



South Bethany Municipal Comprehensive Plan

*October 19, 2026
Planning Commission Meeting*

Agenda

- Requests from Last Meeting
- Vision Statement Best Practices
- Transportation
- Environment
- Looking Ahead



**South Bethany
Comprehensive
Plan**

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Acronyms

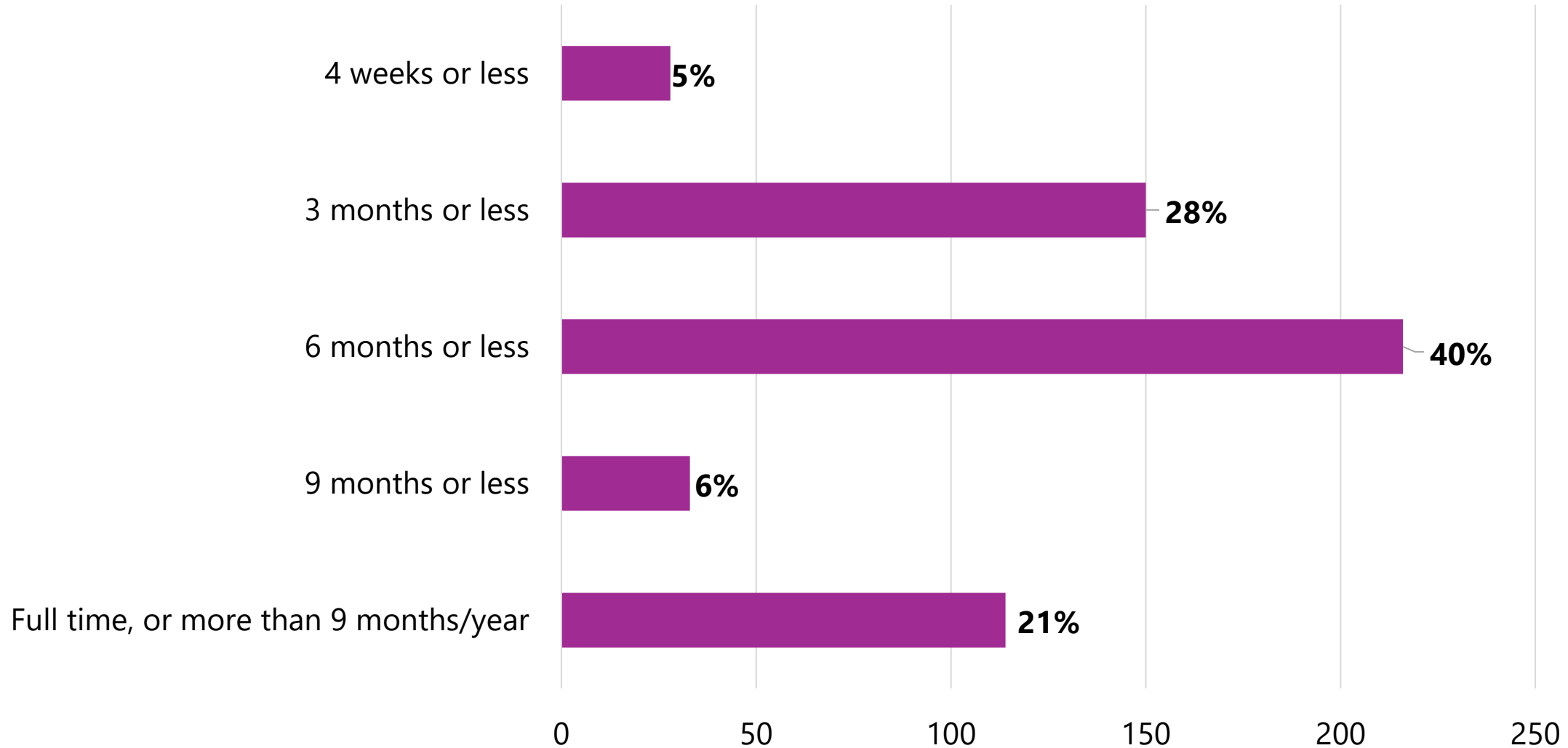
- **ACS:** American Community Survey
 - Federal demographics survey. The ACS is released yearly, while the census is released every 10 years.
- **Bike/Ped:** Bicycle/Pedestrian
- **DART:** Delaware Administration for Regional Transit
 - DART was created in 1969. Today, DART is operated by Delaware Transit Corporation or DTC).
- **IPA:** Institute for Public Administration at University of Delaware
- **OSPC:** Office of State Planning and Coordination
 - State agency in charge of planning, coordinates PLUS reviews
- **PLUS:** Preliminary Land Use Service
 - The PLUS process is how state agencies give their comments before certifying a comprehensive plan. It also facilitates non-binding recommendations for large development projects.
- **SWOT:** Strengths, Weaknesses, Opportunities, Threats
- **SBPOA:** South Bethany Property Owner's Association



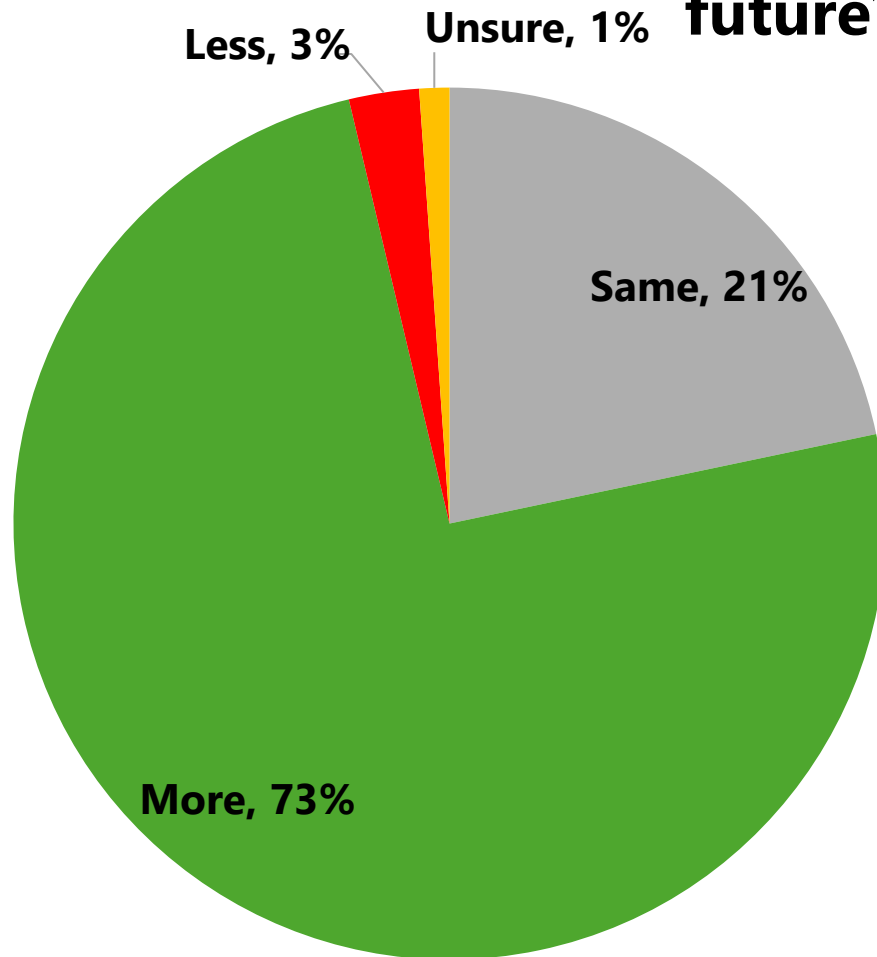
Last Meeting Requests



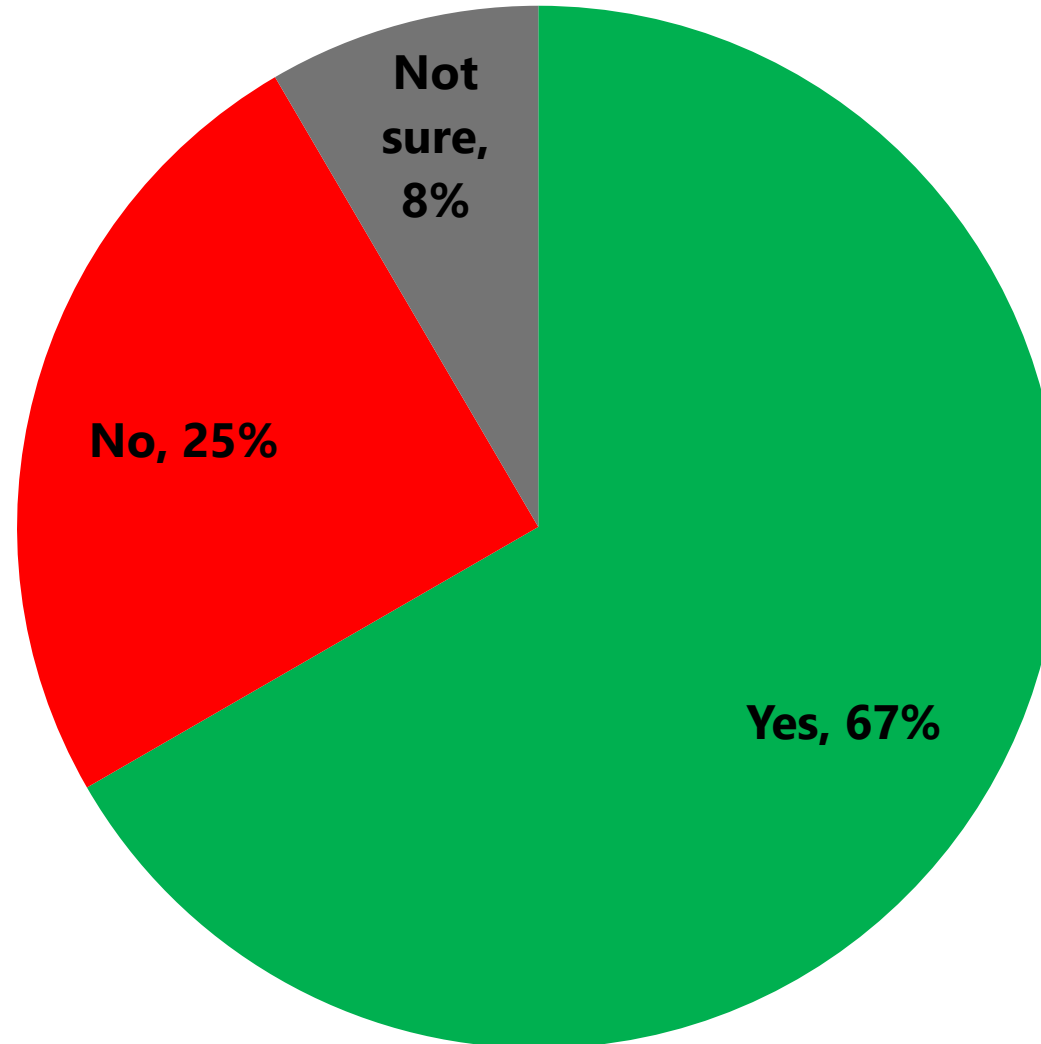
Time in South Bethany



Do you expect to use your property more or less in the future?



Is the Town doing enough to protect property from climate threats?

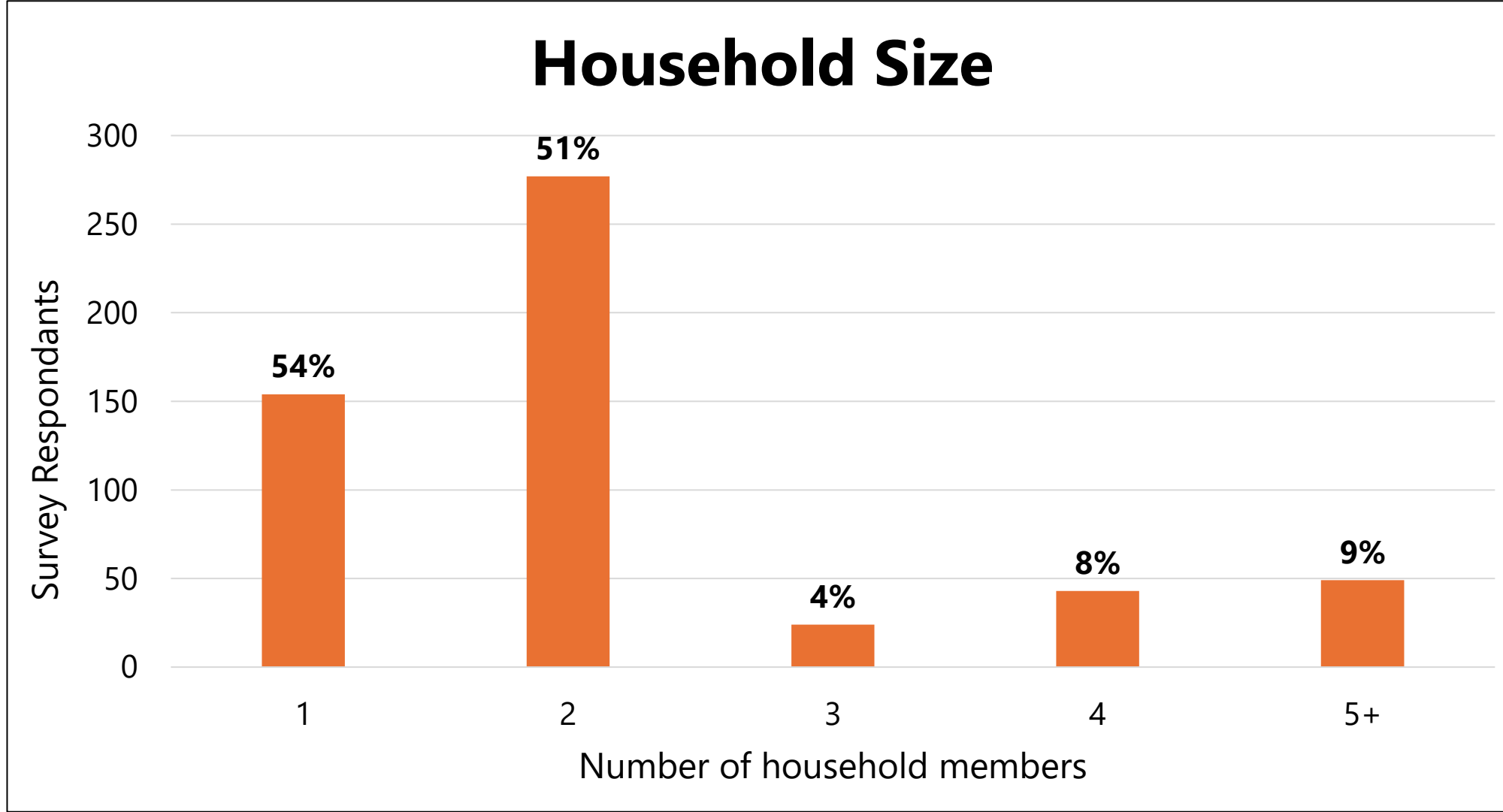


Recent Action: Pervious Surfaces

- August 27th, 2026, South Bethany City Council passed pervious/impervious surface ordinance with a 5-2 vote
- In R1, Requires 100% of any required building setback area to be covered with pervious surfaces, except for walkways up to 36 inches in width that traverse the setback area.
 - Used to be at least 55%
- Updates definitions of pervious and impervious surfaces

Recent Action: Pervious Surfaces

- Updates definitions of pervious and impervious surfaces
- Impervious Materials:
 - A surface composed of any material that significantly impedes or prevents the natural infiltration of rainfall into the soil. This includes, but is not limited to roofs, concrete surfaces, asphalt surfaces, structures, non-pervious pavers, sidewalks, swimming pools, and multipurpose courts; and any material that does not meet the definition of "pervious"
- Pervious Materials:
 - Any material or surface that allows rainfall to infiltrate into the soil. This includes, but is not limited to, grass, meadows, planting beds, mulch, 1/4-inch spaced decking above pervious surfaces, washed gravel and stones greater than 3/8-inch diameter, shells, pervious pavers, porous pavement, and/or any material that, when tested or installed per manufacturer specifications or industry standard, has an infiltration rate greater than two inches per hour. The use of polymeric sand and other synthetic products is not permitted in a permeable paver assembly.



Age of residents

Survey Results:

Mean Age: 56.3

Median Age: 63

2024 ACS 5-year estimates:

Median Age: 68.7

Sample size: 1095 valid ages

Resilience

- Survey said: Resiliency: Floods and storm events

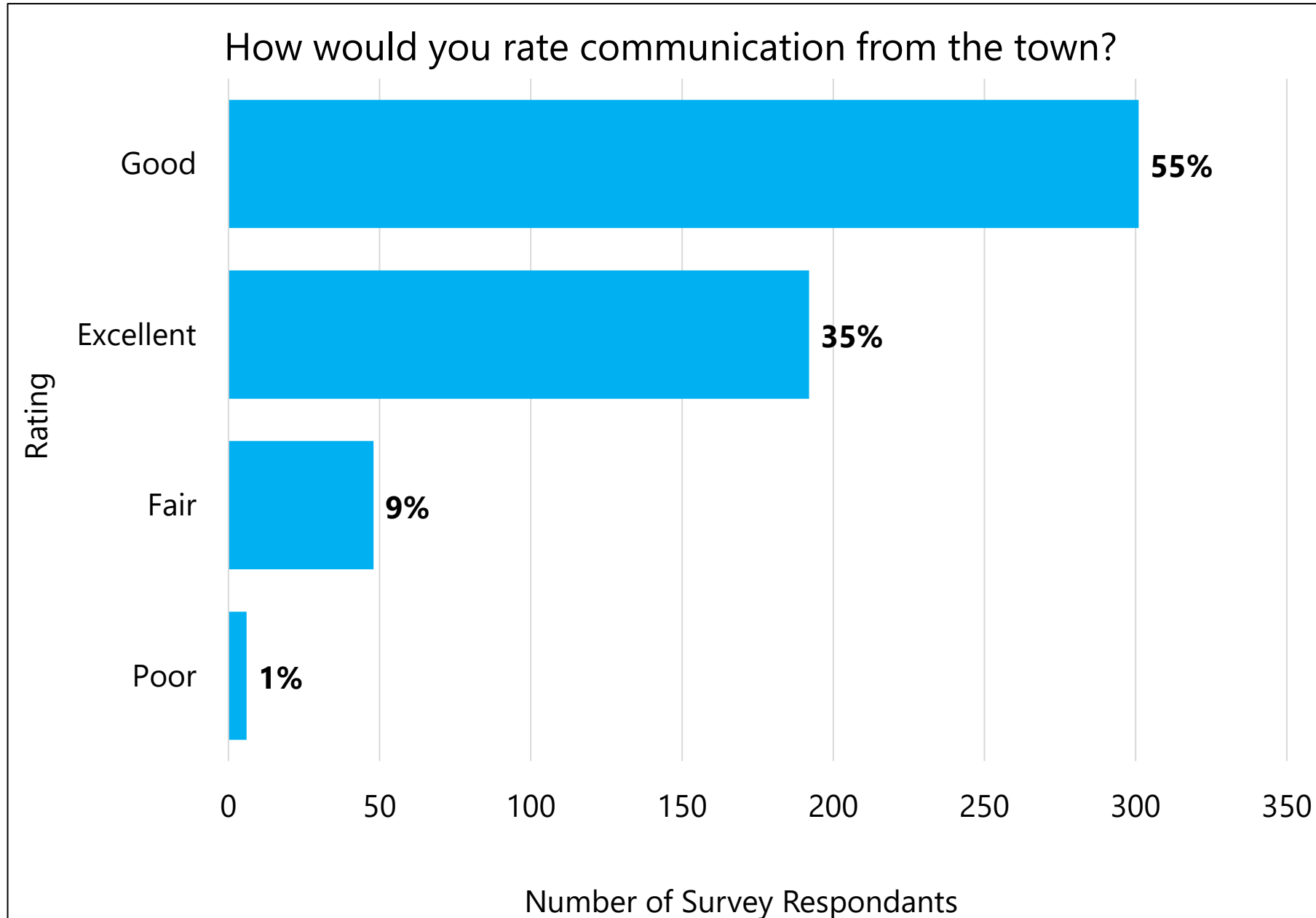
From DNREC I-ADAPT Definitions:

Resilience: The ability to “bounce back” after hazardous events rather than merely reacting to impacts.

