



COMPREHENSIVE PLAN



**ADOPTED
SEPTEMBER 28, 2021**



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CHAPTER 1 - INTRODUCTION

ACKNOWLEDGEMENTS

The Comprehensive Plan was created over a three-year period and involved the dedication of many people. Everyone listed served in some capacity over time to help create the document during the input, drafting, or final approval stage of the Plan.

City Council

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Mark Schaeffer, Council District 3	Douglas B. Hudson, Council District 4
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Hans Medlarz, County Engineer	Jamie Whitehouse, P&Z Director

State of Delaware

John C. Carney Jr., Governor	Bethany Hall-Long, Lieutenant Governor
Thomas R. Carper, U.S. Senator	Christopher A. Coons, U.S. Senator
Lisa Blunt Rochester, U.S. Representative	Bryant L. Richardson, Senator District 21
Daniel B. Short, Representative District 39	David Edgell, Acting State Planning Director
Dorothy Morris, Circuit-Rider State Planning	Miriam L. Pomilio, GIS Coordination
Constance Holland, State Planning Director (Retired April 2021)	

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Madalyn Puskar, Engineer in Training



AUTHORITY TO PLAN

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



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

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

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

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

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

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

Comprehensive plans are not meant to be static documents and should be re-evaluated as local and regional conditions evolve. New data has become available since the last Plan was completed, including new demographic information from the 2010 U.S. Census, demographic estimates from the annual releases of the American Community Survey, the 2017 population projections from the Delaware Population Consortium, and a variety of plans, upgrades, and implementation items that have occurred or are underway. The 2020 Census data was not available at the time of production of this Plan.

This Plan serves as an official statement about the future of the city. First and foremost, it is a unified advisory document to the City Council and the Planning Commission on land use and growth issues. It should be used to guide future development decisions, zoning amendments, annexations, and capital improvements throughout the City.

This Plan is also an informational document for the public. Citizens, businesses, and government officials can turn to it to learn more about Seaford and its policies for future land use decisions. Potential new residents can use the document as an information resource about the City, its characteristics, and its facilities to help make decisions about relocating and investing in Seaford. This document contains the most current information on population, transportation, housing, employment, and the environment, which will be of interest to developers, economic development professionals, and financial sources.

Finally, the Seaford Comprehensive Plan is a legal document. The Delaware Code specifies that “...any incorporated municipality under this chapter shall prepare a comprehensive plan for the city or town or portions thereof as the commission deems appropriate”. The Code further specifies that, “after a comprehensive plan or portion thereof has been adopted by the municipality in accordance with this chapter, the comprehensive plan shall have the force of law and no development shall be permitted except as consistent with the plan (22 Del. C. 1953 § 702 (c)).”

The 2021 Comprehensive Plan meets the requirements set forth in the Delaware Code regarding comprehensive plans for a city with a population greater than 2,000. It further updates the last Plan to comply with new State initiatives and regulations for land use and planning.

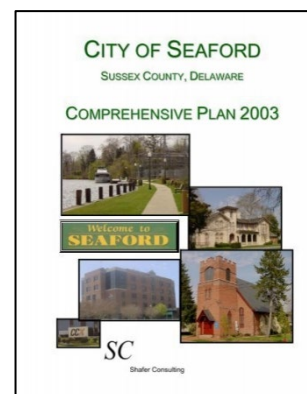
COMPREHENSIVE PLAN HISTORY

It is important to understand the development and evolution of activity since the creation of the first City Comprehensive Plan. Listed below you will find this activity in chronological order since the adoption of the 1989 Comprehensive Plan.

2003 Comprehensive Plan

The 2003 Comprehensive Plan was prepared by Shafer Consulting and adopted by the City Council on February 25, 2003. The City initiated the update process in January 2000 by forming a Comprehensive Plan Committee to gather public input and information from State agencies. Monthly meetings were held, and guest speakers were invited from Sussex County. State Agencies and the University of Delaware.

Public workshop meetings were conducted in December 2001 and January 2002 by the Planning and Zoning Commission and the City Council to gather public input. As a result of these meetings, Seaford developed a list of key issues that were to be addressed in the updated plan as shown below:



- Determine the direction of growth around Seaford and the areas that might be annexed.
- Include more low-density housing to achieve balanced residential growth.
- Work with DeIDOT to find a long-range solution to traffic problems along U.S. 13, particularly at key intersections.
- Improve key intersections and add sidewalks and curbs to Alternate Route 13 and Route 20.

- Improve road access to the industrial business parks.
- Preserve and continue renovation of the core downtown area.
- Determine the appropriate use of the waterfront area (industrial or restaurant/boating).
- Impact with Blades planning purposes.
- Evaluate the need for an additional wastewater facility and locate potential sites.
- Determine the needs of the large number of retirees moving to Seaford and the financial sources to meet those needs.

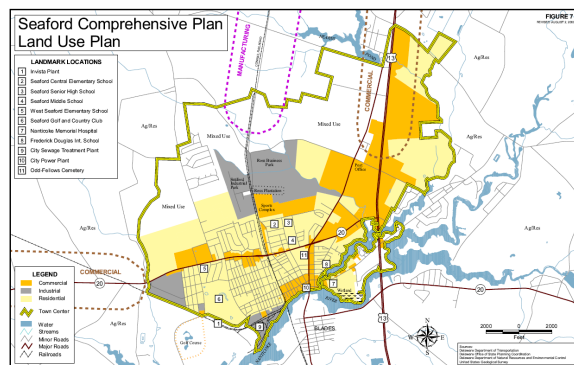
The 2003 Plan and the strategies to implement the plan identified the following seven goals:

1. To preserve and enhance Seaford’s historic heritage.
2. To revitalize Seaford’s downtown area.
3. To continue and expand Seaford’s role as the primary employment center for Western Sussex County.
4. To increase the percentage of single-family dwelling units in order to provide for balanced growth.
5. To improve safety and mobility of the transportation network.
6. To provide safe and adequate public utility service to present and future residents.
7. To provide housing opportunities for all income ranges.

The 2003 City Comprehensive Plan Update was certified by the State effective February 23, 2003.

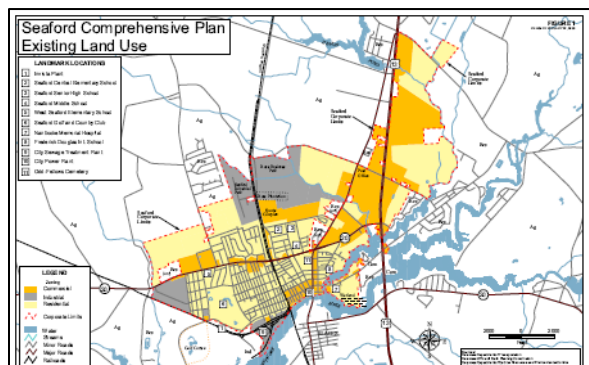
2005 Comprehensive Plan Amendment (PLUS ID 2005-08-12)

On July 26, 2005, the City submitted an amendment to the 2003 Comprehensive Plan. This amendment included the removal of the “Open Space” land use designation. The local zoning ordinance did not have this defined zoning classification nor one that was comparative. This amendment further included the updated annexations and zoning changes made to figure 6 Existing Land Use Plan and figure 7 Land Use Plan. The State had no objections to the proposed amendment as stated in the September 9, 2005 letter.



2006 Comprehensive Plan Amendment (PLUS ID 2006-03-09)

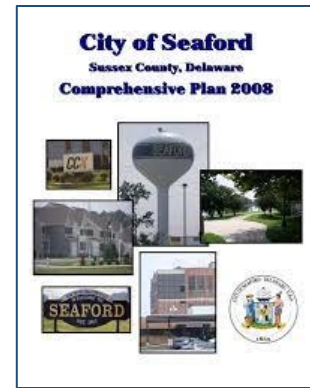
In March of 2006, the City submitted an amendment to the 2003 Comprehensive Plan. This amendment included adding the areas annexed and the conditional zoning since the last revisions of the Plan in 2005. The following maps were updated: existing land use, transportation, historic and cultural, community facilities, land use, annexation, and conservation and recreation. The State had no objections to the proposed amendment as stated in the April 13, 2006 letter.



2008 Comprehensive Plan

The City initiated the five-year review of the 2003 Plan in late 2007 by presenting proposed map and text revisions to the Planning and Zoning Commission and City Council to gather input and information from State agencies.

The City submitted a pre-update plan review application (PLUS ID 2007-11-12) with the State to assist in providing resources and information for the 2008 Plan update. The State review meeting was held on December 5, 2007 and comments were received for consideration on January 7, 2008.



On March 25th, 2008, an advertised public hearing was held at City Hall for the purpose of presenting the revised maps and text to the Seaford public. Approximately seven people attended the public hearing, no one commented regarding the information presented. As a result of these meetings, Seaford reaffirmed and updated the key issues addressed in the updated plan as shown below:

- Determine the direction of growth around Seaford and areas that might be annexed.
- Include more low-density housing to achieve balanced residential growth.
- Work with DeIDOT to find a long-range solution to traffic problems along U. S. 13, particularly at key intersections.
- Improve key intersections and add sidewalks and curbs to Alternate Route 13 and Route 20.
- Improve road access to the industrial and business parks.
- Preserve and continue renovation of the core downtown area.
- Determine the appropriate use of the waterfront area (industrial or restaurant/boating)
- Interact with Blades for planning purposes.
- Evaluate the need for additional wastewater treatment capacity and evaluate alternative technologies for treatment.
- Determine the needs of the large number of retirees moving to Seaford and the financial sources to meet those needs.

The 2008 Plan included seven goals set forth in the 2003 plan and added one additional goal, as shown below:

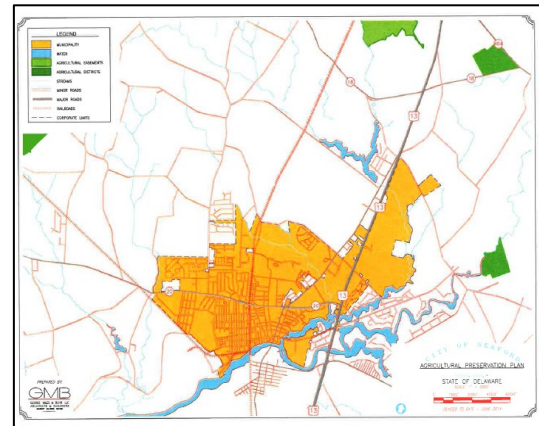
1. To preserve and enhance Seaford's historic heritage.
2. To revitalize Seaford's downtown area.
3. To continue and expand Seaford's role as the primary employment center for Western Sussex County.
4. To increase the percentage of single-family dwelling units in order to provide for balanced growth.
5. To improve safety and mobility of the transportation network.
6. To protect sensitive environmental areas and the water quality of the Nanticoke River.
7. To provide safe and adequate public utility service to present and future residents.
8. To provide housing opportunities for all income ranges.

The City submitted the Draft 2008 Comprehensive Plan Update (PLUS ID 2009-04-04) to the State for review and met on April 27, 2009 to discuss the recommendations from State Agencies. Written certification comments were provided on May 18, 2009 and the Plan was required to be resubmitted after the items were addressed and updated in the Plan. Meetings were held with the Department of Natural

Resources to address the comments on the draft Plan. Modifications were made to the Plan and it was adopted by the City Council on January 12, 2010 and certified by Governor Jack Markell.

2014 Comprehensive Plan Amendment (PLUS ID 2014-07-01)

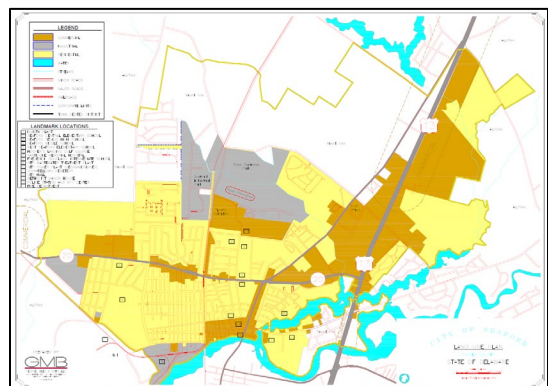
In June of 2014, the City submitted an amendment to the 2008 Plan. This amendment included amending the existing comprehensive plan to include annexed areas, street additions, extensions, and name changes since the last Plan. The following maps were updated with this amendment: Agricultural Preservation, Annexation Plan, Community Facilities, Conservation and Recreation, Existing Land Use, Historic and Cultural, Land Use, Sewer System, Sourcewater Protection, Storm Drain System, Transportation, Water System and Zoning. On August 20, 2014, written comments were provided by the State with no objections to the proposed amendment.



2016 Comprehensive Plan Amendment (PLUS ID 2016-11-03)

In November of 2016, the City submitted an amendment to the 2008 Plan. This amendment included updating the Land Use Plan map with an additional commercial and mixed-use designations.

The City met with the State Agencies on November 16, 2016 to discuss the proposed amendment. The State had no objections to the proposed amendment as stated in the December 15, 2016. The City Council voted on January 10, 2017 to adopt the Amendment as presented.



2018 Comprehensive Plan Pre-Update Review (PLUS ID 2018-02-01)

The City submitted a pre-update plan review application with the State to assist in providing resources and information for the 2008 Plan update. The State review meeting was held on February 28, 2018 and comments were received for consideration on March 28, 2018.

This process identified areas for consideration in the Plan, captured new Federal and State mandated programs, provided State and County recent study information for inclusion and guidance for land use recommendations.

The City reviewed the recommendations and released a “Request for Qualifications” notice to complete the Comprehensive Plan Update. This allowed the City to hire an experienced consultant with a creative and customized approach to update the Comprehensive Plan.

REQUEST FOR QUALIFICATIONS:
2020 City of Seaford Comprehensive Plan Update

OVERVIEW:
The City of Seaford, Delaware is seeking proposals from a State of Delaware Licensed engineering/planning firm, to provide consulting services for the **2020 City Comprehensive Plan Update**. It is the intent of this Request for Qualifications (RFQ) to have the successful firm, enter into a Professional Services Contract with the City of Seaford to supply engineering, mapping and planning services as outlined herein. Proposals will be accepted until May 31, 2018 and should be submitted to Tracy Torbert at tracytorbert@cityofseaford.com. Should you have any questions, please contact Charlie Anderson, City Manager at 302-424-9173.

BACKGROUND:
The City of Seaford is located along the Route 13 corridor of western Sussex County with close proximity to the beaches to the east and Maryland communities to the west. The City population is currently 6,500 persons with a median household income (MHI) of \$48,000 (www.factfinder.census.gov, n.d.). The City is governed by an elected Mayor and five at-large councilpersons. The City of Seaford serves as the economic center for the greater region with a hospital, schools, shopping and other economic development opportunities for its residents and visitors.

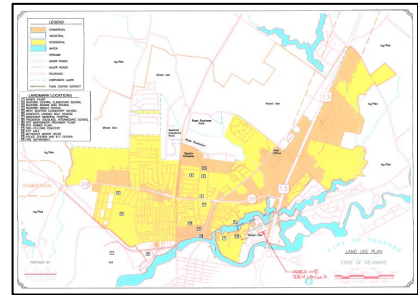
The current Comprehensive Plan was approved by Governor Jack Markell and is certified until January 31, 2020. The City desires to complete the Comprehensive Plan update and certification process prior to the January 2020 date.

The City of Seaford staff submitted the existing Comprehensive Plan document and all relevant updates to the Delaware Office of State Planning (OSP) for a “pre-update review”. The comment letter that was generated as a result of this review is attached to this proposal for the consultant’s information. Please note that the successful consultant will be required to produce a final product that will meet all requirements of the OSP to receive plan certification to include all maps, text, tables, citations and other relevant information. All required elements of the plan must be included and appropriately addressed. It is strongly recommended that the plan follow the guidelines established in Title 23 Section 702 Delaware Code. The checklist can be downloaded from the State of Delaware website: <https://stateplanning.delaware.gov/docs/comprehensive-plan-checklist-guide.pdf>

2018 Comprehensive Plan Amendment (PLUS ID 2018-09-05)

In September 2018, the City submitted an amendment to the 2008 Plan. This amendment included revisions to the Land Use Map depicting areas adjacent to the City limits proposed for annexation.

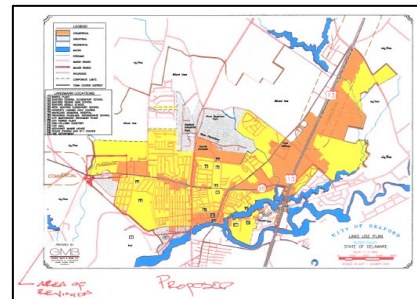
The City met with State representatives on September 26, 2018 and written comments were provided on October 4, 2018 with no objection to the amendment.



2018 Comprehensive Plan Amendment (PLUS ID 2018-11-06)

In November of 2018, the City submitted an amendment to the 2008 Plan and previously adopted amendments to update the Land Use map.

The City met with State representatives on November 28, 2018 and written comments were prepared on December 4, 2018 with no objection to the amendment.



2021 COMPREHENSIVE PLAN PROCESS

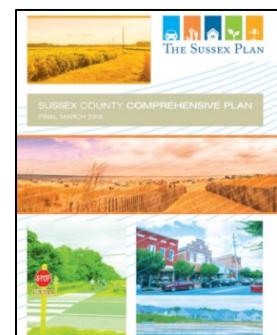
The 2021 Comprehensive Plan was prepared and managed by KCI Technologies Inc. This project included creating a new user-friendly format with the attention focused on the following: updating data, gathering community input, increasing intergovernmental coordination and input, meeting State requirements, reviewing previous achievements and revisiting the goals. The planning process involved intergovernmental and City coordination, Community outreach, public meetings, plan review and adoption.

Data Coordination

Intergovernmental coordination is critical for the City to achieve its comprehensive planning goals. Many of the recommended planning initiatives for Seaford involve other agencies, whether it is in the form of securing funding, coordinating physical improvements, or synthesizing common goals.

Plans and planning goals for Seaford can affect those entities just the same. Similarly, State, county, neighboring local, and regional plans can have a direct impact on the City and its ability to accomplish its priority projects. The County and neighboring jurisdictional planning documents are further identified below:

- Sussex County Comprehensive Plan (Adopted 12/2018)
- Sussex County Housing & Needs Market Analysis Final Report (5/2019)
- Sussex County Housing Opportunities & Market Evaluation Report (10/2019)
- Sussex County Multi-Jurisdictional All Hazard Mitigation Plan (9/2016)
- Sussex County Transportation Operations Management Plan (9/2017)
- Town of Blades Comprehensive Plan (Certified April 2008 & Draft 2019)
- Town of Bridgeville Comprehensive Plan (Certified September 2018)
- Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO) Plans



A variety of Statewide planning studies, supportive research and specific project initiative data was collected from a several resources throughout the Plan and are further referenced in the applicable chapters. Each plan has been carefully evaluated to ensure that the goals for transportation, land use, environmental protection, housing, historic preservation, economic development, recreation, and annexation in the state, region, and county concur with those outlined for the City Comprehensive Development Plan. Furthermore, continued coordination and agreement among entities will be important as plans are implemented and new goals formed.

Consideration was given to tangible planning changes within the City since the last update, multiple planning documents, updated community profiles, statistics, and additional governmental agency information, the update reflects information from these resources to create the new 2021 Plan. This Plan represents a combined update with consideration given to several City planning and project related documents. The City staff was instrumental in providing historical data for inclusion with this Plan.

Mapping

Mapping was provided from a variety of GIS data sets obtained from the City Engineer, FirstMap's statewide data resources, and Sussex County GIS mapping Department to create the 13 reference maps for this update. This is a snapshot in time as the data is available and/or last updated by the host. These maps are for reference purposes and the most current data available should be used when making land use decisions as they arise.

Outreach and Input Coordination

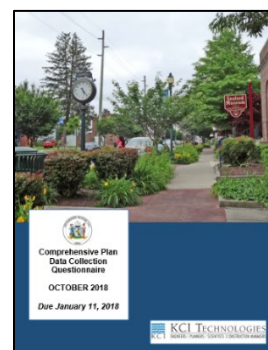
Outreach and input coordination are important components in the planning process to develop an effective Plan. The opinions of volunteer Board members, Council, staff, residents, business owners and operators, property owners, employees, and visitors help to identify what are important issues needing to be addressed and how the City should be developed in the future. The outreach initiatives were broken into two groups (internal and external). The internal group included obtaining input from the City Planning and Zoning Commission, City Council and City staff. The external group is comprised of Community members, property owners, tenants, organizations, visitors and businesses.

The following **INTERNAL** participation methods were used to obtain initial feedback prior to the creation of the draft Plan: City Data Questionnaire, Strengths Weaknesses Opportunities and Threats (S.W.O.T.) Analysis and Goal Review and Input.

City Data Questionnaire

KCI prepared a questionnaire for the city staff to provide general information for initial consideration with the update of the Plan. The city staff provided information on the following topics:

- Boards, Commissions, Committees and Council
- Project Initiatives
- Organizational Structure
- Land Development Records
- Code Enforcement
- Planning Documents
- Mapping
- Community Organizations
- Infrastructure



S.W.O.T. Analysis

The S.W.O.T. Analysis is a strategic balance sheet that includes a list of the City’s **Strengths**, **Weaknesses**, **Opportunities**, and **Threats**. The benefit of this type of analysis is that it provides input and knowledge critical to the City’s vitality and prosperity. S.W.O.T. Analyses were requested from members of the Planning and Zoning Commission, City Council and City Staff. Eight collective responses were received with 106 total comments. The information was used to help determine key issues, which were further used to develop the goals and strategies found throughout this document. The results were compiled and are listed in table below:



Table 1-1. City S.W.O.T. Analysis

Strengths – Characteristics of the City that give it an advantage	
<ul style="list-style-type: none"> Nanticoke River Small town character Location Health care/hospital Rail Cost of land/housing Low taxes City employees/leadership 	<ul style="list-style-type: none"> Police Golf course Downtown Development District Land availability Area history Willingness to grow Higher education
Weaknesses – Characteristics of the City that give it a disadvantage	
<ul style="list-style-type: none"> Lack of transportation infrastructure Small work force City perception Low income Drugs School/district performance Lack of entertainment options State regulations Lack of new volunteers No trade training 	<ul style="list-style-type: none"> Building infrastructure “When DuPont was here” attitudes Lack of State/County support Development impediments Public assisted housing Unreported immigrants Lack of solid tax base Middleford Road not in limits Technology
Opportunities – Elements that the City could use to its advantage	
<ul style="list-style-type: none"> Location Affordable land Leadership Control utility rates/taxes Ross/Seaford Industrial Park Annexations 	<ul style="list-style-type: none"> Riverwalk Nanticoke River Camera system Economic development Rt. 13 Corridor development
Threats – Elements that could cause trouble for the City	
<ul style="list-style-type: none"> State/Federal mandates, taxes, regulations Naysayers Stagnant tax revenues School district statistics Low-income housing Eastern Sussex attraction 	<ul style="list-style-type: none"> Rising costs Public assisted housing Lack of good paying jobs Few manufacturing plants Lack of solid tax base Legislative changes made for Wilmington affecting Seaford

Goal Review & Input

The Planning and Zoning Commission, City Council and City staff were asked to review the existing 2008 Plan goals for relevancy and to provide new goals for initial consideration into the 2021 Plan. Eight individuals responded by providing fifteen new goals and the support to ensure the existing goals are transferred into this Plan, as shown below:

Table 1-2. Initial Internal Goals Input

2008 vs. 2021 Comprehensive Plan Goals	Still Relevant	Keep in Plan
To preserve and enhance Seaford's historic heritage	88%	63%
To revitalize Seaford's downtown area	88%	88%
To continue and expand Seaford's role as the primary employment center for western Sussex County	75%	75%
To increase the percentage of single-family dwelling units in order to provide for balanced growth	88%	75%
To improve the safety and mobility of the transportation network	75%	75%
To protect sensitive environmental areas and the water quality of the Nanticoke River	75%	63%
To provide safe and adequate public utility services to present and future residents	75%	75%
To provide housing opportunities for all income ranges	75%	63%
Leverage Seaford's designation as an opportunity zone for economic development opportunities	NEW	NEW
Create "shovel ready" sites with water/sewer service along Sussex Highway, Ross Business Park, Western Sussex Business Campus and the Seaford Industrial Park for jobs creation.	NEW	NEW
Enhance recreation opportunities along the Seaford Riverfront and Nanticoke River	NEW	NEW
To have infrastructure in place to grow	NEW	NEW
To enter the power generation market via combined fossil fuel/renewable fuel generation	NEW	NEW
To evaluate methods to increase City revenues to enhance services to the community	NEW	NEW
To improve the quality of life by addressing the incidence and root causes of crime	NEW	NEW
To provide more public entertainment for all income levels	NEW	NEW
To promote a successful business environment in order to grow economic development	NEW	NEW
To continue developing ways to decrease and prevent drug overdoses and crimes	NEW	NEW
Simplify as much as feasible the steps to development	NEW	NEW
Look for other sources of revenue; implement if feasible	NEW	NEW
To expand recreational opportunities on the Nanticoke	NEW	NEW
To provide opportunities to do business with the City during/after business hours (website interface)	NEW	NEW
To provide and promote a business-friendly environment	NEW	NEW

The following **EXTERNAL** participation methods were used to obtain feedback prior to the creation of the draft Plan:

- Campaign Launch
- Community Events (3)
- Online Survey Input

Campaign Launch

A collaborative approach was taken to determine the most effective outreach methods and resources to obtain input for the 2021 Plan. The City had an upcoming City Council Election and the Community had two annual summer events that draws a large attendance of people and both of these were identified as great organized opportunities for this project.

Outreach tools to promote project input were created by KCI and approved by the city to assist with reaching out for external input. These tools included a project flyer, postcards, and two online surveys. All materials included general information regarding a Comprehensive Plan and a link to obtain detailed information as well as access the online surveys. Additional survey outreach information can be found later in this Chapter.

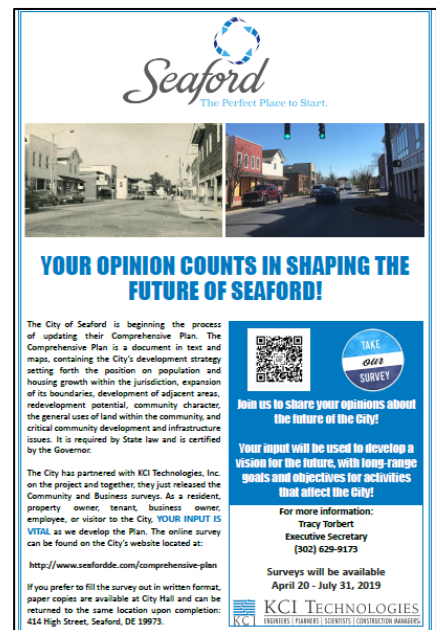
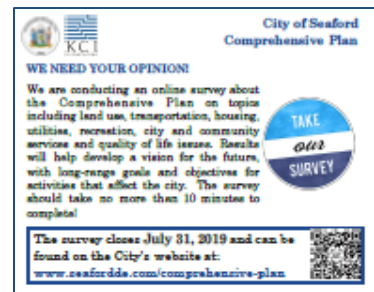
Promoting the project and the need for input involved coordination and action by the City staff. The following tasks were completed by the City:

- Dedicated project web page on the City's website
- Ongoing web page updates
- Multiple project press releases
- Frequent Social Media posts
- Organizational participation emails
- Local newspaper release

Community Outreach Events

Three Community outreach events were held to promote participation of the online surveys and obtain input for consideration in the Plan. Listed below are the three successful outreach events and results:

1. April 20, 2019, City Elections – This event focused on voters attending the city elections in person to promote awareness of the Plan update project and participation with the online survey. Several postcards were handed out throughout the day long outreach event located in City Hall. It was an educational opportunity to discuss the contents and legal aspects of a Comprehensive Plan. This was the first outreach event to promote Community input.

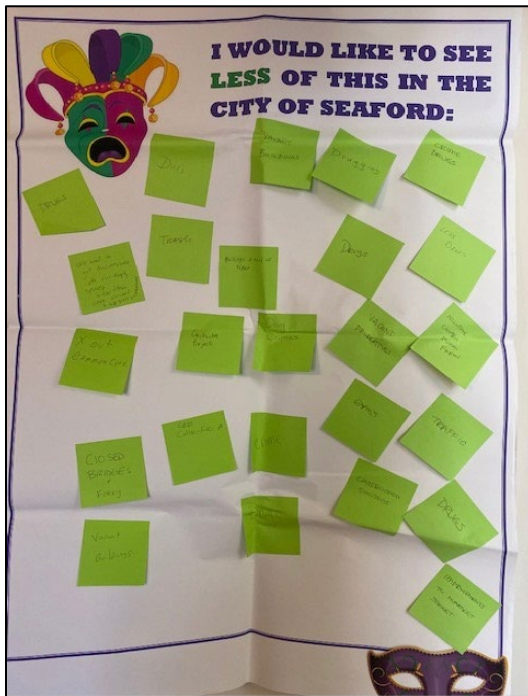


- July 13, 2019, Nanticoke Riverfest – This event allowed the city to showcase and promote participation with the project. KCI customized the outreach materials to tailor to the organized event theme. Several post cards were handed out to promote the online survey.



The outreach display included two posters (less of this and more of this) as to what they would like to see in the city. Each participant filled out a note and placed it on the poster for inclusion.

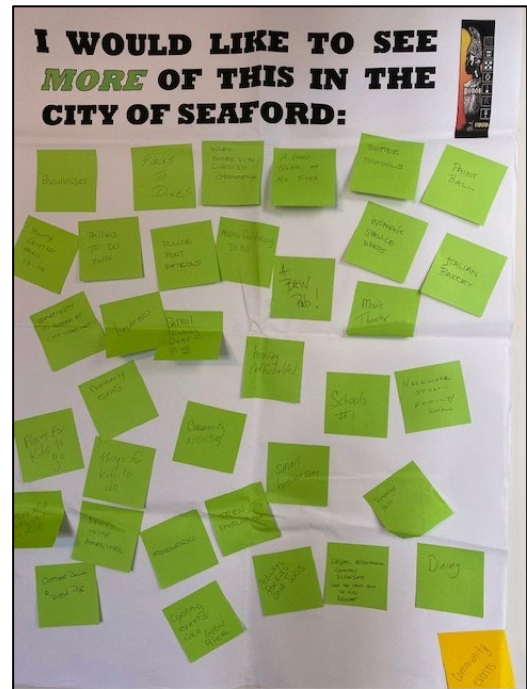
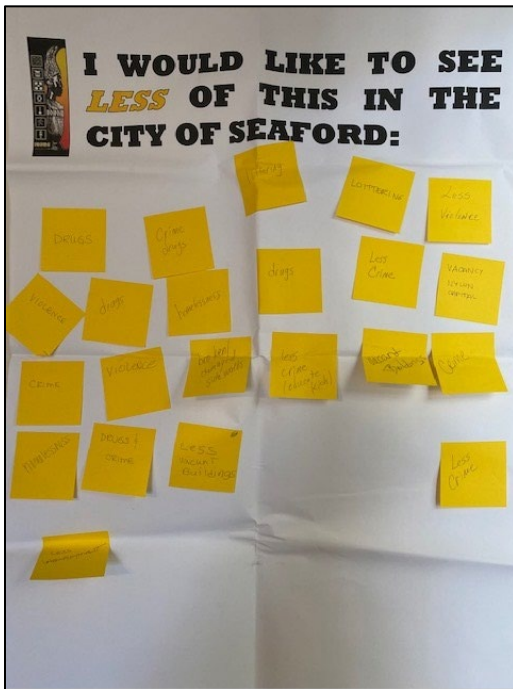
This approach was well received, and the majority of the attendee’s were visiting from outside of the city limits. Pictured below are the actual input poster images from this event. The input results were compiled together for both outreach events to reduce redundancy as shown on Table 1-3 at the end of this outreach event section.



3. August 10, 2019, Eastern Shore African American (AFRAM) Festival – This event allowed the city to participate and promote inclusion for input with the Plan. KCI once again customized the outreach event materials to tailor to the organized event theme. The Mayor and City Council assisted and worked shifts throughout the day to promote participating in the surveys. Discussions were held and each person was asked what they would like to see more and less of in the Community while writing it down on a post it notes and applying it to the display poster.



This approach was well received, and the majority of the attendees were visiting from around the Seaford community with regional representation as well. Pictured below are the actual input poster images from this event. The input results were compiled together in Table 1-3 below.



Listed below are the compiled verbatim comments received from both outreach events. The results are also placed in the applicable Chapters and were considered during the creation of the Plan for improvements or additional factual information was incorporated based on the topic.

Table 1-3. Nanticoke Riverfest and AFRAM Compiled Outreach Results

I WOULD LIKE TO SEE <u>LESS</u> OF THIS IN THE CITY	
Broken/Damaged Sidewalks	Less Chick-Fil-A
Buildings In Need of Repair	Loitering
Closed Bridges and Ferry	Trash
Construction Projects	Unemployment
Crime	Vacancy Nylon Capital
Drugs	Vacant Buildings
Gyms	Violence
Homelessness	X Out of Common Core
I WOULD LIKE TO SEE <u>MORE</u> OF THIS IN THE CITY	
Activities For Kids	Mall
Affordable Housing	Manufacturing Jobs
Better Schools	Miniature Golf
Big Park	Movie Theater and Affordable
Brew Pub	Nighttime Control-Royal Farms
Business To Produce	Nylon Capital Center Revitalized
Card Shop	Opportunity To Speak at City Meetings
Cheer Center	Outdoor Dining and Brew Pub
Cleaning Of Nanticoke River	Paint Ball
Commercial	Parks With More Amenities
Community/Public Pool	Patrol Fishing Pier on Pine Street
Craft Breweries	Places For Kids To Go
Craft Brewery with A Boat Dock	Police Foot Patrols
Cycling Events Like Glow Ride	Preserving Farmland
Dog Park	Restaurants
Entertainment And Events	Revenue For the Town
Festivals And Things to Do	Road Signage with Block Numbers
Filling Vacant Commercial Buildings	Roads
Fireworks	Small Family Hardware Store
Funding Police	Support West Side Businesses
Green Turtle on The River	Teen Employment
Grocery Stores	Things For Kids to Do
Highway Enforcement for Speed	Trampoline Parks
Historic Signs to Downtown	Unique Restaurants-Not Chains
Improvements To Market Street	Unite The Drug Programs
In Sync Traffic Lights	Women's Service Needs
Italian Bakery	Work With Cordish Corporation

Surveys

During initial discussions with the city, it was determined input was needed from the Community, as well as the Businesses. The two surveys were created and approved by the city to release using an online platform as well as collecting paper surveys at City Hall. The paper surveys were entered into the online platform, to ensure the results were inclusive.

**City of Seaford Comprehensive Plan Update
Business Survey**

Please note that this survey is intended for business and their employees or commercial property owners located within the Seaford City limits (pay City taxes or City utility bill). If you do not fall in this category, please complete the Community Survey, available at City Hall or online at <http://www.seafordde.com/comprehensive-plan>.

The City of Seaford has experienced growth in both population and housing units since 2010, and is regarded as an employment center for Sussex County. To better understand current and future conditions, the City is updating its Comprehensive Plan, which is an official statement about Seaford's future that is used to direct future development decisions. It is required by state law and is certified by the Governor. This survey contains questions on a variety of issues related to the City including land use, housing, transportation, utilities, city and community services, economic development, recreation, and other quality of life issues. As a business owner, employee, or property owner within the City, we need your opinion! Your input is vital as we complete the Plan.

Please take a few minutes to respond to the following questions by July 31, 2019.

General Information					
1. Is your business located within City limits (pay City taxes or City utility bill)?	Yes	No			
2. Name of business:					
3. Type of business:					
4. Address of business:					
5. Street fronting business:					
6. This business has been in operation at this location for:	0-5 Years	6-10 Years	10+ Years		
7. This business is currently leasing/renting this location:	Yes	No			
8. This business currently owns this location:	Yes	No			
9. Are you or the building owner anticipating any improvements to the building?	Yes	No			
a. If so, when?	0-5 Years	6-10 Years	10+ Years		
10. The owner of the business/owner-operator is a permanent resident of Seaford:	Yes	No			
11. The business employs the following number of people:	0-10	11-20	21-30	31-40	40+
12. My business is home-based:	Yes	No			
13. My business is based on serving the:					
a. Local population:	Yes	No			
b. Regional population:	Yes	No			
c. Tourist population:	Yes	No			
d. Interstate population:	Yes	No			
e. Other:					
14. Is your business located in Seaford's Downtown Development District?	Yes	No	Not Sure		
a. If yes, have you used any incentives?	Yes	No			
b. If yes, has your business increased?	Yes	No			

**City of Seaford Comprehensive Plan Update
Community Survey**

The City of Seaford has experienced growth in both population and housing units since 2010, and is regarded as an employment center for Sussex County. To better understand current and future conditions, the City is updating its Comprehensive Plan, which is an official statement about Seaford's future that is used to direct future development decisions. It is required by state law and is certified by the Governor. This survey contains questions on a variety of issues related to the City including land use, housing, transportation, utilities, city and community services, economic development, recreation, and other quality of life issues. As a resident, landowner, or visitor to the City, we need your opinion! Your input is vital as we complete the Plan.

Please take a few minutes to respond to the following questions by July 31, 2019.

Citizen Profile					
1. My age is:	18-29	30-39	40-49	50-59	60+
2. I am currently retired:	Yes	No			
3. I work in the City of Seaford:	Yes	No			
4. I am a student:	Yes	No			
5. I am a permanent resident of Seaford:	Yes	No			
a. I have been a permanent resident in Seaford for:	0-5 Years	6-10 Years	10+ Years		
b. I would describe my residence as:	Single-Family	Townhouse	Duplex	Other	
If you answered "yes" to question 5, please skip to question 6.					
6. I am a non-resident landowner in Seaford:	Yes	No			
a. I have been a non-resident landowner in Seaford for:	0-5 Years	6-10 Years	10+ Years		
b. I plan on developing my land in Seaford:	Yes	No			
c. I plan on developing my land in:	0-5 Years	6-10 Years	10+ Years		
If you answered "yes" to question 6, please skip to question 8.					
7. I am a non-resident property owner in Seaford:	Yes	No			
If you answered "yes" to question 7, please skip to question 8.					
8. I am a visitor to the City of Seaford:	Yes	No			
Growth					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
9. The City should increase its growth area and population base.					
10. Development should be encouraged primarily within the current boundary; Seaford should seek to annex new areas of land adjacent to current City boundaries.					
11. Seaford should annex gaps (enclaves) within the current City boundary:					

The Business survey focused on the local Businesses and their employees or commercial property owners located within the City limits. This survey asked twenty-six questions and took an average of six minutes to complete. The city received twenty-seven responses with a completion rate of 56%, the completion rate means those that answered all the survey questions.

The Community survey was open to everyone and included twenty-six questions averaging eight minutes to complete. The City received 455 responses with a seventy-seven percent completion rate.

A survey result presentation was given during a public meeting depicting the highlights of both surveys, the complete and detailed survey results can be obtained at the City Hall. Comments were considered and included in the applicable Chapters throughout the Plan.

The outreach input and participation were greatly appreciated and considered during the development of the Plan. These can be further identified towards the end of each applicable Chapter prior to the Goals and Action Items Section. Look for this icon and title for the participation input:



COMMUNITY PARTICIPATION INPUT
CHAPTER TITLE

Public Meetings

Since late 2018, multiple public meetings were held during the project duration to ensure the Community was provided an opportunity to be actively involved in the development of the Plan. These meetings were held jointly with the Planning and Zoning Commission and City Council as listed below:

- Kick-Off Meeting 12/11/18
- Data Collection Reveal 4/23/19
- Outreach Reveal Meeting 1/28/2020
- Goals Presentation Meeting 9/8/2020
- Draft Plan Presentation & 1st Read Ordinance 6/8/2021
- Public Hearing (As advertised in the Morning Star Newspaper) 8/10/2021
- 2nd Read Ordinance & Adoption (contingent on Governor's Certification) 9/28/2021

Plan Review and Adoption

The Office of State Planning Coordination provides a clearinghouse review in regard to the mandated Comprehensive Plan certification by the Governor upon adoption for the three Counties and all Municipalities in the State. Coordination with Sussex County and State Agencies are predominantly completed during the Plan review and certification process; however, communication is ongoing throughout the update process and includes several applicable plans and initiatives.

Plan Due Date Extension

The project received an unpredictable delay in completion as the Nation was faced with the Covid-19 Pandemic. The pandemic restricted public meetings and face to face interactions, teleworking staff and limited resource availability for all government levels, as well as several State mandates limiting several local operations. The City maintained communication with all involved parties and on April 21, 2021, the City was approved a final due date extension until September 30, 2021 by the Cabinet Committee on State Planning Issues to complete the Plan Update.

Intergovernmental Draft Plan Coordination

After incorporating initial feedback from the City Staff, an application was submitted to the Office of State Planning Coordination (OSPC) for distribution and comment of the City's Draft Plan through the Preliminary Land Use Service (PLUS) process. The PLUS meeting was held on June 23, 2021, and verbal comments were received at the meeting. Formal written comments were received by the City on July 22, 2021, with five certification items. All State comments were included in the collective comment and recommendation matrix document (see Chapter 14 Appendix) for consideration and inclusion in the Final Plan. The certification items along with several recommendations were included in the updated Final Plan.

The city released the draft Comprehensive Plan publicly on June 9, 2021, and invited the following government agencies to review the Plan and provide written comments for consideration:

- Sussex County (Planning & Zoning Department and Engineering Department)
- Town of Blades
- Town of Bridgeville
- Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO)

Written comments were received from Sussex County on July 20, 2021. No other comments were received from the invited jurisdictions. The Sussex County comments were included in the collective

comment and recommendation matrix document (see Chapter 14 Appendix) for consideration and inclusion in the Final Plan.

Community Draft Plan Coordination

The Draft Plan was released on June 9, 2021, for comments and consideration for inclusion in the Final Plan. The advanced written comment process was presented at the June 8, 2021, Council Meeting. City staff posted the Draft Plan and comment worksheet on the city website, which is the official portal for City information. Several outreach methods were used for three months to promote and invite comments on the Draft Plan, such as: Minute with the Mayor videos, multiple Constant Contact email blasts and several social media posts. The city further offered translation service arrangements, if needed.

The city received written comments from five representatives (1 business, 3 community members and 1 nonprofit organization) on the Draft Plan. All comments were included in the collective comment and recommendation matrix document (see Chapter 14 Appendix) for consideration and inclusion in the Final Plan.

Final Plan Coordination

On July 26 and August 5, 2021, the city consultant reviewed the collective comments and prepared recommendations for inclusion consideration into the Final Draft Plan with the City Staff. The comments were revealed during the Public Hearing on August 10, 2021. Only one attendee spoke with comments at the Public Hearing. The Draft Plan collective comments and recommendations matrix are located in Chapter 14-Appendix. The Mayor and Council recommended moving forward with updating the Final Plan based on the changes discussed and authorized submittal of the Final Plan for approval by the Office of State Planning Coordination (OSPC)

The Final Draft Plan dated August 2021 was submitted to OSPC for review and consideration on August 23, 2021. On August 31, 2021, the City received a letter of approval contingent upon receiving the Governors certification upon adoption by the City Council.

On September 2, 2021, the Planning Consultant received an email request from the City Building Official requesting a map correction to a parcel of land that is shown as in the city limits and it should be outside the city limits. The city coordinated with the Sussex County GIS Mapping Department, and it was verified this parcel was in fact in Sussex County. The parcel in question was 331-5.00-43.02 totaling 6.09 acres. It was determined by the city that this was a minor and corrective change to reflect the current city boundaries. The Planning consultant reviewed the supportive materials and this request resulted in updates being completed in the following maps and tables:

- All the maps were updated to reflect the new municipal boundaries and dated September 2021,
- Map 3-Existing Land Use removed this parcel from the commercial land use classification
- Map 10-Future Land Use removed this parcel from the commercial future land use classification
- Map 11-Zoning removed this parcel from the C-2 Highway Commercial zoning classification
- Map 12-Annexation Plan added this parcel with a suggested land use of Mixed Use
- Table 11-3 Future Land Use Composition within City Limits removed the acreage and one parcel from the commercial land use classification.
- Table 11-5 Zoning Composition removed the acreage and one parcel from the C-2 Highway Commercial zoning classification.
- Table 11-6 Suggested Land Use Composition Outside City Limits added the acreage and one parcel to the Mixed-Use Land Use Classification.

On September 28, 2021, the Mayor and City Council passed Ordinance #2021-06 to formally adopted the 2021 Comprehensive Plan, contingent upon certification by the Governor. The adopted Ordinance can be found in Chapter 14-Appendix.

On September 30, 2021, the Planning consultant sent the adopted final Plan to Office of State Planning Coordination requesting certification by the Governor for the 2021 Seaford Comprehensive Plan. In October, the city received the approved certification letter from the Governor.



CITY POSITION

INTERGOVERNMENTAL COORDINATION – Seaford will continue to development ongoing relationships and partnerships with multi-level government jurisdictions (municipalities, Counties, State and Federal government), nonprofit organizations, investors and land development representatives, residents, and those working towards benefits for the Seaford Community. Sharing data, resources, initiatives, programs, and supported funding packages are a few of the key components to successful implementation of the Plan and meeting common goals.

CHAPTER 2 – COMMUNITY PROFILE

The following chapter offers a population profile for the city. Most of the data in this chapter was drawn from U.S. Census products, unless otherwise noted. It should be noted that, due to possible sampling and surveying error, the data contained in this chapter cannot be construed as an irrefutable measure of existing population.

Note: The U.S. Census Bureau changed the method it uses to collect and disseminate much of its information. Beginning with the 2010 Decennial Census, the Census Bureau stopped distributing the traditional “long form” survey that historically provided demographic data, published as Summary File 3 and Summary File 4. These Summary Files included social statistics such as educational attainment, economic data, and housing data. These Summary Files were replaced by American Community Survey (ACS) data, which are available in one- and five-year estimates.

It is important to note that, as the population of an area becomes smaller, the accuracy of these estimates decrease. One- and three-year estimates are available for all states and counties; however, only five-year estimates are available for the smaller municipalities within the State of Delaware. The benefit of the five-year data is that they allow the Census Bureau to draw from a larger sample; however, the data is not as current.

The 2020 American Community Survey (ACS) 1-year estimates will be released on September 23, 2021, and the 2016-2020 ACS 5-year estimates will be released on December 9, 2021. The most recent available Census data was used throughout this update. This factual data is collected from various credible resources acceptable for decision making purposes throughout the Plan. The Community Profile Chapter provides overall data to support the majority of the other Chapters within the Plan to determine the goals and implementation items.

POPULATION

According to the 2010 U.S. Census, the city had a population of 6,928 residents. This population number is estimated to have grown by 11.4% according to the 2013-2019 American Community Survey (ACS). Tables 2-1 and 2-2 below shows the population estimates from 1990-2019. Between 2000 and 2019 the city had an increase of 1,016 residents, a 15.2% change. Sussex County and the State of Delaware too saw an increase of 43.3% and 22.2% respectively from 2000 to 2019.

Table 2-1. Population Growth by Numbers

Jurisdiction	Year				
	1990	2000	2010	2018	2019
Seaford	5,689	6,699	6,928	7,572	7,715
Blades	834	956	1,241	1,366	1,374
Georgetown	3,732	4,643	6,422	7,123	7,259
Millsboro	1,643	2,360	3,877	4,238	4,342
Sussex County	113,229	156,638	197,145	219,540	224,384
Delaware	666,168	783,600	897,934	949,495	957,248

Source: 1990, 2000 & 2010 U.S. Census; 2013-2019 American Community Survey

Table 2-2. Population Growth by Percentage

Jurisdiction	% Change			
	'90-'00	'00-'10	'10-'19	'00-'19
Seaford	+17.8%	+3.4%	+11.4%	+15.2%
Blades	+14.6%	+29.8%	+10.7%	+43.7%
Georgetown	+24.4%	+38.3%	+13.0%	+56.3%
Millsboro	+43.6%	+64.3%	+12.0%	+84.0%
Sussex County	+38.3%	+25.9%	+13.8%	+43.3%
Delaware	+17.6%	+14.6%	+6.6%	+22.2%

Source: 1990, 2000 & 2010 U.S. Census; 2013-2019 American Community Survey

Population growth figures dating back to the 1860's for the city, Sussex County and the State can be found below in Table 2-3. The largest change in population for the city occurred between 1860 and 1870 at a 109% increase in population. The city and the State both had a large growth in population from 1950 to 1960 by 43.5% and 40.31% respectfully. The County's largest jump in population occurred between 1990 and 2000 with a 38.3% increase.

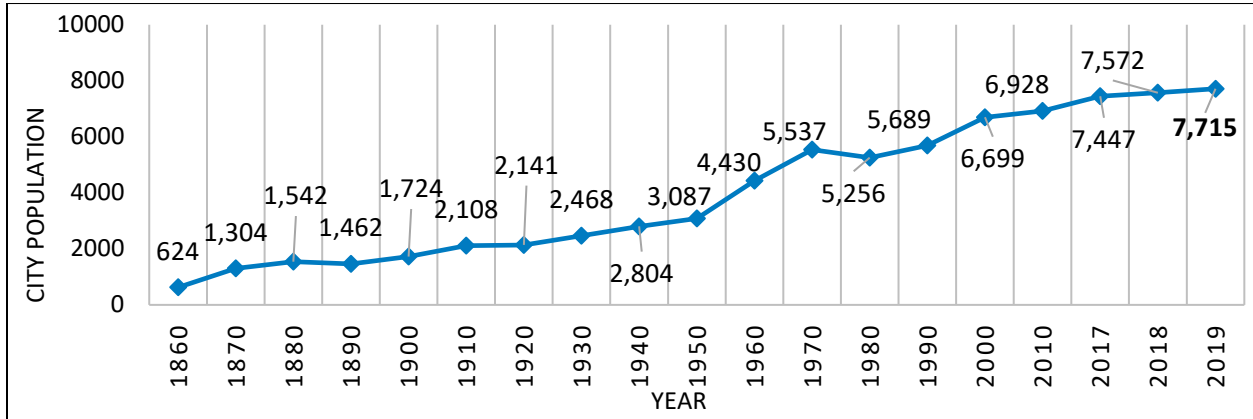
Table 2-3. Population History

Year	Seaford		Sussex County		Delaware	
	No.	% Change	No.	% Change	No.	% Change
1860	624	-	29,615	-	112,216	-
1870	1,304	+109.0%	31,696	+7.0%	125,015	+11.4%
1880	1,542	+18.3%	36,018	+13.6%	146,608	+17.3%
1890	1,462	-5.2%	38,647	+7.3%	168,493	+14.9%
1900	1,724	+17.9%	42,276	+9.4%	184,735	+9.6%
1910	2,108	+22.3%	46,413	+9.8%	202,322	+9.5%
1920	2,141	+1.6%	43,741	-5.8%	223,003	+10.2%
1930	2,468	+15.3%	45,507	+4.0%	238,380	+6.9%
1940	2,804	+13.6%	52,502	+15.4%	266,505	+11.8%
1950	3,087	+10.1%	61,336	+16.8%	318,085	+19.4%
1960	4,430	+43.5%	73,195	+19.3%	446,292	+40.3%
1970	5,537	+25.0%	80,356	+9.8%	548,104	+22.8%
1980	5,256	-5.1%	98,004	+21.2%	594,338	+8.4%
1990	5,689	+8.2%	113,229	+15.5%	666,168	+12.1%
2000	6,699	+17.8%	156,638	+38.3%	783,600	+17.6%
2010	6,928	+3.4%	197,145	+25.9%	897,934	+14.6%
2017	7,447	+7.5%	215,551	+9.3%	943,732	+5.1%
2018	7,572	+1.7%	219,540	+1.9%	949,495	+0.6%
2019	7,715	+1.9%	224,384	+2.2%	957,248	+0.8%

Source: U.S. Decennial Census, 1860-2010; 2013-2019 American Community Survey

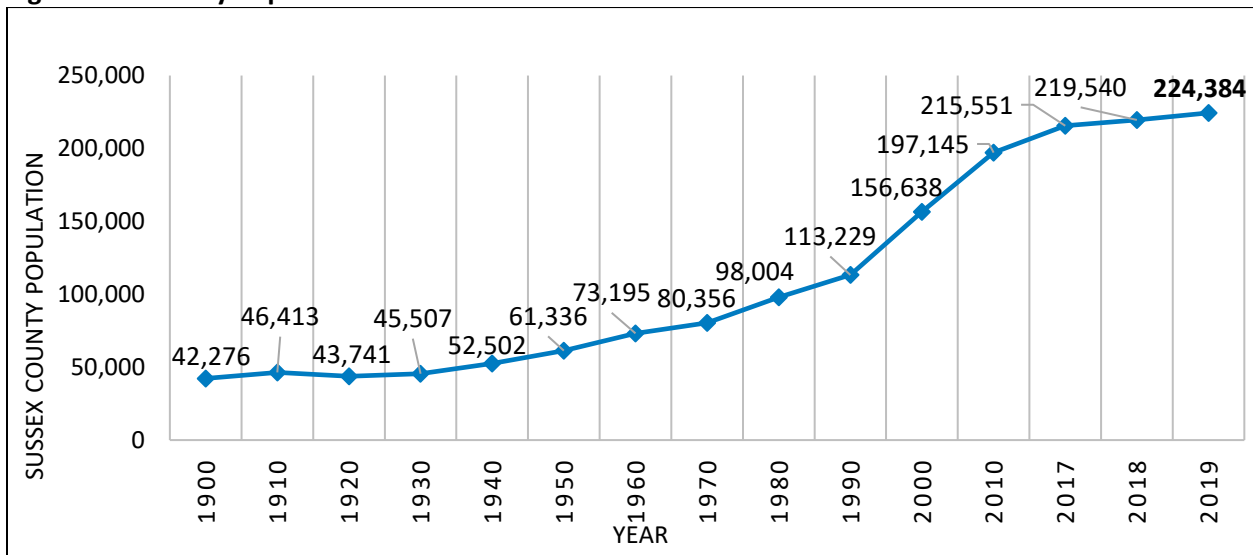
Figures 2-1 thru 2-3 provide graphical representations of population history for the city, County, and State. The city trend shows a substantial spike in population between 1950 and 1970 with an increase of 2,450 persons. A slight decline in population occurred in the following years between 1970 and 1980 of a decrease in 281 residents. The city has steadily increased in population since 1990. Sussex County and the State of Delaware both show significant increases in population following 1950.

Figure 2-1. City Population Trends



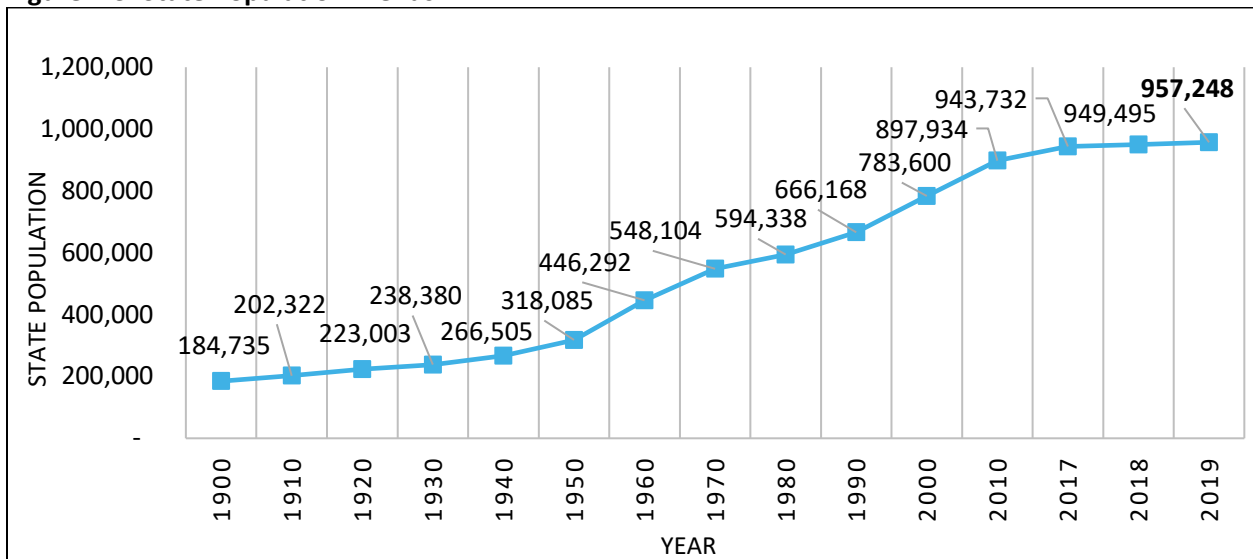
Source: U.S. Census Bureau Decennial Census (1900-2010); 2013-2019 American Community Survey

Figure 2-2. County Population Trends



Source: U.S. Census Bureau Decennial Census (1900-2010); 2013-2019 American Community Survey

Figure 2-3. State Population Trends



Source: U.S. Census Bureau Decennial Census (1900-2010); 2013-2019 American Community Survey

POPULATION PROJECTIONS

On October 31, 2020, the Delaware Population Consortium (DPC) updated the population projections for the State including a breakdown by municipalities and counties. Projections for each of the 57 municipalities in Delaware are provided in two series as of July 1. The first series is based on the compound annual growth rates of population using as a base the 2010 Decennial Census population for each municipality, which then are applied over the period 2015-2050. Similarly, the second series is based on the most recent 2015 ACS population estimates compute compound annual growth rates which then are applied over the period 2020-2050. The DPC's Annual Population Projections report dated October 29, 2020, can be found at this website link location:

<http://www.stateplanning.delaware.gov/demography/documents/dpc/DPC2020v0.pdf>

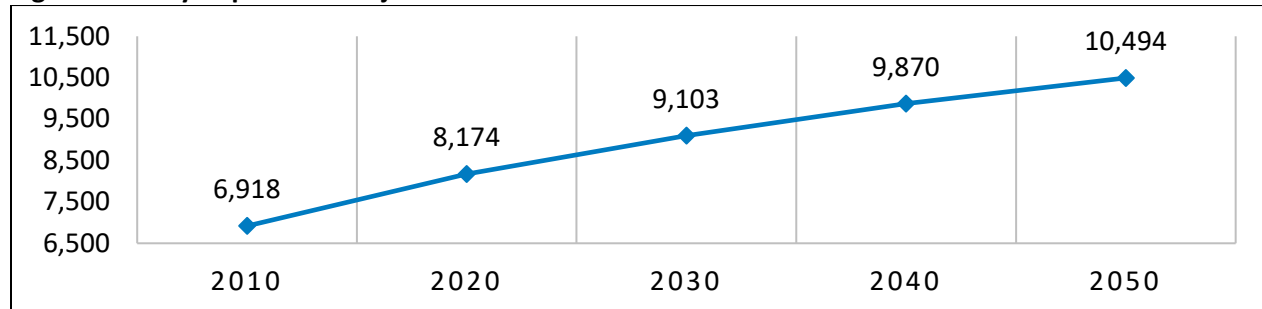
Seaford, Blades, and Georgetown show comparable population predictions through 2050 as shown below in Table 2-4. The largest predicted rise in population overall was between 2010 and 2020. From 2020 through 2030 the DPC projections show a substantial increase in population, though lower than 2010 and 2020. The population trend slowly becomes weaker during 2040 and 2050.

Table 2-4. Population Projections

	Seaford		Blades		Georgetown		Millsboro		Sussex County		Delaware	
	No.	Change	No.	Change	No.	Change	No.	Change	No.	Change	No.	Change
2010	6,918	-	1,244	-	6,452	-	3,876	-	197,957	-	900,429	-
2020	8,174	+18.2%	1,484	+19.3%	7,721	+19.7%	4,629	+19.4%	239,241	+20.9%	979,920	+8.9%
2030	9,103	+11.4%	1,658	+11.7%	8,653	+12.1%	5,183	+12.0%	270,727	+13.2%	1,003,843	+2.4%
2040	9,870	+8.4%	1,804	+8.8%	9,403	+8.7%	5,653	+9.1%	290,591	+7.3%	1,050,497	+4.5%
2050	10,494	+6.3%	1,925	+6.7%	10,046	+6.8%	6,048	+7.0%	299,737	+3.1%	1,055,289	+0.5%

Source: Delaware Population Consortium, 2020

Figure 2-4. City Population Projections



Source: Delaware Population Consortium, 2020

The city is projected to have a strong increase in population through 2050 as shown graphically in Figure 2. The largest growth projection occurred between 2010 and 2020 with an increase of 18.20%. An 11.4% increased growth is projected between 2020 and 2030, while the 2040 and 2050 the population is projected to increase respectively by 8.4% and 6.3%

The city population projections are estimated based on trends and data; however, the amount of potential residential land development is unknown as this time as well as future interest for annexation within the city limits.

Due to the size of the population, slight inaccuracies or data errors in the current Census figures can become large errors when projected into the future. These projections should not be considered accurate or binding and should be relied upon with caution. *The city is comfortable with DPC's estimated population projection numbers as presented.*

RACIAL PROFILE

Table 2-5 compares the City's racial composition to that of the County and State. Based on the overall population of Delaware, the City's population is 94.5% from one race, 63% from the white race, and 27.3% from the black or African American race. The County however has a larger percentage of the white race, 82%, and a smaller percentage of black or African American population, 12%. The State is predominantly comprised of 68.8% white race and the second largest one race classification being 22.2% as black of African American population. One race is broken into six single options for the Census calculations.

Table 2-5. Racial Composition

Race	Seaford		Sussex County		Delaware	
	No.	Percent	No.	Percent	No.	Percent
One Race	7,293	94.5%	219,188	97.7%	930,169	97.2%
White	4,864	63.0%	184,098	82.0%	658,237	68.8%
Black or African American	2,106	27.3%	26,918	12.0%	212,302	22.2%
American Indian & Alaska Native	0	0.0%	777	0.3%	3,729	0.4%
Asian	196	2.5%	2,753	1.2%	37,009	3.9%
Native Hawaiian & Other Pacific Islander	0	0.0%	258	0.1%	542	0.1%
Some Other Race	127	1.6%	4,384	2.0%	18,350	1.9%
Two or More Races	422	5.5%	5,196	2.3%	27,079	2.8%
Totals	7,715	100.0%	224,384	100.0%	957,248	100.0%

Source: 2013-2019 American Community Survey

How Seaford's racial composition has changed from 2000 to 2019 can be seen below in Table 2-6. Most of the City is categorized under the White race and had a 29.7% change between 2010 and 2019. During this same time, the category of two or more races had a 101% increase and the Asian race had a 49.6% increase. The largest increase between 2000 and 2019 is 191% with two or more races within the city.

Table 2-6. Change in City's Racial Composition

Race	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
One Race	6,554	97.8%	6,718	97.0%	7,293	94.5%	+2.5%	+8.6%	+11.3%
White	4,290	64.0%	3,751	54.1%	4,864	63.0%	-12.6%	+29.7%	+13.4%
Black or African American	2,011	30.0%	2,495	36.0%	2,106	27.3%	+24.1%	-15.6%	+4.7%
American Indian & Alaska Native	25	0.4%	25	0.4%	0	0.0%	0.0%	-100.0%	-100.0%
Asian	100	1.5%	131	1.9%	196	2.5%	+31.0%	+49.6%	+96.0%
Nat. Hawaiian & Other Pacific Islander	13	0.2%	1	0.0%	0	0.0%	-92.3%	-100%	-100.0%
Some Other Race	115	1.7%	315	4.5%	127	1.6%	+173.9%	-59.7%	+10.4%
Two or More Races	145	2.2%	210	3.0%	422	5.5%	+44.8%	+101.0%	+191.0%
Totals	6,699	100.0%	6,928	100.0%	7,715	100.0%	+3.4%	+11.4%	+15.2%

Source: 2000 & 2010 U.S. Census; 2013-2019 American Community Survey

Seaford’s Hispanic population increased immensely from 2000 to 2019 as shown in Table 2-7, with the city experiencing a growth of 262.8%. The increase in population shows to be consistent. In 2000 there was an increase less than 5%, in 2010 there was an 8.1% increase, and an increase of 13.4% in 2019. Between 2000 to 2019, there was a total increase of 749 Hispanic residents.

Table 2-7. City Population Reporting Hispanic or Latino Origin

Origin	2000		2010		2019		% Change		
	No.	Percent	No.	Percent	No.	Percent	'00-'10	'10-'19	'00-'19
Hispanic or Latino (any race)	285	4.3%	560	8.1%	1,034	13.4%	+96.5%	+84.6%	+262.8%
Not Hispanic or Latino	6,414	95.7%	6,368	91.9%	6,681	86.6%	-0.7%	+4.9%	+4.2%
Total Population	6,699	100.0%	6,928	100.0%	7,715	100.0%	+3.4%	+11.4%	+15.2%

Source: 2000 & 2010 U.S. Census, 2013-2019 American Community Survey

AGE PROFILE

Residents in the City between the ages of 55 and 64 have increased by 50.5% between the years 2000 to 2019 as well as an increase of 127.3% between the years of 2000 to 2019. People between the ages of 45 and 54 increased in population by 25.1% between 2010 and 2019 as well as an increase of 16.2% from 2000 to 2019.

The City’s 2019 largest age population range from 55 to 64 representing 1,123 people followed by those 10 to 19 years of age comprising of 1,026 of the City’s total population of 7,715.

From Table 2-8, the median age for the city has decreased from 37.5 to 35.1 between 2000 to 2010 and jumped to 39 years old in 2019. Between 2000 and 2019 the city has a decrease of 32% of the population between 75 and 84 years old followed by a decrease of 13.7% for ages of 85 and older.

Table 2-8. City Age Distribution

Age	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Under 5 Years	526	7.9%	642	9.3%	523	6.8%	+22.1%	-18.5%	-0.6%
5 – 9 Years	474	7.1%	562	8.1%	477	6.2%	+18.6%	-15.1%	+0.6%
10 – 19 Years	908	13.5%	856	12.3%	1,026	13.3%	-5.7%	+19.9%	+13.0%
20 – 24 Years	442	6.6%	468	6.8%	497	6.4%	+5.9%	+6.2%	+12.4%
25 – 34 Years	791	11.8%	931	13.4%	903	11.7%	+17.7%	-3.0%	+14.2%
35 – 44 Years	822	12.3%	785	11.3%	932	12.1%	-4.5%	+18.7%	+13.4%
45 – 54 Years	771	11.5%	716	10.3%	896	11.6%	-7.1%	+25.1%	+16.2%
55 – 64 Years	494	7.4%	746	10.8%	1,123	14.6%	+51.0%	+50.5%	+127.3%
65 – 74 Years	549	8.2%	446	6.4%	649	8.4%	-18.8%	+45.5%	+18.2%
75 – 84 Years	585	8.7%	433	6.2%	398	5.2%	-26.0%	-8.1%	-32.0%
85 Years +	337	5.0%	343	5.0%	291	3.8%	+1.8%	-15.2%	-13.7%
Total	6,699	100.0%	6,928	100.0%	7,715	100.0%	+3.4%	+11.4%	+15.2%
Median Age	37.5		35.1		39.0				

Source: 2000 & 2010 U.S. Census, 2013-2019 American Community Survey

Sussex County’s three largest age population categories in 2019 were 65 to 74 years (16.8% or 37,692), 55 to 64 years (16.2% or 36,197), and 45 to 54 years (11.9% or 26,644). The lowest age population in the County is comprised of 2.4% as 85 years or older recording 5,548 people. From Table 2-9, the median age

for the County has increased from 41.1 to 45.4 between 2000 and 2010 then jumped to 49.6 years old in 2019.

Table 2-9. Sussex County Age Distribution

Age	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Under 5 Years	9,009	5.8%	11,487	5.8%	11,459	5.1%	+27.5%	-0.2%	+27.2%
5 – 9 Years	9,960	6.4%	11,077	5.6%	11,127	5.0%	+11.2%	+0.5%	+11.7%
10 – 19 Years	19,730	12.6%	21,939	11.1%	23,390	10.4%	+11.2%	+6.6%	+18.6%
20 – 24 Years	7,556	4.8%	10,173	5.2%	10,468	4.7%	+34.6%	+2.9%	+38.5%
25 – 34 Years	17,811	11.4%	20,656	10.5%	23,167	10.3%	+16.0%	+12.2%	+30.1%
35 – 44 Years	23,425	15.0%	22,219	11.3%	21,443	9.6%	-5.1%	-3.5%	-8.5%
45 – 54 Years	21,312	13.6%	28,390	14.4%	26,644	11.9%	+33.2%	-6.2%	+25.0%
55 – 64 Years	18,813	12.0%	30,134	15.3%	36,197	16.2%	+60.2%	+20.1%	+92.4%
65 – 74 Years	17,091	10.9%	24,259	12.3%	37,692	16.8%	+41.9%	+55.4%	+120.5%
75 – 84 Years	9,362	6.0%	12,669	6.4%	17,339	7.7%	+35.3%	+36.9%	+85.2%
85 Years +	2,569	1.6%	4,145	2.1%	5,458	2.4%	+61.3%	+31.7%	+112.5%
Total	156,638	100.0%	197,145	100.0%	224,384	100.0%	+25.9%	+13.8%	+43.3%
Median Age	41.1		45.4		49.6				

Source: 2000 & 2010 U.S. Census, 2013-2019 American Community Survey

The State of Delaware has seen an increase in population over the age of 55 since 2000. From Table 2-10, the median age for the County has increased from 36 to 38.8 between 2000 and 2010 then jumped to 40.6 years old in 2019. In 2019, a balance of nearly equal age ranges was recorded between 25 and 64 years of age.

The lowest age range in the State are 85+ years of age comprising of 1.9% in 2019. Three age categories (under 5 years, 5-9 years and 75-84 years) were under 6% each in the 2019 numbers. The largest increase between 2000 and 2019 with 85.5% is the age range between 55 and 64 years old.

Table 2-10. State Age Distribution

Age	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Under 5 Years	51,531	6.6%	55,886	6.2%	54,830	5.7%	+8.5%	-1.9%	+6.4%
5 – 9 Years	55,813	7.1%	56,486	6.3%	53,774	5.6%	+1.25%	-4.8%	-3.7%
10 – 19 Years	110,906	14.2%	121,431	13.5%	120,100	12.6%	+9.5%	-1.1%	+8.3%
20 – 24 Years	51,665	6.6%	62,867	7.0%	59,224	6.2%	+21.7%	-5.8%	+14.6%
25 – 34 Years	108,840	13.9%	111,417	12.4%	127,618	13.3%	+2.4%	+14.5%	+17.3%
35 – 44 Years	127,601	16.3%	116,087	13.0%	110,598	11.6%	-9.0%	-4.7%	-13.3%
45 – 54 Years	103,999	13.3%	133,554	14.8%	124,254	13.0%	+28.4%	-7.0%	+19.5%
55 – 64 Years	71,519	9.1%	110,929	12.3%	132,676	13.9%	+55.1%	+19.6%	+85.5%
65 – 74 Years	56,415	7.2%	72,453	8.1%	104,186	10.9%	+28.4%	+43.8%	+84.7%
75 – 84 Years	34,762	4.4%	41,080	4.6%	51,561	5.4%	+18.2%	+25.5%	+48.3%
85 Years +	10,549	1.3%	15,744	1.8%	18,427	1.9%	+49.2%	+17.0%	+74.7%
Total	783,600	100.0%	897,937	100.0%	957,248	100.0%	+14.6%	+6.6%	+22.2%
Median Age	36.0		38.8		40.6				

Source: 2000 & 2010 U.S. Census, 2013-2019 American Community Survey

EDUCATIONAL ATTAINMENT

According to the 2000 Census, residents that are 25 years or older and completed high school in the city, County, and State make up 37.6%, 31.2%, and 31.3% of the population respectfully. Table 2-11 below summarizes the educational level for the city, County, and State’s residents. The City’s second largest population of 25 years or older is individuals that have some college, no degree at 18.6%.

Table 2-11. Educational Attainment

Educational Level	Seaford		Sussex County		Delaware	
	Number	Percent	Number	Percent	Number	Percent
Not HS Graduate	951	18.4%	19,950	11.9%	66,816	9.9%
High School Graduate	1,950	37.6%	52,373	31.2%	209,449	31.3%
Some College, No Degree	965	18.6%	32,083	19.1%	126,281	18.9%
Associate degree	559	10.8%	16,053	9.6%	52,636	7.9%
Bachelor’s Degree or Greater	767	14.8%	47,481	28.3%	214,138	32.0%
Total Population 25 Years or Older	5,192	100.0%	167,940	100.0%	669,320	100.0%

Source: 2013-2019 American Community Survey (U.S. Census)

CLIMATE

According to Intellicast, now known as Weather Underground, The City’s temperature varied from 25°F to 87°F over the course of the year. June, July, August and September are the hottest months for the summer season with February as the coldest month. August is also known for the highest precipitation.

Table 2-12. City Monthly Weather Averages

Month	Average Low (°F)	Average High (°F)	Record Low (°F) (Year)	Record High (°F) (Year)
January	27°	65°	-13° (1987)	77° (2002)
February	28°	58°	-8° (1996)	77° (2018)
March	35°	69°	3° (1960)	87° (1990)
April	43°	66°	20° (1969)	94° (2009)
May	45°	77°	28° (1966)	96° (1991)
June	62°	83°	39° (1967)	101° (2012)
July	69°	88°	43° (1952)	104° (2011)
August	71°	83°	42° (1986)	100° (2006)
September	56°	84°	32° (1956)	98° (1953)
October	45°	68°	21° (1969)	96° (2019)
November	38°	71°	15° (1976)	86° (1950)
December	29°	61°	-7° (1958)	77° (1991)

Source: Intellicast/Weather Underground, National Weather Service (April 2021)

Figures 2-5 thru 2-7 provide data regarding snowfall and rain fall historic averages for the Seaford area from 2009-2021. This information was provided by the World Weather Online Service and provides an interactive weather data system at this website link: <https://www.worldweatheronline.com/seaford-weather-averages/delaware/us.aspx>

Figure 2-5. Average Snowfall Yearly

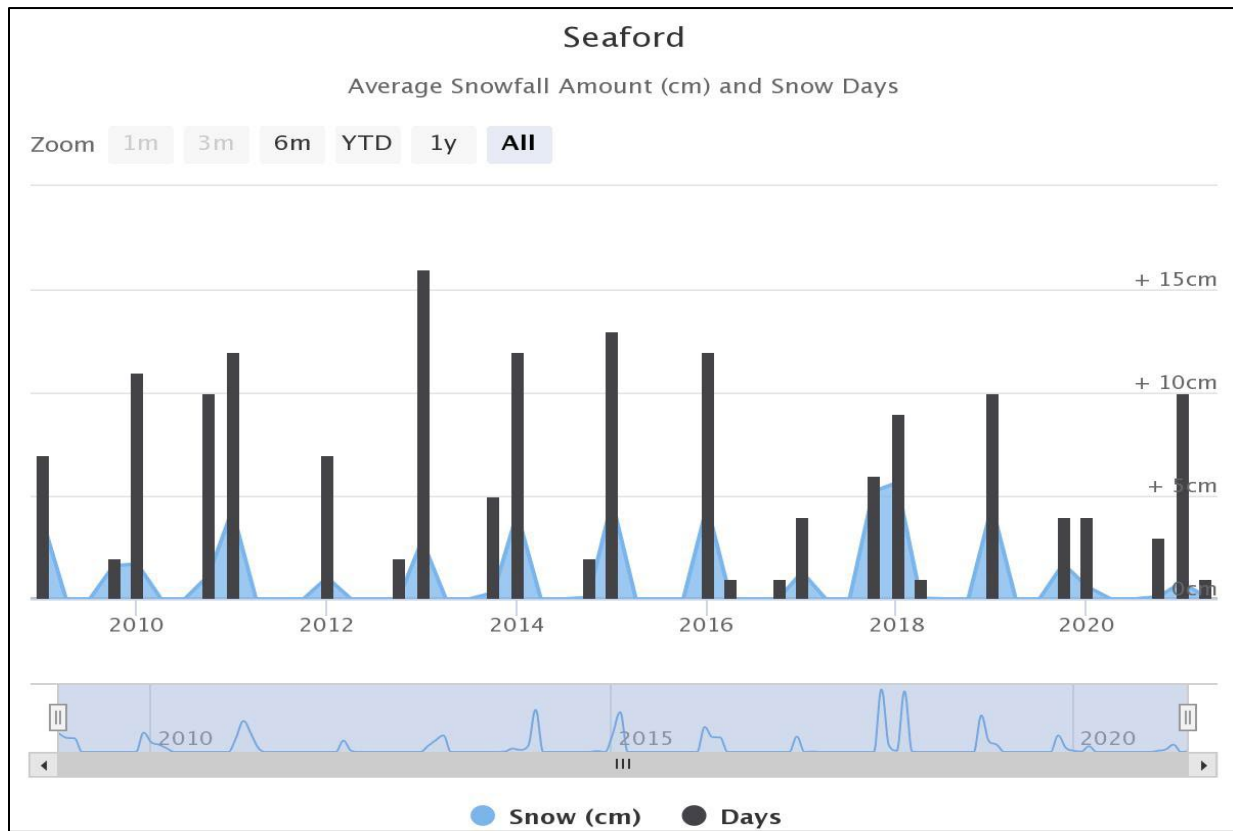


Figure 2-6. Average Rainfall Yearly

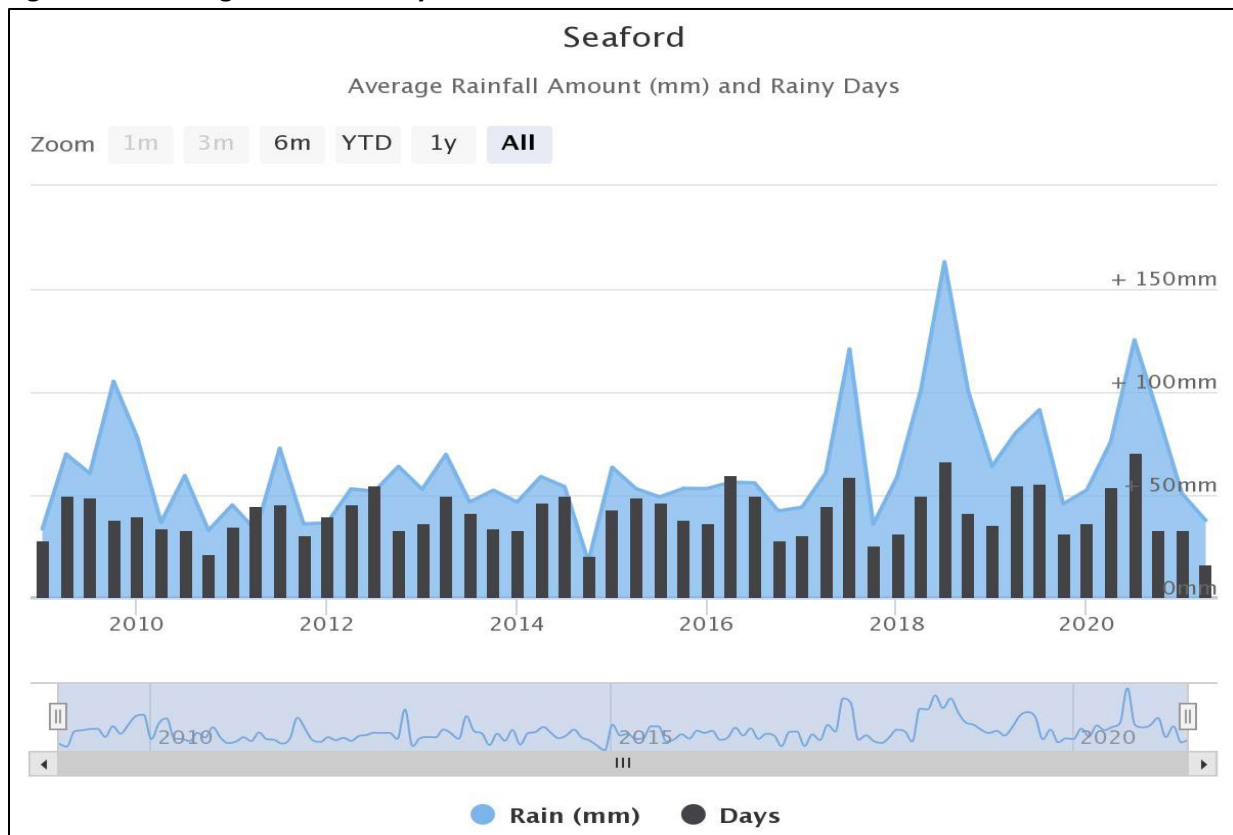
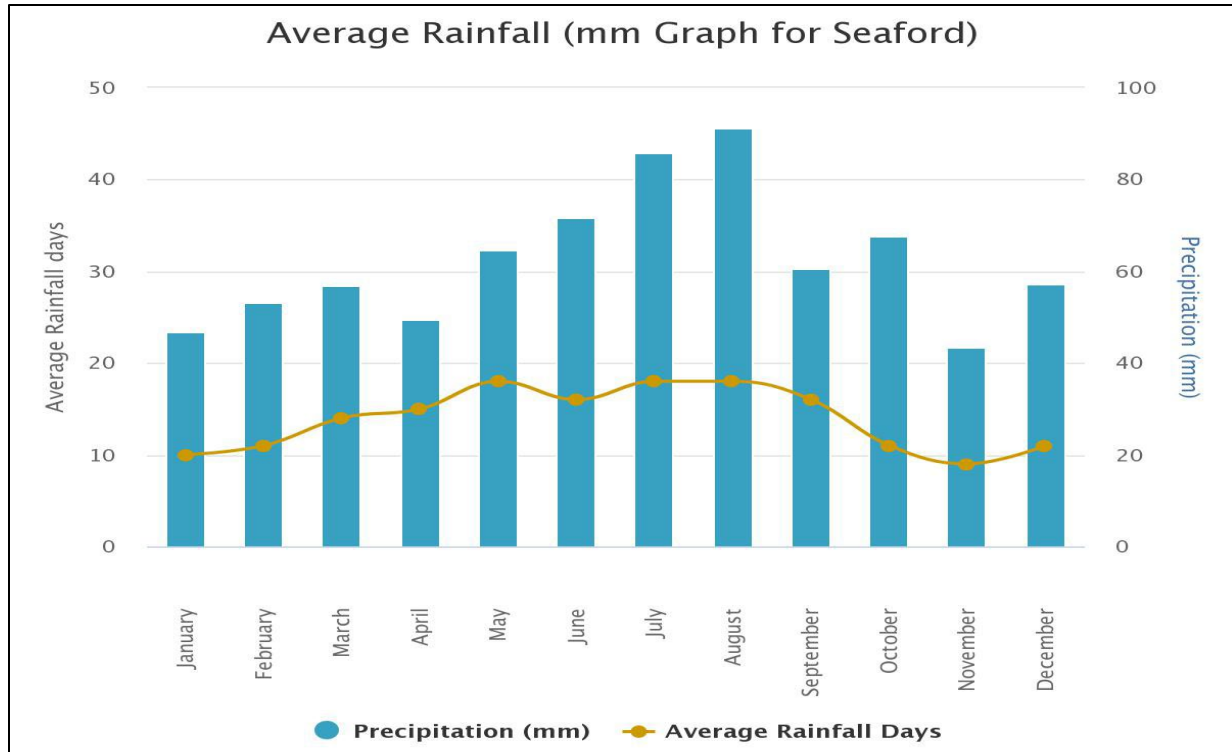


Figure 2-7. Average Rainfall Monthly



CHARACTER

The City of Seaford (corporate limits) consists of 7,200 people according to the 2010 census. The residents enjoy a close-knit “hometown” community that really offers the best of both worlds. Although Seaford is considered a small community, it is within a one-hour drive to many beautiful beaches, within a two-hour drive to such cities as Philadelphia, Wilmington, and Baltimore and within a four-hour drive to New York City. This makes “big city living” easily accessible for Seaford residents, if they so desire. Many residents, however, enjoy living and working in Seaford because of everything it has to offer. Seaford is an historical riverside community. Although growth is occurring in Seaford, it is not without regard for the past.



