



Appendices

Appendix A. Fenwick Island Maps

Appendix B. Excerpts from Community Survey Results

Appendix C. Demographic Profile

Appendix D. Resolution regarding Offshore Wind Development

Appendix E. Potential Funding Sources

Appendix F. Public Comment on Draft Plan with Responses








Appendix A. Maps

Town of Fenwick Island

Sussex County, Delaware



Roads and Boundaries

-  Fenwick Island Town Limits
-  Town Parcels
-  County Parcels
-  State and County Boundaries
-  Major Routes



DRAFT - March 2023



Sources:
 Aerial Imagery - Surdex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OSPC).
 FirstMap 10/21. Roads - Sussex County, Delaware, 10/21.
 Railroads - DelDOT, FirstMap, 10/21.
 Hydrology - USGS and National Hydrography Dataset (NHD) lowline, USGS and EPA, FirstMap/10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.













Town of Fenwick Island

Sussex County, Delaware



Transportation Features

-  Planned Sidewalk
-  Existing Sidewalks
-  Bike - Regional Bike Routes
-  Bike - Statewide Bike Routes
-  Transit - Bus Stops
-  Major Routes
-  Streets
-  State Parcels
-  Fenwick Boundary
-  State and County Boundaries

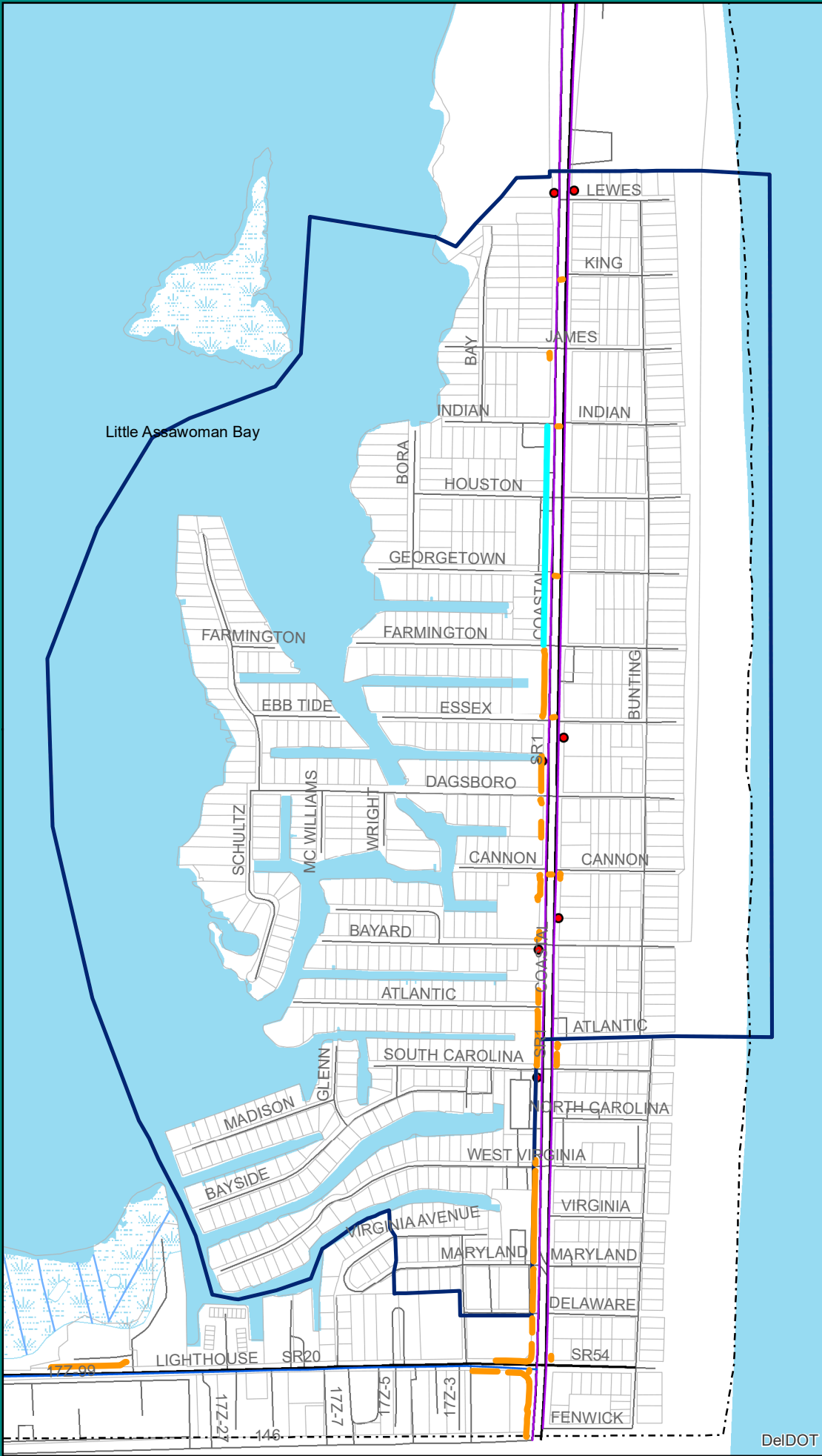


DRAFT - March 2023



Sources:
 Aerial Imagery - Surdex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OMB). FirstMap 10/21. Roads - Sussex County, Delaware, 10/21. Railroads - DelDOT, FirstMap, 10/21. Hydrology - USGS and National Hydrography Dataset (NDH) flowline, USGS and EPA, FirstMap10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.



Town of Fenwick Island

Sussex County, Delaware



Environmental Features

Legend

- Major Routes
- Streets
- Fenwick Boundary
- 2017 Wetlands (not regulatory)
- Well Head Protection Areas
- 2017 High Marsh (not regulatory)
- 2017 Low Marsh (not regulatory)
- Protected Lands
- ExLand_Use**
- Park

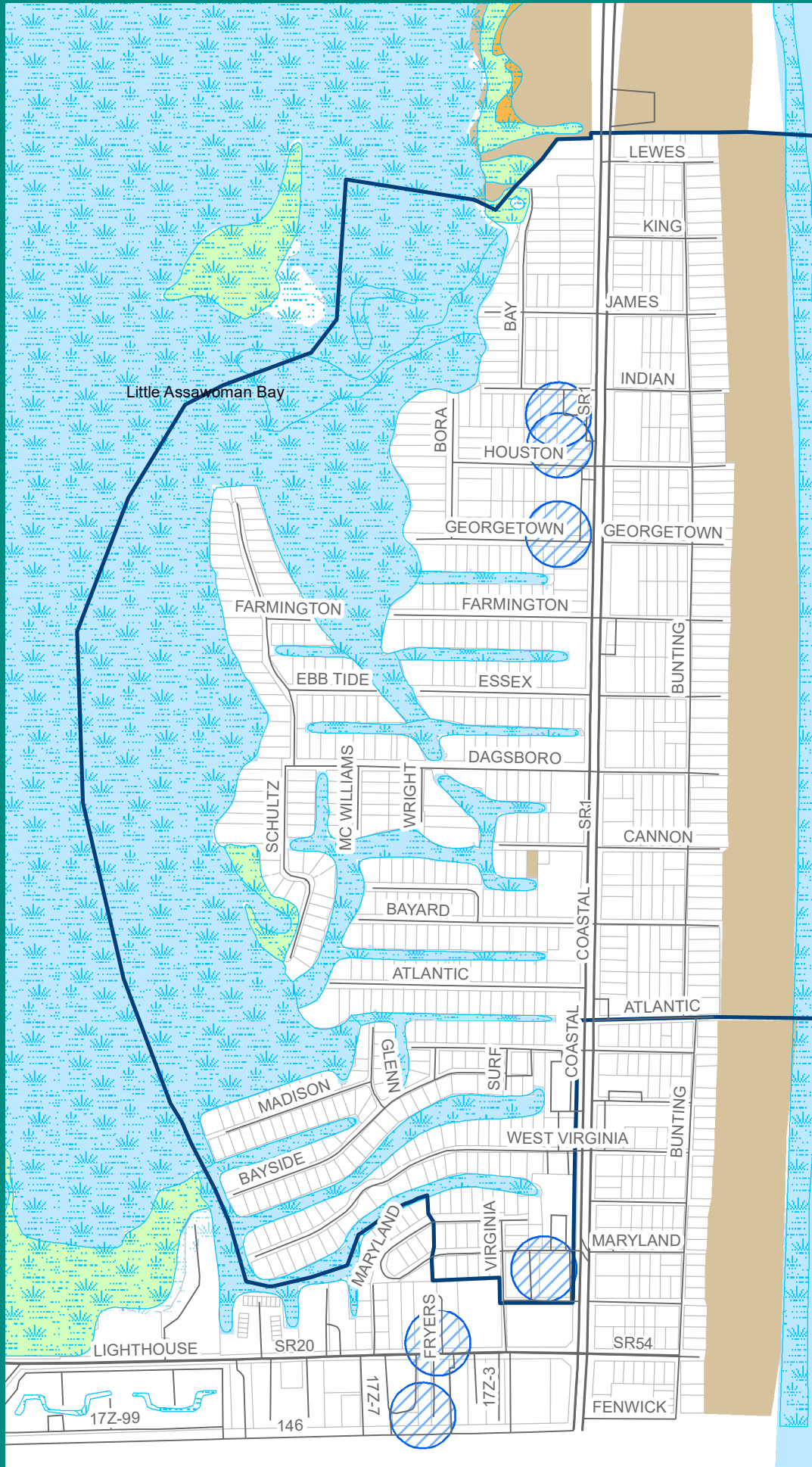


DRAFT - March 2023



Sources:
 FEMA Flood Plains - FEMA, Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA), FirstMap 05/22.
 Municipal Boundaries - Delaware Office of State Planning Coordination (OMB), FirstMap 10/21.
 Roads - Sussex County, Delaware, 10/21.
 Hydrology - USGS and National Hydrography Dataset (NDH) flowline, USGS and EPA, FirstMap10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.