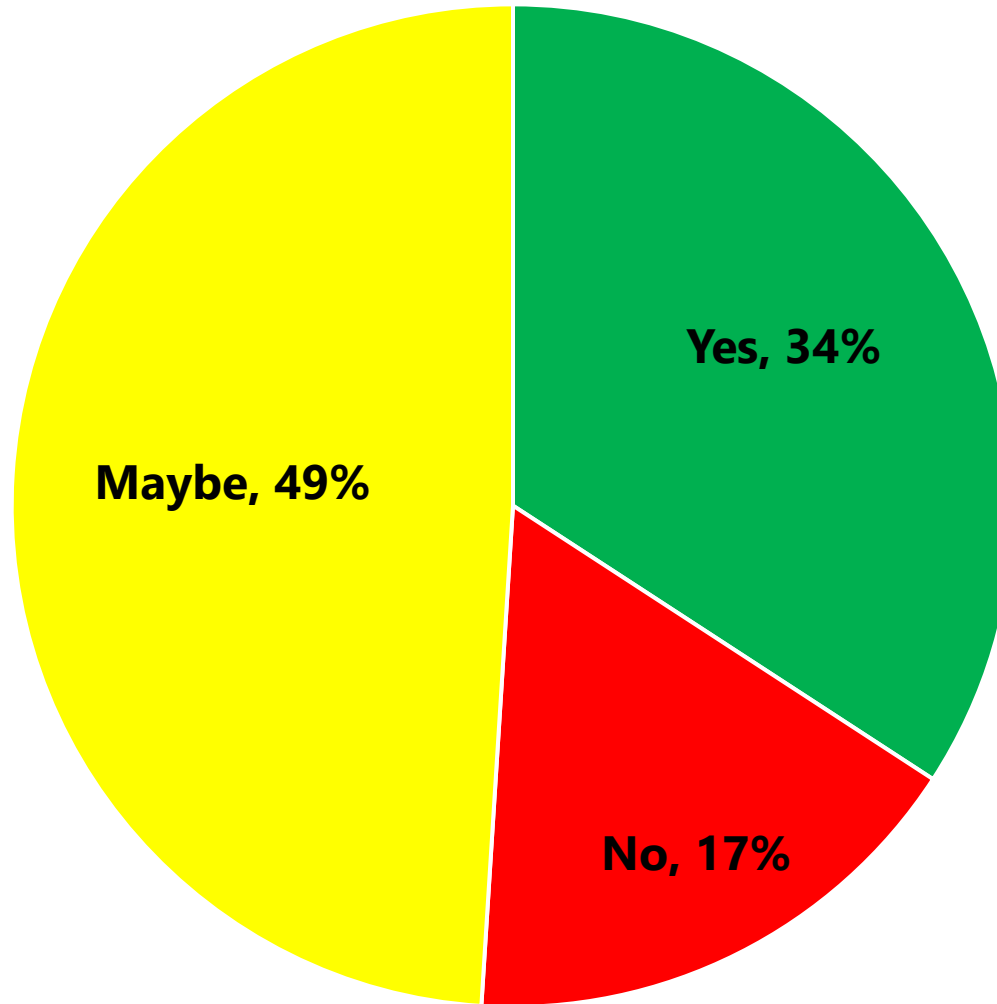
93% of respondents said they would like to hear about town issues through **email**.

3% said they would like to hear about town issues through flyers in the mail.

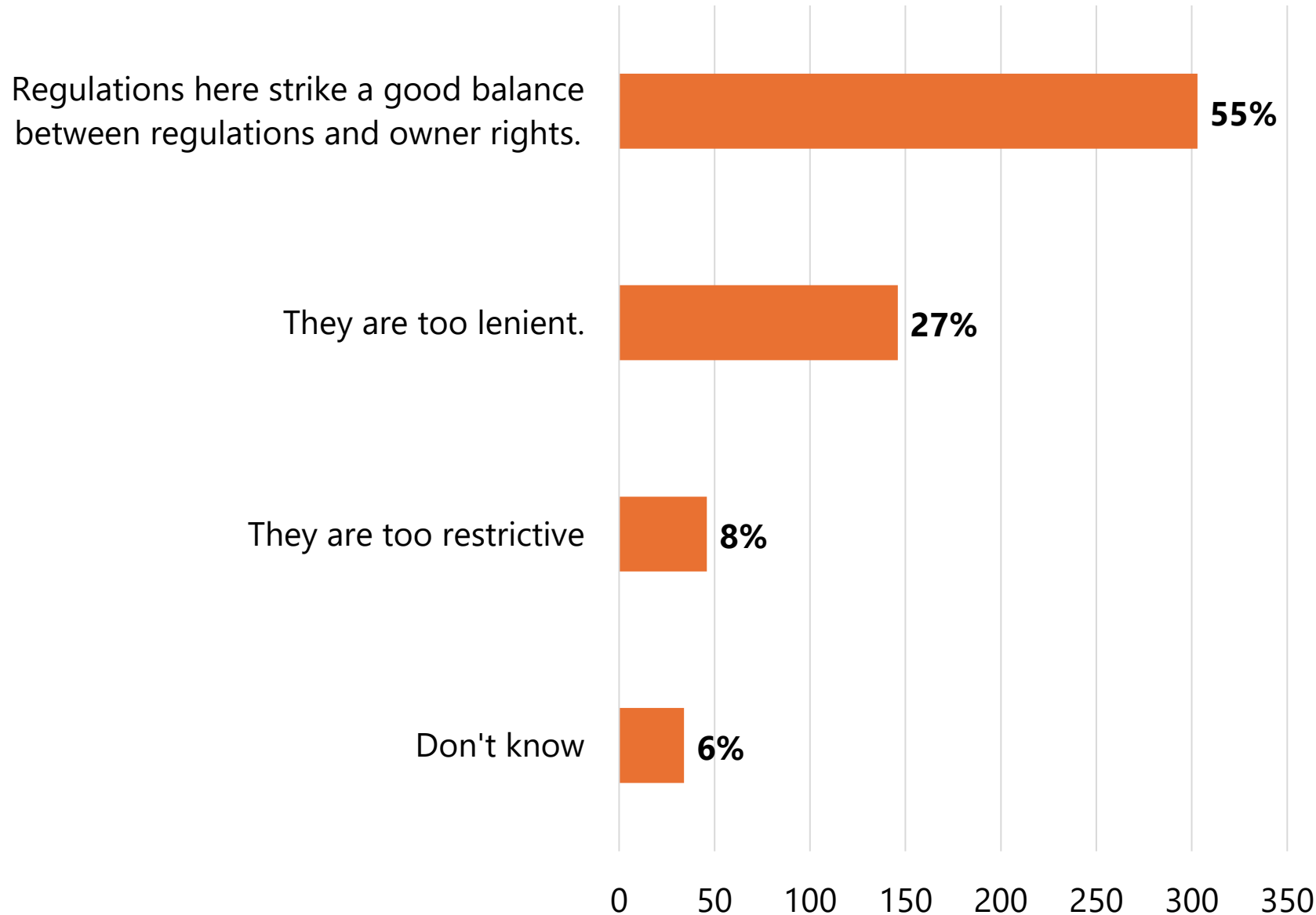
Only **1.5%** chose social media.



Should the Town pursue stricter building standards?



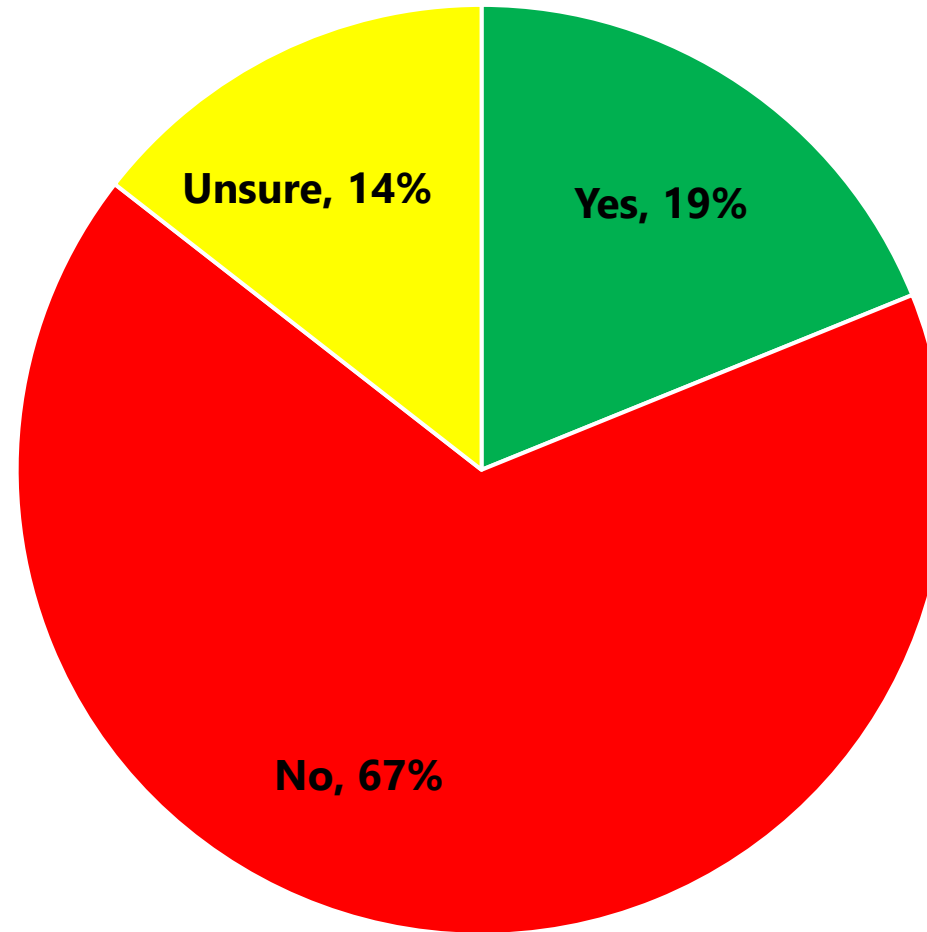
Opinion on Current Land Use Regulations



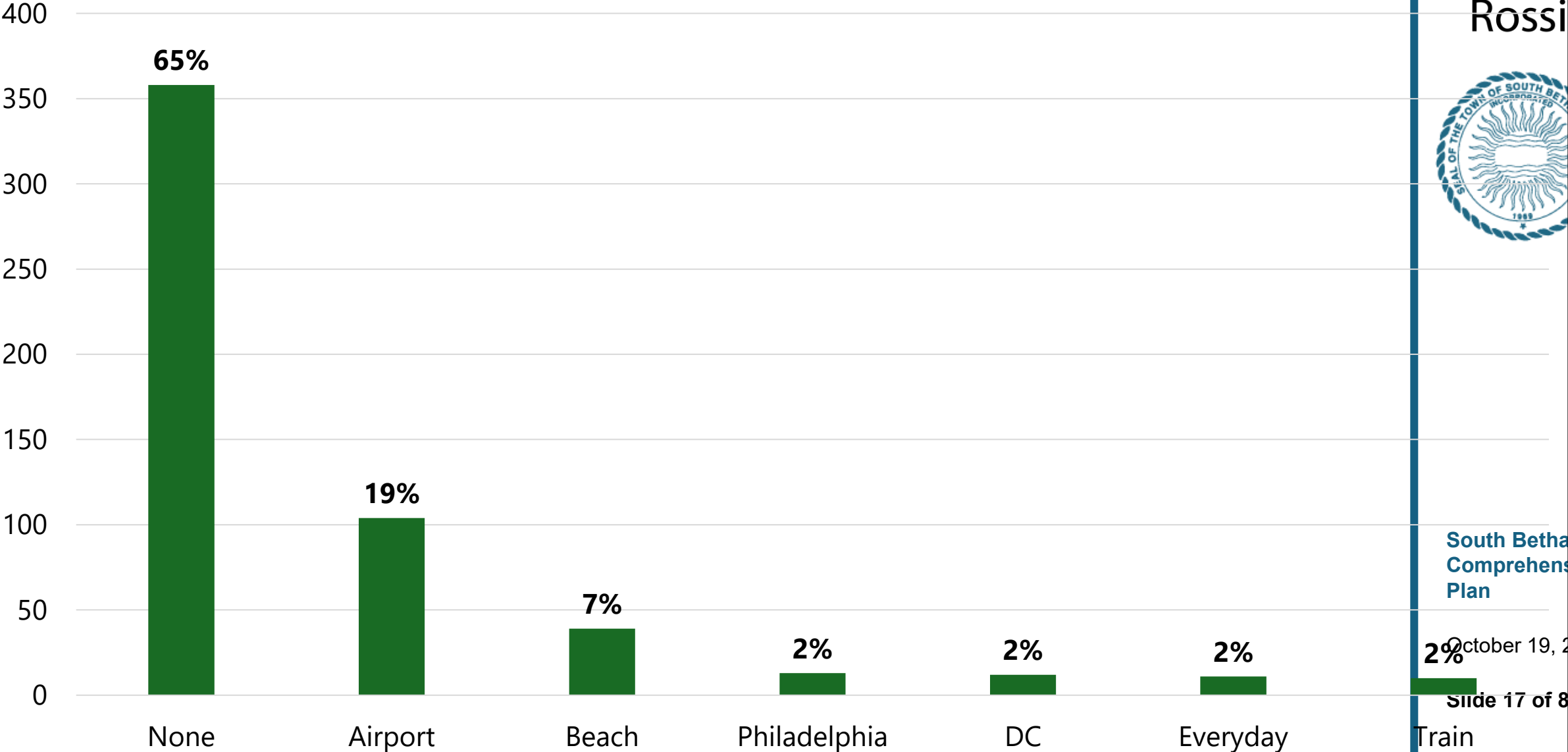
Interesting responses:

- Should allow residents to raise their bulkheads
- Inconsistencies across neighborhoods
- Houses have become too large

Would you like to see new sidewalks/trails?



Are there destinations you wish you could access via transit?