**COMMUNITY PARTICIPATION INPUT
COMMUNITY PROFILE**

The following community comments were provided for consideration in this Chapter:

- The city should be promoted as a... (Q15 Community Survey)

	YES	NO	TOTAL
a. Retail and economic hub:	78.71% 281	21.29% 76	357
b. Live-work community:	93.15% 340	6.85% 25	365
c. Bedroom community:	32.36% 111	67.64% 232	343
d. Retirement community:	45.85% 160	54.15% 189	349

- How concerned are you about the future of the following community elements within the city? (Q22 Community Survey)

	NOT AT ALL CONCERNED	SLIGHTLY CONCERNED	SOMEWHAT CONCERNED	MODERATELY CONCERNED	EXTREMELY CONCERNED	TOTAL
a. Property maintenance - general appearance of buildings and property:	5.07% 18	11.27% 40	19.72% 70	26.20% 93	37.75% 134	355
b. Crime/safety:	0.56% 2	8.17% 29	15.21% 54	29.86% 106	46.20% 164	355
c. Local employment opportunities:	4.24% 15	8.47% 30	16.10% 57	31.36% 111	39.83% 141	354
d. Pedestrian and bicycle opportunities and safety:	13.56% 48	20.34% 72	27.40% 97	24.58% 87	14.12% 50	354
e. Traffic:	15.91% 56	21.31% 75	26.70% 94	20.74% 73	15.34% 54	352
f. Open space/parks	13.88% 49	15.30% 54	32.29% 114	28.05% 99	10.48% 37	353
g. Preservation of historic buildings:	12.39% 44	22.25% 79	24.79% 88	24.79% 88	15.77% 56	355
h. Parking:	26.48% 94	23.94% 85	27.61% 98	13.24% 47	8.73% 31	355

- Please rate the level of importance for the following elements. (Q23 Community Survey)

	NOT AT ALL CONCERNED	SLIGHTLY CONCERNED	SOMEWHAT CONCERNED	MODERATELY CONCERNED	EXTREMELY CONCERNED	TOTAL
a. Property maintenance - general appearance of buildings and property:	5.07% 18	11.27% 40	19.72% 70	26.20% 93	37.75% 134	355
b. Crime/safety:	0.56% 2	8.17% 29	15.21% 54	29.86% 106	46.20% 164	355
c. Local employment opportunities:	4.24% 15	8.47% 30	16.10% 57	31.36% 111	39.83% 141	354
d. Pedestrian and bicycle opportunities and safety:	13.56% 48	20.34% 72	27.40% 97	24.58% 87	14.12% 50	354
e. Traffic:	15.91% 56	21.31% 75	26.70% 94	20.74% 73	15.34% 54	352
f. Open space/parks	13.88% 49	15.30% 54	32.29% 114	28.05% 99	10.48% 37	353
g. Preservation of historic buildings:	12.39% 44	22.25% 79	24.79% 88	24.79% 88	15.77% 56	355
h. Parking:	26.48% 94	23.94% 85	27.61% 98	13.24% 47	8.73% 31	355



CITY POSITIONS

POPULATION GROWTH – Seaford will continue to support the growing population in a strategic manner by reviewing existing infrastructure and service demands for the growth areas noted in the Plan. Planned and coordinated efforts with multiple partners, government agencies and organizations will continue to be critical in preparing for the Community’s future needs.

COMMUNITY CHARACTER – Seaford will continue to identify areas and opportunities for growth, while protecting the natural environmental and historic components of the city. Seaford has a strong sense of Community pride and involvement, strengthening the connectivity and inclusivity for future years is a priority in the city. Seaford will continue to provide a balance of land uses, opportunities and activities to the Community.

CHAPTER 3 – CITY AND COMMUNITY SERVICES

This Chapter provides information regarding the city structure and services, as well as services provided by others within the Community. General information is provided below with additional resources to assist in understanding the local government operations and community organizations. The data for this Chapter was obtained through websites, social media and marketing materials prepared and hosted by the organization itself. To obtain the most up to date information, the available organizational website links are provided within each description provided.

CITY COUNCIL, BOARD AND COMMISSIONS

The City operates under a city government format further identified in the City Charter. Information relating to the Board, Commissions, and Council can be found on the City website at <http://www.seafordde.com/index.cfm> Listed below are the roles for each of the following:



City Council

The Government of the City is governed by the City Charter. The term of the Mayor shall be a period of two years. The City Council shall be composed of five members, each of whose term shall be for a period of three years. The Council consists of a Mayor, Vice Mayor, and four councilmembers. The qualifications for Mayor and City Council are further defined in the City Charter.

Annexation Committee

The city appoints a three-member committee comprised of Council Members to review and make recommendations to the City Council for annexation of land into the city limits as requested by an applicant. The city staff prepares a detailed annexation committee report for consideration with the advantages and disadvantages of the application. The city staff further prepares and submits a Plan of Services application to Office of State Planning Coordination for review.

Antique Fire Truck Restoration Committee

The city is dedicated to taking care of two antique fire trucks, a white 1919 Seagrave and a red 1948 Seagrave. The committee has helped local mechanics keep these trucks in running condition. They also help collect memorabilia related to the history of its fire department for the museum. The Chair and the nine-member committee meet when needed as new business is determined for inclusion.

Board of Adjustments

The Board of Adjustment is comprised of the Mayor, the City Manager, and the City Solicitor. The Board hears and decides on appeals and exceptions where it is alleged there is error in any order, requirement, decision or determination made by the Building Inspector in the enforcement. The Board may also authorize variances in specific cases where enforcement will cause unnecessary hardship or exceptional practical difficulties.

Board of Elections

The Board of Elections is comprised of four Seaford citizens to oversee the Municipal Elections. The responsibilities include the opening and counting of the absentee ballots, eligibility validation for in person voting, and certification of the election results.

Economic Development Committee

The committee is appointed by the Mayor and approved by the Council to advise and make recommendations on matters related to economic development in the City. The committee meets when needed to review, discuss, and recommend development incentives and programs. The committee consists of the Mayor, Vice Mayor and the City Manager, Director of Economic Development & Community Relations, and a public member.

Electric Committee

The City has an eight-member committee that consists of the Director of Electric, Council Member, City Manager, Director of Finance and HR, Customer Service Coordinator, Smart Utility Management LLC representative, City Engineer and public representatives. The Committee meets when needed and provides recommendations relating to City electric services, rates, capital improvements and operations.

Emergency Preparedness Committee

This committee consists of a six-member Board that meets on a need to basis to develop plans for and overlooks operations of emergency situations.

Parks & Recreation Foundation Committee

The City of Seaford has a Parks and Recreation Committee that consist of a chair and 9 members. They serve as an oversight committee to the Parks and Recreation Department. The Parks and Recreation Departments hosts multiple events including but not limited to sports clinics and leagues, “Light it Up Blue”, an Annual Easter Egg Hunt, and bus trips to New York City.

Planning & Zoning Commission

The Planning Commission consists of a chair and nine members. They review development plans and make recommendations to the City Council regarding development matters. The Commission is also responsible for preparing and adopting the City’s Comprehensive Plan and is further authorized and empowered to make studies and investigations of the City’s resources and needs. Meetings are held on the first Thursday of every month in the City Council Chambers.

Specific Committees

The City creates committees based on specialized projects, initiatives, and events as needed. A few of these Committees are:

- Riverfest Committee
- Benefits Committee
- Audit Committee
- RFP Committees
- Operations Committee

CITY OPERATIONS

The city is responsible for providing several services to the Community. The organizational structure that performs the critical day-to-day tasks are further defined below:

Administration

The Administration Department provides services to manage the day-to-day City operations and is located in City Hall. The City Manager oversees the operations of all City functions. The Director of Finance and HR, as well as the Director of Economic Development and Community Relations provide support with their respective City services. City service payments are received, and customer service support is provided in City Hall. Municipal Elections and Public Meetings are managed by this Department and held in City Hall.

Code Enforcement

The Code Department is responsible for enforcement of all codes and ordinances adopted in the Municipal Code of the City of Seaford. This includes, but is not limited to, the housing code, zoning ordinance, water and sewer fee assessment, violation enforcement, the 2018 International Building, Residential and Plumbing Codes. They review and issue permits for commercial and residential construction, signs and demolition and handle a variety of inspections.

Information Technology

The Information Technology department provides leadership and knowledge in the provision of information technology for the City of Seaford. This includes support for the City's network servers and staff computers as well, and support for equipment needed for public services provided by computer technology.

Parks

The Parks Department is responsible for the planning, design, maintenance and construction of the City's parks (Gateway, Kiwanis, Soroptimist, Nutter, Jay's Nest and Sport Complex, Oyster Park House, Riverview and Riverwalk) including turf, sport fields, playgrounds, and tennis courts. This responsibility also includes walkways, and roadside grass cutting. They are located at 320 Virginia Avenue. The Department's Facebook page provides an array of program information and can be found at this website link: <https://www.facebook.com/seafordparksandrec/>



Police

The City of Seaford Police Department is located at 310 Virginia Avenue. The Police Department has an authorization for 29 full time law enforcement officers who provide twenty-four-hour service to the people of the community. Each officer is a graduate of the Delaware State Police Academy or the City of Dover Police Academy. The department also employs eleven civilians (four full time communications techs, part time communications techs to fill in as necessary, one communications specialist, one secretary and a records clerk) who maintain the SPC Call Center. Call Center employees answer non-emergency calls and utility concerns. SusCOM & EOC receives and dispatches 911 fire, EMS and police calls.

Public Works

Public Works consist of three departments which are water, sewer collection, wastewater and streets. These three departments are all serviced by seven cross-trained full-time employees, one Operations Coordinator, and managed by the Director of Public Works. The City of Seaford Public Works department's number one priority is to provide safe clean drinking water to all customers. Trash service is not provided by the city, each property owner may choose their service provider for these services. More information regarding the Public Works department can be found at: <http://www.seafordde.com/index.cfm?ref=41130>.



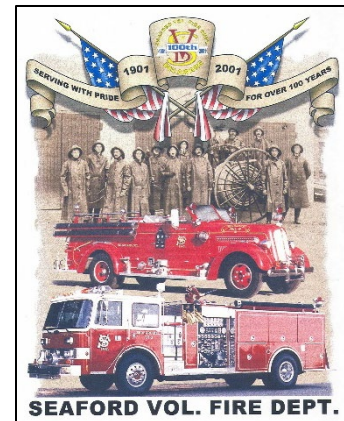
COMMUNITY SERVICES

Local organizations are known to be heart of the Community and the City of Seaford has several volunteers to preserve and protect the vital services they provide. The City works closely with several organizations and agencies that provide additional services within the Community, further identified below:

Seaford Volunteer Fire Department, (SVFD) Inc.

The Seaford Volunteer Fire Department, Inc. is located on the corner of King and Cannon Streets. This highly trained group provides fire suppression, prevention, rescue and ambulance services. The department is the busiest fire department in the county responding to an average of 300 alarms and 70 ambulance runs per month. More about the organization's history and general information can be found at: <http://www.seaford87.com/>

Organized in 1901, the department now houses over 4 million dollars of equipment. In November 2001 the SVFD Inc. celebrated 100 years of service to the Seaford Community. There are over 75 active firefighters, 45 volunteers, and 12 full time EMT's. Members meet monthly for training and business meetings.



The department has a very active Ladies Auxiliary, which supports the department with financial donations and maintains the emergency kitchen. The department has a large banquet hall located on the second floor with ADA accessibility and can hold a capacity of 400 people. The Hall is available for rental to the public for meetings, banquets and events.

Seaford Community Swim Center

The family-oriented Swim Center is located adjacent to Hooper's Landing Golf Course and the Nanticoke Senior Center at 1035 Locust Street. The Swim Center provides the residents of Seaford with convenient open swim hours, swim team memberships, dedicated senior swim times, and reasonably priced swim lessons and facility rentals for summer pool parties. The center is overseen by the board president, vice president, treasure, secretary and other members. The 6-lane, 25-meter pool has a 12-foot diving well with two diving boards, a smaller pool for toddlers and infants, and a convenient snack bar. In 2010, the facility was purchased by the City of Seaford and is managed on a day-to-day basis by the board. For more information about the Seaford Community Swim Center visit: <https://www.scscgators.com/>



Seaford District Library

The Seaford District Library (A.K.A. Seaford Library and Cultural Center) is located at 600 North Market Street Extended. The Seaford District Library Board of Commissioners, “Library Board”, meets on the second Tuesday of each month in the Allen Room of the Library and are open to the Community.



The Library started with meetings of the Acorn Club, held in a rented room to which each member brought a chair, a book, and a cup and saucer. They voted to start a library with books from their own homes and materials borrowed from the traveling library available through the State. Each member served as the librarian for a month until they hired a part-time librarian for \$1 a week.

By 1909, the Seaford Library had 404 books in their collection and by 1912 they were serving the more rural areas by one the first bookmobiles in the country. Mary Hopkins purchased a touring car, stacked books on the car seats and would visit nearby farms loaning books and magazines. The library and its services to the community continue to grow and by 1939 the library had to move to the Acorn Club House on Hall Street. Outgrowing the current location again, the library took up resident in the old Henry White brick building on Pine Street until moving to their new facility on North Porter Street in 1963. Ad addition to that building in 1987 almost doubled its size, adding more bookshelves and offering a large meeting room for the community. The library moved again in 2009 to the current location on North Market Street, again doubling its size.

Today, the library’s collection has grown to over 28,000 items and following our legacy of outreach the library provides services to local schools, day cares, nursing homes, and other organizations in the greater Seaford area. On May 31, 2019 the Seaford District Library received the official historical marker as shown in the picture to the right. For over 117 years, the library continues to partner with the Seaford community by providing resources for individual and community development and success.



The Library enhances the quality of life in the community by providing free public education for students of all ages. Through traditional and emerging technologies, special emphasis is placed on providing materials on current topics and titles of high interest in a variety of formats. The library encourages lifelong learning, literacy, and a love of books in any form.

Up to date information regarding hours, programs and events can be found on the Library website at <https://seaforddistrictlibrary.org/> or their Facebook page at <https://www.facebook.com/SeafordLibrary/>. Listed below are some programs and events that were previously held and/or being held:

- Social workers support
- Family Literacy
- Telehealth Kiosk program
- Summer reading program
- Movie Mondays
- PAWS for reading
- Reptile wonders
- Employment services
- Stay and plan

- Coloring fun
- GED Classes
- Crafts
- Story time
- Little Red Hen
- Puppet shows
- Health and wellness classes
- English as a Second Language (ESL) Classes
- And many more



Boys & Girls Clubs of Delaware

The Boys & Girls Club of Delaware is part of a nationwide movement whose mission is to inspire and enable all young people. This organization has been established for over 86 years. It is the largest licensed provider of childcare in Delaware and the only statewide Boys & Girls Club in the nation. Core beliefs of the Club are to provide its members with a safe place to learn and grow, maintain an ongoing relationship with caring, adult professionals, take part in life-enhancing programs and character development experiences, and provide hope and opportunity.

Among the many locations throughout Delaware, Western Sussex County has two club locations. The Seaford location is located at 310 Virginia Avenue and is a 32,000 square foot facility. This location offers a wide variety of programming for the local community to include before and after school care, full size heated indoor pool, full size athletic gym, team sports, weight room, computer and technology center. The local Facebook page provides program and event information and can be found at this website link: <https://www.facebook.com/WesternSussexBGC/>



The Western Sussex Boys & Girls Club Allen Natatorium is a 6-lane 25-yard indoor heated pool equipped with competitive starting blocks and a Colorado scoring and timing system. The pool is maintained by a certified CPO and a full time Aquatic Director. The water temperature is maintained at 85°F and the air temperature is set for 86°F. This facility has recently renovated locker rooms and shower facilities that are handicap accessible. Family memberships and activities are also available.



The Seaford Historical Society

The Seaford Historical Society was organized in 1972. The Seaford Historical Society's mission is to "Preserve, Protect and Present Seaford History" and is a non-profit organization under Sec 501(c)3. The organization offers tours, hosts and coordinates multiple events and programs, provides support and educational resources, and provides customized exhibits throughout the year. The museum and office are located at 203 High Street and additional organization information can be found on their website at this link: <https://www.seafordhistoricalsociety.com/>



In 1976 the Society purchased the Governor Ross Mansion along with 12 acres of land and outbuildings. In 1993 they purchased an additional 8 acres of land. This rare and complete Victorian Italianate mansion, ca. 1850s, has been lovingly restored and fully furnished. Step into the Governor Ross Mansion, and step back into time. See the only documented log slave quarter in Delaware. The 20 acres include a granary, stable, smokehouse, and corn cribs.

The Mansion was built in the 1850s by William Henry Harrison Ross for himself and his family. Ross served as the Democratic Governor of Delaware from 1851 to 1855. Extremely popular with the people, he was instrumental in bringing the railroad into Southern Delaware. Trains running daily to Philadelphia vitalized the economy as farmers switched crops from wheat and corn to higher priced tomatoes, strawberries, peaches and other perishables. Ross became a local hero, but he was also a slave owner and Southern sympathizer. When war broke out between the states, Delaware sided with the North. Ross supported the Confederacy and was forced to England. Today, the Gov. Ross Mansion stands as a reminder of pre-Civil War life. This Ross Mansion grounds, and the Ross Station Wedding Venue and Community Event Center are available to rent for weddings, receptions, shows and events.

In 2001 the old Seaford Post Office was purchased for use as the permanent location of the Seaford Museum. The Seaford Museum has been called a jewel; one of the best museums in the state. It is very unusual in that volunteers have been responsible for saving and converting the town's old post office (restored 1930's structure) into a fine museum. Everything from the concept and design, the construction of walls and cases, the written signage, and the gift shop are all the work of locals. It is truly the definition of community.



The museum depicts a professional level few museum ever reach with state-of-the-art air management and high-tech fiber optic lighting, a variety of kiosks, and unique displays and interactives. Opened in 2003, the museum has thousands of local artifacts following a timeline of United States, Delaware, and area history. It begins with the area's natural resources and the Nanticoke Indians and winds its way through history to the 21st century with the world's first synthetic fiber, a nylon spinning machine. Other exhibits focus on early agriculture, shipbuilding, canning, the poultry industry, railroads, Black River Pilots, and the Nanticoke River's connection with the Chesapeake Bay.

Spade and Trowel Garden Club, Inc

The objectives of "The Spade & Trowel Garden Club, Inc." are to bring together members of the community who have a genuine interest in gardening and related activities and to afford members an opportunity to share their knowledge and experiences in growing plants and flowers, decorating with plants and flowers and to promote civic beautification. The club is located at 26673 Sussex Highway, was organized in 1955 and became a member club in 1958. The club is part of the Delaware Federation of Garden Clubs, Central Atlantic Region and the National Garden Clubs, Inc. Additional information can be found on the website located at <https://www.seafordspadeandtrowelgardenclub.org/>

The club meets monthly in the "Woodruff Room" of the Seaford Public Library located at 600 North Market Street Extension. The board meets monthly in the "Allen Room." Any member may attend the board meetings and all officers and chairmen are encouraged to attend. Several excursions have been taken over the years to many locations, such as: National Arboretum, Hillwood Estate Museum and Gardens, Black Hog Farmstead, Baltimore Conservatory, Philadelphia Flower Show, Cripple Creek, Moutier Gardens, Salisbury Arboretum and Poplar Island Maryland.



The organization is very active and has hosted several events over the years, such as tea parties, recycling workshops, pruning workshop, greens making, Christmas party, beautification projects and picnics. The Spade and Trowel Garden Club support several programs throughout the year as shown below:

- Youth garden club
- Flower shows
- Grant funding applications
- Garden tours
- Scholarships
- Plant sales
- Downtown Bridges beautification
- Home of hope serenity garden
- Governor Ross Mansion Rain Garden
- Delaware Botanical Garden support
- Poster contests
- A.C.E peer resource center
- Seaford High School Holiday arrangements

Nanticoke Senior Center

Located at Hooper's Landing in Seaford, the Nanticoke Senior Center is a life enhancement facility serving the seniors of Seaford and surrounding communities. Open Monday through Friday from 7 a.m. to 4 p.m., the center is a nonprofit organization which offers members opportunities for socialization, relaxation, and learning. In addition, Nanticoke Senior Center strives to promote overall health and physical well-being by providing health-related services, nutritional programs, and numerous activities that help members to remain physically strong. The Nanticoke Senior Center has proudly served Seaford area seniors for nearly 40 years.

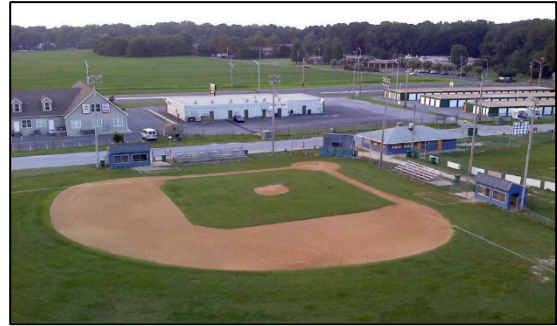
The Center moved to its new 11,000 square foot home on 101 West Locust Street in the summer of 2011. The NSC Kitchen is an institutional kitchen which allows staff to provide lunch to members Monday through Friday and send out over 34,000 meals each year to homebound seniors.



Membership to the center is open to anyone 50 years or older. Some of the membership benefits include a fitness center, homebound meal program, Blue Cross & Blue Shield services, Legal Aid for eligible members, transportation to-and-from the center, transportation for trips, activity support groups, holiday and social celebrations, driving courses, flu shots, free Wi-Fi, and more. The NSC Kitchen is an institutional kitchen which allows staff to provide lunch to members Monday through Friday at noon and send out over 34,000 meals each year to homebound seniors. The Center manages several programs and events for the members, such as exercise classes, movie nights, line dancing, golf tournaments, quarter auctions, birthday celebrations and so much more. For additional information, please visit the website link at <https://www.nanticokeseniorcenter.com/>

Nanticoke Little League

The Nanticoke Little League is a nonprofit baseball organization located at Williams Pond Park at 1004 Norman Eskridge Highway. Nanticoke Little League is home to kids 4-16 from Seaford and Blades. The League trains players on how to compete with maximum effort while maintaining the utmost respect for our teammates, officials, coaches, opponents and the game. The Organization is committed to the complete development of all players and provides an environment



where players can benefit most from their participation in baseball. Up to date information regarding programs and events can be found on the Facebook page at <https://www.facebook.com/Nanticoke-Little-League-161635123857275/>

Soroptimist International of Seaford

Soroptimist is an international organization for business and professional women who provide volunteer service to their communities. Soroptimist's mission is to improve the lives of women and girls, in local communities and throughout the world. Soroptimist was formed because in 1921 women who were interested in volunteer service were not permitted to join male service organizations.



The Soroptimist International of Seaford's membership provides many hours of volunteer service to our community and its surrounding areas. As a 501(c)(3) charitable organization, proceeds from our Foundations' Nellie G. Allen Curiosity Shop located at 1100 Middleford Road. The thrift shop receives clothing and household donations which are resold. The club projects range from providing scholarships, Youth Forum, Your Sister's Closet (YSC), Live your Dream Education Award and the suitcase project for women in transition. Additional organizational information may be found at this website located here <https://www.siofseaford.org/default.asp> or the Facebook page at <https://www.facebook.com/1Soro2>.

Your Sister's Closet ("YSC") is a project through which the club rents out formal dresses, providing women and girls with a low-cost alternative for dresses for proms and other events. The original intention of the project was to provide underprivileged high school girls the opportunity to affordably rent dresses allowing them to attend proms and other events which they might not otherwise experience in hopes of building the girls' confidence and self-esteem. The project has grown beyond just proms, and the dresses have been worn by women of all ages at all types of formal events including pageants, fundraiser galas, cruises, weddings, etc.

YSC began in 2009 and was originally called "Cinderella's Closet." The project started out as a one-day event, has been held at various locations and has evolved over the last several years. In early 2014, YSC moved into a charming, old downtown building in Seaford where it remained through spring 2018. Beginning in fall 2018, YSC moved into in a new home located at 401 High Street, Unit 101.



Seaford Tomorrow

Seaford Tomorrow originally began as the Seaford Enhancement Team in 2011 when a small group of interested citizens saw a need and a hope to bring revitalized energy and economic growth to the downtown area. In the fall of 2014, with renewed



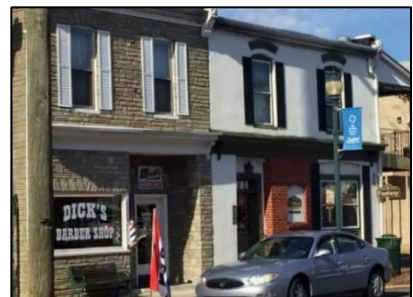
spirit and purpose, the organization morphed into Seaford Tomorrow with the specific purpose of improving Seaford's Downtown Business District in support of the local economy. This organization hosts and supports several Community events throughout the year, such as the Community yard sale, fundraisers and raffles, Friday Night Live and many more. Additional information can be found at this website link <https://www.seafordtomorrow.org/>

Community support for a revitalized downtown is evident from beautification efforts from the local Spade & Trowel Garden Club to unique partnerships to bring events to the downtown area. Seaford Tomorrow hopes to capitalize on this momentum. Through its partnership with the city, Western Sussex Chamber of Commerce, the Seaford Downtown Business Association, and other strategic partners, this group has developed the 2016 Community Vision Plan for the future of Downtown Seaford.

Seaford Tomorrow is working toward a transformation where Seaford's Downtown becomes an experiential destination enjoyed by residents and visitors alike. Seaford Tomorrow envisions the Downtown to be a place that feels like home; offering dining choices, access to artisans, retail options, and a historical museum all within walking distances of one another. Seaford Tomorrow envisions community access to the Nanticoke River through a safer River Walk and through additional outdoor experiences promoting the natural resources of the area.

A design guide grew from the recommendation contained in the 2016 Seaford Community Vision Plan to create Design Guidelines specifically for the historic downtown, and the designated Downtown Development District and extension. This guide is intended to be used to encourage and guide storefront design and development in downtown Seaford. This document is voluntary, unless a property owner or tenant wishes to utilize the Seaford Tomorrow Façade Improvement Program matching grant, then this design guide will be mandatory and govern the improvements being made using the matching grant funds. The design guide will serve as a tool for building owners, store owners, and developers to create high quality storefront designs that provide an energetic, vibrant, and exciting shopping experience for downtown Seaford shoppers and visitors.

The Seaford Tomorrow Façade Grant Program promotes the maintenance and rehabilitation of central business district properties by providing grants to business and property owners. They encourage aesthetic compatibility for improvements to facades of non-historic structures. This program is currently focusing on the Downtown Development District of Seaford. The program itself will be re-evaluated every year, and financial adjustments made according to availability of funds.



Western Sussex Chamber of Commerce

Located at 26673 Sussex Highway in Seaford, the Western Sussex Chamber of Commerce (formerly the Greater Seaford Chamber of Commerce) has been serving the Western Sussex County business community for nearly sixty-five years. The service and support have recently been expanded to cover all of Western Sussex County, Delaware. Over 340 members support the mission of the Chamber, to establish and maintain itself as the primary advocate, voice and resource for businesses and organizations in our area. Some of the membership benefits include a visitor's guide and membership directory, referrals from the Chamber, making connections, member to member discounts, marketing opportunities, ribbon cutting ceremonies, valuable partnerships and contacts, committee involvements, tax-deductible business expense and more. Additional information can be found on the Facebook page at https://www.facebook.com/westernsussexchamber/?ref=page_internal or the website located at <https://www.westernsussexcoc.com/>.



The mission of the Western Sussex Chamber of Commerce is to establish and maintain itself as the primary advocate, voice, and resource for business organizations in our area. The majority of the focus is on three actions items: to act as an advocate for business and economic development on behalf of our members throughout Western Sussex County; to collaborate with local business members and community partners, such as schools and non-profits to encourage positive impact in our community; and to attract visitors and promote tourism to Western Sussex County driving more hotel stays in the area hotels and consumer consumption in our local businesses, attractions and our events.

Nanticoke River Arts Council & Gallery 107

Located at 324 high Street, the Nanticoke River Arts Council (NRAC) is a non-profit arts organization dedicated to promoting the appreciation, practice, and enjoyment of all visual and performance art in western Sussex County, and to advance creative endeavors, educate, and engage the community in cultural experiences.

The NRAC was founded by a small group of artist and art enthusiasts with a strong desire to share their love for the Arts. Currently, artisan members create in the following mediums: watercolors, pen and ink, acrylics, pastels, oils, photography, scale model lighthouses, wood turnings, and jewelry making. The goal of the NRAC is to expand the organization to include other art forms, including music, theatre and other creative pursuits. To date, artists have shown their work at Seaford Riverfest, the Seaford Public Library, Ross Mansion Victorian Christmas, Act II Garden Party Show and Sale, The Seaford Museum, Art in Kiwanis Park, Heritage Days, Seaford Community Concert Series, Western Sussex Farmer's Market, and most recently have participated in an ongoing show at the Bridgeville Library.

On October 8, 2011, NRAC opened Gallery 107 in a storefront at 107 Pine Street to rave reviews. Within one month they had outgrown their space and made the decision to move the gallery to the larger storefront within the same building at 324 High Street. They reopened Gallery 107 on January 6, 2012. Additional information can be found at this website link <https://nanticokeriverartscouncil.org/> as well as their Facebook page located at <https://www.facebook.com/NanticokeRiverArts/>.



PLACES OF WORSHIP

Currently, Seaford has several places of worship located in the City limits as shown in Table below. These institutions play an important role in the community. In addition to the places of worship below, there are several institutions located nearby and in Sussex County. Listed below are those located within the city limits:

Table 3-1. Places of Worship within City limits

Places of Worship Name	Physical Location
Christ Lutheran Church	315 North Shipley Street
Christian Church of Seaford	22581 Sussex Highway
Church of God	425 East Stein Highway
Clarence Street Church of God	744 Clarence Street
First Baptist Church of Seaford	543 North Bradford Street
Grace Seaford Church	805 Atlanta Road
Heaven-Bound Ministries	214 North Front Street
Hope Bible Church	210 North Phillips Street
John Wesley United Methodist Church	804 3 rd Street
Light of World Church	615 West Stein Highway
Macedonia African Methodist Episcopal Church	431 North Street
Miracle Revival Center	800 Sussex Avenue
Mt. Olivet United Methodist Church	315 High Street
Our Lady-Lourdes Catholic Church	528 East Stein Highway
Refuge Temple Revival Center	455 North Front Street
Seaford Presbyterian Church	701 Bridgeville Highway
Soul Saving Family Restoration	511 Bridgeville Highway
St. Johns United Methodist Church	300 North Pine Street
St. Luke's Episcopal Church	202 North Street
Tabernacle of Praise International Ministries	1029 West Stein Highway
The Church of Jesus Christ of Latter-day Saints	800 Fleetwood Drive

EDUCATION

Educational institutions play an important role in the community. Education is needed for a productive society. The population only continues to increase, and in turn, so does the needs. The community needs a strong and efficient workforce of educated people to provide services needed for everyday life.

Public Schools - Seaford School District

The mission of the Seaford School District is to instill in its students a sense of pride through excellence, enabling them to be good citizens, contributing members of society, and to successfully compete in a global economy. The Seaford School District encompasses 82 square miles in lower Delaware, including the communities of Seaford and Blades. The district consists of four elementary, one middle, and one high school and serves approximately 3,500 students in grades Pre-K - 12. Only one school is located outside the City limits of Seaford, Blades Elementary is located in the Town of Blades. Additional and up to date information can be found on the District's website link, located here <https://www.seafordbluejays.org/> Listed below are the six public schools that make up the Seaford School District, where they are located, what grades are taught, and how enrollment has changed from between 2016 and 2020.

Table 3-2 below represents fall enrollment for each school location, please note the 2020-2021 Fall Enrollment numbers were taken during the Covid-19 pandemic during a time where in person learning was not available do to State mandates and remote education services were being provided.

Table 3-2 Public Schools Serving City Students

Grade Levels	School	School Year Enrollment					
		2015	2016	2017	2018	2019	2020
PK, 3-5	Frederick Douglass Elementary	437	435	523	482	476	472
PK-2	West Seaford Elementary	461	474	415	447	432	463
K-2	Blades Elementary	575	549	481	435	423	427
3-5	Seaford Central Elementary	457	440	453	432	428	400
6-8	Seaford Middle	860	824	814	790	824	829
9-12	Seaford Senior High	719	751	815	795	790	826

Source: Delaware Open Data, State of Delaware (May 2021)

Frederick Douglass Elementary

Located at 1 Swain Road, the Frederick Douglass Elementary School serves students in the third through fifth grade and includes the Spanish immersion program. As shown in Table 18 above, the largest fall enrollment number was 523 students in 2017. Since then, enrollment has steadily declined between 2017 and 2020.



West Seaford Elementary

Located at 511 Sussex Avenue, West Seaford Elementary School serves students in grades kindergarten through second grade and includes the Spanish immersion program. The largest attendance of 474 students occurred in 2016 followed by 463 students in in 2020. 2017 was the lowest attendance with only 415 students.



Blades Elementary

Located at 900 South Arch Street in the Town of Blades, Blades Elementary serves students in grades Kindergarten through second grade and includes the Spanish immersion program. Enrollment steadily declined between 2015 and 2019 with a very small increase of 5 students between 2019 and 2020.



Seaford Central Elementary

Located at 1 Delaware Place, Seaford Central Elementary serves students in the third through fifth grade and includes the Spanish Immersion Program. Enrollment numbers have varied between 2015 and 2020; however, the lowest enrollment of 400 students occurred in 2020 and the highest enrollment occurred in 2015 with 457 students.



Seaford Middle School

Located at 500 East Stein Highway, Seaford Middle School serves students in grades sixth through eighth grades. In addition to the academic curriculum, the following programs are available: world languages, music, art, technology education, business, agriscience, and family & consumer science. Enrollment steadily declined between 2015 and 2018 and increased by 34 students in 2019 followed by a very small increase of 5 students in 2020.

Seaford High School

Located at 399 North Market Street Extended, Seaford High School serves students in grades ninth through twelfth and houses our pre-school program. In addition to the regular academic curriculum, the following programs are available: fine arts, choral instrumental & general music, business finance marketing, jobs for Delaware graduates, manufacturing engineering technology, culinary & hospitality management, digital media & imaging technology, medical laboratory assistant, naval science (NJROTC), plant & horticultural science, and world languages.

Charter/Private Schools

One public charter school, Sussex Montessori and one private school, Cross Christian Academy are located in the Seaford area and provide alternative education options outside of the public school district. They are further described below.

Cross Christian Academy

Located at 110 Holly Street in the heart of the City, the Cross Christian Academy provides an enriched learning environment that has helped countless students get ahead. The approach to learning and top-quality faculty makes Academy more than just a physical private school - it's a life experience. Founded in 2011, the private Christian school reflects



the diverse backgrounds and cultures of the area. The academy's goal is to provide a comprehensive education that is grounded in a Christian view, thus teaching children how to view and appreciate math, history, science, English, and other subjects through eyes of faith. The Cross helps students develop spiritually by providing opportunities for group and individual prayer, devotions, and chapel services. The Cross also provides students with opportunities to express Christian faith through community outreach programs such as service projects. Additional information can be found on the Academy's website link, located here <https://www.thecrossca.org/>.

Sussex Montessori School (SMS)

Located on 24970 Dairy Lane located inside the City limits of Seaford, the Sussex Montessori School's mission is to nurture the development of empathetic, collaborative, persistent and innovative global and community citizens in accordance with the time-tested philosophy of Maria Montessori. Sussex Montessori School (SMS) is led by a Head of School and governed by a Board of Directors.



The Head of School oversees all school operations, and the Board of Directors provides oversight and guidance most specifically in financial and policy matters. Sussex Montessori School is the realization of a vision held by the organization known as "Montessori

Works”. “Montessori Works” is a school development organization founded to increase accessible, authentic, quality Montessori education in Delaware. The board includes Montessori experts, educators, parents, and others who are working to make Montessori programs a more broadly available option in the public arena. Additional information can be found on the School’s website link, located here <https://sussexmontessoricharter.com/>

Higher Education

While Seaford currently does not have any higher education providers within the City limits, a few locations are less than an hour away and they also provide satellite programs with additional educational institutions. They are described below.

Delaware Technical and Community College (DelTech)

Located only twenty minutes from the City of Seaford, the Owens Campus serves Sussex County, the southernmost county of Delaware. The Owens Campus, known as the birthplace of Delaware Tech, is a 147-acre campus centrally located in Georgetown. The College offers a wide variety of credit programs -- including a bachelor's degree, associate degrees, work force training certificates and diplomas -- designed to prepare you for success



in the world of work or to transfer credits to a four-year university. Long-standing integral partnerships are maintained with communities, public school districts, and four-year institutions. Also located on the Georgetown campus are satellite offices and programs that are offered by the University of Delaware, Delaware State University, and Wilmington University, allowing for the completion of bachelors, masters, and doctoral degrees all in one location. Additional information can be found on the college website link, located here <https://www.dtcc.edu/>

Wor-Wic Community College

Located approximately forty minutes from the City, just outside of Salisbury, Maryland. The college is located on a beautiful 200-acre campus. The oldest building was built in 1994, so the campus is a new and inviting space for the students and the community. It offers vast green space, including ponds and an outdoor fitness trail, while being easily accessible from the main road to the beach.



The campus offers a variety of amenities, including a café, bookstore and childcare center. Cultural events are held on campus throughout the year as well. Wor-Wic has seven learning pathways to choose from including Business & Hospitality, Education & Human Services, Health Care, Humanities & Social Sciences, Public Safety, STEM (Science, Technology, Engineering, Math) and Skilled Trades & Transportation. Learning Pathways include credit and non-credit programs/courses. Wor-Wic also offers earning college credits toward a certificate or associate degree or to transfer to a four-year university. Additional information can be found on the college website link, located here <https://www.worwic.edu/>

Salisbury University

Located at 1101 Camden Avenue in Salisbury, Maryland, Salisbury University is less than an hour from the City of Seaford. Salisbury University is a member of the University System of Maryland, a regionally accredited four-year comprehensive institution offering over 60 distinct undergraduate and graduate degree programs. Salisbury University is also a collective of friendly, talented and engaged students, faculty, staff, donors, alumni, family members and community members. In 2012, SU began its first doctoral program, the Doctor of Nursing Practice, followed by a doctorate in education in 2014. The SU Honors College was founded in 2016 and renamed the Glenda Chatham and Robert G. Clarke Honors College in 2020 in honor of its endowing benefactors. The College of Health and Human Services was created in 2018 in response to workforce needs. Today, over 8,700 students from more than 30 states and 60 foreign countries study over 40 undergraduate and nearly 20 graduate degree programs on a campus with over 90 buildings and more than 200 acres. Also located on the campus are satellite offices and programs that are offered by the Universities at Shady Grove, Cecil College, Eastern Shore Higher Education Center, and USM as Southern Maryland or Hagerstown. Additional information can be found on the University website link, located here <https://www.salisbury.edu/>



GOVERNMENT SERVICES

Withing the City limits, three governments service buildings provide services to the Community. They are further described below:

United States Post Office

Located at 2001 Bridgeville Highway, this location is a full-service federal post office for the Community. For detailed services and hours, please visit this website link <https://tools.usps.com/find-location.htm?location=1381067>



Anna C. Shipley State Service Center

Located at 350 Virginia Avenue the Anna C. Shipley State Service Center provides a variety of clients services administered by several State agencies. These are vital services for the community and are provided by the following State agencies and divisions:

- Delaware Department of Services for Children, Youth and Their Families (DSCYF), Division of Family Services (DFS)
- Delaware Department of Labor (DOL), Division of Vocational Rehabilitation (DVR)
- Delaware Department of Correction (DOC), Division of Probation and Parole



- Delaware Health and Social Services (DHSS) and the following Divisions:
 - Division of State Services Centers (DSSC)
 - Division of Social Services (DSS)
 - Division of Public Health (DPH)-Seaford Health Unit

Additional and up to date information can be found on the State’s website link, located here <https://www.dhss.delaware.gov/dhss/main/maps/dsscmap/shipley.htm>

Justice of the Peace Court 4

Located at 408 East Stein Highway in the City limits, the Justice of the Peace Court 4 is authorized by the Constitution of Delaware, Article IV, Section 1. As the place where justice starts, it is the mission of the Justice of the Peace Court to serve the people of Delaware by efficient and accessible administration of justice for all, and



to treat all persons with integrity, fairness, and respect. The Justice of the Peace Court has jurisdiction over civil cases involving debt, trespass and replevin in which the amount in controversy does not exceed \$25,000. The Court has jurisdiction over all landlord/tenant summary possession proceedings. Court is authorized to hear certain misdemeanors and most motor vehicle cases (excluding felonies) and may act as Committing magistrates for all crimes. Appeals may be taken de novo to Court of Common Pleas in criminal and civil cases, except landlord/tenant possession cases. Those cases may be appealed to a three-judge panel of Justices of the Peace. The Justice of the Peace Court is Delaware's entry-level courts through which pass the great majority of all criminal cases. The court has defined jurisdictions that can be found on the State’s website link, located here <https://courts.delaware.gov/jpcourt/>

MEDICAL

Health care services for Seaford residents are available from a variety of nearby providers, each offering a variety of services. Seaford has a hospital located within the City limits which promotes several specialty medical services providers in the immediate area. These general and specialty medical facilities provide additional services that are complimentary to the surrounding services.

Local Hospital

The TidalHealth Nanticoke (former Nanticoke Memorial Hospital) is Located within the City limits at 801 Middleford Road. With more than 230 beds available, the Hospital offers numerous health care services including: Cancer Center, Vein Care, Outpatient, General Surgery, Gastroenterology and Hepatology, Sleep Disorder, Orthopedics, Rehabilitation, Family Lab, Medical Imaging, Weight Loss, Internal Medicine, Primary and Specialty Care, Immediate Care, and Wound and Hyperbaric.



Additionally, there are 8 other hospitals within a 30-mile distance of the City. General information on each hospital can be found in Table 3-3. This information should *not* be relied on in the case of a medical emergency. Always call 9-1-1 in the case of an emergency. Always call the hospital to confirm its location, hours of operation, and services before traveling to the hospital.

Table 3-3. Hospitals within 30 Miles

Hospital	TidalHealth Nanticoke & TidalHealth Peninsula Regional	Deer's Head Hospital Center	Warwick Manor Behavioral Health	HealthSouth Chesapeake Rehab	Peninsula Regional Health System	Dorchester General	Eastern Shore Hospital Center	Memorial Hospital at Easton	Beebe Medical Center
Location ¹	SEA	SAL	ENM	SAL	SAL	CAM	CAM	EAS	LEW
Distance (miles)	0.33	18.69	18.84	19.07	19.26	25.20	25.40	26.61	26.85
Number of Beds	234	90	42	42	390	37	80	105	205
Type ²	NG/NFP	G/NF	IO	IO	NG/NFP	NG/NFP	G/NF	NG/NFP	NG/NFP
Angioplasty	X				X			X	X
Breast Cancer Screening	X				X	X		X	X
Cardiac Cath Lab					X				X
Emergency Department	X				X	X		X	X
End of Life/Hospice Program	X	X			X	X		X	
General Medical Surgical	X				X	X		X	X
Geriatric Services		X							X
HIV-AIDS Services		X			X				X
Health Screenings	X	X			X	X		X	X
Hemodialysis		X			X			X	X
Home Health Services					X			X	X
Lithotripsy	X				X				X
Medical Surgical Intensive Care	X				X	X		X	X
Nutrition Programs	X	X			X	X		X	X
Obstetrics	X							X	X
Occupational Health	X	X			X	X			
Oncology	X				X	X		X	X
Open Heart Surgery					X				
Outpatient Care					X			X	X
Outpatient Physical Rehab	X	X			X	X		X	X
Outpatient Surgery	X				X	X		X	X
Patient Education Center		X						X	
Pediatric Medical Surgical	X				X			X	
Physical Rehabilitation		X							
Psychiatric Care					X	X	X		
Psychiatric Outpatient Services						X			
Radiation Therapy	X				X			X	X
Reproductive Health					X				
Sleep Center	X				X			X	X
Support Groups	X	X			X	X		X	X
Tobacco Treatment/Cessation	X								
Women's Health					X			X	X

¹Location Codes: SEA (Seaford, DE); SAL (Salisbury, MD); ENM (East New Market, MD); CAM (Cambridge, MD); EAS (Easton, MD); LEW (Lewes, DE)

²Type Codes: NG (Nongovernment); NFP (Not-for-Profit); G (Government); NF (Non-federal); IO (Investor-owned, for-profit)

Source: U.S. Hospital Finder (April 2021), www.ushospitalfinder.com



**COMMUNITY PARTICIPATION INPUT
CITY AND COMMUNITY SERVICES**

The following community comments were provided for consideration in this Chapter:

- Funding Police (More of Outreach Events)
- Highway Enforcement for Speed (More of Outreach Events)
- Nighttime control -Royal Farms (More of Outreach Events)
- Opportunity to speak at City Meetings (More of Outreach Events)
- Police Foot Patrols(More of Outreach Events)
- Patrol Fishing Pier on Pine Street (More of Outreach Events)
- Revenue for the Town (More of Outreach Events)
- United drug programs (More of Outreach Events)
- Women’s Service Needs (More of Outreach Events)
- Better schools (More of Outreach Events)
- CHEER Center (More of Outreach Events)
- Entertainment and Events (More of Outreach Events)
- Fireworks, Festivals and Things to Do (More of Outreach Events)
- Crime, drugs, homelessness, loitering, violence (Less of Outreach Events)
- X Out of Common Core (Less of Outreach Events)



**GOALS AND ACTION ITEMS
CHAPTER 3 CITY AND COMMUNITY SERVICES**

3 – 1	<p>Goal – Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of Seaford’s citizens.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Ensure the proper equipment and number of personnel are up to date with the service demands along with fiscal contribution and responsibility with new development. b) Review the City service demands and capability to continue the existing services on an annual budgetary basis while identifying revenue sources and operating expenses. c) Provide enforcement education and quality of life proactive initiative services through policing and code enforcement.
3 – 2	<p>Goal – Provide support for local Community organizations.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to support all community services, this may include monetary donations, personnel involvement, event support, membership, attendance, marketing advertisement, etc. b) Increase communication and collaboration with community organizations with City programs and initiatives.
3 – 3	<p>Goal – To continue developing ways to decrease crime and prevent drug overdoses.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to discuss and take proactive measures to address incidents and roots of the crimes. b) Continue to reach out to the youth in the Community to support programs and activities. c) Continue to work with government agencies and organizations to support drug prevention and assistance programs

CHAPTER 4 – HOUSING

The following chapter provides housing information for the city. Most of the data from this section has been drawn from U.S. Census products, unless otherwise noted. It should also be noted that, due to possible sampling and survey error, the data contained in this section cannot be construed as an irrefutable measure of existing housing conditions. Additional information regarding the data collection methods and resources can be found in Chapter 2-Community Profile. Additional reference and definition classifications regarding the Census and Survey data can be found on the following website links <https://www.census.gov/en.html>

HOUSING INVENTORY

The 2015-2019 American Community Survey (ACS) identified that there were 3,343 housing units in the City of Seaford in 2019 as shown below in Table 4-1. This is a 11.4% increase from the 2010 U.S Census of 3,001 units. Between 1990 and 2000 there was a spike in the number of units in the city of 400 units. Sussex County and the State of Delaware had a significant growth in housing units between the years 1970 and 1980. Sussex County housing units increased by 2% in 2019, providing a larger growth than the City and State.

Table 4-1. Housing Units

Year	Seaford		Sussex County		Delaware	
	No.	% Change	No.	% Change	No.	% Change
1970	1,878	-	34,287	-	180,233	-
1980	2,073	+10.4%	54,694	+59.5%	238,611	+32.4%
1990	2,360	+13.8%	74,253	+35.8%	289,919	+21.5%
2000	2,760	+16.9%	93,070	+25.3%	343,072	+18.3%
2010	3,001	+8.7%	123,036	+32.2%	405,885	+18.3%
2017	3,180	+6.0%	132,980	+8.1%	423,489	+4.3%
2018	3,328	+4.7%	135,529	+1.9%	428,251	+1.1%
2019	3,343	+0.5%	138,183	+2.0%	433,195	+1.2%

Source: U.S. Decennial Census (1970-2010); 2013-2019 American Community Survey

Seaford offers a variety of housing types including detached single-family dwellings, attached single-family homes, and multi-family dwellings. Table 4-2 provides the composition of housing stock within the city in 2000, 2010, and 2019. The Table uses the Census definition of multi-family housing as: Residential buildings containing units built on top of another and those built side-by-side, which do not have a ground-to-roof wall and/or have common facilities (e.g., attic, basement, heating plant, plumbing). The city does not have any mobile homes nor house boats located within the city limits and feels this is a reporting error by the participant completing the Census survey.

Single family detached represents 54.9% of the housing stock within the city followed by multi-family representing 36.2% in 2019. The range of multi-family 10–19 dwelling units increased by 261.8% from 2000 to 2019, the largest change in housing stock for the city. During this same time span, multi-family dwellings of 2 units decreased by 54.6%.

An increase of 264 new Single family detached homes occurred between 2000 and 2019. The city encourages the continuation of single-family homes as the predominant housing stock while maintaining the existing multi-family housing type.

Table 4-2. Housing Stock

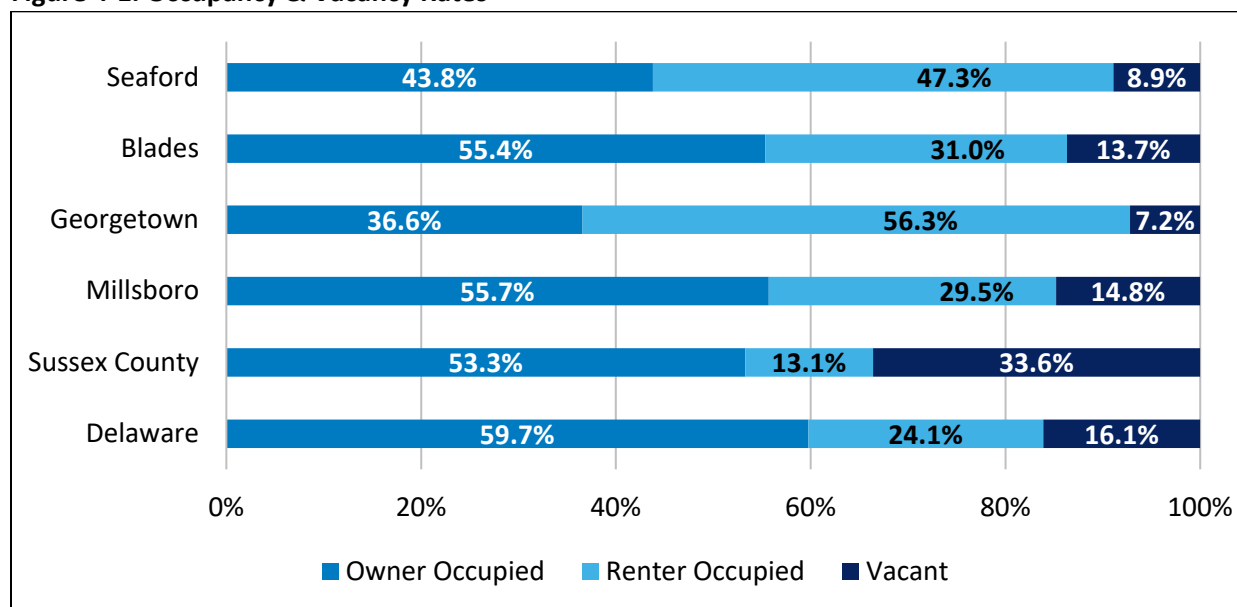
Housing Type	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Single-Family Detached	1,572	57.0%	1,495	52.3%	1,836	54.9%	-4.9%	+22.8%	+16.8%
Single-Family Attached	148	5.4%	179	6.3%	260	7.8%	+20.9%	+45.3%	+75.7%
Multi-Family	1,023	37.0%	1,183	41.4%	1,210	36.2%	+15.6%	+2.3%	+18.3%
2 Units	238	8.6%	165	5.8%	108	3.2%	-30.7%	-34.5%	-54.6%
3 – 4 Units	178	6.4%	230	8.1%	236	7.1%	+29.2%	+2.6%	+32.6%
5 – 9 Units	412	14.9%	538	18.8%	463	13.8%	+30.6%	-13.9%	+12.4%
10 – 19 Units	55	2.0%	155	5.4%	199	6.0%	+181.8%	+28.4%	+261.8%
20 + Units	140	5.1%	95	3.3%	204	6.1%	-32.1%	+114.7%	+45.7%
Mobile Home	17	0.6%	0	0.0%	37	1.1%	-100.0%	-	+117.6%
Boat, RV, Van, etc.	0	0.0%	0	0.0%	0	0.0%	-	-	-
Total Housing Units*	2,760		2,859		3,343		+3.6%	+16.9%	+21.1%

Source: 2000 U.S. Census, 2015-2019 American Community Survey; *Totals may vary from number of housing units shown in Table 4-1 – Number of Housing Units as Table 4-2 was based on Census count data from the 2000 & 2010 Census and information provided in this table is based on 2000 Census & ACS sample data.

OCCUPANCY

Out of the 3,343 total housing units, 3,045 units are occupied in the city from the 2019 data. Figure 4-1 compares the owner-occupied units, renter occupied units and vacant units in comparison with the County, State, and local Municipalities. As shown below, the City's rate of owner occupancy was lower than the County and State and slightly lower than Blades and Millsboro. The City has a low (8.9%) vacancy rate in comparison to the County and State number shown below.

Figure 4-1. Occupancy & Vacancy Rates



Source: 2015-2019 American Community Survey

Table 4-4 summarizes the occupancy and vacancy status for units in Seaford for the years 2000, 2010, and 2019. Between 2000 and 2010 the rental vacancy rate doubled from 4.4% to 8.8%. However, between 2000 and 2019, the homeowner vacancy rate doubled from 1.9% to 3.8% while the rental vacancy rate decreased 61.4% from 4.4% to 1.7%.

Table 4-3. Housing Occupancy

Occupancy Status	2000		2010		2019		% Change		
	No.	%	No.	%	No.	%	'00-'10	'10-'19	'00-'19
Occupied Housing Units	2,629	93.6%	2,686	89.5%	3,044	91.1%	+2.2%	+13.3%	+15.8%
Vacant Housing Units	180	6.4%	315	10.5%	299	8.9%	+75.0%	-5.1%	+66.1%
Homeowner Vacancy Rate	1.9%		5.7%		3.8%		+200.0%	-33.3%	+100.0%
Rental Vacancy Rate	4.4%		8.8%		1.7%		+100.0%	-80.7%	-80.68%
Total Housing Units	2,809		3,001		3,343		+6.8%	+11.4%	+19.0%

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

As shown below in Table 4-5, the City's average owner-occupied household size increased from 2.37 in 2000 to 2.44 in 2010 and then to 2.78 in 2019; average renter-occupied household size increased from 2.34 in 2000 to 2.48 in 2010 and then decreased to 2.10 in 2019. Both the County and State had slight decreases in average owner-occupied household sizes between 2000 and 2010. The County also decreased between 2010 and 2019 while the State slightly increased.

Table 4-4. Average Household Size

Jurisdiction	Owner-Occupied			Renter-Occupied		
	2000	2010	2019	2000	2010	2019
Seaford	2.37	2.44	2.78	2.34	2.48	2.10
Blades	2.68	2.69	2.91	2.72	3.20	2.87
Georgetown	2.56	2.80	2.45	3.38	3.96	2.89
Millsboro	2.12	2.17	2.43	2.14	2.47	2.98
Sussex County	2.41	2.37	2.36	2.60	2.72	2.64
Delaware	2.61	2.58	2.60	2.37	2.48	2.49

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

HOUSING AGE

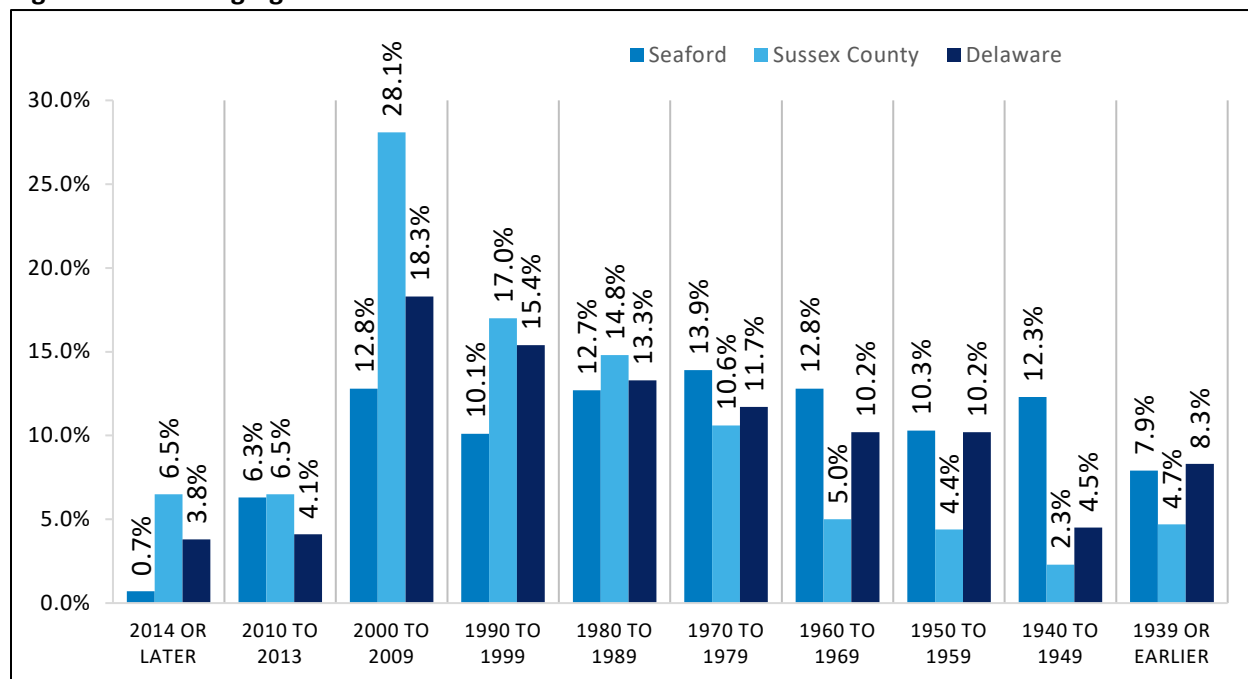
In Seaford, 19.8% of the housing stock has been built since 2000. Only 7.9% of the housing stock is comprised of units built prior to 1940. The city showed an upwards trend in the number of homes being constructed beginning in the 1930s and continued through the 1960s.

A significant construction spike occurred during 2000-2009 period. The homes constructed during this time makes up 12.8% of the City's housing stock. Both Sussex County and the State had large periods of growth from the 1950s onward, especially the County in the 2000-2009 period with 28.1% growth.

Structures built before 1970 would meet the age criteria requirements for eligibility with the National Register of Historic Places. This is further discussed in Chapter 6-Historic and Cultural Resources.

As the existing housing stock ages, it is vital to ensure the houses are maintained over the years and safe for the occupants. Seaford continues to provide proactive code enforcement and the promotion of rehabilitation programs with the County and State.

Figure 4-2. Housing Age



Source: 2015-2019 American Community Survey

AFFORDABILITY & CHALLENGES

Affordability

According to the Sussex County Housing Opportunities and Market Evaluation dated November 2019, the recommendations were explicitly designed to incentivize and promote housing that is not being delivered by the private market and is generally affordable to lower-income individuals and families in the County. There are several ways in which affordable housing might be defined according to the evaluation as defined below as well as specific income and eligibility:

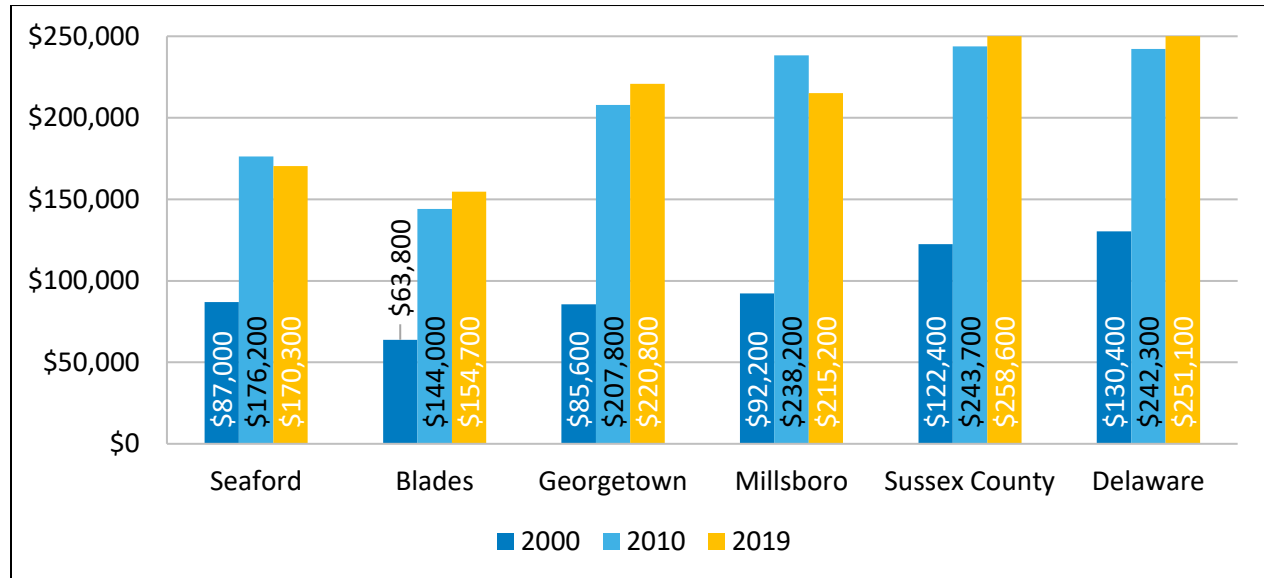
- *Affordable Housing* - Housing where costs make up 30 percent or less of the household income. For renters, housing costs include monthly gross rent plus renter-paid utilities. For owner households, housing costs include payments for mortgages, debts on the property, real estate taxes, insurance on the property, and utilities.
- *Workforce Housing*- Housing that is affordable to any individual with a job (or any household with a working member) who is contributing to the Sussex County Economy.
- *Affordable/Workforce Housing Programs* - A policy, initiative, or regulation that creates, incentivizes, or funds housing that is affordable to households at a specified income group.

The Housing Opportunities and Market Evaluation (HOME) results are further discussed within this Chapter under the Challenges section.

Home Ownership

Median housing values for 2000, 2010, and 2019 are shown below in Figure 4-3. From 2000 to 2010 the median house value nearly doubled in the city. The city further shows that the median house value is lower than Sussex County and the State of Delaware, yet higher than Blades and Georgetown. The median value of housing units in 2019 for the city was \$170,300 according to the 2019 ACS. In comparison, the median housing value in Sussex County was \$258,600 and in Delaware was \$251,100.

Figure 4-3. Median Housing Values



Source: 2000 U.S. Census; 2006-2010 & 2015-2019 American Community Survey

Rental Dwelling Units

According to Table 4-5 below, the city has eighteen multi-family rental developments with 10 or more units, which counts for a total of 1,362 dwelling units within the city limits. Over 36% of the housing stock in Seaford is multi-family and over 50% of the developments provide government assisted or subsidized housing support programs in the city and the remaining developments provide market rate rental options for housing.

Table 4-5. Multi-Family Developments (10 + Units)

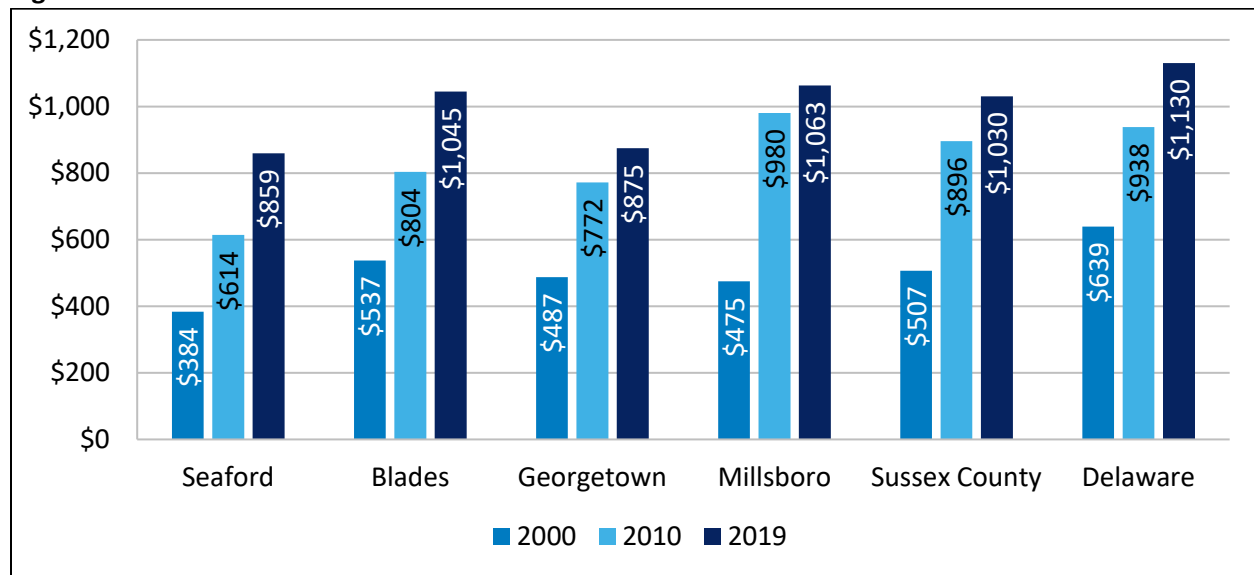
Multi-Family Development Name	Location	Total Units
Bradford Terrace	Cypress Drive	22
Chandler Heights Apartments	Chandler Street	140
Charleston Place	Phillips Street	11
Colonial Gardens	North Porter Street	48
Greenside Manor	Cypress Drive	40
Hampton Circle	Hampton Circle	35
Herring Ridge	Independence Drive	34
Meadowbridge Apartments	Tull Drive	104
Melanies Ridge	Bridgeville Highway	280
Residences at Riverplace	Water Street	72
Seaford Apartments	Tull Drive	37
Seaford Meadows	Dutton Avenue	121
Villages at Stoneybrook	Tharp Road	192
Virginia Crest Village	Independence Drive	27
West Manor	Shipley Street	40
Williamsburg Manor	Williamsburg Court	26
Woodland Mills	Bridgeville Highway	98
Yorktowne Woods	Yorktowne Lane	35
Total		1,362

Source: City of Seaford 2021



Seaford, Blades, Georgetown, Millsboro, Sussex County, and Delaware’s median rental values are shown below in Figure 4-4. Between 2000 and 2019 median rental value show a positive trend following suit to the County and State. The average rental value for 2019 in Seaford was recorded to be at \$859 and is within \$20 of Georgetown’s median rental value, but about \$200 less than Blades’ and Millsboro’s.

Figure 4-4. Median Rental Value



Source: 2000 U.S. Census; 2006-2010 & 2015-2019 American Community Survey

Housing Assistance

The Department of Housing and Urban Development (HUD) sets income limits that determine eligibility for assisted housing programs including the Public Housing, Section 8 project-based, Section 8 Housing Choice Voucher, Section 202 housing for the elderly, and Section 811 housing for persons with disabilities programs, as well as programs run by agencies such as the Department of the Treasury, the Department of Agriculture, and the Federal Housing Finance Agency.

HUD develops income limits based on Median Family Income estimates and Fair Market Rent area definitions for each metropolitan area, parts of some metropolitan areas, and each non-metropolitan county. Additional information and resources can be found at this website link <https://www.huduser.gov/portal/about/pdrabout.html>.

HUD has released the median family incomes and income limits for Fiscal Years (FY) 2020 and 2021 as shown below in Tables 4-6 and 4-7. Community planning and development programs, as well as investments, rely on HUD income limits in their administration. The median income was reduced between 2020 and 2021 by \$800; however, the extremely low category in 2021 reflect increased depending on the number of persons in the family. The very low and low categories saw a decrease for all counts from 2000 to 2021.

Table 4-6. HUD Income Limits 2020

Median Income	Income Limit Category	Persons in Family							
		1	2	3	4	5	6	7	8
\$75,900	Extremely Low (30%)	\$15,590	\$18,200	\$21,720	\$26,200	\$30,680	\$35,160	\$39,640	\$44,120
	Very Low (50%)	\$26,600	\$30,400	\$34,200	\$37,950	\$41,000	\$44,050	\$47,100	\$50,100
	Low (80%)	\$42,500	\$48,600	\$54,650	\$60,700	\$65,600	\$70,450	\$75,300	\$80,150

Source: Aprils 21, 2021 U.S. Department of Housing and Urban Development (HUD), Office of Policy Development and Research (PD&R)

Table 4-7. HUD Income Limits 2021

Median Income	Income Limit Category	Persons in Family							
		1	2	3	4	5	6	7	8
\$75,100	Extremely Low (30%)	\$15,800	\$18,050	\$21,960	\$26,200	\$31,040	\$35,580	\$40,120	\$44,660
	Very Low (50%)	\$26,300	\$30,050	\$33,800	\$37,750	\$40,600	\$43,600	\$46,600	\$49,600
	Low (80%)	\$42,100	\$48,100	\$54,100	\$60,100	\$64,950	\$69,750	\$74,550	\$79,350

Source: April 21, 2021, U.S. Department of Housing and Urban Development (HUD), Office of Policy Development and Research (PD&R)

Challenges

According to the 2019 ACS and shown on Table 4-8, Seaford had 45 housing units (1.5%) that were considered overcrowded, meaning that there were 1.01 to 1.50 occupants reported for occupied housing units. While both the County and the State had thousands of units meeting these criteria, the percentages were each under 2%. Seaford had 42 units or 1.4% of units considered to be severely overcrowded. City homes lacking a complete kitchen or plumbing facilities comprise 0.6%, this is right around that of the County at 0.6% and State at 0.7%.

Seaford, Sussex County, and the State show similar percentages of cost burden renters and cost burden owners. Cost burden captures the idea that households have other costs and are paying more than the recommended 30% on housing costs which in turn limits the household with spending on other necessities. The city has 52.1% cost burdened renters and 25.4% cost burdened owners. Definitions for each category can be found within the source reference under this table.

Table 4-8. Housing Challenges

Challenge	Seaford		Sussex County		Delaware	
	No.	%	No.	%	No.	%
Overcrowded Units ¹	45	1.5%	1,757	1.9%	5,017	1.4%
Severely Overcrowded Units ²	42	1.4%	427	0.5%	1,459	0.4%
Homes lacking complete kitchen or plumbing facilities ³	18	0.6%	568	0.6%	2,568	0.7%
Cost Burdened Renters ⁴	771	52.1%	7,973	50%	47,537	49.1%
Cost Burdened Owners ⁴	239	25.4%	12,949	30.8%	46,866	28.0%

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

Housing Opportunities and Market Evaluation (HOME)

Sussex County contracted with LSA Planning to provide a Market Analysis & Needs Assessment, Stakeholder Analysis, and Economic Analysis. The information obtained from each component was compiled into a final report with recommendations for Sussex County Government to consider ways to encourage and expand affordable housing opportunities. The County's HOME website link can be found here <https://sussexcountyde.gov/HOME>



In May 2019, Sussex County revealed the Housing Need and Market Analysis that examined demographics, economics, and market trends driving current and future demand for housing in Sussex County. This report identified 13 key findings and provided these three conclusions:

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

In November 2019, the Housing Opportunities and Market Evaluation was revealed by the County. This evaluation included several stakeholders, grouped as advocates, developers, housing groups, community residents, and municipalities. Strategies were designed to promote housing choice and economic vitality

for Sussex County's residents and workforce. These strategies were supported by a housing needs assessment and economic feasibility study and are further described below:

1. *Modify the Zoning Code to Promote Housing Affordability in Growth Areas Identified in the Comprehensive Plan.* Given the County's low base zoning, the County should 1) revise existing ordinances to better incentivize below-market-rate housing, with changes appropriately scaled to meet both housing needs of lower-income households and the economic realities of developing housing in Sussex County; and 2) review and modify the underlying zoning in all designated growth areas (i.e., Town Center, Developing Areas, Coastal Areas, and areas designated as Commercial). A zoning code that permits a range of housing types can help create a range of housing prices and rents that naturally serve households with varying incomes. In addition to encouraging a range of housing prices and rents, a zoning update would reduce the number of rezoning applications, increase transparency about rezoning proposals, and decrease the level of administrative review, while promoting development consistent with the County's long-range Comprehensive Plan.
2. *Establish a Local Housing Trust Fund.* A trust fund is a distinct fund established by a public entity to support the preservation and/or production of affordable homes that the market has difficulty producing on its own. Local funds often are essential for filling the gap between the cost of producing market-rate housing and the cost of producing below-market-rate housing. Local funds are also important for leveraging other funding from the federal and state government. Local housing trust funds can be set up as revolving funds where loan repayments create a source of on-going funding for the trust fund. Eventual funding for the trust fund would come from non-general revenue sources; however, the County should allocate an initial amount to seed the fund and demonstrate successful implementation.
3. *Preserve the Existing Supply of Affordable Housing.* Preserving the current affordable housing stock in the County increases net gains from new development, can prevent displacement as nearby property values and rents rise, and can be less costly than developing new units. In addition, preservation efforts can increase the County's tax base and promote neighborhood stability. Through the local Housing Trust Fund (implemented under Strategy 2), Sussex County could offer financing to developers and landlords to renovate their units and keep them affordable, including properties that are not income-restricted but are currently affordable to lower-income households, subsidized units nearing the end of their compliance period, and landlords who rent their single-family homes, townhomes, duplexes, or mobile homes.

Some of the challenges noted in the County as a regional area are similar to those that can be found within local Municipalities. The eastern housing needs are different than the western side of the County based on market values, tourism, employment, etc. A regional unbalance of these factors can increase housing challenges for specific geographical areas.

PROJECTED HOUSING

Table 4-9 represents a building permit summary of residential units for the City, County, and State between 2014 and 2019, according to the 2020 Annual Report on State Planning Issues. This City and County have seen an increase in residential building permits since 2017, unlike the State. The City has issued 190 of these permits between 2014 and 2019.

Table 4-9. Residential Building Permits

Jurisdiction	2014	2015	2016	2017	2018	2019	Total
Seaford	14	50	18	14	45	49	190
Sussex County	2,602	2,775	2,640	3,055	3,838	4,099	19,009
State	5,477	5,814	5,927	6,331	6,344	5,422	36,709

Source: Delaware Office of State Planning Coordination, 2020 State Planning Issues Governor's Report

Table 4-10 presents a summary of residential units in building permits for the six-year period from 2014 to 2019, by county in Delaware. During this time, a total of 36,709 residential units were issued building permits by local governments in Delaware. Sussex County has consistently seen the highest number of residential building permits, with over 60 percent (4,099) of the total in the most recent year (2019).

Table 4-10. County Residential Building Permits

Jurisdiction	2014	2015	2016	2017	2018	2019	Total
New Castle	1,889	2,136	2,191	1,979	1,313	1,647	11,155
Kent	986	903	1,096	1,297	1,193	1,070	6,545
Sussex County	2,602	2,775	2,640	3,055	3,838	4,099	19,009
Total	5,477	5,814	5,927	6,331	6,344	6,816	36,709

Source: Delaware Office of State Planning Coordination, 2020 State Planning Issues Governor's Report

The city has several new single-family subdivisions in the pipeline. The table below includes a total of 253 new dwelling units from four different single-family subdivisions located within the city limits. Note these are counted when a building permit is approved then followed by a certificate of occupancy. This provides a snapshot of larger single family subdivision projects in the city.

Table 4-11. New Single-Family Subdivisions

Name	Location	Total Homes	Status
Mearfield	Herring Run Road	64	In Progress
Governors Grant	Atlanta Road	89	In Progress
Belle Ayre	Atlanta Road	64	In Progress
Virginia Commons	Virginia Avenue	36	Complete

Source: City of Seaford 2021

For calculating purposes, the 164 dwelling units were not included in the projected housing unit formula. The projection methodology included the following factors:

- Average household as 2.44 persons (2019 average of owner occupied/renter occupied in Table 4.4).
- Population projections for 2030 (9,103), 2040 (9,870), and 2050 (10,494) as state in Table 2-4 Population Projection in Chapter 2.
- Total 3,343 housing units as noted in Table 4-1 for Seaford in 2019.

The 2030-2050 City housing units needed based on population projections in Table 4-12 show that 958 housing units will be needed based on increased population projections. It is unknown if the numbers in Table 4-11 were included in the total 2019 housing unit calculations (table 4-1) based on the construction timeframe. If the average trends of 40 new residential permits continue each year, the projected housing units will exceed what is needed; however, other factors will need to be considered such as demolitions, old housing stock occupancy, market values, construction costs, etc.

Table 4-12. Projected Housing Units

City of Seaford	2030		2040		2050	
	Projected Units ¹	Needed Units ²	Projected Units ¹	Needed Units ²	Projected Units ¹	Needed Units ²
Housing Units Needed	3,730	387	4,045	702	4,301	958

¹Units are the number of housing units projected, based on the population projections, divided by the average household size.

²is the difference in the number of housing units between the projection and the number estimated to be currently in existence.

Source: KCI Technologies, Inc. projections and estimates based on Delaware Population Consortium projections, 2020.

HOUSING OPPORTUNITIES AND RESOURCES

The city continually promotes a multitude of opportunities and resources for housing redevelopment and new development. This requires ongoing communication and involvement with several government agencies, organizations, investors, and property owners. This section highlights the successful City Downtown Development District initiatives and several resources and programs in regard to housing.

Downtown Development District

On June 5, 2014, the Delaware General Assembly Enacted Senate Bill 191 that authorized the establishment of Downtown Development Districts (DDD). The Act is designed to promote healthy and vibrant downtowns as critical components of Delaware's economic well-being and quality of life. One of the goals of this program in regard to housing includes leveraging resources of the state government to help build a stable community of long-term residents by improving housing opportunities. In January of 2015, Governor Markell announced Seaford was awarded the district designation.

Since achieving the district designation, the city has been very active in promoting the program incentives and resources. District information regarding eligibility and incentives for the DDD program can be located in Chapter 5-Economic Development, along with a detailed showcase of successful projects for residential, mixed use, and commercial uses.

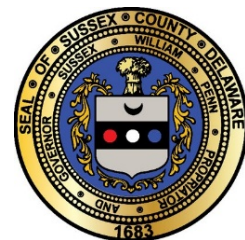
Resources

There are a number of resources available throughout the State for homebuyers, homeowners, foreclosure prevention, renters, development, landlords, supporting housing, and other programs. Sussex County and Delaware State Housing Authority (DSHA) are two prominent government agencies that provide signification housing programs and funding mechanisms. Both are further described below.

Sussex County Community Development and Housing

The County is committed to providing decent, safe, and affordable housing opportunities to people of low and moderate incomes in Sussex County. The County works closely with federal and state agencies, as well as local municipalities to meet the goals of preserving Sussex County's housing stock and promoting fair and affordable housing. Additional Department information can be found at the website link located here <https://sussexcountyde.gov/community-development-housing>

It is the policy of Sussex County to comply with the Fair Housing Act, as amended, and the Delaware Fair Housing Act by ensuring its officials, agents, and employees will not discriminate in any aspect of housing based on the following protected classes: race, color, religion, national origin, handicap/disability, familial status, sex, creed, marital status, age, sexual orientation, gender identity, or source of income.



The County administers or provides assistance with several programs and resources as shown below:

- Moderately Priced Housing Program
- Community Development Block Grant
- Sussex County Rental Program
- Affordable and Housing Resource Center
- Housing Opportunities and Market Evaluation Study (HOME Study)

The County hosts an ever-expanding affordable and fair housing online resource center available for the citizens of Sussex County. This resource provides information and resources regarding affordable and fair housing from the County, State and Federal government agencies. This website link can be found at this location <https://sussexcountyde.gov/affordable-and-fair-housing-resource-center>

Delaware State Housing Authority (DSHA)

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



DSHA provides loans and grants to both for-profit and non-profit housing sponsors; to make loans to mortgage lenders and require that they use the proceeds to make new residential mortgage loans; to apply for and receive subsidies from the federal government and other sources; and to issue its own bonds and notes. In addition to its role as the State's Housing Finance Agency, DSHA is unique in that it is also serves as a Public Housing Authority and acts as a Community Development and Planning Agency. As a Public Housing Authority, DSHA receives funding from HUD to build, own and operate public housing in Kent and Sussex counties, two of Delaware's three counties.

The Delaware Housing Search Tool, hosted by Delaware State Housing Authority (DSHA) is free and provides a statewide housing search tool, which provides a comprehensive list of publicly assisted properties for sale, as well as publicly assisted and market-rate rental units. The website is fully supported by a toll-free multilingual call center. The search feature allows individuals to search using a wide variety of criteria including income, accessibility features, proximity to services, and more. Additional information can be found as this website link: <https://delawarehousingsearch.org/Resources.html>

Housing Programs

Although not a comprehensive list, several housing programs are briefly outlined in Table 4-13. Please note these should be reviewed for updated program information after publication of this Plan.

Table 4-13. Housing Programs

Housing Program Resources
Community Development Block Grant (CDBG) —Sussex County administers the U.S. Housing and Urban Development Department’s (HUD) CDBG Program. The program’s objectives are to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low to moderate income. The program also requires that the home must be the primary residence of the homeowner and a permanent resident of Sussex County. Federal funding is managed through the Delaware State Housing Authority (DSHA) as applied for by the County on behalf of interested municipalities.

Delaware Emergency Mortgage Assistance Program (DEMAP)—DSHA provides emergency housing assistance to homeowners affected by the COVID-19 pandemic through DEMAP. The program assists homeowners who are at risk of losing their homes to foreclosure because of a pandemic-related job loss, reduced work hours, or unpaid leave.

Delaware Homeowner Relief—This program is a joint partnership between DSHA and the Delaware Attorney General’s Office and supports emergency homeowner assistance programs, housing counseling, educational outreach, Delaware’s mortgage mediation program, and mortgage fraud investigation and prosecution.

Delaware Housing Development Fund (HDF)—HDF is the State’s housing trust fund, designed to provide loan financing to developers of Low-Income Housing Tax Credit (LIHTC) projects. Loan financing is available to non-LIHTC developers who are interested in developing affordable or maintaining multi-family rental housing and/or special populations housing. The program provides grant funding to sponsoring agencies to develop affordable homeownership opportunities, housing support programs, and to assist with energy and accessibility improvements.

Delaware State Housing Authority (DSHA) Homeownership Loans—DSHA provides 30-year, fixed-rate loans with interest rates at or below the standard market rate for qualified buyers. Other loan programs being offered are Homes for Grads Program, Preferred Plus Program

Family Reentry Program (FTP) - Designed to allow Delawareans who have a recent history of involvement with the criminal justice system an opportunity to reunite with close family members who are living in housing subsidized by one of the State’s public housing authorities. Eligible applicants are permitted to remain as a guest of the public housing assisted household for a period of one or two years.

First State Community Action Agency (FS CAA) — This organization reaches out to low-income members in their communities, address their multiple needs through a comprehensive approach, develop partnerships with other community organizations, involve low-income clients in agency operations, and administer a full range of coordinated programs to have a measurable impact on poverty. They further offer a number of services including those for emergencies, families, youth, community, housing, training and employment, and seniors.

Habitat for Humanity Homeownership—Sussex County Habitat for Humanity partner families are qualified through an extensive application process that considers the family’s ability to pay a not-for-profit, affordable mortgage; demonstration of need for housing; and a willingness to partner by completing all program requirement.

Home Investments Partnership Program (HOME)—Sussex County administers HUD’s HOME Program. HOME provides formula grants to states and local governments to fund a wide range of activities, including building, buying, and/or rehabilitating affordable housing. It is designed exclusively to create affordable housing for low-income households. The program is offered statewide by DSHA and provides financial assistance to affordable housing providers. DSHA requires that HOME funds are earmarked for owner-occupied housing rehabilitation projects.

Housing Choice Voucher Program—DSHA administers the federal Section 8 Housing Choice Voucher Program in Sussex County, providing housing subsidies to eligible low-income individuals and families to rent privately owned dwelling units from participating landlords. Key program elements include participant enrollment in the State’s Moving to Work Program; participant payment of 30-35% of income for rent and utilities; household income no more than 80%of AMI; and working families, elderly (62 or over), and the disabled receiving preference.

Housing Preservation Grant (HPG) Program—The County administers USDA’s HPG Program to renovate owner-occupied units. It is a competitive grant that provides for the rehabilitation of homes for those with low incomes. Eligibility for HPG funding requires that the home be owner-occupied. The County focuses this funding on very low-income households. It is primarily used for small, owner-occupied housing rehabilitations and handicap accessibility.

Low-Income Housing Tax Credit (LIHTC)—The LIHTC program was created as part of the Tax Reform Act of 1986 and is the single largest source of funding for affordable multi-family rental housing. It is a federally funded, State-administered program. Almost all new affordable rental housing in the country participates in this program; it is also a critical source of funding for rehabilitation and redevelopment of affordable multi-family rental properties.

Multi-Family Mortgage Revenue Bond Program (MFMRB)—This Statewide program permits DSHA, through the issuance of tax-exempt mortgage revenue bonds, to finance the acquisition, new construction, or substantial rehabilitation of apartment complexes that are available for rent to low-income individuals and families. It allows both corporate and private investors to receive a fair return on their investment in affordable housing. The program allows individuals, as well as limited partnerships who own rental housing for low-income families, to utilize the credit.

National Council on Agricultural Life & Labor Research Fund (NCALL)—As a service provider for lower income households, NCALL offers pre-purchase counseling, financial education, and default and foreclosure prevention programs to the public. Assistance is provided to help locally based nonprofits develop multi-family housing projects, mostly apartments, through a variety of development services such as financial packaging, asset management, and organizational development.

National Housing Trust Fund (NHTF)—This affordable housing production program that complements existing federal, State, and local efforts to increase and preserve the supply of housing for extremely low- and very low-income households, including homeless families. HUD allocates HTF funds to states by formula annually. HTF funds may be used for the production or preservation of affordable housing through the acquisition, new construction, reconstruction, or rehabilitation of non-luxury housing with suitable amenities. All assisted units are required to have a minimum affordability period of 30 years.

Neighborhood Stabilization Program (NSP)—This program helps local jurisdictions purchase foreclosed or abandoned homes and rehabilitate, resell, or redevelop these homes to stabilize neighborhoods and stem the decline of house values of neighboring homes. The homes are then sold to low- to moderate-income homebuyers.

