



Appendices

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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



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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 (NHD) lowline, USGS and EPA, FirstMap 10/21.

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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



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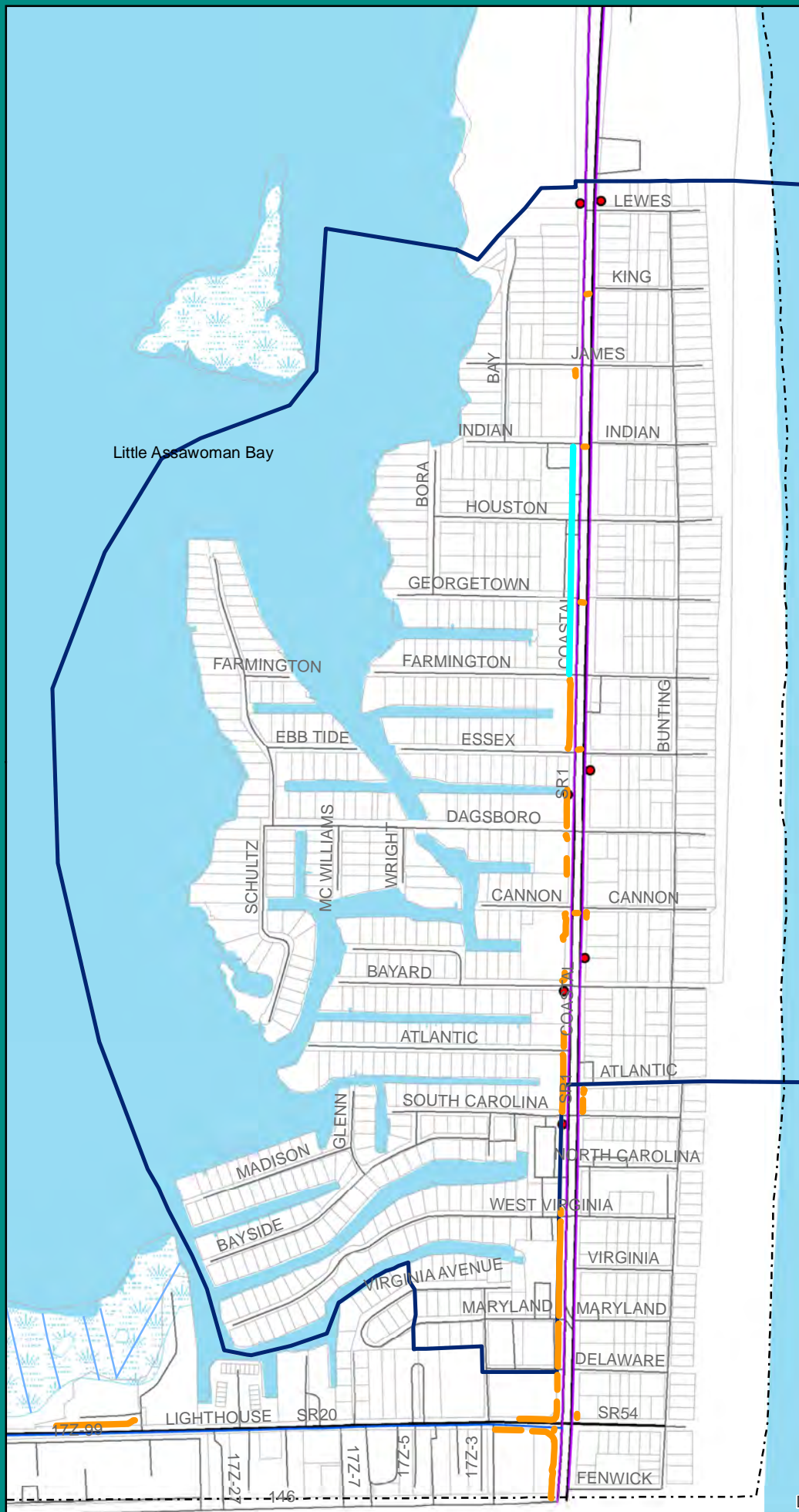


Sources:
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DelDOT



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



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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.
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Town of Fenwick Island

Sussex County, Delaware



Flood Plains

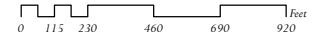
FEMA Flood Maps

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

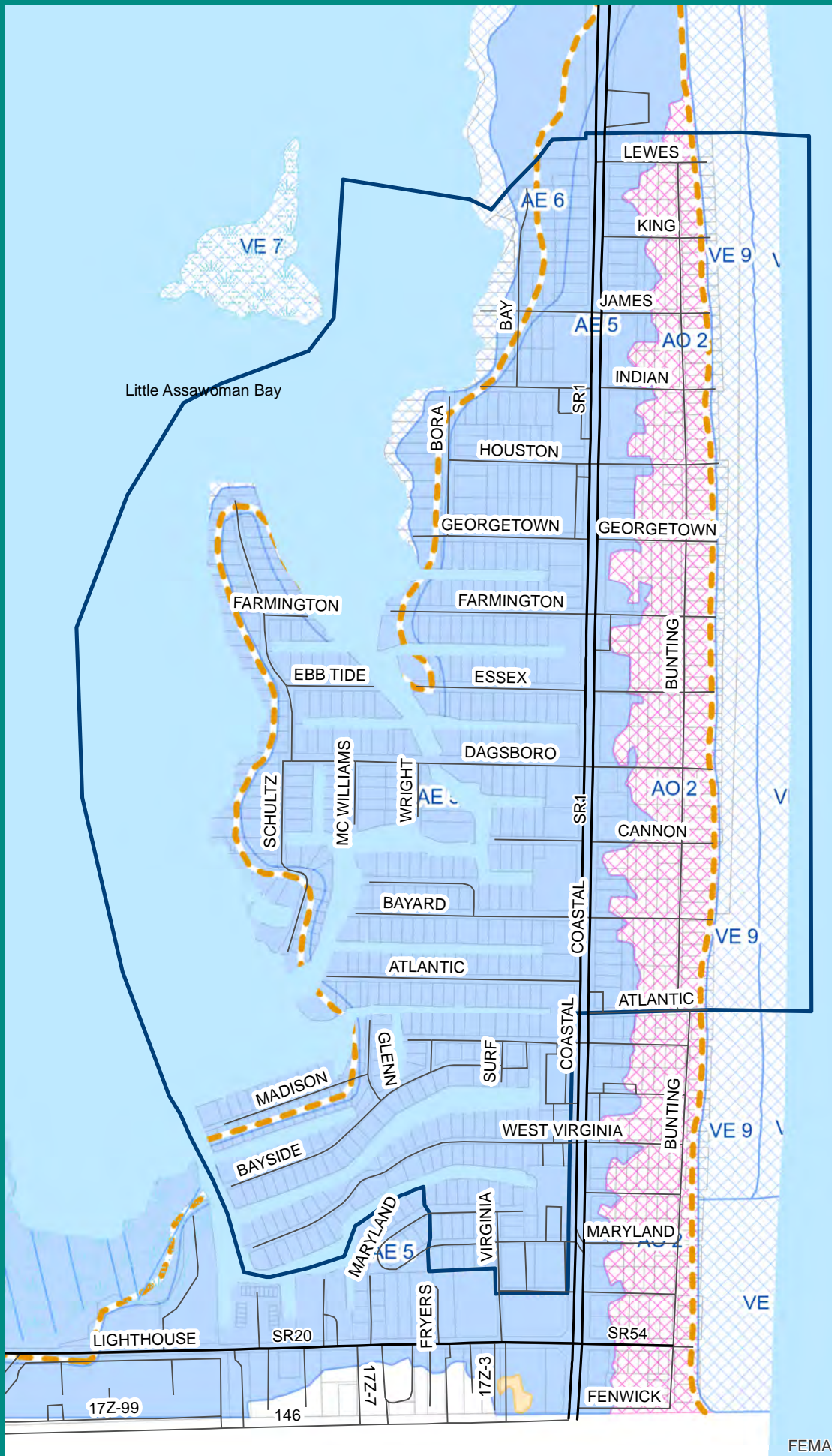


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Sources:
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Town of Fenwick Island