Town of Fenwick Island

Sussex County, Delaware



Flood Plains

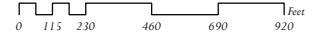
FEMA Flood Maps

Flood Zone

- A
- AE
- AE, FLOODWAY
- AO
- VE
- X, 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- Base Flood Elevation
- LIMWA
- Major Routes
- Streets
- Fenwick Boundary

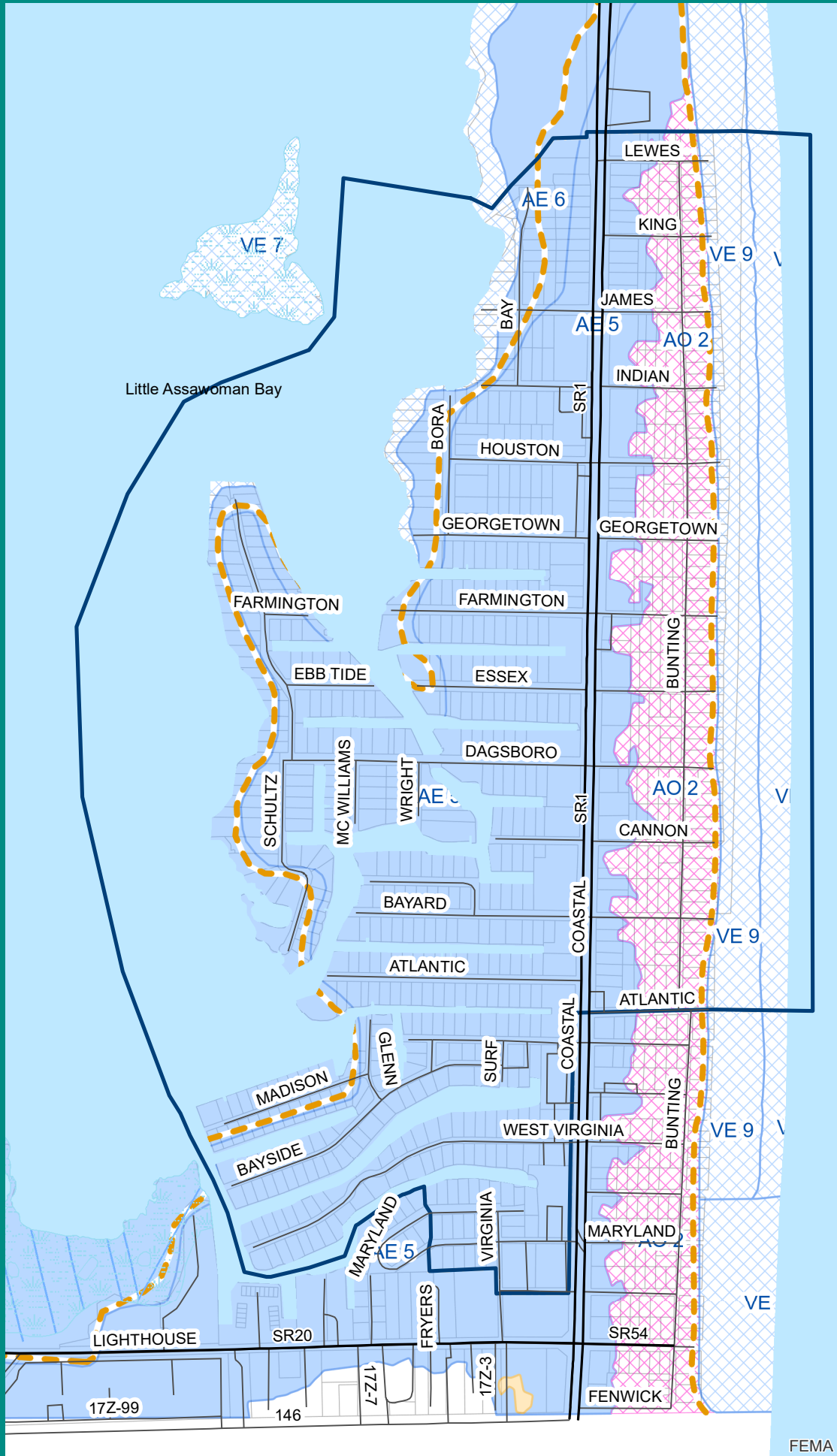


DRAFT - March 2023



Sources:
 FEMA Flood Plains - FEMA, Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA), FirstMap 05/22.
 Municipal Boundaries - Delaware Office of State Planning Coordination (OMB), FirstMap 10/21.
 Roads - Sussex County, Delaware, 10/21.
 Hydrology - USGS and National Hydrography Dataset (NDH) flowline, USGS and EPA, FirstMap10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.



Town of Fenwick Island

Sussex County, Delaware



Existing Land Use

Fenwick Parcels

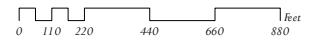
Existing Land Use

- Residential
- Commercial
- Institutional
- Park
- Vacant

- Fenwick Boundary
- Major Routes

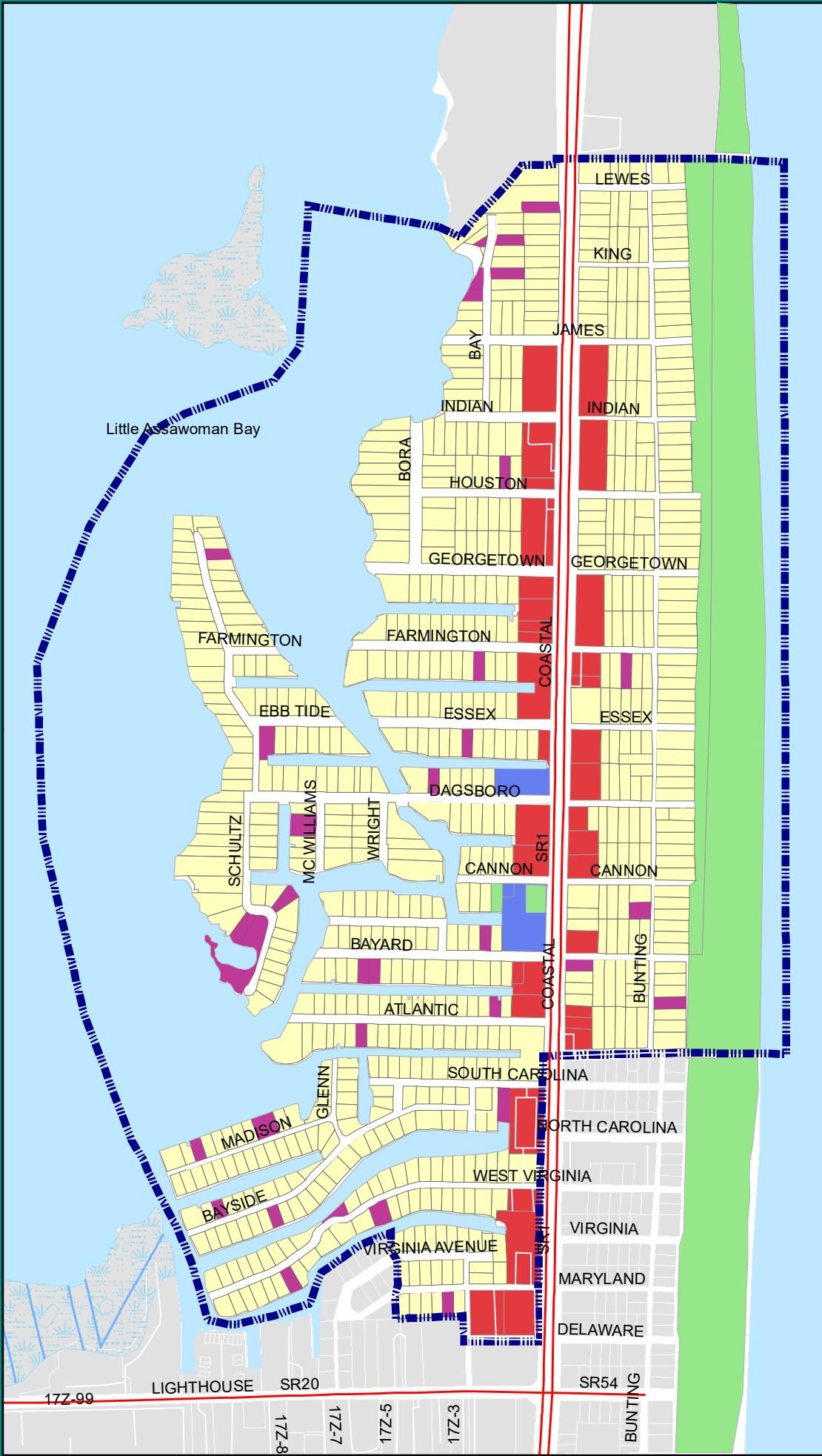


DRAFT - May 2023



Sources:
 Aerial Imagery - Surdex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OMB), FirstMap 10/21. Roads - Sussex County, Delaware, 10/21. Railroads - DelDOT, FirstMap, 10/21. Hydrology - USGS and National Hydrography Dataset (NDH) flowline, USGS and EPA, FirstMap10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.



