

2020
Rehoboth Beach
Comprehensive Development Plan
Review Draft #10
June 10, 2022
Subject of Public Hearing on June 28, 2022

City of Rehoboth Beach
Rehoboth Beach, Delaware



Recommended by the Planning Commission May 13, 2022
Adopted by the Board of Commissioners XXXXX
Certified by the Governor XXXXX

INTERPRETING THIS PLAN

Section 702, Title 22 of the Delaware Code codifies the legal requirement that a municipality prepare a Comprehensive Plan.¹ By law, the Comprehensive Plan “shall be the basis for the development of zoning regulations” and has “the force of law [such that] no development shall be permitted except as consistent with the plan.”² Once a Comprehensive Plan is in effect, a municipality may only adopt zoning regulations “in accordance with [the] comprehensive plan . . .”³

Given these statutory pronouncements, the interpretation of Comprehensive Plans has become an important consideration relating to legislative proposals and the review of land development applications. Indeed, municipalities must craft a Comprehensive Plan with care, given that the entire Comprehensive Plan has the force and effect of law.⁴

Because of the importance of this Comprehensive Plan as a planning guide, and because of the sometimes difficult task of interpreting and harmonizing the various goals and objectives of a Comprehensive Plan, this Comprehensive Development Plan has been crafted to carefully identify those items in the Plan that the City is legally bound to pursue because of the Plan’s force of law. All other items not specifically directing affirmative and mandatory action by the City are expressly intended to be optional and of an aspirational nature.

—Rehoboth Beach Mayor & Commissioners



¹ 22 Del. C. § 702.

² 22 Del. C. §§ 702(c) and (d).

³ 22 Del. C. § 303.

⁴ See *Donnelly v. City of Dover*, 2011 WL 2086160 (Del. Super.) (Noting that Delaware law provides that only the “land use map or map series” have the force of law under county plans while a municipality’s entire comprehensive plan carries the force of law).

ACKNOWLEDGMENTS

The Comprehensive Development Plan was created over a five-year period beginning in 2018 and involved the dedication of many people. The partners providing critical input for the Plan included several citizens, property owners, tenants, businesses, visitors, local organizations, and government agencies (County and State).

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

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Chapter 1

Executive Summary & Vision

CHAPTER 1—EXECUTIVE SUMMARY & VISION

Chapter 1 addresses these principal topics:

- VISIONS
- KEY AREAS
- COMMUNITY INPUT
- CITY POSITIONS
- GOALS & ACTION ITEMS

The Rehoboth Beach 2020 Comprehensive Development Plan (CDP) is the City’s official guide to its future. Cities and regions that thrive in the 21st century will be those characterized by lively neighborhoods and commercial districts, cultural and recreational attractions, environmental foresight, and a strong sense of place and local pride. The CDP is designed to shape the City’s future decisions about allocation of resources, land use and development, and other policies so that Rehoboth Beach continues its appeal and vitality in future years.

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

Rehoboth Beach is now and will remain a multi-function city—or a town within a town. It is a stable and inclusive residential community as well as an active seaside resort with a vibrant commercial district. Its challenge is to maintain a balance among these local and regional identities, which requires managing its water resources, protecting its environment, promoting local business opportunities and viability, addressing its traffic and parking problems, providing municipal services, and ensuring that future development is consistent with a small-town structural scale and architectural design that reflects its fundamental residential and pedestrian character. The CDP is designed to help Rehoboth Beach continue to achieve this balance. Maintaining this balance will require a commitment that future development and redevelopment, both residential and commercial, reflect and be compatible with the City’s existing neighborhoods as well as its commercial districts, particularly regarding building height, architectural character, and pedestrian orientation.

The 2010 CDP led to many achievements in environmental protection, residential preservation, and success of the downtown and its businesses. The 2020 CDP builds on this foundation and seeks to continue the directions set forth 12 years ago. Toward that end, the 2020 CDP reiterates and updates the visions identified in 2010, reaffirms many of the action steps recommended then, and adds suggestions for new policies, programs, and strategies to move the City forward.

VISIONS

The Planning Commission reviewed the City Vision Statements from the 2004 and 2010 Comprehensive Development Plans and determined that they still apply. The Vision Statements are the heart of the CDP. They express the balanced approach to development that the City should maintain, with priority accorded to maintaining existing scale, density, and pedestrian orientation of its commercial districts and residential neighborhoods. A long and complex document such as the CDP necessarily covers multiple issues and ideas, some of which may be susceptible to quotation out of context. The Commission intends that the Vision Statements, together with related goals and actions, will provide the basis for the City's policy-making decisions.

Listed below are the Vision Statements as reaffirmed and updated in 2022 for the 2020 Plan, which form the basis for the actions recommended to create the Rehoboth Beach of the future.

A VISION FOR WATER RESOURCES: *Rehoboth Beach's careful use and preservation of its ocean, beach, canal, lakes, and adjacent waterways is at the heart of its social and economic vitality.*

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

A VISION FOR CITY CHARACTER: *Rehoboth Beach has a unique character, history, small-town charm and architectural design, pedestrian-oriented scale, and sense of place, expanding from its origins as a religious camp meeting site to a community that is characterized by neighborhoods with rich architectural styles and features; protection of its natural, historical, and cultural features; and its inclusivity for all citizens, workers, and visitors.*

Rehoboth Beach is a physically and socially integrated community. Residents, property owners, and tourists—be they retirees, individuals, families, or members of the business community—may find a home, recreation, security, inclusion, and a sense of permanence and pride that characterize our best towns. It is a careful blend of residence and resort that draws a loyal tourist clientele to its activities and places. Responses to surveys of City stakeholders (i.e. residents, businesses, and visitors) conducted in 2018 by consultants engaged by the City in connection with drafting this Plan showed overwhelming support for maintaining the City's small-town atmosphere.

A VISION FOR COMMUNITY SERVICES: *Rehoboth Beach is a year-round community with seasonal tourism as its major industry. It maintains a significant City infrastructure to serve all its community interests—its natural environment, its residences, its businesses, its tourists, and its regional function.*

Rehoboth Beach supports community-serving assets that are critical to maintain living quality, such as open spaces with public access, restaurants, shopping, arts and culture, libraries, senior facilities, places of worship, medical facilities, and a unique bandstand. Motor vehicles are accommodated, but the balance is tilted to the pedestrian, the bicyclist, and convenient non-automotive access to the City. Particularly important is the provision of 21st century technology to enable the best communication access possible, while keeping with the character of the City or its established design standards. The City supplies such services to its own residents and visitors and, as appropriate, also to others in Sussex

County, a relationship that contributes to the City's stake in managing such regional issues as transportation.

A VISION FOR NEIGHBORHOODS: *Rehoboth Beach's residential areas continue to reflect its small-town character and architectural design, and its neighborliness, embodied by its diverse, inclusive, and forward-looking citizenry.*

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

Note: Neighborhood locations and descriptions can be found beginning on pg. 3-9.

A VISION FOR BUSINESS: *Rehoboth Beach's downtown is a balanced mix of year-round and seasonal businesses with a residential scale, distinctive architectural design, and pedestrian-oriented character.*

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

KEY AREAS

The Planning Commission has identified the following key areas in the 2020 CDP, based on reviewing the previous Plan's initiatives, initial community input, studies, trends, and challenges:

- Stewardship of the City's natural resources.
- Development of best practices across multiple fields (e.g., infrastructure, housing, land use) for meeting the environmental demands of a coastal community during a period of climate change.
- Ability for the City to continue to evolve and provide year-round services to residents and visitors.
- Continuation of the City's residential ambiance, resort attractiveness, and favorable local business climate.
- Commitment that future (re)development reflect and be compatible with the City's existing commercial districts and residential neighborhoods, particularly related to building height, scale, architectural character, and pedestrian orientation.
- 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.
- Planning for changes to address future population trends and demands.

COMMUNITY INPUT

During 2019, the City separately surveyed three groups—community residents, local business employees, and visitors—to solicit their views on important issues facing the City (see **Chapter 2—Introduction: The Planning Process** for further descriptions of the surveys). The most striking results were those in which 75% or more of the respondents selected the strongest option for agreement with a statement (i.e. choosing ‘strongly agree’ or ‘extremely important’) out of five possible choices.

Among community members, this level of agreement was reached on the following statements:

- Protecting the quality of drinking water is extremely important (93.3%)
- Quality and quantity of water resources (e.g., ocean, lakes) are extremely important (90.0%)
- Air quality is extremely important (88.2%)
- Preserving the ocean’s shoreline character is important (87.0%)
- City should protect the natural environment (79.6%)
- City should maintain small-town atmosphere (76.6%)
- City should encourage protection of natural areas/open space (75.7%)

Local business employees overwhelmingly agreed that the following improvements would help their businesses:

- Pedestrian or biking paths connecting residential to commercial (90.0%)
- Seasonal bus or trolley service (86.2%)
- Pedestrian or biking paths connecting to neighboring municipalities (84.4%)
- More city festivals (77.6%)

Visitors reported similar levels of agreement on the following points:

- Quality and quantity of water resources (e.g., ocean, lakes) are extremely important (92.0%)
- Air quality is extremely important (90.7%)
- Protecting quality of drinking water is extremely important (90.7%)

CITY POSITIONS

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

POSITION ON POPULATION GROWTH

The City's population numbers have varied slightly since the 1950s, although year-round residence has increased in the past decade. The City's geographically small size and developed nature means that any future population growth will need to be accommodated by existing or redeveloped properties. Notably, due to the City's desirability as a resort community, seasonal populations will likely continue to grow. Significant growth has already occurred outside Rehoboth's limits in Sussex County, which heightens the expectation and demand for future City services, facilities, and commercial amenities. For both full-time and seasonal residents, it is important to strengthen coordination efforts with the County and neighboring municipalities so the City can have a voice in decisions external to its borders that will impact the services, utilities, and adequate public facilities that it provides.

POSITION ON HOUSING GROWTH

In recent years, housing growth in the City has been driven by the replacement of older, generally smaller, homes with new residential construction that is larger in scale and density. Unchecked, it is likely that this trend will continue due to market forces, although recent amendments to the City's Zoning Ordinance should help to control this trend. Because of rapidly escalating property values and Rehoboth Beach's popularity, there also is concern about the availability of affordable and attainable housing in and near the City.

Improving access to mixed-use/mixed-income workforce housing within the City is a goal that could be supported through adoption of one or more new zones allowing mixed-use commercial/residential development with standards to protect adjacent neighborhoods from incompatible encroachments that adversely impact their residents' quality of life. Nonprofit organizations may be able to assist the City in this effort.

Related to this concern is the desire to increase communication and coordination with the County and neighboring jurisdictions, particularly with respect to new residential developments in areas outside Rehoboth Beach's current boundaries that have the potential to overburden City services and facilities. Development of additional housing for the purpose of increasing the City's overall population is not a goal.

POSITION ON EXPANSION OF BOUNDARIES

Careful consideration should be given to future expansion of City boundaries through annexation. The Delaware Code provides that areas being considered as possibilities for future annexation should be depicted in the adopted CDP. Because the City is concerned with the impact of future development outside its current boundaries, the area shown on the accompanying annexation map (see **Map 5—Annexation Growth Area**) is generous. Although 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 through the processes mandated by the State and City Charter, paying particular concern to the adequacy of public facilities to serve these areas.

POSITION ON DEVELOPMENT OF ADJACENT AREAS

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

POSITION ON REDEVELOPMENT POTENTIAL

The City should continue to consider opportunities for redevelopment of commercial properties subject to the overall planning goals set forth in this CDP and the City’s codes, especially their provisions requiring compatibility and consistency with the City’s existing small-town scale, architectural character, and pedestrian orientation.

POSITION ON COMMUNITY CHARACTER

The City has a unique character, small-town charm and architecture, pedestrian scale, rich history, and sense of place. While its origins date to a religious camp meeting site, Rehoboth Beach has chosen to grow and change (physically and socially), welcoming new groups of residents and visitors. The City is a careful blend of residence and resort that draws a loyal tourist clientele to its beaches, its other public open spaces, and its businesses. The City works to protect key elements that set it apart from other beach resorts, encouraging environmental protection practices and planning while supporting compatible development and redevelopment that help preserve its status as a premier seaside destination and home for those seeking a traditional, pedestrian-oriented, small-town atmosphere and charm.

POSITION ON THE GENERAL USE OF LAND

The City is a small, one square mile community with opportunities for adaptive reuse and redevelopment of key properties. The City recognizes there will always be a rolling life cycle to the use of its building and acknowledges there may be a future need for new tools to accommodate that change. The City also recognizes that future uses should complement and maintain existing residential density, architectural character, pedestrian scale, and compatibility with surrounding neighborhoods, with heightened attention paid to the protection of its existing natural and environmental features.

POSITION ON CRITICAL COMMUNITY DEVELOPMENT ISSUES

Rehoboth Beach is under mounting pressures that make it challenging for homeowners, business owners, investors, and developers to maintain the characteristics that brought so many to the City. Future community development issues will likely include challenging problems caused by the effects of climate change, such as sea level rise, temperature increases, heavy precipitation events, and stormwater management. The City recognizes that while it attends to these issues, it must do so in a manner that reflects and maintains its small-town atmosphere and scale in both its residential neighborhoods and commercial districts.

POSITION ON KEY INFRASTRUCTURE ISSUES

All infrastructure within the City is important and must be maintained in compliance with current codes and in up-to-date and state-of-the-art conditions. The City must prepare for the inevitable effects of sea level rise, including the possibility of longer Atlantic hurricane seasons and more frequent and powerful storms. The City also needs a comprehensive stormwater management plan that examines its

stormwater management facilities and operations as well as physical and technological improvements to its key infrastructure to mitigate against these impacts (e.g., power, water, sewage, emergency communication, telecommunication). These actions will require support from and coordination with other public and private providers of key services. There is also an urgent need for increased regional planning with neighboring jurisdictions, Sussex County, and the State, particularly with respect to transportation infrastructure issues as well as implementation of the Hazard Mitigation Plan.

GOALS & ACTION ITEMS

Each of the following chapters contains a number of goals, which are meant to provide direction relating to growth management, redevelopment, housing, transportation, environmental protection, and City services based on past and present data and trends. The following section is a restatement of those goals.

CHAPTER 3—COMMUNITY CHARACTER & PROFILE

COMMUNITY CHARACTER

Goals

1. Improve the quality and integrity of architecture in new and renovated residential and commercial structures throughout the City.
2. Explore strategies to protect historic and architecturally characteristic structures.
3. Preserve Rehoboth’s overall small-town character and charm, as well as its pedestrian-orientation and ambiance, all of which should be consistent with the distinctive architecture and scale of existing development within the City’s individual neighborhoods.
4. Increase public awareness and appreciation of historic properties and special places.
5. Identify and seek funding sources and incentives for historic preservation.
6. Promote and provide appropriate support for health, safety, the arts, and cultural and historic resources in the City.
7. Protect, enhance, and expand the benefits of cultural resources for future generations.

Action Items

- a) Evaluate the feasibility and desirability of local historic district designation, historic preservation regulations, and advisory committee creation.
- b) Actively promote use of the *Architectural Design Manual* as a positive aid to property owners and their designers and builders.
- c) Review and update if needed the City’s *Architectural Design Manual*.
- d) Consider adopting an architectural review procedure with defined design guidelines with identified thresholds that may be implemented by the City staff and appropriate City Commissions and Boards.
- e) Reevaluate architectural review procedures and guidelines and consider whether exterior modifications will need to meet certain thresholds for building permit approval.
- f) Encourage the use of federal and state tax credit programs for restoring historic buildings.
- g) Assist government agencies and organizations with educational awareness and promotion of historic rehabilitation grants and programs.

- h) Promote and consider offering incentives to make it economically feasible to renovate/restore historic structures rather than demolish and build new.

CITY GOVERNMENT & COMMUNITY ORGANIZATIONS

Goals

- 8. Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of the Rehoboth Beach community.
- 9. Continue to support and encourage inclusivity with respect to the local community organizations.
- 10. Increase coordination, communication, and input between and among City Commissions, Boards, and Committees.
- 11. Encourage greater coordination between and among the City, Sussex County, the State, and nearby municipal jurisdictions.

Action Items

- i) Continue to review current demands for City services, as well as the City's capability to continue to provide existing services on an annual budgetary basis, while identifying future revenue sources and operating expenses.
- j) Continue to support community organizations within the City.
- k) Seek to ensure projects that involve multiple committees' input and participation are coordinated with collective support for inclusivity and considered in a timely manner by the Board of Commissioners.
- l) Seek to improve two-way communication between the City, residents, businesses, and visitors.
- m) Benchmark Rehoboth against other similar coastal towns to ensure the City is forward-thinking and remains competitive in the future.
- n) Seek to increase communication and collaboration with community organizations to promote and host inclusionary events for the community.

COMMUNITY PROFILE

Goals

- 12. Utilize the best demographic data from government or other reliable sources that can assist the City in planning for the future.
- 13. Continue to support inclusivity with respect to City policies and its events and other activities.

Action Items

- o) Develop methods for the collection and analysis of data by City agencies that will provide metrics for assessing and projecting demographic trends.

CHAPTER 4—LAND USE & ANNEXATION

Goals

- 1. Ensure consistency between the zoning map, future land uses, and overall land use planning goals stated in the 2020 Comprehensive Development Plan.

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2. Work with the neighboring municipalities, Sussex County, and the State on adjacent land development and annexations for coordination of services and infrastructure demands.
3. Identify opportunities for appropriate redevelopment and repurposing of commercial structures and land uses throughout the City limits to achieve consistency with the City's existing scale, architectural design, pedestrian-oriented character, and compatibility with nearby residential neighborhoods.
4. Improve and clarify the City's planning processes by updating the City's land use codes and regulations and clarifying any ambiguous provisions. Pay particular attention to the architectural design, small-town scale, environmental impacts, and neighborhood compatibility of oceanfront structures.
5. Consider adopting a new mixed-use zone or amending an existing commercial zone to allow a mix of appropriately located and designed residential and commercial uses that would provide increased housing opportunities on individual properties within the City's commercial districts without adversely impacting nearby neighborhoods or violating the overall small-town scale of the City, taking into account input from community and business stakeholders.

Action Items

- a) Review and adopt an updated Official Zoning Map.
- b) Evaluate the benefits and risks of using the County's parcel data to create a parcel-based Official Zoning Map.
- c) Review the City's Zoning Map for consistency with the Comprehensive Development Plan's Future Land Use Map, in accordance with applicable Delaware Code.
- d) Review and revise City land use codes and regulations by identifying conflicting and ambiguous provisions and provisions needing updating, especially provisions necessary to implement the visions and goals in this Comprehensive Development Plan.
- e) Ensure the City's land use plan and Zoning Code are drawn to avoid any adverse impacts by commercial development upon residential neighborhoods.
- f) Consider rezoning any currently permitted commercial uses or categories of use that have clear potential for adverse impacts on residential neighborhoods.
- g) Identify potential opportunities for adaptive redevelopment of underutilized areas to maintain a vibrant community while preserving its small-town character and scale.
- h) Review current land development application procedures and identify potential improvements in these procedures with timelines and process flow charts.
- i) Consider creating a parcel-based existing land use inventory with assigned categories to further determine mixed-use structures, non-conforming uses, variances, special exceptions, conditional uses, etc., and use this inventory to develop/update relevant City maps.
- j) Consider creating a parcel-based existing business license geographic information system (GIS) data layer to identify rental properties for purposes of anticipating seasonal demands and services.
- k) Add the category of oceanfront commercial buildings to those for which site plan review is required.
- l) Examine and evaluate a new mixed-use zoning classification with flexible regulations, community and business stakeholder input, limited to the City's commercial district, with appropriate design guidelines or standards, and protections for nearby residential and commercial properties.

- m) Examine and evaluate the effectiveness and applicability of Form-Based Codes within Rehoboth.
- n) Continue to promote local businesses and solicit their input on potential development opportunities, accessibility issues, and areas for proposed improvements.
- o) Support and incentivize the voluntary use of accessibility “best practices,” which may surpass current Americans with Disabilities Act (ADA) requirements, to support the needs of an inclusive community and an aging population.

CHAPTER 5—HOUSING & ECONOMIC DEVELOPMENT

HOUSING

Goals

- 1. Consider adopting a new mixed-use zone or amending an existing commercial zone to allow a mix of appropriately located and designed residential and commercial uses that would provide increased housing opportunities on individual properties within the City’s commercial districts without adversely impacting nearby neighborhoods or violating the overall small-town scale of the City, taking into account input from community and business stakeholders.
- 2. Support and encourage a variety of housing stock for all ages and income levels.

Action Items

- a) Strictly enforce the City’s vacation rental housing regulations, health and safety inspections, and licensure.
- b) Continue to monitor public concerns about overcrowded rental units, large numbers of cars at rental units, cars blocking sidewalks, and associated loud and unruly behavior.
- c) Require the relevant agencies to report the number and characteristics of complaints regarding rental properties to elected officials and the public.
- d) Inventory the City’s stock of vacation rental housing through review of applications for City rental licenses to assist the City in evaluating the resources and services required to support the increased summer seasonal population and to collect relevant fees and taxes from property owners.
- e) Inventory the City’s stock of second homes that are not generally available for seasonal rentals to assist the City in determining potential increases in year-round population that will place additional demands on City resources and services.
- f) Consider long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock.
- g) Consider the provision of employee-occupied rental units within appropriate commercial and public facilities.
- h) Consider coordination with other area beach towns and the County to identify and implement regional strategies for addressing affordable and workforce housing needs.

ECONOMIC DEVELOPMENT & OPPORTUNITY

Goals

- 3. Identify opportunities for the creative redevelopment of selected properties on Rehoboth Avenue and other commercial districts of a scale and design consistent with the small-town character of the City.

4. Seek to increase economic redevelopment collaboration among private and public partnerships throughout the City to provide for a variety of commercial and service establishments.
5. Protect the small-town character, design, and scale of distinctive groupings of existing buildings, streetscapes, and neighborhoods.

Action Items

- i) Evaluate opportunities for dining establishments to expand outdoor dining including utilization of public space and neighboring spaces.
- j) Continue to reevaluate the City's codes and regulations to provide clear and unambiguous code language, regulations, and definitions.
- k) Continue to evaluate the need to address parking during peak season and promote alternatives to personal vehicular transportation.
- l) Strengthen coordination efforts and partnerships between the public and private sectors to help solve infrastructure needs and other critical problems.
- m) Consider development of a Tourism Management Plan for the City.

CHAPTER 6—TRANSPORTATION & INFRASTRUCTURE

TRANSPORTATION

Goals

1. 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.
2. Ensure that Emergency Response Plans are adopted and implemented and that the public is kept informed.
3. Improve circulation throughout the City for pedestrians and bicyclists by planning a connected system of key destinations and enhanced maintenance of sidewalks.

Action Items

- a) Adopt a Complete Streets policy to ensure that as opportunities to rebuild streets occur, such streets are designed and operated to enable safe access for all users and connected in a Citywide integrated network.
- b) Consider updating the City's Bicycle Plan (non-motorized transportation) to include completed initiatives, alignments connected the regional bikeway system.
- c) Seek to reduce conflicts between pedestrians, bicycles, and cars and by planning a connected system of key destinations and enhanced maintenance of sidewalks to include wayfinding signage.
- d) Consider and provide comment to Sussex County on pending land development applications that have the potential to affect traffic congestion in and around the City.
- e) Work with DART to improve public transportation options to and within the City.
- f) Evaluate the City's impact fees and update as appropriate to reflect the impact of new development on infrastructure.
- g) Consider contracting with a professional traffic engineering firm to conduct an in-depth analysis of traffic volumes, patterns, and speeds throughout the City, as well as parking strategies including

shuttle studies, and to make recommendations regarding a traffic management program that also includes pedestrian and bicycle safety measures such as traffic calming measures on specific streets, particularly those that carry the largest volumes of traffic to and from the City, Henlopen Acres, North Shores, and Gordons Pond Trail (e.g., Columbia, Henlopen, and Bayard Avenues; State Road).

- h) Ensure adequate maintenance of public sidewalks throughout the City.
- i) Evaluate the filling in of missing sidewalk sections where discontinuous sidewalks are present.
- j) Continue progress toward ADA compliance for all City sidewalks.
- k) Study the feasibility of the City assuming responsibility for constructing and maintaining public sidewalks to address safety and uniformity.

INFRASTRUCTURE

Goals

- 4. Provide safe and adequate public utility services to present and future customers while in compliance with State and Federal regulations.
- 5. Continue with beautification and streetscape initiatives while balancing the need to replace aging infrastructure and continue routine maintenance.
- 6. Seek to relocate overhead utilities to underground, when and where feasible.
- 7. Support ongoing maintenance of City assets to prolong life expectancy and longevity.
- 8. Seek to increase technology infrastructure to support smart City initiatives and provide reliable services needed for sustainability and growth.

Action Items

- l) Continue to support training programs for utility operators licensing requirements.
- m) Maintain continual communication with County, State, and federal agencies for new compliance mandates, programs, and initiatives.
- n) Continue to seek funding alternatives for infrastructure improvements and maintenance.
- o) Ensure evaluations and improvements are continually reviewed for future customer demand of City services.
- p) Coordinate with the Delaware Solid Waste Authority (DSWA) to resume household hazardous waste collection events within the City.
- q) Seek to investigate restoration of refuse drop-off at a satellite location within the City.
- r) Prepare a Citywide stormwater management plan.
- s) Evaluate management of point and non-point pollution sources to develop solutions and improve efficiencies in preparation of possible future designation as a Municipal Separate Storm Sewer System (MS4) community.

CHAPTER 7—ENVIRONMENTAL PROTECTION

Goals

- 1. Maintain and control physical and visual access to the ocean and other waterbodies.
- 2. Control the density, scale, and use of structures along the Boardwalk, ocean, and other waterbodies.

3. Seek to protect the natural functioning of ocean, bay, lake, and canal ecology.
4. Preserve, protect, conserve, and grow the City's abundant tree canopy and forest areas.
5. Establish a comprehensive approach to environmental planning.
6. Seek to preserve, protect, and enhance existing natural resources, parkland, and recreational opportunities.
7. Build a healthier community by enhancing the health and wellness of City patrons through innovative and diversified parks, recreation, leisure, and cultural opportunities.
8. Take all reasonable steps to reduce the City's greenhouse gas emissions.

Action Items

- a) Continue to refurbish the boardwalk and work with federal and State agencies to replenish the beach on a regular basis.
- b) Encourage and support environmental best management practice initiatives with incentive programs.
- c) Continue to evaluate and implement Silver Lake and Lake Gerar sustainability and recovery efforts.
- d) Prepare a Community Forest Plan designed to increase public support and public involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest.
- e) Develop a comprehensive street tree planting and maintenance plan.
- f) Investigate how to fund new and replacement street trees.
- g) Consider a City policy requiring that all municipal facilities, City-funded projects, and City infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using green building, low-impact development (LID), green infrastructure, and conservation landscaping principles and practices.
- h) Undertake a climate change/sea level rise vulnerability assessment/adaptation and mitigation plan for the City and incorporate any such plan by reference as part of the Comprehensive Development Plan.
- i) Consider developing and implementing a Climate Action Plan for the City.
- j) Develop ongoing informational briefings and other assistance related to climate change issues for the City government and members of the community.
- k) Evaluate the feasibility of adopting an upland wetland buffer requirement as part of the City's land development regulations.
- l) Begin transitioning the City's vehicle fleet to electric vehicles, when possible.
- m) Identify additional appropriate locations for electric vehicle charging stations and seek funding for their installation.
- n) Consider adopting standards for Dark Sky-like lighting on City properties and consider reviewing and implementing standards for subdivisions, site plans, and redevelopment projects.
- o) Consider Leadership in Energy & Environmental Design (LEED) certification requirements or other green building practices for major new construction or substantial renovations.

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- p) Continue to effectively promote and publicize the City’s recognized and permitted recreational events.
- q) Continue to maintain all parks and open space areas while promoting sustainable environmental practices.
- r) Increase educational opportunities throughout the City owned parks and recreation properties with community partners for events and informational placards.
- s) Prepare a long-range development, renovation, and maintenance plan for the City’s parks and recreation spaces for consideration during the annual budget cycle.
- t) Consider implementing recommendations from the Resilient Community Partnership Project.
- u) Consider conducting a comprehensive planning effort in sustainable energy, with a goal to reduce energy consumption by implementing energy efficiency measures in City operations (e.g., buildings, street lighting).
- v) Consider utilizing renewable energy infrastructure (e.g., solar, wind) to further reduce pollution.
- w) Consider reviewing all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays.
- x) Consider adopting energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.
- y) Consider adopting a mechanism to provide information on the State’s Weatherization Assistance Program to customers who have trouble paying utility bills.
- z) Consider amending the City’s zoning ordinance to define “impervious surface,” provide classifications (i.e. impervious vs. pervious) for alternative types of pavement or other surfaces, and adjust street design requirements, floor area ratio, lot coverage requirements, and maximum allowable building areas to address the concerns and possible strategies raised by the Resilient Community Partnership Project regarding stormwater runoff issues created by impervious surfaces.

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Chapter 2

Introduction: The Planning Process

CHAPTER 2—INTRODUCTION: THE PLANNING PROCESS

Chapter 2 addresses these principal topics:

- AUTHORITY TO PLAN
- COMPREHENSIVE DEVELOPMENT PLAN HISTORY
- 2020 COMPREHENSIVE DEVELOPMENT PLAN PROCESS

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

The CDP has several specific purposes:

- Meet the State requirement for all municipalities with zoning authority to adopt a comprehensive plan.
- Create a unified set of goals for change and development within and surrounding the City.
- Become the central source of guidance on proposed public activities by coordinating them to ensure that each contributes to the adopted goals.
- Apply specific planning tools within the framework of an overall plan so that regulation is not arbitrary.
- Guide private and public land use decisions by providing guidance on the future direction of community development.
- Assist the City in planning for changes to address future population trends and demands.
- Provide analyses and policies that allow integration of the unexpected into the City’s land use plans, so that problems are turned into opportunities for the City’s future advantage.
- Assist the City in developing policies and practices that enhance environmental sustainability.
- Preserve the more fragile among desirable land uses and harmonize potential conflicts between the public’s desire to preserve an asset and the public need to access it.
- Help Rehoboth Beach successfully operate within the State’s land use planning framework by adopting and adhering to the State’s land use goals.

In general, the CDP provides information that will help the City’s leadership in confronting the challenges of this time—many caused by the COVID-19 pandemic—and in engaging in proactive consideration of how future trends and developments are likely to affect the City. Large-scale changes in work and travel patterns brought about by COVID, as well as the increase in web-based commerce, are among the social and economic forces that the City must anticipate. The data contained in the CDP can provide a starting point for the development of metrics geared toward Rehoboth Beach that will be essential to successful planning.

AUTHORITY TO PLAN

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



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

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

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

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

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

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

The CDP serves as an official statement about the future of the City. First and foremost, it is a unified advisory document that guides the City Commissioners, the Planning Commission, the Board of Adjustment, and City government in making future development decisions regarding land use and growth, such as subdivision, site plan, partitioning, special exception, and variance approvals; zoning amendments; annexations; and capital improvements throughout the City.

The CDP is also an informational document for the public. Residents, property owners, members of the business community, and government officials can turn to it to learn more about Rehoboth Beach and its policies for future land use decisions. Potential new residents can use the document as an information resource about the City, its characteristics, and its facilities to help make decisions about relocating or investing in Rehoboth Beach. It contains the most current information on population, transportation, housing, employment, and the environment, which will be of interest to developers, economic development professionals, and sources for financial investment.

Finally, the CDP is a legal document. The Delaware Code specifies that “...any incorporated municipality under this chapter shall prepare a comprehensive plan for the city or town or portions thereof as the

commission deems appropriate.” The Code further specifies that, “after a comprehensive plan or portion thereof has been adopted by the municipality in accordance with this chapter, the comprehensive plan shall have the force of law and no development shall be permitted except as consistent with the plan (22 Del. C. 1953 § 702 (c)).”

This 2020 CDP meets the requirements set forth in the Delaware Code regarding comprehensive plans for a city with a population less than 2,000. It also updates the 2010 Comprehensive Development Plan to comply with new State initiatives and regulations for land use and planning.

COMPREHENSIVE DEVELOPMENT PLAN HISTORY

It is important to understand the evolution of comprehensive development planning since the creation of the first City CDP in 1996. The following sections outline this activity in chronological order.

1996 COMPREHENSIVE DEVELOPMENT PLAN

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

Because the 1996 CDP was the first comprehensive look at Rehoboth Beach in many years, it was careful to spell out a series of visions for the City as well as dozens of specific actions to be taken to achieve those visions. The visions of a future Rehoboth Beach were developed by a Long-Range Plan Committee in concert with the following subcommittees: Residential Communities, Community Design and Preservation, Commercial, Open Space, Infrastructure, and Annexation.

2004 COMPREHENSIVE DEVELOPMENT PLAN

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

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

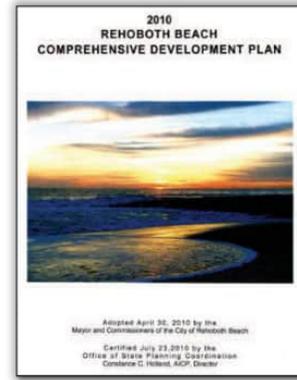
The Planning Commission reviewed the 1996 Plan and adopted the following four visions and five categories of specific goals as shown on the next page:

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CATEGORY	VISION
Water Resources	Rehoboth Beach's careful use and preservation of its oceanfront, canal, and adjacent waterways is at the heart of its social and economic vitality.
Town Character & Community Services	Rehoboth Beach is a year-round, full-service community with seasonal tourism as its major industry. It maintains a significant town infrastructure to serve all its community interests—its natural environment, its residences, its businesses, its tourists, and its regional function.
Neighborhoods	Rehoboth Beach's residential areas are reminiscent of a "slower" era and reflect a small-town neighborliness.
Business	Rehoboth Beach's downtown is a balanced mix of year-round and seasonal businesses with a distinctive, pedestrian character.
CATEGORY	GOAL
The Oceanfront, Inland Bays & Waterways	<ul style="list-style-type: none"> • Maintain physical and visual access to the beach and other waterbodies. • Control the scale and use of structures along the beach and other waterbodies. <p>Protect the natural functioning of oceanfront, bay, lake, and canal ecology.</p>
Rehoboth's Green Environment	<ul style="list-style-type: none"> • Preserve, protect, and conserve its abundant trees and plantings. • Establish a comprehensive approach to environmental planning with special emphasis on trees, plantings, natural areas, and maintenance.
Access for People & Cars	<ul style="list-style-type: none"> • Adopt a Traffic Management System which will reduce traffic congestion at peak periods. • Reduce conflicts between pedestrians, bicycles, and cars. • Improve circulation throughout the City for pedestrians and bicyclists by planning a connected system of key destinations and enhanced maintenance of sidewalks. • Ensure that Emergency Response Plans are adopted, implemented, and the public informed.
Rehoboth's Built Environment	<ul style="list-style-type: none"> • Protect historic and characteristic structures. • Preserve Rehoboth's overall character and small-town charm. • Protect the character of distinctive groupings of buildings and streetscapes. • Encourage the creative redevelopment of Rehoboth Avenue and other commercial districts.
Land Use & Regulatory Planning	<ul style="list-style-type: none"> • Maintain an up-to-date, uniform, and equitable set of development codes. • Establish a joint planning process with its surrounding jurisdictions. • Refine the zoning code and maps to eliminate the potential for adverse impacts among various land uses.

2010 COMPREHENSIVE DEVELOPMENT PLAN

The 2010 Plan was adopted by the Planning Commission on April 30, 2010, certified by the Governor on July 23, 2010, and adopted by the Board of Commissioners on July 27, 2010. The Planning Commission started the Plan revision process in May 2007 and met monthly until releasing the draft plan in September 2009.



During this 38-month period, nine day-long public workshops were held and attended by 63 members of the public; special expertise was provided by guest speakers; public comment was solicited from individuals attending these workshops and the Planning Commission’s regular monthly meetings; and written comments and suggestions were sought and accepted until the public comment period ended. Assistance was provided by a planning consultant throughout the process and significant financial support was provided by a State matching grant.

Individual Planning Commission members met regularly with Rehoboth citizens and members of the business community to gain input on various segments of the Plan. A working draft of the Plan and its draft Executive Summary were released by the Planning Commission in January 2009, and the Planning Commission used numerous strategies to inform and solicit input, such as direct mailings, newspaper announcements, requests for comments in community organization communications, and information posted on the City website during the five-month public review and comment period.

The Commission also contacted all identifiable Rehoboth organizations to inform them and their members of the availability of the working drafts and to offer to meet with them to discuss the draft and seek further input. This invitation was accepted by, and members of the Planning Commission met with, eight civic organizations: Rehoboth Beach Homeowners’ Association, Rehoboth Beach-Dewey Beach Chamber of Commerce, Country Club Estates Property Owners’ Association, Rehoboth Beach Main Street, CAMP Rehoboth, Rehoboth Art League, the Save Our Lakes Alliance 3 (SOLA3), and the Rehoboth Beach Historical Society.

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

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

KEY FOCUS AREAS	PRIORITY ACTIONS
Stewardship of our natural resources and the unique environmental demands of a coastal community.	<ul style="list-style-type: none"> • Select and fund a wastewater discharge method. • Install uniform wayfinding signage for the oceanfront and the facilities supporting use of the oceanfront. • Begin Silver Lake recovery using buffer plantings, dredging, and regulatory buffer zones. • Refurbish the Boardwalk and replenish the beach on a regular basis. • Prepare a Citywide stormwater management plan. • Consider a City policy requiring that all municipal facilities, City-funded projects, and City infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using Green Building, Low

	<p>Impact Development, and Conservation Landscaping principles and practices.</p>
<p>The City's resource and service capacities and the demands placed by residents and visitors.</p>	<ul style="list-style-type: none"> • With Main Street and the Chamber of Commerce, collaborate with interested property owners concerning the potential for the creative redevelopment or repurposing of properties on Rehoboth Avenue and its connecting streets, while maintaining and enhancing the small-town scale, architecture, ambiance, and pedestrian orientation of the City's commercial district. • Establish a Canal Park along the entire western boundary of the City and, in collaboration with its neighboring jurisdictions, work with federal and State agencies to ensure the maintenance, bank stability, and navigability of the Lewes and Rehoboth Canal. • Plant and maintain curbside trees on all side-walked streets within the City; ensure the connectivity and "walkability" of all sidewalks. • Prepare a Community Forest Plan designed to increase public support and public involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of the City's urban forest. • Prepare a long-range development, renovation, and maintenance plan for Rehoboth's parks and recreation spaces. • Identify the City's capital needs through preparation of a Capital Improvement Program.
<p>The continued residential ambiance, resort attractiveness, and favorable business climate of the city.</p>	<ul style="list-style-type: none"> • Develop clear, well-defined, publicly supported policies for traffic management based on the following principles: (1) Access for people should not be inhibited; rather access by people must be increased while traffic is decreased. In other words, Rehoboth will accept more people, it will not accept more cars. (2) Rehoboth is essentially built-out; traffic management must rely on improving connections within and without the City and improving knowledge and acceptance of how to use the connections. (3) The overall aim of traffic management in Rehoboth 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. • Adopt a "Complete Streets" policy to assure that as opportunities to revamp streets occur such streets are designed and operated to enable safe access for all users and connected in a City-wide integrated network. • Prepare a plan defining City-wide alignments for a connected bikeway system. • Adopt an Emergency Operations Plan with appendices that spell out specific responses to public emergencies that is kept updated, widely publicized, and made readily available. • Explore the creation, possibly as a public-private joint venture, of a water taxi connection with Lewes.

Planning for physical and functional change in Rehoboth.	<ul style="list-style-type: none">• Adopt the Official Zoning Map• Strictly enforce the vacation rental housing regulations, health and safety inspections, and licensure.• Institute an architectural review procedure as a limited time pilot program within the normal permitting process. Acceptance of the recommendations of architectural review will be voluntary during this period.• Examine establishing a mixed-use zone allowing a blend of residential and nonresidential uses in the City’s commercial districts as a means of providing additional housing opportunities that are compatible with the existing scale and architecture of the commercial district and that do not adversely impact surrounding commercial districts and residential development.• Study how to physically upgrade the first two blocks of Baltimore and Wilmington Avenues and First Street to improve their commercial viability, safety, ambiance, and access by pedestrians. Include creation of a "design image" that would describe an architectural character for each block to be used as a source of ideas for owners when individual properties are modified.• Undertake a thorough review of all development regulations to ensure clarity and consistency with this Plan.
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2020 COMPREHENSIVE DEVELOPMENT PLAN PROCESS

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

Due to staffing changes in September 2021, KCI transitioned remaining work on the 2020 CDP to Wallace Montgomery to complete the planning effort and coordinate City review and public outreach through the Plan’s adoption. The CDP project included creating a new user-friendly format with attention focused on updating relevant data, gathering community input, increasing intergovernmental coordination and input, meeting State requirements, reviewing previous achievements, and revisiting the goals.

New data that became available since the 2010 Plan has been incorporated into this CDP, including new demographic information from the 2010 U.S. Census, demographic estimates from the five-year release of the 2015-2019 American Community Survey, and the 2020 population projections from the Delaware Population Consortium. Planning changes within the City since the last CDP update, as well as multiple planning documents, updated community profiles, statistics, and additional governmental agency information have also been utilized to create the new 2020 Plan.

INTERGOVERNMENTAL COORDINATION

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

Plans and planning goals for Rehoboth Beach can affect those entities as well. Similarly, State, County, neighboring local, and regional plans can have a direct impact on the City and its ability to accomplish its planning and policy priorities. A variety of planning studies, supportive research, and specific project data was collected from these sources and are discussed throughout this CDP in the applicable chapters.

These planning studies, research, and data have been carefully evaluated to ensure that the goals for transportation, land use, environmental protection, housing, historic preservation, economic development, recreation, and annexation in the State, region, and County concur with those outlined for the City's 2020 CDP. Continued coordination and agreement among these entities will be important as plans are implemented and new goals formed.

OSPC provides a clearinghouse review regarding the mandated Comprehensive Plan certification by the Governor upon adoption for the three counties and all municipalities in the State. Coordination with Sussex County and State agencies is basically completed during the State's review and certification process; however, communication with these agencies has been ongoing throughout the update process for the 2010 CDP, with the agencies providing information on applicable plans and initiatives (*see 2018 Pre-PLUS Review, on file with the City*).

As required by OSPC, the City released the draft CDP publicly on February 1, 2022 and invited the following government agencies via email to review the Draft Plan and provide written comments for consideration: Sussex County (Planning & Zoning Department and Engineering Department), Town of Dewey Beach, Town of Henlopen Acres, and the City of Lewes. See **Appendix D—Public Comments** for list of comments received.

After incorporating initial feedback from the Planning Commission and the Board of Commissioners, an application was submitted to OSPC for distribution and comment of the City's Draft Plan through the Preliminary Land Use Service (PLUS) process. The PLUS meeting was held on February 23, 2022, and verbal comments were received at the meeting. Formal written comments were received on March 21, 2022.

Upon receiving written comments from the PLUS Meeting, the CDP Planning Consultant prepared recommendations for consideration and inclusion in the Draft Plan. The Planning Commission met on April 29, 2022 to review, discuss, and authorize the Planning Consultant to make the necessary changes. The OSPC PLUS review letter and City responses can be found in **Appendix C—Public Outreach**.

MAPPING

The 2020 CDP includes several new reference maps based on the most current available data from several government agencies that are responsible for managing these resources. All maps provided in this Plan contain the specific references and release year.

The City experienced a nine-month delay and scope change during this update process to address mapping discrepancies found between the City and County records. The mapping issue centered around the fact that the maps are now required to be parcel based. The City maintains its own parcel map and that map has some inconsistencies with Sussex County's mapping. City Staff, Solicitor, and former CDP

Consultant worked with Sussex County and OSPC for many weeks trying to resolve individual property inconsistencies. Many of these were resolved; however, some inconsistencies remain. The effort to rectify these inconsistencies is ongoing and will likely continue after this CDP's adoption. Consequently, although this CDP uses Sussex County data for its base maps, due to the outstanding inconsistencies, the City does not adopt those maps as conclusive.

In addition, during the public review period associated with Draft #5, the Town of Henlopen Acres provided documentation that they had annexed part of the Lewes and Rehoboth Canal in the 1970s (see documentation in **Appendix D—Public Comments (Adjacent Municipality Review Comments—Town of Henlopen Acres)**). Research into this discrepancy is ongoing and final resolution is not anticipated to take place until after this CDP's adoption. The area in question is designated on all maps in this Plan with a crosshatched area and footnote.

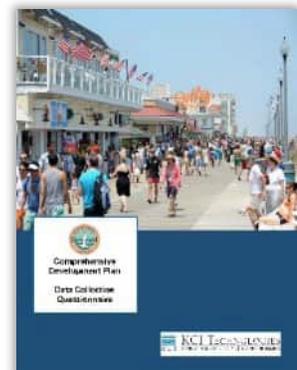
Future CDP updates should reflect resolution of both issues in their included maps.

PUBLIC PARTICIPATION & INPUT

Public participation and input are critical components of any land use planning process. The opinion of residents, property owners, members of the business community including their employees, tenants of residential and commercial rental properties, and visitors to the City's unique resort community all help to identify the important issues concerning the City's future land use development. The activities and initiatives of the local organizations identified in this Plan also contribute to creating a vibrant community that shares common interests within the City. Additionally, the City's Boards, Commissions, Committees, and Staff are vital contributors of knowledge and expertise with respect to the land use issues to be addressed by the Plan.

The following participation strategies were used to obtain feedback prior to the creation of this 2020 CDP: the State's Pre-Update Preliminary Land Use Review, a City Staff Data Questionnaire, a Strengths Weaknesses Opportunities and Threats (SWOT) Analysis, surveys of residents, businesses and visitors conducted by the City, a 2010 CDP Goals Review conducted by the Planning Commission, and interviews by individual Planning Commission members with representatives of local organization and City Committee. They are described below.

- **State Pre-Update Preliminary Land Use Services (PLUS) Review** | The City submitted a Comprehensive Plan Pre-Update PLUS application to OSPC on May 1, 2018. This review involved obtaining input from all applicable State agencies at the start of the drafting process to add their insights and expertise to the planning process, as well as to identify updated State resources. The PLUS meeting was held on May 23, 2018 with multiple state representatives. On June 22, 2018, the City received PLUS review comments from State agencies recommending specific items to address.
- **City Staff Data Questionnaire** | The City staff was presented with a CDP Data Questionnaire to complete. The Questionnaire included a comprehensive request for available data and operational information from the City administration and departments to be included in the new Plan. It further sought information concerning the organizational composition of the City government and its resources. Obtaining data concerning completed initiatives and implemented action items identified in the 2010 CDP was a critical step for purposes of updating that Plan. Responses to the Questionnaire also identified new City



studies and actions, which provided additional information for inclusion in this Plan, especially regarding City infrastructure.

- SWOT Analysis (Boards, Commissions & Staff) |** A SWOT Analysis is a strategic balance sheet that, in the context of this CDP, included a list of the City’s strengths, weaknesses, opportunities, and threats. The benefit of a SWOT analysis is that it reflects local input and knowledge critical to evaluating the City’s vitality and prosperity. Invitations to participate in this exercise were sent to all City Commissions, Boards, and Committees, as well as selected managers of City departments. Seventeen collective responses were received. The exercise results were presented at the December 14, 2018 Joint Planning Commission and Board of Commissioners meeting. The information helped determine key issues to be addressed in this Plan and was further used to develop the goals found throughout this document. The collective results are available on the City website.



- Surveys |** Three surveys were developed by the Planning Commission between December 2018 and June 2019 with assistance from the Planning Consultant and City Staff. The surveys, which were addressed to residential, business, and visitor respondents, were available online through Survey Monkey and in paper format available for pickup and drop-off at City Hall, starting June 1, 2019 and ending on August 30, 2019. The survey questions focused on land use issues within the City limits of Rehoboth Beach and a map image was provided for clarification. The Planning Consultant and City Staff created a launch campaign to promote the surveys, which involved the following: creation of a dedicated website portal page, advertisements in the Cape Gazette newspaper (four weeks), press and social media releases describing the survey project, inclusion of information about the project in the City’s spring newsletter, notifications sent using the City’s Mail Chimp email service (3,200+ subscriptions), and postings on the Envision Rehoboth Beach Mind Mixer platform. Planning Commission members also promoted survey participation on personal social media and throughout the community. In addition, email requests were sent to 18 local organizations to provide assistance with promoting the surveys and forwarding the survey questionnaires to their members. All written survey responses were manually entered into the survey’s dedicated website page for inclusion.



- Community Survey |** This survey was intended for City residents only. There were 46 questions included, which typically took 27 minutes to complete online; 686 responses were received, and 481 surveys were completed. The completion rate was 71%.
- Business Survey |** This survey was created for the businesses, their employees, and commercial property owners located within City limits. The survey included 34 questions, which typically took 12 minutes to complete online; 68 responses were received, and 45 surveys were completed. The completion rate was 68%.

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- **Visitor Survey** | This survey was created for the visitors to Rehoboth Beach. There were 28 questions included, which typically took 8 minutes to complete online; 369 responses were received, and 303 surveys were completed. The completion rate was 82%.

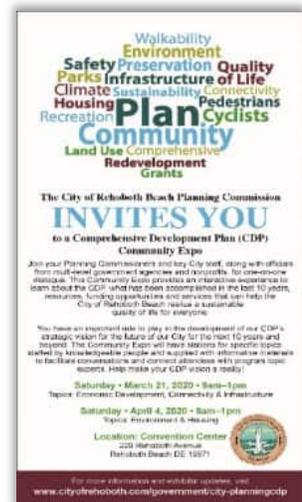
The complete survey responses are available on the City website. Although a number of open-ended, write-in, and overlapping questions created an unmanageably large volume of data to analyze and summarize, it is possible to assess general levels of support for some principles and ideas. For example, when one combines both the ‘strongly agree’ and ‘agree’ responses, the following possible goals for the City garnered the greatest levels of support in the Community Survey:

- Promote efficient and safe flow of traffic (92.8%)
- Manage future growth and development (90.6%)
- Ensure that public services and facilities will adequately serve the needs of the community (90.6%)
- Provide for coordinated, well-planned growth and development (89.2%)
- Enhance the safety of the entrance routes/gateways to the community (87.2%)

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



- **Community Expos** | The City Planning Consultant and Planning Commission intended to conduct a series of “Expos” to provide the community with opportunities to discuss issues identified in the survey results, as well as to provide a conduit for additional recommendations and resources from City, County, and State government agencies. The goals were to provide an open-house atmosphere with educational exhibitors highlighting their initiatives, to build additional relationships with face-to-face interaction, to provide supportive data, and to promote available resources.



Due to the onset of the COVID-19 pandemic and the State mandated public assembly regulations, the Expos were postponed and eventually cancelled for the safety and well-being of the community. Based on the State’s deadline for Plan adoption, the project moved forward with collecting additional local data and information from the local organizations.

- **Organization Interviews** | A list of local organizations was initially created by the Planning Consultant and updated by the Planning Commission. The list included 24 organizations within

and 11 outside the City limits, as well as 14 City Boards and Committees. An interview form was developed to obtain the desired information, with questions regarding their mission, history, goals, initiatives, and challenges. Several members of the Planning Commission conducted in-person interviews with some of the organizations that did not provide written responses to the questionnaire as well as those that requested follow-up interviews. Due to the COVID-19 pandemic and local impact challenges, the Planning Commission extended the initial interview response time until August 31, 2020 and provided an email reminder to those organizations that had not responded. Five City Committees and 17 local organizations responded to the interview request from the Planning Commissioners.



On August 13, 2020, the Planning Commission invited all organizations to attend and present any new or additional information they would like considered for inclusion into the Draft Plan. Two responses were received. On August 28, 2020, the City’s Environment Committee and SOLA3 representatives presented additional information during a Special Planning Commission meeting. All the information collected from these organizations and entities have assisted in identifying project initiatives (completed and future), as well as development of the goals and action items throughout the Plan.

The 14 City Boards and Committees are identified in **Chapter 3—Community Character & Profile**, where overviews of each are included. Full interview responses by participating Committees and Organizations are included in **Appendix C—Community Engagement**.

PUBLIC MEETINGS

Since 2019, the regular monthly Planning Commission meetings included a CDP update agenda item to ensure community awareness and provide an opportunity for active involvement in the development of the Plan. Multiple public meetings with specific project presentations or speakers were held over the project’s duration. Information about each of these meetings can be found on the City’s website.

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Chapter 3

Community Character & Profile

CHAPTER 3—COMMUNITY CHARACTER & PROFILE

Chapter 3 addresses these principal topics:

- COMMUNITY CHARACTER
- CITY GOVERNMENT & COMMUNITY ORGS.
- COMMUNITY PROFILE

COMMUNITY CHARACTER

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

Figure 3-1 shows the City’s regional location and **Map 1** displays the City’s boundary and an aerial view of the vicinity. Rehoboth Beach is located in eastern Sussex County and has an area of approximately 1.6 square miles, of which 0.5 square miles is water (this does not include any portion of the ocean that may be identified as falling within City boundaries on CDP maps). The City is bordered on the east by the Atlantic Ocean, on the north by the Town of Henlopen Acres, and on the west and south by unincorporated portions of Sussex County. Cape Henlopen State Park lies just to the north of Rehoboth Beach and Town of Dewey Beach is just to its south. Rehoboth Beach is within a half- to full-day drive from many metropolitan areas including Wilmington, DE (90 mi.), Washington, D.C. (122 mi.), Baltimore, MD (115 mi.), Philadelphia, PA (121 mi.), Norfolk, VA (168 mi.), New York, NY (210 mi.), Hartford, CT (322 mi.), Pittsburgh, PA (370 mi.), and Providence, RI (389 mi.).

Figure 3-1. Regional Location



Source: Google



Source: livebeaches.com

HISTORY

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

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

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

Rail service to the resort was enhanced in 1884 by the extension of the main line to the east along Rehoboth Avenue, bringing it within a few hundred feet of the shoreline, and the construction of a spur to the south, ending at the junction of Philadelphia Street and Laurel Avenue where it served various commercial enterprises including a concrete block factory and a fishpond.

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

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

A fire in 1913 devastated parts of Rehoboth and Baltimore Avenues, destroying a church, 10 houses, two stores, a four-story hotel, and a barn. The following year, a storm washed out Surf Avenue and destroyed the boardwalk, pier, and pavilions. Surf Avenue was subsequently abandoned from Lake Avenue south

to Laurel Street (at that time the southern border of the City) by an act of the State Legislature in March 1915, and by the City in April 1915.

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

The streets within the City were first paved in 1927; in the same year, the railroad spur to Laurel Avenue was discontinued, reflecting the increasing ascendancy of motor transportation. Passenger rail service was abandoned the following year. The replica lighthouse was moved to Rehoboth Avenue in 1928, completely rebuilt in 1996, and moved to its present location in the new traffic circle as part of the recent Rehoboth Avenue improvements. Between 1928 and 1931, roads were constructed that linked Rehoboth with the newly completed DuPont Highway. The effect this had on the resort community is reflected in the population figures. In 1922, Rehoboth had 690 winter and 4,500 summer residents; by 1931, these numbers had grown to 795 winter and 6,000 summer residents. Six years later, the City boasted 912 winter residents and its summer population tripled to 18,000. School construction began in 1939 and classes started in 1940. In 1959, the second school opened. A storm destroyed the boardwalk and some oceanfront property in 1962. The City Hall was dedicated in 1965.

In 1969, the City of Rehoboth Beach once again expanded its borders by annexing the Schoolvue neighborhood. Around 1950, this property was purchased and developed in response to the building boom that took place after World War II. In the late 1960s, the Country Club Estates subdivision was developed on land that had previously been the Rehoboth Beach Country Club and Golf Course. The Anna Hazzard Museum opened in 1976, the library moved to its present site in 1985, and an extensive renovation was completed in 2000. The railroad station was moved to its current location in 1987 and, in 1988, the City received its first award as a Tree City USA. The boardwalk was again destroyed by a storm in 1992. Beginning in 2004, Rehoboth Avenue was completely redesigned and reconstructed. These improvements followed the recommendations of the 2004 CDP and included underground utilities, a new bandstand, wider sidewalks, and reconfigured travel lanes, parking, landscaping, and lighting.

Today, Rehoboth Beach is recognized as one of the premier coastal communities in the country. Its carefully maintained natural resources have led to many awards, including being recognized for more than 30 years as a Tree City USA.

COMMUNITY DESIGN

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

Even though the City is a single residential neighborhood in social terms, its various parts present different images. Many cottages built during the 1920s and 1930 still contribute significantly to the City’s character. Some commercial structures, because of their characteristic architecture and longevity, are an integral part of the local ambiance.

In the past, many residents complained about the impact of large houses being used as ‘mini hotels’—this issue is mentioned frequently in the 2010 CDP. Recent changes to the Zoning Code (e.g., those limiting floor area ratio and lot coverage) appear to have addressed these problems by helping to maintain the low density and small scale so valued by City residents.

Separately, the City must continue to address questions related to the retention of specific older structures. These issues are likely to arise in the context of decisions about the scope of the City’s historic preservation policies.

ARCHITECTURAL CHARACTERISTICS & STYLES

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

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

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- There is a large diversity in architecture within the downtown area. Many original buildings have been replaced with newer buildings that have almost complete lot coverage. Many original buildings also have been converted to unique restaurants, gift shops, and bed and breakfasts.

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

Traditional Vernacular Forms & Variations

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

Early 20th Century Popular Styles

Early 20th century houses reflect the influence of popular architecture fashions of the period, including Foursquare and Bungalow types and variations of the Colonial Revival style. Buildings of this period are interspersed throughout the residential areas; the Rehoboth Heights neighborhood, developed in the 1920s, features a concentration of Colonial Revival houses. These popular styles were identifiable, chiefly because their roofs, doors, windows, details, and other architectural characteristics were consistently applied. Their architects and designers did not stray from this consistency, which gave the finished houses a sense of architectural excellence and design integrity.

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



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



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



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



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



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



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



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



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



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



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

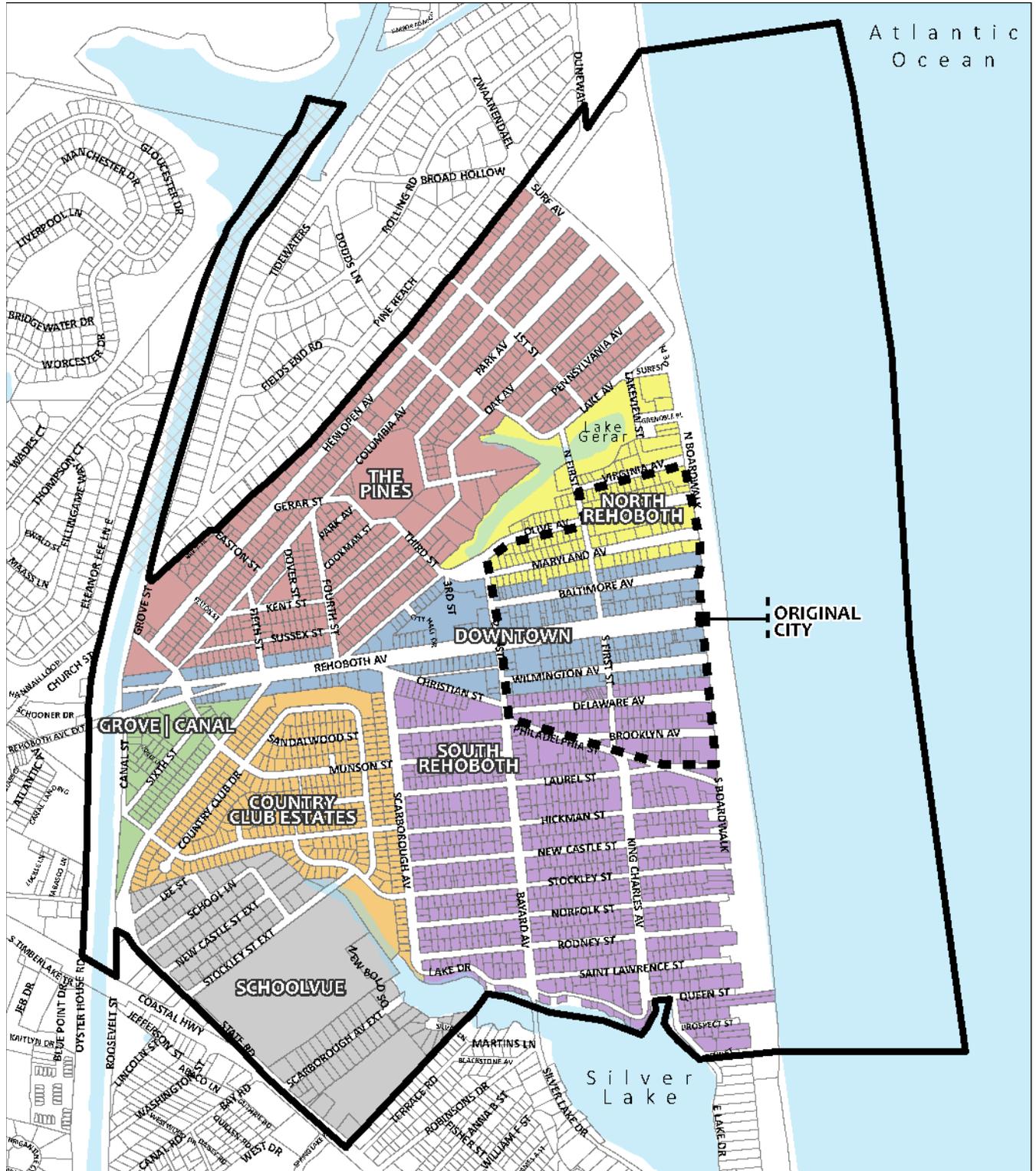


Craftsman. The Craftsman features overhanging eaves, a low-slung gabled roof, and wide front porches framed by pedestal-like tapered columns. Material often included stone, rough-hewn wood, and stucco. Many homes have wide front porches across part of the front, supported by columns.

NEIGHBORHOODS

The City is comprised of seven distinct neighborhoods, described and depicted on the following pages. **Figure 3-2** shows the original City boundary in a dotted black line. Today, areas within the City are more generally referred to as North or South Rehoboth, indicating whether the location is north or south of Rehoboth Avenue.

Figure 3-2. Neighborhoods in Rehoboth Beach

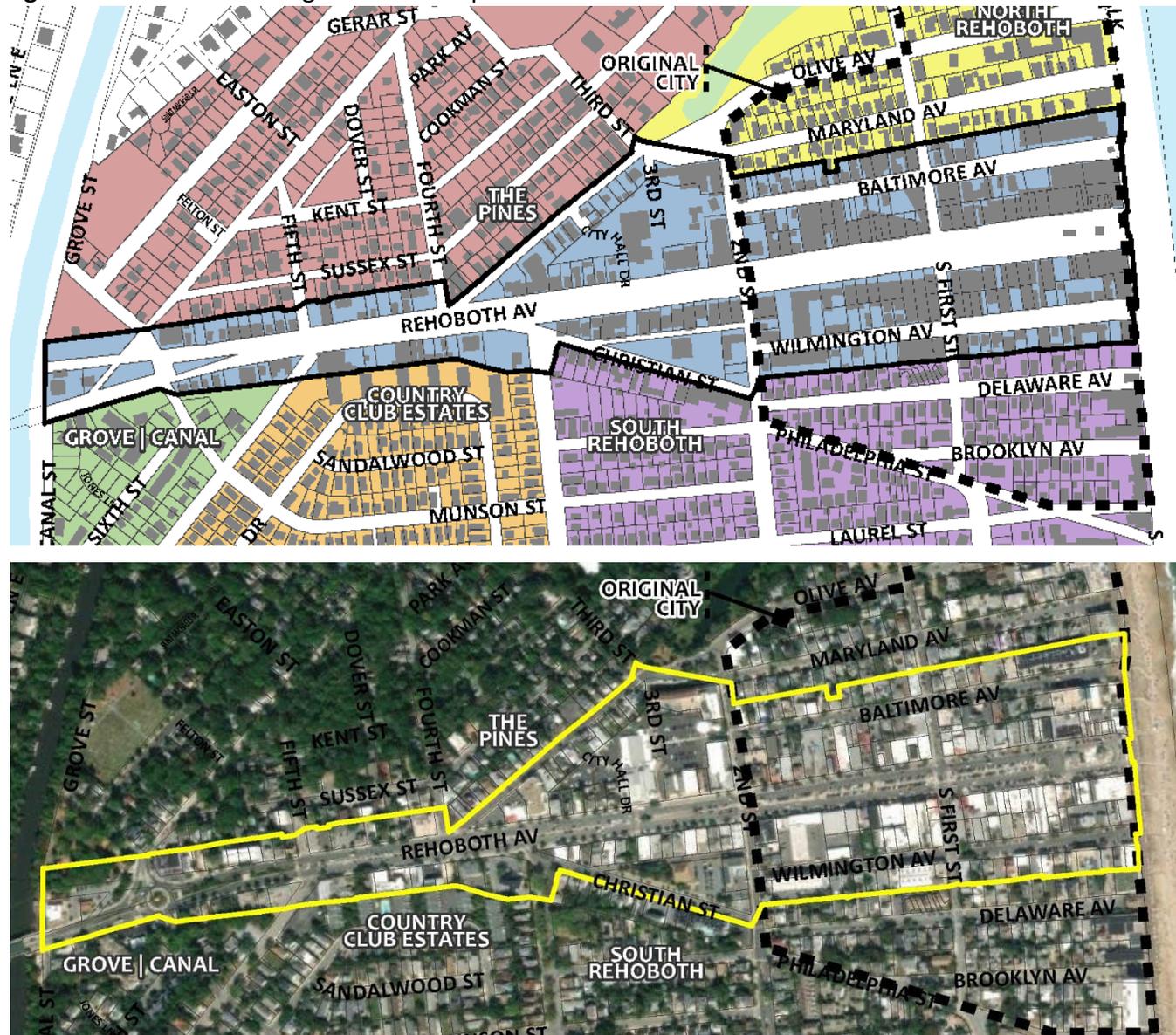


Downtown

From Canal Street to the west, Downtown is generally bounded by the rear property lines to the north and south of Rehoboth Avenue until Scarborough Avenue in the east. From Scarborough Avenue, Lake Avenue and the rear property lines of Baltimore Avenue provide the neighborhood’s northern boundary, while Christian Street and the rear property lines of Wilmington Avenue provide the southern boundary. Downtown’s eastern boundary is the Boardwalk. East of 2nd Street, Downtown was part of the original City boundary. Rehoboth Avenue is the four-lane primary street that runs east-west through the neighborhood; it has on-street parking, sidewalks, crosswalks, and pedestrian signals.

Downtown is the commercial center of the City, with numerous examples of retail and commercial buildings lining the neighborhood’s streets. Upper floors contain a mix of uses. In the neighborhood’s center is the City Hall Complex, which includes City Hall, the Convention Center, and the Fire Station. Buildings range in age and style, with many providing public access to the many tourists that visit the City each year. Downtown and the Bandstand to the east are the site of many events as well, and provide access to the Boardwalk and beach, which is one of Rehoboth’s main attractions.

Figure 3-3. Downtown Neighborhood Map

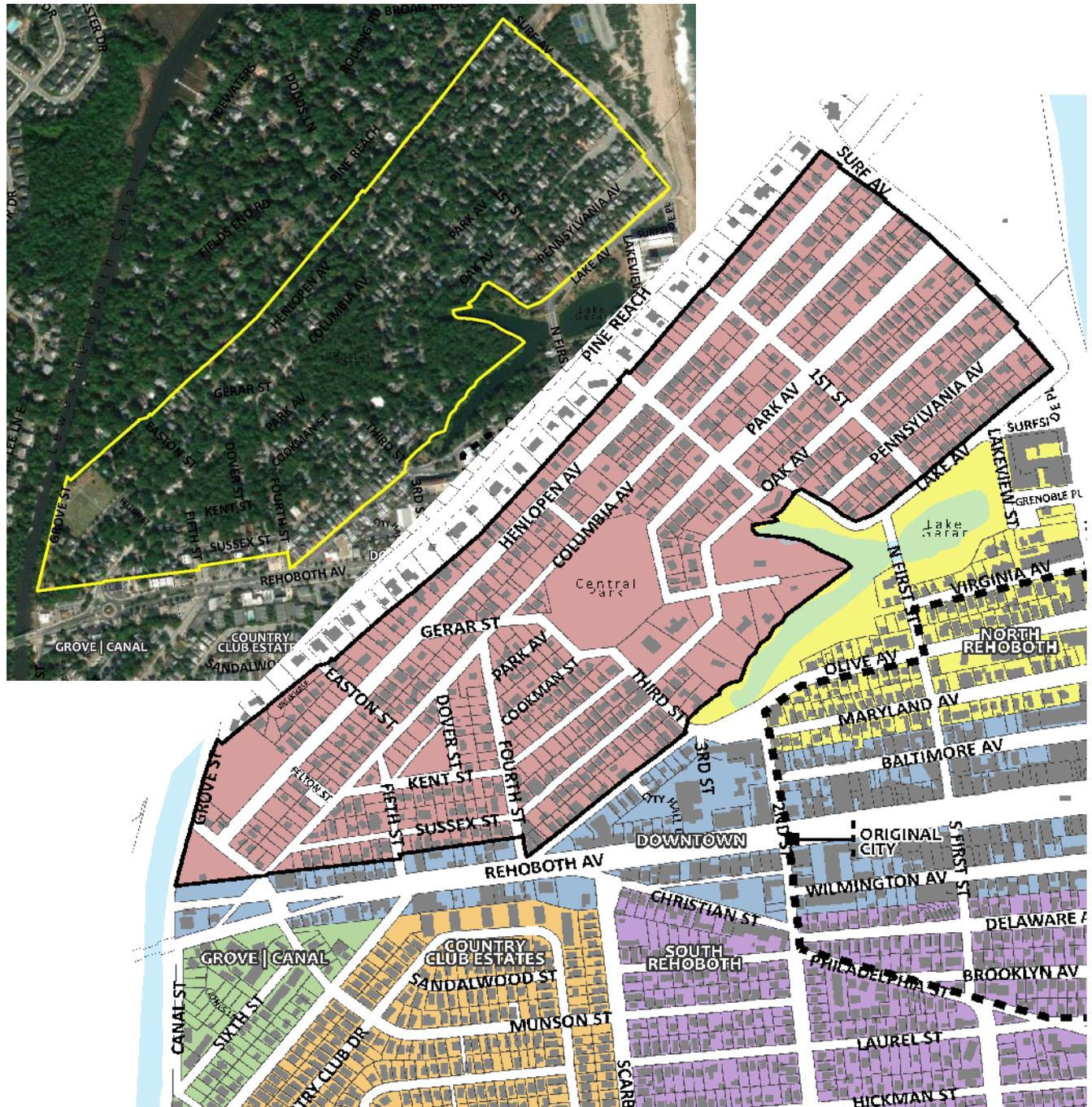


The Pines

The Pines neighborhood is generally bounded by Lake Avenue and Lake Gerar to the southeast, the first row of parcels south of Sussex Street to the south, Grove Street to the west, the Town of Henlopen Acres to the north, and Surf Avenue to the northeast. Neighborhood streets are primarily straight and long with few sidewalks or curbs. Recreational highlights include Central Park, Deer Park, and Grove (Shaw) Park and Grove Park Canal Dock. The Pines, as its name implies, is dominated by trees, including those in Central Park.