Section 811 Project Rental Assistance Program—This is a federally funded, project-based program designed to serve individuals with extremely low incomes and disabilities that qualify them for long-term care services as defined by the Delaware Department of Health and Social Services (DHSS). Eligible applicants must be referred to the DSHA-administered program by an approved service provider.

Stand by Me—Stand by Me partners with the Delaware State Housing Authority (DSHA) to guide people to homeownership. The organization provides one-one-one support from a financial coach to help interested parties meet the criteria needed to qualify for a mortgage. After working with a coach to become mortgage ready, Stand by Me provides referrals to a housing counselor to provide guidance through the purchase process and help access programs for down payment and settlement assistance.

State Rental Assistance Program (SRAP)—The SRAP is designed to assist low-income households in need of affordable housing. The State vouchers target populations that are especially vulnerable to homelessness (e.g., youth exiting foster care, individuals exiting long-term care institutions). Eligible households are those with incomes below 40% of AMI and meet a qualifying category. The State provides tenant-based rental assistance and assistance with utilities. Households contribute 28% of their income to rent and the program pays the difference.

Strong Neighborhoods Housing Fund (SNHF)—The SNHF is a State revolving fund to be used for the acquisition, renovation, and sale of vacant, abandoned, foreclosed, or blighted property throughout the State. The funds are targeted for efforts that support community development or transform neighborhoods that are experiencing blight or other forms of stress, including high crime.

Sussex County Emergency Repair Program—Sussex County provides Emergency Rehabilitation Funds to households in need of emergency housing repairs. Funding is prioritized for those individuals with disabilities, individuals 65 years of age or older, households at or below 30% AMI, and veterans. Some uses of the funding include repair or replacement of damaged pipes, creation of handicap ramps, heater

repair or replacement, installation or repair of water pumps, installation or repair of roofs, shower accessibility, and electrical work.

Sussex County Moderately Priced Housing Unit Program (MPHU)—In January 2006, Sussex County adopted the MPHU Program to combat the growing housing affordability crisis in the area. The program facilitates construction of moderately priced housing for people who live and work in Sussex County, provides incentives for developers to voluntarily construct moderately priced housing, and promotes an efficient and consistent regulatory environment.

Sussex County Sewer Grant Assistance Program—The County offers assistance of up to 2,500 to help with connections to a central sewer system. If approved, subsidies of up to \$200 per year are available toward sewer charges.

Sussex County Tax Exemptions—The County offers tax exemptions to qualifying residents that are disabled or over the age of 65.

COMMUNITY PARTICIPATION INPUT



HOUSING

The following community comments were provided for consideration in this Chapter:

- Affordable Housing (More of Outreach Events)
- Homelessness (Less of Outreach Events)
- How do you feel about the current amount of various housing types in Seaford? (Q12 Community Survey)

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
a. The City should increase its growth area and population base:	23.39% 98	31.50% 132	29.59% 124	9.55% 40	5.97% 25	419
b. Development should be encouraged primarily within the current boundary:	20.10% 84	40.19% 168	25.84% 108	9.09% 38	4.78% 20	418
c. Seaford should seek to annex new areas of land adjacent to current City boundaries:	15.27% 64	31.26% 131	27.68% 116	18.14% 76	7.64% 32	419
d. Seaford should annex gaps (enclaves) within the current City boundary:	26.56% 111	43.54% 182	21.53% 90	5.74% 24	2.63% 11	418



CITY POSITION

HOUSING GROWTH – The City strives to maintain a balanced housing inventory and prepare for future development, which supports all ages and income ranges, while providing options for rental and home ownership with single-family dwelling units remaining the dominant housing stock. Seaford recognizes the importance of having affordable, workforce and homeownership, housing options, while balancing existing housing stock and anticipating new development. Ongoing support continues for housing infill, redevelopment, and rehabilitation throughout the city. The City evaluates all new housing land development applications and annexations for infrastructure needs, inventory balance, appropriate land use and zoning, surrounding compatibility and compliance prior to consideration for approval by the Council.



GOALS AND ACTION ITEMS

CHAPTER 4 HOUSING

4 – 1	<p>Goal – Encourage a balanced range of housing types and homeownership opportunities for existing and future residents.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Work with Sussex County, Delaware State Housing Authority, and local developers for opportunities to provide work force housing options with new development.b) Continue to evaluate proposed housing development land applications and annexations with consideration to the balance of housing types, affordability, ownership, rental, and age.c) Continue to identify and work with existing property owners on redevelopment housing projects, vacant housing and infill lots with existing infrastructure.
4 – 2	<p>Goal – Improve the integrity of the existing housing stock through rehabilitation.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Promote rehabilitation projects and programs for older housing units by identifying projects for potential government assistance programs.b) Assist government agencies and organizations with educational awareness and promotion of housing rehabilitation programs.
4 – 3	<p>Goal – Continue to improve code complaint housing for safe occupancy and ongoing property maintenance.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Continue proactive communication with tenants and property owners for code compliance, occupant safety and preservation of the Community.b) Provide educational opportunities with the City Code requirements with an emphasis on property maintenance to property owners and residents.

CHAPTER 5 – ECONOMIC DEVELOPMENT

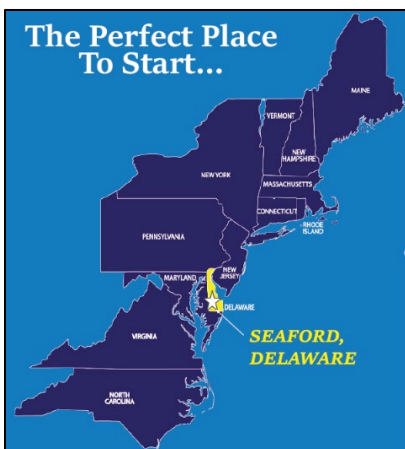
Economic development, broadly defined, refers to the creation of local wealth, seen through growth in jobs, income, and investment and supported by improvements in the social, built, and natural environments. This chapter addresses the future of Seaford's economy and includes policies and actions designed to enhance the City's competitive advantages. It includes the overarching goals of attracting new businesses, retaining and expanding existing businesses, and creating conditions for productive investment in areas of the City that have suffered from disinvestment or a lack of investment.

Seaford is very diverse. It offers the perfect mix of a small-town quality of life with an economically sound business climate. Although farming and the poultry industry are very important to Seaford, they do not constitute all of the business. Seaford became home to the world's first nylon plant in 1939. Since that time, the city has invested in three business parks and has been able to attract many more manufacturing businesses. The medical industry is also very prevalent in Seaford. With a state-of-the-art hospital and many local physicians, surgeons and specialists, Seaford offers first-rate, nationally recognized medical treatment to its residents and to those of neighboring communities.

Since the 2008 Plan, the Seaford School District has also recently undergone a multi-million-dollar renovation and modernization project that offers students educational choices in addition to the traditional path to a diploma in the way of Dual Enrollment and Advanced Placement courses. Students at Seaford have the opportunity to select a Career Pathway that they will participate in a minimum of three years of courses with the choices of, Culinary and Hospitality Management, Environmental and Natural Resource Science, K-12 Teacher Academy, Marketing, Manufacturing Engineering Technology, Public and Community Health, Naval Science (NJROTC), Jobs for Delaware Graduates, Pathways to Success, Fine Arts, and Performing Arts.

Of course, Seaford also has a prominent showing of retail businesses. Many restaurants and stores make Seaford a "hub" for tax-free shopping for many surrounding communities. All of these businesses make Seaford an "employment center" for Sussex County.

The City of Seaford has funded a Director of Economic Development and Community relations position continually for over 20 years. This staff member has the day-to-day assignment of developing business and economic development opportunities within the Seaford community. Seaford really is the "The Perfect Place to Start", here are a few reasons why:



- Within a four-hour drive to major metropolitan areas such as New York and Norfolk; within just two hours to Philadelphia, Baltimore, Washington D.C., and Port of Wilmington, DE.
- NO SALES TAX and one of the lowest in personal income and real estate property taxes in the nation.
- Stable work force
- Proactive business friendly city government
- Fully serviced Industrial and Business Parks located just one mile off U.S. Route 13

EMPLOYMENT AND LABOR

The 2019 American Community Survey (ACS) has gathered the City's employment status by age and gender and can be seen below in Table 5-1. Of the 6,140 residents in the City who are 16 years or older, 56.1% are female. In Seaford, employment falls mostly within the 25 to 54 age range with 2,052 residents employed out of the 2,731 in this age group.

Table 5-1. City Employment Status by Age & Gender

Category	Total	Male	Female	Category	Total	Male	Female
Population 16 and over	6,140	2,698	3,442	Population 55 to 59	517	259	258
In labor Force	3,834	1,800	2,034	In labor Force	319	143	176
Armed forces	0	0	0	Armed forces	0	0	0
Civilian labor force	3,834	1,800	2,034	Civilian labor force	319	143	176
Employed	3,538	1,665	1,873	Employed	319	143	176
Unemployed	296	135	161	Unemployed	0	0	0
Not in labor force	2,306	898	1,408	Not in labor force	198	116	82
Population 16 to 19	451	236	215	Population 60 to 64	606	217	389
In labor Force	249	100	149	In labor Force	335	74	261
Armed forces	0	0	0	Armed forces	0	0	0
Civilian labor force	249	100	149	Civilian labor force	335	74	261
Employed	249	100	149	Employed	335	74	261
Unemployed	0	0	0	Unemployed	0	0	0
Not in labor force	202	136	66	Not in labor force	271	143	128
Population 20 to 24	497	274	223	Population 65 to 69	392	176	216
In labor Force	426	239	187	In labor Force	132	76	56
Armed forces	0	0	0	Employed	123	67	56
Civilian labor force	426	239	187	Unemployed	9	9	0
Employed	365	178	187	Not in labor force	260	100	160
Unemployed	61	61	0	Population 70 years +	946	307	639
Not in labor force	71	35	36	In labor Force	104	63	41
Population 25 to 54	2,731	1,229	1,502	Employed	95	54	41
In labor Force	2,269	1,105	1,164	Unemployed	9	9	0
Armed forces	0	0	0	Not in labor force	842	244	598
Civilian labor force	2,269	1,105	1,164				
Employed	2,052	1,049	1,003				
Unemployed	217	56	161				
Not in labor force	462	124	338				

Source: 2015-2019 American Community Survey

As shown below in Table 5-2, there were 772 people employed in the education services, health care, and social assistance industry in 2019. This represents 21.8% of the civilian employed population over 16 years of age. The manufacturing industry represents 21.5% of the employed population.

Out of the total 3,538 civilian employed population, 2,479 or 70.1% are working in the following industries: educational services, health care and social assistance, manufacturing, arts, entertainment, recreation, accommodation and food services, and retail trade.

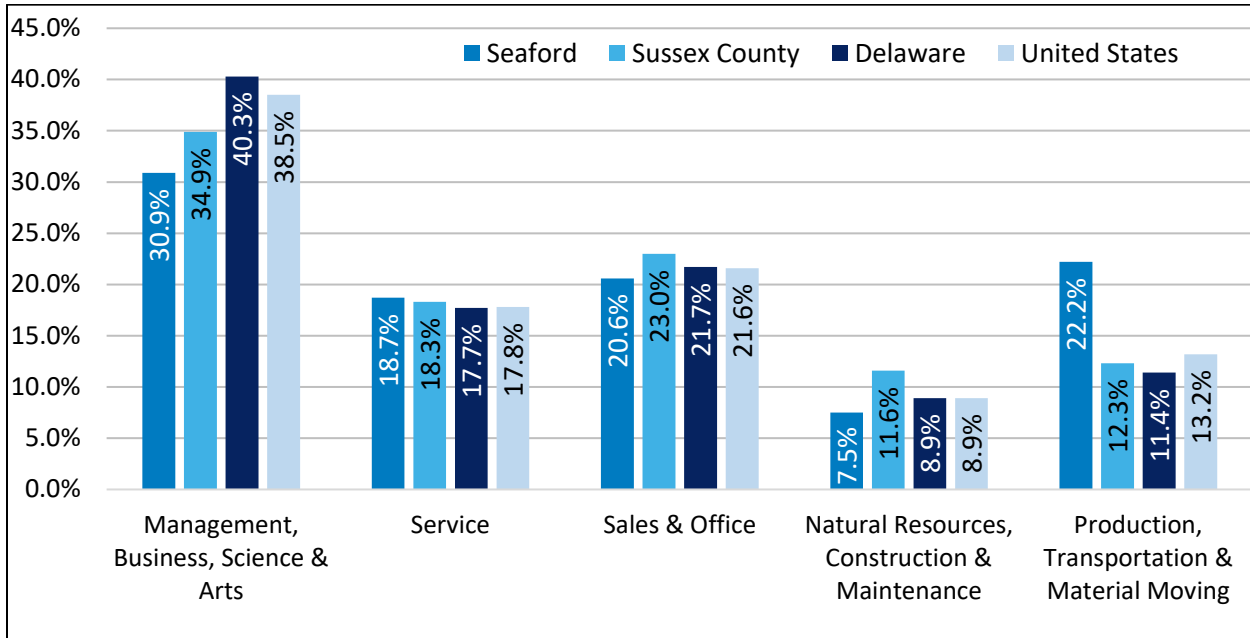
Table 5-2. City Employment by Industry

Industry	No.	%
Educational services, health care & social assistance	772	21.8%
Manufacturing	760	21.5%
Arts, entertainment, recreation, accommodation & food services	484	13.7%
Retail Trade	463	13.1%
Professional, scientific, management, administrative & waste management	244	6.9%
Transportation, warehousing & utilities	152	4.3%
Other services	120	3.4%
Finance, insurance, real estate, rental & leasing	101	2.9%
Construction	207	5.9%
Wholesale Trade	84	2.4%
Public administration	31	0.9%
Agriculture, forestry, fishing, hunting & mining	120	3.4%
Information	0	0.0%
TOTAL (civilian employed population 16 years and over)	3,538	100.0%

Source: 2015-2019 American Community Survey

The occupations Seaford’s residents hold differs from the County, State, and national percentages as shown in Figure 5-1 below. The percent of production, transportation, and material moving occupations are much higher, while the management, business, science and arts, natural resources, construction, and maintenance occupations are less. Service, sales, and office occupation percentages are relatively similar to the County, State, and nation.

Figure 5-1. Occupations by Sector



Source: 2015-2019 American Community Survey

Within the City limits, 18 businesses employ just a little over 3,000 people. Just outside the City limits, three additional large businesses employ a little over 200 people. The numbers shown in Table 5-3 do not include a large number of employees working for the State of Delaware, such as the service center, courts, etc. within the City limits.

Table 5-3. Top Employers

Large Employers located WITHIN City Limits			
Business Name	Location	# Employees	Business Type
Tidalhealth Nanticoke	801 Middleford Rd	1,036	Hospital
Seaford School District	390 N Market Street	525	Schools
ACTS Manor House	1001 Middleford Rd	253	Retirement Living
Trinity Logistics	50 Fallon Avenue	192	Logistics
Seaford Center	1100 Norman Eskridge Highway	164	Nursing Home
Lifecare at Lofland Park	715 King Street	152	Nursing Home
FedEx	161 Venture Drive	120	Shipping/Logistics
Food Lion	22954 Sussex Highway	98	Grocery
Lowes	22880 Sussex Hwy	60	Retail
City of Seaford	414 High Street	82	Government
Watson Marlow Flow Smart	103 Davis Drive	50	Manufacturing
Century Seals	503 Harrington Street	45	Manufacturing
Tidemark Federal Credit Union	1941 Bridgeville Highway	45	Banking
PENCO	1503 Stein Highway	40	Plumbing Wholesale
Wholesale Millwork	107 Park Avenue	40	Manufacturing
Con-way Central Express	104 Park Avenue	35	Shipping/Logistics
US Post Office	2001 Bridgeville Highway	35	Shipping
Coastal Cabinetry	400 Megan Avenue	35	Manufacturing
Large Employers located just the OUTSIDE City Limits			
INVISTA	25876 Dupont Rd	120	Manufacturing
Sussex Printing	24904 Sussex Highway	45	Printing
Peterbilt	9075 Dolby Drive	39	Automotive

Source: City of Seaford Data Staff 2021

INCOME AND POVERTY

According to Table 5-4, the average Median Household Income, Median Family Income, and Per Capita Income in the City in 2019 were below the National, State, and County average. In 2019, the median household income in the City was \$48,438 compared to the national average of \$62,843.

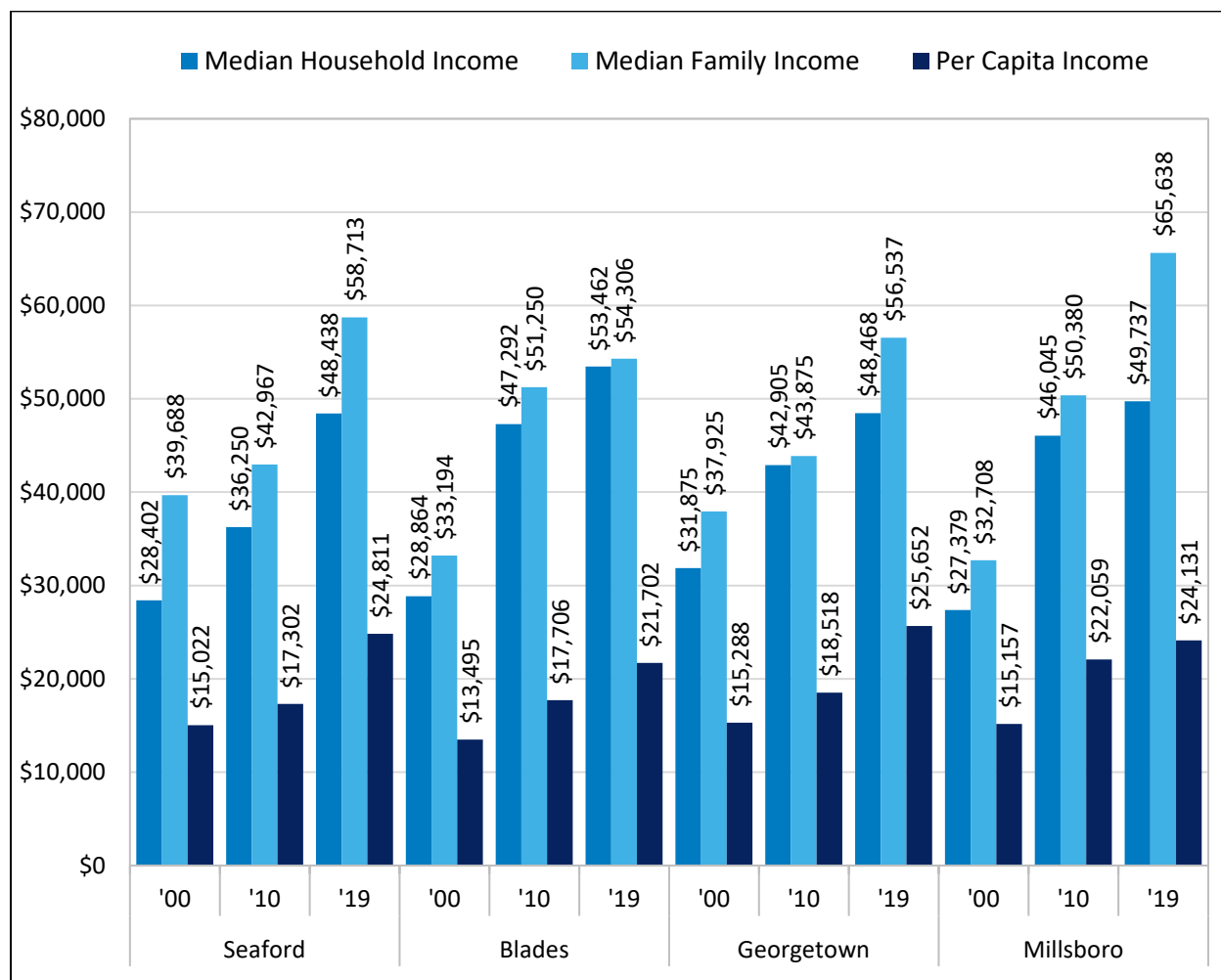
Table 5-4. Household, Family & Per Capita Income

Income	Amount in Dollars			
	Seaford	Sussex County	Delaware	United States
Median Household Income	\$48,438	\$63,162	\$68,287	\$62,843
Median Family Income	\$58,713	\$74,745	\$83,127	\$77,263
Per Capita Income	\$24,811	\$35,491	\$35,450	\$34,103

Source: 2015-2019 American Community Survey

Figure 5-2 provides a comparison between 2000 and 2019 with the city and three local municipalities. The City's median household, family, and per capita income has steadily increased between 2000 to 2019. There was a 70.5% increase in the median household income value in the City from 2000 to 2019 with a 33.6% change between 2010 and 2019. The City's per capita income also saw a spike of 43.4% during 2010 to 2019.

Figure 5-2. Income Comparisons



Source: 2000 U.S. Census, 2006-2010 & 2015-2019 American Community Survey

According to the 2015-2019 ACS, 16.6% of families in the City were living below the poverty level in 2019. This is over double that of the County at 7.4% and the State at 7.9%. Individuals 65 years and over below the poverty level is at 12.1% in the City while the County and State are far below that.

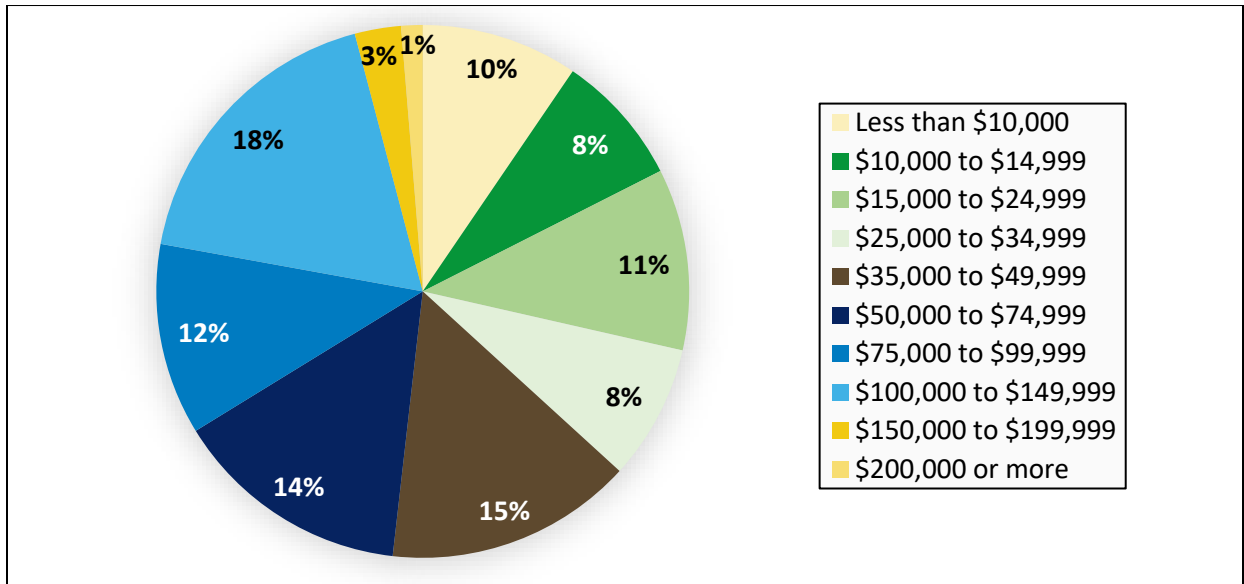
Table 5-5. Selected Income Distribution & Poverty

Category	Seaford		Sussex County		Delaware	
	No.	%	No.	%	No.	%
Households with annual income under \$25,000	869	28.5%	14,944	16.2%	59,274	32.9%
Households with annual income of \$100,000 or more	675	22.1%	25,398	27.7%	112,972	31.0%
Families below poverty level	16.6%		7.4%		7.9%	
Individuals below poverty level	18.3%		11.3%		11.8%	
Individuals under 18 years old, below poverty level	23.8%		20.6%		17.5%	
Individuals 65 years and over below poverty level	12.1%		5.8%		6.6%	

Source: 2015-2019 American Community Survey

As shown in the Figure 5-3, Seaford’s household income ranges from below \$10,000 to more than \$200,000. The largest income range is 18% within the \$100,000 to \$149,000 range. Around 44%, falls between the \$50,000 to \$149,000 range.

Figure 5-3. Household Income Range

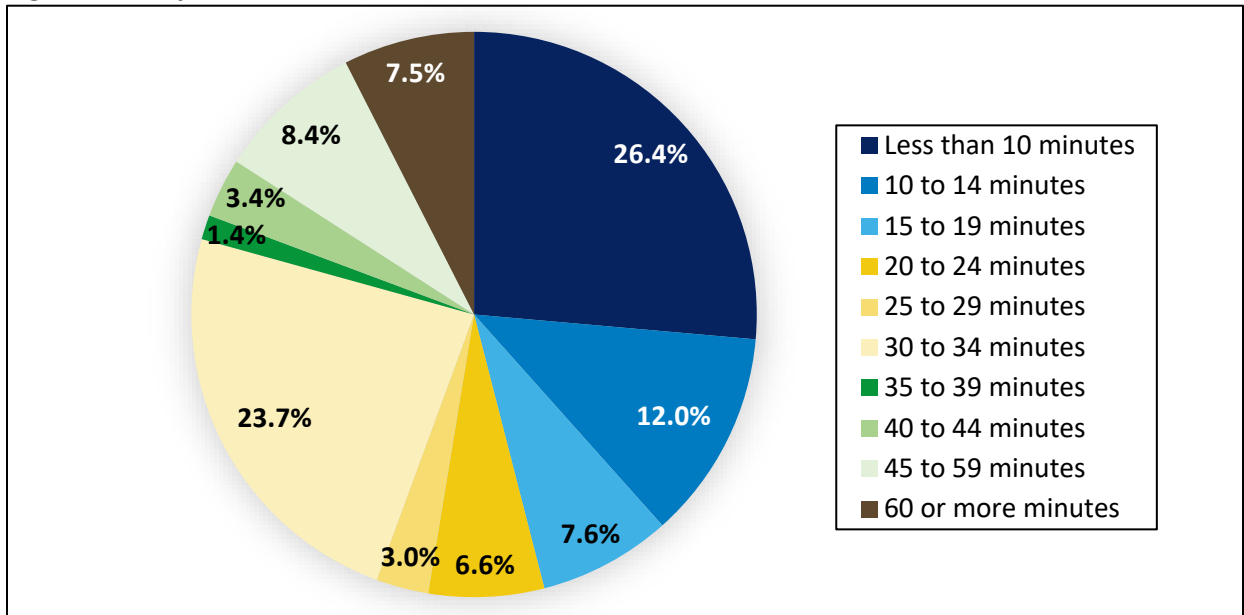


Source: 2015-2019 American Community Survey

COMMUTE TO WORK

The majority of the people in the City have a travel time to work less than 15 minutes. In the figure below it is shown that in 2019, the number of people with a commute under 10 minutes made up 26.4% of the total commuters to work while 12.0% traveled between 10 to 14 minutes. This accounts for 38.4% of the City's travel time to work.

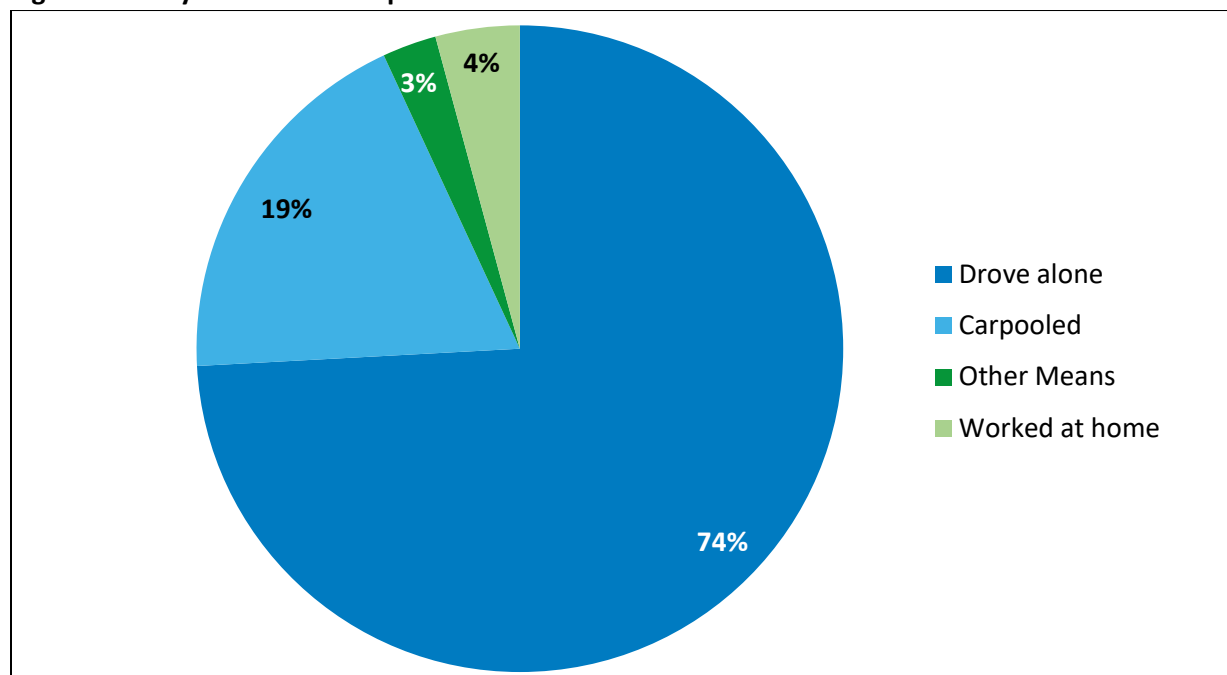
Figure 5-4. City Travel Time to Work



Source: 2015-2019 American Community Survey

The City's main means of transportation to get to work is to drive alone as shown below in the figure. Other means of transportation account for the remaining 26% of those traveling to work with more than half of the remaining carpool.

Figure 5-5. City Means of Transportation to Work



Source: 2015-2019 American Community Survey

DEVELOPMENT ACTIVITY

Since the 2008 Plan, the City has focused on economic development implementation areas to encourage new development and redevelopment throughout the City. Several studies and initiatives were conducted to assist in the success of several new large employers and businesses of all sizes as seen in the Tables below.

New Development

New development is vital to a community as it allows investors and developers to build new structures that meet the operational and consumer demands. Table 5-6 lists the 30 completed new construction development projects that have occurred since 2008 outside of the Downtown Development District.

Table 5-6 New Commercial Development

Name	Location	Type of Service
Addiction Medical	1309 Bridgeville Highway	Medical
Aquacare Rehab	15 Fallon Avenue	Medical
Century 21 – Home Team Realty	959 Norman Eskridge Highway	Real Estate
Ditch Witch	182 Kent Drive	Retail
Dollar General	701 N Porter Street	Retail
Duck-In Car Wash	9817 Spotless Street	Car Wash
Dunbar Armored MS	186 Kent Drive	Financial
Family Dollar	535 E Stein Highway	Retail
Flow Smart	213 Nesbit Drive	Manufacturing
Golden Eagle Diner	23412 Sussex Highway	Food Establishment
Gordy's Pub	22844 Sussex Highway	Bar
Herring Run Park Professional	Health Services Drive	Medical Buildings
Hoobers	6367A W Stein Highway	Retail

Little Ceasars	22802 Sussex Highway	Food Establishment
Nanticoke Immediate Care	100 Rawlins Drive	Medical
Nemours duPont Pediatrics	49 Fallon Avenue	Medical
Perdue Agribusiness Grain Elevator	1001 Nanticoke Avenue	Commodities
Petco	22966 Sussex Avenue	Retail
Polytechnic Resources	198 Venture Drive	Manufacturing
Popeyes	9085 Middleford Road	Food Establishment
Rite Aid	900 W Stein Highway	Retail/Pharmacy
Ross Station	585 N Market Street Extended	Event Center
Seaford District Library	600 N Market Street Extended	Library
Seaford High School Expansion	399 N Market Street Extended	School
Sherwin Williams	22840 Sussex Highway	Retail
Southern Dental LLC	703 Health Services Drive	Dental
Texas Roadhouse	22850 Sussex Highway	Food Establishment
Venture Business Park	Kent Drive	Warehouse
Wawa	22929 Sussex Highway	Convenience Store
WSFS	22820 Sussex Highway	Bank

Source: City of Seaford Data Staff 2021

Redevelopment

One the areas of concern with commercial growth is the balance between new development and redevelopment. Redevelopment reduces the number of vacant structures and can developed into lack of property maintenance as well. A key and ongoing focus for the City is to work with property owners and investors to repurpose, reuse and create employment for the community through redevelopment. Table 5.7 lists over 50 commercial redevelopment projects completed since 2008, located outside of the Downtown Development District.

Table 5-7 Commercial Redevelopment

Name	Location	Type of Service
Alpha Care Medical	1340 Middleford Road, Suite 401	Medical
Beachballs.com	402 N Porter Street	Retail
Carload Express	100 Industrial Park Boulevard	Railroad
Chick-Fil-A	22932 Sussex Highway	Food Establishment
Curiosity Shop	1100 Middleford Road	Retail
Cut N' Up Hair Salon	609 W Stein Highway	Hair Salon
Dairy Queen	9072 Middleford Road	Food Establishment
Dollar Tree	23395 Sussex Highway	Retail
Eagle Wingz	639B N Phillips Street	Food/Retail
Eastern Shore Metals	102 Park Avenue	Manufacturing
Food Lion	22954 Sussex Highway	Grocery Store
Harbor Freight	904 Norman Eskridge Highway	Retail
High Street Custom Framing	308 E Stein Highway	Retail
Hooper's Landing Golf Course	1019 Locust Street	Golf Course
Impact Graphics	415 Harrington Street	Sign Company
Jumbo China	22976 Sussex Highway	Food Establishment
La Luz Del Mundo Church	615 W Stein Highway	Church
LA Red Health Center	300 High Street	Medical
Lankfords Gun Shop	614 W Stein Hwy #2	Retail

Lexi & Co	1009 Norman Eskridge Highway	Hair Salon
Liberty Tax	614 W Stein Hwy #3	Services
Little Sprouts Learning Academy	126 N Shipley Street	School
Maria's Bella Cucina Italian Kitchen	22953 Sussex Highway	Food/Retail
Mariner Finance	22826 Sussex Highway	Financial
McDonalds	23500 Sussex Highway	Food Establishment
Mica's Bakery	810 Norman Eskridge Highway	Food/Retail
Nanticoke Automotive	750 Norman Eskridge Highway	Automotive
Nanticoke Senior Center	1001 Locust Street	Senior Services
Papa John's	22933 Sussex Highway	Food Establishment
Peninsula Home Health Care	22876 Sussex Highway	Medical
Pivot Physical Therapy	632 W Stein Highway	Medical
Pizza Hut	800 Norman Eskridge Highway	Food Establishment
Planet Fitness	800 Norman Eskridge Highway	Gym
Remax Above & Beyond	316 E Stein Highway	Real Estate
Seaford Community Swim Center	1035 W Locust Street	Pool
Seaford Music & Education Center	308 E Stein Highway	School
Sears Hometown Store	23392 Sussex Highway	Retail
Shore Tint & More	1602 Middleford Road	Tint Services
Showtime Power Sports	550 Rust Street	Retail
Smith Café	22939 Sussex Highway	Food Establishment
Spa Forest	411 N Shipley Street	Services
Starbucks	23481 Sussex Highway	Food Establishment
Stargate Diner	23415 Sussex Highway	Food Establishment
Steps for Hope	1380 Middleford Road	Community Facility
Sunny's Cleaners	211 W Stein Highway	Cleaning Services
Sussex Montessori	24970 Dairy Lane	Charter School
Teen Challenge	22941 Sussex Highway	Retail
Verizon Wireless	22770 Sussex Highway	Retail

Source: City of Seaford Data Staff 2021

DEVELOPMENT AREAS AND ADVANTAGES

Seaford has invested in infrastructure, planned for growth, and increased employment opportunities by assisting new commercial and redevelopment growth. Working with multiple economic development organizations, local businesses, realtors, investors, Sussex County and multiple State agencies, the City continues to lead the economic development charge in Western Sussex. In this section, several of the programs, incentives and planning areas will be further described.

Downtown Development District

On June 5, 2014, the Delaware General Assembly enacted Senate Bill 191 that authorized the establishment of Downtown Development Districts (DDD). The Act is designed to promote healthy and vibrant downtowns as critical components of Delaware's economic well-being and quality of life. The purpose is to leverage resources of the state government in a limited number of Delaware's cities, towns, and unincorporated areas in order to:

- Spur private capital investment in commercial business districts and surrounding neighborhoods;
- Stimulate job growth and improve the commercial vitality of such districts and neighborhoods;

- Help build a stable community of long-term residents by improving housing opportunities and building a diverse array of successful businesses; and
- Assist municipalities in strengthening neighborhoods while harnessing the attraction that vibrant downtowns hold for talented people, innovative small businesses, and residents from all walks of life.

In September of 2014, the City applied for the rigorous and competitive Downtown Development District Designation by the State of Delaware. In January 2015, Governor Markell announced the designations in downtown areas of Wilmington, Dover, and Seaford as Delaware’s first three DDDs. In 2016, five new DDDs were designated in Smyrna, Harrington, Milford, Georgetown and Laurel. Four more jurisdictions were added in August of 2019, they were: Clayton, Delaware City, Middletown, and New Castle.

The District (map shown to the right) is targeted as the High Street Corridor of the City that is located in the center of what was once Seaford’s bustling downtown. This area of approximately 74.10 acres. The area has a land use pattern reflecting the generally undifferentiated land uses of the historic nineteenth-century riverside community. This is a mix of mostly commercial, residential and institutional uses in the downtown. The area has had many tenants, landowners and uses over the years that varied from retail shops to office buildings, to places of worship.



This initiative with its collaboration between the City, the Office of State Planning and Coordination, the residents, business and property owners are implemented by the stake holders to place real improvements, jobs and growth in a strategic location within the City and Western Sussex County.

District Investment Incentives

The Downtown Development District Program envisions that State incentives, such as the DDD Grants, and local government incentives will work in concert with one another to produce a compelling, meaningful package. The idea is that potential "real property investors" (aka developers, homeowners, property owners, businesses) will be able to take advantage of these different incentives in a way that is most beneficial to their projects. Delaware State Housing Authority, works with State, Municipalities, and local partners to regularly evaluate impact, consider feedback, and incorporates improvements to ensure program success. Partnerships with Office of State Planning Coordination (OSPC) and Delaware Division of Small Business (DSB) have been particularly successful in bringing a variety of resources to District staff and potential Investors. Incentives are further being offered by Sussex County, State agencies and organizations. The State continually updates the variety of incentives for DDD projects, and they can be found here: <http://stateplanning.delaware.gov/ddd/incentives/index.shtml>.

The city is required to provide incentives to qualifying redevelopment and new development projects within the district during the duration of the State designation. The City offers the following incentives for eligible applicants:

- Reinvestment Tax Incentive
- C-3 Zoning Administrative Waiver
- Fee reductions

- Sidewalk loan
- C-3 Façade Improvement Program
- Water and Sewer Tap Fee Relief

The city has a dedicated DDD section under the Seaford Advantages areas on the website, it can be found here: <http://www.seafordde.com/index.cfm?ref=82500>

In addition to the City and County incentives, funding was allocated through the General Assembly to Delaware State Housing Authority (DSHA) for the purpose of establishing and administering the DDD Rebate Program. Investors who make Qualified Real Property Investments (QRPI) to commercial, industrial, residential, and mixed-use buildings or facilities may apply to DSHA for a DDD Rebate. The small and large project programs are described below:



- DSHA Small Project Grant Program - The Small Project Set-Aside is for program eligible investors that make Qualified Real Property Investments (QRPIs) between \$15,000 and \$250,000. Investors that make a \$15,000 or greater QRPI are entitled to a Grant in an amount equivalent to 20% of the QRPI up to \$50,000 per building or facility.
- DSHA Large Project Grant Program - The Large Project Set-Aside is for program eligible investors that make QRPIs in excess of \$250,000. Investors are entitled to a DDD Grant in an amount equivalent to 20% of the QRPI in excess of the Minimum Qualified Investment Threshold (MQIT) up to \$500,000 per building or facility. Grants in excess of \$500,000 will be calculated at a lower rate up to an additional \$1,000,000 for a maximum Grant of \$1,500,000. *Note: An Attestation of Costs by a Certified Public Accountant (CPA) is required for all Large Projects.*

The amount of private investment leveraged by state dollar spent ranks the top five districts as Wilmington, Milford, Seaford, Dover, and Smyrna. Seaford is the fourth highest receiver of rebate funding within the State. Table 5-8 shows how much state investments have leveraged from FY 2015 through FY 2020 in the small and large grant programs based on the annual DDD reports by the State.

Table 5-8 Downtown Development District Investments

District Funding FY 2015-2020	DDD Rebate	Private Investment	Large Projects	Small Projects
Dover	\$1,921,810	\$14,283,012	6	34
Georgetown	\$862,510	\$5,328,035	2	4
Harrington	\$530,132	\$3,155,636	1	16
Laurel	\$465,961	\$2,759,239	1	5
Middletown	\$254,490	\$1,800,000	2	0
Milford	\$2,620,280	\$21,492,917	7	31
New Castle (City)	\$181,834	\$950,471	1	0
Seaford	\$1,678,458	\$20,275,998	3	18
Smyrna	\$1,025,638	\$10,509,629	2	6
Wilmington	\$2,626,7874	\$549,332,950	56	22

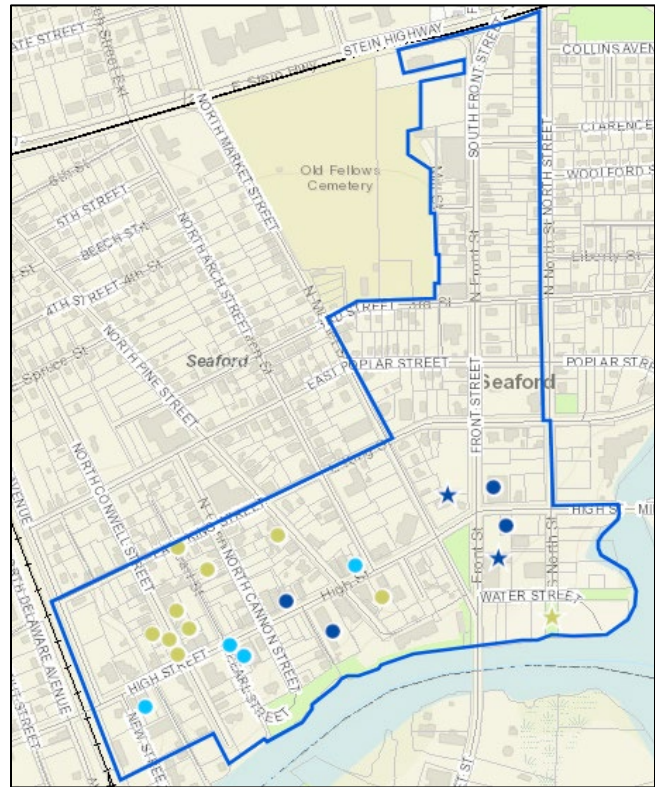
Source: State of Delaware, Delaware State Housing Authority, DDD Annual Reports (2015-2020) Note: Only Districts with activity were included in the table data.

Since Seaford was awarded the DDD designation, the program has been very successful with providing funding and incentives locally for many new and redeveloped projects. This can be contributed to the City’s intergovernmental coordination and marketing of the District programs as well as investor applications for program funding.

The City works with several business organizations, property owners, stakeholders, relators and investors to ensure the incentives and funding programs are known in advance of any land development application being submitted for approval within the district.

The Seaford map image and legend, obtained from the First Map webpage shows the project type and locations that participated in the DDD rebate program.

- ★ Large Commercial
- ★ Large Mixed Use
- ★ Large Residential
- Small Commercial
- Small Mixed Use
- Small Residential



The State hosts this interactive map website for all of the Districts. It can be found at this website link:

<https://delaware.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=c39125308a174d38980947d6ee3a30df>

Completed Commercial/Mixed Use Projects

Listed below are some of the DDD commercial and mixed-use completed projects since 2015.



Applicant: Nanticoke Memorial Hospital
Project Type: Large Project
Eligible Use: Commercial
Total Development Cost: \$892,561
DDD Grant Award: \$146,700
Project Description: Rehabilitation of former doctor's office located at 121 South Front Street utilized by Nanticoke Hospital.



Applicant: Two Farms, Inc.
Project Type: Large Project
Eligible Use: Commercial
Total Development Cost: \$3,998,000
DDD Grant Award: \$393,000
Project Description: An existing store and two condemned houses were demolished for a new store with fuel dispensaries located at 500 High Street.



Applicant: Mt. Olivet United Methodist Church
Project Type: Small Project
Eligible Use: Commercial
Total Development Cost: \$98,544
DDD Grant Award: \$19,709
Project Description: Replacement of roof on Church located at 315 High Street.



Applicant: C. Bryan Bennett Revocable Trust
Project Type: Small Project
Eligible Use: Mixed-Use
Project Cost: \$211,892
DDD Rebate: \$40,971
Project Description: Rehabilitated storefront and apartments at 117 High Street. The apartments received new windows, laundry in units, and updated HVAC systems.



Applicant: Nanticoke Hospital
Project Type: Small Project
Eligible Use: Commercial
Project Cost: \$ 34,405
DDD Rebate: \$4,081
Project Description: Rehabilitation of former doctor's office at 613 High Street to Nanticoke Hospital's Foundation and Marketing Department.



Applicant: Cranston Rentals, LLC
Project Type: Small Project
Eligible Use: Commercial
Project Cost: \$251,958
DDD Rebate: \$35,599
Project Description: Renovation of building to establish a food and beverage business located at 306 North High Street.



Applicant: Torales Rental Properties, LLC
Project Type: Small Project
Eligible Use: Mixed-use
Project Cost: \$270,370
DDD Rebate: \$50,000
Project Description: Substantial rehabilitation of mixed-use building for commercial and residential use located at 328 High Street.



Applicant: Craig de Mariana Aleman

Project Type: Small Project

Eligible Use: Residential

Project Cost: \$155,151

DDD Rebate: \$30,280

Project Description: Rehabilitation of mixed-use buildings located at 215 and 221 High Street. Residential apartment above multiple one office businesses in larger building and real estate firm in adjacent building.



Applicant: Old Town Hall Associates, LLC

Project Type: Small Project

Eligible Use: Commercial

Project Cost: \$121,837

DDD Rebate: \$24,367

Project Description: Rehabilitation of formerly vacant commercial space into a Connections Community Support facility to serve individuals with mental health and/or substance abuse issues. The property located at 105 North Front Street was converted into a community space by updating the HVAC system, creating meeting rooms, and opening up the main waiting area.

In addition to the DDD partially funded projects, the city has seen an increase in demand for commercial growth and redevelopment within the district. Listed below in Table 5-9 are the new commercial business development activity that has occurred since the city achieved the district designation.

Table 5-9 New Commercial Businesses (Downtown Development District)

Name	Location	Type of Service - Description
Aleman Investment Group	221 High Street, Suite 101	Services
Bae Skin Studio	221 High Street, Suite 107	Services
BL Transport Inc	221 High Street, Suite 106C	Logistics
Bodied Naturally	105 New Street, Suite 7	Services
Connections	105 N Front Street	Medical
Dona Maria's Pupusaria	117 High Street	Food Establishment
Every Fiber Coffee	306 High Street	Food Establishment
Fade by Fletch	130 High Street	Barber
Gallery 107	324 High Street	Art Gallery
Hard 2 Handle	304 High Street, Suite B	Food Establishment
Harmony Touch	215 High Street, Suite 107	Services
Herbalife	221 High Street, Suite 109	Services
Imperio Construction Services	221 High Street, Suite 101	Construction Services
Linda Vista Realty	215 High Street	Real Estate
Loyalty Benefit Group	202 High Street	Services
New Glam Artistry	221 High Street Suite 103/105	Hair Salon
One Way Insurance	221 High Street, Suite 102	Services
Parsells Funeral Home	609 E King Street	Funeral Home
Premium Tax & Business	221 High Street, Suite 108	Services
Royal Farms	500 High Street	Convenience Store
Seaford Executive Center	221 High Street	Office Complex
Step Your Barber Up	105 New Street	Barber

Telamon	221 High Street, Suite 104	Childcare
Tidal Health Business Office	121 S Front Street	Medical
Tidal Health Foundation Office	613 High Street	Medical
Twelve21 Hair Studio	130 High Street	Hair Salon
Wild Fern	401 High Street, Suite 102	Retail

Completed Residential Projects

In addition to the successful commercial and mixed-use projects mentioned above, the District has several completed residential projects as well. Two of the multi-family residential projects are described below in addition to several single-family rehabilitation and new construction projects noted in Table 5-10 as obtained from the State’s annual DDD reports.



Applicant: The Residences at River Place, LLC

Project Type: Residential

Total Development Cost: \$11,461,567

DDD Grant Award: \$700,000

Project Description: New construction of the third and fourth phases of two attached four-story apartment buildings with a total of 128 units.



Applicant: Zachary Parks

Project Type: Small Project

Eligible Use: Residential

Project Cost: \$70,072

DDD Rebate: \$14,254

Project Description: Converted a vacant house into a 4-unit rental property at 124 North Pine Street. The exterior was painted, and roof repaired. The interior rehabilitation included new ceilings, walls, flooring, plumbing, and doors.

Table 5-10. Downtown Development District Residential Projects

State Project ID	Address	Project Description
2017-02-SP-01	124 Cannon Street	Rehabilitation
2017-02-SP-02	117 North Conwell Street	Rehabilitation
2017-02-SP-03	105 North Conwell Street	Rehabilitation
2017-02-SP-07	110 North Conwell Street	Rehabilitation
2019-02-SP-01	215 East King Street	Rehabilitation
2019-02-SP-03	122 North Conwell Street	New Construction
2019-02-SP-04	106 North Conwell Street	New Construction

Gateway Park

A vision to create a more appealing entrance to the downtown district was formulated after an assessment was completed revealing that one of the biggest weaknesses involved the entrance to the downtown district. The Main Street Committee, City staff and leaders, and local businesses worked together to create Gateway Park. The creation of the park included several donations, hours of volunteers, community support, and City investments and coordination of services.

The Gateway Park grew from a vision to a plan then construction to completion. The design amenities include brick sidewalks, benches, trees, and a fountain. Several events are held in this location throughout the year, and it serves as an attractive entrance gateway to Downtown.

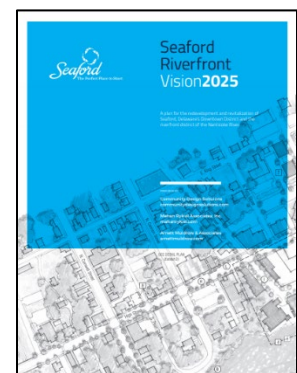
In addition, over the years the City invested along with additional funding resources completed several downtown enhancements, such as: new sidewalks, traffic signals, crosswalks, benches, landscaping, removal of overhead wires, new Christmas decorations and wayfinding signage.

Riverwalk

The Riverwalk plan will bring people on a regional level to shop, dine, and play in the Downtown district. This investment will have a positive economic impact in this area and is further described in Chapter 7- Open Space and Recreation.

Riverfront Vision 2025 Plan

The Seaford Riverfront Vision 2025 is a plan for the redevelopment and revitalization of Seaford, Delaware's Downtown District and the riverfront district of the Nanticoke River. The City of Seaford, along with the Seaford Chamber of Commerce, Seaford Tomorrow, and the Delaware Economic Development Office came together to craft a vision for downtown Seaford. The purpose of this vision was to harness the potential of downtown Seaford, and the unique character it provides, to push the momentum of the community forward and convert harness the power of current private sector investments to leverage longstanding public sector investment downtown to transform Seaford, Delaware into a destination.



In March 2016, the Community Designs Solutions of Columbia, South Carolina gathered over 150 citizens in focus groups and public meetings to craft the shared vision for the Plan. The Plan included an assessment of the existing area and embracing the new plus a variety short and long-term recommendations for both. The plan provided visual treatment strategies for vacant buildings, downtown design educational initiatives, façade grant program approaches, illustrative design guidelines, merchant and wayfinding street signage, historic map data, and a brand manual. This report can be found at this City website link <http://www.seafordde.com/pdfs/Seaford-CVP-Report-Final.pdf>

Since 2016, the city has implemented several of the recommendations identified in this plan, such as:

- Funding assistance and continued support for the façade improvement program.
- The Hospital renovated the “Miller Building” to blend with the look and feel of the downtown.
- The Seaford Tomorrow organization became an 501c3 and launched a new website to promote their efforts in support of the downtown.
- Designed and built a parklet, to allow for High Street business to extend their brick and mortar by providing a temporary outdoor extension.
- Uplighting was added to Gateway Park that allows for color changes in celebration/recognition of community awareness campaigns.
- New infill housing opportunities were realized through the construction of buildings 1 & 2 of the Residences at Riverplace.
- The city is working with DelDOT through the TAP (Transportation Alternatives Program) to implement some traffic calming measures and pedestrian improvements in and around Gateway

Park. The Gateway Park improvements and plan images are further discussed in Chapter 8-Transportation.

National Main Street America

The City of Seaford is recognized as a Main Street America Affiliate and remains active within the organization to stay abreast of the latest trends, challenges and program opportunities. Main Street America is a powerful network: the unique combination of grassroots dedication to comprehensively improving quality of life at the local level, integral support and expertise provided by Coordinating Programs at the city, county, and state level, and leadership and direction from the National Main Street Center (NMSC).

Main Street America is also a special mark of distinction recognizing that participating programs, organizations, and communities are part of a national movement with a proven track record for celebrating community character, preserving local history, and generating impressive economic returns.



The goal of this organization is to work with the community to revitalize the downtown into a thriving cultural and retail destination while maintaining its historic character. This organization provides several tools and resources for a successful live, work, shop, and play Downtown. The resources available include several trend studies, tools to help with several community events (farm to table, pop up events, scavenger hunts, Shop Local Saturday, First Friday/Saturday, Holiday promotions, etc.), resources for vacant building initiatives, funding opportunities and much more.

Reinvestment Incentive

On October 1, 1999, the City created a Reinvestment Ordinance to create an opportunity where property owners who wish to reinvest in the City of Seaford may apply for and, if qualified, be granted a sum of money to offer assistance for the startup costs associated with a new business. This Ordinance was further amended on February 14, 2006; November 12, 2007; and April 14, 2009. This program is offered to qualifying projects by meeting the criteria below:

1. Involves an existing building within the Seaford City limits or a proposed building within one of the designated Employment Centers.
2. Demonstrates substantial improvements to be made that will increase the appraised value of the property by 50% or more -or- will create substantial employment opportunities for residents of the greater Seaford area -or- results in a significant investment in property, plant and/or equipment in an Employment Center.
3. Has been recommended by the Economic Development Committee and approved by the Seaford City Council.
4. Organizations with non-profit status do not qualify. Recipients must remain for-profit, or they must remit the portion of funds not repaid or the city may establish a lean against the property.
5. The property owner must be in good standing with all city accounts at a zero balance within terms in order to receive the incentive.

The incentive includes the difference between the taxes based on the City assessment before and after the improvements will be multiplied by ten (10) (based on a ten-year abatement period) to determine a pro-rated amount to be distributed to the property owner(s) within one year of issuance of Certificate of Occupancy from the City of Seaford's Building Official. Additional contact and program information can be found on the City website link, located here: <http://www.seafordde.com/index.cfm?ref=82500>

Sidewalk Loan Program

A property owner who has received an estimate for sidewalk and/or curbing installation may apply for a 0% interest loan from the City, through the sidewalk loan program. The property owner's sidewalk and/or curbing installation must be in accordance with the City's established specifications. The maximum loan amount of three thousand dollars per property (unless the property is located on a corner lot, then the maximum amount of the loan shall be six thousand dollars) is to be reimbursed to the City by the Property Owner within four years of completion of the installation at no interest; payments are to be made at a minimum of four (4) annual installments of one-fourth (1/4) the total amount each year. For more information visit City website link, located here: <http://www.seafordde.com/index.cfm?ref=82500>

LARGE COMMERCIAL GROWTH

Ongoing collaboration and partnerships are key to successful commercial growth evolving into a range of local employment opportunities. Creating employment opportunities for the Community continues to be a top priority for the City. Economic development investments take time with proper infrastructure planning, an open for business leadership team, private and public partners, and open communication with investors and property owners. The economic development success and recent opportunities incorporated foresight from previous leaders in City positions, long standing intergovernmental relationships, investments in infrastructure, continual marketing, planning with several stakeholders and proper implementation with today's leaders and government staff.

There has been millions and millions of dollars invested in Seaford. Several infill and redevelopment projects have taken place that create a commercial size balance. Larger projects and employment opportunities include the Sussex Montessori School, The Residences at River Place apartment complex on the river, several large and small downtown development district projects, and the Oyster House Park along our waterfront. Listed below are large commercial projects currently in the pipeline.

Western Sussex Business Campus

Decades of visioning, investments, planning and partnerships have evolved into the evolution of a future employment area with larger scale businesses. The Western Sussex Business Campus, a proposed commercial, industrial and manufacturing complex planned for an over 100-acre property adjacent to the Ross Mansion. The city owns the land, which is located off Herring Run and Ross Station roads. The land is part of a larger 240-acre property where the City worked with the state of Delaware, dating back to the earliest days of the property acquisition, first with the initial appropriation of \$500,000 in the State Bond Bill in 1995.

Since then, much of the acreage has been developed in the past quarter century as the home of the Western Sussex Boys & Girls Club, the Seaford Sports Complex and Jay's Nest, the Seaford District Library, and many new businesses, including FedEx, Polytechnic Resources, Ditch Witch and more.

Even with those additions and development during the past 25 years, more than 100 acres of the original property purchased remains ready as prime real estate for commercial/industrial development. In 2019, the City received additional State Bond Bill funding in the amount of \$350,000 to begin the engineering design and construction of a commercial entrance and utilities. Having sites that are truly shovel ready are much more attractive to developers, as it significantly shortens the time from start of construction to open of business.

November 2019, the City presented the plan to develop the 100-acre parcel of land to the Sussex County officials requesting a partnership and investment for infrastructure within the complex. This plan falls in line with the Sussex County Comprehensive Plan to promote economic development and create employment opportunities in Western Sussex.

Sussex County Council voted in December 2020 to provide up to \$1.88 million in funding for necessary infrastructure improvements on the property for Phase 1A (50 acres). Under the approved proposal, the County will assist the City of Seaford in funding the necessary infrastructure improvements to the property. The improvements will provide the foundation for companies to locate to the park, bringing new jobs, increased property values, and direct and indirect economic effects to the area.

March 23, 2021, the City Council approved purchase and sale agreements with KRM Development Corporation for four lots in the Campus. This potentially could mean hundreds of employment opportunities. As part of the deal, the purchaser agrees to construct a 50,000-square-foot-minimum building on lots 1, 2 or 7 no later than 18 months after the closing on the property. KRM will construct a high-end building campus, typically brick or block-style buildings, with covenant standards that must be adhered to by business occupants.



On April 16, 2021, a groundbreaking ceremony (pictures below) was held for the Western Business Campus with several elected officials and the private/public partners for the project.



The City applied for the wastewater facilities construction permit in March 2021 to install a sanitary sewer pump station and approximately three thousand and twenty linear feet (3,020 LF) of two and half (2.5) inch diameter force main to serve the Campus. The proposed pump station will be located to the south of the intersection of Herring Run Road and Ross Station Road. The force main from the pump station, will be directed southwards and discharge into a new manhole on Ventura Drive.

AMAZON Distribution Center

In March 2021, NAI Coastal in partnership with the City of Seaford, brokered a lease to bring Amazon, one of the world's largest, most innovative companies, to the Delmarva Peninsula. The 'Big Five' corporation will occupy +/- 104,000 square feet and 12-acres of commercial land at 1700 Dulaney Street in Seaford, Delaware.

Upon completion of renovations, the new Amazon facility is expected to bring hundreds of full and part-time jobs starting at \$15 per hour to the City of Seaford. With parking for 550+ vehicles and convenient access to interstates leading to Washington D.C., Baltimore, Philadelphia and Wilmington, the Dulaney Street property is positioned to become one of the Eastern Shore’s leading distribution centers.



COMMUNITY PARTICIPATION INPUT
ECONOMIC DEVELOPMENT

The following community comments were provided for consideration in this Chapter:

- More brew pub, card shop, craft breweries, Green Turtle on the river, grocery stores, Italian bakery, larger retail, local recreational cannabis dispensary, local businesses, mall, outdoor dining, unique restaurants, small family hardware store, affordable movie theater, and business to produce. (More of Outreach Events)
- More redevelopment for the Nylon Capital Center and work with the Cordish Corporation (More of Outreach Events)
- More support of west side businesses (More of Outreach Events)
- More jobs like manufacturing and teen employment (More of Outreach Events)
- Less vacant commercial buildings (Less of Outreach Events)
- Less chain restaurants (Less of Outreach Events)
- How do you feel about the current amount of various commercial and industrial uses in Seaford? (Q13-Community Surveys)

	FAR TOO MANY	SLIGHTLY MORE THAN ENOUGH	ENOUGH	SLIGHTLY LESS THAN ENOUGH	FAR TOO LITTLE	TOTAL
a. Single detached retail and service buildings:	2.69% 10	5.65% 21	37.90% 141	38.71% 144	15.05% 56	372
b. Multiple attached retail service buildings:	3.23% 12	9.41% 35	47.58% 177	28.23% 105	11.56% 43	372
c. Large single retail chain stores:	3.48% 13	5.88% 22	27.01% 101	37.97% 142	25.67% 96	374
d. Shopping complexes (multiple stores anchored by a large store):	1.87% 7	6.68% 25	33.42% 125	31.55% 118	26.47% 99	374
e. Mixed commercial, businesses, and office:	0.27% 1	1.08% 4	45.68% 169	37.57% 139	15.41% 57	370
f. Offices, research, and development facilities:	0.27% 1	1.63% 6	31.44% 116	42.82% 158	23.85% 88	369
g. Building supply, contractor yards, equipment storage:	1.35% 5	6.76% 25	55.68% 206	27.57% 102	8.65% 32	370
h. Light industrial:	0.82% 3	3.27% 12	42.51% 156	34.60% 127	18.80% 69	367
i. Storage units and warehouses:	4.09% 15	10.90% 40	59.67% 219	20.44% 75	4.90% 18	367
j. Manufacturing:	1.35% 5	2.16% 8	22.16% 82	36.22% 134	38.11% 141	370

- 42.25% or 158 people feel commercial/retail growth should be directed to existing developed areas, 28.07% or 105 people chose Downtown, 16.31% or 61 people chose highway corridors and the remaining 13.37% or 50 people chose new commercial development areas (Q14-Community Survey)
- 58.97% or 186 people feel economic growth needs more attention in the City. (Q21-Community Survey)
- 39.83% or 141 people are concerned about local employment opportunities in the future (Q22-Community Survey)
- 59.38% or 209 people rated existing employment opportunities as extremely important, and 30.42% or 108 people felt the same about proximity to stores, restaurants and services (Q23-Community Survey)
- 73.33% or 11 people stated their business was not located in the Downtown Development District and 26.67% or 4 businesses are within the district. (Q14-Business Survey)
- 40% or 6 people are very satisfied with doing business in Seaford and 46.67% or 7 people are also very satisfied with the present location of their business (Q17-Business Survey)
- The top five major barriers or obstacle the businesses are facing today included public/safety/crime (46.67%), general operating costs (46.67%), availability of employees (40%), competition (33.33%), and insurance costs (33.33%) (Q19-Business Survey)
- How do you feel about the current number of various uses in Seaford? (Q21-Business Survey)

	FAR TOO MANY	SLIGHTLY MORE THAN ENOUGH	ENOUGH	SLIGHTLY LESS THAN ENOUGH	FAR TOO LITTLE	TOTAL
a. Locally-owned commercial:	0.00% 0	0.00% 0	0.00% 0	46.67% 7	53.33% 8	15
b. Small-scale commercial:	0.00% 0	0.00% 0	0.00% 0	66.67% 10	33.33% 5	15
c. Large-scale commercial:	0.00% 0	13.33% 2	26.67% 4	26.67% 4	33.33% 5	15
d. Shopping complexes (multiple stores anchored by a large store):	0.00% 0	13.33% 2	26.67% 4	40.00% 6	20.00% 3	15
e. Mixed commercial, businesses, and office:	0.00% 0	0.00% 0	13.33% 2	73.33% 11	13.33% 2	15
f. Offices, research, and development facilities:	0.00% 0	0.00% 0	13.33% 2	40.00% 6	46.67% 7	15
g. Building supply, contractor yards, equipment storage:	0.00% 0	0.00% 0	33.33% 5	40.00% 6	26.67% 4	15
h. Light industrial	0.00% 0	6.67% 1	26.67% 4	33.33% 5	33.33% 5	15
i. Storage units and warehouses:	0.00% 0	7.14% 1	78.57% 11	7.14% 1	7.14% 1	14

- Fifteen businesses rated where they feel commercial/retail growth should be directed. 86.67% stated existing developed areas, 80% stated business park, 78.57% for Downtown and 78.57% within the highway corridors (Q22-Business Survey)
- 80% or 12 businesses support the continuation of City policies that encourage downtown revitalization, while 20% or 3 businesses had no opinion (Q23-Business Survey)
- 53.33% or right businesses believe the current efforts of the City and other partners to revitalize the downtown have been successful, 33.33% do not believe they have been successful, and two businesses had no opinion (Q24-Business Survey)



CITY POSITION

CRITICAL COMMUNITY DEVELOPMENT ISSUES – The City of Seaford is dedicated to providing a balance of quality living and a working environment that will promote a mix of commercial development and employment opportunities while evaluating future infrastructure investment priorities.

REDEVELOPMENT POTENTIAL - The City continually monitors vacant structures and maintenance of properties to promote incentive-based program opportunities for continual occupancy and improvements while working with property owners, tenants, government partners, stakeholders, businesses, realtors, and local organizations has proven to be an effective and successful method that will continue with redevelopment opportunities and projects.



GOALS AND ACTION ITEMS CHAPTER 5 ECONOMIC DEVELOPMENT

5 – 1	<p>Goal – To promote a diverse and successful business environment in order to maintain existing businesses and grow new businesses throughout the city limits.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to promote the development incentives, programs and areas for redevelopment, new development, and property improvements. b) Monitor vacant commercial properties and promote redevelopment opportunities and programs. c) Continue to promote a business-friendly environment.
5 – 2	<p>Goal – Continue to support and expand Seaford’s designation as the primary employment center for Western Sussex County.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Leverage Seaford's designation as an opportunity zones for economic development. b) Continue to invest in City infrastructure along with project funding partners. c) Maintain the intergovernmental relationships to continue the success of joint opportunities and economic development
5-3	<p>Goal – Continue to preserve and promote Seaford’s Downtown area.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to administer and market the Downtown Development District initiatives and funding opportunities. b) Maintain partnerships with downtown business and historical associations for joint implementation projects.

CHAPTER 6 – HISTORIC & CULTURAL RESOURCES

The land at the head of the Nanticoke River has long been inhabited by mankind. The Nanticoke Indians and their ancestors have lived along the river for over 6,000 years. The first record of a European to explore the head of the Nanticoke, however, was in 1608 when Captain John Smith set out exploring the Chesapeake Bay and its tributaries. Development along the Nanticoke River was slow partly due to friction that developed between the Nanticoke Indians and the English settlers. Once the conflicts were resolved, development in the area flourished. All land in current western and southern Sussex County was first settled as part of Maryland. Seaford, along with Bridgeville, Greenwood, Middleford, and others, were all part of Dorchester County in the Province of Maryland. Blades, Laurel, and Concord areas, on the other hand, were part of Somerset County. The area shows a definite link with the British Isles.

The majority of the settlers into the Seaford area came from England; but Ireland, Wales, and Scotland are well represented. It is reported that an error in a map coordinate resulted in the east-west line of Delaware being from current Delmar to Fenwick. The original agreement had the east west line at the Cape Henlopen, not at the false cape. If the line had survived, Seaford would now be in Maryland. After many years in the courts of London, the boundary lines are as the surveyors Mason and Dixon defined in 1763.

The first record of any settlement in the area around Seaford was a very large tract of land identified as "Martin's Hundred". This 1,750-acre plot of land, bordered by the Nanticoke River and Herring Creek, was granted to Jeremiah Jadwin of Virginia on January 22, 1672. Despite development in the area, the river was the main highway for many years. It wasn't until 1720 that roads began appearing in court records. The primary industry of the area was agriculture, particularly the cultivation of tobacco, and the style of living was plantation. In addition to agriculture, however, evidence suggests that the area east of where Seaford now resides was a very busy bog iron area.

Innovation in agriculture developed through the efforts of William Henry Harrison Ross. Ross became Governor of Delaware in 1850 and had extensive holdings north of Seaford. Ross was in politics throughout his adult life, holding office from January 1851 to January 1885. His principal place of residence was an Italian Renaissance style mansion (which still exists today) in present-day Seaford that he built in 1850.

The Civil War brought division into the community of Seaford, but immediately after the war ended, the town received its charter and was incorporated on April 6, 1865 with a Councilman-Alderman form of government which is still in existence today.

This development is what shaped Seaford into what and where it is today. By the 20th century, Seaford was a town of some 2,000 people and had become one of the peninsula's most important economic sites. In 1925, the poultry industry became important as new methods of housing and feeding were introduced. The nature of farming changed from truck crops to grains and corn for chicken feed as Sussex County became the largest chicken-producing area in the world. In 1939, the DuPont Company chose Seaford as the site of the first Nylon plant in the world leaving Seaford known as the "Nylon Capital of the World".

Growth and flourishing still continue today as Seaford adds more quality businesses and people to its vibrant residence. With more than 500 retail stores and service-related businesses, a stable and respected local government, a diversity of residential developments, a modern hospital and numerous support

clinics, elderly care, fine schools and churches, many youth and adult extracurricular educational and recreational programs, numerous volunteer service organizations, and Seaford's location near the most pristine river and recreational beaches on the East Coast, it is little wonder Seaford is considered such a desirable place to live, work, and play.

The city is proud of its heritage and continues the historical representation with the creation of the official Seal of Seaford. The original City Seal was designed in 1961 by Gary R. Blake, a patrolman in the Seaford Police Department. Each part of the seal design was taken from the history of the City of Seaford and the State of Delaware, represented as follows:

- Ship - represents Seaford's original name "Hooper's Landing" and shipping on the Nanticoke River.
- Figure One - represents Delaware, the first State.
- Sheaf of Wheat - represents farming.
- Corn - represents milling industries, located in Seaford.
- Holly - represents the State tree.
- Nylon - represents the nylon industry.
- Diamond - represents Delaware, the "Diamond State."
- Chicken - represents poultry industry.
- Farmer - represents farming interest.
- Indian - represents the Nanticoke Tribe.



Two slight modifications to the original Seal were adopted by the City Council in 2003, one included adding the date of 1865 to the bottom of the Seal to reflect the date in which the "City of Seaford" was incorporated, and the other included changing the spelling from Capitol to Capital (this is the proper spelling).

Historic buildings and landscapes are visible reminders of an area's heritage. They illustrate the lives of people who lived and worked in a community before those in the present. Historic preservation emphasizes reuse, quality of life, and sustainable economic growth. It also provides cultural benefits through the preservation of historic structures and their cultural identify. Historic preservation can provide economic benefits by promoting the reuse of existing buildings and infrastructure, conserving resources, and revitalizing community centers, and can often encourage private investment in an area.

Seaford has a rich history that contributes to its community character and the quality of life within the City. Preservation of structures relating to that history will maintain and enhance the City's appearance and atmosphere, while serving as a reminder to citizens and visitors of the community's past.

HISTORIC RESOURCES

Historic preservation is a deliberate effort to maintain, restore, and protect buildings and surroundings that tell the story of a community's past. Successful preservation takes foresight, organization, and adequate funding. Government, non-profit advocates, local historical societies, and private citizens all play a role in preserving and promoting this heritage and unique character.

National Register of Historic Places

The National Register of Historic Places (NRHP) is the official inventory of the country's historic sites. It is administered by the U.S. Department of the Interior's National Park Service. Nationally, there are close to 100,000 NRHP-listed properties including districts, sites, buildings, structures, or objects recognized for

their importance in American history, architecture, archeology, engineering, or culture. In addition to federal properties with historic importance, the Register includes properties across the country that were nominated by governments, organizations, and individuals because of their importance to the nation, a state, or a community.

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

- *National Park Service* - The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. This resource provides general information regarding the process to apply, featured highlighted properties, and a national register research database all available online at the following website link: <https://www.nps.gov/subjects/nationalregister/index.htm>
- *State of Delaware, Division of Historical and Cultural Affairs / State Historic Preservation Office* – The State maintains the Cultural and Historical Resources Information System (CHRIS). CHRIS is a web-based mapping system, offering information on the state's historic places to residents and visitors, researchers, agency planners, private non-profits, and cultural resource consultants. In CHRIS, any user can: explore houses, districts, and National Historic Landmarks listed in the National Register of Historic Places, view National Register nominations and photographs, see how places have changed through aerial photographs dating back to the 1930s, see if buildings have been previously surveyed and digitally mapped in the system, and review boundaries of surveyed areas and download associated survey reports. This information can be found at this website link: <https://chris-users.delaware.gov/public/#/>

Within the Seaford City limits, there have been 17 sites recognized for their historical significance to Delaware and the nation by their inclusion on the National Register of Historic Places (NRHP). Map 13- Historical and Cultural Resources is located in the rear of the Plan and depicts these 17 historic sites. Table 6.1 listed below provides additional information to include the structures that are no longer standing.

Table 6.1 National Register of Historic Places

Properties within City Limits	Location	Built	CRS #	Listed
Building at 200--202A High Street	200--202A High Street	1910	S06987	1987-02-18
Building at 218 High Street	218 High Street	1885	S06987	1987-02-18
First National Bank of Seaford	118 Pine Street	1868	S00366	1987-02-18
Ross, Edgar and Rachel, House	413 High Street	1895	S07005	1997-09-11
Ross, Gov. William H., House	23669 Ross Station Road	1859	S00197	1977-10-28
St. Luke's Protestant Church	202 North Front Street	n/a	S00362	1977-10-28

Properties within City Limits	Location	Built	CRS #	Listed
St. Luke's Protestant Episcopal Church & Cemetery	202 North Front Street	1843	S00258	1977-10-28
Seaford Railroad Bridge	S Delaware Ave, S end, over Nanticoke River	1890	S00747.003	1978-06-15
Seaford Railroad Station	S Delaware Ave, S end, E side of railroad, at Nanticoke River	1905	S00747.001	1978-06-15
Seaford Station Complex	S Delaware Ave, Harrington St, New St, and Nanticoke River, SE side, roughly bounded	n/a	S00747	1978-06-15
Sussex National Bank of Seaford	130 High Street	1887	S06978	1987-02-18
Demolished within City Limits	Location	Built	CRS #	Listed
J.W. Cox Dry Goods Store	214 High Street	1865	S06986	1987-02-18
Building at High and Cannon Streets	High Street and Cannon St, SE Corner	1885	S06990	1987-02-18
Burton Hardware Store	407 High Street	1870	S00385	1978-04-20
Lawrence	Front St (Rt 13A), W side, S of Herring Run Rd (Rd 534)	1840	S00194	1978-05-21
Robinson, Jesse, House	613 High Street	1810	S00364	1982-08-26
Seaford Freight Station	S Delaware Ave, S end, W side of railroad, at Nanticoke River	1905	S00747.002	1978-06-15
Properties near City Limits	Location	Built	CRS #	Listed
Hearn and Rawlins Mill	Bridgeville Hwy (Rt 13A), W side, N of Hearn's Pond Rd (Rd 544)	1880	S00213	1978-05-22
Maston House	21469 Atlanta Rd (Rd 30)	1720	S00261	1975-03-31

Source: National Register of Historic Places Database from First Map (Dated 05/21/2020)



118 Pine Street



200-202A High Street

National Register Historic District

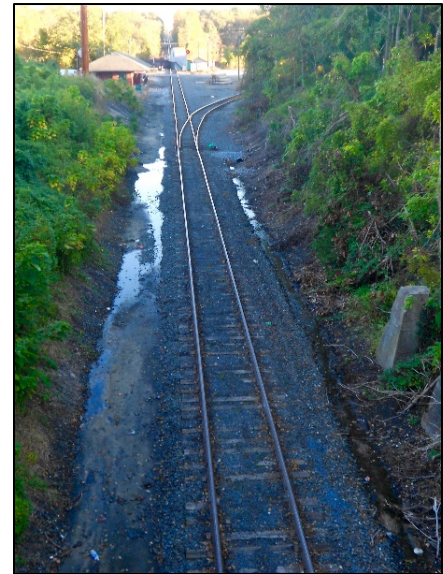
Groups of closely located properties can be listed together on the National Register as a historic district. This should not be confused with the historic district that a municipality can establish and regulate through its zoning ordinance or other special purpose ordinance. National Register sites may or may not be part of locally created historic districts. National Register sites outside of local historic districts are not subject to the restrictions on renovation and demolition that municipalities attach to properties within local historic districts. National Register status by itself does not legally prevent property owners from doing what they want to their properties, including demolition.

Seaford currently has one area on the National Register District known as the Seaford Station Complex as shown on Map 13-Historical and Cultural Resources. The Seaford Station Complex is a historic railway station complex and national historic district located the city limits. It includes two contributing buildings and two contributing structures and considered an outstanding example of a turn-of-the-20th century, unaltered, small-town railroad complex in Delaware. They are the Seaford Railroad Station, Seaford Freight Station, the Nanticoke River moveable railroad bridge, and mainline railroad tracks.



The Seaford Railroad Station is brick rectangular building with a large, bracketed overhang, built about 1905. The Seaford Freight Station was built about the same time and has been demolished since being placed on the list. The Nanticoke River moveable railroad bridge is an iron through-truss structure carrying a single track. It was built about 1890 by the Pencoyd Bridge and Construction Company of Pencoyd, Pennsylvania.

The main line track north of the depot was double tracked just before World War I. Built in 1856, the rail station is a reminder of the importance of the railroad to the Western Sussex area. After it was built, new trade routes opened northward, and these new routes helped to change the character of the area's agricultural production. In addition, any town that secured a rail station was guaranteed designation as an important trade center. Seaford benefited from the resulting prosperity. The original station was destroyed by fire in the early 1900's. The second station, still in use today, was built in 1902 adjacent to the site of the old station. Originally, the railroad was used for passenger, freight, and mail service. Passenger service was discontinued in 1965. The freight trains were used to carry local produce, goods and seafood. Today, the railroad is used mainly to haul local grain, chemicals, liquid propane, coal, wood, and supplies for the Invista plant.



Local Historic Information

Seaford Historic District

The City of Seaford does not have a local Historic District; however, several structures are eligible for the National Register of Historic Places. While the City is not interested in pursuing such a designation at this time due to lack of property owner support and existing conditions of the eligible structures, it does have an interest in protecting the downtown's historic character and surrounding area. The City is supportive to individual property owners seeking placement on the National Registry. An inventory of potential structures can be found in the State's database, located here <https://chris-users.delaware.gov/public/#/>

Seaford Historical Society

The Seaford Historical Society was organized in 1972. The Society’s mission is to “Preserve, Protect and Present Seaford History” and is a non-profit organization under Sec 501(c)3. This organization provides a wealth of knowledge and resources to the Community. Pictured to the right is the Seaford Museum, which is managed by the Society. Additional information regarding the organization was previously provided and can be found in Chapter 3 under Community Services.



State Historic Preservation

Delaware Division of Historic & Cultural Affairs (DHCA)

DHCA is the State’s historic preservation agency as previously mentioned in this Chapter regarding the Cultural and Historical Resources Information System (CHRIS) web-based mapping tool. DHCA’s main responsibilities are to operate State-owned museums and other historic State-owned properties; conserve the State’s collection of historic documents, fine arts, and other memorabilia; prepare and participate in exhibits, special events, and educational programs; identify, study, and preserve historic buildings, districts, and landscapes including archaeological sites and their contents; provide information on tax credits and other funding incentives for rehabilitating designated historic buildings; work with others to administer State and federal regulations that protect designated historic places; and maintains web-based mapping system that provides assistance with project and historic preservation planning.

HCA provides an annual report that includes updated information in regard to the race and equality initiatives, virtual program, preservation, volunteer programs, planning for the next year, and general Division information. This is a good resource for Statewide information that may have an impact or potential partnership with local municipalities. The 2020 Annual Report included a new area regarding the response to the Covid-19 pandemic and services, mentioned and further located at this website link <https://history.delaware.gov/wp-content/uploads/sites/179/2021/04/2020-Annual-Report-8th-compressed-1.pdf>



Delaware State Historic Preservation Office (SHPO)

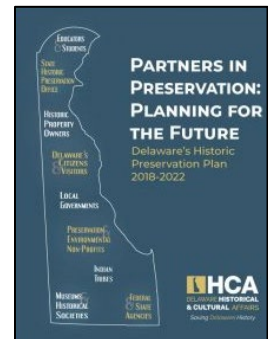
SHPO’s Director, with advice from the State Review Board and State staff, is responsible for evaluating historic significance of properties nominated for the National Register of Historic Places; deciding who will receive federal Historic Preservation Fund monies awarded to the State; administering local compliance with federal regulations that require an assessment of potential effects when federal money is to be spent on a project located near a National Register-listed site; and administering the State’s Tax Credit Program. In Delaware, the State Historic Preservation Office (SHPO) manages the joint partnership and supports preservation initiatives in communities throughout the state. As part of its work, the SHPO updates the State Historic Preservation Plan every five years.

Delaware’s Historic Preservation Plan

Released in August of 2018, the “Partners in Preservation: Planning for the Future—Delaware’s Historic Preservation Plan, 2018–2022” provides a guide for citizens, organizations and agencies working together to preserve Delaware’s heritage for the future. This plan was written by members of the division’s State

Historic Preservation Office working with consultant Heritage Strategies, and with input from preservation professionals, non-profit organizations and the public.

The plan encourages advocates to be informed, share resources and take action. Notably, the plan emphasizes the importance of potential partners that could assist in this work and encourages building on common interests among a variety of stakeholders. It is focused on developing tools and information needed to help guide growth and change in ways that sustain and enhance the state's character and quality of life. In this work, the plan complements Delaware Strategies for State Policies and Spending, developed by the Delaware Office of State Planning Coordination to coordinate land-use decision-making, as well as other statewide and local planning efforts.



The plan outlines six broad goals for the next five years and suggests specific strategies and actions that can help achieve those goals. The goals are listed below:

1. Strengthen and expand Delaware's core federal/state historic preservation program to provide a solid foundation for preservation initiatives throughout the state.
2. Enhance or establish relationships among government programs that impact historic preservation, raising awareness of common goals that support preservation and appropriate treatment.
3. Encourage inclusion of historic preservation values as a best practice in landscape and community planning as a means of recognizing the contribution of historic resources to community character and quality of life.
4. Concentrate upon the support of grassroots historic preservation initiatives in communities throughout the state.
5. Strive to make the best possible information on Delaware's historic resources widely available to agencies, communities, stakeholders, and the general public.
6. Broadly communicate the value of Delaware's historic resources and the means through which they can be preserved and enhanced.

As a requirement for receiving Delaware's annual portion of the federal Historic Preservation Fund, administered by the National Park Service, the division is responsible for coordinating the preparation and development of a comprehensive, statewide historic preservation plan and for updating it at regular intervals.

The report further reports that in Delaware, 706 nominations have been approved for listing in the National Register of Historic Places, which include just over 10,000 properties, and there are 14 designated National Historic Landmarks. Between 2013 and 2017, 15 new nominations were listed in the National Register, including 4 churches, 7 dwellings, a store, 2 agricultural complexes, and a commercial historic district. The full Plan can be found here:

<https://history.delaware.gov/wp-content/uploads/sites/179/2019/02/2018-2022DelawareSHPOPlanSP.pdf>

Historic Preservation Organizations

While Seaford has a historical society to provide preservation initiatives, there are a number of organizations throughout the County, State, and nation that provide resources, technical assistance, and funding. Although not a comprehensive list, several resources are briefly outlined below in Table 6-2. Please note these should be reviewed for updated program information after publication of this Plan.

