streetscape Study. Traffic Calming has not progressed as far. In the current draft 2020 CDP, Chapter 6 TRANSPORTATION - Action Item h) states: "Consider contracting with a traffic consultant to review traffic patterns and recommend changes to implement a traffic management program that includes traffic calming infrastructure, ...". I would urge the Commission to adopt a more affirmative statement on the need for traffic calming and not just make it a consideration. A Professional Traffic Engineer with experience in traffic calming should be retained by City to study the entire length of the four streets and make recommendations. (The City should not try to undertake traffic calming improvements by itself. An experienced professional traffic engineer is required.) I request a traffic calming study of Columbia, Henlopen, State and Bayard be specifically listed as a Action Item in the Transportation chapter of the 2020 CDP. | Concerns already captured under identified action item.  | No changes suggested.  |
| 107 | K. Claire Quinlan | Agency           | PLUS: DNREC                              | 6 - Transportation & Infrastructure | 21   | Regulations & Assessments             | Starting on page 6-21, the draft comprehensive plan addresses drinking water demand, capacity, source, aquifers, water treatment, water distribution and maintenance. The report indicates that neither perfluorooctane nor sulfonate/perfluorooctanoic acid were detected in drinking water within the past five years. Consider also addressing PFOS (Perfluorooctanesulfonic acid), since PFOS is an emerging issue of concern in drinking water quality. For more information about PFOS in groundwater, please visit <a href="https://dnrec.alpha.delaware.gov/waste-hazardous/remediation/pfas/">https://dnrec.alpha.delaware.gov/waste-hazardous/remediation/pfas/</a> or contact the DNREC Division of Water at 302-739-9949.  | Draft already states that the City did not exceed PFO or PFA water quality standards in past 5 years according to DNREC.   | No changes suggested.  |
| 108 | Jamie Whitehouse  | Agency           | Sussex County Planning & Zoning Director | 6 - Transportation & Infrastructure | 26   | Water Initiatives                     | There was an additional comment from County Engineering - the water utilities Section does not mention the 2nd water interconnection on East Lake Drive and the sewer utilities connection could mention the partial bidirectional connect of parts of west Rehoboth.  | Noted.   | <b>Revise section to include information on identified initiative in future M&amp;C Draft.</b> |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name                 | Comment Category | Address or Affiliation                 | Chapter                             | Page | Paragraph                       | Comment  | Notes  | Recommendation  |
|-----|----------------------|------------------|--|-------------------------------------|------|---------------------------------|--|--|---|
| 109 | Tom Roth             | Agency           | Town of Henlopen Acres<br>Town Manager | 6 - Transportation & Infrastructure | 26   | Water Initiatives               | Pages 144, 145 discuss Rehoboth's water system. There's no mention of the RB/HA interconnect project, that was completed in 2021.  | Noted.   | <b>Add project to Water Initiatives in future M&amp;C Draft.</b>                      |
| 110 | K. Claire Quinlan    | Agency           | PLUS: DNREC                            | 6 - Transportation & Infrastructure | 29   | Wastewater Initiatives          | The draft comprehensive plan addresses wastewater starting on page 6-29. Onpage 6-31 the draft comprehensive plan describes preliminary engineering reports from 2012 that propose possible upgrades. The document later describes that the upgrades were completed on page 6-32. It is recommended to describe the completed projects first so that the reader has a better understanding that the wastewater treatment system is up-to-date and maintained. This can be done by reversing the bullet list from newest to oldest. For more information about wastewater treatment and National Pollutant Discharge Elimination System permitting, please visit <a href="https://dnrec.alpha.delaware.gov/water/surface-water/">https://dnrec.alpha.delaware.gov/water/surface-water/</a> or contact the DNREC Division of Water, Surface Water Discharges Section at302-739-9946.   | Further discussion of initiatives along with completion dates clearly indicate order. Preceding pages and overall description of system already satisfy comment.   | No changes suggested.   |
| 111 | Wyn Achenbaum        | Public           | 62 Columbia Avenue                     | 6 - Transportation & Infrastructure | 31   | Wastewater Initiatives          | Ocean Outfall Project paragraph needs to associate Deauville Beach with "public access parking areas at the beach near Henlopen A venue"   | This section is describing wastewater studies, initiatives, and projects. Discussion of parking not relevant to this section.  | No changes suggested.   |
| 112 | K. Claire Quinlan    | Agency           | PLUS: DNREC                            | 6 - Transportation & Infrastructure | 34   | TMDL                            | On page 6-34,the draft comprehensive plan addresses Total Maximum Daily Loads (TMDLs) and refers to a Pollution Control Strategy (PCS). DNREC reviewers recommend referencing the specific Pollution Control Strategy to be the Inland Bays Pollution Control Strategy. For more information about the Inland Bays Pollution Control Strategies, please visit dnrec BPCS 101408.pdf or contact the DNREC Division of Watershed Stewardship, Watershed Assessment Section at 3 02 -7 39 -9939 .   | Section in question is general description of TMDL. Last sentence on pagee indicated establishment for Inland Bays Watershed.  | Revise last sentence on page to indicate TMDLs established as part of referenced PCS. |
| 113 | K. Claire Quinlan    | Agency           | PLUS: DNREC                            | 6 - Transportation & Infrastructure | 35   | MS4 and Stormwater Utility      | Stormwater management is addressed starting on page 6-35. The draft comprehensive plan discusses the value of introducing a future stormwater utility. Such a program could resolve future costs associated with stormwater infrastructure, monitoring, and maintenance. The draft comprehensive plan also addresses the concept of a Municipal Separate Storm Sewer System (MS4). The City of Rehoboth is not currently required to hold an MS4 permit under the National Pollutant Discharge Elimination System. The 2020 census data may trigger future changes to MS4 permitting requirements for the City of Rehoboth. For more information about MS4s in Delaware, please visit <a href="https://dnrec.alpha.delaware.gov/water/surface-water/npdes/municipal-storm-sewers/">https://dnrec.alpha.delaware.gov/water/surface-water/npdes/municipal-storm-sewers/</a> or contact the DNREC Division of Water, Surface Water Discharges Section at302-739-9946. | Noted. No changes identified.  | No changes suggested.   |
| 114 | Wyn Achenbaum        | Public           | 62 Columbia Avenue                     | 6 - Transportation & Infrastructure | 37   | Scarborough Ave Ext Rain Garden | "western most" needs a hyphen or simply to be "westernmost"  | Noted.   | Revise as suggested.  |