Mostly residential, homes showcase a variety of styles, ages, and size, although the tendency is toward larger homes and lots than in other areas of the City. Most are two-story, wood, and muted in color. There are many front porches, and most houses have front entries. Setbacks are generally 10' to 15'.

Figure 3-4. The Pines Neighborhood Map



North Rehoboth

North Rehoboth is generally bounded by Lake Gerar, Lake Avenue, and Surfside Place to the north; the Boardwalk to the east; and the rear property line of Maryland Avenue parcels to the south. Streets are in a grid pattern, running mostly north-south. The main recreational features of the neighborhood are Lake Gerar and Surfside (Mariner’s) Park.

Many properties within the neighborhood are residential, with similar characteristics. Some of these have been converted to commercial uses; however, their character retains their original residential feel. The eastern end of North Rehoboth, adjacent to the Boardwalk, are several large hotels.

Figure 3-5. North Rehoboth Neighborhood Map



Grove/Canal

Grove/Canal is generally bounded by Canal Street to the west, Rehoboth Avenue to the north, and State Road to the southeast. Neighborhood streets meet perpendicularly with some curbs and sidewalks.

There is a great variety of styles present in the neighborhood, from one-story homes to small cottages. Many have front porches. Although most setbacks are 10' to 15', the homes are not lined up in straight lines along the streets. The main recreational feature of the neighborhood is West Lawn Park.

Figure 3-6. Grove/Canal Neighborhood Map



Country Club Estates

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. Neighborhood streets are mostly straight with curved perimeter streets, sidewalks, sloped curbs, and buried utilities.

The neighborhood is completely residential. Many of the original homes constructed in the 1970s are being replaced by more modern homes. Original homes are one-story ranch style; the newer homes tend to be two-story. The dominant materials are plywood siding or vinyl/aluminum siding. Many homes have wide screened porches, and many entries are at the side of the house, not facing the street. Setbacks are generally 10' to 15'. Much of the landscaping is established, with some trees over 20' high; however, the original Bradford Pear trees that used to line the neighborhood's streets are almost entirely gone.

Figure 3-7. Country Club Estates Neighborhood Map



Schoolvue

Schoolvue is generally bounded by State Road to the southwest, the Country Club Estates neighborhood and Silver Lake to the north/northeast, and the rear parcel line of Terrace Road to the east. Residential streets are straight, without curbs or sidewalks, and the neighborhood is generally well-maintained with established landscaping and trees over 20' in height.

Rehoboth Elementary School is situated in the center of the neighborhood. North of the school, Schoolvue is a self-contained residential area with distinct boundaries. It has a cohesive, complementary, suburban feeling—most homes appear to have been constructed in the same period and share a one- or two-story ranch-colonial style with wood siding, shutters, few front porches, entries facing the street, and a 15' to 20' setback. Residential lots are typically 75' x 100', larger than some lots found in other residential neighborhoods in the City, making Schoolvue unique. Overall, proportions of the homes are complementary, rhythm and scale along the street is good, and facades vary enough to avoid monotony. South of the school are small, cul-de-sac style residential developments and the Rehoboth Beach Plaza Shopping Center.

Figure 3-8. Schoolvue Neighborhood Map

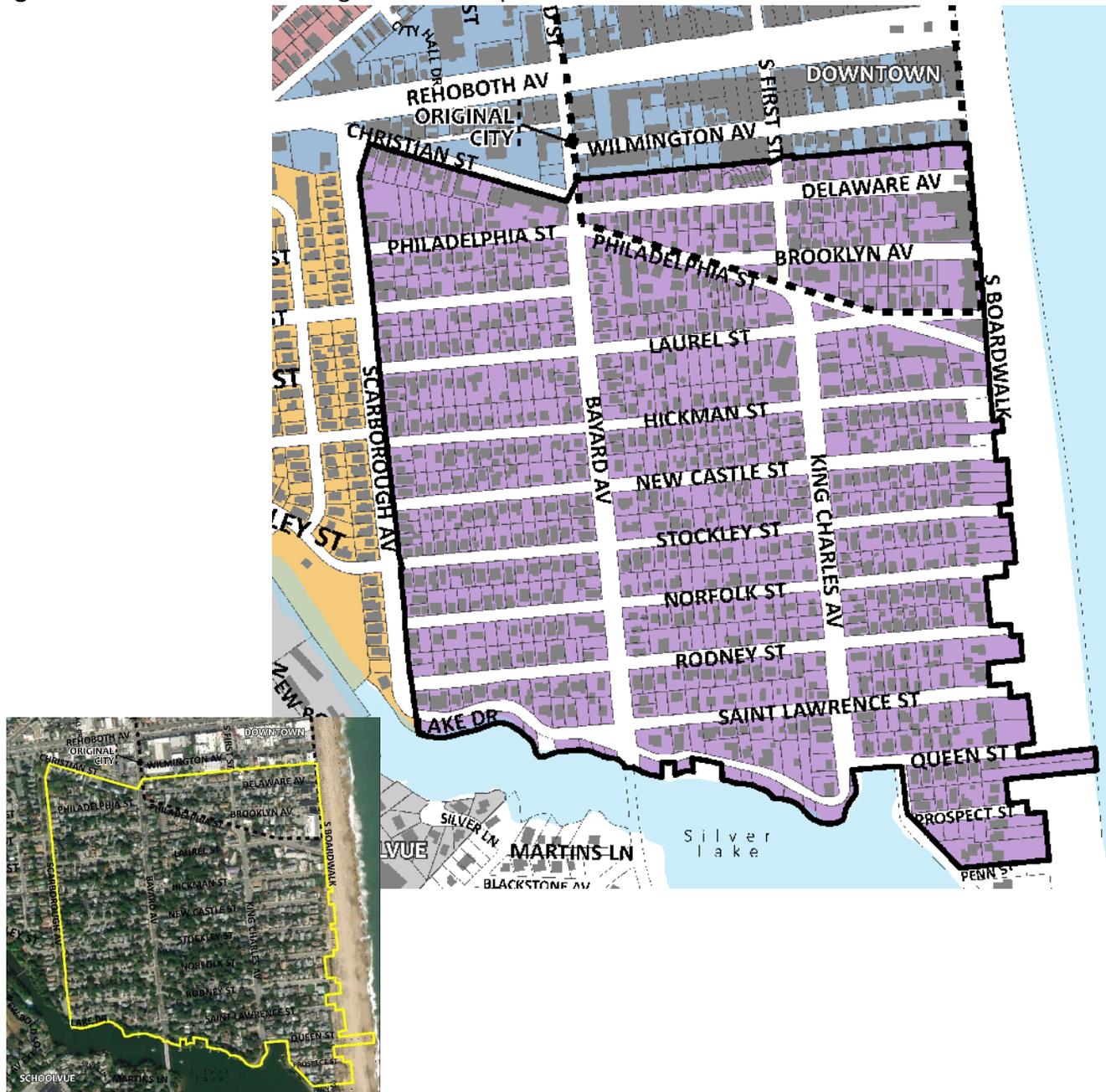


South Rehoboth

South Rehoboth is generally bounded by the boardwalk to the east, Silver Lake to the south, Scarborough Avenue to the west, and Christian Street and the rear property lines of Delaware Avenue to the north. Parcels along Delaware and Brooklyn Avenues were part of the original City. Neighborhood streets are in a grid pattern, generally running north-south, with curbs and sidewalks. Setbacks are generally 10' to 15'.

The neighborhood is primarily residential in nature and has a 'beach-vacation home' appearance, with complementary—though very different—architectural styles. The homes are mostly older with some newer styles mixed in. They range from one to three stories, with two-story homes the most frequent. Cottage architectural styles are predominant, with wood facades and screened front porches. The landscaping is well-established and maintained. Many properties to the east have views to the beach and the Atlantic Ocean.

Figure 3-9. South Rehoboth Neighborhood Map



ARCHITECTURAL DESIGN MANUAL

In the years leading to the creation of the *Architectural Design Manual* in 2007, City leaders and residents discussed appropriate techniques to protect the unique seaside character of the City and its mix of residential and commercial structures. Various studies were undertaken to identify and understand what architectural elements help to make the City so special. The 2004 CDP called attention to this problem, acknowledging the differing points of view, and spelling out a path for examining and resolving the overall issue. It charged the City with embarking on a community-based process to develop effective and fair historic preservation, community design, and site plan review procedures meant to improve and maintain the overall visual character of structures and green space, historic quality, and real estate value.

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

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

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

- To improve the quality of life in the City by protecting, conserving, and strengthening its unique neighborhoods and architectural character
- To foster quality architecture in new construction as well as modifications and additions to commercial, single-family, and multi-family structures throughout the City
- To foster architectural design integrity in each individual building with unique architectural elements, and in the context of the building’s place in its surroundings, where street and neighborhood harmony and rhythm are to be maintained and enhanced
- To foster attractive building and site designs with enduring aesthetic appeal that are likely to evoke a positive and strong sense of place and feelings of pride in the community
- To foster inviting, pedestrian-friendly designs as one element of ensuring a lively and commercially viable shopping district

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- To ensure that at the beginning of and throughout the design process for new and modified structures in the City, applicants for building permits and their designers and builders have full access to published materials and direct consultation provided by the City, with these purposes:
 - To provide an explanation of the City’s architectural design objectives and design review and subsequent building permit processes
 - To provide continuous assistance to applicants as they approach the City and then work toward successful completion of these processes
 - To persuade applicants and their consultants to embrace a wide variety of design principles and techniques that are deemed important to achieving the overall objectives of the City’s design review process
 - To educate property owners, developers, the public, and plan reviewers on what is expected and desired for development throughout the City
 - To illustrate specific techniques and examples to use when planning and designing developments
- The purpose of the commercial design guidelines is to enhance the downtown area through:
 - The preservation and protection of its eclectic and home-like business structures
 - Maintaining and improving the setting of these buildings and places
 - The encouragement of new compatible design
 - The encouragement of adaptive reuse of existing structures that have character and architectural significance for new uses rather than replacing them, whenever possible

Although the Manual was never codified, it provides homeowners, commercial property owners, architects, designers, and builders with an excellent range of guidelines and suggestions for new and renovated structures that are consistent with existing streetscapes, neighborhoods, and overall City character. Use of the Manual should be actively encouraged by City officials and staff.

HISTORICAL RESOURCES

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

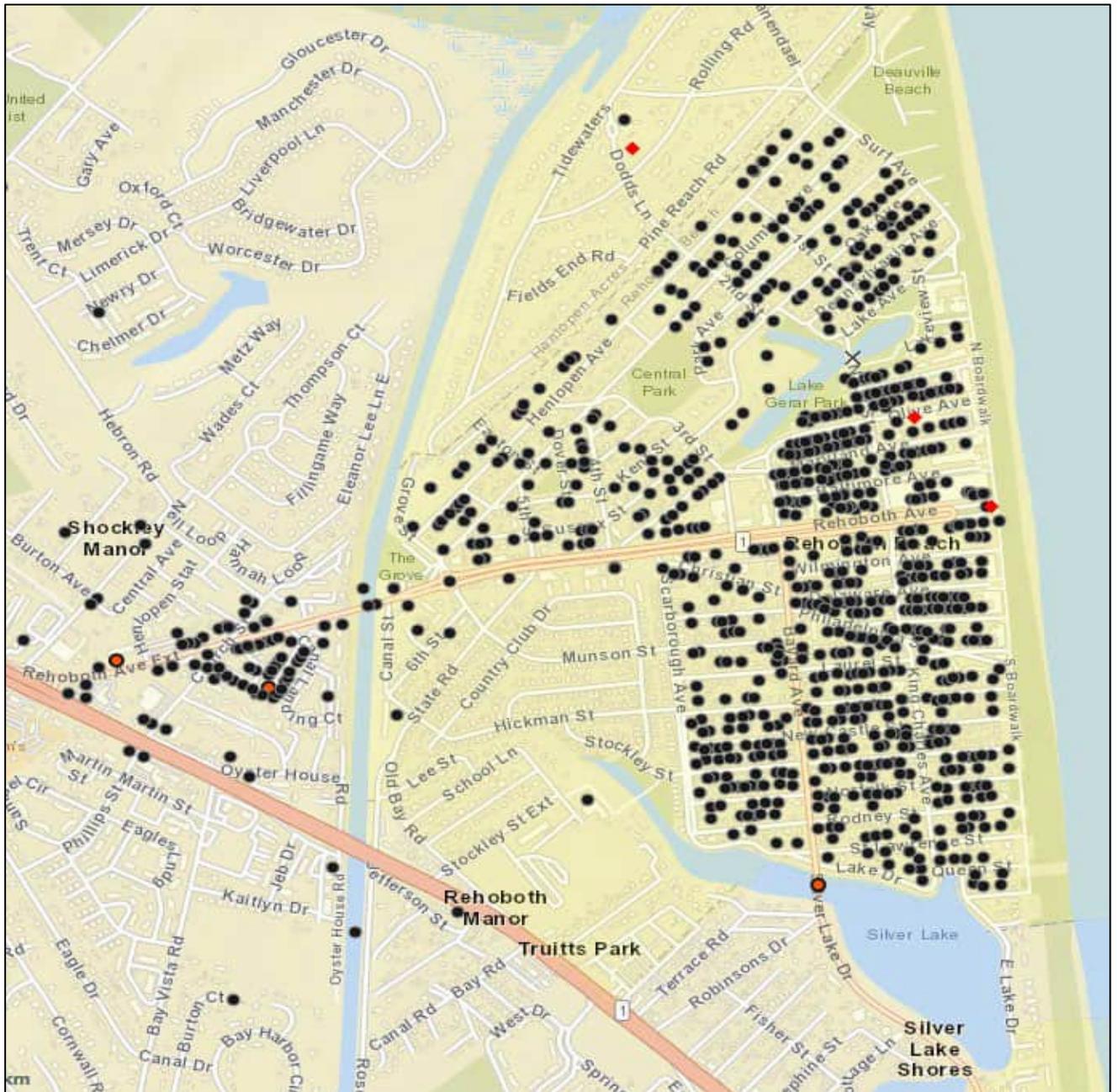
While the City has consistently identified protection of its small-town character, architectural richness, and pedestrian scale, historically there has not been a strong interest in historic preservation. This is most apparent in the continued demolition of historic buildings. Prior attempts to discuss historic preservation regulations have been stymied by arguments about property rights. If these sentiments continue, significant historic preservation within the City is unlikely to be achieved and additional historic properties may be lost.

ARCHITECTURAL SURVEY OF REHOBOTH BEACH

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

Figure 3-10 was captured from the CHRIS web-based mapping system. Each dot represents a structure that was inventoried and cataloged as part of a cultural resources survey. Data was last updated in 2018.

Figure 3-10. Historic Property Catalog



Source: Delaware Historic & Cultural Affairs CHRIS Mapping System (2018 data).

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

NATIONAL REGISTER OF HISTORIC PLACES

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

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

- **National Park Service** | The National Park Service (NPS) helps to preserve natural and cultural resources for the enjoyment, education, and inspiration of current and future generations. It also has programs that document historic places, develop standards and guidelines, and provide financial and technical assistance to preserve shared heritage. As part of these efforts, NPS hosts the NRHP, which is the official list of the nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. This resource provides general information regarding the process to apply, features highlighted properties, and a national register research database available online.
- **State Division of Historical & Cultural Affairs/State Historic Preservation Office** | Organized as a division within the Delaware Department of State, DHCA identifies, preserves, and interprets Delaware's history. Delaware's Historic Preservation Office falls under DHCA and is responsible for the administration of the programs and policies of the National Historic Preservation Act, coordinating preservation efforts throughout the State and serving as an advocate for the preservation of the State's historic places and unique cultural identity. DHCA also maintains the Cultural and Historical Resources Information System (CHRIS). CHRIS is a web-based mapping system, offering information on the State's historic places to residents and visitors, researchers, agency planners, private non-profits, and cultural resource consultants. In CHRIS, any user can explore houses, districts, and National Historic Landmarks listed in the NRHP; view NRHP nominations and photographs; see how places have changed through aerial photographs dating back to the 1930s; see if buildings have been previously surveyed and digitally mapped in the system; and review boundaries of surveyed areas and download associated survey reports.

Within City limits, there are two sites recognized for their historical significance to Delaware and the nation by their inclusion on the NRHP.

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All Saints' Episcopal Church (18 Olive Avenue) is a historic Episcopal church, built in 1893 for the summer services of an Episcopal congregation. It is a one-story structure constructed of hand-molded brick, measuring 100 feet by 30 feet. It features board-and-batten wainscotting, fish scale shingled gable ends, ribbon windows, and a low-pitched gable roof in the Arts and Crafts style. The church was renovated after a fire in 1938. It was listed on the NRHP in 1991.

The Woman's Christian Temperance Union Water Fountain is a historic temperance fountain located on the Boardwalk at the end of Rehoboth Avenue. It was erected by the Woman's Christian Temperance Union in 1929 to commemorate the 50th anniversary of the Delaware branch of the organization. It measures six feet tall, three feet wide, and is constructed of granite. It was listed on the NRHP in 2009.



It is recommended that the City take steps to increase public awareness of and appreciation for historic structures and consider other actions to preserve and protect these valuable resources.



**CHAPTER 3
COMMUNITY CHARACTER**

CITY POSITIONS

Position on Community Character: The City has a unique character, small-town charm and architecture, pedestrian scale, rich history, and sense of place. While its origins date to a religious camp meeting site, Rehoboth Beach has chosen to grow and change (physically and socially), welcoming new groups of residents and visitors. The City is a careful blend of residence and resort that draws a loyal tourist clientele to its beaches, its other public open spaces, and its businesses. The City works to protect key elements that set it apart from other beach resorts, encouraging environmental protection practices and planning while supporting compatible development and redevelopment that help preserve its status as a premier seaside destination and home for those seeking a traditional, pedestrian-oriented, small-town atmosphere and charm.

GOALS

1. Improve the quality and integrity of architecture in new and renovated residential and commercial structures throughout the City.
2. Explore strategies to protect historic and architecturally characteristic structures.
3. Preserve Rehoboth’s overall small-town character and charm, as well as its pedestrian-orientation and ambiance, all of which should be consistent with the distinctive architecture and scale of existing development within the City’s individual neighborhoods.
4. Increase public awareness and appreciation of historic properties and special places.
5. Identify and seek funding sources and incentives for historic preservation.
6. Promote and provide appropriate support for health, safety, the arts, and cultural and historic resources in the City.
7. Protect, enhance, and expand the benefits of cultural resources for future generations.

ACTION ITEMS

- a) Evaluate the feasibility and desirability of local historic district designation, historic preservation regulations, and advisory committee creation.
- b) Actively promote use of the Architectural Design Manual as a positive aid to property owners and their designers and builders.
- c) Review and update if needed the City’s Architectural Design Manual.
- d) Consider adopting an architectural review procedure with defined design guidelines with identified thresholds that may be implemented by the City staff and appropriate City Commissions and Boards.
- e) Reevaluate architectural review procedures and guidelines and consider whether exterior modifications will need to meet certain thresholds for building permit approval.
- f) Encourage the use of federal and state tax credit programs for restoring historic buildings.
- g) Assist government agencies and organizations with educational awareness and promotion of historic rehabilitation grants and programs.
- h) Promote and consider offering incentives to make it economically feasible to renovate/restore historic structures rather than demolish and build new.

CITY GOVERNMENT & COMMUNITY ORGANIZATIONS

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

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

CITY BOARDS & COMMISSIONS

The City is served by several Boards and Commissions, outlined in City Code. Pursuant to the City Charter, the members of the City's Board of Commissioners are all elected by City residents, property owners, and long-term lessees to staggered three-year terms. 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 hold regular and special meetings on schedules dependent in some cases on City Code requirements and in other cases on the volume of items pending action. Except as noted in the following sections, members of City Boards and Commissions must be City residents or owners or long-term (10-year) lessees of property within the City.

BOARD OF COMMISSIONERS

Seven elected officials, a Mayor and six Commissioners, constitute the City's Board of Commissioners, who set City policy, adopt City ordinances and resolutions, and raise City revenues. The Board of Commissioners' mission is to provide the best service possible to City citizens at the least cost and in the most efficient and professional manner. The Mayor and at least three of the six Commissioners must be residents of the City; the remaining Commissioners must be property owners of land located within the City.

Individual members of the Board of Commissioners serve as organizational liaisons with the Rehoboth Beach-Dewey Beach Chamber of Commerce, the Rehoboth Beach Historical Society, Rehoboth Main Street, and the Cape Henlopen Senior Center.

PLANNING COMMISSION

The Planning Commission's nine members review and approve site plan applications for land use development and requests for subdivisions and partitioning of land; provide recommendations to the Board of Commissioners regarding zoning/rezoning; address land use and other matters referred to it by the Board of Commissioners; and develop, evaluate, and make revisions to the City's Comprehensive Development Plan per State requirements. The authority of the Planning Commission derives from Delaware Code, Chapter 7, Title 22. Chapter 51 of the City Code establishes the Planning Commission.

BOARD OF ADJUSTMENT

The five-member Board of Adjustment (BOA), all of whom must be City residents, is a body appointed by the Board of Commissioners. Most of the cases that come before the BOA are pursuant to City Code Section 270-74, which allows the BOA to hear appeals from a decision of the City Building Inspector and requests for variances and special exceptions from otherwise applicable provisions of the zoning code.

PARKS & SHADE TREE COMMISSION

The primary activity of the five-member Parks & Shade Tree Commission is to hear administrative appeals pursuant to City Code Section 253 of decisions by the City Arborist or the City Building Inspector involving the grant or denial of an application for a tree-removal permit or a land clearance permit. In deciding these appeals, the Commission must apply the provisions of the City Tree Ordinance, which seeks to balance a property owner’s right to enjoy the private property on which the trees are located with the City’s interests in preserving and protecting its tree population, which are one of its greatest assets, making it a greener place to live, visit, and work.

BOARD OF ELECTIONS

The Board of Elections is authorized by the City Charter and consists of an odd number of at least three members who are required to meet various appointment qualifications set forth in State law.

CITY COMMITTEES

In addition to the Boards and Commissions described in the previous section, the City also has a number of Committees whose members are appointed by the Board of Commissioners to advise it on matters described in the following sections. As a general matter, the members of each Committee are residents, property and business owners, and in some cases other stakeholders, who tend to meet either monthly or on an as-needed basis. They are appointed for one-year terms that are reviewed annually by the Board of Commissioners. Additional information on some of these City Committees can be found in **Appendix C—Community Engagement**.

ANIMAL ISSUES COMMITTEE

The mission of the Animal Issues Committee is to provide ideas, suggestions, and solutions to create a more animal-friendly environment in the City, while working to preserve the health, peace, safety, cleanliness, and good order of the City and its inhabitants. The Committee works to inspire the community to sustain wildlife populations and habitats through science-based management and conservation. Its six members also discuss issues raised by residents and visitors, and specialize in animal rescue, rehabilitation, care, and knowledge of birds, wildlife, marine mammals, dogs, and cats. While the Committee does not host specific events, its members are active volunteers in City and County projects geared toward the welfare of wild and domestic animals (e.g., control of feral cats, pet adoptions, fundraising for local animal shelters, Tri-State Bird Rescue [TSBR], numerous working relationships with Brandywine Valley SPCA [BV-SPCA] and the Delaware Humane Association). Responses to the Committee interview/questionnaire can be found in **Appendix C—Community Engagement**.

AUDIT COMMITTEE

This Committee, pursuant to the City Charter, audits all City accounts, records, and books, as well as those of all City officials whose duties involve the collection, custody, and payment of monies to the City. Annually following their appointment, on or before September 15, the auditors make and deliver a detailed report of the results of their audit. The auditors, in the performance of their duties, have access to all records and accounts of the offices of the Commissioners, and they are authorized and empowered to employ clerks and accountants as may be necessary.

BOARDWALK & BEACH COMMITTEE

This nine-member Committee examines issues related to maintaining the boardwalk and beach as major assets. Issues that might receive consideration, evaluation, and advisory opinions by the Committee include maintenance programs, amenities, usage, rules, and other similar topics. The Committee considers guiding principles (e.g., clean, safe, friendly, do no harm/damage, aesthetics) that are important for maintaining viewsheds, especially north and south of the boardwalk, easterly views from

the boardwalk, and from nearby streets. Responses to the Committee interview/questionnaire can be found in **Appendix C—Community Engagement**.

ELECTION OFFICIALS

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

ENVIRONMENT COMMITTEE

The Environment Committee, formed in 2019, advises the Board of Commissioners on environmental issues and may sponsor activities that educate the public on the environment.

PERSONNEL COMMITTEE

The Personnel Committee consists of three voting Commissioners and the City Manager, who is an ex-officio member. The Committee ensures the City maintains workforce policies that conform to current federal, state, and other applicable laws and regulations, including proposed amendments of the City Code and ordinances. It provides counsel and supports the City Manager in forming and sustaining an organizational structure that meets current and future municipal needs. At least every five years, the Committee assists the City Manager’s review of the pay plan, which may include a classification and compensation study for City positions to compare compensation and benefits to comparable positions in the public sector, and makes recommendations to the Mayor and Commissioners regarding revisions. The Chair of the Committee is also responsible for facilitating the search process for City Manager, City Solicitors, and City Aldermen as necessary. Final selection of individuals to fill these positions rests with the Mayor and Commissioners.

STORMWATER UTILITY TASK FORCE

This Task Force, formed in December 2021, helps to vet service options and build support for program changes, in addition to advising City staff on program aspects and best approaches for forming a stormwater utility.

STREETS & TRANSPORTATION COMMITTEE

The goal of the seven-member Streets & Transportation Committee is to identify and make suggestions to the City that will enhance the safety for both pedestrians and those using wheeled transportation devices. The Committee works with the Mayor, City Manager, and Police Department to review and give citizens suggestions and input related to reported areas of concern.

TREES & GREEN INFRASTRUCTURE COMMITTEE

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

- Coordinating tree-related initiatives among civic groups, private citizens, businesses, and the City
- Focusing on increasing the number of trees on both private and public property
- Implementing a public information and education program to inform citizens of the importance of trees to the environment and to the character of the City

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- Working with City staff to realize the goals of the CDP, including development of a Community Forest Plan and fostering a more positive public attitude towards trees
- Establishing criteria for measuring the success of each Committee goal

WILMINGTON/BALTIMORE AVENUE STREETScape TASK FORCE

The Task Force, formed in February 2021, plays an important role in the planning and conceptual design for streetscape improvements along the first two blocks of Baltimore and Wilmington Avenues, First Street between Baltimore and Wilmington Avenues, and Second Street between Wilmington and Rehoboth Avenues.

BANDSTAND/ CONVENTION HALL/ SPECIAL EVENTS COMMITTEE (SUNSETTED IN 2021)

The Committee evaluated and recommended policy on rates, hours, fees, and venues for scheduling events at the Rehoboth Beach Convention Center and Bandstand Pavilion, park facilities, and beaches.

LAW OVERSIGHT COMMITTEE (SUNSETTED IN 2021)

The Committee oversaw the City's existing laws embodied in the Code and Charter, including the administration and implementation of those laws. It looked at how the laws, regulations, and policies were interpreted, implemented, and enforced.

PARKING TASK FORCE (SUNSETTED IN 2021)

The Parking Task Force (formerly the Parking Advisory Committee) was charged with enhancing the viability of the City by evaluating, researching, and recommending parking related issues to the Board of Commissioners.

CITY OPERATIONS

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

911 DISPATCH

The Rehoboth Beach 911 Dispatch Center operates 24 hours a day, seven days a week and is staffed with both full-time dispatchers and one Center Manager. The Center provides 911 emergency call taking, dispatching, and centralized communication services to the Rehoboth Beach Police Department, Rehoboth Beach Fire Department, and Emergency Medical Services. The 911 Center is a nationally accredited Emergency Medical Dispatch Center that acts as a vital and critical link between public safety agencies and the citizens it protects and serves. The Center's goal is to ensure the preservation of life and property for all who use the services with professionalism, courtesy, and compassion by relaying accurate information in a timely and efficient manner.

ALDERMAN COURT 37

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

BEACH PATROL

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

BUILDING & GROUNDS

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

BUILDING & LICENSING

The Building & Licensing Department provides the highest quality public service to the community while protecting the public's life, health, and welfare in the built environment. This department provides timely and comprehensive professional services through building plan review, field inspections, code enforcement, and administration. The Department issues permits for all construction, demolition, tree removal, signs, and licenses for all business conducted in the City. In conjunction with the issuance of permits, Department personnel review and approve building plans for Code compliance and perform onsite inspections. The Department also maintains all files related to building permits. In addition, Department personnel receive and attempt to resolve complaints filed by City residents that pertain to Code compliance.

OFFICE OF CITY SECRETARY

The Office of City Secretary is considered the doorway to local government. As the legal keeper of the City's records, this Office is committed to providing the public with the highest, most efficient, courteous, and effective level of service to all residents and non-residents alike. This Office is dedicated to innovative processes and continued preservation of the City's history. The City Secretary's mission is to provide reliable information and quality service to the community and its residents, to work cooperatively with all City Commissions, Boards, Committees, and Departments, and to comply with all State and local statutes. The Office is responsible for all meeting management and administrative tasks such as agendas, minutes, meeting packets and postings, record keeping, ordinances and resolutions, legal notices, technical assistance to all City Boards, Commissions, and Committees. The City Secretary also provides notary services and serves as the Freedom of Information Act (FOIA) Coordinator.

COMMUNICATIONS DEPARTMENT

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

FINANCE DEPARTMENT

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

INFORMATION TECHNOLOGY

The mission of the Information Technology (IT) Department is to ensure that all IT equipment and services function at the best possible level. The Department aims to provide the City staff with the newest technology at the best return on investment, proper tools to perform their jobs with the greatest efficiency and perform timely repairs of critical technology assets. It is responsible for servicing and maintaining all City technology including computers, printers, software, and communications equipment. The Department provides the Board of Commissioners and the City Manager reports as

needed that forecast City revenues and expenses involving items of technology. It also provides an annual technology budget to the City Manager for approval.

PARKING

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

POLICE

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

PUBLIC WORKS

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

Streets

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

- Clearing overgrowth of bushes and trees blocking intersections
- Repairing fences, boards, railings, and bumpers on the boardwalk
- Rebuilding and painting benches and lifeguard stands
- Assisting with City events
- Repairing and cleaning catch basin grates
- Snow plowing, salting, and sanding roads
- Maintaining trees and plantings
- Operating the street sweeper throughout the City
- Operating the beach sand cleaner on the City's beaches
- Maintaining regular residential and commercial trash pickup duties
- Hanging the holiday lights on City property including streetlights, City trees, and boardwalk

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

Wastewater

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

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

Water

The Water Division’s responsibilities are to:

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

PUBLIC EDUCATION

Educational institutions play an important role in the community: education is needed for a productive society. Rehoboth Beach is located in the Cape Henlopen School District (CHSD). CHSD’s mission is to celebrate the diversity of its students, staff, and community, and to cultivate compassionate and innovative thinkers by providing every student with a welcoming, safe, equitable school community that is affirming and inclusive. CHSD engages and challenges all students by providing a responsive educational experience to prepare for post-secondary education or career opportunities. **Table 3-1** provides fall enrollment for each school within the District; these schools are further described in **Appendix B—References & Resources**.



**CAPE HENLOPEN
SCHOOL DISTRICT**

Table 3-1. Public Schools Serving City Students

Grade Levels	School	Address	Fall Enrollment		
			2019	2020	2021
K-5	Rehoboth Elementary	500 Stockley St, Rehoboth Beach	470	508	517
6-8	Beacon Middle	19483 John J. Williams Hwy, Lewes	683	715	679
9-12	Cape Henlopen High School	1250 Kings Hwy, Lewes	1,499	1,506	1,637

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

COMMUNITY ORGANIZATIONS

Local organizations are known to be heart of the community. The City works closely with many of these local organizations and agencies that provide additional services within the community. Information about the organizations is provided in **Appendix C—Community Engagement** and includes information provided as part of the Planning Commission’s interview/questionnaire results.



CHAPTER 3

CITY GOVERNMENT & COMMUNITY ORGANIZATIONS

GOALS

8. Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of the Rehoboth Beach community.
9. Continue to support and encourage inclusivity with respect to the local community organizations.
10. Increase coordination, communication, and input between and among City Commissions, Boards, and Committees.
11. Encourage greater coordination between and among the City, Sussex County, the State, and nearby municipal jurisdictions.

ACTION ITEMS

- i) Continue to review current demands for City services, as well as the City’s capability to continue to provide existing services on an annual budgetary basis, while identifying future revenue sources and operating expenses.
- j) Continue to support community organizations within the City.
- k) Seek to ensure projects that involve multiple committees’ input and participation are coordinated with collective support for inclusivity and considered in a timely manner by the Board of Commissioners.
- l) Seek to improve two-way communication between the City, residents, businesses, and visitors.
- m) Benchmark Rehoboth against other similar coastal towns to ensure the City is forward-thinking and remains competitive in the future.
- n) Seek to increase communication and collaboration with community organizations to promote and host inclusionary events for the community.

COMMUNITY PROFILE

This section offers a profile of the City including climate, livability, demographic characteristics and trends, and an overview of community events and observations.

CLIMATE

Situated on the Atlantic Coastal Plain, the City's climate is moderated by the Atlantic Ocean and the Rehoboth Bay. It has a humid subtropical climate with hot and moderately humid summers, cool winters, and year-round precipitation. During summer months, a cooling afternoon sea breeze is present on most days, but episodes of extreme heat and humidity can occur with temperatures over 100°F. During winter months, episodes of extreme cold and wind can occur with wind chill values under 0°F. Temperature averages range from 26°F in January to 85°F in July. The average seasonal snowfall is 6-12 inches, and the snowiest month is February, which corresponds with the annual peak in nor'easter activity. **Table AB3-1** details the City's monthly weather averages and records.

LIVABILITY INDEX

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

AARP periodically adjusts the livability score for each community. As of January 2022, the score for Rehoboth Beach was 47, placing it slightly ahead of the scores for Lewes, Dewey Beach, and Henlopen Acres.

The AARP Public Policy Institute website offers an extensive library of publications and research findings that are available to help guide City leaders.

DEMOGRAPHIC CHARACTERISTICS & TRENDS

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

Due to delays caused by the COVID-19 pandemic, the current estimate for when the Census Bureau will release full results of the 2020 Decennial Census for Rehoboth Beach is May 2022; however, this is subject to change. The 2016-2020 ACS 5-year estimates were also delayed and are now scheduled to be released in March 2022. Due to these delays, it was decided not to wait to complete this section. This factual data is collected from various credible resources acceptable for decision-making purposes throughout this CDP. This chapter provides overall data to support the majority of the other chapters to determine the goals and implementation items.

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Generally, the City has a small population that has been relatively stable in size since 1950 but is increasingly older than County or State averages. By comparison, Sussex County is also increasingly home to retirees, but its overall population is growing rapidly.

POPULATION TRENDS

The 2010 Census showed the City’s population count as 1,327; this population is estimated to have decreased to 1,108 according to 2020 Census Redistricting Data, a 16.5% decrease. The largest population increase for the City was 21.2% occurring between 1990 and 2000.

Table 3-2 provides population trend comparisons to the County, and the State.

Table 3-2. Population Trends (1990-2019)

Municipality	Year				Percentage Change		
	1990	2000	2010	2020	'90-'00	'00-'10	'10-'20
Rehoboth Beach	1,234	1,495	1,327	1,108	+21.2%	-11.2%	-16.5%
Sussex County	113,229	156,638	197,145	237,378	+38.3%	+25.9%	+20.4%
State of Delaware	666,168	783,600	897,934	989,948	+17.6%	+14.6%	+10.2%

Source: 1990-2020 U.S. Decennial Census

POPULATION PROJECTIONS

In October 2020, the Delaware Population Consortium (DPC) developed population projections for each of the 57 municipalities in the State. **Table 3-3** provides the projections for the City, County, and State. It also provides information on how the population is estimated to change each decade. Between 2010 and 2050, the DPC projects that the City’s population will increase by 54.5%; the DPC projects that the County’s population will increase by a similar 51.4%, while the State’s population will increase by only 17.2%. It is important for City officials to keep these projections in mind when planning for the future and that, while the City’s population is projected to increase through 2050, each decade is projected to increase at a lower rate. Population projections do not consider availability of land or household size. It is also important to note that, while increases in the City’s population and housing units may be limited, development in surrounding areas is projected to remain high.

Table 3-3. Population Projections (2010-2050)

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

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

SEASONAL POPULATION

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

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

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

Sussex County commissioned a report in April 2017 by Robert Siegel & Associates, Inc. (Siegel Report) as part of their comprehensive planning efforts. The Siegel Report indicated that the total population of the County during the peak season may grow even higher than the DPC’s 2045 estimate of 385,100 persons—it estimates the possibility of 495,810 persons by 2045 (351,801 permanent residents plus 144,009 seasonal residents). The Siegel estimates hinge on the sharp population growth of permanent residents, driven by new economic development and employment. Based on those findings, the County used projections that were approximately 15% greater than those provided by DPC for planning purposes.

SUMMARY OF POPULATION DATA

As is evident from the data reported in the previous sections, the numbers for year-round population and seasonal population are estimates. For example, the Census estimates the Rehoboth Beach population at 1,400, while the Delaware Population Consortium uses the figure of 1,578. The actual rate of population growth in Rehoboth from 1990 to 2019 (compared to Lewes, Milton, and Ocean View) was much lower than the rate projected by the DPC for 2020 to 2050 (and the 2020 base figure is seemingly high). Given the small amount of available land and the data on household size (see **Chapter 5—Housing & Economic Development**), these figures for projected growth in year-round population may be unreasonably high.

Seasonal population data must also be considered with care. Based on personal and anecdotal observations of the City’s summer rental market, the assumptions used for the size of the rental group for individual units as well as the occupancy rate may be too low. The seasonal rental market caters to families whose numbers generally meet and even exceed the rental occupancy limits established by the City several years ago. A more accurate occupancy assumption would be based on the City’s rental license database, taking into account the number of overall units and bedrooms subject to City rental licenses and applying the City’s occupancy limits to that data. Even that number could be low, because many summer rental homes and units rent privately, thereby violating the City rental licensure, rental occupancy, and rental occupancy tax requirements.

Housing-related data are especially crucial for planning purposes. City agencies should develop methods for the collection and analysis of data such as rental license numbers, which can then be combined with other data and consideration of other factors, such as the extent of the impact on Rehoboth Beach of changed work and living trends in the wake of the COVID-19 pandemic. The City should also ensure that its rental licensure, occupancy limits, and occupancy tax requirements are strictly enforced.

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.

RACE & ETHNICITY

Table 3-4 compares the City’s racial composition to that of the County and State in 2019, while **Table AB3-2** expands this comparison to neighboring jurisdictions. **Table 3-5** summarizes changes in the City’s racial composition from 2000-2019. In 2019, the County and State were slightly more racially diverse than the City. Rehoboth Beach saw a slight decrease in its White population between 2000-2019 and saw a slight increase in its Black or African American population.

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

The absolute number of people reporting Hispanic or Latino origins decreased between 2000-2010 and increased slightly between 2010-2019 as shown in **Table 3-6**; comparisons to neighboring jurisdictions are shown in **Table AB3-3**.

Table 3-4. Racial Composition (2019)

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

Source: 2015-2019 American Community Survey

Table 3-5. Change in City Racial Composition (2000-2019)

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

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

Table 3-6. City Hispanic or Latino Origin (2000-2019)

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

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

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

In the 1970s, Latino advocacy groups lobbied the federal government to create a separate category for Hispanics and Latinos. Before this time, both categories were grouped under the “White” race. When surveys were distributed, they often did not reach Hispanic and Latino households. Those that did were not in Spanish, so results were far from accurate. Once the US OMB provided for the distinct categories, government and other agencies began using these data to evaluate programs and policies to ensure that they fairly and equitably serve the needs of the Hispanic population and to monitor compliance with antidiscrimination laws, regulations, and policies. While some may expect to see the Hispanic or Latino category as part of the race question, it is currently asked separately because people of Hispanic origin may be of any race(s). Each decade, prior to the decennial census, questions on race, ethnicity, and ancestry are reviewed to determine if the categories and wording continue to reflect the country’s diverse and rapidly changing population.

AGE

As **Table 3-7** indicates, the City’s population is older than that of both the County and the State. The median age of the City’s residents in 2019 was 64.1 years, compared to 49.6 countywide and 40.6 statewide. Comparisons to neighboring jurisdictions are provided in **Table AB3-4**. **Table 3-8** shows that all population groups except for those 65 years and over decreased from 2000-2019. The total population also decreased over that time; the absolute changes in population groups may require different services to serve those populations effectively. As the community ages, it should consider promoting features that are considered “aging-friendly” including crosswalks that allow pedestrians adequate time to cross the street, buildings with no-step entry, homes with one-level living, bike paths, public transportation, wider sidewalks, and easy access to medical care, shopping, and recreation.

Table 3-7. Age Distribution Comparisons (2019)

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

Source: 2015-2019 American Community Survey

Table 3-8. City Age Distribution Trends (2000-2019)

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

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

LGBTQ+

According to the most recent available data from the Williams Institute of the UCLA School of Law, Rehoboth Beach has the fourth highest number of same-sex couples per 1,000 households of all U.S. cities with less than 100,000 in total population.

EDUCATION

According to the 2019 ACS, the City showed a significantly higher share of the resident population having at least a bachelor’s degree compared to the County and State.

Table 3-9. Educational Attainment

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

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

COMMUNITY EVENTS & OBSERVATIONS

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

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January	February	March
Race into the New Year 5K	Lewes Polar Bear Plunge	Gumbo Crawl RB Chocolate Festival
April	May	June
Great DE Kite Festival CAMP Rehoboth Broadwalk CAMP Rehoboth Women’s Fest Flight of the Phoenix 5K <i>National Service Recognition Day</i> <i>National Drug Take-Back Day</i> <i>Library Month</i> <i>Arbor Day</i>	Dewey’s Golden Jubilee Race4Warriors Rehoboth Arts Festival Rehoboth Beach Bandstand Summer Concert Series Spring Sidewalk Sale	Beach Goes Red, White & Blue Service Recognition Day Event Law Enforcement Torch Run Bandstand Summer Concert Series Salvation Army Nat’l Donut Day <i>Lesbian, Gay, Bisexual, Transgender, Queer & Questioning Pride Month</i>
July	August	September
Rehoboth Art League Annual Cottage Tour of Art Rehoboth Beach Bandstand Cinema by the Surf Rehoboth Beach Bandstand Summer Concert Series Rehoboth Beach Fireworks Mar-Del Watermelon Association Annual Boardwalk Promo Christmas in July Firecracker 5K Dave Reynolds Swim/Run Biathlon Rehoboth Firefightin’ 5K Race for the Ribbon 5K	Rehoboth Art League Annual Outdoor Fine Art & Fine Crafts Show Last Blast 5K Sundance 5K Run/Walk Rehoboth Bandstand Concert Series	Polkamotion by the Ocean CAMP Rehoboth Sundance Walk to Defeat ALS Mid-Atlantic Volleyball Tournament & Mayor’s Cup Delaware Coastal Cleanup Dewey’s Golden Jubilee Take Steps Eastern Shore Walk Thresholds Annual Recovery Walk Blue Jean Ball—Autism DE AIDS Walk Delaware Southern Delaware Heart Walk Sussex Co. Cheer Senior Beach Day Walk to End Alzheimer’s NAMI DE Hope on the Boardwalk Sandcastle Contest Beach Goes Red, White & Blue RBHA Annual Fall Picnic Bottle & Cork 10 Miler/5K Out of the Darkness Walk
October	November	December
Greyhounds Reach the Beach Boardwalk Buddy Walk CAMP Rehoboth Block Party Fall Sidewalk Sale Rehoboth Museum Beach Ball Rehoboth Beach Garlic Festival Rehoboth Beach Jazz Festival Sea Witch Festival & Costume Parade Sea Witch Fall Classic 5K Bark on the Boards Family Fun Fair & Walk American Lung Association Lung Force Walk Fire Prevention Awareness Program at the Bandstand Walk to Cure Arthritis	Rehoboth Art League Holiday Fair Rehoboth Beach Holiday Farmers’ Market Coastal Delaware Running Festival Cocoa Crawl Southern Delaware Heart Walk Tree Lighting & Sing Along Pumpkin Pie 5K Veterans Day Ceremony at the Bandstand <i>Small Business Saturday</i>	RB Volunteer Fire Co. Holiday Arts & Crafts Fundraiser RB Hometown Christmas Parade Santa’s House Rehoboth Seashore Marathon Community Unity Dinner World AIDS Day Walk



**CHAPTER 3
COMMUNITY PROFILE**

CITY POSITIONS

Position on Population Growth: The City’s population numbers have varied slightly since the 1950s, although year-round residence has increased in the past decade. The City’s geographically small size and developed nature means that any future population growth will need to be accommodated by existing or redeveloped properties. Notably, due to the City’s desirability as a resort community, seasonal populations will likely continue to grow. Significant growth has already occurred outside Rehoboth’s limits in Sussex County, which heightens the expectation and demand for future City services, facilities, and commercial amenities. For both full-time and seasonal residents, it is important to strengthen coordination efforts with the County and neighboring municipalities so the City can have a voice in decisions external to its borders that will impact the services, utilities, and adequate public facilities that it provides.

GOALS

- 12. Utilize the best demographic data from government or other reliable sources that can assist the City in planning for the future.
- 13. Continue to support inclusivity with respect to City policies and its events and other activities.

ACTION ITEMS

- o) Develop methods for the collection and analysis of data by City agencies that will provide metrics for assessing and projecting demographic trends.

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Legend

-  City Boundary
-  Parcels
-  Canal Ownership Under Review



NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.

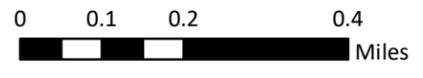


Map Revisions

Created March 2019
 City Updates September 2020
 County Parcel Updates August 2021
 Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
 Parcels: Sussex County (8/2021)
 Road Names/Centerlines: Sussex County (12/2018)
 Aerial: DelDOT (2017)



City of Rehoboth Beach

**2020 Comprehensive Development Plan
 Map 1 - City Boundary**

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This map is provided by WM solely for display and reference purposes and is subject to change without notice. No claims, either real or assumed, as to the absolute accuracy or precision of any data contained herein are made by WM, nor will WM be held responsible for any use of this document for purposes other than which it was intended.



Chapter 4

Land Use & Annexation

CHAPTER 4—LAND USE & ANNEXATION

Chapter 4 addresses these principal topics:

- PLANNING ENVIRONMENT
- LAND USE WITHIN CITY LIMITS
- CITY ZONING
- ANNEXATION
- INTERGOVERNMENTAL COORDINATION

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

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

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

PLANNING ENVIRONMENT

STATE ROLE

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

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

CABINET COMMITTEE

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

OFFICE OF STATE PLANNING COORDINATION

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

The OSPC meets its mission by:

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

PRELIMINARY LAND USE SERVICE

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

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

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

STATE STRATEGIES

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

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

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

Investment Level 1

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

Investment Level 2

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

Investment Level 3

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

Investment Level 4

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

Out-of-Play

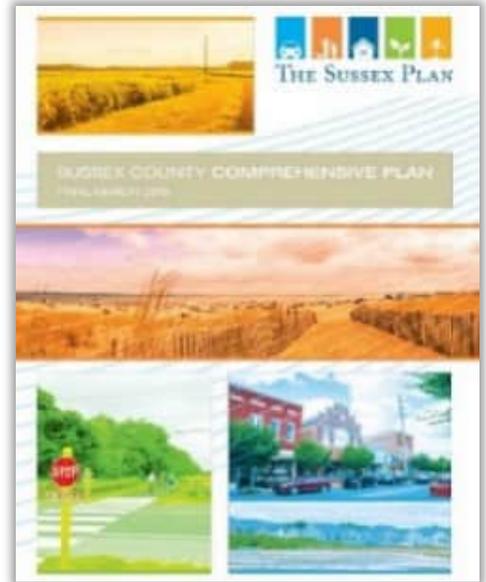
Areas not available for private development activity due to public ownership, conservation by private or nonprofit entities, or environmental constraints that will not allow development by law.

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

SUSSEX COUNTY

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

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



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

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

The following more specifically summarizes the County’s Future Land Use Plan and intentions:

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

The County’s Future Land Use Plan divided Sussex County into two types of planning areas, discussed on the next page.

SUSSEX COUNTY GROWTH AREAS

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

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

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

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

Municipality

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

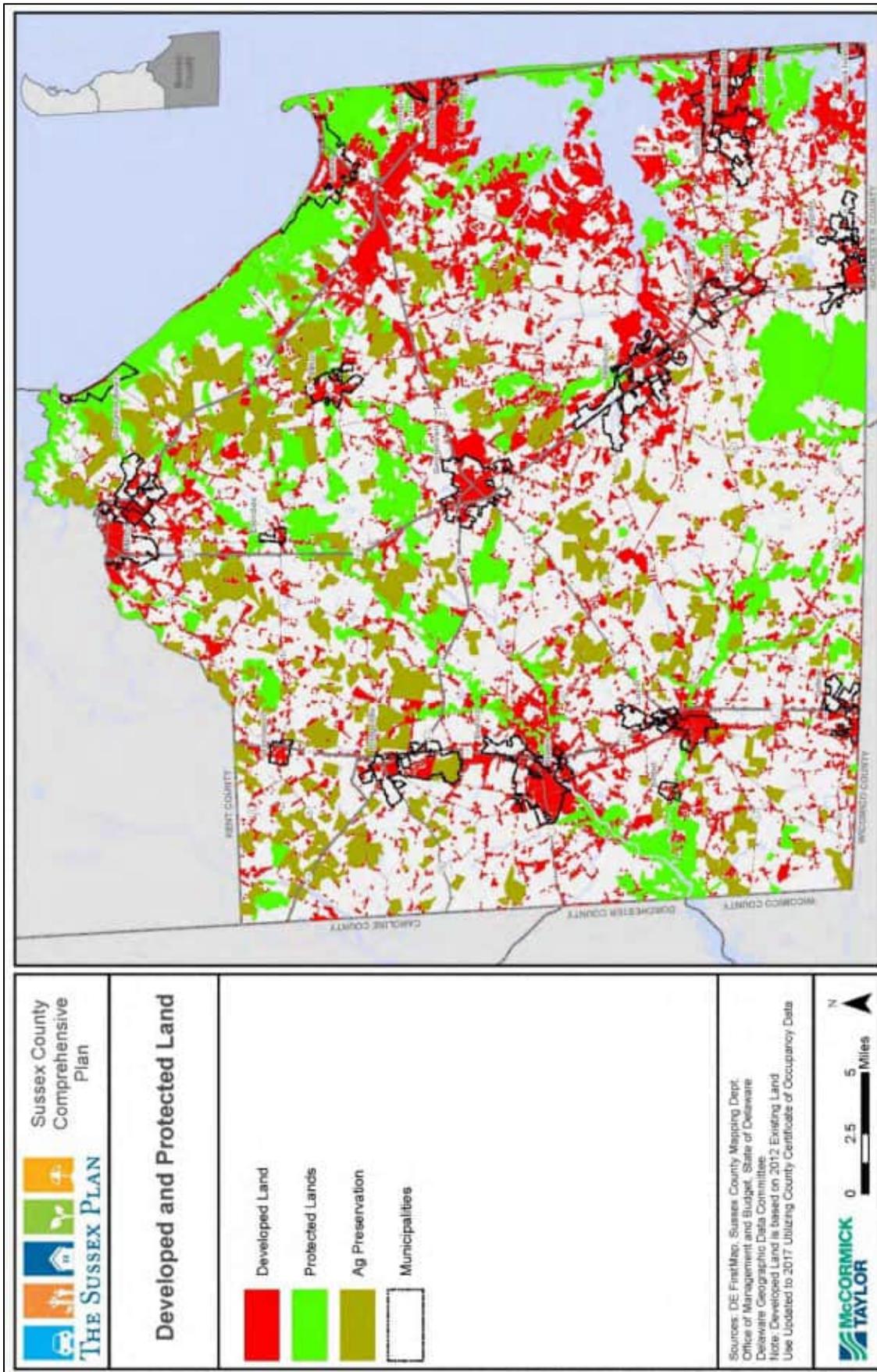
Commercial Area

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

Coastal Area

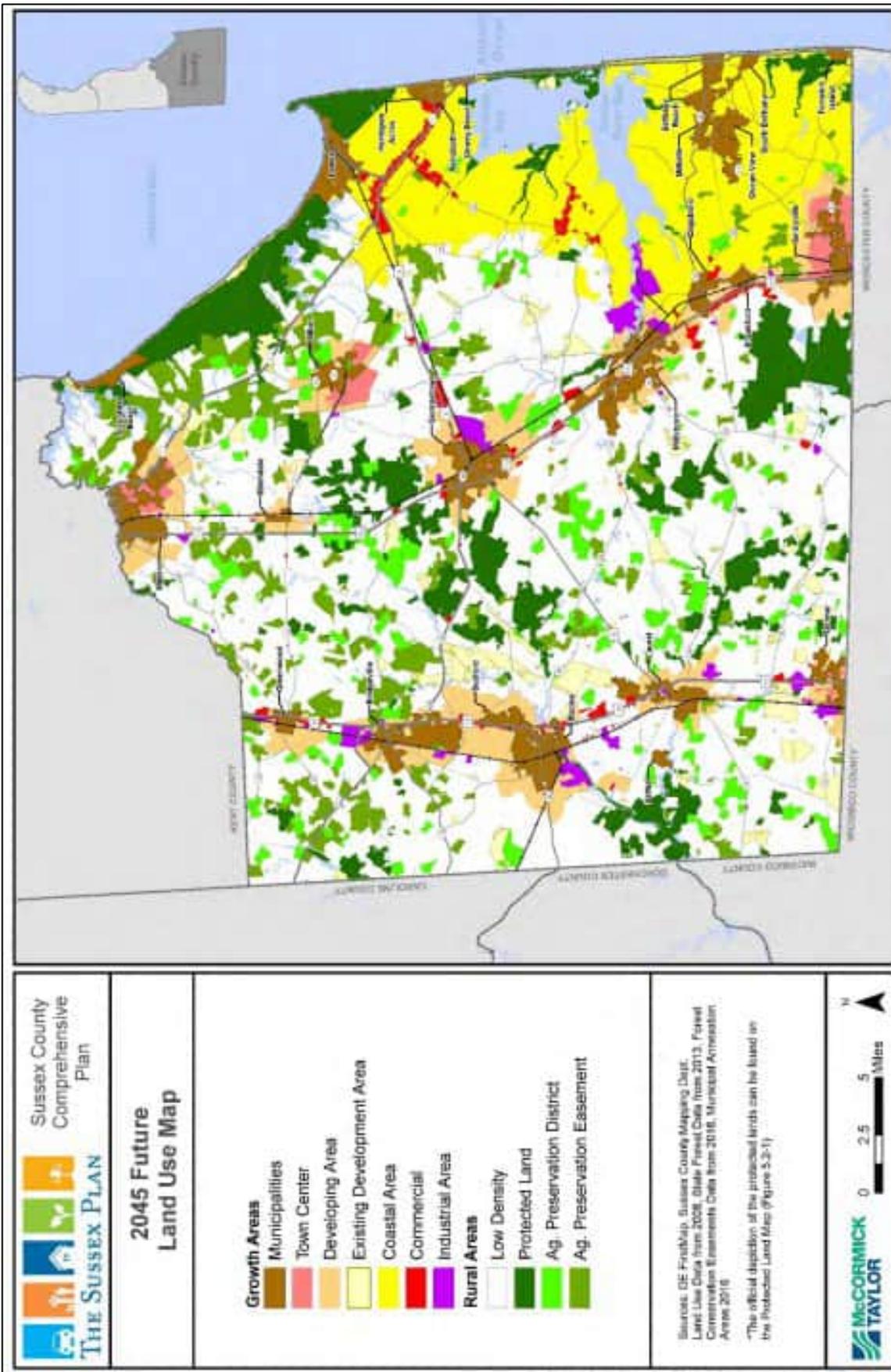
Coastal areas are designated around Rehoboth Bay, Indian River Bay, and Little Assawoman Bay (the Inland Bays). They generally encompass areas on the south-eastern side of Sussex County within what was previously referred to as the Environmentally Sensitive Developing Areas in prior Comprehensive Plans.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

Figure 4-1. County Developed & Protected Land



Source: The Sussex Plan, Sussex County (2018)

Figure 4-2. Sussex County 2045 Future Land Use



Source: The Sussex Plan, Sussex County (2018)

SUSSEX COUNTY LAND DEVELOPMENT

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

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

LAND USE WITHIN CITY LIMITS

EXISTING LAND USE

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

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

FUTURE LAND USE

A future land use map documents the general recommended future use for a designated area; however, other types of uses may be compatible with the designated future use and deemed to be consistent with the CDP. The City's future land use categories should not be interpreted to support or preclude developments unless the policies and intent of the CDP have been considered.

Planning Consultants (KCI) conducted a GIS mapping analysis in 2020 to compare the City's Official Zoning Map to the future land use categories. **Map 3—Future Land Use** was created using the most recent Sussex County parcel data and the City's Official Zoning Map (**Map 4**) to create compatibility between the land use and zoning categories. The newly created **Map 3—Future Land Use** reflects the methodology used for this comparison, which is further detailed in **Table 4-1**. Future Land Use for the City's potential annexation areas is also shown on **Map 3—Future Land Use**, but is not reflected in **Table 4-2**.

Table 4-1. Future Land Use & Zoning Compatibility

City Zoning Classification			City Future Land Use Classification	
R-1S	Special Single-Family Residence District		Residential	
R-1	Single-Family Residence District			
R-2	General Residence District			
C-1	Central Commercial District		Commercial	
C-2	Commercial-Amusement District			
C-3	Secondary Commercial District			
ER	Educational/Residential District		Educational/Residential	
CM	Cemetery District		Cemetery	
0-1	Open Space District		Open Space	

All proposed future zoning amendments to the Official Zoning Map must be consistent with the assigned future land use classifications. If a request is for a classification other than the one assigned, it will require a Comprehensive Development Plan (CDP) Amendment to **Map 3—Future Land Use** and, if approved, to **Map 4—Zoning**, as well as to the acreage tables provided in this chapter. Any mixed-use zones that may be adopted by the City in the future should fall under the ‘Commercial’ future land use classification.

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

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

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

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

CITY ZONING

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

EXISTING ZONING

Table 4-3 identifies the purpose of each zoning district as identified in City Code Chapter 270, Article II—Use Regulations. Additional regulations are provided within Chapter 270 for height, density, setbacks, and lot area requirements; off-street parking, loading and unloading facilities; special exceptions and variances; nonconforming properties; signage; Board of Adjustment and Planning Commission proceedings; City Code administration and enforcement; and amendment procedures.

Table 4-3. City Zoning Districts—Purposes

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

Source: City Code, Chapter 270

City records indicate that the Official Zoning Map has not been amended or updated since July 16, 2010. GIS data was obtained by overlaying a PDF of the City’s Official Zoning Map with the most recent Sussex County parcel data to complete the zoning composition shown in **Table 4-4**. According to this data, the City has 474.5 acres of land with zoning assigned. The largest acreage of zoning classification is the Single-

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Family Residence (R-1) District with 229.7 acres (48.4%). The second largest zoning classification is Open Space (O-1) with 91.4 acres (19.3%), which includes a combination of forests, parks, lakes, and ocean front. The two zoning districts with the least acreage are Commercial-Amusement (C-2) with 2.5 acres (2.5%) and Cemetery (CM) with 2.8 acres (2.8%).

Table 4-4. Zoning Composition

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

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

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

HISTORICAL ZONING CODE CHANGES

Since the adoption of the 2010 CDP on April 30, 2010, the City has adopted several amendments to Chapter 270—Zoning. A listing of the Ordinances adopted between April 30, 2010 and October 31, 2021 can be found in **Table AB4-1**.

COMMERCIAL CONTROLS

The 2010 CDP included provisions requiring the City to ensure that its land use plan and zoning code were drawn to avoid any adverse impact of commercial development upon residential neighborhoods (Section 8.321), and in reviewing its Zoning Code, the City should eliminate any currently permitted commercial categories of use that have clear potential for adverse impacts on residential neighborhoods (Section 8.322).

A careful review of the Zoning Code should thus include an examination of the uses allowed in all commercial zoning categories along with their height, frontage, setback, and coverage limitations. Because of the close proximity of many residential and commercial zones, avoidance of adverse impacts of commercial activity upon residential neighborhoods should be a high priority in City land use decisions. Consideration should therefore be given to rezoning commercial properties within the City that adversely impact surrounding residential neighborhoods.

Management of the mix of businesses in the downtown commercial district is also a key concern. The business mix is related to rent levels, the value of real estate in the downtown, and competition from

outlying shopping areas. As the downtown continues to change, consideration should be given to properties with redevelopment potential; provided, however, that the redevelopment meets the goals of this CDP to preserve the City's small-town character, design, and scale. One method to encourage redevelopment of these sites would be to create one or more new zones that would allow mixed commercial and residential uses, as well as potential increases in density for specifically designated community-oriented public benefits and amenities.

Appropriate oversight of oceanfront commercial establishments is of special concern to the City. One mechanism for such oversight would be to apply the site review process to all development and redevelopment in those locations.

MIXED-USE ZONING

One priority action item in the 2010 CDP was consideration of a mixed-use zone allowing a blend of residential housing and nonresidential uses as a means of expanding workforce and affordable housing opportunities in the City's downtown, within existing commercial districts. The City already has several properties with existing mixed uses that include commercial and residential uses. Any new mixed commercial-residential zone(s) should include clearly drafted provisions requiring such mixed-use developments to be of a scale and architectural design that ensures compatibility with the surrounding commercial district and that avoids adverse impacts on the quality of life in nearby residential neighborhoods.

It is recommended as one of the CDP's Action Items to create a parcel-based inventory of current land uses that identifies existing mixed-use structures and neighboring uses to assess potential opportunities of additional mixed commercial-residential use developments. Mixing uses works best when they evolve out of a thoughtful plan that emphasizes physical connectivity, economic links among the uses, and neighborhood compatibility and protection. Results tend to be haphazard when multiple uses are allowed without specific guidance as to a desirable mix of uses, spatial relationships, and impacts on neighboring commercial and residential properties.

Any zone within the City allowing mixed residential and commercial uses should restrict short-term rentals, establish density controls with on-premises parking requirements, provide incentives to deliver high-quality site and architectural design, and include provisions that both ensure the new mixed-use developments are not only compatible with the City's existing architectural character and scale but also do not adversely impact the quality of life in surrounding and nearby residential neighborhoods.

Once the inventory is completed, the City could form a committee comprised of tenants, business owners and neighbors of existing commercial-residential mixed-use properties; contractors or designers specializing in mixed commercial-residential use redevelopments; real estate agents; members of the Planning Commission and Rehoboth Main Street; and representatives of nonprofit housing organizations with experience in mixed commercial-residential use development. This committee could visit mixed commercial-residential use projects throughout the State, meet with housing organizations, and provide recommendations for new mixed commercial-residential zones and regulations within appropriate areas.

The committee could recommend guidelines for a mixed commercial-residential use zone with the following goals:

- Spur revitalization, encourage economic investment, and promote the efficient use of existing infrastructure
- Encourage high-quality design by providing both greater flexibility and more control

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- Provide more housing opportunities and choices to encourage more affordable housing
- Enhance a location's unique character, aesthetics, and scale, as well as its redevelopment potential
- Promote pedestrian and bicycle travel, and reduce automobile dependency, roadway congestion, and air pollution by collocating multiple destinations
- Promote a sense of community, a sense of place, and enhanced vitality
- Protect surrounding properties, both commercial and residential, from any adverse impacts from the increased density and activity associated with developments with mixed commercial-residential uses

Any mixed-use zones that may be adopted by the City in the future should fall under the 'Commercial' future land use classification.

REDEVELOPMENT

As the City is predominantly built out, some redevelopment will be inevitable and thus will be the main focus of any new commercial and residential spaces and uses. In addition, many existing structures will require renovations to meet current Building Code requirements and comport with market conditions; however, these will most likely need to be addressed at the time that a change of occupancy occurs, or a property owner invests in improvements.

During the 2020-2021 phase of the COVID-19 pandemic, the City collaborated with businesses to enable expanded outdoor dining space and took other steps that contributed to the virtually universal success among local businesses in continuing through an extraordinarily difficult period. The City's response can provide a model for its engagement with local businesses if future phases of this pandemic or other public health emergencies create similar challenges. This engagement may require reviewing current codes and updating relevant sections including parking and signage.

ANNEXATION

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

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

The 2010 CDP included a fairly large swath of potential areas for annexation; however, the City is now almost fully developed, and it has not annexed property since adoption of the 2010 CDP in April 2010. The majority of land surrounding the City is located near the Town of Henlopen Acres to the north and Dewey Beach to the south, leaving only areas of potential growth to the west and south within Sussex County. The nearby land within the County’s jurisdiction is also developed along both sides of Coastal Highway (SR 1), the western portion of Silver Lake, and Rehoboth Avenue Extended west of the Canal.

Based on the increase of development outside City limits since adoption of the 2010 CDP, **Map 5—Annexation Growth Area** showing potential areas for annexation was created and took into account the neighboring municipal boundaries and anticipated future land use classifications for potential annexation applications. Although 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 through the processes mandated by the State and City Charter, paying particular concern to the adequacy of public facilities to serve these areas—properties will be evaluated on a case-by-case basis if applications are submitted for consideration to the City. Future land use for the City’s potential annexation areas is shown on **Map 3—Future Land Use**.

INTERGOVERNMENTAL COORDINATION

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

- State Strategy Levels (especially “Out-of-Play” areas)
- Environmental Concerns (e.g., wetland, floodplain, sea level rise, waterways, drainage)
- Historical and Cultural Findings
- Housing (balance and equity)
- Rights-of-Way/Easements (e.g., tax ditches, connectivity, utilities, access)
- Utilities (e.g., water, sewer, electric, stormwater, communications)
- Emergency Services (e.g., fire, police, ambulance, EMS)
- Transportation (e.g., impact studies, non-motorized connectivity, traffic analysis)



CHAPTER 4
LAND USE & ANNEXATION

CITY POSITIONS

Position on the General Use of Land: The City is a small, one square mile community with opportunities for adaptive reuse and redevelopment of key properties. The City recognizes there will always be a rolling life cycle to the use of its building and acknowledges there may be a future need for new tools to accommodate that change. The City also recognizes that future uses should complement and maintain existing residential density, architectural character, pedestrian scale, and compatibility with surrounding neighborhoods, with heightened attention paid to the protection of its existing natural and environmental features.

Position on Development of Adjacent Areas: Open land near the City’s boundaries is being rapidly developed by commercial and residential interests working through Sussex County and adjacent municipal land use and development approval processes. These activities continue to add strain to City resources (e.g., traffic, sewage, water). Moving forward, the City, Sussex County, and nearby municipalities will benefit greatly from increased communication and cooperation, with careful consideration paid to future development and its impacts on the City, as well as on its residential and business communities.

Position on Expansion of Boundaries: Careful consideration should be given to future expansion of City boundaries through annexation. The Delaware Code provides that areas being considered as possibilities for future annexation should be depicted in the adopted CDP. Because the City is concerned with the impact of future development outside its current boundaries, the area shown on the accompanying annexation map (see **Map 5—Annexation Growth Area**) is generous. Although 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 through the processes mandated by the State and City Charter, paying particular concern to the adequacy of public facilities to serve these areas.

GOALS

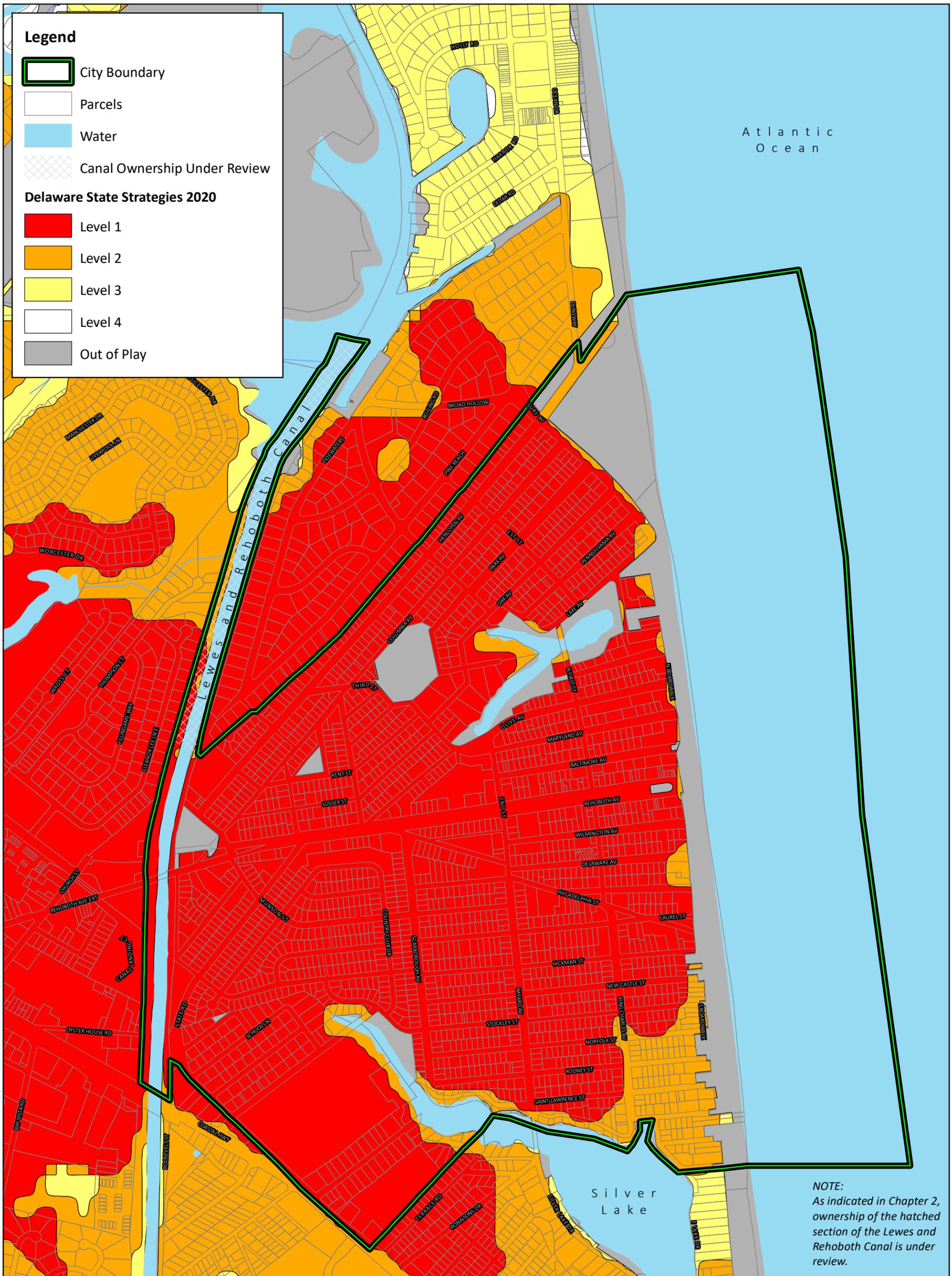
1. Ensure consistency between the zoning map, future land uses, and overall land use planning goals stated in the 2020 Comprehensive Development Plan.
2. Work with the neighboring municipalities, Sussex County, and the State on adjacent land development and annexations for coordination of services and infrastructure demands.
3. Identify opportunities for appropriate redevelopment and repurposing of commercial structures and land uses throughout the City limits to achieve consistency with the City’s existing scale, architectural design, pedestrian-oriented character, and compatibility with nearby residential neighborhoods.
4. Improve and clarify the City’s planning processes by updating the City’s land use codes and regulations and clarifying any ambiguous provisions. Pay particular attention to the architectural design, small-town scale, environmental impacts, and neighborhood compatibility of oceanfront structures.
5. Consider adopting a new mixed-use zone or amending an existing commercial zone to allow a mix of appropriately located and designed residential and commercial uses that would provide increased housing opportunities on individual properties within the City’s commercial districts without adversely impacting nearby neighborhoods or violating the overall small-town scale of the City, taking into account input from community and business stakeholders.