Table 6.2 Historic Preservation Resources

Historic Preservation Organizations and Programs
<p>Archaeological Society of Delaware The society is a non-profit organization founded in 1933 by avocational and professional archaeologists to study and appreciate the archaeological heritage of Delaware and the surrounding region. It remains a vibrant group of professionals and volunteers whose mission includes educating the public about the archaeology of the state and promoting interest and participation in archaeology and related activities.</p>
<p>Certified Local Government (CLG) Program Local governments that recognize the importance of historic preservation and its role in creating sustainable, economically viable communities are encouraged to pursue Certified Local Government (CLG) status. The CLG Program strengthens preservation efforts at the local level by providing technical and financial assistance, while encouraging successful preservation programs and practices. As part of the nationwide CLG Program, Delaware’s CLG Program is administered by the Delaware State Historic Preservation Office (DE SHPO) in partnership with the National Park Service (NPS).</p>
<p>Crystal Trust The Crystal Trust was created in 1947. It’s giving mainly goes to higher and secondary education and social and family services. These services include youth and child welfare agencies, family planning, and programs for the aged, the disadvantaged, and the homeless. In addition, they also support arts and cultural programs, health and hospitals, conservation programs, and historical preservation (FC, 2017).</p>
<p>Delaware Cemetery Board The Delaware Cemetery Board offers \$80,000 per year in grant money throughout the State through the Distressed Cemetery Fund to preserve and restore distressed cemeteries. "Distressed cemetery" means any land or structure used or intended to be used for the interment/entombment of human remains including facilities used for the final disposition of cremated remains whereby the owner lacks sufficient financial resources for the maintenance or preservation of said cemetery as determined by the Board. The maximum amount available from the Fund to each cemetery is \$10,000.</p>
<p>Delaware Community Foundation The Delaware Community Foundation began in 1986 as a result of concern that most fundraising was for current operating needs and none for endowments to meet future needs. The foundation helps communities and philanthropists focus charitable resources for the greatest community benefit statewide. The Foundation holds approximately \$235 million in charitable assets and is among the largest community foundations in the country (DelCF, 2017). Through the Foundation, people can donate to a number of funds that support historic preservation including funds for local historical societies, museums, and cemeteries.</p>
<p>Delaware Heritage Commission Created in 1972, the Commission became one of the principal agencies for the celebration of Delaware history. Their mission is to celebrate the history and heritage of the State. The Commission has accomplished this through the publication of books and history camp programs.</p>
<p>Delaware Historic Preservation Tax Credit Program The Delaware Historic Preservation Tax Credit Program is administered through the State and annually makes available \$5 million in State tax credits for projects approved under the program guidelines. The amount of the tax credit is equal to a percentage of the cost of the rehabilitation:</p> <ul style="list-style-type: none">• 20% for income-producing (depreciable) historic buildings, which increases to 30% when a project qualifies for the Delaware State Housing Authority’s low-income tax credits.• 30% for all other historic buildings (owner-occupied, residential buildings; non-profit-owned buildings, and church-owned buildings); and• Tax credits awarded to a project can be applied against the applicant’s State income tax or can be transferred, sold, or assigned to any person or corporation with Delaware income tax liability or to banks to be applied against their franchise tax liability. Applications for owner-occupied residential properties are limited to being awarded a maximum of \$20,000 every 24 months.

<p>Delaware Historical Society Founded in 1864, the Society’s mission is to serve as the Statewide, non-profit organization that preserves, explores, shares, and promotes Delaware history, heritage, and culture to strengthen the community. The organization houses the Jane and Littleton Mitchell Center for African American Heritage, which provides exhibits and other public outreach on African American history. The Society is a potential resource for other partnerships on preservation issues, statewide</p>
<p>Fair-Play Foundation The Fair-Play Foundation is one of the top giving foundations in Delaware with an annual giving of approximately \$590,000 (TGCI, 2017). They have previously supported historic preservation efforts in Sussex County.</p>
<p>Federal Highway Administration In 2013, the Advisory Council on Historic Preservation signed a new Programmatic Agreement with the FHWA for the State of Delaware. The agreement was developed to establish a more efficient approach to Section 106 compliance for Federal-Aid Highway projects in Delaware (ACHP, 2017).</p>
<p>Longwood Foundation Dedicated to the people, environment, and communities of Delaware and southern Chester County in Pennsylvania, the Foundation accepts grant requests from all organizations that have 501(c)3 status. Since 1937, the foundation has awarded grants to non-profits totaling over \$2 billion including grants to help restore historic buildings (Longwood Foundation, 2017).</p>
<p>National Trust for Historic Preservation NTHP is a privately funded non-profit organization dedicated to saving the country’s historic places. Their mission is to protect significant places representing diverse cultural experiences by taking action and inspiring public support. NTHP provides several recognition vehicles for individual donors. The largest levels include President’s Circle (annual gifts of \$1,000 or more), Chairman’s Circle (group of donors who annually contribute \$5,000 or more), and the National Trust Council (premiere annual donor contributing \$10,000 or more). (Saving Places, 2017)</p>
<p>Preservation Delaware, Inc. Preservation Delaware, Inc. is a Statewide, non-profit organization devoted to preserving Delaware’s historic and architecturally significant buildings. This group administers the Delaware Preservation Fund provides financial assistance to owners of historic properties. Assistance is usually in the form of mini-grants and rehabilitation loans. The Fund was created by Preservation Delaware and incorporated in December of 2000. Seed money for the Fund was provided through the generosity of the General Assembly of the State of Delaware and the Longwood and Welfare Foundations. The mission of the Delaware Preservation Fund is to preserve the architectural heritage and the historic built environment of Delaware, through financial assistance to owners of historic properties, through acquisition of unwanted and threatened properties, and through related support programs.</p>
<p>Sussex County Land Trust Each year, the Sussex County Land Trust raises money to preserve open space, including historic sites, with gifts from individuals, foundations, corporations, and through their partnership with the Sussex County Council. Additionally, their donated conservation easement program has grown significantly and contributes a large part of their land protection efforts</p>
<p>University of Delaware Center for Historic Architecture & Design (UDCHAD) UDCHAD addresses issues related to historic preservation through research, planning, design, and advocacy. UDCHAD surveys and documents historic buildings and resources in Delaware in an effort to create a cumulative record of the state’s architectural and cultural landscape. Since 1981, the program has documented more than 3,000 historic properties, mostly using student labor. UDCHAD also has a laboratory for analysis of material culture. The Center plays an important role in Delaware’s preservation community not only through the documentation of resources but also through preservation training and education of up-and-coming historic preservation professionals and as an influence on public policy.</p>
<p>USDA Rural Development Program/Small Business Program The U.S. Department of Agriculture Rural Development operates over 50 financial assistance programs for a variety of rural applications. They provide various types of grants and loans including funding to invest in the redevelopment of historic buildings (USDA, 2017).</p>

CULTURAL RESOURCES

The city is rich with Community spirit and is home to several annual community events. While several of these events support the local community, many of them also draw attendees from a regional area. The City and community organizations work together on planning and coordinating several of these events. These events promote inclusion, education, awareness and support for the Community. This list below is not all inclusive; however, it provides information on larger annual events held throughout the year.

Light It Up Blue, Autism Awareness

The month of April is Autism Awareness month, and the Community gathers together for an official ceremony and lighting event where everyone is encouraged to wear blue and help light up the community. Supporting the “Lighting It Up Blue” campaign is designed to color the world blue in an effort to increase awareness of the challenges faced by people with autism. This event is held the 1st Monday in April.



Easter Egg Hunt

The Seaford Parks and Recreation Department hosts an annual Easter Egg Hunt for the Community. The event takes place the Saturday before Easter weekend and is open to a variety of ages for the children. Program information can be found at this website link <https://www.facebook.com/seafordparksandrec>



Live for Chocolate

Live for Chocolate is an evening of fun, laughter and support that raises awareness and funds for women’s health in Sussex County. This event is held the first Friday in May. Women often care for so many others, putting themselves on the bottom of the “to do” list. This event allows the community to come together in fellowship, laughter and love to support and encourage one another to take care of each other while having a whole lot of fun! Every year, thousands of women are diagnosed with breast cancer. If diagnosed early, nearly all can be treated. Additional information can be found at this Facebook page: <https://www.facebook.com/LiveforChocolateSeaford/>



National Day of Prayer

This is a day for all members of the community to come and pray with several local pastors for our country. All denominations are welcome. The local event falls on the same day as the National Day of Prayer is observed in early May. Additional event information as it becomes closer to the event can be found on the City's Facebook Page, located here: https://www.facebook.com/cityofseaford/?ref=page_internal



Friday Night Live (Formerly 1st Saturday)

Hosted by the Seaford Tomorrow Organization, this fun community event includes live entertainment, refreshments, food vendors, and lots more! While bringing the Community together this event provides an opportunity to dine and shop locally to support the Downtown businesses. Event and additional organization information can be found here: <https://www.facebook.com/Seaford-Tomorrow-225514994148752/>



Nanticoke Riverfest

This one-day festival is held Downtown and has drawn a regional crowd since 1995. It is organized by a large volunteer Community committee and City staff. The day is jammed packed with shows, contests and games, pageants, games, food and community vendors, entertainment and the Annual Float in. Additional information can be found here: <https://www.facebook.com/NanticokeRiverfest/>



Eastern Shore AFRAM Festival

This Annual event is held on the second Saturday in August for over 25 years and draws a regional crowd. Held at the Seaford Sports Complex, the nonprofit organization hosts the event to bring the community together.

Attendees can enrich their body, mind & SOUL with a selection of cultural foods, fascinating exhibits, and free Live Music (Reggae, Jazz, Gospel, Blues/Soul, Calypso). Stroll among AFRAM's cultural vendors for some of the best foods, and exotic imports (African textiles, printed fashions, incense, jewelry & accessories, and natural beauty products; as well as fine arts/crafts (and books) from across the Diaspora. There's also a wealth of free information and networking opportunities available among AFRAM's Community Resource/Non-Profit vendors; wellness, education, family care, entrepreneurship, employment; government agencies & services. Additional event information can be found here: https://www.facebook.com/Eastern-Shore-AFRAM-Festival-107984022555975/?ref=page_internal



Memorial Day Parade and Service

The Annual parade route is traditionally throughout the city and service event is held at the Kiwanis Park, home of the Seaford Veteran's Memorial and organized by the Delaware American Legion Nanticoke Port 6. The memorial was installed in 1987 and is dedicated to the memory of those Seaford Community Veterans who died in the defense of our country. Every Seaford Resident who died in the conflicts between WW I and Iraq is listed. Additional event information can be found on the City website under the calendar tab as information becomes available and located here: <http://www.seafordde.com/index.cfm?ref=90100>



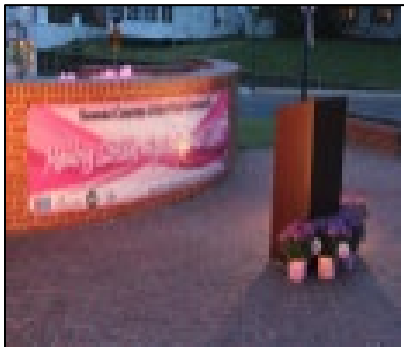
Seaford Community Night Out Against Crime and Drugs

This annual event is held in September and hosted by the City of Seaford Police Department. Enhancing relationships to grow and build a stronger, prosperous community is the purpose of this event. This event provides several demonstrations and displays from numerous agencies, live entertainment, food, and many give-a-ways. Additional event information as it becomes closer to the event can be found on the City's Facebook Page, located here: https://www.facebook.com/cityofseaford/?ref=page_internal



Pink Ribbon Breast Cancer Awareness Walk

This annual event is held the first Monday in October and invites the community to join TidalHealth Nanticoke’s Allen Cancer Center and the City of Seaford for the Pink Ribbon Breast Cancer Awareness Walk to “Turn Sussex Pink” and kick off Breast Cancer Awareness Month. The walk brings community members together to honor breast cancer survivors and remember those who lost their battle with breast cancer. Participants are encouraged to wear pink and are given pink lights to carry throughout the three-block walk along a lighted path from the front of the Allen Cancer Center to Gateway Park, which is decorated with pink lights and ribbons. The walk ends with a ceremony at Gateway Park and features cancer survivors sharing some of their experiences with the disease and survivorship. Additional information can be found on the city website as information becomes available and located here: <http://www.seafordde.com/index.cfm?ref=90100>



Halloween Parade

The Downtown Seaford Association hosts the Annual Halloween parade and party on the Wednesday that is a week prior to Halloween. There is a costume contest and goodies at the party, with trophies being awarded to costume winners.



Veteran's Day Service

The local annual event falls on Veteran's Day and is observed in November. It is held in Kiwanis Park to honor all Veterans, present and past. Additional event information as it becomes closer to the event can be found on the City's Facebook Page, located here: https://www.facebook.com/cityofseaford/?ref=page_internal



Caroling in the Park

The city hosts this event on the Monday after Thanksgiving in the Gateway Park to celebrate the holiday season. Live music and dance performances along with a special lighting of the City Christmas tree is a long-standing tradition. Each year a very special guest from the North Pole and some of his elves make an appearance! This is a fun-filled community event for all ages to enjoy. Additional event information as it becomes closer to the event can be found on the City's Facebook Page, located here: https://www.facebook.com/cityofseaford/?ref=page_internal



Christmas Parade

The Downtown Seaford Christmas Parade is held the first Saturday in December. This traditional event has been recognized as the largest Christmas parade on Delmarva. Additional event information as it becomes closer to the event can be found on the City's Facebook Page, located here: https://www.facebook.com/cityofseaford/?ref=page_internal



Mayors Right Choice Award

The Seaford Mayor provides an annual \$500 scholarship to a Seaford community high school senior who has made the right choices in life, exhibited a positive influence on the Seaford Community and maintained a drug free lifestyle. Pictured left to right below are the recipients for 2015, 2016, 2017, 2018 and 2020.



National Read Across America Day

Members of Council, City Staff, Police and Fire Departments visit the elementary schools to read to the children and to promote literacy.



Recognition and Observations

Some the previous and ongoing observations recognized and supported by the city throughout the year are noted below with the designated month:

- Law Enforcement Appreciation Day (January)
- Nationals Wear Red Day – American Heart Association (February)
- Black History Month (February)
- Rock Your Socks – World Down Syndrome Day (March)
- Read Across America (March)
- National Agriculture Day (March)
- National Doctors Day (March)
- Earth Day – Support Environmental Protection (April)
- National Telecommunication Week (April)
- Lineman Appreciation Day – Delaware Municipal Electric Corporation (April)
- National Public Works Week – American Public Works Association (May)
- Teacher Appreciation Week (May)
- Parks and Recreation Professionals Day (July)

- Back to School Supply Drive (July-August)
- Thank a Police Officer Day (September)
- Welcome Back to School Event (September)
- Public Power Week – American Public Power Association (October)
- World Kindness Day (November)
- Pancreatic Cancer Awareness (November)
- Thanksgiving Turkey Drive and Give Away (November)
- Support Our Troops Care Package Campaign (as needed)



COMMUNITY PARTICIPATION INPUT
HISTORIC AND CULTURAL RESOURCES

The following community comments were provided for consideration in this Chapter:

- 93.35% or 371 people support the establishment of a Historic District (Q16-Community Survey)
- 61.31% or 367 people stated lack entertainment options (Q20-Community Survey)
- More entertainment for all income ranges and ages (More of Outreach Event)
- More educational community events (More of Outreach Event)
- More promoting of historic culture and heritage (More of Outreach Event)



GOALS AND ACTION ITEMS
CHAPTER 6 HISTORICAL AND CULTURAL RESOURCES

6 – 1	<p>Goal – To preserve and enhance Seaford’s historic heritage.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Encourage the use of federal and state tax credit programs for restoring historic buildings. b) Assist government agencies and organizations with educational awareness and promotion of historic rehabilitation grants and programs. c) Promote educational tourism that is built on the City’s heritage, arts and culture, and recreation.
6 – 2	<p>Goal – Continue to support events and activities promoting inclusion for all ages, incomes, special needs, and race within the Community.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Increase communication and collaboration with community organizations to promote and host inclusionary events with for all City citizens.

CHAPTER 7 – OPEN SPACE & RECREATION

The largest natural recreational amenity in the area is the Nanticoke River and its many tributaries. People come from all around to go boating, canoeing, fishing and enjoy all the forms of water sports. Several years of planning, successful partnerships, and existing natural feature opportunities have evolved Seaford into one of the largest recreational providers in Western Sussex.

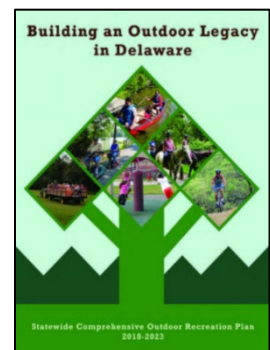
This Chapter supports the large inventory for parks and recreation within the city and the priority to keep the Community healthy, active and involved to the level in which they desire to achieve. The private and public partnerships are key to the success in providing the Community with these services.

PLANNING

In this section you will find additional information on two key recreational plans, known as the Statewide Comprehensive Outdoor Recreation Plan and the City Riverfront Vision 2025 Plan. Several items have been implemented since the 2008 Comprehensive Plan.

Statewide Comprehensive Outdoor Recreation Plan

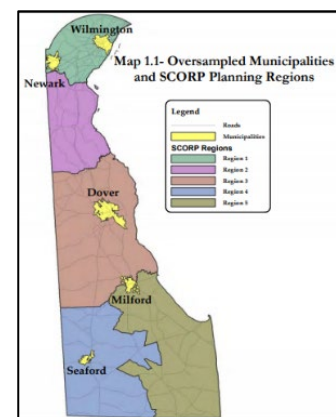
Building an Outdoor Legacy in Delaware is a planning and policy document that identifies needs in outdoor recreation throughout the state. Identification of these needs guide the investment of funding for outdoor recreation, specifically in the distribution of Federal Land and Water Conservation Trust Fund (LWCF) and Delaware Outdoor Recreation, Parks, and Trails Program (ORPT) monies, as well as other public and private funds. In order to remain eligible to receive LWCF grants, states are required by the Land and Water Conservation Fund Act, through administration by the Department of Interior, National Park Service, to develop a Statewide Comprehensive Outdoor Recreation Plan (SCORP) every five years.



Importantly, the document includes tools and references for a variety of partners to better understand how Delawareans participate in outdoor recreation activities, rate facilities, and their preferences for funding projects and programs. The SCORP also includes valuable information on digital inventories of outdoor recreation lands and amenities, geospatial level of service analyses, and ties to public health and the economy.

The SCORP has a statewide focus and includes extensive inventory data and utilized a public survey to help measure outdoor recreation preferences. Consequently, recreation resources, needs, and goals are identified on a regional basis rather than at the municipal level. Additional surveys were conducted a separate analysis for five municipalities, Seaford was one of them. This municipal oversampling was done to gain a better understanding of outdoor recreation patterns and demands in a smaller geographical area.

For the purpose of refining data and research findings, Delaware was divided into five planning regions. Seaford is located in SCORP Planning Region 4 (Western Sussex County), which represents a regional population of 75,299.



In developing and researching the findings reported in the 2018 SCORP, the planning process discovered changes in recreation and growth trends, community needs, and landscape preferences. Many discoveries were made in the process, such as:

- A majority of Delaware residents (96%) indicate outdoor recreation is important to their quality of life.
- 55% of residents participate in outdoor recreation for their physical fitness and to lead a healthier lifestyle.

In the spring of 2018, a telephone survey of Delaware residents was queried about their personal recreational activities and those of their household. Specifically, the survey concentrated on assessing the respondents' view of five content areas:

- Importance of, and participation in, outdoor recreation.
- Reasons for participating in outdoor recreation.
- Ratings of facilities and opinions on specific aspects of facilities.
- Accessing facilities.
- Priorities for funding and policy making decisions.

When looking at the findings from the 2018 SCORP telephone survey, it is clear that Delawareans place a high importance on outdoor recreation. Statewide, 73% of Delaware residents indicated that outdoor recreation was 'very important' to them personally, while 96% said it had some importance in their lives. These findings are a slight increase from the results of the same question asked in the three previous surveys (2002, 2008, and 2011). Responses over the past 16 years indicate continued demand for outdoor recreation opportunities throughout the state.

Placing high importance on outdoor recreation resonates throughout the five SCORP regions. In Region 4, 65% said it was very important to them personally. Based on the public opinion survey for region 4, the highest priorities based on household participation at 50% or greater include the following: walking or jogging, swimming at the beach, fishing, picnicking, visiting historic sites, visiting a zoo, swimming in a pool, gardening, camping, bicycling and playgrounds. The moderate priorities were based on household participation at 20% through 49% and are as follows: dog walking, boating-canoekayak, hiking, boating-power, birdwatching/wildlife viewing, hunting, nature programs, baseball, horseshoes, softball, football, soccer, basketball, volleyball, all-terrain vehicle use, horseback riding, and golf.

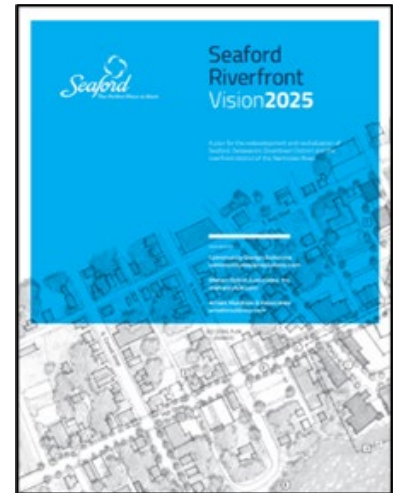
Delaware's SCORP contains many recommendations on what elected officials and other public policymakers can do to direct more investment toward public recreation and promote healthier and more active lifestyles. The State is actively working with key partners to implement the goals of the SCORP through new and existing partnerships, growing collaborations, and ad-hoc implementation teams. The City of Seaford's Superintendent of Parks and Recreation served as an active member of the Technical Advisory Committee (TAC) providing assistance with the development of the plan. The full report can be found here: <https://www.destateparks.com/wwwroot/downloads/SCORP/SCORP%202018.pdf>

Increasing access to parks and recreation spaces can be as simple as increasing the awareness of where these facilities are located. Delaware has the Play Outside web-application which is available to easily locate and identify information about parks and recreation. Residents can find a specific recreational facility or characteristic in any given area of the state. The Play Outside web-application will continue to increase activity by increasing awareness among the public and recreation providers. This web application can be found here <https://maps.dnrec.delaware.gov/playoutside/>

Seaford Riverfront Vision 2025 Plan

As mentioned in Chapter 5-Economic Development, the city completed a Riverfront Vision 2025 Plan in 2016. This is a plan for the redevelopment and revitalization of Seaford, Delaware’s Downtown District and the riverfront district of the Nanticoke River.

This planning document provided targeted assessments and recommendations for enhancements for the downtown and riverfront area. The master vision approach assists with prioritizing initiatives to develop a regional destination area while maintaining the local community character. Several recommendations within this document have been implemented by the city and are noted in the applicable Chapters of this Plan. This report can be found at this City website link <http://www.seafordde.com/pdfs/Seaford-CVP-Report-Final.pdf>



EXISTING INVENTORY

Seaford is fortunate to have a large inventory of active and passive open space located in and near the city limits. This section will provide an overview of the large inventory of resources and opportunities to remain active and live healthier lifestyles. This section truly reflects the prioritization the city has with recreational opportunities with proper planning and partnerships for Community success.

Seaford has over 123 acres of park and open space land providing a variety of amenities and programs for everyone in the Community as shown in Table 7-1. The majority of this land and facilities are maintained and operated by the city.

Table 7-1 Park and Open Space Inventory

Park Name Location	Acres	Description
Soroptimist Williams Pond	6.4	Soroptimist Park has two pavilions, each equipped with a grill for parties or gatherings. Both of the pavilions have views of Williams Pond. At the entrance of the park is a ¼ mile walking trail for exercise opportunities. Along the trail includes benches, a swing set, and a small playground.
Williams Pond Williams Pond	21.3	William’s Pond Park is primarily used in the Spring/Summer seasons to host youth baseball and softball games for the Nanticoke Little League. There are a total of 9 fields, with an access road for vehicles surrounding it. People also use this roadway as a walking/jogging path. The city continues to work on clearing overgrown brush, so visitors have a nice view of Williams Pond.
Kiwanis Stein Highway	2.0	Kiwanis Park is a memorial park - located on the east side of the park is the Seaford Veterans’ Memorial, where both Memorial Day and Veteran’s Day Ceremonies take place. There is a paved walkway that leads from this location to the west end of the park, where visitors can view the monument dedicated to the Seaford Volunteer Fire Department. The walk is lined with sandblasted bricks with names of local veterans. The Park is filled with different plants and trees and has benches throughout the walkway to sit and enjoy.

Nutter East Seaford	2.0	Named in honor of Henry E. Nutter Jr. who served on the City Council for 32 years. The large park features two basketball courts and a new 4-bay swing set. Future plans include the addition of more playground structures and possibly a small pavilion. The Park is used often in the Spring/Summer for parties and gatherings.
Seaford Boat Ramp Nanticoke River on the Southern edge of the city	3.0	This public boat ramp has the capacity of loading/unloading 4 boats at a time, as well as ample parking. Next to the ramp is a large pier for those who wish to fish without a boat or simply enjoy the view of the Nanticoke River.
Riverview Nanticoke Street	1.0	Riverview Park is located directly next to the public boat ramp along the Nanticoke River. It has a pavilion suited for small gatherings and a small lookout pier that was recently installed for fishing or viewing of the river.
Gateway Intersection of Front Street and High Street	0.25	Gateway Park serves as the gateway to Seaford's historic downtown district. The center of the park features a large brick water fountain. There are several benches located within the park along with both brick and concrete walkways. This Park hosts several annual community events including the Pink Ribbon Breast Cancer Awareness Walk, Light It Up Blue! Autism Awareness Ceremony, Live for Chocolate, and Caroling in the Park.
Tennis Courts Seaford High School	0.75	Located next to Seaford High School are eight tennis courts and four pickleball courts. The courts are free to the public and six of the eight tennis courts offer coin-operated lights for nighttime play. The courts are used by the school for Spring tennis.
Community Track Complex	7.5	The community sports track is open to the public as well as used by the schools for team sports. It has a state-of-the-art field track with a soccer field in the center.
Sports Complex Ross Business Park off Market Street Extended	39	The Sports Complex is our largest park and has a large concession stand, two softball fields, two football fields, and two soccer (utility) fields for recreational activity or to host a sporting event. Located on both softball fields and one football field are lights used mostly for leagues and tournaments. Surrounding both softball fields is a ¼ mile walking path, which is used frequently for walking, jogging, and pet walking. Pets are allowed at the park but are not allowed on the athletic fields. Located next to our football fields is our largest playground called the Jay's Nest. It includes an array of slides, obstacles, swings, and a large castle-like structure that's great for exploring. Across the parking lot from the Jay's Nest are three newly installed horseshoe pits (horseshoes are not included) as well as an open field that is used for community events such as the Eastern Shore AFRAM festival and movie nights in the park.
Western Sussex Boys & Girls Club	22	The Boys & Girls Club is a member-based club with active recreation amenities including an indoor pool and gym. The pool is utilized by the Seaford High School for Swim Team in the Winter. They have several soccer fields located behind their building which is used in the Spring and Fall by the Western Sussex Youth Soccer Association.
River Walk Nanticoke River east of Market Street		Riverwalk is a paved sidewalk that is a little over 450ft and adjoined to a larger 50ft boardwalk. Connected to the boardwalk is a floating dock used frequently for fishing and occasionally canoeing/kayaking if the water level is high enough to properly load and unload into the

		water. Along the Riverwalk are several benches to sit and enjoy the views of the Nanticoke as well as bird watching opportunities.
Canoe Launch & Fishing Pier End of Water Street		One of the newest additions to the town is a small fishing pier. This quaint area has a bench to sit and enjoy the views, or you can cast a line in hopes to catch a fish! Along this same area down Water Street is our canoe/kayak launch. There is a small floating dock with rails that can support a few people at a time, however, only one canoe/kayak may load/unload at a time. Next to the floating dock is a small bench with views of the Nanticoke.
Seaford Ball Fields Nanticoke Avenue next to Central Elementary School	18.4	This is a large fenced-in area with two softball fields and a large grassy area for recreational activities. One of the softball fields is used to host Seaford Middle & High School softball games in the Spring.

Source- City of Seaford Staff, 2021

Hooper's Landing Golf Course

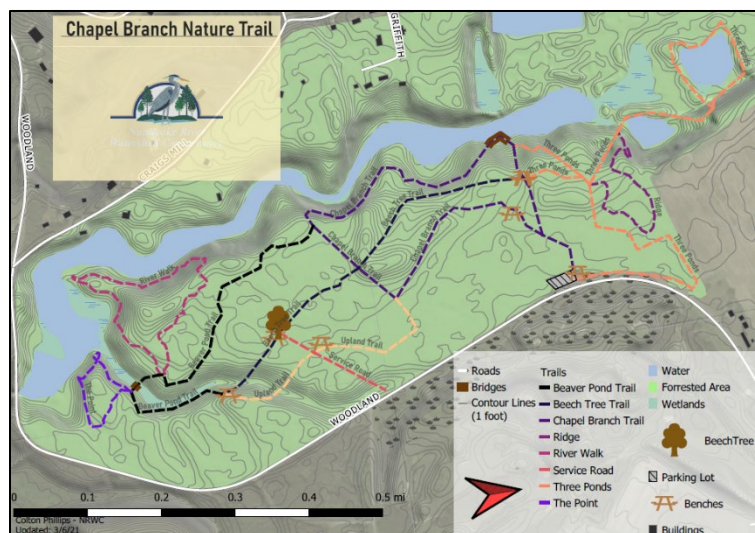
Hooper's Landing Golf Course is a public delight, offering an 18 Hole Public Course spread over 203 acres of land in the DelMarVa Peninsula and located at 1019 W. Locust Street within the City limits. The Alfred H. Tull designed the original 9-hole course layout in 1949 and Richard Mandell designed the additional 9 holes in 1996. In addition to the 18 holes, this Par 72 Championship golf course has a driving range, putting green, and bar & grill open year-round, weather permitting. Additional information can be found at this website link <https://www.hooperslanding.com/>



In addition to the recreational inventory located in the city, several additional open space and recreation spaces areas are located just outside the city limits. Many areas are noted as places of interest of the Nanticoke Heritage Byway. The Byway is further described in Chapter 8-Transportation; however, the recreational components in the byway are further described below:

Chapel Branch Nature Area

The Nanticoke River Watershed Conservancy (NRWC), a local land trust with a passion for permanently protecting the legacy of lands and natural resources in Delaware's largest watershed. Increasing its holdings from 29 acres in 1992 to over 500 acres today, with over 300 acres and 4+ miles of trails open to the public at three Chapel Branch Nature Area sites in Seaford, and at our Newton Woods Tract in Bridgeville.



The NRWC works with many partners to not only promote protection of sensitive forest, wildlife and wetland habitats, but to also promote education, recreation, health and economic benefits. The Chapel Branch Nature Reserve Trail (open space) includes 1.1 miles of packed earth pedestrian and biking trail located at 492 Woodland Road. A trail network map image was created and provided by Colton Phillips NRWC (see previous page).

Barnes Wood Nature Preserve

Delaware is home to 34 state-dedicated Nature Preserves, totaling approximately 7,000 acres of land. From the steep slopes of the White Clay Creek Valley Nature Preserve to the sandy shoreline of Beach Plum Island, there are exceptional natural features and unique areas to enjoy. Located just south of Seaford is home to the Barnes Wood Nature Preserve.

The Barnes Wood Nature Preserve is a 23-acre oak-pine forest bounded on two sides by tidal creeks and swamp floodplain. This mature, undisturbed woodland is one of the few places in the county never cultivated, thereby preserving a rich biological and archaeological record. Part of the 4,000 foot trail goes through a floodplain and swamp along a tributary of the Nanticoke River where signs of beaver can be seen and wood ducks flourish. The open, upland area of Barnes Woods is an oak-pine mix, typical of vegetation connected with the loamy, sandy soils in this part of Delaware. Among the canopy tree species are white oak, southern red oak, American beech, loblolly pine, and mockernut hickory.



Paddle the Nanticoke

Views of the Nanticoke River provides some of the most impressive natural features along the Byway. There are over 25 public launches, boat ramps, and piers providing boaters with access to the Nanticoke River and nearby Fishing Bay. The City of Seaford has multiple water access locations located on the Upper Nanticoke River. Paddle the Nanticoke hosts an interactive map with several resources and additional information, located at this link: https://paddlethenanticoke.com/?page_id=69



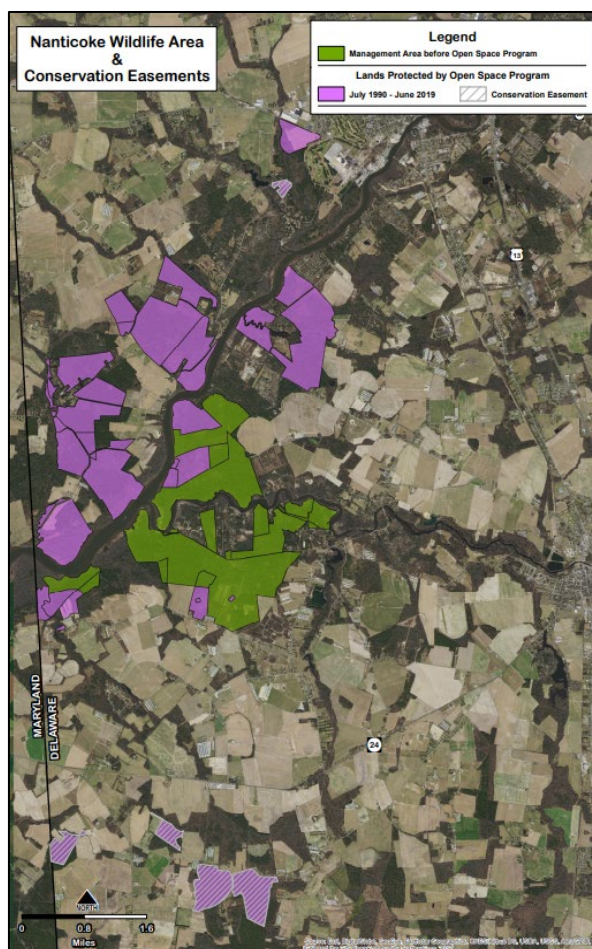
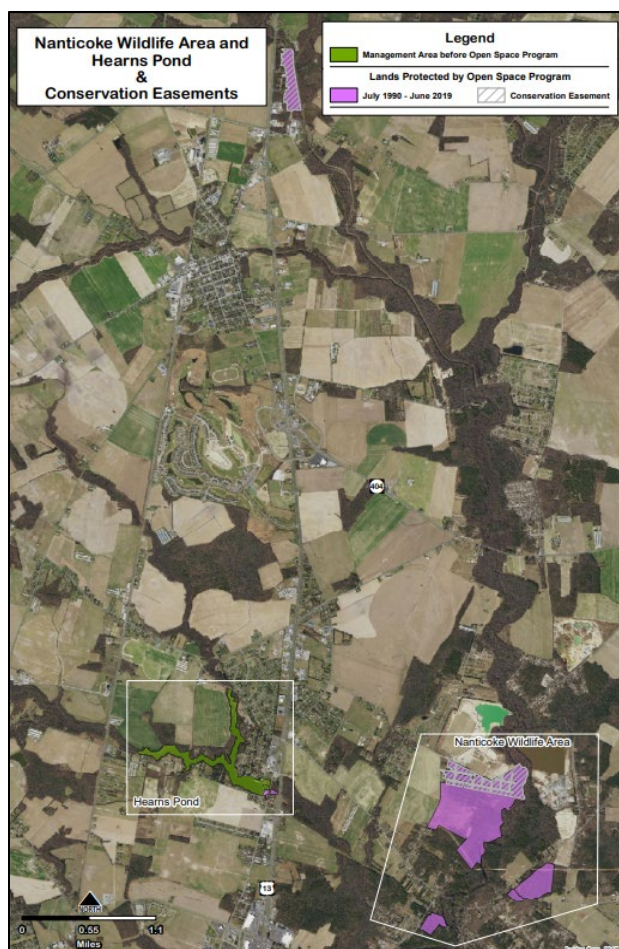
Delaware Open Space Program

State protection of public lands in Delaware goes back to the early 20th century. In 1990, the Delaware Land Protection Act (7 Del. Code, Chapter 75) laid out the method for prioritizing and preserving conservation and recreation lands. It established the Delaware Open Space Council to help oversee the Open Space Program. Parks, open space, natural areas, forests, wildlife habitat, greenways, and waterways are all part of Delaware's environmental legacy – a legacy which is part of everyone's quality of life. Delaware's open spaces provide not only a haven for wildlife and native plants, but also a retreat and escape from the work-a-day world and an opportunity for healthy recreational activities.



Delaware’s Open Space Program, guided by the Delaware Open Space Council, coordinates the acquisition of each of these parts of the landscape by expanding state parks and preserves, fish and wildlife areas, state forests and cultural resource sites. These management areas include some of the finest examples of Delaware’s diverse natural and cultural heritage. The program sets and follows an Open Space Program Plan with a long-term goal of providing all residents and visitors with maximum opportunity to enjoy the outdoors and natural assets.

The following mapping images depict the locations for protected lands in the open space program as obtained from the Delaware Department of Natural Resources (DNREC). Seaford is located near the Nanticoke Wildlife areas and conservations districts, just to the south of Hearn’s Pond and north of the areas shown on the image below. Additional information can be found here: <https://dnrec.alpha.delaware.gov/parks/>



CURRENT PROJECTS

The city provides a regional location for several recreational and passive recreation activities. With the upcoming large-scale projects, regional tourism will be welcomed with new facilities to support visitors and local events for the Community. Seaford strives to provide continue enhancement of the natural features and create new complimentary designed amenities. These improvements will also increase economic development opportunities in and around the Downtown walking area.

Seaford Riverwalk

The Seaford Riverwalk is located in downtown Seaford along the bank of the Nanticoke River. The 550-foot paved riverside walk provides green spaces and a boardwalk area, which provided access to the Nanticoke River with a floating dock and gangway. Visitors can stop and enjoy the beauty of the river or just quietly relax from one of several benches located along the path. The Riverwalk connects to the Oyster House Park Boardwalk to the west and to the north end of the Blades Bridge to the east.

In 2020, an observation area made of stone pavers was added to the east side of the Blades Bridge extending the Riverwalk to the east. This City has the goal of extending this Riverwalk to accommodate additional visitors, eco-tourism and River-centric festivals in the future. Shown below are several images reflecting a few of the features along the Riverwalk.



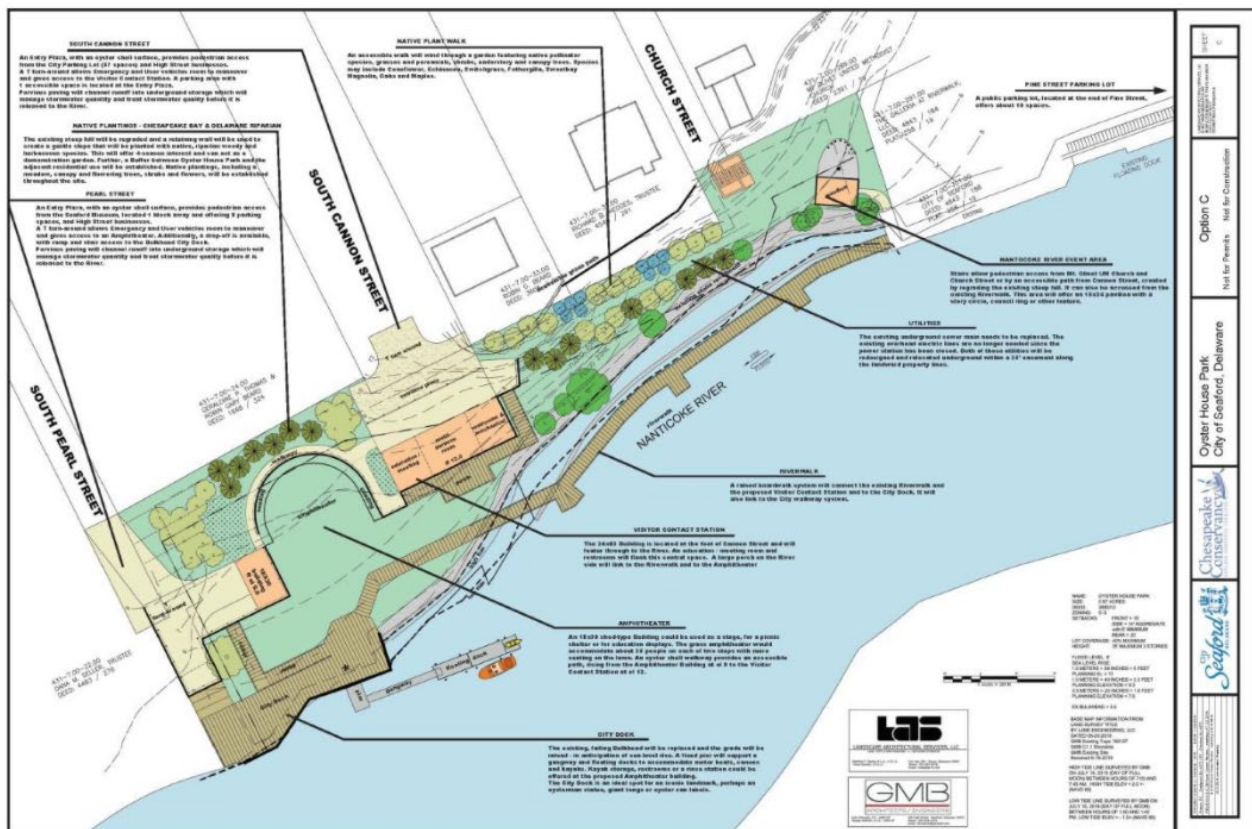
Oyster House Park

The centerpiece of a revitalization project along the Seaford River Walk on the Nanticoke River is officially under construction. Seaford broke ground as shown in the picture to the right at Oyster Park in December of 2020, hoping to draw families and eco-tourists by revitalizing an area of the Nanticoke riverfront. The Park will include a visitors' center, city dock, an amphitheater and pavilions and is designed to enhance the river's habitat. It's being built on the site of the historic J.B. Robinson Oyster House, at the foot of Cannon and Pearl streets.



In 2018, Chesapeake Conservancy, a nonprofit based in Annapolis, MD, partnered with the city and the Mt. Cuba Center to purchase and donate the 1-acre waterfront parcel to the city. Chesapeake Conservancy then worked with the City of Seaford in a year-long public planning and comment period process to seek community input that was incorporated into a draft master plan for the Oyster House Park.

In late February 2020, the City Council approved a master plan (shown below) calling for four stages of the park's construction. Through resources raised by Chesapeake Conservancy, construction bid documents were designed and released in the summer of 2020, and Dissen & Juhn was chosen through a competitive bidding process for the first phase of the project. The total project cost this phase is \$1.2 million, which is funded through a mix of private and public resources including state transportation funding, funding from the Delaware Department of Natural Resources and Environmental Control, the Longwood Foundation, Crystal Trust, Welfare Foundation, and REI.



Phase one of park construction has started, which includes fishing nooks (bump-outs that allow people to fish without blocking the walkway), a city dock and a kayak/small craft launch. Existing bulkhead will be repaired, and a living shoreline will be created along the Riverwalk during phase one. Improvements will be made to existing sewer and electric infrastructure. Subsequent phases are planned to take place over a five-year period, with each phase focused on providing benefits for the community that can be enjoyed immediately upon completion. Plans for the future phases are as follows:

- Phase Two: Focuses on landscaping, enhancing green space while improving water quality and habitat. That includes stormwater restoration projects to reduce runoff from adjacent streets. Construction of amphitheater and classroom.
- Phase Three: Construction of visitors' center, which will be a scaled-down replica of the J.B. Robinson Oyster House. Building will include restrooms, space for meetings, classes and similar events, information and museum-like exhibits.
- Phase Four: Focuses on pedestrian access and walkways. Construction of small pavilions and a "tribal council ring" for Nanticoke Indian ceremonies.

The Park complements a number of other conservation projects downstream and along the Nanticoke River, one of the few tributaries to the Chesapeake that remain unspoiled and offer an area of very high biological diversity, a release stated.

AGRICULTURAL PRESERVATION

The Delaware Department of Agriculture manages Delaware's Agricultural Lands (Aglands) Preservation Program. This program, established in 1991, allows landowners to voluntarily preserve their farms through a two-phase process. The first phase, which does not include payment to the landowner, is known as an Agricultural Preservation District. In phase two, the landowner is paid to sell their farm's development rights, known as an Agricultural Conservation Easement.

Agricultural Preservation Districts

A Preservation District is a ten-year, voluntary agreement where landowners agree to continue to use their land for agricultural purposes only. Landowners with forested tracts are also eligible to enroll their properties as a Forestland Preservation Area through the Forestland Preservation Program, although as of this writing, it currently has no funding.

Prospective buyers of a property who wish to participate in the Aglands Preservation Program may enroll the property they wish to purchase in a Preservation District through a Contingent Sale Application, if the seller also agrees. The primary benefit of this application is that both buyer and seller are exempt from realty transfer tax on all unimproved land as long as the application is approved prior to settlement. If the settlement does not occur, the enrollment status becomes void.

To qualify as an Ag District, land must meet the farm income requirement for the State's Farmland Assessment Act, satisfy a scoring system standard, and undergo a review and approval process. Most farms in the State will qualify. There is no payment to the landowner for creating the district.

Agricultural Conservation Easements

In the second phase of the Aglands Preservation Program, landowners can (if they choose) permanently preserve their farmland by selling its development rights. The ten-year district agreement is then replaced by a permanent agricultural conservation easement on the land. Each year, funding permitting, the Aglands Program selects one round of farms to preserve. Landowners are eligible to submit a bid to sell

their farm’s development rights the year after they enroll their farm into a District Agreement. Landowners bid against each other by offering a discount from the appraised development rights’ value of their property.

Farm & Tax Benefits

There are several benefits to landowners in an Agricultural District or Conservation Easement. The unimproved land in the district is exempt from real estate transfer, county, and school taxes. There are significant protections against nuisance suits for land in the district. Landowners are permitted limited residential uses. Permitted agricultural uses include, but are not limited to, crop production, herd animal and poultry operations, horse operations, forest production, non-commercial hunting, trapping and fishing, and agricultural eco-tourism operations, as well as farm markets and roadside stands.

Congress has enacted laws that may benefit owners of preserved farmland. An easement that is either sold at less than appraised value or donated to the Foundation may qualify the owner for a deduction for income, gift or estate tax purposes. Rules governing taxes are complex and owners should consult competent tax advisors on these matters.

Much of the area surrounding Seaford remains in agricultural uses; however, none are within the district programs mentioned below according to State data. Additional information can be found on the State’s website located here: <https://agriculture.delaware.gov/agland-preservation-planning/>

PARKS AND OPEN SPACE RESOURCES

While Seaford has a variety of parks and programs for all ages and walk of life, there are a number of organizations throughout the County, State, and nation that provide resources, technical assistance, and funding. Although not a comprehensive list, several resources are briefly outlined below in Table 7-2. Please note these should be reviewed for updated program information after publication of this Plan.

Table 7-2 Park and Open Space Resources

Historic Preservation Organizations and Programs
<p>Federal Land and Water Conservation Fund Program (LWCF) The Federal Land and Water Conservation Fund (LWCF) (Public Law 88-578, 16 U.S.C. 460/-4) was established by Congress in 1964 to provide assistance to state, local, and federal agencies in creating parks and open spaces, protecting wilderness, wetlands, wildlife habitat and refuges, and enhancing recreational opportunities. The program founders sought to create a nationwide legacy of quality parks, outdoor recreation and conservation areas, and to stimulate non-federal investments at the state and local level across the United States. Congress clearly indicated that the LWCF Program should have lasting effect on the supply of recreation sites and facilities by requiring that the sites assisted be added permanently to the national outdoor recreation estate. As a result, Section 6(f)(3) of the LWCF Act states unequivocally that grant-assisted areas are to remain forever available for “public and outdoor recreation use”. The LWCF, a U.S. Department of Interior program that is administered for Delaware by the State Division of Parks and Recreation, is comprised of a trust fund that accumulates revenues from federal outdoor recreation user fees, the federal motorboat fuel tax, and surplus property sales. A majority of funding for the program comes from accumulated revenues from off-shore oil and gas leases- thus recycling an important natural resource back to public use through park and conservation lands and recreational facilities. Annual funding levels for the LWCF Program have varied over the years. Delaware’s apportionment is roughly 1% of the states’ allocation.</p>
<p>Outdoor Recreation, Parks, and Trails Program (ORPT) In 1986, the state enacted the Delaware Land and Water Conservation Trust Fund Act (DTF), a state law that mirrors the federal LWCF Program (Del. Code Title 30 Ch. 54). The DTF established a matching grant program administered by the State Division</p>

of Parks and Recreation within the Department of Natural Resources and Environmental Control that assists county and municipal governments and park districts with park land acquisition and outdoor recreation facility development. This law was amended in 2014 and formally renamed the grants program to the Outdoor Recreation, Parks, and Trails Program (ORPT). Sourced funds were invested to generate earnings. A portion of the value of the funds are distributed annually into the ORPT and then made available for municipal and county parkland, open space, greenway acquisition, planning, and outdoor recreation facility development projects. Up to 50% funding is available for eligible projects while a sponsor and match may be derived from the agency's budget, other grants, in-kind sources, or donations. Sponsoring agencies must agree to dedicate the project site to public outdoor recreation use in perpetuity and assume responsibility for continuing operation and maintenance of the area. To date the ORPT Program has assisted over 59 eligible agencies with 330 completed projects. The \$27.7 million of ORPT assistance has leveraged over \$79.5 million in local community investment. About three quarters of the ORPT projects (248) resulted in park development, 48 in park land acquisition, and 32 were directed to park planning.

Trails and Pathway Initiative | Trail related activities including walking, jogging, and biking have always been popular in Delaware. In fact, walking/jogging has been the most popular activity statewide, in all five regions, and in every oversampled municipality over the last 16 years. The Trails and Pathways Initiative (July 2011) stimulated close-to-home investments in expanding existing trail networks, making community connections, and creating new bicycle and pedestrian systems for the recreating public. The focus was on providing safe and convenient ways to bicycle or walk to local work, shops, schools, recreational sites, and transit. At the request of Governor Markell in 2011, the General Assembly allocated \$7 million within the Fiscal Year 2012 Capital Improvements Budget (the Bond Bill) to begin this work. Bringing together federal, state, county, and municipal funds totaling over \$40 million, improvements and expansion of the state trail network is going strong. These investments have been a successful partnership between DNREC, DeIDOT, counties, and municipalities resulting in new trails and connections as well as a comprehensive vision for future trail connections. A network of trails is not only a recreational amenity, but a necessity for a thriving healthy community.

Recreational Trails | The Recreational Trails Program (RTP) was established with the National Recreational Trails Fund Act Part B of the Intermodal Surface Transportation Efficiency Act of 1991. RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA) and is administered through the state Division of Parks and Recreation in Delaware. The program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Since 1991 over 160 maintenance, construction, and educational projects have been completed across Delaware with expenditures totaling over \$10 million. Nationally, RTP has helped fund thousands of projects by providing over \$1 billion in assistance.

Seaford Funding Awards

The City of Seaford has been successful in obtaining several loan and grant programs to enhance the parks and recreation initiatives throughout the city. Seaford has participated in the Outdoor Recreation, Parks and Trails (ORPT) Program through the Delaware Land & Water Conservation Fund for several years.

Currently, the city has an active reserved ORPT award for \$90,000 for a project cost of \$180,000. This is for project number 18-246T that was approved in 2018 for the Waterfront Park to acquire a 0.97-acre property fronting the Nanticoke River between Cannon and Pearl Streets and plan for a future park.

Between 1988 and 2019, the amount of total funding awarded for planning, acquiring land and developing parks and open space provided to the City of Seaford with this program totals \$735,556. The project costs for these matching funds included a total local recreation investment of roughly \$1,500,000 as shown in

Table 7-3. The largest funding investment areas in this program were awarded to Soroptimist Park, Seaford Sports Complex and Nutter Park.

Table 7-3 City ORPT Awarded Funding

COMPLETED						
Project No.	Type	Year Approved	Park Name	Project Description	ORPT Funding	Total Cost
17-174	Dev	2017	Nutter Park	Installed new swings and resurfaced the basketball court	\$76,556	\$15,311
08-117	Dev	2008	Soroptimist Park	Phase II improvements included installation of playground equipment, a picnic shelter, picnic tables, grills, pathway and landscaping.	\$44,000	\$100,756
06-006GW	Dev	2006	Seaford Sports Complex	Designed and constructed a perimeter pathway.	\$20,000	\$56,350
05-013	Dev	2005	Soroptimist Park	Installed new playground equipment and picnic pavilion and prepare for walking paths.	\$100,000	\$200,079
02-013	Dev	2002	Seaford Sports Complex	Constructed 2 softball fields including fencing, lighting and bleachers.	\$180,000	\$371,356
99-006GW	Dev	1999	Seaford Riverwalk	Constructed a pathway and landscaping stabilizing the northern shoreline.	\$30,000	\$60,000
99-010	Dev	1999	Seaford Sports Complex	Phase 1 improvements included grading and drainage.	\$80,000	\$160,000
98-011	Plan	1998	Forty Acres Park	Created master plan for active recreation.	\$25,000	\$50,000
97-006	Dev	1998	Western Sussex Boys and Girls Club	Constructed 6 soccer fields for varying age groups and a baseball field.	\$45,000	\$193,469
96-009	Dev	1996	Seaford Gateway Park	Developed Park including grading, sidewalks, lighting and installation of a water fountain.	\$30,000	\$60,000
94-100	Dev	1994	Michael A. Hastings Tennis Complex	Reconstructed the tennis court facility including resurfacing, netting, fencing and signage at Seaford High School.	\$40,000	\$100,000
93-058	Acq	1993	Seaford Gateway Park	Purchased 0.4 acres for open space and parkland.	\$45,000	\$100,000
92-042	Plan	1992	Seaford Riverwalk	Developed a greenway plan for the Nanticoke River waterfront within city limits.	\$20,000	\$1,497,548

Source-Delaware Land & Water Conservation Fund, 2019



COMMUNITY PARTICIPATION INPUT
OPEN SPACE AND RECREATION

The following community comments were provided for consideration in this Chapter:

- More activities for kids, cycling events like a glow ride, youth programs, and more youth programs for ages 13-18. (More of Outreach Events)
- A big park, community/public pool, dog park, miniature golf, paint ball, parks with more amenities and trampoline park (More of Outreach Events)
- More places for kids to go and things to do (More of Outreach Events)
- Less gyms (Less of Outreach Events)
- Select three of the following topics you feel need more attention in the city? Top six responses provided. (Q21-Community Surveys)

ANSWER CHOICES	RESPONSES	
Land use compatibility and zoning enforcement	16.85%	62
Historical preservation	19.84%	73
Parks and recreation	25.82%	95
Stormwater runoff and flooding	13.59%	50
Solid waste disposal and recycling	7.88%	29
Conservation of natural features & open space	19.29%	71

- How concerned are you about the future of the following community elements within the city? (Q22-Community Surveys)

	NOT AT ALL CONCERNED	SLIGHTLY CONCERNED	SOMEWHAT CONCERNED	MODERATELY CONCERNED	EXTREMELY CONCERNED	TOTAL
a. Property maintenance - general appearance of buildings and property:	5.07% 18	11.27% 40	19.72% 70	26.20% 93	37.75% 134	355
b. Crime/safety:	0.56% 2	8.17% 29	15.21% 54	29.86% 106	46.20% 164	355
c. Local employment opportunities:	4.24% 15	8.47% 30	16.10% 57	31.36% 111	39.83% 141	354
d. Pedestrian and bicycle opportunities and safety:	13.56% 48	20.34% 72	27.40% 97	24.58% 87	14.12% 50	354
e. Traffic:	15.91% 56	21.31% 75	26.70% 94	20.74% 73	15.34% 54	352
f. Open space/parks	13.88% 49	15.30% 54	32.29% 114	28.05% 99	10.48% 37	353
g. Preservation of historic buildings:	12.39% 44	22.25% 79	24.79% 88	24.79% 88	15.77% 56	355
h. Parking:	26.48% 94	23.94% 85	27.61% 98	13.24% 47	8.73% 31	355



GOALS AND ACTION ITEMS

CHAPTER 7 OPEN SPACE AND RECREATION

7 – 1	<p>Goal – Enhance recreational opportunities along the Seaford Riverfront and Nanticoke River.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Continue private and public partnership relationships that allow for successful planning and development of recreational and educational projects.b) Continue to obtain local Community feedback and input during the planning process of new projects.c) Ensure adequate infrastructure is in place or upgraded as new projects develop, especially if a regional destination population is projected.
7 – 2	<p>Goal – Maintain and improve City recreational facilities, open space, and programs while ensuring adequate provisions for existing and proposed future development.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Ensure existing park inventory is maintained and updated, as needed.b) Continue to provide inclusionary services and programs to all members of the Community.c) Support local organization events promoting active and healthier lifestyles in the Community.d) Evaluate the Community needs to determine adequate and new trending services.e) Evaluate and identify pedestrian linkage improvements to recreational locations throughout the city.

CHAPTER 8 – TRANSPORTATION

Transportation infrastructure not only facilitates movement of people and goods within and through a community, but also serves to define a community physically and mentally. All residents of a community must have access to places to work, learn, shop, play, and socialize. Similarly, neighborhoods that are well connected via all modes of transportation not only retain their attractiveness but also are more aware of taking part in a larger community.

MODES OF TRANSPORTATION

Roadway Network

Main transportation corridors within the city are owned and maintained primarily by DeIDOT. Statewide, DeIDOT owns and maintains 84% of the roads in Delaware. The city maintains many of the roads adjacent to these State-owned corridors.

According to city records, 36.8 miles of roadways are maintained by the city. Maintenance of all street signs, painted curbing, and roadway is conducted by the Public Works Department. Seaford has several State-maintained roadways located within City limits that comprise of 11.37 miles.

Map 4-Transportation and Transit shows the City’s overall roadway network. Within the City, State-maintained roadways carry the majority of north-south and east-west traffic. The most heavily used State Road is US 13, which bisects the Town from its north to south boundaries and RT 20, which runs east and west throughout the city. US 13 is a principal arterial roadway is identified in the Corridor Capacity Preservation Program (CCPP) and further described in the Plans and Programs Section of this Chapter. The table below lists the state-maintained roadways located adjacent or within the city limits and the assigned road classifications, which are further defined below the table.

Table 8-1 DeIDOT Maintained Roadways

Road Segment (Within or adjacent to Seaford city limits)	Maintenance Road #	Road Classification
Norman Eskridge/Stein Highway (DR RT 20)	21	Minor Arterial
Sussex Highway Laurel-Seaford (US RT 13)	2	Principal Arterial
High Street	535	Major Collector
Sussex Highway Seaford-Bridgeville (US RT 13)	3	Principal Arterial
Seaford Road (Bridgeville Highway)	13	Major Collector
East High Street	44035	Major Collector
ShIPLEY Street	93	Major Collector
Pine Street Ext.	543	Major Collector
Harrington Street (portions of Pennsylvania Avenue & Woodland Road)	536	Major Collector
Sussex Avenue	539	Major Collector
Atlanta Road	30	Major Collector
Virginia Avenue	639	Major Collector
Atlanta Road	30	Major Collector
Old Furnace Road	46	Minor Collector

Source: Delaware Department of Transportation

The 2020 Average Annual Daily Traffic and 10 year historic counts on all state maintained roadways are available in an interactive web based virtual map hosted by DelDOT and further located here: <https://deldot.maps.arcgis.com/apps/webappviewer/index.html?id=4f76a1fa5b5c493cb3e1fad44a50dad1>

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

- *Local roads* are the lowest order road and carry low traffic volumes. These roads are dispersed throughout the Town and are expected to carry traffic from residences to the collector network.
- *Major collectors* carry traffic from local roads and minor collectors, primarily serving a mobility function while also balancing direct access to destinations.
- *Minor arterials* collect and distribute traffic from principal arterials to lesser-classified streets or allow for traffic to directly access their destination.
- *Principal arterial* roads are typically the primary roads that serve regional traffic. The primary function of principal arterials is to move traffic, with the provision of access to abutting properties being a secondary function.

According to the U.S. Department of Transportation's Federal Highway Administration, other factors relating to functional classification should be considered. The distinction between "mobility and accessibility" is important in assigning functional classifications to roadways. There are a few additional factors to consider, such as:

- *Efficiency off Travel* | Trip makers will typically seek out roadways that allow them to travel to their destinations with as little delay as possible and by the shortest travel time. Arterial roadways provide this kind of service, often in the form of fully or partially controlled access highways, with no or very few intersecting roadways to hinder traffic flow. Therefore, a high percentage of the length of a long-distance trip will be made on Arterials. In contrast, travelers making shorter trips tend to use Local and/or Collector roadways for a much higher proportion of the trip length than Arterial roads.
- *Collectors* | As their name implies, Collectors "collect" traffic from Local Roads and connect traffic to Arterial roadways. Collector routes are typically shorter than Arterial routes but longer than Local Roads. Collectors often provide traffic circulation within residential neighborhoods as well as commercial, industrial or civic districts.
- *Access Points* | Arterials primarily serve long-distance travel and are typically designed as either access controlled or partially access controlled facilities with limited locations at which vehicles can enter or exit the roadway (typically via on- or off-ramps). In instances where limited or partial access control is not provided, signalized intersections are used to control traffic flow, with the Arterial given the majority of the green time.
- *Speed Limit* | In general, there is a relationship between posted speed limits and functional classification. Arterials typically have higher posted speed limits as vehicles encounter few or no at-grade intersections. The absence of cross-traffic and driveways allows for higher rates of speed, which provides mobility, especially for long-distance travel. In contrast, because their primary role is to provide access, Locals are lined with intersecting access points in the form of driveways,

intersecting roadways, cross walks and transfer points for buses and other modes. Due to the frequency of traffic turns, speed limits are kept low to promote safe traffic operations. Speed limits on any non-access-controlled roadways are also influenced by the mix of vehicles and modes that use them.

- **Route Spacing** | Directly related to the concept of channelization of traffic throughout a network is the concept of distance (or spacing) between routes. For a variety of reasons, it is not feasible to provide Arterial facilities to accommodate every possible trip in the most direct manner possible or in the shortest amount of time. Ideally, regular and logical spacing between routes of different classifications exists. Arterials are typically spaced at greater intervals than Collectors, which are spaced at much greater intervals than Locals. This spacing varies considerably for different areas; in densely populated urban areas, spacing of all route types is smaller and generally more consistent than the spacing in sparsely developed rural areas. Geographic barriers greatly influence the layout and spacing of roadways.
- **Usage(Annual Average Daily Traffic [AADT] Volumes and Vehicle Miles of Travel [VMT])** | Arterials serve a high share of longer distance trips and daily vehicle miles of travel. In rural areas, Arterials typically account for approximately half of the daily vehicle miles of travel; in urban areas, this percentage is often higher. Collectors account for the next largest percentage of travel. Urban Area Collectors account for somewhat less (5 to 15 percent), while the percentage for Rural Area Collectors is typically in the 20 to 30 percent range. Lastly, by definition, Local Roads in rural areas typically serve very low density, dispersed developments with relatively low traffic volume. In contrast, the Urban Local Road network, with higher roadway centerline miles and higher density spacing, serves denser land uses and therefore accounts for a larger proportion of travel than its rural counterpart.
- **Regional and Statewide Significance** | Highly significant roadways connect large activity centers and carry longer-distance travel between and through regions and States. Arterials carry the vast majority of trips that travel through a given State, while Local Roads do not easily facilitate statewide travel.
- **Number of Travel Lanes** | Roadways are designed and constructed according to their expected function. If a roadway is expected to function as an Arterial, it is designed for high capacity, with multiple travel lanes. In general, Arterials are more likely to have a greater number of travel lanes than Collectors, and Collectors are more likely to have a greater number of travel lanes than Locals. It should also be noted that the relationship between functional classification and number of lanes is stronger in urban areas than it is in rural areas.

Table 8-2 summarizes the relations between the factors previously described and the three broad categories of functional classification.

Table 8-2. Functional Classification and Travel Characteristic Relationship

Functional Classification	Distance Served (Length of route)	Access Points	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

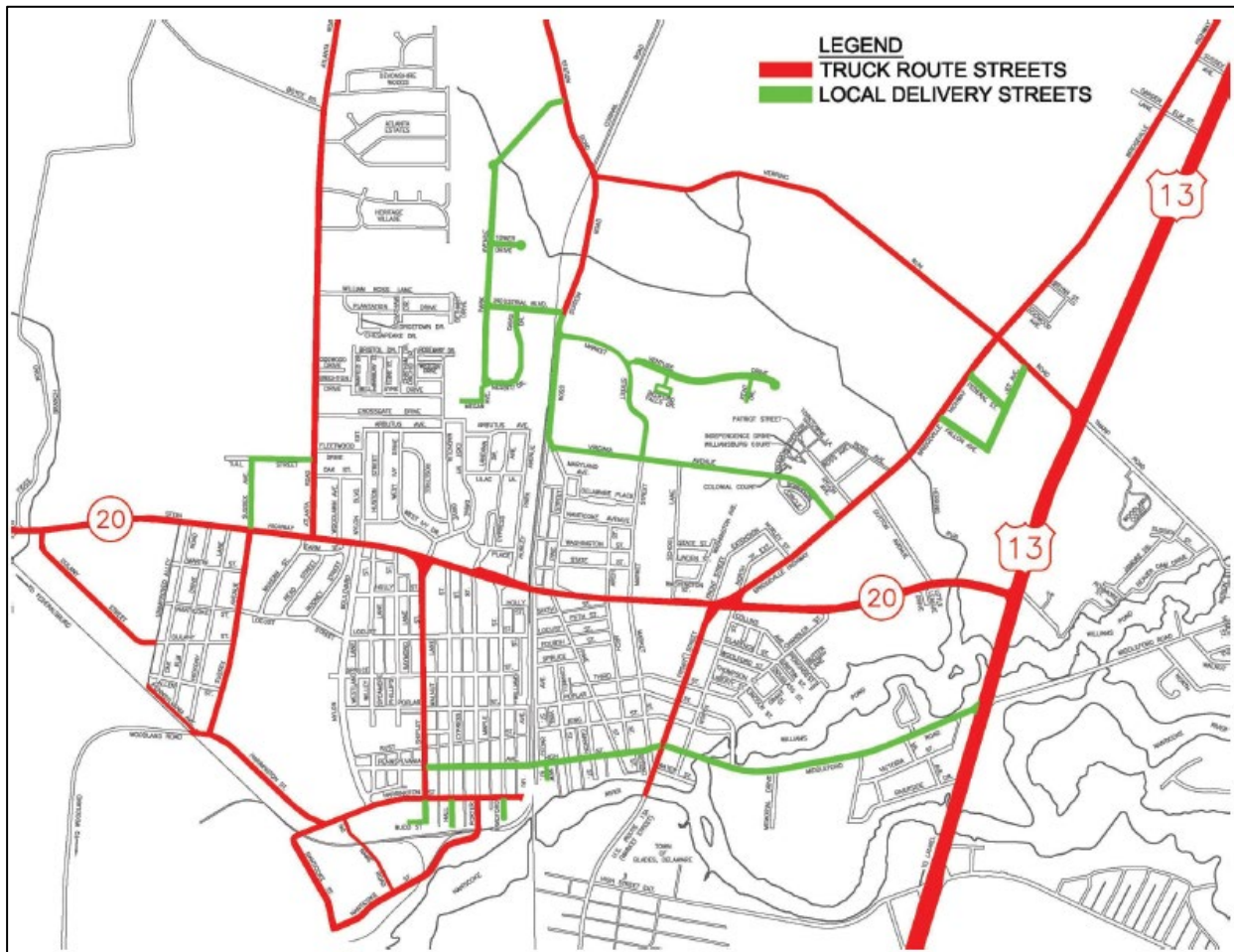
Source: U.S. Department of Transportation, Federal Highway Administration-Planning Processes Statewide

Truck Route

A Truck Route Ordinance was adopted that applies to all trucks traveling within the incorporated boundaries of the city. This can be located in the City of Seaford Code, Chapter 5 Truck Routes. The purpose was to establish truck routes in the City, provide for enforcement, prescribing penalties for the violation of its provisions, promote the health, safety, and general welfare of the citizens of the City of Seaford.

The truck route designates specific streets for local delivery and trucks. They are further assigned on the map image below and defined in the Code as:

- Outside Origin/Outside Destination
- Outside Origin/One Inside Destination Point
- Outside Origin/Multiple Inside Destination Points
- Inside Origin/Outside Destination Point
- Inside Origin/Inside Destination Point



Exempt vehicles are noted in the Code as: municipal vehicles and other public utility vehicles or licensed contractors, recreational vehicles, detoured trucks and garbage haulers.

Aviation

Near Seaford, two public-use airports are located within 15 miles. A public-use airport can be publicly or privately-owned but must be open to the public - no prior permission is needed for landing, unless otherwise noted. Two are located near Seaford as described below.

- Laurel Airport (NO6) is a privately-owned grass strip general aviation airport open for public use, located one mile southwest of Laurel. Airport activities are centered around agricultural spraying and skydiving.
- Delaware Coastal Airport (GED) is a general aviation airport located in Georgetown and owned by Sussex County government. The facilities include a large corporate jet capability, great pavement conditions (all under 10 years old), \$40 million in recent improvements, 5,500-foot main runway, 3,109 crosswind runway, fuel and service, rail access to airport, rental car access and hanger development opportunities. Additional information can be found here <https://delawarecoastalairport.com/>



Delaware has one public commercial airport located in Wilmington; however, the closest regional airport is located in Salisbury, Maryland and only 22 miles from Seaford. Five additional public commercial airports are located within 80 miles of Seaford as shown in the table below.

Table 8-3. Public Commercial Airports

Airport Name	City	Airport Size	IATA Code	Distance (miles from Seaford)
Atlantic City International	Atlantic City, NJ	Medium	ACY	79.11
Baltimore/Washington International Thurgood Marshall	Baltimore, MD	Large	BWI	67.77
New Castle Airport	Wilmington, DE	Medium	ILG	71.68
Philadelphia International	Philadelphia, PA	Large	PHL	87.3
Ronald Reagan Washington National	Washington D.C.	Large	DCA	78.24
Salisbury-Ocean City Wicomico Regional	Salisbury, MD	Medium	SBY	21.48

The Salisbury-Ocean City Wicomico Regional airport has 6,400 feet of main runway on over 1,000 acres of land making it the second largest in Maryland. In 2015, American Airlines merged with U.S. Airways and is now one of the largest airlines in the world and are the sole commercial public provider for this airport offering several flights around the country. This County owned airport has ample parking (free under 90 minutes, short and long term) options. Two companies currently provide shuttle service to the airport from Seaford, Bay Runner Shuttle and Frankie's Airport Shuttle.



Ferry

Ten ferries serve Delmarva, four public and six private ones with the Cap May-Lewes Ferry being the largest. Seaford is home to the Woodland Ferry, which holds over two hundred years of history on the Nanticoke River. The Woodland Ferry is owned and operated by the Delaware Department of Transportation (DelDOT) and is listed on the National Register of Historic Places.

Over the last 200 years there have been many different ferries at this location. The most recent is the six-car ferry that went into service on Wednesday, October 29, 2008. It was officially christened the *Tina Fallon*, after the long-serving Seaford area Representative. The purchase and naming of the vessel was acknowledged by House Bill 550 in the 142nd General Assembly.



The Woodland Ferry transports vehicle and foot passengers between Seaford and Laurel, Delaware. This no fee ferry operates year-round with service from 7:00 a.m. to 6:30 p.m. daily. The ferry is closed on Thursday mornings for routine maintenance. Approximately 225 vehicles per day use the crossing on a typical summer day, with annual estimates at approximately 45,000 trips per year. The Ferry is promoted by the Woodland Ferry Association and the City of Seaford as a tourist attraction, due to its historical significance.

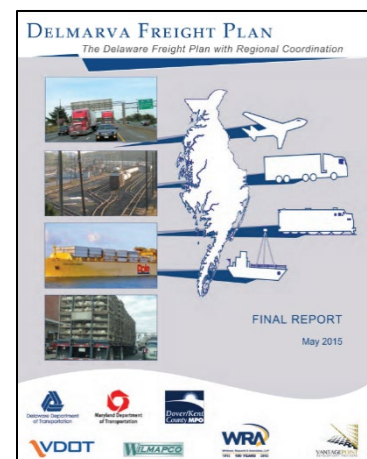
Freight

Delmarva Freight Plan

The 2015 Delmarva Freight Plan provided information on the current system and commodity flows; key trends, needs, and issues; future scenarios; and candidate projects and studies. The existing multimodal freight transportation system on the Delmarva Peninsula is comprised of key highway, rail, port, waterway, air, and pipeline assets across the regional project area.

In Sussex County, the goods movement (freight) network is an integral component of the transportation network as well as the economy. The main element of the freight network is the roadway system, which carries trucks (motor freight). In addition, the County has several rail freight and water freight facilities. They are further described below:

- *Motor Freight* - The bulk of freight in the County moves by truck. In general, the main roads in the County are also its main truck routes. DelDOT has designated main freight corridors in the County, including US 13, US 113, SR 1, US 9, and SR 404. In addition, under the framework on the new National Highway Freight Network (NHFN), DelDOT has designated critical urban and rural freight corridors. In Sussex County, several portions of US 13 are critical urban freight corridors, while the rest of US 13, all of US 113, most of US 9, and a portion of SR 1 are designated as critical rural freight corridors. Economists predict that trucks will continue to be the predominant mode of goods movement, with its share projected to increase, due to various factors including increases in e-commerce.



- *Rail Freight* - The County has several rail freights lines. Most rail shipments are inbound, carrying grain and other agribusiness imports. Additional information near Seaford can be found in the next section titled Delaware State Rail Plan.
- *Waterborne Commerce* - The Nanticoke River is an important freight route between Seaford and the Chesapeake Bay. Pictured to the right is the Waterborne Freight in Seaford. In 2016, about 360 barges carrying nearly one million tons of bulk materials (including grain, gravel, and fuel) moved up and down the river. One barge has the capacity of about 150 trucks.

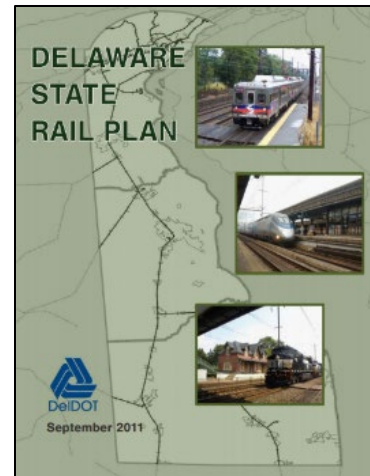


The 2015 Plan can be found here https://deldot.gov/Publications/reports/freight_plan/index.shtml

Delaware State Rail Plan

Railroads are an integral part of the Delaware landscape. Running through all three of Delaware’s counties and into Maryland, the railroads also are the state’s economic arteries. The Delaware State Rail Plan (SRP) was prepared in September 2011 and provides a basis for federal and State rail investment. It sets forth Delaware’s freight, passenger, and commuter rail transportation policy. The SRP reflects rail stakeholders interests and strives to:

- Broaden the understanding of rail issues for all stakeholders.
- Define the role of railroads in a multimodal environment.
- Identify infrastructure and other improvements required to improve rail service.
- Provide a framework to implement rail improvement initiatives in Delaware; and
- Support DeIDOT and other agencies in obtaining federal or other funding.



The Delaware State Rail Plan can be found here https://dartfirststate.com/pdfs/DeIDOT_SRP_101011.pdf

Providers

Given Delaware’s central location in the Mid-Atlantic region, many of the State’s industries rely on the freight rail network for efficient delivery of goods. This rail system serves many destinations beyond the State’s borders, and its connections with other modes of transport, namely highway and water, provide shippers options in terms of market access, modal economics, and service. With a national emphasis on economic competitiveness and environmental sustainability, an energy efficient choice such as rail is poised to better serve shipper’s needs.

Norfolk Southern is the largest rail freight carrier in Delaware. It serves the State through access rights over the Northeast Corridor (NEC) granted by the federal government. The State is served by smaller, short line railroads that provide feeder service for the larger carriers. In addition to providing connections to principal economic centers in the East and Midwest, the Class I railroads also offer Delaware’s industries and consumers access to markets west of the Mississippi River as well as in Canada and Mexico through connections with other railroads. Located within the Seaford Area are two railroad service providers operated by the Maryland and Delaware Railroad Company (MDDE) and Delmarva Central Railroad Company (DCR), further described below.

The *Maryland and Delaware Railroad Company (MDDE)* is a short line railroad operating on the Delmarva Peninsula for over 40 years and headquartered in Federalsburg, Maryland. Currently, the MDDE operates over 120 miles of track in the States of Maryland and Delaware. About 16 of those miles are in Delaware. Primary commodities carried by MDDE are grain related, but they also haul fertilizer, gluten, canola, lumber, drywall, paper products, wax, steel, propane and other chemicals.



This history of this line starts comes in response to several smaller branch lines along the Delmarva Peninsula being omitted from the Final System Plan when Conrail was created in 1976, the states of Maryland and Delaware attempted to find a way to keep these struggling branches in operation. At first, they subsidized these branches with ownership being retained by Penn Central. However, this was too costly, and they sought a lower cost short line to be the designated operator of these lines that needed minimal rail service. They selected the MDDE railroad company as the designated operator soon after its organization in August 1977.

The company's current branches include Seaford, Chestertown, and Centreville Lines, and the now abandoned route between Clayton, Delaware and Easton, Maryland. In 2000, ownership of the line operating between Frankford, Delaware and Snow Hill, Maryland was transferred to the MDDE. In 2008, MDDE signed a 15-year extension with the State of Maryland for an operating agreement for the Seaford, Chestertown, and Centreville lines. The new agreement calls for MDDE to be designated operator of the lines through 2023.

The *Delmarva Central Railroad Company (DCR)*, a subsidiary of Carload Express Inc. now operates 188 miles of line in Delaware, Maryland and Virginia. DCR also has a direct connection to the North American network through Norfolk Southern Railway. In 2016, DCR took over the Norfolk Southern-owned railway from Porter, Delaware, to Pocomoke, Maryland, and from Harrington to Frankford. In 2018, the company added the track from Pocomoke to Hallwood, Virginia, and in 2019, the Delaware lines from Ellendale to Milton and Georgetown to Harbeson joined the railroad.

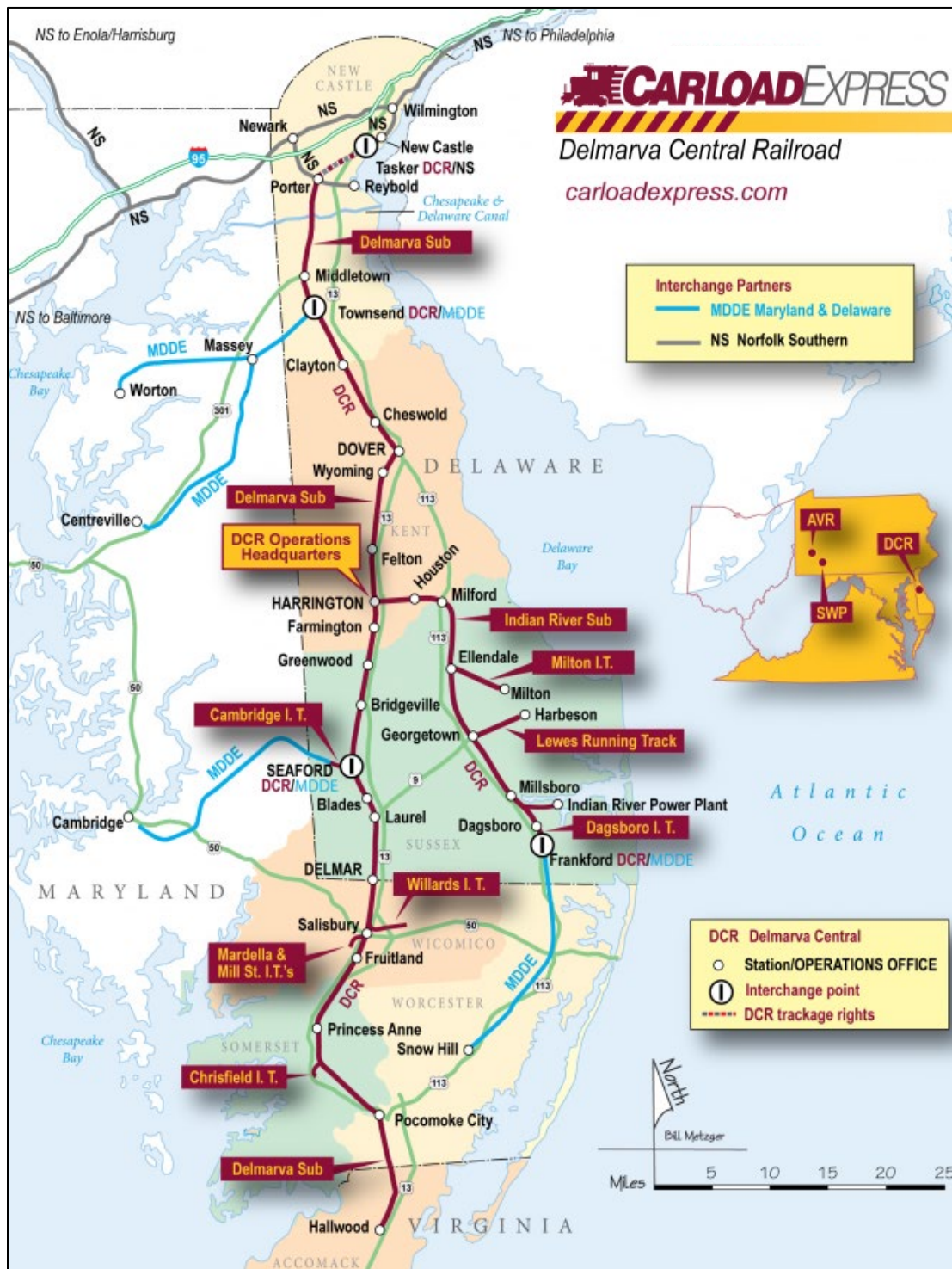
DCR's primary commodities include stone and aggregate for home and road construction and propane, which fuels many homes in southern Delaware. Given that the Delmarva Peninsula is home to the broiler chicken industry, it also hauls agricultural products. In most cases, DCR delivers the railcars directly to facilities on customer sidings — offshoots from the main rail. DCR rolls cars right up to a poultry processor's feed mill five or six days a week.



There is a transload terminal in Gravel Hill, between Harbeson and Georgetown. In 2019, DCR opened the Seaford Transload Terminal in Seaford Industrial Park to serve customers that previously trucked liquid feed ingredients from outside Delmarva. To accommodate the terminal's first customer, a roadway was constructed next to the existing rail siding to facilitate direct railcar-to-truck transloading of the liquid. A few months later, a piping-and-pump system was installed to allow DCR to unload

railcars directly into two 30,000-gallon heated and insulated tanks, which were installed for a second customer. Due to the efficient infrastructure, trucks can fill up on demand and make deliveries to local customers.

Expansion of the Seaford Transload Terminal was crucial to support the local and regional economy with providing additional growth opportunities for the industrial and manufacturing industries. As shown on the map image below, the Seaford area supports rail services for the east, west, north and south.



Passenger

Passenger rail service is provided by two carriers. The Northeast Corridor (NEC) route of Amtrak, the national passenger rail operator, passes directly through the State providing intercity passenger rail service across the country. Complementing the intercity service are commuter trains operated by SEPTA. Unfortunately, passenger rail services are not available in Seaford, nor Sussex County. The city supports future initiatives regarding passenger rail as an alternative transportation option.

Amtrak operates 23.3 route miles of passenger railroad in Delaware over its NEC, serving two stations in the State - Newark and Wilmington. All trains that operate on the NEC stop at the Wilmington Station; the Newark station has significantly less service. The Wilmington Station is owned by Amtrak and serves a variety of Amtrak trains including Acela, Regional and Long-Distance on high level platforms.

The Southeastern Pennsylvania Transportation Authority (SEPTA) operates commuter rail service oriented towards Center City Philadelphia, and Delaware Transit Corporation (DTC) contracts with SEPTA to extend a portion of its trains into Delaware. The Wilmington/Newark Line is a route of the SEPTA Regional Rail commuter rail system in the Philadelphia area and is the longest line of the 13 SEPTA Regional Rail lines. The line serves southeastern Pennsylvania and northern Delaware, with stations in Marcus Hook, Pennsylvania, Wilmington, Delaware, and Newark, Delaware.

The SEPTA Wilmington/Newark Line service began operations to Wilmington in 1989, added stops in Claymont in 1991, Newark in 1997, and Churchmans Crossing in 2000. Major rail passenger infrastructure projects are being completed in northern Delaware to the Newark Train Station and the new Claymont Regional Transportation Center at First State Crossing (See plan image to the right). Operated by DTC, DART First State buses serve all of the stations via multiple routes.