Town of Fenwick Island

Sussex County, Delaware



Delaware Strategies for State Policies and Spending

- Level 1
- Level 2
- Level 3
- Level 4
- Out of Play
- Fenwick Island Boundary

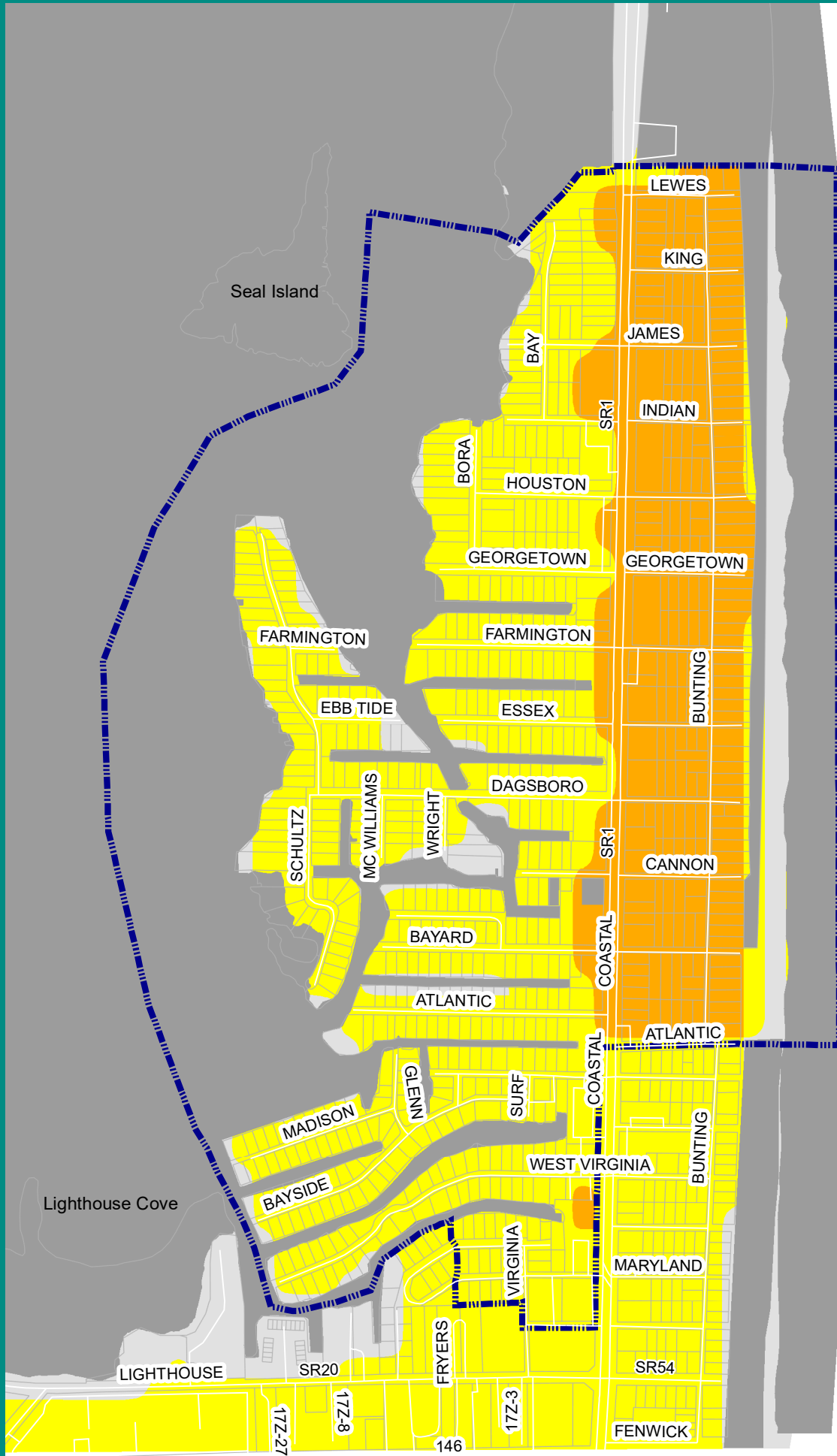


DRAFT - March 2023



Sources:
 Municipal Boundaries, State Strategies 2020 - Delaware Office of State Planning Coordination (OMB), FirstMap 10/21.
 Roads - Sussex County, Delaware, 10/21.
 Hydrology - USGS and National Hydrography Dataset (NDH) flowline, USGS and EPA, FirstMap10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.



Town of Fenwick Island

Sussex County, Delaware



Future Land Use



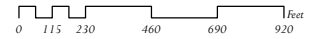
- Major Routes
- Streets
- Fenwick Boundary
- State and County Boundaries

Fenwick Parcels

- Residential
- Commercial
- Institutional
- Public Park



DRAFT - May 2023



Sources:
 Aerial Imagery - Surdex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OMB), FirstMap 10/21. Roads - Sussex County, Delaware, 10/21. Railroads - DelDOT, FirstMap, 10/21. Hydrology - USGS and National Hydrography Dataset (NDH) flowline, USGS and EPA, FirstMap 10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.



Town of Fenwick Island

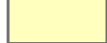

Sussex County, Delaware



Zoning Map

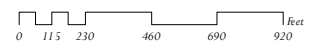


Zoning Districts

-  Residential
-  Commercial
-  Park



May 2023



Sources:
 Aerial Imagery - Surdex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OMB).
 FirstMap 10/21. Roads - Sussex County, Delaware, 10/21.
 Railroads - DeIDOT, FirstMap, 10/21.
 Hydrology - USGS and National Hydrography Dataset (NDH) flowline, USGS and EPA, FirstMap 10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.









Town of Fenwick Island

Sussex County, Delaware

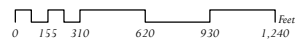


Area of Concern

-  Area of Concern
-  Fenwick Island Town Limits
-  Town Parcels
-  Sussex County Parcels
-  State Boundary
-  Major Routes



DRAFT - June 2023



Sources:
 Aerial Imagery - Sundex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OSPC).
 FirstMap 10/21. Roads - Sussex County, Delaware, 10/21.
 Railroads - DelDOT, FirstMap, 10/21.
 Hydrology - USGS and National Hydrography Dataset (NHD) flowline, USGS and EPA, FirstMap10/21.

Note:
 This map is provided by the Institute for Public Administration (IPA) 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 IPA, nor will IPA be held responsible for any use of this document for purposes other than which it was intended.





Appendix B. Excerpt of Community Survey Results



FENWICK ISLAND

Planning Commission Survey Results
Updated Feedback – March 14, 2023

Document History

- 2/23 Original presentation for key stats and figures
- 3/2023 Updated data for the following reasons:
 - 48 paper submissions were entered 2/25 and 2/27
 - Updated charts reflected new entries
 - Updated slides provide further analysis on answers
- 3/14/2023 Updated presentation for key status and figures
 - Original stats and figures updated
 - Additional analysis on presentation, including keyword analysis

SURVEY INFORMATION - as of FEBRUARY 27, 2023

Start of Survey/Invitation Data:

861 Total Invitations Sent
 -16 Bounced (undeliverable email)
 -31 Opted Out (email opted out of receiving survey monkey emails)
814 Net email invitations
510 Reminder emails (Send Us Some Love) sent 2/14/23

	As of 2/27	Percent of Net invitations	
Opened Email	676	83%	
Unopened Email	136	17%	
Clicked through to Begin Survey	418	51%	Note: 51% (418/814) of those who opened the email, clicked to begin the survey.
Survey Completed from Email Link	343	82%	Note: 82% (343/418) of those who started the survey have completed it.
Survey Completed from Web Link	127		Note: Group that utilized our Web Link on the Town Website page (visitors and/or other)
Survey Completed from Paper Submission	48		