Sussex County, Delaware



Existing Land Use

Fenwick Parcels

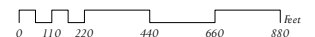
Existing Land Use

- Residential
- Commercial
- Institutional
- Park
- Vacant

- Fenwick Boundary
- Major Routes

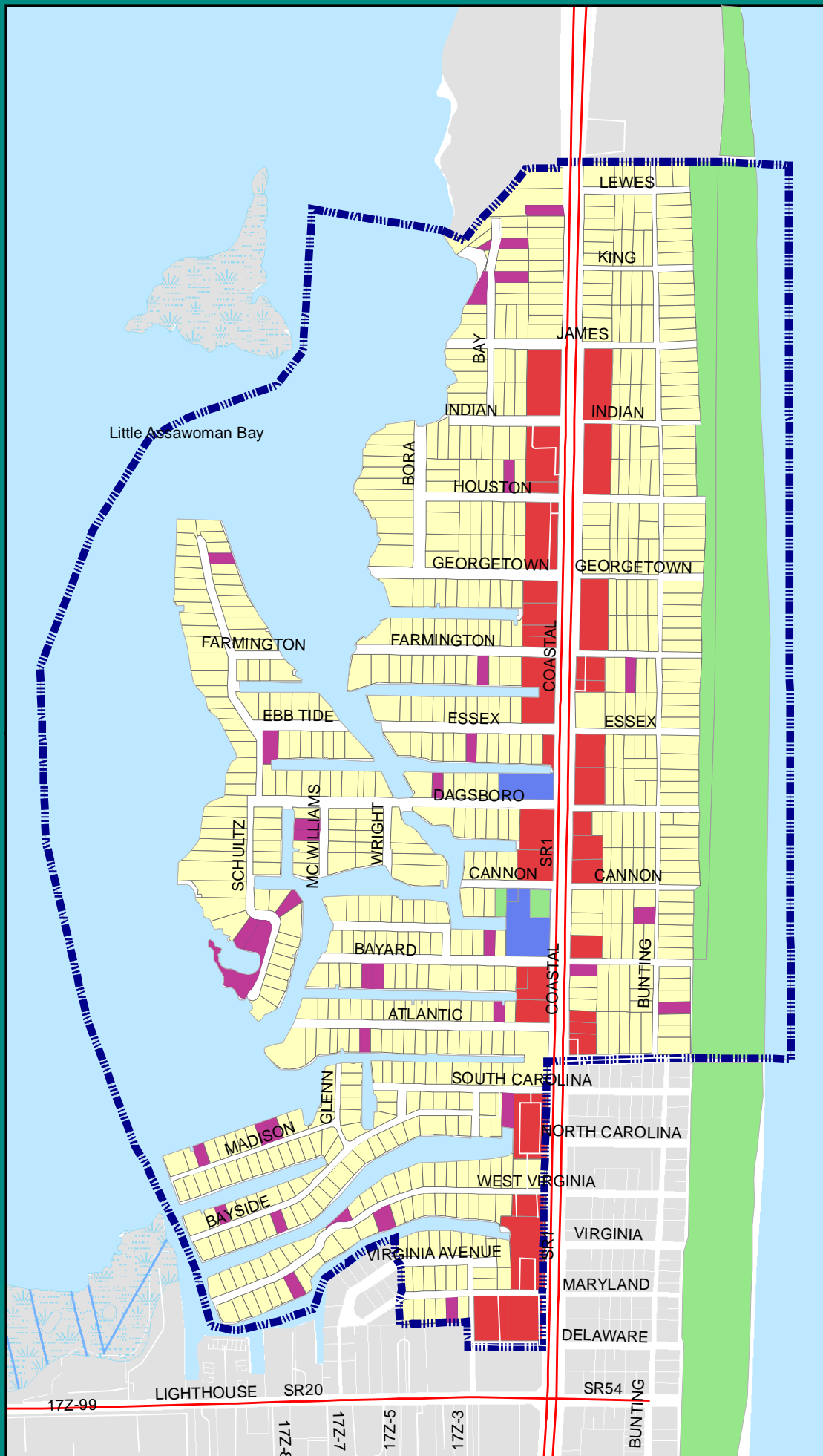


DRAFT - May 2023



Sources:
 Aerial Imagery - Surdex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OMB).
 FirstMap 10/21. Roads - Sussex County, Delaware, 10/21.
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Town of Fenwick Island