| 115 | Hunter Davis Ellison | City             | Planning Commission                    | 6 - Transportation & Infrastructure |      |                                 | THIS CHAPTER IS OVER 40 PAGES LONG WITH 16 DENSELY WRITTEN PAGES AND 10 TABLES OF DATA AND STATISTICS DEVOTED EXCLUSIVELY TO CURRENT WATER DEMAND, CURRENT WATER TREATMENT, AND CURRENT WASTEWATER TREATMENT. HOWEVER, VERY LITTLE INFORMATION IS INCLUDED IN THE TEXT OR TABLES REGARDING FUTURE INFRASTRUCTURE NEEDS IN THESE AREAS. RECOMMEND THAT THIS MATERIAL BE EDITED SIGNIFICANTLY TO REDUCE ITS LENGTH AND LEVEL OF DETAIL.  | Since the City provides water and wastewater service, they are required to provide more detailed information related to those systems in the Comprehensive Plan. This chapter is one where there is the potential to leverage included information to obtain implementation funding. Unless there are specific areas that you would like to see removed, suggest that this is not the place to limit discussion. | Per Planning Commission, no change suggested.   |
| 116 | Wyn Achenbaum        | Public           | 62 Columbia Avenue                     | 6 - Transportation & Infrastructure |      |                                 | The preferences of those who live beyond our borders and only venture into town, say, once or twice a week should not be permitted to override or ignore the constraints of one square mile with 3 access points. As the 2010 CDP pointed out (3 times) and Draft #5 says once, "Access for people should not be inhibited; rather access by people must be increased while traffic is decreased. fu other words, Rehoboth will accept more people, it will not accept more cars."   | No revisions identified.   | No changes suggested.   |
| 117 | Wyn Achenbaum        | Public           | 62 Columbia Avenue                     | 6 - Transportation & Infrastructure |      |                                 | But realistically, unless we 're going to charge non-resident motor vehicles a toll or a daily congestion fee, the existing buildings and attractions will continue to attract cars. And since we're the gateway to a state park, and to taxpayer-renourished beaches, we aren't going to reduce or maintain the existing number of cars without serious measures and firmness in enforcing our Code.  | No revisions identified.   | No changes suggested.   |
| 118 | Wyn Achenbaum        | Public           | 62 Columbia Avenue                     | 6 - Transportation & Infrastructure |      |                                 | So we need to take other measures to insure that people have access. Bicycles, scooters are part of that; but they, too, take up space, both when they're moving- one must move into another lane to pass a bicyclist - and when they're parked.   | No revisions identified.   | No changes suggested.   |
| 119 | Wyn Achenbaum        | Public           | 62 Columbia Avenue                     | 6 - Transportation & Infrastructure |      |                                 | Sidewalks need to accommodate pedestrians first; and pedestrians here may have beach carts, or child or pet strollers, or little ones on their foot-powered scooters. Where there aren't sidewalks, they will be on the street; gravel is not particularly foot-friendly or wheel-friendly.  | No revisions identified.   | No changes suggested.   |
| 120 | Wyn Achenbaum        | Public           | 62 Columbia Avenue                     | 6 - Transportation & Infrastructure |      |                                 | We have enough on our plate to maintain and upgrade our existing infrastructure. This month we are reminded of the viciousness of a storm which hit RB 60 years ago, and the damage it caused to the structures at our oceanfront. In an earlier storm we were forced to sell off lots from a park in order to pay to repair our boardwalk.  | No revisions identified.   | No changes suggested.   |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name               | Comment Category | Address or Affiliation | Chapter                             | Page | Paragraph              | Comment   | Notes   | Recommendation  |
|-----|--------------------|------------------|------------------------|-------------------------------------|------|------------------------|---|---|---|
| 121 | Wyn Achenbaum      | Public           | 62 Columbia Avenue     | 6 - Transportation & Infrastructure |      |                        | I believe the CDP needs to call for gathering some information, and make it publicly available, with plans to include it in the 2025 CDP Update:<br>1. A traffic study which collects detailed data focusing on the peak weeks, both on weekdays and on weekends, by 15-minute segment, in various key places. That Traffic Study should also note the bicycle, scooter and motorcycle traffic. (We've had people using "average day" traffic counts as if they meant something for important decisions.)<br>2. A parking study which counts the number of parking spaces, by block and parking lot, and provides, year by year, week by week, and days of the week, the revenue from the parking spaces on each block, and/or a measure of the number of hours the spaces on each block are occupied. Part of the goal is to get to a % occupancy rate for each block. (One of the uses of this data is that it may play into meter pricing; one expert says 85% occupancy is the sweet spot.) But parking data has many uses, and we ought to know the facts. a. Metered spaces b. Street spaces on residential streets with sidewalks c. Street spaces on residential streets without sidewalks d. Spaces in city-owned parking lots e. Off-street parking privately owned | Draft already identifies the need for these studies. Detailed scope of work not appropriate to include in the CDP and will be developed by City in conjunction with consultant (if used). | No changes suggested.   |
| 122 | Bill Brockenbrough | Agency           | PLUS: DeIDOT           | 6 - Transportation & Infrastructure |      |                        | DeIDOT recommends that consideration be given to limiting vehicle access on the loop around the Rehoboth Avenue bandstand to transit vehicles and vehicles that are loading and unloading.  | Noted.  | Per Planning Commission, no change suggested.                                 |
| 123 | Jared Kauffman     | Agency           | PLUS: DART             | 6 - Transportation & Infrastructure |      |                        | Please provide a description of the bandstand stop, and the general challenges and obstacles for DART at that stop  | Noted.  | Per Planning Commission, no change suggested.                                 |
| 124 | Jared Kauffman     | Agency           | PLUS: DART             | 6 - Transportation & Infrastructure |      |                        | If the Town has a vision of improved DART service, it should be mentioned with defined goals and strategies to meet that vision.  | Noted.  | Per Planning Commission, no change suggested.                                 |