ACTION ITEMS

- a) Review and adopt an updated Official Zoning Map.
- b) Evaluate the benefits and risks of using the County’s parcel data to create a parcel-based Official Zoning Map.
- c) Review the City’s Zoning Map for consistency with the Comprehensive Development Plan’s Future Land Use Map, in accordance with applicable Delaware Code.
- d) Review and revise City land use codes and regulations by identifying conflicting and ambiguous provisions and provisions needing updating, especially provisions necessary to implement the visions and goals in this Comprehensive Development Plan.
- e) Ensure the City’s land use plan and Zoning Code are drawn to avoid any adverse impacts by commercial development upon residential neighborhoods.
- f) Consider rezoning any currently permitted commercial uses or categories of use that have clear potential for adverse impacts on residential neighborhoods.
- g) Identify potential opportunities for adaptive redevelopment of underutilized areas to maintain a vibrant community while preserving its small-town character and scale.
- h) Review current land development application procedures and identify potential improvements in these procedures with timelines and process flow charts.
- i) Consider creating a parcel-based existing land use inventory with assigned categories to further determine mixed-use structures, non-conforming uses, variances, special exceptions, conditional uses, etc., and use this inventory to develop/update relevant City maps.
- j) Consider creating a parcel-based existing business license geographic information system (GIS) data layer to identify rental properties for purposes of anticipating seasonal demands and services.
- k) Add the category of oceanfront commercial buildings to those for which site plan review is required.
- l) Examine and evaluate a new mixed-use zoning classification with flexible regulations, community and business stakeholder input, limited to the City’s commercial district, with appropriate design guidelines or standards, and protections for nearby residential and commercial properties.
- m) Examine and evaluate the effectiveness and applicability of Form-Based Codes within Rehoboth.
- n) Continue to promote local businesses and solicit their input on potential development opportunities, accessibility issues, and areas for proposed improvements.
- o) Support and incentivize the voluntary use of accessibility “best practices,” which may surpass current Americans with Disabilities Act (ADA) requirements, to support the needs of an inclusive community and an aging population.

Legend

-  City Boundary
 -  Parcels
 -  Water
 -  Canal Ownership Under Review
- Delaware State Strategies 2020**
-  Level 1
 -  Level 2
 -  Level 3
 -  Level 4
 -  Out of Play



NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.

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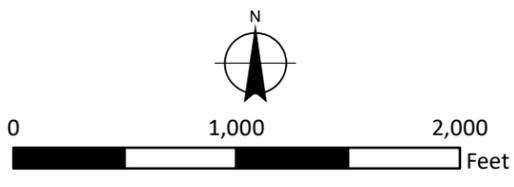
Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
State Strategies: FirstMap (9/2020)
Parcels: Sussex County (8/2021)
Road Names/Centerlines: Sussex County (12/2018)
Water Bodies: USGS/FirstMap (2021)

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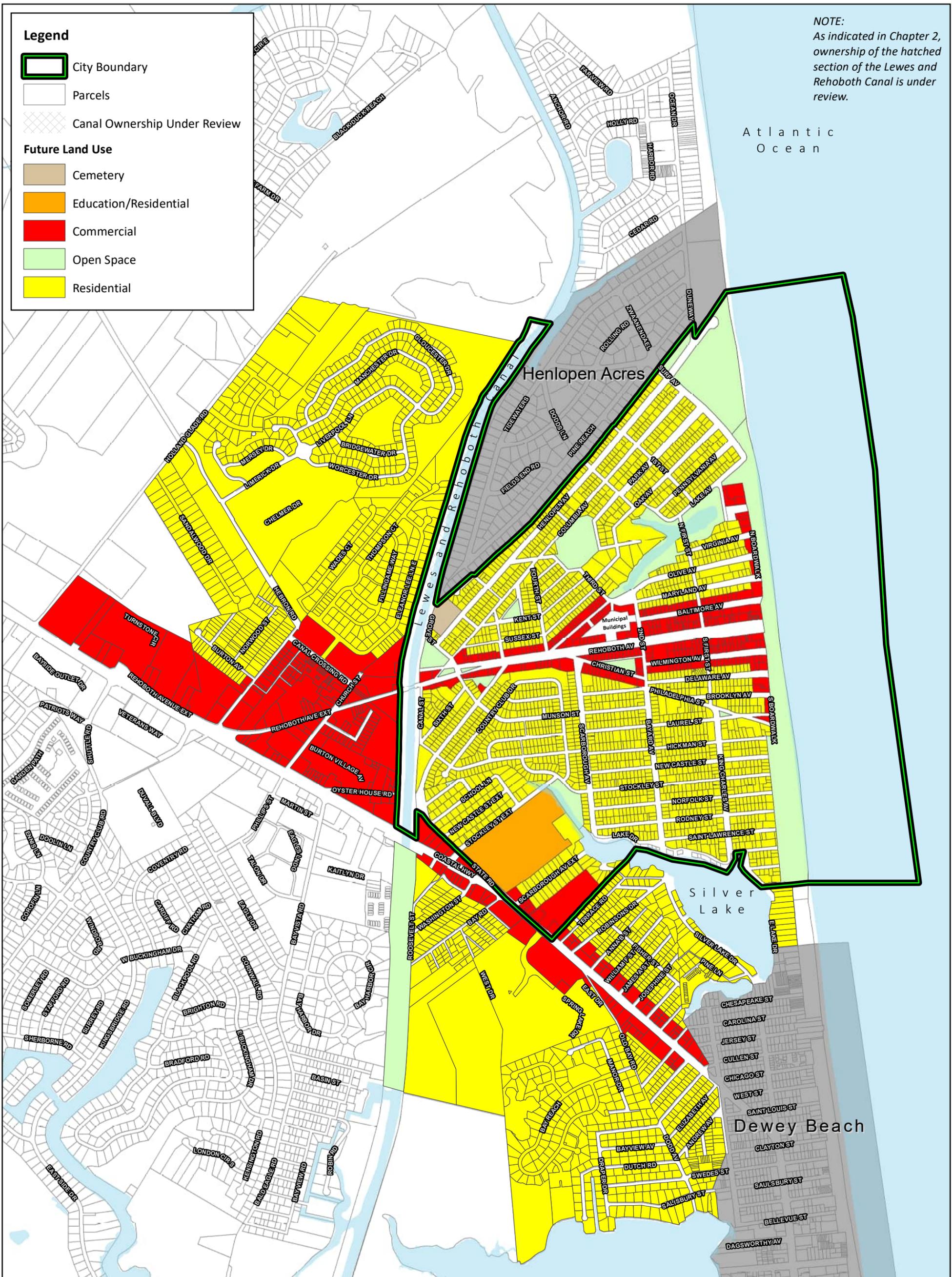
City of Rehoboth Beach

**2020 Comprehensive Development Plan
Map 2 - State Strategies**

Legend

-  City Boundary
-  Parcels
-  Canal Ownership Under Review
- Future Land Use**
-  Cemetery
-  Education/Residential
-  Commercial
-  Open Space
-  Residential

NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.



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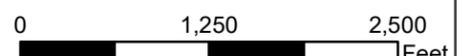
Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Added Annexation Area Future Land Use April 2022
Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
Future Land Use: City of Rehoboth (4/2022)
Road Names/Centerlines: Sussex County (12/2018)
Water Bodies: USGS/FirstMap (2014)

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City of Rehoboth Beach

**2020 Comprehensive Development Plan
Map 3 - Future Land Use**

ZONING MAP OF THE CITY OF REHOBOTH BEACH SUSSEX COUNTY DELAWARE

JUNE 18, 2010



LEGEND

- R-1 RESIDENTIAL DISTRICT
- R-1S SPECIAL RESIDENCE DISTRICT
- R-2 GENERAL RESIDENCE DISTRICT
- C-1 CENTRAL COMMERCIAL DISTRICT
- C-2 COMMERCIAL-AMUSEMENT DISTRICT
- C-3 SECONDARY COMMERCIAL DISTRICT
- CM CEMETERY
- O-1 OPEN SPACE DISTRICT
- ER EDUCATION/RESIDENTIAL

TABULATION OF OPEN SPACE (O-1) DISTRICTS

- A - DEER PARK
- B - CENTRAL PARK
- C - GERAR PARK
- D - CHANBERRY PARK
- E - COUNTRY CLUB ESTATES PARK
- F - THE BEACH OR STRAND
- G - MARTINS LAWN
- H - WEST LAWN
- I - LIGHT HOUSE PARK ISLAND
- J - SURF SIDE PARK
- K - MEMORIAL GREEN
- L - 2ND ST. & MARYLAND AVE ISLAND
- M - LAUREL ST PARK
- N - LEE ST PARK
- O - TEARDROP PARK (SILVER LANE)
- P - SHAW PARK
- Q - LAKE DRIVE ISLAND

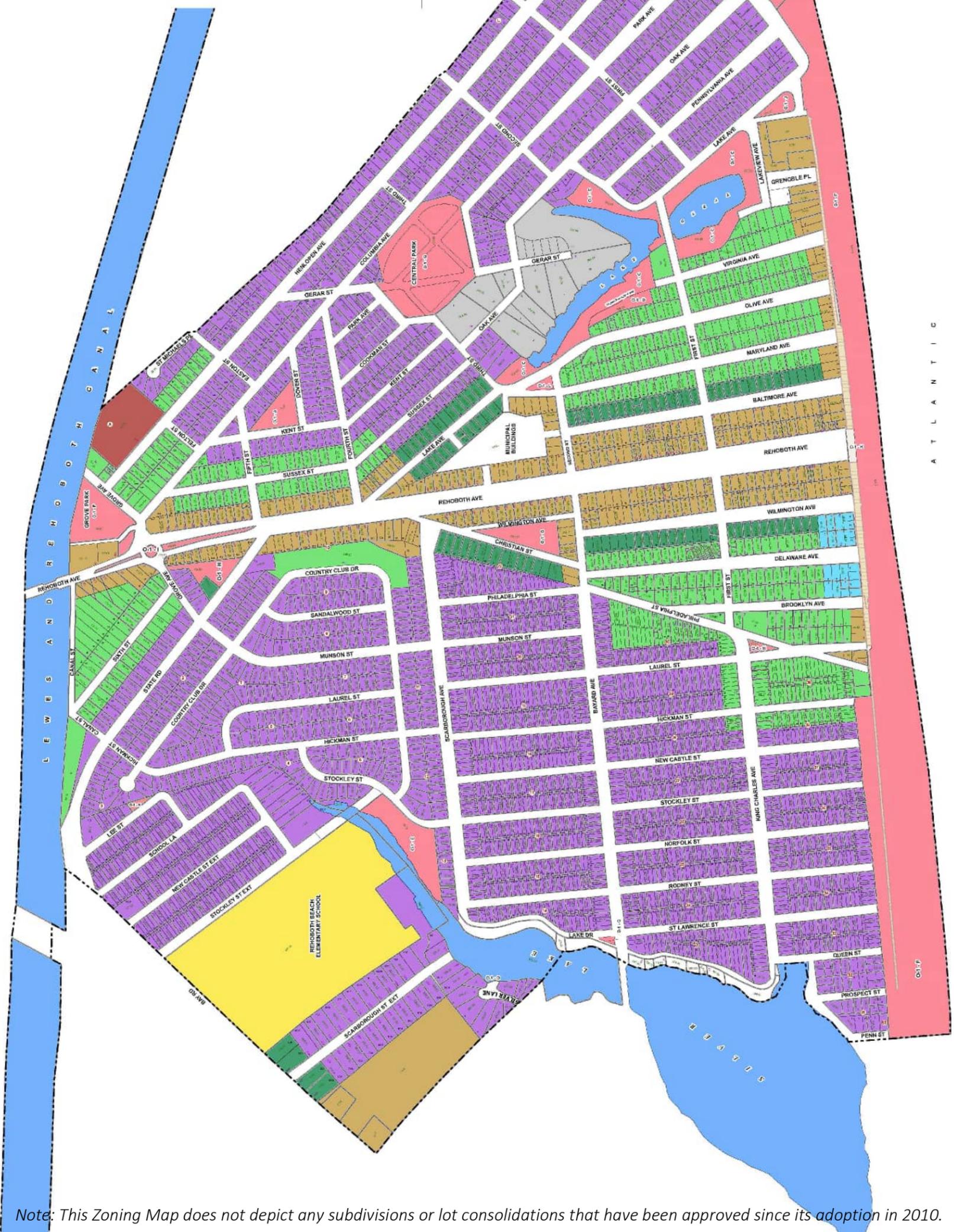
ISLANDS NOT SHOWN ON THE MAP BUT WHICH ARE LOCATED WITHIN THE FOLLOWING LISTED STREET AREAS:
1. REHOBOTH BEACH
2. SCARBOROUGH AVE
3. BAYARD AVE
4. PARK AVE
5. SECOND ST. AT OAK AVE.

REVISION #6102010 PREPARED
JUNE 18, 2010 BY DAVID O. HENDERSON
APPROVED BY MAYOR SAMUEL R. COOPER Date: _____

THIS MAP IS TO BE USED FOR ZONING INFORMATION ONLY AND NOT TO BE USED FOR ANY LEGAL SURVEY OR BOUNDARY INFORMATION.



ATLANTIC
OCEAN

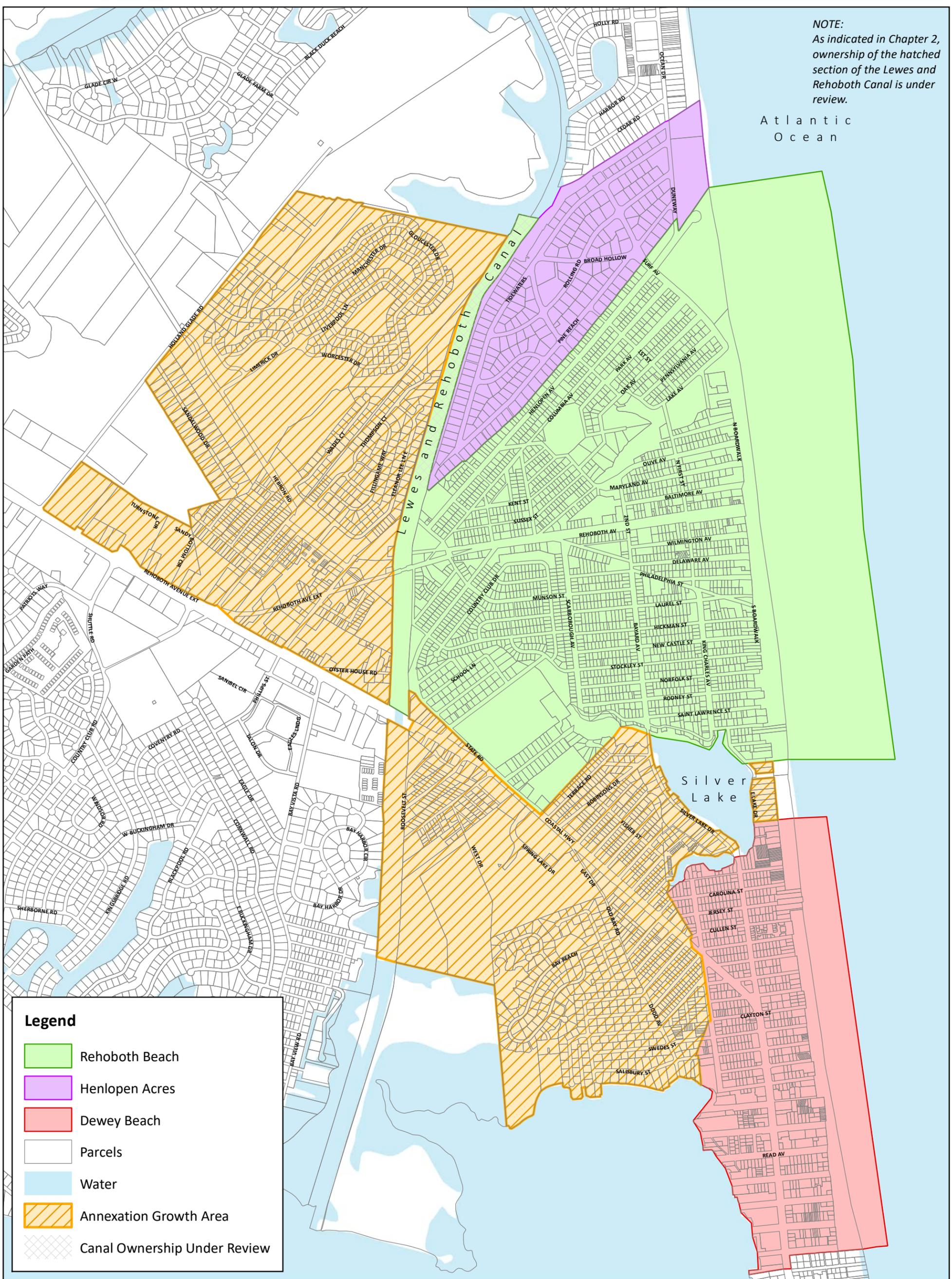


Note: This Zoning Map does not depict any subdivisions or lot consolidations that have been approved since its adoption in 2010.



NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.

Atlantic Ocean



Legend

- Rehoboth Beach
- Henlopen Acres
- Dewey Beach
- Parcels
- Water
- Annexion Growth Area
- Canal Ownership Under Review

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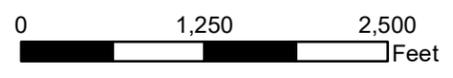
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Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
Annexion Growth Area: City CDP Map 8 (2009)
Road Names/Centerlines: Sussex County (12/2018)
Water Bodies: USGS/FirstMap (2014)



City of Rehoboth Beach

**2020 Comprehensive Development Plan
Map 5 - Annexion Growth Area**



Chapter 5

Housing & Economic Development

CHAPTER 5—HOUSING & ECONOMIC DEVELOPMENT

Chapter 5 addresses these principal topics:

- HOUSING INVENTORY
- AFFORDABLE, ATTAINABLE & WORKFORCE HOUSING
- HOUSING NEEDS ANALYSIS
- HOUSING RESOURCES
- ECONOMIC DEVELOPMENT & OPPORTUNITY

The following chapter provides housing and other economic information for the City. Most of the data from this chapter has been drawn from U.S. Census products, unless otherwise noted. It should also be noted that, due to possible sampling and survey error, the data contained in this section cannot be construed as an irrefutable measure of existing housing conditions. Additional information regarding the data collection methods and resources can be found in **Chapter 3—Community Character & Profile**. During its annual review of the CDP, the City may wish to revisit some of the information provided in this chapter following the detailed release of 2020 Census data and latest American Community Survey (ACS) data.

HOUSING INVENTORY

HOUSING UNITS

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

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

Table 5-1 shows the number of housing units and change from 1990-2019.

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

Year	Rehoboth Beach		Sussex County		Delaware	
	No.	% Change	No.	% Change	No.	% Change
1990	3,117	+0.2%	74,253	+35.8%	289,919	+21.5%
2000	3,167	+1.6%	93,070	+25.3%	343,072	+18.3%
2010	3,219	+1.6%	123,036	+32.2%	405,885	+18.3%
2019	3,305	+2.7%	138,183	+12.3%	433,195	+6.7%

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

HOUSING TYPES

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

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

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

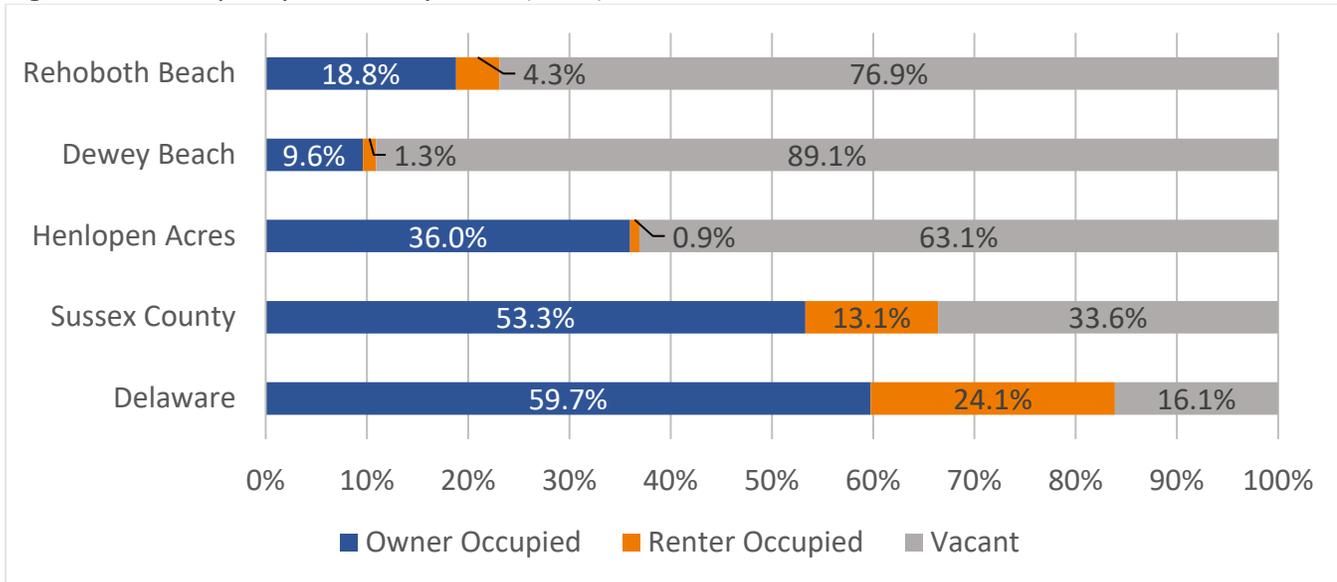
Housing Type	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Single-Family Detached	1,894	60.1%	1,750	57.8%	2,064	62.5%	-7.6%	+17.9%	+9.0%
Single-Family Attached	120	3.8%	166	5.5%	137	4.1%	+38.3%	-17.5%	+14.2%
Multi-Family	1,044	33.1%	1,108	36.6%	1,082	32.7%	+6.1%	-2.3%	+3.6%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

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

OCCUPANCY & TENURE

Out of the 3,305 total housing units listed in the 2019 ACS, 763 units (23.1%) are occupied. **Figure 5-1** compares the proportion of owner-occupied units, renter-occupied units, and vacant units in the City with those of the County, State, and local municipalities. As illustrated in this figure, the City’s rate of owner occupancy was much lower than that of the County or State but greater than that of Dewey Beach; this is indicative of the City’s seasonal resort nature.

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



Source: 2015-2019 American Community Survey. Note: occupancy was determined as of the date the survey was administered.

Table 5-3 summarizes the occupancy and vacancy status for units in Rehoboth Beach. Between 2000 and 2010 the rental vacancy rate increased from 64.6% to 73.6% and decreased between 2010 and 2019 from 73.6% to 26.5%. Between 2000 and 2019, the homeowner vacancy rate increased from 2.9% to 10.4%. All occupied housing units that are not owner-occupied are classified as renter occupied.

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

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

Source: 2000 & 2010 U.S. Census, 2015-2019 American Community Survey. Note: occupancy was determined as of the date the survey was administered.

Vacant units are subdivided according to their housing market classifications as follows:

- For Rent—Vacant units offered “for rent,” and vacant units offered either “for rent” or “for sale”
- Rented, Not Occupied—Vacant units rented but not yet occupied, including units where money has been paid or agreed upon, but the renter has not yet moved in
- For Sale Only—Vacant units offered “for sale only,” including units in cooperatives and condominium projects if the individual units are offered “for sale only;” if units are offered either “for rent” or “for sale,” they are included in the “for rent” classification

REVIEW DRAFT #10: 2022-06-10 | SUBJECT OF 2022-06-28 PUBLIC HEARING

- Sold, Not Occupied—Vacant units sold but not yet occupied, including units that have been sold recently but the new owner has not yet moved in
- For Seasonal, Recreational, or Occasional Use—Vacant units used or intended for use only in certain seasons or for weekends or other occasional use throughout the year; include those used for summer or winter sports or recreation (e.g., beach cottages)
- For Migrant Workers—Vacant units intended for occupancy by migrant workers employed in farm work during the crop season
- Other Vacant—If a vacant unit does not fall into any of the other categories specified, it is classified as “other vacant”

Table 5-4. Vacancy Status (2010-2019)

Vacancy Status	Rehoboth Beach		Dewey Beach		Lewes		Sussex County	
	'10	'19	'10	'19	'10	'19	'10	'19
For Rent	8.7%	2.1%	4.6%	0.8%	4.6%	1.2%	3.5%	2.6%
Rented, Not Occupied	1.2%	0.4%	1.9%	0.0%	3.4%	0.0%	0.9%	0.3%
For Sale Only	4.7%	2.9%	4.1%	0.3%	7.8%	0.0%	8.0%	4.1%
Sold, Not Occupied	0.7%	0.4%	0.7%	0.0%	0.0%	1.2%	1.3%	1.0%
For Seasonal, Recreational, or Occasional Use	82.4%	92.9%	84.9%	98.7%	84.3%	88.0%	79.0%	82.1%
For Migrant Workers	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.2%	0.0%
Other Vacant	2.2%	1.4%	3.0%	0.2%	0.0%	9.6%	7.1%	2.6%
Total Vacant Units	2,404	2,542	1,158	1,441	1,200	1,240	43,738	46,486

Source: 2006-2010 & 2015-2019 American Community Survey. Note: vacancy was determined as of the date the survey was administered.

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

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

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

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

HOUSING AGE

In the City, 18.5% of the housing stock (229 units) was built since 2000, 32.6% since 1980 (1,078 units), and 72.2% since 1950 (2,386 units). Housing units built prior to 1940 make up about 19.7% (651 units) of the City's stock. There was a spike in the number of units built in the 1970s. Those structures built prior to 1970 now meet the age eligibility criteria for listing on the National Register of Historic Places. Approximately 44.9% of the City's housing structures (1,483 units) would meet this age criteria. Additional information on this topic can be found in **Chapter 3—Community Character & Profile. Figure AB5-2** provides a graphical representation of the age of housing units within the City.

VALUE & AFFORDABILITY

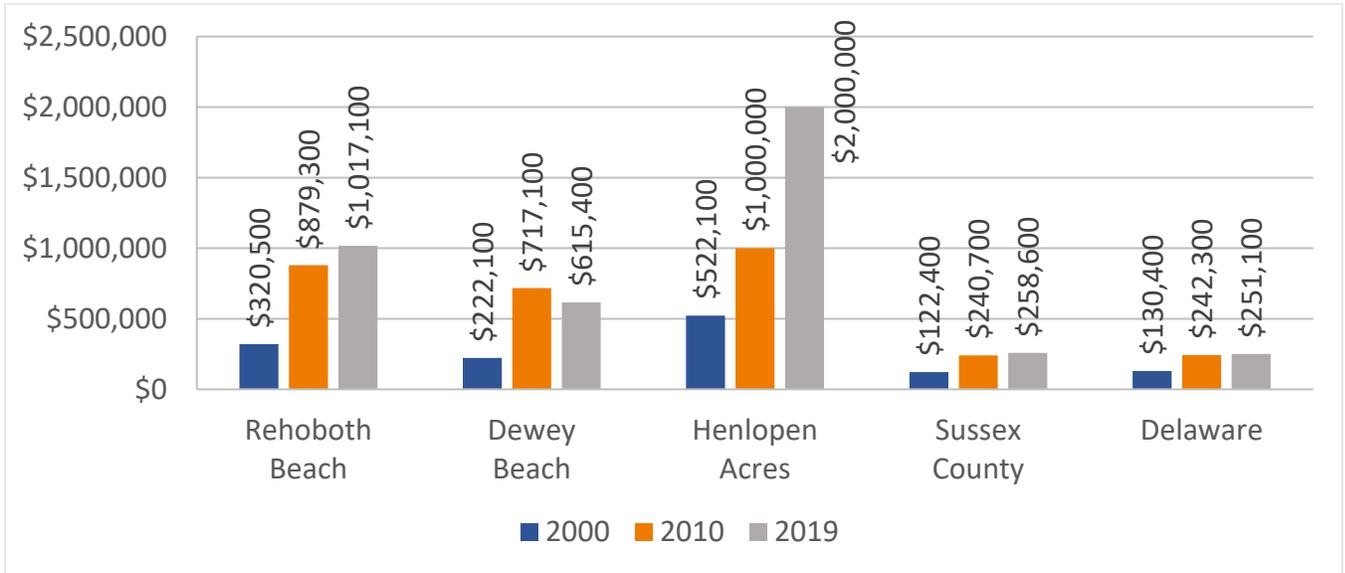
Compared to the County and the State, housing values in the City were much higher in 2019, by approximately \$758,500 and \$766,000, respectively. The median value of all housing units in the City in 2019 was \$1,017,100, according to the 2019 ACS. In comparison, the median housing value in the County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

Compared to the County and the State, rental values in the City were slightly higher in 2019, by approximately \$231 and \$131, respectively. The median rental value in the City in 2019 was \$1,261, according to the 2019 ACS. In comparison, the median rental value in the County was \$1,030 and in the State was \$1,130. The City's median rental value was \$31 less than in Dewey Beach but \$221 more than in Ocean City. Rental values were not reported for Henlopen Acres due to the small number of rental units in the Town. Overall, there were increases in rental values for the City (12.7%), County (15.0%), State (20.5%) and Ocean City (30.8%) from 2010-2019; Dewey Beach showed the greatest increase in rental value during this period (64.0%).

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

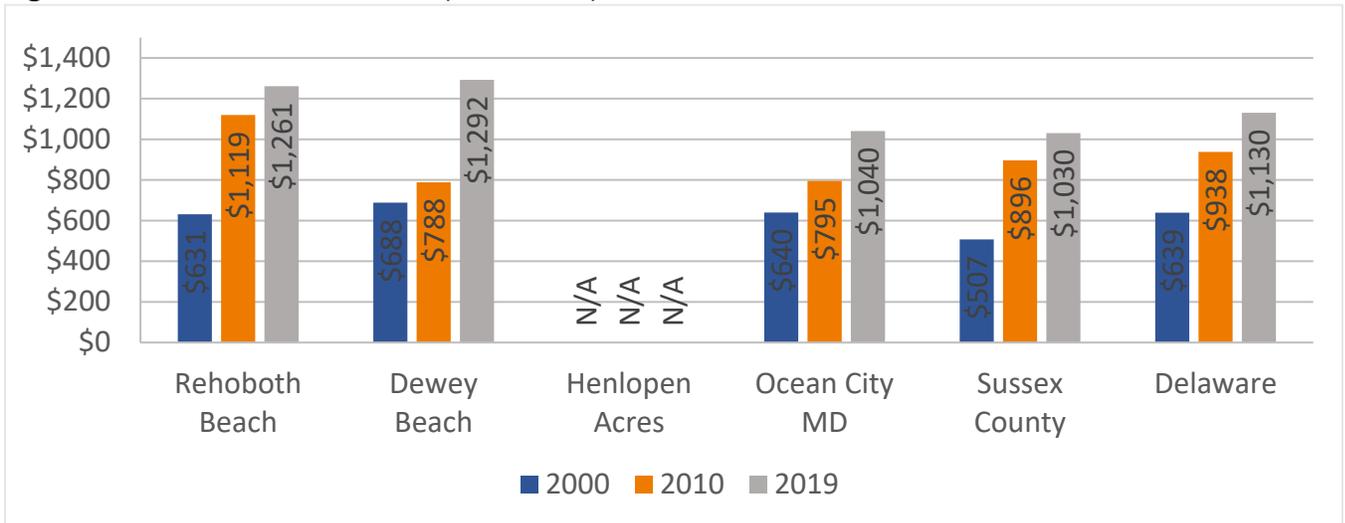
Rental values are the contract rent plus the estimated average monthly cost of utilities (e.g., electricity, gas, water, sewer) and fuels (e.g., oil, coal, kerosene, wood) if these are paid by the renter or paid for the renter by someone else. Median rental values divide the gross rent distribution into two equal parts with one half falling above and one half falling below the median.

Figure 5-2. Median Housing Values (2000-2019)



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

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



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

HOUSING CHALLENGES

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

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

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

Table 5-6. Housing Challenges (2019)

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

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

VACATION RENTAL HOUSING

Comparable data with regard to vacation rental housing is less available than for the more conventional housing categories applicable to many types of communities. For Rehoboth Beach, vacation rental housing is an important part of the local tourist economy. In the past, however, its prevalence created some negative ramifications for the quality of life in Rehoboth neighborhoods. Members of the public expressed concern about overcrowded units, large numbers of cars at rental units, cars blocking sidewalks, and associated loud and unruly behavior (see **2010 CDP**).

Recent changes in City codes, covering issues such as lot coverage limitations, appear to have mitigated these problems to some extent; however, the City should continue to monitor these problems, and the relevant agencies should report the number and characteristics of these complaints to elected officials and the public.

The City seeks to ensure safe habitation of these properties through enforcement of rental licensing and the periodic inspection of such properties. It is essential that the City collect the licensing fees and rental income tax revenues that these properties are legally required to pay.

AFFORDABLE, ATTAINABLE & WORKFORCE HOUSING

The terms affordable housing, attainable housing, and workforce housing mean different things to different people. This document relies on official government data sources for its definitions and analysis.

AFFORDABLE HOUSING

For the purposes of the 2020 CDP, housing is affordable if the cost of occupying it does not consume more than 30% of household income—the definition promulgated by the U.S. Department of Housing and Urban Development (HUD). HUD defines housing costs as contract rent plus utilities for renters and monthly payment (mortgage plus taxes and insurance) for owners.

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

Table 5-7. HUD FY 2021 Income Limits Summary (Sussex County)

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

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

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

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

Providing affordable housing for current and future residents is a federal, State, and local issue. At a time when federal resources for housing have been diminishing, this is especially critical given the substantially documented need for affordable housing within the coastal resort region of Sussex County. Strong market forces and limited land present challenges to attainable housing in this region. The

Delaware State Housing Authority (DSHA) encourages to the extent possible through land use regulations, partnerships, policies, and programs that the City's position on housing should reflect a willingness to facilitate affordable housing opportunities for people of all income levels. DSHA provided some examples of strategies that could be particularly helpful in Rehoboth Beach:

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

WORKFORCE HOUSING

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

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

Families that fall into this income category have found it difficult to purchase a home that is located in the area where they work, and that is adequate for their needs. In response, many families have taken to driving for affordability.

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

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

The County is currently exploring potential ways to increase the provision of workforce housing within the unincorporated areas of Sussex County.

ATTAINABLE HOUSING

According to an Urban Land Institute publication on Attainable Housing, an additional category of housing needs concerns modestly priced homes—attainable housing. For the purposes of this section, attainable housing is nonsubsidized, for-sale housing that is affordable to households with incomes between 80-120% of the AMI (see **Table 5-7, HUD FY 2021 Income Limits Summary**).

Although the homebuilding sector once built for the middle class, this strategy has shrunk dramatically since 2010 and today, very little nonsubsidized homebuilding activity is oriented to the middle-class price point. In addition to greater income discrepancy, housing prices have accelerated rapidly as a result of limited new supply. The lack of overall supply—and the next to zero growth in new construction at attainable price points—has led to significant challenges among many young adult households and others with moderate incomes who are looking to become homeowners. This is true in Rehoboth Beach as well as in the nation as a whole. As with affordable and workforce housing, the City should take appropriate steps to work with non-profit entities and other available resources to examine these housing market deficiencies.

SPECIAL NEEDS HOUSING

HUD defines special needs as frail and non-frail elderly, persons with physical disabilities, homeless persons and persons at risk of becoming homeless, persons with mental or behavioral disabilities, persons with HIV/AIDS, or persons with alcohol or drug addictions. Special needs housing targets these populations, using federal, State, and local funds to create more opportunities for independent living. Special needs housing provides an alternative living arrangement for individuals who are unable to live independently without care, supervision or support because of age, disability, substance abuse, mental illness, chronic homelessness or other circumstances. Other frequently represented subgroups include veterans, low-income parents, persons returning from prison, and survivors of domestic violence. Supportive housing programs assist these individuals with daily life and also offer access to case management, housing support, vocational, employment and other services for clients (and client families) transitioning to independent living. Rehoboth Beach should coordinate with local and regional programs in assessing how best it can contribute to alleviating these conditions.

FAIR HOUSING ACT

The Fair Housing Act is a federal law that protects people from discrimination when they are renting, buying, or securing financing for housing. The prohibitions specifically cover discrimination because of race, color, national origin, religion, sex (including pregnancy, sexual orientation, and gender identity), disability, and the presence of children. The City strongly supports enforcement of the Fair Housing Act and any comparable State laws.

HOUSING NEEDS ANALYSIS

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

HOUSING OPPORTUNITIES & MARKET EVALUATION (HOME)

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



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

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

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

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

PROJECTED HOUSING

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

Building permit data represent development that has been permitted and is closer to entering the construction phase. Since they represent building that is likely to occur in the near future, building permits present a picture of development activity in the near term. **Table 5-8** presents a summary of residential units in building permits for the Town, County, and State between 2014-2019. During that period, there were a total of 36,709 residential units that were issued building permits by local governments in Delaware, including 19,009 units in Sussex County and 174 in Rehoboth Beach.

The extent to which additional housing is needed depends on a number of variables, including projections as to size of population. As noted in **Chapter 3—Community Character & Profile**, there is uncertainty as to the validity of differing agency projections. Using figures from the Delaware Population Consortium as the baseline, which may be high, the following table represents one set of estimates.

Table 5-8. Residential Building Permits for New Housing Units (2014-2019)

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

Source: 2020 Annual State Planning Issues Report

Table 5-9. Projected Housing Need

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

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

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

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

HOUSING RESOURCES

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

SUSSEX COUNTY COMMUNITY DEVELOPMENT & HOUSING

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



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

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

DELAWARE STATE HOUSING AUTHORITY (DSHA)

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



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

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



**CHAPTER 5
HOUSING**

CITY POSITIONS

Position on Housing Growth: In recent years, housing growth in the City has been driven by the replacement of older, generally smaller, homes with new residential construction that is larger in scale and density. Unchecked, it is likely that this trend will continue due to market forces, although recent amendments to the City’s Zoning Ordinance should help to control this trend. Because of rapidly escalating property values and Rehoboth Beach’s popularity, there also is concern about the availability of affordable and attainable housing in and near the City.

Improving access to mixed-use/mixed-income workforce housing within the City is a goal that could be supported through adoption of one or more new zones allowing mixed-use commercial/residential development with standards to protect adjacent neighborhoods from incompatible encroachments that adversely impact their residents’ quality of life. Nonprofit organizations may be able to assist the City in this effort.

Related to this concern is the desire to increase communication and coordination with the County and neighboring jurisdictions, particularly with respect to new residential developments in areas outside Rehoboth Beach’s current boundaries that have the potential to overburden City services and facilities. Development of additional housing for the purpose of increasing the City’s overall population is not a goal.

GOALS

1. Consider adopting a new mixed-use zone or amending an existing commercial zone to allow a mix of appropriately located and designed residential and commercial uses that would provide increased housing opportunities on individual properties within the City’s commercial districts without adversely impacting nearby neighborhoods or violating the overall small-town scale of the City, taking into account input from community and business stakeholders.
2. Support and encourage a variety of housing stock for all ages and income levels.

ACTION ITEMS

- a) Strictly enforce the City’s vacation rental housing regulations, health and safety inspections, and licensure.
- b) Continue to monitor public concerns about overcrowded rental units, large numbers of cars at rental units, cars blocking sidewalks, and associated loud and unruly behavior.
- c) Require the relevant agencies to report the number and characteristics of complaints regarding rental properties to elected officials and the public.
- d) Inventory the City’s stock of vacation rental housing through review of applications for City rental licenses to assist the City in evaluating the resources and services required to support the increased summer seasonal population and to collect relevant fees and taxes from property owners.
- e) Inventory the City’s stock of second homes that are not generally available for seasonal rentals to assist the City in determining potential increases in year-round population that will place additional demands on City resources and services.

- f) Consider long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock.
- g) Consider the provision of employee-occupied rental units within appropriate commercial and public facilities.
- h) Consider coordination with other area beach towns and the County to identify and implement regional strategies for addressing affordable and workforce housing needs.

ECONOMIC DEVELOPMENT & OPPORTUNITY

Broadly, economic development involves the allocation of limited resources—land, labor, capital, and entrepreneurship—in a way that has a positive effect on the level of business activity, employment, income distribution patterns, and fiscal solvency. It involves a concerted effort to influence the direction of private sector investment toward opportunities that can lead to sustained economic growth. This sustained economic growth can provide sufficient incomes for the local labor force, profitable business opportunities for employers, and tax revenues for maintaining an infrastructure to support it.

A discussion of economic development organizations and resources can be found in **Appendix B—References & Resources**.

ECONOMIC CHARACTERISTICS

Rehoboth Beach is, broadly speaking, an economic success story. Most of its downtown businesses continue to thrive, even in the face of the COVID-19 pandemic. Commercial occupancy rates remained high throughout 2021; many of the vacancies were due to businesses outgrowing their locations in the City due to their success. Hotel occupancy levels continue their upward trajectory. Although wait times to secure a table are inconvenient, restaurants in Rehoboth Beach are the envy of surrounding communities and many continue to attract a devoted clientele even in the off-season and on weeknights.

The City must also evaluate national and regional demographic and economic trends that will affect the local labor force and economy. Nationally and locally, the population is aging. The nature of work has changed as a result of increased work-from-home practices and automation. Both young workers and seniors challenge conventional assumptions about the structure of workplaces and workdays. Of those aged 50 and above, 90% plan to work past the traditional retirement age of 65. Longer life spans and longer work lives will have many ramifications, from likely increases in tax generation and consumerism to greater needs for healthcare and other forms of assistance.

EMPLOYMENT & LABOR

According to the 2015-2019 American Community Survey (ACS), there were a total of 664 City residents in the labor force, of whom 651 (47.3% of the City's 16+ population) were employed within the civilian labor force. This percentage was lower than the County or State and likely reflects the City's large population that have reached retirement age (see **Table 5-10, Employment Status** for the comparisons).

The 2019 ACS shows that the occupations County residents hold are similar to State and national percentages. **Figure AB5-1** shows the percentages employed in various occupations and how they compare to the State and Sussex County. The percent of sales and office occupations are higher, as are management, business, science and arts, while the other occupation category percentages are less. Over 57% of County residents are employed in management, business, science and arts occupations. Less than 8% are employed in service occupations, while just over 30% are employed in sales and office occupations. Just under 3% are employed in natural resources, construction and maintenance

occupations, while the remaining 3% are employed in production, transportation and material moving occupations.

Employee count varies due to seasonal demand. **Table AB5-2** shows the top seven entities with the most year-round employees. The largest year-round employer is the City of Rehoboth Beach with 78 employees. The breakdown for the number of full-time employees per City department is shown in **Table AB5-3**.

Table 5-10. Employment Status (2019)

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

Source: 2015-2019 American Community Survey

INCOME & POVERTY

Tables 5-11 and 5-12 summarize 2019 income and poverty for the City, the County, and the State. The City had higher median household incomes than the County, State, and nation. Poverty rates for families were lower than those of the County and State, with 2.0% of the City’s families below the poverty level. For the City’s individuals below poverty level, 13.8% were under the age of 18, but this percentage was less than that of the County or State.

As of the 2019 ACS, the City had a total of 763 households; 4.3% (33 households) have an income range below \$15,000; 54.2% (414 households) have an income greater than \$100,000 (see **Figure 5-4**). The income ranges from \$15,000 to less than \$50,000 account for 18.7% of households. Households where income is between \$50,000 to less than \$100,000 account for 22.6%. The income range of \$200,000 or more accounts for the largest single income range with 30.4% or 232 households.

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

Table 5-11. Household, Family & Per Capita Income (2019)

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

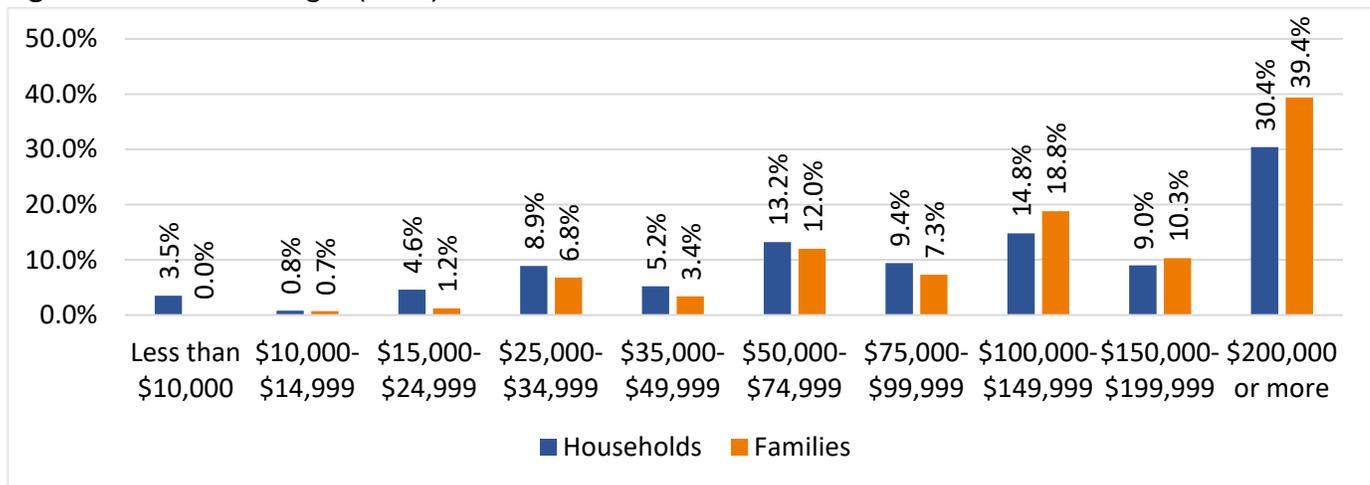
Source: 2015-2019 American Community Survey

Table 5-12. Selected Income Distribution & Poverty (2019)

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

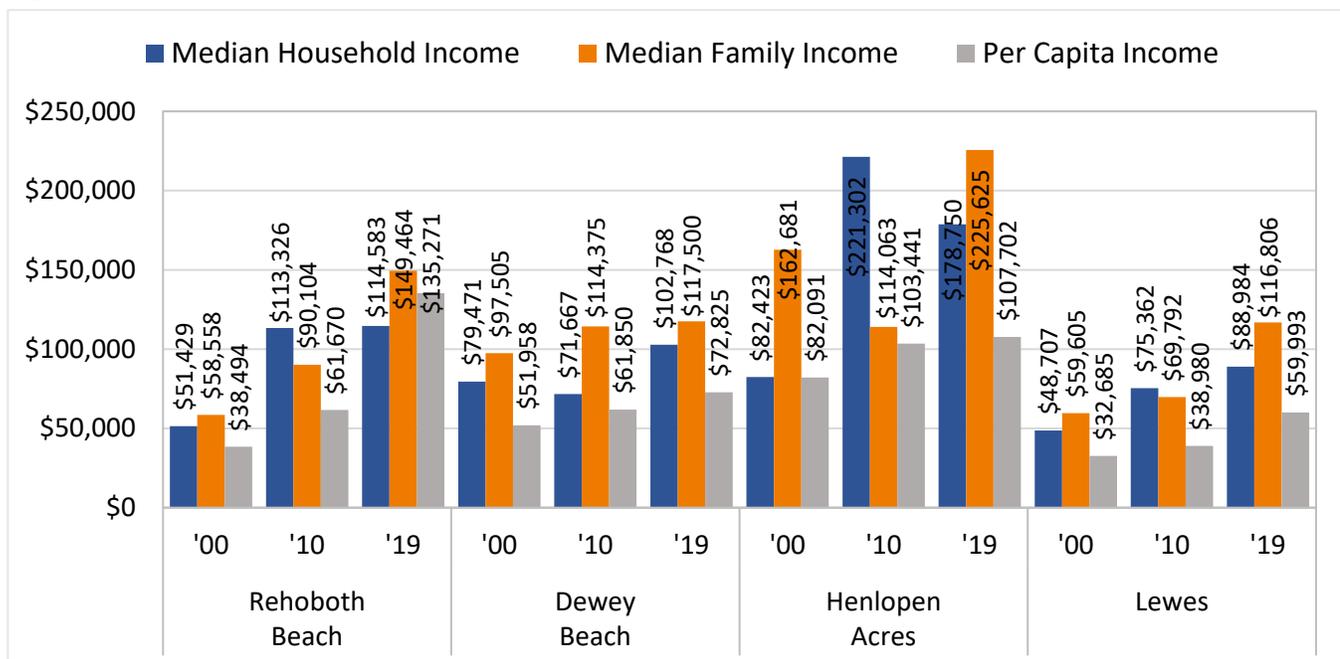
Source: 2015-2019 American Community Survey

Figure 5-4. Income Ranges (2019)



Source: 2015-2019 American Community Survey

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



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

COMMUTING PATTERNS

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

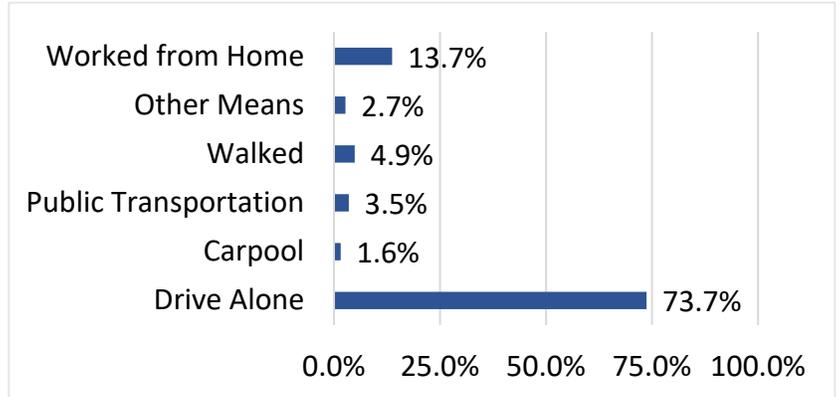
Of the 651 residents who work, 73.7% drove alone to work, 13.7% worked from home, 4.9% walked, 3.5% took public transportation, 1.6% carpool, and the remaining 2.7% took another form of transportation.

Table 5-13. Worker Travel Time

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

Source: 2015-2019 American Community Survey

Figure 5-6. Worker Transportation



REDEVELOPMENT ACTIVITY

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

Each year, OSPC prepares an Annual Report on State Planning Issues for the Governor. Each municipality is required to provide a comprehensive plan implementation status update for consideration and inclusion in the State report. Additional data is obtained to assist in analysis of development trends throughout the State. The 2020 Annual Report included historical building permit data for all reporting municipalities, counties, and the State. **Table 5-14** provides the square footage for non-residential building permits.

The downtown area and its local businesses contribute to the City's vibrant community, as well as its tourism activity. The majority of businesses located in the City are not franchise related businesses. This allows them to provide distinctive and one-of-a-kind services and products to consumers. More local businesses are extending or keeping their businesses open year-round based on the growing number of popular events in fall and winter months and the apparent increase in year-round residency.

Table 5-14. Non-Residential Building Permit Square Footage (2014-2019)

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

Source: 2020 Annual State Planning Issues Report

SUSTAINABLE TOURISM

The UN World Tourism Organization describes sustainable tourism as follows: "The objective of sustainable tourism is to retain the economic and social advantages of tourism development while reducing or mitigating any undesirable impacts on the natural, historic, cultural, or social environment. This is achieved by balancing the needs of tourists with those of the destination."

Sustainable tourism is a key to preserving small-town character and ensuring adequate public utility services and infrastructure.

In 2016, Rehoboth Beach hosted a presentation by noted urban planner Ed McMahon who has written extensively on this subject. McMahon has written that, "tourism has limits and must be managed." He often cites examples of successful communities that have tourism management plans specifically designed to combat overcrowding. Thus, it is important that the City's CDP include development of a tourism management plan as a recommendation.



**CHAPTER 5
ECONOMIC DEVELOPMENT & OPPORTUNITY**

CITY POSITIONS

Position on Redevelopment Potential: The City should continue to consider opportunities for redevelopment of commercial properties subject to the overall planning goals set forth in this CDP and the City’s codes, especially their provisions requiring compatibility and consistency with the City’s existing small-town scale, architectural character, and pedestrian orientation.

Position on Critical Community Development Issues: Rehoboth Beach is under mounting pressures that make it challenging for homeowners, business owners, investors, and developers to maintain the characteristics that brought so many to the City. Future community development issues will likely include challenging problems caused by the effects of climate change, such as sea level rise, temperature increases, heavy precipitation events, and stormwater management. The City recognizes that while it attends to these issues, it must do so in a manner that reflects and maintains its small-town atmosphere and scale in both its residential neighborhoods and commercial districts.

GOALS

3. Identify opportunities for the creative redevelopment of selected properties on Rehoboth Avenue and other commercial districts of a scale and design consistent with the small-town character of the City.
4. Seek to increase economic redevelopment collaboration among private and public partnerships throughout the City to provide for a variety of commercial and service establishments.
5. Protect the small-town character, design, and scale of distinctive groupings of existing buildings, streetscapes, and neighborhoods.

ACTION ITEMS

- i) Evaluate opportunities for dining establishments to expand outdoor dining including utilization of public space and neighboring spaces.
- j) Continue to reevaluate the City’s codes and regulations to provide clear and unambiguous code language, regulations, and definitions.
- k) Continue to evaluate the need to address parking during peak season and promote alternatives to personal vehicular transportation.
- l) Strengthen coordination efforts and partnerships between the public and private sectors to help solve infrastructure needs and other critical problems.
- m) Consider development of a Tourism Management Plan for the City.

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Chapter 6

Transportation & Infrastructure

CHAPTER 6—TRANSPORTATION & INFRASTRUCTURE

Chapter 6 addresses these principal topics:

- MODES OF TRANSPORTATION
- UTILITIES & INFRASTRUCTURE

The City is geographically located in southern Sussex County. SR 1 (Coastal Highway), a major four- to six-lane highway just to the west of the City limits that runs from Newark south to the Maryland State line, is a major north/south arterial serving Sussex County and the City. SR 1A provides access to the City from both the south via Bayard Avenue/Second Street and from the west via Rehoboth Avenue.

The City is developed primarily in a block grid pattern with most streets perpendicular to each other and a few subdivision connections. Rehoboth Avenue is the primary corridor providing direct access to the commercial districts of the City. Most local streets provide access to residential and commercial properties. Local road access to the east terminates with pedestrian/bicycle access to the beach and access to the mile-long boardwalk from Prospect Street north to Surfside Place just south of Lake Avenue.

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, bicyclist, and motorized vehicles. Equally important is continuing to improve multi-modal access and circulation throughout the City for pedestrians and bicyclists through a planned connected system serving key destinations. Given the City's location along the Atlantic Ocean, it is also critically important to ensure that Emergency Response Plans are adopted and implemented and that the public is informed of evaluation routes and procedures.

MODES OF TRANSPORTATION

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

ROADWAY NETWORK

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

DELDOT ROADWAYS

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

Table 6-1. State Maintained Roadways

Road #	Road Segment	Road Classification
SR 1A Rehoboth Ave	Church St to East of First St/King Charles Ave	Minor Arterial
SR 1A Bayard Ave	South of Lake Dr (Silver Lake Bridge) to Rehoboth Ave	Minor Arterial
SR 1 Coastal Hwy	Terrace Rd to Rehoboth Ave	Oth. Principal Arterial
SR 1B State Road	Bridge to Rehoboth Ave	Local

Source: Delaware Department of Transportation

The 2021 Average Annual Daily Traffic (AADT) and 10-year historic counts on all State-maintained roadways are available in an interactive, web-based virtual map hosted by DelDOT. The 2021 AADT for Rehoboth Avenue (SR 1A, from the Circle to Second Street) carries on average 26,999 vehicles per day (no historical data is currently available). Bayard Avenue (SR 1A, Philadelphia Street to Lake Drive) carried 4,731 vehicles per day in 2011, but decreased to 2,772 vehicles per day in 2018; volumes increased to 7,275 vehicles per day in 2021. SR 1 carried 59,963 vehicles per day in 2011 and increased to 68,369 per day in 2019; after a reduction to 54,353 vehicles per day in 2020 during the pandemic, volumes have increased back to 66,479 vehicles per day in 2021. As more detailed data becomes available, the City should use this information in its planning processes. While AADT accounts for the daily traffic averaged over an annual basis, there are of course seasonal variations resulting in higher traffic figures.

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

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

LOCAL STREETS INITIATIVES

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

Wayfinding Sign Improvement Project

A multi-phased wayfinding sign improvement project included the configuration of signs for better coordination of pedestrian, bicycle, and vehicular traffic to key attractions and locations throughout the City. The project focused on several directional signs for vehicles, bicycles, and pedestrians, as well as parking, gateways, kiosks, and enhancement improvements. Phases 1 and 2 were completed July 2020. Phase 3 is underway to identify each park, provide helpful information to the users/visitors, and reduce existing sign clutter. The following sign types are being considered: Park Identification, Pedestrian Directional Signage, Amenity and Building Identification/Informational Signage, Rules and Regulatory Signage, and Interpretive Signage.

Lake Avenue Streetscape Improvements Phase 2

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

- Lake Avenue, Third Street, Olive Avenue and Maryland Avenue.
- Second Street from Olive Avenue to Rehoboth Avenue
- Olive Avenue and Median

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

Wilmington/Baltimore Avenues Streetscape Project

A Streetscape Task Force was created to assess the existing conditions, review conceptual plan options, and prepare a recommendation presentation for consideration by the public and City Commissioners. The Task Force and consultants started the process in February 2021, and recommendations were presented to the City Commissioners in April 2021 for the following areas: the need or not for conducting a Traffic Study as a prerequisite to, or to augment, the design process; utilization of one-way streets or not; utilization of limited vehicle access zones or not in the first blocks of Wilmington and Baltimore Avenues; retaining current traffic patterns and layout and enhancing same; and undergrounding of utilities in whole or in part.

The City with DeIDOT under the Transportation Alternatives Program (TAP) hosted an open house on September 29, 2021, to provide information to the public about Wilmington/Baltimore avenues streetscape concepts that have been developed over the past several months by the Rossi Transportation Group, DeIDOT’s Planning and Engineering consultant. The project efforts also include areas of First and Second Streets between those blocks.

As a project effort, the City developed a Streetscape Task Force comprised of property and business owners, community organizations, and City Commissioners. Attendees were provided an opportunity to review display materials that graphically depict concept goals and objectives, as well as to address

questions to the project team members. The overarching objectives of Rehoboth’s current streetscape improvement efforts are to enhance pedestrians, bicyclists, and other alternative modes of transportation (e.g., scooters). This may occur while addressing vehicular and non-vehicular safety, needs, and measures under the Americans with Disabilities Act (ADA) and other street appurtenances. Other improved parking, placemaking, and driver circulation measures were also developed in concept. Ultimately, the goal is to attract visitors and benefit adjacent property owners and businesses by elevating the perception of this commercial core relative to the Boardwalk and Rehoboth Avenue.

The project wrapped up concept plans, recommendations, and preliminary estimates nearing the end of 2021. Materials and correspondence are hosted on the City’s website. Efforts are being undertaken to determine how to best sequence this effort along with the financial measures and scheduling, should the project continue. Various concept details were not explicit with their exact location(s), so future efforts must be confirmed.

Annual Paving Program

The City maintains a citywide paving program and projects are presented and considered each year during the annual budget process. At the September 8, 2021, Board of Commissioners meeting, \$550,000 was awarded for paving in the FY22 paving program. Pavement projects that were completed in FY22 include the following streets:

- Lake Drive from Scarborough Avenue to Bayard Avenue
- Martin’s Lane from Christian Street to the Library
- Olive Avenue from the boardwalk to Second Street
- Maryland Avenue from First Street to Second Street
- Stockley Street Extension from State Route 1 to the end
- Surf Avenue from Columbia Avenue to Lake Avenue

The Board of Commissioners approved \$450,000 for paving in the FY23 budget. The streets scheduled to be resurfaced in FY23 include:

- Scarborough Avenue from Lake Drive to Hickman Street
- Norfolk Street from Scarborough Avenue to Bayard Avenue

AVIATION

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

Delaware Coastal Airport (KGED) is a general aviation airport located in Georgetown and owned by Sussex County government. The facilities include a large corporate jet capability, excellent pavement conditions (all under 10 years old), \$30 million in recent improvements, 5,500-foot main runway, 3,109 crosswind runway, instrument approaches, fuel and service, rail access to airport, rental car access, hanger development opportunities, and educational opportunities at Delaware Technical School of Aviation Maintenance Technology.



Delaware has one public commercial airport located in Wilmington (85 miles from the City); however, the closest regional airport is in Salisbury, Maryland (43 miles from the City). Five additional public commercial airports are located within 124 miles of Rehoboth Beach as shown in **Table 6-2**.

Table 6-2. Public Commercial Airports

Airport Name	City	Airport Size	IATA Code	Distance (from City)
Atlantic City International	Atlantic City, NJ	Medium	ACY	68.7
Baltimore/Washington Int’l Thurgood Marshall	Baltimore, MD	Large	BWI	110.0
New Castle County Airport	Wilmington, DE	Medium	ILG	84.8
Philadelphia International	Philadelphia, PA	Large	PHL	113.0
Ronald Reagan Washington National	Washington D.C.	Large	DCA	124.0
Salisbury-Ocean City Wicomico Regional	Salisbury, MD	Medium	SBY	43.0

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



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

WATERWAYS

WATER TAXI/ECO TOURS

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

The City recently received proposals for water taxi services to include eco-tours (motorized water recreation services) and kayak services (non-motorized services). These were presented for consideration at the June and July 2021 Board of Commissioners Meeting. The Commissioners authorized the City Manager to enter into contracts with two parties for motorized and non-motorized recreation services at the Grove Park Canal Dock, contingent on the Mayor executing a related lease.



PUBLIC TRANSPORTATION

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

Delaware Transit Corporation (DTC) operates DART First State, offering a Statewide network of transportation options. Services provided include fixed route, intercounty, seasonal bus, paratransit for people with disabilities, commuter train service contracted through SEPTA and Delaware Commute Solutions ride matching program. The bus services include 60 bus routes (34-New Castle County, 11-Kent County, 5-Sussex County, 4-Intercounty, 3 flex, on-demand micro-transit DART Connect, and 3-seasonal). The on-demand micro-transit DART Connect is in a pilot phase.



Map 6—Transportation & Transit provides an overview of public transit routes, stops and park and ride locations.

DART BUS

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

Bus Route 201 (also known as Beach Bus during the summer season)—provides daily services between the Lewes Transit Center, Rehoboth Park & Ride, and Rehoboth Beach during the summer season; off-season, service is provided Monday through Saturday. They travel in the bus-only lane for a faster ride. Stops from the Lewes Park & Ride include Tanger Outlet locations at Surfside and Bayside as well as drop-offs at the Rehoboth Beach bandstand. The schedule varies in days or the week and hours and riders should consult DART's website for the most up-to-date services.

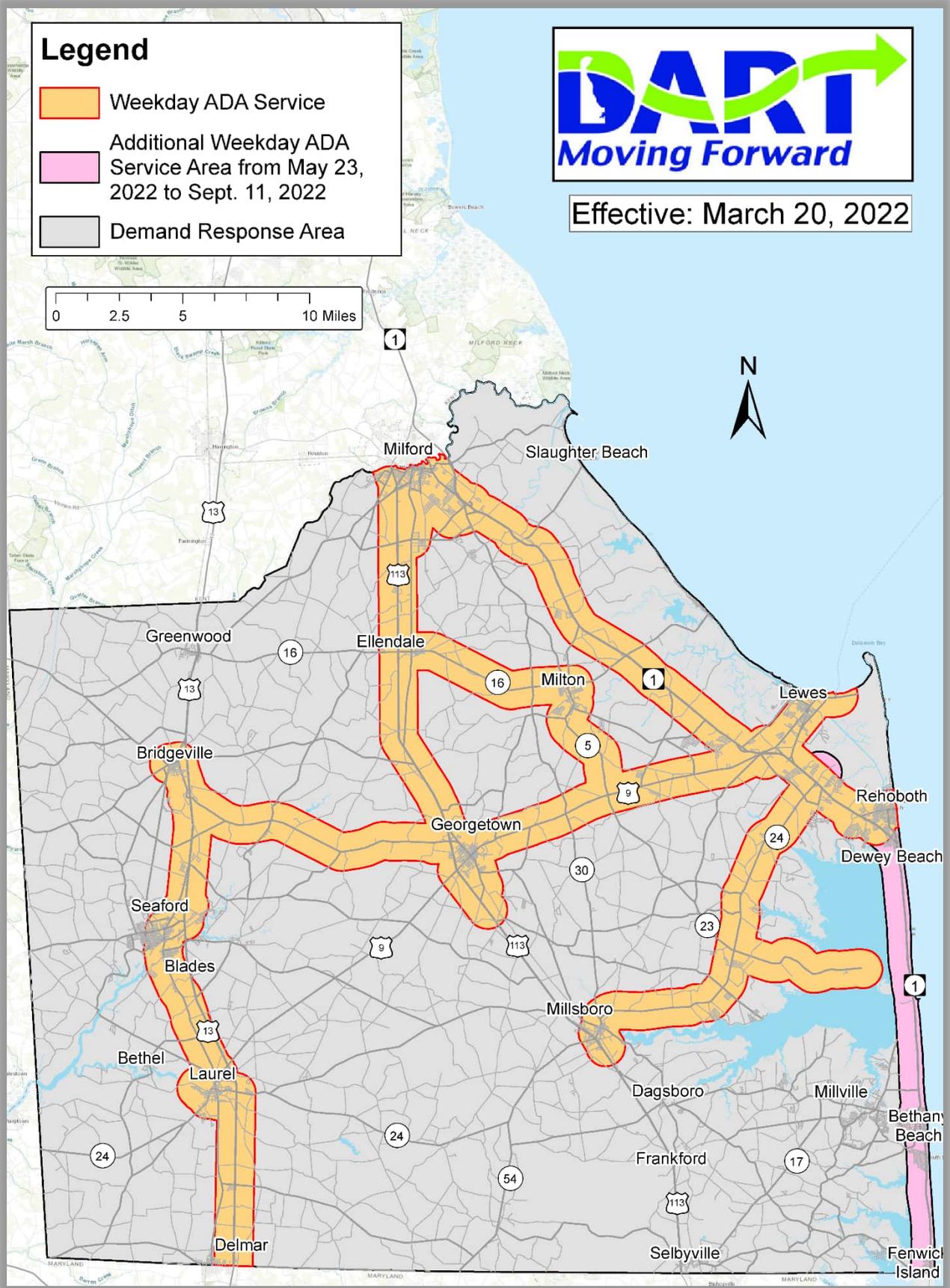
DART PARATRANSIT

The Americans with Disabilities Act (ADA) requires that disabled individuals be guaranteed the same level of transportation services as non-disabled persons. DART First State provides paratransit services for disabled persons unable to use the fixed bus routes.

Rehoboth Beach is within the service area. DART designates paratransit trips into two services categories with specific service hours:

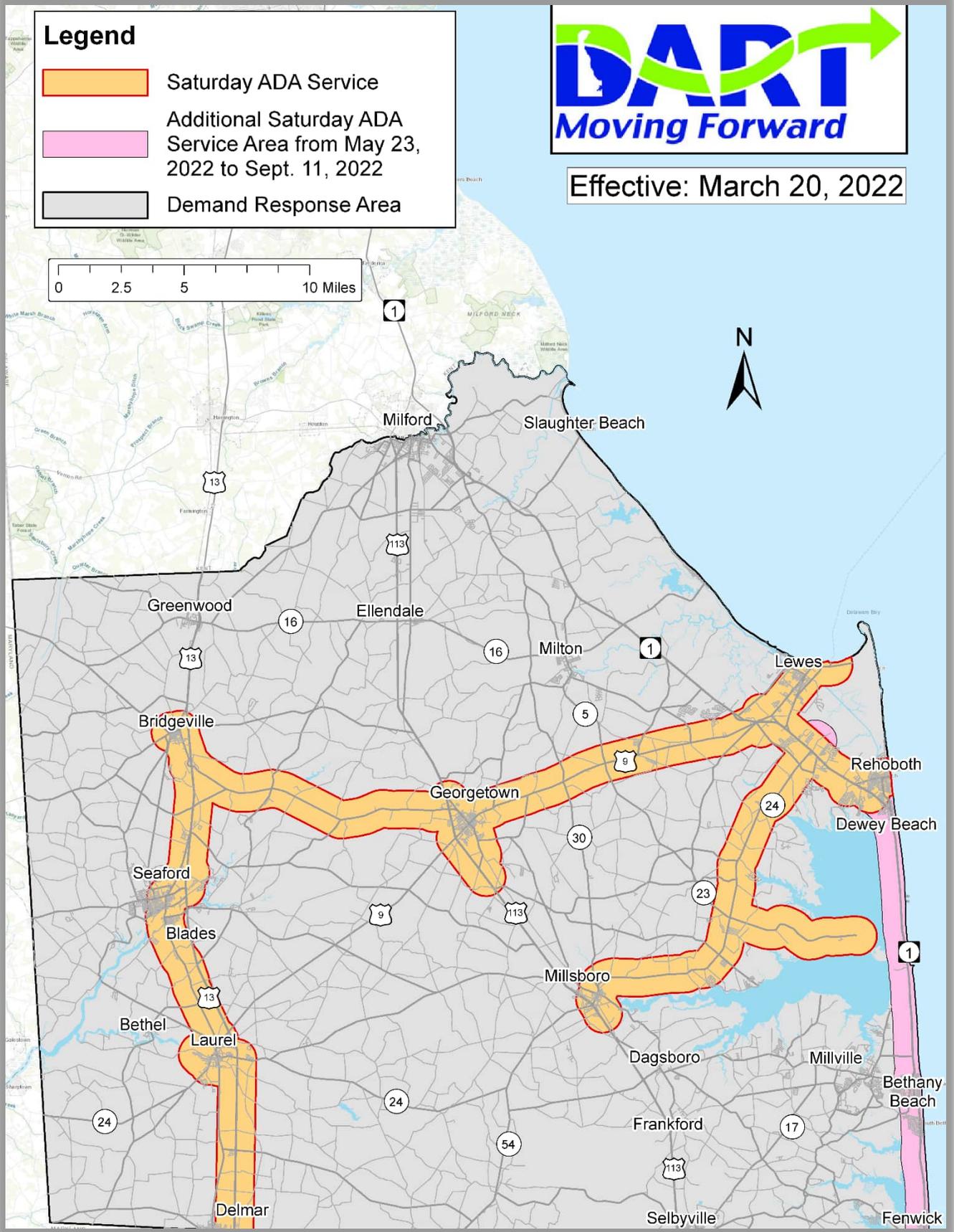
- **ADA Trip**—A trip is considered an ADA trip when the beginning location and the ending location are within $\frac{3}{4}$ mile of a fixed route service, and the trip you are requesting is during the hours and days of service that the route is operating.
- **Non-ADA Demand Response Trip**—A trip is considered Non-ADA Demand Response when either the beginning OR ending of the trip is outside the $\frac{3}{4}$ mile of fixed route service and/or is outside the hours and days that fixed route is operating.