Sussex County, Delaware



Delaware Strategies for State Policies and Spending

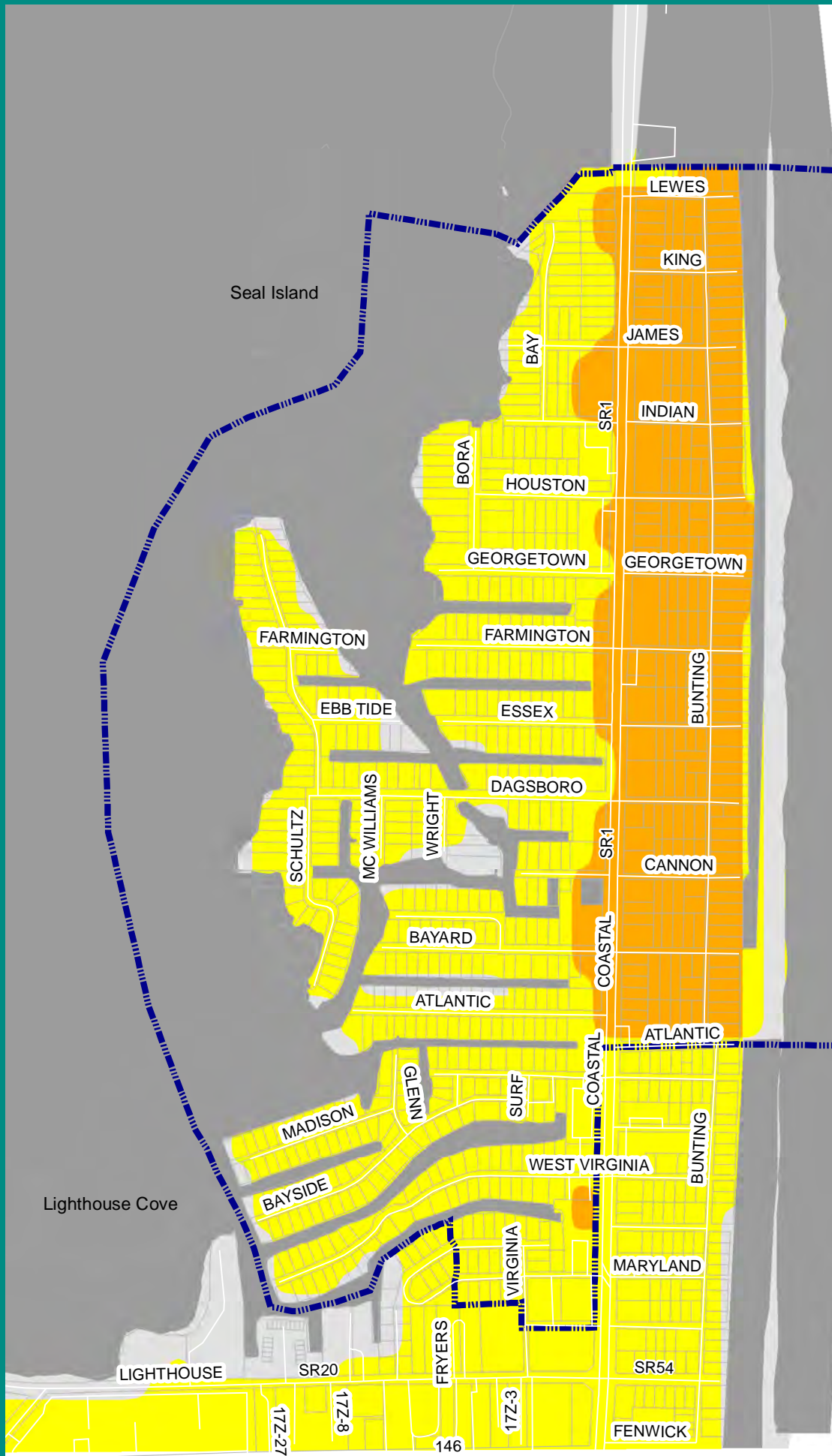


DRAFT - March 2023



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.

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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:
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FirstMap 10/21. Roads - Sussex County, Delaware, 10/21.
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Town of Fenwick Island

Sussex County, Delaware



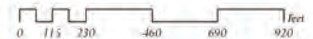
Zoning Map

Zoning Districts

-  Residential
-  Commercial
-  Park



May 2023



Sources:
 Aerial Imagery - Surdex, Corp. 2017. Municipal Boundaries - Delaware Office of State Planning Coordination (OMB).
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





Town of Fenwick Island

Sussex County, Delaware

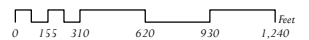


Area of Concern

-  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 (OMB).
 FirstMap 10/21. Roads - Sussex County, Delaware, 10/21.
 Railroads - DelDOT, FirstMap, 10/21.
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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	

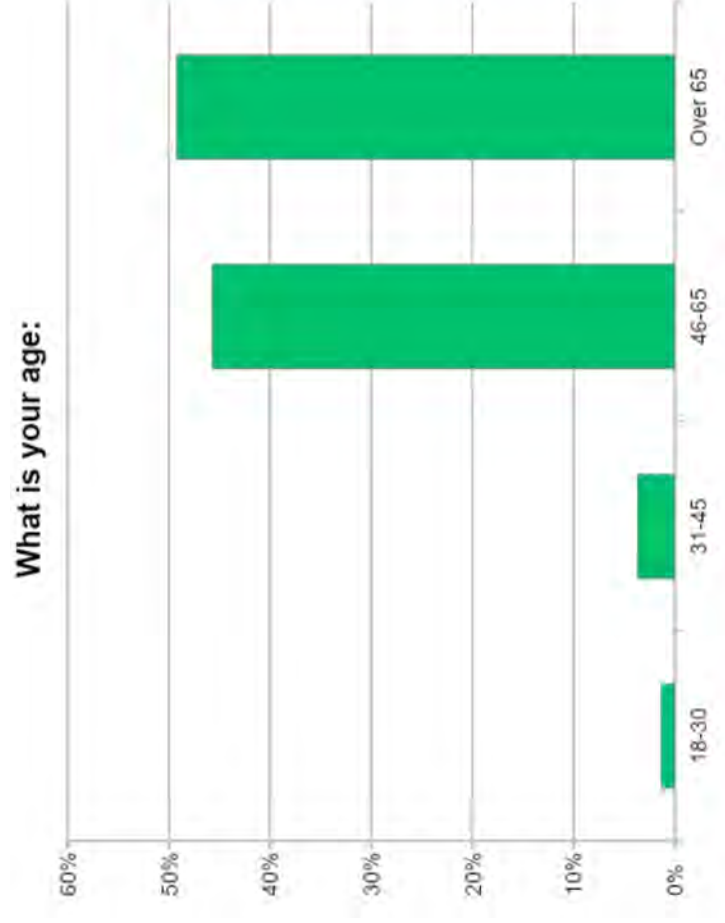
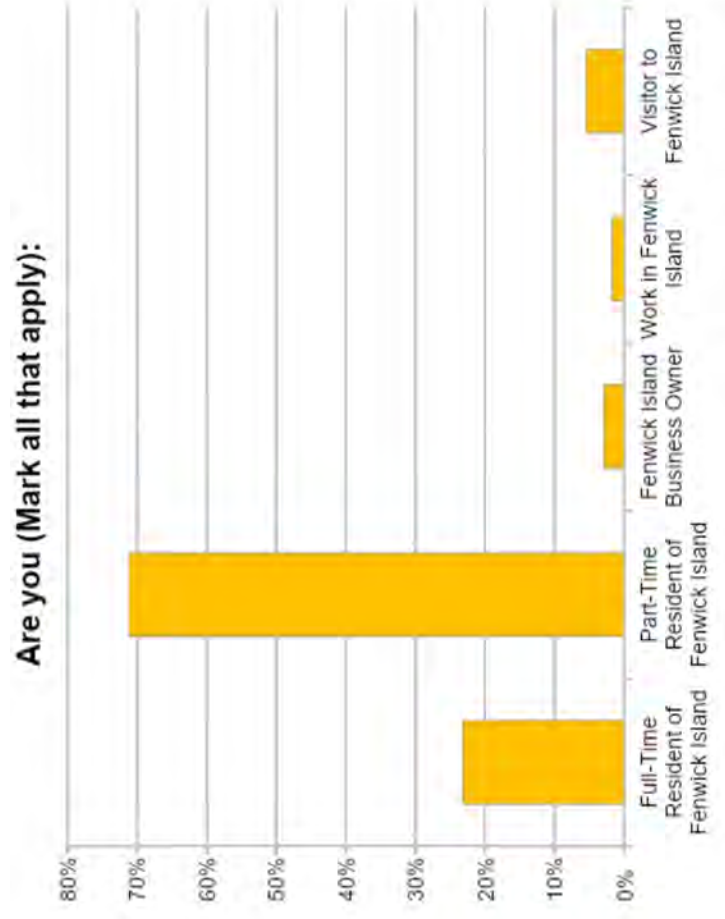
	As of 2/27	Percent of Net invitations	
Opened Email	676	83%	
Unopened Email	136	17%	
Clicked through to Begin Survey	418	51%	Note: 51% (418/814) of those who opened the email, clicked to begin the survey.
Survey Completed from Email Link	343	82%	Note: 82% (343/418) of those who started the survey have 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):