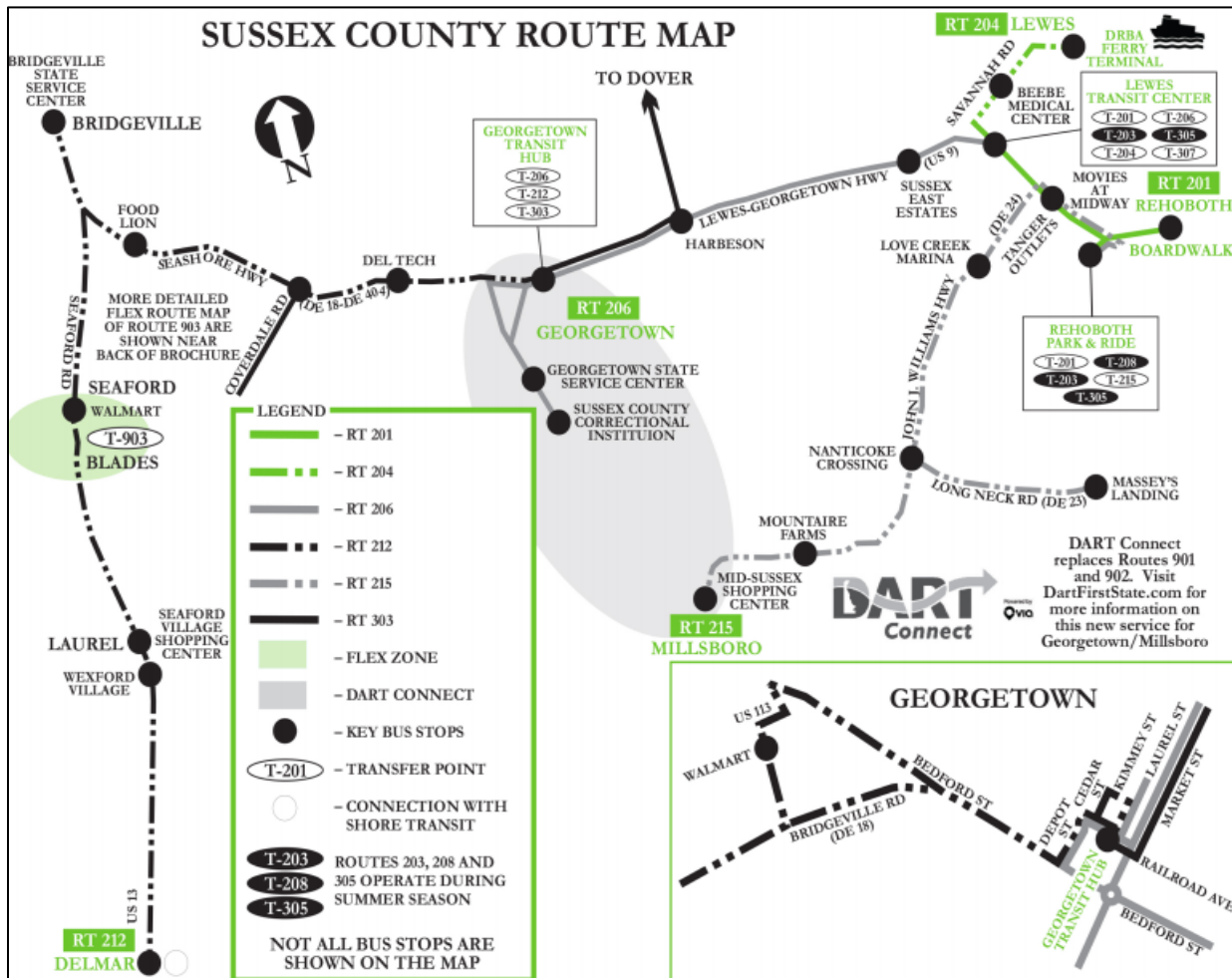
Public Transportation

Public transportation is a vital component to the Community and these services are provided by others, such as the State and private companies. The city will continue to work with these providers to identify new service areas as the city grows with new land development and redevelopment projects. The city will continue to promote DART services and future ridership surveys throughout the Community.

Delaware Transit Corporation (DTC) operates DART First State, offering a statewide network of transportation options. Services provided include fixed route, intercounty, seasonal bus, paratransit for people with disabilities, commuter train service contracted through SEPTA and Delaware Commute Solutions's ride matching program. The bus services include 64 bus routes (36-New Castle County, 10-Kent County, 6-Sussex County, 4-intercounty, 1 flex, on-demand micro-transit DART Connect, and 7-seasonal). The on-demand micro-transit DART Connect is in a pilot phase. Public bus transportation has seen an increase in ridership; therefore, creating expanded routes and services throughout the State.

Bus Route 212 serves Seaford, shown in the dashed and bold line route map image below, this route includes connections to Georgetown, Bridgeville, Seaford, Blades, Laurel, and Delmar. Around 11 departure times on this route are currently available Monday thru Friday and seven departures for Saturdays.





Seaford is fortunate to be a designated Flex bus service in Sussex County. The Flex route not only provide regular bus service to designated bus stops, but also have the flexibility to accommodate off-route, curbside pick-up and drop-off locations up to one mile of the regular route by reservation.



Route 903F, known as the Seaford Loop, connects to Route 212 (previously discussed) at the Seaford Walmart location. This transit services provides stops at several key community facilities to meet the Community needs (see service brochure to the right). The Seaford loop bus services are available Monday through Friday from 6:30 a.m. – 7:10 p.m. and stops every 60 minutes.

All current bus services, routes, fares, and schedules can be found at this website link: <https://dartfirststate.com/RiderInfo/Routes/index.shtml>

903 Seaford Loop (Monday-Friday)

A	Seaford Village Shopping Ctr. at Roses (212)	:30
	Seaford Village Shopping Ctr. at Dialysis Center (212)	
	Norman Eskridge Pkwy. at McDonalds (212)	
	Dutton Ave. at Seaford Asst. Living Ctr.	
	Dutton Ave. at Seaford Meadows Apts.	
B	Nanticoke Health Pavilion	:37
C	Shipley State Service Ctr.	:41
D	Tull St. at Meadow Bridge Apts.	:48
E	Locust St. between Shipley St. and Bradford St.	
F	PA Ave./High St. between Bradford St. and Cannon St.	
G	Nanticoke Hospital	:57
	US 13 at Plaza Tapatia (212)	
H	Walmart (Seaford) (212)	:04
I	Seaford Village Shopping Ctr. at Roses (212)	:10

Operates weekdays every 60 minutes from 6:30 AM to 7:10 PM
 Bus arrival times are shown in minutes past the hour (:00)
 Routes in () indicate locations for transfers

SEAFORD

Flag Zone – area where customers can wave down a bus to stop
 Flag Zone – áreas donde el cliente puede parar el autobús con la mano

Delaware Commute Solutions

In January of 2021, Delaware Commute Solutions was released for a new name change and rebranding to the previously known RideShare program. Delaware Commute Solutions is dedicated to reducing the number of single occupancy vehicles (SOVs) on



Delaware's highways. Delaware Commute Solutions aims to reduce congestion, improve air quality and lower vehicle emissions on Delaware's roadways. They assist employers and commuters with finding solutions and using alternative modes of transportation. Delaware Commute Solution's programs and services are offered to employers and colleges throughout the state and employees and adult students living or working in Delaware. Program information can be found at this website link <https://delawarecommutesolutions.org/>

Funded with a combination of Federal Congestion, Mitigation & Air Quality (CMAQ) and State dollars, the goal of our program is to reduce the number of single occupant vehicles (SOVs) traveling on Delaware's roadways, thus improving our air quality. Since 1997, Delaware Commute Solutions has been working in partnership with local and regional agencies towards meeting Federal Air Quality Standards. Clean commutes that qualify for the Rewards Program are:

- Transit / Bus
- Carpooling & Vanpooling
- Walking
- Biking
- Teleworking (working from home)
- Compressed Work Weeks

Park and Pool lots are available throughout the State to park your car and meet a carpool or vanpool. One location is available in the Seaford area located at the Seaford Church of Christ on US 13 & Road 532 for up to 15 parking spaces. The carpool and vanpool programs are further described below.

- **Carpool** - Instantly cut 50% or more of your commute costs by carpooling! Delaware Commute Solutions can help you find a carpool partner with a similar work schedule, near your home and worksite. There are also DART Park & Ride lots available with free carpool parking. A carpool commute can:
 - Save you money – up to thousands of dollars a year!
 - Take a car off the road and help air quality.
 - Reduce stress – you might even make a friend.
 - Stay flexible – pick the schedule and days that work for you (even one or two days a week)
 - Get you special preferred parking at some worksites (check with your employer)
- **Vanpool** - If your commute is more than 25 miles one way to work, a vanpool could be a great commute solution. Delaware Commute Solutions can help you get started by identifying potential vanpool participants who share your commute pattern. The cost of the vanpool will be determined by the number of riders, distance traveled, and total gas costs. Vanpools are ideal for 6 or more passengers, and a full van results in the lowest fares because more riders share the costs. Vanpools also receive:
 - Insurance for drivers, riders and vans
 - Convenient service locations for van maintenance
 - 24-hour roadside assistance
 - A fuel debit card for use at major gas stations and for EZ Pass tolls (optional)
 - Preferred parking at some worksites

If you work for the State of Delaware, you can participate in the Fleet Link State Vanpool program. State employees who commute by vanpool are eligible for emergency ride home trips only through the State Vanpool program. Information can be found here <https://gss.omb.delaware.gov/fleet/index.shtml#fl>

Dart Paratransit

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



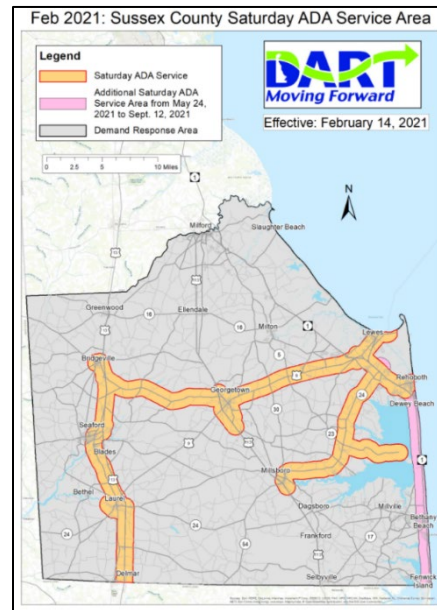
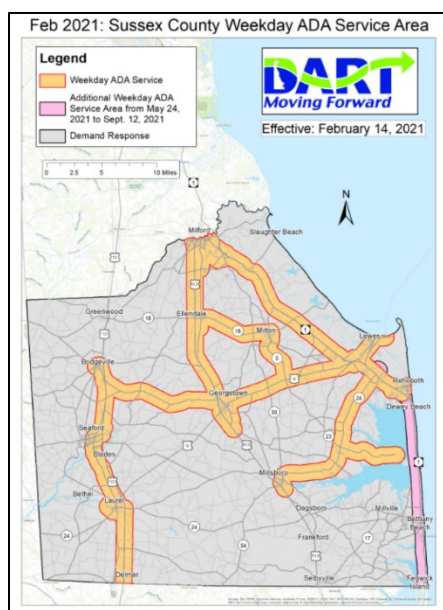
Under the ADA, there are three categories under which a person can be eligible for ADA Paratransit Services, defined below:

1. The person is unable, as the result of a physical or mental impairment, to independently, get on or get off a bus on the fixed route; or
2. The person needs the assistance of a wheelchair lift or other boarding assistance and is able to get on, ride, and get off a bus, but such fixed route bus is not available on the route when the individual wants to travel; or
3. The person has a specific impairment-related condition that prevents travel to or from a bus stop in the system.

DART designates paratransit trips into two services categories with specific service hours:

- ADA Trip – A trip is considered to be an ADA trip when the beginning location and the ending location are within ¾ mile of a fixed route service, and the trip you are requesting is during the hours and days of service that the route is operating.
- Non-ADA Demand Response Trip – A trip is considered Non-ADA Demand Response when either the beginning OR ending of the trip is outside the ¾ mile of fixed route service and/or is outside the hours and days that fixed route is operating.

The map images below represent Sussex County ADA service areas for weekday and weekend services. Seaford is located in the service area. Paratransit information and services, please visit this website link <https://www.dartfirststate.com/RiderInfo/Paratransit/index.shtml>



Nonmotorized Transportation

Nonmotorized transportation is a critical connectivity component of a community. Governor Jack Markell signed Executive Order Number Six in 2009 providing the policy underpinning of the administration's Complete Streets policy. A key provision of the order was that it compels DeIDOT to ensure that the needs of bicyclists and pedestrians are taken into account whenever the state builds or does significant maintenance work to existing state-maintained roadways. Effectively, the order strengthened the standard concerning the presence of bike and pedestrian amenities to the level where their exclusion must be demonstrated to be wholly infeasible or impracticable.

The 2019 Delaware Statewide Long-range Transportation Plan (LRTP), *Innovation in Motion* is further discussed in this Chapter under the Plans and Programs section. This plan outlines three primary bicycling goals: develop a complete, comfortable, connected bicycle network, improve bicyclist safety and confidence, and foster a culture of bicycling that benefits all Delawareans. DeIDOT Planning has worked to strengthen the pedestrian crosswalk links by developing a comprehensive GIS-based network system highlighting all the American with Disabilities Act (ADA) compliant curb ramps and crosswalks on all the public roadways.

Pedestrian

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

Seaford is fortunate that it has an extensive network of sidewalks through much of its downtown and residential areas. Map 5-Pedestrian and Bicycle shows the sidewalk inventory obtained from the 2017 FirstMap GIS data set. This inventory provides a snapshot of connectivity and should be used as a tool to update improvements and identify the areas for future improvements.

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

A large pedestrian TAP funded improvement project is currently underway on Market and Front Street in the Seaford Downtown Development District. This is further discussed under the Improvements and Initiatives section of this Chapter.

The city works closely with the Seaford School District and DeIDOT on the implementation of the *Safe Routes to School Program* within the Community. Safe Routes to School programs makes it safe, convenient and fun for children to walk or bicycle to school. The most commonly requested infrastructure improvements requested in Delaware are bike racks, school zone signage, sidewalks, ADA curb ramps and crosswalk striping. Elementary and middle schools can receive funding through Delaware Safe Routes to School Program. In 2013, the Seaford School District, City and DeIDOT worked together to improve conditions for students who walk to and from Seaford Middle School on Stein Highway.

The city continually monitors sidewalk conditions and potential new opportunities for connectivity throughout the City limits. Generally, existing sidewalks are in good condition and many of these sidewalks also have ADA compliant ramps with crossings at intersections. Considerations for sidewalk improvements are reviewed for inclusion through the annual budget process while considering infrastructure projects. All new developments are required to provide pedestrian sidewalks in compliance with the city specifications for construction.

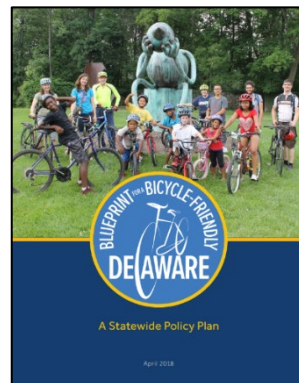
A Glow Ride was recommended by a participant during the public outreach portion of the Plan. This is becoming a popular event within other communities and can also serve as an outreach event to obtain information regarding safe nonmotorized connectivity. Obtaining feedback by those that walk and bike throughout the community regularly is critical to identify areas of improvement and prioritization. The community event could involve partners to promote healthy communities and local bicycle enthusiast businesses as well. This can also be conducted by hosting a Glow Walk, which was completed nearby by WalkWicomico. WalkWicomico is a coalition of community partners committed to improve walkability in Wicomico County. They host an array of events and programs that can be used as models and found at this website link: <https://walkwicomico.com/>

Bicycle

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

Map 5-Pedestrian and Bicycle shows the designated bicycle routes obtained from the 2017 FirstMap GIS data set. This inventory provides a snapshot of bicycle connectivity and should be used as a tool to update improvements and identify the areas for future improvements. Seaford acknowledges the importance and benefits of bicycling locally and statewide.

The Blueprint for a Bicycle-Friendly Delaware was created in April 2018 and lays out a series of innovative strategies for planning, design, coordination and communication tools to continue this important work. The Blueprint is the result of a planning process that engaged the public, agency staff, and a wide range of stakeholders. The process was designed to define a broad, publicly driven vision and goals for bicycling; comprehensively evaluate the current situation and opportunities to enhance policies, programs, and processes that relate to bicycling; and then create a clear action plan to implement the recommendations informed by key stakeholders. A project working group was established to represent the wide range of stakeholders committed to improving bicycling the Delaware.



The purpose of the Blueprint for a Bicycle-Friendly Delaware is to:

- Identify Delaware specific goals and adopt new and best practices.
- Integrate efforts of stakeholders into a focused implementation strategy.
- Increase coordination and leveraging of resources.
- Communicate the value of bicycling toward achieving broad societal goals.

The Plan provides six key principles, identified as safety, network, transparency, coordination, culture and equity. Three key goals are noted as:

1. Develop a Complete, Comfortable, Connected Bicycle Network
2. Improve Bicyclist Safety and Confidence
3. Foster a Culture of Bicycling that Benefits All Delawareans

The plan identifies several implementation strategies to assist in achieving each goal, the majority of which involves much intergovernmental coordination. The plan can be found on this website location: <https://deldot.gov/Publications/plans/bikeandped/pdfs/DeIDOTBikePlan043018FINAL.pdf> Seaford is open to continual dialogue and assistance with growing the bicycle community.

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

Nanticoke Heritage Byway

The Byway extends along several roads in western Sussex County, from the exit for Route 20 to Bridgeville Road on US 13, passing through Seaford, Bethel, Laurel then ending at the Trap Pond State Park. This Byway also crosses the beautiful Nanticoke River through the historic Woodland Ferry. At the heart of the nearly 40-mile Nanticoke Heritage Byway corridor is the pristine Nanticoke River, one of the mid-Atlantic's best-preserved waterways. At 64 miles in length, the river begins in Seaford and travels through Delaware and Maryland before arriving at the Chesapeake Bay. The Nanticoke River is the longest tributary of the historically significant Chesapeake Bay.



The Nanticoke River was the catalyst that spurred settlement of the region by the Nanticoke Indians, originally known as the Kuskarawaoks. Translated as “people of the tidewater,” Nanticoke Indians were excellent hunters and farmers who inhabited the area along the Nanticoke River in what are now towns of Seaford and Laurel. Their presence in the region predates European exploration, but recorded history begins around the early 1600s.

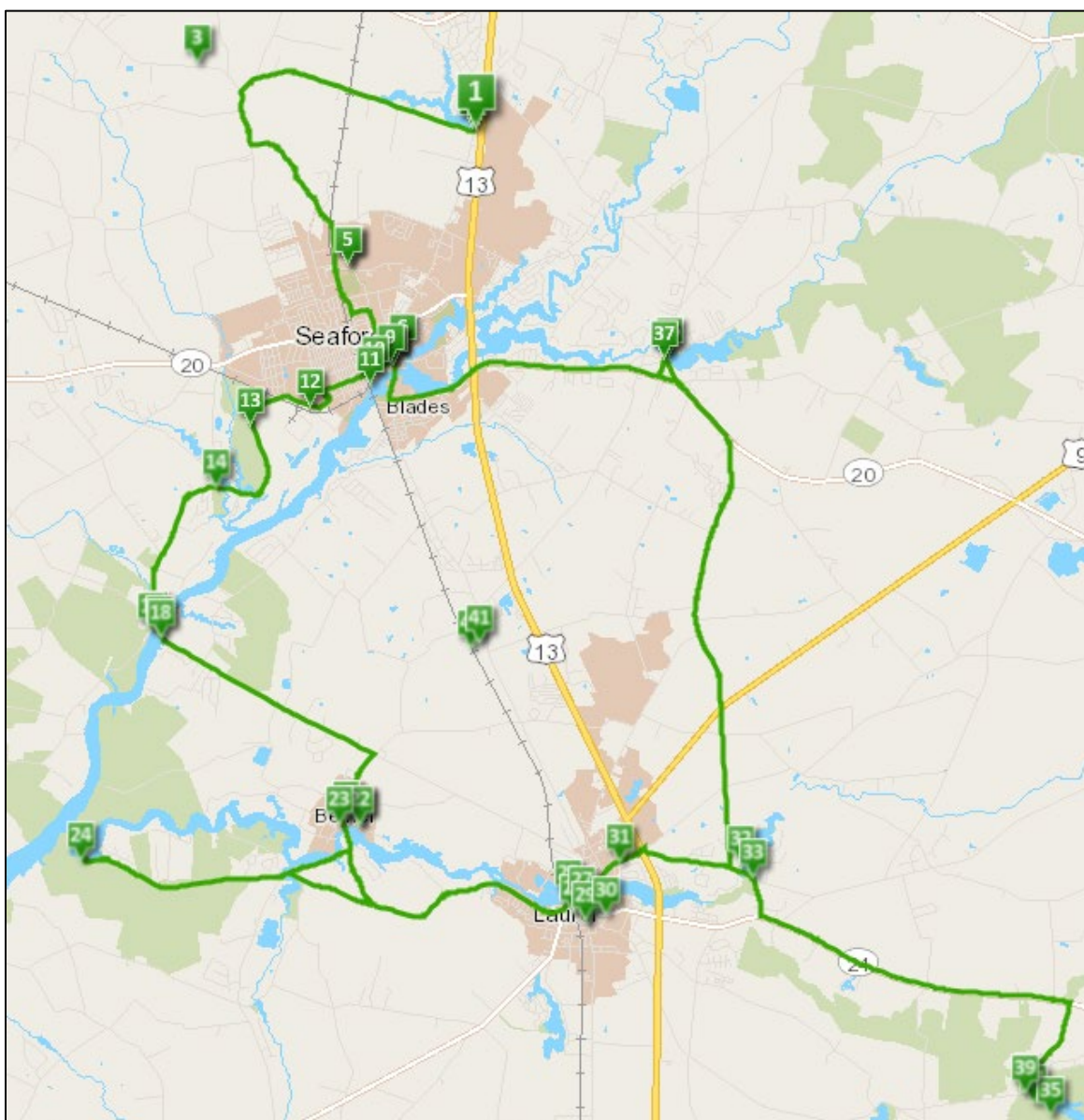
Post European settlement, the region's economy thrived with shipbuilding, large tracts of timber and agricultural exports. Sussex County was connected to markets in Baltimore, Philadelphia and Wilmington by stagecoach, ship and eventually railroad. The arrival of the railroad into Sussex County was championed by former Delaware Governor William Henry Harrison Ross.

The 40-mile-long Nanticoke Heritage Byway connects visitors to the past of the First State, on a scenic and historic journey through Sussex County. Visitors immediately get a sense of this history when entering the Byway from the north at the Hearn & Rawlins Mill. Located on Hearn's Pond, this historic resource operated as a grist mill in the late 1800s. The southernmost point of the Byway, Trap Pond State Park

offers visitors the chance to enjoy picturesque scenery just east of the Town of Laurel. Between these two gateways, the Nanticoke Heritage Byway loops through Seaford, Laurel, Concord, Woodland, and Bethel.

Along with the numerous historical viewing opportunities, visitors can also take advantage of the many options for recreation while traveling the Byway. Hiking, cycling, birding, boating and many other water-based activities are all possible while visiting the Nanticoke Heritage Byway. While travelers may arrive in their vehicles, there are numerous chances to get out and explore this wonderful and unique region.

To ensure visitors are able to enjoy all of the sites that the Nanticoke Heritage Byway has to offer, the Byway has been divided into five distinct “discovery zones.” These zones assist travelers in developing their itineraries and help guide visitors along their journey. These unique “discovery zones” are: North Seaford; Seaford Proper; Woodland/Bethel; Laurel; and Concord. Seaford has several designated places of interest to visit on the Byway. An interactive map (image shown below) with information on each point of interest is available at this website link <https://udel.maps.arcgis.com/apps/MapTour/index.html?appid=ff0cb227a5924f628e7b5584e69cb684> Additional information can also be found here <https://nanticokeheritagebyway.org/>



PLANS AND PROGRAMS

Several plans and programs contribute to ongoing support, planning, collaboration, engineering, design, construction and maintenance. Transportation jurisdiction and regulations are provided by multiple government entities (Federal, State, County, and Local). The section is not an inclusive list; however, it provides key plans and programs that are part of the Seaford community.

Delaware Corridor Capacity Preservation Program (CCPP)

The US 13 Corridor runs north and south and is located within the Seaford city limits. In 1996, the Delaware General Assembly passed legislation (17 Del. C. 145), enabling DeIDOT to develop a program to protect corridors serving statewide or regional travel. The law established a roadway nomination process and called for nominations through DeIDOT's Long Range Transportation Plan. Three additional corridors were identified in the program including SR 48, SR 1, and US 113.

The CCPP has five primary goals:

- maintain a road's ability to handle traffic safely and efficiently.
- minimize the impacts of increased economic growth.
- preserve the ability to make future improvements.
- prevent the need to build an entirely new road; and
- sort local and through traffic.

In addition to these goals, the program is designed to maintain the regional significance and intended function of existing designated routes. The social, environmental, and economic benefits gained through a management and preservation program outweigh the impacts associated with the construction of a new route using a new alignment. The Program works by using the following methods:

- *Identify Best Future Design* | An overall approach for the corridor is developed that considers the locations of existing and future intersections or interchanges, driveways, service roads, environmental constraints, and County land use plans. This approach becomes the basis for decisions regarding the management and improvement of the roadway, including entrance applications.
- *Review Permits* | Counties and local governments submit rezoning, subdivision, and entrance permit applications that DeIDOT reviews for consistency with corridor capacity preservation plans.
- *Coordinate Actions* | To ensure efforts are mutually supportive, DeIDOT coordinates actions with County and local government comprehensive plans.
- *Manage Access* | DeIDOT works with property owners to find alternative access to their property other than directly onto the corridor. Access management seeks to limit the number of points where vehicles enter and exit highways to existing intersections or as few intersections as possible, in order to reduce congestion and increase safety.
- *Refine Site Development Plans* | DeIDOT works with property owners to achieve a site design that conforms to the Corridor Capacity Preservation Program and meets the goals of both the owners and the program.
- *Purchase Access Rights* | DeIDOT can purchase access rights from a property owner. The property owner retains the ability to develop the property and pursue alternate access.
- *Purchase Development Rights* | If necessary, DeIDOT can purchase the development rights attached to a property without purchasing the property outright. For example, a farm owner could be paid to permanently restrict his property for agricultural use. The property would

continue to generate a low level of traffic and the farm owner is able to preserve its current use, while still maintaining ownership.

- *Purchase Property* | DeIDOT can also preserve capacity by purchasing property, in whole or in part, to ensure that it is available for any necessary transportation improvements in the future such as service roads or bus lanes.
- *Develop Individual Projects* | In accordance with an overall preservation program, DeIDOT can develop and implement individual projects as the need for them arises. Types of projects include, but are not limited to, intersection improvements, route changes, service road connections, local road connections, and the construction of interchanges.
- *Provide Consultation* | DeIDOT can make suggestions to property owners and developers about site planning so they can best accommodate the program's requirements.

The city continues to coordinate with DeIDOT and provide input in regard to improvements along the Corridor located within the city limits. A few corridor improvement projects have even been coordinated during design and construction to reduce costs for both the State and the City.

Development Coordination Manual (DeIDOT)

The purpose of the Development Coordination Manual is to set forth the requirements of DeIDOT for the planning, design, construction, and acceptance of subdivision streets and access to State-maintained roadways. This manual was updated and became effective November 2019. The updated manual can be found here <https://deldot.gov/Business/subdivisions/index.shtml?dc=changes>

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

- A. New subdivisions and land developments.
- B. Lot line adjustments.
- C. Changed or expanded subdivisions and land developments.
- D. Any new access onto a State-maintained roadway.
- E. Modifications to an existing access.
- F. Assessment of the impacts of traffic.
- G. Off-site improvements.
- H. Transportation Improvement Districts (TIDs).

The coordination with new development and redevelopment within the city limits and located on a state-maintained roadway are critical to growth in Seaford. Seaford will continue to forward interested land development representatives to DeIDOT in the early planning stages and provide input on current projects for consideration of transportation improvements.

Evacuation Plan

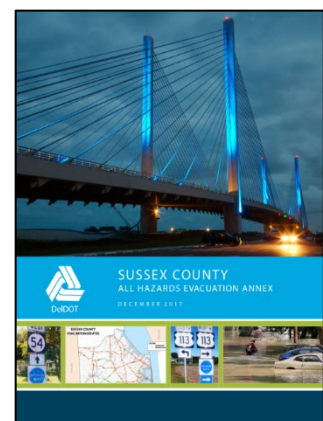
Statewide evacuation routes are determined by Transportation Management Teams ("TMTs"), which are part of DeIDOT's transportation management program known as Intelligent Transportation Management System ("ITMS"). TMTs bring together personnel and resources from police, fire, rescue, emergency management,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

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

The Sussex County All Hazards Evacuation Annex dated December 2017 was approved by the Sussex County Transportation Management Teams (TMTs). The Transportation Management team is comprised of representatives from DelDOT, Delaware State Police, Delaware Emergency Management Agency, Delaware Natural Resources and Environmental Control, Sussex County Emergency Operations Center, and local government public safety agencies.

This Annex primarily focuses on tidal inundation incidents and events that may affect Sussex County, including hurricanes, nor'easters, coastal storms, tidal or storm surges, and heavy rains. However, it may be applied to other events that may require mass evacuation (e.g., terrorist actions). Approximately ninety percent of Delaware's coastal storm flood-vulnerable housing units (Category 2 hurricane) are in Sussex County making the County vulnerable to flooding and potential coastal storm damage.

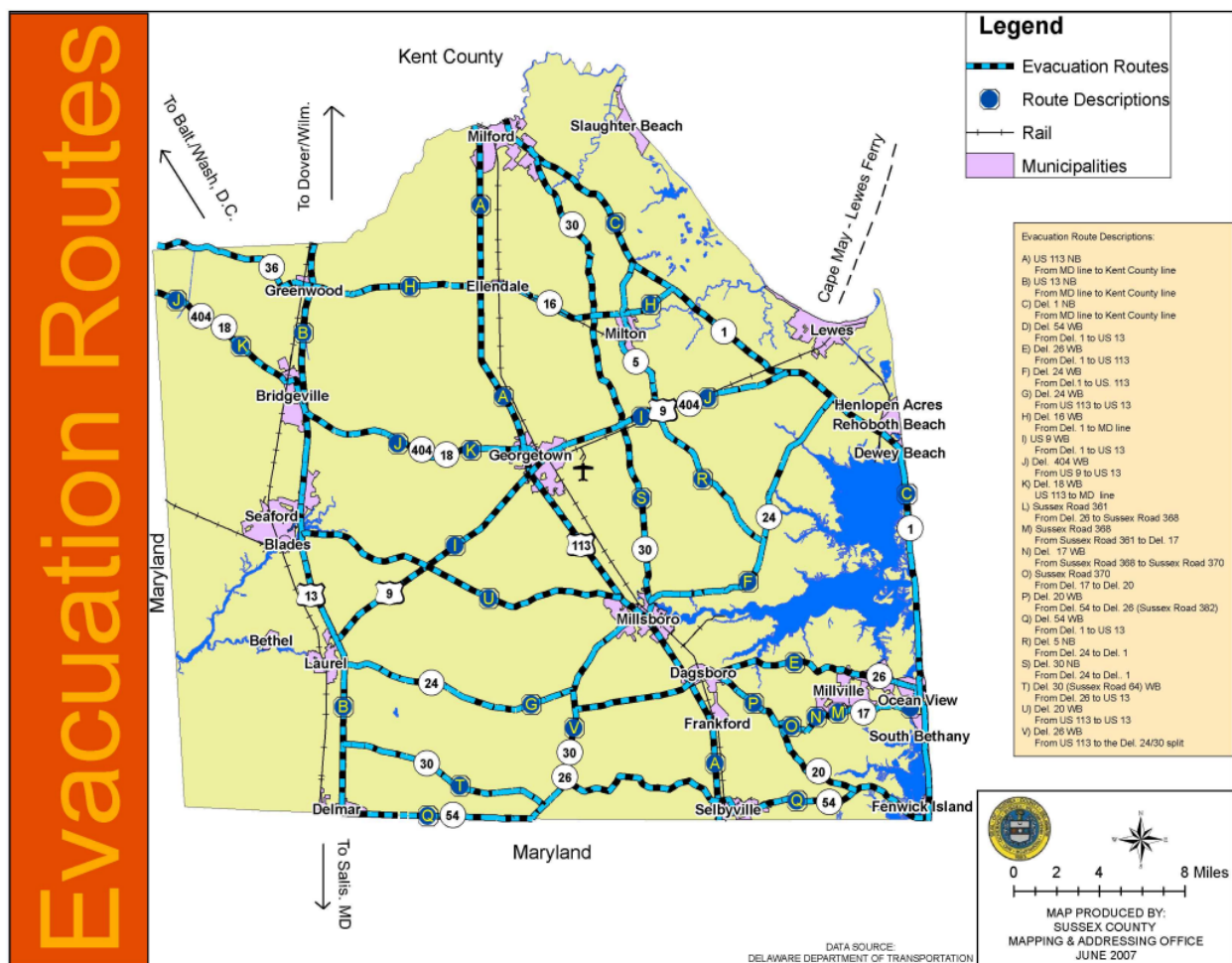
As a result, this plan describes a concept of operations to manage the transportation system and assist the Sussex County population deemed most "at risk" to the effects of tidal inundation from a hurricane or coastal storm to escape the effects of the storm. The procedures outlined are the minimum actions that will be required from the Delaware Department of Transportation (DelDOT) to include the Transportation Management Center (TMC)/Transportation Solutions Division, Maintenance and Operations Division, Motor Vehicle Division (Tolls) and the Delaware Transit Corporation to manage the transportation system in the event of a planned or unplanned event or incident that threatens the residents of Sussex County.



This plan also incorporates the coordination and support that is also required by other agencies in support of the DelDOT efforts to include the Delaware State Police (DSP), Delaware Department of Natural Resources and Environmental Control (DNREC), Delaware Emergency Management Agency (DEMA), Delaware Volunteer Firefighter's Association (DVFA), Sussex County Emergency Operations Center, Civil Air Patrol (CAP), local law enforcement and fire companies as well as other agencies as needed in the event that an evacuation of the area is necessary due to a hazardous event to include the formation of a tropical storm or hurricane that threatens Sussex County.

In Sussex County, the Emergency Operations Center ("EOC") coordinates responses to natural disasters, such as winter storms, floods, and hurricanes, and technical disasters, such as chemical spills and hazardous materials incidents. The EOC also provides 911 service for the residents of Sussex County and dispatches fire companies, ambulance squads, County paramedics, State Police's Medevac helicopter, and other resource equipment to support the fire service. Sussex County also works in conjunction with State of Delaware Emergency Management Agency and neighboring counties and municipalities. The plan can be located here <https://deldot.gov/Publications/reports/ITMS/pdfs/SussexCountyEvacuationAnnex.pdf>

The Annex plan provides evacuation route levels and shelters within the document. The map image below shows the major evacuation routes in Sussex County.



Long Range Transportation Plans

Seaford is included in two long range transportation plans, and they are further described below. It is important for the city to participate and continue to provide input within both plans as they both support the Community and its transportation components.

Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO)

The Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO) is a federally mandated and funded MPO. This policy-making organization comprised of representative from local government and governmental transportation authorities with a purpose to carry out the metropolitan transportation planning process for Urbanized Areas with populations greater than 50,000 and designated by local officials and the Governor of the state.

MPOs assist with regional transportation decision-making and provide a critical link for coordinating transportation planning and programming between federal, state, and local governments, as well as the public. Regional transportation planning addresses shared challenges and financial investments of projects relating to transportation mobility, safety, and security over long time spans.

MPO's are created with five core functions:

1. Establish a setting.
2. Identify & evaluate alternative transportation improvement options.
3. Prepare & maintain a Long-Range Transportation Plan
4. Develop a Transportation Improvement Program ("TIP")
5. Involve the public.

At the time of this publication, approximately 384 MPOs exist nationwide, seven (7) of which include a portion of Maryland. A Memorandum of Understanding formally establishing the S/WMPO was executed by the following member jurisdictions and entities on January 21, 2004:

- Maryland Department of Transportation ("MDOT")
- Delaware Department of Transportation ("DelDOT")
- Wicomico County; City of Salisbury
- City of Fruitland
- Town of Delmar, Maryland
- Town of Delmar, Delaware
- Tri- County Council of the Lower Eastern Shore of Maryland



The MOU established the framework for the creation of the Salisbury/Wicomico Metropolitan Planning Organization, mandated the creation and adoption of bylaws and a prospectus, and recognized Wicomico County, acting through its Department of Planning, Zoning, and Community Development, as the lead local government. On February 19, 2004, Maryland Governor Robert L. Ehrlich, Jr. designated the S/WMPO to serve as the Federally designated MPO for the region.

In accordance with federal regulations, a MPO is permitted to delineate a Metropolitan Planning Area ("MPA") consisting of the U.S. Census Bureau's delineated UA, and the contiguous area expected to be developed within a 20-to-30-year timeframe. The S/WMPO's MPA consists of census tracts adjacent to the 2010 UA, which are located (in whole or partially) within designated growth areas included in locally adopted comprehensive plans. Upon adoption of the proposed MPA by the S/WMPO Council, the MPA for each State will be submitted to the Governors, or their appointed representatives, for approval.

The MPA is centered on Salisbury and encompasses portions of Maryland and Delaware. As of 2010, the Maryland portion of the MPA includes the City of Salisbury, City of Fruitland, Town of Delmar, Town of Hebron, and unincorporated areas of Wicomico County and Somerset counties. In Delaware, the MPA includes rural southern Sussex County, City of Seaford, and the Towns of Delmar, Laurel, and Blades. Salisbury is the economic, academic, medical, and institutional hub for this region.

As the S/WMPO works to fulfill its mission, its major goals include:

1. Facilitating efficient movement of people and goods.
2. Using existing facilities to the fullest extent practical.
3. Allocating limited financial resources to generate maximum benefit to the transportation system.
4. Limiting impacts on air quality, the built environment, as well as historic, cultural, and natural resources; and
5. Ensuring public involvement throughout the transportation planning and project development process.

The Salisbury/Wicomico Metropolitan Planning Organization’s Long Range Transportation Plan (LGTP) is titled *Connect 2050* and it was adopted on December 17, 2019, followed by the most recent amendment on May 21, 2021. It is the source for planning transportation investments for the region over the next 30 years. The Plan prioritizes projects and programs that have short- and long-term effects on daily commutes, transportation options, and quality of life in this region of Maryland and Delaware.



Connect 2050 guides future regional transportation system development and maintenance by integrating plans from different transportation modes including auto, transit, freight, waterways, biking, and walking. It presents constrained and unconstrained transportation projects for the region according to priorities and available funding through 2050. The primary purpose of Connect 2050 is to guide the S/WMPO and government agencies in the transportation decision-making process, channeling transportation investments where they will be most effective.

The Plan provides six overarching goals:

1. Manage the Existing Transportation System
2. Increase Safety and Security
3. Enhance Access and Mobility
4. Provide a Connected, Multi-Modal Transportation System
5. Protect the Environment and Quality of Life
6. Support Economic Development

Connect 2050 can guide other municipal and state officials, local organizations, and private sector businesses to plan in concert with the region’s overall transportation goals. This Plan is designed to be flexible and to reflect the unique characteristics of the Maryland and Delaware communities in the S/WMPO region.

Seaford serves as one of the S/WMPO Councilmembers and remains active in the organization. The official website for the Connect 2050 Plan and the S/WMPO is located here <https://www.swmpo.org/>

Delaware Department of Transportation (DelDOT)

Delaware’s transportation network is continually evolving with changes in land use, demographics, travel patterns, preferences, and technology. All of these changes require DelDOT to develop new and cost-effective solutions to meet the future needs of the transportation network. As a guide toward these solutions, the federally required Long Range Transportation Plan (LRTP) identifies broad goals, policies, and priorities to meet transportation needs over a twenty-year period.



The current update of DelDOT’s 2019 LRTP, *Innovation in Motion*, provides a framework for the documentation of innovative policies, programs, and operations and will also explore new strategies for addressing our transportation challenges. Innovation in Motion consists of three main parts.

1. Part One includes background information about the state; trends in demographics, transportation, and technology; and a summary of the broader LRTP goals.

2. Part Two is a compilation of content derived from DelDOT's divisions that are specific to various transportation modes and other topics as they relate to the plan's goals stated in Part One. The theme of the topic-specific content focuses on the challenges facing DelDOT and the state's transportation system over the next two decades and the plans and innovations that are ongoing and being developed within DelDOT to meet these challenges.
3. Part Three highlights new innovations and evolving technologies across the transportation industry that are changing the ways the public uses and interacts with the transportation system.

Noted within this LGTP are 11 recognized statewide challenges as shown below:

- Aging infrastructure requiring more maintenance
- Increasing population and Vehicle Miles Traveled (VMT)
- Decreasing public transit ridership
- Sprawling growth patterns resulting in longer commuting times to work and commercial centers
- Increasing aging population in need of costly specialized transportation services and facilities
- Changing economic conditions
- Impacts of extreme weather events and sea level rise.
- Ensuring safe and efficient emergency evacuation routes
- Providing and maintaining safe and accessible routes for pedestrians and bicyclists
- Managing increasing traffic generated by special events and seasonal fluctuations
- Funding constraint

The goals are multi-modal and address current and future community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety, health, and social needs. DelDOT has committed to implementing the Innovation in Motion LGTP goals by aligning plans, policies, activities, and measuring. These goals are listed below:

1. *Safety and Security* - Ensure the safe and secure movement of people and goods while limiting the potential for incidents that may cause harm or disrupt the network operations.
2. *Economic Vitality* - Promote and strengthen the economic vitality of Delaware with an excellent transportation network that meets the needs of a diverse and growing economy.
3. *Connectivity* - Improve accessibility, mobility and increase options for the movement of people and freight; enhance the integration of a multi-modal transportation system throughout the state; provide people with a choice of safe, attractive and reliable options.
4. *Quality of Life* - Maintain and enhance vibrant and appealing communities and support planned growth and development through a transportation network that serves the mobility needs of all Delawareans.
5. *System Preservation* - Preserve the transportation network to support travelers and commerce, while adapting to the future's changing needs.
6. *System Management and Operations* - Enhance system management and operations through innovative strategies and technology that increase the efficiency of the transportation system.
7. *Resiliency and Reliability* - Provide resilient and reliable transportation system that offers predictable travel times under normal conditions as well as efficient and safe use during emergency situations.
8. *Environmental Stewardship* - Protect and enhance the environment through sustainable best practices, integration of environmental considerations into planning and design, and responsible energy consumption.
9. *Travel and Tourism* - Facilitate efficient mobility options for tourist destinations that support Delaware residents, businesses, and visitors.

10. *Customer Service and Communication* - Conduct the highest level of customer service possible to proactively provide information and to learn from and address our customers' needs.

Among the topics addressed in this Plan are connected and autonomous vehicles and related technology and the increasing role of mobile applications and telecommunication in data access and sharing. Innovation in Motion was approved by the Council on Transportation on December 16, 2019. The plan is available on DeIDOT's website here: <https://deldot.gov/Publications/reports/plan/index.shtml>.

Transportation Improvement Districts (TID)

As of May 2020, there are now four Transportation Improvement Districts (TIDs) in Delaware. A TID is a geographic area defined for the purpose of securing required improvements to transportation facilities in the area. TIDs foster sustainable development by providing transportation improvements necessary for land development in locations identified as appropriate for development in local Comprehensive Plans. TIDs utilize private-sector impact fees to equitably distribute the cost of growth-related transportation improvements.

Three of the TID's are located in New Castle County. Southeast Milford completed the traffic analysis phase, and the needed improvements are currently being identified and the City of Newark is almost finished with the initial traffic analysis phase. Henlopen in Sussex County is the most recently approved TID. Additional TID's are being considered for the US/13 Bay Road Corridor in Dover and the Cheswold area. While becoming a TID is not a goal currently in this plan, the city may wish to learn and explore the local benefits to the Community in the future.

Transportation Asset Management Plan (TAMP)

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

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

Currently, there is an effort underway to develop a comprehensive assessment of state roadways and bridges to assess the needs and risks. DeIDOT Planning is engaging stakeholders to discuss the expansion of a more comprehensive assessment of state infrastructure, needs, risks, and tracking system. The expansion will serve as a companion to the Federal TAMP.



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

IMPROVEMENTS AND INITIATIVES

Since the Delaware transportation system is multi-jurisdictional, coordinated improvements and initiatives is crucial for successful projects in and around Seaford. Funding and technical assistance programs are two main areas to support maintenance and infrastructures improvements projects. This section will provide information reflecting Seaford’s willingness and continual drive to partner with several government agencies and organizations for successful projects within the Community.

Municipal Street Aid (MSA)

The State Legislature appropriates annually a portion of the Transportation Trust Fund within the Capital Improvement Program, a sum in the amount as appropriated in the annual Bond and Capitol Improvement Act, to be distributed to each of the 57 municipalities. The money is to be used for the maintenance of municipal maintained streets as prescribed in Title 30, Chapter 51, Subchapter III of the Delaware Code or as amended by epilogue language. Distribution of funds is based on two factors: population certified by the U.S. Bureau of Census, Delaware Population Consortium or a prescribed enumeration (40% of distribution) and mileage as verified by the Data Collection Unit (60% of distribution).

The table below shows the MSA total of \$4.2 million funding allocation for Seaford since FY2000. No MSA funding was awarded in FY2010. According to DelDOT and since July of 1999, the City’s reported mileage has only increased by 4.28 miles and population by 1,239 people.

Table 8-4. Seaford Municipal Street Aid Allocations

State Fiscal Year	Population	Mileage	MSA Allocation
FY2021	6,928	36.80	\$212,298
FY2020	6,928	35.22	\$208,022
FY2019	6,928	35.22	\$211,269
FY2018	6,928	35.22	\$176,859
FY2017	6,928	35.22	\$179,490
FY2016	6,928	35.22	\$180,320
FY2015	6,928	35.22	\$182,010
FY2014	6,928	35.22	\$181,964
FY2013-Restricted	6,928	34.66	\$36,323
FY2013-Unrestricted	6,928	34.66	\$145,020
FY2012	6,928	34.66	\$145,559
FY2011	6,699	34.66	\$146,384
FY2010	6,699	34.66	\$0
FY2009	6,699	34.32	\$220,657
FY2008	6,699	34.32	\$205,556
FY2007	6,699	34.32	\$193,031
FY2006	6,699	33.53	\$192,286
FY2005	6,699	33.53	\$234,806
FY2004	6,699	32.89	\$235,538
FY2003	6,699	32.84	\$239,969
FY2002	5,689	32.61	\$233,139
FY2001	5,689	32.52	\$234,472
FY2000	5,689	32.52	\$,236,326
TOTAL			\$4,231,298

Source-DelDOT MSA website link, May 2021

This funding is crucial to all Delaware municipalities and Seaford is no exception. Seaford will continue to support the need for these funds on a local level.

Delaware Statewide Transportation Improvement Program (STIP)

The Delaware Department of Transportation Statewide Transportation Improvement Program (STIP) is the state's six-year Capital Transportation Plan (CTP). The first four years of the program (2021-2024), represent the fiscally constrained state and federal program approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The STIP is updated every year in accordance with the state budget process. The STIP is adopted by the Council on Transportation by March of the CTP program year and is submitted to the FHWA and FTA in September of the CTP program year, as required by law.

As of June 2019, Delaware law permits DeIDOT to update the STIP document on a biennial, or every other year, basis; this was done to minimize resources needed annually to create and or update the STIP document. Currently, the STIP information is updated annually and is presented to COT (Council on Transportation) and widely available to the public, while the STIP document itself is prepared on "even numbered" years.

On February 24, 2020, the COT approved a complete revision of the prioritization process. The revised system focused on 7 factors to help define the merits of prospective projects. This enhancement to the prioritization process is intended to provide greater transparency and accountability to the public for projects included in the 6-year Capital Transportation Program (CTP) and to ensure that all projects are consistent with the mission, vision and goals of the department. The criteria selected for the enhanced prioritization process were based on the following documents:

- Provisions from TITLE 29 CHAPTER 84 § 8419 of the Delaware Code
- DeIDOT's Mission Statement, Vision, and Goals
- DeIDOT's current prioritization Process (2013)
- Delaware's Long Range Transportation Plan (2019) - *Innovation in Motion*
- Provisions from the latest Federal Authorization Bill - *Fixing America's Surface Transportation Act*

To establish the priority weights of each criterion, DeIDOT Executive Management Team performed a comparison of each of the criteria based on how those criteria met the mission, vision and goals of the department. This process allowed the complex decision-making process to be broken down into a series of paired comparisons ranking the importance of two criteria at a time. This process created a level of importance for each of the criteria based on the mission, vision and goals of the department and the percentages are found below:

- Safety - 35%
- System Operating Effectiveness - 19.1%
- Multi-Modal Mobility/Flexibility/Access - 11.9%
- Revenue Generation/Economic Development/Jobs & Commerce - 13.1%
- Impact on the Public/Social Disruption/Economic Justice - 8.3%
- Environmental Impact/Stewardship - 6.6%
- State and Local Priority - 6.1%

Multi-year Statewide CTP Reports can be found here on DeIDOT's website, located at this link:
<https://deldot.gov/Publications/reports/CTP/index.shtml?dc=ctp05-10alphaList>

Since Seaford has several State maintained roadways throughout the city limits, State transportation improvement projects are critical for ongoing maintenance, safety, connectivity, economic development, and many more. Coordination and intergovernmental input are crucial and have provided a cost savings benefit to all parties in the past for joint local and state funded construction projects.

The Fiscal Year 2021- FY 2026 Capital Transportation Program was grouped into four major funding categories (road systems, grants and allocations, transit systems and support systems). Noted in the Sussex County sections, one specific project was located near on in Seaford, known as the Woodland Ferry Renovations South (FY19-FY24)-Project #T201880207. This project is to make the 5 years repairs to Woodland Ferry. The work includes engine replacement, deck resurfacing, painting, reconstruction, rehabilitation and presentation.

Additional notable projects from the Statewide CTP include:

- US 13, Sussex Highway Seaford
 - S534, Herring Run Road / Tharp Road, SR 20, Stein Highway, S535, Middleford Road, and S 20, Concord Road will include modifications to the signal timing / phasing and addition of separate right-turn lanes.
 - US 13A, Bridgeville Highway / S 46, Old Furnace Road Intersection to improve safety and remove duplicate traffic movements. The highspeed entrance to US 13A, Bridgeville Highway southbound from US 13, Sussex Highway will be replaced by a low speed, rights-in / rights-out to the south of S 46, Old Furnace Road. Additionally, access to US 13A, Bridgeville Highway from S 46, Old Furnace Road will be provided by a connector road to the west of US 13A, Bridgeville Highway.
 - US13 Ross Industrial Park Access, the intersection improvements will provide additional capacity and improve safety at these intersections.
- Woodland Ferry Bulkhead and Ramp Replacement- the current bulkhead and ramps need to be replaced, as the ferry does not meet the ramps at different tidal depths.
- BR 3-254 N&S on US 13 over Nanticoke River, replacing the abutment back-walls, replacing deck joints, replacing approach slabs, repair of cracks and spalls in the concrete, painting the steel and concrete, and replacing pile jackets. Construction is scheduled to start Fall 2021 and end in 2022.

Transportation Infrastructure Investment Fund (TIIF)

In 2019, the Delaware Department of Transportation (DelDOT) and Governor John Carney signed legislation establishing the Transportation Infrastructure Investment Fund (TIIF). TIIF was established to provide economic assistance for renovation, construction, or any other type of improvements to roads and related transportation infrastructure in order to attract new businesses to this state, or expand existing businesses in this State, when such an economic development opportunity would create a significant number of direct, permanent, quality full-time jobs.



TIIF is funded with \$5 million from the state’s general fund and \$5 million from DelDOT’s FY 2020 budget. The fund is managed by the TIIF Council, a nine-member council established by the legislation with seven appointments made by the governor. The council will consider applications and make funding recommendations to Delaware’s Transportation Secretary and the Secretary of State.

In June 2020, the Council recommended eight projects receive a total of \$8.8 million in grant funds for the first round that will go toward infrastructure investments providing a public benefit and assist in the creation or relocation of more than 1,300 jobs in the state. They are shown below in Table 8-5.

The largest recommended recipient is Peninsula Regional Health System, which asked for nearly \$3.6 million to support 150 new jobs. It recently announced plans to build an ambulatory medical campus north of Millsboro, between its primary care offices off U.S. 113 and its recently acquired hospital in Seaford. The grant supports construction of two commercial entrances on U.S. Route 113, improvements to highway crossovers, and multi-modal and off-site intersection improvements.

Another recipient in the Seaford area is Lakeshore Motor Corporation., which requested about \$522,000 for 25 jobs at a to-be-built Chrysler Fiat dealership in Seaford. The grant will support installation of an entrance on U.S. Route 13 as well as pedestrian improvements and improved drainage.

Table 8-5. TIF Council 1st Round Recommendations

Applicant	Recommended Grant	New/Relocated Jobs
CHRF LLC	\$250,000	18
FMIIV (Project Cape)	\$600,000	159
RIG Acquisitions LLC (Fort DuPont RV Resort)	\$1,350,000	5
Incyte Corporation	\$1,092,154	952
Lakeshore Motor Corporation	\$52,929	25
Miller Metal Fabrication	\$313,000	6
N.K.S. Distributors	\$1,151,917	4
Peninsula Regional Health System	\$3,570,000	150

Source-DelDOT TIF website, June 2021

For the second funding round, the council recommended six projects to receive a total of over \$7.7 million in grant funds that will go toward infrastructure investments providing a public benefit and assist in the creation of thousands of jobs. Seaford’s funding is for renovations and upgrades to the Ross Business Park as it predicted to bring in 1,100 jobs for the area. These are listed in the table below.

Table 8-6. TIF Council 2nd Round Recommendations

Applicant	Recommended Grant	New/Relocated Jobs
Created 1313 Owner, LLC	\$825,000	1,000
City of Seaford -Ross Business Park	\$750,156	1,100
Claymont Properties, LLC	\$395,092	4,630
D2 Pencader, LLC	\$4,489,795	182
M and E Properties, LLC	\$225,000	8
Whitehall Ventures, LLC	\$1,100,000	72

Source-DelDOT TIF website, June 2021

Transportation Alternative Program (TAP)

The Delaware Department of Transportation (DelDOT) supports and administers the TAP for all Delaware Projects. All potential TAP projects require a sponsor to be responsible for 20% of the project costs. The project sponsor also assumes the maintenance and legal liability for the duration of the project’s useful life. Any project sponsored by a non-government agency, organization or individual must have a government agency as a co-sponsor. Funds sub-allocated to WILMAPCO for TAP projects are received and reviewed for prioritization by WILMAPCO then sent to DelDOT for project administration.

segment of state-maintained roadway and projecting future work needs to keep the overall condition of Delaware's road network in good condition.

The 2021 Paving Update List for Sussex County can be found at this website link <https://deldot.gov/projects/pavement-rehab/>. This program can be coordinated with the city to provide an opportunity for joint construction sequencing of multi-jurisdictional project. Seaford will continue to monitor the annual list and provide input to the State.

Bicycle Network Master Plan

As part of the Salisbury/Wicomico Metropolitan Planning Organization's FY 2022 budget, funding has been allocated to conduct a Bicycle Network Master Plan for the portion of Sussex County located within the MPO's Urbanized Area. This includes portions of Delmar, Laurel, Blades, and Seaford. Staff is in the process of preparing an RFP solicitation for professional planning services to assist with this endeavor. Tentatively, the Plan will include existing and proposed route delineations, planning-level cost estimates, and funding resources.



COMMUNITY PARTICIPATION INPUT TRANSPORTATION

The following community comments were provided for consideration in this Chapter:

- More improvements to Market Street (More of Outreach Events)
- In Sync traffic lights (More of Outreach Events)
- Cycling events like Glow Ride (More of Outreach Events)
- Road signage with block numbers (More of Outreach Events)
- Roads (More of Outreach Events)
- Less closed bridges and ferry (Less of Outreach Events)
- Broken/damaged sidewalks (Less of Outreach Events)
- Construction projects (Less of Outreach Events)
- Please rate your level of agreement with the following statements (Q24 Community Survey)

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
There should be clearly definable sidewalk, trail, and bike paths:	35.39% 126	46.63% 166	13.20% 47	1.69% 6	3.09% 11	356
The pedestrian system should connect with existing and proposed developments:	25.56% 91	51.40% 183	19.94% 71	0.56% 2	2.53% 9	356



CITY POSITION

KEY INFRASTRUCTURE ISSUES – Since the Delaware transportation system is multi-jurisdictional, coordinated improvements and initiatives is crucial for successful projects in and around Seaford. Without funding programs, several of the transportation improvement projects would not be completed. The city will continue to partner with government agencies, organizations and land development representatives to maintain and provide safe modes of transportation for all within the Community.



GOALS AND ACTION ITEMS

CHAPTER 8 TRANSPORTATION

8 – 1	<p>Goal – Support citywide streetscape revitalization and beautification improvement projects that encourage social engagement and a healthy living environment within the Community.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Continue intergovernmental and nonprofit organizational coordination for joint initiative, funding and implementation projects within the Community.b) Continue to promote educational awareness as a component of these projects. This creates a safe and educational walking and visitor area within the community.
8 – 2	<p>Goal – Support the maintenance, improvement and expansion of critical transportation services for the Community and beyond.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Work with DeIDOT on land development applications for access and transportation improvement projects.b) Continue to support and improvement opportunities for public transit within the city.c) Improve safety and mobility of the existing transportation network by working with DeIDOT and S/WMPPO to identify areas of concern, recommendations and initiatives.d) Review and identify the needs for all transportation modes that support existing commerce and economic development areas of the Community as well as the future.e) Ensure tourism and regional attractions remain vibrant by supporting partnerships and identifying resources for funding programs and initiatives.
8 – 3	<p>Goal – Improve safety conditions and expand Seaford’s non motorized transportation network for pedestrian and bicycle connectivity.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Work with agencies and organizations to update the existing pedestrian and bicycle inventory, perform an existing conditions assessment and a prioritization list.b) Review the prioritization improvement list in the annual budget process and continue to identify grant and partnership funding resources.c) Continue to identify funding programs and update all City sidewalks to current ADA standards.

CHAPTER 9 – ENVIRONMENTAL PROTECTION

The City continues to protect and enhance its natural resources by establishing and strengthening regulations, educating the Community on the benefits, and partnering with several organizations to preserve the environment. This Chapter will provide a variety of studies and plans, identify areas of concern, and provide resources for initiatives in relation to the natural environment and climate change. Chapter 10-Infrastructure includes environmental protection cross over areas, such as stormwater management, tax ditches, sourcewater and wellhead protection.

STUDIES AND REPORTS

Several studies and plans have been conducted on a statewide basis, these reports provide collected data to identify areas of concern and initiatives that can be implemented on a Local, County and statewide level. Although not a comprehensive list, several planning resources are briefly outlined in this section. Please note these should be reviewed for updated program information after publication of this Plan.

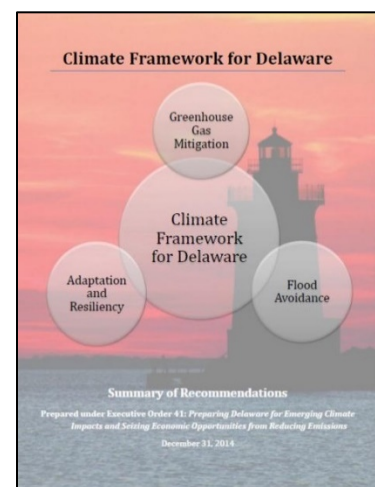
Climate Framework for Delaware

On September 12, 2013, Delaware Governor Jack Markell signed Executive Order 41: Preparing Delaware for Emerging Climate Impacts and Seizing Economic Opportunities from Reducing Emissions and created a Cabinet Committee on Climate and Resiliency. The executive order provided a road map for state agencies to prepare for the impacts of climate change and to reduce the greenhouse gas emissions that cause climate change. It is the backbone behind many state agency activities that will help reduce the impact of climate change to the state.

The Cabinet Committee on Climate and Resiliency was set up to guide state agencies through the process of implementing and carrying out the executive order. They have set a goal to reduce Delaware's greenhouse gas emissions 30% by 2030. The Climate Framework for Delaware action plan was developed, and the Committee is charged with producing progress reports that keep the Governor, legislators, and public informed on the progress of these mitigation and adaptation efforts. The Climate Framework for Delaware Report identifies actions and strategies that each Delaware state agency can take to help prepare the state for the effects of climate change in ways that relate to the agency's mission.

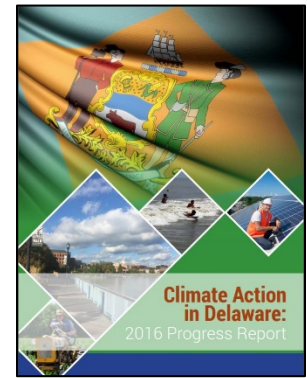
It includes 155 concrete recommended actions state agencies can use to protect public health, infrastructure, economy and natural resources under three objectives:

- Adaptation – Protecting Delawareans in the face of impending climate change consequences
- Mitigation – Reducing greenhouse gases and environmental impacts of state operations in order to reduce the driving human forces of climate change
- Flood Avoidance – Identifying areas and infrastructure that are put at risk from current and future flooding and fortifying existing structures in high-risk areas.



Climate Action Progress Report

The Climate Action in Delaware: 2016 Progress Report provides an update on the actions and goals outlined in the Climate Framework (mentioned previously). This report highlights the actions and accomplishments made by Delaware’s state government to curb greenhouse gas emissions and adapt to the impacts of climate change – what has been accomplished and what work is still to be done moving forward. It also provides an overview of local government actions and sets out a vision for the future. The report includes an Adaptation Appendix, which provides a summary of progress for each climate adaptation recommendation developed by the eleven Delaware state agencies. The report can be found here:



<https://documents.dnrec.delaware.gov/energy/Documents/2016%20Climate%20Action%20Progress%20Report/Climate%20Action%20in%20Delaware%202016%20Progress%20Report.pdf>

As stated in the report, reducing greenhouse gas emissions has been a key objective for the state, using a variety of strategies that promote energy efficiency and shifting to clean, renewable sources of energy. The State set a goal to reduce Delaware’s greenhouse gas emissions 30% by 2030. According to the Climate in Action 2016 Progress Report, an inventory of greenhouse gas emissions through 2013 shows that since 2008, emissions from some economic sectors have increased, while others have decreased. The transportation, commercial, residential, and agriculture sectors recorded decreased emissions between 2008 and 2013. Reductions in emissions in these sectors are attributed to more fuel-efficient vehicles, energy efficiency improvements, and decreases in livestock emissions. Greenhouse gas emissions growth in Delaware came from the electric power generation sector and the industrial sector. Both sectors’ emissions increased primarily due to increased economic activity and the recovery from the 2008 recession. Between 2008 and 2013, both sectors’ emissions have increased faster than modeled.

Statewide Climate Action Plan

The State of Delaware is developing the First Climate Action Plan. In March of 2020, the Division of Climate, Coastal & Energy held three public sessions seeking input on developing the state’s climate action plan, as well as a technical advisory workshop. The workshops provided an opportunity for Delawareans to learn more about how to reduce greenhouse gas emissions and better prepare the state for climate impacts. Workshop attendees also had a chance to provide their thoughts on choices the state can make to more effectively take action on climate change.

The overwhelming majority of Delawareans accept that climate change and sea level rise are impacting the state. In a 2019 survey, 77% are completely or mostly convinced that climate change is happening, and 70% say we should take immediate action to reduce its impact.

DNREC held a series of virtual workshops that examined and sought feedback on specific actions the state is considering for the Climate Action Plan. The workshops focused on:

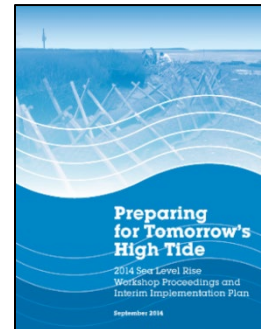
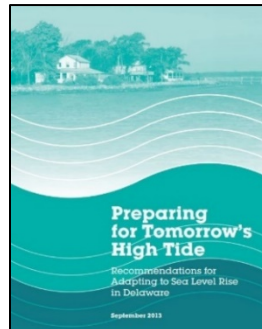
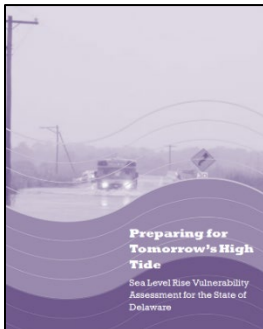
- Minimizing greenhouse gas emissions which drive the climate change we see today.
- Maximizing resilience to sea level rise
- Maximizing resilience to increased temperatures.
- Maximizing resilience to increased heavy precipitation and flooding.

Progress on the Plan and additional information can be found on the dedicated website page: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/climate-change/taking-action/>

Delaware's Sea Level Rise Adaption Plan

Starting in 2009, a wide range of stakeholders came together to study the potential impacts of sea level rise to Delaware and to discuss and document issues of particular importance to them. They became the Delaware Sea Level Rise Advisory Committee and established working groups to investigate various technical issues. They started with an Issue Characterization Workshop in March of 2009 and initiated a public survey of Delaware residents' opinions on climate change and sea level rise. The survey was taken in 2009 and again in 2014.

Ultimately, they produced a series of "Preparing for Tomorrow's High Tide" reports which have served to guide state and local actions in response to the challenges of a coastal state in a time of climate change.



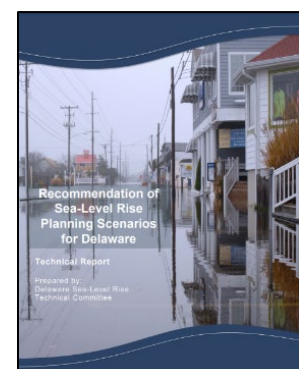
Based upon the information in this vulnerability assessment, the Sea Level Rise Advisory Committee ranked each resource according to the potential impacts that could result from sea level rise and their relative statewide importance. Sixteen resources emerged as being of high concern statewide, listed below:

- Beaches and Dunes
- Dams, Dikes and Levees Evacuation Routes
- Future Development Areas
- Protected Lands Statewide
- Railroad Lines
- Tourism and Coastal Recreation
- Habitats of Conservation Concern Heavy Industrial Areas
- Coastal Impoundments
- Freshwater Tidal Wetlands
- Port of Wilmington
- Roads and Bridges
- Tidal Wetlands
- U.S. Fish and Wildlife Service Refuges Wells

Sea levels are rising today at a rate of about one inch every decade. As the Earth warms, sea levels will rise at a faster pace, resulting in tide levels that could be between 1.6 and 4.9 feet higher than they are today. This is a statewide issue: all three counties and 31 of the state's 57 cities and towns will be directly impacted. A significant portion of the state's transportation and other infrastructure is also at risk.

Sea-Level Rise (SLR) Planning Scenarios for Delaware

In November of 2017, the Recommendation of Sea-Level Rise (SLR) Planning Scenarios for Delaware: Technical Report was released. The report states monitoring and planning for SLR is important for the U.S. mid-Atlantic coastal region, including Delaware, due to its high concentration of population and development, critical natural ecosystems, and public infrastructure.



In addition to global mean sea-level rise (GMSLR), processes in this region add positively to the increase of sea-surface height relative to the land surface, such as:

- 1) Geologic land subsidence due to the glacial isostatic adjustment from the Laurentide ice sheet during the last Ice Age.
- 2) Changing nearby ocean circulation patterns.
- 3) gravitational effects from melting ice sheets of Greenland and Antarctica.

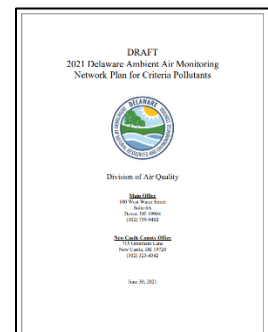
Due to multiple factors contributing to relative sea-level rise (RSLR), this region has become known as a hotspot for potential damage and vulnerability to Sea level Rise. This is worrisome for the state of Delaware as it is extremely flat with very low mean elevation, and experiences frequent minor, as well as extreme coastal flooding from both tropical and extra-tropical (nor'easters) storm systems. The primary effects of SLR to Delaware occur on both long-term and short-term time scales.

Long-term effects include coastal erosion and conversion of tidal wetlands to mud flats and open water; loss of low-lying agricultural fields, coastal impoundments, and forested wetlands; damage to public infrastructure (e.g., roads, septic tanks, water supply lines) and private property due to repeated flooding from saltwater from the bay or ocean; saltwater intrusion into groundwater aquifers affecting water supply for domestic use and irrigation systems; and increases of salinity in marshes altering the species and behavior, and ultimately the long-term health, of the flora and fauna in the system.

Short-term effects include the damage to public infrastructure (e.g., roads, septic tanks, water supply lines) and private property due to waves and inundation from coastal storms; rapid erosion of beach sand from coastal storms; saltwater infiltration on agricultural fields and forested lands due to overtopping of dunes from storm surge; inundation of roads due to monthly high tides; all of which are made worse by the gradually rising water level. The full technical report can be found here: <https://documents.dnrec.delaware.gov/coastal/Documents/SeaLevelRise/Delaware-SLR-Technical-Report-2017.pdf>

Delaware Ambient Air Monitoring Network Plan for Criteria Pollutants

Delaware's Department of Natural Resources and Environmental Control (DNREC) Division of Air Quality has released the draft 2021 Delaware Ambient Air Monitoring Network Plan for Criteria Pollutants is available for public review and comment through June 15, 2020. The report is a review of Delaware's air monitoring network, the pollutants the network measures for, and the monitoring systems' locations. The draft 2021 plan can be found here: <https://documents.dnrec.delaware.gov/Air/Documents/DRAFT-2021-Delaware-Monitoring-Network-Plan.pdf>



The standards the Delaware network measures for are set as part of the National Ambient Air Quality Standards (NAAQS). They include an adequate margin of safety to protect sensitive populations such as children and asthmatics. The criteria air pollutants monitored are Ozone (O3), Carbon Monoxide (CO), Nitrogen Dioxide (NO2), Sulfur Dioxide (SO2), Lead (Pb), and Particulate Matter, both fine particles (PM2.5) and coarse particles (PM10).

Data from the monitoring network is collected by DNREC for reporting to the public and the US Environmental Protection Agency. The Delaware air quality monitoring network includes permanent monitoring stations in all three counties. Eight of the permanent monitoring stations measure multiple

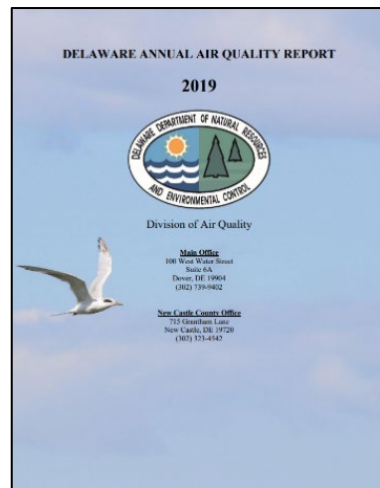
pollutants with a focus on ozone monitoring. Three measure only particulate matter. Monitoring stations are placed in locations based on factors that include population data, meteorological conditions, locations of pollution-emitting industry, and historical air quality trends.

The state performs periodic assessments of its network every five years to determine if the network meets the state’s monitoring objectives. The most recent review was completed in 2015. Every year the state submits to EPA for approval an annual monitoring plan which includes the results of the most recent five-year assessment, describes the network and any changes planned. Statewide reports and initiatives can be found here: <https://dnrec.alpha.delaware.gov/air/quality/monitoring/>

Delaware Annual Air Quality Report

Delaware’s 2019 annual air quality report continues to document the changes and overall improvement in ambient air quality in the state. This year the report focuses on air quality monitoring. In 2019 all pollutants except ozone are below the national air quality standards. Concentrations of air toxics in Wilmington continue to show generally low or declining levels.

In the 2019 report, there were three days in Delaware that exceeded the current standard. Those three exceedances were only recorded by monitors in New Castle County. As measured by the air quality index (AQI), there are only a few days statewide that fall into the category of moderate or unhealthy for sensitive populations. Continuing recent trends, the number of days with good air quality continues to increase.

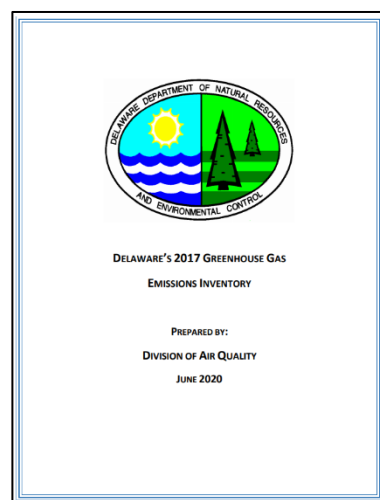


On October 1, 2015, the EPA strengthened the primary and secondary National Ambient Air Quality Standards (NAAQS) for ground-level ozone from the 2008 NAAQS of 0.075 parts per million (ppm) over an 8-hour period to 0.070 ppm. The U.S. EPA announced on November 16, 2017, that New Castle County has been declared nonattainment for Ozone. DNREC’s annual air quality reports can be found at this website link: <https://dnrec.alpha.delaware.gov/air/quality/monitoring/>

Delaware’s Greenhouse Gas Emission Inventory

Delaware’s 2017 Greenhouse Gas (GHG) inventory report was prepared in June of 2020 by DNREC’s Division of Air Quality and provides a quick summary chart comparing the 2017 emissions to 2030 and 2050 future. The inventory includes emissions from 1990 to 2017 as well as emission projections from 2018 to 2050 in business as usual (BAU) scenarios.

The Greenhouse Gas inventory reports present data and analyses on the six greenhouse gases listed in the Kyoto Protocol. The six greenhouse gases (GHGs) include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). The Division of Air Quality (DAQ) prepares the GHG inventory to characterize Delaware’s historical and projected GHG emissions, and thereby inform the policy option development process.



The reports provide information on the activities that caused emissions and removals, as well as background information on the methods used to estimate the emissions. The inventory has four key objectives:

- Identify and characterize greenhouse gases emissions sources and sinks,
- Quantify greenhouse gases emissions and removal from sources and sinks,
- Document the emission inventory data and analytical results, and
- Document the greenhouse gases inventory data sources.

The greenhouse gas (GHG) emissions inventory estimates and projections by type and sector for Delaware for the period from 1990 to 2050, can be found in the Delaware Open Data Portal at this link: <https://data.delaware.gov/Energy-and-Environment/Delaware-Greenhouse-Gas-GHG-Emissions-Inventory-19/w7vd-h5a8>

Statewide Building Energy Code Transition

Delaware adopted national and international energy conservation standards to guide statewide rules and regulations for the commercial and residential building sector. DNREC's Division of Climate, Coastal and Energy issues and regularly updates regulations based on these standards, which come from the International Code Council (ICC) and the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE).

In June 2020, the Division amended the Regulations by adopting the 2018 International Energy Conservation Code and the ASHRAE 90.1 2016 Energy Standard for Buildings Except Low Rise Residential Buildings. These codes became effective on December 11, 2020. All projects must meet the requirements of the new energy codes:

- Delaware Regulations for State Energy Conservation Code (7 DE Admin. Code 2101)
- 2018 International Energy Conservation Code and ANSI/ASHRAE/IES Standard 90.1
- International Energy Conservation Code 2018
- Energy Standard for Buildings Except Low-Rise Residential Buildings

Enforcement and compliance with the energy code is determined at the local level and varies depending on the county or municipality. The Department of Administrative Services is responsible for enforcing compliance for state-owned buildings. DNREC has also prepared training opportunities to assist Delaware's construction industry and local government code enforcement officials. Recorded webinar versions of the commercial and residential training are available. Additional meetings with stakeholders, technical support, and training opportunities will occur in stages during 2021. Code comparison documents, compliance paths brochures and question and answer tools are available along with additional information can be found here: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/building-energy-codes/>

CLIMATE CHANGE

Many areas within Delaware are susceptible to climate change and Seaford is no exception. The City is pressed with issues as further defined in this section. The State is taking action across state agencies to avoid the worst impacts of climate change, and to fortify the state against the impacts we already have begun to experience. The local municipalities are promoting and participating in State and Federal programs to complete project specific initiatives.

This section pulled up-to-date data from the outreach materials used in Delaware’s Climate Action Plan. The data selection was made due to the relevant content, statewide level monitoring, reputable data resources and applicability to this document. The resource credits for the data content are from Delaware Department of Natural Resources and Environmental Control 2014, National Oceanic and Atmospheric Administration 2020, Climate Center 2013, Delaware Sea Level Rise Technical Committee 2017, and U.S. Geological Survey 2012.

Heavy Precipitation Events

Climate change is expected to result in more frequent heavy precipitation events. This can lead to flooding, especially in areas with inadequately sized drainage infrastructure. This flooding can result in safety hazards, inaccessible roadways, travel delays, and damage to buildings or other infrastructure.






As stated in the Delaware Climate Action Plan outreach materials, the precipitation in Delaware:

- Has averaged 45 inches per year over the last century.
- Seasonal precipitation averages are fairly equal across all seasons with only minor differences in precipitation amounts.
- Nor’easters are the most common coastal storms in Delaware; bringing strong winds, heavy precipitation, and flooding.

The projected precipitation trends in Delaware:

- Average precipitation is expected to increase about 10% by 2100. The number of very wet days, 2 inches or more of rainfall in 24 hours, is also projected to increase.
- In the winter months average precipitation is projected to increase and will be more likely in the form of rain rather than snow.
- An increase in the frequency and intensity of heavy precipitation events is projected over the next century. This is consistent with current observed trends and the projected trends for the entire Eastern United States.

Items identified at risk are:

 <p>Agriculture</p> <ul style="list-style-type: none"> • Field conditions • Crop and livestock health 	 <p>Human Health</p> <ul style="list-style-type: none"> • Mold and disease • Emergency response 	 <p>Water Resources</p> <ul style="list-style-type: none"> • Drinking water systems • Sewer and stormwater systems
 <p>Infrastructure</p> <ul style="list-style-type: none"> • Roads, culverts, and bridges • Dams, levees, and water control structures 	 <p>Natural Resources</p> <ul style="list-style-type: none"> • Beaches and dunes • Coastal and riparian habitats 	

Resource-graphic obtained from DNREC, Division of Climate, Coastal and Energy-DE Climate Action Plan outreach materials.

Floodplain, wetlands, stormwater, and tax ditches are further discussed in this Chapter under Water Resources.

Temperature Rise

Rising temperatures will result in a longer growing season, heat waves, and more days where it doesn't cool off at night. This has many implications for infrastructure and human health. Air conditioning systems in buildings may not be sized appropriately for increasing temperatures and shorter, milder winters can mean residents are dealing with more ticks and mosquitoes. Of particular concern are vulnerable populations (e.g., elderly, low-income and non-English speakers) who may not have access to air conditioning in the summer.

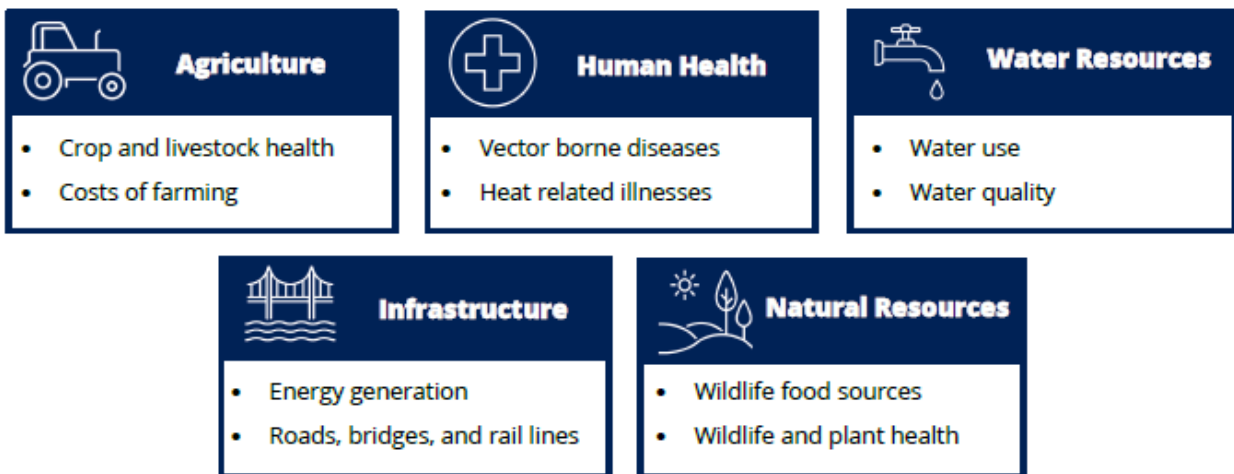
According to the Delaware Climate Action Plan outreach materials, the current temperature trends are:

- The average annual temperature as of 2012 had increased by 2 degrees Fahrenheit since 1900 and warmed at a rate of about 0.2 degrees Fahrenheit per decade.
- 2010's was the hottest decade on record with 2016 being the hottest year in NOAA's 140-year record with 2019 being the second hottest year
- The Mosquito Season in Delaware is on average 25 days longer now than it was during the decade of 1980 to 1989.

The projected temperature trends precipitation trends in Delaware:

- The average temperature in Delaware is projected to increase 2.5 to 4.5°F by 2050 from the average temperature in 2012, with up to an 8 degrees Fahrenheit increase by 2100.
- Historically, days above 100°F in Delaware have occurred less than once per year. By 2050, Delaware is projected to have 2-8 days per year to reach above 100°F.
- Nights where it doesn't cool off below 80°F in Delaware are rare, less than one per decade. By mid-century, Delaware climate projections indicate an average of 3-5 nights per year where nighttime temps stay above 80°F.

Items identified at risk are:



Resource-graphic obtained from DNREC, Division of Climate, Coastal and Energy-DE Climate Action Plan outreach materials.

While this cannot be controlled by the city, support can continue for programs and initiatives to better understand and prepare for the predicted high temperatures. Working with government agencies and nonprofit organizations to partner on education and outreach to complete effective initiatives is key to minimizing the effects of temperature rise.

Sea Level Rise

Sea level rise affects more than beaches and oceanfront landowners. Sea level rise can increase the height of storm waves, making more areas vulnerable to storm damage. Sea level rise can inundate and flood low lying areas, causing losses to tidal wetlands, habitat, and agricultural areas. Sea level rise also can cause higher water tables and saltwater intrusion, interfering with septic systems, drinking water and irrigation water.

According to the Delaware Climate Action Plan outreach materials, the major cause of seal level rise is:

- Melting Ice – Warmer temperatures are causing ice sheets on land to melt and drain into the ocean.
- Subsidence – The land in Delaware has been sinking since the end of the last ice age about 11,000 years ago.
- Thermal Expansion – As water warms it expands taking up more space, meaning the ocean has a greater overall volume.

Sea level rise in Delaware:

- Sea levels at the Lewes tide gauge have risen more than one foot since 1900 and are expected to rise an additional 9-23 inches by 2050.
- Delaware lies within a sea level rise “hotspot” where sea levels could rise faster and higher than elsewhere due to a combination of rising seas and sinking land. Sea level rise at Bowers Beach, Delaware, is climbing at a rate faster than anywhere else on the Atlantic coast.
- In 2019 Lewes experienced nine separate days of flooding and it is projected that by 2050 the town could experience anywhere between 50 and 135 high tide flooding events per year.

Items identified at risk are:



Resource-graphic obtained from DNREC, Division of Climate, Coastal and Energy-DE Climate Action Plan outreach materials.

Accelerated sea level rise will result in the permanent flooding of low-lying coastal areas and increased risk of flood damage during storms. The rising and spreading of water over normally dry land is referred to as inundation. Scientists from Delaware Coastal Programs used a simple model to develop maps to show the possible impacts of inundation based on various Sea Level Rise scenarios for Delaware’s waterways and the land that surrounds them (watersheds).

The southeast portions of the city limits, located adjacent to the Nanticoke River are shown to be subject to direct and permanent inundation from sea level rise, as shown on Map 8-Sea Level Rise. At these times, areas where rivers or creeks meet the sea are more vulnerable because high seas can cause the rivers to back up inland.

In 2016, the City's Engineer firm George, Miles & Buhr LLC (GMB) conducted a sea level rise vulnerability study for the wastewater treatment facility. This study was funded under the DNREC Coastal Management Assistance Grant (CMAG) using federal funds from the Delaware Coastal Programs and Office for Coastal Management (OCM), National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce.

As part of this study, all wastewater treatment structures were inventoried with age and precise elevations. Once the mapping modeling was complete, the study identified, and prioritized vulnerabilities based on degree of risk and criticality. The final step was to document potential mitigation options.



As a result of this study using the recommended planning scenario of 1.5 feet of sea level rise combined with a 100-year flood (see image to the right), several existing wastewater treatment facility assets are at risk and will require mitigation, such as: Nanticoke Avenue, Grit Chambers bypass vault, primary pumping station, control building parking lot, blower building ground floor, chlorine contact tank, generator and fuel tank, transformer, and plant water building.

In conclusion proactive planning efforts will be essential for continued reliable operations over the decades ahead. With the incorporation of flood mitigation measures, the wastewater treatment facilities can adapt and be resilient to a modest rise in sea level of up to 1.5 to 2.0 feet, which will extend its effectiveness into the next 30 years and beyond. The complete study can be located here, starting at page 9 in the document: <http://www.seafordde.com/pdfs/DOC324.PDF>

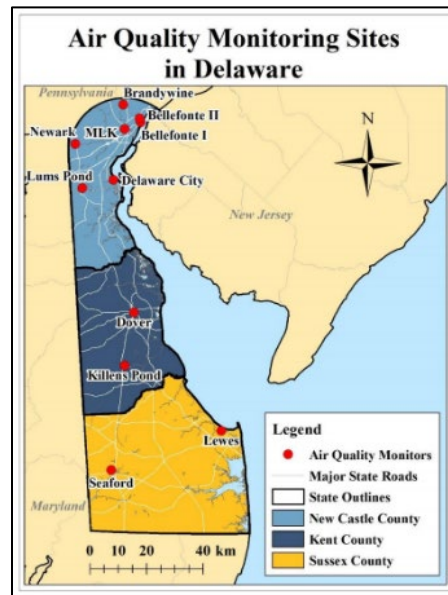
Air Quality

Clean air is important for the health of City residents, businesses, and visitors. Annual air quality reports serve as a resource for information on Air Quality issues in Delaware. The reports focus on Delaware's air quality status and trends for pollutants shown to threaten human health and welfare for which standards have been set by the EPA, known as the "criteria pollutants." Information is also provided on some pollutants monitored without standard criteria, such as air toxics.