| 125 | Jared Kauffman     | Agency           | PLUS: DART             | 6 - Transportation & Infrastructure |      |                        | It is suggested to include walkable friendly design and concepts within the economic development, housing, and land use sections, in addition to the transportation section, since walkability affects and is affected by these topics, and to note that encouraging walkability goes beyond simply providing walkable infrastructure, which includes directness and surrounding human-scaled aesthetics. For example, while the land use goals and action items mentions the need to accommodate a pedestrian-oriented character, it is suggested to elaborate within the land use section itself about what is meant by pedestrian-orientation, and how land use could be enhance pedestrian travel.  | Noted.  | No changes suggested.   |
| 126 | Jim Ellison        | City             | Planning Commission    | 7 - Environmental Protection        | 2    | Principal Topics       | : The orange box should list these primary topics: "Water Resources", "Climate Change", "Land Resources", and "Air Resources".  | Noted.  | Revise as suggested.  |
| 127 | Jim Ellison        | City             | Planning Commission    | 7 - Environmental Protection        | 2    | Ocean & Beach          | Page 7-2 and 7-3: The sub-topics under "Ocean and Beach" should be 4th level, and thus should not be in bold text. Same goes for entries on pages 7-5, 7-7, 7-20, and 7-23.   | Noted.  | Update 4th level headers to lessen emphasis (throughout Plan where utilized). |
| 128 | K. Claire Quinlan  | Agency           | PLUS: DNREC            | 7 - Environmental Protection        | 2    | Beach Preservation Act | On page 7 -2, under Beach Preservation Act, it says that "No construction may take place seaward of the building line without a Coastal Construction Permit or Coastal Construction Letter of Approval from DNREC." Please note the following corrections: 'oNo construction may take place seaward of the building line or landward of the building line within the reeulated area without a Coastal Construction Permit or Coastal Construction Letter of Approval from DNREC." The DNREC Shoreline and Waterway Management Section not only requires approval seaward of the building line but also landward within DNREC's regulated area, which is defined as "the specific area within the defined beach that the Department is directed to regulate construction to preserve dunes and to reduce property damage." Additionally, "The regulated area shall be from the seaward edge of the beach as defined to the landward edge of the third buildable lot in from the mean high-water line."   | Noted.  | Revise as suggested.  |
| 129 | K. Claire Quinlan  | Agency           | PLUS: DNREC            | 7 - Environmental Protection        | 5    | Canal Dredging         | On Page 7-5, under CanalDredging, the draft comprehensive plan states that, "In 2016, the estimated cost to complete the Lewes-Rehoboth Canal dredging was more than\$2.4 million." To avoid confusion regarding the dates of the latest statewide dredging prioritization efforts, the following addition is recommended: *In2020,the estimated cost to complete the Lewes-Rehoboth Canal dredging was ..." For more information on coastal construction in Delaware, please visit <a href="https://dnrec.alpha.delaware.gov/watershedstewardship/beaches/coastal-constructorV">https://dnrec.alpha.delaware.gov/watershedstewardship/beaches/coastal-constructorV</a> or contact the DNREC Division of Watershed Stewardship, Shoreline and Waterway Management Section, at 302-7 39 -9921.   | Noted.  | Revise as suggested.  |
| 130 | Wyn Achenbaum      | Public           | 62 Columbia Avenue     | 7 - Environmental Protection        | 8    | Floodplains            | Floodplains -- this needs a date on it.   | Unsure where a date is being requested. None of the information on the page is date-dependent.  | No changes suggested.   |
| 131 | K. Claire Quinlan  | Agency           | PLUS: DNREC            | 7 - Environmental Protection        | 10   | Wetlands               | Wetland areas and buffers are addressed on pages 7-10. The draft plan states that "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." Consider making the following changes: 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.   | Noted.  | Revise as suggested.  |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name                 | Comment Category | Address or Affiliation | Chapter                      | Page | Paragraph                  | Comment   | Notes  | Recommendation  |
|-----|----------------------|------------------|------------------------|------------------------------|------|----------------------------|---|--|---|
| 132 | K. Claire Quinlan    | Agency           | PLUS: DNREC            | 7 - Environmental Protection | 12   | Climate Change             | Climate change is well addressed starting on page 7-12. The draft comprehensive plan includes reference to the new Delaware Climate Action Plan and addresses the three main concerns associated with climate change: increased heavy precipitation events; temperature rise; and sea level rise.   | Noted.   | No changes suggested.   |
| 133 | Wyn Achenbaum        | Public           | 62 Columbia Avenue     | 7 - Environmental Protection | 16   | Forests, Woodlands & Trees | the Trees section should speak to the role tree root systems play in dealing with stormwater runoff and groundwater. [it gets a mention on 7-18]  | Already mentioned as indicated. No need to duplicate.  | No changes suggested.   |
| 134 | Wyn Achenbaum        | Public           | 62 Columbia Avenue     | 7 - Environmental Protection | 20   | Beach & Boardwalk          | "The City is located in the Mid-Atlantic and is host to the largest beach in the State." Is ours larger than CHSP's ocean beach?  | Believe this was more in reference to the beach "resort" - including amenities.  | Revise language to reflect "largest beach resort."  |
| 135 | Wyn Achenbaum        | Public           | 62 Columbia Avenue     | 7 - Environmental Protection | 21   | Table 7-2                  | table 7-2: Deauville "paid parking"   | Unknown what comment is requesting.  | No changes suggested.   |
| 136 | K. Claire Quinlan    | Agency           | PLUS: DNREC            | 7 - Environmental Protection | 25   | Greenhouse Gases           | The State's Weatherization Assistance Program is mentioned on page 7-25. It is recommended to include specific action items for both energy efficiency and renewable energy infrastructure. Examples are provided below:<br>--Conduct a comprehensive planning effort in sustainable energy, with a specific goal to reduce energy consumption by implementing energy efficiency measures in City operations, including buildings and street lighting. Energy efficiency upgrades may be eligible for funding through the Energy Efficiency Investment Fund, provided through the DNREC Division of climate, coastal, & Energy, to help commercial and industrial customers replace aging or inefficient equipment and systems with energy efficient alternatives ( <a href="https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/">https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/</a> ). Grants are also provided through the Green Energy Program, which include several different types of green energy funding programs from the state's major electric utilities ( <a href="http://www.de.gov/greenenergy">www.de.gov/greenenergy</a> ). Energy efficiency upgrades, such as a street lighting project, may be eligible for funding assistance through Energize Delaware ( <a href="https://www.energizedelaware.org">https://www.energizedelaware.org</a> ).<br>--As part of the sustainability planning effort, utilize renewable energy infrastructure, such as solar and wind, to further reduce pollution. Review all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays.<br>--Consider adopting energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.<br>--Adopt a mechanism to provide information on the Weatherization Assistance Program to customers who are having trouble paying utility bills. ( <a href="https://dmecc.atpnacommunities/weatherization/">https://dmecc.atpnacommunities/weatherization/</a> ). | The State's program is only mentioned in passing in this context.  | Revise Action Items in Chapter 7 to include consideration of strategies suggested by DNREC. |