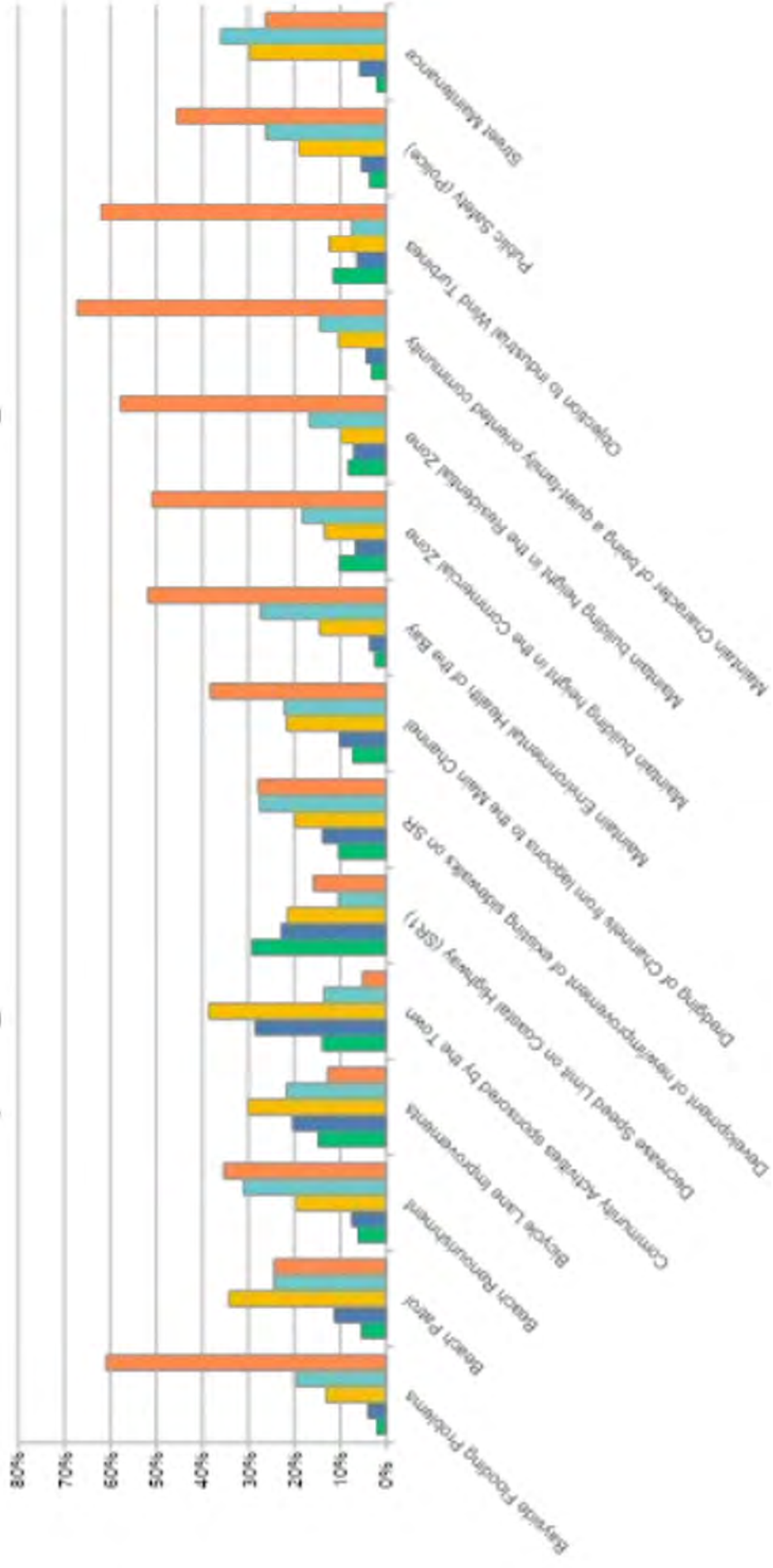
Full-Time Resident of Fenwick Island	120	23.92%
Part-Time Resident of Fenwick Island	368	70.74%
Fenwick Island Business Owner	15	2.80%
Work in Fenwick Island	9	1.78%
Visitor to Fenwick Island	28	5.34%

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

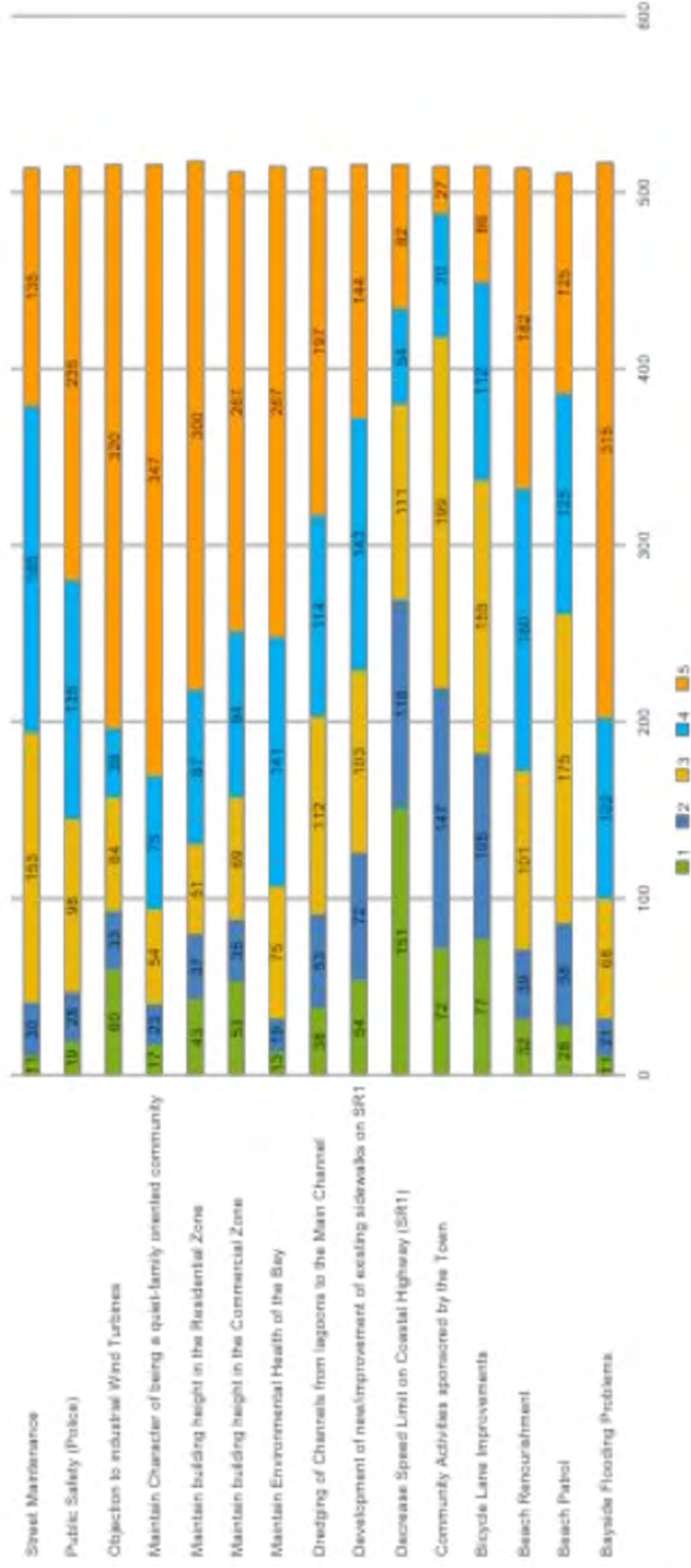
Q #1/2 - Survey Respondent Data



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?



accessible away bay beach beaches beachpatrol beachy
 beautiful beautifulbeach beautifulbeaches beautifulhomes business calm caring changing
 charming clean comfortable community
 crowded dining enjoyable family family-focused family-friendly
 friendly fun gem gorgeous greatpoliceforce happy hidden
 familybeach friendly friends homes homey laid laidback live lovely neighborly
 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

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.