As of June 2020, Seaford is home to one of two Delaware ambient air monitoring sites in Sussex County as shown on the network map to the right. It is further identified as Seaford 10-005-1002 monitor site and located at 350 Virginia Avenue. The Seaford site was originally located to monitor pollutant concentrations in the Seaford area. The original site was located further south, near the Seaford water tower. It was relocated to the present location in 1990 due to deteriorating conditions at the original site. The current site is neighborhood scale and is suburban.

The site is impacted by local point sources, mobile sources, and regional transport, since 1990. The Seaford site measures ozone, particulate matter hourly, and wind and speed direction. The monitoring objectives include population exposure, NAAQS compliance and trends.

In 2019, Sussex County’s air quality index was ranked good with an index value of 0 to 50 the majority of the calendar year. Only 66 days were ranked as moderate within the 51 to 100 index values with an advisory to unusually sensitive individuals to consider prolonged outdoor exertion. Both of these ranges are under the orange level color for unhealthy sensitive groups. The Air Quality Index (AQI) was created by the U.S. EPA to ensure national uniformity of daily air quality reports.



Greenhouse Gases

Climate change is further caused by the burning of fossil fuels like gasoline and coal – sources we use to power our cars, generate electricity, and produce energy every day. These fuels release greenhouse gases, which trap heat in the atmosphere. Humans’ excessive burning of fossil fuels has released too many greenhouse gases into the atmosphere, drastically warming our earth and upsetting our climate system. Municipalities can play an important role in reducing greenhouse gas emissions.

For Delaware, this is already causing damage to our coastal areas, public health, infrastructure, and resources. Several State agencies are supporting this initiative and implemented initiatives, such as:

- Electrical vehicle deployment and electric vehicle charging infrastructure
- Pilot project to test propane fuel for school buses
- Pilot project to test propane buses in paratransit services
- Electric bus service on fixed routes in Dover
- Reducing fertilizer usage, conservation tillage practices, and protecting agricultural lands
- Weatherization assistance program for homes

Additional statewide greenhouse gas information can be found here <https://dnrec.alpha.delaware.gov/air/greenhouse-gas/>

Electric Vehicle Charging Stations

Consumers and fleets considering plug-in electric vehicles (PEVs)—which include plug-in hybrid electric vehicles (PHEVs) and all-electric vehicles (EVs)—need access to charging stations, also known as EVSE (electric vehicle supply equipment). For most drivers, this starts with charging at home or at fleet facilities. Charging stations at workplaces and public destinations may help bolster market acceptance.

The State provides rebates for Level 2 electric vehicle charging equipment. The Level 2 charging stations provides 10 to 20 miles of range per 1 hour of charging. AC Level 2 equipment (often referred to simply as Level 2) offers charging through 240 V (typical in residential applications) or 208 V (typical in commercial applications) electrical service. Level 2 equipment is also commonly used for public and workplace charging.

Over 603 Level 2 electric vehicle charging equipment rebates were issued since 2015 statewide, according to the Department of Natural Resources and Environmental Control, Division of Energy and Climate, Energy Programs. The statewide rebate total amount awarded is \$532,971. Since 2015, eight rebates were awarded for Level 2 electric vehicle charging equipment in the Seaford area. The collective rebate amount was \$2,871 to offset the total charging station costs of \$4691. The charging station brands were Tesla, AeroVironment, and ChargePoint. Additional rebate program information can be found here: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/ev-charging-equipment-rebates/>

Current local electric vehicle and charging station initiatives include the following projects:

- *City Owned EV Charging Station* - The city recently purchased an EV charging station, will be located in downtown Seaford at the end of Spring Street. This charging station will be owned and operated by the city and was purchased with the assistance of a 90% DNREC grant. The charging station is expandable and if usage increases; expansion will be considered by the city. The location was strategically chosen in downtown to enhance tourism in and around the ecological, retail, cultural and dining opportunities in the downtown area.
- *Privately Owned Charging Stations*- A new WaWa convenience store and gas station is proposed to be constructed at the intersection of Sussex Highway and Tharp Road in Seaford. The site includes seven proposed Tesla Supercharging stations and will provide charging options for electric vehicles using the regional roadway traveling and visiting the city. The expected implementation of the chargers is Fall of 2021.
- *Electric Motorcycle Pilot Program* – The city received Grant in Aid program funding and funding from Representative Short to purchase two electric motorcycles along with the required training and gear. This polit initiative establishes an electric motor unit at the Seaford Police Department with the anticipated full implementation Spring of 2022. The motorcycles will be housed at the Seaford PD and can be charged with a standard household extension cord.

Regional Greenhouse Gas Initiative (RGGI)

Delaware is a member state of the Regional Greenhouse Gas Initiative (RGGI), a regional market-based cap-and-trade program that limits greenhouse gas emissions from electricity generators. Proceeds generated from the sale of allowances are reinvested into energy efficiency and greenhouse gas reduction programs in the participating states: Delaware, Connecticut, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont.

Delaware’s portion of the RGGI program is established in Delaware regulations as the CO₂ Budget Trading Program (7 DE Admin. Code 1147), which is designed to initially stabilize and then reduce CO₂ emissions in an economically efficient manner. Delaware and other states have developed the emission budget trading programs based on a model rule developed by the RGGI participating states since 2009 to reduce CO₂ emissions from fossil-fuel fired power plants.

Money raised through the initiative is returned to participating states to invest in energy efficiency, renewable energy and other consumer benefit programs. These programs are spurring innovation in the clean energy economy and creating green jobs in the RGGI states. In 2018, \$248 million in RGGI proceeds were invested in programs including energy efficiency, clean and renewable energy, greenhouse gas abatement, and direct bill assistance. Over their lifetime, these 2018 investments are projected to provide participating households and businesses with \$2 billion in energy bill savings and avoid the emission of 4.6 million short tons of CO₂.

Floodplains

The floodplain or special flood hazard area is a graphic representation of the base flood on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRMs). The base flood is the flood expected to have a 1% chance of being equaled or exceeded in any given year. In a 30-year period (the standard length of a conventional residential mortgage), there is a 26% chance that a structure in the floodplain will be flooded by a 1% chance flood, previously known as the 100-year flood event.

According to Map 7-Wetlands and Floodplain, the 1% annual chance floodplain locations are predominantly located around the waterway areas, such as the Nanticoke River, Williams Pond, Herring Run, Clear Brook and Craigs Pond. The largest floodplain areas are around the Nanticoke River and Herring Run within the City.

Seaford is in a fairly good situation with regard to the elevations subject to flooding. On the banks of the Nanticoke River, we range from Eight (8) feet above sea level to Thirty (30) feet above sea level. These elevations place very few properties in the flood zone.

The City participates in the National Flood Insurance Program. In exchange for the flood hazard reduction codes enforced by the City, affordable flood insurance is available to all residents within our community. The city adopted a floodplain district, known as Chapter 15 of the Seaford Zoning Code, Article 4A Flood Plain District. The intent is to:

- (a) Promote the general health, welfare, and safety of the community.
- (b) Encourage the utilization of appropriate construction practices in order to prevent or minimize flood damage in the future.
- (c) Minimize danger to public health and safety by protecting water supply, sanitary sewage disposal, and natural drainage.
- (d) Reduce financial burdens imposed on the community, its governmental units, and its residents, by preventing the unwise design of construction of developments in areas subject to flooding.

The Flood Plain District includes all area subject to inundation by the waters of the One Hundred (100) Year Flood. The source of this delineation shall be the Flood Insurance Study for The City of Seaford, Sussex County, Delaware as prepared by the Federal Emergency Management Agency, Federal Insurance Administration. The Flood Plan District is comprised by three subdistricts:

- Floodway (F1) – that portion of the Flood Plain District required carrying and discharging the waters of the One Hundred (100) Year Flood without increasing the water service elevation at any point more than one (1) foot above existing conditions, as demonstrated in the Flood Insurance Study referred to herein.
- Floodway Fringe (F2) – those portions of land within the Flood Plain District subject to the inundation by the One Hundred (100) Year Flood, lying beyond the floodway in areas where detailed study data and profiles are available.
- Approximately Flood Plain (F3) – those portions of land within the Flood Plain District subject to inundation by the One Hundred (100) Year Flood, where a detailed study has not been performed, but where a One Hundred (100) Year Flood Plain Boundary has been approximated. In determining the necessary elevations, as well as a floodway, for purposes of this Article, other sources of data must be used (noted in the Code).

Site plan submittals are required within the city for new developments, new construction and substantial improvements located in the Flood Plain District. All plans must be approved prior to the issuance of a building permit. The city provides many services to help design a flood resistant structure or reduce the threat to an existing one. The key is to know the base flood elevation for the site location. Seaford's Building Official is the Floodplain Coordinator for the community, they can locate the proposed site on the Flood Insurance Rate Map and provide a Flood Zone Determination. The Building Official can also advise you on how to minimize flood risk. The City also has copies of Elevation Certificates for some properties in the floodplain. Additional regulations within Chapter 15-Zoning for the City of Seaford can be found here: http://www.seafordde.com/pdfs/Code_Zoning_Ordinance_wjp_9-25-09.pdf

Wetlands

Wetlands are defined by wetland hydrology, hydric soils (those soils that are seasonally to permanently saturated), and hydrophytic vegetation (those plants suited to wetter soils) and are important to reduce or mitigate flooding impacts, maintain and improve water quality, and provide habitat for various plant and animal species.

The United States Army Corps of Engineers (USACE) regulates tidal and nontidal wetlands under Section 404 provisions of the Federal Clean Water Act. The State of Delaware more stringently regulates tidal and some nontidal wetlands (e.g., perennial and intermittent streams/ditches and ponds containing surface water connections to other wetlands) under the Subaqueous Lands Act (7 Del.C. Chapter 72) and the Regulations Governing the Use of Subaqueous Lands.

Map 7, Wetlands and Floodplain, shows minimal wetland areas within the city limits. The majority of the wetlands once again follow the waterways, as stated in the floodplain section. Where detailed wetland delineations have not yet been completed, hydric soil mapping can provide one indicator of possible wetland locations that should be examined further. Hydric soil mapping is available from the U.S. Natural Resource Conservation Service at <https://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/survey/tools/> or the Delaware First Map portal at <https://opendata.firstmap.delaware.gov/datasets/delaware-soils-sussex-county/explore?location=38.726950%2C-75.361400%2C10.86>

Watersheds

A watershed comprises all the land that water moves across or under while flowing to a specific body of water and includes the plants, animals, and humans who live within it. Seaford is located within the Nanticoke River Watershed and just outside the Deep Creek Watershed, which has been assigned a range of nutrient (nitrogen and phosphorus) and bacterial Total Maximum Daily Load. The TMDL reduction requirements are further located in Chapter 10 Infrastructure.

Nanticoke River Watershed Plan

The Delaware Department of Natural Resources and Environmental Control (DNREC) developed Watershed Plans to describe the conditions of major watersheds across the State and to present restoration measures aimed at meeting DNREC's watershed management goals, specifically for this current planning effort meeting the goals associated with Total Maximum Daily Loads (TMDL). TMDL's are further discussed in Chapter 10 Infrastructure of this Plan.

Across the Delaware portion of the Chesapeake Bay watershed, TMDLs are in place related to both Bay-wide and local impairments. In 2010 and 2012, the State of Delaware completed Phase I and Phase II Watershed Implementation Plans (WIP) for the Chesapeake Bay in response to requirements for meeting

the Chesapeake Bay Total Maximum Daily Load (TMDL) for nitrogen, phosphorus, and sediment. The Nanticoke River Watershed Restoration Plan and the Pollution Control Strategy for the Nanticoke River are two comprehensive studies and management plans that are currently in place for the local impairments and associated TMDLs in the Nanticoke River watersheds (NRWG, 2009; NRTAT, 2004).

The Nanticoke River Watershed Management Plan dated November 2014 used planning areas in the Plan, known as the Middle Nanticoke and Upper Nanticoke Rivers, the majority of which originate in Sussex County, Delaware. A portion of the Middle and Upper Nanticoke Rivers originate in Kent County, Delaware. Both rivers drain to the southwest into Maryland's eastern shore, including Caroline County, Dorchester County, and Wicomico County.

The Nanticoke includes 315,890.7 acres or 493.6 square miles of land area and further described below:

- The Middle Nanticoke River in Delaware includes 69,608.7 acres or 108.8 square mile drainage area with headwaters beginning northwest of Harrington. The Middle Nanticoke River flows southwest where an additional 158.7 square miles of drainage area is split between Caroline County, Dorchester County, and Wicomico County, Maryland.
- The Upper Nanticoke River, located immediately southeast, of Middle Nanticoke River, includes 246,282.0 acres, or 384.8 square miles of headwater in Delaware. The Upper Nanticoke River flows west into Dorchester and Wicomico County, Maryland, with the majority of the watershed located in Sussex County, Delaware.

This planning effort was designed to forward the recommendations provided in the WIPs, with greater specificity for smaller planning units, including local TMDLs, while incorporating existing data and planning efforts. The Watershed Plans target local TMDL reductions, where applicable, and Bay TMDL reductions where local TMDLs are not currently in effect. As the WIPs are the program the State of Delaware is implementing, it will be applied to both Bay and local TMDLs. Planning units with nutrient local TMDLs uses the same planning methods and process as the Bay TMDL including unit scale, land use data, and modeling. The effort is focused on the Chesapeake Bay and the plans include Delaware's watersheds. The Plan can be found here: <https://documents.dnrec.delaware.gov/swc/district/Documents/Plans-and-Strategies/A-I-Plans/Nanticoke-Watershed-Plan.pdf>

Pollution Control Strategy for the Nanticoke River

The Nanticoke River Tributary Action Team is a group of citizens of the Nanticoke watershed including DNREC representatives, farmers, developers, town management, conservationists, and residents with homes along the tributaries of the Nanticoke. The Tributary Action Team was established in spring 2000 to establish strategies to meet load reduction requirements in the watershed. Forum participants identified pollution control strategies for four major groups: 1) On-site wastewater disposal systems, 2) Agriculture, 3) Tributary Action Team; and 4) Stormwater and development. This strategy was developed October of 2004 and developed several recommendations for consideration and implementation. Additional information included in the plan can be found at this website link: https://documents.dnrec.delaware.gov/swc/wa/Documents/WatershedPlans/NanTAT_Recommendations.pdf

Nanticoke River Watershed Restoration Plan

Developed in 2009 by members of the Nanticoke Restoration Work Group, this plan should serve as guidance for implementation efforts. The Nanticoke Restoration Work Group was formed to develop a restoration plan for the watershed which identifies priority areas and facilitating coordination among

members to implement the plan. The Work Group consists of individuals who perform or support restoration projects in Delaware and consists of expertise including restoration, wetlands, early successional habitats, soils, forestry, wildlife, plants, and agriculture.

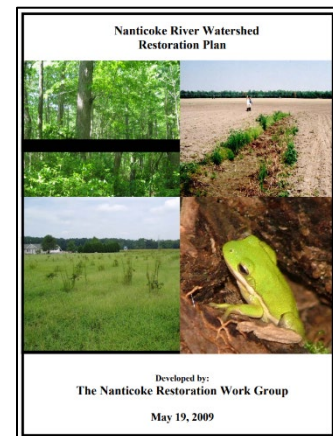
Prioritizing Conservation Targets Based on Program Goals is a section of the Restoration Plan that focuses on the process developed to further prioritize areas that should be targeted for restoration and presents the results of this prioritization. The Work Group focused restoration efforts around three goals:

- 1) Water quality – improve water quality in the Nanticoke River and its tributaries,
- 2) Wildlife habitat – improve habitat for wetland and upland fauna and flora;
- 3) Stream habitat/biology – improve the condition or, and ultimately de-list, stream segments on the State Impaired Waters list (303(d)) for habitat and biology.

Results of the prioritization exercise are summarized in a series of watershed maps depicting conservation targets for each program goal (e.g., High priority areas for restoration of channelized streams and re-establishment of riparian and tidal wetland buffers to improve water quality in the Nanticoke River watershed, DE).

Implementation of the plan includes collaboration to engage landowners of priority conservation targets and generate a list of interested projects. The working group members will continue to search for additional funding opportunities in addition to that provided by their specific programs to leverage funds and increase the number of projects that can be performed. Additional information within the plan can be found at this website link

https://documents.dnrec.delaware.gov/Admin/DelawareWetlands/Documents/Nanticoke_Restoration_Plan_4May09.pdf



Hearns Pond

This body of water was created in 1816 when a grist mill was established on Clear Brook Branch at this location by Nathaniel Ross. Known by various names, most notably those of two early owners, William Cannon and William Ross, the mill was destroyed by fire in 1879. The Cannon and Ross Mill became known as Hearn’s Mill when Marcellus Hearn bought the property in 1885. The Corn Stone from the original mill was saved from the fire and installed in the new mill which was erected in its place. Hearn later installed rollers for grinding grain to replace the traditional wheel-turned stones, making the mill more efficient for flour production. George H. Hearn and Mary Rawlins, Marcellus’ son and daughter, took over the mill following his death in 1916. Hearn and Rawlins Flour Mill continued in the possession of family members until 1999, when it was purchased by The United Nation of Islam. The mill structures were added to the National Register of Historic Places in 1978. Hearn’s Pond is now the property of the State of Delaware and is 61 acres in size..

The Hearns Pond Dam flows onto lands within City limits and was rehabilitated in 2017 after damage due to heavy rains in 2001, 2006, 2011 and 2016. The rehabilitation project brought the dam into conformance with the State Dam Safety Regulations. The project consisted of replacing the previous 11-foot culvert/spillway with a 102-foot semi-circular concrete spillway and two 20-foot box culverts at the dam, leveling the top of the dam and providing embankment overtopping protection to safely pass flow during the 100-year storm event.

Hearn Pond has an Emergency Action Plan (EAP) in place and is part of the State and County Emergency Operations Plan. The EAP can be found at this website link: <https://www.damsafety.org/dam-owners/emergency-action-planning>

BROWNFIELDS

Brownfields are properties that may be vacant, abandoned, or underutilized because of a reasonably held belief that they may be environmentally contaminated. Productive use of these idle properties provides new areas for economic development, primarily in former industrial or urban areas with existing utilities, roads, and other infrastructure. The following list includes remediation sites (including Brownfields) that are in various stages of remediation within the City of Seaford, some of which may be completed.

- Seaford Power Plant (ID# DE-1031)
- Conaway Miller Prop (ID# DE-1533)
- Seaford Arbutus (ID# DE-0268)
- Seaford Hall St. Well (ID# DE-0272)
- Moore Dump (ID# DE-0202)
- Krewatch GW Invest. (ID# DE-1077)
- Lebanon Chemical (ID# DE-1027)
- Seaford Town Gas (ID# DE-0061)

If future development is proposed on sites with previous manufacturing, industrial, or agricultural use, a Phase I Environmental Site Assessment should be conducted by the developer. A Phase I Assessment investigates past uses on the property and seeks evidence of possible contamination. If a Phase I Assessment raises reason for concern, then a more detailed investigation should be conducted. DNREC's Site Investigation and Restoration Branch (SIRB) can aid in investigating, remediating, and redeveloping brownfield sites. SIRB has an online repository of existing Phase I reports and other related documentation.

The Delaware Brownfields Marketplace is an interactive database that contains a list of market-ready brownfield sites throughout the State. The inventory is designed to make it easier for potential buyers and developers to locate available brownfield properties. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and helps to create jobs for Delaware citizens, while preserving green space and natural resources.

Financial assistance is available to eligible parties, that have not already taken ownership of the subject property, in the form of Brownfields Grants and the Brownfields Revolving Loan Fund. Assistance is also available for the cleanup and redevelopment of vacant, abandoned or underutilized properties which may be contaminated.

DNREC's Brownfield program can provide grant funding and potential liability protections when investigating and remediating Brownfield sites. If the applicant is seeking liability protections, it is important to contact the Program prior to taking ownership of the property.

Assistance may be available through the DNREC website link:
<https://dnrec.alpha.delaware.gov/waste-hazardous/remediation/brownfields/>

LOCAL PROGRAM SUCCESS

The city continues to assist with identifying opportunities to educate and promote a variety of environmental and energy efficient programs in the Community and with new development. Once educational and program information has been presented by the State or organization, the city works towards a partnership to promote the services and create strategies to contribute to meeting the goal of protecting and improving the environment. Listed below are a few programs that have proven success in the Seaford area as data was readily available for inclusion, this is not an exclusive list.

Energy Efficiency Investment Fund (EEIF)

The Energy Efficiency Investment Fund (EEIF) is a state grant and loan program administered by the Department of Natural Resources and Environmental Control (DNREC). EEIF helps Delaware businesses, local governments, and nonprofit organizations pay for energy efficiency upgrades that lower energy use and costs.

EEIF was established in 2011 when Title 29 §8030 and Title 30 §5502 of the Delaware Code were amended, allocating the first \$5 million of the Public Utility Tax (PUT) to the EEIF program. Energy efficiency is one of the most cost-effective ways to reduce energy costs. Lower energy use reduces pollution, combats climate change, creates jobs, and promotes local economic development. The most common types of EEIF applications include energy assessments, LED lighting installation, building envelope improvements, mechanical equipment replacement, and implementation of combined heat and power (CHP) equipment.

From fiscal year 2017 to present, eight EEIF grants have been awarded in the Seaford Community (not all located within the City limits) for the purchase and installation of eligible energy efficiency measures. The prescriptive lighting recipients are shown below as updated on November 10, 2020:

- Nanticoke Memorial Hospital – 801 Middleford Road
08/2018 -Nonprofit awarded \$63,012 for the total project cost of \$565,211.
- Eastern Star Sussex Chapter – 7 North Pine Street
03/2108-Nonprofit awarded \$740 for the total project cost of \$2,466.
- UPS Store Seaford – 23000 Sussex Highway
10/2017-Commercial awarded \$280 for the total project cost of \$1,132.
- Cerwin Holdings Inc – 24456 Sussex Highway
06/2018-Commerical awarded\$1,500 for the total project cost of \$5,869.
- DEStorage.com- 9407 Tiger Road
09/2019- Commercial awarded \$1,122 for the total project cost of \$3,740.
- Frederick Ford – 26905 Sussex Highway
08/2018-Commercial awarded \$14,250 for the total project cost of \$53,400.
- DHSS Shipley SSC – 350 Virginia Avenue
06/2019-Nonprofit awarded \$7,298 for the total project cost of \$25,817.
- Delaware Army National Guard – 23440 Ross Station Road
06/2019-Nonprofit awarded \$3,076 for the total project cost of \$17,718.

Four of the above awarded projects are provided electricity by the City of Seaford. All of the projects provided a greenhouse gas emission reduction. A detailed list of statewide projects receiving the EEIF grants can be found here: <https://data.delaware.gov/Energy-and-Environment/Energy-Efficiency-Investment-Fund-EEIF-Grants-FY-2/vukm-g6g5/data>

Green Energy Program

The Green Energy Program provides grant funding to Delmarva Power customers through the Green Grant Delaware program for purchase and installation of renewable energy sources such as photovoltaic (PV), geothermal, wind, and solar water heater systems. Since 2008, over \$354,000 grant funds have been awarded to around 60 projects within the Seaford area (outside of City limits). Most of the awards were given to residential, followed by some nonprofit organizations and a few nonresidential uses. Awards were predominately provided for photovoltaic and geothermal improvements. A detailed list of the statewide projects receiving the green energy program grants can be found here: <https://data.delaware.gov/Energy-and-Environment/Green-Energy-Program-Grants/nsgd-n2gb>

Weatherization Assistance Program

The Department of Natural Resources and Environmental Control (DNREC) offers a free Weatherization Assistance Program to help establish comfortable, energy-saving homes. The program, run through the Division of Climate, Coastal and Energy, helps homeowners and renters cut their energy bills by weatherproofing and improving the energy efficiency of their homes. Professionals from the Weatherization Assistance Program can help low-income households fix these problems by assessing the home and providing weatherstripping, insulation, energy efficient light bulbs and other energy-saving measures – all free of charge. Thousands of Delawareans have benefited from this program; many have cut their energy bill by 30 to 50 percent.

According to Delaware Open Data information, 73 residential structures were awarded over \$364,000 worth of improvements collectively in the Seaford area (not just City limits). This is calculated between 2014 and 2019. This application agency is Catholic Charities, who administers the program with the applicants. Of the 73 awarded structures, 31 are mobile homes and 42 are single family detached dwellings. Program information can be found here: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>

RESOURCES

There are a number of environmental protection organizations throughout the County, State, and nation that provide resources, technical assistance, and funding. Although not a comprehensive list, several resources are briefly outlined below in Table 9-1. Please note these should be reviewed for updated program information after publication of this Plan.

Table 9.1 Environmental Protection Resources

Environmental Protection Organizations and Programs
Delaware Ecological Network (DEN) DEN is a statewide conservation network developed from GIS and field-collected data. The DEN, based on principles of landscape ecology and conservation biology, provides a consistent framework to help identify and prioritize areas for natural resource protection. The DEN is composed of the following elements: core areas, which contain relatively intact natural ecosystems, and provide high-quality habitat for native plants and animals; hubs, which are slightly fragmented aggregations of core areas, plus contiguous natural cover; and corridors, which link core areas together, allowing wildlife movement and seed and pollen transfer between them. Core areas were validated using independent field data and verified using aerial photos.
Delaware's Sea Level Rise Adaption Plan The adaptation plan, "Preparing for Tomorrow's High Tide", provides recommendations for Delaware agencies, local governments, businesses and citizens to plan for and put in place strategies for responding to rising sea levels. This three-part series was prepared

and approved by the 24-member Sea Level Rise Advisory Committee. The series can be found here: <https://dnrec.alpha.delaware.gov/coastal-programs/planning-training/adapting-to-sea-level-rise/>

Delaware's Climate Change Impact Assessment | The assessment takes a deep dive into the impacts that sea level rise will have on the state as was developed in February of 2014. The assessment includes causes of sea level rise, sea level rise trends in Delaware, future scenarios, mapping and data for over 75 natural resources and structures that will be impacted by rising seas, like schools, fire stations, homes, wetlands, factories, wells, roads and habitats. This full assessment report can be found here: https://documents.dnrec.delaware.gov/energy/Documents/Climate%20Change%202013-2014/DCCIA%20interior_full_dated.pdf

Determination Of Future Sea Level Rise Planning Scenarios | The Delaware Geological Survey reviews scientific literature, assesses sea level change and identifies appropriate scenarios to use for planning purposes throughout the State. The release of the International Panel on Climate Change (IPCC) Fifth Assessment Report (AR5) in 2013 and the NOAA National Climate Assessment indicates that the rate of sea level rise is likely to increase. The project developed new inundation maps along Delaware's coast that corresponds to the identified projections. This information can be found here: <https://www.dgs.udel.edu/projects/determination-future-sea-level-rise-planning-scenarios-delaware>

Delaware Climate Information Center | A dedicated website has been designed to provide easy access with relevant and useful information for assessing impacts and preparing for climate change in Delaware. It is intended to be used by citizens, business owners, government officials, and scientists. The website contains documents and tools that have been reviewed and screened by staff of the DNREC Division of Climate, Coastal, and Energy and the University of Delaware Center for Environmental Monitoring and Analysis. The website link can be found here: <https://www.declimateinfo.org/about/>

Climate + Health | The October 2017 issue of the Delaware Journal of Public Health provides information on climate and health in our own State. The issue can be found here: https://issuu.com/dam-dpha/docs/djph_october2017

Particulate Matter (PM) Basics | The United States Environmental Protection Agency (EPA) provide a website page to define particulate matter, how it gets in the air, sources, effects, and initiatives to reduce particle pollution. The website link can be found here: <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics#PM>

National Air Quality Trends | The United States Environmental Protection Agency (EPA) provides resources for air quality trends and several reports. The website link can be found here: <https://www.epa.gov/air-trends>

Energy Efficiency Investment Fund (EEIF) | The Energy Efficiency Investment Fund provides grant money to Delaware businesses, local governments, and non-profit organizations 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/>

Cool Switch Low-Impact Refrigerant Program | The Cool Switch Low Impact Refrigerant Program's goal is to incentivize the use of refrigerants with lower Global Warming Potential impacts. Hydrofluorocarbons (HFCs) are a common type of chemical refrigerant in the U.S. and were developed as alternatives to chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs), which damage the earth's ozone layer. Other types of refrigerants, such as "natural refrigerants," or a new class of refrigerants called hydrofluoroolefins (HFOs) have limited climate impacts and can provide an

alternative to HFCs. Cool Switch offers participants grants for replacing existing refrigerants with low GWP refrigerants or installing new systems that use low GWP refrigerants. All grants require pre-approval prior to purchasing any services, equipment or refrigerants. Participants must submit an application form to DNREC. Program information can be found here: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/cool-switch/>

Weatherization Assistance Program | The Department of Natural Resources and Environmental Control (DNREC) offers a free Weatherization Assistance Program to help establish comfortable, energy-saving homes. The program, run through the Division of Climate, Coastal and Energy, helps homeowners and renters cut their energy bills by weatherproofing and improving the energy efficiency of their homes. Professionals from the Weatherization Assistance Program can help low-income households fix these problems by assessing the home and providing weatherstripping, insulation, energy efficient light bulbs and other energy-saving measures – all free of charge. Thousands of Delawareans have benefited from this program; many have cut their energy bill by 30 to 50 percent. Program information can be found here: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/sustainable-communities/weatherization/>

Efficiency Smart | The City of Seaford, in partnership with the Delaware Municipal Electric Corporation (DEMEC), offers Efficiency Smart to help its residents and businesses reduce their energy use and save money. From advice on products or projects to rebates and discounts on energy improvements, Efficiency Smart can help you from start to finish. Services are provided for the home and businesses. Up to date program information can be found here: <https://www.energysmart.org/seaford-delaware>

Municipal Utilities Green Energy Fund Program | Delaware’s Renewable Energy Portfolio Standards encourages and promotes the use of electricity from renewable energy resources, the use of energy efficiency technologies, and renewable energy technologies. The Municipal Green Energy Program is available to municipals and to their electric customers which are contributing to the Municipal Green Energy Fund. Applicants shall be current with all municipal accounts related to the municipal, such as taxes, electric, etc., prior to grant reservation approval or final grant payment. All eligible equipment and products must be owned by the electric customer and must be installed and maintained in the Delaware Municipality’s electric service territory of the municipality providing the grant and used solely for the energy requirements of the municipal or the municipal’s utility customer. Program information can be found here: <https://www.demecinc.net/wp-content/uploads/2020/01/DEMEC-Green-Energy-Regs-12022019-CURRENT.pdf>

E2I: Energy Efficiency Industrial | The Department of Natural Resources and Environmental Control (DNREC) provides grants through the Energy Efficiency Industrial (E2I) program to help large-scale energy users make their operations more energy efficient through innovative upgrades. Currently offering two grant programs. The custom improvement grants apply to more complex or one-of-a-kind measures that go beyond the equipment funded by Prescriptive Improvement Grants. Custom incentives defray a significant portion of the project costs for high efficiency equipment. They are based on incremental cost, calculated energy and demand savings of retrofit projects, cost effectiveness, and are limited by total project cost. This option allows for the greatest flexibility and creativity in design by providing an incentive on a facility-wide scale or on targeted assessments that save energy. The projects qualifying under this program are generally more complex and include aggressive measures that permanently raise the efficiency levels of standard equipment. The lighting grant must be applied for separately if the applicant is pursuing lighting upgrades as one of the components in their custom project. Lighting improvement grants must be paired with a full custom application and is NOT included in the required 5 energy conservation measures of a custom project. Standalone lighting improvement

projects will not be considered. Up to date program information can be found here: <https://dnrec.alpha.delaware.gov/climate-coastal-energy/efficiency/industrial/>

Energize Delaware | Delaware Sustainable Energy Utility (DESEU) is a nonprofit 501(c)(3) organization created by the State of Delaware. Through many Energize Delaware programs, they help residents, businesses, farmers, schools, religious organizations, nonprofits, hospitals and local governments save money. They provide access to high-efficiency heating, cooling, ventilation and insulation technologies at little or no cost. Programs such as home performance with Energy Star, Commercial and Residential energy assessments, and many more can be found here: <https://www.energizedelaware.org/>

Electric Vehicle Charging Station Rebates | DNREC’s Division of Climate, Coastal and Energy offers rebates 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. More information can be found here <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/ev-charging-equipment-rebates/>

Clean Vehicle Rebate Program | DNREC’s Division of Climate, Coastal and Energy’s vehicle rebate program encourages the deployment of electric, natural gas, and propane powered vehicles as part of Delaware’s commitment to innovations in the transportation sector, reducing greenhouse gases, and improving air quality. This cash rebate incentive must be applied for within 90 days of the vehicle’s purchase. Purchase price cannot exceed \$60,000 and rebates range between \$1,350 to \$2,500. Additional information can be found here <https://dnrec.alpha.delaware.gov/climate-coastal-energy/clean-transportation/vehicle-rebates/>



**COMMUNITY PARTICIPATION INPUT
ENVIRONMENTAL PROTECTION**

The following community comments were provided for consideration in this Chapter:

- More cleaning of the Nanticoke River (More of Outreach Events)
- Less trash (Less of Outreach Events)



**GOALS AND ACTION ITEMS
CHAPTER 9 ENVIRONMENTAL PROTECTION**

9 – 1	<p>Goal – Review City codes and policies to identify areas of improvements and regulations to preserve and protect the environment while ensuring Community input is sought and conformance with State and Federal requirements.</p> <p>Action Item –</p> <ol style="list-style-type: none"> a) Review City codes for barriers regarding the installation of energy efficient initiatives and recommend updates to the City Council. b) Research and consider buffer enhancement regulations with new development. c) Work with the State on transition to the new statewide building energy code to increase awareness with the local building and development community.
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9 – 2	<p>Goal – Obtain Tree City USA community designation for Seaford.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Work with the Delaware Department of Agriculture (DDA) Division of Forestry to secure Tree City USA status. b) Meet the four standards set forth by the Arbor Day Foundation and the National Association of State Foresters: develop a tree board or department, adopt a tree care ordinance, create a community forestry program with an annual budget of at least \$2 per capita, and adopt and observe Arbor Day with a proclamation.
9 – 3	<p>Goal – Provide environmental education and outreach opportunities specific to the Seaford area in partnership with government agencies and organizations to promote awareness, programs and initiatives.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continual coordination with government and nonprofit organizations to provide known opportunities for programs within the Community. b) Promote partnership education and outreach initiatives for funding assistance, maintenance and upgrade programs to assist with heat waves, utility bills, heavy precipitation, weatherization assistance, and energy efficiency initiatives. c) Assist with organized educational and outreach presentations conducted by the State on climate change impacts and adaption initiatives.
9 – 4	<p>Goal – Assess and improve private and public (City) functions and opportunities to operate in a more energy efficient and environmentally protected manner on a larger scale.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Work with government agencies and organizations to assist in obtaining local knowledge to identify initiatives and programs for consideration in Seaford. b) Identify private areas of improvement and promote existing programs. c) Identify City (public) areas of improvement with prioritization consideration. d) Research priority areas and analyze program funding to offset purchase and operation costs. e) Perform a cost vs. benefits analysis for each project. f) Review the projected projects during the annual budget process for execution.

CHAPTER 10 – INFRASTRUCTURE

This Chapter provides information about Seaford’s utility services. The city strives to maintain and expand all Infrastructure services to consumers while managing the balance of increasing costs of operations, regulatory requirements, continual operator certification training, and comparative user rates. The table below shows the current utility services being provided by the City and they are further described within this Chapter.

Table 10-1. City Utility Accounts

Utility Service	In City Limits	Outside City Limits
Electric	4,054	47
Water	3,163	5
Sewer	3,099	5

Source: City of Seaford Staff, 2021

WATER

Safe Drinking Act

Congress passed the Safe Drinking Water Act in 1974 to make sure that the drinking water supplied to the public is safe. In 1986, Congress strengthened the Act because of concerns about the growing number of threats to the safety of the nation’s drinking water. This Act applies to communities with public water systems with at least 15 service connections or systems that regularly serve at least 25 people. The 1996 Amendments mandated that States develop a Source Water Assessment and Protection Program (SWAPP) to better protect public drinking water.

The Safe Drinking Water Act also applies to privately-owned public water systems such as mobile home parks, water companies, and non-community systems such as factories, schools, and campgrounds with their own water supply. Compliance is the responsibility of the owner/operator of these non-municipal systems, but people often turn to local officials if something is wrong with their water systems.

The U.S. Environmental Protection Agency (EPA) has established maximum contaminant levels (MCLs) based on estimated health risks that many contaminants might cause. More than 100 substances are regulated by the Safe Drinking Water Act and that list is growing. Most of these substances fall into one of the following categories: coliform bacteria, disinfection byproducts, inorganic chemicals, synthetic and volatile organic chemicals, fluorides, lead and copper, radionuclides, nitrates/nitrites, and asbestos.



The Act also requires that all owners or operators of public drinking water systems notify their customers when drinking water standards are violated. The purpose of public notification is to inform customers of any potential adverse health effects and to tell them what steps they can take to minimize their impact. The regulations implementing the Safe Drinking Water Act can be found in the Code of Federal Regulations, Title 40, Parts 141-143.

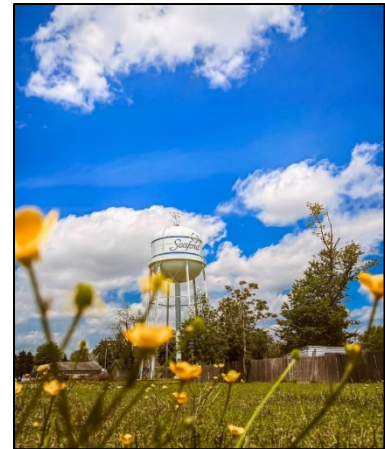
Water System

The city of Seaford Water department serves a population of around 6,928 people (2010 U.S. Census) and has a little over 3,100 service connections. As discussed previously, the city is required by the Safe Drinking Water Act (SDWA) to produce an Annual Water Quality Report (Consumer Confidence Report). The 2020 Annual Water Quality Report is a snapshot of last year’s water quality and tests were conducted for over 80 contaminants. This report can be found here; http://www.seafordde.com/library/Seaford_CCR20203.pdf

The city water is treated with:

- Sodium Hypochlorite for disinfection
- Soda ash for pH adjustment
- Fluoride is added for healthy teeth
- Polyphosphate is used for corrosion control at all well treatment facilities

Water for the city is supplied through five wells, four elevated storage tanks with a combined capacity of 1,850,000 gallons, and a distribution network containing approximately 66 miles of 4-18-inch water mains. The image to the right was awarded contest winner of the City of Seaford social media favorite landscape category. This noteworthy picture was taken by Erin Niblet.



Additional water well information is provided in the table show below. As mentioned, there are four elevated water storage tanks, two with a capacity of 300,000 gallons, one with a capacity of 750,000 gallons and the newest tank with a capacity of 500,000 gallons. The average daily water demands, and capacity are shown in the table below.

Table 10-2. City Average Daily Water Demands

Duration	Gallons Per Day
Winter Months	9,000,000
Summer Months	1,200,000
Yearly Average	950,000

Source: City of Seaford Staff, 2021

The city withdraws water from five wells approximately 100 feet deep in the Beaverdam/Columbia aquifer. In the vicinity of Seaford, the Columbia aquifer consists of the Beaverdam Formation with a hydraulic connection to the Manokin aquifer at depth. Detailed information for the five wells is provided in the table below.

Table 10-3. City Well Construction Data

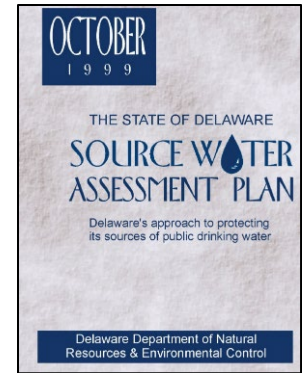
WELL #	PERMIT #	ALLOCATION #	YEAR CONSTRUCTED	ALLOCATED CAPACITY (GPM)	DIAMETER (INCHES)	SCREEN INTERVAL (FBGS*)	AQUIFER
1A	56265	90-0006RM2	1988	1700	12	74-114	COLUMBIA
3	10323	90-0006RM2	1960	800	16	80-104	COLUMBIA
5	74465	90-0006RM2	1984	1100	16	63-103	COLUMBIA
S1	94744	90-0006RM2	1993	750	16	68-88	COLUMBIA
N2	94748	90-0006RM2	1993	750	16	38-88	COLUMBIA

* fbgs = feet below ground surface

Source: DNREC Sourcewater Assessment Report

Sourcewater Protection

On January 24, 2002, the State of Delaware, Department of Natural Resources and Environmental Control (DNREC), Division of Water Resources completed a Source Water Assessment Plan (SWAP) as required under the 1996 amendments to the Safe Drinking Water Act. The assessment was performed using the methods specified in the State of Delaware Source Water Assessment Plan (DNREC 1999). The State of Delaware's SWAP was developed by a committee of scientists, water industry professionals, conservation groups, government agencies, and interested citizens in 1998 and approved by the United States Environmental Protection Agency in October of 1999. The assessment consists of these four critical steps:



- 1) Delineation of source water areas;
- 2) Determination of the vulnerability of a well or intake to contamination;
- 3) Identification of existing and potential sources of contamination; and
- 4) Determination of the susceptibility of the source water area to contamination.

The SWAP identified 34 discrete potential sources of contamination located within the wellhead protection areas around these wells. These sources include: 16 underground storage tank facilities, 12 Hazardous Waste Generators, 2 wastewater outfalls, 2 pesticide loading, mixing or storage facilities, and 2 superfund sites. The dominant land use above these wells is cropland.

Wellhead Protection and Groundwater Recharge Areas

DNREC Source Water Assessment and Protection Program delineates wellhead protection areas (WHPAs) to ensure the integrity of public drinking water. Deep wells drilled into confined aquifers and low-volume wells in unconfined aquifers have, at minimum, a three-hundred-foot radius wellhead protection area. The wellhead protection area surrounding public supply wells in unconfined aquifers that pump more than 50,000 gallons per day are delineated using a mathematical model. This type of well draws large quantities of water and can have much larger wellhead protection areas.

Classifications have been created to manage land use within the wellhead protection area and defined as:

1. Class A water resource protection area is the surface area extending in a three-hundred-foot radius around the wellhead. The protection area around the well may be reduced to a one-hundred-fifty-foot radius, provided a hydrogeological report, prepared by a Delaware Registered Geologist and submitted to the satisfaction of the Delaware Geological Survey and the DNREC, is prepared. The report must certify that the minimum sixty-day time of travel from a point to the public water supply well is maintained; and the well draws from a confined aquifer.
2. Class C water resource protection area is the remaining surface area of the wellhead protection area outside the Class A Water Resource Protection area. Land use restrictions within the CWRP area are required to ensure adequate protection of the public drinking water supply.

The City of Seaford Zoning Code Chapter 15, Article 4B created the Well Head Protection Overlay District. The purpose is to establish the City of Seaford's authority and responsibility to manage and otherwise regulate well head protection areas, ground water recharge areas, aquifers and ground water resources in order to protect public health and safety by minimizing the risk of contamination of shallow/surficial aquifers and preserving and protecting existing and potential sources of drinking water supplies.

Excellent Groundwater Recharge Potential Areas (noted as GRA in the city code) are delineated as places where the water transmitting properties of the sediments in the interval between land and surface and 20 feet below land surface are the greatest. The Delaware Geological Survey produced a map that delineates four different drainage potential categories (i.e., excellent, good, fair, or poor) in Sussex County (Delaware Geological Survey Report of Investigations No. 66, 2004). Those areas with excellent water transmitting properties can determine the amount of water that recharges Delaware's aquifers and how susceptible the aquifers are to surface pollutants. The protection of these areas is a key component to preserving the quantity and quality in the County's aquifers. As these areas are covered with increased amounts of impervious surfaces, there will be less water infiltrating into these underground aquifers to replenish the County's water supply. Additionally, the water coming from these areas may contain non-point source pollutants that may infiltrate through the sediment and contaminate the groundwater.

The Wellhead Protection Areas (WHPA) are delineated around wells and/or well fields within which land uses are regulated to protect the quality of the groundwater resource. Groundwater Recharge Areas (GRA) are delineated as excellent recharge areas within which land uses are regulated to protect the quality of the groundwater resource. Map 5-Sourcewater Protection captures the wellhead protection and excellent recharge areas (referred to as GRA in city Code) located in and around Seaford. The majority of the wellhead protection areas are located on the western portion of the city while the two excellent recharge areas are located on the eastern portion of the city.

The Well Head Protection Overlay District shall apply to all new construction, reconstruction or expansion of existing buildings and new or expanded uses. Applicable uses allowed in any zoning district must additionally comply with the requirements of this district. Uses prohibited in any zoning district shall not be permitted in the Well Head Protection Overlay District. The enforcement of this Chapter refers to the latest version of the Source Water Protection Area map for the City of Seaford as published by the Department of Natural Resources and Environmental Control (DNREC).

The minimum lot size within the WHPA, for each newly created lot, shall be the same as allowed in the underlying zoning district. The maximum site coverage within the Well Head Protection Area or Excellent Ground Water Recharge Area no more than 35% of a single lot or building site may be rendered impervious to groundwater infiltration. The maximum impervious site coverage may exceed thirty-five percent (35%) provided the following performance standards are met as stated in the city Code. Additional information on the City Zoning Code can be found here <http://www.seafordde.com/pdfs/Code Zoning Ordinance wjp 9-25-09.pdf>

Water Initiatives

The following section provides an overview of the water related studies, initiatives and projects *completed* since the 2008 Comprehensive Plan. This is not an inclusive list; larger initiatives are noted below.

- *Arbutus Well Enclosure* – The 2008 Comprehensive Plan included the goal of winterizing the Arubuts well. This was completed the same year to allow continuous operation.
- *Middleford Water Main Loop* – In 2009, this water main loop was installed to provide a loop for services to the Hospital.
- *ARRA Project* – Several water mains were replaced and added throughout the city in 2011.
- *Harrington Street Water Main Replacement* – Provided new water main in 2015.
- *Route 13 Water Main Loop* – In 2015, the city installed a new loop of water main on north side of Route 13.

WASTEWATER

The Sewer Department (under Public Works) is responsible for maintaining and repairing approximately 36 miles of sewer main with around 2,500 service connections within the collection system, which has 14 sewage pumping stations and a gravity collection system that flows to the Seaford Wastewater Treatment Facility on the Nanticoke River. Seaford also accepts and treats all of the sewage from the County-owned systems in Blades Bridgeville and Greenwood.

The Wastewater Treatment Department is staffed by six licensed operators. Each team member is highly skilled, and able to work in all divisions of the wastewater facility if needed. The areas of direct responsibility within the facility are:

- Operations Coordinator
- Pre-treatment Coordinator
- Laboratory Operator
- Maintenance Operator
- Operations Facilitator
- Compost Facility Operator

The Seaford Wastewater Facility is a biological nutrient removal (BNR) designed to treat 2.0 MGD (million gallons per day) of wastewater. This limit was expanded by a DNREC NPDES permit based on nutrient loading limits and a nitrogen/phosphorus trade agreement with the local Invista facility. Organic and nitrogen compounds in the incoming wastewater are stabilized by a concentrated population of micro-organisms maintained within the facility. Additionally, phosphorus is removed from the wastewater through the means of coagulation and precipitation of phosphorus compounds. Following the BNR process, the treated water is then filtered, disinfected and de-chlorinated prior to being discharged from the facility. This process results in a plant effluent that is of exceptional quality. Typical removal efficiency for various wastewater constituents:

- BOD (organic compounds) = 99.3%
- Total Suspended Solids = 99.3%
- Total Nitrogen = 89%
- Total Phosphorus = 90-95%

The solids generated during wastewater treatment are sent to the facility's composting operation. Here, the biosolids are dewatered on a belt filter press, mixed with woodchips, and composted in aerated composting bays. Once composted, the woodchips are removed from the material using a mechanical screen. The composting process stabilizes the organic compounds and destroys any pathogenic organisms. The result is a rich "Class A, exceptional quality" end product, by EPA standards. Compost is beneficial to improving poor soils for better nutrient and water retention, and may be used on lawns, gardens and flower beds. Seaford Compost is available to the public year-round and is located just opposite the boat ramp in Seaford until the handling of bio-solids is transitioned to a new facility that will be owned and operated by Sussex County in 2021. The city will continue to dewater with a belt filter press then the resulting cake will be trucked to the County facility for final processing and proper disposal, at which time compost will no longer be available.

The treatment plant capacity is based on nutrient loading. Average daily flows are reported to be approximately 1,300,000 gallons, leaving room for future expansion of the collection system. All combined sewers formerly located within the City of Seaford have now been separated and overflows plugged or eliminated.

As the City grows outward from its perimeter, some older sewer lines may reach their capacity. As new areas are annexed, and service provided the collection system needs to be monitored and analyzed to see the cost impact of the increased flows. The City wastewater capacity data is available as shown in the table below.

Table 10-4. City Wastewater Capacity

Wastewater Capacity	Total
Existing	1,300,000
Projected	1,513,702
Total Allocation	2,813,702
Plant Design	2,000,000
Reserve Capacity	(813,702)

Source: City of Seaford Staff, 2021

In addition to the City’s wastewater treatment plant, several businesses have private treatment facilities that are not owned or operated by the City of Seaford. Invista (formerly DuPont Corporation) has a treatment facility of 679,000 gpd with a discharge to the Nanticoke River. Two other businesses have large septic systems, the Burger King Restaurant on Route 13 and Victoria Avenue, and Shore Window Tinting located near Routes 13 and 535. Additionally, Mobile Gardens Mobile Home Park is nearing completion of the installation of a nitrogen removal treatment facility.

Several areas around Seaford’s border have reported failing septic systems. These areas include Heritage Village, Beaver Dam near Walmart, Devonshire Woods, Atlanta Estates, three houses on Front Street Extended, Seaford Heights, North Seaford Heights, the Island area located near Riverside Drive and Victoria Avenue, and dwellings near the Holiday Inn at Route 13 and Stein Highway. Some of these areas may receive sewer service in the future if they are annexed.

Wastewater Initiatives

The following section provides an overview of the wastewater related studies, initiatives and projects completed since the 2008 Comprehensive Plan.

- *Wastewater Service Agreement* – On May 15, 2018, a wastewater service agreement was signed between the City and Sussex County Unified Sanitary Sewer District. This agreement allowed the County to transmit sanitary sewage from the Western Sussex and Blades Areas of the Sussex County Unified Sanitary Sewer District to the Seaford Wastewater Treatment Plant for treatment and disposal. It was last amended in January of 2017. The Unified Sewer District has interconnected the towns of Bridgeville and Greenwood via pumpstation and force main to the Seaford Wastewater Treatment facility in November of 2020.
- *Smoke Testing Program* – In September of 2018, the City Engineering Firm (George, Miles & Buhr) worked with Flow Assessment Services, LLC to perform a study of part of the City’s sewer system. The purpose of the study was to locate inflow and infiltration (I&I) storm water/ground water/riverine sources that may be entering the sanitary sewer system. Connections such as catch basins, roof drains, area drains, broken sewer pipes and open pipe joints were located through a method called smoke testing. The testing was performed on sewer manholes that are

typically located in the streets or near residential homes. Non-toxic and non-staining white smoke was inserted into the sanitary sewer system by means of a smoke generating device. During the test, smoke was observed emitting from the manhole covers on the street and vent pipes located on the homes and local business establishments. Phase I of this project was completed in 2020 and items identified during the smoke testing are being repaired. Due to the scope and breadth of the testing required and the financial needs of the effort the project, the City is proposing several additional phases of investigations during budget years FY22-FY25.

- *Sewer Main Crossing* – In 2013, the city installed a new sewer main to service the north side of Route 13.
- *Abandon Lift Stations* – The City completed a sewer expansion project on Route 20 in 2015, which resulted in the abandonment of a lift station. Another sewer expansion project was completed on Virginia Avenue that again allowed for the abandonment of another lift station in 2018-2019.

Current Initiatives

- *The Unified Sewer District* – This initiative provided several infrastructure improvements in the City of Seaford's collection and conveyance system, as part of the agreement to treat flows from the communities of Bridgeville and Greenwood. In addition to critical gravity main improvements along Market Street, the District funded the construction of a new lift station located on the Dolby Farm at the corner of Sussex Highway and Old Furnace Road. The lands adjacent to this new lift station are annexed and can be served from this facility via gravity sewer main extension in the future.
- *Sussex Highway North Sewer Extension* – The city is planning to extend a gravity sewer collector main north, adjacent to Sussex Highway to serve annexed, yet largely undeveloped, territory south of Chapel Branch.
- *Sussex Highway South Sewer Extension* – The city has agreed to cost share with a private developer the installation of a gravity sewer main adjacent to the south bound lane of Sussex Highway. The proposal is to extend this regional collector main to serve an anticipated automobile dealership to be constructed in 2021 and to provide service to a recently annexed motel.
- *Western Sussex Business Campus* – The City, in partnership with Sussex County, is developing a 110 acre+ business campus with the goal of creating significant job growth and increased investment in western Sussex County. This Park will provide "shovel ready" light industrial zoned lands for development. The campus will be fully served with water, sewer, and electrical services.

ELECTRIC

The City of Seaford Electric Department maintains over 90 miles of primary wire on its electrical grid. There are more than 71 miles of overhead wire, 17 miles of underground wire and 2 miles of transmission lines on the system.

Approximately 4,000 electrical customers are serviced by a crew of 11 employees and a call center that answers customer call 24 hours a day, 365 days a year. The time of service for employees in the electric department runs from more than 30 years to six months and training from a ground man position to a lead journeyman. In the department is a technical coordinator who tests and installs meters, operates the SCADA system, answers service calls during the day and installs recording voltmeters when required.

The City is a member of the Delaware Municipal Electric Corporation (DEMEC) and further holds a Director position on the Board of Directors. Some of the benefits of this membership includes lower customer rates, efficient service, financial health, training, and supportive resources.



DEMEC was established on June 6, 1978 by an act of the Delaware General Assembly and incorporated on July 12, 1979. DEMEC is a Joint Action Agency providing the benefits of economies of scale to its members. About 29 similar Joint Action Agencies exist in the United States. In total, there are over 2,000 municipal electric utilities in operation in the United States today.

In total, the nine DEMEC member utilities serve a population of over 99,000 people, with a combined peak demand of over 300 megawatts (MW) (See table below). The DEMEC member distribution systems vary in size and character. Over the past ten years, all of the member systems have experienced annual growth rates well above the national average. The members are primarily distribution utilities.

DEMEC members receive 100% of their power requirements from DEMEC. These requirements are met from a portfolio of owned generation assets, bilateral contracts with third-party suppliers, and participation in the PJM Interconnection, LLC regional markets.

Table 10-5. DEMEC Membership Data

MEMBER	POPULATION	PEAK LOAD (MW)	ELECTRICITY CONSUMED (MWh)
City of Newark	33,673	91.9	461,483
Town of Middletown	22,582	60.8	265,040
City of Milford	11,353	49.0	241,090
City of Seaford	7,861	24.2	114,850
Lewes BPW	3,233	22.2	85,745
MSC of the City of New Castle	5,529	18.8	83,321
Town of Smyrna	11,580	28.3	120,703
Town of Clayton	3,392	6.7	22,644
Total DEMEC Group	99,203	301.9	1,394,876

Source: 2019 DEMEC Data

Electric Initiatives

The following section provides an overview of the electric related studies, initiatives, projects completed and awards since the 2008 Comprehensive Plan.

- Renewable Energy Projects** – In December of 2016, a ground mounted solar array facility was installed to partially offset the power needs of the City’s Wastewater Treatment Facility (688 kilowatts of rated output). The solar array project facility is located at the City Utility Building complex at 8000 Herring Run Road. This project resulted in a significant reduction in the greenhouse gas effects and allowed the facility to be less dependent upon fossil fuel. In response to the volatile energy market and a desire to be environmentally efficient, the city decided to undertake the project which would result in the installation of a renewable energy system. The overarching goals were to move away from resource intensive energy sources, reduce the facilities impact on the environment, create a hedge against rising utility rates and provide a community solar facility to benefit its residents and business community. The Solar Array Field is located at 80000 Herring Run Road. The total cost of the project was \$1,600,404.29. The project

was funded through the Delaware Clean Water State Revolving Loan Funds at 2% interest with a \$500,000.00 forgiveness upon completion of the project. The solar array is comprised of 1,998 Solar World panels, 20 Solar Edge 3 phase invertors, 1,069 optimizers and is rated at 689,310 watts DC.

- *National Utility Award: Gold Level Reliable Public Power Provider (RP3) Designation* by the American Public Power Association (APPA) from 2017 to 2020.
- *National Utility Award: The American Public Power Association (APPA) has recognized the City Electric Department with first place in the Category B of its Annual Safety Award of Excellence program* from 2010 to 2019. This award is given based on any reportable injury or illness arising out of and in the course of employment which results in death, days away from work, restricted work activity or medical treatment.
- *Energy Efficiency Program* – Since April 2018, the city in partnership with DEMEC offers a free service energy efficient smart program that benefits consumers, small businesses, and large commercial customers. It helps customers lower their electric bills and take control of their energy usage and provides free technical analysis for businesses to help determine the most cost-effective options. It is a vendor neutral program, which allows businesses to maintain vendor contracts for equipment/services. More information can be found at the following website link: www.energysmart.org/seaford-delaware
- *Earth Day Education and Raffle* – The City in partnership with DEMEC offers an Annual Earth Day Education campaign to teach the citizens more about energy efficiency and conservation. A display is provided with educational materials and a Tree Raffle.
- *Stein Highway Improvements* – In the Fall of 2014, a joint infrastructure upgrade project was completed with Verizon, Delmarva Power and Light, Comcast and the City on Stein Highway. The project included replacing 33 poles and transferring services from 4 utilities.
- *Route 13 Intersection Improvements* – In connection with the Delaware Department of Transportation (DelDOT), the city worked with Verizon and Delmarva Power and Light to relocate and upgrade existing utility services the Fall of 2014 for multiple intersections on Route 13.
- *Replacement Upgrades* – In 2015, completion of the replacement of old cross arms and the increase of conductor size on circuit 210 from the Pine Street substation down Virginia Avenue to Bridgeville Highway and then south to the new air brake switch on North Street.
- *Outstanding Participation* – The Delaware Municipal Electric Corporation (DEMEC) recognizes the city for its outstanding participation for multiple years in the Demand Response Program. For each year noted, the city received a cash incentive for reducing their energy consumption during high energy use hours. Demand Response is one of the most effective tools used by utilities to combat high electricity costs while supporting electric reliability. This incentive was created as a reward to municipal, commercial, and industrial customers who are doing their part to ensure grid reliability, keep costs down, and for being a good steward of the environment.
- *LED Street Lighting Project* – The City developed a three-year plan (2015-2018) to replace the cobra head streetlights on City maintained streets with new LED lights. This will save the City taxpayers and utility users about \$800,000 in electricity cost over the next twenty years at today's rates. The lights were purchased out of the green energy fund and were not an expense added to the budget. The project included replacing 536 lights. This project was expanded to include pole top lights and the city has replaced a total of 743 of the 1414 streetlights in Seaford.
- *Pine Street Substation Upgrade* – A major electric system upgrade was completed to the substation on Pine Street and involved decommissioning and removal of the Central substation on the river. Central substation was at the end of its projected life span and removing it reduced the liability of oil on the shore of the river. Pine Street Substation was very near the expected life span and the project was in the planning stages for several years. This project provided reliability

for the longevity of the electric system for the present load and future load growth for the City.

- *Substation Decommissioned* – The City decommissioned the Central substation on the Nanticoke River removing the infrastructure and removing oil from the banks of the river in 2018.
- *Distribution Upgrades* – In 2018, the city performed major distribution upgrades and extended circuits on Sussex Highway North to Old Furnace Road.

STORMWATER

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

Seaford, DNREC and DelDOT have jurisdiction over stormwater management within the city. The stormwater management system was constructed as a separate system from the sanitary sewer system, consisting of a series of drains, conveyance lines, and catch basins that direct stormwater into natural stormwater management areas. Stormwater drainage for new construction is required to be constructed in conformance with DNREC erosion and sediment control regulations and requires approval from the Sussex County Conservation District.

Sussex Conservation District (SCD) is the delegated agency in Sussex County and the City of Seaford for the administration of Delaware’s Sediment and Stormwater Regulations. SCD reviews, inspects, and performs maintenance inspections of construction projects that disturb an area of more than 5,000 square feet.

The city will continue to work with the appropriate agencies and organizations regarding the operation and maintenance of existing streams, tax ditches, private ditches, swales, and storm drains. These include multi-jurisdictional ownership, maintenance and operations. This coordination will also continue with new, and potential annexation applications. Each jurisdictional agency should review existing drainage patterns to share collectively. The purpose of the coordinated efforts would be to establish an access plan for removal of debris/blockages, sedimentation, and to restore the drainage features to their original design grade. This can be difficult to navigate at times at the city doesn’t own, maintain or regulate many of these areas.

National Pollutant Discharge Elimination System (NPDES)

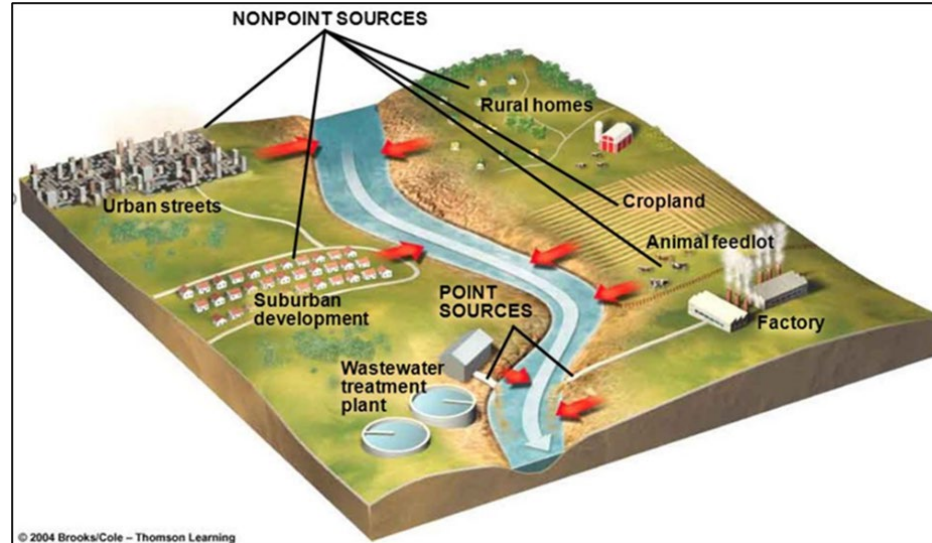
In response to the nation’s growing concern about water pollution, major federal laws were passed in the 1970s that required the restoration and maintenance of clean water for residential, commercial, recreational, and agricultural uses. The 1972 Amendments to the Water Pollution Control Act, which was later amended and renamed the Clean Water Act in 1977, set federal water quality standards and cleanup schedules for meeting pollution control requirements. One way that the goals of these acts are achieved is through NPDES permits, which set limits on the level of pollutants allowed to be discharged. These

permits are issued to operators that discharge any pollutant from point sources to “navigable waters” (also known as “waters of the United States”), such as lakes, rivers, streams, wetlands, or oceans.

Under the Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) program, the U.S. Environmental Protection Agency (EPA) regulates the water quality of stormwater runoff that discharges into local waterways. Stormwater runoff is transported through municipal separate storm sewer systems, referred to as MS4. To prevent harmful pollutants from being washed or dumped into an MS4, the EPA requires an NPDES permit and a Stormwater Management Program (SWMP) that includes the following program elements:

- Construction Site Runoff Control
- Illicit Discharge Detection and Elimination
- Pollution Prevention/Good Housekeeping
- Post-Construction Runoff Control
- Public Education and Outreach
- Public Involvement/Participation
- Program Effectiveness
- Total Maximum Daily Loads

The National Pollutant Discharge Elimination System (NPDES) regulates point sources that discharge pollutants into the waters of Delaware. It helps ensure that the state’s water bodies can meet their designated uses, such as providing drinking water, being safe for swimming or fishing, or supporting aquatic life. Below you will see a diagram prepared by Brooks/Cole from Thompson Learning that shows the nonpoint sources:



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

Total Maximum Daily Load (TMDL)

Under Section 303(d) of the 1972 Federal Clean Water Act (CWA), states are required to identify all impaired waters and establish total maximum daily loads to restore their beneficial uses (e.g., swimming,

fishing, and drinking water). A Total Maximum Daily Load (TMDL) defines the amount of a given pollutant that may be discharged to a water body from point, nonpoint, and natural background sources and still allows attainment or maintenance of the applicable narrative and numerous water quality standards. A TMDL is the sum of individual Waste Load Allocations (WLAs) for point sources and Load Allocations (LAs) for nonpoint sources and natural background sources of pollution. A TMDL may include a reasonable margin of safety to account for uncertainties regarding the relationship between mass loading and resulting water quality.

In simpler terms, a TMDL matches the strength, location, and timing of pollution sources within a watershed with the ability of the receiving water to assimilate the pollutant without adverse impact. The realization of these TMDL pollutant load reductions will be through a Pollution Control Strategy (PCS). A PCS identifies the specific strategies and actions (e.g., best management practices) necessary for reducing pollutants in a given water body (or basin/watershed), thus attaining the TMDL load reductions and meeting water quality criteria or standards set forth in the State of Delaware's Water Quality Standards, ultimately leading to the restoration of a given water body's designated beneficial use(s). Specifically, a PCS is a combination of best management practices (e.g., wetland buffers, green technology stormwater treatment, pervious paving materials, rain gardens) that will reduce nutrient and bacterial pollutant runoff loading by optimizing BMPs.

Municipal Separate Storm Sewer Systems (MS4)

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

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

To prevent harmful pollutants from being washed or dumped into MS4s, certain operators are required to obtain NPDES permits and develop stormwater management programs (SWMPs). The SWMP describes the stormwater control practices that will be implemented consistent with permit requirements to minimize the discharge of pollutants from the sewer system. The MS4 Program has six Minimum Control Measures (MCM's):

1. Public Education and Outreach
2. Public Involvement and Participation
3. Illicit Discharge, Detection and Elimination
4. Construction Site Stormwater Runoff Control
5. Post Construction Stormwater Management
6. Pollution Prevention and Good Housekeeping

The national program of MS4 General NPDES Permit was phased-in, over time, with the first phase covering larger municipal governments. The second phase covers smaller communities, in Census-designated Urbanized Areas, and some non-governmental stormwater systems. Current permit types are based on population:

- Phase I, issued in 1990, requires medium and large cities or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges.

- Phase II, issued in 1999, requires regulated small MS4s in urbanized areas, as well as small MS4s outside the Urbanized Areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges.

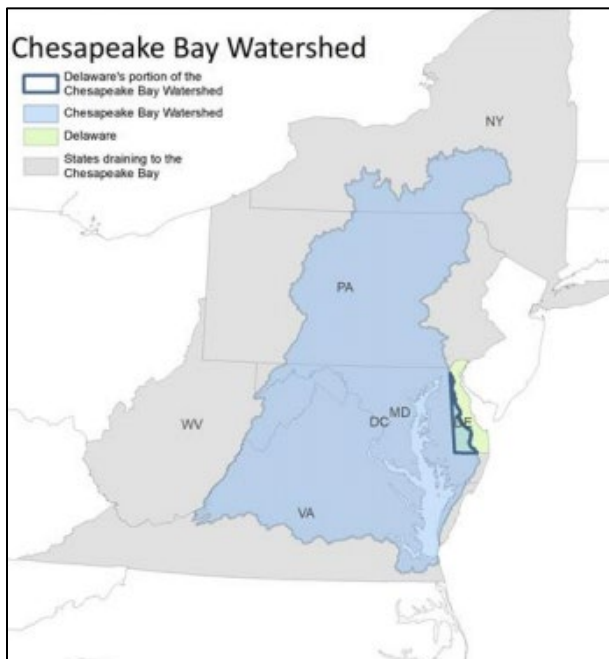
For Delaware, New Castle County/DelDOT currently hold Phase I Permits (with co-permittees Cities of New Castle, Wilmington, Delaware City, and Towns of Bellefonte, Newport, and Elsmere) and the City of Newark/University of Delaware, Town of Middletown, City of Dover, and Kent County DelDOT currently hold Phase II MS4 Permits.

The Phase II Final Rule established under the Clean Water Act required nationwide coverage of all small MS4s located within the boundaries of the Census-defined “Urbanized Areas” (UA) based on the latest decennial Census. The 2010 Census results expanded the UA area within Delaware, requiring DNREC to expand the municipalities requiring NPDES Phase II MS4 coverage to include 14 additional towns.

The City of Seaford has been notified by DNREC that an MS4 Phase II Tier 2 permit will be required. In anticipation of this permit issuance, the City in conjunction with the Town of Laurel and the Sussex County Conservation District, has established a coalition for cooperation on stormwater management and MS4 compliance. The Sussex County MS4 Coalition was established to realize the efficiencies that can be recognized in meeting the compliance requirements by the municipalities by entering into an agreement to jointly address program development, implementation, and reporting.

Delaware’s Chesapeake Bay Watershed Implementation Plan

Delaware has participated in the Chesapeake Bay Program (CBP) since signing a multijurisdictional Memorandum of Understanding in 2000, committing to achieving water quality goals to protect and improve the Bay and tributary waters. EPA’s 2010 TMDL requires significant reductions in point and nonpoint pollutant loadings from all jurisdictions (the six states and DC) within the Chesapeake Bay watershed so that water quality standards can be achieved. Seaford is located in the Chesapeake Bay Watershed along with nine other Municipalities in Sussex County.



As part of the TMDL, each jurisdiction is required to develop a series of three watershed implementation plans (WIPs) that detail how load allocations will be achieved and maintained now and in the future. Phase I and Phase II WIPs were submitted to EPA in November 2010 and March 2012, respectively. The Phase III WIPs describe refined actions and controls to be implemented between 2018 and 2025 to achieve the applicable nitrogen and phosphorus water quality standards. Jurisdictions must identify actions that are available to be implemented by 2025.

To ensure that Delaware is able to adhere to EPA's requirements for developing the WIPs, the Delaware Department of Natural Resources and Environmental Control convened the state's Chesapeake Interagency Workgroup to address the situation.

The Nanticoke River Watershed was noted as an area of interest in Sussex County in the Phase III WIP.

Tax Ditches

Tax ditches are another type of stormwater management measure that drains stormwater due to changes in topography. They are channels that vary in both width and depth. There are over 2,000 miles of tax ditches in the State of Delaware that provide drainage and flood control in agricultural and urban areas.

A Tax Ditch Association is an organization formed by a legal process in Superior Court that comprises the landowners of a particular watershed or sub-watershed. The Association's ditch managers and secretary/treasurer oversee the operations of the tax ditch. The Association constructs and maintains the tax ditch through funds collected via taxes from landowners in the defined area.

Maps 9-Tax Ditches, provide a snapshot of the current location of tax ditches located within the city. As the tax ditches and their rights-of-way and easements can change, it is recommended that the appropriate DNREC division be contacted regarding the most up-to-date information, questions, or concerns. Parcels within the identified Annexation Plan-Map 12 contain tax ditches will require special consideration during land recordation and development processes. The land developer will be required to contact the DNREC Drainage Program to ensure adequate Tax Ditch Rights-of-Way are retained for maintenance access and the future placement of spoil, this includes Annexation applications.

Stormwater Initiatives

The following section provides an overview of the stormwater related studies, initiatives, projects completed and awards since the 2008 Comprehensive Plan.

- *Stormwater Street Improvements* – In 2013, stormwater improvements were completed on Washington Street and Porter Street to provide flooding relief.
- *Culvert Replacement Project* – The City replaced the stormwater culver pipe in the Seaford Industrial Park in 2013.
- *Pond Retrofit* – In 2016, the city completed upgrades to the regional Seaford stormwater pond located at the Shipley State Service Center on Virginia Avenue. This project involved the mitigation of flooding issues in the region and redirected storm water flows to the north thru the Boys and Girls Club property and into the Ross Business Park regional SW management facility that outfalls to Herring Run Branch. This project can be expanded to include the School Complex running track wet pond when funding becomes available. This interconnection of SW management facilities creates a "treatment train" of BMPs that provides enhanced storm water treatment prior to discharge of the water to the receiving streams.

- *Porter Street Improvements* – The city installed larger catch basins in 2018 to assist with the surface water runoff.
- *Senior Center Parking Improvements* – In 2016, site improvements were made to the Seaford Senior Center parking lot to include sidewalks and stormwater drainage.
- *Locust Street Micro Pool* – The city installed additional on-street parking and sidewalks along Locust Street near the Nanticoke Senior Center. This project was designed with a micro pool BMP that treats the roadway storm water from the area prior to discharge to the Municipal storm water system.
- *Riverview Park Living Shoreline* – In 2020 the city installed approximately 570 LF of living shoreline plantings adjacent to the WWTF at Riverview Park. This project included a boardwalk and wave mitigation structure due to the areas increased wave action from boating and barge traffic.

Current Initiatives

- *Oyster House Park* – This approximately 1.8-acre tract of land at the foot of Cannon Street fronting on the Nanticoke River will be home to the Oyster House Park. The plan and proposed improvements were noted in Chapter 7 of this Plan. This project will also include a living shoreline restoration and extension, as well as educational signs regarding the BMP.

CITY POSITION

KEY INFRASTRUCTURE ISSUES – Seaford will continue to provide safe and regulatory compliant utility services to the Community. This ongoing effort includes assessing existing conditions, recognizing areas of improvement, identifying potential funding sources, implementation and management of multiple projects, awareness of regulatory compliance changes, utility operator continuing educations, and increasing project partnerships for the betterment of Seaford.

GOALS AND ACTION ITEMS CHAPTER 10 - INFRASTRUCTURE	
10 – 1	<p>Goal – To provide safe and adequate public utility services to present and future customers.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to closely monitor the drinking water quality. b) Continue to plan for plant upgrades that will increase the overall permitted discharge to the Nanticoke River to 3 MGD. c) Incorporate technology implementation ENR that will further reduce nutrient contributions related to the increase in plant flow required to accommodate anticipated growth. d) Continue to annex properties contiguous and near to the City with failing septic systems, so a central collection can be planned and executed to achieve system elimination.
10 – 2	<p>Goal – To expand utility infrastructure and services in areas for future growth with commercial uses with job creation.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Create “shovel ready” sites with utilities along Sussex Highway, Ross Business Park, Western Sussex Business Campus and Seaford Industrial Park. b) Continually evaluate the demand for expanded utility services and development trends to accommodate job growth and development uses.

10 – 3	<p>Goal – Continue to encourage and support the expansion of broadband services to residents and businesses.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to work with broadband service providers for expansion areas. b) Continue to coordinate the expansion of broadband infrastructure during design and construction of other large utility projects throughout the city.
10 – 4	<p>Goal – Continue to promote the installations and/or upgrade of overhead utilities to be completed underground, when applicable.</p> <p>Action Item – Continue to seek for additional funding for these costly improvements and coordinate during large City design and construction projects.</p>
10 – 5	<p>Goal – Continue to comply with Federal and State compliance regulations.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to support training programs for utility operators licensing requirements. b) Continue to complete all reporting requirements. c) Ensure continual communication with County, State and Federal agencies for new compliance mandates, programs and initiatives. d) Continue to seek funding alternatives to assist with these requirements and initiatives.

CHAPTER 11 – LAND USE

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

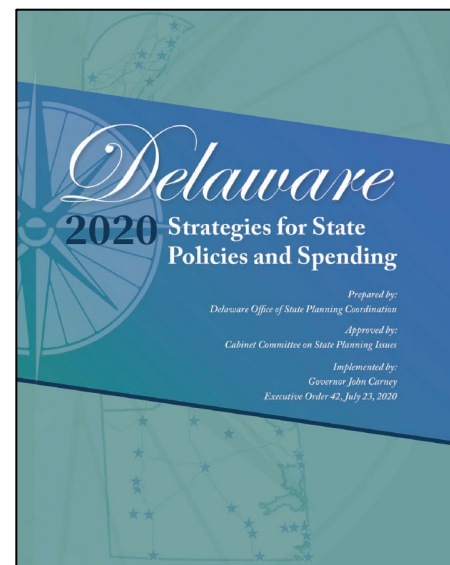
It is important to note that land use is not the same as zoning. Zoning is the tool a municipality uses to regulate what can be built on a parcel of land and how it should be developed or redeveloped. Like land use, zoning can change over time. How land is used in a community is largely guided by its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

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

2020 STRATEGIES FOR STATE SPENDING

On April 14, 2016, Governor Markell signed Executive Order 59, adopting the 2015 Delaware Strategies for State Policies and Spending. Originally approved in 1999 and updated in 2004, 2010, 2015 and the 2020 document is the fourth iteration.

The purpose of this document, as with previous Strategies for State Policies and Spending documents, is to coordinate land use decision making with the provision of infrastructure and services in a manner that makes the best use of natural and fiscal resources. The importance of such coordination lies in the fact that land use decisions are made at the local level, while the bulk of infrastructure and services that support land use decisions are funded by the State. The development of the State Strategies document with local governments and citizens helps to create a unified view toward growth and preservation priorities that all levels of government can use to allocate resources.



Policies and Goals

In the late 1990s, the Cabinet Committee on State Planning Issues defined two fundamental policies to guide the development of the Strategies for State Policies and Spending. Both policies are as relevant today as they were twenty years ago:

- State spending should promote sustainable, quality, efficient, and compact growth;
- State policies should foster order and resource protection, not degradation.

To implement these fundamental policies, the Strategies for State Policies and Spending were based on these eleven goals:

1. Direct investment and future development to existing communities, urban concentrations, and growth areas.
2. Protect farmlands and critical natural resource areas.
3. Improve housing quality, variety, and affordability for all income levels.
4. Ensure objective measurement of long-term community effects of land-use policies and infrastructure investments.
5. Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.
6. Encourage redevelopment and improve the livability of existing communities and urban areas and guide new employment into underused commercial and industrial sites.
7. Provide high-quality employment opportunities for citizens with various skill levels to retain and attract a diverse economic base.
8. Protect the state’s water supplies, open spaces, farmlands, and communities by encouraging revitalization of existing water and wastewater systems and the construction of new systems.
9. Promote mobility for people and goods through a balanced system of transportation options.

Investment Levels

In this document, the map area designations will remain as they are currently referred to in the 2015 document: Investment Levels 1, 2, 3, 4, and Out-of-Play. It should be noted that the Levels are not meant as ascending levels of importance, but rather as a way to distinguish the different types of State policy, service, and funding priorities within each area.

Map 2-State Strategies in the City Plan reflects the State Strategy designations for the City and surrounding area. The city itself contains four out of the five investment level areas. The State maintains the referenced mapping layers for the State Strategies and the updated map can be found at this website link: <https://strategies.stateplanning.delaware.gov/>

The city predominantly falls into Investment Levels 1 within the city limits with a few small Out of Play Areas. Adjacent to the City limits is mostly shown as investment level 1 and 2 with level 3 appearing further outside the growth area. Table 11-1 provides more detail descriptions and strategies for each Investment Level.

Table 11-1 State Strategies Investment Levels

Investment Level 1 Areas
<p>They are often municipalities, towns, or urban/urbanizing places in counties. Density is generally higher than in the surrounding areas. There are a variety of transportation opportunities available. Buildings may have mixed uses, such as businesses on the first floor and apartments above.</p> <p>Strategies- In these areas, state investments and policies should support and encourage a wide range of uses and densities, promote a variety of transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity. Overall, it is the State’s intent to use its spending and management tools to maintain and enhance community character and promote well-designed and efficient new growth in Investment Level 1 Areas. These areas contain downtowns and distressed neighborhoods where strong public-private partnerships are needed to facilitate community redevelopment and accelerate economic revitalization. Thoughtful measures also are needed in some Level 1 Areas to expand a range of housing options in healthy, vibrant communities with schools and quality employment, but have few housing options. These areas would be a prime</p>

location for designating “pre-permitted areas” to help steer development where the local government and citizens are most prepared to accept it.

Investment Level 2 Areas

This investment level has many diverse characteristics. Level 2 areas can be composed of less developed areas within municipalities, rapidly growing areas in the counties that have or will have public water and wastewater services and utilities, areas that are generally adjacent to or near Investment Level 1 Areas, smaller towns and rural villages that should grow consistently with their historic character, and suburban areas with public water, wastewater, and utility services. These areas have been shown to be the most active portion of Delaware’s developed landscape. They serve as transition areas between Level 1 and the state’s more open, less populated areas. They generally contain a limited variety of housing types, predominantly detached single-family dwellings.

Strategies- In Level 2 Areas, like Level 1 Areas, state investments and policies should support and encourage a wide range of uses and densities, promote other transportation options, foster efficient use of existing public and private investments, and enhance community identity and integrity. Investments should encourage departure from the typical single-family-dwelling developments and promote a broader mix of housing types and commercial sites encouraging compact, mixed-use development where applicable. Overall, the State’s intent is to use its spending and management tools to promote well-designed development in these areas. Such development provides for a variety of housing types, user-friendly transportation systems, essential open spaces and recreational facilities, other public facilities, and services to promote a sense of community. Like the Level 1 Areas, Level 2 Areas would be a prime location for designating “pre-permitted areas.”

Investment Level 3 Areas

This investment generally falls into two categories. The first category covers lands that are in the long-term growth plans of counties or municipalities where development is not necessary to accommodate expected population growth during this five-year planning period (or longer). In these instances, development in Investment Level 3 may be least appropriate for new growth and development in the near term. The second category includes lands that are adjacent to or intermingled with fast-growing areas within counties or municipalities that are otherwise categorized as Investment Levels 1 or 2. Environmentally sensitive features, agricultural-preservation issues, or other infrastructure issues most often impact these lands. In these instances, development and growth may be appropriate in the near term, but the resources on the site and in the surrounding area should be carefully considered and accommodated by state agencies and local governments with land-use authority. Investment Level 3 is further characterized by: areas with leapfrog development¹³ that is not contiguous with existing infrastructure, areas that are experiencing some development pressure, areas with existing but disconnected development, and possible lack of adequate infrastructure.

Strategies- Due to the limits of finite financial resources, state infrastructure spending on “hard” or “grey” infrastructure such as roads, sewer, water, and public facilities will generally be directed to Investment Level 1 and 2 Areas during this planning period. The State will consider investing in these types of infrastructure in Investment Level 3 Areas once the Investment Level 1 and 2 Areas are substantially built out, or when the infrastructure or facilities are logical extensions of existing systems and deemed appropriate to serve a particular area.

Investment Level 4 Areas

Delaware’s Investment Level 4 Areas are rural in nature and are where the bulk of the state’s open-space/natural areas and agricultural industry is located. These areas contain agribusiness activities, farm complexes, and small settlements. They typically include historic crossroads or points of trade, often with rich cultural ties. Investment Level 4 Areas also boast undeveloped natural areas, such as forestlands, and large recreational uses, such as state and county parks and fish and wildlife preserves. Level 4 Areas may include natural habitats that are important for providing “ecosystem services” such as improving water quality and reducing flood risk. Sometimes, private recreational facilities, such as campgrounds or golf courses (often with associated residential developments), are also situated in Investment Level 4 Areas. Some limited institutional uses may exist in such areas. Delaware’s

Investment Level 4 Areas are also the location of scattered residential uses, featuring almost entirely single-family detached residential structures. These are homes for those who value the quiet and isolation provided by locations away from more developed settings, albeit with an almost total reliance on private vehicles for every transportation need. Delaware's Investment Level 4 Areas also include many unincorporated communities, typically with their own distinctive character and identity. These places reflect the rich rural heritage of the state. Investment Level 4 Areas depend on a transportation system primarily of secondary roads linked to roadways used as regional thoroughfares for commuting and trucking. In addition, Investment Level 4 Areas may be the location for certain uses that because of their specific requirements are not appropriate for location elsewhere. Such uses, expected to be limited in number, could involve public safety or other uses that require their location outside designated investment areas. Industrial activity would be limited, except where specific requirements of major employers may dictate an exception for a use, which, because of specific siting and potential conflicts with neighboring uses, should not be placed elsewhere. It is the State's intent to discourage additional urban and suburban development in Investment Level 4 Areas unrelated to agriculture and to the areas' needs. This will be accomplished through consistent policy decisions and by limiting infrastructure investment, while recognizing that state infrastructure investments maybe appropriate where state and local governments agree that such actions are necessary to address unforeseen circumstances involving public health, safety, or welfare.

Strategies - In Investment Level 4 Areas, the State's investments and policies should retain the rural landscape, preserve open spaces and farmlands, support farmland-related industries, and establish defined edges to more concentrated development.