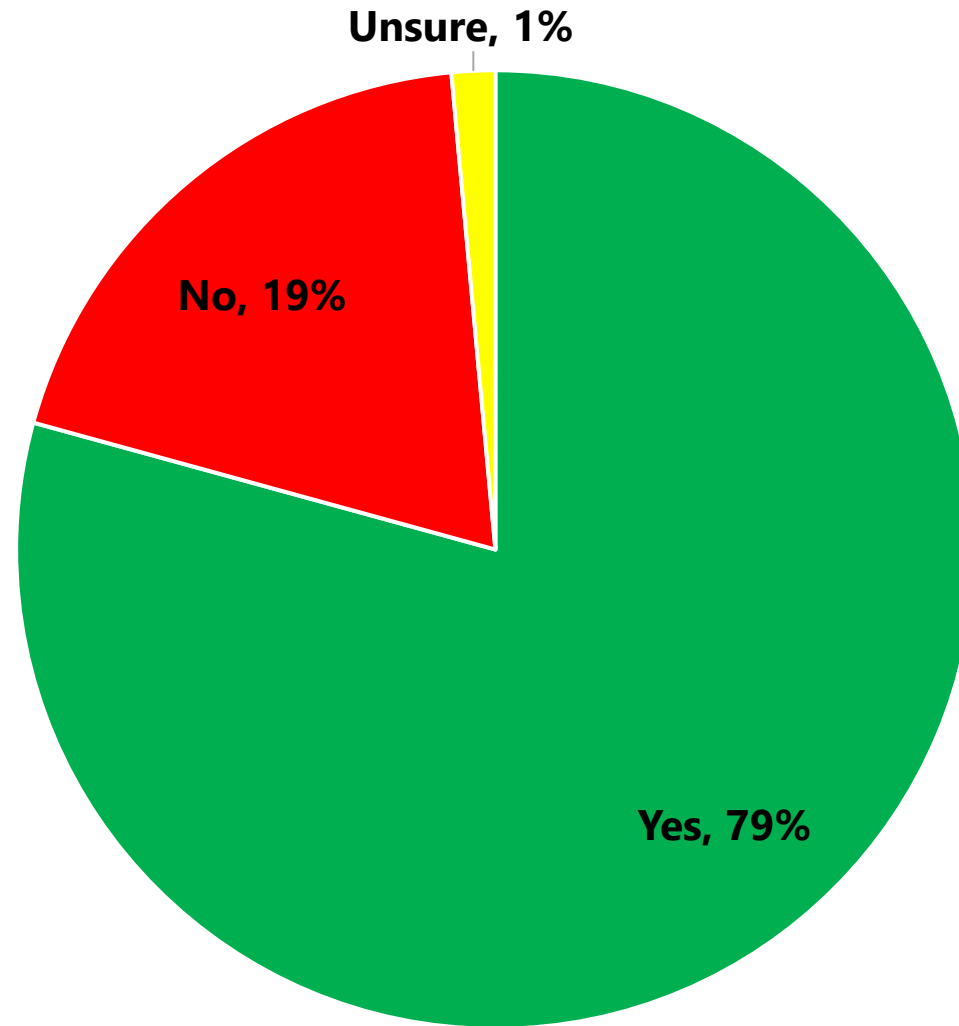


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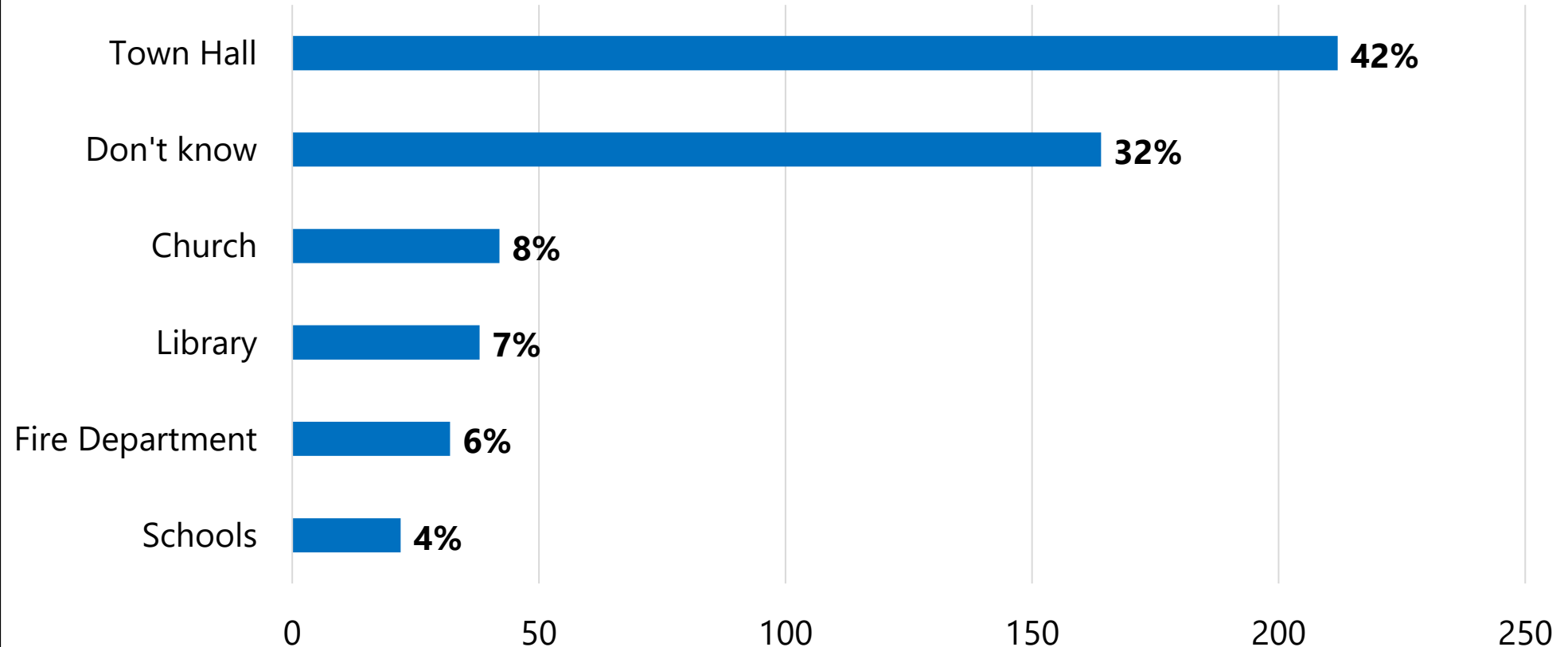
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Does the Town have adequate recreational opportunities?



Can you think of any specific places in or near the Town that would be a good spot for people to go if they need help during a flood?



On what street do you own property in South Bethany?

- 527 (96%) of respondents answered this question
 - 20 blank or non-responses
 - Not usable: 2 responses who said 5th st (not sure N, S, or W)
 - Not usable: 2 responses who said Sewanee – does not exist
 - Added 5 extra streets → respondents who said more than one street in their answer
- So 528 streets in total

Numbered Streets

North		South		West	
North 1 st	6	South 1 st	6	West 1 st	5
North 2 nd	3	South 2 nd	3	West 2 nd	4
North 3 rd	5	South 3 rd	3	West 3 rd	2
North 4 th	3	South 4 th	4	West 4 th	3
North 5 th	2	South 5 th	6	West 5 th	0
North 6 th	6	South 6 th	3	West 6 th	2
North 7 th	1	South 7 th	1	West 7 th	3
		South 8 th	1	West 8 th	4
		South 9 th	1	West 9 th	9
				West 10 th	2
				West 11 th	2
Total	26	Total	28	Total	36

Named Streets

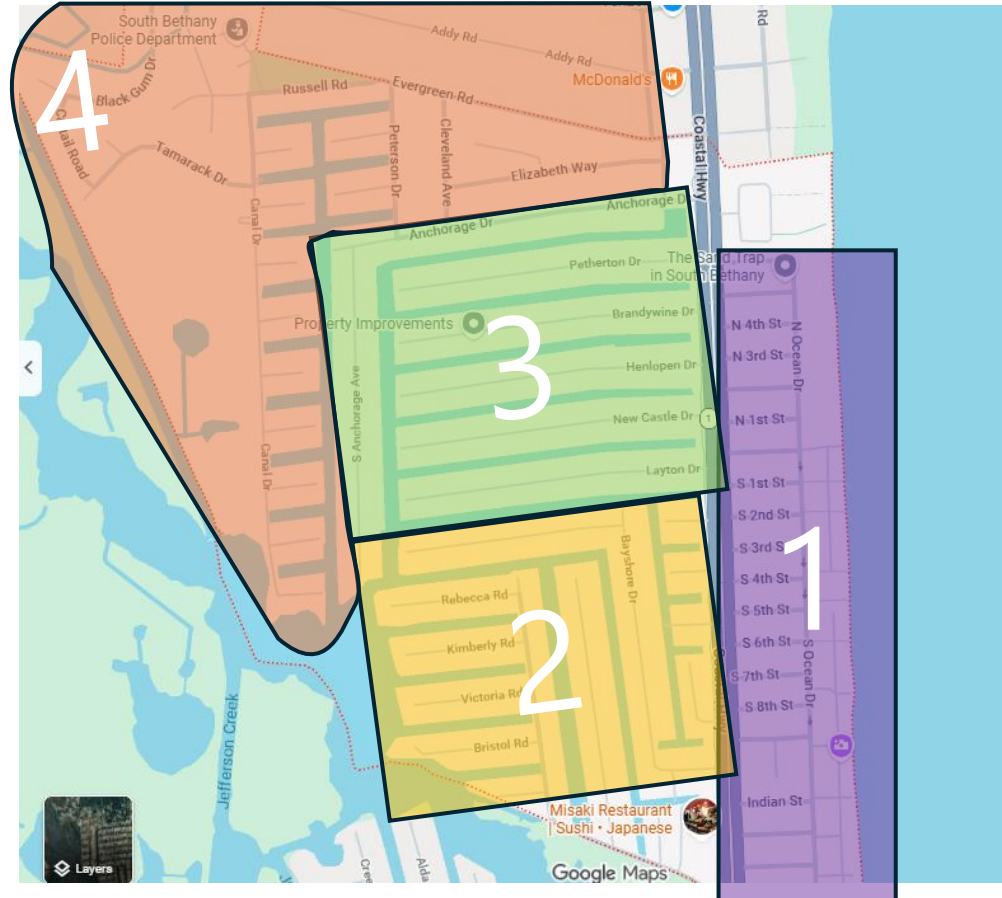
Anchorage	60
Bayshore	29
Black Gum	26
Boone	3
Brandywine	26
Bristol	8
Canal	17
Carlisle	9
Cattail	2
Cleveland	8
Division	3
Elizabeth	25
Evergreen	8
Godwin	5
Henlopen	22
Indian	4
Jamaica	4
Kent	5
Kewanee	2
Kimberly	7
Layton	26
Logan	3

Mays	4
New Castle	13
Ocean	11
Periwinkle	13
Peterson	7
Petherton	18
Rebecca	3
Russell	6
Sea Side	9
Sewanee	1
Sewanne	1
Sussex	6
Tamarack	21
Tern	10
Victoria	7
York	8
Blank	20



Responses by Cluster

- Cluster 1: **90**
 - North 1-7th street, South 1-9th, Indian St. Kewanee St., Logan St., Ocean, Division, Sea Side
- Cluster 2: **100**
 - Rebecca, Kimberley, Victoria, Bayshore, Carlisle, Bristol, York, Godwin, Sussex, Kent, Boone, Tern
- Cluster 3: **165**
 - Layton, New Castle, Henlopen, Brandywine, Anchorage, Petherton
- Cluster 4: **173**
 - W 1-11th st, Elizabeth, Cleveland, Mays, Peterson, Tamarack, Canal, Evergreen, Russell, Periwinkle, Black Gum, Cattail



Vision Statement Case Studies and Best Practices



Comprehensive Plans Reviewed

- Crested Butte, CO: [Community Compass](#)
- Richmond, VA: [Richmond 300](#)
- Greensboro, NC: [GSO2040 Comprehensive Plan](#)
- Sandwich, MA: [Local Comprehensive Plan](#)



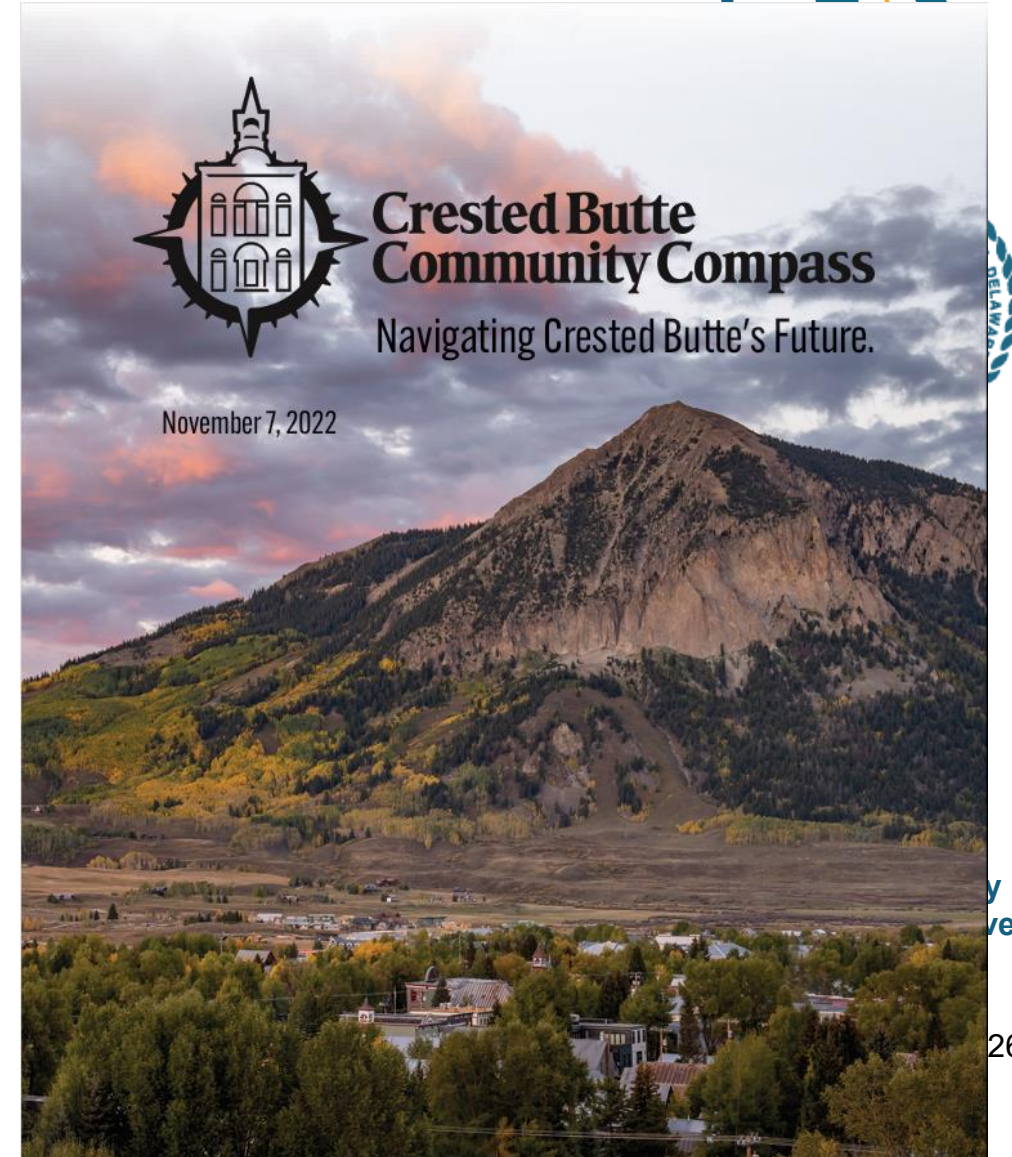
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Crested Butte, CO: Community Compass

- This document technically serves as the Town's Comprehensive Plan.
- Defining the vision:
 - Reflect the Town's history: What direction is the Town headed in?
 - Engage the public to identify community values: "Crested Butte's community is a place where..."
 - Evaluate if the direction the Town is headed in aligns with community values: Who does the Crested Butte community want to be?



Crested Butte, CO: Community Compass

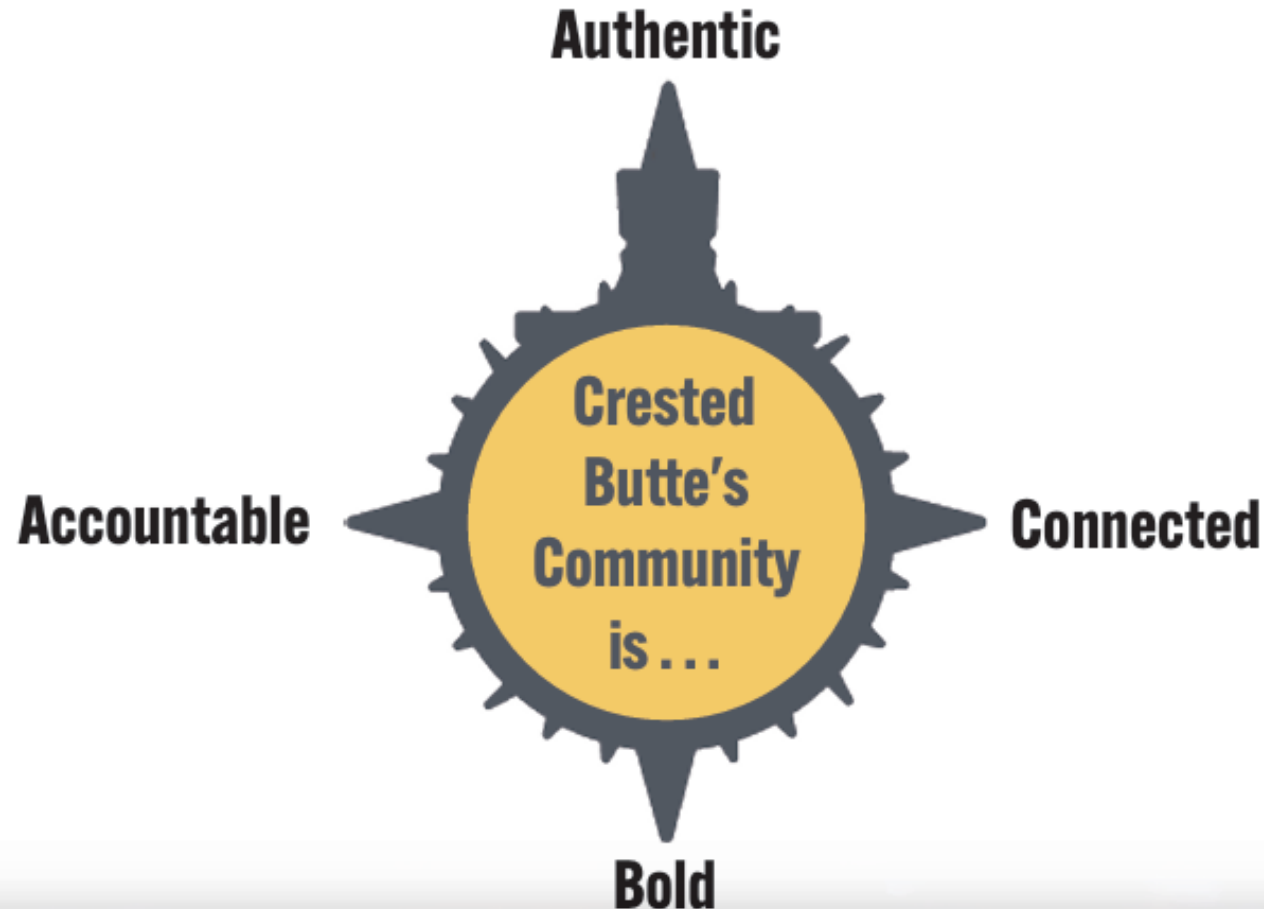
- Answers to “Crested Butte’s community is a place where...”
- Playfully depicts community values with each of these statements.



Crested Butte, CO: Community Compass

- Who Crested Butte wants to be in terms of **Core Principles**.
- Core principles: *"The principles that represent an individual or organization's deeply held beliefs and fundamental driving forces."*
- These core principles guide how Crested Butte measures success.

This Compass states the core values that the Town and community will stand by as we navigate our future.



Crested Butte, CO: Community Compass

- In addition to measures of success, this plan outlines trade-offs.
- An honest evaluation of how core principles may ultimately shape the town.

We are an authentic community.

Crested Butte has soul — we are a genuine, creative, artistic, functional, livable, quirky, gritty, and strong community. We are true to ourselves, our history, and our surroundings. We have rough edges, are proud of our accomplishments, and thrive on being different. We choose to live a rugged life in the mountains and intentionally pick a life of passion over ease. Our authenticity comes from the unique individuality and spontaneity of the people who live here. We embrace the special nature of this place.

Living by this value means...

- ... this Town has people living and working in it.
- ... this Town has more rough than polished edges.
- ... this Town's vibe is diverse, modest, and quirky.
- ... visitors come to Crested Butte for an authentic and unique experience.
- ... this Town prefers homegrown initiatives over outside investments.
- ... we continue to see rusty townies and well-loved snowmobiles throughout the Town.

To live by this value, the Town may need to consider...

- ... mitigating the negative impacts of a tourism-based economy, ensuring community members can continue to live and work in Town.
- ... prioritizing the community's needs over individual preferences and comforts.
- ... lending support for homegrown arts and events.
- ... ensuring the Town's regulations and policies don't inhibit creative and quirky architecture or art, and that new development maintains a modest feel.