| 137 | Jim Ellison          | City             | Planning Commission    | 7 - Environmental Protection | 27   |                            | Heading should reflect chapter title: "Environmental Protection".   | For consistency, other overviews have been titled based on appropriate content and not chapter title.                                  | No changes suggested.   |
| 138 | K. Claire Quinlan    | Agency           | PLUS: DNREC            | 7 - Environmental Protection | 27   | Action Item I              | The draft comprehensive plan also addresses electric vehicles. On page 7-27, "Action Items" include transitioning the city's fleet vehicles "when possible." It is recommended to establish milestones as to when this could be completed (i.e. 20% of the fleet electrified by 2025, etc.) as well as including a vehicle replacement schedule. Additionally, the plan calls for identifying appropriate locations for electric vehicle charging stations, seeking funding for installation. The plan mentions potential funding sources for Level 2 electric vehicle charging equipment provided by the state. The state anticipates changes to its program offerings as well as the funding opportunities. Please contact Breanne Preisen by email at <a href="mailto:breanne.preisen@delaware.gov">breanne.preisen@delaware.gov</a> or by phone at 302-735-3366 for more information.   | Inappropriate to identify milestones without additional study or input from M&C. This would need to be part of identified City policy. | No changes suggested.   |
| 139 | Hunter Davis Ellison | City             | Planning Commission    | 7 - Environmental Protection |      |                            | NO CHANGES RECOMMENDED.   | Noted.   | No changes suggested.   |
| 140 | Wyn Achenbaum        | Public           | 62 Columbia Avenue     | 7 - Environmental Protection |      |                            | How are we moving, in this document, to increase resiliency? Might we move toward a little less coverage for future development within our commercial districts? (It is worth asking who benefits from more coverage, and who loses something they think they're entitled to.)  | See recommendations identified in Chapter 7.   | No changes suggested.   |
| 141 | K. Claire Quinlan    | Agency           | PLUS: DNREC            | 7 - Environmental Protection |      |                            | The city should develop and adopt an ordinance requiring a 100-foot vegetated buffer zone (not a setback) from all wetlands, waterbodies and waterways for new development, where practicable.  | Feasibility evaluation already identified related to wetland buffers/setbacks.   | No changes suggested.   |
| 142 | K. Claire Quinlan    | Agency           | PLUS: DNREC            | 7 - Environmental Protection |      |                            | Vegetated buffers are not equivalent to setbacks, as residential lots, walkways, and stormwater management facilities should not be contained within the vegetated buffer zone. Vegetated buffer zones should be left undisturbed during construction and should be identified outside of the Limit of Disturbance (LOD) on the engineering plans. In some instances, stormwater outfalls, conveyances, and emergency spillways may cross through these zones, and will require temporary disturbance during construction.  | Feasibility evaluation already identified related to wetland buffers/setbacks.   | No changes suggested.   |
| 143 | K. Claire Quinlan    | Agency           | PLUS: DNREC            | 7 - Environmental Protection |      |                            | Designate all vegetated buffers as un-subdivided open space. No portion of any building lot should be within the buffer. Signage should be installed at the edge and within the buffer zones to deter residents from encroaching into these common areas.   | Recommendation is too detailed for the CDP. Would be part of evaluation/code revisions.  | No changes suggested.   |
| 144 | K. Claire Quinlan    | Agency           | PLUS: DNREC            | 7 - Environmental Protection |      |                            | Buffer zones should be planted exclusively with native trees and plants, as indicated in the comprehensive plan. Native plants are well-suited to our climate and require limited maintenance. They also provide an increasingly important role in the survival of native birds and beneficial insects whose habitat is shrinking due to development and climate change.  | Recommendation is too detailed for the CDP. Would be part of evaluation/code revisions.  | No changes suggested.   |

Rehoboth Beach Comprehensive Development Plan  
Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name              | Comment Category | Address or Affiliation | Chapter                     | Page | Paragraph                    | Comment   | Notes  | Recommendation            |
|-----|-------------------|------------------|------------------------|-----------------------------|------|------------------------------|---|--|---------------------------|
| 145 | Edie & Jim Herron | Public           | 36 Park Avenue         | 8 - Implementation          | 2    | Last                         | On page 8-2, in the second line of the last paragraph, there is a typo. The text says "...completed by by July 203". [I assume that it should read "...completed by July 2030"]   | Noted.   | Revise as suggested.      |
| 146 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | 8 - Implementation          | 2    | Plan Update                  | "July 203" should be "July 2030" -- The state says "at least every 5 years"   | Noted. Language does not preclude this being done sooner if desired by the City.   | Revise year as suggested. |
| 147 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | 8 - Implementation          | 2    | Plan Update                  | It seems to me that if this is the 2020 CDP, the next must be in 2030, and we ought to do the update in 2025.   | Per State law, the next full update must be completed within 10 years of adoption (2032) with the interceding 5-year review (2027). The City may choose to update on a 2030/2025 timeline. This language has already been updated to reflect this during a previous review; the included language reflects that PC decision.   | No changes suggested.     |