Out of Play Areas

Some lands are clipped out of the analysis and will be shown on the Strategies maps in a light-gray color. These lands, which are not available for private development, include publicly owned lands, private conservation lands, lands for which serious legal and/or environmental constraints on development are identified, and lands in some form of permanent open-space protection (such as agricultural preservation easements and conservation easements). "Out-of-Play" areas are generally not expected to be the location of private development activities, such as residential subdivisions or commercial shopping centers. However, "Out of Play" does not mean that there will never be any changes or development on those lands. Government entities, private property owners, and conservation organizations are still expected to invest in these areas for the purposes in which they were acquired and preserved. Each agency or entity has their own policies and procedures for the management of "Out of Play" lands. Examples of investment or changes on "Out of Play" lands could include improvements to State park lands, water control structures in State wildlife areas, or poultry houses on preserved agricultural lands. There may also be times when private property owners could be able to build or redevelop on lands identified as "Out-of-Play" in accordance with State and local environmental and land use regulations. For example, new subdivision is not permitted in floodplains under the provisions of some local government land use ordinances. Even so, this restriction may not preclude property owners with portions of their lands in the floodplain from obtaining permits to build structures or otherwise utilize their property.

Indicators of Development

Demographic analysis will play a key role in guiding decisions on how to accommodate the expected growth in Delaware. At present, Delaware's population is expected to grow by nearly twenty percent by the year 2040. It is imperative for planners to understand the composition of this incoming population in order to meet their needs in a manner that preserves Delaware's quality of life and at minimal cost to taxpayers. Delaware data for land-use policies indicate the following:

- Between 2020 and 2040, Delaware's population is projected to increase by roughly 86,000 to a total of 1,044,441. Where this projected population is located in relation to Delaware's existing

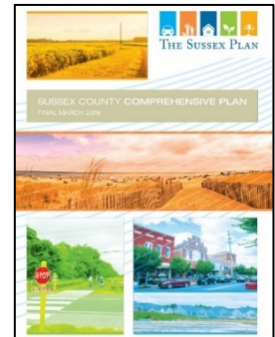
population, infrastructure, and services will, no doubt, make a significant impact on the magnitude of state investments needed to support this growth. While more than half of all Delawareans are still expected to reside in New Castle County in 2040, the Delaware Population Consortium (DPC) anticipates that Sussex County will grow the fastest, with its population growing 17 percent (almost 40,000 people) by 2040.

- The Delaware State Housing Authority’s 2015–2020 Housing Needs Assessment highlights a new emerging housing market:
 - Households are getting smaller. Adults remain single for longer and there are more couples with no or few children, leading to an increase in single-person households and small families.
 - Households are getting older as the Baby Boom generation ages into their senior years. Similarly, older families tend to be smaller in size as children move out of their parents’ homes.
 - There is an increasing demand for rental housing as more households wait to purchase a home or have transitioned into the rental market due to the foreclosure crisis.
- With the growing senior population and smaller families in general, the demand for large single-family homes is waning in lieu of smaller, more affordable single-family homes and townhomes.

Full documentation on the 2020 Delaware Strategies for State Policies and Spending can be found at www.stateplanning.delaware.gov/strategies/

SUSSEX COUNTY COMPREHENSIVE PLAN

The Sussex County Comprehensive Plan was adopted on December 4, 2018. When planning for development near the edges of Seaford’s borders, it is important to consider what development is possible under the County’s current zoning. This is because the land may be developed under County zoning without being annexed by the City and a developer is less likely to ask to be annexed unless the developer is able to achieve more flexible zoning and density than is currently offered by the County or unless they are seeking to connect to the City’s utility systems. Coordination of land development efforts is key to ensure adequate infrastructure is in place to serve the existing and proposed projects near the City.



The following maps from the Sussex County Comprehensive Plan were taken into consideration during the creation of the City of Seaford’s Plan: Figure 4.2-2 Developed and Protected Land and Figure 4.5-1 Sussex County 2045 Future Land Use. The Sussex County’s Plan can be found on the County’s Planning & Zoning website: <https://sussexcountyde.gov/planning-zoning>.

The following chapter goal information was pulled from the document’s Future Land Use Plan:

- Direct development to areas that have existing infrastructure or where it can be secured cost-effectively.
- Conserve the County’s agricultural economy by promoting farming and preserving agricultural land values and agribusiness.
- Protect critical natural resources, such as the inland bays and others, by guarding against over-development and permanently preserving selected lands.
- Encourage tourism and other responsible commercial and industrial job providers to locate and invest in the County.

- Expand affordable housing opportunities, particularly in areas near job centers and Delaware State Housing Authority (DSHA) Areas of Opportunity.
- Ensure that new developments incorporate best practices in subdivision design.
- Make Sussex County’s growth and conservation policies clear to relevant Delaware State agencies, neighboring counties, and Sussex County’s incorporated municipalities.

The Sussex County Comprehensive Plan sought to direct the County’s most concentrated forms of development to Growth Areas, including the higher density residential development and most commercial development. The County’s Future Land Use Plan is based on seven guidelines to help determine where Growth Areas should be located:

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

The County further defined the structure of the Future Land Use Plan in Chapter 4.4.2 by identifying two types of planning areas: Growth Areas and Rural Areas, each include sub-categories. There are seven type of growth areas designated in the County Plan. Out of these seven, the City and its surrounding areas were identified as having four County Growth Area designations, as indicated on the Sussex County 2045 Future Land Use Map and further described as:

- **MUNICIPALITIES** | Sussex County strongly favors directing development toward the municipalities that desire it. With exceptions, these are some of the County’s most densely developed areas and the areas most fully served by public sewer and public water facilities. The specific permitted uses and densities governing new construction within an incorporated municipality will continue to be governed by that municipality’s zoning ordinance, its public water and sewer capacities, and its comprehensive planning policies.
- **DEVELOPING AREA** | The Developing Areas are newer, emerging growth areas that demonstrate the characteristics of developmental pressures. Most of the proposed Developing Areas are adjacent to municipalities, within or adjacent to potential future annexation areas of a municipality, or adjacent to Town Centers.
- **COMMERCIAL AREA** | Commercial Areas include concentrations of retail and service uses that are mainly located along highways. As opposed to small, traditional downtown areas that are often historic and pedestrian-friendly, Commercial Areas include commercial corridors, shopping centers, and other large commercial vicinities geared towards vehicular traffic. In addition to primary shopping destinations, this area would also be the appropriate place to locate hotels, motels, car washes, auto dealerships, lumberyards, and other larger scale commercial uses not primarily targeted to the residents of immediately adjacent residential areas. These more intense uses should be located along main roads or near major intersections. Institutional and commercial uses may be appropriate depending on surrounding uses. Mixed-use buildings may also be appropriate for these areas.

- **INDUSTRIAL AREA** | Industrial Areas are lands devoted to concentrations of larger industrial uses including heavier industry, light industry, warehousing, and flex space. Appropriate development in these areas could take the form of conventional industrial parks or planned business parks with a unified design that incorporate a combination of light industry and other business uses. Large, more intensive stand-alone industrial uses should also be directed to these areas.

In addition to County Growth Areas, the County’s Future Land Use Plan also shows areas of Low Density and Protected Land Areas outside of the City’s Annexation growth area. These areas will have to be observed when considering any potential annexation areas or for future development within the County:

- **LOW DENSITY AREA** | As of 2018, all lands designated in the County Comprehensive Plan as Low-Density Areas are currently zoned AR-1. Under that zoning designation, single family detached homes are permitted at two homes per acre on lots containing a minimum of half acre if the tract connects to central sewers.
- **PROTECTED LANDS** | Protected Lands are considered preserved. Some of these tracts are considered “out of play” and cannot be further developed because they are Federally owned, State-owned, or under other land preserves; under conservation easements (such as easements on mostly forested land or easements by private conservancies); or under agricultural preservation easements that were purchased by the State and/or County. Other properties within the Protected Lands category are considered “temporarily out of play.” The landowners voluntarily agree to enter into a ten-year Agricultural Preservation District program and can leave or renew their participation when the agreements expire; therefore, these areas can be considered temporarily, but not permanently, preserved.

The City was provided an opportunity to provide feedback during the County’s Plan update process, to include municipal boundaries and growth areas for the City.

EXISTING LAND USE

The City did not perform a parcel-by-parcel existing land use inventory during this update of this Plan. Map 3-Existing Land Use depicts three land use categories on the map as commercial, residential and industrial. These are in comparison with the future land use and zoning classifications in the City. The land represents the existing land use based on local knowledge, building permits and assigned zoning.

FUTURE LAND USE WITHIN CITY LIMITS

The Future Land Use Map documents the general recommended future use for each designated area; however, other types of uses may be compatible with the designated use and deemed to be consistent with the Comprehensive Plan. The future land use categories should not be interpreted to support nor preclude developments without consideration of the policies and intent of the Comprehensive Plan.

A GIS mapping data analysis was conducted to review the newly created parcel-based maps to ensure the suggested land use and zoning map were compatible. The methodology used to compare the future land use to the zoning classifications are shown in Table 11-2.

Table 11-2. Future Land Use and Zoning Compatibility

City Zoning Classification			City Future Land Use Classification	
R-1	Low Density Residential		Residential	
R-2	Medium Density Residential			
R-3	High Density Residential			
R-4	Institutional Residential			
C-1	General Commercial		Commercial	
C-2	Highway Commercial			
C-3	Riverfront Enterprise Zone			
M-1	Light Industrial		Industrial	
M-2	Heavy Industrial			

Table 11-3 provides the future land use number of parcels and acreage within the City limits. Over half of the future land use acreage is residential with commercial counting at 29.0% followed by residential at 54.4%. Map 10 is a guide for rezoning applications and tracking land use developments.

Table 11-3. Future Land Use Composition within City Limits

LAND USE CLASSIFICATION	PARCELS		ACREAGE	
	#	%	#	%
Commercial	439	14.1	843.0	29.0
Industrial	88	2.8	479.1	16.5
Residential	2587	83.1	1584.9	54.5
TOTAL			2907	

The above Table references GIS data collected from Map 10-Future Land Use. Note-the acreage and parcel data include partial right-of-way and streets that are under development, approved for development, or have not been accepted by the City at the time of publication.

ZONING

Chapter 15 Zoning of the City’s official Code includes nine different zoning districts in the City of Seaford. Table 11-4 City Zoning Classifications provides the purpose for each zoning district located within the City limits from the Zoning Code, as shown below. The official City Zoning Code can be found at: http://www.seafordde.com/pdfs/Code_Zoning_Ordinance_wjp_9-25-09.pdf

Table 11-4. City Zoning Classifications

Residential Zoning Districts
Low Density Residential District (R-1) – It is the purpose of this Division to permit continued single-family residential development at a density that is compatible with existing land use. Uses would be restricted to residential activities.
Medium Density Residential District (R-2) - It is the purpose of this Division to limit residential development to lots that will yield a density of approximately nine (9) to ten (10) dwelling units per acre. Several housing types are allowed in addition to professional uses with such structures.
High Density Residential District (R-3) - It is the purpose of this Division to permit development of garden type apartment structures that will yield high densities in selected areas of the City; single family residential development in connection with R-3 development. It is not the intent of this Division to allow single family development in an R-3 district without the development of garden type apartments.
Institutional Residential District (R-4) - It is the purpose of this Division to permit development of institutional uses in accordance with an approved plan of development. The district is to provide

suitable areas and adequate safeguards for such uses to serve the City of Seaford and the surrounding region.

Commercial Zoning Districts

General Commercial Districts (C-1) - It is the purpose of this Division to make provisions along certain major arterial routes for limited types of commercial development that complement each other and adjacent land uses.

Highway Commercial District (C-2) - It is the purpose of this Division to make appropriate provision for commercial activities which are basically oriented to automotive use and traffic. This includes service type businesses which ordinarily require major arterial locations and serve regional as well as local customers.

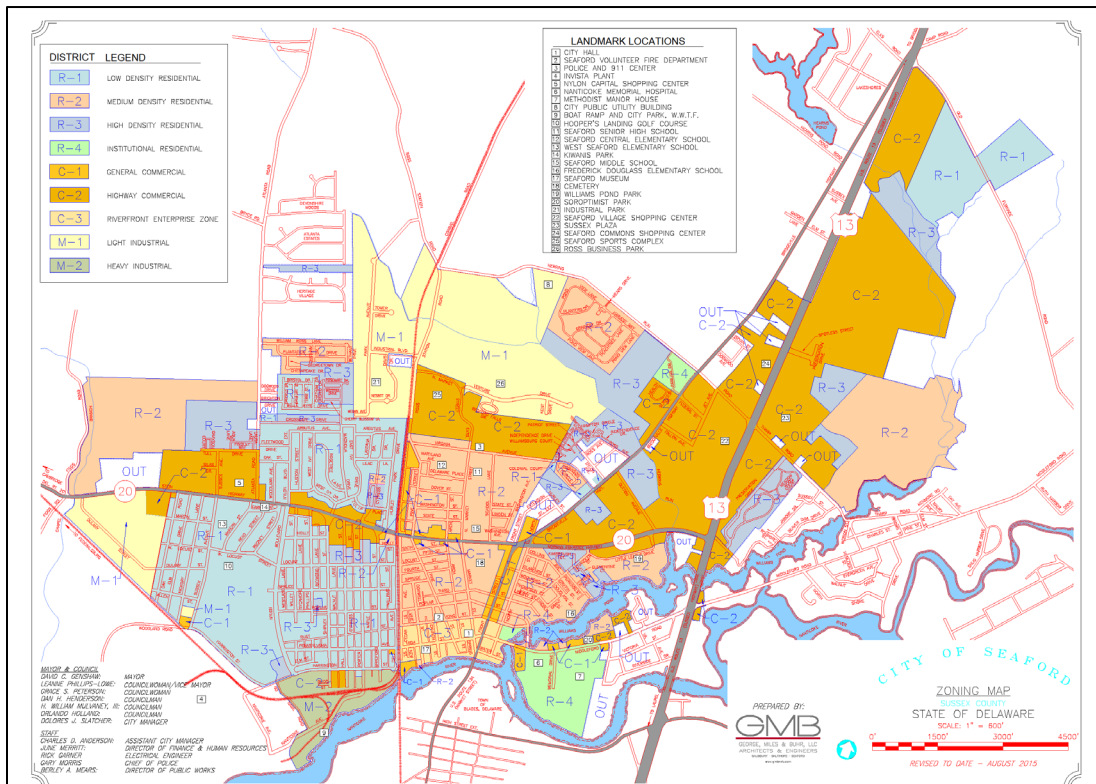
Riverfront Enterprise Zone (C-3) - It is the purpose of this Division to make appropriate provisions for commercial activities for limited commercial and residential development that complement each other and adjacent land uses; and to preserve retail store fronts on High Street.

Manufacturing Zoning Districts

Light Industrial (M-1) - It is the purpose of this Division to encourage industrial development, which is free from offensive noise, vibration, smoke, odors, glare, hazards of fire or other objectionable effects. Industries which can meet the standards imposed in this Division shall be permitted to locate in districts adjacent to commercial and residential adjoining districts, provided that adequate landscaping and screening are provided. Residential uses are prohibited in industrial districts.

Heavy Industrial District (M-2) - It is the purpose of this Division to provide industrial locations for plants which require a large area for their operations, and which are normally undesirable adjacent to residential and commercial areas.

The City's official adopted zoning map dated August 2015 (image below not updated-see Map 11-Zoning) is not parcel based as shown in the image below. The City took the initiative based on state requirements to ensure all of the Plan referenced maps were parcel based using the data from First Map, which is provided by Sussex County GIS Department.



GIS data was obtained from newly created Map 11-Zoning to complete the Zoning composition shown in Table 11-5. According to this data, the city has 26.7 acres of land for Highway Commercial (C-2) accounting for the largest acreage per zoning classification within the city limits. This is not uncommon as larger commercial development requires more land with parking, building size, parking, stormwater management, and traffic circulation. The second largest zoning classification is Medium Density (R-2) with 22.0 acres of land. The two lowest zoning categories per acre are Heavy Industrial (M-2) at 1.8% and General Commercial (C-1) at 1.2%. It is not uncommon for both of these uses to be low within Municipalities based on the reduced permitted uses in the zoning code.

Table 11-5. Zoning Composition

ZONING CLASSIFICATION			PARCELS		ACREAGE	
			#	%	#	%
R-1	Low Density Residential	1182	38.0	516.1	17.7	
R-2	Medium Density Residential	1088	34.9	641.8	22.1	
R-3	High Density Residential	312	10.0	350.5	12.1	
R-4	Institutional Residential	5	0.2	76.6	2.6	
C-1	General Commercial	96	3.1	35.7	1.2	
C-2	Highway Commercial	193	6.2	770.6	26.5	
C-3	Riverfront Enterprise Zone	150	4.8	36.6	1.3	
M-1	Light Industrial	50	1.6	426.8	14.7	
M-2	Heavy Industrial	38	1.2	52.3	1.8	
TOTAL		3114		2907		

The above Table references GIS data collected from Map 11-Zoning. Note-the acreage and parcel data include partial right-of-way and streets that are under development, approved for development, or have not been accepted by the City at the time of publication.

While zoning determines the permitted uses and development requirements, each Chapter component in this Plan further provides land use and development inventory as well as goals that will assist in future land use redevelopment and new development decisions for the City.

ANNEXATION

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

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

Annexation Process

Properties in the potential Annexation growth area are evaluated on a case-by-case basis. The process is regulated in the City Charter under Annexation of Territory Section 2.

Municipal annexations are governed by 22 Delaware Code §101. Among other requirements, all annexations must be consistent with the most recently adopted municipal comprehensive plan, be depicted as future annexation areas within that plan, and must be rezoned by ordinance to classifications consistent with the adopted comprehensive plan or development strategy.

Seaford is required to prepare a Municipal Annexation Plan of Services for all annexations. The Plan demonstrates how services are to be provided and the operating and financial capabilities necessary to support them. The Plan of Services collects property and land-use data, information about needed utility and public safety services, and helps examine the impact of development in annexation areas.

During future annexation processes, the City is committed to avoiding the creation of new enclaves and to eliminate, if possible, existing enclaves during the negotiation of any new annexations. The city will work with the Sussex County Planning Department during the annexation process to address potential or existing enclaves as well as any other concerns raised through this process.

The city process involves an analysis to determine the development demands and are provided in annexation committee report. The annexation process involves public input and discussions are held upfront to determine investments that may be needed by the applicant for future development as well as the city requirements for land development. Several factors are considered with annexations and all land development, such as environmental impacts, transportation, infrastructure, balance of inventory, population trends and demands, etc. prior to consideration and approval by the city. The annexation must further compliment the Suggest Land Use shown on Map 12-Annexation as further described below.

Annexation 20 Year Area

The growth areas noted as Annexation 20 year, are shown to properly plan for forecasting potential development. The Annexation growth area is the same as the current adopted Comprehensive Plan. It is unknown the timing nor demands for these future developments; however, the city wants to ensure compatible land uses with future development. The total acres calculated for potential annexation is 9,056; however, the 20-year area consumes 3,972 acres of that total. In some locations, this area may warrant annexation before 20 years based on available infrastructure expansions and adjacency to the city limit boundaries; however, areas further out may not be considered for several years based on the lack of infrastructure, demand and adjacent connectivity.

Annexation Suggested Land Use

Map 12-Annexation depicts the Suggested Land Use Classifications based on the policies and assumptions contained in the Comprehensive Plan and the forecasted growth for the City and region. Areas shown outside of Annexation 20-Year area with a suggested land use are anticipated to be annexed first where infrastructure can be extended or exists and are adjacent to the city limits.

The Annexation map shows the general land use recommended and includes a range of potentially appropriate land uses. While the Annexation map will influence future zoning, it does not alter current zoning or affect the right of property owners to use the land for its purpose as zoned at the time of this Plan's adoption.

Based on the GIS mapping data, the suggested land use classifications were obtained and further provided in Table 11-6. The largest land use classification for annexation is Agricultural/Residential at 7,539 acres (82.6%) with around 4% for both commercial and industrial. The portion of the golf course extension located outside the City limits count for 110 acres. The City’s growth is focused on residential growth with supportive employment land uses such as commercial and industrial.

As suggested by the State, a new category was placed in the Plan and reflected on Map 12. This category is titled Protected/Preserved Land and the parcels were provided by the State and noted on the State Strategies Map as Out of Play areas. This new category does not include all of the State Out of Play Areas and developers should reference Map 2-State Strategies as well as coordinate with the State for the most up to date maps.

Based on market trends, the mixed-use land use classification could see an increase in demand and the City currently has 458.99 acres (5%) of land marked for this type of development as well. The mixed use suggested land use may include residential and commercial uses for future development. These will be considered on a case-by-case basis during the annexation process and may require a conceptual plan or reference of uses in an Annexation agreement between the developer, property owner, and city.

Table 11-6. Suggested Land Use Composition Outside City Limits

LAND USE CLASSIFICATION		ACREAGE	
		#	%
	Commercial	403.5	4.4%
	Industrial	369.5	4.0%
	Agricultural/Residential	7,539.1	82.6%
	Mixed Use	458.99	5.0%
	Golf Course	110.0	1.2%
	Protected / Preserved Land	256.1	2.8%
TOTAL		9137.19	100%

The above Table references GIS data collected from Map 12-Annexation. Note-the acreage and parcel data include partial right-of-way and streets that are under development, approved for development, or have not been accepted by the City at the time of publication.

The suggested land use areas are parcel based recommendations on the current and known proposed infrastructure, neighboring areas and the intent to balance the needs of the Community. The City may consider an application with a Comprehensive Plan amendment to allow a different Annexation Suggested Land Use, this would be carefully reviewed and required to go through the applicable public and State process for comments prior to approval consideration by the Mayor and City Council.

Consideration of Zoning Classification

Table 11-7 provides guidance for zoning classifications based on the Suggested Land Use categories for all Annexations. This provides the zoning classifications, as previously described to the complimentary suggested land use. Zoning amendment requests outside of the noted suggested land use will require consideration of a Comprehensive Plan amendment by the city, County and State.

The city does not have a Mixed-Use Zoning district; therefore, the city will consider parcel-based zoning for multiple zoning classifications on a case-by-case basis with an annexation/zoning master plan. The city may consider a new mixed use zoning classification, if the demand for this type of land use increases with larger parcels of land.

Table 11-7. Suggested Land Use and Zoning Compatibility

City Zoning Classification			City Suggested Land Use Category
	R-1	Low Density Residential	Agricultural/Residential, Mixed Use, Golf Course and Protected/Preserved Land
	R-2	Medium Density Residential	
	R-3	High Density Residential	
	R-4	Institutional Residential	
	C-1	General Commercial	Commercial and Mixed Use
	C-2	Highway Commercial	
	C-3	Riverfront Enterprise Zone	
	M-1	Light Industrial	Industrial
	M-2	Heavy Industrial	

Intergovernmental Coordination

The city will continue to coordinate land development, redevelopment, and annexation applications with the County and State Agencies. Several other entities have jurisdiction and provide services where land development may need guidance or subject to additional regulations outside of the city requirements. These are mentioned in the appropriate and previously discussed Chapters. Listed below are a few key land development factors for property owners to further research, this is not an inclusive list:

- State Strategy Levels (especially Out of Play Areas)
- Environmental Concerns (Brownfield, Nature Preserves, Waterways, Drainage, Etc.)
- Historical and Cultural Findings
- Housing (Balance and Equity)
- Right of Ways/Easements (Tax Ditches, Connectivity, Utilities, Access, etc.)
- Utilities (Water, Sewer, Electric, Stormwater, Communications, Etc.)
- Emergency Services (Fire, Police, Ambulance, EMS, Etc.)
- Transportation (Impact Studies, Non-motorized connectivity, Traffic Analysis, Etc.)



COMMUNITY PARTICIPATION INPUT
LAND USE

The following community comments were provided for consideration in this Chapter:

Note-Input relating to land use was noted within specific chapters and are not repeated in this section.

1. More preserving of farmland (More of Outreach Events)
2. Please rate your level of agreement with the following statements. (Q11-Community Survey)

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
a. The City should increase its growth area and population base:	23.39% 98	31.50% 132	29.59% 124	9.55% 40	5.97% 25	419
b. Development should be encouraged primarily within the current boundary:	20.10% 84	40.19% 168	25.84% 108	9.09% 38	4.78% 20	418
c. Seaford should seek to annex new areas of land adjacent to current City boundaries:	15.27% 64	31.26% 131	27.68% 116	18.14% 76	7.64% 32	419
d. Seaford should annex gaps (enclaves) within the current City boundary:	26.56% 111	43.54% 182	21.53% 90	5.74% 24	2.63% 11	418



CITY POSITION

GENERAL USE OF LAND – The City strives to create a balance of land use between the existing inventory and proposed new developments while continually evaluating the impact on service demands, infrastructure, employment and services to the Community. The City is open to new market trend demands and will consider changes to the land use maps and zoning as warranted and supported by the Community and City.

EXPANSION OF BOUNDARIES – The City supports expansion of the boundaries as shown on Map 12 (Annexation) on a case-by-case basis and evaluates all annexation applications for infrastructure needs, development inventory balance, appropriate land use and zoning, environmental protection, character preservation, surrounding compatibility, coordination with Sussex County, connectivity to the City boundary and compliance prior to consideration for approval by the Council.

DEVELOPMENT OF ADJACENT AREAS – The City supports compatible development in the adjacent area with coordinated input and meeting the goals established by the City, Sussex County, and the State of Delaware.



GOALS AND ACTION ITEMS CHAPTER 11 LAND USE

11 – 1	<p>Goal – To provide a balance of land uses within the city while honoring existing and considering new land development.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Work with private and public partnerships for potential development opportunities to support services and employment to the Community. b) Continue to preserve, improve, and expand recreational facilities and programs. c) Continue to support a variety of housing stock inventory for all Community members. d) Protect the environmentally sensitive and natural areas around the city while providing safe and educational open space areas. e) Promote infill and redevelopment within the city limit for programs and funding opportunities.
11 – 2	<p>Goal – To ensure consistency between the zoning map, land development and redevelopment as stated in the Comprehensive Plan.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to work with Sussex County and the State on adjacent land development and annexations within the City for coordination of services and infrastructure demands. b) Review the City’s Zoning Map for consistency with the Comprehensive Plan’s Future Land Use Map, ensuring compliance within 18 months of Plan adoption.

CHAPTER 12 – IMPLEMENTATION

The city goals of the Comprehensive Plan are to provide direction relating to growth management, redevelopment, housing, transportation, environmental protection, and City services based on the past and present data and trends. This Plan identifies areas of improvement and lists the goals and strategies per Chapter for future consideration to ensure they become detailed in the governing process.

APPROACH

Annual Implementation Review

The required annual Comprehensive Plan Report is to be completed and submitted to Office of State Planning Coordination prior to the end of June (State’s fiscal year). The report should provide an update on the table of goals and action items listed below with a status of ongoing, not started, underway, or completed. Upon completion of this report the City should review tasks and initiatives for the next upcoming budget cycle.

While these goals and strategies exist today, they are meant to be fluent and flexible. Some of the initiatives may be completed by other government agencies or organizations. New goals and strategies may arise based on state and federal mandates as well as opportunities for the betterment of the city. Priorities may shift dependent upon the urgency or availability to partner on tasks and projects.

For this plan to be effective, it is imperative the Planning Commission, City Council, Mayor, City Manager, and City staff hold a joint “Comprehensive Plan Implementation Strategy Workshop”. This will allow an opportunity to review those items completed and discuss the priorities for the upcoming year prior to the annual budget process. This ensures the city as a whole is dedicated to the work involved with the approved projects and understands the importance of completion. Too many assigned annual projects can result in inadequate results, budget overruns, staff and volunteer burnout, lack of public involvement, and multiple scheduling delays.

The Mayor or City Council designee, Planning Commission Chair, City Manager and appropriate City staff should further meet annually after the workshop to discuss available resources and funding as well as potential grant opportunities to target these initiatives for consideration in the next budget cycle. The implementation goals should be addressed as funding and resources become available as well as consideration as potential components of another project.

Financial Planning

All of the implementation goals and action items will take city staff time and funding to complete, as well as volunteer time. The goal is to ensure the implementation items are part of the annual budget process. It is highly recommended the following areas (not inclusive) be reviewed with each implementation and/or initiative project for the city:

- Annual Budget (Operational costs, staffing level needs, upgrade of equipment, etc.)
- Contractual versus In House Services Analysis (skillsets, experience, time, cost, etc.)
- Land Development Fee Analysis (impact, building, plan review, etc.)
- Fee Analysis (Infrastructure, services, etc.)
- Funding Resources and opportunities (identify grants, loans, partnerships, in kind matches, etc.)
- Capital Improvement Planning (infrastructure, facilities, land, software systems, etc.)

Regulation Updates

Once again, all of the implementation goals and action items will take city staff time and funding to complete, as well as volunteer time. Reviewing and updating the City codes and regulations is an ongoing process and Ordinances are created, when needed. Some implementation items may only require an internal process change or assistance for promoting programs with the city website or social media.

The City will review the codes and regulations during the annual budget process for consideration in advance of the next fiscal year. This can be completed side by side with the Plan implementation process. It is highly recommended the following codes and regulations (not inclusive) be reviewed for improvements within the city:

- City Charter
- City Code (Chapters 1-18, if applicable)
- Zoning Code-Chapter 15
- Building Code-Chapter 4
- Standard Design Specifications

Every change to the City code requires research, preparation, presentation, legal input, and involves two readings at City Council prior to consideration for adoption. Some code changes may require professional services to complete with specific knowledge and experience.

State Compliance

As mentioned in the approach, the city is required to submit an annual report to the State on the progress of the Plan implementation. In addition to this requirement, listed below are compliance items that must be followed as well:

Comprehensive Rezoning

Following a comprehensive plan's adoption, jurisdictions must comply with the following provisions of the Delaware Code:

22 Del. C. 1953 §702(c) requires that every municipality, "... within 18 months of the adoption of a comprehensive development plan or revision thereof, amend its official zoning map to rezone all lands within the municipality in accordance with the uses of land provided for in the comprehensive development plan."

Map 11-Zoning depicts the City's zoning districts as of May 2021. Seaford must adopt a new zoning map within 18 months of this Plan's adoption, if a comprehensive rezoning is needed based on land use changes. Table 11-2 Future Land Use and Zoning Compatibility shows how Seaford's zoning districts already match up with the land uses depicted on Map 10- Future Land Use. These match ups are intended as guidance for the City Council to consider during the rezoning process. They are not intended to preclude the development of new zoning districts or revisions to the Zoning Ordinance, the Subdivision Ordinance, or any other land use regulations. A separate ordinance to rezone must be enacted following adoption of a comprehensive plan. Comprehensive Rezoning

Plan Update

22 Del. C. 1953 §702(e) requires that, "At least every 5 years a municipality shall review its adopted comprehensive plan to determine if its provisions are still relevant given changing conditions in the municipality or in the surrounding areas. The adopted comprehensive plan shall be revised, updated and amended as necessary, and re-adopted at least every 10 years."

Seaford’s last complete plan update was adopted on January 12, 2010. Since this is a full plan update, the next full plan update will be due in 2031. In 2026, which is five years following this update, the plan must be reviewed to determine whether it is sufficient to guide Seaford’s development decisions through 2031.

GOALS AND ACTION ITEMS

Listed below are the goals and actions items noted for specific Chapters within the Plan. These are not prioritized nor scheduled at this time as mentioned in the approach section above. Table 12-1 will be updated annually as part of the State reporting requirements for the city.

Table 12-1 Seaford Plan Implementation Items

CHAPTER 3 – CITY AND COMMUNITY SERVICES	
3 – 1	<p>Goal – Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of Seaford’s citizens.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Ensure the proper equipment and number of personnel are up to date with the service demands along with fiscal contribution and responsibility with new development. b) Review the City service demands and capability to continue the existing services on an annual budgetary basis while identifying revenue sources and operating expenses. c) Provide enforcement education and quality of life proactive initiative services through policing and code enforcement.
3 – 2	<p>Goal – Provide support for local Community organizations.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to support all community services, this may include monetary donations, personnel involvement, event support, membership, attendance, marketing advertisement, etc. b) Increase communication and collaboration with community organizations with City programs and initiatives.
3 – 3	<p>Goal – To continue developing ways to decrease crime and prevent drug overdoses.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to discuss and take proactive measures to address incidents and roots of the crimes. b) Continue to reach out to the youth in the Community to support programs and activities. c) Continue to work with government agencies and organizations to support drug prevention and assistance programs
CHAPTER 4 – HOUSING	
4 – 1	<p>Goal – Encourage a balanced range of housing types and homeownership opportunities for existing and future residents.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Work with Sussex County, Delaware State Housing Authority, and local developers for opportunities to provide work force housing options with new development.

	<ul style="list-style-type: none"> b) Continue to evaluate proposed housing development land applications and annexations with consideration to the balance of housing types, affordability, ownership, rental, and age. c) Continue to identify and work with existing property owners on redevelopment housing projects, vacant housing and infill lots with existing infrastructure.
4 – 2	<p>Goal – Improve the integrity of the existing housing stock through rehabilitation.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Promote rehabilitation projects and programs for older housing units by identifying projects for potential government assistance programs. b) Assist government agencies and organizations with educational awareness and promotion of housing rehabilitation programs.
4 – 3	<p>Goal – Continue to improve code complaint housing for safe occupancy and ongoing property maintenance.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue proactive communication with tenants and property owners for code compliance, occupant safety and preservation of the Community. b) Provide educational opportunities with the City Code requirements with an emphasis on property maintenance to property owners and residents.

CHAPTER 5 – ECONOMIC DEVELOPMENT

5 – 1	<p>Goal – To promote a diverse and successful business environment in order to maintain existing businesses and grow new businesses throughout the city limits.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to promote the development incentives, programs and areas for redevelopment, new development, and property improvements. b) Monitor vacant commercial properties and promote redevelopment opportunities and programs. c) Continue to promote a business-friendly environment.
5 – 2	<p>Goal – Continue to support and expand Seaford’s designation as the primary employment center for Western Sussex County.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Leverage Seaford's designation as an opportunity zones for economic development. b) Continue to invest in City infrastructure along with project funding partners. c) Maintain the intergovernmental relationships to continue the success of joint opportunities and economic development
5 – 3	<p>Goal – Continue to preserve and promote Seaford’s Downtown area.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to administer and market the Downtown Development District initiatives and funding opportunities. b) Maintain partnerships with downtown business and historical associations for joint implementation projects.

CHAPTER 6 – HISTORICAL AND CULTURAL RESOURCES

6 – 1	<p>Goal – To preserve and enhance Seaford’s historic heritage.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Encourage the use of federal and state tax credit programs for restoring historic buildings. b) Assist government agencies and organizations with educational awareness and promotion of historic rehabilitation grants and programs.
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	<p>c) Promote educational tourism that is built on the City’s heritage, arts and culture, and recreation.</p>
6 – 2	<p>Goal – Continue to support events and activities promoting inclusion for all ages, incomes, special needs, and race within the Community.</p> <p>Action Item –</p> <p>a) Increase communication and collaboration with community organizations to promote and host inclusionary events with for all City citizens.</p>
<p>CHAPTER 7 – OPEN SPACE AND RECREATION</p>	
7 – 1	<p>Goal – Enhance recreational opportunities along the Seaford Riverfront and Nanticoke River.</p> <p>Action Item –</p> <p>a) Continue private and public partnership relationships that allow for successful planning and development of recreational and educational projects.</p> <p>b) Continue to obtain local Community feedback and input during the planning process of new projects.</p> <p>c) Ensure adequate infrastructure is in place or upgraded as new projects develop, especially if a regional destination population is projected.</p>
7 – 2	<p>Goal – Maintain and improve City recreational facilities, open space, and programs while ensuring adequate provisions for existing and proposed future development.</p> <p>Action Item –</p> <p>a) Ensure existing park inventory is maintained and updated, as needed.</p> <p>b) Continue to provide inclusionary services and programs to all members of the Community.</p> <p>c) Support local organization events promoting active and healthier lifestyles in the Community.</p> <p>d) Evaluate the Community needs to determine adequate and new trending services.</p> <p>e) Evaluate and identify pedestrian linkage improvements to recreational locations throughout the city.</p>
<p>CHAPTER 8 – TRANSPORTATION</p>	
8 – 1	<p>Goal – Support citywide streetscape revitalization and beautification improvement projects that encourage social engagement and a healthy living environment within the Community.</p> <p>Action Item –</p> <p>a) Continue intergovernmental and nonprofit organizational coordination for joint initiative, funding and implementation projects within the Community.</p> <p>b) Continue to promote educational awareness as a component of these projects. This creates a safe and educational walking and visitor area within the community.</p>
8 – 2	<p>Goal – Support the maintenance, improvement and expansion of critical transportation services for the Community and beyond.</p> <p>Action Item –</p> <p>a) Work with DeIDOT on land development applications for access and transportation improvement projects.</p> <p>b) Continue to support and improvement opportunities for public transit within the city.</p> <p>c) Improve safety and mobility of the existing transportation network by working with DeIDOT and S/WMPO to identify areas of concern, recommendations and initiatives.</p> <p>d) Review and identify the needs for all transportation modes that support existing commerce and economic development areas of the Community as well as the future.</p> <p>e) Ensure tourism and regional attractions remain vibrant by supporting partnerships and identifying resources for funding programs and initiatives.</p>

8 – 3	<p>Goal – Improve safety conditions and expand Seaford’s non motorized transportation network for pedestrian and bicycle connectivity.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Work with agencies and organizations to update the existing pedestrian and bicycle inventory, perform an existing conditions assessment and a prioritization list. b) Review the prioritization improvement list in the annual budget process and continue to identify grant and partnership funding resources. c) Continue to identify funding programs and update all City sidewalks to current ADA standards.
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CHAPTER 9 – ENVIRONMENTAL PROTECTION

9 – 1	<p>Goal – Review City codes and policies to identify areas of improvements and regulations to preserve and protect the environment while ensuring Community input is sought and conformance with State and Federal requirements.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Review City codes for barriers regarding the installation of energy efficient initiatives and recommend updates to the City Council. b) Research and consider buffer enhancement regulations with new development. c) Work with the State on transition to the new statewide building energy code to increase awareness with the local building and development community.
9 – 2	<p>Goal – Obtain Tree City USA community designation for Seaford.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Work with the Delaware Department of Agriculture (DDA) Division of Forestry to secure Tree City USA status. b) Meet the four standards set forth by the Arbor Day Foundation and the National Association of State Foresters: develop a tree board or department, adopt a tree care ordinance, create a community forestry program with an annual budget of at least \$2 per capita, and adopt and observe Arbor Day with a proclamation.
9 – 3	<p>Goal – Provide environmental education and outreach opportunities specific to the Seaford area in partnership with government agencies and organizations to promote awareness, programs and initiatives.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continual coordination with government and nonprofit organizations to provide known opportunities for programs within the Community. b) Promote partnership education and outreach initiatives for funding assistance, maintenance and upgrade programs to assist with heat waves, utility bills, heavy precipitation, weatherization assistance, and energy efficiency initiatives. c) Assist with organized educational and outreach presentations conducted by the State on climate change impacts and adaption initiatives.
9 – 4	<p>Goal – Assess and improve private and public (City) functions and opportunities to operate in a more energy efficient and environmentally protected manner on a larger scale.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Work with government agencies and organizations to assist in obtaining local knowledge to identify initiatives and programs for consideration in Seaford. b) Identify private areas of improvement and promote existing programs. c) Identify City (public) areas of improvement with prioritization consideration. d) Research priority areas and analyze program funding to offset purchase and operation costs. e) Perform a cost vs. benefits analysis for each project. f) Review the projected projects during the annual budget process for execution.

CHAPTER 10 – INFRASTRUCTURE

10 – 1	<p>Goal – To provide safe and adequate public utility services to present and future customers.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Continue to closely monitor the drinking water quality.b) Continue to plan for plant upgrades that will increase the overall permitted discharge to the Nanticoke River to 3 MGD.c) Incorporate technology implementation ENR that will further reduce nutrient contributions related to the increase in plant flow required to accommodate anticipated growth.d) Continue to annex properties contiguous and near to the City with failing septic systems, so a central collection can be planned and executed to achieve system elimination.
10 – 2	<p>Goal – To expand utility infrastructure and services in areas for future growth with commercial uses with job creation.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Create “shovel ready” sites with utilities along Sussex Highway, Ross Business Park, Western Sussex Business Campus and Seaford Industrial Park.b) Continually evaluate the demand for expanded utility services and development trends to accommodate job growth and development uses.
10 – 3	<p>Goal – Continue to encourage and support the expansion of broadband services to residents and businesses.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Continue to work with broadband service providers for expansion areas.b) Continue to coordinate the expansion of broadband infrastructure during design and construction of other large utility projects throughout the city.
10 – 4	<p>Goal – Continue to promote the installations and/or upgrade of overhead utilities to be completed underground, when applicable.</p> <p>Action Item – Continue to seek for additional funding for these costly improvements and coordinate during large City design and construction projects.</p>
10 – 5	<p>Goal – Continue to comply with Federal and State compliance regulations.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Continue to support training programs for utility operators licensing requirements.b) Continue to complete all reporting requirements.c) Ensure continual communication with County, State and Federal agencies for new compliance mandates, programs and initiatives.d) Continue to seek funding alternatives to assist with these requirements and initiatives.

CHAPTER 11 – LAND USE

11 – 1	<p>Goal – To provide a balance of land uses within the city while honoring existing and considering new land development.</p> <p>Action Item –</p> <ul style="list-style-type: none">a) Work with private and public partnerships for potential development opportunities to support services and employment to the Community.b) Continue to preserve, improve, and expand recreational facilities and programs.c) Continue to support a variety of housing stock inventory for all Community members.d) Protect the environmentally sensitive and natural areas around the city while providing safe and educational open space areas.
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	e) Promote infill and redevelopment within the city limit for programs and funding opportunities.
11-2	<p>Goal – To ensure consistency between the zoning map, land development and redevelopment as stated in the Comprehensive Plan.</p> <p>Action Item –</p> <ul style="list-style-type: none"> a) Continue to work with Sussex County and the State on adjacent land development and annexations within the city for coordination of services and infrastructure demands. b) Review the City’s Zoning Map for consistency with the Comprehensive Plan’s Future Land Use Map, ensuring compliance within 18 months of Plan adoption.

CHAPTER 13 – EXECUTIVE PLAN SUMMARY

The City of Seaford's 2021 Comprehensive Plan is a new plan to support the quality of life, preserve the character of the community, protect and provide a healthy and safe environment, promote sustainability while preserving the natural environment, encourage tourism and economic development job creation initiatives while maintaining levels of service for today and preparing for tomorrow.

The previous plan was reviewed and updated with the most current data available to support the document's goals and action items within the Plan. An increased level of outreach effort was conducted to obtain input from the Community for consideration prior to the creation of the Plan. Coordination, review, and inclusion of multiple intergovernmental jurisdiction planning documents were placed in the appropriate Chapters of the Plan.

The Annexation Plan (Map 12) did not include any expansion of potential lands, this map was created in a parcel base format with the previous overlay classifications. Land use classifications were not changed during the creation of this Plan, with the exception of the .

The largest notable change in the 2021 Plan is the amount of data and creation of multiple maps, both of which will provide a good land use decision making tool for future decisions. The data provides a history and educational value to the user to better understand the great achievements made by the city since the last Plan and noted initiatives to complete over the next decade.

Listed below are the 2021 Comprehensive Plan key positions and goals for implementation.



CITY POSITIONS

POPULATION GROWTH – Seaford will continue to support the growing population in a strategic manner by reviewing existing infrastructure and service demands for the growth areas noted in the Plan. Planned and coordinated efforts with multiple partners, government agencies and organizations will continue to be critical in preparing for the Community's future needs. (CHAPTER 2)

HOUSING GROWTH - The City strives to maintain a balanced housing inventory and prepare for future development, which supports all ages and income ranges, while providing options for rental and home ownership with single-family dwelling units remaining the dominant housing stock. Seaford recognizes the importance of having affordable, workforce and homeownership, housing options, while balancing existing housing stock and anticipating new development. Ongoing support continues for housing infill, redevelopment, and rehabilitation throughout the city. The City evaluates all new housing land development applications and annexations for infrastructure needs, inventory balance, appropriate land use and zoning, surrounding compatibility and compliance prior to consideration for approval by the Council. (CHAPTER 4)

EXPANSION OF BOUNDARIES – The City supports expansion of the boundaries as shown on Map 12 (Annexation) on a case-by-case basis and evaluates all annexation applications for infrastructure needs, development inventory balance, appropriate land use and zoning, environmental protection, character preservation, surrounding compatibility, coordination with Sussex County, connectivity to the City boundary and compliance prior to consideration for approval by the Council. (CHAPTER 11)

DEVELOPMENT OF ADJACENT AREAS – The City supports compatible development in the adjacent area with coordinated input and meeting the goals established by the City, Sussex County, and the State of Delaware. (CHAPTER 11)

REDEVELOPMENT POTENTIAL – The City continually monitors vacant structures and maintenance of properties to promote incentive-based program opportunities for continual occupancy and improvements while working with property owners, tenants, government partners, stakeholders, businesses, realtors, and local organizations has proven to be an effective and successful method that will continue with redevelopment opportunities and projects. (CHAPTER 5)

COMMUNITY CHARACTER – Seaford will continue to identify areas and opportunities for growth, while protecting the natural environmental and historic components of the city. Seaford has a strong sense of Community pride and involvement, strengthening the connectivity and inclusivity for future years is a priority in the city. Seaford will continue to provide a balance of land uses, opportunities and activities to the Community. (CHAPTER 2)

GENERAL USE OF LAND – The City strives to create a balance of land use between the existing inventory and proposed new developments while continually evaluating the impact on service demands, infrastructure, employment and services to the Community. The city is open to new market trend demands and will consider changes to the land use maps and zoning as warranted and supported by the Community and City. (CHAPTER 11)

CRITICAL COMMUNITY DEVELOPMENT ISSUES – The City of Seaford is dedicated to providing a balance of quality living and a working environment that will promote a mix of commercial development and employment opportunities while evaluating future infrastructure investment priorities. (CHAPTER 5)

KEY INFRASTRUCTURE ISSUE – Since the Delaware transportation system is multi-jurisdictional, coordinated improvements and initiatives is crucial for successful projects in and around Seaford. Without funding programs, several of the transportation improvement projects would not be completed. The city will continue to partner with government agencies, organizations and land development representatives to maintain and provide safe modes of transportation for all within the Community. (CHAPTER 8) Seaford will continue to provide safe and regulatory compliant utility services to the Community. This ongoing effort includes assessing existing conditions, recognizing areas of improvement, identifying potential funding sources, implementation and management of multiple projects, awareness of regulatory compliance changes, utility operator continuing educations, and increasing project partnerships for the betterment of Seaford. (CHAPTER 10)

INTERGOVERNMENTAL COORDINATION - Seaford will continue to development ongoing relationships and partnerships with multi-level government jurisdictions (municipalities, Counties, State and Federal government), nonprofit organizations, investors and land development representatives, residents, and those working towards benefits for the Seaford Community. Sharing data, resources, initiatives, programs, and supported funding packages are a few of the key components to successful implementation of the Plan and meeting common goals. (CHAPTER 1)



CITY GOALS

City and Community Services

3-1 Provide quality City services in an efficient, cost-effective manner for the health, safety, and betterment of Seaford's citizens.

3-2 Provide support for local Community organizations.

3-3 To continue developing ways to decrease crime and prevent drug overdoses.

Housing

4-1 Encourage a balanced range of housing types and homeownership opportunities for existing and future residents.

4-2 Improve the integrity of the existing housing stock through rehabilitation.

4-3 Continue to improve code complaint housing for safe occupancy and ongoing property maintenance.

Economic Development
<p>5-1 To promote a diverse and successful business environment in order to maintain existing businesses and grow new businesses throughout the city limits.</p> <p>5-2 Continue to support and expand Seaford’s designation as the primary employment center for Western Sussex County.</p> <p>5-3 Continue to preserve and promote Seaford’s Downtown area</p>
Historical and Cultural Resources
<p>6-1 To preserve and enhance Seaford’s historic heritage.</p> <p>6-2 Continue to support events and activities promoting inclusion for all ages, incomes, special needs, and race within the Community.</p>
Open Space and Recreation
<p>7-1 Enhance recreational opportunities along the Seaford Riverfront and Nanticoke River</p> <p>7-2 Maintain and improve City recreational facilities, open space, and programs while ensuring adequate provisions for existing and proposed future development.</p>
Transportation
<p>8-1 Support citywide streetscape revitalization and beautification improvement projects that encourage social engagement and a healthy living environment within the Community.</p> <p>8-2 Support the maintenance, improvement and expansion of critical transportation services for the Community and beyond.</p> <p>8-3 Improve safety conditions and expand Seaford’s non motorized transportation network for pedestrian and bicycle connectivity.</p>
Environmental Protection
<p>9-1 Review City codes and policies to identify areas of improvements and regulations to preserve and protect the environment while ensuring Community input is sought and conformance with State and Federal requirements.</p> <p>9-2 Obtain Tree City USA community designation for Seaford.</p> <p>9-3 Provide environmental education and outreach opportunities specific to the Seaford area in partnership with government agencies and organizations to promote awareness, programs and initiatives.</p> <p>9-4 Assess and improve private and public (city) functions and opportunities to operate in a more energy efficient and environmentally protected manner on a larger scale.</p>
Infrastructure
<p>10-1 To provide safe and adequate public utility services to present and future customers.</p> <p>10-2 To expand utility infrastructure and services in areas for future growth with commercial uses with job creation.</p> <p>10-3 Continue to encourage and support the expansion of broadband services to residents and businesses.</p> <p>10-4 Continue to promote the installations and/or upgrade of overhead utilities to be completed underground, when applicable.</p> <p>10-5 Continue to comply with Federal and State compliance regulations.</p>
Land Use
<p>11-1 To provide a balance of land uses within the city while honoring existing and considering new land development.</p> <p>11-2 To ensure consistency between the zoning map, land development and redevelopment as stated in the Comprehensive Plan.</p>

CHAPTER 14 – APPENDIX

Attached are the following supportive documents:

- Draft Plan Intergovernmental Coordination Email Invitation
- Public Hearing Legal Notice Advertisement
- Draft Plan Comments and Responses (County, Community and State)
- Office of State Planning Coordination Final Review Letter
- City Adoption Ordinance 2021-06

From: [Debbie Pfeil](#)
To: [Bethany DeBussy; Town Administrator; khell@wicomicounty.org; jamie.whitehouse@sussexcountycle.gov; hans.medlarz@sussexcountycle.gov](#)
Cc: [C. Anderson; Morris, Dorothy \(OMR\); Trisha Newcomer](#)
Subject: City of Seaford Draft Comprehensive Plan - Review/Input Request
Date: Wednesday, June 9, 2021 8:46:00 PM
Attachments: [image001.png](#)
[City of Seaford 2021 Draft Comprehensive Plan Comment Worksheet.docx](#)
Importance: High

Good Evening-

On behalf of the City of Seaford, we would like to provide an invitation to the surrounding Municipalities, Sussex County and S/WMPO to review and provide comments on the "Draft 2021 Comprehensive Plan". **We are looking for your input and recommendations in writing no later than Wednesday, July 21st (six weeks).** We will be internally reviewing intergovernmental comments prior to the general public comments.

The Draft Plan was released for public comment yesterday and can be located on the City website in a chapter format at this link <http://www.seafordde.com/index.cfm?ref=66123>. We are requesting all comments be provided in written format. **Attached you will find the comment worksheet for your completion.** All written comments will be populated into one database for review, recommendation and consideration by the City for inclusion into the Final Plan.

The Draft Plan PLUS application has been submitted to the State and will be reviewed this month.

Thank you in advance and we look forward to your recommendations for consideration into the Final Plan! Please feel free to contact me with any questions or concerns.

Debbie Pfeil

Sr. Project Manager, Associate



KCI
KCI TECHNOLOGIES INC.

Mesa, Arizona

Debbie.pfeil@kci.com

o: 302.318.1133 | m: 302.270.3515

www.kci.com

RISE TO THE CHALLENGE

Classifieds Continued

LEGALS

STORAGE UNIT SALE

On July 27, 2021 at 11:00 a.m., Laurel Storage Center, 29285 Discount Land Road, Laurel, DE 19956 will be conducting a sale pursuant to Title 25, DEL.C. Ann 4904-4905. The following contents of the Bin's will be sold: Bin(s): 88 Susan Layton; 84 Laloya Edwards; 76 Larry Horsey; 81 Shericka Freeman; 138 Alfred Baynard; 146 Robert Seigle; 150 Robert Hillard; 192 & 134 Andrea Cannon; 200 Keyanna Foreman; 164 & 160 Kenneth Wilson Jr.; 184 Thomas Koots
 Terms: Cash only, required \$50.00 cash deposit per purchased unit, refunded after totally cleaned out of unit and swept. Register at Laurel Storage Center Office (302) 259-1205 before 11:00 a.m.
 7/15/21c

APPLICATION FOR LICENSE FOR CONCEALED DEADLY WEAPON
 This is to advise that CRISTINA ZUNIGA of 113 West Street, Laurel, DE 19956, will be filing with the Prothonotary in and for Sussex County, State of Delaware, an application for License to Carry a Concealed Deadly Weapon, according to the Laws of the State of Delaware.
 7/15/21c

APPLICATION FOR LICENSE FOR CONCEALED DEADLY WEAPON

This is to advise that BARBARA ANN TULOWITZKI-HOUNICKI of 35683 Magnolia Road, Rehoboth Beach, DE 19971, will be filing with the Prothonotary in and for Sussex County, State of Delaware, an application for License to Carry a Concealed Deadly Weapon, according to the Laws of the State of Delaware.
 7/15/21p

PUBLIC NOTICE

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF SEAFORD, a Public Hearing will be held on Tuesday, August 10, 2021 starting at 7:05 p.m. to be held at City Hall, 414 High Street to present the draft Comprehensive Plan Update to allow public comment and input. To view the draft comprehensive plan, please visit www.seafordde.com.
 Charles Anderson
 City Manager
 7/15/21c

REGISTER OF WILLS: NOTICE

Estate of RANDALL C. HANDY JR., Deceased.
 Notice is hereby given that Letters of Testamentary upon the estate of RANDALL C. HANDY JR., who departed this life on the 8th day of May, A.D. 2021, late of Seaford, DE were duly granted unto Kathleen E. Handy on the 24th day of June, A.D. 2021, and all persons indebted to the said deceased are required to make payments to the said Executor without delay, and

all persons having demands against the deceased are required to exhibit and present the same duly probated to the said Executor on or before the 8th day of January, A.D. 2022 or abide by the law in this behalf.
 Executor:
 Kathleen E. Handy
 4751 Briarhook Road,
 Seaford, DE 19973

Attorney:
 Harold W.T. Purnell, II,
 Esq.
 25 Chestnut Street
 Georgetown, DE 19947

Ellen M. Magee
 Register of Wills
 7/8/21c

REGISTER OF WILLS: NOTICE

Estate of RICHARD S. VEASEY, Deceased.
 Notice is hereby given that Letters of Testamentary upon the estate of RICHARD S. VEASEY who departed this life on the 16th day of March, A.D. 2021, late of Georgetown, DE were duly granted unto Darlene D. Houseman on the 16th day of June, A.D. 2021, and all persons indebted to the said deceased are required to make payments to the said Executor without delay, and all persons having demands against the deceased are required to exhibit and present the same duly probated to the said Executor on or before the 16th day of November, A.D. 2021 or abide by the law in this behalf.

Executor:
 Darlene D. Houseman
 22589 Gravel Hill Rd.,
 Georgetown, DE 19947
 Attorney:
 James F. Sharp,
 Esq.
 122 W. Market St.

Georgetown, DE 19947

Ellen M. Magee
 Register of Wills
 7/11/21c

SHERIFF'S SALES

MONITION SALE
 By virtue of a writ of Venditioni Exponas Monition, to me directed, will be exposed to Public sale on:

Tuesday, 20th day of July, 2021
 At 9:30 AM & Thereafter At the Sussex County Sheriff's Office, West Complex, 22215 DuPont Boulevard, Georgetown, Delaware, Georgetown Hundred, Sussex County, State of Delaware, the following described real estate to wit:
 Tax Parcel: 231-13.00-37.00
 Property Address: NRD 48, 662' EIRD 516, 12303 OLD FURNACE ROAD,
 Seaford, DE 19973

Registration is required for all bidders prior to sale. A \$4,000.00 deposit (Cash or Cashiers/certified check payable to Sheriff of Sussex County) and valid driver's license or photo I.D. are required to register.
 TERMS: 100 percent of the purchase money will be demanded at the time of sale. Cash or Cashier's Check is required. Sale subject to confirmation by the Superior Court on 8/20/21 subject to the owner's right of redemption pursuant to Title 9 Del. C. § 8728; subject to the approval of the Department of Finance or the Chief County Financial Officer, pursuant to Title 9 Delaware Code § 8726; subject to a 2 1/2 percent Delaware Realty Transfer Tax; 1 1/4 percent to be paid by the Seller and 1 1/4 percent to be paid by the Purchaser and subject to 1 1/2 percent

Sussex County Realty Tax, 3/4 percent to be paid by the Seller and 3/4 percent to be paid by the Purchaser. Any further Transfer Tax is the responsibility of the Purchaser. The Purchaser will be required to pay the cost of the deed. Please make checks payable to: Sheriff of Sussex County.
 Seized and taken in execution the property of ROSE AILEEN ADAMS (2)
 and will be sold by Robert T. Lea, Sheriff
 7/8/21c

MONITION SALE
 By virtue of a writ of Venditioni Exponas Monition, to me directed, will be exposed to Public sale on:
 Tuesday, 20th day of July, 2021
 At 9:30 AM & Thereafter At the Sussex County Sheriff's Office, West Complex, 22215 DuPont



ACCOUNTANTS
Eleanor Terrell
 CPA, P.A. Personalized Service
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 Income Tax Preparation e-File for Individual/Corporate/Partnership
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CITY OF SEAFORD
EMPLOYMENT OPPORTUNITY
Public Works Tech I
 Join a team ready to serve the City of Seaford community. This is a full-time hourly position with benefits: health, life, long-term disability insurance, pension, and vacation. Completion of a six month probationary period is required. Normal working hours are Mon. - Fri., 8 a.m. until 5 p.m. with some overtime hours required and adjusted summer hours. Applicants must be able to multi-task, attend continuing education and seminars for all positions. High School graduation or GED required. An application and job description may be picked up or downloaded from www.seafordde.com/employment.cfm and returned to City Hall, 414 High Street, PO Box 1100 Seaford, DE 19973.
 Applications will be received until a qualified candidate fills the position.
Public Works - Tech I Entry level position with opportunities to advance. Pay is \$15.10 per hour or \$31,408 annually. Article 6 of the Municipal Code is a Residency Requirement. If you are selected and accept this position you must live within a thirty (30) mile radius of City Hall, 414 High Street, Seaford, DE. A temporary waiver under special circumstances may be granted for a maximum of six months and you must hold or obtain a DE CDL Class A license within 180 days of employment. Inquiries and questions should be directed to Berley Mears, Director of Public Works at (302) 629-8307.
 The City of Seaford is an Equal Opportunity Employer.

CALL 302-629-9788 To Advertise In This Directory
 Only \$10 Per Week (3 Month Minimum)



**DRAFT 2021 COMPREHENSIVE PLAN
PUBLIC & INTERGOVERNMENTAL
COLLECTIVE COMMENTS / ACTION ITEMS
08.11.2021**

Project Consultant:
Debbie Pfeil, Sr. Project Manager
(302) 318-1133

The City of Seaford Draft 2021 Comprehensive Plan was released on June 9, 2021, for public review and a request to provide written comments for consideration into the Plan no later than July 29, 2021. A written comment form was developed and released with a website link to the draft plan. The draft plan was also sent released for intergovernmental review to the City Engineer, Sussex, Town of Bridgeville, Town of Blades, and Salisbury/Wicomico Metropolitan Planning Organization. This document reflects the collective advanced written comments and public hearing verbal comments from all participants as of August 11, 2021.

#	PAGE CHAPTER PARAGRAPH	COMMUNITY RECEIVED COMMENTS	ACTION FOR CONSIDERATION
CR1	5 / 7 / MAP	RECOMMENDATION-The map used in this draft seems to be the SMS cross country trail version and it is also an outdated map. I would advise you not to use that version as it may cause confusion. I suggest using the map provided in this email as it is the general map and most up to date.	<i>Information updated/included as requested.</i>
CR2	16 / 9 / 6	RECOMMENDATION- Remove EEIF recipients located outside of Seaford city limits. This Plan is supposed to be about what the City of Seaford is going to do not what the State/DNREC wants to do. The ENTIRE PLAN should be removed of the state-wide FLUFF.	No Action Needed- <i>This information identifies successful funding program recipients that offset capital land development expenses and promotes Statewide and Federal environmental initiatives. Some of these are located in City limits.</i>
CR3	17 / 9 / 3	RECOMMENDATION-Take this entire paragraph out, City residents use City electric, not DP&L. FLUFF!	No Action Needed- <i>This information identifies successful programs that provide funding for capital land development expenses and promotes Statewide and Federal environmental initiatives. Some of these are located near the city limits and in the growth area.</i>
CR4	20 / 9 / 3	RECOMMENDATION-Regarding Electric Vehicle Charging Station Rebate-still more FLUFF about what DNREC is offering. The city should operate at least a 2 vehicle charging station somewhere in town. City of Lewes has multiple stations-why not Seaford?	Information Updated/Included as recently obtained. <i>Under Chapter 9 Greenhouse Gases. Lewes received partial funding from DNREC for the EVC stations. Seaford also received State funding for Electric Police Motorcycles and an EVC station downtown. The proposed new WaWa is also providing seven Tesla Supercharging stations.</i>
CR5	21 / 9 / 2	RECOMMENDATION-Seaford should adopt a policy, especially for City-owned lands shall have special protection and are not to be cut if at all possible.	No Action Needed- <i>This is a policy and operational maintenance items. Further research and input are recommended for consideration on a parcel-by-parcel basis.</i>

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CR6	21 / 9 / 4	RECOMMENDATION-Adopt a regulation calling for a 100' buffer from delineated wetlands.	No Action Needed- <i>This is a policy item and identified in Goal 9-1-b. It is recommended the city research and evaluate the properties near the wetland areas as well as promote the educational benefits prior to determining the appropriate buffer.</i>
CR7	Form & Plan Reference Information Not Provided	<p>RECOMMENDATION- INTRODUCTION. The City of Seaford has invited public review of and comments about its draft Comprehensive Plan (dCP), a 226 page document including verbiage, charts, graphs and maps which are supposed to partially fulfill its obligation(s) under 22 Del Code Chapter 7.</p> <p>These state of Delaware mandates are to "encourage the most appropriate use of the physical and fiscal resources of the municipality" and "contain at a minimum (my emphasis) a municipal development strategy".</p> <p>Historically over nearly two decades and in two previous Comprehensive Plans, Seaford's "municipal development strategy" has paid little if any attention to the role of municipal government in the "how to"/operations and decision-making process(es) which are and will be vital to the success of CP implementation strategy.</p> <p>The current dCP is too narrow in scope/perspective which does NOT take into account needed changes to ameliorate significant, documented, self-inflicted "snags" in the City's decision-making and operating procedures. Such changes are in order to successfully achieve the letter and spirit of the Comprehensive Plan.</p> <p>"SNAGS" IN MUNICIPAL DECISION-MAKING AND OPERATIONS.</p> <p>Disregard for On-going Open Government/FOIA Violations. Over the last five years the City has been found guilty/in violation of Freedom of Information Act (FOIA) statutes on at least five (5) different occasions by the Delaware Department of Justice (DOJ). These violations represent a persistent pattern of illegal behavior/governing which is harmful by limiting the public's/citizenry's knowledge about and/or involvement in municipal affairs and public business. Further, the continuing nature of violations demonstrate the City's on-going casual disregard for/adherence to legal requirements in State law. This pattern suggests that implementation of the CP will be fraught with similar/related problems without significant corrections/protections in the CP.</p> <p>Failure to Responsibly Recognize and Correct Citizen Complaints. In the Spring 2020 the City committed gross violations of Delaware Elections Laws as adjudicated on 12/15/20 by Delaware Election Commissioner Anthony Allbence in response to a citizen complaint. Prior to the Allbence decision, the City demonstrated an on-going denial of objective reality by declaring "that no action</p>	<p>Note- <i>The prescribed comment form was not completed, and the comments are Council, Management, and Operation Policy based. Several of the noted items are regulated by other government agencies and administered by the city as operational tasks. The comment, believed to be specific to the Comprehensive Plan is addressed below for consideration:</i></p> <p>No Action Needed. <i>Public Participation and Input was obtained during community events as well as community/business surveys prior to the creation of the Plan. All Council and Planning Commission meetings were properly advertised, held publicly and the presentations as well as meeting minutes are posted on the city website. Input was solicited upon release of the Draft Plan with a prescribed process with a provided comment worksheet. All comments were collected via email by the project consultant, reviewed for inclusion, and recommendations prepared for inclusion by the City Council.</i></p>

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	<p>or activity (in/around the 2020 municipal elections) by the City was legally incorrect". This type City action represents an all-too-often "bury your head in the sand" mentality in the face of objective realities presented by citizens. Once again, this pattern suggests that implementation of the CP will be fraught with similar/related problems without significant corrections/protections in the CP.</p> <p>Lack of Citizen Public Participation/Public Comment. Any Comprehensive Plan represents the beginning of a series of anticipated and some unanticipated changes. As the process unfolds, public involvement and support of citizens will be crucial to overall success. Part of "public involvement" should include the on-going provision for citizens to voice their opinions and concerns in public about the manner/process of the CP interpretation and implementation.</p> <p>However, in Seaford absent legally required public hearings, there is virtually NO opportunity for Public Participation and/or Public Comment in public meetings of Mayor & City Council and/or its committees, commissions, boards. This outlier position of the City of Seaford is, to the best of my knowledge, unique in the State of Delaware. The City simply refuses to provide its citizens a forum in their meetings to express opinions/concerns about virtually anything/everything. These past and current practices indicate the CP elements/implementation of concern to citizens would not be allowed public presentation in Seaford absent significant corrections/protections in the CP.</p> <p>CONSIDER "BIG" and "SMALL" SAMPLE PROBLEMS (with "SNAGS" in Mind). Proposed Waste Water Treatment (WWT) Project. Seaford's FY22 budget and long term plans contemplate \$28 Million for WWT improvements. Improvements to meet State of Delaware upgraded treatment requirements, to address future subsidence/rising water levels, to provide alternatives (beside the Nanticoke River) for treated waste water "disposal", etc. are clearly justified. However there is a major concern in the current plan in the CP timeframe which would increase treatment size/capacity to three (3) Million Gallons/Day (MGD). Current usage is about 1.2 MGD. At its current size with required State upgrades, the existing plant can/will have a two (2) MGD capacity. There are no reasonable projections of population, economic, regional WWT etc growth over the next 30 years to justify expenses/debt to increase WWT capacity by one (1) MGD. But given the City's snag-ridden history, will it be likely to successfully deal with this major concern in its CP?</p> <p>Sustainability of Current Employee Health Benefits. In virtually all public and private businesses, major cost factors are human resources. Seaford is no different and has pursued an elaborate path to justify "competitive" pay/salaries.</p>	
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	<p>However, it has failed to objectively examine and evaluate the sustainability of its employees' health care benefits.</p> <p>In comparison, private businesses continue to provide employee health care benefits, primarily in the medical insurance realm, but generally without dental, vision and/or auditory coverage and with substantial employee costs/co-pays/fees/the like. Public employees (such as State of Delaware teachers) enjoy reasonably generous medical insurance coverage with smartly reduced required employee contributions. However, dental, vision and auditory insurances, while available to State employees, are optional and require additional "out of pocket", unsubsidized premiums.</p> <p>In Seaford, employees enjoy a "health insurance program" which goes far beyond the private and/or public coverages with which I am familiar. First, Seaford's coverage includes not only extensive and very generous medical benefits but also can provide coverage for dental, vision, and auditory health needs. Life insurance is an additional benefit that is provided. The extremely low rate of employee contributions for these benefits is almost unparalleled—virtually pennies on the dollar.</p> <p>No question: Almost any employee anywhere would find such benefits wonderful. But the question is whether such levels of employer support in Seaford are fiscally sustainable/desirable in the future, not to mention whether these costs are fair for tax payers to continue to bear. To date, the City of Seaford continues along the same questionable track with little/no serious questioning/investigation/evaluation of this concern. Is this concern even a part of the dCP?</p> <p>Full Residential PV Access to Seaford's Electrical Grid. Three (3) years ago Seaford joined the PV (Photovoltaic) world with its own field of solar collectors having full access (flow in and out) to its grid. This City access along with full access granted to commercial entities all but shut out individual property owners seeking full grid access for their PV installations—a key element of affordable homeowner installations.</p> <p>Tax payers approved a \$1+ Million referendum to finance the City's solar installation, but these same individual homeowners find themselves at the bottom of the totem pole for full grid access which is unfair and, to date, unaddressed. Where in the dCP are any planned remedies for this persistent and growing problem?</p> <p>CONCLUSIONS. In simple terms, the Comprehensive Plan laws provide for a broad scope review and planning over a decade which should include municipal government operations and decision-making processes.</p>	
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		<p>The City of Seaford has been shown by independent investigators (DOJ, Elections Commissioner) to exhibit persistent derelict behaviors ("snags") including casual disregard for legal requirements, inability to properly address objective realities, and unwillingness to permit public citizen input.</p> <p>If such persistent negative behaviors ("snags") remain unaddressed, there will be an implicit promise of negative consequences for proper, successful implementation of the CP.</p> <p>Opportunity exists to broaden the current CP focus to include changes in the CP to ameliorate likely persistent harmful behaviors by the City as the interpretation and implementation of CP proceeds.</p> <p>The City of Seaford should seize the opportunity to smooth out the "snags" to the benefit of all concerned by including provisions for lawful pursuit of its goals, recognition of objective realities regardless of source and for citizen input to be welcomed/encouraged at all levels of municipal government.</p> <p>RECOMMENDATIONS.</p> <ul style="list-style-type: none"> • Increase scope of dCP to include municipal government operations and decision-making processes. • Expand "municipal development strategy" to include practical strategies to: 1) ensure legal review and compliance; 2) provide for on-going in public citizen comment/input regarding CP and other issues; 3) provide concrete avenues to resolve factual disputes regarding CP and other issues. <p>Finally, according to the Executive Summary of the dCP, "Seaford has a strong sense of community pride and involvement, strengthening the connectivity and inclusivity for future years is a priority in the city". Certainly consideration and inclusion of the above recommendations would go a long way to help implement this stated assertion and help Seaford move closer to actually being "The Perfect Place to Start".</p> <p>Thank you for your attention. Should you require clarification or have questions, please do not hesitate to contact me.</p>	
CR8	Letter Received	<p>RECOMMENDATION-</p> <p>The Sussex Housing Group submits the following comments in addition to the requested comment worksheet of the on the Seaford Draft 2021 Comprehensive Plan:</p> <p>1) The Sussex Housing Group asks that Seaford consider the Comprehensive Plan a document that can be flexible. Comprehensive Plans are meant to set a guide for the next 10 to 20 years. They are meant to be living documents that can grow with the community. We feel that the plan should be revised and</p>	<p>1) No Action Needed- The Plan is a living document and Amendments can be considered by the city based on demand and changes.</p> <p>2) No Action Needed- Table 4-2 (Housing Stock) shows that 36% of the housing stock in the city is multi-family in 2019. Over 50% of the multifamily inventory provides government assisted or subsidize housing support programs. Additional</p>

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		<p>revisited based on changing economic and social conditions.</p> <p>2) The Sussex Housing Group suggests a revision of zoning to allow for increased density and multifamily development to increase the number of attainable units. The Sussex Housing Group advocates for Seaford to build more housing overall, especially market rate multifamily housing in locations that will benefit the local economy.</p> <p>3) The Sussex Housing Group advocates for Seaford to continue to address transportation. This connection will influence workforce development and economic development. The 2020 Analysis of Impediments finds: "Sussex County [has]...even lower Transit Trip Index values and Low Transportation Cost Index values than Kent County."</p> <p>4) The Sussex Housing group suggests a revision of single family zoning to allow for accessory dwelling units, basement apartments, cottage clusters, reduced parking requirements, and providing for visitability in homes to make more homes accessible to elderly and individuals with disabilities.</p> <p>5) The Sussex Housing group supports identification of opportunity areas in Seaford. This will strengthen the Land Use chapter of the Comprehensive Plan and provide future vision for the City.</p> <p>6) The Sussex Housing Group recommends incentives to non-profit organizations purchasing housing in Seaford to provide affordable housing. Non-profit organizations operating in Seaford should be seen as a viable option for providing affordable housing. Such incentives could consist of down payment and closing cost assistance or forgiveness, and sliding fees related to the costs of renovation or development (building permits, sewer hookup costs, etc.)</p> <p>7) The Sussex Housing Group asks that Seaford consider expansion of the Downtown Development District to encourage the development of housing.</p> <p>8) The Sussex Housing Group asks that Seaford consider the following additional issues in its Goals and Recommendations: 1) addressing blighted property in a way that benefits and does not burden communities; 2) addressing issues of overcrowding; 3) empowering tenants to approach landlords and resolve rental issues.</p>	<p>land development applications have been submitted for review and consideration with new multi-family housing units.</p> <p>3) No Action Needed- Comment noted.</p> <p>4) No Action Needed- The City can propose Zoning Code changes at any time. Further research and input are recommended for consideration of these items as they were not addressed during the Comprehensive Plan.</p> <p>5) No Action Needed- Comment noted.</p> <p>6) No Action Needed- Consideration has been granted for a variety of incentives with the city and additional program partners. Some of these are listed in Table 4-13 (Housing Programs). These are reviewed by the city for consideration.</p> <p>7) No Action Needed- The city is restricted by the State to not exceed 85 acres in the Downtown Development District. An expansion from the original District was approved and this included additional residential properties.</p> <p>8) No Action Needed- The items mentioned are considered part of Goal 4-3 and well as continued support for program partners.</p>
CR9	CH 2 / TABLES 1 & 2	<p>RECOMMENDATION- There was no option to discuss or rate concerns for housing in the community survey even though housing was a community concern. The Sussex Housing Group recommends housing be included on all future stakeholder surveys.</p>	<p>No Action Needed- Comment noted for future stakeholder surveys and support for additional studies by housing organizations.</p>
CR10	CH 4 / PARAGRAPH 1	<p>RECOMMENDATION- Single family units are more expensive to build and to buy. The comprehensive plan should not disincentivize the creation of multifamily units and solely focus on single family units.</p>	<p>No Action Needed- The City doesn't disincentivize for multi-family housing unit.</p>
CR11	CH 4 / GOALS	<p>RECOMMENDATION- The Sussex Housing Group suggests additional goals that encourage market rate rental housing in key locations to support the local</p>	<p>No Action Needed- The position on Housing Growth stated in the Plan addressed the same</p>

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		economy; improve all housing conditions to make Seaford an attractive place to live; and increase new housing development.	items. They are further identified in Goals 4-1, 4-2 & 4-3.
CR12	CH 10 / GOAL 10-3	RECOMMENDATION- We support the expansion of broadband in the City of Seaford. We also recommend ensuring low-income residents have access to services and potential subsidy.	No Action Needed- Comment noted and broadband services are provided others, some with low-income assistance programs.
CR13	CH 11 / MAP 1	RECOMMENDATION- The map listed in the land use chapter shows only current zoning with no mention of future land use plans. The Sussex Housing Group recommends adding a goal around future zoning and land use, and where future development is likely to occur. This addition may include the identification of areas of opportunity.	No Action Needed- Chapter 11 Land Use references Map 12 Annexation Plan. This Map provides the suggest land use for future growth outside of the city limits.
CR14	11-9 / CH 11 / TABLE 11-4	RECOMMENDATION- Parcel north of Old Furnace Road is R-2 not R-1.	No Action Needed- Chapter 11 Land Use shows the image of the August 2015 City Zoning and references the Map 11 Zoning Map that was updated to be parcel based.
CR15	MAP 2	RECOMMENDATION- Shows Dolby Farm North & South of Clear Brook Branch and North & South of Old Furnace Road as Level 2. Should be Level 1-Have approved Sketch Plan and will develop.	No Action Needed- This GIS mapping data layer is maintained and provided by the State of Delaware-Office of State Planning Coordination. As of yesterday, the online mapping layer was not updated. This is a state task to complete.
#	PAGE CHAPTER PARAGRAPH	STATE OF DELAWARE RECEIVED COMMENTS	ACTION FOR CONSIDERATION
SR1	CH 1 + APPENDIX	CERTIFICATION- The final plan submitted must include copies of your transmittal correspondence to the Town of Blades, the Town of Bridgeville, and the Sussex County Planning Office. In addition, the town must provide copies of any comments received, even if they were not included in the final plan. These documents can be added to the intergovernmental coordination or as an appendix.	Information updated/Included as requested. Notification request email sent on 6/9/2021. Sent with read/receipt notices and all parties opened the email request. Only Sussex County provided review comments (see below in this matrix).
SR2	CH 11+ MAP 12	CERTIFICATION- Map 12 and text of Land Use chapter - - The annexation areas should be clearly depicted on the map by outlining the annexation area separate from the town boundaries. In addition, the plan should better describe the annexation area vs the 20-year plan. Please expand on the differences between these two areas and describe the policies that will guide the city as annexation requests are received.	Information updated/Included as requested. Additional information was provided for clarification and updated in Chapter 11 Land Use.
SR3	CH11	CERTIFICATION- Pages 11-7 to 11-10 Future Land Use - As per the requirements of Del. C., the text and maps of municipal plans have the "force of law." The plan text of this chapter does not correspond to the land use categories used on Map 12, Annexation plan. This will make it difficult to implement the plan in the future, as the meanings of the land use categories are open to interpretation, especially the	Information updated/Included as requested. Additional information was provided for clarification and updated in Chapter 11 Land Use.

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		Mixed-Use Area. Please add at least a brief description of each land use category in the text of the chapter. Care should also be taken in the text to refer to the land use categories as defined on the map, and not use other terms which could end up being mis-interpreted.	
SR4	MAP 12	CERTIFICATION- Map 12 - Parcel 531-13.00-7.00 lies within Out of Play lands and the Chapel Branch Nature Preserve under the Nanticoke River Watershed Conservancy. Impacts to these protected areas must be avoided. Parcel 531-12.00-146.02 (Foskey Tract) and 531-12.00-128.00 (Moore Farm) lie on Out of Play lands and are also legally protected lands. The Foskey Tract is owned by the DNREC Division of Fish and Wildlife and managed by the Nanticoke Watershed Conservancy. Alternatively, Moore Farm is owned by the Nanticoke River Watershed Conservancy and DNREC Division of Fish and Wildlife holds a conservation easement. Additional information on these parcels can be found in the DNREC section of this letter. The city should either remove these parcels from our annexation area or designate the Future Land Use of these parcels to reflect that they have been permanently preserved.	Information updated/Included as requested. Map 12 was updated by adding a new Land Use Category titled "Protected/Preserved Land" with the requested parcel inclusions. Language was updated Chapter 11 Land Use, Annexation Section.
SR5	MAP 12	CERTIFICATION- Several enclaves identified within the city do not indicate a Future Land Use category. The plan must include a future land use designation for all annexation areas identified in the plan to avoid a comp plan amendment with each annexation request.	Information updated/Included as requested. Map 12 was updated to include a City suggested land use upon comparison to the County's future land use for all enclaves.
SR6	CH 8	RECOMMENDATION- If possible, the city should include information regarding the multi-jurisdictional bike plan being completed through Salisbury/Wicomico MPD.	Information updated/Included as requested. Chapter 8 Transportation, Improvement and Initiatives Section to include the most up to date information on the proposed plan.
SR7	CH 8	RECOMMENDATION-As a general comment, DelDOT recommends that the Transportation Chapter of the Plan be made more specific to the City of Seaford. As written, the Plan provides a great deal of information but relatively little of it is specific to the city. How would the city like transportation improved? Most of the Goals and Actions on page 31 are not specific.	Information updated/Included as requested. Additional information was provided for clarification and updated in Chapter 8 Transportation. The city will continue to coordinate with land developers and DelDOT on new infrastructure and connectivity to existing infrastructure.
SR8	8-5 & 6 / 8	RECOMMENDATION-The Freight section on pages 8-5 and 8-6 is not specific to the City's concerns. The municipality may want to explore developing a Municipal Truck Plan for the movement of larger vehicles through and around the municipal streets. Other municipalities have identified concerns and are looking to ensure freight providers can find their way without ending up on narrow city streets and causing damage to City property.	Information updated/Included as requested. Chapter 8 Transportation was updated to reflect the City Truck Route Ordinance, which established the Truck Route in 2013.
SR9	8-6 / 8	RECOMMENDATION-On page 8-6, DelDOT recommends removing the section on Passenger Rail. None exists in Sussex County with the exception of Rail-to-Fair.	Information updated to support potential future initiatives, per City Council.

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SR10	8-9 / 8	RECOMMENDATION- On page 8-9, DART Connect micro-transit is mentioned. This service is in the pilot phase. If it must be mentioned, it should be mentioned in that context.	Information updated/included as requested.
SR11	8-9 / 8	RECOMMENDATION- On page 8-9, there is a statement that "Seaford is home to Bus Route 212...". Consider a more modest statement such as "Bus Route 212 serves Seaford...".	Information updated/included as requested.
SR12	8-10 / 8	RECOMMENDATION- On page 8-10, Seaford is described as "one of the three designated Flex bus service locations in Sussex County ...". This information is outdated; Bus Routes 901 and 902, which served Georgetown and Millsboro, are not operating.	Information updated/included as requested.
SR13	8	RECOMMENDATION- the section could be strengthened by providing data on transit ridership in the city if that is available. By looking at how many people are using the various stops, when they are doing so and what their demographic information is, the city could make recommendations as to how service to those riders could be improved.	Information updated/included as requested. The city provided a reference and supportive language for ridership surveys but doesn't have detailed information on services provided by others.
SR14	8-12 / 8	RECOMMENDATION- Paratransit section on page 8-12 should be written from the City's perspective, addressing the residents' needs in this regard.	Information updated/included as requested. The city doesn't provide these services. Information was updated to relay program support for these services.
SR15	8-12 / 8	RECOMMENDATION- Paratransit section on page 8-12 should distinguish more clearly between distinguish between Demand Responsive Transit and Paratransit.	Information updated/included as requested.
SR16	8-13 / 8	RECOMMENDATION- In the Nonmotorized Transportation section, on pages 8-13 and 8-14, there are very limited references to improved bicycle and pedestrian connections and the ability of those types of improvements and infrastructure to remove cars from the roads.	Information updated/included as requested. Information was added with initiatives and studies.
SR17	8-13 / 8	RECOMMENDATION- In addition to the Pedestrian section on page 8-13, DeDOT recommends that the city add discussions of walkability to the Economic Development and Land Use chapters, Chapters 5 and 11 respectively.	Information updated/included. Chapter 8 was updated to include reference to the value and need of walkability with several Plan Chapter topics.
SR18	8-24 / 8	RECOMMENDATION- The Transportation Improvement District section on page 8-24, should be updated to reflect that the Henlopen TID is in operation.	Information updated/included as requested.
SR19	8-30 / 8	RECOMMENDATION- A Glow Ride is mentioned on page 8-30, but not a Glow Walk. Walk Wicomico's website (https://walkwicomico.co.mv/) provides ideas on how to improve and encourage more bike/ped programming.	Information updated/included as requested.
SR20	8-29 / 8	RECOMMENDATION- The discussion of the FAST Act on page 8-29 should be updated or perhaps deleted. The Act was only reauthorized for one year. A new transportation/infrastructure bill will replace the existing policy.	Information deleted, as recommended.
SR21	MAP 12	RECOMMENDATION- Annexation of certain areas proposed for development purposes is inconsistent with the Delaware Strategies for State Policies and	See Comment SR4 (Duplicate)

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		Spending. Parcel 531-13.00-7.00 lies within Out of Play lands and the Chapel Branch Nature Preserve under the Nanticoke River Watershed Conservancy. Impacts to these protected areas must be avoided. On Map 12, designate Nature Preserves as preserved lands. Parcel 531-12.00-146.02 (Foskey Tract) and 531-12.00-128.00 (Moore Farm) lie on Out of Play lands and are also legally protected lands. The Foskey Tract is owned by the DNREC Division of Fish and Wildlife and managed by the Nanticoke Watershed Conservancy. Alternatively, Moore Farm is owned by the Nanticoke River Watershed Conservancy and DNREC Division of Fish and Wildlife holds a conservation easement. Impacts to these protected areas must be avoided ; therefore, label these areas as preserved lands on Map 12.	
SR22	CH 11	RECOMMENDATION- Lands designated as Natural Areas lie within proposed annexation areas. These lands are also as Out of Play and/or Level 4 in the Delaware Strategies for Policies and Spending. The Nanticoke River Natural Area lies within most of parcel 531-13.00-7.00, and much of parcels 531-12.00-143.00, 531-12.00-143.01, 531-12.00-140.00, 531-12.00-123.00, 531-12.00-101.00, 531-12.00-124.00, and 531-12.00-126.00, as well as numerous smaller parcels in the vicinity. Natural Areas contain lands of statewide significance identified by the Natural Areas Advisory Council as the highest quality and most important natural lands remaining in Delaware. On Map 12, set aside Natural Areas as lands to be preserved.	Information updated/included as requested. Informational statement added in Chapter 11 Land Use. The City will continue to work with land developers and State agencies in regard to properties near and around the preserved and protected areas. These are maintained and updated by State agencies (State Strategies) and mapping tools are provided to identify these areas.
SR23	CH 11	RECOMMENDATION- It is recommended that the city work with the Office of Nature Preserves to identify the Nanticoke River Natural Area boundaries and it is encouraged that these areas be marked on Seaford's Future Land Use Map as Future Preserved Land or Open Space in an effort to keep the Natural Areas intact.	Information updated/included as requested. Informational statement added in Chapter 11 Land Use. The city will continue to work with state agencies and land developers for development around the Nanticoke River Natural Area.
SR23	CH 10	RECOMMENDATION- On page 10-13, the following text addition is recommended: "The City of Seaford has been notified by DNREC that an MS4 Phase II Tier 2 permit will be required."	Information updated/included as requested.
SR25	CH 10	RECOMMENDATION- Parcels within the identified Annexation Areas contain tax ditches, which require special consideration during land recordation and development processes. When the town begins the annexation process on a parcel, please contact the DNREC Drainage Program at 302-855-1930 to ensure adequate Tax Ditch Rights-of-Way are retained for maintenance access and the future placement of spoil.	Information updated/included as requested.
SR26	CH 10 & 11	RECOMMENDATION- The City of Seaford has located and mapped stormwater infrastructure. The DNREC Drainage Program recommends that the following strategy be included in the comprehensive plan as the next step in stormwater	1) Information updated/included as requested. 2) Information updated/included as requested.