Total Respondents 518

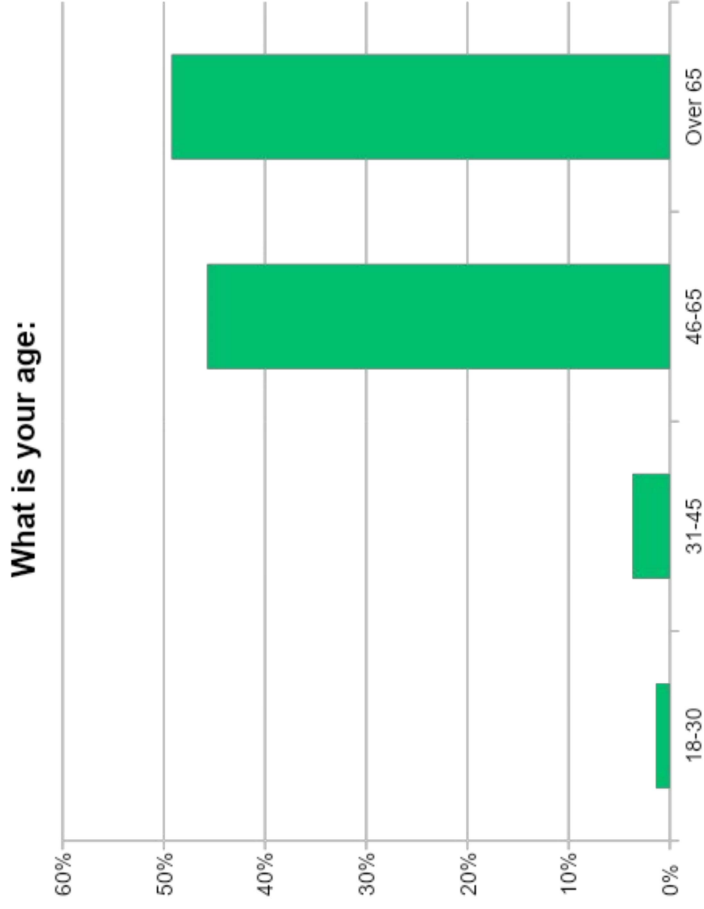
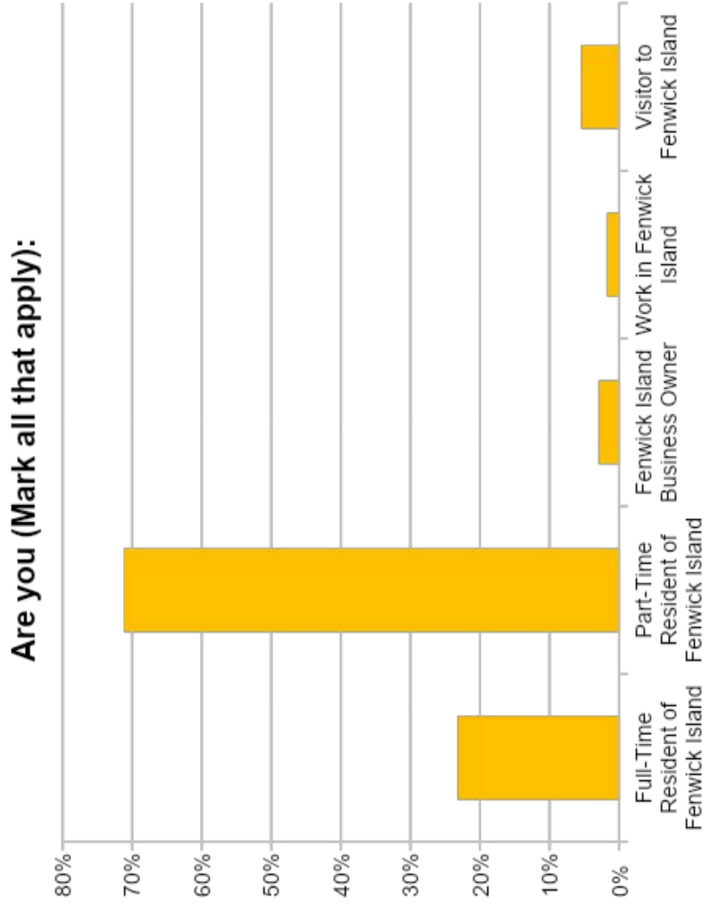
MAKEUP OF REPONSES (as of Today):

Full-Time Resident of Fenwick Island	120	23.92%
Part-Time Resident of Fenwick Island	368	70.74%
Fenwick Island Business Owner	15	2.80%
Work in Fenwick Island	9	1.78%
Visitor to Fenwick Island	28	5.34%

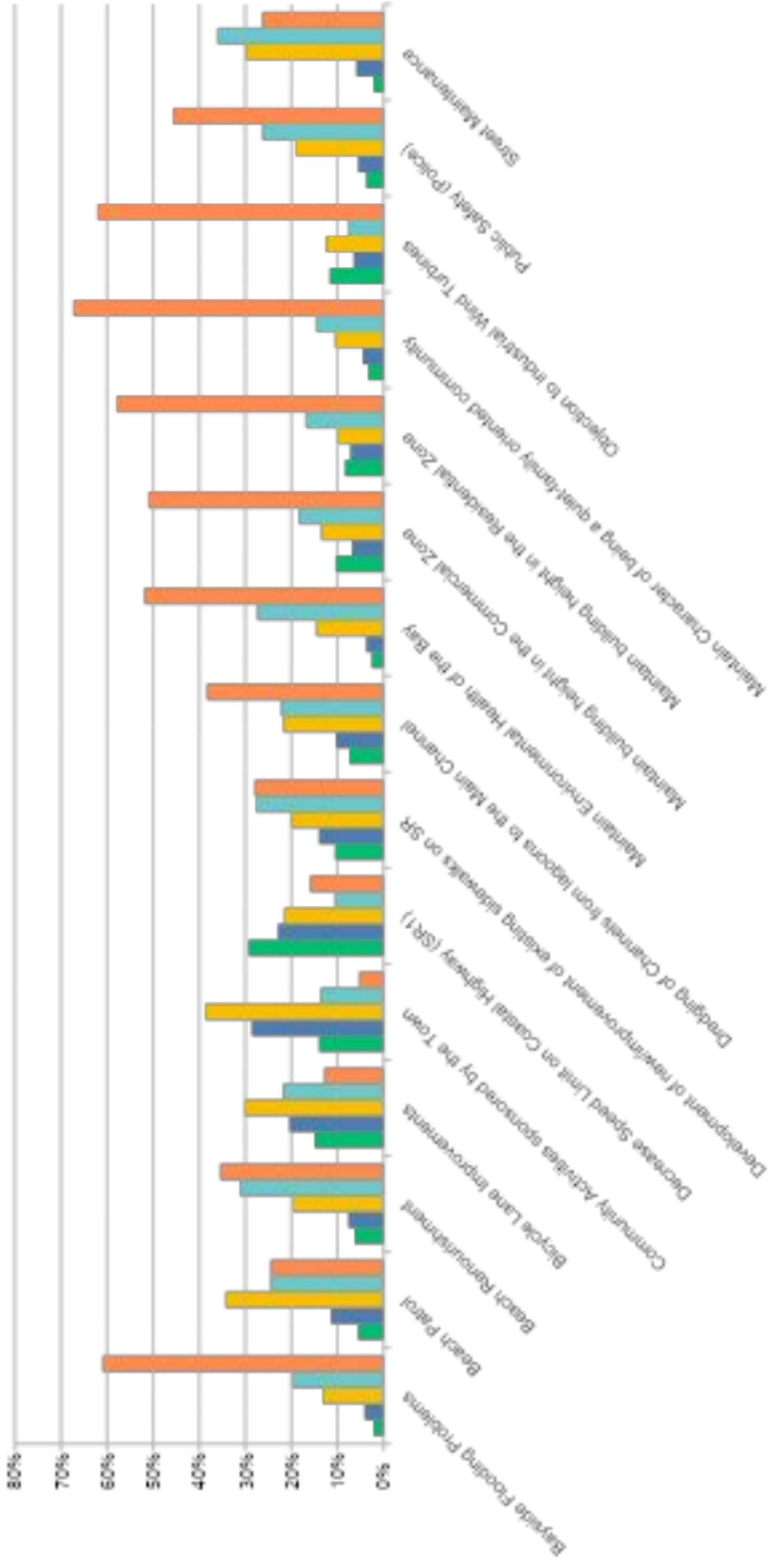
Note: One person didn't complete the first 2 questions.

Note: One person didn't complete the 2nd question.

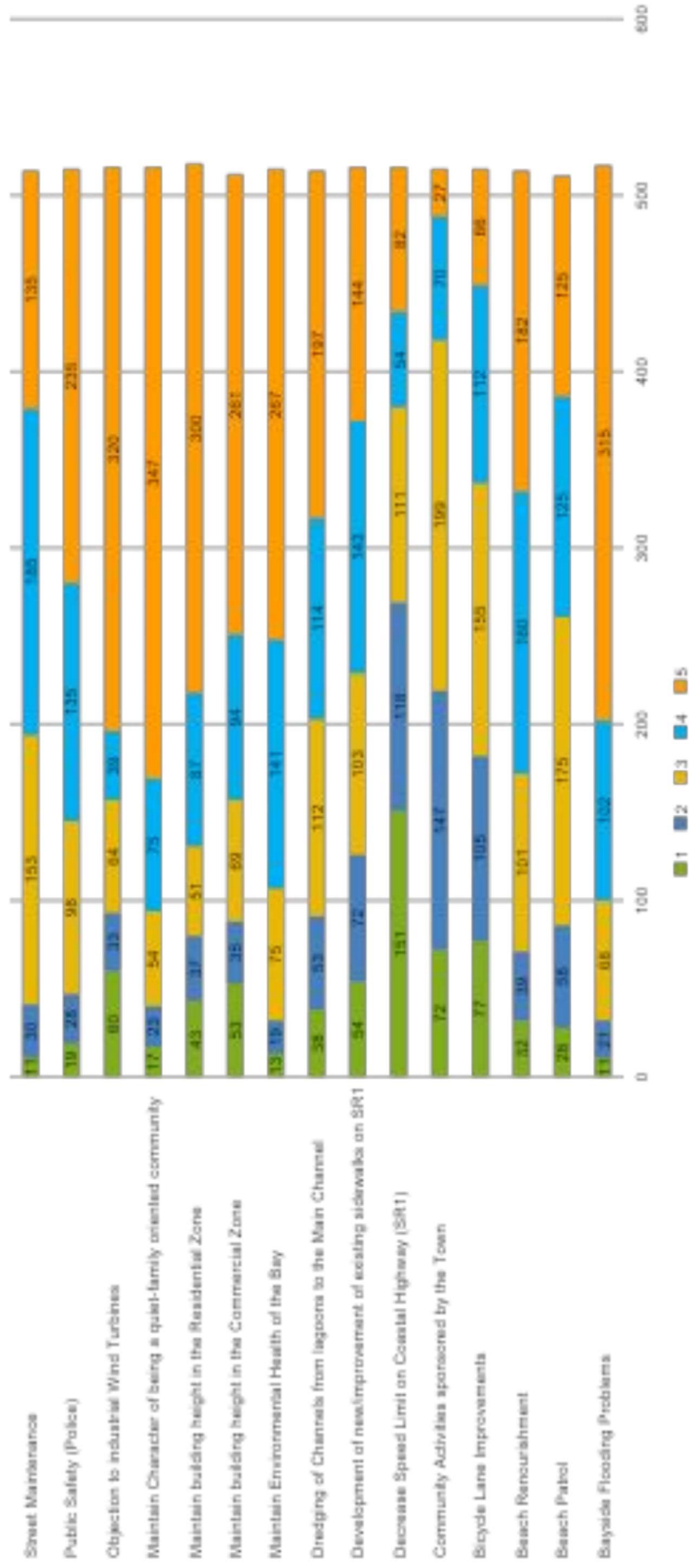
Q #1/2 - Survey Respondent Data



Q #3 – How would you prioritize these for the Comprehensive Plan?