Figure 6-1. Sussex County Weekday ADA Service Area (March 2022)



Source: DART Paratransit Information

Figure 6-2. Sussex County Saturday ADA Service Area (March 2022)



Source: DART Paratransit Information

DELAWARE COMMUTE SOLUTIONS

In January of 2021, the RideShare program was rebranded to Delaware Commute Solutions. The program is still dedicated to reducing the number of single occupancy vehicles (SOVs) on Delaware’s highways, aiming to reduce congestion, improve air quality, and lower vehicle emissions. The program assists employers and commuters with finding solutions and using alternative modes of transportation. Delaware Commute Solution’s programs and services are offered to employers and colleges throughout the State and employees and adult students living or working in Delaware. Park and Pool lots are available throughout the State to park one’s car and meet a carpool or vanpool.

JOLLY TROLLEY OF REHOBOTH

This public carrier runs between Rehoboth Beach and Dewey Beach with stops throughout the corridor every thirty minutes or less depending on traffic daily, in season. Jolly Trolley is also available for special events, weddings, and parties.

The shuttle service runs daily from 8:00 a.m. to 2:00 a.m. Memorial Day Weekend until Labor Day as shown in **Figure 6-3**. Some weekend service may be available prior to Memorial Day.

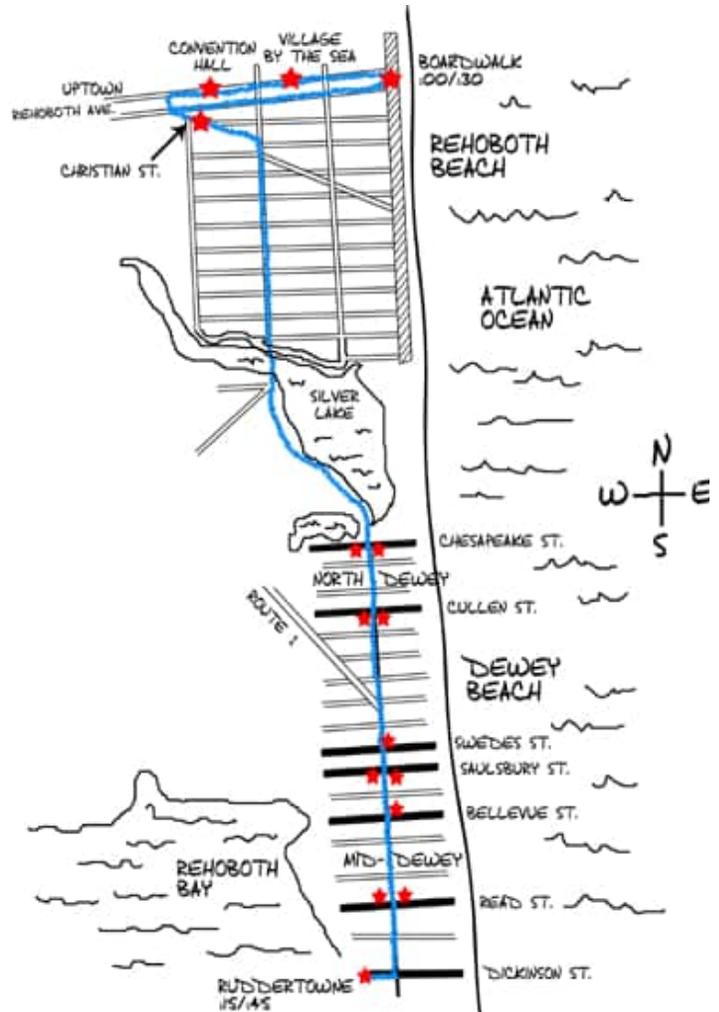
PROPOSED INTRACITY TRANSIT

In recent years, the City has heard presentations on and considered two proposals for new intracity transit service. Neither proposal moved beyond initial presentation, which are described in the following section.

In January 2020, Jolly Trolley (discussed in more detail in the preceding section) presented a proposal for a Rehoboth Beach shuttle providing a new community transit service using classic open-air trolleys on a new fixed-loop route within the City with 13 designated stops. The proposed transit program was not well received by the public, particularly among those living along the route or living near the proposed designated fixed stops. Additionally, the Commissioners were not receptive to operation costs and the concept was dropped.

In November 2020, a proposed intracity public transit system under the name “Freebee” was introduced and discussed by the Commissioners. Freebee offered a small (extended golf-cart type) public transportation option with door-to-door on-demand pickup within a designated perimeter in the City. Ultimately, it was not well received by the public. Additionally the Commissioners were not receptive to funding the startup or operations and so the concept was dropped.

Figure 6-3. Jolly Trolley Route Map



Source: Jolly Trolley

PARKING

From May 15 to September 15 annually, parking in the City is by permit or via meters only. Parking permits are enforced from 10am-5pm, and metered spaces require payment from 10am-10pm. Meter payments may be made using quarters or a credit card or via Parkmobile. Parking vehicles longer than 22’3” is restricted. The City parking map image is shown in **Figure 6-4**.

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

Figure 6-4. City Parking Map



Source: City of Rehoboth. Please note that this figure is oriented so that North is to the right.

NONMOTORIZED TRANSPORTATION

PEDESTRIAN INFRASTRUCTURE

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

Rehoboth Beach has an extensive network of sidewalks through much of its downtown and residential areas. **Map 7—Pedestrian & Bicycle Facilities** shows the sidewalk inventory obtained from the 2020 FirstMap GIS dataset. This inventory provides a snapshot of connectivity and should be used as a tool to update improvements and identify the areas for future improvements. While the core downtown area has wide, connected sidewalks, there are blocks within the City where discontinuous sidewalks are present. Essential to the City's commitment to a walkable community is having sidewalks in good repair and continuous for their length, free from intruding bushes, trees, and low-hanging branches, and void of parked cars blocking sidewalk access.

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

The City continually monitors sidewalk conditions and potential new opportunities for connectivity throughout the City limits. Generally, existing sidewalks are in good condition and many of these sidewalks also have ADA compliant ramps with crossings at intersections; however, several existing locations need repair where tree roots have lifted sections, which may make it difficult for walking, particularly for the older population. Considerations for sidewalk improvements are continually reviewed and recommendations made for inclusion through the annual budget process while considering infrastructure projects.

BICYCLE INFRASTRUCTURE

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

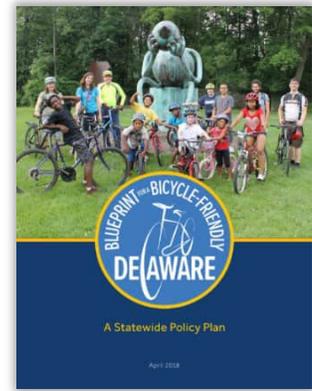
Map 7—Pedestrian & Bicycle Facilities shows the designated bicycle routes obtained from the 2017 FirstMap GIS data set. This inventory provides a snapshot of bicycle connectivity and should be used as a tool to update improvements and identify the areas for future improvements.

Rehoboth Beach acknowledges the importance and benefits of bicycling locally and statewide. The increasing availability and use of electric bicycles may enhance the contributions of bicycling to reduce local traffic management problems, although the City will need to assess whether additional policies geared to the faster bicycles are needed.

Blueprint for a Bicycle-Friendly Delaware

DelDOT developed the Blueprint for a Bicycle-Friendly Delaware in April 2018, which lays out a series of innovative strategies for planning, design, coordination, and communication tools related to enhancing policies, programs, and processes that relate to bicycling and creating an action plan to implement specific recommendations.

The Blueprint recommends identifying bicycle-related safety issues, network gaps, challenges, and opportunities, noting that these would be appropriate for inclusion in bicycle master plans, pedestrian master plans (for shared-use path recommendations), greenway plans/trail master plans, park plans, comprehensive plans, transit access plans, corridor studies/plans, and comprehensive outdoor recreation plans.

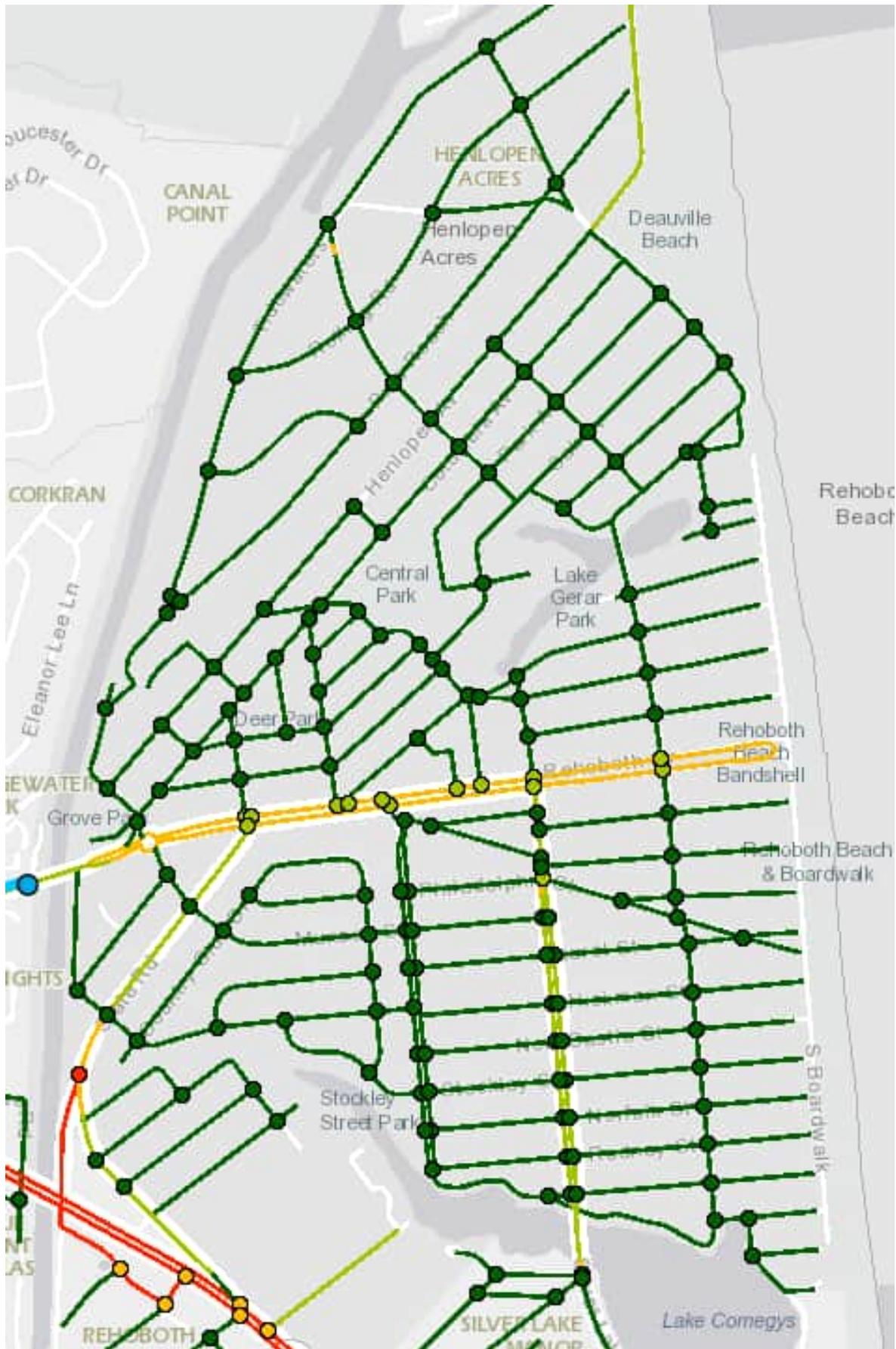


Part of the analysis conducted for the Blueprint included a Level of Traffic Stress (LTS) analysis, which uses factors such as the speed of traffic, volume of traffic, and number of lanes to rate each roadway segment on a scale of 1 to 4: 1 is a low-stress place to ride and 4 is a high-stress place to ride.

Figure 6-5 shows that most local roadways are considered “low-stress;” however, Rehoboth Avenue is likely more appropriate for confident riders. Specific locations that represent barriers for cyclists include the junction of SR 1 and Rehoboth Avenue—high vehicle traffic and perceived high speeds were listed. The diagram shown below should be used in conjunction with **Figure 6-5** as it has descriptions and graphic examples of the various LTS.

Level of Traffic Stress	Description	Example
1	Safe for children to use; Usually completely separated from auto traffic	Photo by Bob Patten
2	Tolerated by most mainstream adult populations of cyclists; Roads with low volume and low speed auto traffic	
3	Tolerated by riders who are enthused and confident; Heavy traffic with separated bike facility	
4	Only tolerated by strong and fearless riders; cyclists must interact with high volumes or speeds of auto traffic.	

Figure 6-5. Level of Traffic Stress



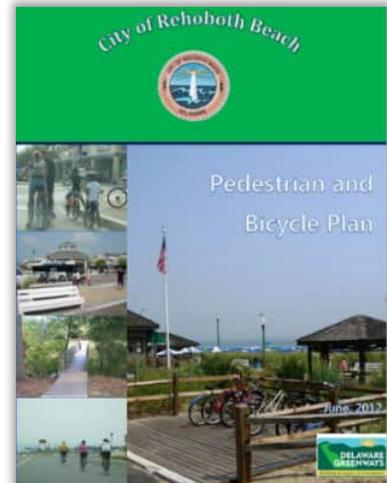
Source: Blueprint for a Bicycle-Friendly Delaware

Long Range Transportation Plan

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

City Pedestrian & Bicycle Plan

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



- Rehoboth Beach presents pedestrians and bike riders with many challenges.
- Bike riders have a limited understanding of where it is safe to ride and where to gain access to appropriate trails outside of the City.
- Rehoboth's streets have no special provisions such as bike lanes to accommodate bike riders.
- In Rehoboth it is difficult to go between neighborhoods without crossing busy streets which many consider dangerous.
- The need to provide parking for large numbers of automobiles and Rehoboth's dependence on parking revenue significantly limit what can be done for bicycle riders.
- Many streets lack sidewalks and others have significant gaps between existing sidewalks.
- It is difficult to add sidewalks where none exist, and it will be a long time until existing gaps are filled.
- Several sidewalks in the downtown area are relatively narrow.
- Some intersections in Rehoboth, particularly on Rehoboth Avenue, where bike riders are apt to cross, lack striping and protective signs.
- There are few wayfinding signs that indicate destinations within or outside of Rehoboth.
- There are limited materials indicating routes where it is relatively safe to ride within Rehoboth.

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

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

In planning infrastructure improvements, a key step is to develop the most appropriate improvement that addresses the problem at hand. To ensure the recommended improvements are the right fit for Rehoboth, the City Plan identified seven guiding principles:

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

PEDESTRIAN & BICYCLE INITIATIVES

SR1 Pedestrian Improvements

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

Junction & Breakwater Trail Extension

In June 2012, DelDOT presented extension options to the Junction and Breakwater Trail into the City limits with existing and proposed infrastructure improvements and alignments for consideration. The trail provides a pathway along a former railroad line from the southern end of Cape Henlopen State Park in Lewes into the City of Rehoboth Beach. Work on the trail extension began in March 2021 and includes connection to an asphalt trail from Canal Street to Rehoboth Avenue and the development of two-way buffered bicycle lanes along Rehoboth Avenue to Grove Park. The work was completed and open to the public in June 2021. This section was the final link of the 14-mile trail since the initial segment opened in December 2013.

Gordons Pond Trail

The Gordons Pond Trail, located in Cape Henlopen State Park, skirts the western side of Gordons Pond, a 900-acre saltwater lagoon. The southern end of the trail begins at the Gordons Pond parking area located in Cape Henlopen State Park, beyond North Shores, accessed via Ocean Drive. A 500-space parking lot with restrooms is available at the cost of the State Park entrance fee (free access to bicycles and pedestrians). The trail’s northern access point begins in Lewes at the bottom of the Herring Point parking area, where additional parking and restrooms are available. The crushed gravel/boardwalk trail meanders through the marshes between Cape Henlopen State Park and Rehoboth Beach. It is popular among nature enthusiasts for bird watching and serves as a connection to Rehoboth’s on-street bicycle network.

Figure 6-6. Gordons Pond Trail



State Road/Grove Street Pedestrian Crosswalk

Construction of a crosswalk at the State Road/Grove Street intersection is slated for FY23.

ADA Transition Plan

In 2011, the City adopted an ADA Transition Plan to serve as a guide to address deficiencies in ADA Code compliance with respect to sidewalks at intersections. Since its adoption, the City has methodically targeted specific intersections prioritized in the plan to bring those sidewalks into compliance with the Americans with Disabilities Act. Accessible curb ramps and sidewalks are incorporated into the paving program each year. An update to the 2011 plan is currently underway.

TRANSPORTATION PLANS & PROGRAMS

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

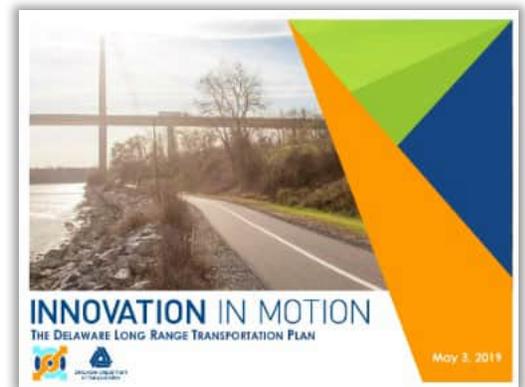
DELDOT DEVELOPMENT COORDINATION MANUAL

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

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

LONG RANGE TRANSPORTATION PLAN

Delaware’s transportation network is continually evolving with changes in land use, demographics, travel patterns, preferences, and technology. To address these changes, the federally required Long Range Transportation Plan (LRTP) identifies broad goals, policies, and priorities to meet transportation needs over a twenty-year period. The 2019 LRTP, *Innovation in Motion*, provides a framework for the documentation of innovative policies, programs, and operations and explores new strategies for addressing transportation challenges.



The LRTP recognizes 11 Statewide challenges:

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

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

The LRTP also identifies multiple goals:

- Safety & Security
- Economic Vitality
- Connectivity
- Quality of Life
- System Preservation
- System Management & Operations
- Resiliency & Reliability
- Environmental Stewardship
- Travel & Tourism
- Customer Service & Communication

Among the topics addressed in this Plan are connected and autonomous vehicles and related technology and the increasing role of mobile applications and telecommunication in data access and sharing.

TRANSPORTATION ASSET MANAGEMENT PLAN

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

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

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

DELAWARE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The Delaware Department of Transportation Statewide Transportation Improvement Program (STIP) is the State’s six-year Capital Transportation Plan (CTP). The STIP is updated every year in accordance with the State budget process. The STIP is adopted by the Council on Transportation and updated every other year.

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

- Safety (35.0%)—The ability of the transportation system to allow people and goods to move freely and without harm. *How does the project address identified safety issues and improve safety?*

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- System Operating Effectiveness (19.1%)—The ability of the transportation system to efficiently move people, goods, and services without excessive delay or inconvenience. *How does the project meet State, regional, and local operating objectives?*
- Multimodal Mobility/Flexibility/Access (11.9%)—The ability of a project to provide efficient movement of people and goods between destinations by motor vehicle, pedestrian, bicycle, and transit modes. *How does the project address transportation choices? Does the project allow additional connectivity to the existing system?*
- Revenue Generation/Economic Development/Jobs & Commerce (13.1%)—The ability of a project to facilitate or support business development and employment. *Does the project have the potential to generate revenue? Will the project support economic development?*
- Impact on the Public/Social Disruption/Economic Justice (8.3%)—The effect of the transportation system on existing population and community. *What impacts will the project have on the existing community?*
- Environmental Impact/Stewardship (6.6%)—The effect of the transportation system on energy use and the natural environment. *Will the project mitigate damage to the environment?*
- State and Local Priority (6.1%)—The ability of a project to meet State and local needs. *Does the project contribute to statewide/regional growth management? Is the project identified in an existing project prioritization program?*

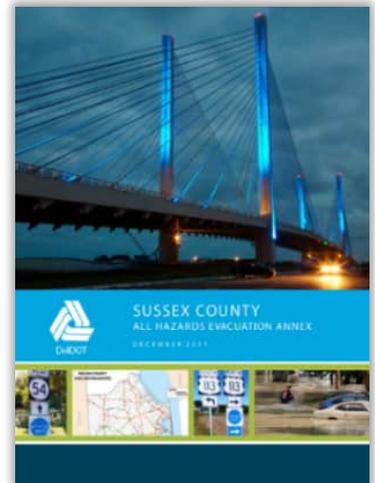
EVACUATION PLAN

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

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

The Sussex County All Hazards Evacuation Annex was adopted in December 2017 by the Sussex County TMTs, which is composed of representatives from DelDOT, Delaware State Police, Delaware Emergency Management Agency, Delaware Natural Resources and Environmental Control, Sussex County Emergency Operations Center, and local government public safety agencies.

This Annex primarily focuses on tidal inundation incidents and events that may affect Sussex County, including hurricanes, nor’easters, coastal storms, tidal or storm surges, and heavy rains. However, it may be applied to other events that may require mass evacuation (e.g., terrorist actions). Approximately 90%



of Delaware’s coastal storm flood-vulnerable housing units (Category 2 hurricane) are in Sussex County making the County vulnerable to flooding and potential coastal storm damage. As a result, this plan describes a concept of operations to manage the transportation system and assist the Sussex County population deemed most “at risk” to the effects of tidal inundation from a hurricane or coastal storm to escape the effects of the storm. The procedures outlined are the minimum actions that will be required from DelDOT to include the Transportation Management Center (TMC)/Transportation Solutions Division, Maintenance and Operations Division, Motor Vehicle Division (tolls) and the Delaware Transit Corporation to manage the transportation system in the event of a planned or unplanned event or incident that threatens the residents of Sussex County.

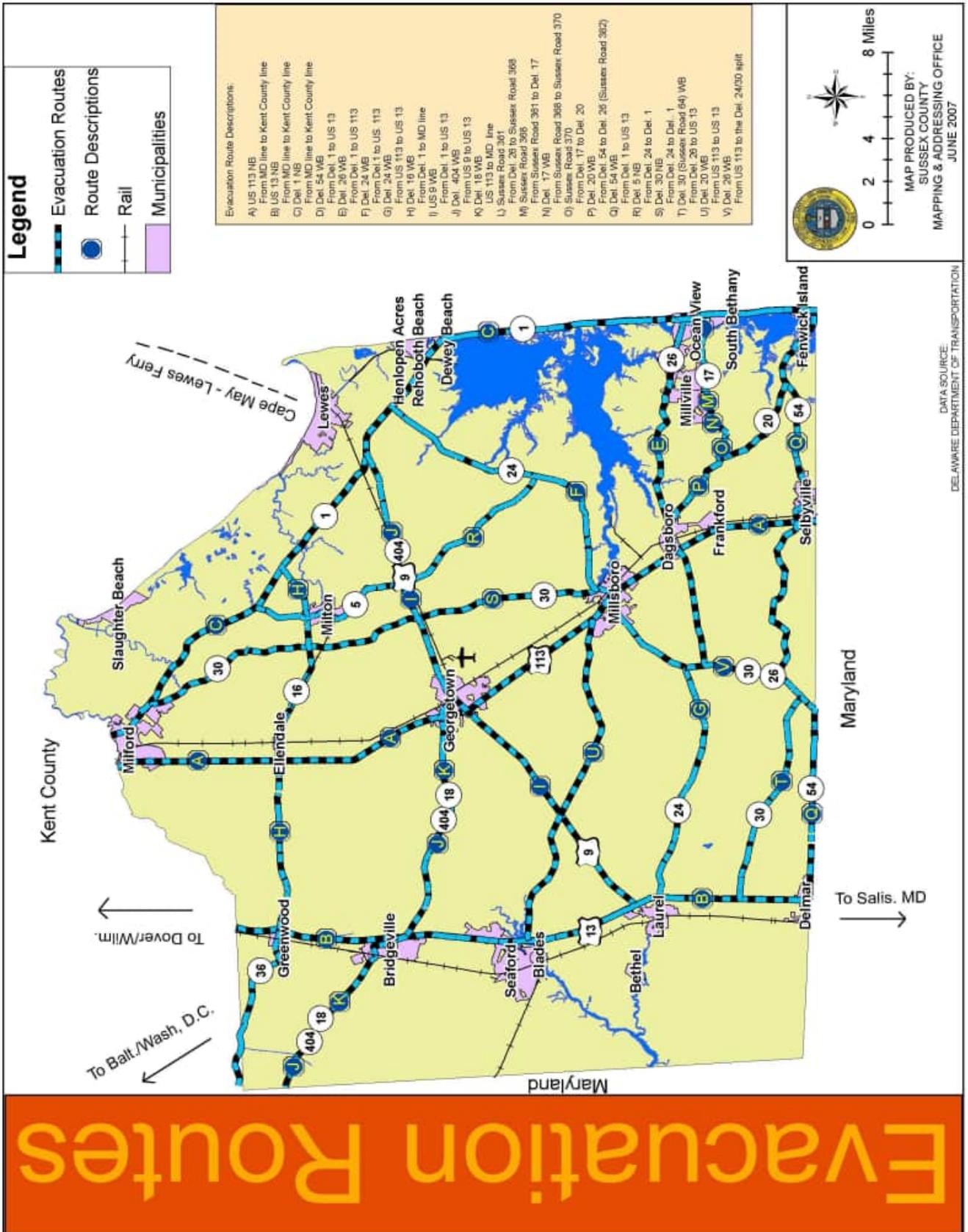
In Sussex County, the Emergency Operations Center (EOC) coordinates responses to natural disasters, such as winter storms, floods, and hurricanes, and technical disasters, such as chemical spills and hazardous materials incidents. The EOC also provides 911 service for the residents of Sussex County and dispatches fire companies, ambulance squads, County paramedics, State Police’s Medevac helicopter, and other resource equipment to support the fire service. Sussex County also works in conjunction with State of Delaware Emergency Management Agency and neighboring counties and municipalities. The Annex plan provides evacuation route levels and shelters within the document. **Figure 6-7** shows the major evacuation routes in Sussex County.

The large number of beach users in the City creates a need for evacuation plans that can be implemented on crowded days or in the event of a natural or human-made disaster. Problems run from a single ambulance encountering traffic gridlock to a major event. Should large numbers of beachgoers decide or be ordered to leave, conflicts could be overwhelming, and planning is critical. The City has developed and adopted an Emergency Operations Plan (EOP) that follows federal standards.

The City’s EOP provides for an immediate, coordinated response at all levels of municipal government in times of emergency; provide for the declaration of a civil emergency by the Mayor, and to authorize extraordinary measures that may be taken to meet such and emergency; and to provide for the creation and adoption of an Emergency Operations Plan, including periodic review and update. The EOP along with its annexes and other attachments provides a basis for coordinated emergency operations throughout the City of Rehoboth Beach prior to, during and after a disaster, caused or natural. The EOP defines the strategies, assumptions, and mechanisms through which Rehoboth Beach will mobilize resources and conduct activities to guide and support local emergency management efforts through response and recovery. The Emergency Management Coordinator will facilitate effective intergovernmental operation, examining relationships between the City of Rehoboth Beach, Sussex County, and the State of Delaware and federal resources. The EOP establishes basic direction and control for all levels of a disaster, creating a consistent unified approach to emergency management operations.

In 2022, the City initiated the Rehoboth Beach Beacon alert system to let subscribers know via text or email when something in the community is not working as expected or there is an emergency. Through this system, the City will send out time-sensitive alerts (e.g., road closures, water main repairs, summer concert cancellation due to severe weather, life-threatening emergency). The City anticipates that subscribers will receive, on average, three to four alerts each month.

Figure 6-7. Sussex County Evacuation Routes



Source: Sussex County



**CHAPTER 6
TRANSPORTATION**

GOALS

1. 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.
2. Ensure that Emergency Response Plans are adopted and implemented and that the public is kept informed.
3. Improve circulation throughout the City for pedestrians and bicyclists by planning a connected system of key destinations and enhanced maintenance of sidewalks.

ACTION ITEMS

- a) Adopt a Complete Streets policy to ensure that as opportunities to rebuild streets occur, such streets are designed and operated to enable safe access for all users and connected in a Citywide integrated network.
- b) Consider updating the City’s Bicycle Plan (non-motorized transportation) to include completed initiatives, alignments connected the regional bikeway system.
- c) Seek to reduce conflicts between pedestrians, bicycles, and cars and by planning a connected system of key destinations and enhanced maintenance of sidewalks to include wayfinding signage.
- d) Consider and provide comment to Sussex County on pending land development applications that have the potential to affect traffic congestion in and around the City.
- e) Work with DART to improve public transportation options to and within the City.
- f) Evaluate the City’s impact fees and update as appropriate to reflect the impact of new development on infrastructure.
- g) Consider contracting with a professional traffic engineering firm to conduct an in-depth analysis of traffic volumes, patterns, and speeds throughout the City, as well as parking strategies including shuttle studies, and to make recommendations regarding a traffic management program that also includes pedestrian and bicycle safety measures such as traffic calming measures on specific streets, particularly those that carry the largest volumes of traffic to and from the City, Henlopen Acres, North Shores, and Gordons Pond Trail (e.g., Columbia, Henlopen, and Bayard Avenues; State Road).
- h) Ensure adequate maintenance of public sidewalks throughout the City.
- i) Evaluate the filling in of missing sidewalk sections where discontinuous sidewalks are present.
- j) Continue progress toward ADA compliance for all City sidewalks.
- k) Study the feasibility of the City assuming responsibility for constructing and maintaining public sidewalks to address safety and uniformity.

UTILITIES & INFRASTRUCTURE

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

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

In addition, ‘green infrastructure’ should be added as an important component of infrastructure in the City. Following a discussion at a February 2019 workshop, the Mayor and Commissioners agreed that green infrastructure would be added to all City projects moving forward, including tree trenches, bioretention planters, bioswales, and permeable hardscaping.

Table 6-3. City Utility Accounts

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

Source: City Staff (August 2021)

WATER

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

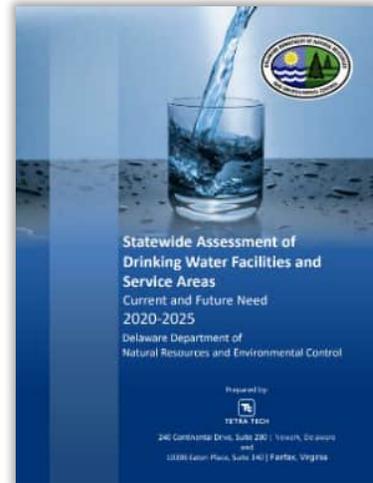
REGULATIONS & ASSESSMENTS

Federal and State laws regulate the safety and quality of drinking water. The federal Safe Drinking Water Act mandates that States develop a Source Water Assessment and Protection Program (SWAPP) to better protect public drinking water. Federal criteria for maximum contaminant levels (MCLs) are based on estimated health risks that many contaminants can cause. These criteria and other standards are enforced by the U.S. Environmental Protection Agency (EPA).



In January 2020, the State released an Assessment of Drinking Water Facilities and Service Areas. The report assesses water service and facilities at utility, County, and State levels to identify the status of Delaware’s water supply, treatment, and distribution systems from technical and economic perspectives.

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



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

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

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

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

CITY WATER SYSTEM

Water Facilities Study

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

Supply & Treatment

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

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

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

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

Table 6-4. City Water Well Construction Data

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

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

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

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

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

Table 6-5. City Water Treatment Facilities

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

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

The City owns two elevated storage tanks as shown in **Table 6-6**. Sussex County owns a 1,000,000-gallon elevated storage tank located in Dewey Beach. The City provides water to Dewey Beach on a contract basis with Sussex County. An omnidirectional water meter assembly is installed to record the amount of water used by Dewey Beach. Installation of this type of meter permits water in the Dewey Beach tank to return to the

Table 6-6. City Elevated Water Storage Tanks

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

Source: 2020 Water Facilities Study (DBF)

City’s system during periods when demand in Dewey Beach is low. This configuration also enables Dewey Beach storage to be used in Rehoboth Beach during emergency situations.

Water Demands

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

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

Table 6-7. City Water Distribution System

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

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

Table 6-8. Existing City Water Demands

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

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

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

Table 6-9. Future City Water Demands

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

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

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

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

WATER INITIATIVES

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

- **Well 6, 7 & 8 Upgrade Study** | A DHSS Drinking Water Matching Planning Grant was awarded to complete a feasibility study for the upgrades to multiple City wells. The study involved professional engineering services to evaluate the identified well facilities. Due to their critical nature, the study includes recommendations for improvements, upgrades, or replacements to maintain the water supply and water quality they provide to the City and surrounding areas. *As of June 2021, this feasibility study was still underway.*
- **Water Rate Study** | An analysis was conducted for the City’s Water and Wastewater Enterprise Funds regarding their financial outlook and user rates. The conclusion included recommendations for increases for both funds. As a result, the Board of Commissioners adopted Ordinance 0819-01 to amend Sections 220-2 and 220-27 of the Rehoboth Beach City Code regarding water and sewer rates on August 16, 2019. *New rates went into effect on April 1, 2020.*
- **Henlopen Avenue Water Main Project** | The City replaced 3,800 feet of the aging water main on Henlopen Avenue. The Water Department completed work on the south side of Henlopen Avenue connecting the new water main to the existing water line. The new pipes will not only increase water flow to customers along Henlopen Avenue but will also enhance firefighting capabilities and improve water supply reliability of the system. *Completed May 2018.*

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- **Park Avenue Water Main Project** | The City Water Department replaced the water main located between 100 and 114 Park Avenue. The work was completed in four weeks, replacing the old 4-inch iron pipes dating back to the 1940s with 8-inch PVC pipes that do not rust or corrode. The new pipes also enhance firefighting capabilities and improve water supply reliability of the system. *Completed October 2018.*
- **Philadelphia Street Water Main Replacement Project** | The City replaced the water main on Philadelphia Street between Scarborough Avenue and Bayard Avenue. This project was completed prior to the resurfacing of Philadelphia Street that occurred following the water main replacement. *Completed November 2019.*
- **Rehoboth Beach-Henlopen Acres Interconnection** | The City and the Town of Henlopen Acres collaborated on a project to install an interconnection between the two independent water systems in the vicinity of Easton Street. This interconnection will facilitate water sharing in the event of an emergency for either community. *Completed Spring 2021.*
- **Rehoboth Beach-Sussex County Interconnection** | The City and Sussex County collaborated on a project to install a valved interconnection between the two independent water systems in the vicinity of East Lake Drive. This interconnection will facilitate water sharing in the event of an emergency for either community. *Completed November 2021.*
- **Maryland Avenue & Olive Avenue Water Main Replacement Project** | The City replaced the water main on Olive Avenue between First Street and Second Street and the water main on Maryland Avenue between First Street and Second Street. The project was completed under the paving contract to minimize disturbance to the residents and provide a more cost-effective overall project. *Completed March 2022.*

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

- **Annual Water Meter Replacement Program** | To help increase the efficiency of the water meter reading process, the City's Water Department routinely replaces older water meters that have outlived their useful life when maintenance is no longer viable. The majority of the water meters in the system are over 25 years old and are in need of replacement. Each year, the City budgets approximately \$400,000 for water meter replacement projects with the objective of transitioning to a fixed-base reading system that will allow automated billing to occur as well as make real-time data available to the City staff and homeowners via a web-based portal. Over the past three years, the City contracted for the replacement of approximately 185 water meters located at residences in North Shores (FY20), approximately 150 water meters in the Breezewood subdivision (FY21), and approximately 150 water meters in the Rehoboth Gardens and Bay Harbor neighborhoods (FY22). The City is scheduled to replace approximately 500 water meters within City limits in FY23.
- **Water Tank Maintenance/Painting** | The City's annual contract for water tank maintenance serves to extend the life of its two existing water tanks and their coatings for as long as possible. The service includes corrosion protection, repairs, painting, regularly scheduled inspections, and a guaranteed emergency response time. The tanks are visually inspected annually to check the safety of functional items (e.g., ladders, float gages, rods, struts), evaluate the coating systems for deterioration, and ensure access systems are properly functioning. A washout inspection is also performed annually to remove sediment and debris and inspect the inside of each tank.
- **Pipe Assessment & Rehabilitation** | The Water Department maintains approximately 58.5 miles of waterlines, including associated valves and 495 fire hydrants. Waterlines range in size from 1-inch to 16-inches. The annual pipe assessment and rehabilitation program utilizes funding to

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maintain this infrastructure as well as upgrade waterline sizes to maintain flow and lessen pressure losses. The City's Water Facility Plan recommends the replacement of most existing 4-inch and smaller waterlines due their age and location.

- **Lincoln Street Water Tower** | Water tower SCADA (Supervisory Control and Data Acquisition system, a computer-based system for gathering and analyzing real-time data to monitor and control the water tower equipment) and controls are slated for replacement in FY22-23.
- **Well Rehabilitation** | Rehabilitation of Well 2R is slated to take place in FY23-24 and rehabilitation of Well 8 is slated to take place in FY24.
- **Lynch Plant Improvements** | Improvements to Lynch Plant's high lift and transfer pump are slated for FY24-25.
- **Emerging Contaminants (PFAS) Evaluation** | This project will further evaluate the current and future PFAS levels observed within the City's raw water and investigate treatment options. Such options may include, but not be limited to, upgrades to the City's existing water treatment facilities or consolidation of production wells into an upgraded or new water treatment facility. Upon completion of this evaluation, cost-effective recommendations in the best interests of public health will be provided to the City for necessary improvements or upgrades to address the PFAS levels. The final report will include alternate options with associated cost estimates and preliminary schematics for a clear understanding of each as well as reasoning for the final recommendations. This will provide the City with a path forward for the foreseeable future but at minimum, a 20-year planning period.
- **Water Main & Water Service Line Replacements** | This project will provide the City with updated, properly sized, and safe water lines by replacing several 4-inch diameter water lines that contain lead joints. As stated in the City's 2020 Water Facility Plan, these water lines are among the older ones in the City and, due to their small diameter, are not sufficient to provide the necessary fire flow and pressure during an emergency. In addition, these water lines have lead joints that need to be removed. These same water lines have also been identified as having lead goosenecks that will need to be removed. In addition, several other identified lead goosenecks in the immediate area will be replaced as part of this project as well. The project will remove these lead goosenecks and replace them with new and provide new water service lines from the new mains to the residence. This is the first of (at most) seven phases in which the City will replace small-diameter water lines and remove lead goosenecks.

SOURCEWATER PROTECTION

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

Sourcewater Assessment & Protection Program

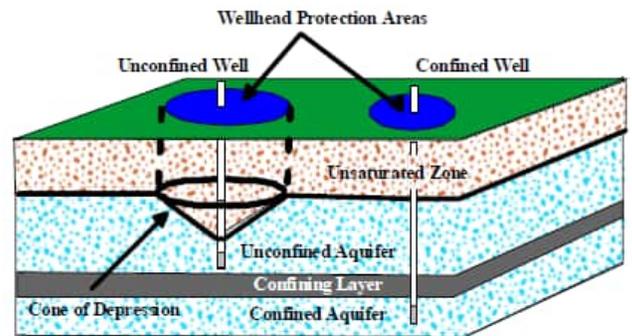
DNREC’s Water Supply Section leads the development and implementation of the Delaware Sourcewater Assessment and Protection Program (SWAPP), with support from the Delaware Department of Health & Social Services (DHSS) and the University of Delaware Institute for Public Administration’s (IPA) Water Resources Agency.

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

Wellhead Protection and Groundwater Recharge Areas

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

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



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

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

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

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

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

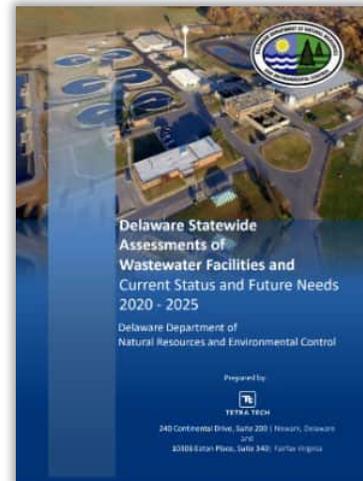
Nearby Henlopen Acres has several wells noted as wellhead protection areas, which are also shown on **Map 8—Environmental Features**. These are located near the northernmost Rehoboth Beach City limits and fall under Town of Henlopen Acres regulation.

WASTEWATER

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

STATEWIDE ASSESSMENT OF WASTEWATER FACILITIES

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



WASTEWATER SYSTEM

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

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

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

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

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

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

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

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

Table 6-10. City Wastewater Pump Station Summary

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

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

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

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

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

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

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

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

WASTEWATER INITIATIVES

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

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

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- Ocean Outfall: Treated effluent is discharged through an outfall and diffuser into the ocean at a depth and distance from the shore that ensures public health and environmental standards are met.

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

- **Record of Decision Wastewater Disposal Options** | The Record of Decision was completed by DNREC to review the proposed Ocean Outfall for the City Wastewater Treatment Facility. This decision required a stormwater evaluation of the catchment areas and collections systems associated with the existing five outfalls which discharge directly into the Atlantic Ocean. A planning level report was required with cost effective alternatives for stormwater quality and reducing volume within the collection system and possible changes to the existing outfalls with costs. *Completed January 2015.*
- **Ocean Outfall Project** | Once design was finalized and approved for permitting in May 2017, the ocean outfall bids were awarded in August 2017. The project included a new pump station and a 24-inch force main/pipe which are required to convey the treated effluent to the ocean outfall and to provide the head required to pump the effluent through diffusers located 6,000 feet offshore in water approximately 40 feet deep. Vertical turbine effluent pumps will be installed in the existing post-aeration tank. The force main was aligned along the plant access road and ended at the public access parking area at the beach near Henlopen Avenue. *Completed June 2018.*
- **Agreement for Wastewater & Biosolids Service** | The City and County entered into agreements in 1983 to allow the County to transmit sanitary sewage from its Dewey Beach and Henlopen Acres Sanitary Sewer Districts to the City Wastewater Treatment Plant for treatment and disposal. Both facilities were upgraded and the City and County agreed to develop design alternative to the City's treatment plant upgrades and construction of a biosolids treatment facility at the County's Inland Bays Regional Wastewater facility. The City agreed to continue to provide the wastewater treatment services to the County and the County agreed to provide biosolids services for the City. This agreement supersedes the 1983 agreement. *Agreement went into effect in 2017.*
- **Wastewater Rate Study** | An analysis was conducted for the Water and Wastewater Enterprise funds regarding the financial outlook and user rates. The conclusion included recommendations for increases for both funds. As a result, the Board of Commissioners adopted Ordinance 0819-01 to amend Sections 220-2 and 220-27 of the Rehoboth Beach City Code regarding water and sewer rates on August 16, 2019. *New rates went into effect on April 1, 2020.*
- **Lining of Sewer Main on King Charles Avenue** | This project provided structural lining installation of a cured-in-place pipe within the existing clay pipe running the length of King Charles Avenue. After inspecting the pipe and assessing its condition, it was determined that the most cost-effective rehabilitation method would be the cured-in-place pipe system. This prevented the need for open-cut excavation of the entire length of King Charles Avenue and facilitated the rehabilitation to take place during one off-season period. *Completed November 2019.*
- **Wastewater Treatment Plant Upgrade Phase 1** | This project included refurbishment of existing clarifiers, replacement of existing microscreens with a new cloth disc filtration process, and general building refurbishment works. *Completed 2019.*

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- **State Road Pump Station Bypass Piping** | This project replaced severely deteriorated force main and gravity main piping in the vicinity of the pump station. At the same time, several large valves were replaced. The valves had been ‘frozen’ in position and were not able to be operated. The new pipes and valves allow for bypassing the pump station on an emergency basis when needed. *Completed March 2021.*
- **Sanitary Sewer Interconnection with Sussex County** | The County constructed an interconnection to the City’s collection system in the vicinity of the current Streets Yard. This interconnection and associated pump station (PS202) enable the County to send additional flow from the West Rehoboth area to the City’s wastewater treatment plant. This will send up to 300,000 gpd additional flow to the wastewater treatment plant. *Completed Summer 2021.*
- **Wastewater Treatment Plant Upgrade Phase 3A** | This phase of the overall wastewater treatment plant upgrade replaced all four large mixers and appurtenances making up the mixing system at the plant. Originally scheduled to be replaced in FY23, the motors and mixers were showing signs of imminent failure, so their replacement was accelerated to FY22. *Completed Fall 2021.*
- **Wastewater Treatment Plant Upgrade Phase 2** | The Phase 2 project will provide a new power distribution system and refurbishment of the preliminary treatment facility (headworks building). The preliminary treatment facility refurbishment will include concrete repairs in the influent channels to address degradation caused by prolonged exposure to the wastewater environment, as well as a new mechanical screen and grit removal equipment. *Started 2020-Estimated Completed Summer 2022.*

In late 2018, former Mayor Kuhns approached Sussex County about the possibility of transferring ownership of the Rehoboth Beach Wastewater Treatment Plant (WWTP) to Sussex County. This led to multiple discussions at public meetings, including a well-attended town hall meeting held on January 5, 2019, where constituents voiced opposition to turning over the WWTP to Sussex County. Reasons cited to reject the transfer included a desire to maintain City control of WWTP operations and a concern for the potential loss of quality of effluent being discharged. As a result, discussions between the City and County ended.

In late 2021, Sussex County approached the City with a proposal to purchase a portion of the City’s excess ocean outfall capacity. Specifically, the County offered to pay \$7.6 million for a one-time purchase of two-fifths of the City’s DNREC permitted waste load allocation to pump an equivalent of up to 2 mgd of County-treated wastewater into the ocean via the City’s ocean outfall pipe. Public comment toward the proposal was not favorable and, at a special meeting held on January 10, 2022, the Mayor and Commissioners voted to reject the proposal.

Current and future wastewater projects identified by the City include:

- **Pump Station Rehabilitation** | Most of the City’s wastewater travels through the State Road Pump Station to the Wastewater Treatment Plant. The existing concrete walls in the wet well are failing, necessitating an acceleration to this project. Now scheduled for FY23, this project will be a complete demolition and rebuild of the entire pump station.
- **Sewer Collection System Inspection & Cleaning Program** | This is an annual project that involves cleaning and CCTV inspection of the City’s existing wastewater collection system. By capturing images and video, the Public Works Department is better informed of the condition of sewer pipes and the areas that require maintenance. Upon completion of this inspection, necessary improvements will then be prioritized, and a sewer line replacement program will begin.

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- **Sewer Line Rehabilitation Program** | The sewer line rehabilitation program is an ongoing project that funds necessary repairs to existing sewer infrastructure. Determining the cost for repairs involves a planning and engineering study as well as reviewing previous costs associated with similar sewer repairs within the City.
- **Wastewater Treatment Plant Upgrade Phase 3B** | This phase of the wastewater treatment plant upgrade will construct new dewatering facilities at the plant, which will facilitate eliminating the land application of biosolids generated during the treatment process. Once completed, the City will send the biosolids to the County for disposal in accordance with the 2017 Biosolids Agreement. *Expected completion Summer 2024.*
- **Wastewater Treatment Plant Upgrades Phase 4** | Phase 4 of the wastewater treatment plant's upgrades are slated to take place in FY25-26. In-town customers may see an increase in their metered rate. Out-of-town customers will be billed for improvements based on their percentage of flow.

STORMWATER

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

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

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

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

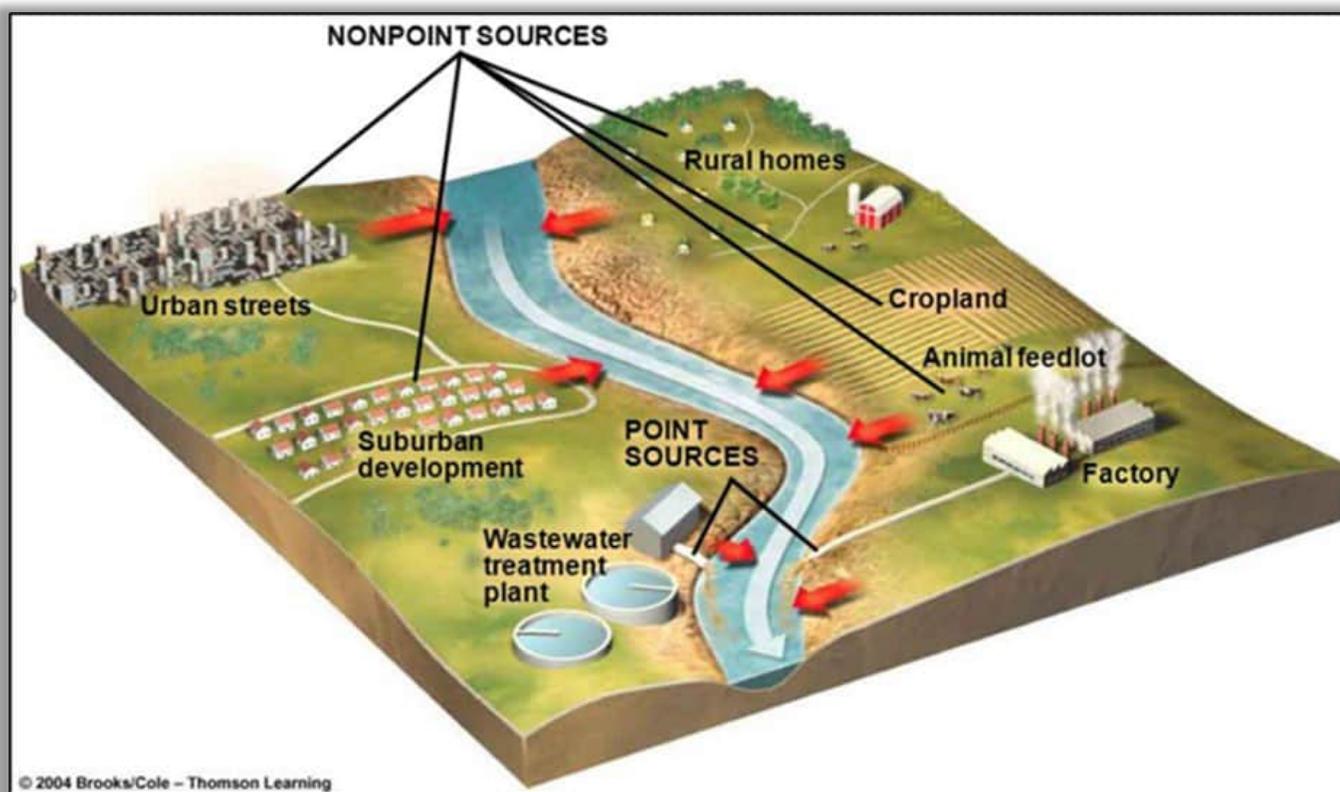
The Clean Water Act of 1977 set federal water quality standards and cleanup schedules for meeting pollution control requirements. One way that the goals of these acts are achieved is through NPDES permits, which set limits on the level of pollutants allowed to be discharged. These permits are issued to operators that discharge pollutants from point sources to navigable waters (also known as waters of the United States) such as lakes, rivers, streams, wetlands, or oceans.

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

NPDES regulates point sources that discharge pollutants into the waters of Delaware. It helps ensure that the State’s water bodies can meet their designated uses, such as providing drinking water, being safe for swimming or fishing, or supporting aquatic life. **Figure 6-8** replicates a diagram prepared by Brooks/Cole from Thompson Learning that shows the nonpoint sources.

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

Figure 6-8. Point & Nonpoint Pollution Sources



Source: Brooks/Cole, Thompson Learning

TOTAL MAXIMUM DAILY LOAD

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

In simpler terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the ability of the receiving water to assimilate the pollutant without adverse impact. The realization of these TMDL pollutant load reductions will be through a Pollution Control Strategy (PCS). A PCS identifies the specific strategies and actions (e.g., best management practices) necessary for reducing pollutants in a water body (or basin/watershed), thus attaining the TMDL load reductions and

meeting water quality criteria or standards set forth in the State of Delaware’s Water Quality Standards, ultimately leading to the restoration of a given water body’s designated beneficial use(s). Specifically, a PCS is a combination of best management practices (e.g., wetland buffers, green technology stormwater treatment, pervious paving materials, rain gardens) that will reduce nutrient and bacterial pollutant runoff loading by optimizing BMPs.

TMDLs for the Inland Bays Watershed were established as part of the Inland Bays PCS and are identified in **Table 6-13**.

Table 6-13. Inland Bays Watershed TMDL Reduction Requirements

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

Source: Delaware Department of Natural Resources & Environmental Control

MUNICIPAL SEPARATE STORM SEWER SYSTEMS

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

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

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

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

STORMWATER UTILITY

The City has found that its stormwater-related costs can no longer be absorbed in the overall budget. The 2010 CDP addressed the need for a comprehensive stormwater management program including ways to fund necessary investments. The City is currently evaluating potential revenue sources to fund stormwater-related programs and projects.

One potential source is a stormwater utility. Similar to a water or sewer utility, a stormwater utility assesses a fee on its users, most often using a property’s impervious cover as a basis, resulting in dedicated funding. There are currently more than 2,000 stormwater utilities throughout the country with three in Delaware (Wilmington, Newark, and the Lewes Board of Public Works). The City is assessing funding levels, developing options for addressing shortfalls, and investigating the feasibility of developing a stormwater utility.

The City has numerous stormwater-related expenses that include monitoring and investigating existing infrastructure, performing routine maintenance, and engaging in large-scale new infrastructure projects. Additionally, the City has sampled—and continues to sample—portions of its stormwater system to identify areas with high concentrations of bacteria and its sources. The City spends approximately \$630,000 to clean, assess, and repair stormwater infrastructure as well as to test stormwater quality.

To help vet service options and build support for program changes, the City established a Stormwater Utility Task Force in December 2021. The Task Force’s overall goal is to advise City staff on several aspects of the program and agree on the best approach before presenting a recommendation to the Board of Commissioners and the public.

STORMWATER INITIATIVES

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

- **Maryland Avenue and Virginia Avenue Outfall Repair Work** | Wave action caused damage to the outfalls at Maryland and Virginia Avenues. As part of the Beach Fill Nourishment Project for Rehoboth Beach and Dewey Beach, the ACOE contracted with Great Lakes Dredge & Dock Company called for the extension of two ocean storm water outfall pipes (at Maryland and Virginia Avenues). Work involved erecting a cofferdam to provide for dry working conditions and the installation of new ductile iron pipe extensions. The new outfalls have a more robust design to withstand storm damage with steel pipe added for strength with an enhanced support structure around the pipe. The cofferdam was then removed after the work was complete. *Completed Summer 2017.*
- **Rehoboth Beach Stormwater Implementation Plan** | The City received partial funding from the Surface Water Matching Planning Grant through the Division of Watershed Stewardship to assist in the development of a Stormwater Sampling and Analysis Report. This plan involved identifying appropriate stormwater sampling and flow monitoring locations, obtaining samples during low flow and storm flow conditions, and having those samples analyzed for biological and nutrient composition. Once the data was analyzed, the information was used to confirm the model developed as part of the Stormwater PER, quantify various parameters contained in the stormwater and use that data to run a hydraulic model and predict the outcome of various treatment options so that pollutant discharges could be reduced. *Completed July 2018.*
- **Delaware Avenue Stormwater Improvement Project** | This project focused on improving storm drainage on and under Delaware Avenue and the Boardwalk. The work area encompassed Delaware Avenue from First Street to the Boardwalk, Wilmington Avenue from Second Street to First Street, and the Boardwalk from Brooklyn Avenue to Wilmington Avenue. *Completed 2019.*
- **Rehoboth Beach Stormwater Implementation Plan** | The City received partial funding from the Surface Water Matching Planning Grant through the Division of Watershed Stewardship to assist in the development of a Stormwater Implementation Plan. This plan involved stormwater sampling and analyzing those samples for general enteric bacteria and human bacterial indicators. The final report included the results of the sampling efforts as well as recommendations and their costs to further reduce and/or remove bacterial contamination. *Completed 2019.*
- **Resilient Community Partnership Project** | The City was selected as the recipient for the Resilient Community Partnership Grant through DNREC’s Division of Climate, Coastal, and Energy. The City partnered with the City of Lewes, Henlopen Acres, Town of Dewey Beach, Town of Bethany Beach,

REVIEW DRAFT #10: 2022-06-10 | SUBJECT OF 2022-06-28 PUBLIC HEARING

Town of South Bethany Beach, and the Town of Fenwick Island to research, evaluate, and document best practices and ordinances related to reducing impervious surfaces. This project also included a comparison of impervious surface coverage within the Municipalities from 2007-2017. Final deliverables included a Coastal Delaware Best Practices (BMP) Guide, Delaware Coastal Communities Impervious Surface Coverage Report, and a Coastal Community Toolkit. The final deliverables included GIS data based impervious coverage data to be used for the development of the Stormwater Utility Feasibility Study. *Completed December 2019.*

- **Storm Sewer Existing Conditions Assessment** | The City received a Wastewater Matching Planning Grant from the State Clean Water State Revolving Fund (CWSRF) to complete a storm sewer existing conditions assessment using Closed Circuit Television Video (CCTV) and Sewer Line Rapid Assessment Tool (SL-RAT) acoustic inspections. The deliverables included data-based planning maps and recommendations to identify immediate needs and future rehabilitation projects. *Completed 2020.*
- **Scarborough Avenue Extended Rain Garden** | Scarborough Avenue Extended has two rain gardens used to capture, treat, and release stormwater along the westernmost portion of the street. During heavy rainfall events, one of the rain gardens will become inundated with stormwater and does not adequately store runoff as intended. A storm drain was installed adjacent to the rain garden and tied into the existing infrastructure on Scarborough Avenue to capture excess runoff that is unable to be stored. *Completed December 2020.*

Listed below are the current stormwater related studies, initiatives, and projects:

- **Bayard Avenue Stormwater Improvements** | Construction of Phase I and II of Bayard Avenue's stormwater improvement project is slated for FY23-24.
- **Stormwater Basin #40 Study & Design** | Stormwater Basin #40 encompasses the area of Sussex Street, Kent Street, Cookman Street, and Park Avenue between 4th Street and 3rd Street. The area is known to experience street flooding after heavy rainfall events due to the lack of stormwater infrastructure in the area. The City identified funding for the design of a Phase 1 construction project in FY21, which would address the need for stormwater infrastructure, as well as the need for any water main or sewer main replacements, with construction to occur in a future budget year.
- **Stormwater Utility Feasibility Study** | The City received partial funding from the Surface Water Matching Planning Grant through DNREC to complete a Stormwater Utility Feasibility Study. The feasibility study involves determining the City's current and future expenditures related to stormwater conveyance and management, determining desired future levels of service, evaluating potential funding sources for necessary improvements, forming a stormwater working group with community stakeholders, utilizing GIS data and information, evaluating potential stormwater fee structures, and identifying a possible credit or exemption program. This project is a follow-up to the Resilient Communities Partnership project discussed more completely in **Chapter 7—Environmental Protection, Impervious Surface Cover**. The study will provide a framework for establishing a dedicated revenue stream used for necessary stormwater infrastructure. *Currently Underway 2021.*
- **Storm Sewer Repairs** | Implementing the recommendations identified as part of the Storm Sewer Existing Conditions Assessment, the City has budgeted maintenance funds in each fiscal year of the FY21-25 Capital Improvement Plan.

SOLID WASTE

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

REFUSE

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

City refuse collection is for typical household trash and garbage. The city does not pick up and dispose of certain construction materials such as pieces of wood and construction debris, tires, and concrete. Electronics and any item that contains refrigerant (e.g., air conditioners, refrigerators) will not be picked up. The City also does not pick up hazardous waste such as wet paints of any kind and old batteries. In the past, DSWA has conducted Household Hazardous Waste collection in the City Hall parking lot, open to all members of the public regardless of their residency. This service was discontinued during City Hall reconstruction and the service has not resumed.

In past years, the City facilitated refuse drop-off at the Public Works Yard, but this practice was discontinued because of State permitting challenges. The opportunity to dispose of refuse on days other than collection days benefited non-residents who travel back to their primary residences out-of-town and who are unable to put refuse curbside for collection and retrieve emptied bins in a timely fashion. This service was regulated so that only in-town property owners and residents could participate.

Valet Trash Service

Valet trash service is service available at an additional cost, provided as an add-on to regular refuse collection whereby trash bins are rounded up on private property, emptied, and returned to their original location. This service is an amenity that benefits residents and resolves problems with trash bins being placed curbside too far in advance of a designated collection day or being returned too long a time after collection.

Annual Bulk Pick Up

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

Yard Waste

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

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

RECYCLING

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

Pickup Services

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

Recycling Drop-Off Center

To increase diversion from local landfills and promote recycling amongst the community, the City was awarded grant funds from DNREC's Solid and Hazardous Waste Management Section to implement a recycling center in City limits. On July 23, 2018, the recycling center was successfully opened at 37540 Oyster House Road for use by residents and businesses. The purpose of the recycling center is to provide a supplemental and more convenient recycling service beyond the existing weekly collections. The City's residents and businesses no longer have to be concerned about meeting collection days/times or having enough capacity in their recycling bins. To enter the recycling center, residents must provide proof of residence showing local Rehoboth Beach address and driver's license. Businesses must provide a copy of current Rehoboth Beach business license showing physical location within City limits. The City Recycling Center currently operates from 9am-1pm on Fridays, Saturdays, and Mondays.

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

Public Space Recycling

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

- **Compacting Stations** | The city received partial funding from the Universal Recycling Grant Program for the BigBelly compacting recycling units to promote recycling in public spaces resulting in a cleaner environment while also encouraging resident and visitors to adopt sustainable practices. The recycling receptacles are smart, solar-powered, compacting stations that hold up to five times more than an average 30-gallon traditional waste bin. The stations are equipped with sensors that monitor and report fullness levels and collection activity. They harvest solar power to compact waste and communicate real-time fullness information to collection crews. The BigBelly units are located in Grove Park, Stockley Street Park, Deauville Beach Tennis Courts, and the Lake Gerar Tot Lot. Installing the recycling units in Stockley Street Park and Grove Park helped to greatly preserve the aesthetics of the parks while also reducing the likelihood of litter ending up in Silver Lake and the Lewes/Rehoboth Canal. Together, these units are capable of diverting up to 1,600 gallons of waste from local landfills within a 7-month period. *Completed 2019.*

- **Boardwalk Recycling** | The Boardwalk is the most heavily visited public space in the city limits, and due to its proximity to downtown restaurants and shops, it is an optimal location to offer public recycling. Implementing this project will result in a cleaner environment while also encouraging residents and visitors to adopt sustainability practices. The city currently utilizes 125 trash cans along the 1-mile long stretch of the boardwalk. The City's Boardwalk and Beach Committee researched and provided recommendations to place the recycling receptacles next to the existing trash cans for visibility and convenience. The city received partial funding from the Sustainable Communities Grants Program to procure the recycling receptacles, which were constructed of reconditioned steel drums and a two-way recycling lid. The remaining project funds were put towards stickers that clearly mark the receptacles as recycling and provide information on the types of materials that are acceptable. *Anticipated Summer 2023.*

TELECOMMUNICATIONS

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

Tourism requires strong and fast internet services for the industry users to make arrangements for entertainment, meals, travel, maps, and accommodations. This infrastructure is vital to the success of a seasonal community and ability to promote itself as computer applications now provide real time information from what was once a telephone and real person to person operation.



**CHAPTER 6
INFRASTRUCTURE**

CITY POSITIONS

Position on Key Infrastructure Issues: All infrastructure within the City is important and must be maintained in compliance with current codes and in up-to-date and state-of-the-art conditions. The City must prepare for the inevitable effects of sea level rise, including the possibility of longer Atlantic hurricane seasons and more frequent and powerful storms. The City also needs a comprehensive stormwater management plan that examines its stormwater management facilities and operations as well as physical and technological improvements to its key infrastructure to mitigate against these impacts (e.g., power, water, sewage, emergency communication, telecommunication). These actions will require support from and coordination with other public and private providers of key services. There is also an urgent need for increased regional planning with neighboring jurisdictions, Sussex County, and the State, particularly with respect to transportation infrastructure issues as well as implementation of the Hazard Mitigation Plan.

GOALS

4. Provide safe and adequate public utility services to present and future customers while in compliance with State and Federal regulations.
5. Continue with beautification and streetscape initiatives while balancing the need to replace aging infrastructure and continue routine maintenance.
6. Seek to relocate overhead utilities to underground, when and where feasible.
7. Support ongoing maintenance of City assets to prolong life expectancy and longevity.
8. Seek to increase technology infrastructure to support smart City initiatives and provide reliable services needed for sustainability and growth.

ACTION ITEMS

- l) Continue to support training programs for utility operators licensing requirements.
- m) Maintain continual communication with County, State, and federal agencies for new compliance mandates, programs, and initiatives.
- n) Continue to seek funding alternatives for infrastructure improvements and maintenance.
- o) Ensure evaluations and improvements are continually reviewed for future customer demand of City services.
- p) Coordinate with the Delaware Solid Waste Authority (DSWA) to resume household hazardous waste collection events within the City.
- q) Seek to investigate restoration of refuse drop-off at a satellite location within the City.
- r) Prepare a Citywide stormwater management plan.
- s) Evaluate management of point and non-point pollution sources to develop solutions and improve efficiencies in preparation of possible future designation as a Municipal Separate Storm Sewer System (MS4) community.

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Legend

-  City Boundary
 -  Parcels
 -  Water
 -  Park and Rides
 -  DART Bus Stops
 -  DART Transit Routes
 -  Canal Ownership Under Review
- Roadway Functional Classification**
-  Other Principal Arterials
 -  Minor Arterial
 -  Local

*NOTE:
As indicated in Chapter 2,
ownership of the hatched
section of the Lewes and
Rehoboth Canal is under
review.*

Atlantic
Ocean



M:\PROJ\221026.0001\Planning\GIS_Map 6 - Transportation and Transit.mxd



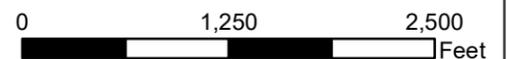
Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
Park and Rides: FirstMap (8/2021)
Bus Stops: FirstMap (8/2021)
Transit Routes: FirstMap (8/2021)
Roadway Functional Classification: FirstMap (8/2021)
Road Names/Centerlines: Sussex County (12/2018)
Water Bodies: USGS/FirstMap (2021)
Aerial: DeDOT (2017)

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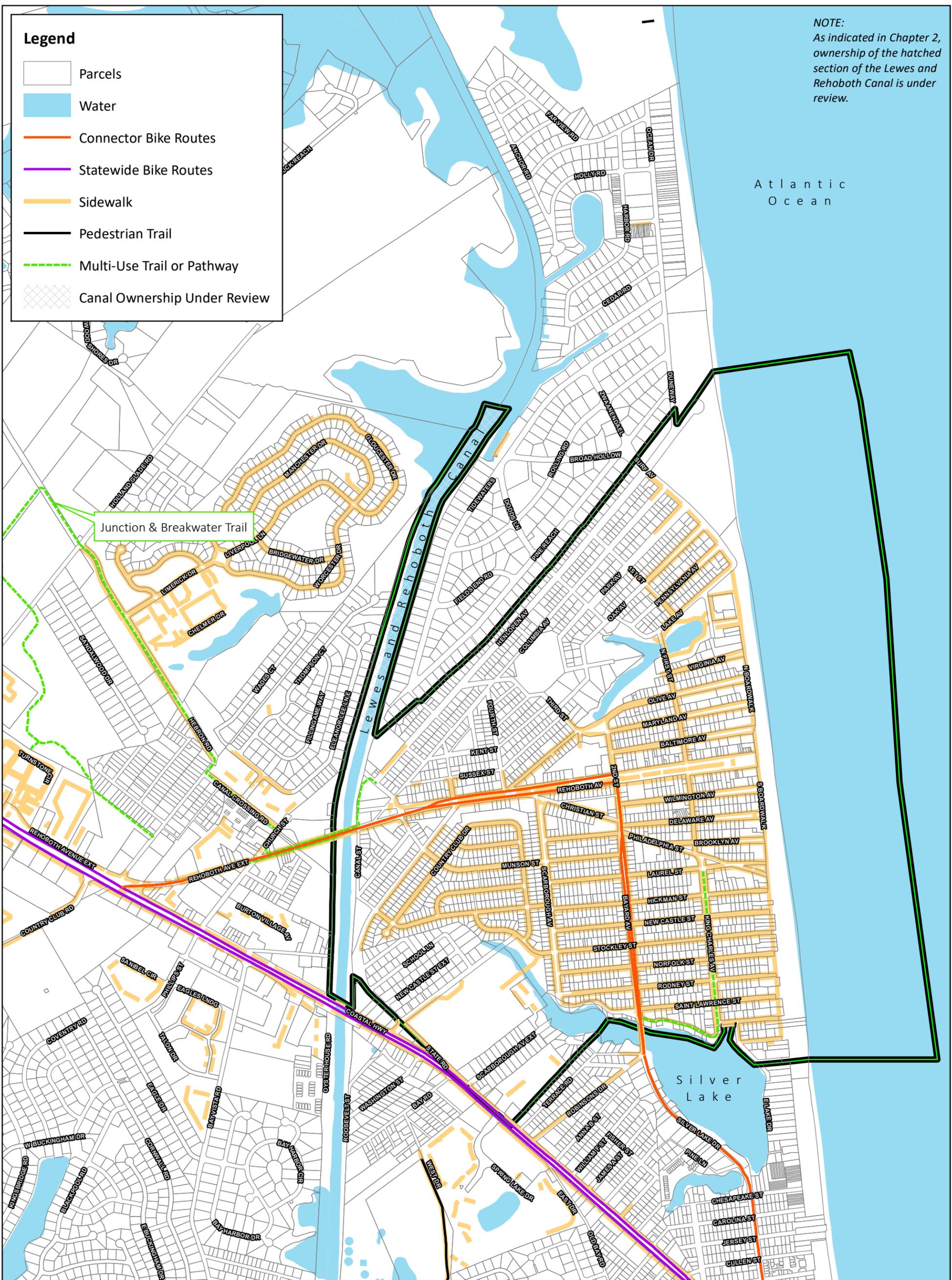
City of Rehoboth Beach

**2020 Comprehensive Development Plan
Map 6 - Transportation & Transit**

Legend

-  Parcels
-  Water
-  Connector Bike Routes
-  Statewide Bike Routes
-  Sidewalk
-  Pedestrian Trail
-  Multi-Use Trail or Pathway
-  Canal Ownership Under Review

NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.