| 148 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | 8 - Implementation          | 9    | Goal #1 (Transp.)            | "Adopt a clear, well defined Traffic Management System which will address traffic congestion at peak periods and identify alternative modes of transportation to include motorized and nonmotorized." Would be wise to have DATA in hand before starting the process, so that we can determine whether the "clear, well defined Traffic Management System" turns out to make a difference, or if the situation is simply out of control.  | This is a goal. Action items reflect more specific recommendations to help meet goal. Intent is not to blindly adopt policies.   | No changes suggested.     |
| 149 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | 8 - Implementation          | 9    | Action Item I                | "Strengthen coordination efforts and partnerships between the public and private sectors to help solve infrastructure needs and other critical problems." Does this force us into accepting proposals made by private entities that relate to critical problems?  | It does not. This action item only speaks to strengthening coordination efforts.   | No changes suggested.     |
| 150 | Jim Ellison       | City             | Planning Commission    | AB - Resources & References | 3    | Land Use                     | Chapter 11 is actually Chapter 4.   | Noted.   | Revise as suggested.      |
| 151 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | AB - Resources & References | 10   | Sussex County Tax Exemptions | "The County offers tax exemptions to qualifying residents that are disabled or over the age of 65." suggest "who" rather than "that"; and a mention of the School tax exemption for qualifying residents (which I have in mind are provided by the State).  | Noted.   | Revise as suggested.      |
| 152 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | AB - Resources & References | 21   | Table AB5-1                  | table AB5-1. Where are the 204 professional ... waste management people? Where do hotel and restaurant employees show up in this? just part of the 44? Where are the manufacturing people? Top employers Grotto, Atlantic Sands, Boardwalk Plaza together employ 139+ 115=254, far more than "accommodation and food services"  | This table shows data on the industries of Rehoboth's citizens ( <u>not</u> necessarily the industries found within the City). Hotel and restaurant employees fall within the "Arts, entertainment, recreation, accommodation, and food services" industry. This table does not relate to the data found in Table AB5-2, which is top employers within the City ( <u>not</u> top employers of City residents). | No changes suggested.     |
| 153 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | AB - Resources & References | 21   | Table AB5-3                  | table AB5-3 -- add a very narrow column after the 2nd column, to make the table clearer, and add a total (78) to tie to table AB5-2. Is this full time employees, or full time equivalents? Does the CDP report the seasonal positions somewhere?   | The City's seasonal positions are not reported within the CDP.   | No changes suggested.     |
| 154 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | AC - Community Engagement   | 1    |                              | Does this need to be included?? "A new :free-standing public restroom building was incorporated into the draft Gerar Park Master Plan, which proposed a redesign of the easternmost end of Lake Gerar and incorporated a larger ADA compliant children's playground, reconfigured parking area at Marni er' s Park ( triangular grass area at Lake A venue and Surfside A venue), a dog park, kayak launch, amphitheater, water sculpture, and kayak storage facility. The draft master plan generated substantial opposition from the community and has since been rejected by the Mayor and Commissioners." Seems that what was approved should be included. Did we use portapotties in for July 24, 2021?  | This appendix includes background information and data obtained during Planning Commission interviews with the noted committees/organizations when they were completed.  | No changes suggested.     |
| 155 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | AC - Community Engagement   | 5    |                              | "The Committee considered the topic of what new elements might be used to rebuild the boardwalk after a catastrophic event. The Committee made a list of potential changes to the boardwalk structure and amenities for consideration in the event of a catastrophic event to afford sufficient time for pre-planning to take place prior to a disaster." Here's a wild idea: a bike lane at the second floor level, or even a double-decker deck, which would also allow walkers below to walk in shade. It would need to be kept away from the 2nd floors of the multi-story buildings, and might produce some resentment among hotel owners. It would take one form at the wide portions of the boardwalk, and another at the narrower portion. The ramps at each end, and maybe another set near the midpoint, would need to be thought through, but perhaps a kayak lift could serve as an alternative model. (The PR alone could be great. And it would give bikers a way to move safely through town on their way to and from the Gordons Pond trail.) | This appendix includes background information and data obtained during Planning Commission interviews with the noted committees/organizations when they were completed.  | No changes suggested.     |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
 Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name             | Comment Category | Address or Affiliation                      | Chapter                   | Page | Paragraph              | Comment   | Notes   | Recommendation                                  |
|-----|------------------|------------------|---|---------------------------|------|------------------------|---|---|---|
| 156 | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | AC - Community Engagement | 7    |                        | "Removal of shrubbery in the median east of the traffic circle" -- the shrubbery may be gone, but the trees in the median the other plantings there obscure the view of westbound cars as one comes around the traffic circle heading for Columbia Avenue.  | This appendix includes background information and data obtained during Planning Commission interviews with the noted committees/organizations when they were completed.   | No changes suggested.                           |
| 157 | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | AC - Community Engagement | 7    |                        | Does "Get a jitney service in place with a loop around the City and have it stop in front of parks and vacant lots" require RB to do that, or is it merely an idea to be considered? How does the reader know which it is? IS putting it in the Appendices indication that it is just an idea, or does this have the force of law?  | This appendix includes background information and data obtained during Planning Commission interviews with the noted committees/organizations when they were completed.   | No changes suggested.                           |