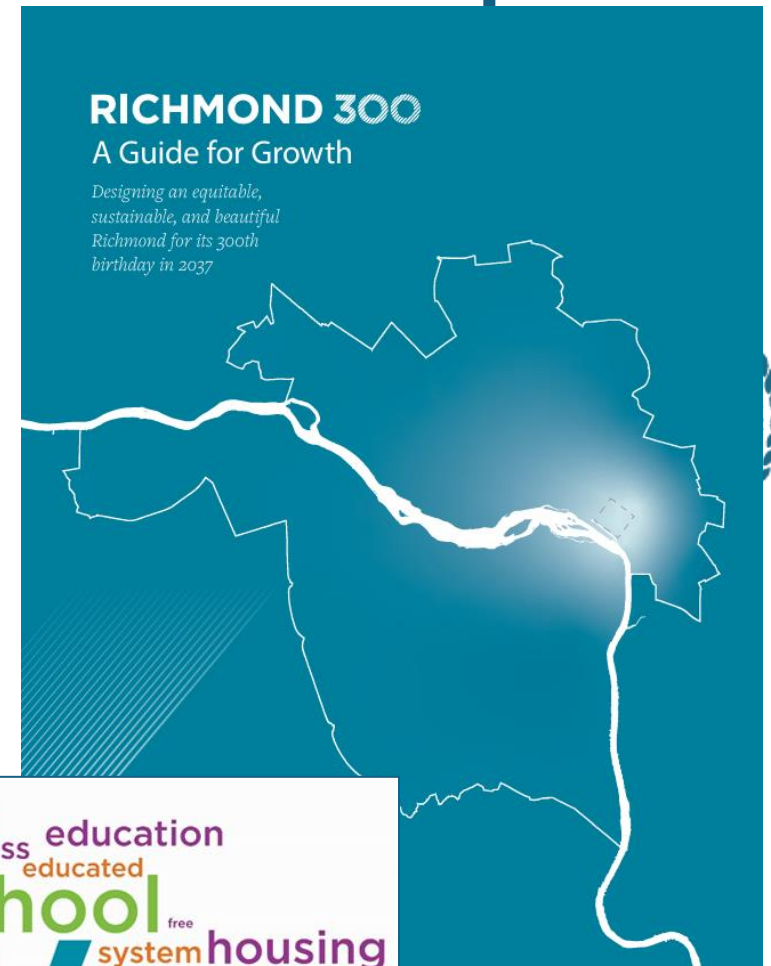
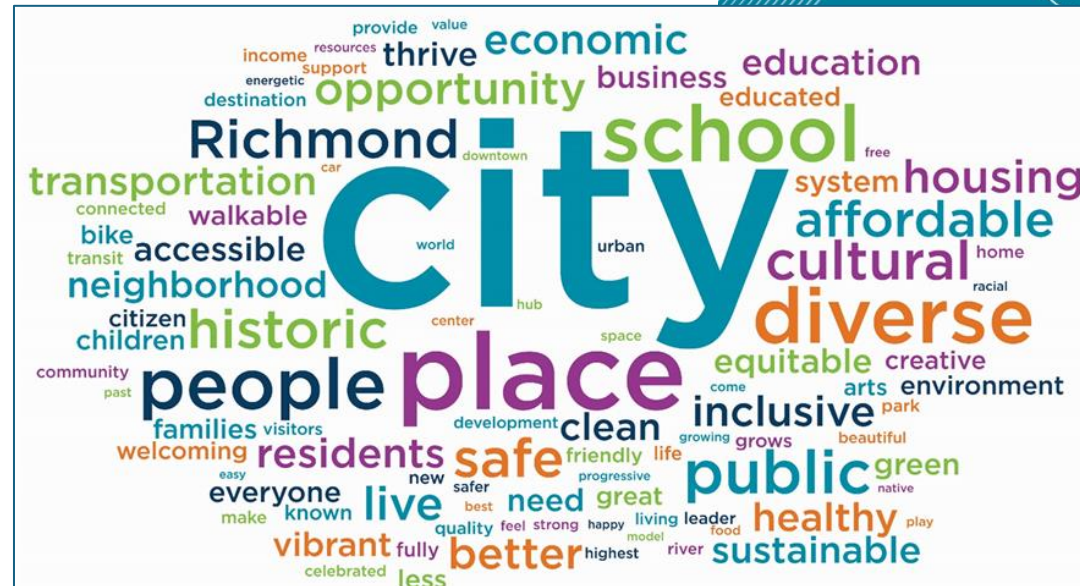


Authentic

True to one's own personality, spirit, or character

Richmond, VA: Richmond 300

- Public participation process included a visioning stage spanning 2 months.
- Received 987 vision statements that completed the following prompt: *"In 2037, I want Richmond to be..."*
- Staff created a word cloud and summarized key themes to ultimately develop 1 communal vision statement.



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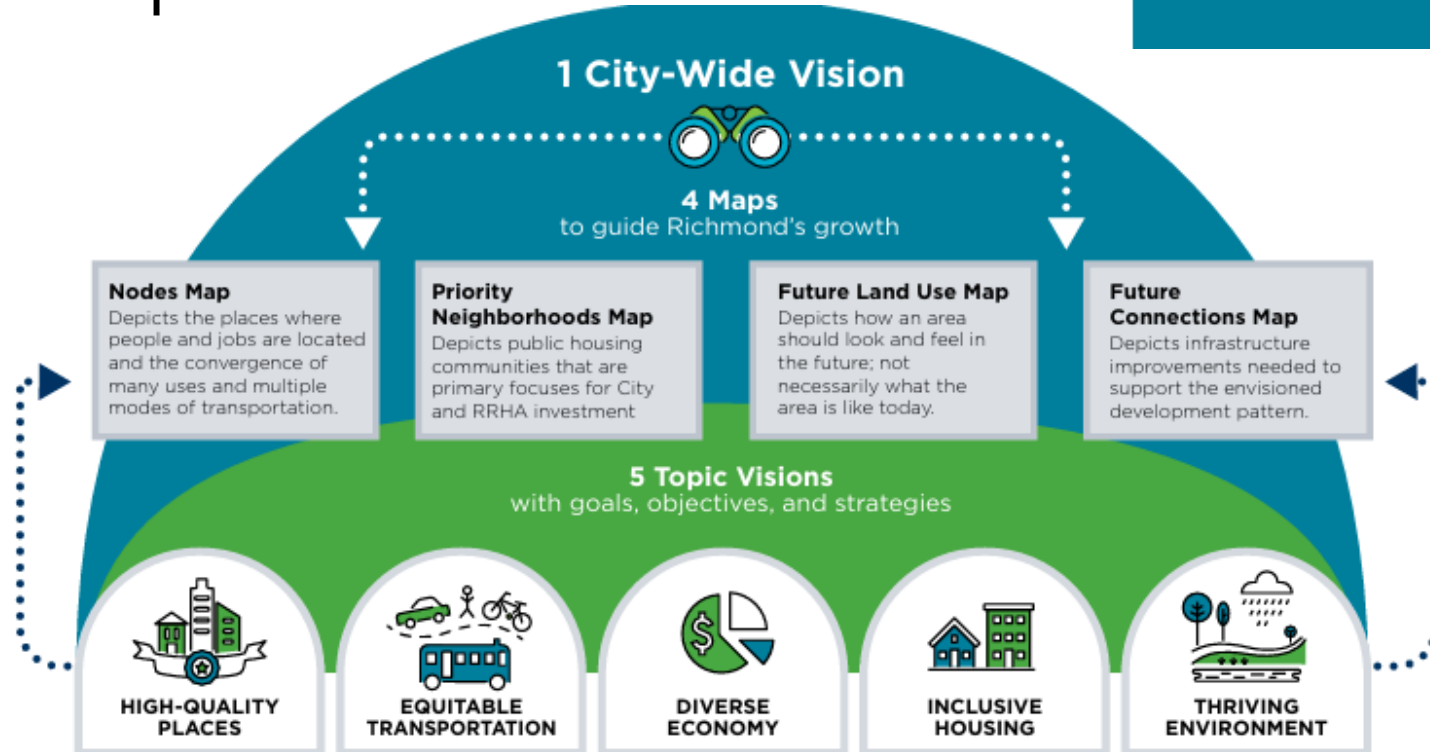
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Richmond, VA: Richmond 300

- The resulting vision statement guides all plan aspects.

City-Wide Vision:

In 2037, Richmond is a welcoming, inclusive, diverse, innovative, sustainable, and equitable city of thriving neighborhoods, ensuring a high quality of life for all.



Plan Structure Diagram. Richmond 300 has four maps that present a growth strategy centered on great places and networks and 5 topics to achieve the 20-year city-wide vision.

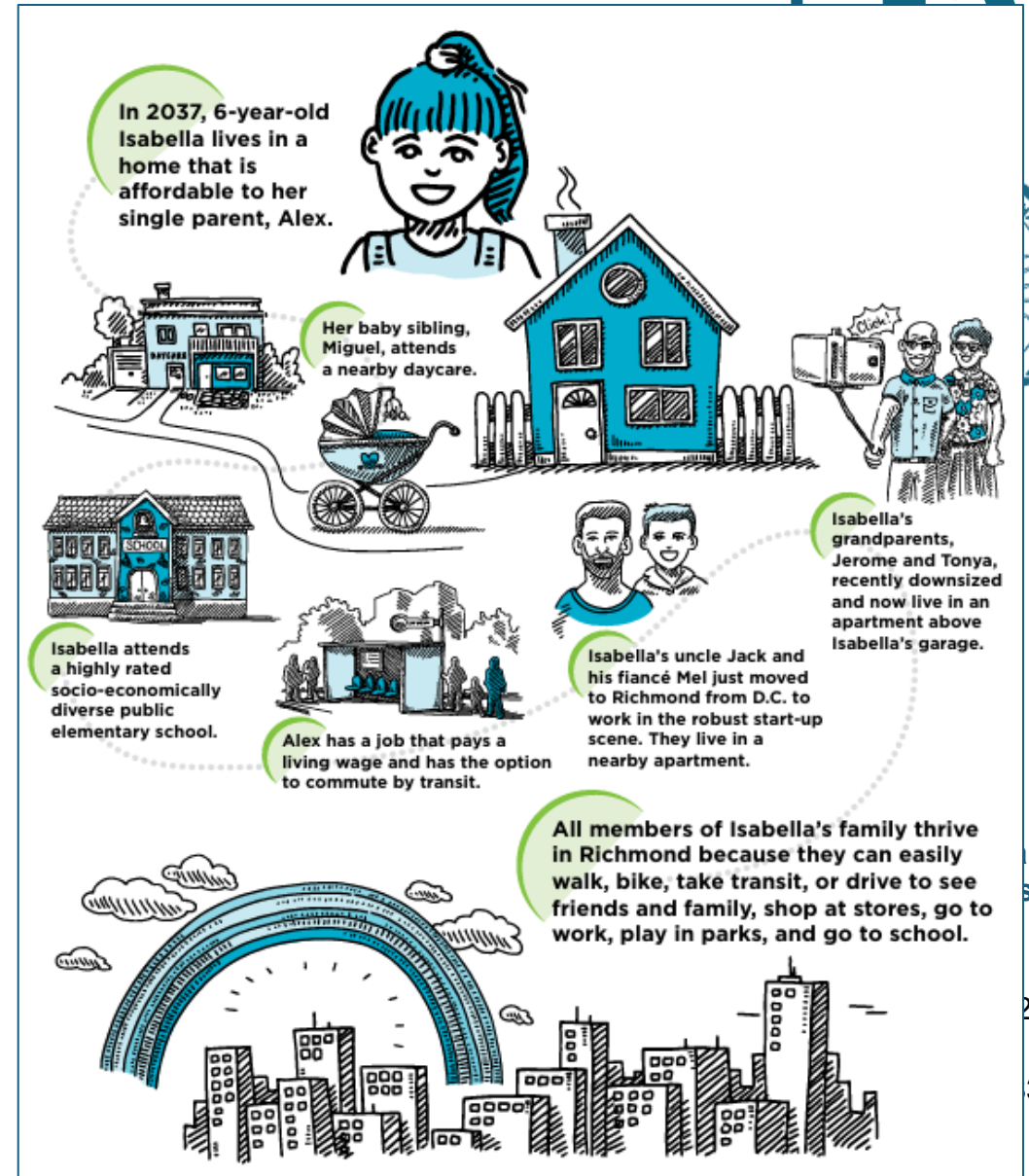
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Richmond, VA: Richmond 300

- Vision Story: Illustrates how the city-wide vision could be realized in the lives of Richmonders in 2037
- ***What story could be told by South Bethany's vision statement?***



Greensboro, NC: GSO 2040

- Visioning process involved extensive public outreach.
- Focused mainly on answering the following questions:
 1. What makes Greensboro special?
 2. What needs to change to make Greensboro better?
 3. In 20 years, I'd like Greensboro to be known for...

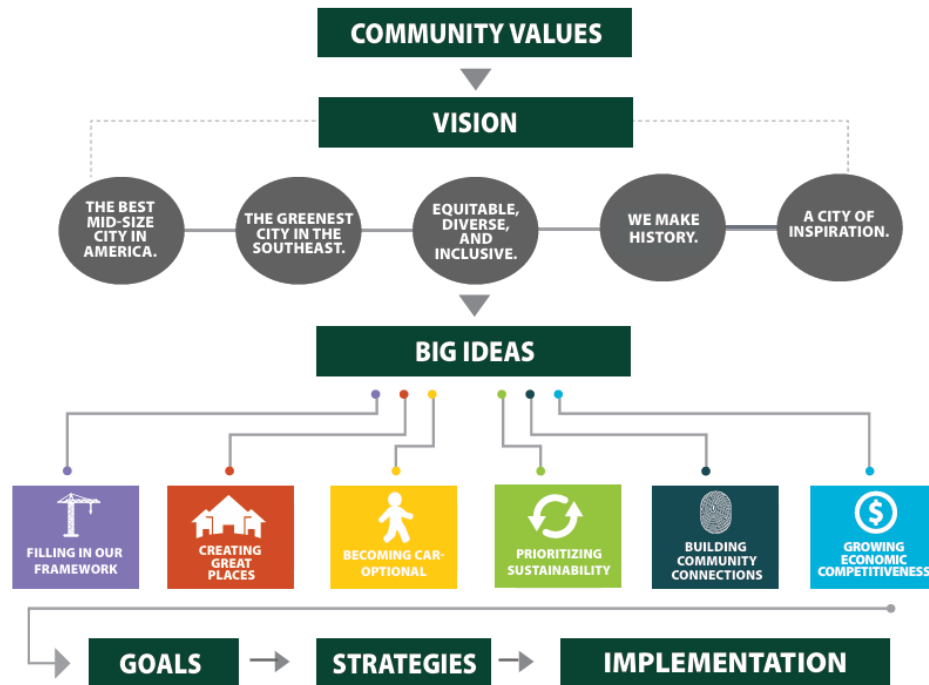


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Greensboro, NC: GSO 2040

- Distills community values into vision statement components.



GSO 2040 Comprehensive Plan | 4

OUR COMMUNITY VALUES

From extensive public input and the visions and goals of existing City plans, staff and the Advisory Committee shaped and refined the following values that represent what our community holds to be important.

It is important to our community that:

-  We are a vibrant, welcoming, and connected city.
-  We celebrate our heritage, our cultures, and each other.
-  We take pride in our neighborhoods, our businesses, and our shared spaces.
-  We shape our future and are stewards of our environment.
-  We all benefit from our prosperous economy.



OUR VISION

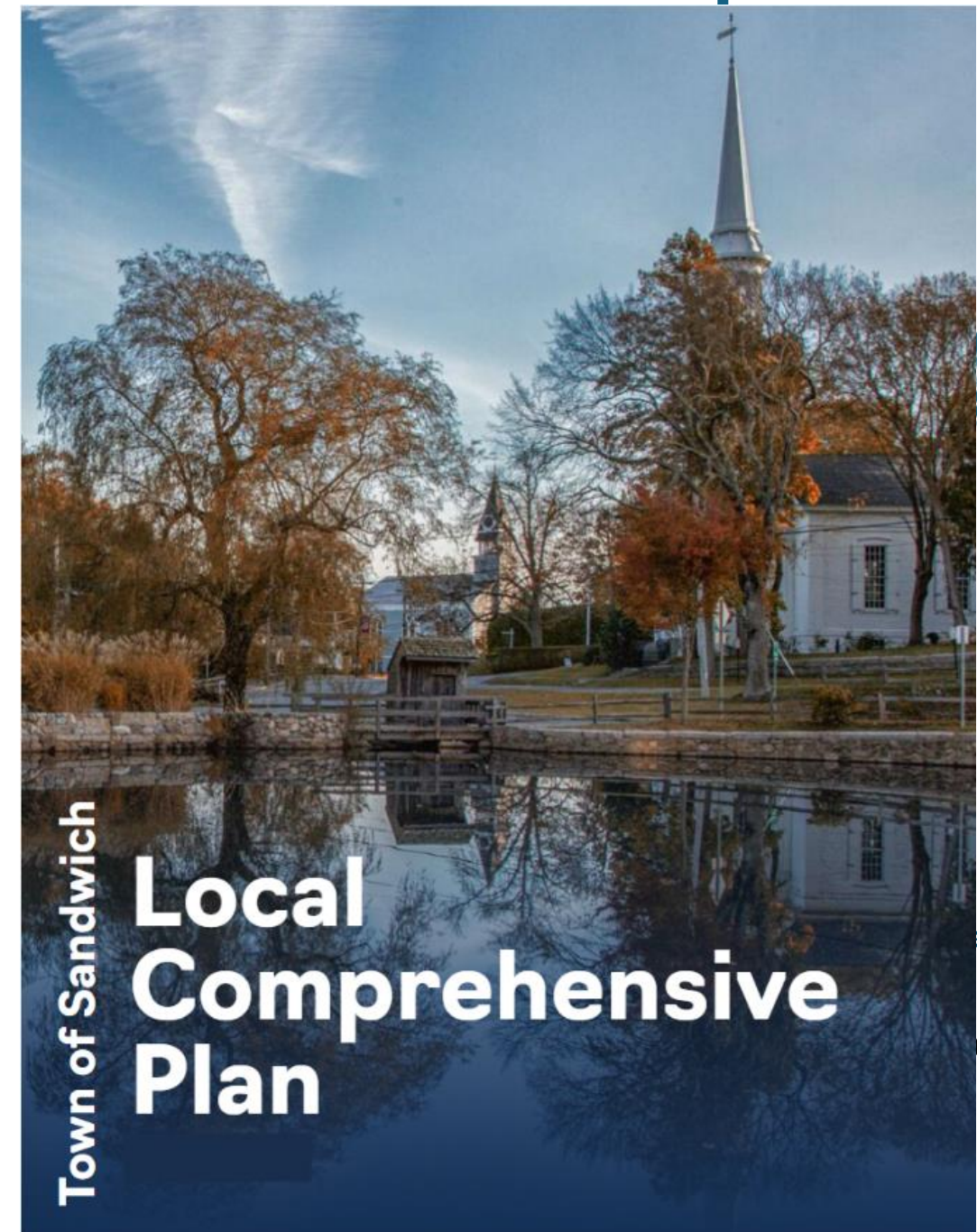
Our Vision expresses what we as a community aspire to be and provides a common touchpoint for making decisions and a consistent point of reference to manage changes in conditions in the future.