M:\PROJ\221026.0001\Planning_GIS_Map 7 - Pedestrian and Bicycle.mxd

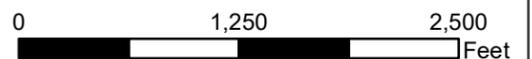


Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
Parcels: Sussex County (8/2021)
Bike Routes: FirstMap (8/2021)
Trails: FirstMap (8/2021)
Sidewalks: FirstMap (1/2022)
Road Names/Centerlines: Sussex County (12/2018)
Water Bodies: USGS/FirstMap (2021)



City of Rehoboth Beach

**2020 Comprehensive Development Plan
Map 7 - Pedestrian & Bicycle Facilities**

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Chapter 7

Environmental Protection

CHAPTER 7—ENVIRONMENTAL PROTECTION

Chapter 7 addresses these principal topics:

- WATER RESOURCES
- CLIMATE CHANGE
- LAND RESOURCES
- AIR RESOURCES

The City continues to protect and enhance its natural resources by establishing and strengthening environmental regulations, educating the Community on their benefits, and partnering with civic organizations to better preserve the environment. Environmentally sustainable tourism is a do-or-die issue for the City. In future planning, the City should prioritize consideration of the environmental impact for all its policies.

This Chapter provides an overview of numerous studies and plans, identifies areas of concern, and provides resources for initiatives in relation to the natural environment and climate change. **Chapter 6—Transportation & Infrastructure** discusses some environmental protection areas that are more closely related to the provision of water and wastewater services as well as stormwater management.

WATER RESOURCES

WATER BODIES

OCEAN & BEACH

The City’s most valuable asset is its oceanfront—the ocean, its beach, and the boardwalk. It is the basis of the community and, without continuing attention to its physical integrity, maintenance, and use, Rehoboth's basic nature and vitality would suffer significantly. Use of the beach varies along its length. Daily visitors and people staying in nearby hotels tend to congregate in the downtown, while City residents—both renters and owners—tend to use the north and south ends of the beach. The diverse uses along the 1.5 miles of beach exemplify the variety of experiences available and the importance of no-cost open access consistent with health and public safety concerns, which is a core value associated with Rehoboth’s beaches.

Beach Preservation Act

Under the Delaware Beach Preservation Act (7 Del. C. Chapter 68), the “beach” is defined as the area extending from the Mean High-Water Line of the Atlantic Ocean and Delaware Bay landward 1,000 feet and seaward 2,500 feet.

To ensure that beaches and dunes can serve their protective and recreational functions, almost all construction on them is prohibited. A building line was established along the coast as part of the *Regulations Governing Beach Protection and the Use of Beaches* (7 DE Admin. Code 5102). The building line, which parallels the coastline, is designated on Delaware Department of Natural Resources and Environmental Control (DNREC) maps. No construction may take place seaward of the building line or landward of the building line within the regulated area without a Coastal Construction Permit or Coastal Construction Letter of Approval from DNREC. This landward area is defined as “the specific area within the defined beach that DNREC is directed to regulated construction to preserve dunes and to reduce

property damage.” The regulated area is 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.

Dunes & Beach Grasses

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



Unfortunately, dunes are especially sensitive, unstable resources, subject to the ravages of wind and water. Beach grass helps build and stabilize dunes as the blades of grass help trap wind-blown sand. Although beach grass is a hardy plant and is tolerant to high salinity conditions, direct sun, extreme heat, lack of fertile soil, and fluctuating water supply, it cannot survive being trampled by vehicles, people, or their pets. As part of its resistance to salinity and drying conditions, the plant forms thick brittle stalks that break easily. Without vegetation, the dune sand is exposed to wind erosion resulting in weak spots in the dunes. These weak spots increase the chance of breaching during a coastal storm, providing channels for floodwaters to move inland.

Protecting dunes helps preserve public safety during coastal storms and protects the beach’s sand supply that slows shoreline erosion. Dunes absorb the impact of storm surge and high waves, preventing or delaying flooding of inland areas and damage to inland structures. They also function as sand storage areas that supply sand to eroded beaches during storms and barriers to windblown sand and salt spray.

In fall 2019, the City partnered with DNREC and the U.S. Army Corps of Engineers (USACE) to ensure the sustainability and quality of the City’s coast. The \$7.2 million beach nourishment project pumped sand from an offshore borrow site onto Rehoboth Beach and then built it into an engineered dune and berm template, designed to reduce damages from coastal storm events. Nourishment was also completed in 2009, 2011, 2013, and 2016.

INLAND BAYS & WATERSHED

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

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

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

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

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

The main sources of nutrients in the watershed are septic systems, sewage treatment plants, stormwater runoff, and agricultural operations with nonpoint sources being the greater source of nutrient contribution. Little Assawoman Bay and Indian River Bay are classified as degraded to healthy while

Rehoboth Bay water quality is characterized as fair to healthy. Due in part to the large influx of summer tourists, water quality declines between Memorial Day and Labor Day. Upgrades to sewage treatment plants, expansion of central sewers, removal of septic systems, and use of best management practices on agricultural lands has reduced nutrient loadings.

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

LEWES-REHOBOTH CANAL

Partially located within the City is the Lewes-Rehoboth Canal, which connects the Broadkill River and the Delaware Bay to Rehoboth Bay. It forms a portion of the Intracoastal Waterway and has been used primarily for leisure boating. The City recently improved the Canal Dock located next to the History Museum. Acting as the City’s second waterfront, the Canal holds significant potential as a recreational asset and as a water taxi/landscape tour connection between Rehoboth and Lewes. Commercial and recreational boats utilize the Canal, but due to shallow areas within the channel, many boats are restricted from entering. Larger commercial and fishing boats have reported being stuck in the silt along the Canal, leading to complaints about damages caused by shallow water. The canal has historically not been well maintained by USACE. As a result, silting from run-off, discharge, and bank erosion impedes its navigability and interferes with its proper flushing.

Canal Dredging

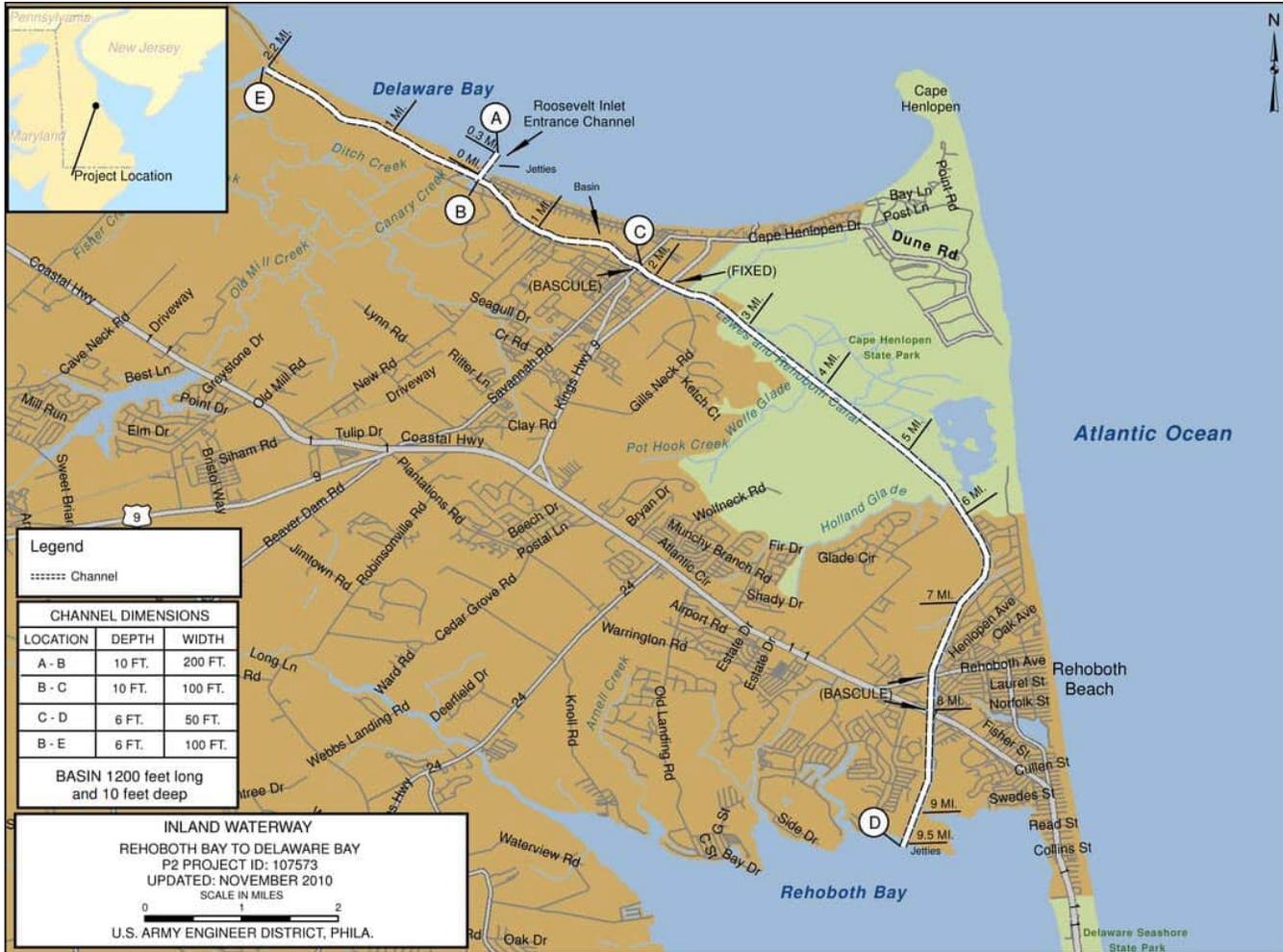
For years, the City, State legislators, and local boaters and sailors pushed to get the Canal dredged but were hampered by a change in policy shifting responsibility from USACE to the State for the dredging of shallow-draft port waterways. In August 2021, coordinating with the mayors of Lewes, Dewey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

In 2020, the estimated cost to complete the Lewes-Rehoboth Canal dredging was more than \$2.4 million. DNREC noted that it placed a high priority of the Canal’s maintenance dredging, reflecting its popularity among recreational boaters and the importance of it connecting the Inland Bays with the Delaware Bay; however, the large footprint of the dredging needed as well as limited sediment disposal options remain outstanding challenges for the project. Federal funding for maintenance dredging of federally authorized navigational channels in coastal Delaware has become increasingly scarce—DNREC officials have been engaged in a coordinated effort with USACE concerning the potential for federal participation in the

maintenance dredging. While portions of the 10-mile canal have been dredged since 2002, that was the last year major federally funded dredging of the canal took place.

In January 2022, Delaware’s congressional delegation announced that USACE plans to spend \$3.8 million for completing maintenance dredging in the Lewes-Rehoboth Canal from Rehoboth Bay to Delaware Bay, using funds from the federal *Infrastructure Investment and Jobs Act*.

Figure 7-1. Lewes-Rehoboth Canal



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

LAKES

The City is home to two lakes: Silver Lake and Lake Gerar.

Silver Lake

Silver Lake is approximately 42 acres in size and has a 9,929-foot shoreline that traverses the City (60%), County (35%), and Dewey Beach (4%). Its watershed encompasses 283 acres, the majority of which is within City limits. It is fed primarily by stormwater drainage and groundwater ingress. To prevent flooding when there is heavy rain and high stormwater drainage, there is an outfall pipe to the ocean located in the southeast corner of the lake outside City limits that is owned and maintained by DNREC; this outfall has grates that protect the outfall pipe from debris. Silver Lake is a natural freshwater remnant of receding glaciers from a prehistoric Ice Age. The Nanticoke Tribe held summer encampments around Silver Lake to gather shellfish from the ocean, and various Native American artifacts have been found along its shores. During the colonial era, ship captains fetched fresh water from Silver Lake before heading out onto the Atlantic. In 1933, the Delaware General Assembly established Silver Lake as a State Bird Refuge.



Completed in 2017, the Silver Lake Aquatic Habitat Enhancement Project included redistribution of accumulated sediment from the upper portion of the lake to enhance and improve its overall aesthetics and create beneficial habitat for flora and fauna. DNREC installed biodegradable logs on the bank near the pedestrian bridge, placed 1,500 cubic yards of dredged sediment behind the logs, and landscaped the bank with native plants to provide a vegetative buffer.

Lake Gerar

Lake Gerar is 6.4 acres in size and is located entirely within City Limits. It is filled and maintained by a combination of stormwater runoff and groundwater ingress from the surrounding neighborhood. Lake Gerar receives groundwater discharge from underground seep sources; therefore, it maintains a relatively stable permanent pool of water. It outfalls directly into the ocean. Until the late 1920s, Lake Gerar was basically a swamp that had shallow water when it rained. As part of an agreement to purchase a portion of adjacent City land for development purposes, a former president of the DuPont Company agreed to dredge the Lake and clean up its shoreline at his own expense. The area of Lake Gerar's watershed and stormwater drain system is heavily treed, with a large number of mature trees on adjacent private property, in the City's rights-of-way, and within nearby Central Park.



A significant restoration initiative was more recently completed by the City in partnership with DNREC and the Save Our Lakes Alliance (SOLA3), which included removal of over 20 tons of water-logged trash,

installation of barely visible fencing to protect germinating growth and to keep out invasive geese populations, establishment of a riparian buffer, removal of invasive vegetation and planting of native vegetation, installation of an aerating system and several stormwater sceptors to eliminate the growth of bacteria that produces detrimental nutrients, and improvement of the overall habitat.

FLOODPLAINS

The floodplain or special flood hazard area is a graphic representation of the base flood elevation on the Federal Emergency Management Agency’s (FEMA) Flood Insurance Rate Maps (FIRMs). The base flood is one expected to have a 1% chance of being equaled or exceeded in any given year. Over a 30-year period (the standard length of a conventional residential mortgage), there is a 26% chance that a structure in the floodplain will be flooded by a 1% chance flood, previously known as the 100-year flood event. The term ‘100-year flood event (or storm) has fallen out of favor as it is misleading and is often misinterpreted as meaning the storm/flood event would only happen once every 100 years, which is not the case. These events have the potential to occur much more frequently and are likely to increase due to the impacts of climate change.

As shown on **Map 8—Environmental Features**, the 1% annual chance floodplain is predominantly located around the waterways and low-lying areas, such as around Silver Lake and extending northwest to School Lane, along King Charles Avenue to New Castle Street, and extending west from the ocean to beyond the boardwalk. Flood zones and their descriptions are provided in **Table 7-1**.

Table 7-1. FEMA Flood Zones

Flood Zone	Description
SFHA—High Risk Areas	
A	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.
AE	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are provided. AE Zones are now used on new format FIRMs instead of A1-A30 Zones.
AO	River or stream flood hazard area, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1-3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage.
VE	Coastal areas with a 1% or greater chance of flooding and an additional hazard associated with storm waves. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
Moderate Risk Areas	
X (Shaded) 0.2% or 500-Year	Moderate flood area(s), shaded area(s) shown on FIRM, are the areas between the limits of the base flood and the 0.2% annual chance (or 500-year) flood.
Minimum Risk Areas	
X (Unshaded)	The areas of minimal flood hazard, which are areas outside the SFHA and higher than the elevation of the 0.2% annual chance flood, are labeled Zone X (unshaded).

Source: Federal Emergency Management Agency

NFIP & CRS

The City has participated in FEMA’s National Flood Insurance Program (NFIP) since March 30, 1973. The NFIP, managed by FEMA and delivered to the public by a network of insurance companies, provides flood insurance to property owners, renters, and businesses to help reduce the socioeconomic impact of floods. Most homeowner’s insurance policies do not cover flood damage; flood insurance is a separate policy that can cover buildings and their contents. Homes and businesses in high-risk flood areas with mortgages from government-backed lenders are required to have flood insurance. It is important to note that flood insurance requirements are based on a property’s flood zone—current flood zone designations are primarily based on past flooding history.

As an NFIP-participating community, the City has adopted floodplain management practices for development in 100-year floodplains. The City’s Floodplain Ordinance requires all new structures and substantially improved structures to be constructed with a minimum of one foot of freeboard (distance above the base flood elevation) as noted on the City’s FIRM.

The City has also participated in the NFIP’s Community Rating System (CRS) since October 1, 1994 and has been classified as a Level 8 community since October 1, 1995. The CRS is a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed minimum requirements of the NFIP. Communities can have a rating from Level 10 (non-CRS participants) to Level 1 (CRS participants achieving maximum program guidelines); every successive level attained results in a 5% reduction in flood insurance premium rates, up to a 45% reduction for Level 1 communities. As a result of the City’s participation as a Level 8 community, flood insurance premium rates are discounted by 10% for those within the SFHA (5% outside of the SFHA) to reflect the reduced flood risk resulting from the City’s efforts to address the program’s three goals:

- Reduce and avoid flood damage to insurable property
- Strengthen and support the insurance aspects of the NFIP
- Foster comprehensive floodplain management

WETLANDS

A wetland is a low-lying land area that is saturated with water, either permanently or seasonally, and contains hydric soils and aquatic vegetation. Wetlands may be permanently flooded by shallow water, permanently saturated by groundwater, or periodically inundated or saturated during the growing season in most years. Many wetlands are the periodically flooded lands that occur between uplands and salt or fresh waterbodies (e.g., lakes, rivers, streams, estuaries). Other wetlands may be isolated in areas with seasonally high water tables that are surrounded by upland or occur on slopes where they are associated with groundwater seepage areas or drainageways. Wetlands are important natural resources providing numerous values to society, including fish and wildlife habitat, flood protection, erosion control, and water quality preservation.

In addition to providing wildlife habitat, wetlands provide protection from flooding and protect water quality by naturally filtering runoff on its way to water bodies. Protection of wetlands falls under the regulatory jurisdiction of Section 404 provisions of the Federal Clean Water Act. In Delaware, tidal and non-tidal wetlands are regulated by USACE under this act; however, tidal wetlands are subject to additional and more stringent regulatory protection under the provisions of 7 Del. C. 66. **Map 8—Environmental Features**, shows the majority of wetlands follow waterways within the City.

Given the focus of maintaining water quality, agencies such as the Delaware Center for the Inland Bays and DNREC place a high priority on maintaining wetland buffers. Wetland buffers are those areas that surround a wetland and reduce adverse impacts to wetland functions and values from adjacent development. Buffers reduce wetland impacts by moderating the effects of stormwater runoff including stabilizing soil to prevent erosion; filtering suspended solids, nutrients, and harmful or toxic substances; and moderating water level fluctuations. They also provide essential habitat for wetland-associated species for use in feeding, roosting, breeding and rearing of young, and over for safety, mobility, and thermal protection.

Finally, buffers reduce the adverse impacts of human disturbance on wetland habitats by blocking noise and glare; reducing sedimentation and nutrient input; reducing direct human disturbance from dumped debris, cut vegetation, and trampling; and providing visual separation. Scientists generally agree that appropriate buffer widths are based on several variables including existing wetland functions, values, and sensitivity to disturbance; buffer characteristics; land use impacts; and desired buffer functions. DNREC recommends instituting a 100-foot upland buffer width, requiring plantings of native woody or herbaceous plant species.

IMPERVIOUS SURFACE COVER

In early 2018, the City gauged interest from other coastal communities in forming a partnership to apply for assistance to conduct a comprehensive study of impervious surface cover due to development in the coastal communities and its impacts on stormwater management, flooding, and water quality. Rehoboth, Lewes, Henlopen Acres, Dewey Beach, Bethany Beach, South Bethany, and Fenwick Island collectively applied to DNREC's Resilient Community Partnership program, which provides Delaware communities with technical assistance through federal funding with a goal to help communities undertake necessary planning to become more resilient to coastal hazards. This application was a success and related project work is described below.

The partnering municipalities each face additional challenges associated with rising sea-levels, based on their proximity to the Atlantic Ocean and Delaware's Inland Bays. Rapid growth, compounded by impacts to the groundwater table and growing floodplain, led these coastal communities to seek out strategies for reducing impervious surface coverage. The project included three critical components:

- Evaluation of the current status of impervious surface coverage within each municipality's boundaries
- Summary of options to increase stormwater infiltration and reduce future impervious surface coverage
- Development of best practices for each municipality to control future impervious surface coverage and final assessment report

While project deliverables have many applications, a few specific recommendations were noted for Rehoboth including the need to define "impervious surface" in the City Code and consider use of alternative types of pavement. The deliverables also suggested that the City could consider making adjustments to street design requirements, floor area ratio, and lot coverage.

CLIMATE CHANGE

Many areas within the State are susceptible to climate change and Rehoboth Beach is no exception. Pressing issues faced by the City include heavy precipitation events, increasing temperatures, and sea level rise. The State is taking action across its agencies to avoid the worst impacts of climate change and to fortify Delaware against the impacts that it already has begun to experience. Rehoboth is committed to promoting and participating in State and federal programs to complete project specific initiatives.

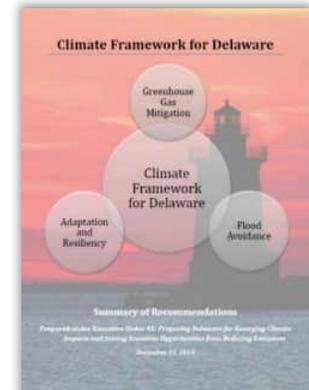
STATEWIDE PLANS

CLIMATE FRAMEWORK FOR DELAWARE

On September 12, 2013, Governor Markell signed Executive Order 41: Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions and created a Cabinet Committee on Climate and Resiliency. EO41 provided a road map for State agencies to prepare for the impacts of climate change and to reduce the greenhouse gas emissions that cause climate change. It is the backbone for many State activities that aim to reduce the impact of climate change within the State.

The Cabinet Committee on Climate and Resiliency was organized to guide State agencies through the process of implementing EO41. The Committee set a goal to reduce Delaware’s greenhouse gas emissions 30% by 2030. The Climate Framework for Delaware action plan was developed, and the Committee is charged with producing progress reports that keep the Governor, legislators, and public informed on the progress of these mitigation and adaptation efforts. The Report identifies actions and strategies that each State agency can take to help prepare Delaware for the effects of climate change in ways that relate to their mission. It includes 155 recommended actions to protect public health, infrastructure, economy, and natural resources under three objectives:

- **Adaptation:** protecting Delawareans in the face of impending climate change consequences
- **Mitigation:** reducing greenhouse gases and environmental impacts of state operations in order to reduce the driving human forces of climate change
- **Flood Avoidance:** identifying areas and infrastructure that are put at risk from current and future flooding and fortifying existing structures in high-risk areas

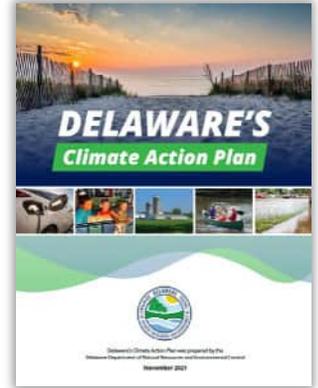


CLIMATE ACTION PROGRESS REPORT

The Climate Action in Delaware: 2016 Progress Report provides an update on the actions and goals outlined in the Climate Framework. This report highlights the actions and accomplishments made by the State to curb greenhouse gas emissions and adapt to the impacts of climate change—what has been accomplished and what work is still to be done moving forward. It also provides an overview of local government actions and sets out a vision for the future. The report includes an Adaptation Appendix, which provides a summary of progress for each climate adaptation recommendation developed by 11 State agencies.

STATEWIDE CLIMATE ACTION PLAN

In November 2021, the State adopted its first Climate Action Plan. The plan recognizes that climate change is affecting Delaware and will continue to influence the State going forward and that, from increased temperatures and rising sea levels to heavy precipitation and flooding, residents are experiencing the impacts of climate change in their daily lives. The plan will guide State efforts to minimize greenhouse gas emissions and maximize resilience to climate change impacts. To do this, the plan identifies a number of action areas for the State, which are identified below.



Action areas to minimize greenhouse gas emissions:

- Clean and renewable energy expansion, which has the greatest potential to reduce emissions in the long term.
- Energy efficiency measures, which can be put in place relatively quickly and implemented through existing programs.
- Transportation sector transitions to zero-emission vehicles and more efficient transportation systems.
- High global warming potential emissions, which include greenhouse gas emissions reductions and management of greenhouse gases other than carbon dioxide.
- Offsetting carbon emissions by preserving forests, croplands, wetlands, and urban greenspaces that absorb (or sequester) carbon dioxide from the atmosphere, providing a cost-effective, temporary, or long-term carbon storage solution.

Action areas to maximize resilience to climate change impacts:

- Update or create State regulations that address protection and conservation of vulnerable and impacted resources.
- Support communities and stakeholders in the form of trainings, resources, and technical assistance.
- Create management plans for natural resources, emergency response, State facilities, and agency equipment.
- Update facility design and operation that accounts for future climate conditions.
- Promote research and monitoring that studies the impacts of climate change and methods of adapting.
- Engage in outreach and education on climate change impacts and adaptation.
- Provide agency support that provides the resources to implement resilience actions.

HEAVY PRECIPITATION EVENTS

Climate change is expected to result in more frequent heavy precipitation events, which can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure. The City's infrastructure and its ability to handle such events plays a contributing role in how effectively the area can be evacuated and how it can minimize or prevent damage from these events. Planning for these events also contributes to how successfully the City and emergency services can respond to these events. An assessment of the vulnerability of structures to heavier, more frequent precipitation, flooding, and sea level rise would be a beneficial tool for the City when preparing for the anticipated higher frequency of heavy rainfall events.

In addition to resources such as Silver Lake, the Lewes and Rehoboth Canal, Lake Gerar, the ocean, and assorted wetlands, tributaries, and floodplains, several features may be at risk due to heavy precipitation events including human health (emergency response, mold and disease), water resources (drinking water, sewer, and stormwater systems), infrastructure (roads, bridges, culverts), and natural resources (beaches, dunes, coastal habitats).

TEMPERATURE RISE

Another key issue surrounding climate change is a steady rise in temperature, which will result in a longer growing season, heat waves, and more consecutive days where it does not cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations. Although temperature is not something that can be controlled, there are ways for the City to prepare for a possible increase. Tree planting and shade contribute greatly to heat dispersion. Making sure buildings are up to code for cooling systems will also mitigate the effects of long-term temperature changes. Educating people on how to deal with heat waves and erratic weather also helps prepare the population for such events and can be a successful way to prevent the dangers of high temperatures. Additional areas of consideration may include installation of additional public water fountains, policies or training aimed at protecting City employees from the heat, posting signage in parks and recreational areas alerting visitors to extreme heat and related vector-borne illnesses, and encouragement of 'cool roofs' in new or redevelopment efforts.

Higher temperatures can also impact the City's transportation infrastructure. Asphalt pavement softens and expands under elevated temperatures, making it more vulnerable to rutting and potholes. These impacts are important to consider when planning for the long-term durability and functionality of the City's road network. Additional features at risk due to temperature rise may include human health (vector-borne diseases, heat-related illnesses), water resources (water use and quality), infrastructure (roads, bridges), and natural resources (wildlife food sources, wildlife and plant health).

Temperature differences will not vary significantly across the City, but certain demographic populations vulnerable to increased temperatures can show spatial patterns or clusters. From a public health perspective, it is important to identify and target these populations that are at elevated risk when temperatures rise. Mapping heat-vulnerable populations is possible using indicators that correlate to elevated risk. For example, each of the following demographic populations are susceptible to increased temperatures: elderly (high rate of heat stroke), lower socio-economic status (cannot afford air

conditioning, poor housing, etc.), isolated persons and those living alone (lack social support), immigrants and non-native English speakers (difficulty accessing support services).

SEA LEVEL RISE

Sea level rise (SLR) is an emerging challenge for the State and potentially the City that affects all tidal bodies of water. It can be defined as an increase in average tide levels over time and is caused by a combination of subsidence of land and global climate change. Sea level trends as measured by the tide gauge in Lewes operated by the National Oceanic and Atmospheric Administration (NOAA) is 3.39 millimeters per year, which is equivalent to a change of 1.11 feet over 100 years. The existing rate of SLR is expected to increase in the coming decades as a result of climate change. The State is planning for an increase in average tide heights of 1.7 to 5.0 feet by the year 2100, according to scenarios updated in 2017. SLR can lead to inundation of infrastructure and natural areas adjacent to water bodies, water quality problems through saltwater intrusion into drinking water wells, and wastewater treatment issues through rising water tables affecting septic systems.

The rising and spreading of water over normally dry land is referred to as inundation. Analysts use models to develop maps showing the possible impacts of inundation based on various SLR scenarios for State waterways and the land that surrounds them (watersheds). These maps reflect the filling of these watersheds at constant elevations, also referred to as bathtub modeling. In other words, the maps show the water levels rising in the watersheds similar to the filling of a bathtub. SLR can lead to inundation of infrastructure and natural areas adjacent to waterbodies, water quality problems through saltwater intrusion into drinking water wells, and wastewater treatment issues through rising water tables affecting septic systems. Rising water levels could also result in more frequent need for beach replenishment projects and dune repairs, and loss of wetlands could decrease the City's natural defenses against flooding.

As a coastal resort community, the City's economy and quality of life have historically been linked to its beach, lakes, and other water resources. Because of its location, low elevations, and dependence on the coast, the City may be particularly vulnerable to the effects of SLR, loss of low-lying land and structures, saltwater intrusion into surface water and groundwater, and increased flooding from storm events. Changes in sea levels have the potential to impact existing infrastructure and natural resources in the short-term and the durability of future development with long-term design life. Long-range planning and accounting for changes in sea level that may be expected in the City will help lead to informed decisions for public and private investments by minimizing risk and potential for damage to both existing and future resources. An assessment of the vulnerability of structures to heavier, more frequent participation, flooding, and sea level rise would be a beneficial tool for the City when preparing for anticipated sea level rise. Additional features that may be at risk due to sea level rise include human health (emotional and physical health), infrastructure (roads, bridges), natural resources (beaches, dunes, coastal wetlands), and water resources (freshwater habitats, drinking water intakes).

Map 9—Coastal Inundation shows areas of the City that are at risk for potential future coastal inundation. With City limits, the areas most likely to be impacted include the beach and boardwalk, areas directly adjacent to the Lewes-Rehoboth Canal, and land to either side of Henlopen Avenue north of Surf Avenue.

CITY CLIMATE ACTION PLAN

In May 2022, the City's Environment Committee developed a draft proposal for the Mayor and Commissioners to consider that recommends development and implementation of a Climate Action Plan for Rehoboth Beach. The recommendation encouraged voluntary advance participation in reducing carbon emissions by residents and businesses. Rationale for such a planning effort included the following:

- Delaware is the country's lowest lying state and is subsiding (sinking) while sea levels are rising
- The State is in the path of storms like SuperStorm Sandy that have the potential to cause great damage to property and people
- The Solar Energy Industries Association reports that the cost of solar and other clean technologies has decreased by 70% over the last decade so financing these technologies is much more feasible
- Many cities around the world have set firm goals to achieve zero carbon emissions by 2050
- The City is vulnerable to climate change impacts and should set an example for other beach towns and the State as a whole

While the Committee identified numerous visions for this effort, specific project components have yet to be determined. Should the City pursue the creation of a Climate Action Plan, it is recommended that they seek technical guidance from DNREC as well as funding from appropriate sources.

LAND RESOURCES

FORESTS, WOODLANDS & TREES

Trees are an integral component of the urban environment. Their shade and beauty contribute to the City's quality of life and soften the hard appearance of concrete structures and streets. They help stabilize the soil by controlling wind and water erosion. Trees also help reduce noise levels, cleanse pollutants from the air, produce oxygen and absorb carbon dioxide, and provide habitat for wildlife. They also provide significant economic benefits, including increased real estate values and more attractive settings in which to locate residences or commercial businesses. Trees provide shade and act as windbreaks, helping to decrease residential energy consumption. Unlike other components of the City's infrastructure, the tree population, with proper care, will continue to increase in value with each passing year. When properly maintained, trees return overall benefits and value to the community far in excess of the time and money invested in them for planting, pruning, protection, and removal.

City Code Chapter 253—Trees establishes a City Parks and Shade Tree Commission and provides comprehensive tree regulations. Listed in the following sections are the tree programs and initiatives completed and/or underway throughout the city.

Rehoboth Beach is virtually unique among all the beach resorts on the East Coast because of its abundance of trees. The northern portion of the City is naturally forested as is the area between King Charles and Bayard south of Philadelphia Avenue. The remainder of the City is irregularly tree-covered as the result of various public and private plantings. Residential and commercial construction, storm damage, utility right-of-way maintenance, and natural causes have led to a decrease in the City's tree inventory. Many past plantings have also proven ill-suited to the City's vigorous climate or for curbside use. As land has increased in value, there has been increasing pressure to dedicate ever greater percentages of the City to buildings and concrete.

All trees growing within the City, whether on private or public property, are part of the "urban forest," a term that includes all the trees, woodlands, woody shrubs, ground vegetation, and associated green space within the urban area. The City and its citizens have made a significant investment in the creation and maintenance of this forest and, given new national concerns over global warming and the need for carbon sequestration, a new and bolder strategy is needed to sustain this investment into the future. Overall, the following needs should be addressed:

- Foster a more positive public attitude toward trees
- Highlight the areas of necessary public policy change
- Maximize the potential of the existing urban forest
- Plant and maintain trees and landscaping in all the City's public green spaces
- Encourage individuals to plant native species on their property
- Increase the range of individuals and organizations actively involved with the urban forest
- Encourage partner organizations to work in complementary ways
- Educate residents and business owners about the connection between green infrastructure and climate change

To capitalize on the many environmental and economic benefits of a healthy urban forest, the City should prepare a Community Forest Plan designed to increase public support and involvement, make

the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest. At a minimum, the CDP encourages:

- Increasing the stock of trees through tree planting programs
- Encouraging the planting of trees by both public and private entities
- Diversifying the variety of new trees
- Replacing trees affected by disease
- Adopting high standards of maintenance and replacement
- Preserving natural forests within the City

The Community Forest Plan will be the basis for a comprehensive review and revision of the City's environmental protection codes to ensure that all future buildings, developments, renovations, and partitionings are planned and executed to retain and plant the maximum amount of urban forest. Discussions are underway with State urban forestry representatives on how to create the Forest Plan.

COMMEMORATIVE TREE PROGRAM

The Commemorative Tree Fund program purchases trees for planting in honor of a celebration, commemoration, or special event. The program is a partnership between the City and its Trees and Green Infrastructure Committee (formerly the Mayor's Advisory Committee on Trees). The Committee's name change was prompted by the necessity to focus on both green infrastructure and trees. Green infrastructure refers to stormwater management practices that protect, restore, or mimic the natural water cycle. Now, trees are recognized as an essential part of the City's green infrastructure, which helps boost the economy, enhance community health and safety, and provide recreation, wildlife, and many other benefits.



To honor the generous donation, a tree sculpture was created and commissioned in the City Hall Atrium. Each contributor to the tree fund is acknowledged with a custom engraved leaf, with three distinct colors signifying the donation level. Since its inception in 2019 through the end of May 2022, over \$46,000 has been contributed by over 80 donors. These donations support new trees planted on public property throughout the City.

TREE CITY USA

Rehoboth Beach first received Tree City USA Designation in 1988, in honor of its commitment to effective urban forest management. The Tree City USA program, sponsored by the Arbor Day Foundation in cooperation with the U.S. Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities. Rehoboth Beach achieved Tree City USA recognition by meeting the program's four requirements: establishing a tree board or department, adopting a tree care ordinance, funding an annual community forestry budget of at least \$2 per capita, and holding an Arbor Day observance and proclamation.

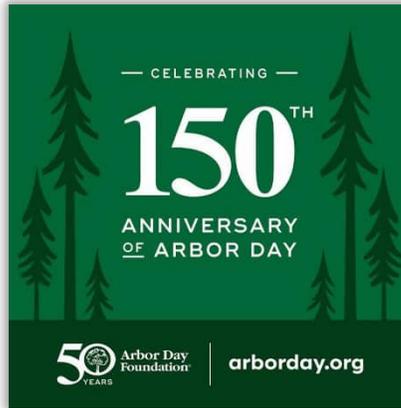


TREE CITY USA®

In 2022, as in past years, the City also received the Arbor Day Foundation's Tree City USA Growth Award, for continuous improvement to its urban forestry program.

REVIEW DRAFT #10: 2022-06-10 | SUBJECT OF 2022-06-28 PUBLIC HEARING

On May 6, 2022, Governor Carney joined Mayor Mills at Rehoboth Elementary School to celebrate the 150th anniversary of Arbor Day in a ceremony attended by members of the General Assembly, State and local officials, students, and their families, and school staff. The event recognized the City for its 31 years as a Tree City USA community.



Artist: Annaleisyia Strangman
Grade 5, Rehoboth Elementary School
Courtesy of Delaware Department of Agriculture

Governor Carney also honored student winners in the Delaware Forest Service's annual Arbor Day School Poster Contest, with the 2022 theme, "Trees are Terrific—for Today and Tomorrow!" One of the 12 winners was a 5th grade student at Rehoboth Elementary, whose winning submission is displayed at right.

The event culminated with the planting of 10 native trees on the school campus.

ONLINE TREE SURVEY

In April 2018, the City released a tree survey to gather public input and suggestions to help guide its tree program. The data collected utilized public opinion to help the City make sound decisions in the maintenance, planting, and preservation of its trees. The survey was completed by 437 people, the majority of whom lived within City limits. Approximately 83% of respondents wanted to see more trees planted in the City and along streets between the sidewalk and road. The two top concerns relating to trees in the City were loss of mature trees and tree root damage to sidewalks, pipes, and building foundations. Most respondents were willing to support new rules about planting and protecting trees and supported an increase in the City's tree budget.

PUBLIC TREE INVENTORY MANAGEMENT PLAN

In December 2010, the City received a Public Tree Inventory Management Plan, which was partially funded by DNREC's Division of Air and Waste Community Environmental Project Fund. The purpose of the plan was to provide a five-year plan of action concerning the City's inventoried tree population. Eight specific tree management recommendations were identified for implementation. The Plan's consultant inventoried 2,871 total trees, stumps, and planting sites. Of these, 2,335 (81.3%) were sites along streets and 536 (18.7%) were sites within parks and public properties. The inventory showed that the City's Street tree population was comprised of 60 species representing 36 genera, while tree population in parks and public properties were comprised of 67 species representing 43 genera.

MASTER TREE PLANTING PLAN

The City Arborist and Tree and Green Infrastructure Committee started working on a master tree planting plan and priority street plan in 2021, which is still ongoing.

URBAN TREE CANOPY

Urban trees are the soul of a City known for its progressive land-use planning and extensive green infrastructure. Trees are a crucial part of the cityscape, softening and beautifying the built environment, improving neighborhood safety and livability, and providing vital ecosystem services such as air purification, temperature mitigation, and stormwater interception. Effective and efficient management of the urban forest relies on an understanding of the structure and function of the resource, as well as the benefits it provides.

Canopy cover has been identified as an important measure of urban forest health by the City. Monitoring the City's tree canopy is important to understand how the canopy may be changing and how those trends will allow City officials to make important decisions regarding management strategies. Using new technology, the Delaware Forest Service's Urban and Community Forestry Program has compiled extensive maps that detail the tree canopy for each of the State's 57 municipalities; the data is also available in an online GIS web application. This analysis, which utilized 2014 LIDAR data as the basis for its analysis, indicated an Urban Tree Canopy of 50.4% (273.6 Acres) in the City.

PLANNING COMMISSION TREE STUDY

On December 21, 2012, the City adopted Resolution No. 1212-01, charging the Planning Commission with conducting research, examining, and recommending amendments to the City Commissioners for the existing tree ordinance and other ordinances and regulations and their enforcement, and proposing new ordinances and regulations to better fulfill the purposes of the tree ordinance, including the protection, planting, removal, and long-term management of trees within the City.

On August 11, 2014, the Planning Commission presented the final Tree Study report for consideration by the Board of Commissioners. The overarching objective was how the City and its citizens could best meet the City's goal to maintain and increase its tree canopy on both private and public land. The second, more specific objective, was to assess the City's current tree ordinance with particular focus on the Comprehensive Tree Regulations that was adopted in January 2006 and to recommend changes as may be needed. The study included a proposed amended tree ordinance as well as 15 additional recommendations; however, neither the proposed tree ordinance nor the 15 recommendations were adopted.

TREE ORDINANCE UPDATE

Starting in early 2020, City staff and multiple City Committees (Environment, Law Oversight, and Trees and Green Infrastructure) began updating the Tree Ordinance. The Parks and Shade Tree Commission was tasked with updating the Planning Commission August 2014 draft Tree Ordinance and preparing recommendations as requested by the Board of Commissioners. Most recently, the Trees and Green Infrastructure Committee reviewed the latest draft and discussed remaining issues at their August 20, 2021 meeting. Formal review by the Mayor & Commissioners began in early 2022.

TREE TENDERS PROGRAM

The Trees and Green Infrastructure Committee is partnering with Rehoboth in Bloom on a program called Tree Tenders, whose members will work closely with the City Arborist to help newly planted trees survive. Rehoboth in Bloom was an ad hoc committee formed under Rehoboth Main Street. The group will water, weed, and care for trees coming off their two-year maintenance contract, as trees need monitoring and maintenance.

OPEN SPACE & RECREATION

This section supports the large inventory of parks and recreation resources within the City and the priority to keep the community healthy, active, and involved to a desired level. The private and public partnerships within the City are key to its success providing these services to the community. **Chapter 6—Transportation & Infrastructure** provides related information on nonmotorized transportation, which includes bicycle and pedestrian facilities as well as the Grove Park Canal Access project. Similarly, the earlier **Environmental Protection** section of this chapter includes additional information regarding the ocean, lakes, canal, beach, and trees.

PARK & RECREATION FACILITIES

Rehoboth Beach is fortunate to have a large inventory of active and passive open space located within or near City limits. This section provides an overview of the City's large inventory of resources.

City Inventory

The City has several acres of park and open space land that provide a variety of amenities and programs for everyone in the community. Features of these facilities are detailed in **Table 7-2**.

Beach & Boardwalk

The City is located in the Mid-Atlantic and is host to the largest beach resort in the State. Local residents and guests claim the quaint and charming mile-long boardwalk as one of the City's best attractions. Flanked by eclectic shops, restaurants, businesses, and family amusements, the boardwalk is one of the reasons Rehoboth Beach was named 'The Best Family Beach on the East Coast.' Rehoboth Beach was named 'One of the Nation's 10 Great Coastal Boardwalks' by Coastal Living Magazine, 'America's Best Boardwalk' by American Profile Magazine, and 'Top U.S. Boardwalks' by National Geographic Magazine. Rehoboth Beach is no longer a one-season resort. Throughout the year, the boardwalk is a backdrop for festivals and events, fitness competitions, or just a daily stroll by foot or bike.

Rehoboth Beach Bandstand

The Rehoboth Beach Bandstand is a music and entertainment venue located adjacent to the boardwalk. The Bandstand Summer Concert Series takes place every year from mid-June through Labor Day Weekend and has been providing free entertainment for the City and its visitors since 1963. Each year, more than 40 bands are selected to perform in the open-air concert venue just steps from the beach. The goal of the Bandstand is to provide entertainment through music, movies, variety acts, and other local, regional, and national performances.

State Parks

While located outside City boundaries, Cape Henlopen State Park and Delaware Seashore State Park are nearby recreation attractions for Rehoboth's citizens and visitors. Both parks serve year-round users. Cape Henlopen State Park provides an alternative option for nonmotorized transportation linking Rehoboth Beach to Lewes and other areas.

Table 7-2. City Parks Inventory

Name*	Location	Description
1 Central Park	Bounded by Columbia Ave, Park Ave & Third St	Six-acre natural wooded park with trails that is home to deer, birds, and other native wildlife.
2 Cranberry Park	Located behind Olive Ave adjacent to Lake Gerar	Small, shaded park with trees and benches.
3 Deauville Beach	End of Henlopen Ave	Dune-lined beach adjacent to Rehoboth Beach, with paid parking and a quiet and secluded atmosphere.
4 Deer Park	Intersection of Dover St & Kent St	One-acre natural, wooded area that supports tree species such as pine, oak and magnolia.
5 Grove (Shaw) Park & Grove Park Canal Dock	Intersection of Columbia Ave & Grove St; Canal Dock located on Lewes-Rehoboth Canal behind the Rehoboth Beach Museum	Park surrounded by large trees that includes a tot lot, circuit workout equipment, two pavilions, restrooms, shuffleboard courts, and several benches. It is surrounded by a wide, paved walking path. Canal Dock is an ADA accessible boat dock with a kayak launch.
6 Lake Gerar Park	Along east/west sides of First St at Lake Ave	Diverse, 15-acre park containing a freshwater lake, children’s play area, fishing pier, trails, open space, and manicured garden. New Garden of the Navigators installed at Third St/Lake Ave intersection by the Rehoboth Beach Sister Cities Association.
7 Lee Street Park	On Lee St	Small, shaded park with trees and a bench.
8 Martin’s Lawn Park	On Christian St	Small park that houses the Anna Hazard Museum and Senior Center. Between the buildings is a small grassy area with flowering crepe myrtle trees.
9 Stockley Street (Country Club Estates) Park	Stockley St just west of Scarborough Ave	Three-acre park with several benches and a picnic pavilion that provide a view of Silver Lake and a tot lot play area for children.
10 Surfside (Mariner’s) Park	On Surfside Pl	Small park.
11 Teardrop (Silver Lane) Park	End of Silver Ln	Small park with a pier.
12 West Lawn Park	Frontage along State Rd	¾-acre, heavily treed park.

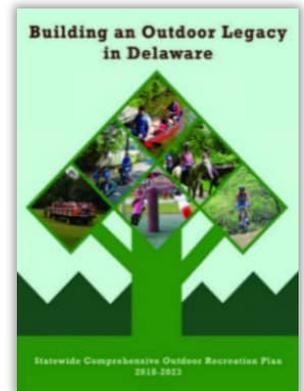
Source: City Staff (August 2021, revised May 2022). *Refers to numbered location on Map 10—City Parks.

OPEN SPACE & RECREATION INITIATIVES

This section includes information on various open space and recreation initiatives impacting the City.

Statewide Comprehensive Outdoor Recreation Plan

Building an Outdoor Legacy in Delaware is a planning and policy document prepared in 2018 that identifies needs in outdoor recreation throughout the State. Identification of these needs guide the investment of funding for outdoor recreation, specifically in the distribution of federal Land and Water Conservation Trust Fund (LWCF) and Delaware Outdoor Recreation, Parks, and Trails Program (ORPT) monies, as well as other public and private funds. To remain eligible to receive LWCF grants, states are required by the Land and Water Conservation Fund Act, administered by the National Park Service, to develop a Statewide Comprehensive Outdoor Recreation Plan (SCORP) every five years.



SCORP includes tools and references for a variety of partners to better understand how Delawareans participate in outdoor recreation activities, rate facilities, and their preferences for funding projects and programs. SCORP also includes valuable information on digital inventories of outdoor recreation lands and amenities, geospatial level of service analyses, and ties to public health and the economy. SCORP has a statewide focus and includes extensive inventory data. Consequently, recreation resources, needs, and goals are identified on a regional basis rather than at the municipal level.

To help understand development patterns, population, and track recreational trends, SCORP divides Delaware into five planning regions. Rehoboth Beach is located within Region 5 (Eastern Sussex County). SCORP identifies the needs of the population within each region in terms of recreational and activity-based opportunities. State strategies for recreational need policies and spending emerged, based on findings from a spring 2018 survey. In telephone interviews, approximately 2,000 respondents discussed their preferences for recreational activities and those of their household. Specifically, the survey concentrated on the respondents’ assessment of five content areas:

- Importance of, and participation in, outdoor recreation
- Reasons for participating in outdoor recreation
- Ratings of facilities and opinions on specific aspects of facilities
- Accessing facilities
- Priorities for funding and policy-making decisions

There were three prior surveys in 2002, 2008, and 2011, which provided comparisons in the updated document. Key concepts that the SCORP survey reaffirmed are that Delaware residents, in general, believe recreation is very important; this percentage increased each time the survey was administered, indicating that the opinion is more widespread with each passing year. SCORP rates activities based on their importance to a specific region.

Residents of Region 5 value walking and jogging, swimming at the beach, and fishing as their top three priorities. Other popular recreational activities in Region 5 include visiting historic sites, bicycling, swimming in a pool, picnicking, dog walking, gardening, hiking, visiting a zoo, canoeing and kayaking, and bird watching/wildlife viewing. The survey identified high and moderate priority activities, which approximate the demand for facilities in the future and indicates outdoor recreation needs:

Table 7-3. SCORP Priority Activities

High Priority		Moderate Priority	
Walking or Jogging	Swimming in a Pool	Visiting a Zoo	Horseshoes
Swimming at the Beach	Picnicking	Canoeing or Kayaking	Volleyball
Fishing	Dog Walking	Birdwatching	Softball
Visiting Historic Sites	Gardening	Camping	Basketball
Bicycling	Hiking	Playgrounds	Tennis
		Power Boating	Baseball
		Nature Programs	Football
		Hunting	Soccer
		Golf	Pickleball
		Paddle Boarding	

Many comments received during the 2020 CDP outreach expressed the desire for a dog park within City limits. The feasibility of a dog park was previously studied by the Animal Issues Committee. The concept was rejected due to limited public land and the ability to construct a dog park in an environmentally safe way.

City Open Space & Recreation Initiatives

While there have been several open space and recreation initiatives undertaken by the City since adoption of the 2010 CDP, major initiatives are highlighted below:

- **Lake Gerar Playground** | The Board of Commissioners approved the replacement of the playground at Lake Gerar, near the intersection of Lake Avenue and First Street. The existing playground’s last major renovation took place approximately 20 years ago. The new play area, designed for children 2-5 years of age, is ADA accessible and inclusive. The project also incorporates new landscaping and fencing.
- **10 Minute Walk Campaign** | The City of Rehoboth Beach joined The Trust for Public Land, National Recreation and Park Association, and Urban Land Institute in launching a “10-minute walk” parks advocacy campaign, adopting the goal that all residents of the City should live within a 10-minute walk (or within a half-mile) of a high-quality park or green space.

Ongoing and future open space and recreation projects include:

- Citywide Park Master Planning
- State Road Open Space Enhancements
- Bayard Avenue Landscaping
- Lake Avenue/2nd Street Streetscape Phase II Landscaping
- Lake Gerar Accretion Restoration Project
- Deauville Beach Tennis Court Maintenance

PLASTIC STRAW ELIMINATION CAMPAIGN

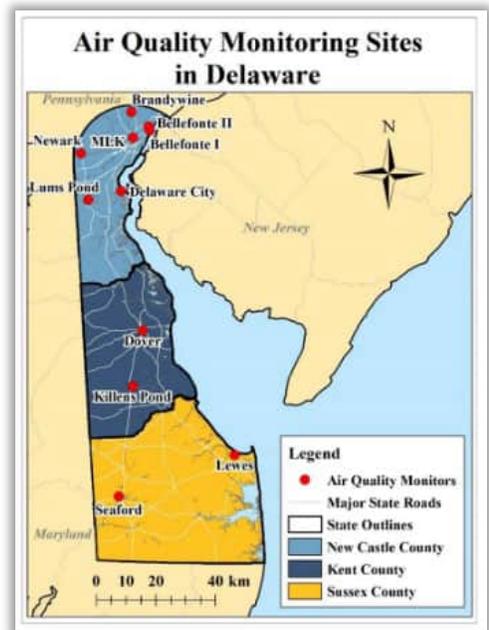
Each day, more than 500 million plastic straws are used in the United States. Plastic straws take up to 400 years to decompose in landfills and often gum up recycling machinery. Straws frequently end up in oceans, and scientists have stated that, at the current plastic use rate, more plastic than fish will be in oceans by 2050. Studies indicate that plastic is already in our food supply—as microplastics in seafood—and that more than 90% of marine animals have consumed plastic.

On May 21, 2021, the Mayor and Commissioners adopted a resolution that endorsed elimination of single-use plastic straws. The resolution encouraged restaurants and other food service facilities to voluntarily discontinue use of plastic straws and to offer, beginning January 1, 2022, only paper straws, except in situations where plastic straws may be required (e.g., for medical reasons). The resolution was recommended by the City’s Environment Committee.

AIR RESOURCES

AIR QUALITY

In 1970, Congress passed the Clean Air Act that authorized the EPA to establish National Ambient Air Quality Standards (NAAQS) for pollutants shown to threaten human health and welfare. Primary standards were set according to criteria designed to protect public health, including an adequate margin of safety to protect sensitive populations such as children and asthmatics. Secondary standards were set according to criteria designed to protect public welfare (e.g., decreased visibility, damage to crops, vegetation, and buildings). Seven pollutants currently have NAAQS: ozone (O₃), carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter less than 10 microns (PM₁₀), particulate matter less than 2.5 microns (PM_{2.5}), and lead (Pb). These are commonly called the criteria pollutants. When air quality does not meet the NAAQS, the area is said to be in nonattainment with the NAAQS. Annual air quality reports serve as a resource for information on Air Quality issues in the State. The reports focus on Delaware's air quality status and criteria pollutant trends.



Lewes is home to one of two Delaware ambient air monitoring sites in Sussex County as shown on the network map. This site monitors ozone, sulfur dioxide, wind speed and direction, and temperature and relative humidity. The monitoring objectives include population exposure, NAAQS compliance, and trends. The Lewes site is neighborhood scale, established to understand O₃ (ozone) concentrations in the coastal area where population increases significantly in the summer months. SO₂ (sulfur dioxide) was added in 2012 in response to the new NAAQS monitoring requirements. It is representative of the coastal Sussex County area.

In 2019, Sussex County's air quality index was ranked good with an index value of 0 to 50 for the majority of the calendar year. Only 66 days were ranked as moderate, within the 51-100 index values with an advisory to unusually sensitive individuals to consider prolonged outdoor exertion.

During its pre-update review of the City's 2010 CDP, DNREC recommended the City consider encouraging mixed-use or cluster-style development where applicable to preserve open space; allow opportunities for the increased use of public transit; expand the current bicycle and pedestrian network; encourage alternative modes of transportation; and promote and expand ordinances that would involve planting trees for new development and redevelopment projects and efforts to continue the preservation of trees in the City, which help to clear the air of pollutants.

SMOKE-FREE INITIATIVES

After multiple presentations regarding smoke free initiatives, the Board of Commissioners adopted Ordinance No. 0411-01 in April 2011, establishing public health and sanitation reasons to prohibit smoking in public parks. In addition, Ordinance No. 0314-01 was approved to expand the public areas where smoking is prohibited, including the bandstand area, boardwalk, and beach (except for designated smoking areas).

GREENHOUSE GASES

A major cause of climate change is the burning of fossil fuels (e.g., gasoline, coal), sources used to power cars, generate electricity, and produce energy every day. These fuels release greenhouse gases, which trap heat in the atmosphere. The excessive burning of fossil fuels has released too many greenhouse gases into the atmosphere, drastically warming the earth and upsetting the climate system. The City can play a role in reducing greenhouse gas emissions through efforts such as electrical vehicle deployment and provision of electric vehicle charging infrastructure, home weatherization assistance programs, and other initiatives aimed at reducing damage to coastal areas, public health, infrastructure, and resources.

DELAWARE GREENHOUSE GAS EMISSION INVENTORY

Delaware's 2017 Greenhouse Gas (GHG) inventory report was published in June 2020 by DNREC's Division of Air Quality (DAQ) and provides a summary comparing the 2017 emissions to 2030 and 2050 future projections. The inventory includes emissions from 1990 to 2017 as well as emission projections from 2018 to 2050 in business-as-usual (BAU) scenarios. The GHG inventory reports present data and analyses on the six greenhouse gases listed in the Kyoto Protocol: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). DAQ prepares the GHG inventory to characterize the State's historical and projected GHG emissions and informing the policy option development process. The City could utilize this report as a starting point and reference guide to assess its own GHG emissions, as it provides information on activities that cause emissions and removals, as well as background information on the methods used to estimate the emissions.

ELECTRIC VEHICLE CHARGING STATIONS

Consumers and fleets considering plug-in electric vehicles (PEVs)—which include plug-in hybrid electric vehicles (PHEVs) and all-electric vehicles (EVs)—need access to charging stations, also known as EVSE (electric vehicle supply equipment). For most drivers, this starts with charging at home or at fleet facilities. Charging stations at workplaces and public destinations may help bolster market acceptance.

The State provides rebates for Level 2 electric vehicle charging equipment. The Level 2 charging stations provide 10-20 miles of range per hour of charging. AC Level 2 equipment (often referred to simply as Level 2) offers charging through 240 V (typical in residential applications) or 208 V (typical in commercial applications) electrical service. Level 2 equipment is also commonly used for public and workplace charging. There are currently some vehicle charging stations within City limits. The City plans to add additional electric vehicle charging station locations throughout the City.

DARK SKY COMMUNITY

One of the 2010 CDP initiatives included City policies for lighting, stating the City should use environmentally responsible outdoor lighting and promote responsible legislation, public policy, and standards for such lighting in Rehoboth.

The Board of Commissioners adopted a Resolution on June 18, 2021, defining a program for City-owned and leased light fixtures (primarily park, boardwalk, and streetlights) to be selected to minimize the adverse effects of artificial light. The Mayor and Commissioners desire all City-owned and leased light fixtures to be selected as feasible to minimize the adverse effects of artificial light with implementation as light fixtures are replaced over time. The design of new and replacement lighting fixtures and any supporting equipment is to be approved by the Mayor and Commissioners to meet the character and aesthetics of the City.



CHAPTER 7

ENVIRONMENTAL PROTECTION, OPEN SPACE & RECREATION

GOALS

1. Maintain and control physical and visual access to the ocean and other waterbodies.
2. Control the density, scale, and use of structures along the Boardwalk, ocean, and other waterbodies.
3. Seek to protect the natural functioning of ocean, bay, lake, and canal ecology.
4. Preserve, protect, conserve, and grow the City’s abundant tree canopy and forest areas.
5. Establish a comprehensive approach to environmental planning.
6. Seek to preserve, protect, and enhance existing natural resources, parkland, and recreational opportunities.
7. Build a healthier community by enhancing the health and wellness of City patrons through innovative and diversified parks, recreation, leisure, and cultural opportunities.
8. Take all reasonable steps to reduce the City’s greenhouse gas emissions.

ACTION ITEMS

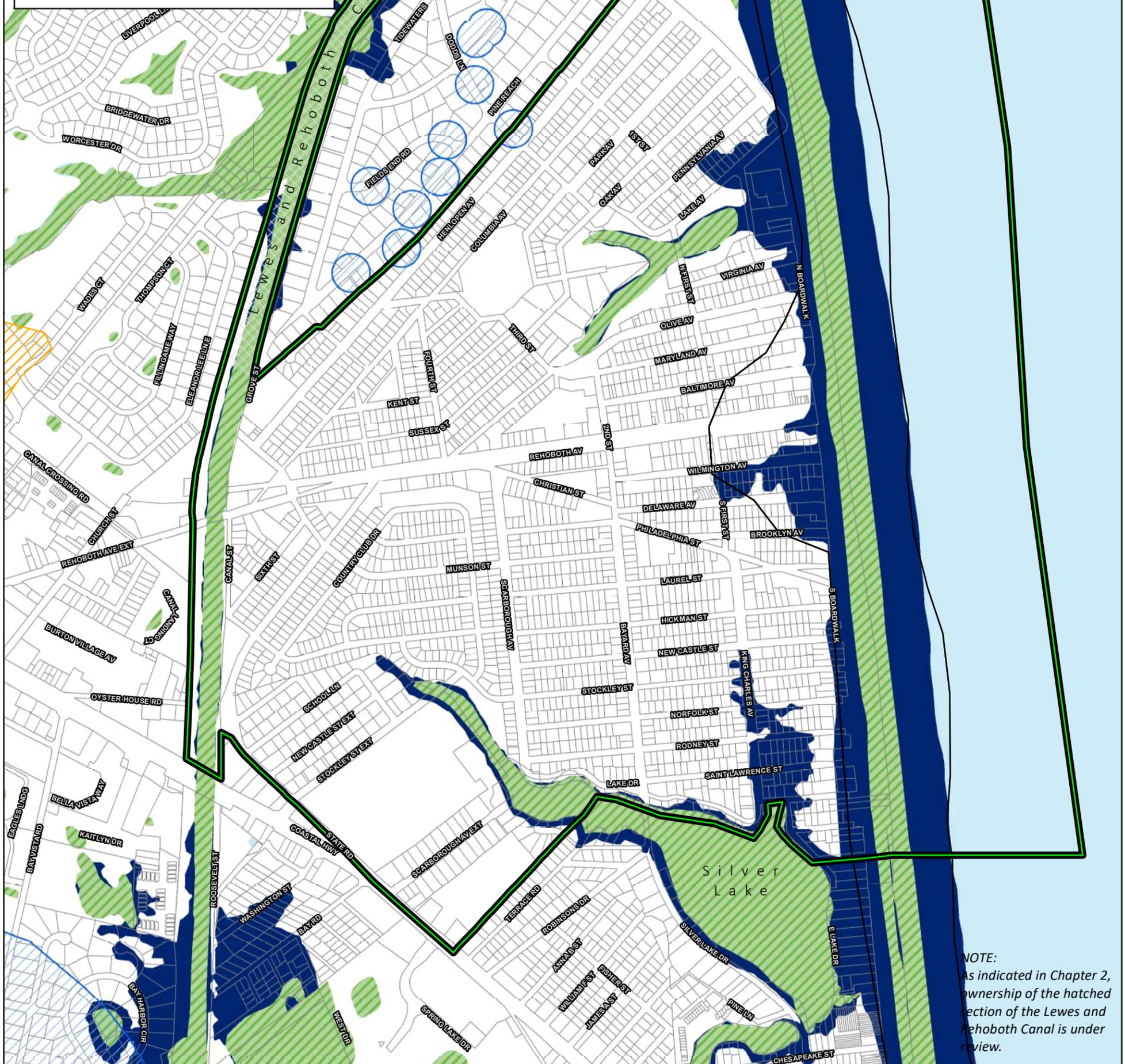
- a) Continue to refurbish the boardwalk and work with federal and State agencies to replenish the beach on a regular basis.
- b) Encourage and support environmental best management practice initiatives with incentive programs.
- c) Continue to evaluate and implement Silver Lake and Lake Gerar sustainability and recovery efforts.
- d) Prepare a Community Forest Plan designed to increase public support and public involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest.
- e) Develop a comprehensive street tree planting and maintenance plan.
- f) Investigate how to fund new and replacement street trees.
- g) Consider a City policy requiring that all municipal facilities, City-funded projects, and City infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using green building, low-impact development (LID), green infrastructure, and conservation landscaping principles and practices.
- h) Undertake a climate change/sea level rise vulnerability assessment/adaptation and mitigation plan for the City and incorporate any such plan by reference as part of the Comprehensive Development Plan.
- i) Consider developing and implementing a Climate Action Plan for the City.
- j) Develop ongoing informational briefings and other assistance related to climate change issues for the City government and members of the community.

- k) Evaluate the feasibility of adopting an upland wetland buffer requirement as part of the City's land development regulations.
- l) Begin transitioning the City's vehicle fleet to electric vehicles, when possible.
- m) Identify additional appropriate locations for electric vehicle charging stations and seek funding for their installation.
- n) Consider adopting standards for Dark Sky-like lighting on City properties and consider reviewing and implementing standards for subdivisions, site plans, and redevelopment projects.
- o) Consider Leadership in Energy & Environmental Design (LEED) certification requirements or other green building practices for major new construction or substantial renovations.
- p) Continue to effectively promote and publicize the City's recognized and permitted recreational events.
- q) Continue to maintain all parks and open space areas while promoting sustainable environmental practices.
- r) Increase educational opportunities throughout the City owned parks and recreation properties with community partners for events and informational placards.
- s) Prepare a long-range development, renovation, and maintenance plan for the City's parks and recreation spaces for consideration during the annual budget cycle.
- t) Consider implementing recommendations from the Resilient Community Partnership Project.
- u) Consider conducting a comprehensive planning effort in sustainable energy, with a goal to reduce energy consumption by implementing energy efficiency measures in City operations (e.g., buildings, street lighting).
- v) Consider utilizing renewable energy infrastructure (e.g., solar, wind) to further reduce pollution.
- w) Consider reviewing all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays.
- x) Consider adopting energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.
- y) Consider adopting a mechanism to provide information on the State's Weatherization Assistance Program to customers who have trouble paying utility bills.
- z) Consider amending the City's zoning ordinance to define "impervious surface," provide classifications (i.e. impervious vs. pervious) for alternative types of pavement or other surfaces, and adjust street design requirements, floor area ratio, lot coverage requirements, and maximum allowable building areas to address the concerns and possible strategies raised by the Resilient Community Partnership Project regarding stormwater runoff issues created by impervious surfaces.

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Legend

-  City Boundary
-  Parcels
-  Water
-  Marsh
-  Watersheds
-  Excellent Recharge Areas
-  Well Head Protection Areas
-  Wetlands
-  (100-Year) Floodplain
-  Canal Ownership Under Review



Atlantic Ocean

Silver Lake

NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.

M:\PROJ\221026.0001\Planning\GIS_Map 8 - Environmental Features.mxd



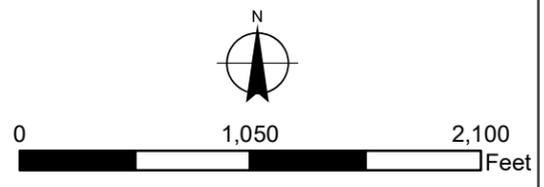
Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
Parcels: Sussex County (8/2021)
Water Bodies: USGS/FirstMap (2014)
Excellent Recharge Areas: FirstMap (6/2019)
Well Head Protection Areas: FirstMap (9/2019)
Wetlands: DNREC/FirstMap (6/2021)
Road Names/Centerlines: Sussex County (12/2018)
Floodplain: FEMA (8/2021)

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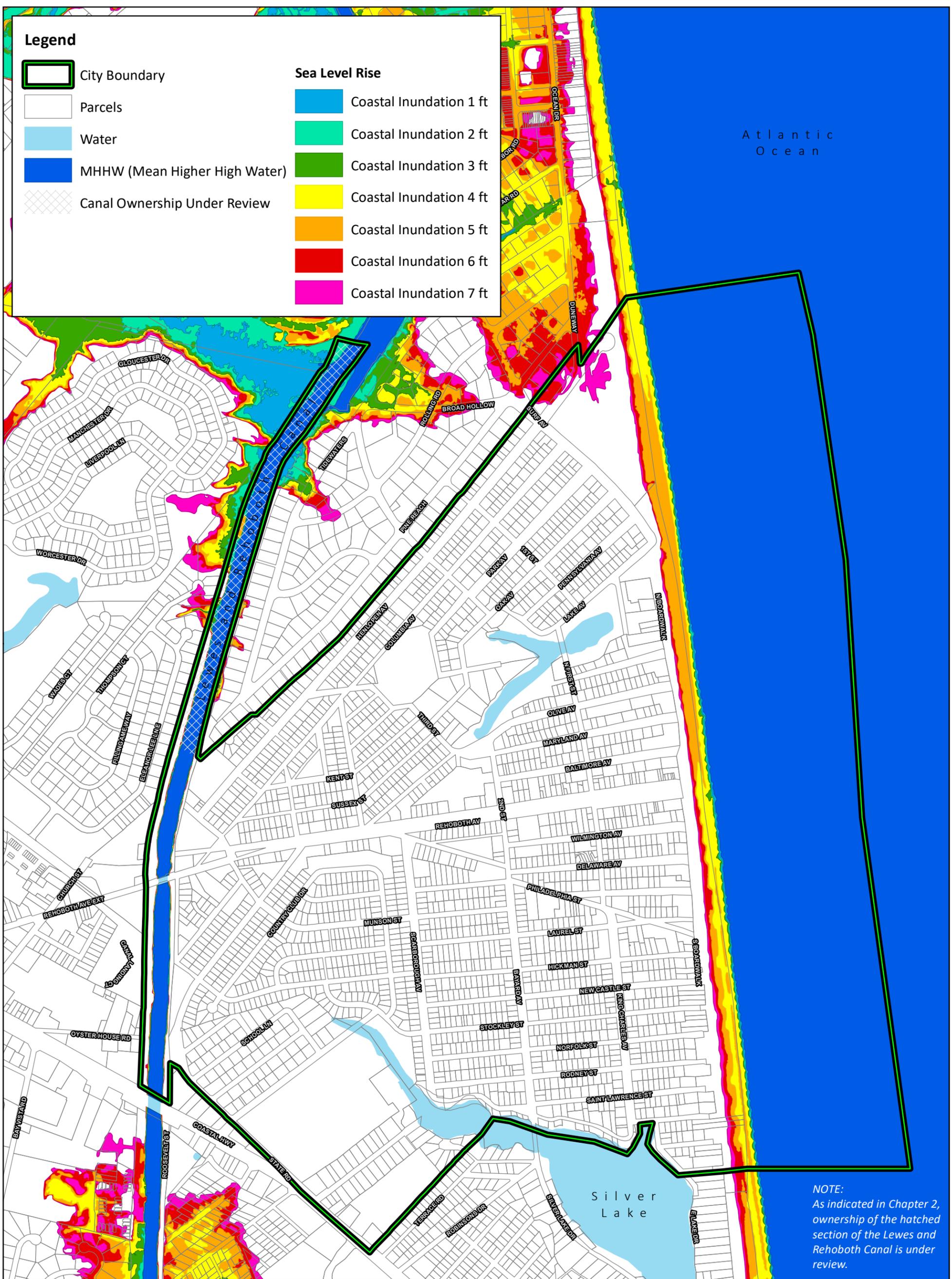


City of Rehoboth Beach

**2020 Comprehensive Development Plan
Map 8 - Environmental Features**

Legend

-  City Boundary
-  Parcels
-  Water
-  MHHW (Mean Higher High Water)
-  Canal Ownership Under Review
-  Coastal Inundation 1 ft
-  Coastal Inundation 2 ft
-  Coastal Inundation 3 ft
-  Coastal Inundation 4 ft
-  Coastal Inundation 5 ft
-  Coastal Inundation 6 ft
-  Coastal Inundation 7 ft



Atlantic Ocean

Silver Lake

NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.