3/4/2022
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, PLUS, and Municipal Comment on Draft Plan

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

#1.

W Farmington residents (via zoom): concerns are flooding and roads (specifically 54) which are 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. DelDOT’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-](https://www.oceancitytoday.com/news/stop-diamondback-terrapi...)
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	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.
p. 50, 61 & beyond	Section on Dredging	Consider consulting with the town of Ocean City and review their plan from 2017. *Once the plan is approved this consideration can be forwarded to the Dredging Committee	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?
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.	Need to understand the rest of the thought in this paragraph.
p. 81, 92	Section 4 - review town ordinances	Consider a change in language (asked for in my first comment) changing 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	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.
p. 82, 93	Section on Coordination	Per comment about consulting with Ocean City above, add a coordination 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".	Specifically about how they add things to the bay floor. Are they thinking of the ramifications of their actions? Etc. on topics from transportation 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).
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PLUS Letter to Town



STATE OF DELAWARE
OFFICE OF MANAGEMENT AND BUDGET
OFFICE OF STATE PLANNING COORDINATION

August 23, 2023

Patricia Schuchman
Town of Fenwick Island
800 Coastal Highway
Fenwick Island, DE 19944

RE: PLUS Review 2023-07-12; Fenwick Island Comprehensive Plan Update review

Dear Ms. Schuchman:

Thank you for meeting with State agency planners on July 26, 2023 to discuss the proposed Fenwick Island 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.

- The response from Sussex County must be included in the plan. It is recommended that the email response from Mr. Whitehouse be included as part of Appendix F.
- The Town should expand the Public process section before final approval for certification to include the PLUS process and the final public meetings before adoption of the plan.
- Vegetated Buffer Zones - Page 55 acknowledges Sussex County's 2022 buffer rule. Please update accordingly on page 53 that states no buffer requirement along the Little Assawoman Bay.

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: Dorothy Morris 302-739-3090

Congratulations to the town preparing a plan that will guide Fenwick Island's land use in a way that allows for economic and residential growth while protecting the valuable environmental resources in the town.

- It is recommended that the PLUS letter and the towns response back to the state be included in Appendix F.

For consideration.

- The plan notes that the town ordinance included a Commercial Mixed Use Zone which permits apartments and mixed use buildings. This zone is not mapped on your Future Land Use Map. Per 22 Delaware Code §702(d) 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.

Therefore, If, in the future, a property owner asked for a rezoning to the mixed use zone, a comprehensive plan amendment to the Future Land Use Map will be required before the rezoning can be approved.

This office has also received the following comments from State agencies:

State Historic Preservation Office (SHPO) – Contact: Carlton Hall 302-736-7400

- The Comprehensive Plan shows Fenwick Island's interest in its history and cultural resources.
- There is a section on history in Chapter 1, which strengthened the overall plan.
- The Delaware SHPO would encourage the town to consider undertaking updated architectural survey of buildings as late as 1973 to provide a foundation to preserve and protect the town's older buildings.

Department of Transportation – Contact: Stephen Bayer 760-4834

- DelDOT congratulates the Town on a well drafted document. The decision to treat this process as a new Plan rather than an update is an innovative approach.

The Transportation elements of the plan is evidence of a comprehensive approach that should serve the Town well.

- If in going forward with the development and implementation of this Plan the Town requires the assistance of DelDOT please feel free to contact our offices.

DART – Contact Jared Kauffman 302-576-6062

The following comments are related to the Public Transportation section:

- Expand the general description of the Route 208 beyond the 2022 summer season. Please describe the route as a seasonal route that operates between the week before Memorial Day and the week after Labor Day.
- Describe the frequency of the Route 208
- If data is available, describe the ridership demographics of those riding to and from Fenwick Island
- Please describe DART's on-demand service, which operates year-round within Fenwick Island
- Because of how close Ocean City Transit operates to Fenwick Island, it's suggested to describe their service and the 144th Street Transportation Center.
- Please describe the vision the Town may have for improved bus service within their town and follow these with recommendations in section 4.8.

The Department of Natural Resources and Environmental Control – Contact: Beth Krumrine 302-735-3480

Disclaimer Clause: Staff from the Delaware Department of Natural Resources and Environmental Control (DNREC) reviewed the draft of the Bethany Beach 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 on site, nor does it indicate DNREC support of a project.

Trash and Recycling

Recycling is addressed on page 12. Please include information on current capacity, and if current needs are being met for both recycling and trash services. Address future capacity needs.

Drinking Water

According to the draft plan, drinking water is mostly supplied by Artesian, with a few remaining properties that obtain drinking water through wells. It is recommended to address future implications of sea level on wells and identify strategies for addressing future saltwater intrusion into wells.

Climate Change

The Fenwick Island comprehensive plan emphasizes the impacts of climate change and sea level rise. Goal 8 (page 71) includes a strategy to complete a town Risk and Vulnerability Assessment, that would identify people, property, and resources that are exposed to and threatened by injury, damage or loss from natural hazard events. One example is the need for back-up energy for air conditioning. As temperatures continue to rise, air conditioning will become increasingly important, especially among older populations.

DNREC reviewers recommend including information about the impacts of sea level rise on stormwater management.

Trees

The comprehensive plan addresses a need for planting additional native trees. Consider working with the Delaware Forest Service to apply for an Urban and Community Forestry (UCF) grant. Applications are expected to open in November of 2023, where those interested should contact UCF (<https://delawaretrees.com/about-us/contact-us/>) well in advance to begin the planning process. More information can be found at <https://delawaretrees.com/programs-and-services/urban-grant-program/>.

Clean Energy

Page 71 identifies green practices for the Town's consideration, such as the Leadership in Energy and Environmental Design (LEED). Consider adding additional clean energy strategies into the comprehensive plan. For examples, clean energy strategies appear in the 2019 Fenwick Island Sustainability Plan. Updated resources are provided below:

- **Green Energy Fund:** Grant funds and incentives are available through the DNREC Green Energy Fund, which includes several funding types through the state's major electric utilities. Grants may be available for qualifying renewable energy systems installed in Delaware by applicants whose electricity provider collects funds for the program and offers a grant program for renewable energy projects. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/renewable/assistance/>.
- **Residential, Agricultural, Public, and Commercial Applications (Energize Delaware)** - Energize Delaware, offered through the Delaware Sustainable Energy Utility, provides low interest loans and other funding opportunities to

help Delaware residents, businesses, farmers, schools, religious organizations, nonprofits, hospitals and local governments implement energy saving projects. Energy saving projects could include high-efficiency heating, cooling, ventilation, insulation, & solar. Additional information can be found at:

<https://www.energizedelaware.org/>.