In 2040, we want to be able to say:

- Greensboro is the best mid-size city in America.** Greensboro is an ambitious city that achieves and is known for great things. Our community is livable and active: friendly, warm, and welcoming, with all the amenities of a larger city.
- Greensboro is the greenest city in the Southeast.** Greensboro is green in all ways: we have a resilient tree canopy, a vibrant park system, and we take care of our environment.
- Greensboro is committed to equity, diversity, and inclusivity.** Greensboro is diverse. We commit not just to diversity, but also to inclusion and equitable participation and opportunity for those who live, work, or go to school in Greensboro.
- We make history.** Greensboro honors and builds on its history and continues to make history as a forward-thinking city.
- Greensboro is a city of inspiration and creativity where people and businesses thrive.** The culture of Greensboro includes arts, education, and a history of entrepreneurship.

Town of Sandwich, MA Comp Plan

- Engaged the public through a virtual survey (230 participants).
- Responses from this survey were used to identify 5 priority categories:
 - Community Character
 - Cultural and Recreational Opportunities
 - Economic Development
 - Natural Resources
 - Neighborhoods
- Based on these priorities the vision plan was developed by the Comp Plan team.



Town of Sandwich, MA Comp Plan

- *"The Sandwich LCP (Local Comprehensive Plan) envisions a vibrant, diverse and sustainable seaside community that cherishes our historic past, values our natural resources and creates new opportunities that make Sandwich a great place to live, work, and play."*

Community Vision

The Vision Statement and Growth Policy are an expression of shared community values for future development and resource protection. It defines what the Town of Sandwich is today and what the community envisions it to be in the future.



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The Oregon Model for Community Visioning



Where are we now?

- Community Profile: Descriptive Information & Community Values



Where are we going?

- Trend Information & Probable Scenario



Where do we want to be?

- Possible/Preferred Scenarios & Community Vision



How do we get there?

- Goals, Strategies, Actions & Action Agendas, Priorities



Which Vision format did you like the most and why?



Themes Across Public Outreach Events

Strengths

- Distinct Town Character: Quiet, Safe, Neighborly, Residential
- Beach and Canal Access
- Active and Passive Recreational Opportunities
- Town Services and Management

Weaknesses

- Vulnerability to Flooding
- Canal and Bulkhead Maintenance
- Limited Bicycle and Pedestrian Facilities
- Lack of Parking Areas, Especially Beachside

Themes Across Public Outreach Events

Opportunities

- Emergency Planning, Especially for Flood and Extreme Weather
- Increased Citizen Engagement
- Increased Regional Coordination and Resource Sharing
- Better Ways to Manage Traffic

Threats

- Flooding/Sea Level Rise
- Bulkhead Condition and Canal Quality
- Growing Sussex County Population
- Extreme Weather
- Funding Sources

SWOT Analysis → Vision Statement

- SWOT analysis identifies **shared values** among community members.
- The vision statement is informed by those values to establish clear direction and aspirations of the Town.

Values we've heard so far:

Preservation:

The South Bethany community values preserving its natural resources and distinct character.

Resilience:

The South Bethany community wants to remain resilient to the changing environment.

Stewardship:

South Bethany is invested in protecting its character for future generations.

Connection:

South Bethany is an active community, connected to neighborhood and Town activities.

Four Different Vision Statements

South Bethany will remain a resilient, connected, and environmentally responsible coastal community that preserves its unique small-town character, protects its natural resources, and enhances quality of life for current and future generations.



Four Different Vision Statements

South Bethany is a treasured coastal community where natural beauty, quiet neighborhoods, and strong community connections are preserved and protected while preparing for the challenges of a changing environment.



Four Different Vision Statements

A small town by the sea, South Bethany will continue to be a safe, welcoming, and resilient community where residents enjoy a high quality of life, natural resources are carefully stewarded, and thoughtful decisions sustain the Town's character for generations to come.



Four Different Vision Statements

In the future, South Bethany remains a place where residents know their neighbors, families gather on uncrowded beaches, waterways and natural habitats thrive, and investments in resilience allow the community to adapt while preserving the character that makes the Town special.

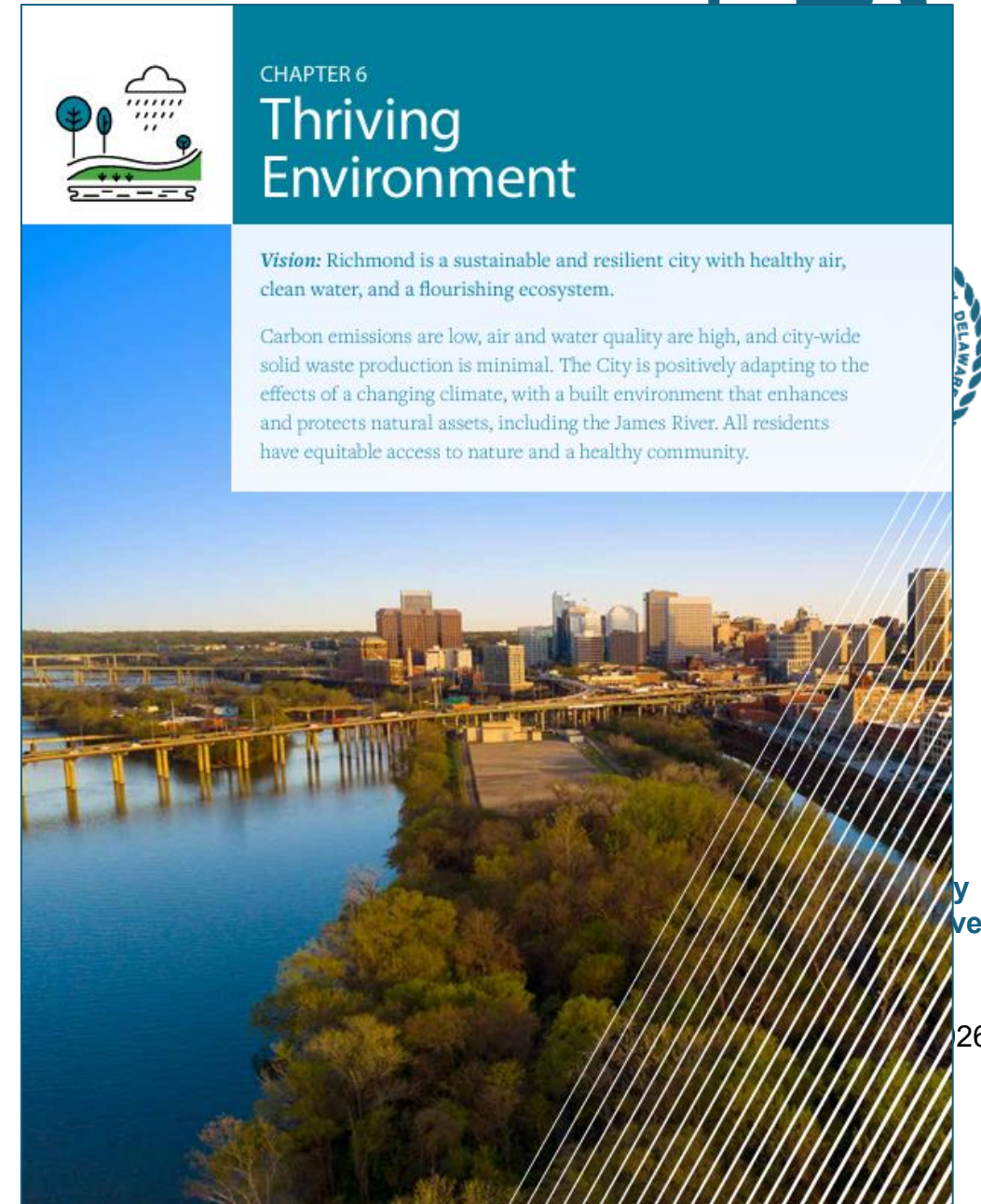


Best Practices - Environment



Richmond VA: Richmond 300

- Thriving Environment Chapter features its own vision statement for the year 2037.
- 3 main goals:
 1. Clean Air
 2. Clean Water
 3. Resilient & Healthy Communities
- Each goal establishes the existing context, identifies objectives, and outlines strategies



Richmond VA: Richmond 300



Goal 17: Resilient & Healthy Communities



Positively adapt to the effects of a changing climate via RVAgreen 2050, and ensure that all residents have equitable access to nature and a healthy community.

Existing Context

The manner in which humans design and use land has significant effects on the natural environment and an individual's health. The Science Museum of Virginia predicts that due to a changing climate, Richmond will experience more days over 95 degrees and more major rain events. Urban form, land use, and transportation systems have direct effects on public health, and can influence factors such as obesity, diabetes, and asthma rates, as well as overall fitness. The recommendations outlined in Goal 17 of this Plan seek to make Richmond more resilient and healthy with a focus on natural habitats, open space, parks, and agriculture. In addition to Goal 17, various sections of this Plan outline many recommendations that seek to improve the health of Richmonders; for example, Goals 1 and 4 describe strategies to create walkable neighborhoods and destinations, Goal 8 outlines recommendations to increase active transportation options, Goal 14 presents strategies for creating and improving quality housing, and Goals 15 and 16 provide recommendations for improving air and

Goal statement

Community Resiliency Example Objective & Strategies

- **Objective:** Increase the resiliency of infrastructure and community assets.
 - **Strategy:** Establish assessment guidelines for public infrastructure that ensure resilience to current and future hazards.
 - **Strategy:** Evaluate transportation networks to identify emergency routes and promote redundancy.
 - **Strategy:** Identify community facilities to serve as resilience hubs and update systems to be more resilient.

Greensboro, NC: GSO 2040

- Environment Chapter is titled "Prioritizing Sustainability"
- Addresses the following issues and opportunities
 - Global Change
 - Social Equity
 - Regional Cooperation



PRIORITIZING SUSTAINABILITY



Sustainability describes Greensboro's role in environmental stewardship, building social equity, and creating a resilient economy. This Big Idea focuses on protecting our natural resources and ensuring that residents live in a healthy environment, have equitable access to public services, have a voice in governance, and that Greensboro's economy is resilient to changes at the regional, national, and global scale.

Why Prioritize Sustainability?

Sustainability is the process of continuous improvement towards environmental stewardship, social equity, and a resilient economy. It is a way of thinking and acting that considers the long-term, indirect, cumulative, and global effects of human activity on the Earth's natural systems, with the aim of repairing past damage and preventing future degradation. Promoting a sustainable community means following a path toward ensuring that all future generations benefit from the same, or better, quality of life than we do now.

During public engagement opportunities, a wide range of participants expressed strong interest in having the Plan include goals and strategies to address issues related to sustainability and resilience. This was consistent across multiple meetings in different parts of Greensboro. In a complex system such as a city, balancing these objectives is a continual, dynamic process that involves action, feedback, assessment, and further action. The goal is to build an enduring community that meets the needs of our residents now and into the future.

Greensboro's Vision predicts a future in which we are the greenest city in the Southeast, with a high level of equity, and a prosperous and resilient economy. The principles of sustainability featured prominently in the Plan's Vision and Values will serve as the City's guide for policymaking, growth, and change over the next 20 years and reflect the importance of sustainability expressed by participants in the planning process. Changes in technology, the climate, and the economy will continue at a rapid pace, and the ability of our community to adapt will be key to our ability to flourish.

Greensboro, NC: GSO 2040

- Goals are stated as almost vision statements.
- Features a quote from the online survey

“GSO designs for a sustainable future for all by nurturing one another, caring for our land and resources, and building a thriving economy.”

Online Survey Response, 2018



Goal - A

Greensboro advances environmental stewardship, taking care of our natural resources and the natural systems that support all living things.

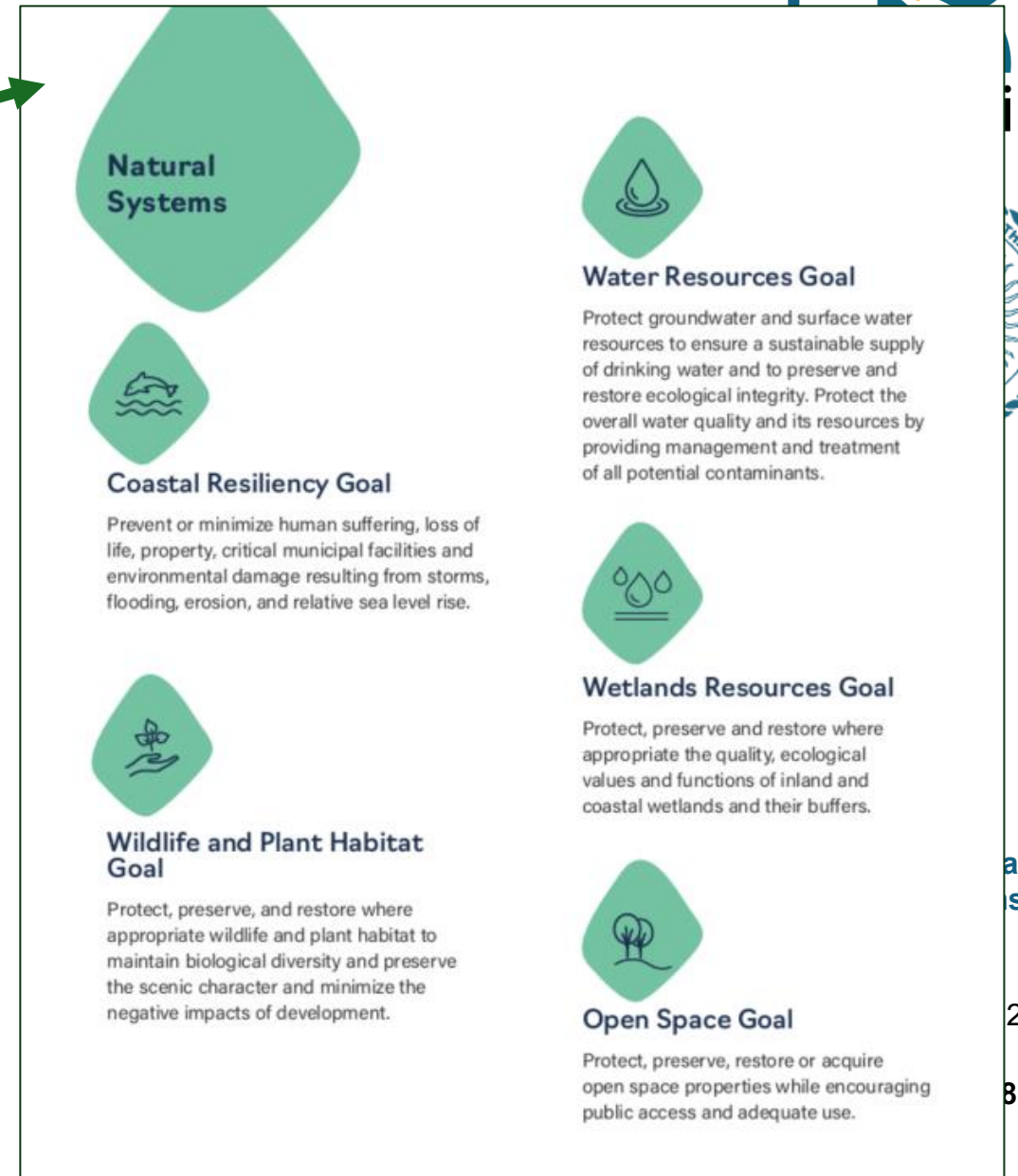
Strategy 1: Promote resilient, efficient, and environmentally beneficial patterns of land use. Utilize and modify rezoning, subdivisions, site plan, building permit, annexation, and related review and approval processes to achieve an appropriate jobs-housing-service balance. Additionally, apply these processes and others to ensure that all Greensboro residents are within walking distance to a park, green space, or natural feature.

Strategy 2: Take policy and program actions that advance sustainability. Such actions may include promoting green infrastructure to manage water quality, tree planting policies to reduce the urban heat island effect, development of programs to increase recycling and reduce solid waste production, and policies to reduce air pollution and greenhouse gases. Stay up-to-date on emerging technologies and advancements in science that may contribute to increased sustainability.

Strategy 3: Develop a strong communication, education, and partnering plan designed to protect the environment. This plan could include public messaging, new incentives, and environmental education. Additionally, cultivate strong partnerships with local, regional, and state entities and organizations that work on environmental protection to help Greensboro adapt to the local effects of global climate change and address other environmental issues.

Strategy 4: Enhance proactive stormwater and flood hazard mitigation efforts to address impacts from more frequent high duration and high intensity storm events including measures to protect critical community assets, manage floodplains, reduce property loss, ensure business continuity, and improve public safety.

Sandwich, MA:



Sandwich, MA:

- Each goal of the Natural Systems Chapter has Associated Actions.



Coastal Resiliency Goal

Prevent or minimize human suffering, loss of life, property, critical municipal facilities and environmental damage resulting from storms, flooding, erosion, and relative sea level rise.

Associated Actions:

- Continue to participate in the Municipal Vulnerability Preparedness Program
 - Continue to implement the Woods Hole Group climate change vulnerability/risk assessment and adaptation study focused on
 - Consider adoption of the CCC's model coastal resiliency bylaw to promote natural resource migration and reduce risk in the floodplain due to sea level rise.
 - Investigate the costs to the community of continued development in the floodplain by preparing a cost benefit analysis
 - Pursue further evaluation and implementation of improvements to high priority low-lying roadway segments, bridges and culverts identified in the Woods Hole Group Low-Lying Roads project.
 - Conduct a site-specific investigation of critical elevations in the Route 6A and Jarves Street business district to inform adaptation planning for this business district.
- Combat the negative effects of climate change on the sustainability of historic properties by partnering with other organizations to provide guidance/ education on improving energy efficiency and flood resiliency of historic properties.
 - Establish an ongoing plan for nourishment and revitalization of the Town's beaches in cooperation with the Army Corps of Engineers, including a revision to the current permit.