Q #3 – How would you prioritize these for the Comprehensive Plan?



Q #4 - Do you have any other priorities/topics not listed above?

- 233 responded, covering a hodgepodge of issues
 - Items included in prior rankings
 - dredging, flooding, beach renourishment, sidewalks, keeping Fenwick quiet, Town sponsored activities
 - Recent Town issues
 - parking, shuttles/LSV, keeping Bunting Ave two-way, supporting businesses
 - Open comments regarding
 - crosswalks, traffic enforcement on Rt 1, enforce existing ordinances, noise/light pollution, summer construction, beautification of Town and business districts

Top Words	# of Mentions
Parking	66
Town	40
Beach	40
Street	28
Better	26
Need	25
Businesses	24
Lights	19
Keep	16
Fenwick	16
Traffic	12
Crosswalks	12
Allowing	12
Crossing	12
Maintain	11

Q #5 – What are three (3) words you use to describe Fenwick Island?

473
Responses

accessible away **bay** bays **beach beaches** beachpatrol **beachy**
beautiful beautifulbeach beautifulbeaches beautifulhomes business calm caring changing
charming clean comfortable community
crowded dining enjoyable **family** family-focused **family-friendly**
familybeach friendly **friendly** friends **fun gem** gorgeous greatpoliceforce happy hidden
historic **historical history home** homes homey laid laidback live lovely neighborly
neighbors nice oasis ocean **orientated** orientd **oriented** paradise peace
peaceful people pleasant **quaint** quaintness **quiet**
relaxing renewing **residential resort** restaurants **safe** serene
simple small special stubborn **town uncrowded** underrated
undiscovered unfriendly **unique walkable**

Q #5 – What are three (3) words would you use to describe Fenwick Island?

- The top 14 most used words reflect 80% of all words used to describe Fenwick Island

<i>Quiet</i>	216	20.19%
<i>Friendly</i>	115	10.75%
<i>Family</i>	105	9.81%
Safe	69	6.45%
Peaceful	63	5.89%
Quaint	48	4.49%
Beach	42	3.93%
Relaxing	39	3.64%
Family Oriented	39	3.64%
Beautiful	37	3.46%
Clean	28	2.62%
Home	26	2.43%
Charming	19	1.78%
Community	17	1.59%

Q #6 - Please list up to three (3) things about Fenwick Island that are most important to you:

463

Responses



A word cloud of responses to the question. The words are arranged in a roughly rectangular shape, with 'beach' and 'maintaining' being the largest and most prominent. Other significant words include 'bay', 'business', 'flooding', 'parking', 'quiet', 'safe', 'town', 'friendly', 'clean', 'community', 'family', 'keeping', 'atmosphere', 'bayside', 'character', 'residential', 'restaurants', 'small', 'beaches', and 'building'.

atmosphere bay bayside beach beaches building
business character clean community family
flooding friendly keeping
maintaining parking quiet
residential residents restaurants safe small
town

Q #7 - Please list up to three (3) things you would like to see changed about FI

- 414 responded, with most addressed in previous responses
 - Business, Town and parking mentioned most frequently with wide ranging views on these topics
 - Sidewalks, flooding, speeding dredging also amongst most frequently used terms
 - Pedestrian safety and crossing Rt 1 were also important topics

Top Words	# of Mentions
Parking	76
Town	72
Business	67
Beach	61
Better	52
Sidewalks	48
Streets	46
Improve	26
Less	25
Needs	24
Flooding	22
Stop	16
Lights	14
Rt 1/54	14
Restaurants	14
Keep	13
Make	13
Safe	12
Commercial	11
Building	11
Coastal Highway	10
Limit	10
Bayside Flooding	10

Q #8 – Why do you choose to live/visit/work/own a business in Fenwick Island:

quiet resort Delaware activities quaint nice environment Peaceful memories feel wonderful
uncrowded beaches maintain friends chose beautiful always grew enjoy quiet
safe years love people life vacation boat ocean location
Fenwick Island walk relaxing many great see access s quiet
small Ocean City enjoy shopping place now live great place s close
home summer family time love neighbors beach
charm quiet want Fenwick change town beautiful beaches
years work beach town visit bay friendly people
community quiet family oriented crowded city coming Bethany
good atmosphere small town taxes restaurants oc friendly
family property great beach quiet safe FI home away home beach bay hope clean
keeps Character parking family oriented still small town feel go house generations
family friendly bought built One area property

436

Responses



Appendix C. Demographic Profile

C-1. Demographic Characteristics

According to data from U.S. Census estimates from the American Community Survey 2016–2020, Fenwick’s population stayed about the same over the past few decades, with a very large proportion of residents identifying as white and over the age of 60. While the town’s population declined over the past 10 years, Delaware’s Population Consortium has projected it to grow a significant amount over the next 3 decades. Fenwick’s household income is also significantly higher than Sussex County, the State of Delaware, and the United States overall, and has a very small percentage of residents living below the poverty line. Only 34.0% of the town’s residents are employed and just 1.4% are unemployed, signaling that the majority of the town’s residents are likely retired. 91.9% of Fenwick’s housing are 1 unit detached single family homes, and even though over 95% of housing units are owner-occupied just 27.9% of all housing units are occupied year-round. The average home in Fenwick is more than three times more valuable than either Sussex County or the State of Delaware, but the housing stock is also aging with 71.5% of all housing being built prior to the year 2000.

Table 1. Population 1960-2020

	Fenwick	Sussex County	Delaware
1960	48	73,195	446,292
1970	56	80,356	548,104
1980	114	98,004	594,338
1990	186	113,229	666,168
2000	342	156,638	783,600
2010	379	197,145	897,934
2020	343	237,378	989,948

Source: U.S. Decennial Census, 1960–2020.

Table 2. Population Trend 1990–2010, Projection to 2050

	Fenwick	Sussex County	Delaware
1990	186	113,229	666,168
2000	342	156,638	783,600
2010	379	197,145	897,948
2020	343	237,378	989,920
2030	508	272,266	1,042,869
2040	554	295,311	1,085,592
2050	592	307,544	1,115,712

Source: Actual population data, 1990–2010, were obtained from the U.S. Census. Projections 2030–2050 were obtained from the Delaware Population Consortium.

Table 3. Means of Travel to Work, by Percent of Workers, 2020

	Drove Alone	Carpooled	Public Transit	Walked	Other Means	Worked at Home
Fenwick	73.6%	13.6%	0.0%	2.1%	0.0%	10.7%
Sussex County	82.0%	7.5%	.33%	1.0%	1.2%	8.0%
Delaware	78.8%	8.6%	2.2%	2.1%	1.1%	7.2%

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Commuting Characteristics, Table S0801.

Table 4. Household Annual Income, 2020

	Fenwick	Sussex County	Delaware	United States
Median Income	\$85,000	\$64,905	\$69,110	\$64,994

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Table DP03.

Table 5. Selected 2020 Income Distribution and Poverty Data

	Fenwick	Sussex County	Delaware	United States
Households with Annual Income under \$25,000	7.9%	15.7%	15.5%	18.4%
Households with Annual Income of \$100,000 or More	44.2%	32.8%	32.3%	31.0%
Individuals below Poverty Line	2.2%	11.7%	11.4%	12.8%
Individuals 65 Years and Over below Poverty Level	1.6%	5.5%	6.5%	9.3%

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates.

Table 6. Employment Status, 2020

Employment Status	Fenwick	Sussex County	Delaware	United States
Employed	34.0%	52.5%	58.0%	59.6%
Unemployed	1.4%	4.8%	5.8%	5.4%

Source: U.S. Census American Community Survey 2016–2020.

Table 7. Occupational Breakdown, 2010 and 2020

Occupational Category	Fenwick		Sussex County		Delaware	
	2010	2020	2010	2020	2010	2020
Management, Business, Science & Arts	42.3%	60.0%	40.8%	35.2%	36.8%	40.8%
Service	18.5%	9.3%	15.9%	18.5%	17.0%	17.2%
Sales & Office	21.6%	20.0%	26.0%	23.1%	26.0%	21.6%
Natural Resource, Construction & Maintenance	7.6%	8.6%	7.9%	10.9%	9.6%	8.8%
Production, Transportation & Material Moving	10.1%	2.1%	9.5%	12.3%	10.6%	11.7%

Source: U.S. Census American Community Survey, S2405, 2006–2010 and 2016–2020

Table 8. Fenwick Housing Stock Composition, 2020

	Fenwick	Sussex County	Delaware
1-Unit Detached	91.9%	64.7%	58.5%
1-Unit Attached	4.2%	9.8%	15.9%
2 or More Units	3.9%	10.4%	17.8%
Mobile Home and Other	0.0%	15.0%	7.8%

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Selected Housing Characteristics, Table DP04.