| 158 | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | AC - Community Engagement | 8    |                        | "In addition to these programs and services, CAMP Rehoboth played an active role in the advancement of marriage equality in Delaware and worked to educate ... " "worked" should be "works"   | This appendix includes background information and data obtained during Planning Commission interviews with the noted committees/organizations when they were completed.   | No changes suggested.                           |
| 159 | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | AC - Community Engagement | 11   |                        | "Explain how the City gets funding from the dock" How does the City get funding from the dock? When will we break even on what we spent? Who collects it?   | This appendix includes background information and data obtained during Planning Commission interviews with the noted committees/organizations when they were completed.   | No changes suggested.                           |
| 160 | Jim Ellison      | City             | Planning Commission                         | AC - Community Engagement | 11   | Rehoboth Art League    | Rehoboth Art League: The RAL serves the greater region and should be listed under that category. (I say this as a recent chair of the Board of Trustees)  | Noted.  | Relocate to appropriate appendix section.       |
| 161 | Jim Ellison      | City             | Planning Commission                         | AC - Community Engagement | 15   | Rehoboth Beach Library | Correct title is Rehoboth Beach PUBLIC Library  | Noted.  | Revise as suggested.                            |
| 162 | Dorothy Morris   | Agency           | PLUS: Office of State Planning Coordination | AD - Public Comments      | 2    |                        | CERTIFICATION COMMENT: Please provide written verification that the comprehensive plan has been shared with and reviewed by the county and near-by local jurisdictions. In Rehoboth's case, it states the plan was shared with the Town of Dewey Beach, the Town of Henlopen Acres, the City of Lewes, and Sussex County. Please include, in appendix D, any written correspondence between the city and these jurisdictions regarding the plan and any changes made to the plan as a result of these comments. If any of the jurisdictions were notified and did not respond, that information should be included as well.   | Noted. Sections inserted as placeholders in Appendix D.   | Update Appendix D to include received comments. |
| 163 | Jim Dedes        | Agency           | Town of Dewey Beach Assistant Town Manager  | General                   |      |                        | Thank you for sharing your draft plan with the Town of Dewey Beach. I have had the opportunity to read through the draft Comprehensive Plan as requested. I am most impressed with the comprehensive review the City of Rehoboth has put forth in development of the draft plan. I plan to share this with our Town Manager, Mayor and Town Commissioners, and our Planning and Zoning Commission. They may also wish to provide feedback.  | Noted. No additional comments from Dewey Beach have been submitted.   | No changes suggested.                           |
| 164 | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | General                   |      |                        | The 2010 CDP is a bit over 100 pages. This report, in its current form, is 266. I recommend that the CDP be restructured before it is finalized. The current draft contains a huge amount of important and useful information, and putting it at everyone's fingertips is excellent, but the CDP is intended to be primarily a decision-making tool. Having so much reference information embedded in its chapters obfuscates its purpose. Please consider moving to new appendices the information that doesn't enter into ongoing decision-making. This needs to serve as guidance to people who want to build; to BI and BOA and PC members who need to know how far code can be stretched; to M&C members who will be undertaking a thorough review of our Building Code and Zoning Code; to M&C members who must judge proposals before them, and who makes the decision. Put the information about earlier CDP's in one appendix; much of Chapter 3 (Community Character and Profile) in another; and from the other chapters, all that isn't directive in its purpose. | The draft reflects multiple revisions to the document's format and is the agreed upon version desired by the PC.  | No changes suggested.                           |
| 165 | Janelle Cornwell | Agency           | City of Lewes                               | General                   |      |                        | I have read the plan and have no issues.  | Noted.  | No changes suggested.                           |
| 166 | Wyn Achenbaum    | Public           | 62 Columbia Avenue                          | General                   |      |                        | It is not incumbent on us - or necessarily in our best interests - to seek to satisfy the preferences of people who reside just beyond our borders, beyond assuring access and egress to those who go to Henlopen Acres, North Shores and CHSP. And it is not incumbent on us to satisfy the non-resident owners of land in our commercial district. Further, it should not be a primary goal to make owning land within our borders profitable. (That may happen as a result of promoting "the health, safety, prosperity and general public welfare of the jurisdiction's residents" -but it is a by-product, not a purpose.)   | In part, you are correct, but the City provides services to more than just its citizens. It is a resort community that attracts visitors from nearby areas and further destinations and it also is home to many of the services/amenities enjoyed by those from outside the community as well. It is important to recognize that "visitors" is still a key stakeholder group and address in an appropriate fashion. | No changes suggested.                           |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name              | Comment Category | Address or Affiliation | Chapter | Page | Paragraph | Comment  | Notes  | Recommendation            |
|-----|-------------------|------------------|------------------------|---------|------|-----------|--|--|---------------------------|
| 167 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | It is also worth remembering that the median age of the residents of the city is 64.1 years. <sup>3</sup> 2019. Source: <a href="https://datausa.io/profile/geo/rehoboth-beach-de">https://datausa.io/profile/geo/rehoboth-beach-de</a> ; <a href="https://www.city-data.com/city/Rehoboth-Beach-Delaware.html">https://www.city-data.com/city/Rehoboth-Beach-Delaware.html</a> says 65.4 years. Zipcode 19971 is 60.5 years, per <a href="https://www.city-data.com/zips/19971.html">https://www.city-data.com/zips/19971.html</a>  | 2015-2019 American Community Survey data reports the median age for the City as 64.1.  | No changes suggested.     |