CCC Model Coastal Resiliency Bylaw Spotlight

The Cape Cod Commission (CCC) developed a model resiliency bylaw for local jurisdictions to adopt. This bylaw is designed to be inserted, on a stand-alone basis, as a self-contained article within an existing local wetlands bylaw.

DE Climate Change & Resiliency Toolkit



Example of How These Work Together:

(This example pertains to flooding. Other considerations like heat vulnerability or alternatives to auto-centric development patterns would follow a similar format.)

Statement:

[Town name] recognizes that sea level rise and heavy precipitation increase flood risk and threaten properties, critical infrastructure, and community safety. This plan prioritizes avoidance of future risk, nature-based solutions, and strategic infrastructure investments to build resilience.

Goal:

Reduce flood risk to critical municipal infrastructure by 2035

Strengthen floodplain ordinance to account for increasing flood risk by 2030

Policies:

- New water and wastewater treatment facilities are prohibited in the 100-year floodplain and areas vulnerable to permanent inundation from sea level rise.
- Development in Special Flood Hazard Areas is discouraged and requires case-by-case review with enhanced resilience standards including elevation and flood-resistant materials.
- Construction of new homes or businesses in areas within 3' of mean higher high water (MHHW) is prohibited.

Planning Components:

- Map showing FEMA flood zones (100-year, 500-year, and LIMWA — Limit of Moderate Wave Action)
- Map of 2' inundation (near-term, ~2050) and 4–5' inundation (late century)
- Map of locally known drainage problem areas
- Flood vulnerability assessment identifying at-risk properties and infrastructure with estimated impacts
- Timeline for infrastructure upgrades, fortifications, and funding strategies
- List of priority flood abatement projects including green infrastructure opportunities, wetland conservation areas, and properties for potential acquisition or conversion to open space
- Attestation that the plan has been informed by the 2025 Delaware Climate Action Plan. Note: This is a certification requirement for consistency with Delaware Law.

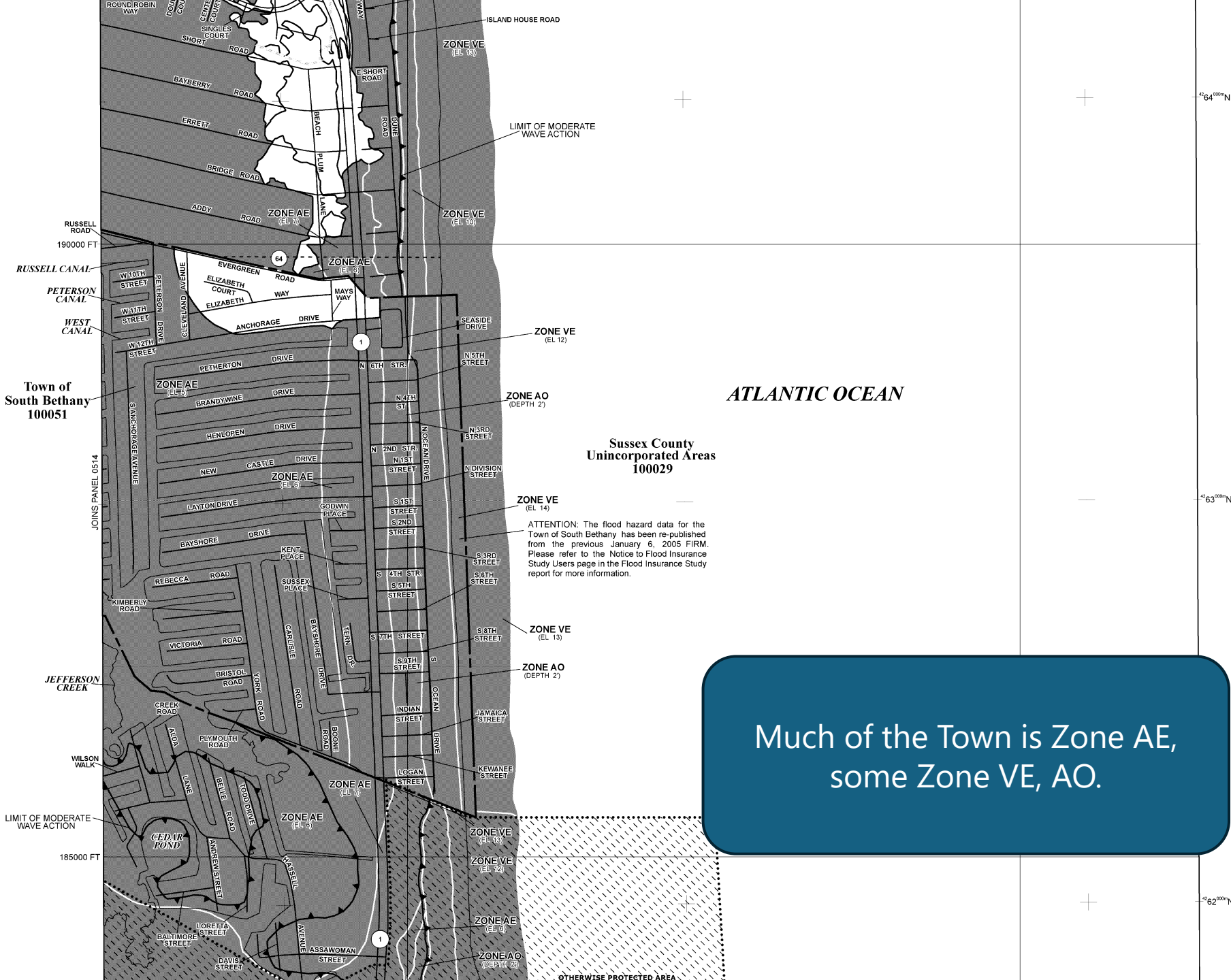
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Strategies to Consider

- Identify vulnerabilities to critical infrastructure (roadways, emergency services, water/wastewater, municipal buildings), describe impacts, identify needed upgrades, and set a timeline — coordinate with DelDOT on roadways
- Establish policy on development in hazard zones (prohibited, allowed with standards, or case-by-case)
- Prohibit new permanent development and subdivision of land in Special Flood Hazard Areas, particularly for residential uses and critical infrastructure — including **Zone AE** (high-risk areas with detailed flood elevation data) and **Zone A** (high-risk areas without detailed flood elevation data)
- Prohibit new development in coastal high-hazard areas subject to wave action (**Zone VE**)
- Create requirements for appropriate development in flood-prone areas that increase green infrastructure use — parks, walkways, active recreation, natural areas
- Prohibit new development in areas vulnerable to permanent inundation **within 5-foot sea level rise scenario**
- Require structural modification and nature-based flood protection for new development near flood hazard areas
- Restrict development and subdivision of tidal and non-tidal wetlands
- Require vegetated riparian buffers (at least 100 feet) along waterways, wetlands, and floodplains in new development
- Require stormwater designs to account for more intense rainfall
- Use buffers between waterbodies and impervious surfaces to infiltrate, filter, and cool stormwater
- Promote natural shorelines and vegetated buffers
- Preserve upland areas adjacent to low-lying areas for buffer migration as seas rise
- Identify degraded wetlands or coastal areas where restoration would provide flood storage or habitat benefits
- Consider impacts to transportation access — reference the DelDOT Frequently Flooded Roadways tool when identifying flood-prone areas where development should be restricted



ZONE VE
Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE
The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS
ZONE X
Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS
ZONE X
Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D
Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
OTHERWISE PROTECTED AREAS (OPAs)
CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Legend:
Floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
Limit of Moderate Wave Action
Advisory line estimating flooding extents if dunes are breached during a 0.2% annual chance flood event.
Base Flood Elevation line and value; elevation in feet*
Base Flood Elevation value where uniform within zone; elevation in feet*
513 (EL 987)
* Referenced to the North American Vertical Datum of 1988
Cross section line
Transect line
87°07'45", 32°22'30"
2760000N
600000 FT
DX5510 X
M1.5
River Mile
MAP REPOSITORY
Refer to listing of Map Repositories on Map Index
EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
June 16, 1995
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
See Notice to Users Page in FIS Report
For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

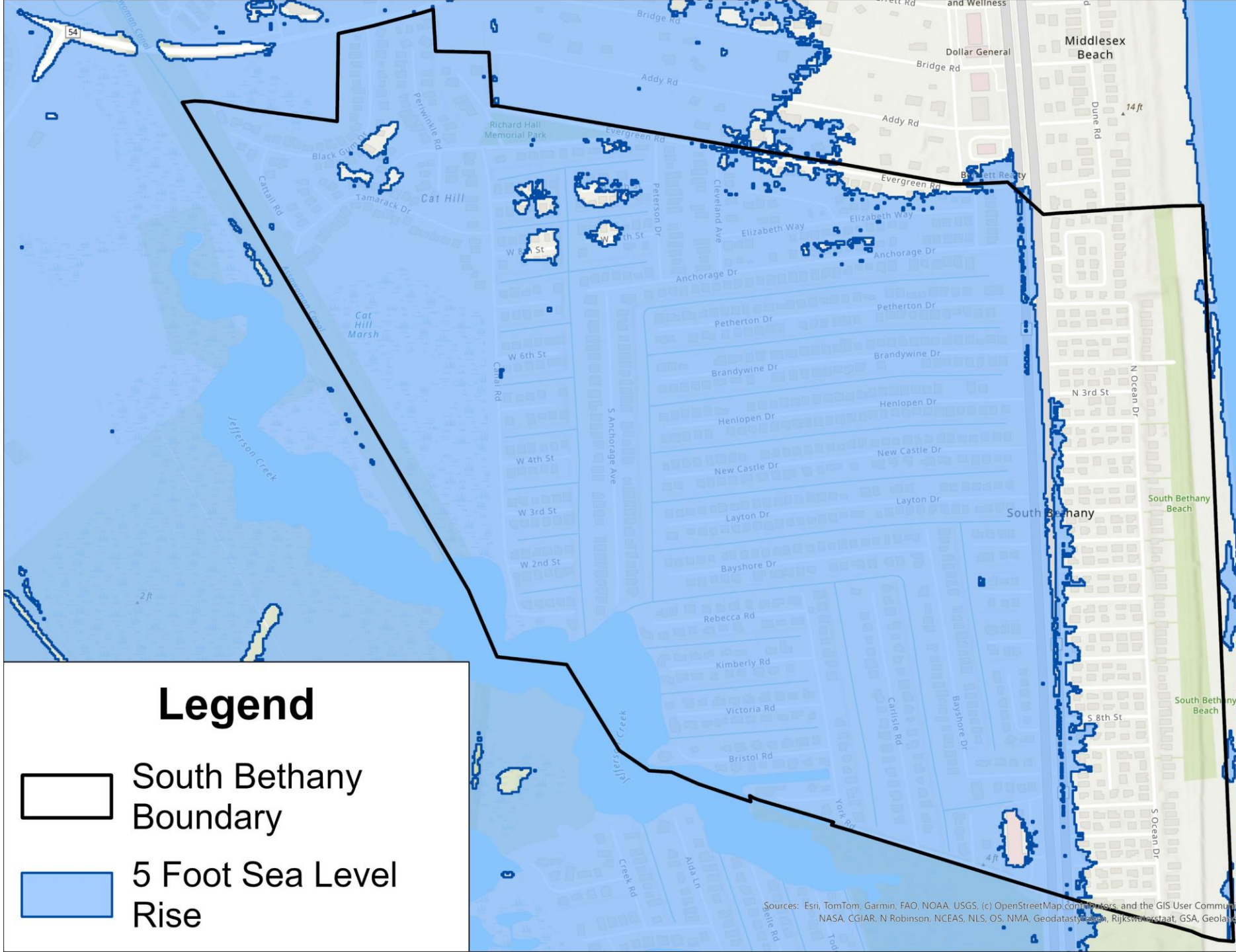
NFIP
ANCE PROGRAM

PANEL 0518K

FIRM
FLOOD INSURANCE RATE MAP

SUSSEX COUNTY, DELAWARE AND INCORPORATED AREAS

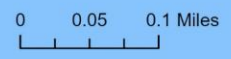
PANEL 518 OF 660
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)



South Bethany Comprehensive Plan

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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastichting, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

Best Practices - Transportation



Richmond VA: Richmond 300

- Equitable Transportation Chapter features its own vision statement for the year 2037.
- 5 main goals:
 1. Land Use and Transportation Planning
 2. Vision Zero
 3. Non-Car Network
 4. Streets, Bridges, and Connections
 5. Emerging Transportation Technologies
- Each goal establishes the existing context, identifies objectives, and outlines strategies



CHAPTER 3

Equitable Transportation

Vision: Richmond prioritizes the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation network.

Walking, biking, and transit options are the most convenient and used forms of transportation in Richmond, thereby improving the natural environment and our health. Richmond's multi-modal transportation system is high-quality and easy for all people to use regardless of income and physical abilities, seamlessly connecting Richmond neighborhoods and attractions to each other, the region, and the nation.



Richmond VA: Richmond 300

Goal 8: Non-Car Network



Enhance walking, biking, and transit infrastructure to provide universal access to all users, prioritizing low-income areas and areas within the high-injury street network.

Existing Context

Richmond has an average Walk Score® of 51. Walkable neighborhoods can help to make physical activity an inherent part of a resident's day and provide alternative transportation options to vehicles. Richmond's average Walk Score® is 51, or "somewhat walkable," with the most walkable areas being Downtown, Carytown, and VCU, as shown in Figure 29. Walk Score® uses the street grid and proximity to retail, amenities, and attractions to generate the score. Walk Score® does not factor in the quality of the pedestrian environment, as such there may be places in the Walk Score® map that have a high Walk Score® but do not have good pedestrian infrastructure. This goal, along with the High-Quality Places Goals and Thriving Environment Goals, seeks to create a better walkable urban environment throughout Richmond's

Goal statement

Pedestrian Safety Example Objective & Strategies

- **Objective:** Improve pedestrian experience by increasing and improving sidewalks and improving pedestrian crossings and streetscapes, prioritizing low-income areas.
 - **Strategy:** Improve street furniture plant shade trees, and install pedestrian-level lights and other streetscape improvements.
 - **Strategy:** Implement traffic-calming measures to slowdown traffic.

Traffic Calming Measures

- Traffic calming measures are physical designs and road adjustments that slow down vehicle speeds, reduce cut-through traffic, and improve safety for pedestrians and cyclists.
- The Cat Hills neighborhood was identified as a concern for high traffic volumes.
 - Already implementing speed humps and intersection barrier methods.

Black Gum Drive Traffic Calming: Speed Hump



Cattail Road Traffic Calming: Intersection Barrier



Traffic Calming Measures

- What additional measures can be implemented in the Cat Hills neighborhood?
- The following measures are applicable to local/residential roadways:
 1. Mini roundabouts (reduce speed)
 2. Choker
 3. Median Islands
 4. Median Barrier/Forced Turn Island

1. Mini Roundabout



2. Choker



3. Median Island

4. Median Barrier with Bicycle Cut-through

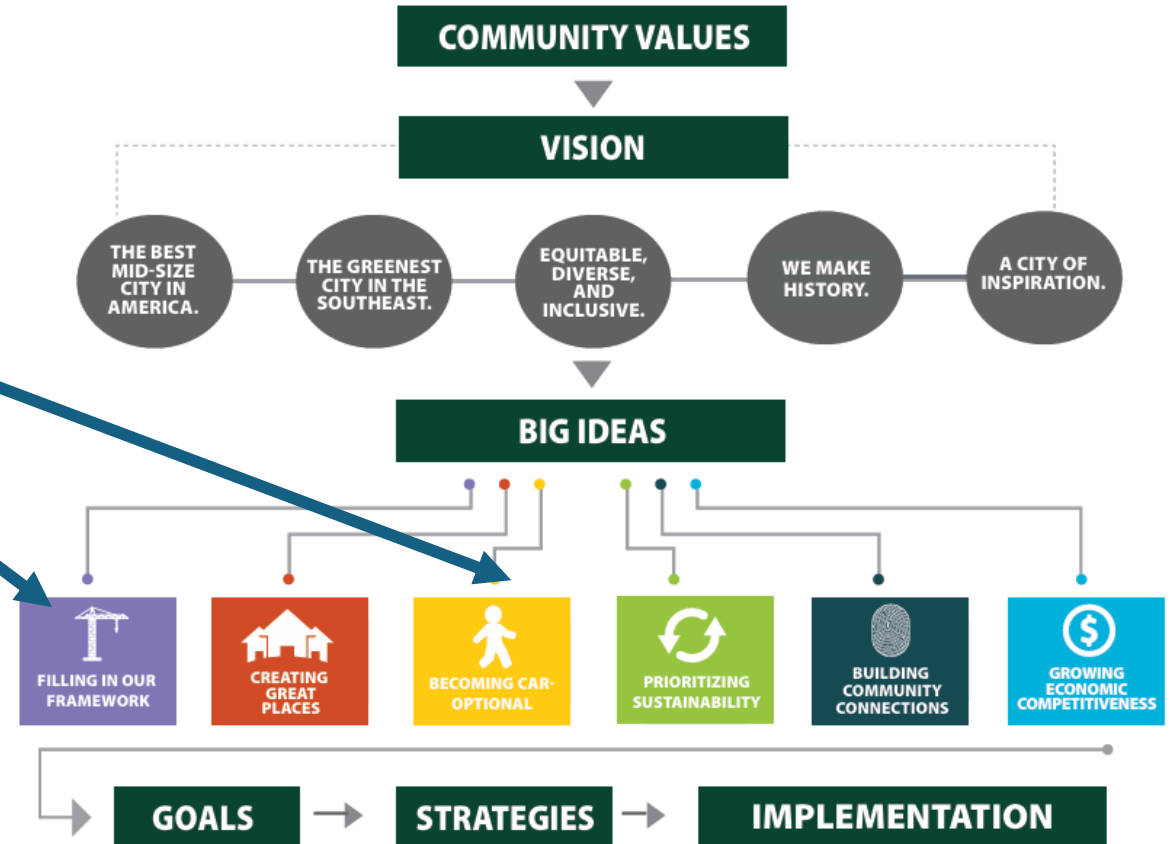


Greensboro, NC: GSO 2040

- Addresses Transportation in two Chapters:
 - "Becoming Car Optional"
 - "Filling Our Framework"

GSO2040 PLAN COMPONENTS

GSO2040 expresses the community's vision for what it wants to be in 2040 and creates a broad framework of policies for achieving that vision. These policies are based on extensive public input and conversation, a review of data about the current state of the city, alignment of existing plans from City departments, collaboration with community partners, and a review of current trends affecting cities across the country. The Plan uses several key pieces to describe our current values, the vision of what we want to achieve, and the goals and strategies we will use to get there.