Table 9. Fenwick Housing Occupancy, 2020

	Fenwick	Sussex County	Delaware
Overall Occupancy	27.9%	66.8%	84.6%
Owner-Occupied	95.2%	81.1%	71.4%
Renter-Occupied	4.8%	18.9%	28.6%
Overall Vacancy	72.1%	33.2%	15.4%

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Selected Housing Characteristics, Table DP04.

Table 1. Fenwick Age of Occupied Housing Units, 2020

Year Built	Fenwick	Sussex County	Delaware
2014 or later	4.6%	9.5%	5.4%
2010 to 2013	4.6%	6.4%	4.1%
2000 to 2009	14.3%	27.1%	18.7%
1990 to 1999	18.9%	16.9%	15.1%
1980 to 1989	20.8%	13.8%	12.6%
1970 to 1979	13.2%	10.1%	11.4%
1960 to 1969	15.3%	4.8%	10.0%
1950 to 1959	3.3%	4.7%	9.9%

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Selected Housing Characteristics, Table DP04.



Table 11. Median Housing Value, Owner-Occupied Housing, 2020

Fenwick	Sussex County	Delaware
\$899,500	\$269,700	\$258,300

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Selected Housing Characteristics, Table DP04.

Table 12. Median Gross Rent, 2020

Fenwick	Sussex County	Delaware
\$1,313	\$1,107	\$1,150

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Selected Housing Characteristics, Table DP04.

Table 13. Median Gross Rent as Percent of Household Income, 2020

	Fenwick	Sussex County	Delaware
15% or Less	0.0%	13.3%	12.1%
15–19.9%	27.3%	10.9%	12.7%
20–24.9%	0.0%	9.3%	11.0%
25–29.9%	9.1%	7.3%	11.6%
30–34.9%	0.0%	8.3%	8.7%
35% or More	27.3%	41.4%	37.2%

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Selected Housing Characteristics, Table DP04.

Households

Table 14 summarizes household characteristics for Fenwick, Sussex County, and Delaware. A household is any occupied housing unit comprising all of those people living in the unit. Fenwick has a significantly lower household size compared to the county and state, possibly due to the fact that there are not many children living full time in the town.

Table 14. Household and Family Characteristics, 2020

	Fenwick	Sussex County	Delaware
Total Population	343	237,378	989,948
Total Households	228	94,223	370,953
Average Household Size	1.95	2.41	2.54

Source: U.S. Census 2020 American Community Survey 5-Year Estimates, Table S1101.

Racial Composition, Hispanic or Latino Origin

Tables 15 and 16 compare Fenwick’s 2020 racial characteristics to those of the county and state, and summarize the town’s racial composition in 2010 and 2020. Fenwick is 93.9% white and has many more residents identifying as white than Sussex County and the State of Delaware. Between 2010 and 2020 the racial demographics in Fenwick became slightly more diverse.

Table 15. Racial Composition of Fenwick, Sussex County, and State, 2020

	Fenwick	Sussex County	Delaware
White (reporting only one race)	93.9%	74.1%	60.4%
Black or African American (reporting one race)	1.7%	10.7%	22.1%
Other (reporting two or more races)	4.4%	15.2%	17.5%
Totals	343	237,378	989,948

Source: U.S. Census 2020 (Decennial).

Table 16. Fenwick’s Racial Composition, 2010–2020

	2010	2020
White (reporting one race)	97.6%	93.9%
Black or African American (reporting one race)	0.5%	1.7%
Other (reporting two or more races)	1.8%	4.4%
Totals	379	343

Source: U.S. Census 1990, 2000, 2010 Summary File 1 and U.S. Census 2020 (Decennial).



Table 17. Fenwick Population Reporting Hispanic or Latino Origin, 1990, 2000, 2010, and 2020

	2010	2020
Hispanic or Latino (of any race)	1.2%	1.5%
Not Hispanic or Latino	98.9%	98.5%
Total Population	379	343

Source: U.S. Census 2010 Summary File 1, U.S. Census 2020 (Decennial).

Age Distribution

As Table 18 indicates, Fenwick’s age distribution is older than Sussex County and the state of Delaware. Fenwick has a much larger population of residents over the age of 60 compared to the Sussex County and the state of Delaware, and a much smaller population in other age brackets.

Table 18. Age Distribution, 2020

	Fenwick		Sussex County		Delaware	
Under 5 Years	3	0.7%	11,613	5.0%	54,774	5.7%
5 to 19 Years	33	7.4%	34,997	15.2%	174,553	18.0%
20 to 59 Years	102	22.9%	100,468	43.6%	489,923	50.6%
60 Years & Over	307	67.0%	83,171	36.1%	248,528	25.7%
Totals	445		230,249		967,679	
Median Age	67.9		50.3		41.0	

Source: U.S. Census 2016-2020 American Community Survey 5-Year Estimates, Table DP05.

Tables 19 shows that age distribution in Fenwick Island changed slightly from 2010 to 2020, with a growing proportion of the town that is 60 years and over. The age 20 to 59 year age bracket declined as a percentage of the overall town population, while residents 19 and under increased by a very small margin.

Table 19. Fenwick Age Distribution Change, 2010 to 2020

	2010 # of people/ percent of total	2020 # of people/ percent of total	Change	
Under 5 Years	1/0.3%	3/0.7%	+2	0.4%
5 to 19 Years	14/4.2%	33/7.4%	+19	3.2%
20 to 59 Years	99/30.0%	102/22.9%	+3	-7.1%
60 Years and Over	216/65.5%	307/67.0%	+91	1.5%
Totals	330/100%		+115	

Source: U.S. Census 2010, Summary File 1, U.S. Census 2016-2020 American Community Survey 5-Year Estimates, Table DP05.

Education

Table 20 compares Fenwick’s educational attainment for the population aged 25 years or over with that of the county and state. As the table shows, the percentage of Fenwick Island residents with a bachelor’s degree or greater is significantly higher than that of the state and county.

Table 20. Educational Attainment for Population Over 25, 2020

	Fenwick	Sussex County	Delaware
Not High School (HS) Graduates	3.7%	11.0%	9.4%
Graduated HS, No College Degree	40.5%	50.1%	49.9%
Associate’s Degree	6.0%	9.5%	8.0%
Bachelor’s Degree or Greater	49.9%	29.4%	32.7%

Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates.



Appendix D. Resolution regarding Offshore Wind Development



TOWN OF FENWICK ISLAND, DELAWARE

RESOLUTION #113-2022

RESOLUTION TO SUPPORT A FEDERAL ADOPTION OF AN EXCLUSION ZONE FOR OFFSHORE WIND OF AT LEAST 30 MILES FROM THE COAST OF DELAWARE AND FENWICK ISLAND DELAWARE

Summary: numerous environmental and practical concerns exist when industrial sized offshore wind is located too close to shore. The U.S Bureau of Ocean Energy Management needs to abandon existing offshore wind leases areas closer than 30 miles to shore.

WHEREAS, New York state advised BOEM they wanted the Fairway lease area located 12 miles from the coast off the Hamptons be abandoned, and BOEM complied, and

WHEREAS, BOEM moved a lease area near *Kitty Hawk National Park* 28 miles from shore to protect the view, and

WHEREAS, BOEM has identified new offshore wind lease areas farther offshore, and is proceeding to lease them, and

WHEREAS, New York state established a 20 mile exclusion zone based on a 2015 BOEM study finding 600' tall turbines would "dominate" the horizon **at 15 miles negatively impacting the tourist industry by destroying ocean views, and over concerns commercial fishing and vessel traffic would be negatively impacted, and**

WHEREAS, BOEM's Record of Decision in the Vineyard Wind project states the commercial fishing industry will likely abandon fishing in lease areas, and the currently defined 17 lease areas occupy an area the size of Connecticut in prime fishing areas threatening our food supply, and

WHEREAS, BOEM ignored its own 2015 study showing just 600' tall turbines would "dominate" the horizon, the worst possible rating, and a North Carolina State study showing 38% of beach community renters would not return to a beach with visible turbines, and

WHEREAS, No studies exist on the potential impacts of industrial sized turbine fields with acres of cement, rock, cables with electromagnetic fields, and both construction and operational noise that increases with turbine size on seabed creatures that form the basis of the food chain. There is particular concern about the Horseshoe Crab critical to vaccine availability, and on migrating birds such as the Endangered Red Knot that depends on Horseshoe Crab eggs for food. Three lease areas sit atop the Carl N. Shuster, Jr. Horseshoe Crab Sanctuary off the Delaware Bay, and

WHEREAS, Turbine blades sweep an area the size of eight football fields with blade tips whirling at up to 180 mph, posing a hazard to birds in the Mid-Atlantic Flyway that extends over the entire east coast, and

RESOLUTION TO SUPPORT A FEDERAL ADOPTION OF AN EXCLUSION ZONE FOR OFFSHORE WIND OF AT LEAST 30 MILES FROM THE COAST OF DELAWARE AND FENWICK ISLAND DELAWARE
continued...

WHEREAS, the industrialization of the coastal horizon is extreme along the Delaware coast as turbines are projected to be placed in tracts that line the entire ocean coastline of the State from Lewes to state line

WHEREAS, Turbines currently planned for most offshore wind projects are 12-14 megawatt, 850' to 1024' with 1100' 20 megawatt turbines beginning to be used in Europe. Thus, the 20-mile exclusion zone should be increased to at least 30 miles from the coast of Delaware.