- **Commercial & Industrial Applications (Energy Efficiency Investment Fund)** - The Energy Efficiency Investment Fund provides grant money to Delaware businesses, local governments, and non-profits to make facility upgrades that lower their energy use and cost. Grants are awarded for up to 30% of total project costs. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/energy-efficiency-investment-fund/>.
- **Residential Applications (“Cool Switch” Low-Impact Refrigerant Program)** – “Cool Switch” Low-Impact Refrigerant Program is a new program that provides incentives to businesses to install refrigeration systems that are less harmful to the environment. Incentives for new systems or upgrades of existing systems are offered to participating municipalities, businesses and industries. The incentive is based on the reduction in the greenhouse gas potential associated with the refrigerant used. Additional information can be found at: <https://news.delaware.gov/2020/02/24/dnrec-to-launch-refrigerant-incentive-program/>.
- **Residential Applications (Weatherization Program)** - Ensure that residents are aware of the Weatherization Assistance Program and provide information to those who are having trouble paying utility bills. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>.

For more information, please contact the DNREC Division of Climate, Coastal and Energy at (302) 735-3480 or visit online at <https://dnrec.alpha.delaware.gov/climate-coastal-energy/>.

Electric Vehicles

Transportation represents the largest in-state source of greenhouse gas emissions – greenhouse gases are the driver of global climate change. Vibrant walkable towns, like Fenwick Island, represent a significant opportunity to reduce emissions from transportation, especially when walkability is paired with electrification of vehicles. Consider adding strategies for electric vehicles into the comprehensive plan. For example:

- Incorporate specific strategies into the comprehensive plan that help reduce emissions from vehicles by encouraging electric vehicles and charging stations,

and by seeking opportunities to upgrade town vehicles to electric or other cleaner burning fuel.

- Expand options for alternative transportation to help limit the impact of vehicular travel and facilitate the transition from vehicular travel to more environmentally friendly modes.
- Install level 2 electric vehicle charging stations on town owned properties including parking areas and parks. Availability of public charging stations can help drive visitors to a town's downtown area, and help local residents, who may not have access to a charger at home. These stations will also assist in Delaware achieving its clean transportation goals, reducing greenhouse gas emissions, and improving overall air quality. 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.

Available resources:

- The DNREC Division of Climate, Coastal and Energy offers rebates of up to 90% of the cost of the charging station for commercial, multi-unit dwelling and other public properties. These programs address climate change goals of reducing greenhouse gas emissions and improving overall air quality. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/>.

For technical assistance, or if you wish to install charging stations, contact DNREC's Division of Climate, Coastal and Energy at (302) 735-3480 (<https://dnrec.alpha.delaware.gov/climate-coastal-energy/>).

Parks and Recreation

On pages 42-43, the Comprehensive Plan states that the Town would like to develop an open dialogue with the Delaware Division of Parks and Recreation on traffic, limiting commercialization, and other concerns. While commercialism is not a goal of the Division, Parks may enter into agreements to allow concessions and provide amenities for recreation throughout the Parks system which support the recreating public. Traffic patterns are also a concern for the Division and was a consideration as the Surf Fishing Program was reexamined in 2022 and the pilot program for reservations was developed. The Division actively manages the needs of the public and will engage in public planning efforts to address future potential changes.

On page 43, there is a recommendation of working with DNREC to "quickly remedy deficiencies in the placement of the Mobi mats when access is reduced," referring to dune crossings and beach access within town limits. Prior text states that the Town

placed the Mobi mats. It is unclear if these crossing recommendations are meant for the Delaware Division of Parks and Recreation.

Consider establishing bike/pedestrian connections to Fenwick Island State Park, to minimize need for vehicular travel.

For more information, please contact the DNREC Division of Parks and Recreation at (302) 739-9215. Additional information can be found at <https://dnrec.alpha.delaware.gov/parks/>.

Delaware State Housing Authority – Contact Karen Horton 302-739-4263

- DSHA supports the Town of Fenwick Island’s willingness to work with other coastal towns, Sussex County and state agencies to facilitate affordable housing within their community.
- The Town’s proactive engagement is critical given the prolonged housing crisis that is particularly acute in the Coastal Resort Areas. In addition, DSHA has identified Fenwick Island as an “Area of Opportunity”, which are strong, high value markets, with close job proximity and economic opportunity, high performing schools, amenities and supportive infrastructure that help households succeed. Unfortunately, Fenwick Island has zero affordable housing units within its jurisdiction. The predominant housing type is single-family detached (92%), and the average price of a home is three times more expensive than the states average. Because of this and the other challenges outlined in the Plan, DSHA also encourages consideration of the following strategies that can be particularly effective in resort communities.
 - Long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock.
 - Additional housing opportunities within the existing housing stock such as permitting year-round accessory dwelling units as a by-right use.
 - The provision of employee-occupied rental units within commercial and public facilities.
- Many coastal communities in Sussex County (such as Fenwick Island) have cited concerns regarding increased traffic in their communities. Much of this is due to lower-income workers being priced out of the communities they work within, thus being forced to commute from municipalities around the periphery. By engaging with other coastal communities to address the affordable housing shortage for low- and moderate-income residents, other collective benefits such as reduced traffic and improved environmental health can be achieved.

Approval Procedures:

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,

A handwritten signature in black ink, appearing to read 'D. Edgell', with a stylized, cursive script.

David L. Edgell, AICP
Director, Office of State Planning Coordination

Fenwick Island 2023 DRAFT Comprehensive Plan Comments

Department of Planning & Zoning
Sussex County
July 2023

From: Jamie Whitehouse <jamie.whitehouse@sussexcountyde.gov>

Sent: Friday, July 21, 2023 3:09 PM

To: FI Planning <FIPlanningCommission@fenwickisland.org>

Cc: Pat Schuchman <pschuchman@fenwickisland-de.gov>

Subject: RE: Fenwick Island Comprehensive Plan - County Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Susan, Good afternoon,

Thank you for contacting us about the proposed Comprehensive Plan update. The County has the following comments:

1. The plan appears to be thorough and well-prepared. The plan is well-presented and statistical data is explained clearly throughout.
2. The County would be appreciative if an up-to-date town boundary GIS file could be shared with the County's Planning & Zoning Department so that the County's online map can be kept up to date with the Town's latest Comp Plan update.
3. The inclusion of seasonal population estimates on page 14 is very helpful. The County's next Comprehensive Plan update will seek to include seasonal estimates in association with the Delaware Population Consortium.
4. The exploration of a dark sky initiative as a recommendation is applauded. The County has seen increased community interest in this topic and has received requests to include this in the next Comp Plan update.
5. The County notes that the Future Land Use Map is unchanged from the 2017 version, and therefore has no comments to add on that element of the plan.
6. As there are no additional proposals for additional annexation in the Comp Plan update, the County has no comments to add in relation to 8.5.

Thank you for including a matrix for inter-governmental coordination. The County looks forward to working with the Town's staff on future initiatives.

Thank you for involving us in the Town's Comprehensive Plan Update. Please do not hesitate to let us know if we can be of further assistance,

Thank you,

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

Much of the County's Planning and Zoning Information can be found online at:
<https://sussexcountyde.gov/sussex-county-mapping-applications>

Information on the 2018 Sussex County Comprehensive Plan can be found at:
<https://sussexcountyde.gov/2018-comp-plan-documents>



The Town of Fenwick Island

800 Coastal Highway, Fenwick Island, DE 19944-4409
302-539-3011 ~ 302-539-1305 fax
www.fenwickisland.delaware.gov

November 22, 2023

David Edgell, AICP
Office of State Planning Coordination
Haslet Armory
122 Martin Luther King Jr. Blvd. South
Dover, DE 19901

RE: Fenwick island Comprehensive Plan Update: PLUS Review Response

Dear Mr. Edgell:

Fenwick Island is pleased to submit to you our revised Comprehensive Plan Update. Thank you to OSPC and all of the state agencies for their thoughtful and thorough review and comments. Please find our responses below and in the attached document. With your approval, we hope to move swiftly to adopt the Plan and focus our attention on implementation. Such efforts are already underway!