| 168 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | "Investors" and "Developers" are not the small-business people who stay around to create and build businesses here. How many of our businesses own the site on which they operate? Yet they pour money into those buildings they don't own, and, at the end of their lease, it is the building's owner who has the valuable asset. It appreciates not because of anything the landlord is doing or providing, but because of the activity of the tenant and of the community as a whole.   | In the context of this CDP, "investor" relates to any person, business, or other entity investing money into a physical property, business (tangible or intangible), or other similar. Developer would similarly reflect any party that is making a physical change to a property. | No changes suggested.     |
| 169 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | The constraint of our size has to be the starting point for all that follows. And we need to be aware that maximizing and optimizing are often two very different things.  | Noted.   | No changes suggested.     |
| 170 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | Maintaining the charm, scale and unique appeal that is RB is the next priority. It needs to remain a special place to visit, a welcoming and relaxed place to live, and a good place to run a small business. If the priority becomes maximizing the profit that can be made by folks who simply "invest" in land here, and build the largest building that can be squeezed onto a lot by pushing for dispensations from the specifications of our code - and the beneficiaries never needing to be impacted by the effects those dispensations have on the residents and others who come here on a regular basis, we will have gone astray.   | No revisions identified.   | No changes suggested.     |
| 171 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | In order to retain our scale and our charm, and the welcome we give to a wide range of visitors - ours is the closest ocean beach for many millions of people from the DC and Baltimore metros and for many Delaware residents; we compete with the southern NJ beaches for the Wilmington and Philadelphia metros - we must concentrate on what makes us special, and seek to protect it, not to risk it.   | No revisions identified.   | No changes suggested.     |
| 172 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | We aren't here to see how far the limits can be pushed.  | No revisions identified.   | No changes suggested.     |
| 173 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | Arguably, our beach coupled with our unique "personality" of small, interesting restaurants and businesses that serve the preferences of our visitors and restaurants, are sufficient. Do we feel a need to seek to bring more 1 %-ers here, or might there be more people to serve beyond that threshold?   | No revisions identified.   | No changes suggested.     |
| 174 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | Do we want to cram more in? For whose benefit? And at the loss of what?  | No revisions identified.   | No changes suggested.     |
| 175 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | Let's conserve what we've got; maintain and upgrade it. Let's not write a plan that is designed to provide loopholes through which larger and more buildings can be built.   | No revisions identified.   | No changes suggested.     |
| 176 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | We are very fortunate that the Army Corps of Engineers will continue to renourish our beach for decades to come. But we'd be wise not to encourage more development of major buildings along our Boardwalk, given the changing climate.  | No revisions identified.   | No changes suggested.     |
| 177 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | Moneyed interests want what they want, but they don't promise to stay here to "enjoy" the consequences of what they want; they move on to their next opportunity. That's what they do, what they're for.   | No revisions identified.   | No changes suggested.     |
| 178 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | Our CDP should not be designed to be a permissive document. Not all "development" is a good thing. Adding more 5+ bedroom houses on lots not large enough to park all the cars that come with them is not wise policy.   | No revisions identified.   | No changes suggested.     |
| 179 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | The Canal, from Dewey Beach to well above the northernmost of our land area, is part of the City. [Map 2, at p. 93 of 266, suggests that the portion of the Canal that is part of the City stops near the Henlopen Acres Marina, and that is not my understanding.] What is in our residents' best interest in relation to the Canal? For example, it is probably not to encourage canal traffic that requires the opening of the drawbridge on which most city residents, most HA & NS residents, and most visitors depend.   | Maps reflect current boundary of the City, as maintained by the Office of State Planning.  | No changes suggested.     |
| 180 | Wyn Achenbaum     | Public           | 62 Columbia Avenue     | General |      |           | Further, knowing what we know about climate change and sea level rise, and that with warming oceans, clouds are holding more moisture and storms are stalling more often, do we really want to "collaborate" with any kind of large dense development along our Boardwalk? Haven't the experiences of other communities in the past decade shifted our perspective a bit? We sit at sealevel, and that has a different meaning from what it meant 10 or 20 years ago. We have been fortunate with respect to hurricanes, and hope that continues, but we also experienced the 1962 storm which lasted several days and did significant damage. | No revisions identified.   | No changes suggested.     |
| 181 | Jim Ellison       | City             | Planning Commission    | General |      |           | You have established the following structure for text headings: 1: Primary Topic: Blue band with white bold caps; 2: Secondary Topic: Blue bold caps underlined; 3: 3rd level Topic: Black bold caps; 4: 4th level Topic: Black caps and lower case, underlined, no bold. NOTE: Page AB-4 has a perfect display of these four levels of topics. Many of the inconsistencies listed below have to do with this structure.   | 4th level header on identified page is bolded. Can modify throughout document to reflect only sentence case/underlined.  | Revise Plan as suggested. |
| 182 | K. Claire Quinlan | Agency           | PLUS: DNREC            | General |      |           | Staff from the Delaware Department of Natural Resources and Environmental Control (DNREC) reviewed the draft comprehensive plan submitted for PLUS review. The absence of comments regarding specific resources does not indicate that there are not additional constraints or environmental issues, nor does it indicate DNREC support of a particular plan element. Municipal officials are encouraged to reach out to Clare Quinlan at (302) 735-3480 if they have any specific requests for information.   | Noted.   | No changes suggested.     |