THEREFORE BE IT RESOLVED, We call upon the State of Delaware, the U.S Congress and the U.S. Bureau of Ocean Energy Management to update visualization and radar studies for turbines up to 1100' tall, AND abandon offshore wind lease areas closer than at least 30 miles from the Atlantic shore of Delaware, AND ensure any new lease areas avoid impacts on endangered species, fishing grounds, vessel transit lanes, and consider all other environment risks.

Attest: 
Raelene Menominee, Town Administrator


Vicki Carmean, Mayor


Natalie Magdeburger, Council Secretary

I, Natalie Magdeburger, Secretary of the Town Council of the Town of Fenwick Island, Delaware, do hereby certify that the foregoing is a true and correct copy of the Resolution passed by the President and Council at a meeting on March 4, 2022, at which a quorum was present and voting throughout and the same is still in force and effect.

31412022
Date


Natalie Magdeburger, Council Secretary



Appendix E. Potential Funding Opportunities

	Project:	Dredging of Little Assawoman Bay in Fenwick Island, DE and relocation of dredged material.			
	Options:	Seal Island		SeaTowne Resort	
Grants available:		NOAA National Oceans and Coastal Security Fund	FWS Boating Infrastructure Grant Program	FWS National Coastal Wetlands Conservation Grant	FWS Boating Infrastructure Grant Program
Application due date:		April, 2023	TBD	June 30, 2023	TBD
Funding amount:		\$100,000-\$10,000,000	\$200,000	Up to \$1 million	\$200,000
NOFO:		Coming April 2023	TBD	Coming Feb 2023	TBD
Details:		NCRF restores, increases and strengthens natural infrastructure to protect communities while also enhancing habitats for fish and wildlife. “The program invests in projects like coastal marshes and wetlands, dune and beach systems, and barrier islands that minimize the impacts of coastal flooding on nearby communities.”	Actions available for funding: “ Dredging a channel, boat basin, or other boat passage following the requirements at § 86.15.”	“...to protect, restore and enhance coastal wetland ecosystems and associated uplands. Eligible projects include the acquisition of real property interest in coastal lands or waters and the restoration, enhancement, or management of coastal wetlands ecosystems.”	Actions available for funding: “ Dredging a channel, boat basin, or other boat passage following the requirements at § 86.15.”
Other notes:			BIG funding is only given through states.		BIG funding is only given through states.



Appendix F. Public Comment to Draft Plan with Responses

DRAFT

Exhibit A.

Comments received in Town Hall, following Comprehensive Plan presentation on June 8, 2023

1. *“Share with us the reason for a 5-year update”.*

Susan Brennan: The decision was made in 2021, when required to provide a 5 yr. update to evaluate how much had changed since 2016- 2017 when the last plan had been created, particularly in the areas of growth within and outside of town limits the decision of the commission was to create a new 10-year revision.

2. *Asked for an explanation of PLUS Review*

Susan Brennan: The PLUS process involves reviews of the municipalities plan by all applicable state agencies. Initiating a PLUS review allows for more awareness from the agencies and more feedback for better planning by the municipality.

Bill Rymer added: during dredge process, he was able to point to the Comprehensive Plan which discussed dredging. He said it was helpful to illustrate to the state, that it had already been approved in the 2017 plan as a priority for the Town.

3. *“How do we get in front of the State. Suggested things like a bigger parking lot at Fenwick Island State Park to take pressure off of FI, public marina. How do we make suggestions to the State?”*

Susan Brennan: The overarching goal in a plan is to incorporate specifics and well as broad concepts. Intergovernmental relationships, which would be specifically applicable to FI State Park and any suggested activities that would be discussed for the Bay is part of the planning process and particularly relevant in the Implementation of the plan, working with council and committees.

4. *“What is dark skies”*: Ann Riley responded: artificial light and its effects on wildlife. The Comprehensive Plan suggests ways to educate residents with simple ways to cut down on light pollution, such as using motion lights rather than all night security lighting. Referred to Dark Sky website (www.darksky.org).

5. *1) height vs elevation. Think about moving to measuring height from sea level since the bayside is much lower. 2) We have lost all of our mature trees. They are never replaced. We should do something about that. 3) Are we talking to Maryland? Sand is brought in to Seacrets for their outside bay bar. Is it moving this way and blocking up our bay and channels?* This was addressed through a comment sent to the FIPC.

6. *Discussion regarding 10-year vs 5-year plan. Noted that “10-years” carries more weight, seriousness.*

Julie Lee explained this is a 10-year plan, or designed to be so, unless a future Planning Commission, with the vote of a future Council, decides otherwise.

Susan Brennan: commented that the past 2 Comprehensive Plans were basically written by contractor/consultant. This commission decided to write the plan with advice

and editing from UD IPA creating a more "grass-roots" document that is actually written by citizens.

Natalie Magdeburger explained that the Implementation Table is new to this plan and shows a desire to carry through with the ideas and priorities.

Susan Brennan explained that: This is a living document rather than "The State made us do it".

7. Another question about Dark Skies. Resident explained she lives on southside of the bay and has lights shining from two neighbors and across the bay all night long and doesn't know how to broach it with them.

Ann Riley explained that educating people about this is step one and that we assume a lot of people are unaware that it is an issue.

The participant suggested we include unincorporated owners and those along 54....including businesses. Said, for example, that Catch-54 lights are on all night and could they be turned down or off after 11 p.m., for example? Ann told her she would convey her ideas.

Exhibit B.

**Comments received during Comment Period and
recommendations/responses from Planning Commission for DRAFT
COMPREHENSIVE PLAN June 13, 2023**

#1.

W Farmington residents (They zoomed): concerns are flooding and roads (specifically 54) so congested due to development. Also concerned that all trees are removed when someone builds or rebuilds. She also made a comment to me, when I encouraged her to read the plan, that they have tried to get involved before and "nobody really cares what we have to say". We care very much about what everyone has to say and we wanted her comments. I will follow-up with them. Information via Ann Riley.

FROM COMPREHENSIVE PLAN

8.6 Areas of Concern: The Comprehensive Plan may contain a discussion of the potential land uses, current zoning and development potential of adjacent areas within the county and / or in near-by municipalities, and how the development of these areas may impact the community in the future. These so-called “areas of concern” are ripe for the consideration of policies or guidelines for interacting and coordinating with the relevant county and / or municipal government as these lands develop. In the 2017 Plan, Fenwick Island proposed an unmapped area of concern to encompass most of eastern Sussex County. However, little was done to advance any form of communication or coordination with the county in this regard. In revisiting this topic in 2023, the town has narrowed its area of concern to focus on the area to its immediate southern compassing SR 1 to the Maryland border and to the west along SR 54 to the intersection with Bennett Road. This area is critically important to the town for several reasons. First and foremost is the town’s emphasis and prioritization, as demonstrated throughout this plan, of pedestrian safety, particularly along the SR 1 corridor. Within this Comprehensive Plan, the community has strongly encouraged much-needed support for pedestrian and bicycle safety along SR 1, as stated in Chapter 4. The holistic evaluation and desired redesign of SR 1 as a Complete Street cannot be confined to the limits of the town. DeIDOT’s recent study of the SR 1 and SR 54 intersection, as well as bike and pedestrian connections along the east-west corridor, would ideally continue north along SR 1. Additional concerns arise from the land uses and traffic management in this area of Sussex County and the southern portion of Fenwick Island State Beach Park, as discussed in Chapter 6. It is recommended that the town work towards lines of communication with Sussex County and the State of Delaware, establishing opportunities for conversation and coordination.

#2.

Good evening,
I decided just to add my comments into an excel spreadsheet. I added the page number and physical page (as they are different), the paragraph or section, my suggested changes and the rationale for why I am asking for the change.

Thank you again for the great presentation at the meeting today. If you have any questions about my comments, please let me know.

ATTACHED. See Exhibit C spreadsheet

#3.

1. The plan is excellent and provides the Town with guidance for the future, with a special emphasis on the impacts of climate change and sea level rise. For the record, my home is at West Essex Street, and we have significantly more nuisance flooding now than in the past. Residents on West Essex have also experienced significant flooding due to coastal storms at least 5 or 6 times in the past XX years. For example, during Hurricane Sandy (October 2012) my boathouse took 22 inches of water – from the canal and from the street . It was only through the efforts of Town staff that we were able to overcome the devastation.
2. The Comprehensive Plan is easy to understand, well written and insightful. The slides and presentation – yesterday -- were also top grade and should serve to awaken all of us to the work which will be needed to keep Fenwick the way it is today.
3. I attended the presentation via Zoom and noticed that there were a few interested residents in attendance, however, given the severity of the challenges we face – especially from sea level rise – I would suggest that the Commission send a summary of the challenges we face to every home and business owner as soon as possible – perhaps a summary of the bullet points from the presentation could be shared now and then a more detailed summary after Council approval of the final document. **At this suggestion the planning commission is creating an executive summary.**
4. Frankly, the quality of the Planning Commission’s efforts gives me hope that we will achieve our goal of keeping Fenwick safe for our children and grandchildren. The members should be congratulated on a job well done.

#4.

Dear Susan and Team:

Thank you for the incredible effort on the Town of Fenwick Island Planning Document (Comprehensive Plan). I read the document thoroughly and also participated in Friday’s zoom call.