Certification Comments: The Town has addressed the following Certification comments in accordance with the requirements of Title 22, § 702 of the Del. Code:

- The response from Sussex County must be included in the plan. It is recommended that the email response from Mr. Whitehouse be included as part of Appendix F.

Response: The letter from Mr. Whitehouse is included in the document as Appendix F.

- The Town should expand the public process section before final approval for certification to include the PLUS process and the final public meetings before adoption of the plan.

Response: The description of the public process has been updated and expanded to include PLUS and our planned final public hearings. This update can be found on pages 5-6. In addition, the PLUS letter and the town's response can be found in Appendix F.

- Vegetated Buffer Zones - Page 55 acknowledges Sussex County's 2022 buffer rule. Please update accordingly on page 53 that states no buffer requirement along the Little Assawoman Bay.

Response: Page 53 has been revised to DELETE the last sentence of the first paragraph that reads: "For the bay, there are no required buffers from the shoreline nor elevation standards for buildings as there are along the eastern Atlantic shore."

Recommendations: The Town has considered the comments and recommendations from the various State agencies and has the following responses.

Office of State Planning Coordination – Contact: Dorothy Morris 302-739-3090

Congratulations to the town preparing a plan that will guide Fenwick Island's land use in a way that allows for economic and residential growth while protecting the valuable environmental resources in the town.

- It is recommended that the PLUS letter and the town's response back to the state be included in Appendix F.

Response: These documents have been incorporated as requested.

For consideration.

- The plan notes that the town ordinance included a Commercial Mixed Use Zone which permits apartments and mixed use buildings. This zone is not mapped on your Future Land Use Map. Per 22 Delaware Code §702(d) 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.

Therefore, if, in the future, a property owner asked for a rezoning to the mixed use zone, a comprehensive plan amendment to the Future Land Use Map will be required before the rezoning can be approved.

Response: The PC is appreciative of the comment regarding Commercial Mixed Zone. Currently, the Commission has thoughtfully chosen for the Future Land Use Map to remain as is. Should the need for a zoning change be made in the future, the Planning Commission will take the request into consideration, understanding that a comprehensive plan amendment would be necessary if the rezoning were to move forward.

This office has also received the following comments from State agencies:

State Historic Preservation Office (SHPO) – Contact: Carlton Hall 302-736-7400

- The Comprehensive Plan shows Fenwick Island's interest in its history and cultural resources.
- There is a section on history in Chapter 1, which strengthened the overall plan.
- The Delaware SHPO would encourage the town to consider undertaking updated architectural survey of buildings as late as 1973 to provide a foundation to preserve and protect the town's older buildings.

Response: After further discussion with Carlton Hall, State Historic Preservation Office (SHPO), Mr. Carlton agrees that Fenwick Island is doing good work in identifying and recognizing homes and cottages of historical significance within the town. He is aware there are photos of historical cottages, as well as informational markers placed on homes of

significance. He acknowledges that the property owner has the decision-making power concerning preservation of the house. He feels it is nice to tie the history of the town to its architecture. He also points out that any building 50 years or older may have some historical significance, which is why he noted buildings built as recently as 1973. For the purposes of our comprehensive plan, no further action is needed.

Department of Transportation – Contact: Stephen Bayer 760-4834

- DelDOT congratulates the Town on a well drafted document. The decision to treat this process as a new Plan rather than an update is an innovative approach.
The Transportation elements of the plan is evidence of a comprehensive approach that should serve the Town well.

DART – Contact Jared Kauffman 302-576-6062

The following comments are related to the Public Transportation section:

- Expand the general description of the Route 208 beyond the 2022 summer season. Please describe the route as a seasonal route that operates between the week before Memorial Day and the week after Labor Day.
- Describe the frequency of the Route 208
- If data is available, describe the ridership demographics of those riding to and from Fenwick Island
- Please describe DART's on-demand service, which operates year-round within Fenwick Island
- Because of how close Ocean City Transit operates to Fenwick Island, it's suggested to describe their service and the 144th Street Transportation Center.
- Please describe the vision the Town may have for improved bus service within their town and follow these with recommendations in section 4.8.

Response: The town has amended the draft Plan with the following text, starting on page 33:

4.5 Public Transportation

Access to public transit is inexorably linked to bike and pedestrian mobility. Fenwick Island has seven DART stops, all along SR 1 and are serviced by DART Route 208, "Blue Line", a seasonal route that operates between the week before Memorial Day and ends the week after

Labor Day.

DART Route 208 provides transportation between the Rehoboth Park & Ride and the 144th St. Transit Center in Ocean City, Maryland. The northbound stops are located at SR1 at Bayard Street, SR 1 at Lewes Street and SR1 at Fenwick Island State Park. Southbound stops are SR 1 at Fenwick Island State Park, SR 1 and Lewes Street, SR 1 at Bayard Street and SR 1 at S. Carolina Avenue. Pick up times are approximately every 2 hours.

DART also operates DART Connect, an on-demand, micro transit service that can be accessed by downloading the DART connect app or by calling 1-800-652-DART, Option 3.

For up-to-date information about DART's schedule, fares and stop locations, visit www.dartfirststate.com.

The 144th St. Transit Center in Ocean City, Maryland provides year-round public transportation services along Coastal Highway and to West Ocean City Park-N-Ride. For information regarding schedules and fares, visit www.oceancitymd.gov.

The Department of Natural Resources and Environmental Control – Contact: Beth Krumrine 302-735-3480

Trash and Recycling

Recycling is addressed on page 12. Please include information on current capacity, and if current needs are being met for both recycling and trash services. Address future capacity needs.

Response: Currently, town management and public works are satisfied with the private contractor providing solid waste, recycling and yard waste pick up for Fenwick Island, and current needs are being met.

Drinking Water

According to the draft plan, drinking water is mostly supplied by Artesian, with a few remaining properties that obtain drinking water through wells. It is recommended to address future implications of sea level on wells and identify strategies for addressing future saltwater intrusion into wells.

Response: The Town is currently working to ascertain which properties within the municipality are using wells for their primary water source. We are currently undergoing this process.

Climate Change

The Fenwick Island comprehensive plan emphasizes the impacts of climate change and sea level rise. Goal 8 (page 71) includes a strategy to complete a town Risk and Vulnerability Assessment, that would identify people, property, and resources that are exposed to and threatened by injury, damage or loss from natural hazard events. One example is the need for back-up energy for air conditioning. As temperatures continue to rise, air conditioning will become increasingly important, especially among older populations.

DNREC reviewers recommend including information about the impacts of sea level rise on stormwater management.

Response: See Chapter 7. Resiliency, Page 65, 7.5 Resiliency Goal and 7.6 Recommended Direction for the Town.

As stated in the Comprehensive Plan, The Town of Fenwick Island, like many other coastal towns, has a surface, open watercourse drainage system. This system description is applicable for the municipal owned roads as well as SR1 which is owned by the State of Delaware.