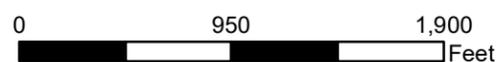
Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Canal Area Under Review May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
Parcels: Sussex County (8/2021)
Road Names/Centerlines: Sussex County (12/2018)
Coastal Inundation: FirstMap (2017)
Water Bodies: USGS/FirstMap (2014)

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City of Rehoboth Beach

**2020 Comprehensive Development Plan
Map 9 - Coastal Inundation**

Legend

-  City Boundary
-  Parcels
-  City Parks
-  Canal Ownership Under Review

City Parks

- | | |
|---------------------------------------------|-----------------------------------------------|
| 1 Central Park | 7 Lee Street Park |
| 2 Cranberry Park | 8 Martin's Lawn Park |
| 3 Deauville Beach | 9 Stockley Street (Country Club Estates) Park |
| 4 Deer Park | 10 Surfside (Mariner's) Park |
| 5 Grove (Shaw) Park & Grove Park Canal Dock | 11 Teardrop (Silver Lane) Park |
| 6 Lake Gerar Park | 12 West Lawn Park |



NOTE:
As indicated in Chapter 2, ownership of the hatched section of the Lewes and Rehoboth Canal is under review.

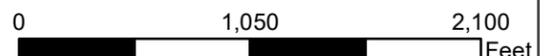


Map Revisions

Created March 2019
City Updates September 2020
County Parcel Updates August 2021
Canal Area Under Review May 2022
City Parks Update May 2022

Data Sources

Municipal Boundaries: OSPC/FirstMap (3/2021)
Parcels: Sussex County (8/2021)
City Parks: Wallace Montgomery (5/2022)
Road Names/Centerlines: Sussex County (12/2018)
Aerial: DelDOT (2017)



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Chapter 8

Implementation

CHAPTER 8—IMPLEMENTATION

Chapter 8 addresses these principal topics:

- REQUIRED IMPLEMENTATION ACTIONS
- OTHER IMPLEMENTATION TOOLS
- GOALS & ACTION ITEMS

The CDP establishes overall policies for guiding future development; however, it relies on a number of tools to help in its implementation.

REQUIRED IMPLEMENTATION ACTIONS

COMPREHENSIVE REZONING

Following a comprehensive plan’s adoption, jurisdictions must comply with certain provisions of the Delaware Code. 22 Del. C. 1953 §702(c) requires that every municipality:

“... within 18 months of the adoption of a comprehensive development plan or revision thereof, amend its official zoning map to rezone all lands within the municipality in accordance with the uses of land provided for in the comprehensive development plan.”

Map 4—Zoning depicts the City’s zoning districts as of July 2010. Within 18 months after this CDP is adopted, the City will be required to amend its official Zoning Map by rezoning all lands within the City (i.e. a ‘comprehensive rezoning’) consistent with any changes in future land uses provided for within this CDP. Because no changes in land uses within the City are provided for in this CDP, a comprehensive rezoning pursuant to the requirements outlined in the Delaware Code should not be necessary.

Table 4-1, Future Land Use & Zoning Compatibility shows that the City’s existing zoning districts currently match the land uses depicted on **Map 3—Future Land Use**. These correlations between current zoning and future land uses are intended as guidance for the Board of Commissioners to consider during the rezoning process; they are not intended to preclude the development of new zoning districts or revisions to the Zoning Ordinance, Subdivision Ordinance, or any other land use regulations.

PLAN UPDATE

22 Del. C. 1953 §702(e) requires that, *“At least every 5 years a municipality shall review its adopted comprehensive plan to determine if its provisions are still relevant given changing conditions in the municipality or in the surrounding areas. The adopted comprehensive plan shall be revised, updated and amended as necessary, and re-adopted at least every 10 years.”*

Since the current process resulted in a full update, certified in **July 2022**, State law requires the next full CDP update to be completed by July 2032. Within five years following the adoption of this update, the CDP must be reviewed to determine whether it is sufficient to guide Rehoboth Beach’s development decisions through the next full update.

ANNUAL IMPLEMENTATION REVIEW

The City is required by 22 Del. C. 1953 §702(g) to complete an annual Comprehensive Plan Implementation Status Report and submit it to the Office of State Planning Coordination (OSPC) on or before July 1 each year. While the report is officially submitted to OSPC by the Mayor, development of the report is delegated to the Planning Commission. OSPC provides a template for the City to follow, which generally requests the following information (subject to change):

- Status of CDP recommendations, goals, and implementation items (i.e. complete, underway, not yet started)
- Highlights of significant accomplishments, development issues, trends, or conditions since the CDP was last adopted or amended that either enhance or hinder its implementation (accomplishments may be used in OSPC's annual report to the Governor)
- Identification of any planning issues that the City is facing that may result in changes to the CDP

While these goals and action items exist today, they are meant to be fluid and flexible. Some of the initiatives may be completed by other government agencies or organizations. New goals and strategies may arise based on State and federal mandates as well as opportunities for the betterment of the City. Priorities may shift depending on the urgency or availability of partnerships for tasks and projects.

This report is a valuable tool for the City to utilize in preparation of its annual budget. For the CDP to be effective, it is imperative the Mayor and Commissioners, Planning Commission Chair, City Manager, and City staff hold a Comprehensive Development Plan Implementation Strategy Workshop, which will provide an opportunity to review those items completed and discuss priorities for the upcoming year prior to the start of the annual budget process. This ensures the City is dedicated to the work involved with the identified projects and understands the importance of their successful completion. Having too many annual projects can result in inadequate results, budget overruns, staff and volunteer burnout, lack of public involvement, and scheduling delays.

The Mayor and Commissioners, City Manager, and appropriate City staff should meet publicly every year after the workshop to discuss available resources and funding as well as potential grant opportunities to target these initiatives for consideration in the next budget cycle. Implementation goals should be addressed as funding and other resources become available as well as consideration as potential components of other projects.

OTHER IMPLEMENTATION TOOLS

FINANCIAL PLANNING

All implementation goals and action items will involve City staff time and funding to complete, in addition to volunteer time. The goal is to ensure CDP implementation items are part of the annual budgeting process. It is highly recommended that the following areas (not inclusive) are reviewed with each initiative undertaken by the City:

- **Annual Budget:** operational costs, staffing level needs, equipment upgrades
- **Contractual versus In-House Services Analysis:** skillsets, experience, time, cost
- **Land Development Fee Analysis:** impact, building, plan review
- **Other Fee Analysis:** infrastructure, services
- **Funding Resources & Opportunities:** identify grants, loans, partnerships, in-kind matches
- **5-Year Capital Improvement Planning:** infrastructure, facilities, land, software systems

OPERATIONAL ACTION ITEMS

Listed below are several operational action items that were mentioned during this CDP update. These tasks should be considered and assigned as the Board of Commissioners determines necessary, based on prioritization, available resources (e.g., staff, committee, consultant), and funding:

- Ensure City records are accurate and continually reflect the Sussex County Mapping Department GIS data, including providing supportive documentation for requested parcel correction items
- Ensure City staff follows up with the Sussex County Recorder of Deeds, GIS Mapping, and Assessment Departments for all properties involving changes to a lot line, parcel, or property line prior to City issuance of a building permit
- Continually maintain and adopt the Official City Zoning Map in an efficient and expedient manner, utilizing up-to-date County parcel data
- Finalize the CDP's parcel discrepancy research around the lakes and beach and provide proper documentation to the County Mapping Department for consideration of corrective action with sufficient evidentiary documentation
- Review the City's Official Zoning Map for consistency with the CDP's Future Land Use Map, ensuring consistency within 18 months of the CDP's adoption
- Update the City's Official Zoning Map with current County parcel data and City zoning classifications, followed by adoption of an amendment to City Code Chapter 270-2 related to the updated Zoning Map
- Ensure City Departments are coordinating and updating parcel-based records and maps frequently, utilizing up-to-date Sussex County parcel data and information
- Review all land development applications and applicable fees during the annual budget process to ensure they are being captured as accrued and paid prior to City issuance of a Certificate of Occupancy or other final approval documentation
- Establish metrics and baselines for tracking trends and forecasting growth of City and County housing units and populations (year-round and seasonal) for purposes of assessing and projecting future demands for City services and facilities

REGULATION UPDATES

As previously mentioned, all implementation goals and action items will take City staff time and funding to complete, as well as volunteer time. Reviewing and updating City Codes and Regulations is no exception and is an ongoing process. The City should review its Codes and Regulations during the annual budget process for consideration in advance of the next fiscal year. This can be completed in tandem with the CDP implementation process. Every change to the City Code requires research, preparation, presentation, and legal input and involves two readings at Board of Commissioner meetings prior to consideration for adoption. Some Code changes may require professional services to complete when specific technical knowledge and experience is warranted.

GOALS & ACTION ITEMS

The City's CDP goals are meant to provide direction relating to growth management, redevelopment, housing, transportation, environmental protection, and City services based on past and present data and trends. The following section identifies areas of improvement and lists the goals and action items by CDP chapter for future consideration. Related Visions and City Positions can be found in **Chapter 1—Executive Summary & Vision**.

CHAPTER 3—COMMUNITY CHARACTER & PROFILE

COMMUNITY CHARACTER

Goals

1. Improve the quality and integrity of architecture in new and renovated residential and commercial structures throughout the City.
2. Explore strategies to protect historic and architecturally characteristic structures.
3. Preserve Rehoboth's overall small-town character and charm, as well as its pedestrian-orientation and ambiance, all of which should be consistent with the distinctive architecture and scale of existing development within the City's individual neighborhoods.
4. Increase public awareness and appreciation of historic properties and special places.
5. Identify and seek funding sources and incentives for historic preservation.
6. Promote and provide appropriate support for health, safety, the arts, and cultural and historic resources in the City.
7. Protect, enhance, and expand the benefits of cultural resources for future generations.

Action Items

- a) Evaluate the feasibility and desirability of local historic district designation, historic preservation regulations, and advisory committee creation.
- b) Actively promote use of the *Architectural Design Manual* as a positive aid to property owners and their designers and builders.
- c) Review and update if needed the City's *Architectural Design Manual*.
- d) Consider adopting an architectural review procedure with defined design guidelines with identified thresholds that may be implemented by the City staff and appropriate City Commissions and Boards.
- e) Reevaluate architectural review procedures and guidelines and consider whether exterior modifications will need to meet certain thresholds for building permit approval.

- f) Encourage the use of federal and state tax credit programs for restoring historic buildings.
- g) Assist government agencies and organizations with educational awareness and promotion of historic rehabilitation grants and programs.
- h) Promote and consider offering incentives to make it economically feasible to renovate/restore historic structures rather than demolish and build new.

CITY GOVERNMENT & COMMUNITY ORGANIZATIONS

Goals

- 8. Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of the Rehoboth Beach community.
- 9. Continue to support and encourage inclusivity with respect to the local community organizations.
- 10. Increase coordination, communication, and input between and among City Commissions, Boards, and Committees.
- 11. Encourage greater coordination between and among the City, Sussex County, the State, and nearby municipal jurisdictions.

Action Items

- i) Continue to review current demands for City services, as well as the City's capability to continue to provide existing services on an annual budgetary basis, while identifying future revenue sources and operating expenses.
- j) Continue to support community organizations within the City.
- k) Seek to ensure projects that involve multiple committees' input and participation are coordinated with collective support for inclusivity and considered in a timely manner by the Board of Commissioners.
- l) Seek to improve two-way communication between the City, residents, businesses, and visitors.
- m) Benchmark Rehoboth against other similar coastal towns to ensure the City is forward-thinking and remains competitive in the future.
- n) Seek to increase communication and collaboration with community organizations to promote and host inclusionary events for the community.

COMMUNITY PROFILE

Goals

- 12. Utilize the best demographic data from government or other reliable sources that can assist the City in planning for the future.
- 13. Continue to support inclusivity with respect to City policies and its events and other activities.

Action Items

- o) Develop methods for the collection and analysis of data by City agencies that will provide metrics for assessing and projecting demographic trends.

CHAPTER 4—LAND USE & ANNEXATION

Goals

1. Ensure consistency between the zoning map, future land uses, and overall land use planning goals stated in the 2020 Comprehensive Development Plan.
2. Work with the neighboring municipalities, Sussex County, and the State on adjacent land development and annexations for coordination of services and infrastructure demands.
3. Identify opportunities for appropriate redevelopment and repurposing of commercial structures and land uses throughout the City limits to achieve consistency with the City's existing scale, architectural design, pedestrian-oriented character, and compatibility with nearby residential neighborhoods.
4. Improve and clarify the City's planning processes by updating the City's land use codes and regulations and clarifying any ambiguous provisions. Pay particular attention to the architectural design, small-town scale, environmental impacts, and neighborhood compatibility of oceanfront structures.
5. Consider adopting a new mixed-use zone or amending an existing commercial zone to allow a mix of appropriately located and designed residential and commercial uses that would provide increased housing opportunities on individual properties within the City's commercial districts without adversely impacting nearby neighborhoods or violating the overall small-town scale of the City, taking into account input from community and business stakeholders.

Action Items

- a) Review and adopt an updated Official Zoning Map.
- b) Evaluate the benefits and risks of using the County's parcel data to create a parcel-based Official Zoning Map.
- c) Review the City's Zoning Map for consistency with the Comprehensive Development Plan's Future Land Use Map, in accordance with applicable Delaware Code.
- d) Review and revise City land use codes and regulations by identifying conflicting and ambiguous provisions and provisions needing updating, especially provisions necessary to implement the visions and goals in this Comprehensive Development Plan.
- e) Ensure the City's land use plan and Zoning Code are drawn to avoid any adverse impacts by commercial development upon residential neighborhoods.
- f) Consider rezoning any currently permitted commercial uses or categories of use that have clear potential for adverse impacts on residential neighborhoods.
- g) Identify potential opportunities for adaptive redevelopment of underutilized areas to maintain a vibrant community while preserving its small-town character and scale.
- h) Review current land development application procedures and identify potential improvements in these procedures with timelines and process flow charts.
- i) Consider creating a parcel-based existing land use inventory with assigned categories to further determine mixed-use structures, non-conforming uses, variances, special exceptions, conditional uses, etc., and use this inventory to develop/update relevant City maps.
- j) Consider creating a parcel-based existing business license geographic information system (GIS) data layer to identify rental properties for purposes of anticipating seasonal demands and services.

- k) Add the category of oceanfront commercial buildings to those for which site plan review is required.
- l) Examine and evaluate a new mixed-use zoning classification with flexible regulations, community and business stakeholder input, limited to the City’s commercial district, with appropriate design guidelines or standards, and protections for nearby residential and commercial properties.
- m) Examine and evaluate the effectiveness and applicability of Form-Based Codes within Rehoboth.
- n) Continue to promote local businesses and solicit their input on potential development opportunities, accessibility issues, and areas for proposed improvements.
- o) Support and incentivize the voluntary use of accessibility “best practices,” which may surpass current Americans with Disabilities Act (ADA) requirements, to support the needs of an inclusive community and an aging population.

CHAPTER 5—HOUSING & ECONOMIC DEVELOPMENT

HOUSING

Goals

1. Consider adopting a new mixed-use zone or amending an existing commercial zone to allow a mix of appropriately located and designed residential and commercial uses that would provide increased housing opportunities on individual properties within the City’s commercial districts without adversely impacting nearby neighborhoods or violating the overall small-town scale of the City, taking into account input from community and business stakeholders.
2. Support and encourage a variety of housing stock for all ages and income levels.

Action Items

- a) Strictly enforce the City’s vacation rental housing regulations, health and safety inspections, and licensure.
- b) Continue to monitor public concerns about overcrowded rental units, large numbers of cars at rental units, cars blocking sidewalks, and associated loud and unruly behavior.
- c) Require the relevant agencies to report the number and characteristics of complaints regarding rental properties to elected officials and the public.
- d) Inventory the City’s stock of vacation rental housing through review of applications for City rental licenses to assist the City in evaluating the resources and services required to support the increased summer seasonal population and to collect relevant fees and taxes from property owners.
- e) Inventory the City’s stock of second homes that are not generally available for seasonal rentals to assist the City in determining potential increases in year-round population that will place additional demands on City resources and services.
- f) Consider long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock.
- g) Consider the provision of employee-occupied rental units within appropriate commercial and public facilities.
- h) Consider coordination with other area beach towns and the County to identify and implement regional strategies for addressing affordable and workforce housing needs.

ECONOMIC DEVELOPMENT & OPPORTUNITY

Goals

3. Identify opportunities for the creative redevelopment of selected properties on Rehoboth Avenue and other commercial districts of a scale and design consistent with the small-town character of the City.
4. Seek to increase economic redevelopment collaboration among private and public partnerships throughout the City to provide for a variety of commercial and service establishments.
5. Protect the small-town character, design, and scale of distinctive groupings of existing buildings, streetscapes, and neighborhoods.

Action Items

- i) Evaluate opportunities for dining establishments to expand outdoor dining including utilization of public space and neighboring spaces.
- j) Continue to reevaluate the City’s codes and regulations to provide clear and unambiguous code language, regulations, and definitions.
- k) Continue to evaluate the need to address parking during peak season and promote alternatives to personal vehicular transportation.
- l) Strengthen coordination efforts and partnerships between the public and private sectors to help solve infrastructure needs and other critical problems.
- m) Consider development of a Tourism Management Plan for the City.

CHAPTER 6—TRANSPORTATION & INFRASTRUCTURE

TRANSPORTATION

Goals

1. 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.
2. Ensure that Emergency Response Plans are adopted and implemented and that the public is kept informed.
3. Improve circulation throughout the City for pedestrians and bicyclists by planning a connected system of key destinations and enhanced maintenance of sidewalks.

Action Items

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

- e) Work with DART to improve public transportation options to and within the City.
- f) Evaluate the City's impact fees and update as appropriate to reflect the impact of new development on infrastructure.
- g) Consider contracting with a professional traffic engineering firm to conduct an in-depth analysis of traffic volumes, patterns, and speeds throughout the City, as well as parking strategies including shuttle studies, and to make recommendations regarding a traffic management program that also includes pedestrian and bicycle safety measures such as traffic calming measures on specific streets, particularly those that carry the largest volumes of traffic to and from the City, Henlopen Acres, North Shores, and Gordons Pond Trail (e.g., Columbia, Henlopen, and Bayard Avenues; State Road).
- h) Ensure adequate maintenance of public sidewalks throughout the City.
- i) Evaluate the filling in of missing sidewalk sections where discontinuous sidewalks are present.
- j) Continue progress toward ADA compliance for all City sidewalks.
- k) Study the feasibility of the City assuming responsibility for constructing and maintaining public sidewalks to address safety and uniformity.

INFRASTRUCTURE

Goals

- 4. Provide safe and adequate public utility services to present and future customers while in compliance with State and Federal regulations.
- 5. Continue with beautification and streetscape initiatives while balancing the need to replace aging infrastructure and continue routine maintenance.
- 6. Seek to relocate overhead utilities to underground, when and where feasible.
- 7. Support ongoing maintenance of City assets to prolong life expectancy and longevity.
- 8. Seek to increase technology infrastructure to support smart City initiatives and provide reliable services needed for sustainability and growth.

Action Items

- l) Continue to support training programs for utility operators licensing requirements.
- m) Maintain continual communication with County, State, and federal agencies for new compliance mandates, programs, and initiatives.
- n) Continue to seek funding alternatives for infrastructure improvements and maintenance.
- o) Ensure evaluations and improvements are continually reviewed for future customer demand of City services.
- p) Coordinate with the Delaware Solid Waste Authority (DSWA) to resume household hazardous waste collection events within the City.
- q) Seek to investigate restoration of refuse drop-off at a satellite location within the City.
- r) Prepare a Citywide stormwater management plan.
- s) Evaluate management of point and non-point pollution sources to develop solutions and improve efficiencies in preparation of possible future designation as a Municipal Separate Storm Sewer System (MS4) community.

CHAPTER 7—ENVIRONMENTAL PROTECTION

Goals

1. Maintain and control physical and visual access to the ocean and other waterbodies.
2. Control the density, scale, and use of structures along the Boardwalk, ocean, and other waterbodies.
3. Seek to protect the natural functioning of ocean, bay, lake, and canal ecology.
4. Preserve, protect, conserve, and grow the City's abundant tree canopy and forest areas.
5. Establish a comprehensive approach to environmental planning.
6. Seek to preserve, protect, and enhance existing natural resources, parkland, and recreational opportunities.
7. Build a healthier community by enhancing the health and wellness of City patrons through innovative and diversified parks, recreation, leisure, and cultural opportunities.
8. Take all reasonable steps to reduce the City's greenhouse gas emissions.

Action Items

- a) Continue to refurbish the boardwalk and work with federal and State agencies to replenish the beach on a regular basis.
- b) Encourage and support environmental best management practice initiatives with incentive programs.
- c) Continue to evaluate and implement Silver Lake and Lake Gerar sustainability and recovery efforts.
- d) Prepare a Community Forest Plan designed to increase public support and public involvement, make the best use of available land, promote the best technical forestry practices, increase afforestation efforts, reduce undesirable and invasive species, and secure the long-term management of its urban forest.
- e) Develop a comprehensive street tree planting and maintenance plan.
- f) Investigate how to fund new and replacement street trees.
- g) Consider a City policy requiring that all municipal facilities, City-funded projects, and City infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using green building, low-impact development (LID), green infrastructure, and conservation landscaping principles and practices.
- h) Undertake a climate change/sea level rise vulnerability assessment/adaptation and mitigation plan for the City and incorporate any such plan by reference as part of the Comprehensive Development Plan.
- i) Consider developing and implementing a Climate Action Plan for the City.
- j) Develop ongoing informational briefings and other assistance related to climate change issues for the City government and members of the community.
- k) Evaluate the feasibility of adopting an upland wetland buffer requirement as part of the City's land development regulations.
- l) Begin transitioning the City's vehicle fleet to electric vehicles, when possible.

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- m) Identify additional appropriate locations for electric vehicle charging stations and seek funding for their installation.
- n) Consider adopting standards for Dark Sky-like lighting on City properties and consider reviewing and implementing standards for subdivisions, site plans, and redevelopment projects.
- o) Consider Leadership in Energy & Environmental Design (LEED) certification requirements or other green building practices for major new construction or substantial renovations.
- p) Continue to effectively promote and publicize the City’s recognized and permitted recreational events.
- q) Continue to maintain all parks and open space areas while promoting sustainable environmental practices.
- r) Increase educational opportunities throughout the City owned parks and recreation properties with community partners for events and informational placards.
- s) Prepare a long-range development, renovation, and maintenance plan for the City’s parks and recreation spaces for consideration during the annual budget cycle.
- t) Consider implementing recommendations from the Resilient Community Partnership Project.
- u) Consider conducting a comprehensive planning effort in sustainable energy, with a goal to reduce energy consumption by implementing energy efficiency measures in City operations (e.g., buildings, street lighting).
- v) Consider utilizing renewable energy infrastructure (e.g., solar, wind) to further reduce pollution.
- w) Consider reviewing all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays.
- x) Consider adopting energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.
- y) Consider adopting a mechanism to provide information on the State’s Weatherization Assistance Program to customers who have trouble paying utility bills.
- z) Consider amending the City’s zoning ordinance to define “impervious surface,” provide classifications (i.e. impervious vs. pervious) for alternative types of pavement or other surfaces, and adjust street design requirements, floor area ratio, lot coverage requirements, and maximum allowable building areas to address the concerns and possible strategies raised by the Resilient Community Partnership Project regarding stormwater runoff issues created by impervious surfaces.



Appendix A

Acronyms & Definitions

APPENDIX A—ACRONYMS & DEFINITIONS

This appendix is intended for general guidance only. In the event of a conflict between these acronyms/definitions and a formal, legal definition established by a City ordinance, the legal definition shall prevail.

ACRONYMS

AADT	Average Annual Daily Traffic	DelCF	Delaware Community Foundation
AARP	American Association of Retired Persons	DelDOT	Delaware Department of Transportation
ACS	American Community Survey	DEMAPP	Delaware Emergency Mortgage Assistance Program
ADA	Americans with Disabilities Act	DFHC	Delaware Federation of Housing Counselors
AIDS	Acquired Immunodeficiency Syndrome	DHIVC	Delaware HIV Consortium
AMI	Area Median Income	DHSS	Delaware Department of Health & Social Services
ASO	AIDS Service Organization	DMAP	Destination Marketing Accreditation Program
BAU	Business-as-Usual	DNPS	Delaware Native Plant Society
BMP	Best Management Practice	DNREC	Delaware Department of Natural Resources & Environmental Control
BOA	Board of Adjustment	DNS	Delaware Nature Society
BV-SPCA	Brandywine Valley Society for the Prevention of Cruelty to Animals	DPC	Delaware Population Consortium
CCE	Country Club Estates	DPW	Public Works Department
CCTV	Closed Circuit Television Video	DRBC	Delaware River Basin Commission
CDBG	Community Development Block Grant	DSCLT	Diamond State Community Land Trust
CDP	Comprehensive Development Plan	DSHA	Delaware State Housing Authority
CH₄	Methane	DSWA	Delaware Solid Waste Authority
CHFB	Cape Henlopen Food Basket	DTC	Delaware Transit Corporation
CHRIS	Cultural & Historical Resources Information System	EIS	Environmental Impact Statement
CHSC	Cape Henlopen Senior Center	EOC	Emergency Operations Center
CHSD	Cape Henlopen School District	EOP	Emergency Operations Plan
CIP	Capital Improvement Plan/Program	EPA	U.S. Environmental Protection Agency
CLG	Certified Local Government	ESEA	Elementary & Secondary Education Act
CO	Carbon Monoxide	EV	Electric Vehicle
CO₂	Carbon Dioxide	EVSE	Electric Vehicle Supply Equipment
COC	Chamber of Commerce	FEMA	Federal Emergency Management Agency
CPCN	Certificate of Public Convenience & Necessity	FHA	Federal Housing Administration
CRS	Community Rating System	FHWA	Federal Highway Administration
CTP	Capital Transportation Program	FIRM	Flood Insurance Rate Map
CWA	Clean Water Act	FOIA	Freedom of Information Act
CWSRF	Clean Water State Revolving Fund	FRP	Family Reentry Program
DAQ	DNREC Division of Air Quality	FSCAA	First State Community Action Agency
DART	DART First State	FY	Fiscal Year
DBBC	Delaware Breast Cancer Coalition		
DBF	Davis, Bowen & Friedel, Inc.		
DDD	Downtown Development District		

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GAL	Gallons	NCALL	National Council on Agricultural Life & Labor
GHD	Gutteridge, Haskins & Davey	NFIP	National Flood Insurance Program
GHG	Greenhouse Gas	NHTF	National Housing Trust Fund
GIS	Geographic Information System	NMSC	National Main Street Center
GPD	Gallons per Day	NO₂	Nitrogen Dioxide
GPM	Gallons per Minute	N₂O	Nitrous Oxide
GPY	Gallons per Year	NOAA	National Oceanic & Atmospheric Association
HCA	Division of Historical & Cultural Affairs	NPDES	National Pollution Discharge Elimination System
HDF	Delaware Housing Development Fund	NPS	National Park Service
HFC	Hydrofluorocarbon	NRHP	National Register of Historic Places
HIV	Human Immunodeficiency Virus	NSP	Neighborhood Stabilization Program
HOME	Housing Opportunities & Market Evaluation	O₃	Ozone
HOPWA	Housing Opportunities for Persons with AIDS	OMB	U.S. Office of Management & Budget
HUD	U.S. Department of Housing & Urban Development	ORPT	Outdoor Recreation, Parks & Trails
IPA	University of Delaware Institute for Public Administration	OSPC	Office of State Planning Coordination
IT	Information Technology	Pb	Lead
ITMS	Intelligent Transportation Management System	PCS	Pollution Control Strategy
KCI	KCI Technologies, Inc.	PEV	Plug-in Electric Vehicle
KGED	Delaware Coastal Airport	PFA	Perfluorooctanoic Acid
LA	Load Allocation	PFC	Perfluorocarbon
LAB	League of American Bicyclists	PFO	Perfluorooctane Sulfonate
LEED	Leadership in Energy & Environmental Design	PHEV	Plug-in Hybrid Electric Vehicle
LGBTQ	Lesbian, Gay, Bisexual, Transgender & Queer or Questioning	PLUS	Preliminary Land Use Service
LID	Low-Impact Development	PM	Particulate Matter
LIDAR	Light Detection & Ranging	POA	Property Owners' Association
LIHTC	Low-Income Housing Tax Credit	POTW	Publicly Owned Treatment Works
L RTP	Long-Range Transportation Plan	PSC	Public Services Commission
LTS	Level of Traffic Stress	RAL	Rehoboth Art League
LWCF	Land & Water Conservation Trust Fund	RBHA	Rehoboth Beach Homeowners' Association
MCL	Maximum Contaminant Level	RBMS	Rehoboth Beach Main Street
MFMRB	Multi-Family Mortgage Revenue Bond Program	RBP	Rehoboth Beach Patrol
MGD	Million Gallons per Day	RBVFC	Rehoboth Beach Volunteer Fire Company
MHAP	Manufactured Housing Assistance Program	RES	Rehoboth Elementary School
MPHU	Moderately Priced Housing Unit	SBA	U.S. Small Business Administration
MS4	Municipal Separate Storm Sewer System	SCADA	Supervisory Control & Data Acquisition
NAA	Neighborhood Assistance Act	SCD	Sussex Conservation District
NAAQS	National Ambient Air Quality Standards	SCORP	Statewide Comprehensive Outdoor Recreation Plan
		SCRIP	Sussex County Rental Program
		SDT	Southern Delaware Tourism
		SERP	Statewide Emergency Repair Program
		SF₆	Sulfur Hexafluoride

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SFHA	Special Flood Hazard Area	TAP	Transportation Alternatives Program
SHPO	State Historic Preservation Office/Officer	TMC	Transportation Management Center
SL-RAT	Sewer Line Rapid Assessment Tool	TMDL	Total Maximum Daily Load
SLR	Sea Level Rise	TMT	Transportation Management Team
SNHF	Strong Neighborhoods Housing Fund	TSBR	Tri-State Bird Rescue
SO₂	Sulfur Dioxide	UD	University of Delaware
SOLA3	Save Our Lakes Alliance 3	UDCHAD	University of Delaware Center for Historic Architecture & Design
SOV	Single-Occupancy Vehicle	USACE	U.S. Army Corps of Engineers
SR	State Route	USDA	U.S. Department of Agriculture
SRAP	State Rental Assistance Program	VA	Veterans Affairs
STIP	Statewide Transportation Improvement Program	VFW	Veterans of Foreign Wars
SWAPP	Source Water Assessment & Protection Program	VIA	Village Improvement Association
SWMP	Stormwater Management Plan/Program	VMT	Vehicle Miles Traveled
SWOT	Strengths, Weaknesses, Opportunities & Threats	WIAC	Water Infrastructure Advisory Council
TAMP	Transportation Asset Management Plan	WLA	Waste Load Allocation
		WM	Wallace Montgomery & Associates, LLP
		WRCLT	West Rehoboth Community Land Trust
		WWTP	Wastewater Treatment Plant

DEFINITIONS

A

ADAPTATION: A process of adjustment to the impacts of climate change including actions taken to reduce the negative impacts of climate change or to take advantage of emerging opportunities.

ADAPTIVE REUSE: The process of repurposing buildings for viable new uses and modern functions, other than those originally intended, to address present-day needs, allowing for a building's continued use and helping it remain a viable community asset.

AFFORDABLE HOUSING: Housing for which the occupant is paying no more than 30% of gross income for housing costs, including utilities.

AFFORESTATION: The establishment of a forest or stand of trees in an area where there was no previous tree cover.

AMERICANS WITH DISABILITIES ACT (ADA): A civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to ensure that people with disabilities have the same rights and opportunities as everyone else. The ADA guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, government services, and telecommunications.

ANNEXATION: The process of transferring parcels of land from unincorporated areas of a county into the jurisdiction of a city.

AREA MEDIAN INCOME (AMI): The midpoint of a region's income distribution—half of households earn more than the median and half earn less.

ATTAINABLE HOUSING: Unsubsidized, profitable housing developments that meet the needs of those with incomes between 80%-120% of the area median income.

AVERAGE ANNUAL DAILY TRAFFIC (AADT): A measure used in transportation planning and engineering representing the total volume of vehicle traffic of a highway or road for one year divided by 365 days.

C

CAPITAL IMPROVEMENT PLAN/PROGRAM (CIP): A community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period.

CERTIFIED LOCAL GOVERNMENT (CLG): Municipalities that have demonstrated, through a certification process, a commitment to local preservation and saving the past for future generations; a program federally mandated as part of an amendment to the National Historic Preservation Act of 1966 and administered by the National Park Service.

CONSERVATION LANDSCAPING: A garden or landscape that improves water quality, promotes and preserves native species, and provides wildlife habitat; replacement of hard surfaces or turf grass of a traditional lawn with native plants.

D

DARK SKY: A place where the darkness of the night sky is relatively free of interference from artificial light.

E

ENVIRONMENTAL IMPACT STATEMENT (EIS): A document that outlines the impact of a proposed project on its surrounding environment.

F

FLOOD INSURANCE RATE MAP (FIRM): An official map that displays a community's floodplains, more explicitly special hazard areas and risk premium zones, as delineated by the Federal Emergency Management Agency (FEMA).

FLOOR AREA RATIO (FAR): The quotient obtained by dividing the gross floor area of all buildings on a lot by the gross lot area.

FORM-BASED CODE: A land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code.

G

GEOGRAPHIC INFORMATION SYSTEM (GIS): A system that creates, manages, analyzes, and maps all types of data, providing a foundation for mapping and analysis, and helping users understand patterns, relationships, and geographic context.

GREEN BUILDING: The practice of creating structures and using processes that are environmental responsible and resource-efficient through a building's life cycle, from siting to design, construction, operation, maintenance, renovation, and deconstruction.

GREEN INFRASTRUCTURE: A network of multi-function green spaces and other green features, urban and rural, that can deliver quality of life and environmental benefits for communities. Includes parks, open spaces, playing fields, woodlands, street trees, private gardens, green roofs and walls, sustainable drainage systems, rivers, streams, canals, and other water bodies. The integrated network provides multiple benefits including supporting mental and physical health, encouraging active travel, cooling urban areas during heat waves, attracting investment, reducing water runoff during storms and flooding, providing carbon storage, and providing sustainable drainage.

GREENHOUSE GAS (GHG): An atmospheric gas responsible for causing global warming and climate change; major GHGs are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).

I

INTELLIGENT TRANSPORTATION MANAGEMENT SYSTEM (ITMS): Control and information systems that use integrated communications and data processing technologies for the purposes of improving the mobility of people and goods; increasing safety, reducing traffic congestion, and managing incidents effectively; and meeting transport policy goals and objectives.

L

LEADERSHIP IN ENERGY & ENVIRONMENTAL DESIGN (LEED): A widely used green building rating system.

LEVEL OF TRAFFIC STRESS (LTS): An approach that quantifies the amount of discomfort that people feel when they bicycle close to traffic.

LOAD ALLOCATION (LA): The portion of a receiving water's loading capacity that is attributed either to one of its existing or future nonpoint sources of pollution or to natural background sources.

LOADING CAPACITY: The greatest amount of loading that a water can receive without violating water quality standards.

LOW-IMPACT DEVELOPMENT (LID): An innovative land planning and design approach that seeks to maintain a site's pre-development ecological and hydrological function through the protection, enhancement, or mimicry of natural processes.

LOW-INCOME HOUSING TAX CREDIT (LIHTC): An indirect federal subsidy used to finance the construction and rehabilitation of low-income affordable rental housing.

M

MEDIAN GROSS RENT: Gross rent provides information on the monthly housing cost expenses for renters. Gross rent is the contract rent plus the estimated average monthly cost of utilities (electricity, gas, and water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter (or paid for the renter by someone else). Gross rent is intended to eliminate differentials that result from varying practices with respect to the inclusion of utilities and fuels as part of the rental payment. The estimated costs of water and sewer, and fuels are reported on a 12-month basis but are converted to monthly figures for the tabulations.

MITIGATION: A process to reduce the impacts of future events on people, property, and the environment.

MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4): A collection of structures designed to gather stormwater and discharge it into local streams and rivers.

N

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES): A permit program that addresses water pollution by regulating point sources that discharge pollutants to waters of the United States.

NON-POINT SOURCE POLLUTION: Diffuse contamination or pollution of water or air that does not originate from a single discrete source; often the cumulative effect of small amounts of contaminants gathered from a large area.

P

PEDESTRIAN-ORIENTED SCALE: The proportional relationship between the dimensions of a build or building element, street, outdoor space, or streetscape element and the average dimensions of the human body, taking into account the perceptions and walking speed of a typical pedestrian.

POINT SOURCE POLLUTION: Any contaminant that enters the environment from an easily identified and confined place.

POLLUTION CONTROL STRATEGY (PCS): A document that specifies actions necessary to systematically achieve pollutant load reductions specified by a Total Maximum Daily Load for a given waterbody.

S

SEA LEVEL RISE (SLR): An increase in the level of the world's oceans due to the effects of global warming.

SPECIAL FLOOD HAZARD AREA (SFHA): The land area covered by the floodwaters of the base or 100-year flood; an area of land that has an approximate 1% probability of a flood occurring on it in any given year.

STREETSCAPE: The natural and built fabric of the street; the design quality of the street and its visual effect.

T

TOTAL MAXIMUM DAILY LOAD (TMDL): A regulatory term in the U.S. Clean Water Act, describing a plan for restoring impaired waters that identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards.

V

VEHICLE MILES TRAVELED (VMT): The average number of miles traveled by a motor vehicle for commute trips.

W

WASTE LOAD ALLOCATION (WLA): The portion of a receiving water's loading capacity that is allocated to one of its existing or future point sources of pollution. WLAs constitute a type of water quality-based effluent limitation.

WORKFORCE HOUSING: Housing affordable to households earning between 60-120% of area median income.

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Appendix B

References & Resources

APPENDIX B—REFERENCES & RESOURCES

Included in this appendix are resources referenced to develop the CDP, as well as additional resources or organizations related to each chapter’s topic. Please note that this may not be a complete list.

REFERENCES

CHAPTER 3—COMMUNITY CHARACTER & PROFILE

AARP Livability Index: <https://livabilityindex.aarp.org/>
AIDS Delaware. <https://aidsdelaware.org/>
All Saints’ Church. <https://www.allsaintsandstgeorges.org/>
All Saints’ Parish Thrift Shop. <https://www.facebook.com/asrbthriftshop> or
info@allsaintsandstgeorges.org
CAMP Rehoboth. <https://www.camprehoboth.com/>
Cape Henlopen Food Basket. <https://capehenlopenfoodbasket.org/>
Cape Henlopen Senior Center. <https://www.capehenlopeseniorcenter.org>
Clear Space Theatre Company. <https://www.clearspacetheatre.org/>
Community Resource Center. <https://www.rehobothcommunitycenter.org/>
Country Club Estates Property Owners’ Association. <https://www.ccepoa.org/>
Delaware Native Plant Society. <https://delawarenativeplants.org/>
Delaware Nature Society. <https://www.delawarenaturesociety.org/>
Epworth Methodist Church. <https://www.eumcrb.org/>
Faith United Methodist Church. <http://faithunited.org/home/>
Henlopen American Legion, Post 5. <https://www.facebook.com/henlopenamericanlegionpost5/>
Lewes-Rehoboth Canal Improvement Association. <http://www.canal-connection.org/>
Metropolitan Community Church of Rehoboth Beach. <https://mccrehobothorg/>
Meals on Wheels Lewes-Rehoboth. <https://www.mealsonwheels-lr.org/>
National Register of Historic Places. <https://www.nps.gov/subjects/natiionalregister/>
Rehoboth Beach-Dewey Beach Chamber of Commerce. <https://www.beach-fun.com/>
Rehoboth Art League. <https://www.rehobothartleague.org/>
Rehoboth Beach Bears. <https://www.rehobothbeachbears.com/>
Rehoboth Beach Farmers’ Market. <http://www.rbfarmersmarket.com/>
Rehoboth Beach Volunteer Fire Company. <https://www.rehobothbeachfire.com/>
Rehoboth Beach Historical Society. <http://www.rehobothbeachmuseum.org/>
Rehoboth Beach Homeowners’ Association. <https://www.rbhome.org/>
Rehoboth Beach Library. <https://rehoboth.lib.de.us/>
Rehoboth Beach Main Street. <https://www.downtownrb.com/>
Rehoboth Beach Museum. <https://www.rehobothbeachmuseum.org/>
Rehoboth Elementary Parent Teacher Organization. <https://www.facebook.com/rehobothpto/>
Save Our Lakes Alliance. <https://www.sola3.org/>
St. Edmond’s Catholic Church. <https://www.stedmond.org/>
State Division of Historical & Cultural Affairs/State Historic Preservation Office. <https://chris-users.delaware.gov>
Sussex Family YMCA. <https://www.ymcade.org/locations/sussex-ymca/>
VFW Post 7447. <http://rehobothvfw.org/>
Village Improvement Association. <https://www.rehobothbeachvia.org/>
West Rehoboth Community Land Trust. <https://westrehobothlandtrust.org/>

Westminster Presbyterian Church. <https://www.westminster-rehoboth.org/>

Williams Institute. United States Census Snapshot of 2010.

<https://williamsinstitute.law.ucla.edu/publications/us-census-snapshot-2010/>

CHAPTER 4—LAND USE & ANNEXATION

Strategies for State Policies & Spending. <https://strategies.stateplanning.delaware.gov/>

CHAPTER 5—HOUSING & ECONOMIC DEVELOPMENT

Delaware Department of Labor. <http://www.labor.delaware.gov/>

Delaware Division of Small Business, Development & Tourism. <http://www.visitdelaware.com/>

Delaware Housing Search Tool. <https://delawarehousingsearch.org/>

Delaware Small Business Development Center. <http://www.delawaresbdc.org/>

SCORE. <http://www.delaware.score.org/>

Southern Delaware Tourism. <https://visitsoutherndelaware.com/>

Sussex County Affordable & Fair Housing Resource Center. <https://sussexcountyde.gov/affordable-and-fair-housing-resource-center>

Sussex County Department of Community Development & Housing.

<https://sussexcountyde.gov/community-development-housing>

Sussex County Economic Development Office. <http://www.excitesussex.com/>

Sussex County Housing Opportunities & Market Evaluation. <https://sussexcountyde.gov/HOME>

U.S. Small Business Administration. <http://www.sba.gov/de>

CHAPTER 7—ENVIRONMENTAL PROTECTION

Cape Henlopen State Park. <https://www.destateparks.com/beaches/capehenlopen/>

Delaware Seashore State Park. <https://www.destateparks.com/beaches/delawareseashore/>

Rehoboth Beach Bandstand. <https://www.rehobothbandstand.com/>

Rehoboth Beach Convention Center. <https://www.cityofrehoboth.com/rehoboth-beach-convention-center/>

Ten-Minute Walk Campaign. <https://10minutewalk.org/>

ORGANIZATIONS & PROGRAMS

CHAPTER 3—COMMUNITY CHARACTER & PROFILE

DELAWARE DIVISION OF HISTORICAL & CULTURAL AFFAIRS

The Delaware Division of Historical and Cultural Affairs (HCA) is a division within the Department of State. Funding for the division’s museums, programs, and services is provided by annual appropriations from the Delaware General Assembly, and grants from the National Park Service.

The Division serves the public by identifying, collecting, preserving, and interpreting inclusive Delaware history and engaging diverse cultures, with activities that foster strong communities, engaged citizens, economic vitality, and a deeper understanding of Delaware’s role in world history.

HCA serves as the State’s history organization—its staff members are leaders in research, collections management, and stewardship related to Delaware history and historic places. Their work is an important means through which residents are encouraged to appreciate the places in which they live.

In addition to the State Historic Preservation Office, described below, HCA also includes five other teams that work to “Save Delaware History,” operating five museums and a conference center, managing the State’s historic and archaeological collections, maintaining the division’s own historic properties, enhancing the horticultural features of those properties, and providing fiscal oversight of the agency’s operations. HCA also works with a number of affiliates and partners to operate other historic sites, develop exhibits, and interpret Delaware history.

Delaware State Historic Preservation Office

The Delaware State Historic Preservation Office (SHPO) is the foundation for historic preservation programming in the State. Part of the HCA, the SHPO manages federally funded historic preservation programs and connects State government to the federal level through the National Park Service. Key programs managed by the SHPO include the state historic resources inventory, National Register of Historic Places, Certified Local Government program, state and federal historic preservation tax credit programs, technical assistance to communities and partners, and environmental reviews for federally funded, permitted, and licensed projects, as well as technical assistance reviews of development projects through the Preliminary Land Use Service (PLUS). The SHPO also assists the Department of State in carrying out its responsibilities under State law managing the State’s boundary monuments, protecting archaeological sites on State lands, and discoveries of unmarked burials.

Each year, the SHPO prepares an overview of activities and accomplishments, which is made available on the office’s website. The overview summarizes the status of the SHPO’s various programs.

Delaware’s historic resource inventory is an important resource for all the State’s preservation partners and stakeholders. The inventory is available through the Cultural and Historic Resources Information System (CHRIS), a web-based geographic information mapping system. Some data in CHRIS are considered sensitive and are password-protected. Recent work to digitize survey information, map historic resource locations, and the addition of new layers enhances the kinds of information available online.

Preservation planning is also a key function of this office. For several years, the SHPO has convened preservation professionals from state and local agencies and other statewide partners as a working group to discuss preservation issues.

Delaware State Review Board for Historic Preservation

The Delaware State Review Board for Historic Preservation (Review Board) is the advisory body to the SHPO. The federal-state partnership program for historic preservation requires that each state maintain a qualified State Review Board to serve in this capacity.

The Review Board has two main functions. It evaluates the historic significance of properties, hearing all nominations to the National Register of Historic Places to determine if a property meets the criteria for listing, and advises the SHPO of its recommendations.

HISTORIC PRESERVATION INITIATIVES

Initiative: Delaware Historical Markers Program

The Delaware Historical Marker Program began in 1931 when the General Assembly passed an act establishing a permanent commission to erect historical markers throughout the State. The markers in each county were numbered sequentially as they were proposed, preceded by NC (New Castle), K (Kent), and S (Sussex) to note the county where they were located. Since the beginning of the program in the 1930s, the State has erected more than 680 markers. The Delaware Public Archives has administered the Historical Markers Program since 1990.

Community members and the State Legislature have always played active roles in the Historical Markers Program. Today, every new State historical marker is the result of partnerships between the Delaware Public Archives, State Legislators, and local community members. Funding for each marker comes as a result of a direct request to members of the General Assembly from interested individuals and organizations. As a result, the markers represent Delawareans' shared history and become a source of pride for local communities.

Delaware Public Archives maintains 688 historical markers throughout the state. There are 283 in Sussex County, nine of which are in the Rehoboth Beach area with five located within City limits. Figure AB-1 shows some of the local historical markers. The Delaware Public Archives has approved two additional historical markers that are awaiting placement in separate locations on the boardwalk. One marker commemorates Poodle Beach as being an historic refuge for members of the LGBTQ community for over 70 years; the other marker celebrates the 100th anniversary of the Rehoboth Beach Patrol (RBP).

Figure AB-1. Historical Markers



Financial Resources for Historic Preservation

Federal Rehabilitation Tax Credit Incentive Program | The Federal Rehabilitation Tax Incentive Program for historic buildings has catalyzed the revitalization of downtowns and entire neighborhoods as well as the rehabilitation of individual landmarks. The program permits the owner of an income-producing historic building to seek an income-tax credit equal to 20% of the qualified rehabilitation expenditures. An income-producing property may encompass commercial space, office space, rental apartments, a bed and breakfast inn, etc., or a mixture of such uses. The building must be listed on the NRHP, either

individually or as a contributing property of a historic district. Further, the rehabilitation must meet the Secretary of the Interior’s Standards for Rehabilitation.

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

The program is administered at the federal level by the U.S. Department of the Interior and at the State level by the HCA through their Preservation Section. It is strongly recommended that the property owner contact HCA staff before any work begins so that they may receive assistance in meeting all program requirements during the early stages of project planning. All federal applications must be reviewed by HCA staff prior to their submission to the federal government for approval.

Delaware Historic Preservation Tax Credit | Delaware’s Historic Preservation Tax Credit Program assists in preserving and rehabilitating historic buildings throughout the State by providing a State of Delaware income or franchise tax credit to help offset repair and maintenance costs. The credit is equal to a percentage of the qualified costs incurred during rehabilitation. Since its inception in 2001, the program has helped preserve over 230 historic buildings and leveraged over \$350 million in investment. The program is administered by SHPO. Only buildings that are listed on the NRHP or are contributing buildings within NRHP-listed or certain locally designated historic districts are eligible to receive these tax credits. Buildings that meet this criterion are defined as Certified Historic Properties for purposes of this program. The rehabilitation work must meet the Secretary of the Interior’s Standards for Rehabilitation developed by the National Park Service.

HISTORIC PRESERVATION ORGANIZATIONS & PROGRAMS

While Rehoboth Beach has a historical society to provide preservation initiatives, there are a number of organizations throughout the County, State, and nation that provide resources, technical assistance, and funding. Although not a comprehensive list, several resources are briefly outlined below. Please note these should be reviewed for updated program information after publication of this Plan.

- **Archaeological Society of Delaware** | The society is a non-profit organization founded in 1933 by avocational and professional archaeologists to study and appreciate the archaeological heritage of Delaware and the surrounding region. It remains a vibrant group of professionals and volunteers whose mission includes educating the public about the archaeology of the state and promoting interest and participation in archaeology and related activities.
- **Certified Local Government (CLG) Program** | Local governments that recognize the importance of historic preservation and its role in creating sustainable, economically viable communities are encouraged to pursue Certified Local Government (CLG) status. The CLG Program strengthens preservation efforts at the local level by providing technical and financial assistance, while encouraging successful preservation programs and practices. As part of the nationwide CLG Program, Delaware’s CLG Program is administered by the Delaware State Historic Preservation Office (SHPO) in partnership with the National Park Service (NPS).
- **Crystal Trust** | The Crystal Trust was created in 1947. Its giving mainly goes to higher and secondary education and social and family services. These services include youth and child welfare agencies, family planning, and programs for the aged, the disadvantaged, and the homeless. In addition, they also support arts and cultural programs, health and hospitals, conservation programs, and historical preservation (FC, 2017).

- **Delaware Cemetery Board** | The Delaware Cemetery Board offers \$80,000 per year in grant money throughout the State through the Distressed Cemetery Fund to preserve and restore distressed cemeteries. "Distressed cemetery" means any land or structure used or intended to be used for the interment/entombment of human remains including facilities used for the final disposition of cremated remains whereby the owner lacks sufficient financial resources for the maintenance or preservation of said cemetery as determined by the Board. The maximum amount available from the Fund to each cemetery is \$10,000.
- **Delaware Community Foundation** | The Delaware Community Foundation began in 1986 as a result of concern that most fundraising was for current operating needs and none for endowments to meet future needs. The foundation helps communities and philanthropists focus charitable resources for the greatest community benefit statewide. The Foundation holds approximately \$235 million in charitable assets and is among the largest community foundations in the country (DelCF, 2017). Through the Foundation, people can donate to a number of funds that support historic preservation including funds for local historical societies, museums, and cemeteries.
- **Delaware Heritage Commission** | Created in 1972, the Commission became one of the principal agencies for the celebration of Delaware history. Their mission is to celebrate the history and heritage of the State. The Commission has accomplished this through the publication of books and history camp programs.
- **Delaware Historic Preservation Tax Credit Program** | The Delaware Historic Preservation Tax Credit Program is administered through the State and annually makes available \$5 million in State tax credits for projects approved under the program guidelines. The amount of the tax credit is equal to a percentage of the cost of the rehabilitation:
 - 20% for income-producing (depreciable) historic buildings, which increases to 30% when a project qualifies for the Delaware State Housing Authority's low-income tax credits.
 - 30% for all other historic buildings (owner-occupied, residential buildings; non-profit-owned buildings, and church-owned buildings); and
 - Tax credits awarded to a project can be applied against the applicant's State income tax or can be transferred, sold, or assigned to any person or corporation with Delaware income tax liability or to banks to be applied against their franchise tax liability. Applications for owner-occupied residential properties are limited to being awarded a maximum of \$20,000 every 24 months.
- **Delaware Historical Society** | Founded in 1864, the Society's mission is to serve as the Statewide, non-profit organization that preserves, explores, shares, and promotes Delaware history, heritage, and culture to strengthen the community. The organization houses the Jane and Littleton Mitchell Center for African American Heritage, which provides exhibits and other public outreach on African American history. The Society is a potential resource for other partnerships on preservation issues, statewide
- **Fair-Play Foundation** | The Fair-Play Foundation is one of the top giving foundations in Delaware with an annual giving of approximately \$590,000 (TGCI, 2017). They have previously supported historic preservation efforts in Sussex County.
- **Federal Highway Administration (FHWA)** | In 2013, the Advisory Council on Historic Preservation signed a new Programmatic Agreement with the FHWA for the State of Delaware. The agreement was developed to establish a more efficient approach to Section 106 compliance for Federal-Aid Highway projects in Delaware (ACHP, 2017).

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- **Longwood Foundation** | Dedicated to the people, environment, and communities of Delaware and southern Chester County in Pennsylvania, the Foundation accepts grant requests from all organizations that have 501(c)3 status. Since 1937, the foundation has awarded grants to non-profits totaling over \$2 billion including grants to help restore historic buildings (Longwood Foundation, 2017).
- **National Trust for Historic Preservation** | NTHP is a privately funded non-profit organization dedicated to saving the country's historic places. Their mission is to protect significant places representing diverse cultural experiences by taking action and inspiring public support. NTHP provides several recognition vehicles for individual donors. The largest levels include President's Circle (annual gifts of \$1,000 or more), Chairman's Circle (group of donors who annually contribute \$5,000 or more), and the National Trust Council (premiere annual donor contributing \$10,000 or more). (Saving Places, 2017)
- **Preservation Delaware, Inc.** | Preservation Delaware, Inc. is a Statewide, non-profit organization devoted to preserving Delaware's historic and architecturally significant buildings. This group administers the Delaware Preservation Fund provides financial assistance to owners of historic properties. Assistance is usually in the form of mini-grants and rehabilitation loans. The Fund was created by Preservation Delaware and incorporated in December of 2000. Seed money for the Fund was provided through the generosity of the General Assembly of the State of Delaware and the Longwood and Welfare Foundations. The mission of the Delaware Preservation Fund is to preserve the architectural heritage and the historic built environment of Delaware, through financial assistance to owners of historic properties, through acquisition of unwanted and threatened properties, and through related support programs.
- **Sussex County Land Trust** | Each year, the Sussex County Land Trust raises money to preserve open space, including historic sites, with gifts from individuals, foundations, corporations, and through their partnership with the Sussex County Council. Additionally, their donated conservation easement program has grown significantly and contributes a large part of their land protection efforts
- **University of Delaware Center for Historic Architecture & Design (UDCHAD)** | UDCHAD addresses issues related to historic preservation through research, planning, design, and advocacy. UDCHAD surveys and documents historic buildings and resources in Delaware in an effort to create a cumulative record of the state's architectural and cultural landscape. Since 1981, the program has documented more than 3,000 historic properties, mostly using student labor. UDCHAD also has a laboratory for analysis of material culture. The Center plays an important role in Delaware's preservation community not only through the documentation of resources but also through preservation training and education of up-and-coming historic preservation professionals and as an influence on public policy.
- **USDA Rural Development Program/Small Business Program** | The U.S. Department of Agriculture Rural Development operates over 50 financial assistance programs for a variety of rural applications. They provide various types of grants and loans including funding to invest in the redevelopment of historic buildings (USDA, 2017).

PUBLIC EDUCATIONAL FACILITIES

Rehoboth Elementary School

Rehoboth Elementary School (RES) is located at 500 Stockley Street in Rehoboth Beach and serves Kindergarten through 5th grade. In September 2019, new construction was finished and the new school opened. RES has a distinguished reputation for academic excellence and its social-emotional connections with students and families. RES is purposeful in creating a school success plan that meets the needs of its students and staff. The faculty's fidelity to high-quality curriculum and deliberate planning for whole and small group engaging instruction have earned the school numerous awards including the 2019 National Elementary and Secondary Education Act (ESEA) Distinguished and Recognition School. Historically, there has been a supportive parent-teacher organization that has assisted with cultural, academic, and social opportunities for all students and needs for staff. RES also partners with outside agencies for in-school services to support the behavioral and emotional needs of students. The staff is intentional in providing opportunities for student leadership advocacy, which has resulted in recognition for local environmental projects that impacted the community. RES takes pride in providing a healthy, safe, and inclusive climate for all. *Courtesy of the National Blue Ribbon Schools Program, part of the U.S. Department of Education.*



Beacon Middle School

Beacon Middle School is located on SR 24 in Lewes. To sum up the school in three words, Beacon “Learns, Grows, and Goes.” Each student has an opportunity to learn and grow every day. The school has a welcoming atmosphere for both staff and students while also maintaining a high standard and inclusivity for ALL students. After their time at Beacon, students are prepared socially and academically for life at high school. The students at Beacon are the best ambassadors for their school. Teachers and staff within the building enjoy working with the middle school students and helping them to succeed and accomplish their goals.

Cape Henlopen High School

Cape Henlopen High School is located on Kings Highway in Lewes. Cape High strives to provide a school environment where students feel healthy, happy, and safe. They pride themselves on their students who are the ones that truly make the community unique. The high school aims to help every student succeed in the future whether they attend college, enlist in the military or other public service organizations, or directly enter the workforce. Cape has something for every student who walks through their doors, including a variety of sports, clubs, visual and performing arts, high-quality instruction, and student organizations available to them. The Cape Henlopen High School staff and students embody the pride and passion that the entire Cape District strives to have.

CHAPTER 5—HOUSING & ECONOMIC DEVELOPMENT

A number of resources are available throughout the State for homebuyers, homeowners, foreclosure prevention, renters, development, landlords, supporting housing, and other programs.

HOMEBUYER RESOURCES

- Delaware Federation of Housing Counselors (DFHC)—The DFHC’s mission is to serve as a united, cohesive partnership of housing and financial professionals statewide who provide tools, education, and resources focused on improving the quality of life for communities they serve. DFHC’s team includes qualified professionals throughout the State with expertise in real estate, personal finance, financial planning, mortgage lending, housing market analysis, and laws and programs pertaining to housing. The organization is a resource for current or potential homeowners and serve as a connection between the many organizations and individuals who provide housing counseling throughout the State.
- DSHA Homeownership Loans—DSHA provides 30-year, fixed-rate loans with interest rates at or below the standard market rate for qualified buyers. Loans work through standard mortgage programs (e.g., conventional, VA, FHA, USDA mortgages).
- DSHA Homes for Grads Program—Parties who have graduated from college with a four-year degree or higher in the last three years may qualify for this program. Participants receive a reduced mortgage rate of 50 basis points or 0.5% when using one of DSHA’s Preferred Plus loans.
- DSHA Housing Search Tool—DSHA provides a free statewide housing search tool, which provides a comprehensive list of publicly assisted properties for sale as well as publicly assisted and market-rate rental units. The website is fully supported by a toll-free multilingual call center. The search feature allows individuals to search using a wide variety of criteria including income, accessibility features, proximity to services, and more.
- DSHA Preferred Plus Program—All applicants using a DSHA Homeownership Loan can use flexible, customized Preferred Plus assistance that provides a no-interest second mortgage loan of 2-5% of the overall loan amount that can be applied toward down payment or closing costs. The loan must be repaid upon the sale, transfer, or refinance of the home or when it is no longer a primary residence.
- First-Time Homebuyer Tax Credit—Delaware has a special tax credit for first-time homebuyers that can help make homes more affordable. Parties can claim part of the annual interest paid on their mortgage (35% of the interest) as a special federal tax credit, up to \$2,000 per year, reducing the amount of federal taxes owed.
- Habitat for Humanity Homeownership—Sussex County Habitat for Humanity partner families are qualified through an extensive application process that considers the family’s ability to pay a not-for-profit, affordable mortgage; demonstration of need for housing; and a willingness to partner by completing all program requirements needed to be a Habitat partner family. The applicant must live or work in Sussex County and maintain a steady and reliable source of income.
- Stand by Me—Stand by Me partners with the Delaware State Housing Authority (DSHA) to guide people to homeownership. The organization provides one-one-one support from a financial coach to help interested parties meet the criteria needed to qualify for a mortgage. After working with a coach to become mortgage-ready, Stand by Me provides referrals to a housing counselor to provide guidance through the purchase process and help access programs for down payment and settlement assistance.

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- Sussex County Annual Homebuyer Fair—The County hosts an annual homebuyer fair in September. The event is free and open to the public. Pre-registration is recommended to obtain a free copy of your credit report and for an appointment with a HUD-approved housing counselor.
- Sussex County Moderately Priced Housing Unit Program (MPHU)—In January 2006, Sussex County adopted the MPHU Program to combat the growing housing affordability crisis in the area. The program facilitates construction of moderately priced housing for people who live and work in Sussex County, provides incentives for developers to voluntarily construct moderately priced housing, and promotes an efficient and consistent regulatory environment.

HOMEOWNER RESOURCES

- Community Development Block Grants (CDBG)—The DSHA administers the CDBG program, which offers assistance to low- and moderate-income homeowners in Kent and Sussex Counties who need home repairs or accessible features. The program provides grant funding for a variety of major activities including housing rehabilitation or demolition, housing-related public works (e.g., sidewalks, water and sewer systems), and streets that benefit low- and moderate-income persons.
- Delaware Homeowner Relief—This program is a joint partnership between DSHA and the Delaware Attorney General’s Office. It was created in 2012 from the proceeds of the National Mortgage Foreclosure Settlement between the federal government, states, and the nation’s five largest mortgage-servicing banks. The Partnership supports emergency homeowner assistance programs, housing counseling, educational outreach, Delaware’s mortgage mediation program, and mortgage fraud investigation and prosecution.
- Neighborhood Stabilization Program (NSP)—This program helps local jurisdictions purchase foreclosed or abandoned homes and rehabilitate, resell, or redevelop these homes to stabilize neighborhoods and stem the decline of house values of neighboring homes. The homes are then sold to low- to moderate-income homebuyers.
- Statewide Emergency Repair Program (SERP)—This program can assist qualifying low-income homeowners with certain emergency repair needs. The program, administered statewide by the Milford Housing Development Corporation, can assist with emergency conditions that pose health and safety threats.
- Sussex County Rehabilitation Program—The County has federal and County funding to assist low- and moderate-income households with repairs to their home.
- Sussex County Tax Exemptions—The County offers tax exemptions to qualifying residents who are disabled or over the age of 65.

FORECLOSURE PREVENTION RESOURCES

- Delaware Emergency Mortgage Assistance Program (DEMAP)—DSHA provides emergency housing assistance to homeowners affected by the COVID-19 pandemic through DEMAP. The program assists homeowners who are at risk of losing their homes to foreclosure because of a pandemic-related job loss, reduced work hours, or unpaid leave. Eligible homeowners can apply for up to \$5,000 per household, paid directly to the mortgage servicer.
- Manufactured Housing Assistance Program (MHAP)—MHAP is designed to assist Delawareans who are 90 days or more delinquent on their home loan or lot rent payments for their manufactured homes. Reasons for hardship are limited to unemployment or reduction in hours as a result of the downturn in the economy, illness, or injury. DSHA brings the mortgage current with a lump sum

payment and makes additional payments for up to 12 months that allow the borrower to stabilize their financial position.

RENTER RESOURCES

- Housing Choice Voucher Program—DSHA administers the federal Section 8 Housing Choice Voucher Program in Kent and Sussex Counties, providing housing subsidies to eligible low-income individuals and families to rent privately owned dwelling units from participating landlords. Key program elements include participant enrollment in the State’s Moving to Work Program; participant payment of 30-35% of income for rent and utilities; household income no more than 80% of AMI; and working families, elderly (62 or over), and the disabled receiving preference.
- Section 811 Project Rental Assistance Program—The Section 811 Program is a federally funded, project-based program designed to serve individuals with extremely low incomes (less than 30% AMI) and disabilities that qualify them for long-term care services as defined by the Delaware Department of Health and Social Services (DHSS). Eligible applicants must be referred to the DSHA-administered program by an approved service provider.
- State Rental Assistance Program (SRAP)—The SRAP is designed to assist low-income households in need of affordable housing. The State vouchers target populations that are especially vulnerable to homelessness (e.g., youth exiting foster care, individuals exiting long-term care institutions). Eligible households are those with incomes below 40% of AMI and meet a qualifying category. The State provides tenant-based rental assistance and assistance with utilities. Households contribute 28% of their income to rent and the program pays the difference.
- Sussex County Rental Program (SCRCP)—New development is not adequately addressing the rental housing needs of the County’s low- and moderate-income residents and workforce. Without an adequate supply of affordable rental housing near employment and town centers, the County’s workforce must commute a great distance—not only do long commutes have a negative effect on the environment and transportation but commuting also comes with high fuel expenses. The SCRCP seeks to stimulate the provision of affordable rental housing for Sussex County residents.

HOUSING DEVELOPMENT RESOURCES

- Delaware Housing Development Fund (HDF)—HDF is the State’s housing trust fund, designed to provide loan financing to developers of Low-Income Housing Tax Credit (LIHTC) projects. Loan financing is also available to non-LIHTC developers who are interested in developing affordable or maintaining multi-family rental housing and/or special populations housing. In addition to loan financing, the HDF program provides grant funding to sponsoring agencies to develop affordable homeownership opportunities, support Housing Support programs, and to assist with energy and accessibility improvements.
- Diamond State Community Land Trust—Formed in 2006 and based in Dover, Diamond State is the nation’s first Statewide community land trust. Their mission is to strengthen Delaware communities by creating an inventory of permanently affordable homes. They make use of the leasehold form of home ownership to provide homes that are secure and inheritable, as well as affordable upon resale to the next homebuying family.
- Downtown Development Districts (DDD) Rebate Program—Owners or tenants (investors) who make qualified real property investments in the designated DDD are entitled to receive rebates of up to 20% of the cost of their investments. This includes for-profit builders and investors, nonprofit organizations, businesses, and homeowners. The program is administered at the State level by the DSHA.

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- HOME Investment Partnerships (HOME)—This federal program is offered Statewide by DSHA and provides financial assistance to affordable housing providers, often in conjunction with HDF financing. Nonprofit and for-profit developers and other housing agencies may apply for HOME financial assistance for acquisition, demolition, new construction, reconstruction, conversion, or rehabilitation of single- or multi-family housing and transitional/group housing.
- Low-Income Housing Tax Credit (LIHTC)—The LIHTC program was created as part of the Tax Reform Act of 1986 and is the single largest source of funding for affordable multi-family rental housing. It is a federally funded, State-administered program. Almost all new affordable rental housing in the country make use of the program; it is also a critical source of funding for rehabilitation and redevelopment of affordable multi-family rental properties.
- Multi-Family Mortgage Revenue Bond Program (MFMRB)—This Statewide program permits DSHA, through the issuance of tax-exempt mortgage revenue bonds, to finance the acquisition, new construction, or substantial rehabilitation of apartment complexes that are available for rent to low-income individuals and families. It allows both corporate and private investors to receive a fair return on their investment in affordable housing. The program allows individuals, as well as limited partnerships who own rental housing for low-income families, to utilize the credit.
- National Council on Agricultural Life & Labor Research Fund (NCALL)—NCALL has served the Delmarva Peninsula since 1976 as a nonprofit organization based in Dover that specializes in affordable housing development, education, and lending. As a service provider for lower income households, NCALL offers pre-purchase counseling, financial education, and default and foreclosure prevention programs to the public. NCALL also helps locally based nonprofits to develop multi-family housing projects, mostly apartments, through a variety of development services such as financial packaging, asset management, and organizational development.
- National Housing Trust Fund (NHTF)—The HTF is an affordable housing production program that complements existing federal, State, and local efforts to increase and preserve the supply of housing for extremely low- and very low-income households, including homeless families. HUD allocates HTF funds to states by formula annually. HTF funds may be used for the production or preservation of affordable housing through the acquisition, new construction, reconstruction, or rehabilitation of non-luxury housing with suitable amenities. All HTF-assisted units are required to have a minimum affordability period of 30 years.
- Opportunity Zones—Created as part of the 2017 Tax Cuts and Jobs Act, Opportunity Zones are designed to drive long-term capital into low-income communities across the nation, using tax incentives to encourage private investment into designated Census tracts through privately or publicly managed investment funds. These investments can include supporting the development of affordable or workforce housing.
- Strong Neighborhoods Housing Fund (SNHF)—The SNHF is a State revolving fund to be used for the acquisition, renovation, and sale of vacant, abandoned, foreclosed, or blighted property throughout the State. The funds are targeted for efforts that support community development or transform neighborhoods that are experiencing blight or other forms of stress, including high crime.
- Sussex County Sewer Grant Assistance Program—The County offers assistance of up to 2,500 to help with connections to a central sewer system. If approved, subsidies of up to \$200 per year are available toward sewer charges.

SUPPORTIVE HOUSING RESOURCES

- Family Reentry Program (FRP)—The Delaware FRP is designed to allow Delawareans who have a recent history of involvement with the criminal justice system an opportunity to reunite with close family members who are living in housing subsidized by one of the State’s public housing authorities. Eligible applicants are permitted to remain as a guest of the public housing assisted household for a period of one or two years.
- Home4Good—The DSHA and the Federal Home Loan Bank of Pittsburgh established a partnership to provide grants to selected nonprofit organizations to support initiatives in Delaware that lead to stable housing for individuals and families who are homeless or determined to be at-risk of homelessness.
- Housing Opportunities for Persons with AIDS (HOPWA)—The Delaware HIV Consortium (DHIVC) receives HOPWA funds through the DSHA to provide rental assistance to people living with HIV/AIDS in Kent and Sussex Counties (and their families) through a voucher program. The program’s goal is to address the extensive HIV/AIDS housing gap by providing long-term housing opportunities, while utilizing supportive services already funded by the Ryan White Care Act, Title II. This rental subsidy program augments these existing supportive services and also provides a continuum of care for people living with HIV/AIDS.
- Public Housing—Public housing is a federal program designed to subsidize housing for individuals and households with very and extremely low incomes, generally below 30% of AMI. No federal funding has been authorized to increase the stock of public housing since the early 1990s and federal funding for maintenance and upkeep has been insufficient to enable public housing authorities to maintain all their housing in decent condition.