Greensboro, NC: GSO 2040

- Addresses the following issues and opportunities
 - Affordability
 - Street Design
 - Safety
 - Green Space
 - Transit
- Features a quote from the Advisory Committee

“People across the city should be able to access the assets of the city through multiple modes of transportation.”

Advisory Committee Meeting, 2019



BECOMING CAR OPTIONAL

Becoming Car Optional describes the aim to expand transportation options beyond cars and maintain an efficient transportation system that allows people and goods to travel throughout Greensboro. This Big Idea focuses on lessening our dependence on private automobiles and reducing the pressure to have multiple cars per household.

Why Become Car Optional?
Like most cities in the United States, the design of Greensboro's land uses and road network make walking, cycling, and other non-automotive means of transportation difficult, and many times unpleasant. We have become dependent on private automobiles for the vast majority of trips outside of our house, rather than viewing the automobile as one of multiple options.

Public demand for a variety of transportation options, for neighborhoods that provide sidewalks, and for amenities within walking and cycling distance has grown significantly. These trends are particularly strong among millennials. Greensboro is adding sidewalks and bike lanes and continuing to improve our transit system, but a holistic approach that includes land use and development practices will be more effective in meeting the public demand for transportation options that increase convenience and improve health.

31 | GSO 2040 Comprehensive Plan

Greensboro, NC: GSO 2040 Car-Optional City

- Two main goals:
 - **Goal A.** Greensboro has unrivaled pedestrian, biking, transit, and road networks that provide safe, comfortable, and convenient transportation options.
 - **Goal B.** Everyone loves our interconnected greenspaces, which provide recreation and transportation opportunities, promote active living, and protect our natural environment.

Example strategies to achieve goals:

- Roadway design should reflect the intended intensity and scale of adjacent land uses.
- Multiple transportation modes should be considered when designing streets.
- Connect all parts of the City to parks via greenways.
- Continue to improve parks and greenways to offer refuge to neighboring wildlife

Sandwich, MA:



**Transportation is an element
of the Built Systems Section.**

Sandwich, MA:



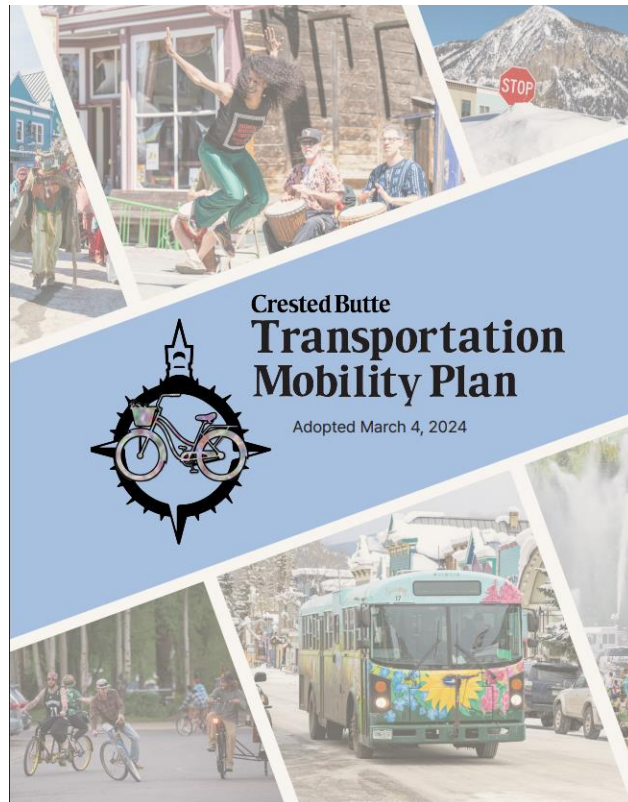
Transportation Goal

Plan and encourage the implementation of a safe, reliable and affordable public transportation network as an alternative to polluting vehicles, with options for pedestrians, bicyclists, and transit riders.

Relevant “Associated Actions” to achieve this goal:

- Consult with the Bikeways and Pedestrian Committee to identify important linkages.
- Increase walking and cycling usage and safety through education.
- Identify and implement actions to improve motorist safety.

Crested Butte



Strategy to Action

5 De-emphasize cars and focus on walking, biking, and transit.

The Town plans to truly focus on improving pedestrian, bicycling, and transit experiences to enhance community connections and improve livability. By de-emphasizing the car and focusing on boots, bikes, and buses, we can simultaneously improve safety and meet our land use goals of reducing sprawl, while additionally reducing the community's carbon footprint.

To achieve this goal in-town, the Town will ...

- Conduct a comprehensive re-examination of how people move throughout the Town through a transportation master plan.
- Evaluate the design and functionality of the Town's streets, parks, and public spaces for improved social connections for the community.
- Employ creative solutions such as modifying parking requirements, increased transit investments, street connectivity, and traffic calming measures.
- Align implementation of needed improvements with infrastructure and utility improvements.

To achieve this goal in the Gunnison Valley, the Town commits to collaboratively ...

- Prioritize and support innovative transit solutions to improve connectivity between communities while ensuring Highway 135 functions well as a two-lane rural road.
- Analyze and improve Sixth Street to provide improved mobility through the Town without dividing the community and maintaining the Town's pedestrian and bicycle-friendly values.

5. De-emphasize cars and focus on walking, biking, and transit.

Town Strategies

a. Conduct a comprehensive re-examination of how people move throughout the Town through a transportation master plan.

Develop Town-wide Transportation Master Plan.

b. Evaluate the design and functionality of the Town's streets, parks, and public spaces for improved social connections for the community.

Implement the Town Traffic Calming Policy

c. Employ creative solutions such as modifying parking requirements, increased transit investments, street connectivity, and traffic calming measures.

Update Town's parking regulations and parking management program.

d. Align implementation of needed improvements with infrastructure and utility improvements.

Develop Street Condition Master Plan to guide future improvements.

Develop Elk Avenue Streetscape Plan.

Implement Elk Avenue Streetscape Plan.

Implement projects identified in Transportation Master Plan.

Implement projects identified in Transportation Master Plan.

53

54

2022

2023

2024

2025

2026

2027

Goal and Strategies

Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

5. De-emphasize cars and focus on walking, biking, and transit. (cont.)

Regional Collaboration Strategies

e. Prioritize and support innovative transit solutions to improve connectivity between communities while ensuring Highway 135 functions well as a two-lane rural road.

Participate in Whetstone/Brush Creek Intersection planning.

Participate in Mountain Express five-year plan, the Brush Creek Intersection Design, and CB to CB South Trail

Support projects and transit investments for Mountain Express and RTA.

f. Analyze and improve Sixth Street to provide improved mobility through the Town without dividing the community and maintaining the Town's pedestrian and bicycle friendly values.

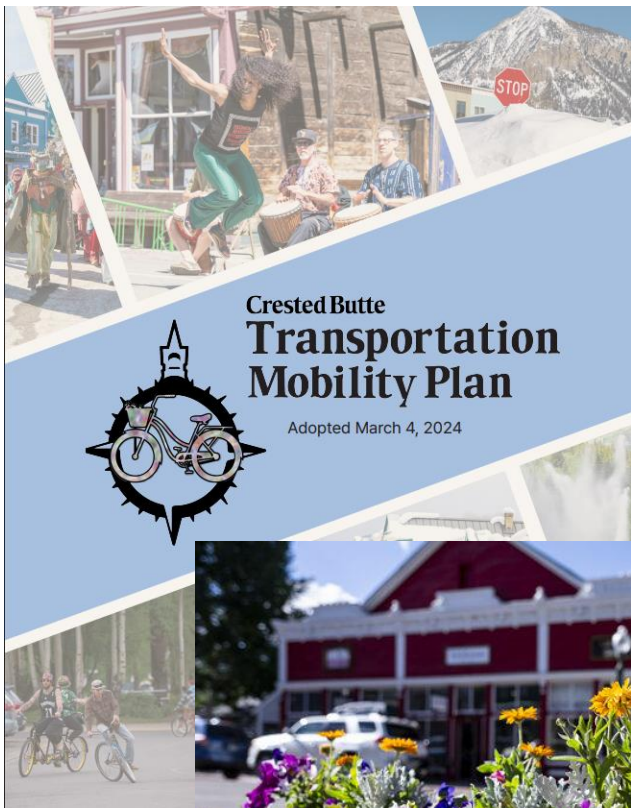
Develop Sixth Street Master Plan.



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Crested Butte Transportation Mobility Plan

Adopted March 4, 2024



While the Town had a positive experience with planter boxes and residents want to keep them, the Town had to shift responsibilities to local business owners and organizations due to cost and time to maintain.

Traffic Calming

3.A: Develop a summer traffic calming policy and deploy on priority streets

Overview: Every summer, the Town fields requests from several neighborhoods seeking flower boxes, pop-up speed limit signs, or other measures intended to slow vehicle traffic on their street. It is recommended the Town develops a summer traffic calming policy, which would create a hierarchy of criteria to prioritize Town action.

In many Town streets, pedestrians and bikes are expected and encouraged to be in the road, which acts as natural traffic calming. But higher volume streets, as well as streets that experience higher speeds, will benefit from physical measures to slow traffic. The traffic volume policy would identify a formula that incorporates multiple criteria and a number of variables, which may include: average daily traffic (ADT), number of residents, number of pedestrians, and vehicle speeds, to name a few. Seasonal solutions should be experimented with over time to make tweaks and improvements to the program. Seasonal measures include horizontal deflectors using Town-made boxes in multiple configurations, such as neckdowns, islands, chicanes, and traffic circles. Alternative measures should also include testing vertical deflectors such as portable speed humps and bumps. Potential traffic calming measures should be modest and funky/whimsical with art, gardens, or other things that display Crested Butte's authenticity. Lastly, this program would need to be developed intentionally to ensure the Town has the resources to manage and maintain the supplies, as once it is developed, it will be an ongoing operational change.

2024 implementation will be determined by the policy formula created. Initial areas that will be evaluated through the policy based on speed and volume data include Whiterock, Fifth and Seventh Streets and the impacted residential streets in between, along with Town entrances on Red Lady and Butte Avenue, which currently experience the highest speeds. Following the first year of implementation, the Town will refine and enhance the policy based on neighborhood feedback solicited through pop-up neighborhood block party outreach opportunities.



Key Partners

- Community Development, Public Works, PROST, Marshals, Crested Butte Fire Protection District (CBFPD), Mountain Express, Public Art Commission

Estimated Costs

- Capital Cost:** No Cost for the Policy. Costs for supplemental calming measures will be determined through the policy

- Annual Maintenance/ Operating:** No additional FTE, but storage concerns. Flowers will not be able to be planted or maintained in all boxes.

Timing

- Short-Term (1-2 Years):** Develop policy and implement policy in 2024. Solicit neighborhood feedback through neighborhood outreach pop up events in 2024 and 2025 to refine the program.

Success Measure Alignment

Increase mobility choices and improve people's experiences.	+
Reduce vehicle traffic and single-occupancy vehicle use within the Town.	+
Ensure traffic moves slowly with nothing faster than 15 mph.	+
Strengthen our sense of community and our connections to each other.	+
Keep our rough edges and polish only when necessary.	+
Test and tailor solutions when and where we can to ensure we achieve the result we want.	+

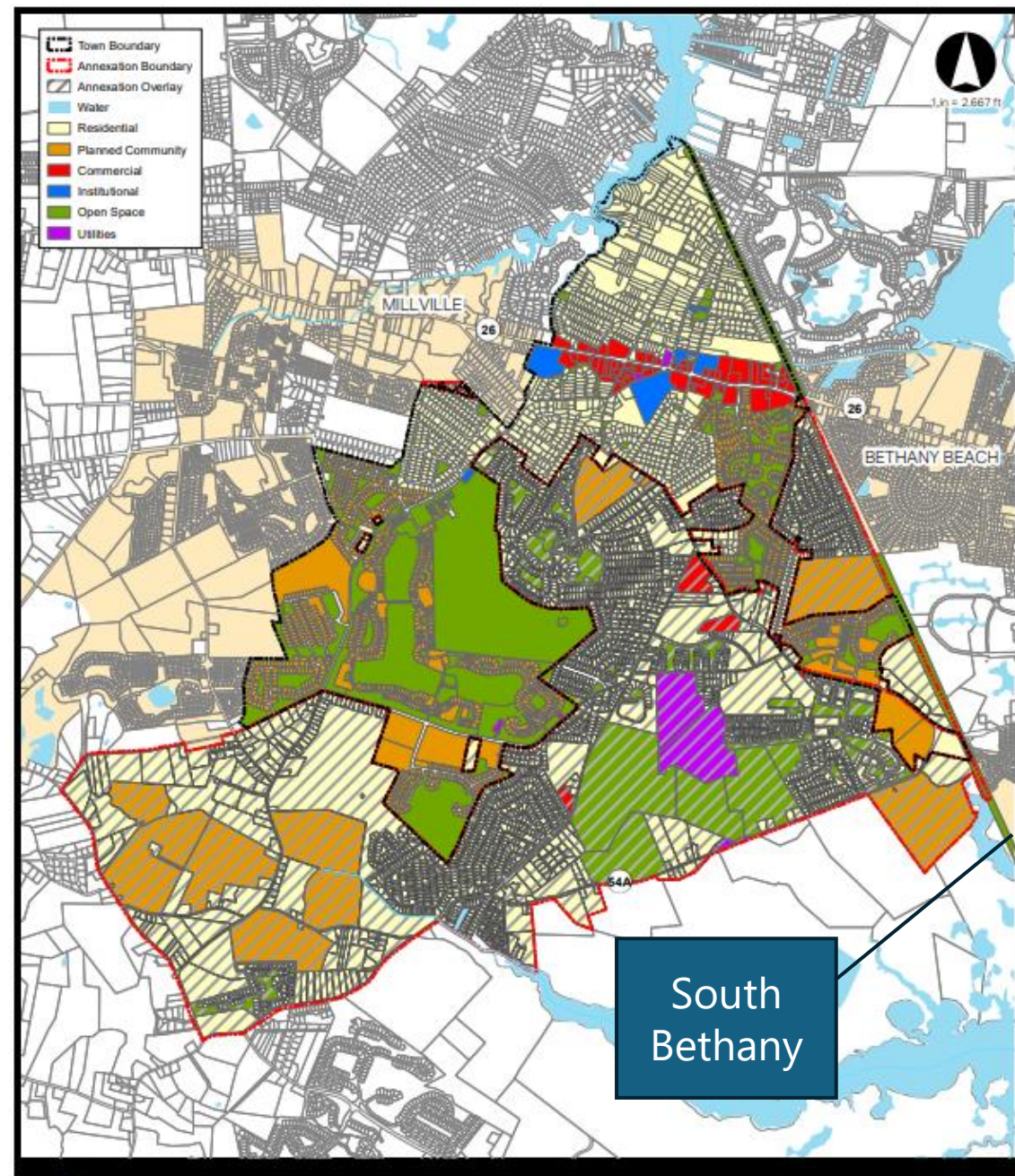
Adjacent Jurisdictions: Future Land Use





Ocean View

- Black = Town
- Red = Possible Annexation Boundary
- Interested in: creating opportunities for outdoor recreation by having a southern boundary with Assawoman Wildlife Area
- Adopted March 2020



AECOM

November 2019



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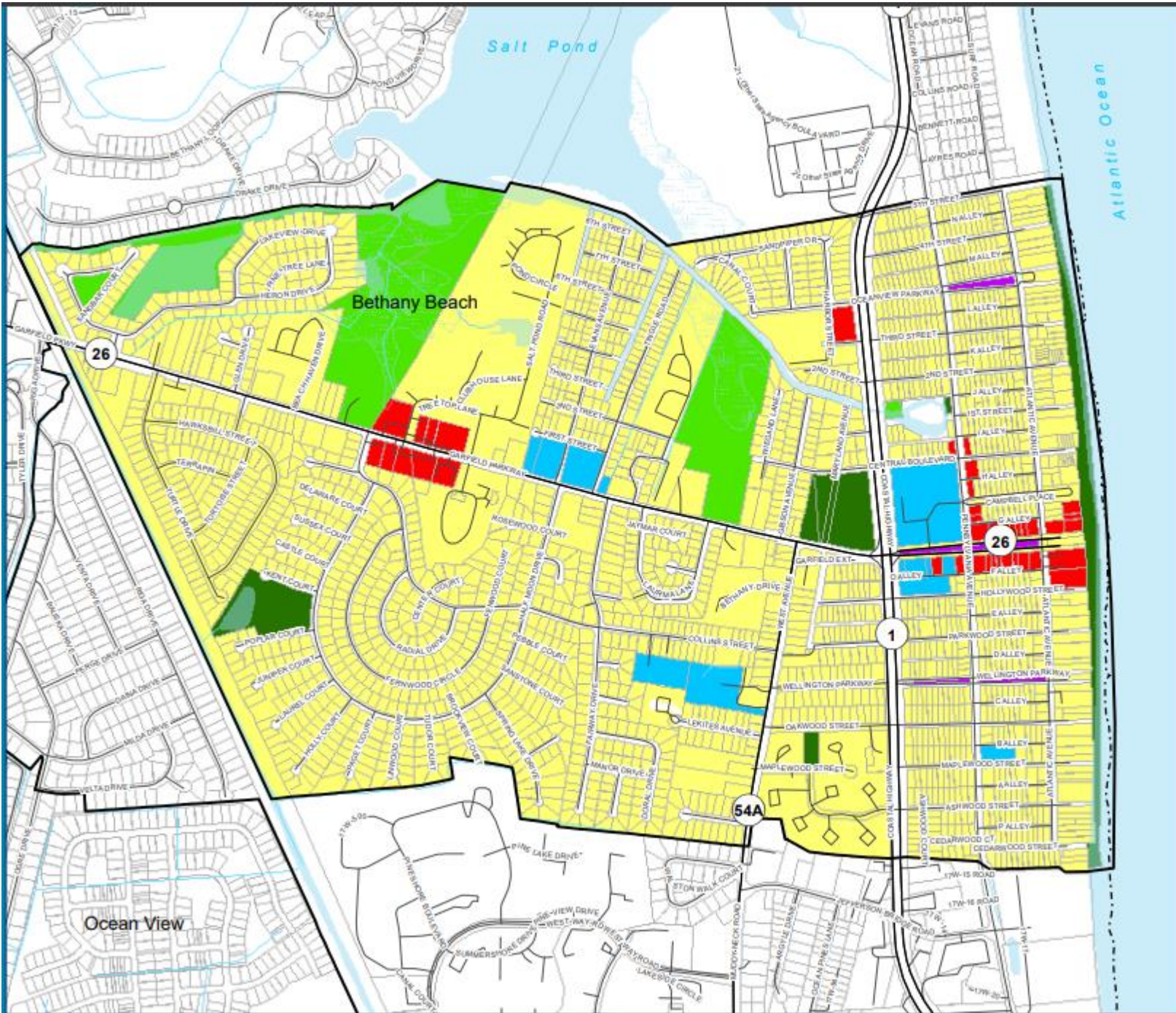
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Bethany Beach

- Adopted August 2023
- No current areas under consideration for annexation
- Only changes from last comprehensive plan to future land use map are “housekeeping edits”



Bethany Beach Future Land Use Map





Future Land Use

Future Land Use

- Open Space
- Parks and Recreation
- Residential
- Commercial
- Institutional
- Transportation / Utility

State and County Boundaries

Municipal Boundaries

State Parcels

Major Routes

Centerline Roads

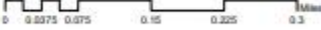
Major Rivers

Water

Marsh



Adopted, August 2023



0 0.0375 0.075 0.15 0.225 0.3 Miles

Source:
 Draft Future Land Use - created by the University of Delaware Institute for Public Administration and verified by the Town of Bethany Beach, DE22.
 Municipal Boundaries - Delaware Office of State Planning Coordinator (OSPC), FirstMap 08/03.
 Road, Rail and Subways Network - Delaware Department of Transportation (DDOT), FirstMap 08/03.
 Contributed - Sussex County, Delaware, FirstMap 08/03.
 Hydrography - National Hydrography Dataset (nhd), USGS and EPA, FirstMap 08/03.