**Rehoboth Beach Comprehensive Development Plan**  
**Comments Received on Draft #5 (since release on February 1, 2022) Initial Recommendations**  
Updated: April 21, 2022 (revised May 3, 2022 to add Notes Recommendations only)

| No. | Name            | Comment Category | Address or Affiliation                      | Chapter | Page | Paragraph | Comment   | Notes  | Recommendation   |
|-----|-----------------|------------------|---|---------|------|-----------|---|--|--|
| 183 | Milton Melendez | Agency           | PLUS: DDA                                   | General |      |           | <p>The Delaware Department of Agriculture welcomes the opportunity to provide recommendations for this municipal comprehensive plan. Agriculture is the State's largest industry and its most significant land use. As an economic force the agriculture/food system provides more jobs and impacts in the state's economy than any other sector. In addition to the direct economic impacts throughout the state, agriculture and forestry provide billions of dollars in environmental services to the citizens of Delaware in the form of air and water cleansing, weather moderation, carbon sequestration, outdoor recreation, wildlife habitat, scenic vistas - and the list goes on. These services are largely uncompensated and represent a significant contribution to the quality of life and the health of Delaware's citizens and visitors. Agriculture and forestry are the state's most important land uses. The majority of the state's private lands are farms. Farms and forests dominate the landscape. This fact alone dictates that these land uses must be a crucial part of the future land use planning in every comprehensive plan. Over three-quarters of the private open space in Delaware is in farms. The maintenance of these land uses is crucial to our future quality of life and the orderly and pleasing development of the state. In addition the State of Delaware is investing millions of taxpayer dollars in the permanent preservation of these lands and all the attendant benefits they provide. Every comprehensive land use plan should account for these factors in balancing future development, preservation of farmland and forest, and the enhancement of the economic activities associated with our working lands. Undoubtedly future generations will judge our effectiveness at land use planning by what they see around them. Like Delawareans today they will expect us to balance growth and development with the preservation and enhancement of agriculture and forestry. The following proposed steps provides municipal governments with directives that can be implemented to maximize the preservation and longevity of agriculture in your surrounding areas.</p> <p>AGRICULTURE: 1) Identiff areas within the municipality where agriculture is considered the highest priority land use; 2) Encourage the protection of prime agricultural land; 3) Discourage development activities and capital projects incompatible with modern agriculture; 4) Encourage separation of residential and agricultural areas through the zoning and subdivision process (this includes significant buffering and setback requirements for lands adjacent to agricultural operations); 5) Encourage, support, and maintain existing and proposed agricultural support enterprises and ag-related businesses; 6) Encourage the development of local markets for locally grown foods; 7) Encourage agricultural use protections and strong right-to-farm policies in agricultural areas; 8) Establish and support financial incentives that encourage and allow landowners to remain in agriculture; 9) Promote policies that maintain and foster economic viability within the agricultural sector</p> <p>DENSITY AND EFFICIENT LAND DEVELOPMENT: 1) Encourage maximum use of existing and planned infrastructure; 2)</p> | These appear to be boilerplate comments from DDA. Recommendations not applicable since there is no Ag land within the City.  | No changes suggested.  |
| 184 | Dorothy Morris  | Agency           | PLUS: Office of State Planning Coordination | General |      |           | <p>1. Once all edits, changes and corrections have been made to the plan, please submit the completed document (text and maps) to our office for review. Your PLUS response letter should accompany this submission. Also include documentation about the public review process. 2. Our office will require a maximum of 20 working days to complete this review. a. If our review determines that the revisions have adequately addressed all certification items, we will forward you a letter to this effect. b. If there are outstanding items we will document them in a letter and ask the town to resubmit the plan once the items are addressed. Once all items are addressed, we will send you the letter as described above. 3. Once you receive our letter stating that all certification items have been addressed, the Planning Commission and Council should adopt the plan pending State certification. We strongly recommend that your Council adopt the plan by ordinance. The ordinance should be written so that the plan will go into effect upon receipt of the certification letter from the Governor. 4. Send our office a copy of the adopted plan along with the ordinance (or other documentation) that formally adopts your plan. We will forward these materials to the Governor for his consideration. 5. At his discretion, the Governor will issue a certification letter to your city.</p>  | Noted.   | No changes suggested.  |
| 185 | Glenn Mandalas  | Agency           | On behalf of Henlopen Acres                 | General |      | All Maps  | <p>Henlopen Acres has begun to review the draft Rehoboth Beach CDP. I assume that because I also represent Henlopen Acres, they reached out to me with a question about the City boundary shown in the various maps, and exclusively on Map 1. They provided me with the attached resolution and map that has been recorded, along with some newspaper clippings from the early 1970s. The documents suggest that Henlopen Acres annexed a portion of the canal along its border that is shown in the draft CDP as within the Rehoboth Beach boundary.</p>  | Received input from OSPC on how to address.  | Address per OSPC recommendations discussed at April 29, 2022 PC meeting. |
| 186 | Tom Roth        | Agency           | Town of Henlopen Acres<br>Town Manager      | General |      |           | <p>I have not seen any 2020 town level census data. I'm wondering what your source is for items such as: Statistics on race, population, housing and household. The Mayor doesn't feel they are accurate.</p>   | Source for all data is noted below associated table/chart. During project scoping, it was decided not to incorporate 2020 Census data since full release date was unknown. | No changes suggested.  |
| 187 | Tom Roth        | Agency           | Town of Henlopen Acres<br>Town Manager      | General |      |           | <p>Also, has Glenn Mandalas spoken to you about the canal annexation? I have documentation that shows that Henlopen Acres annexed half of the width of the canal, prior to Rehoboth annexing the entire width.</p>  | Received input from OSPC on how to address.  | Address per OSPC recommendations discussed at April 29, 2022 PC meeting. |