OTHER HOUSING PROGRAMS

- First State Community Action Agency (FSCAA)—FSCAA has served Delaware for over 50 years. CAAs are private nonprofit or public organizations created by the federal government in 1964 to combat poverty in geographically designated areas. Status as a CAA is the result of an explicit designation by local or state government and is designed to promote the participation of the entire community in the reduction or elimination of poverty. CAAs reach out to low-income people in their communities, address their multiple needs through a comprehensive approach, develop partnerships with other community organizations, involve low-income clients in agency operations, and administer a full range of coordinated programs to have a measurable impact on poverty. FSCAA offers a number of services including those for emergencies, families, youth, community, housing, training and employment, and seniors.
- Lights On Initiative—The Lights On Initiative, facilitated by the Delaware Help Initiative, shines a light on neighborhoods in need and helps them diminish crime while building a sense of community. The program installs energy-efficient LED bulbs on the front porches and solar-powered motion-detected lighting in the rear of homes in targeted neighborhoods. The program requires participating residents to promise to keep the motion detectors on, tell neighbors about the program, call the police if they noticed suspicious activity, and attend a workshop on energy efficiency. Installing lights on and around a property can help dissuade incidents like trespassing, package thefts, or burglaries and can contribute to an increased sense of comfort for residents and visitors.
- Neighborhood Assistance Act (NAA)—The NAA Program encourages businesses and individuals who have a Delaware State tax liability to invest in programs serving impoverished neighborhoods

or serving low- and moderate-income families. In exchange for a qualified contribution, the NAA program provides State tax credits equal to 50% of the investment.

- Sussex County Affordable & Fair Housing Resource Center—The County offers an Affordable and Fair Housing Resource Center webpage with information on the County’s Fair Housing Policy, housing discrimination complaint process and forms, public notices and meetings, and affordable housing resources.
- Sussex County Human Service Grants—The County offers Human Service Grants to qualifying nonprofits annually. The program provides grants to countywide nonprofits to enhance health and human services that contribute to a safe and self-sufficient community.

ECONOMIC DEVELOPMENT ORGANIZATIONS

While the discussion of community organizations and their contributions to enhancing and enriching Rehoboth Beach is found in **Appendix B—Resources & References**, the resources specific to economic development can be expanded and are further identified in the following sections. Local business owners, tenants, and prospective new businesses may not be familiar with the amount of economic development resources available to them. Following are resources for consideration.

Rehoboth Beach Main Street

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



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

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

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

Rehoboth Beach-Dewey Beach Chamber of Commerce

The Rehoboth Beach-Dewey Beach Chamber of Commerce (COC) serves as the main marketing arm for the Rehoboth Beach and Dewey Beach resort areas. It also operates the Visitor Center and the Boardwalk

Kiosk. The COC is profiled in **Appendix C—Community Engagement**; however, additional information from recent reports and the website are important for the economic development component of the CDP.

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

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

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

Southern Delaware Tourism

Southern Delaware Tourism (SDT) is the Convention & Visitors Bureau for Sussex County. As the destination marketing organization for the County, SDT’s mission is to support and encourage the identification, development, and promotion of sustainable, year-round tourism in Southern Delaware that contributes to economic growth and improves the quality of life. SDT is led by a Board of Directors representing chambers of commerce, local businesses, and County economic development. The SDT is composed of the Executive Director, a Communications Manager, a Marketing Manager, and a Marketing Administrator. SDT operates as a 501(c)6 non-profit business. Its funding is derived from the State Public Accommodations Tax.

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



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SDT released a FY2021 Annual Report showcasing their major achievements. Additional data was cited in the report from the 2019 Delaware Tourism Office Value of Tourism Report. Listed below are some of the contributions of tourism to the Southern Delaware community:

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



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

Sussex County Economic Development Office

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

Delaware Division of Small Business, Development & Tourism

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

Delaware Department of Labor

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

SCORE Association

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

Small Business Development Center

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

U.S. Small Business Administration

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

ADDITIONAL DATA

CHAPTER 3—COMMUNITY CHARACTER & PROFILE

Table AB3-1. Monthly Weather Averages & Records

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

Source: CustomWeather, Inc. (October 2021)

Table AB3-2. Racial Composition—Comparison Jurisdictions (2019)

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

Source: 2015-2019 American Community Survey

Table AB3-3. Hispanic or Latino Origin—Comparison Jurisdictions (2019)

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

Source: 2015-2019 American Community Survey

Table AB3-4. Age Distribution—Comparison Jurisdictions (2019)

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

Source: 2015-2019 American Community Survey

CHAPTER 4—LAND USE & ANNEXATION

Table AB4-1. Recent City Zoning Code Changes

Ordinance	Adoption Date	Description
0710-01	07/16/2010	Amended Sign regulations—scope, standards, and enforcement provisions—applicable in Commercial Zoning Districts. <i>Amended directory sign definition; added requirements for yard sale signs, wall signs, ground or pole or directory signs, temporary public service signs, temporary banners, changeable-copy signs, freestanding signs; amended section regarding citation violations.</i>
0710-03	07/16/2010	Added a new ER-Educational Residential Zoning District applicable to extensive renovation of Rehoboth Elementary School. <i>Created a new ER Zoning District and placed the Rehoboth Elementary School property within said district.</i>

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0710-03	07/16/2010	Amended Section 270-2 relating to the official zoning map. <i>Updated the amendment date.</i>
0311-01	03/18/2011	Suspended temporarily the application of Section 270-19(A)(1)(f) relating to the hours of food and alcohol service and consumption on restaurant patios. <i>Provided for temporary suspension of this section while the City considered possible amendments to same.</i>
0511-01	05/20/2011	Amended Section 270-4 relating to the definition of “sidewalk.” <i>Revised definition to reflect sidewalk width.</i>
1211-01	12/16/2011	Added a new Section 270-4.2 relating to nonconforming retaining walls. <i>Added definition of retaining wall; provided for the replacement of nonconforming retaining walls subject to provisions.</i>
0112-01	01/20/2012	Amended Section 270-19 relating to the hours of food and alcohol service and consumption on restaurant patios. <i>Deleted prior section relating to the hours of food and alcohol service and consumption on restaurant patios.</i>
0313-01	03/15/2013	Amended Section 270-4 and added a new section 270-42.1, relating to the establishment of a “no-build buffer” within ten (10) feet of the city’s two lakes. <i>Added definition for Ordinary High-Water Mark; established 10-foot no-build buffer from the Ordinary High-Water Mark.</i>
0114-01	01/17/2014	Amended Chapter 270 relating to side yard setbacks. <i>Increased the minimum total aggregate side yard setback for any lot greater than 52.5 feet in width with an area greater than 5,250 square feet.</i>
0514-01	05/16/2014	Amended Chapter 270 relating to side yard setbacks. <i>Remedied unintended consequences associated with Ord. 0114-01.</i>
0415-01	04/17/2015	Amended Chapter 270, sections 270-4 and 270-46.1, relating to the consolidation (merger) of lots. <i>Clarified code provisions regarding the consolidation (merger) of lots into a single parcel for zoning purposes and the separation of the lots.</i>
0715-01	07/17/2015	Amended Chapter 270, Section 270-4, 270-21, 270-25, and 270-44 relating to natural area, floor area ratio, lot coverage, rear yards, and accessory buildings. <i>Made adjustments to provisions relating to natural area, floor area ratio, lot coverage, rear yards, and accessory buildings.</i>
1016-01	10/21/2016	Amended Chapter 270, Sections 270-4, 270-19, 270-28, 270-53, and 270-54, relating to restaurants and brewery pubs. <i>Amended provisions relating to restaurants and brewery pubs including the maximum area devoted to permanent seated dining and the maximum area devoted to a bar area; clarified that microbreweries and craft distilleries are prohibited within City limits.</i>
1016-02	10/21/2016	Amended Chapter 270, by adding a new Section 270-46.1.1, requiring the entrance to dwelling units be located in proximity to a public street. <i>Required that new residential dwelling units be constructed in proximity to a public street to ensure suitable design and enforcement for access by emergency services.</i>
1116-01	11/18/2016	Amended Chapter 270, Section 270-10, and added a new section 270-23.1, thereby restricting all zoning districts to one single-family detached

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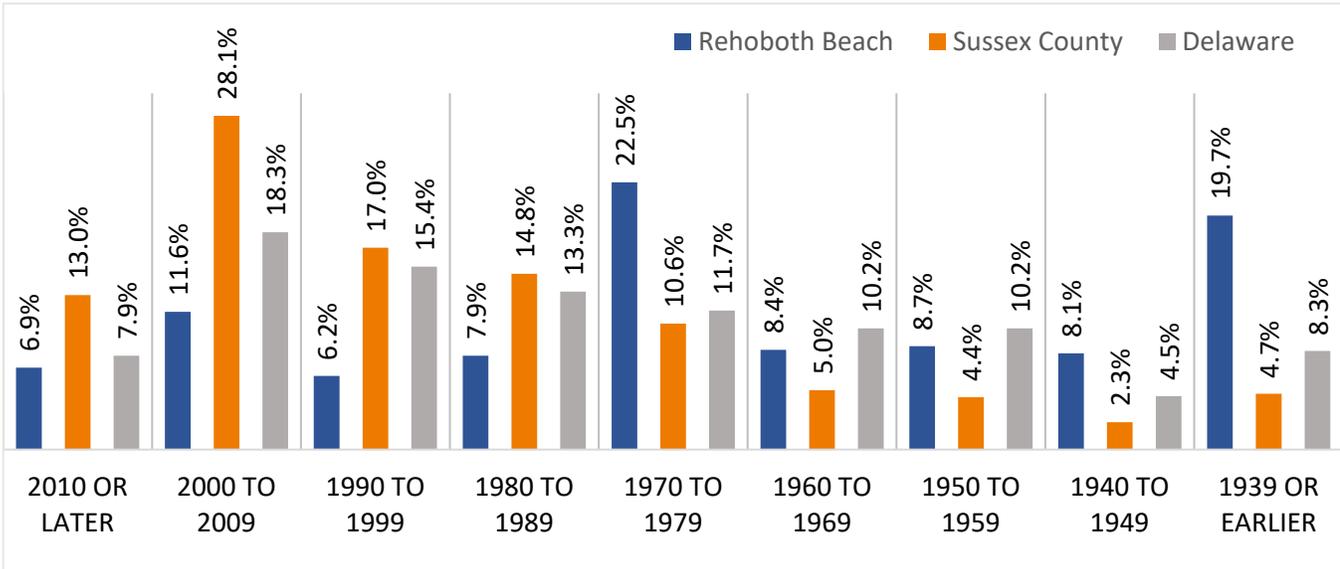
		dwelling per lot. <i>Affirmed and clarified that only one single-family detached dwelling may be constructed on a single lot, regardless of the lot's size.</i>
1217-01	12/15/2017	Amended Chapter 270, Section 270-26, footnote 2, related to minimum aggregate side yards. <i>Clarified the amount in which the minimum aggregate total of both side yards was increased for lots with a width in excess of 52.5 feet and a total lot area in excess of 5,250 square feet.</i>
0918-01	09/21/2018	Amended Chapter 270, Sections 270-66(c)(1) and 270-66(e)(7)(d), relating to permissible signage in the commercial districts and temporary free standing business signs. <i>Raised the number of signs a business may display from three to five and expanded the locations where temporary freestanding business signs may be displayed.</i>
0719-01	07/19/2019	Amended Chapter 270, Section 270-69 relating to the conversion of violations of Article VII from criminal to civil offenses. <i>Converted violations of the City's sign requirements from criminal infractions to civil offenses requiring the payment of a \$100 civil assessment.</i>
0919-01	09/09/2019	Amended Chapter 270, providing for the establishment of certain general and specific standards relating to the location, placement, construction and maintenance of tower-based wireless communications facilities, non-tower wireless communications facilities, and small wireless communications facilities; for the regulation of such wireless communications facilities within the public rights-of-way and outside the public rights-of-way; for the enforcement of said regulations; and for an effective date. <i>Added definitions for a number of wireless communication facility-related terms as well as a new Code section providing for general and specific requirements for non-tower wireless communications facilities, tower-based wireless communications pole facilities, and regulations applicable to small wireless communications facilities.</i>
1119-01	11/15/2019	Amended Chapter 270, Section 270-46.1.2 relating to conditional use approval for certain wireless communications facilities. <i>Converted certain wireless communication facility approvals from Special Exceptions approved by the Board of Adjustment to Conditional Uses approved by the Mayor and Commissioners.</i>
1219-01	12/20/2019	Amended Chapter 270, by inserting a new Section 270-28 relating to the administrative grant of dimensional variances of up to one foot for building setbacks, side yard requirements, and rear yard requirements for existing structures in a residential zoning district. <i>Allowed the Building Inspector to approve dimensional variances for structures located in a residential zoning district that do not exceed one foot from the building setback, side yard, and rear yard requirements.</i>
0321-01	03/19/2021	Amended Chapter 270, Section 270-4 relating to gross floor area. <i>Revised the definition of Gross Floor Area by providing specific inclusions and exclusions in the definition for single-family and two-family dwelling units.</i>
0321-02	03/19/2021	Amended Chapter 270, Sections 270-4, 270-21, and 270-35 relating to gross floor area and underground parking. <i>Excluded underground parking areas in the commercial districts from Gross Floor Area for purposes of</i>

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		<i>calculating Floor Area Ratio and determining off-street parking space requirements.</i>
0321-03	03/19/2021	Amended Section 270-46.1.2 relating to the location, placement, construction and maintenance of tower-based wireless communications facilities, non-tower wireless communications facilities, and small wireless communications facilities, and providing for the enforcement of said regulations. <i>Amended the wireless communications facilities ordinance to include additional public notice provisions as well as aesthetic and health-related safeguards.</i>
0421-01	04/16/2021	Amended chapters 230, 236, 253, and 270, by amending sections 230-3, 230-12, 236-8, 236-9, 236-10, 236- 12, 236-32, 253-36, 270-28, 270-73, and 270-82 relating to the filing of City applications in a digital format. <i>Revised various City Code sections such that applications made to the City shall be provided in paper and digital format.</i>
1021-01	10/15/2021	Amended Chapter 270, Section 270-4 relating to Gross Floor Area. <i>Clarified the definition of Gross Floor Area by providing specific inclusions and exclusions for commercial uses.</i>

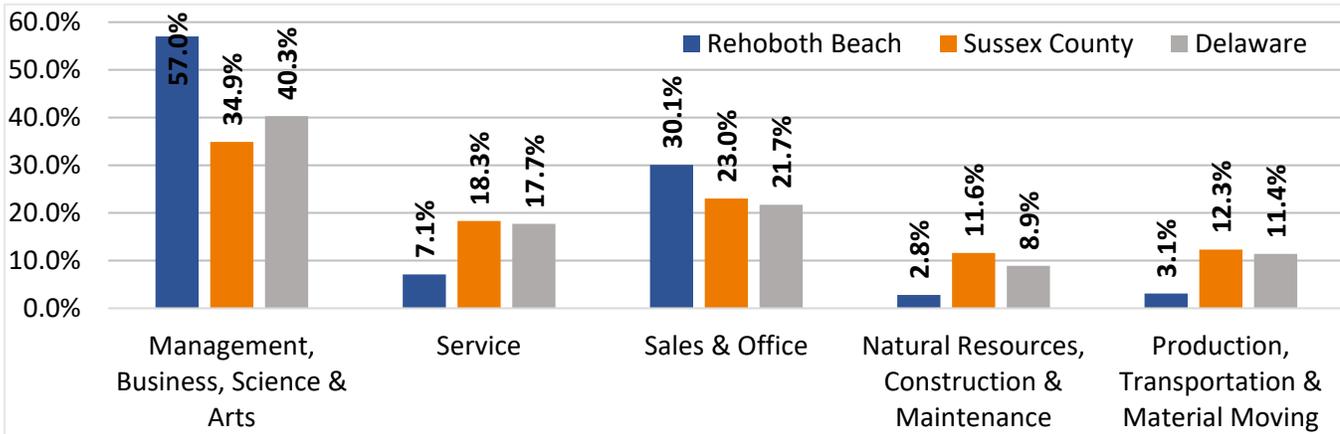
CHAPTER 5—HOUSING & ECONOMIC DEVELOPMENT

Figure AB5-1. Housing Units by Age (2019)



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

Figure AB5-2. Employment by Occupation (2019)



Source: 2015-2019 American Community Survey

Table AB5-1. Employment by Industry (2019)

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

Source: 2015-2019 American Community Survey

Table AB5-2. Top Employers (2021)

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

Source: City Staff (August 2021)

Table AB5-3. City Full-Time Employees by Department

Department	# Full-Time Employees	Department	# Full-Time Employees
Administration	11	Police	20
Building & Grounds	2	Streets	17
Building & Licensing	5	Water	7
Information Technology	3	Wastewater Treatment	13
Parking	3	Communications	1
Parks & Recreation	1	Alderman Court	1
Public Works	1	911 Dispatch	12
Total Full-Time Employees:		97	

Source: City Staff (May 27, 2022)

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Appendix C

Community Engagement

APPENDIX C—COMMUNITY ENGAGEMENT

Included in this appendix is information related to the CDP’s community engagement efforts. Please note that the information contained in this Appendix is based on information collected by the Planning Commission as part of its City Committee and Organization interviews.

CITY COMMITTEE INTERVIEWS

Basic background information on every City Committee can be found in **Chapter 3—Community Character & Profile**. Information contained in this section is limited to that collected during Planning Commission interviews or questionnaire submissions and is presented as provided.

ANIMAL ISSUES COMMITTEE

<p>Completed Projects & Initiatives (since 2010)</p>	<ul style="list-style-type: none"> • Annual Trap-Neuter-Release Program for feral cats in partnership with BV-SPCA • Extension of time frame leashed dogs are allowed on the Boardwalk, in response to citizen input • Extensive website revisions with updated information for residents and visitors • Effective working relationship with TSBR, which has annually provided training and supplies with the City’s Police Department and Lifeguards • Partnership with SOLA3 for wildlife signage at the three freshwater lakes • Extensive review, revision, and January 2020 adoption of entire City Animal Code
<p>Future Projects & Initiatives</p>	<ul style="list-style-type: none"> • Continued response to numerous questions and requests from residents and visitors • Continued relations with BV-SPCA for the feral cat Trap-Neuter-Release program • Continued public education regarding living in harmony with wildlife and the welfare and care of domestic pets • Explore the option of becoming a ‘Pet Friendly City’ • Explore opportunities and need for signage and waste bags for cleaning up after dogs
<p>Biggest Challenges</p>	<ul style="list-style-type: none"> • Communication with citizens regarding various opinions on animals (both wild and domestic), as opinions vary widely • People not cleaning up after their dogs • Walking dogs off-leash • People letting their cats roam free outside • Residents fear native wild animals
<p>Main Concerns Regarding the City’s Future</p>	<ul style="list-style-type: none"> • Overpopulation of deer • Enforcement of cleaning up after one’s dog • Enforcement of ‘no-feeding’ wildlife at Turtle Bridge, Lake Gerar, Silver Lake, and the Boardwalk and beach

The City could help with programs, projects, and initiatives by...

- Continuing the support of programs, projects, and initiatives

Source: Richard Byrne

Date: May 22, 2020

Source: Animal Issues Committee Interview/Questionnaire Responses

BOARDWALK & BEACH COMMITTEE

The Committee has completed a significant number of projects and has many more initiatives underway:

- The Committee considered the **sufficiency of restroom capacity** at each of the three facilities on the boardwalk—Baltimore, Rehoboth, and Delaware Avenues. The Committee recommended that the City further study sufficiency of existing facilities and the possible need for a new facility, particularly in the north boardwalk and north of the boardwalk areas. To reduce line lengths at brick-and-mortar restroom facilities, the City utilized portapotties at selected street ends abutting the boardwalk during the heavily populated July 4, 2019 weekend. 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 Marnier’s Park (triangular grass area at Lake Avenue and Surfside Avenue), 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.
- The Committee considered the need to **create family restrooms** through modification of existing facilities or via a new facility near the boardwalk and beach. Family restrooms are public restroom facilities designed to accommodate multiple family members or partners regardless of gender or age who can aid those needing assistance in the restrooms. The Committee recommended the creation of public family restrooms through the modification or expansion of existing space at the Baltimore and Delaware Avenue restroom facilities. To facilitate improvements to the Baltimore Avenue public restrooms, the Committee further recommended relocating Rehoboth Beach Patrol (RBP) to a new second floor addition so that the RBP’s first floor space could be utilized for the restroom improvements. These recommendations included considering maintaining the viewshed as much as possible. Public restroom improvements incorporating new family restrooms (in addition to incorporating new changing rooms and additional stalls) are in the works at the Delaware Avenue restroom facility (approved and funded in the City’s 2020-21 budget and dependent on adequate revenue stream) and at the Baltimore Avenue restroom/RBP headquarters facility (not yet approved or funded). There also was a concept design completed for expansion of the Baltimore Avenue restroom, which would double the size of the existing facility by adding a second floor.
- The Committee considered the need of having **changing rooms** available to the public in close proximity to the boardwalk and beach, specifically for changing out of swimwear and into street clothes (indicated annually as a need by visitor comments at the Delaware Avenue information kiosk). Although the Committee could not validate need beyond the written comments received, it recommended that improvements to any public restroom facility should consider changing room accommodation. Public restroom improvements incorporating changing rooms (in addition to family restrooms and additional stalls) are in the works at the Delaware Avenue restroom facility and at the Baltimore Avenue restroom/RBP headquarters facility (not yet approved or funded). There also was

a concept design completed for expansion of the Baltimore Avenue Restroom, which includes new changing rooms.

- The Committee considered a proposal by the RBP to construct an **elevated viewing platform** at their headquarters on the boardwalk at Baltimore Avenue to afford better viewing of the beach from a single vantage point. The Committee agreed with the benefit of having an elevated viewing platform and recommended the construction of an observation platform. Alternatively, in conjunction with the Committee’s recommendation to add family restrooms and changing rooms at the existing RBP headquarters/Baltimore Avenue public restroom building, the Committee recommended adding a second floor at this facility for the RBP and incorporating the observation area. These recommendations included consideration of maintaining the viewshed as much as possible. Initial review of the proposal to add a second floor for the RBP and to add family restrooms and changing rooms has been completed. Funding for further design is slated for future budget talks—the restroom improvements at the Delaware Avenue restroom facility was given priority and already is funded (pending revenue availability due to expected loss of revenues from the COVID-19 pandemic).
- The Committee considered a proposal by the RBP to **paint bike lanes on the boardwalk** for bicycle traffic control. The Committee recommended rejecting the proposal based on the concern that designated lanes might cause more confusion between bicyclists, pedestrians, joggers, beach goers, etc.
- The Committee considered a proposal by the RBP to **mark an emergency travel lane on the beach** for quicker runs using the RBP’s ATV to respond to emergencies. The Committee recommended the City consider this proposal under a number of conditions including the need to start with a wide beach, which would likely keep the proposal from being acted on.
- The Committee considered a request by the City’s Streets & Transportation Committee to analyze **how to facilitate better bicycle routing** on and off the northern portion of the boardwalk where pedestrians, joggers, bicyclists, and City vehicles compete with access. The Committee recommended rejecting the proposal and instead developed some of its own routing proposals, recommending one of its own as well as a proposal submitted by a citizen. The City heeded the message to further examine bicycle routing in this area and incorporated a different new route into the proposed draft Gerar Park Master Plan.
- The Committee considered **alternative boardwalk trash collection methods** to a standard large gas-fueled trash truck driving up the boardwalk. The Committee recommended looking into the use of smaller vehicles with or without trailers and recommended use of electric vehicles over gasoline or diesel engine vehicles. The City largely abandoned the use of standard gas-fueled compactor trash trucks when it started using a trailer pulled by an ATV for trash collection beginning in summer 2018. With approval to institute a recycling program on the boardwalk that would require a separate collection system, the City purchased an electric mini-pickup truck to collect boardwalk recyclables. Trash collection will be monitored and may evolve over time.
- The Committee considered whether there was need for **enhanced security on the boardwalk**, specifically greater police presence and more video cameras. The Committee recommended more police presence and the addition of more video cameras to minimize the perception of a lack of security on the boardwalk while acknowledging that data did not confirm the feeling indicated by some individuals of a lack of safety on the boardwalk. The video recommendation included designing the system as soon as possible to be able to cost installation in preparation for budget discussions. The Police Chief was able to provide greater police presence on the boardwalk by rescheduling

seasonal officers. An additional camera has been installed, bringing the total to five cameras located at Baltimore, Wilmington, Delaware, and two at Rehoboth Avenue. More cameras are under consideration. In summer 2020, the seasonal Cadet uniforms were changed to high visibility yellow so they could be more readily identified.

- The Committee considered a proposal by the RBP to install a **public address/speaker system** the entire length of the boardwalk, primarily for RBP to broadcast informational and warning messages (not advertising). The Committee recommended considering this capital improvement, although with a lower priority than some other recommendations. No additional action has been taken to date.
- The Committee considered the **level of maintenance needed at the three public restrooms** serving the boardwalk at Baltimore, Rehoboth, and Delaware Avenues. The Committee recommended the need for renovations exceeding normal maintenance (at time of report submission) of these three facilities. The Committee also recommended the installation of baby changing stations rather than providing tables without proper child constraints.
- The Committee considered the **maintenance program for the boardwalk and beach**. Through observation, the Committee recommended enacting a sufficient level of maintenance generally higher than current standards, which included everything in working order, everything clean and painted (e.g., rust free, not peeling, not deteriorating), deck boards replaced prior to severe deterioration, etc. Spending funds annually to achieve and maintain a high level of maintenance for all facilities and amenities on the boardwalk and beach was suggested as the number one priority over all other projects.
- The Committee considered what **type of decking** to use in annual replacement of existing wood boardwalk decking pieces or in the case of wholesale replacement of portions of the boardwalks if undertaken in the future. The Committee recommended maintaining use of treated southern yellow pine (as is the existing decking) over switching to another wood or composite product to retain the feel of an old iconic wood boardwalk. This recommendation is currently being followed.
- The Committee considered proposals by the RBP and the public via comments registered at the Delaware Avenue Information Kiosk for **additional shower towers** in the commercial area of the boardwalk. The Committee recommended replacement of the existing foot showers interspersed among the existing shower towers within the commercial areas of the boardwalk with full shower towers to reduce long lines forming at the shower locations, reaching deep into the boardwalk and impeding foot traffic. All 10-foot showers within the commercial area of the boardwalk—from Maryland Avenue to Laurel Avenue—were replaced with ADA compliant shower tower units.
- The Committee considered whether more **specialty mats** to facilitate easier navigation of the dune crossings were needed in response to requests by the RBP and the public. The Committee learned that the City favored use of the specialty mats and planned to purchase additional mats in future years. The Committee supported a program to increase the number of dune crossings enhanced with specialty mats. Additionally, the Committee recommended that the City restore sufficient linear footage of mats on the beach paralleling and abutting the dune line for those with disabilities to station themselves and their families (linear footage was reduced over the years).
- 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.

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- The Committee considered how to better **brag about the boardwalk and beach**. The Committee recommended the use of aerial video to market the boardwalk and beach and referenced other beach town videos to reinforce the value of using aerial videos.
- The Committee considered **boardwalk bike rack sufficiency**. The Committee recommended the City conduct an inventory of bike racks along the length of the boardwalk; map the bike racks noting locations, lengths, and directionality; and to analyze the sufficiency of the number of existing bike racks.
- In 2018, the Committee considered **waste containers on the boardwalk and beach** including aesthetics, functionality, and testing of compacting bins. The Committee deferred on recommending a change of color scheme for the boardwalk trash cans until a future time when a recycling program would be implemented (which would result in co-locating a recycle container with each trash can). The Committee also recommended a trial of compacting solar-powered trash cans to evaluate a new trash container type that compacts trash, thus requiring fewer trips to empty the containers. The City purchased some Big Belly brand compacting solar-powered trash cans and a few compacting recycling cans but is testing them in non-boardwalk areas, specifically on some commercial streets and in some parks.
- In 2019, the Committee considered (re)instituting a **recycling program on the boardwalk**, which included discussion of a new color scheme for trash and recycling containers along the length of the one-mile boardwalk. Following design of a new recycling program for the boardwalk, the Committee recommended (re)instituting a trial recycling program only on the boardwalk and, if successful, expand to the entire length of the boardwalk and onto the beach. The Commissioners decided to implement a recycling program the length of boardwalk without conducting a trial. As of the CDP interview, the City repainted the boardwalk trash cans to match the new color scheme and new recycling containers have been ordered. A new electric mini-pickup truck for the collection of the recyclables on the boardwalk was delivered.
- The Committee considered the cleanliness of public restrooms with respect to the **use of onsite restroom attendants**. The Committee recommended the use of attendants dedicated to a single restroom (rather than spread among several restrooms) to maintain a high level of cleanliness and, with their presence, to cut down on unacceptable behaviors by patrons. Attendants were added but not to the level recommended by the Committee due to their high cost and lack of funding.
- The Committee considered **vehicular access and egress on the boardwalk**. The Committee recommended that if the observed City vehicles using the ADA ramp at the northern tip of the boardwalk for access and egress was to continue, the existing ADA parking space and accessible ramp should be relocated to the north and a true vehicular ramp/entrance be constructed. The City has instructed drivers to not use the ADA ramp as an entrance for vehicles.

Future Projects & Initiatives	<ul style="list-style-type: none"> • Consider whether to recommend that drones be restricted from flying over the boardwalk and beach • Consider impacts of commercializing the boardwalk and beach
Biggest Challenges	<ul style="list-style-type: none"> • Funding of recommended projects
Main Concerns Regarding the City's Future	<ul style="list-style-type: none"> • Adequate maintenance of the boardwalk, beach, and amenities (e.g., decking replacement, beach cleaning, restroom facilities) • Adequate policing, safety, and countering perception of lack of safety on the boardwalk

	<ul style="list-style-type: none"> • Maintaining an aesthetic and protecting the City’s brand
<p>The City could help with programs, projects, and initiatives by...</p>	<ul style="list-style-type: none"> • The Committee believes it should be more involved with or consulted for any decisions made by others that would affect the aesthetic so they can provide input, serving as guardians of the boardwalk and beach aesthetic • The Committee wants to be more involved with or consulted on any activities or new activities taking place on the boardwalk • Maintaining committee reports and recommendations in an easily accessible and organized online repository • Fund Committee recommendations deemed worthy through the annual budget process and 5-year CIP

Source: Stan Mills, Chair **Date: June 11, 2020**

Source: Boardwalk & Beach Committee Interview/Questionnaire Responses

ENVIRONMENT COMMITTEE

<p>Future Projects & Initiatives</p>	<ul style="list-style-type: none"> • Building on efforts to expand public recycling • Ban or reduce the use of single-use plastic products (e.g., straws, bags) • Recommend policies to help butterflies, bees, birds, and other pollinators while also eliminating invasive plants, which could include banning certain pesticides • Adopt climate action plans that encourage the installation of solar and wind power; similarly banning gasoline yard equipment and energy efficiency construction could be part of the campaign • Limit the number of 5G cell towers to commercial streets rather than having them stationed in residential areas
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Biggest Challenges • Not being able to meet and conduct business during the COVID-19 pandemic

<p>The City could help with programs, projects, and initiatives by...</p>	<ul style="list-style-type: none"> • Continuing to be helpful and showing support
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Source: Charlie Garlow, Heather Metz **Date: August 17, 2020**

Source: Environment Committee Interview/Questionnaire Responses

STREETS & TRANSPORTATION COMMITTEE

<p>Completed Projects & Initiatives (since 2010)</p>	<ul style="list-style-type: none"> • Placement of a westbound stop sign at the intersection of Henlopen Avenue and Grove Street • Removal of shrubbery in the median east of the traffic circle • Placement of bicycle kiosks at Rehoboth Beach Avenue/Canal Street and Ocean Drive/Henlopen Avenue • Marking of sharrows (share the roadway arrows) on some City streets • Creating a Safe Streets Bicycle Map • Adoption of the City Pedestrian & Bicycle Plan in June 2012 • Designation of snow emergency route streets
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	<ul style="list-style-type: none"> • Limited implementation of Committee recommendations
Future Projects & Initiatives	<ul style="list-style-type: none"> • Completion subject to City approval • Most recommendations are ignored or shelved • Signage suggestions deferred to merge plan
Biggest Challenges	<ul style="list-style-type: none"> • Board of Commissioners; support given by the Mayor and Chief of Police
Main Concerns Regarding the City's Future	<ul style="list-style-type: none"> • Becoming bicycle friendly: <ul style="list-style-type: none"> • Cyclist count is rapidly approaching 100,000 trips in and out of the City annually • Implement more bicycle lanes • Improve signage for cyclists, most of whom are visitors to the City • Provide a safe point to cross Rehoboth Beach Avenue • Place sharrows on Silver Lake Bridge in both directions • Update the City's Bicycle Map • Be prepared to add more bike racks • Get a jitney service in place with a loop around the City and have it stop in front of parks and vacant lots

Source: David Mann

Date: May 22, 2020

Source: Streets & Transportation Committee Interview/Questionnaire Responses

COMMUNITY ORGANIZATION INTERVIEWS

Included in this section is additional information about the listed community organizations. Organizations are separated into two groups: those that operate within and primarily serve Rehoboth Beach or provide significant services to the Rehoboth Beach community, and those that are located outside City limits and serve a more regional area. Information comes primarily from Planning Commission interviews or questionnaire submissions with information presented verbatim; if an interview/questionnaire is not indicated, information was obtained through the organization's website or social media account.

ORGANIZATIONS PRIMARILY SERVING REHOBOTH BEACH

CAMP REHOBOTH

CAMP Rehoboth is a nonprofit community service organization dedicated to creating a positive environment inclusive of all sexual orientations and gender identities in Rehoboth Beach and its related communities. They seek to promote cooperation and understanding among all people, working to build a safer community with room for all. Programs that help the organization achieve their mission are:

- **Arts & Cultural Programs:** the CAMP Rehoboth Chorus, visual art displays, occasional theatrical productions, the magazine, *Letters from CAMP Rehoboth*, and partnering with the Rehoboth Beach Film Society for the LGBT Film Festival, Celebrations
- **Advocacy Programs:** the CAMP Rehoboth Council of Advocates (working to support LGBT Youth), participating in local coalitions (including the Delaware Domestic Violence Coalition, National Coalition for LGBT Health Advisory Council, CAPE Henlopen LGBTQ Advisory Committee, and the Sussex County Health Coalition), and advocacy initiatives.

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- **Health and Wellness Programs:** HIV/STI testing and counseling, short-term counseling sessions, several different types of support groups, and healthy activities for older adults including yoga.
- **Community Building Events:** Women’s Fest, Sundance, CAMP Families Weekend, and the CAMP Rehoboth Block Party.

Annual events the organization hosts include:

- **Sundance** | Typically a two-night event at the Rehoboth Beach Convention Center over Labor Day Weekend, the first night is a gala and auction joined by approximately 700 attendees; the second night is a dance party that attracts close to 1,000 participants.
- **The Sundance 5K** | This combination walk/run/swim race takes place on the beach, boardwalk, and streets of downtown Rehoboth Beach each August, with approximately 200-250 people participating in one or more races.
- **Women’s Fest** | This multiple day event held in the spring celebrates LGBTQ women and includes concerts, literary and artistic events, and sporting events including pickleball and golf. As part of Women’s Fest, CAMP Rehoboth and the Delaware Breast Cancer Coalition (DBBC) collaborate on a Broadwalk on the Boardwalk, an event that raises money for the DBBC.
- **CAMP Rehoboth Block Party** | This street celebration that typically takes place in the fall on Baltimore Avenue featuring nearly 100 street vendors and performances by local entertainers.
- **CAMP Families Weekend** | This is a weekend celebration for LGBTQ inclusive families and typically includes a bonfire, group boat outing, and other events.
- **World AIDS Day Candlelight March** | Annually on December 1, CAMP Rehoboth organizes a march that starts at the Rehoboth Beach Bandstand, through the downtown, and ends at All Saints Episcopal Church for a Service of Remembrance and Hope.

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 the community on the needs of LGBTQ youth in public schools, specifically transgender youth in public schools, during the debate in Delaware over the anti-bias policy known as Regulation 225. In 2020, CAMP Rehoboth expanded work supporting LGBTQ Youth in Sussex County and expect that work to continue and grow in the coming year.

Future Projects & Initiatives	<ul style="list-style-type: none">● Developing a stronger presence throughout all of Sussex County, working in partnership with other organizations to develop a policy agenda, creating fund development and space use optimization plans, and continuing life-saving work.
Biggest Challenges	<ul style="list-style-type: none">● Parking: Many active groups meet regularly at CAMP Rehoboth, but many groups refuse to meet at CAMP during the summer months when the parking situation is dire. Instead, they meet at other locations such as Epworth United Methodist Church or the Metropolitan Community Church of Rehoboth.● Public Transportation: For low-income residents, public transportation is a necessity and public transportation in the region is lacking. Particularly troubling are the deaths of low-income residents who resorted to riding bicycles on dangerous roads due to lack of public transportation.● Tourism: In recent years, CAMP Rehoboth has seen many cities make significant investments in promoting LGBTQ tourism (e.g., Fort Lauderdale,

Miami, Key West, Provincetown). Such investments in LGBTQ tourism are lacking in the region.

- Public Accommodation: While there are many LGBT friendly establishments in the City, many transgender community members and visitors still express challenges when trying to gender the public restrooms. Other jurisdictions have made this situation better by requiring all single-stall restrooms to be labeled as all-gender or unisex restrooms.

The City could help with programs, projects, and initiatives by...

- The City could help the program with regard to parking and public transportation— these are both complicated topics for which other organizations and experts may be able to provide recommendations.
- With regards to public accommodations, all single-stall restrooms in the City should be required to be all-gender or unisex. There is no need to put a male or female label on a bathroom that has one occupant and doing so can subject transgender and non-binary individuals to unwanted, bigoted scrutiny.
- Promoting LGBT tourism—many jurisdictions are investing heavily in specifically targeting the LGBT community. If the City is to remain a popular LGBTQ tourist destination, a similar effort is needed. This could be as simple as acknowledging LGBT tourists in a positive light on the City’s website or encouraging tourism partners to be more intentional about reaching the LGBTQ Community.
- Visually branding the LGBTQ Neighborhood. Baltimore Avenue has a rich history as a gathering place for the local LGBTQ community and should be celebrated. Many jurisdictions have found that such visual branding is an important way to be intentionally inclusive as well as to promote LGBTQ business and tourism. Baltimore Avenue lacks any such public acknowledgement; such a visual branding could take the form of historical markers, rainbow benches, street signs, or a mural or outdoor art piece. Creating this type of ‘Instagrammable moment’ for LGBT visitors to the City would be a powerful way to connect with the local LGBT community as well as tourists.

Source: David Mariner

Date: May 2020

Source: CAMP Rehoboth Interview/Questionnaire Responses

COUNTRY CLUB ESTATES PROPERTY OWNERS’ ASSOCIATION

Country Club Estates (CCE) is a neighborhood of approximately 300 homes within the City. The Property Owners’ Association (POA) is run by a seven-member Board of Directors.

Completed Projects & Initiatives (since 2010)

- Worked with City to purchase and install a community bulletin board for the Stockley Street Tot Lot
- Lobbied the City to add two picnic tables to the Tot Lot
- Created all new websites including Bylaws, News, and What We Do for homeowners
- Successfully lobbied with City and DNREC officials for the past 15 years regarding Lake dredging project

- Successfully lobbied the City to install two stormwater interceptors (Tot Lot and Laurel Street) to filter sediment and prevent debris from entering Silver Lake
- Worked with the City to upgrade/replace equipment at the Tot Lot as needed
- Repaired/replaced the water fountain at the Tot Lot
- Lobbied the City to obtain speed control devices to combat speeding on Hickman Street
- Lobbied for and received additional lighting on the west side of Scarborough Avenue
- Worked with Delmarva Power to replace deteriorating light poles
- Worked with Delmarva Power on the replacement of underground transformers and new feeder cable connections
- Successfully lobbied for additional lighting at Turtle Bridge for resident safety
- Advised the City of homeless issues in Silver Lake Park adjacent to the Tot Lot
- Worked with the City to have Envirotech provide maintenance at the edge of the lake, along the bank (e.g., keeping the foliage/grasses trimmed)
- Worked with the City for mosquito control and spraying
- Called the City and property owners for water cut-off during winter months for leaks and water line breaks
- Remained available as a resource for property owners to answer questions, offer suggestions, etc.
- Hosted an annual meeting/luncheon to provide an opportunity to meet neighbors and discuss common issues relevant to the community with other property owners and City officials

Biggest Challenges

- Trees/Sidewalks: Years ago, the tree of choice was the Bradford Pear, which was planted along the sidewalk areas in CCE. The result was the invasive nature of their root system, which resulted in the cracking of many portions of the sidewalks. Many of these trees, if not all, have now died from disease. The issue is twofold: repair of sidewalks and replanting trees in the grassy areas along the sidewalks throughout CCE. The City Arborist could suggest native trees whose root systems would not damage the sidewalks. As one leaves the beach using Hickman, Munson, or one of the other east-west streets, there is a noticeable change from a much-canopied walk to one of basically no trees once one crosses Scarborough. The issue is how these trees are to be planted and who will pay for them. Solutions need to be designed that allow trees to be planted along the street. Include 'bump outs' in the curbs where the space is limited. Select trees that do not damage the sidewalk.
- Fox: There is a concern with an increasing number of fox and that they are sometimes mistaken as dogs by children who then try to interact with them.
- Property owners in the community are concerned with the continued tear down activity for the purpose of constructing large residential houses for strictly commercial rental purposes. These homes often have 5-7 bedrooms with multiple additional bathrooms. There is a need for new regulation that

	<p>would prohibit or limit the number of these homes entirely or have them identified as commercial properties with a higher classification for assessing property tax and utility rates, estimating that as much as 25% of new houses in CCE are of this type.</p> <ul style="list-style-type: none"> • The need in the City for workforce and affordable housing. Although deemed desirable for the City to have these types of uses given that CCE is virtually built out, it was suggested the City would be better served if these types of units were located in current or potential new commercial areas of the City, utilizing a new mixed use zoning classification or overlay zone. • Additionally, it was expressed that the residential nature of CCE would be greatly enhanced through a City effort to provide street trees throughout the community.
<p>The City could help with programs, projects, and initiatives by...</p>	<ul style="list-style-type: none"> • July 4th Traffic: This is a problem for the residents of CCE as in the past, Rehoboth Avenue has been closed to traffic, both incoming and exiting, with traffic being directed toward Hickman Street creating a safety issue for those living on or near Hickman. A suggestion was to have all incoming traffic use Hickman and another street for outgoing traffic. • State Street: Landscape the welcome sign on State Road. • There is a need for consistency of code enforcement by amending and modernizing the City’s zoning and building codes, which might also potentially eliminate the high number of hardship application waivers being filed with the BOA. • Tree planting along the streets of CCE. • Continued monitoring of the west end of Silver Lake to remediate filling in with sediment to prevent fish kills and mosquito problems.

Source: Barry Brandt, John Welch **Date: April 28, 2020 & May 8, 2020**

Source: County Club Estates Property Owners’ Association Interview/Questionnaire Responses

DOWNTOWN DELAWARE

Downtown Delaware is a downtown revitalization resource center that is part of the Delaware Department of State’s Division of Small Business. The office is affiliated with the nationwide Main Street America Coordinating Program and assists participating communities (including Rehoboth) in implementing its downtown revitalization approach.

LEWES-REHOBOTH CANAL IMPROVEMENT ASSOCIATION

The mission stated is to improve the appearance and functionality of the Lewes-Rehoboth Canal corridor to best serve residents and visitors to the region by looking at the Canal in its entirety, both useability and infrastructure. Canal improvements will open the opportunity for public accessibility, water trails, paddling, scenic entrepreneurial businesses, water taxi, shuttle service, and tourism. The Association is completely voluntary, with members contributing time and resources. Programs and initiatives the Association is involved in include advocacy, raising awareness, and fundraising. Although the organization does not host any large, annual events, they have been involved in hosting dine and donate evenings with small restaurants, a bicycling event, and other friend-raise/fundraise opportunities.

<p>Completed Projects & Initiatives (since 2010)</p>	<ul style="list-style-type: none"> • A focus on advocacy/awareness, which led to sea change and funding opportunities
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	<ul style="list-style-type: none"> • City-endorsed project that went from minimal funding to increased interest to participate • Grant opportunities including the Crystal Trust for \$150,000 • Supporting various businesses
Future Projects & Initiatives	<ul style="list-style-type: none"> • Build a dock where the University of Delaware-Lewes inlet ends • Redevelop Milton’s infrastructure • Construct a new hotel and baywalk in Dewey Beach • Continue to fundraise and set up endowment for maintenance, gain excitement for the Rehoboth Beach Project • Create a new scope and timeline for the project spanning Dewey Beach to Milton • Look at public and private docking opportunities • Construct better boat ramps • Consider a water taxi service
Biggest Challenges	<ul style="list-style-type: none"> • The organization’s biggest challenge is to initiate a partnership with the City and get the project underway
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none"> • Continuing to believe in the organization’s mission • Support funding when possible • Explain how the City gets funding from the dock

Source: Mark Carter **Date: April 16, 2020**

Source: Lewes-Rehoboth Canal Improvement Association Interview/Questionnaire Responses

REHOBOTH BEACH-DEWEY BEACH CHAMBER OF COMMERCE

The Rehoboth Beach-Dewey Beach Chamber of Commerce (COC) has been a great resource for visitors and local business owners since 1940. The COC is the largest local Chamber in Delaware and the members work together to improve the economic and civic vitality of the community. The COC’s official geographic territory includes the 19971 zip code area, which runs from Midway on SR 1 east to downtown Rehoboth and south into Dewey Beach following SR 1 to the Indian River Bridge. The COC actively seeks membership with all establishments located within or doing business in this geographic area. Any business, including those outside of the 19971 zip code, are welcome to join. The Board of Directors consists of 20 members with a 5-member Executive Board. The full-time, year-round staff creates and organizes programs that benefit business, the community, and the visitor. As the main marketing arm for the resort area, the COC also greets and assists visitors, answers thousands of questions, and acts as a referral service for 1,300 business members. The COC administrative office is located at 306 Rehoboth Avenue and the Visitors Center is located at 501 Rehoboth Avenue, both within City limits. The COC is a powerful voice responding to issues of legislation at all levels. The Chamber’s legislative representative is the voice of the business community at Legislative Hall. General membership meetings are held throughout the year, and members are provided with newsletters, invited on a regular basis to business after hours networking events, and depend on the COC for unity.

REHOBOTH BEACH HISTORICAL SOCIETY

The mission of the Society is to promote the unique character and history of Rehoboth Beach. There is one full-time director, two part-time program and administration employees, one part-time curator, one part-time oral history and membership employee, and an estimated 50 volunteer members. Programs

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or initiatives the organization provides to achieve the mission are lectures, exhibits, videos, emails, and other presentations. The Society hosts annual events to achieve their mission: Acoustic Jam Musical Event, Beach Ball Fundraiser, Photography Exhibit, and Needlework Exhibit.

Completed Projects & Initiatives (since 2010)	<ul style="list-style-type: none">• Renovation of the Icehouse including mounting exhibits, holding numerous programs, and providing information for researchers
Future Projects & Initiatives	<ul style="list-style-type: none">• Hosting exhibits, lectures, and fundraising events
Biggest Challenges	<ul style="list-style-type: none">• Operating in an environment where the museum is closed due to COVID-19, which may lead to the need to close for a period and institute layoffs
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none">• The City already pays for the Society’s utilities and makes an annual grant; the Society requests that the City continue the grant, which can be used for insurance and other costs related to maintaining the building

Source: Nancy Alexander, Director

Date: May 2020

Source: Rehoboth Beach Historical Society Interview/Questionnaire Responses

The Rehoboth Beach Museum is a treasure to the community as it promotes the history and culture throughout the community with exhibits, data, and recordation of events. The museum is located at 511 Rehoboth Avenue and is a kid-friendly museum with beach-related memorabilia, photos, exhibits, and a gift shop. The museum’s website provides several videos, documents, and interviews containing historical information:

- **The Golden Age of Rehoboth Beach by Paul Lovett** | Paul Lovett produces a series of videos where he explains the City’s history using a diorama, which is a model representing a scene with three-dimensional figures, often in miniature. Lovett talks about his extensive research and interviews and shows the photos that were used to create the diorama.
- **Off the Shelf Series** | A series of presentations spotlighting special items in the Museum's collection.
- **A&E Reports: The Rehoboth Beach Museum** | A series of interviews and reports.
- **Conversations on History** | A series of interviews and reports.
- **Rehoboth Rhythms** | Poems in celebration of Rehoboth Beach.

REHOBOTH BEACH HOMEOWNERS’ ASSOCIATION

In 1971, Rehoboth Beach was faced with increasing pressures from developers for more high-rise construction. Concerned citizens came together and formed a homeowners’ organization to oppose this development. The Rehoboth Beach Homeowners’ Association (RBHA) became the moving force in the passage of a revised building height ordinance to reduce limits from 85 feet to 42 feet in commercial zones. There were other accomplishments including participation by members in City committees to deal with issues such as parking permits and cable television franchise contracts. RBHA is operated to promote the common good and general welfare of the homeowners and residents of the City of Rehoboth Beach for their mutual enjoyment and benefit, preservation of quality of life, fostering its spirit of community and to provide a forum for the full and free discussion of all matters of interest.

Over the years, RBHA has been at the forefront of many challenges facing the city. In 2005, RBHA embarked on the development of a strategic plan and unveiled it along with the launch of the

organization’s first website. Noting that the long-time goal had been to preserve the character of Rehoboth, the Board felt that the character of Rehoboth Beach should be defined. It examined the opinions of residents—old and new—and looked at architecture, history, trees, and other attributes. They found that the unifying characteristic of Rehoboth Beach is the spirit of its people. The City and the RBHA attracts people who believe in community. Quality of life emerged as the category that generated the largest response from residents with trees, parking, beautification, downtown traffic, and noise named as leading issues.

The organization is all-volunteer with a nine-person Board. Other volunteers assist with communications and organizing annual programs and events. General meetings are held twice each year to provide an occasion for airing concerns about community issues, receive input from members and citizens, and provide a platform for speakers from all areas of the City, County, and State government, civic organizations, and other persons of interest. Membership is open to property owners, individuals who have lived in the City for 30 days or more, individuals registered to vote in City elections, and spouses, partners, or significant others of all eligible individuals.

Each September, RBHA hosts the Coastal Cleanup by managing up to 100 participants in a timed and recorded activity to clean the one-mile coastline of Rehoboth Beach. RBHA has also participated as an organization in planting beach grass in the dunes as sponsored by DNREC, when such activity takes place within the City. RBHA sponsors the annual employee appreciation breakfast and has co-sponsored the holiday decorating contest with Rehoboth Beach Main Street. The Board also provides annual monetary contributions on behalf of the membership to local organizations and clubs such as CAMP Rehoboth, Rehoboth Beach-Dewey Beach Chamber of Commerce, Rehoboth Beach Main Street, Rehoboth Beach Volunteer Fire Department, and the Rehoboth Beach Library.

Completed Projects & Initiatives (since 2010)	<ul style="list-style-type: none">• Active involvement in a number of initiatives to serve members and the community including application and enforcement of building codes• Supported the 2014 ban on smoking on City beaches, the boardwalk, and bandstand• Petitioned the City in 2015 to support an offshore seismic testing ban• Joined with the Cape Gazette and other civic organizations in November 2016 to bring Ed McMahon to the City for a public program and building and preserving unique communities• Supported the City’s new FAR regulations in 2017• Supported the City on the financing and building of the ocean outfall in 2017-18 to replace aging water treatment infrastructure• Supported the City’s adoption and implementation of a new 3% lodging tax on hotel and motel rentals in 2018• Took a firm position at a BOA hearing against a request for seven variances by a local hotel owner in 2019
Future Projects & Initiatives	<ul style="list-style-type: none">• Continue to advocate to preserve and protect the City’s unique character and heritage• Take a firm stand on any actions that adversely impact the City’s quality of life and character

	<ul style="list-style-type: none"> • Continue to work with the City and local business organizations to eliminate the use of single-use plastics and Styrofoam and mandating that plastic straws be available by request only
Biggest Challenges	<ul style="list-style-type: none"> • Approaching their 50th anniversary, RBHA finds itself at the center of issues that will define the City for decades. The City stands out among beach communities throughout the nation as a highly desirable place to live and visit, which does not happen by accident. Long ago, the City decided on appropriate limits for commercial and residential areas; however, many of those limits are under attack as the City grapples with building a vibrant and economically sustainable community while preserving the sense of community and quality of life expected by homeowners and visitors.
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none"> • The community has changed dramatically in the 49 years since RBHA was founded, yet the organization’s concerns have for the most part remained constant. RBHA seeks to play a meaningful role in civic matters through advocacy on issues including ordinances, zoning, the environment, and preservation. • RBHA has always been viewed as a reliable and reasonable partner with the City and hopes to continue that role in future civic matters; going forward, RBHA hopes the City will continue to look to RBHA as a resource and forum where residents’ views and opinions will be heard and considered.

Source: Mark Saunders, President **Date: May 12, 2020**

Source: Rehoboth Beach Homeowners’ Association Interview/Questionnaire Responses

REHOBOTH BEACH PUBLIC LIBRARY

Dating back to the 1920s, the Library had multiple locations including the old Fire Hall Building, private homes, schools, and churches. Currently, the Library is located at 226 Rehoboth Avenue where it has been since 1985. The Library is run by a five-member Board of Trustees and an eight-member administrative staff. The Trustees are appointed by the Superior Court Judge of Sussex County and serve five-year terms. Meetings are held on the second Wednesday each month.

The Library provides free computer use, wireless connection (WiFi), business services, scanning, and public notary services. Meeting rooms are available for studying or meetings. Additional programs and services include:

- **Adult Events/Programs:** book club, creative movement Sunday yoga, basic computer skills help desk, dancing with Thom, Socrates café, Rehoboth Beach writer’s guild free writes, and homebound books
- **Youth Programs:** Literacy Education Assistance Pups comprised of volunteers based in Lewes who strive to increase the quality of reading education for students with therapy dogs and skill building for homeschoolers

Several ways to help and support the library include:

- **Volunteers:** estimated 20 volunteers currently assist with circulation, maintain, inventory, and mend books.
- **Shelf Elf:** an elite volunteer group who devote a half hour per week to keep bookshelves stocked and organized
- **Donate:** print and online, the Library serves to educate, inform, and entertain all through the help of local support to make it possible to expand the collections daily

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- **Amazon Smile:** on eligible purchases and when “Friends of Rehoboth Beach Public Library” is selected, Amazon donates 0.5% of the price to the Library
- **Material Donations:** books, CDs, or DVDs in good physical condition can be dropped off during normal business hours in the book-drop
- **Tote Bags & Honor Cards:** sold to help with general operation costs of the Library
- **Commemorative Brick:** an engraved 4”x8” brick can be purchased to help fund the Library; bricks are installed 50 at a time at a location in Downtown Rehoboth Beach

The Friends of the Rehoboth Beach Public Library is a nonprofit organization that focuses on supporting the Rehoboth Beach Public Library. Established in 1991, this organization supports to the Library in many ways including:

- All money raised is donated exclusively to benefit the Library
- Fund the new books, DVDs, CDs, magazines, newspapers, and enrichment program
- Promote awareness of the Library’s functions, resources, services, and needs
- Collaborate with the Library in developing programs and facilities for the community
- Receive and encourage gifts, endowments, and bequests to the Library.

REHOBOTH BEACH MAIN STREET

Rehoboth Beach Main Street (RBMS) is dedicated to creating partnerships to support downtown small businesses, continue downtown beautification efforts, and fill the Rehoboth Beach calendar with year-round events that bring the local coastal community, other Sussex County communities, and tourists to downtown Rehoboth Beach. The organization is an accredited nonprofit organization within the Main Street America program. Main Street™ is a national program that has been helping revitalize downtown commercial districts for more than 40 years.

RBMS activities focus on creative strategies and advocacy efforts to engage people and highlight businesses that are the economic lifeblood of the community. RBMS has benefited from financial support from the City as well as over 120 business members. RBMS programs and activities are designed to assist and support downtown business owners, entrepreneurs, and property owners; promote a positive image of the downtown as a great place to live, visit, and shop; assist with the beautification of the downtown area and encourage the involvement of community stakeholders.

Completed Projects & Initiatives (since 2010)

- Implementation of the Downtown Banner program
- Sponsor Rehoboth in Bloom, which works to promote local downtown beautification and community spirit and involvement
- Providing the Sign and Awning Matching Grant Program
- Leading Cottage & Town Awards, which recognize residential and community property owners who contribute to the charm, beauty, and history of the downtown through architectural and landscape architectural renovation, restoration, and preservation
- Presentation of quarterly business assistance workshops at no cost to downtown businesses and property owners
- Creating, maintaining, and publishing downtown commercial property vacancy lists
- Restoring the annual Community Unity Spaghetti Dinner
- Coordinating the annual Cocoa Crawl

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	<ul style="list-style-type: none">• Creating and sponsoring the downtown Black Friday and Small Business Saturday events
Future Projects & Initiatives	<ul style="list-style-type: none">• Celebrating volunteers through a recognition event• Expanding annual RBMS signature fundraising events• Expanding the RBMS membership program to include more benefits• Implementing a quarterly newsletter showcasing residents and new businesses, events, and small business workshops• Continuing to find diverse grants and sponsorship opportunities• Creating a downtown coupon book• Expanding the Rehoboth in Bloom beautification program• Implementing a storefront design program• Enlarging the scope of the Sign & Awning Matching Grant Program• Working with the RBHS to create historic preservation awareness• Maintaining downtown vacant storefronts• Continuing quarterly business assistance workshops• Creating networking opportunities with business and property owners• Upgrading social media outlets, including website• Creating more job opportunities for the downtown

Source: Dan Slagle, Executive Director **Date: May 2020**

Source: Rehoboth Beach Main Street Interview/Questionnaire Responses

REHOBOTH BEACH SISTER CITIES ASSOCIATION

The organization’s mission is to promote peace through mutual respect, understanding, and cooperation—one individual, one community at a time. Each city has established a Verrazano Garden to further signify the relationship.

Completed Projects & Initiatives (since 2010)	<ul style="list-style-type: none">• An annual event is held by the organization as the anniversary of the Sister City relationship with the City of Greve (Italy) on April 17. This day is identified as Verrazano Day in honor of the Italian explorer who explored the eastern coast. Every other year, a small contingent of citizens travel either to Greve or Rehoboth Beach to celebrate the continued relationship.
Future Projects & Initiatives	<ul style="list-style-type: none">• Installation of a gifted fountain, to be installed by a craftsman from Greve
Biggest Challenges	<ul style="list-style-type: none">• Lack of workforce and affordable housing and different housing types available to the community

Source: Pat Coluzzi **Date: April 17, 2020**

Source: Rehoboth Beach Sister Cities Association Interview/Questionnaire Responses

REHOBOTH BEACH VOLUNTEER FIRE COMPANY (STATION 86)

The Rehoboth Beach Volunteer Fire Company (RBVFC) provides fire and emergency medical services 24 hours a day, 365 days a year. They have three fire stations in the Fire District which includes the City of Rehoboth Beach, Town of Henlopen Acres, Town of Dewey Beach, and a large unincorporated area in Sussex County from the Indian River Inlet, to SR 24, and west to Angola. There are 15 employed EMTs providing ambulance service, paid for by donations and billing. All other fire and emergency services are

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provided by volunteers. Training and experience are keys to the success of this organization as each member must attend over 100 hours of basic training at the Delaware State Fire School, continuing education, and training year-round. All Officers are required to complete several hundred additional hours of training and years of experience to hold office. RBVFC hosts the following annual events: fire prevention programs, summer firefighters 5K fundraiser, and two recruitment events at all three stations. They continue to promote smoke detectors in the home and hold several fundraising events throughout the year to raise funds for operating expenses.

Completed Projects & Initiatives (since 2010)	<ul style="list-style-type: none"> • Members are always working to provide the best Fire and EMS care possible by continually training on the latest techniques and information • Updating ambulances and fire apparatus to meet the national standard • Have seen an increase in the City’s annual donation
Future Projects & Initiatives	<ul style="list-style-type: none"> • With continued growth in the Fire District and explosive increase of visitors, will need to add more EMS staff to handle call volume, which cannot happen without increased funding from property owners and local governments • The next 5-10 years may see the need to staff Fire Response, which will result in a very expensive increase in taxes as the Fire Company will not be able to solely fund
Biggest Challenges	<ul style="list-style-type: none"> • Funding • Maintaining volunteer membership
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none"> • The City is just one part of the Fire District; however, the Company provides protection to billions of dollars of real estate within City limits. The Company receives a \$100,000 annual donation, which is appreciated; however, an aerial truck is in need of replacement (\$1.5 million). The Company’s funding drive has been steady as property owners do provide donations; however, donations are nowhere near funding needed to maintain service.

Source: Chuck Snyder, Fire Chief **Date: May 2020**

Source: Rehoboth Beach Volunteer Fire Company Interview/Questionnaire Responses

REHOBOTH ELEMENTARY PARENT TEACHER ORGANIZATION

The Rehoboth Elementary PTO supports students and the school through fundraisers and events. These include pizza and ice cream celebrations, ice cream socials, monthly PTO meetings, fall and spring fundraiser celebration assemblies, and meet and greets/walkthroughs.

SAVE OUR LAKES ALLIANCE 3

The organization, founded in 2004, recognized that the lakes were suffering from benign neglect since no jurisdiction claimed ownership. There was no maintenance or protections in place and without rules, regulation, or oversight by any government body, property development was encroaching into the lakes, and runoff from the many storm drains polluted the lakes with hazardous and harmful substances, which also impacted wildlife.

The organization’s mission is to restore, maintain, and protect Lake Gerar, Lake Comegys, and Silver Lake. While recognized by Delaware’s General Assembly as integral to the ambiance of the local community, the closest freshwater lakes in the nation in proximity to the Atlantic Ocean, and as natural and historic treasures, they suffer from extreme pollution, resulting in inconsistent water levels, rampant algae, massive fish kills, turbidity of the water, and mud flats created from an abundance of silt deposits. To

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address these problems, this organization provides education to the community and works with local and state officials to improve the lakes’ environment to leave a legacy of cleaner water for future generations.

This organization has received two Governor’s Outstanding Volunteer Leadership Awards for environmental work. SOLA3 has been chosen among Delaware’s top 50 eco-activists by *Delaware Today*. *Delaware Beach Life* featured SOLA3 for its Organization Spotlight...Fighting for Great Lakes article, as well as an article on a 2019 workshop.

The organization is composed of volunteers with a seven-member board. Additional volunteers assist in implementing the projects and programs initiated by the Board and recommended by the community. SOLA3 sponsors several programs and events:

- Community-wide workshops with environmental experts to advise on best management practices and the role of the public in improving the environment of the lakes
- Created an annual Conservation Award for outstanding efforts to improve the health and natural environment of the three lakes; the Award was bestowed for several years until it was replaced with the Lakes Improvement Matching Grant
- A community-wide clean-up of the lakes
- Supported Rehoboth’s application to lead the Coastal Programs Resilient Communities Partnership with nearby towns
- Co-sponsored Rehoboth’s community-wide program to address Rehoboth Beach as a Sustainable Community—How to Preserve the Uniqueness and Address Issues that Come from its Success
- Award annually a \$3,000 matching grant to property owners that complete successful projects that improve the lakes’ environment
- A comprehensive annual newsletter with information on our programs, projects, and progress
- An annual workshop since 2009 for the 5th grade elementary school classes on how to be good stewards of their environment

Completed Projects & Initiatives (since 2010)

- Provided research to the Delaware Attorney General that resulted in the State declaring that Delaware owns Silver Lake and Lake Comegys and that DNREC is the agency responsible for their management
- With DNREC, initiated dredging of the west end of Silver Lake
- Worked with DNREC and the City for installation of two stormceptors on major storm drains flowing into Silver Lake
- Worked with the City to pass an ordinance requiring a 10-foot no-build buffer around Lake Gerar and Silver Lake
- Worked with the City to pass an ordinance requiring construction sites to contain runoff
- Worked with DNREC and the City to restore 425 feet of highly eroded shoreline along Silver Lake
- Worked to create a historic marker dedicated to Silver Lake and Lake Comegys
- Worked with DNREC and DeIDOT to have a former 50-foot right-of-way around Lake Comegys converted to a conservation easement
- Sponsored a ‘Keep Wildlife Wild’ sign to educate the public on dangers of feeding wildlife

	<ul style="list-style-type: none"> • Worked with the City to have a natural riparian buffer installed along the shoreline of Stockley Street Park • Sponsored 11 workshops to educate the public on how to be good stewards of the lake
<p>Future Projects & Initiatives</p>	<ul style="list-style-type: none"> • Working with DNREC, the City, Dewey Beach, and Sussex County to develop a management plan that will include rules and regulations DNREC will adopt to manage Silver Lake and Lake Comegys • Make recommendations for improving the lakes and the City’s infrastructure • Continue work on a City ordinance to require demolition sites to control runoff, protect the public from hazardous wastes that may contaminate surface or groundwater, and remediate and properly dispose of hazardous substances • Continue to work with DNREC and municipalities to ensure adequate regulations are required to protect the lakes’ environmental and natural resources before approving any development of land over 5,000 square feet • Complete the design for an interpretive bird identification sign at Silver Lake as a gift to the community, in partnership with DNREC and Sussex County Birders • Sponsor a community-wide workshop on environmental stewardship • Continue publishing an annual newsletter and maintain an updated website • Seek and review applications for the annual matching grant for projects that improve the lakes’ environment
<p>Biggest Challenges</p>	<ul style="list-style-type: none"> • Getting the State and municipalities to act more quickly on measures that will protect the lakes’ environment • Finding volunteers who have environmental knowledge/background to work on specific projects
<p>The City could help with programs, projects, and initiatives by...</p>	<ul style="list-style-type: none"> • Addressing issues presented in a timelier fashion and keeping SOLA3 updated on progress related to the lakes

Source: Sallie Forman **Date: May 1, 2020**

Source: Save Our Lakes Alliance 3 Interview/Questionnaire Responses

VILLAGE IMPROVEMENT ASSOCIATION

The Village Improvement Association (VIA) is an organization with members of all ages, backgrounds, and beliefs. The Clubhouse is located at 415 North Boardwalk. VIA’s mission is to improve and increase the intellectual culture, educational advancement, and continue moral development of its members by promoting the interest, improvement, and progress of Rehoboth Beach and performing charitable and civic work in the greater Rehoboth Beach area.

The VIA started 1909 when a group of women created the organization based on needs not being addressed at the time. Over the years, the Club is still identifying critical needs that with time and money could get addressed. To become a member of the Club, one must also be a member of the Delaware Federation of Women’s Clubs and the General Federation of Women’s Clubs. The VIA also rents out its Reception Venue for celebrations of all kinds and can hold groups up to 150. The organization typically

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supports fundraiser sponsorships, runs and walks, and a book club. Its programs include arts and culture, civic engagement and outreach, education and libraries, environment, health and wellness, and special projects.

Completed Projects & Initiatives (since 2010)

- Doubled the Clubhouse size
- Paid off the mortgage in a two-year period while still making donations to the community
- Began a homeless funding project
- Started new fundraisers: Fashion Show, Designer Show House, Chicken Plunge, and Facility Rentals
- Began volunteer efforts at the Community Resource Center
- Helped the Water Step and Heifer Programs with international outreach
- Became involved in the Food Basket
- Collected Christmas gifts for the West Side New Beginning Program
- Partnered with Tunnel Cancer Center and Rehoboth Art League
- Focused on volunteer efforts to support the cancer community through Pillowcases for Hope and Caring Stitches

Source: Village Improvement Association Interview/Questionnaire Responses

WEST REHOBOTH COMMUNITY LAND TRUST

The West Rehoboth Community Land Trust (WRCLT) was created in 2004 to assist the residents of West Rehoboth maintain their ability to reside in an area of rapid expansion and rising property values. With guidance from the Delaware Housing Coalition and a local law firm, WRCLT Board Members created a strategic plan to create permanent yet affordable housing, preserve the West Rehoboth community, revitalize the historic neighborhood, and foster the principles of fair housing and a diverse community. The Board structure consists of equal parts representing neighborhood residents, land trust housing residents, and representatives from the wider Rehoboth Beach community.

ORGANIZATIONS SERVING THE GREATER REGION

AIDS DELAWARE

To eliminate the spread and stigma of the human immunodeficiency virus (HIV) and acquired immunodeficiency syndrome (AIDS), AIDS Delaware promotes community health through services, education programs, and advocacy. Founded in 1984, AIDS Delaware is the State's first and largest AIDS Service Organization (ASO) and the first nonprofit ASO in the State to initiate and practice trauma-informed care and organization development for the benefit of clients, staff, and the community. The organization provides multiple services including walk-in testing, case management, client services, mental wellness services, The Village Delaware (safe space for the LGBTQ+ community), and education and outreach. Past events held by AIDS Delaware include AIDS Walk Delaware, celebrating National HIV Testing Day, Virtual Teen Idol Project, Dining in for Life, Do the Right Thing 4LIFE, Couples Testing on Valentine's Day, Spring-Go, The Normal Heart, and Give Back Sunday.

In 2015, AIDS Delaware expanded their services by receiving the license to implement an alcohol and drug outpatient treatment service to clients. By obtaining this license, Certified Drug and Alcohol Counselors address substance abuse in addition to helping clients manage their HIV/AIDS. The 30th anniversary of AIDS Delaware was celebrated in 2016 by launching The Walk Website. Another past

accomplishment was the organization’s 2016 receipt of the Walmart Foundation’s State Giving Program of \$25,000, used to support the Do the Right Thing 4Life educational program. In 2019, the organization won two grants—Gilead and Philly AIDS Thrift—which supported HIV-specific mental health counselling programs and food pantry.

CAPE HENLOPEN FOOD BASKET

The Cape Henlopen Food Basket (CHFB) aids anyone in need within the boundaries of the Cape Henlopen School District with emergency food. There is no evaluation of a client prior to delivering food; however, if a client has need for food more than three times in a three-month period, CHFB refers them to Delaware State Social Services. Families receive a ten-day food supply consisting of canned goods, frozen food, and supermarket vouchers. Donations are provided through organizations, individuals, the U.S. Department of Agriculture (USDA), grants to non-profits, and local supermarkets. The organization is all volunteer. A 14-member board makes organizational decisions while an estimated 85 members volunteer to order, pick up, stock shelves, meet and serve, train others, and conduct all other additional tasks.

CAPE HENLOPEN SENIOR CENTER

The mission of the Cape Henlopen Senior Center is to enhance the quality of life of senior citizens by adding life to years and years to life. In the organization, there is an Administrator/Financial Director who oversees the daily operation and finances of the Senior Center, Administrative Assistant that assists in daily operations, a Program Coordinator to plan all activities and programs, and a Trip Coordinator that plans a variety of trips—daily and overnight. Additionally, there are two part-time bus drivers that transport senior members to the Senior Center, grocery shopping, banks, and variety of trips planned daily.

Programs offered by the organization include:

- **Arts and Music:** Art Group, Book Club, Chorus, Drama Club, Music Lessons
- **Hobby Activities:** Model Building, Quilting, Yarners Group, Woodcarving
- **Fitness:** Arthritis Exercise, Ballroom Dancing, Balance Class, Ballroom Aerobics, Dancercise, Fitness Circuit Training, Exercise with Eli, Fitness Room, Line Dancing, Sit & Get Fit Exercise Class, Swimming at local YMCA, Weigh Down Weight Loss Club, Tap & Jazz, Yoga, Zumba, Tai Chi
- **Games:** Bridge, Mah Jongg, Pinochle, Penny Bingo, Mexican Train Dominoes, Billiards, Billiard Leagues, Wii Bowling
- **Others:** AARP Defensive Driving Courses, Monthly Jackpot Bingo Fundraisers, Plant Based Dinners, Educational Programs

The organization hosts two annual events—a Golf Tournament held at a local golf course and the Rehoboth Beach Band Concert held at Epworth UM Church.