Note: This map is provided by the University of Delaware, 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. IPA will not be held responsible for any use of this document for purposes other than which it was intended.



UNIVERSITY OF DELAWARE

Sussex County

- Adopted 2018
- Above and below South Bethany is marked as “coastal area” which is an area for growth, but County urges only appropriate forms of concentrated new development in these areas



2045 Future Land Use Map

Growth Areas

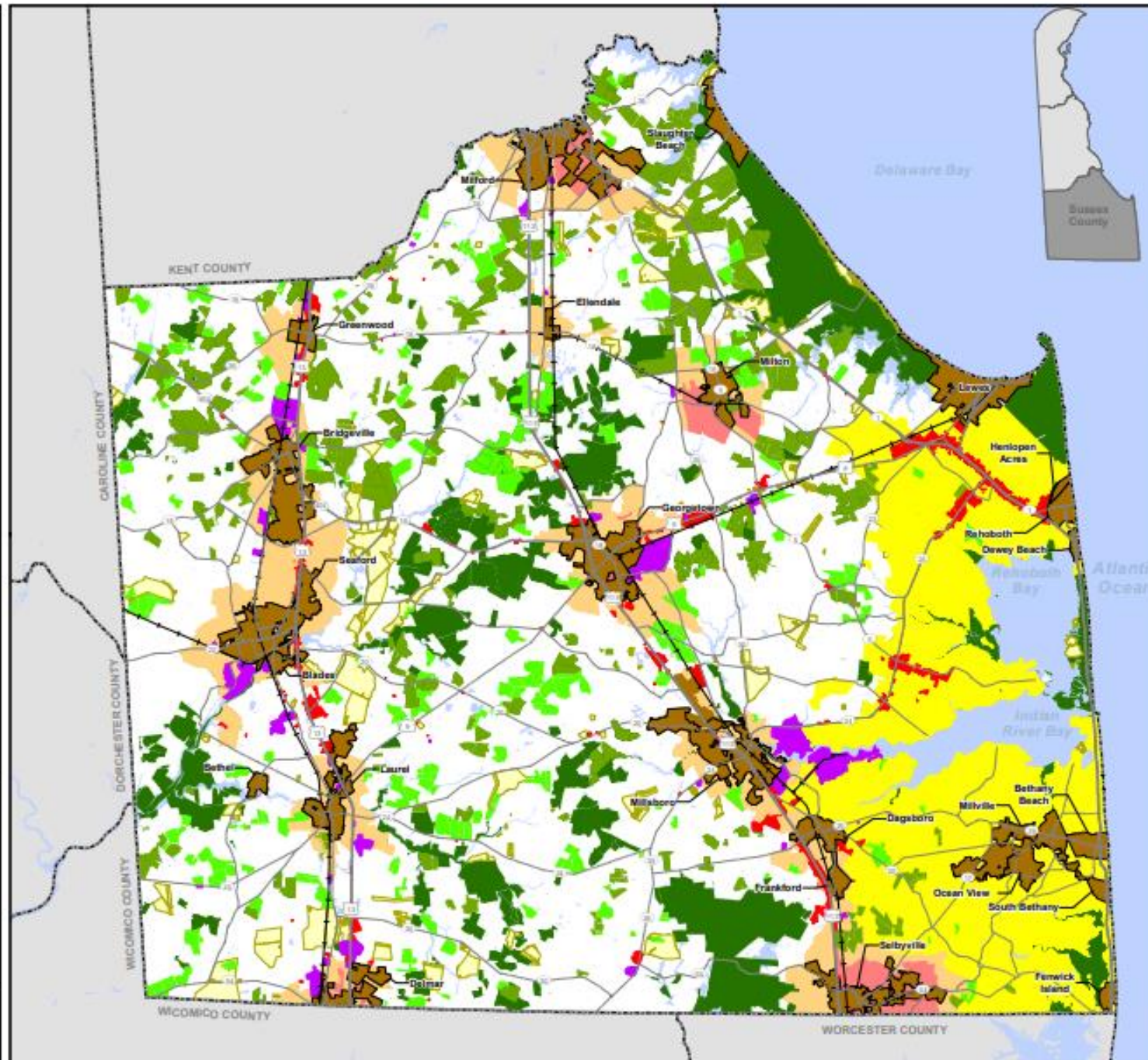
- Municipalities
- Town Center
- Developing Area
- Existing Development Area
- Coastal Area
- Industrial Area

Rural Areas

- Low Density
- Protected Land
- Ag. Preservation District
- Ag. Preservation Easement

Sources: DE FirstMap, Sussex County Mapping Dept.
Land Use Data from 2008, State Forest Data from 2013, Forest
Conservation Easements Data from 2016, Municipal Annexation
Areas 2016

*The official depiction of the protected lands can be found on
the Protected Land Map (Figure 5.2-1)

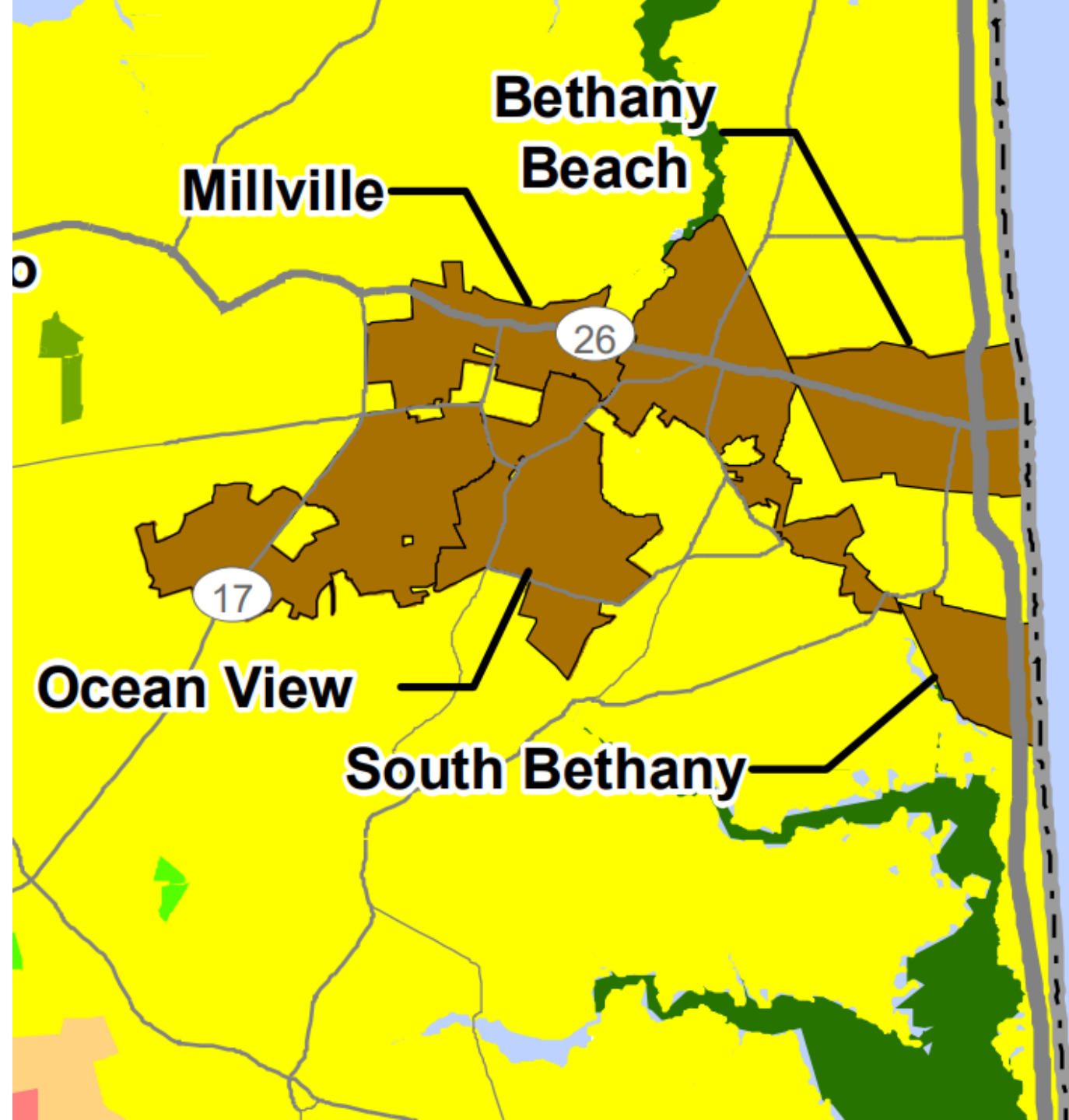


Growth Areas

- Municipalities
- Town Center
- Developing Area
- Existing Development Area
- Coastal Area
- Commercial
- Industrial Area

Rural Areas

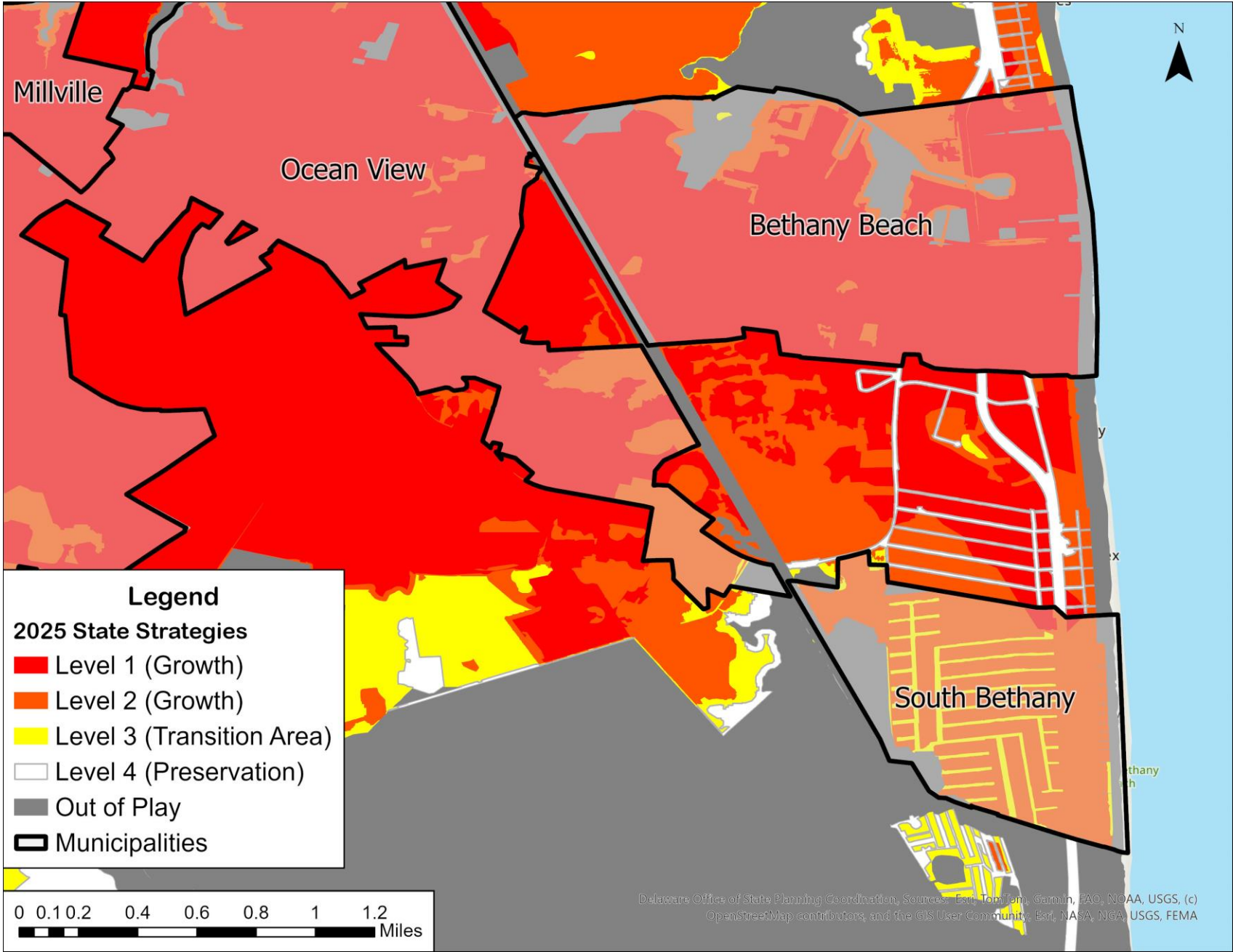
- Low Density
- Protected Land
- Ag. Preservation District
- Ag. Preservation Easement



Sussex County: Coastal Area

- Coastal Area: Most desirable areas for new housing and ecologically important areas
- Permitted uses in Coastal Areas:
 - Range of housing types including single family, townhouses, multifamily
 - Retail and offices, larger shopping centers only accessed along arterial roads
 - 2 units/acre, but medium and higher density appropriate in certain locations, can use cluster developments or density bonuses
 - Central water and sewer strongly encouraged – without them, permitted density is 2 units/acre
 - Preserving natural resources or open space is strongly encouraged

State Strategies for Policies and Spending from OSPC



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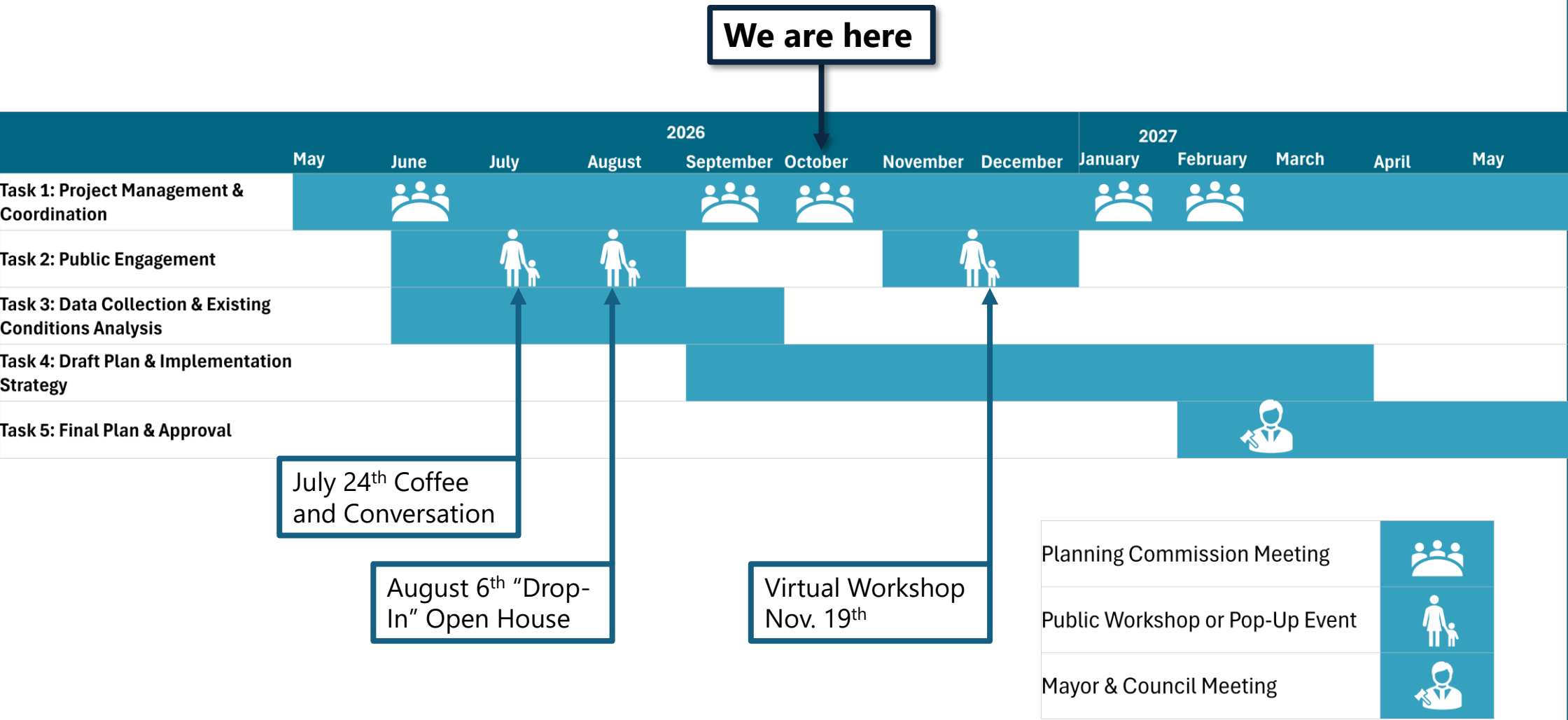
October 19, 2026

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Looking Ahead



South Bethany Comprehensive Plan Timeline



Upcoming Dates



- **November Virtual Public Workshop:**
November 19 @ 9 am
- **Planning Commission Meetings:**
Tuesday, January 26 @ 9 am
Tuesday, February 23 @ 9 am

Draft Plan will be shared by **January 12, 2027.**

Planning Commission comments and edits must be submitted by **January 29, 2027.**

Revised Plan will be shared by **February 14, 2027.**



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Questions or other items for discussion?