As a 5-year resident, I enjoyed reading about the history of the town. I was also very encouraged at the inclusion of several environmental issues (trees, landscape...and my favorite Dark Skies), as these are somewhat easier to address relative to some of the other challenges (rising sea levels, traffic, etc.). I agree with one of your comments from Friday that Chapter 9 Implementation is one of the most important sections. I was particularly pleased that Table 16 (Implementation Matrix) included a short-term goal of reviewing/updating the current lighting ordinance, and also featured promotion of Dark Skies concepts with residents and visitors.

Please consider the following comments/edits for the Comprehensive Plan. I have bolded suggested edits to make it easier for you to understand my intent:

- Page 74 Redevelopment and Infill
 - Consider adding a sentence at the end of the second paragraph: “***This also includes adherence with the current lighting ordinance to minimize light pollution/trespass and to support Dark Skies objectives. Implementation item #5 includes “Review town ordinances and consider changes in regard to: Lighting and further prevention of light pollution***
- Page 81 Table 16 Implementation Matrix
 - The 5th section currently states “Promote and inform residents and visitors of the value, benefits, and opportunities for:”
 - Please consider adding developers and builders to this sentence: “Promote and inform residents, visitors, ***builders and developers*** of the value, benefits and opportunities for:” **Plan edit includes builders and developers where applicable June 15 2023**
- It is possible that I missed it, but I don’t see reference in the Implementation Matrix to ***coordination with neighboring coastal communities on the many shared issues (e.g., pedestrian/bicycle safety, green infrastructure, beach/dune preservation, light pollution)***. I know this already happens...but we definitely have better chance of being successful with DELDOT and DENREC if we are actively partnering with other communities who likely share the same concerns. **Page 82 of the Implementation matrix “Participate in regional planning initiatives sponsored by nonprofit partners, federal and state partners, and others on topics of importance to the town.**
- Thanks, again, for your work and the opportunity to comment. Feel free to call if you need clarification on the above comments.

#5.

Is there a way to address limiting the number of gas stations in Fenwick to only one that currently exists? Increasing numbers would negatively impact the residential and community feel that currently exists.

After much careful and thoughtful conversation, consideration and guidance, the commission became confident with the use of our “super power”, the character of our town and the plan’s purpose which is to guide future development or redevelopment of a community in order to create and maintain a desirable environment and promote health, safety and welfare. We can feel relatively confident that this plan can curtail most large commercial rebuilds for now. The character has been woven throughout this plan as well as the 2 prior plans and all the way back to 1953. Using that as our guide and reinforcing with ordinances, height, parking, floor area ratio, projected increase in infrastructure, we feel confident that, IF those charters and ordinances remain in place,

The Plan will be able to continue to guide growth, serving a small, quiet, family-oriented town.

The plan is written for use far beyond 2023 and there is no crystal ball to know what type of leadership there will be in the future. We know that ordinances can be changed. The character, is a constant.

#6.

The Quiet Resort- A quiet resort is mentioned many times in the document and residential responses. How does FI propose to ensure quiet in the Town, police responsibility, code enforcement officer responsibility, lifeguard responsibility? How do you guarantee?

The comprehensive plan describes a quiet, family-oriented town as part of the core of its character. There are noise ordinances in place for the town which can be used in conjunction with the time of day. Additionally there are ordinances which restrict building, construction, yard maintenance during specific times of the week, and season.

#7

[Stop diamondback terrapins from drowning in crab pots | News | oceancitytoday.com-](http://www.oceancitytoday.com/news/2018/05/24/stop-diamondback-terrapsins-from-drowning-in-crab-pots/)
Concern for Terrapin being caught in crab traps

Concern for recycling education for seasonal renters.

I explained that I would bring these matters up with both the Environmental committee and the Residential Concerns committees.

#8

I would like to share my thoughts on the draft document.

There are a number of vague recommendations that raise concerns. For example, the need for “traffic calming measures on Bunting Avenue” (page 35, at the bottom). Of course there is no discussion about what that means. Make Bunting Avenue one-way? Ban golf carts?

The need for “Sea Level Rise Design Guidelines or Standards “ (page 66) makes reference to “requiring... existing structures to be retrofitted... to withstand the harsh impacts and challenges brought forth by rising sea levels.” Does this mean that homes west of Route 1 might be required to raise/replace their bulkheads? That is a very expensive proposition and one that I am firmly against. Perhaps the council could seek government grants to at least offset some of the costs for individual homeowners who want to raise their bulkhead.

Bottom line is that the document has a number of vague proposals that can't easily be questioned at this point. My prediction is that it will serve as a blueprint for unwanted rules adopted in the off season when most people are not around.

Thanks for your consideration of my comments.

Short answers to your questions- No current property owner can be made to raise/replace bulkhead. I do not believe any municipality can require homeowners to raise/replace their bulkheads. (and I do not believe that is what page 66 is saying. It IS very expensive.)

Planning commission will clarify about Bunting. Nothing nefarious. This is in line with Delaware's "Complete Streets" and the national "Vision Zero" programs.

One of the main reasons for writing and having the Comp Plan is to use it to secure grants and other funding. We are definitely writing the document with that in mind.

I will make sure your concerns stay on the radar.

Exhibit C

PC comments added June 15, 2023

Page #, physical page	Paragraph/ Section	Comment	Rationale
Glossary, 10		Consider adding a definition of Elevation: Elevation is the measurement of the height of a geographical feature that is above mean sea level (MSL). * See Section 3.3 of Comp Plan , Residential Architectural Character	Provides a fixed reference point for height. Then height represents the surface of the ocean to the top of the feature.
P. 20, 31	3 & beyond	The document and ordinances discuss building restriction in terms of "height limits" versus elevation. Really needs to be discussing a height restriction in terms of a specific elevation not to exceed (as someone else called it "an indian" as it is in Washington DC. for the Capital building). * See Section 3.3 of Comp Plan, Residential Architectural Character	It is impractical to consider height restrictions from the center of the roadway which is different on every street in Fenwick. The crown of the road is not a fixed point.
P.24, 35	1	Last sentence talks about the Post Office. We used to have a post office in the old Seaview Store. Why not use a commercial building that comes up for sale or will allow that building to house the post office.* Providing a Post Office in Fenwick Island would be a Federal recommendation. With a full time population of 343 people it may be highly unlikely.	As we have more people moving to Fenwick, going back to Selbyville to pick up, adjust delivery, etc. is not practical.
p. 25, 36	Section 3.7	Consider requiring new buildings to put in trees and a specific amount of native plants on the properties. Also, have the horticulturist from the botanical garden in Dagsboro come give a talk and/or do a tree planting of native trees.* Implementation Page 1 includes the review of town ordinances and consider changes; including enhanced landscaping and tree protection standards	We are desimating our tree canopy in Fenwick by all the new buildings eliminating all grass, trees, and native plants. Our wildlife need these, our environment requires this and we need to be good stewards. We need to set some requirements.

- p. 35, 46 Figure 5 The graphic of a new town look is nice, but again would recommend consulting with a horticulturist familiar with trees appropriate for "roadside" and center. *** Once the plan is approved, this can be considered within the committee that will oversee these concepts**
- p. 50, 61 Section on Consider consulting with the town of Ocean City and review their plan & beyond Dredging from 2017. ***Once the plan is approved this consideration can be forwarded to the Dredging Committee**
- p. 65, 76 h. The last sentence or thought in this paragraph is incomplete. It stops with **"The town has an existing free board"- *Freeboarding is addressed in 3.3 Residential Architectural Character. The partial sentence has been deleted.**
- p. 81, 92 Section 4 - Consider a change in language (asked for in my first comment) changing review town ordinances the priority to moving the language toward "elevation restriction" versus "height restriction". ** What is the true height limit that people should not eclipse - what is the "indian height". ***Please see 3.3 Residential Architectural Character**
- p. 82, 93 Section on Coordinati Per comment about consulting with Ocean City above, add a coordination on point with Maryland and how our plans work with Ocean City plans. Are there other areas where we need to collaborate with them since we are the first little town to their North? ***This area is outside of the incorporated boundary of Fenwick Island and beyond state of DE inter governmental reach. The plan discusses "outside pressures" and makes a recommendation under Intergovernmental Coordination to "Participate in regional planning initiatives sponsored by nonprofit partners, federal and state partners, and others on topics of importance to the town".**
- There are certain trees more appropriate in consideration of street conditions (salt in winter conditions or flooding, and passing large trucks, etc). More columnar trees are better in tight spaces as in most cities.
- At least one OC restaurant brings in tons of sand (Seacrets) for their bar areas and have to replenish them year upon year. Where do they think that sand goes? Does it occur to them that they are adding to the base of the bay and causing water rise (like adding rocks to a glass of water). How much of that travels to our small bay behind Fenwick Island?
- Need to understand the rest of the thought in this paragraph.
- Using street center points is not appropriate. There needs to be an elevation restriction and we need to accommodate the flood levels on the bay side and allow us to have room to build houses with a consistent "point not to exceed" and stick to that, not just 30 feet above some varying random point.
- Specifically about how they add things to the bay floor. Are they thinking of the ramificaitons of their actions? Etc. on topics from transporation to safety.

*last thought Green Energy We don't know the ramifications of wind farms, solar farms and batteries. We agree with the comments in the plan about rushing into green energy without proper studies. ***Noted** Many government organizations and the DOD strategically look 30 years out. We should consider these potential manmade environmental issues. Many of these have never been properly reviewed and many people don't know the gallons of oil used to service wind turbines and how they leak, etc. We don't know the effects of changing of wind flow, etc. (** like the butterfly effect).