Future Projects & Initiatives	<ul style="list-style-type: none"> • The organization plans to build a new Senior Center; six acres of land was donated in 2008 on Hebron Road.
Biggest Challenges	<ul style="list-style-type: none"> • The biggest challenge the organization has is their parking—parking is limited during evening hours, weekend events, or fundraisers.
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none"> • Allowing free parking in the summer for members when participating in Center activities • Hosting special fundraisers, monthly jackpot bingo fundraiser, and free parking

- Blocking off parking lot and front parking for vendors and visitors who support the Annual Holiday Fair in November
- Advertising special events through mass mailings, email, etc.

Source: Linda Bonville

Date: May 15, 2020

Source: Cape Henlopen Senior Center Interview/Questionnaire Responses

DELAWARE NATIVE PLANT SOCIETY

The purpose of the Delaware Native Plant Society (DNPS) is to participate in and encourage the preservation, conservation, restoration, and propagation of Delaware’s native plants and plant communities. DNPS provides information to government officials, businesspeople, educators, and the general public on the protection, management, and restoration of native plant ecosystems. DNPS encourages the use of native plants in the landscape by homeowners, businesses, and local and state governments through ongoing distribution of information and knowledge by various means that include periodic publications, symposia, conferences, workshops, field trips, and a growing statewide membership organized by the DNPS. The Society has four volunteer board members that are elected to their roles: President, Vice President, Treasurer, and Secretary. Workshops and seminars provide informative and educational opportunities to attendees using demonstrations and presentations by leaders in the field. Workshops or programs provided by DNPS include:

- Improving a native plant demonstration garden
- Helping to reforest portions of public open space
- Native seed collecting
- Invasive plant identification and control.

DNPS strives to host four workshops or seminars per year with the largest being the Bombay Hook National Wildlife Refuge. It occurs in August and is attended by approximately 50 people, the maximum capacity the facility can hold.

Future Projects & Initiatives	<ul style="list-style-type: none"> • DNPS will continue to make improvements and maintain the native plant demonstration garden as well as assisting in reforesting designated areas throughout the State.
Biggest Challenges	<ul style="list-style-type: none"> • Having enough volunteers to actively participate. DNPS typically has a dozen people assist in various endeavors, which is about 10% of membership.
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none"> • Continuing to educate and stress the importance of utilizing native plants in the landscape. DNPS would be happy to arrange community presentations on the importance of well-designed buffers.

Source: Eric Wahl, President

Date: May 19, 2020

Source: Delaware Native Plant Society Interview/Questionnaire Responses

DELAWARE NATURE SOCIETY

Abbott’s Mill Nature Center in Milford, managed by the Delaware Nature Society (DNS), provides outreach and education opportunities for Kent and Sussex residents. Their mission is to connect people with the natural world to improve the environment through education, conservation, and advocacy. They envision a healthy and sustainable environment. DNS consists of 35 core staff members and is aided by hundreds of volunteers. They have been a leading environmental nonprofit organization in the region, working to protect the environment and connect people to nature for more than half a century. DNS at Abbott’s Mill Nature Center offers educational outreach programs, such as Gardening for Water &

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Wildlife. DNS shares educational information with communities and property owners on sustainable landscaping practices including native plants, water conservation, stormwater management, pollinators, and local wildlife. Information is shared at local events, presentations (HOA, libraries and garden clubs), and during requested visits to property owners. Abbott’s Mill Nature Center programming includes:

- Environmental education opportunities for students, families, and adults
- Gardening for Water & Wildlife
- Presentations and information opportunities focusing on creating sustainable landscapes, water conservation, and native plantings for wildlife, with a current focus on butterflies and pollinators
- Assistance to Kent/Sussex residents and organizations for sustainable landscaping including homeowner property visits by Habitat Stewards
- Initiated and continue to support the Monarch Highway Habitat program with DelDOT and the Monarch Monitoring Workshop for citizen science

DNS offers multiple annual events including:

- **Annual DNS Native Plant Sale:** features over 350 varieties of native plants
- **Monarch Monitoring Workshop:** hosted by Abbott’s Mill Nature Center
- **Trail Fest:** Fall celebration at DuPont Environmental Center
- **Music at the Mill:** Abbott’s Mill Nature Center summer concert series of live local bands, craft ales, food trucks, and more
- **Run the Mill 5k:** Annual trail race and celebration at Abbotts Mill Nature Center
- **Annual Clean Water Rally:** Annual event highlighting the importance of water and the need for dedicated funding to keep waters and beaches safe for all

<p>Future Projects & Initiatives</p>	<ul style="list-style-type: none"> • DNS will continue efforts throughout the State that lead to a healthier, more sustainable future including: <ul style="list-style-type: none"> • Advocacy and support for planning at the local, State, and federal level for the impacts from climate change; protection and preservation of open spaces providing habitat for wildlife; and dedicated funding for clean water • Providing opportunities for all people to enjoy, explore, and interact with the natural world with a focus on more equitable and inclusive engagement and environmental justice for all people and communities • Delaware’s diverse ecosystems—including forests, abundant wetlands, and agricultural lands—fuel the region’s economic and cultural prosperity. Through regenerative and resilient approaches, DNS will continue to support healthy natural and working lands and improve the State’s ecosystems.
<p>Biggest Challenges</p>	<ul style="list-style-type: none"> • Delaware’s challenges are DNS’ challenges. Building strategies that support and lead to more resilient natural and human communities is a major challenge, and goal, moving forward.
<p>The City could help with programs, projects, and initiatives by...</p>	<ul style="list-style-type: none"> • Assistance communicating upcoming opportunities related to conservation, education, and advocacy work.

Source: Alice Mohrman **Date: May 2020**

Source: Delaware Nature Society Interview/Questionnaire Responses

HENLOPEN AMERICAN LEGION, POST 5

The American Legion was chartered by Congress in 1919 as a patriotic veterans’ organization devoted to mutual helpfulness. Today, there are over 2 million members at 13,000 locations. The organization is a nonprofit that stands behind issues important to the nation’s veteran community. The organization provides a wide variety of programs and services to families, youth, members, and community. To be eligible to join the American Legion, one must have served federal active duty in the U.S. Armed Forces. Members benefit from life-changing assistance and guidance including benefits, career, and education assistance with numerous volunteer opportunities, money saving discounts, homeless veteran outreach, and more.

MEALS ON WHEELS LEWES-REHOBOTH

Meals on Wheels was started in 1970 by a registered nurse living in Rehoboth. She witnessed a couple who died from malnourishment and began feeding area neighbors from her kitchen. From there, funding from the State was sought and awarded in 1972. In 2020, it was the organization’s 50th year of service to the local communities. It is the mission of Meals on Wheels of Lewes & Rehoboth to feed the homebound and reduce instances of institutionalization. There are four full-time employees (Director, Assistant to the Director/Finance, Volunteer Coordinator, and Client Meal Coordinator), two part-time staff (Outreach Worker and Registered Dietitian), over 100 Volunteer Meal Delivery Drivers, and 15 volunteer members of the Board of Directors who provide support to the Director, provide or procure funding for meals, and make executive decisions regarding the program when appropriate and necessary. The services the organization provides include delivering hot nutritious meals to homebound citizens living in Rehoboth, Lewes, Dewey Beach, Harbeson, and the outskirts of Milton, providing nutrition counselling to all clients as needed and referrals for additional in-home services as needed. The organization hosts three annual fundraisers: Wheels for Meals Bike Ride held the first weekend in May, Top Chef of the Culinary Coast held at the end of May or beginning of June, and a golf tournament held in the fall.

Completed Projects & Initiatives (since 2010)	<ul style="list-style-type: none"> • Instituted a veteran’s fund where any veteran client is eligible to receive funds to help pay for items needed (e.g., home repairs, help paying for fuel bills) • Partnered with Fins Hospitality Group who provides funding for purchase of shelf-stable foods for clients who do not have food in their homes • Partnered with the Lewes Library, which provides large-print books for all clients twice a year • Hosted Beebe School of Nursing students who, as part of their curriculum, ride with drivers to deliver meals in October each year
Future Projects & Initiatives	<ul style="list-style-type: none"> • The organization plans to investigate additional ways to work with the community and find new ways to raise funds through community events
Biggest Challenges	<ul style="list-style-type: none"> • The organization’s biggest challenge is having enough funding to continue providing services to the community
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none"> • Considering the Organization when there are any budget line items for donations to local charities and participation in fundraisers

Source: Kathleen Keuski, Director **Date: May 11, 2020**

Source: Meals on Wheels Lewes-Rehoboth Interview/Questionnaire Responses

REHOBOTH ART LEAGUE

The League was formed in 1938 in Henlopen Acres as a place where artists could teach, gather, and exhibit their work. All mission-driven efforts are developed at the Henlopen Acres location. The buildings serve as the primary facilities for arts education, exhibition, and office administration. The Peter Marsh House, or Homestead, was built in 1743 and is recognized on the National Register of Historic Places as a regionally significant example of its architectural style.

The Art League’s Permanent Collection is a unique component of their work, encompassing significant and distinct collections of fine art and antiques, artwork used for teaching, and organizational archives. Today, it has grown to be a significant collection comprised of over 800 works of fine art. The organization continues to collect works and its active Collections Committee considers additions to the collection annually, making informed recommendations to the Board of Trustees. The organization is run by a staff of five full-time and four part-time employees (Executive Director, Exhibition Director, Education Programs Director, Director of Community Engagement, Database and Office Administrator, and Program Assistant, Senior Gallery Associate, Gallery Associates, Bookkeeper). The Board of Trustees is composed of educators, artists, business leaders, architects, fundraisers, and art collectors, all of whom contribute their expertise and networks to help the organization to succeed. There is also an active involvement of more than 350 volunteers who contribute an estimated 3,000 hours of time annually. The organization achieves their missions by providing annual showcases, nearly 30 exhibitions of artwork, and 170 classes in art instruction. The State has also recognized their historic property with a cultural conservation easement to protect its work for years to come. Annual events the organization host are:

- **Outdoor Show:** now in its 46th year, which brings more than 125 regionally and nationally recognized artists to showcase their work in booths around the wooded campus, drawing more than 6,000 attendees
- **Holiday Fair:** curates the best in artisan craftsmanship each November for the local community
- **Other Events:** salons in private homes, bus trips to arts hubs in the region, Gallery Talks about exhibitions, and much more

Completed Projects & Initiatives (since 2010)

- In 2014, a site assessment for five buildings to plan for future improvements was conducted, generating a Campus Master Plan. To date, one building is complete with renovations that included adding storage facilities and a museum-grade storage facility. Preservation of the Homestead is underway with improvements made to the foundation, floors and structural elements, improved ADA access, and more. Next will be the complete renovation of the formal gardens.
- Class offerings expanded dramatically and now include not only traditional arts like painting, drawing, and ceramics but new media as well, including digital photography and marketing for artists
- Free Gallery Talks were added to the calendar, which provide free public forums for the discussion of new exhibitions, drawing community members and artists to take a deeper look into the content and meaning of the arts
- A strong partnership with the City was developed and the organization is collaborating on the debut of a recently acquired sculpture, which will adorn the front entryway of City Hall and will continue development of the 2021 Boardwalk Arts Festival

Editorial Note: The sculpture is in place; the Arts Festival has since been relocated to Grove Park and is known as the “Grove Park Arts Festival.”

Future Projects & Initiatives

- Large focus of efforts on promoting and enhancing the organization’s history
- Move forward with the Campus Master Plan with ADA improvements and enhancements to historic buildings; anticipate a major capital campaign to undertake important campus-wide infrastructure work
- Hardscape the campus to make it more accessible to the public through lighting, paved pathways, increased parking, directional signage, and more
- Continue to expand programming
- Continue to bring in new and innovative artists to exhibit on campus
- Continue sending creative member work to off-site exhibition venues
- Developing new courses on an ongoing basis and continuing to expand off-campus sites for free educational opportunities for underserved communities (e.g., developmentally disabled, seniors, children at the poverty level, autistic adults)

Biggest Challenges

- Having a small staff and considerable overhead costs while operating several buildings on a multi-acre campus; the buildings are historic and require special attention to upkeep to maintain their character
- Obtaining funding for operations
- Raising public awareness about the campus and its offerings
- Publicizing efforts remains a primary challenge

The City could help with programs, projects, and initiatives by...

- Continuing to note the Rehoboth Art League on new maps and materials
- Collaborations with the City have enhanced the work of the organization and it is hoped this will continue including creative ways to further develop projects

Source: Sara Ganter, Executive Director

Date: May 2020

Source: Rehoboth Art League Interview/Questionnaire Responses

REHOBOTH BEACH BEARS

Rehoboth Beach Bears, Inc. is a not-for-profit social organization whose mission is to provide inclusive fellowship and fraternal opportunities while raising money for charities whose missions provide for community betterment. The organization has no membership fee and event participation is open to all. The Board is composed of 13 directors and roughly 40 volunteers that give an estimated 6-10 hours per person each year. The organization provides the following programs to achieve their mission:

- Rehoboth Beach Bear Weekend is the flagship event
- A monthly happy hour called First Friday occurs every first Friday of the month
- Various outings including trips to sporting events, gay prides, camping trips, other Bear Weekends held throughout the country, bowling nights, and various other get together events
- The organization hosts the annual Rehoboth Beach Bear Weekend over the third weekend of September. At this event there are multiple mini events, which include a welcome reception, comedy show, two beach days, pre-weekend dinner, dance party, and seven different bar/restaurant gatherings for happy hour and late-night crawls.

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Completed Projects & Initiatives (since 2010)	<ul style="list-style-type: none"> Rehoboth Beach Bears scholarship program awards up to three graduating seniors and members of the Cape Henlopen High School Gay Straight Alliance Club with a \$1,000 scholarship to further their education Raised over \$8,500 for local charities including the Rehoboth Beach Bears Scholarship, CAMP Rehoboth, Delaware Humane Association, Rehoboth Beach Film Society, and Delaware AIDS Walk
Future Projects & Initiatives	<ul style="list-style-type: none"> Continue the Rehoboth Beach Bear Weekend and expand the Rehoboth Beach Bear Scholarship to other school districts in Sussex County that have a Gay Straight Alliance Club
Biggest Challenges	<ul style="list-style-type: none"> Lack of mid-size gathering space in the community
The City could help with programs, projects, and initiatives by...	<ul style="list-style-type: none"> Continuing to welcome Bears during Bear Weekend on the Convention Center sign and provide a proclamation at the welcome party Provide the organization with temporary parking passes for Bear Weekend Identify a City liaison for the organization

Source: Bruce Evatt **Date: May 22, 2020**

Source: Rehoboth Beach Bears Interview/Questionnaire Responses

SUSSEX FAMILY YMCA

The Sussex Family YMCA is located at 20080 Church Street Road. This non-profit organization is committed to strengthening the community through youth development, healthy living, and social responsibility. The Delaware YMCA was founded in 1891 and since has branched out to be statewide with multiple locations. The YMCA has been in existence for over 175 years serving more than 45 million globally. The YMCA’s goal is to provide a healthy and inclusive community that is open to all, empower the youth, and foster healthy living. Programs available through the organization include adult and youth fitness, before and after school care, dance classes, kids and youth clubs, learning support centers, sports, swim lessons and swim team. Because the organization is a non-profit, donations, fundraisers, and memberships keep the organization running and able to provide a variety of programs to the community. Past events the Sussex Family YMCA hosted include but are not limited to food distributions, trunk or treat festival, and healthy kids’ day.

VFW POST 7447

The Veterans of Foreign Wars Post 7447 (VFW) of Rehoboth Beach, founded in 1946, is located at 101 State Road. The organization serves the veterans of this country and community in honor of the sacrifices and commitment of everyone who has served in uniform. The VFW is a non-profit organization that operates under a seven-member Board of Directors, 11 Post Officers, and 12 Auxiliary Officers. The Post welcomes Veteran Service Organization members, other VFW members, and guests that are accompanied by a sponsoring VFW member. At the Post, food, drinks, and occasionally entertainment are provided to create a space where veterans and friends may come to connect. The organization is involved in celebrating holiday, patriotic, and community events of which members and volunteers are needed to make such events a success. In addition to the annual events, an annual Post Continuing Education Scholarship, valued of \$1,000, is award to two graduating seniors or current college students for outstanding scholastic achievements as well as their community and personal career goals.

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Appendix D

Public Comments

APPENDIX D—PUBLIC COMMENTS

PLUS REVIEW COMMENTS



STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION

March 18, 2022

Ms. Sharon Lynn
City Manager, City of Rehoboth
229 Rehoboth Avenue
Rehoboth Beach, DE 19971

RE: 2022-02-16; City of Rehoboth Comprehensive Plan Update review

Dear Ms. Lynn:

Thank you for meeting with State agency planners on March 23, 2022 to discuss the proposed City of Rehoboth draft comprehensive plan update.

Please note that changes to the plan, other than those suggested in this letter, could result in additional comments from the State. Additionally, these comments reflect only issues that are the responsibility of the agencies represented at the meeting.

Certification Comments: These comments must be addressed in order for our office to consider the plan amendment consistent with the terms of your certification and the requirements of Title 22, § 702 of the Del. Code.

- 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.
- 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.
- 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

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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.

Recommendations: Our office strongly recommends that the Town consider these recommendations from the various State agencies as you review your plan for final approval.

Office of State Planning Coordination – Contact: 739-3090

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.

This office has also received the following comments from State agencies:

State Historic Preservation Office (SHPO) – Contact: Carlton Hall 739-5685

- 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.
- 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.

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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: <https://history.delaware.gov/pdfs/2018-2022DelawareSHPOPlan.pdf> (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.

If there are any questions, inquiries, or concerns, feel free to contact the Delaware State Historic Preservation Office for assistance at 302-736-7408.

Department of Transportation – Contact: Bill Brockenbrough 760-2109

- On page 6-1, the DelDOT's Capital Transportation Program (CTP) is referred to with the correct initials but an incorrect title.
- 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.gov or 302-760-2112), both of DelDOT's Local Systems Improvement Section for more specific information.
- DelDOT 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.

DART – Contact Jared Kauffman 302-576-6062

Page 6-6

- 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, and 215)
 - 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 in 2020, we have seen an

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increase in ridership but plateauing at about 50% to pre-pandemic levels across the entire state.

Page 6-7

- The Route 201 is only named the Beach Bus route during Beach Bus season. The year-round service is just considered the Route 201.
- While the 201 Beach Bus service operates seven days a week, the year-round 201 service only operates Monday through Saturday.

General comments for the Transit Section

- Please provide a description of the bandstand stop, and the general challenges and obstacles for DART at that stop
- 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.
- If the Town has a vision of improved DART service, it should be mentioned with defined goals and strategies to meet that vision.
- 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.

The Department of Natural Resources and Environmental Control – Contact: K. Claire Quinlan 735-3480

Disclaimer Clause: 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

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reach out to Clare Quinlan at (302) 735-3480 if they have any specific requests for information.

TMDLs

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 https://documents.dnrec.delaware.gov/swc/wa/Documents/IBPCSdocuments/FactSheet_I_BPCS_101408.pdf or contact the DNREC Division of Watershed Stewardship, Watershed Assessment Section at 302-739-9939.

Stormwater Management and MS4

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 <https://dnrec.alpha.delaware.gov/water/surface-water/npdes/municipal-storm-sewers/> or contact the DNREC Division of Water, Surface Water Discharges Section at 302-739-9946.

Wastewater

The draft comprehensive plan addresses wastewater starting on page 6-29. On page 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 <https://dnrec.alpha.delaware.gov/water/surface-water/> or contact the DNREC Division of Water, Surface Water Discharges Section at 302-739-9946.

Drinking Water

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

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water quality. For more information about PFOS in groundwater, please visit <https://dnrec.alpha.delaware.gov/waste-hazardous/remediation/pfas/> or contact the DNREC Division of Water at 302-739-9949.

Wetlands and Buffers

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.~~

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.

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.

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.

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.

For more information about the benefits of riparian buffers, please contact the DNREC Division of Fish and Wildlife at (302) 735-3600.

Beach Preservation

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: “No construction may take place seaward of the building line or landward of the building line within the regulated area without a Coastal Construction Permit or Coastal Construction Letter of Approval from DNREC.” The DNREC Shoreline and Waterway

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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."

On Page 7-5, under Canal Dredging, 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: "In 2020, the estimated cost to complete the Lewes-Rehoboth Canal dredging was ...". For more information on coastal construction in Delaware, please visit <https://dnrec.alpha.delaware.gov/watershed-stewardship/beaches/coastal-construction/> or contact the DNREC Division of Watershed Stewardship, Shoreline and Waterway Management Section, at 302-739-9921.

Climate Change and Sustainability

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.

Electric Vehicles

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 breanne.preisen@delaware.gov or by phone at 302-735-3366 for more information.

Sustainable Energy

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:

- 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

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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 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/>). 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 (www.de.gov/greenenergy). Energy efficiency upgrades, such as a street lighting project, may be eligible for funding assistance through Energize Delaware (<https://www.energizedelaware.org>).

- 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.
- Consider adopting energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.
- Adopt a mechanism to provide information on the Weatherization Assistance Program to customers who are having trouble paying utility bills. (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>).

For more information on efficient and renewable energy, please visit <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficient-renewable/> or contact the DNREC Division of Climate, Coastal and Energy at 302-735-3480.

Department of Agriculture - Contact: Milton Melendez 739-4811

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.

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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.

AGRICULTURE

- 1) Identify 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

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DENSITY AND EFFICIENT LAND DEVELOPMENT

- 1) Encourage maximum use of existing and planned infrastructure
- 2) Designate infill areas & project number of units to be constructed in those areas
- 3) Discourage development patterns that promote inefficient use of land (i.e., discourage developments where lots frequently exceed minimum lot size requirements).
- 4) In conjunction with population projections, project acres of residential land needed for a given time period and discourage consumption of land in excess of that need with allowance for reasonable market competition
- 5) Direct growth toward existing population centers.

Delaware State Housing Authority – Contact Karen Horton 739-4263

According to Title 22, Section 702 Del 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.

- 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 types, 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.
 - Long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock.
 - The provision of employee-occupied rental units within commercial and public facilities.
 - Coordination with other area beach towns to identify and implement regional strategies for addressing affordable housing needs.

If you have questions or would like more information on the above recommendations, please feel free to call me at (302) 739-4263 ext. 251 or via e-mail at karenh@destatehousing.com

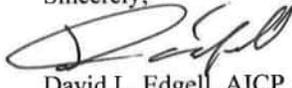
Approval Procedures:

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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.

Thank you for the opportunity to review this project. If you have any questions, please contact me at 302-739-3090.

Sincerely,



David L. Edgell, AICP
Director, Office of State Planning Coordination

CC: Lauren Good, Wallace & Montgomery

CITY RESPONSE

Note: All text appearing in black in this section represents the original comment from the reviewing agency. The City's responses to those comments are provided in **bold red**.

Copy of City Response Cover Letter to be inserted once finalized.

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Certification Comments—These comments must be addressed in order for our office to consider the plan amendment consistent with the terms of your certification and the requirements of Title 22, § 702 of the Del. Code. **Noted. Please find the City’s responses to all comments provided in red.**

- 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. This information and the City’s response has been added to Appendix D—Public Comments (in addition to the PLUS letter and this response). It has also been amended to this PLUS Response Letter for ease in review.**
- Page 4-11 references table AD4-1 which was not included with the draft. Please ensure that the table is included in the final plan or remove the reference. **This reference has been updated to accurately reflect Table AB4-1.**
- 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. **Map 3—Future Land Use has been updated to show proposed future land use for all annexations areas previously shown on Map 5—Annexation Growth Areas.**

Recommendations—Our office strongly recommends that the Town consider these recommendations from the various State agencies as you review your plan for final approval. **Noted. Please find the City’s responses to all comments provided in red.**

OFFICE OF STATE PLANNING COORDINATION—CONTACT: DOROTHY MORRIS

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. **This section has been updated to discuss the issue in more detail. Please see the discussion of “Mapping” beginning on page 2-9.**

This office has also received the following comments from State agencies:

STATE HISTORIC PRESERVATION OFFICE (SHPO) – CONTACT: CARLTON HALL

- 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. The City has elected not to make additional changes beyond what is already outlined in this section at this time.**
- 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. 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. 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. The City has elected not to make additional changes beyond what it already outlined in this section at this time.**

DEPARTMENT OF TRANSPORTATION—CONTACT: BILL BROCKENBROUGH

- On page 6-1 the DeIDOT's Capital Transportation Program (CTP) is referred to with the correct initials but an incorrect title. **This has been updated to accurately reflect the correct name on page 6-2 under "DeIDOT Roadways."**
- On pages 6-4 and 6-5, there are technical inaccuracies in the discussion of the Wilmington/Baltimore Avenues Streetscape Project. **The City coordinated with Mike Hahn and the updated language provided on page 6-4 under "Wilmington/Baltimore Avenues Streetscape Project" reflects that coordination effort.**
- 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. The City has elected not to incorporate this change into the Comprehensive Development Plan at this time.**

DART—CONTACT: JARED KAUFFMAN

- Page 6-6: The number of fixed routes needs to be revised from 64 to 60 **Noted and updated accordingly (see page 6-8, 2nd paragraph)**
 - 34 in New Castle **Noted and updated accordingly (page 6-8, 2nd paragraph)**
 - 11 in Kent (210 is considered Kent Service) **Noted and updated accordingly (page 6-8, 2nd paragraph)**

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- Five routes that serve Sussex year-round (201, 204, 206, 212, and 215) **Noted and updated accordingly (page 6-8, 2nd paragraph)**
- Four intercounty **Noted and updated accordingly (page 6-8, 2nd paragraph)**
- 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) **Noted and updated accordingly (page 6-8, 2nd paragraph)**
- 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. **Noted and updated accordingly (page 6-8, 2nd paragraph)**
- 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 in 2020, we have seen an increase in ridership but plateauing at about 50% to pre-pandemic levels across the entire state. **Noted. This was anecdotal. Because we had no backup data, we elected to remove the statement.**
- Page 6-7: 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 and updated accordingly (page 6-8, 2nd paragraph under DART Bus)**
- While the 201 Beach Bus service operates seven days a week, the year-round 201 service only operates Monday through Saturday. **Noted and updated accordingly (page 6-8, 2nd paragraph under DART Bus)**

General Comments for the Transit Section

- Please provide a description of the bandstand stop, and the general challenges and obstacles for DART at that stop. **The City elected not to provide further detail to address this comment. The original PLUS draft did not call out the stop as being problematic. This issue was newly brought up during the PLUS review.**
- 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. **The paragraph on Route 201 has been updated. See page 6-8, 2nd paragraph under “DART Bus.”**
- If the Town has a vision of improved DART service, it should be mentioned with defined goals and strategies to meet that vision. **The City has elected not to provide a more elaborate description at this time as this vision of improved DART service has not been developed. Should the City wish to do so, it is anticipated that it would be done in collaboration with DART.**
- 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

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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 enhanced pedestrian travel. **As mentioned in this comment, some other chapters do reference walkability, etc. The City has elected to keep the elements in place as they are.**

DEPT. OF NATURAL RESOURCES & ENVIRONMENTAL CONTROL—CONTACT: K. CLAIRE QUINLAN

Disclaimer Clause: 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. **Noted.**

TMDLs

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. **The section on Total Maximum Daily Loads was updated to note that TMDLs for the Inland Bays Watershed were established as part of the Inland Bays PCS and are identified in Table 6-13 (see last sentence on page 6-40).**

Stormwater Management and MS4

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. **Noted. This comment appears to be informational only and does not include additional recommendations.**

Wastewater

The draft comprehensive plan addresses wastewater starting on page 6-29. On page 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. **It was the City's intent to, instead, describe the various activities in the order they occurred. This is the same way other projects are discussed in other areas of the CDP.**

Drinking Water

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. **Noted. The City did not feel the need to add this information at this time but will consider for future CDP updates.**

Wetlands and Buffers

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. This change has been made – see the last sentence of the last paragraph on page 7-10.**

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. **The City has already included an Action Item to “Evaluate the feasibility of adopting an upland wetland buffer requirement as part of the City’s land development regulations.” See Chapter 7, Action Item K. It is inappropriate for the City to blatantly state a recommended width without knowing what the further implications may be, especially since many of its parcels are 100’ or less in length or width. In addition, the City has already enacted a 10’ regulatory buffer around the lake.**

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. **Noted. This type of information would be assessed as part of the previously mentioned evaluation. It is inappropriate for the City to include this level of detail without additional evaluation.**

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. **Noted. This type of information would be assessed as part of the previously mentioned evaluation. It is inappropriate for the City to include this level of detail without additional evaluation.**

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. **Noted. This type of information would be assessed as part of the previously mentioned evaluation. It is inappropriate for the City to include this level of detail without additional evaluation.**

Beach Preservation

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: "No construction may take place seaward of the building line or landward of the building line within the regulated 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. This language has been updated as requested on page 7-2 in the 2nd paragraph under "Beach Preservation Act."**

On Page 7-5, under Canal Dredging, 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: "In 2020, the estimated cost to complete the Lewes-Rehoboth Canal dredging was ..."

Noted. This language has been updated as requested on page 7-5 in the 2nd paragraph under "Canal Dredging."

Climate Change and Sustainability

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. Our PLUS review draft had not acknowledged that the Statewide Climate Action Plan had been adopted; this has been updated to reflect the November 2021 adoption.**

Electric Vehicles

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. **The City has not yet established milestones, so it is premature to include in the CDP. Additionally, some types of City vehicles are not available as electric vehicles (either as hybrid only or not at all). The City will continue to stay abreast of State program offerings and transition their fleet as opportunities arise.**

Sustainable Energy

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: **This program was mentioned more in passing; however, some of the suggested action items have been included as noted.**

- 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 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/>). 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 (www.de.gov/greenenergy). Energy efficiency upgrades, such as a street lighting project, may be eligible for funding assistance through Energize Delaware (<https://www.energizedelaware.org>). **Action Item U has been added to page 7-29 as follows: Consider conducting a comprehensive planning effort in sustainable energy, with a goal to**

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reduce energy consumption by implementing energy efficiency measures in City operations
(e.g., buildings, street lighting).

- As part of the sustainability planning effort, utilize renewable energy infrastructure, such as solar wind, to further reduce pollution. **Action Item V has been added to page 7-29 as follows: Consider utilizing renewable energy infrastructure (e.g., solar, wind) to further reduce pollution.** Review all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays. **Action Item W has been added to page 7-29 as follows: Consider reviewing all codes to ensure that no barriers exist to solar deployment on rooftops or in ground arrays.**
- Consider adopting energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants. **Action Item X has been added to page 7-29 as follows: Consider adopting energy efficiency measures in building design and redevelopment to help cut energy costs and make homes more comfortable for occupants.**
- Adopt a mechanism to provide information on the Weatherization Assistance Program to customers who are having trouble paying utility bills. **Action Item Y has been added to page 7-29 as follows: Consider adopting a mechanism to provide information on the State's Weatherization Assistance Program to customers who have trouble paying utility bills.**

DEPARTMENT OF AGRICULTURE—CONTACT: MILTON MELENDEZ

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.

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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.

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1. Identify 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
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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.

DENSITY AND EFFICIENT LAND DEVELOPMENT

1. Encourage maximum use of existing and planned infrastructure
2. Designate infill areas and project number of units to be construction in those areas
3. Discourage development patterns that promote inefficient use of land (i.e. discourage developments where lots frequently exceed minimum lot size requirements).
4. In conjunction with population projection, project acres of residential land needed for a given time period and discourage consumption of land in excess of that need with allowance for reasonable market competition
5. Direct growth toward existing population centers.

These comments appear to be standard, boilerplate comments/recommendations provided to most, if not all, communities. Rehoboth is a very developed community without the presence of agriculture; therefore, these recommendations are not applicable.

DELAWARE STATE HOUSING AUTHORITY—CONTACT: KAREN HORTON

According to Title 22, Section 702 Del 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.**

- 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 types, 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. **Noted.**

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- Long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock. **Noted. Action Item F was added on page 5-16 to “Consider long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock.”**
- The provision of employee-occupied rental units within commercial and public facilities. **Noted. Action Item G was added on page 5-16 to “Consider the provision of employee-occupied rental units within appropriate commercial and public facilities.”**
- Coordination with other area beach towns to identify and implement regional strategies for addressing affordable housing needs. **Noted. Action Item H was added on page 5-16 to “Consider coordination with other area beach towns and the County to identify and implement regional strategies for addressing affordable and workforce housing needs.”**

COUNTY REVIEW COMMENTS

From: Good, Lauren E. <lgood@wallacemontgomery.com>
 Sent: Tuesday, February 1, 2022 3:51 PM
 To: Jamie Whitehouse <jamie.whitehouse@sussexcountytde.gov>
 Subject: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request
 Good Afternoon Jamie,

The City of Rehoboth Beach has completed a draft version of its 2020 Comprehensive Development Plan. Over the next few weeks, the Planning Commission will finalize their review and the Board of Commissioners and State PLUS agencies will also review this document. We ask that the County review the draft and submit any questions, comments, or concerns to Lauren Good (lgood@wallacemontgomery.com) by Friday, March 4, 2022 so that we may review and respond accordingly.

If you have any questions, please feel free to contact me.

Thank you so much for your review and consideration. We look forward to hearing from you!
 Lauren

—
 Lauren E. Good, AICP
 Project Manager

D: 302.232.6965 | C: 302.270.6842
 E: lgood@wallacemontgomery.com



WALLACE
 MONTGOMERY

222 S. DuPont Highway
 Suite 202
 Dover, DE 19901

Maryland | Delaware | Pennsylvania | Virginia
 Sustainable Infrastructure through Innovative Engineering

From: Jamie Whitehouse
 Sent: Friday, March 4, 2022 4:49 PM
 To: Good, Lauren E. <lgood@wallacemontgomery.com>
 Subject: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request

Lauren, Good afternoon:

I have just a few comments to add:

Chapter 1 – 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.

Page 1 – 14 – 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.

Page 2-8 – 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.

Page 4-5 – 4-6 - 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.

Page 4-16 and 4-17– The inter-governmental sections are well written. I have no comments to add.

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.

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A copy of the Draft Comprehensive Plan has been forwarded to the County Engineer and the Director of Economic Developer to see if there are any additional comments.

Thank you for allowing us an opportunity to comment on the draft. Please feel free to contact me should you have any additional questions.

Jamie

Mr. Jamie Whitehouse, AICP, MRTPI
Director, Department of Planning & Zoning
Sussex County
2 The Circle, P.O. Box 417, Georgetown, DE, 19947
Tel: 302-855-7878, Fax: 302-854-5079

From: Jamie Whitehouse <jamie.whitehouse@sussexcountyde.gov>
Sent: Monday, March 7, 2022 11:04 AM
To: Good, Lauren E.
Subject: RE: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request [EXTERNAL]

Lauren, Good morning -

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.

I hope that this helps.

Thanks,

Jamie

CITY RESPONSE

Chapter 1 – 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. **This comment was partially addressed on page 5-10 in the last sentence of the “Workforce Housing” section, which noted that, “The County is currently exploring potential ways to increase the provision of workforce housing within the unincorporated areas of Sussex County.” The City did not feel it appropriate to further comment on the County’s ordinance since it had not been finalized and since the draft to date had been met with some criticism.**

Page 1 – 14 – 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. This comment appears to be informational only.**

Page 2-8 – 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 revisions to CDP needed.**

Page 4-5 – 4-6 - 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. The City would like to continue working with the County and the State to ensure mapping on the boundary and parcels is rectified.**

Page 4-16 and 4-17– The inter-governmental sections are well written. I have no comments to add. **Noted. No revisions to CDP needed.**

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 final version will have similar or higher resolution mapping.**

A copy of the Draft Comprehensive Plan has been forwarded to the County Engineer and the Director of Economic Developer to see if there are any additional comments. **Noted.**

(March 7, 2022) 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. The Rehoboth Beach-Henlopen Acres Water Interconnection and Rehoboth Beach-Sussex County Water Interconnection projects were added to page 6-31 under “Water Initiatives.” The Sanitary Sewer Interconnection with Sussex County was added to page 6-38 under “Wastewater Initiatives.” Descriptions of these three projections are provided below.**

- **Rehoboth Beach-Henlopen Acres Interconnection | The City and the Town of Henlopen Acres collaborated on a project to install an interconnection between the two independent water systems in the vicinity of Easton Street. This interconnection will facilitate water sharing in the event of an emergency for either community. *Completed Spring 2021.***
- **Rehoboth Beach-Sussex County Interconnection | The City and Sussex County collaborated on a project to install a valved interconnection between the two independent water systems in the vicinity of East Lake Drive. This interconnection will facilitate water sharing in the event of an emergency for either community. *Completed November 2021.***
- **Sanitary Sewer Interconnection with Sussex County | The County constructed an interconnection to the City’s collection system in the vicinity of the current Streets Yard. This interconnection and associated pump station (PS202) enable the County to send additional flow from the West Rehoboth area to the City’s wastewater treatment plant. This will send up to 300,000 gpd additional flow to the wastewater treatment plant. *Completed Summer 2021.***

ADJACENT MUNICIPALITY REVIEW COMMENTS

TOWN OF DEWEY BEACH

From: Good, Lauren E. <lgood@wallacemontgomery.com>
Sent: Tuesday, February 1, 2022 3:54 PM
To: Jim Dedes <jdedes@townofdeweybeach.com>
Subject: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request

Good Afternoon,

The City of Rehoboth Beach has completed a draft version of its 2020 Comprehensive Development Plan. Over the next few weeks, the Planning Commission will finalize their review and the Board of Commissioners and State PLUS agencies will also review this document. We ask that the Town review the draft and submit any questions, comments, or concerns to Lauren Good (lgood@wallacemontgomery.com) by Friday, March 4, 2022 so that we may review and respond accordingly.

If you have any questions, please feel free to contact me. If someone else is a better contact for this request, please let me know!

Thank you so much for your review and consideration. We look forward to hearing from you!
Lauren

From: Jim Dedes <jdedes@townofdeweybeach.com>
Sent: Thursday, February 3, 2022 9:59 AM
To: Good, Lauren E.
Cc: Town Manager; William Stevens; Paul Bauer; Gary Persinger; David Jasinski; elizabethq@townofdeweybeach.com
Subject: RE: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request [EXTERNAL]

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning Ms. Good,

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.

Thank you,

Jim Dedes
Assistant Town Manager
Town of Dewey Beach

REVIEW DRAFT #10: 2022-06-10 | SUBJECT OF 2022-06-28 PUBLIC HEARING

On Mar 24, 2022, at 4:27 PM, Good, Lauren E. <lgood@wallacemontgomery.com> wrote:

Good Afternoon Jim,

Following up on an email you sent on February 3, you'd indicated you were sharing the Rehoboth Beach draft Comprehensive Development Plan with your Town Manager, Mayor & Town Commissioners, and Planning & Zoning Commission. I wanted to see if anyone from Dewey Beach had any additional comments on the draft? We've scheduled a public hearing with the Planning Commission for April 8 and I am working on compiling all comments and developing recommendations for how to address over the next few days.

Please let me know if I should expect any additional comments from Dewey Beach at this time.

Thank you so much for your consideration!

Lauren

—
Lauren E. Good, AICP
Project Manager

D: 302.232.8985 | C: 302.270.6842
E: lgood@wallacemontgomery.com



222 S. DuPont Highway
Suite 202
Dover, DE 19901

Maryland | Delaware | Pennsylvania | Virginia
Sustainable Infrastructure through Innovative Engineering
www.wallacemontgomery.com



From: Jim Dedes <jdedes@townofdeweybeach.com>
Sent: Thursday, March 24, 2022 8:02 PM
To: Good, Lauren E.
Subject: Re: Rehoboth Beach Comprehensive Development Plan Follow-up [EXTERNAL]

Lauren I have not heard back from anyone. All received the copies. I will remind them again.

Thanks.
Jim

Jim Dedes
Assistant Town Manager
302-227-6363

CITY RESPONSE

No additional response was heard from the Town. No revisions to the CDP needed.

CITY OF LEWES

From: Good, Lauren E.
Sent: Tuesday, February 1, 2022 3:52 PM
To: Janelle Cornwell; Ann Marie Townshend (atownshend@ci.lewes.de.us)
Subject: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request
Attachments: Rehoboth Beach CDP_Draft #5 PubRev_2022-02-01_RED.pdf

Categories: Filed by Newforma

Good Afternoon,

The City of Rehoboth Beach has completed a draft version of its 2020 Comprehensive Development Plan. Over the next few weeks, the Planning Commission will finalize their review and the Board of Commissioners and State PLUS agencies will also review this document. We ask that the City review the draft and submit any questions, comments, or concerns to Lauren Good (lgood@wallacemontgomery.com) by Friday, March 4, 2022 so that we may review and respond accordingly.

If you have any questions, please feel free to contact me.

Thank you so much for your review and consideration. We look forward to hearing from you!
Lauren

—
Lauren E. Good, AICP
Project Manager

D: 302.232.8985 | C: 302.270.8842
E: lgood@wallacemontgomery.com

From: Good, Lauren E.
Sent: Thursday, March 24, 2022 4:31 PM
To: Janelle Cornwell
Cc: Ann Marie Townshend (atownshend@ci.lewes.de.us)
Subject: Rehoboth Beach Comprehensive Development Plan Follow-up

Categories: Filed by Newforma

Good Afternoon Janelle,

I'm following up on the email I sent to you on February 1 that included a draft of the Rehoboth Beach Comprehensive Development Plan.

We've scheduled a public hearing with the Planning Commission for April 8 and I am working on compiling all comments and developing recommendations for how to address over the next few days.

Please let me know if I should expect any comments from Lewes at this time.

Thank you so much for your consideration!
Lauren

REVIEW DRAFT #10: 2022-06-10 | SUBJECT OF 2022-06-28 PUBLIC HEARING

From: "Morris, Dorothy (OMB)" <Dorothy.Morris@delaware.gov>
Date: 3/30/22 4:04 PM (GMT-05:00)
To: Janelle Cornwell <jcornwell@ci.lewes.de.us>, Ann Marie Townshend <ATownshend@ci.lewes.de.us>
Subject: Rehoboth Beach Comp Plan

Hey Ladies -- Hope all is well with both of you. Quick question --

The Rehoboth Beach comp plan has come before PLUS and a PLUS letter has been issued. One of the certification items is proof they have reached out to the neighboring city/town to share their plan and any communication back from each jurisdiction regarding concerns.

I did not see communication from Lewes in the plan so I wanted to double check -- Does Lewes have any concerns with the Rehoboth Beach plan? If so, please reach out to me as soon as possible so we can get the information to the city to review.

Your help is greatly appreciated.



Dorothy L Morris, AICP
Principal Planner
Office of State Planning Coordination
: (302) 672-5136 Email: Dorothy.morris@delaware.gov

stateplanning.delaware.gov 122 Martin Luther King Jr. Blvd. South, Dover, DE 19901

From: Janelle Cornwell <jcornwell@ci.lewes.de.us>
Sent: Wednesday, March 30, 2022 6:21:26 PM
To: Morris, Dorothy (OMB) <Dorothy.Morris@delaware.gov>; Ann Marie Townshend <ATownshend@ci.lewes.de.us>
Subject: RE: Rehoboth Beach Comp Plan

Good evening,

I have read the plan and had no issues.

Janelle

From: Morris, Dorothy (OMB) <Dorothy.Morris@delaware.gov>
Sent: Wednesday, March 30, 2022 7:05 PM
To: Good, Lauren E.
Subject: Fwd: Rehoboth Beach Comp Plan [EXTERNAL]

God evening.

FYI. Response from Lewes below.

Dorothy

CITY RESPONSE

No revisions to the CDP needed.

TOWN OF HENLOPEN ACRES

From: Good, Lauren E. <lgood@wallacemontgomery.com>
Sent: Tuesday, February 1, 2022 3:53 PM
To: Tom Roth (townmgr@henlopenacres.com) <townmgr@henlopenacres.com>; Lisa Michaels <townclerk@henlopenacres.com>
Subject: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request

Good Afternoon,

The City of Rehoboth Beach has completed a draft version of its 2020 Comprehensive Development Plan. Over the next few weeks, the Planning Commission will finalize their review and the Board of Commissioners and State PLUS agencies will also review this document. We ask that the Town review the draft and submit any questions, comments, or concerns to Lauren Good (lgood@wallacemontgomery.com) by Friday, March 4, 2022 so that we may review and respond accordingly.

If you have any questions, please feel free to contact me.

Thank you so much for your review and consideration. We look forward to hearing from you!
Lauren

—
Lauren E. Good, AICP
Project Manager

D: 302.232.8965 | C: 302.270.8842
E: lgood@wallacemontgomery.com

From: townmgr@henlopenacres.com <townmgr@henlopenacres.com>
Sent: Tuesday, February 8, 2022 12:41 PM
To: Good, Lauren E. <lgood@wallacemontgomery.com>
Cc: 'Lynn, Sharon' <slynn@cityofrehoboth.com>
Subject: RE: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request [EXTERNAL]

Lauren,

Thank you for forwarding the Comp Plan draft.

I have forwarded the draft to our Planning Commission and the Board of Commissioners. However, I'm not sure March 4 is adequate time for review of that amount of material, schedule and hold a meeting, to properly respond.
Just throwing that out there.

I'll see what the feeling is and let you know ASAP.

Tom

Thomas A. Roth
Town Manager
Town of Henlopen Acres
104 Tidewaters
Henlopen Acres, DE 19971
302-227-6411
302-227-3978 fax

REVIEW DRAFT #10: 2022-06-10 | SUBJECT OF 2022-06-28 PUBLIC HEARING

From: Good, Lauren E. <lgood@wallacemontgomery.com>
Sent: Tuesday, February 8, 2022 12:56 PM
To: townmgr@henlopenacres.com
Cc: 'Lynn, Sharon' <slynn@cityofrehoboth.com>
Subject: RE: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request [EXTERNAL]

Tom,

If additional time is needed, that won't be a problem. We're not expecting to receive written PLUS comments til later in March – just trying to obtain any comments as soon as possible.

If you could keep us apprised so that we can let appropriate parties know when to anticipate comments, it would be greatly appreciated.

Thanks so much!
Lauren

Lauren E. Good, AICP
Project Manager

D: 302.232.8985 | C: 302.270.6842
E: lgood@wallacemontgomery.com

From: Glenn Mandalas <glenn@bmbde.com>
Sent: Sunday, February 13, 2022 4:37 PM
To: Good, Lauren E.; tom@greenerplanning.com; Luke W. Mette
Cc: Stan Mills (smills@cityofrehoboth.com); Sharon Lynn (slynn@cityofrehoboth.com)
Subject: Henlopen Acres' Review of Rehoboth Beach CDP [EXTERNAL]
Attachments: Annex.pdf; News_Journal_June_21_1973.pdf; News_Journal_June_30_1973.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Lauren –

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. I do not know if you have any other information relating to this area of the canal, but it seems this is an issue that will need to be addressed.

Thanks --
Glenn

Glenn C. Mandalas
[Baird Mandalas Brockstedt LLC](http://BairdMandalasBrockstedtLLC.com)
1413 Savannah Road, Suite 1
Lewes, Delaware 19958
T: (302)645-2262 | F: (302)644-0306
glenn@bmbde.com
www.BMBde.com

BOOK 728 PAGE 580

9120

DESCRIPTION OF PROPERTY ANNEXED
BY TOWN OF HENLOPEN ACRES
UNDER RESOLUTION DATED JUNE 21, 1973

All that certain tract, piece and parcel of land, situate, lying and being in Lewes and Rehoboth Hundred, Sussex County, Delaware, and being part of the Lewes and Rehoboth Canal, which canal is shown on Map No. C 833 Sheet 3 prepared by the U. S. Engineer Office, Philadelphia, Pennsylvania, dated March 31, 1945, and titled "Inland Waterway, Rehoboth Bay to Delaware Bay, Delaware ... etc.", such certain tract being more particularly described as follows:

BEGINNING at a concrete monument, marking the corner of the present southwestern corporate limits of the Town of Henlopen Acres as designated on a map titled "Supplementary Survey Map of Henlopen Acres ... etc.", prepared by Van Demark and Lynch, Civil Engineers and Surveyors; Wilmington, Delaware and dated April 6, 1931, revised to November 12, 1957; such corner concrete monument being on the property or boundary line dividing the area designated as Henlopen Acres and the Lewes and Rehoboth Canal or Inland Waterway which boundary line proceeds from U. S. Monument 29 on a curve to the left an arc distance of 21.88 feet on a radius of 5579.65 feet subtending a chord with a bearing S 23°-54'-15" W 21.87 feet to the said corner concrete monument of the Town of Henlopen Acres; thence along the radial line of such curve passing through said corner concrete monument N 74°-00'-59" W 150.0 feet to the center of the Canal which point denotes the southwesterly corner of the area annexed; thence continuing on the center-line of the Canal along a curve to the right having an arc length of 22.47

feet at a radius of 5729.65 feet and subtending a chord bearing N 16°-05'-46" E 22.47 feet to a point on the centerline of the Canal midway between U. S. Monument 29 and U. S. Monument 30; continuing thence on the centerline of the Canal N 16°-12'-30" E 2,085.00 feet to a point in the center of the Canal midway between U. S. Monument 27 and U. S. Monument 28; thence continuing along the centerline of the Canal on a curve to the right an arc distance of 924.98 feet at a radius of 2864.93 feet to a point in the center of the Canal midway between U. S. Monument 25 and U. S. Monument 27; thence continuing along the centerline of the Canal N 34°-42'-30" E 337.00 feet to a point in the centerline of the Canal midway between U. S. Monument 23 and U. S. Monument 24 thence continuing on a curve to the left an arc distance of 742.52 feet at a radius of 2610.00 feet to a point in the center of the Canal midway between U. S. Monument 21A and U. S. Monument 22A; thence continuing along the center of the Canal on the same radius of 2610.00 feet for an arc length of 327.53 to a point on the center of the Canal denoting the northwesterly corner of the area annexed thence along the radial line of the curve S 78°-46'-55" E 150.00 feet to a point on the easterly right-of-way line of the 300 foot wide right-of-way for the Canal as noted for parcel 12 on Plan C 833 which point is also the intersection of said easterly right-of-way line of the 300 foot width and the westerly right-of-way line of the 100 foot right-of-way in which the present waterway is located and as noted in parcel 23 on Plan C 833; proceeding thence along said westerly right-of-way of the 100 foot wide right-of-way on a curve to the left an arc distance of 34.41 feet at a radius of 2222.98 feet to a point which is perpendicular to a corner concrete

monument marking a corner for the present corporate limits of the Town of Henlopen Acres and the lands now or formerly of Daniel G. Anderson; proceeding thence along the radial line which is perpendicular to said concrete monument and which is also at a 90 degree angle from the centerline of the 100 foot width of the right-of-way and existing waterway and proceeding S 60°-48'-43" E 100.00 feet to said concrete monument and the point which marks the division line between the Lewes and Rehoboth Canal and the present corporate limits of the Town of Henlopen Acres which point is also the northeasterly corner of the area annexed, continuing thence along the division line of the Lewes and Rehoboth Canal and the present corporate limits of the Town of Henlopen Acres on a curve to the right an arc length of 104.89 feet at a radius of 2322.98 feet to U. S. Monument 23B, thence S 31°-46'-30" W 265.10 feet to U. S. Monument 21A which U. S. Monument 21A is designated as S 39°-32' W 369.96 feet from aforesaid concrete monument marking the northwesterly corner of the corporate limits of the Town of Henlopen Acres with lands now or formerly of Daniel G. Anderson and also on the easterly right-of-way line of the Lewes and Rehoboth Canal; continuing thence from U. S. Monument 21A along the division line between the Lewes and Rehoboth Canal and the present corporate limits of the Town of Henlopen Acres the following courses: on a curve to the right an arc of 785.12 feet at a radius of 2760.00 feet to U. S. Monument 23 thence S 34°-42'-30" W 337.00 feet to U. S. Monument 25 thence on a curve to the left an arc distance of 876.55 feet at a radius of 2714.93 feet to U. S. Monument 27, thence S 16°-12'-30" W 2085.00 feet to U. S. Monument 29, then on a

curve to the left an arc distance of 21.88 feet at a radius of 5579.65 feet
 and subtending the chord S 16°-05'-46" W 21.87 feet to the point of beginning
 which is the southeasterly corner of the area annexed. All bearings and
 distances being in accordance with those computed by the U. S. Engineer
 Office, Philadelphia and shown on Sheet 3 of Plan C 833, such computed bearings
 being in variance with the magnetic bearings and accompanying distances indicated
 on the Supplementary Map of Henlopen Acres prepared by Van Demark and Lynch
 as of April, 1930, by approximately 7°-45' to 8°-07' and the property line of
 Henlopen Acres bordering the Canal is the identical boundary line for the Canal
 as shown on U. S. Engineer Office Plan C 833.

The area of annexation covers 15.7 acres.

RECORDED
 APR 10 3 22 PM '74
 SUSSEX COUNTY DEEDS

RECEIVED
 JAMES H. BAXTER JR.
 APR 10 3 52 PM '74
 RECORDER OF DEEDS
 SUSSEX COUNTY

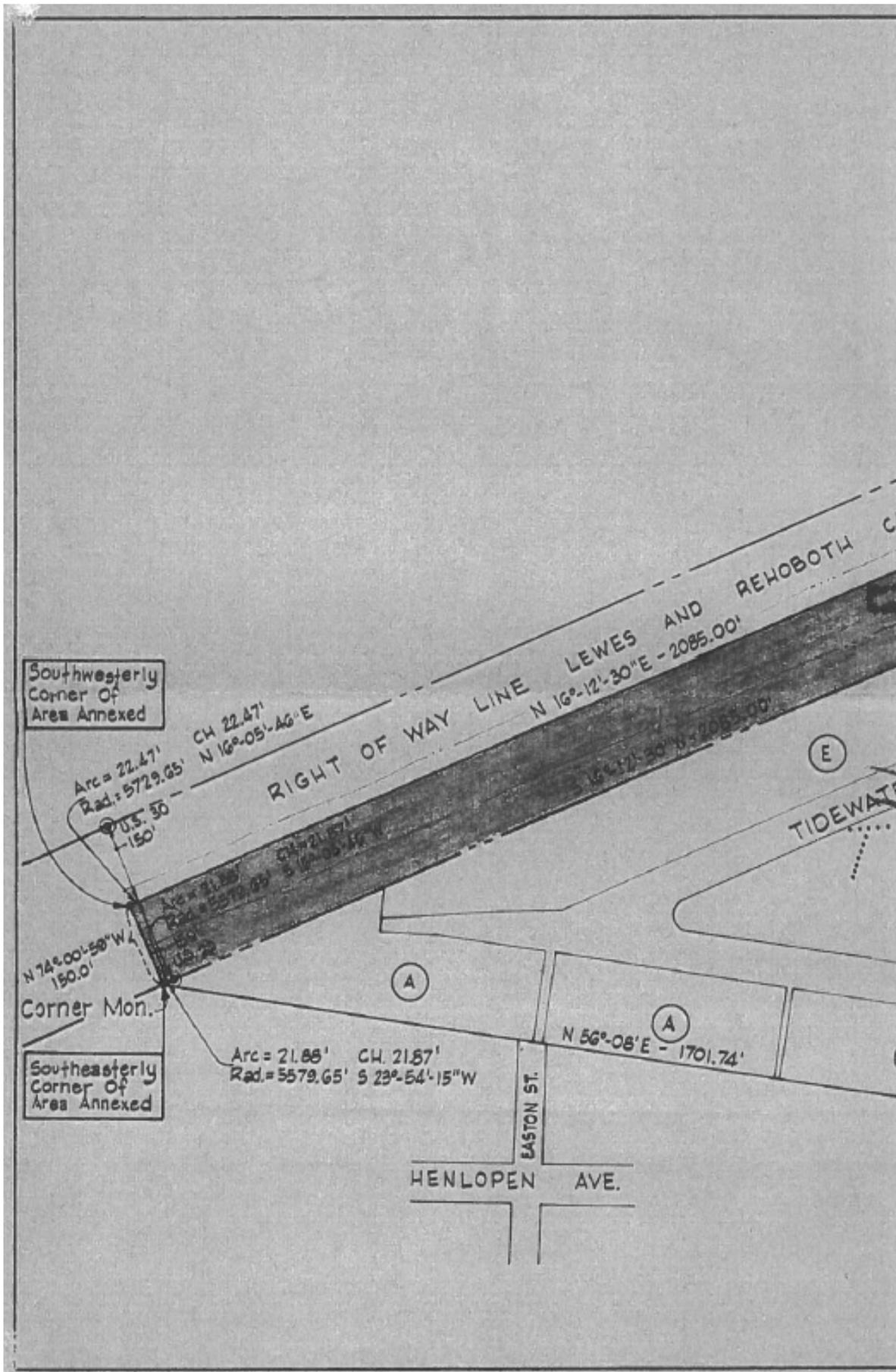
Plot Book 8
 Page 849

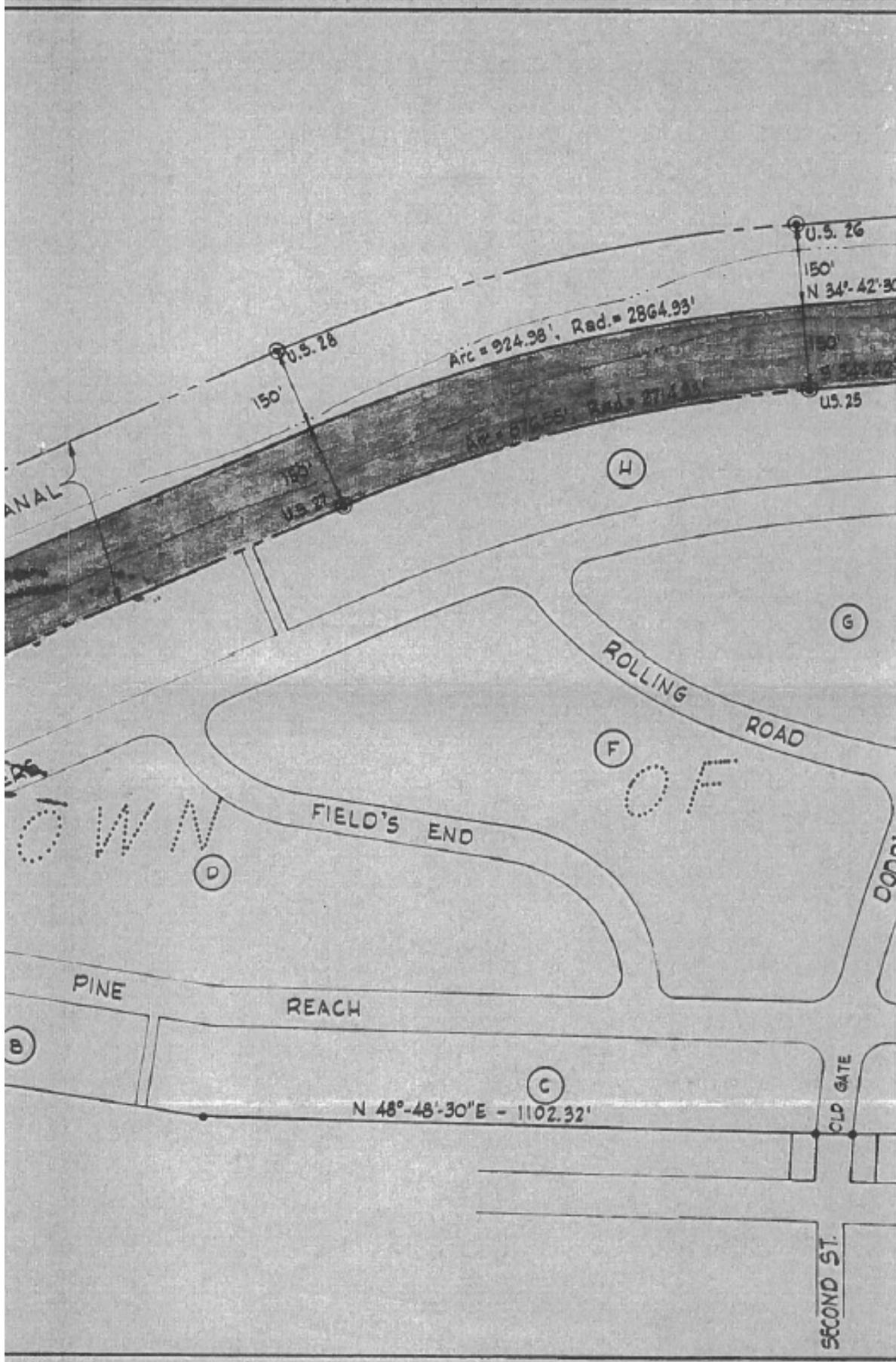
State of Delaware }
Sussex County } SS

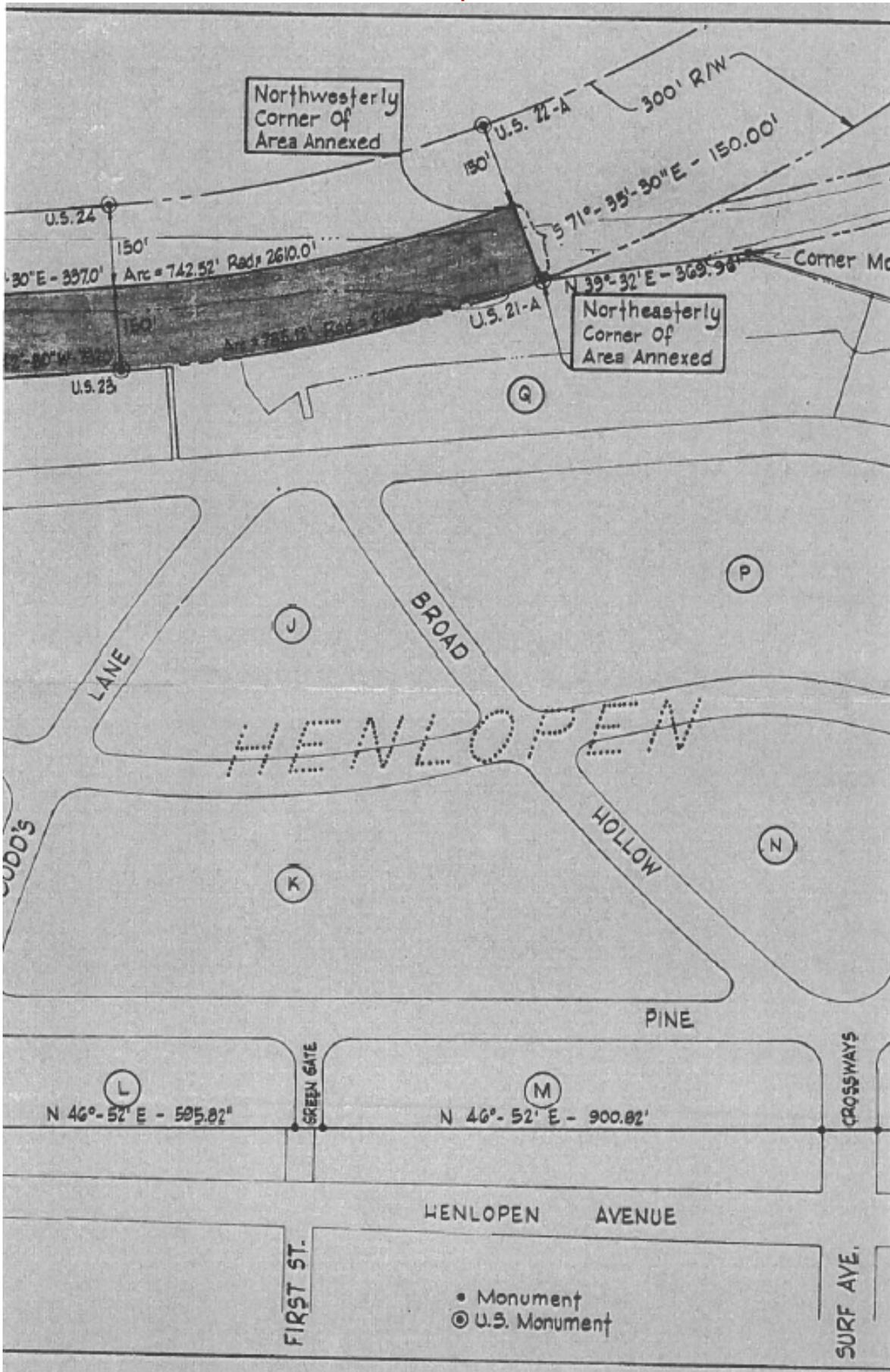
Recorded in the office for the Recording of Deeds, etc. at Georgetown
 in and for the County of Sussex in Deed Record Vol. 728
 Page 580 & c, the 10th day of April A.D. 1974
 WITNESS my hand and seal of the same office.

James H. Baxter, Jr. Recorder

BOOK 158 PAGE 283







Henlopen Acres Acts On Canal Annexation

From the Sussex Bureau

HENLOPEN ACRES — Within a day after the governor's signature made it legally possible, Henlopen Acres officials met this morning to pass an annexation resolution.

The resolution, which mirrors similar intentions in nearby Rehoboth Beach and Lewes, paves the way toward annexing the eastern half of the Lewes-Rehoboth Canal along the town's western fringe.

There will be a public hearing June 29 on the annexation proposal, but the commission does not plan to hold a referendum because of a legal stipulation. The canal right-of-way, owned by the Army Corps of Engineers, is tax exempt and therefore has no vote.

A charter amendment which passed the General Assembly yesterday and was quickly signed by Gov. Sherman W. Tribbitt gives Henlopen Acres annexing power.

Town officials hope to annex about a mile along the canal, because Rehoboth has already started procedures to absorb the entire waterway and its shores up to about 3 miles north of Henlopen Acres.

However, while Rehoboth residents are scheduled for their annexation referendum on June 30, city commissioners have already agreed not to annex any portion already within another municipality's boundaries. Henlopen officials hope to swing their annexation move immediately after the 7:30 p.m. public meeting the day before the Rehoboth referendum.

FTC Aide OK'd

WASHINGTON (UPI) — The Senate today confirmed the nomination of Mayo J. Thompson of Texas to the Federal Trade Commission. Thompson, approved routinely by voice vote, replaces A. Everett MacIntyre, who resigned.

News Journal June 21 1973

Clipped By:



joni_reich
Wed, May 27, 2020

Henlopen Annexes East Bank of Canal

From the Beach Bureau

HENLOPEN ACRES — The town commission of Henlopen Acres last night formally annexed the eastern bank of the Lewes-Rehoboth Canal and the eastern half of the canal waters contiguous with the town boundary.

In other action, Mayor J. Edward Murphy announced the appointment of a town zoning board. Names were Raph Lee, two-year term; Harry I. B. Wilson, four-year term, and Mrs. Reginald T. Clare, six-year term.

News Journal June 30 1973

Clipped By:



joni_reich
Wed, May 27, 2020

REVIEW DRAFT #10: 2022-06-10 | SUBJECT OF 2022-06-28 PUBLIC HEARING

From: townmgr@henlopenacres.com
Sent: Wednesday, March 2, 2022 10:51 AM
To: Good, Lauren E.
Subject: RE: Rehoboth Beach 2020 Comprehensive Development Plan DRAFT - Comment Request [EXTERNAL]

Lauren,

I'm currently the only one in Town Hall. My clerk has resigned. That said, on Monday my Mayor sent me a list concerns with Rehoboth's plan, that she wants me to comment on. I don't think I will be able to block out time to write up formal comments. There are mainly three that I feel are worthwhile.

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.

Pages 144, 145 discuss Rehoboth's water system. There's no mention of the RB/HA interconnect project, that was completed in 2021.

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.

I saw in the Cape Gazette that the State has already commented. Does that change this scenario?

Thanks,
Tom

*Thomas A. Roth
Town Manager
Town of Henlopen Acres
104 Tidewaters
Henlopen Acres, DE 19971
302-227-6411
302-227-3978 fax*



CITY RESPONSE

(February 13, 2022, Glenn Mandalas) 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. I do not know if you have any other information relating to this area of the canal, but it seems this is an issue that will need to be addressed.

Attachments from this email are included in Appendix D—Public Comments. The City’s CDP Planning Consultant reached out to the Office of State Planning Coordination to discuss how best to address this issue. It was decided that, because the issue would involve additional research and coordination between the City, Town, County, State, and attorneys, the best way to address in the CDP would be to include narrative language (found on page 2-10 and reproduced below) about the issue and to indicate on each map the area in question with hatch marks and a footnote. Each map has been updated to reflect this hatched area, except for Map 4—Zoning, which is a reproduction of the City’s official zoning map.

Narrative from Chapter 2: “In addition, during the public review period associated with Draft #5, the Town of Henlopen Acres provided documentation that they had annexed part of the Lewes and Rehoboth Canal in the 1970s (see documentation in Appendix D—Public Comments (Adjacent Municipality Review Comments—Town of Henlopen Acres). Research into this discrepancy is ongoing and final resolution is not anticipated to take place until after this CDP’s adoption. The area in question is designated on all maps in this Plan with a crosshatched area and footnote. Future CDP updates should reflect resolution of both issues in their included maps.”

(March 2, 2022, Tom Roth) 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. **Each table, chart, figure, map, etc. provides the source of data used. Race, population, housing, and household statistics come from a combination of Decennial Census and American Community Survey data, depending on the year in question, which is cited below the table in question. Narrative descriptions also generally provide the source; however, where it is missing, should be inferred to reference the same source as the similar table/chart.**

Pages 144, 145 discuss Rehoboth’s water system. There’s no mention of the RB/HA interconnect project, that was completed in 2021. **Noted. The Rehoboth Beach-Henlopen Acres Water Interconnection project was added to page 6-31 under “Water Initiatives.”**

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. **See the response under the comment from Glenn Mandalas.**

PUBLIC COMMENTS

COMMENTS TO THE PLANNING COMMISSION (FEB. 1-APR. 29, 2022)

Comments received by the Planning Commission from February 1, 2022 – April 29, 2022 are available in the Draft #5 Comment Spreadsheet, located on the City’s website. These comments have all been addressed, as indicated, in Draft #6: Planning Commission Recommended Draft.

COMMENTS TO THE MAYOR & COMMISSIONERS (DATES TBD)

To be inserted when generated after review by Mayor & Commissioners.



Appendix E

Adoption Documents

APPENDIX E—ADOPTION DOCUMENTS

To be completed for final CDP.

PLANNING COMMISSION RECOMMENDATION

BOARD OF COMMISSIONERS ADOPTION ORDINANCE

OFFICE OF STATE PLANNING RECOMMENDATION LETTER

GOVERNOR'S CERTIFICATION LETTER



Appendix F

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APPENDIX F—INDEX

To be completed for final CDP.

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