The Infrastructure Committee will continue to focus attention on creating best practices for resilient water inundation issues being created by sea level rise. Many of these tasks will require grant funding, which the Planning Commission and Town Council are preparing for with the submission of a new 10-year Comprehensive Plan.

Trees

The comprehensive plan addresses a need for planting additional native trees. Consider working with the Delaware Forest Service to apply for an Urban and Community Forestry (UCF) grant. Applications are expected to open in November of 2023, where those interested should contact UCF (<https://delawaretrees.com/about-us/contact-us/>) well in advance to begin the planning process. More information can be found at <https://delawaretrees.com/programs-and-services/urban-grant-program/>.

Response: The town has revised Chapter 3, page 25, bullet #3 under Direction for Town to read:

- Consider a variety of strategies to protect and increase tree canopy and native landscaping in Fenwick Island, through education programs and volunteer opportunities, an ordinance review of protection standards and the planting of trees on existing public lands. Consider applying for an Urban and Community Forestry Grant (applications opening November 2023) for matching grants up to \$5,000 for planting trees on Town property. Review the guidance of the “Delaware Tree friendly Community Program” as Fenwick Island makes efforts to improve and enhance its tree canopy and landscaping.

Clean Energy

Page 71 identifies green practices for the Town’s consideration, such as the Leadership in Energy and Environmental Design (LEED). Consider adding additional clean energy strategies into the comprehensive plan. For example, clean energy strategies appear in the 2019 Fenwick Island Sustainability Plan. Updated resources are provided below:

- **Green Energy Fund:** Grant funds and incentives are available through the DNREC Green Energy Fund, which includes several funding types through the state’s major electric utilities. Grants may be available for qualifying renewable energy systems installed in Delaware by applicants whose electricity provider collects funds for the program and offers a grant program for renewable energy projects. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/renewable/assistance/>.
- **Residential, Agricultural, Public, and Commercial Applications (Energize Delaware)** - Energize Delaware, offered through the Delaware Sustainable Energy Utility, provides low interest loans and other funding opportunities to help Delaware residents, businesses, farmers, schools, religious organizations, nonprofits, hospitals and local governments implement energy saving projects. Energy saving projects could include high-

efficiency heating, cooling, ventilation, insulation, & solar. Additional information can be found at: <https://www.energizedelaware.org/>.

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- **Residential Applications (Weatherization Program)** - Ensure that residents are aware of the Weatherization Assistance Program and provide information to those who are having trouble paying utility bills. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>.

Response: Thank you for sharing these resources. The town will include these on its "Resource Sheet for the implementation of the Comprehensive Plan".

Electric Vehicles

Transportation represents the largest in-state source of greenhouse gas emissions – greenhouse gases are the driver of global climate change. Vibrant walkable towns, like Fenwick Island, represent a significant opportunity to reduce emissions from transportation, especially when walkability is paired with electrification of vehicles.

Consider adding strategies for electric vehicles into the comprehensive plan. For example:

- Incorporate specific strategies into the comprehensive plan that help reduce emissions from vehicles by encouraging electric vehicles and charging stations, and by seeking opportunities to upgrade town vehicles to electric or other cleaner burning fuel.
- Expand options for alternative transportation to help limit the impact of vehicular travel and facilitate the transition from vehicular travel to more environmentally friendly modes.

- Install level 2 electric vehicle charging stations on town owned properties including parking areas and parks. Availability of public charging stations can help drive visitors to a town's downtown area, and help local residents, who may not have access to a charger at home. These stations will also assist in Delaware achieving its clean transportation goals, reducing greenhouse gas emissions, and improving overall air quality. 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.

Available resources:

- The DNREC Division of Climate, Coastal and Energy offers rebates of up to 90% of the cost of the charging station for commercial, multi-unit dwelling and other public properties. These programs address climate change goals of reducing greenhouse gas emissions and improving overall air quality. Additional information can be found at: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/>.

Response: The Planning Commission appreciates the opportunity to consider electric charging stations. It is a suggestion that will be provided to the commercial property owners. There are currently few Fenwick Island residents with electric vehicles. Polling concluded that the EV owners currently utilize renewable solar energy to charge their vehicles.

Parks and Recreation

On pages 42-43, the Comprehensive Plan states that the Town would like to develop an open dialogue with the Delaware Division of Parks and Recreation on traffic, limiting commercialization, and other concerns. While commercialism is not a goal of the Division, Parks may enter into agreements to allow concessions and provide amenities for recreation throughout the Parks system which support the recreating public. Traffic patterns are also a concern for the Division and was a consideration as the Surf Fishing Program was reexamined in 2022 and the pilot program for reservations was developed. The Division actively manages the needs of the public and will engage in public planning efforts to address future potential changes.

On page 43, there is a recommendation of working with DNREC to “quickly remedy deficiencies in the placement of the Mobi mats when access is reduced,” referring to dune crossings and beach access within town limits. Prior text states that the Town

placed the Mobi mats. It is unclear if these crossing recommendations are meant for the Delaware Division of Parks and Recreation.

Consider establishing bike/pedestrian connections to Fenwick Island State Park, to minimize need for vehicular travel.

Response: The first bulleted item under “Provide Universal Accessibility for Dune Crossings has been changed to the following:

“The town should continue to provide surface mats to ease pedestrian crossings to the beach. Quickly remedy deficiencies in the placement of the Mobi mat when access is reduced.”

Delaware State Housing Authority – Contact Karen Horton 302-739-4263

- DSHA supports the Town of Fenwick Island’s willingness to work with other coastal towns, Sussex County and state agencies to facilitate affordable housing within their community.
- The Town’s proactive engagement is critical given the prolonged housing crisis that is particularly acute in the Coastal Resort Areas. In addition, DSHA has identified Fenwick Island as an “Area of Opportunity”, which are strong, high value markets, with close job proximity and economic opportunity, high performing schools, amenities, and supportive infrastructure that help households succeed. Unfortunately, Fenwick Island has zero affordable housing units within its jurisdiction. The predominant housing type is single-family detached (92%), and the average price of a home is three times more expensive than the states average. Because of this and the other challenges outlined in the Plan, DSHA also encourages consideration of the following strategies that can be particularly effective in resort communities.
 - Long-term affordability programs and tools to preserve public investment and to ensure a sustainable affordable housing stock.
 - Additional housing opportunities within the existing housing stock such as permitting year-round accessory dwelling units as a by-right use.
 - The provision of employee-occupied rental units within commercial and public facilities.
- Many coastal communities in Sussex County (such as Fenwick Island) have cited concerns regarding increased traffic in their communities. Much of this is due to lower-income workers being priced out of the communities they work within, thus being forced to commute from municipalities around the periphery. By engaging with other coastal communities to address the affordable housing shortage for low- and moderate-income residents, other collective benefits such as reduced traffic and improved environmental health can be achieved.

Response: The Town of Fenwick Island is acutely aware of the low and mid-range housing shortage in Delaware and Sussex County and has tried to address this in the plan. Please see Comprehensive Plan, page 79, 8.9 Recommended Direction for the Town.

Again, Fenwick Island thanks the state agencies for their review and consideration of our comprehensive plan. Upon PLUS approval of these changes, we will proceed with final adoption by ordinance with the effective date contingent upon certification by the Governor.

Very truly yours.

A handwritten signature in cursive script that reads "Patricia J. Schuchman". The signature is written in dark ink and is positioned above the printed name and title.

Patricia J. Schuchman
Town Manager
Town of Fenwick Island