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		and drainage planning: 1) Evaluate the need for an Operation and Maintenance Plan for all streams, tax ditches, private ditches, swales, and storm drains in existing, new, and potentially annexed properties. The purpose of the Operations and Maintenance Plan would be to establish an access plan for removal of debris/blockages, sedimentation, and to restore the drainage features to their original design grade. 2) Existing drainage patterns within future annexation areas should be evaluated to ensure adequate drainage for the cumulative stormwater impacts from full build-out of the annexation area. Maintenance access for drainage features, especially those slated for future development, should have a dedicated Tax Ditch Rights-of-Way of sufficient width to allow for maintenance.	
SR27		RECOMMENDATION- DNREC reviewers recommend that the following strategies are included in the comprehensive plan: 1) Develop an ordinance requiring a 100-foot vegetated buffer zone (not a setback) from all wetlands, waterbodies and waterways, including drainage ditches and tax ditches, for new development where practicable. 2) Designate all vegetated buffers as un-subdivided open space. Signage should be installed at the edge and within the buffer zones to deter residents from encroaching into these common areas. No portion of any building lot should be within the buffer. 3) Buffer zones should be planted exclusively with native trees and plants. Native plants are well-suited to our climate and require limited maintenance. They also provide an increasingly important role in the survival of native birds and beneficial insects whose habitat is shrinking due to development and climate change. 4) For tax ditches and private drainage ditches, planting of riparian buffers should consider drainage maintenance. 5) Within the riparian buffer, implement an easement of 25 feet from the edge of the natural feature (wetland, waterbody, or top of stream bank) to allow for access.	No Action Needed- This are policy and regulation items with very specific recommendations. Further research and input are recommended before consideration as well as identifying the parcels that may be impacted by such decision. These can be considered by the city at any time.
SR28	CH 9	RECOMMENDATION- The Seaford Comprehensive Plan should highlight the Hearn Pond Dam rehabilitation project. The Hearn Pond Dam flows onto lands within City limits and was rehabilitated in 2017 after damage due to heavy rains in 2001, 2006, 2011 and 2016. The rehabilitation project brought the dam into conformance with the State Dam Safety Regulations. The project consisted of replacing the previous 11-foot culvert/spillway with a 102-foot semi-circular concrete spillway and two 20-foot box culverts at the dam, leveling the top of the dam and providing embankment overtopping protection to safely pass flow during the 100-year storm event.	Information updated/included as requested.
SR29	CH 9	RECOMMENDATION- There is an Emergency Action Plan in place for Hearn Pond and it is part of the State and County Emergency Operations Plans. The updated	Information updated/included as requested.

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		draft comprehensive plan should provide a reference to the Emergency Action Plan, or EAP (https://www.damsafety.org/dam-owners/emergency-action-planning).	
SR30	CH 3	RECOMMENDATION- Trash and recycling are not addressed in the draft comprehensive plan. According to Delaware Code [7 Del. C §6053(i)(a)], the waste hauler must provide recycling as well as disposal (https://delcode.delaware.gov/title7/c060/sc03/index.html). 1) Include reference to Universal Recycling Regulations (https://regulations.delaware.gov/AdminCode/title7/i000/1300/1305.shtml). Per the regulations, the commercial sector is required to participate in a recycling program. 2) Provide information about the provider of trash & recycling services for the city. 3) Include information on current capacity, and if current needs are being met for both recycling and trash services. 4) Address future capacity needs.	Information updated/included as requested. The City does not provide nor contracts for these services. All trash and recycling services are provided by the customers preferred contractor with no relation to the city. Placed in Chapter 3 under Public Works.
SR31	CH 9	RECOMMENDATION- Based on DNREC records, remediation projects, either past or current (including Brownfields) exist within the city limits of Seaford. The draft plan references potential contamination sources within the Sourcewater Protection section (Page 10-3); however, DNREC reviewers recommend including a section Brownfields and remediation projects (listed below). A Brownfield is a property for which the expansion, redevelopment, or reuse may be complicated or hindered by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Productive use of these idle properties provides "new" areas for economic development, primarily in former industrial/urban areas with existing utilities, roads and other infrastructure. The following list includes remediation sites (including Brownfields) that are in various stages of remediation within the City of Seaford, some of which may be completed. • Seaford Power Plant (ID# DE-1031) • Conaway Miller Prop (ID# DE-1533) • Seaford Arbutus (ID# DE-0268) • Seaford Hall St. Well (ID# DE-0272) • Moore Dump (ID# DE-0202) • Krewatch GW Invest. (ID# DE-1077) • Lebanon Chemical (ID# DE-1027) • Seaford Town Gas (ID# DE-0061)	Information updated/included as requested.
SR32	CH 4,6 & 9	RECOMMENDATION- Update State Reference and Resources for Brownsfield information, State Historic Preservation Office, and State Housing Authority.	Information updated/included as requested.
SR33		RECOMMENDATION- The following proposed steps provides municipal	No Action Needed- The City will continue to work

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		governments with directives that can be implemented to maximize the preservation and longevity of agriculture in your surrounding areas: AGRICULTURE 1) Identify areas within the municipality where agriculture is considered the highest priority land use 2) Encourage the protection of prime agricultural land 3) Discourage development activities and capital projects incompatible with modern agriculture 4) Encourage separation of residential and agricultural areas through the zoning and subdivision process (this includes significant buffering and setback requirements for lands adjacent to agricultural operations) 5) Encourage, support, and maintain existing and proposed agricultural support enterprises and ag-related businesses 6) Encourage the development of local markets for locally grown foods 7) Encourage agricultural use protections and strong right-to-farm policies in agricultural areas 8) Establish and support financial incentives that encourage and allow landowners to remain in agriculture 9) Promote policies that maintain and foster economic viability within the agricultural sector DENSITY AND EFFICIENT LAND DEVELOPMENT 1) Encourage maximum use of existing and planned infrastructure 2) Designate infill areas & project number of units to be constructed in those areas 3) Discourage development patterns that promote inefficient use of land (i.e., discourage developments where lots frequently exceed minimum lot size requirements). 4) In conjunction with population projections, project acres of residential land needed for a given time period and discourage consumption of land in excess of that need with allowance for reasonable market competition 5) Direct growth toward existing population centers.	with the State on new land development and annexations. These recommendations mimic the State Strategies, and the City will consider each application with careful consideration prior to granting approval for all annexations and new land development.
SR34	CH 4	RECOMMENDATION-None Provided. DSHA takes this opportunity to caution the City to consider fair housing issues in their approach to Goal 3-3 'Continue developing ways to decrease crime and prevent drug overdoses'. Action Item A 'Continue to discuss and take proactive measures to address incidents and roots of crimes', local efforts which are intended to improve neighborhood conditions in distressed areas can have a disparate impact on protected classes.	No Action Needed-Comments noted.
SR35	CH 8	RECOMMENDATION- 1) Page 8-9. Seaford should not be described as the "home" of Route 212, but as being "served by" the Route 212.	Information updated/included as requested. Chapter 8 was updated the provided information. The majority of the comments are duplicates, see

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		2) Page 8-10 The number of trips needs to be updated and reflect the difference in trips traveling toward Laurel/Delmar and Georgetown. 3) Pages 8-10 It needs to be noted that the 901 and 902 are not operating while the DART Connect is in its pilot phase. A decision has not been made about whether DART Connect will continue past its one-year pilot period. 4) Pages 8-12 The paratransit description needs to be written from the Town's perspective, not DTC's. A clarification of the difference between paratransit service and demand response is needed, which will also help explain the maps. 5) Qualifying language, like "pleased to provide", needs to be removed. 6) Describe Seaford's transit riders and their needs. 7) If the town has goals/strategies/recommendations for improving transit service, both non-infrastructure and infrastructure concepts, please explain them within the descriptions, as well as within the Goals and Action Items section. 8) It is suggested to include descriptions of walkable friendly design and concepts within the economic development, housing, and land use sections since walkability affects and is affected by these topics, and to note that encouraging walkability goes beyond simply providing infrastructure.	previous responses.
#	PAGE CHAPTER PARAGRAPH	SUSSEX COUNTY RECEIVED COMMENTS	ACTION FOR CONSIDERATION
SCR1	CH 11	RECOMMENDATION-The proposed corridor to the west of Seaford, to the north and south of W Stein Hwy, as shown on the Draft Annexation Plan, is suggested to be Commercial in use. The Sussex County Future Land Use Map designates some of the parcels within this corridor as being Industrial. If adopted, and until the next County Comprehensive Plan Update, there would be difference in the suggested land uses.	No Action Needed- The City and County Comprehensive Plans are not on the same scheduled for adoption; therefore, there could be differences, and these will be reviewed on a case-by-case basis. They may result in potential Comprehensive Plan Amendments for the City.
SCR2	MAP 12	RECOMMENDATION-Tax Parcel 531-13.00-7.00 is designated on the Sussex County Future Land Use Map as being Industrial. This designation includes the lands to the southwest of Woodlands Rd. Part of that parcel is shown on the Draft Annexation Plan as being Agricultural/Residential. If adopted, and until the next County Comprehensive Plan Update, there would be a difference in the suggested land uses.	No Action Needed- See Response to Comment SCR1. The FLU was changed for a portion of the property from DNREC's comments. Partial parcel development and/or Annexations may result in potential Comprehensive Plan Amendments for the City.
SCR3	9 / 11 / 1	RECOMMENDATION-First Map is provided by the State of Delaware, but uses data provided from Sussex County Mapping & Addressing Department.	Information updated/included as requested.
SCR4	11 / 11 / 4	RECOMMENDATION- Third line – "Sussex County Planning & Zoning Department". Sussex County publishes a Municipality Layer on its online map on its website. It would be helpful to identify that potential annexations will be communicated to help to ensure map accuracy.	Information updated/included as requested.
SCR5	4 / 8 / 2 ⁰⁰¹	RECOMMENDATION-Typo after "(GED)" – space before "is"	Information updated/included as requested.

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#	COMMENT	PUBLIC HEARING VERBAL COMMENTS	ACTION FOR CONSIDERATION
SCR6	BULLET 13 / 8 / HEADING	RECOMMENDATION-Consider hyphenating 'non-motorized' in this section	<i>Information updated/included as requested.</i>
PH1	COMMENTS FROM DAN CANNON	<p>RECOMMENDATION-Read email sent to the City Mayor and Council (received August 10, 2021 at 9:50 am) during the Public Hearing portion of the meeting. Bottom Line @ the Top. Given the City's record of legal faux pas, abhorrence of citizen input in public, and other negative behaviors, the current draft Comprehensive Plan (CP) is too narrow in scope/perspective. The new CP should clearly include sections on Seaford's "how to"/operations and decision-making processes to ameliorate significant, documented "snags" in the City's operations and decision-making. There is plenty of room in the legal requirements for the CP to accommodate such changes in order to successfully achieve the letter and spirit of the Comprehensive Plan.</p> <p>What Brings Me Here? Almost needless to say, my stake in these matters is long-term as I have resided in Seaford/SSD my entire life. While I largely ignored the activities of City government for 20 years, in 2014 I learned of a lawsuit against the City of Seaford by R.G Johnson who was wrongly stopped, tazered, manhandled and arrested by Seaford PD. When our City refused to apologize to Mr. Johnson, I sent him my personal apology. My request to create an independent civilian Police Review Board was refused by the City.</p> <p>For me, this incident began to define patterns of questionable behavior in governance of and decision-making in the City as well as essentially establishing an undeserved <i>persona non grata</i> status for me. Subsequently, over a period of the next 5 years the independent Delaware Dept. of Justice (DOJ) declared at least five (5) City meetings to be in violation of the Freedom of Information Act (FOIA). Last year, Seaford was severely scolded by the DOJ for holding two secret meetings of its Board of Elections in an egregious violation of the FOIA statutes.</p> <p>In late 2017 the City of Seaford passed an illegal Right to Work law by twisting and cherry-picking existing State statutes to speciously proclaim the power to do so and in the face of clear legal evidence to the contrary.</p> <p>In 2020 when the City committed multiple violations of Delaware election laws, it declared "that no action or activity (in/around the 2020 municipal elections) by</p>	<p>No Action Needed- The majority of these comments are mentioned in the received advanced written comments (See Comment CR7). The City has provided updated information and Table 10-4 City Wastewater Capacity was updated.</p>

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		<p>the City was legally incorrect.⁴ This denial of objective reality was exposed in independent adjudication by the Delaware Election Commissioner. This type of City action represents the all-too-often "we are never wrong"/"bury your head in the sand" mentality in the face of objective realities, especially when presented by citizens. Public protests by citizens to the City about these behaviors are easily ignored as no avenues are provided for Public Comment by citizens unless the City is legally pressed to hold public hearings.</p> <p>Now the City of Seaford has invited public review of and comments about its draft Comprehensive Plan (dCP). This State of Delaware mandated plan is to "encourage the most appropriate use of the physical and fiscal resources of the municipality" and "contain at a minimum (my emphasis) a municipal development strategy".</p> <p>Again, given the City's record of legal faux pas, abhorrence of public citizen input, and other negative behaviors, the current draft Comprehensive Plan (CP) is too narrow in scope/perspective and needs changes. There is plenty of room in the legal requirements for the CP to accommodate changes in order to successfully achieve the letter and spirit of the Comprehensive Plan.</p> <p>Recommendations.</p> <ul style="list-style-type: none"> • Increase scope of CP to include municipal government operations and decision-making processes. • Expand "municipal development strategy" to include practical strategies to: 1) ensure legal review and compliance; 2) provide for on-going, in public citizen comment/input regarding CP and other issues; 3) provide concrete avenues to resolve factual disputes regarding CP and other issues. <p>Finally, according to the Executive Summary of the dCP, "Seaford has a strong sense of community pride and involvement, strengthening the connectivity and inclusivity for future years is a priority in the city". Certainly consideration and inclusion of the above recommendations would go a long way to help implement this stated assertion and help Seaford move closer to actually being "The Perfect Place to Start".</p>	
PH2	CITY COUNCIL INPUT FOR FINAL PLAN	<ol style="list-style-type: none"> 1. Ensure SR7 provides wording to promote and support the importance of alternatives transportation services in regard to employment, tourism, beach accessibility, etc. to the Community. 2. Ensure SR9 remains in the document to support potential future opportunities with passenger rail. 	<i>Information updated/included as requested.</i>

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STATE OF DELAWARE
EXECUTIVE DEPARTMENT
OFFICE OF STATE PLANNING COORDINATION

August 31, 2021

Mr. Charles Anderson
City of Seaford
414 High Street
Seaford, DE 19973

**RE: City of Seaford Comprehensive Plan Update 2021 – Final Review
PLUS 2021-06-08**

Dear Mr. Anderson:

I have reviewed the revised version of the City of Seaford Comprehensive plan. Thank you for working with state agencies to address the issues and recommendations outlined in the PLUS letter. I am pleased to inform you that all certification items have been addressed and our office will accept this latest version of the plan for certification once it has been adopted by council.

Please notify our office once you have adopted this plan by submitting an electronic copy of the plan and a copy of the adopting ordinance or resolution. We will then forward the plan and other documentation to the Governor for his consideration.

We look forward to hearing from you regarding plan adoption. As always, please do not hesitate to contact me if I can be of any further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Dorothy L. Morris".

Dorothy L. Morris, AICP
Principal Planner

Cc: Debbie Pfeil

122 Martin Luther King Jr. Blvd., South · Third Floor · Dover, DE 19901
Phone (302)739-3090 · Fax (302) 739-6958 · www.stateplanning.delaware.gov

10/28/21

ORDINANCE 2021-06

AN ORDINANCE TO ADOPT THE 2021 CITY OF SEAFORD COMPREHENSIVE PLAN

WHEREAS, Title 22, Section 702 of the Delaware Code requires Delaware municipalities to prepare a Comprehensive Plan, for the purposes of encouraging the most appropriate uses of the physical and fiscal resources of the municipality and coordinating municipal growth, development and infrastructure investment actions with those of other municipalities, counties and the State;

WHEREAS, Title 22, Section 702 of the Delaware Code requires at least every ten (10) years, the City's Comprehensive Plan shall be revised, updated and amended as necessary and readopted by the City;

WHEREAS, the City of Seaford's last comprehensive plan was last updated in 2010 and requires revision to account for physical changes and expansion which have since occurred in both the built and natural environments of the community;

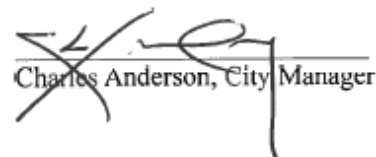
WHEREAS, extensions from the Office of State Planning were issued due to the COVID-19 pandemic that delayed the process in 2010;

WHEREAS, the 2021 City of Seaford Comprehensive Plan will be the foundation for revision or improvement of the City's Zoning Ordinance, Subdivision Ordinance, Housing codes, potential annexation plans and other implementation tools;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council for the City of Seaford, in public session met, a quorum pertaining at all times thereto, on this 28th day of September 2021, upon review and consideration voted to adopt the City of Seaford's updated Comprehensive Plan, without conditions, be and is hereby adopted, and will go into effect upon receipt of the certification letter from the Governor.

BE IT ENACTED by the City Council of the City of Seaford, Delaware on the 28th day of September A.D., 2021.

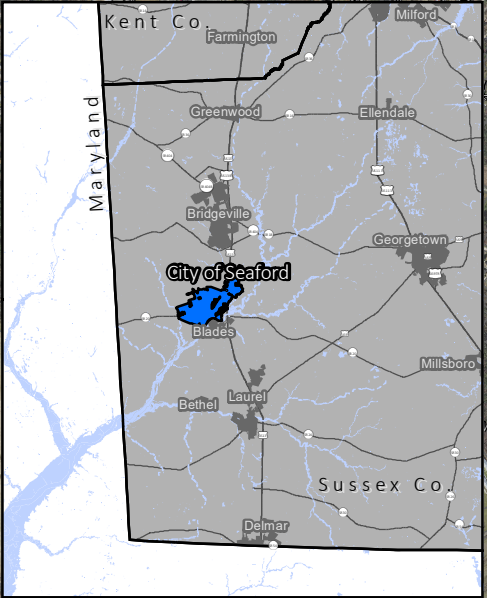
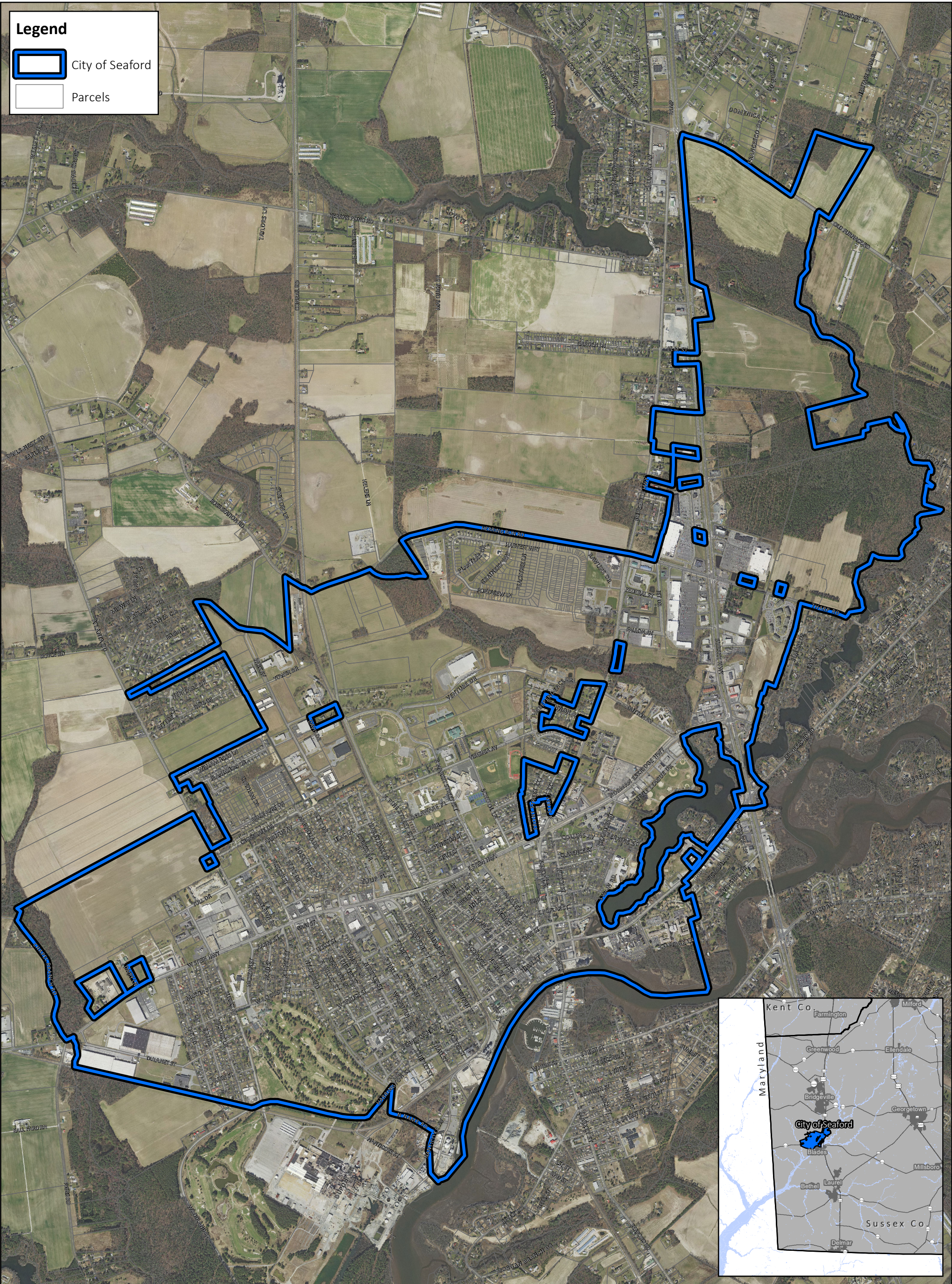

David C. Genshaw, Mayor


Charles Anderson, City Manager

The Perfect Place to Start.

Legend

-  City of Seaford
-  Parcels



V:\DE-Newark\Planning\Client Projects\Seaford Comp Plan\Mapping\Map 1 - City Boundary.mxd

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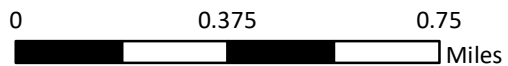
Map Revisions

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Data Sources

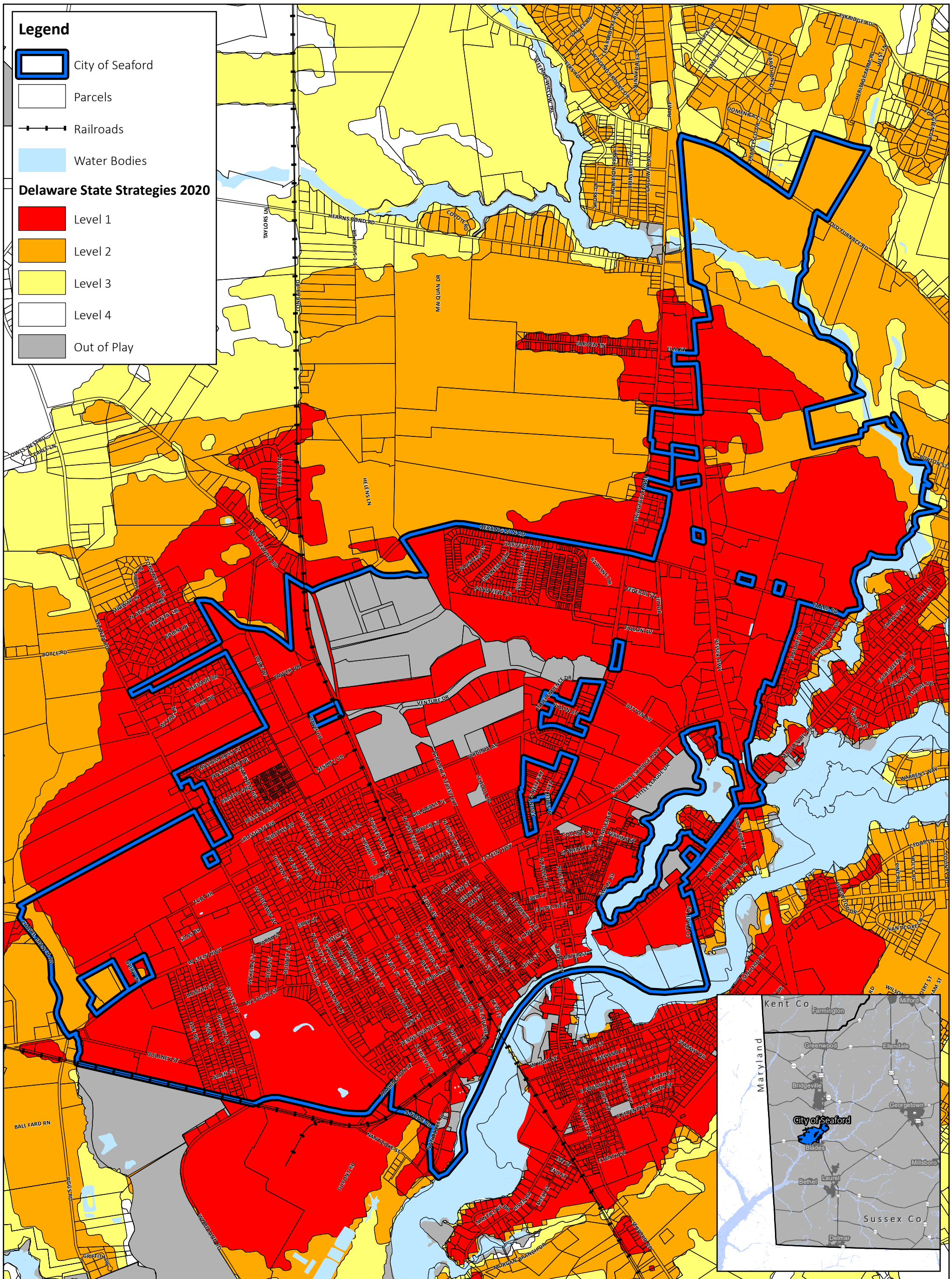
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 Aerial: DelDOT (2018)

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City of Seaford

**2021 Comprehensive Plan
 Map 1 - City Boundary**

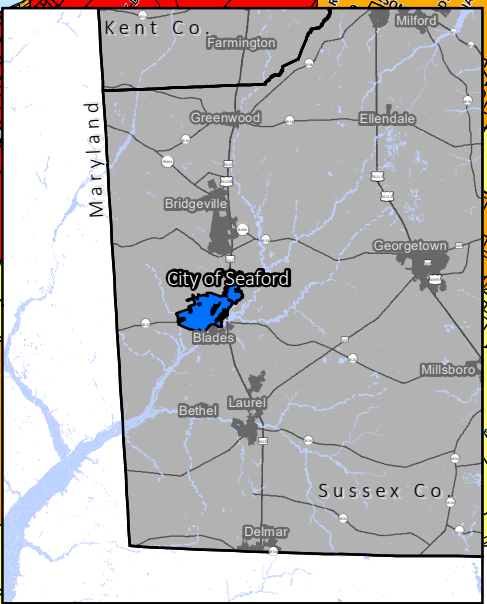


Legend

- City of Seaford
- Parcels
- Railroads
- Water Bodies

Delaware State Strategies 2020

- Level 1
- Level 2
- Level 3
- Level 4
- Out of Play



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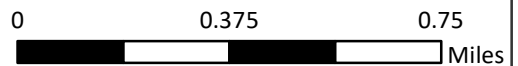
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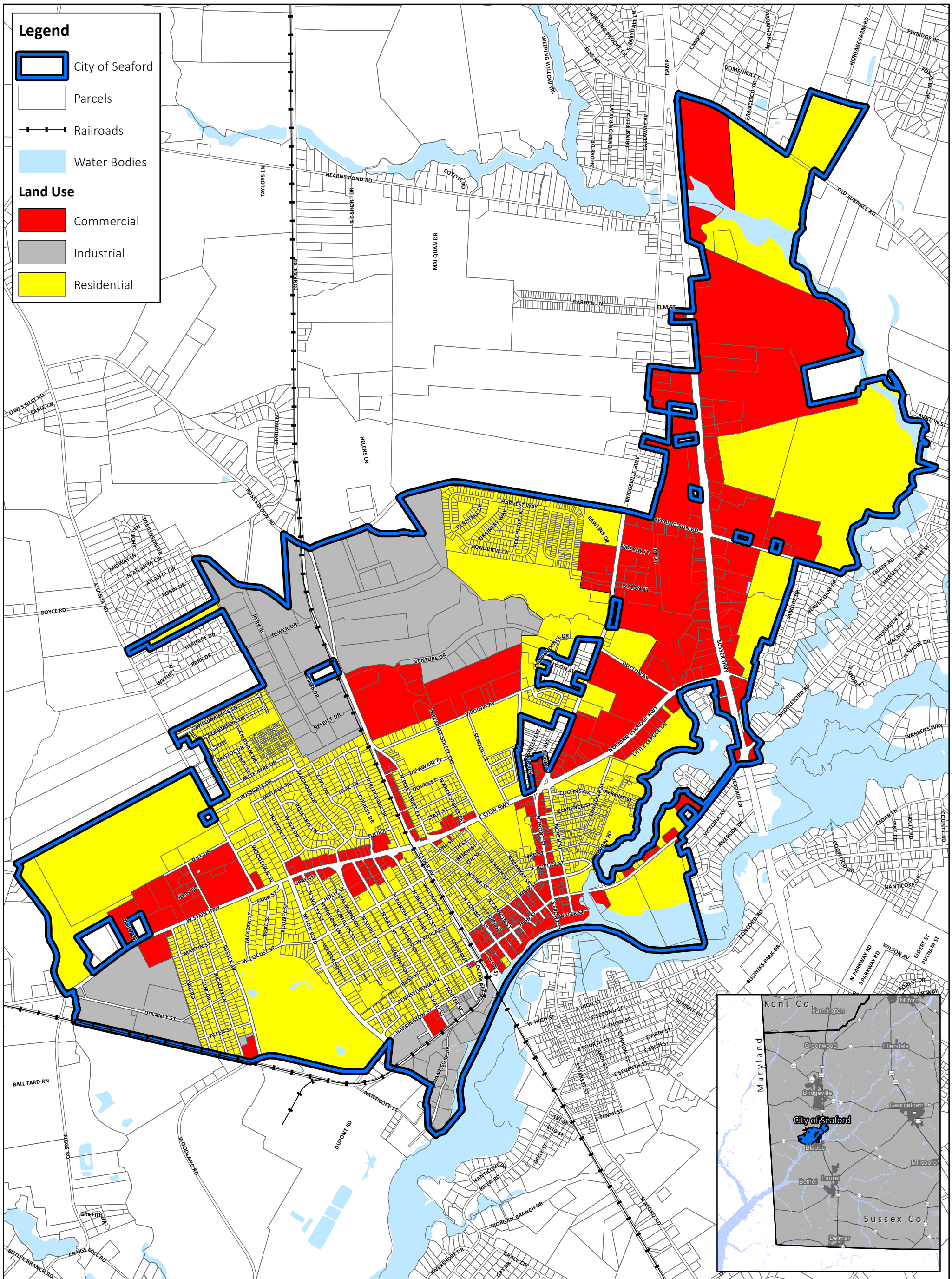
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- Road Names/Centerlines: Sussex County (12/2018)
- Railroad: DE Transit Corp/FirstMap (5/2020)
- Water Bodies: USGS/FirstMap (2014)
- State Strategies: OSPC/FirstMap (9/2020)



City of Seaford

**2021 Comprehensive Plan
 Map 2 - State Strategies**

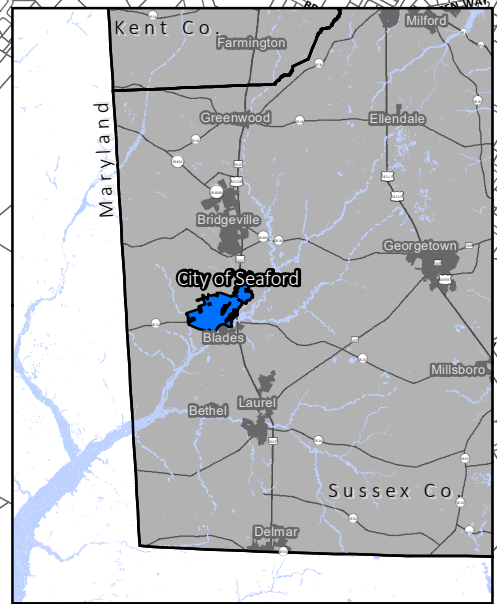


Legend

- City of Seaford
- Parcels
- Railroads
- Water Bodies

Land Use

- Commercial
- Industrial
- Residential



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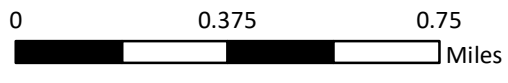
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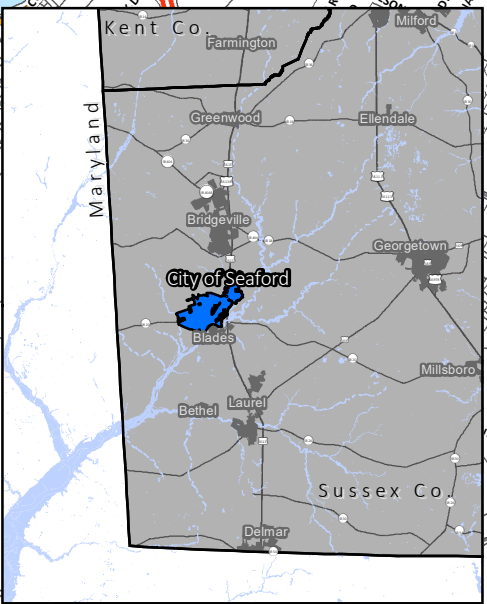
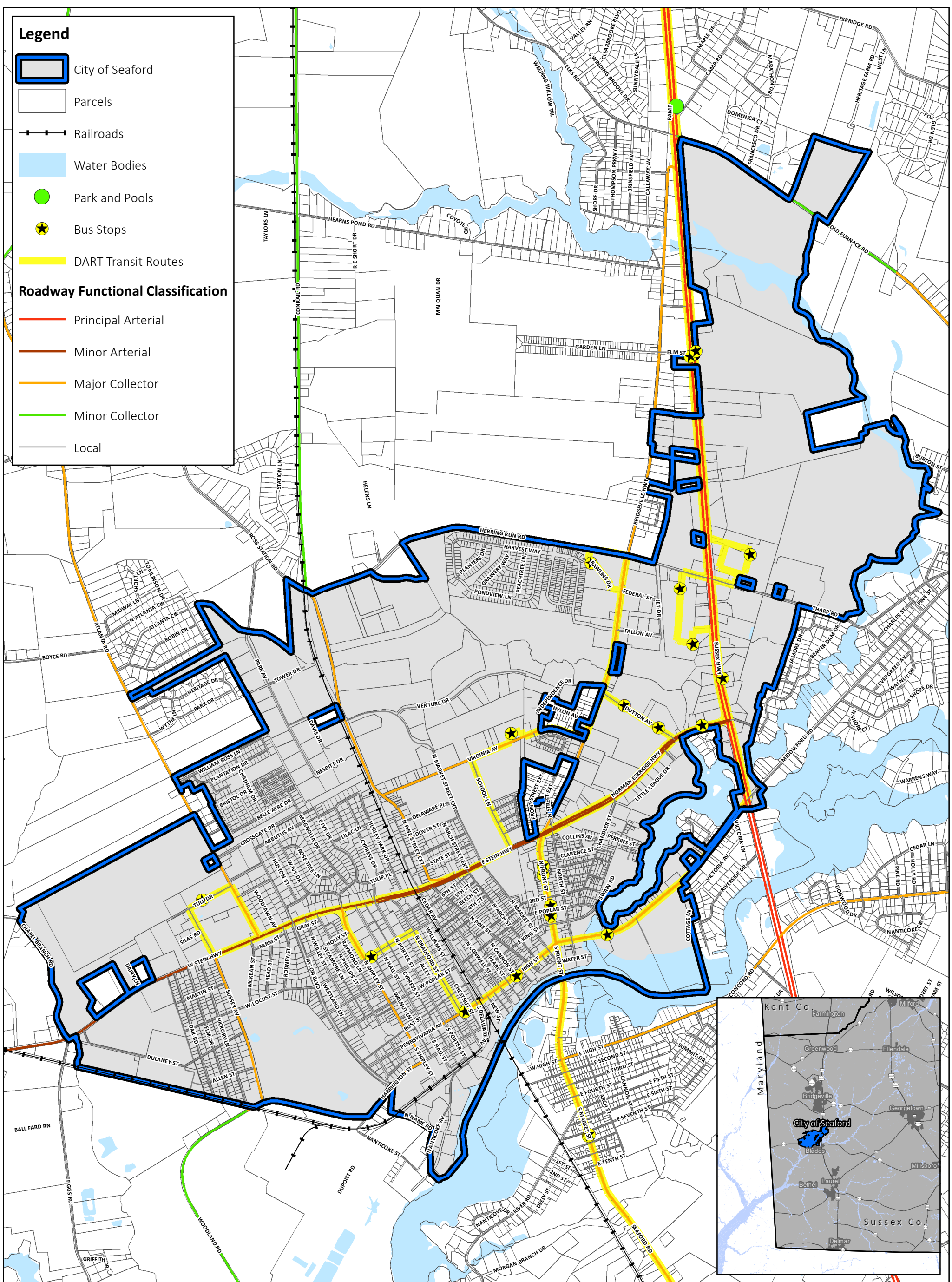
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- Water Bodies: USGS/FirstMap (2014)
- Land Use: City/GMB (2/2019)



City of Seaford

**2021 Comprehensive Plan
 Map 3 - Existing Land Use**



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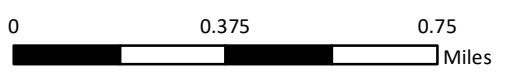
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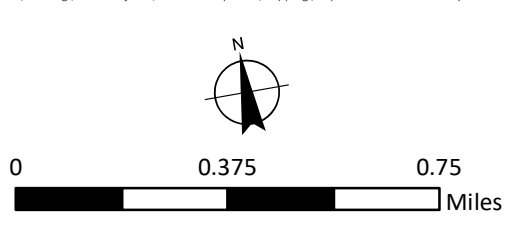
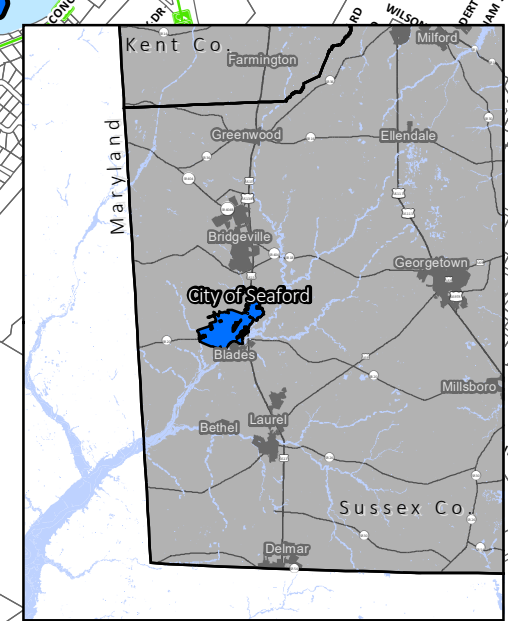
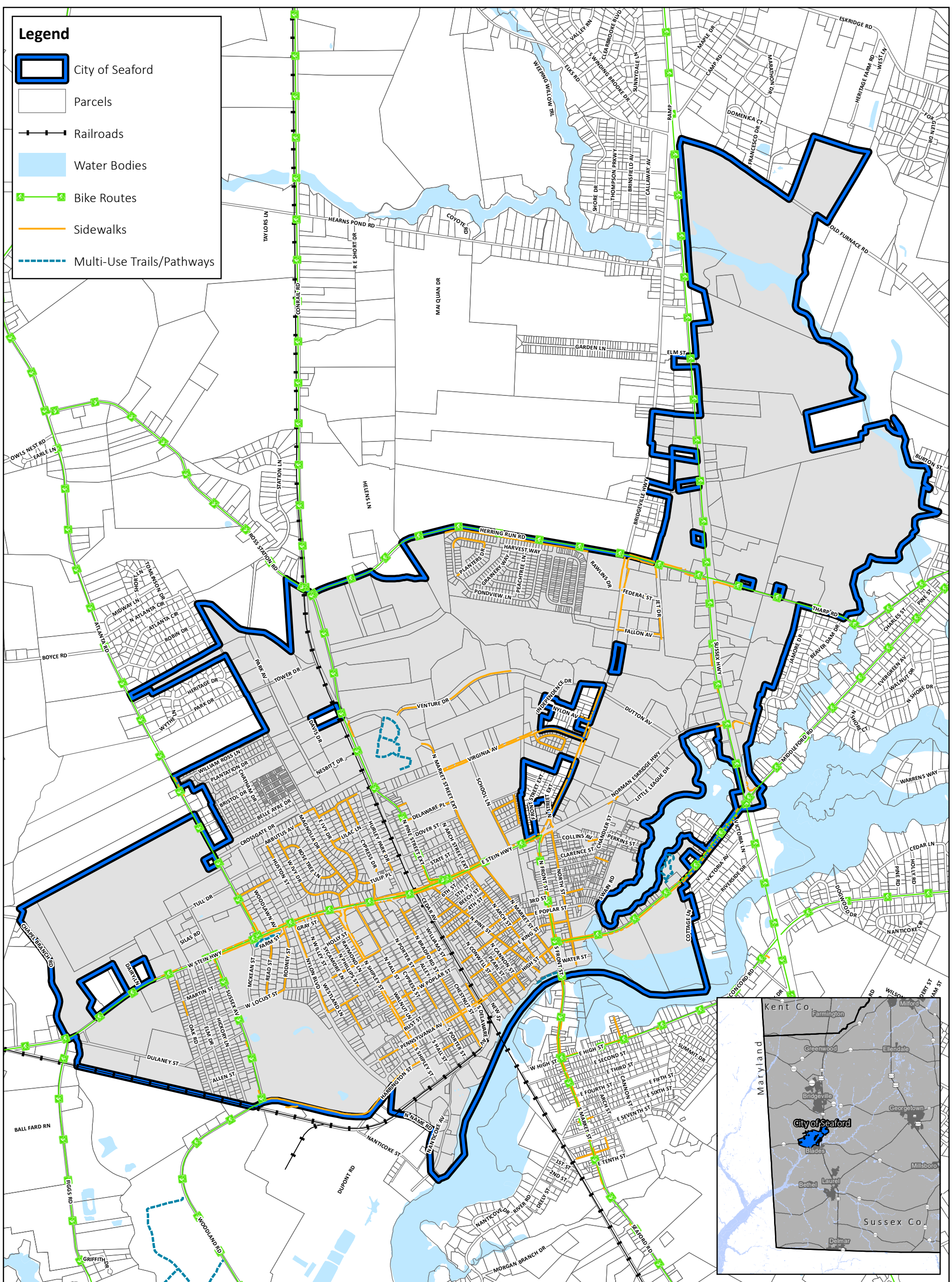
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- Routes: FirstMap (5/2020)



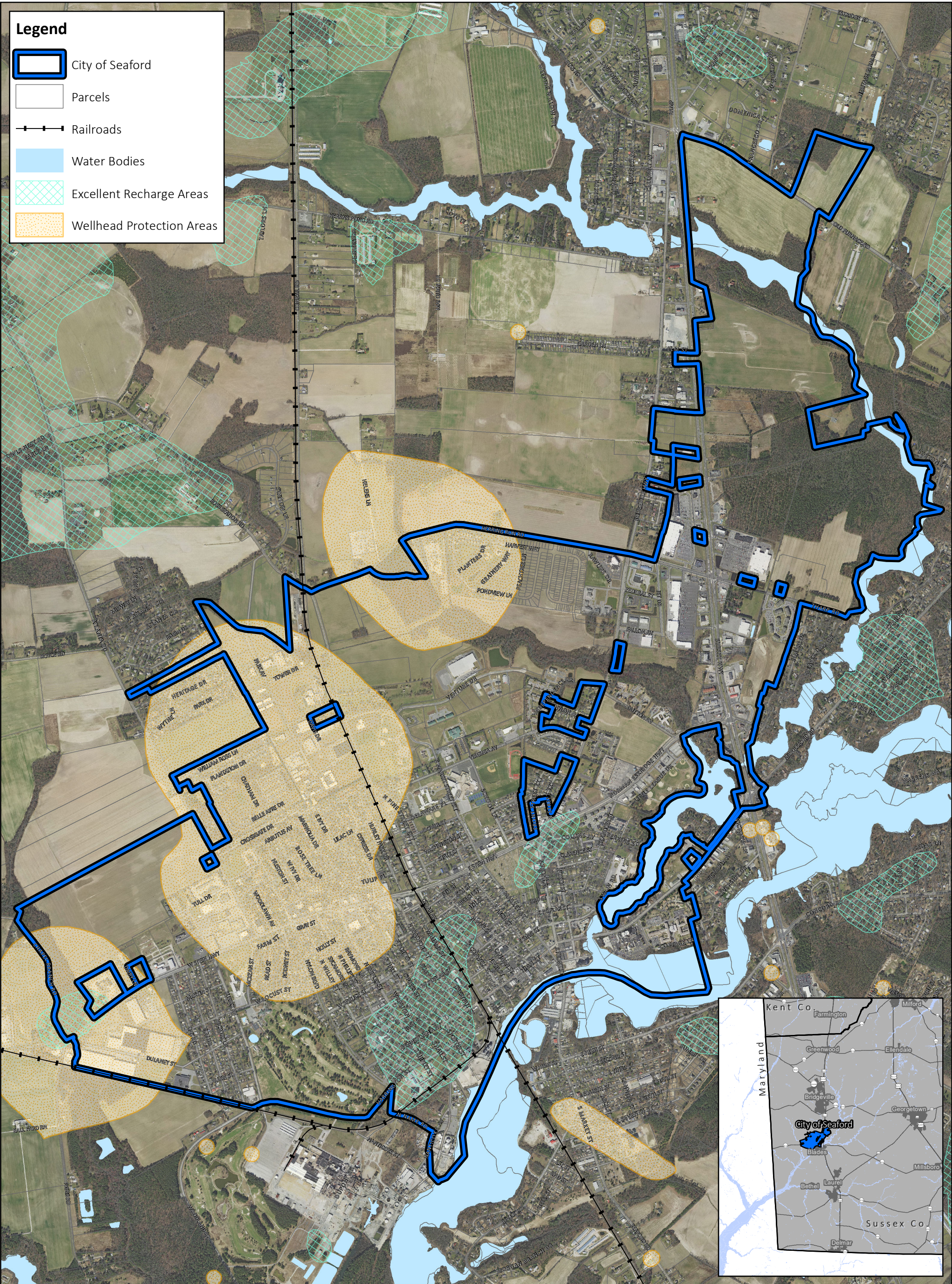
City of Seaford

**2021 Comprehensive Plan
 Map 4 - Transportation and Transit**



Legend

-  City of Seaford
-  Parcels
-  Railroads
-  Water Bodies
-  Excellent Recharge Areas
-  Wellhead Protection Areas



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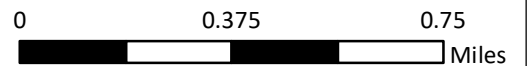
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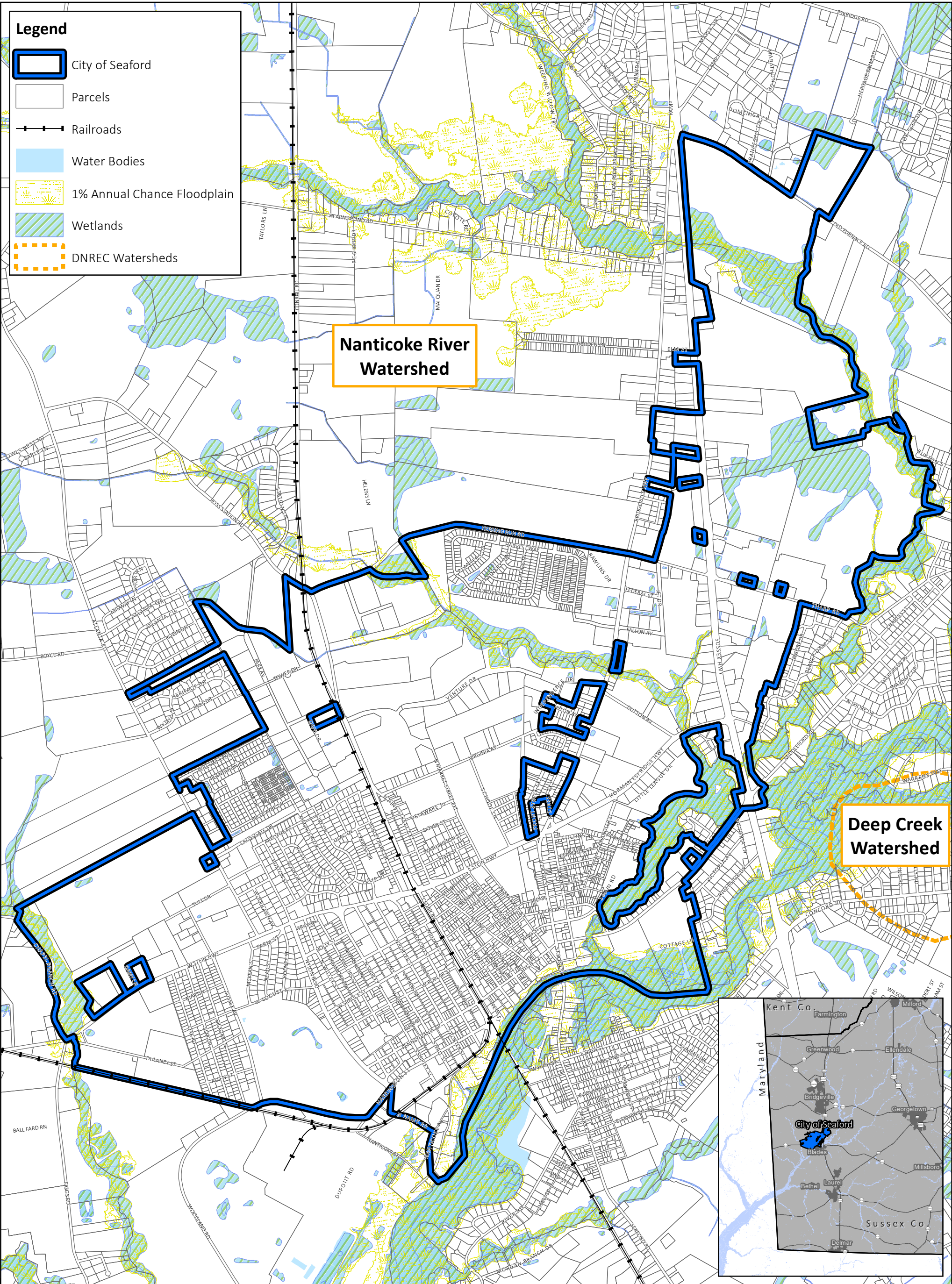
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Data Sources

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 Parcels: Sussex County (08/2021)
 Road Names/Centerlines: Sussex County (12/2018)
 Railroad: DE Transit Corp/FirstMap (5/2020)
 Water Bodies: USGS/FirstMap (2014)
 Excellent Recharge Areas: FirstMap (6/2019)
 Wellhead Protection Areas: FirstMap (9/2019)

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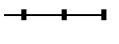
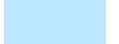







Nanticoke River Watershed

Deep Creek Watershed

Legend

-  City of Seaford
-  Parcels
-  Railroads
-  Water Bodies
-  1% Annual Chance Floodplain
-  Wetlands
-  DNREC Watersheds

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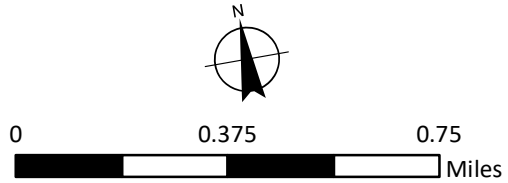
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- Road Names/Centerlines: Sussex County (12/2018)
- Railroad: DE Transit Corp/FirstMap (5/2020)
- Water Bodies: USGS/FirstMap (2014)
- Watersheds: FirstMap (6/2019)
- Floodplain: FEMA (2015)
- Wetlands: FirstMap (8/2020)



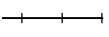
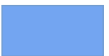
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City of Seaford

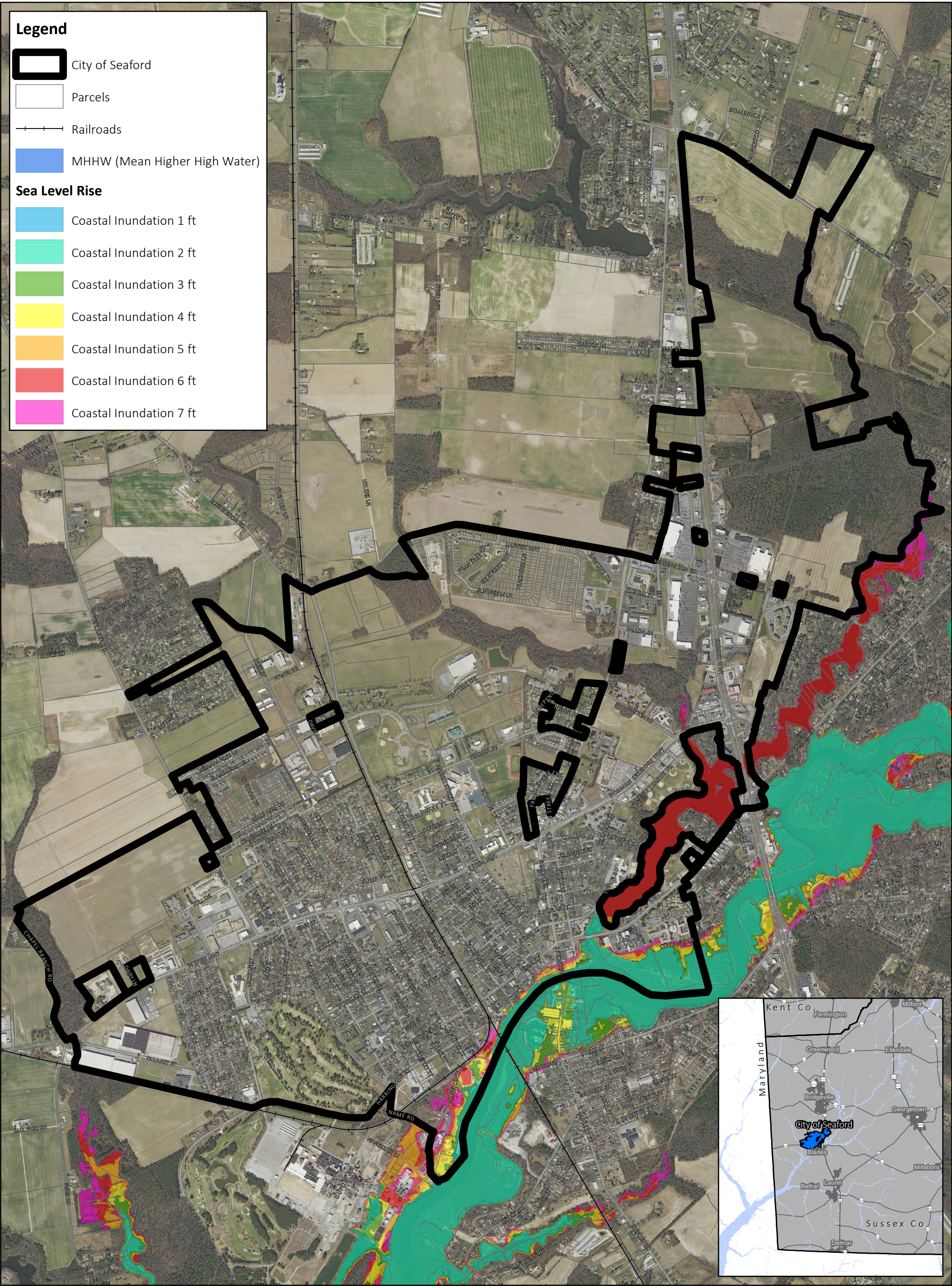
**2021 Comprehensive Plan
Map 7 - Wetlands and Floodplain**

Legend

-  City of Seaford
-  Parcels
-  Railroads
-  MHHW (Mean Higher High Water)

Sea Level Rise

-  Coastal Inundation 1 ft
-  Coastal Inundation 2 ft
-  Coastal Inundation 3 ft
-  Coastal Inundation 4 ft
-  Coastal Inundation 5 ft
-  Coastal Inundation 6 ft
-  Coastal Inundation 7 ft



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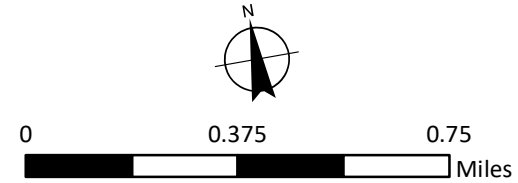
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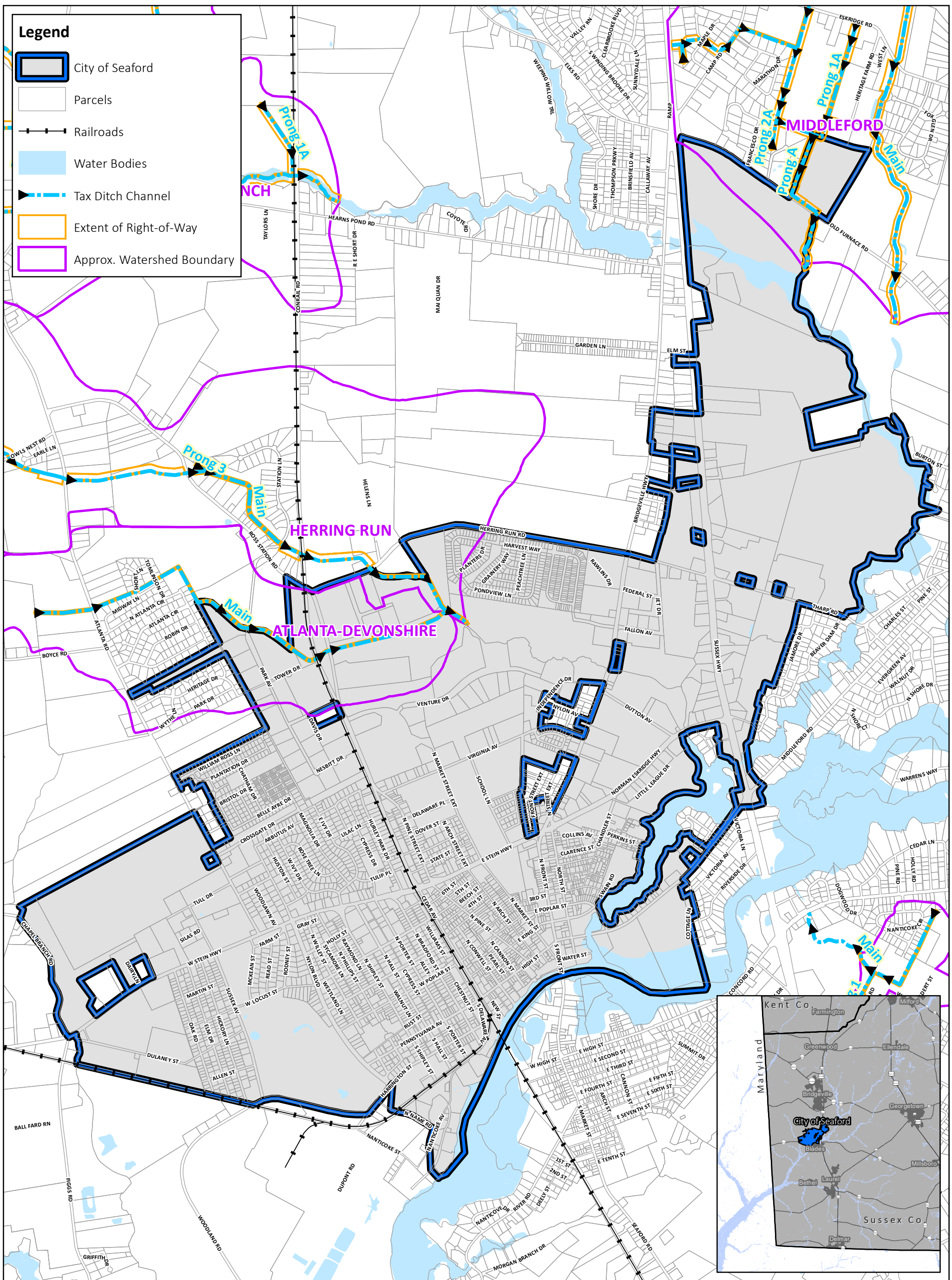
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Data Sources

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 Parcels: Sussex County (08/2021)
 Road Names/Centerlines: Sussex County (12/2018)
 Railroad: DE Transit Corp/FirstMap (5/2020)
 Water Bodies: USGS/FirstMap (2014)
 MHHW: DGS/FirstMap (2017)
 Sea Level Rise Inundation: DGS/FirstMap (2017)

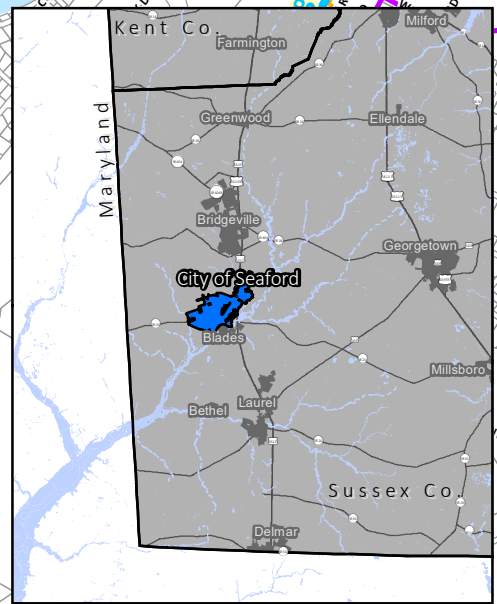
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Legend

- City of Seaford
- Parcels
- Railroads
- Water Bodies
- Tax Ditch Channel
- Extent of Right-of-Way
- Approx. Watershed Boundary



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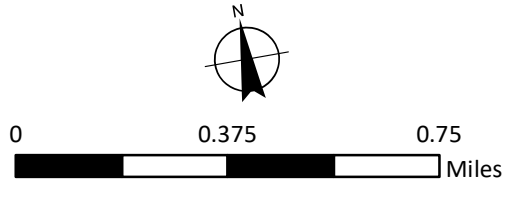
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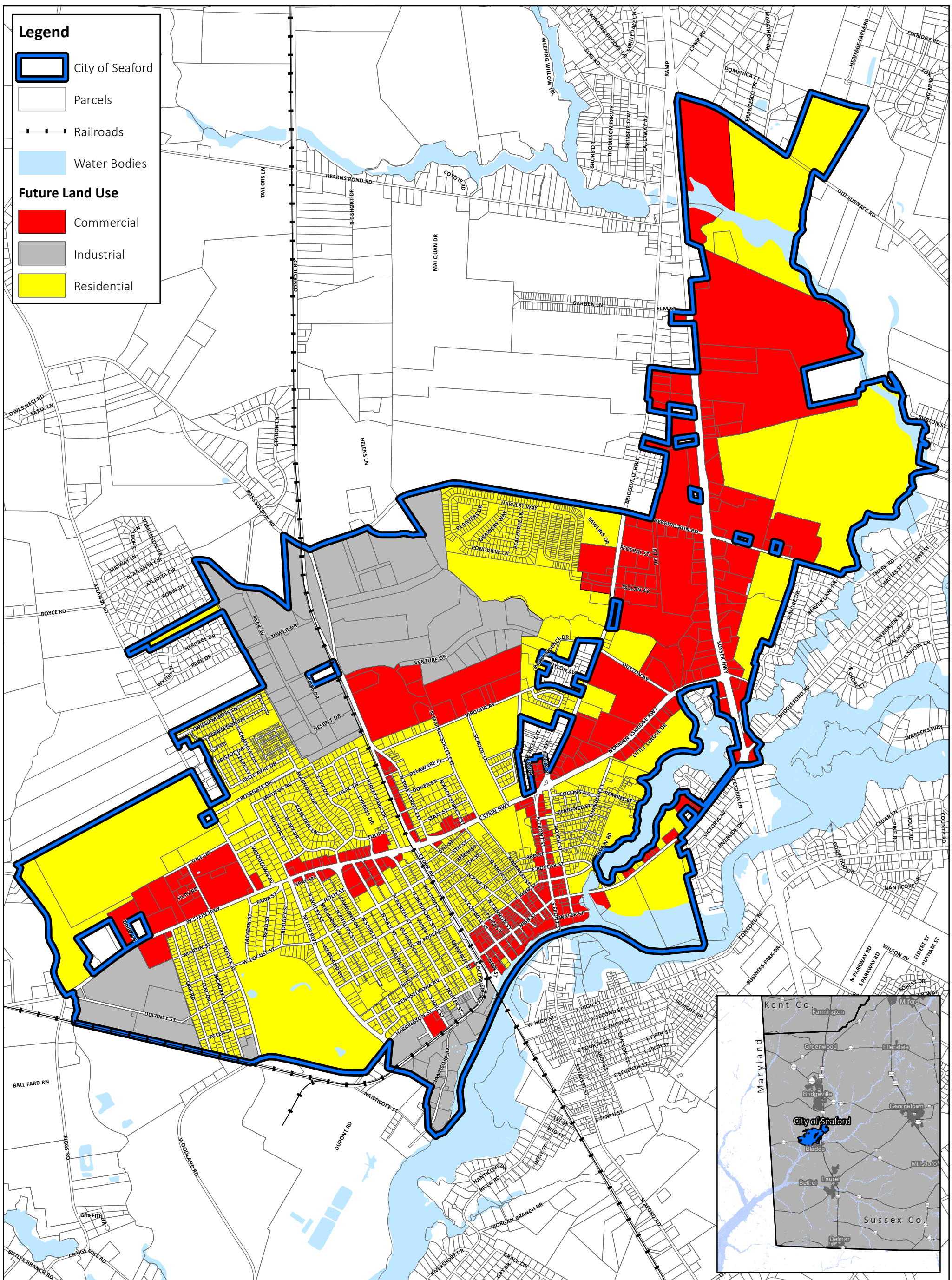
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 Road Names/Centerlines: Sussex County (12/2018)
 Railroad: DE Transit Corp/FirstMap (5/2020)
 Water Bodies: USGS (2014)
 Tax Ditch: DNREC/FirstMap (3/2020)

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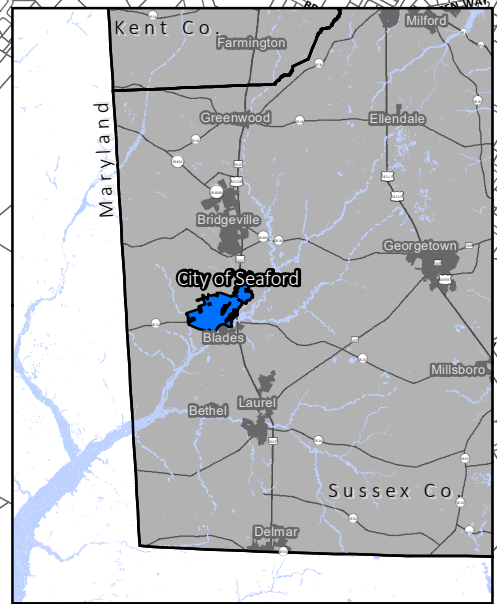


Legend

- City of Seaford
- Parcels
- Railroads
- Water Bodies

Future Land Use

- Commercial
- Industrial
- Residential



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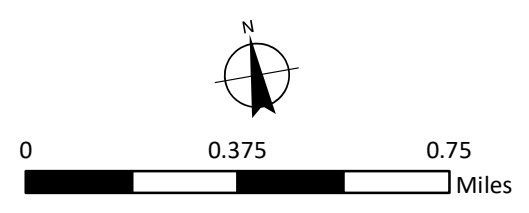
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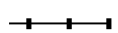
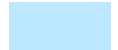
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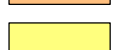

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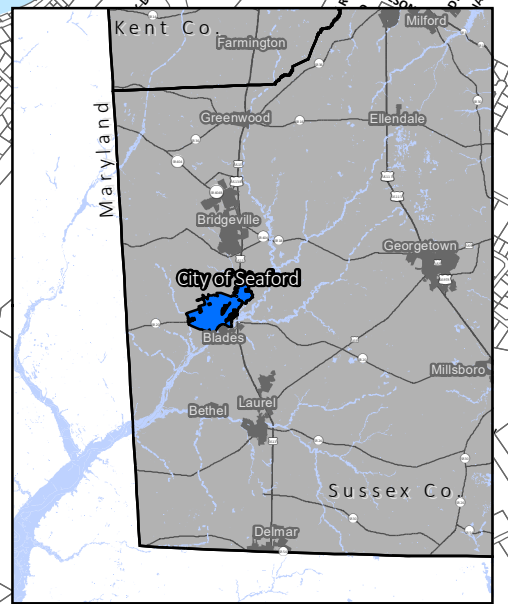
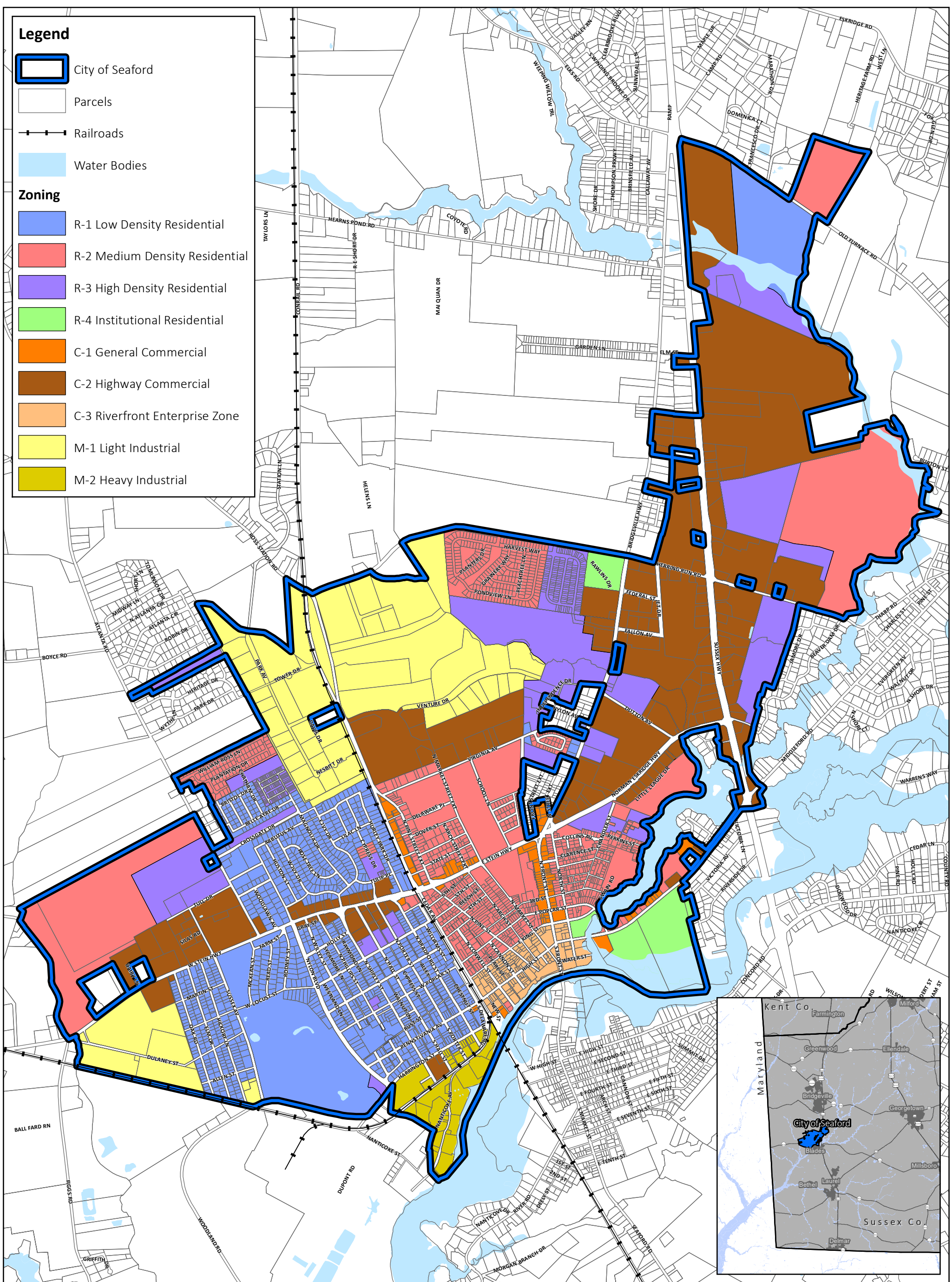


Legend

-  City of Seaford
-  Parcels
-  Railroads
-  Water Bodies

Zoning

-  R-1 Low Density Residential
-  R-2 Medium Density Residential
-  R-3 High Density Residential
-  R-4 Institutional Residential
-  C-1 General Commercial
-  C-2 Highway Commercial
-  C-3 Riverfront Enterprise Zone
-  M-1 Light Industrial
-  M-2 Heavy Industrial



V:\DE-Newark\Planning\Client Projects\Seaford Comp Plan\Mapping\Map 11 - Zoning.mxd

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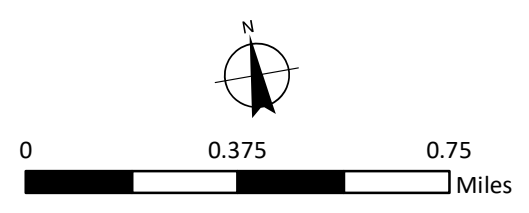
Map Revisions

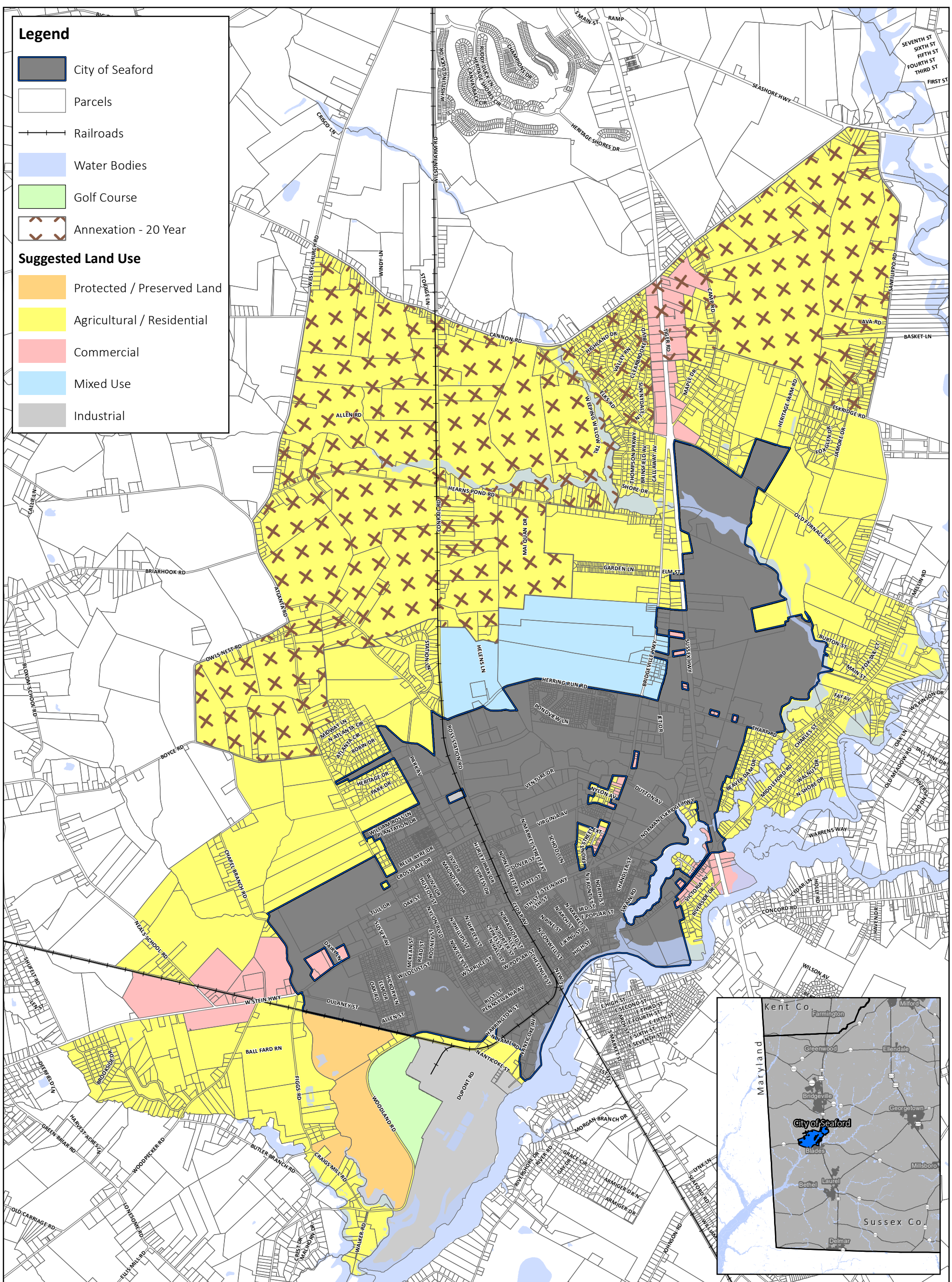
Created December 2020
 City Updates January 2021
 City Updates May 2021
 City Updates August 2021
 City Updates September 2021

Data Sources

Municipal Boundaries: FirstMap & City of Seaford (09/2021)
 Parcels: Sussex County (08/2021)
 Road Names/Centerlines: Sussex County (12/2018)
 Railroad: DE Transit Corp/FirstMap (5/2020)
 Water Bodies: USGS/FirstMap (2014)
 Zoning: City/GMB (2019)

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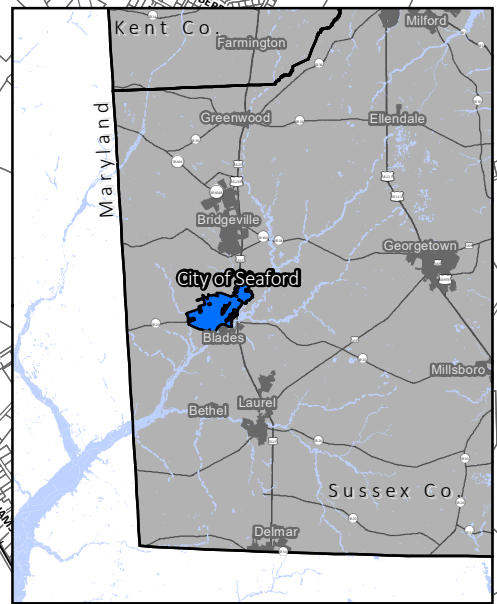


Legend

- City of Seaford
- Parcels
- Railroads
- Water Bodies
- Golf Course
- Annexation - 20 Year

Suggested Land Use

- Protected / Preserved Land
- Agricultural / Residential
- Commercial
- Mixed Use
- Industrial



V:\DE- Newark\Planning\Client Projects\Seaford Comp Plan\Mapping\Map 12 - Annexation Plan.mxd

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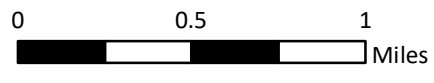
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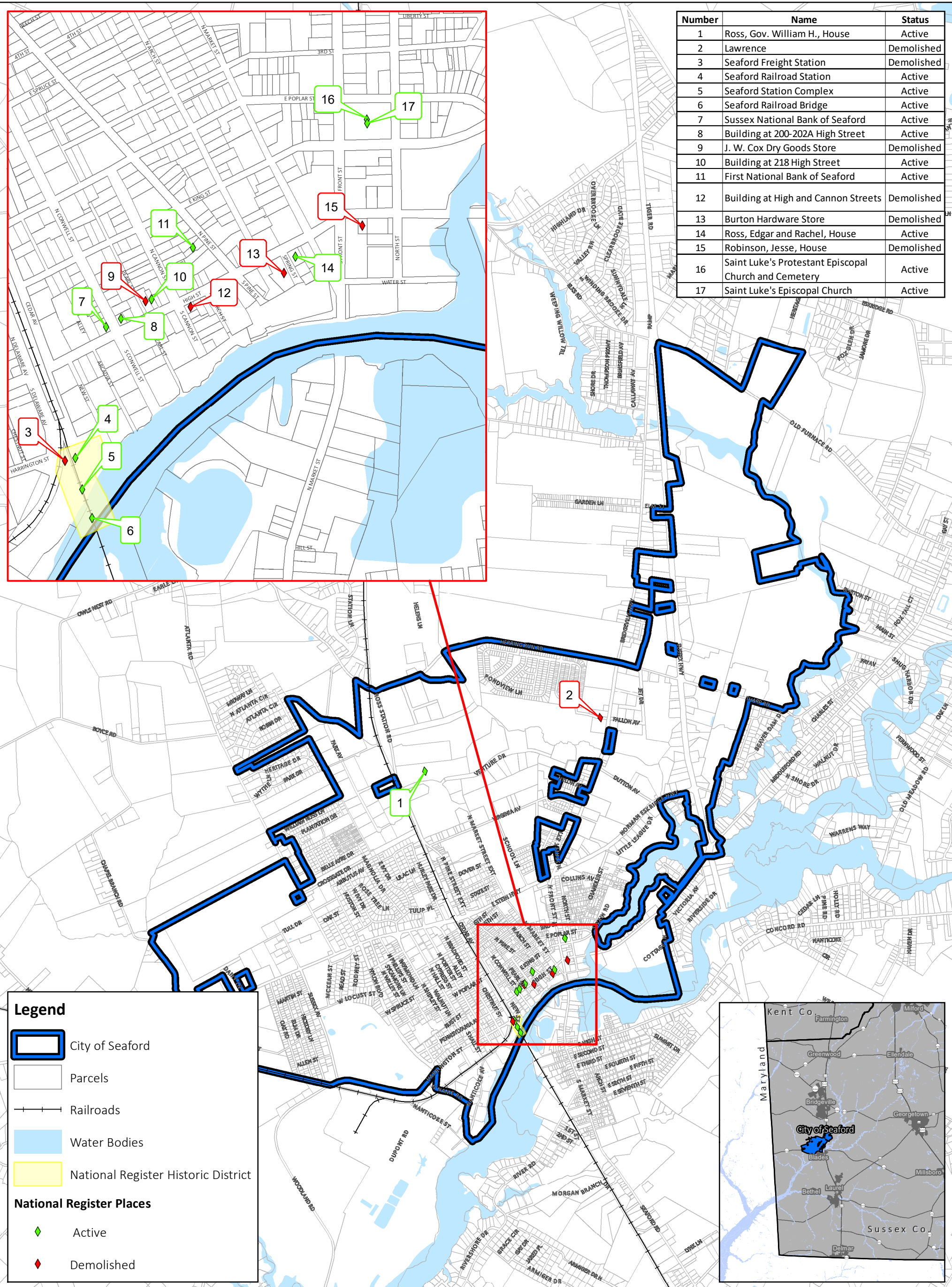
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- Land Use: City (2021)/GMB (2019)



City of Seaford

**2021 Comprehensive Plan
 Map 12 - Annexation Plan**



Number	Name	Status
1	Ross, Gov. William H., House	Active
2	Lawrence	Demolished
3	Seaford Freight Station	Demolished
4	Seaford Railroad Station	Active
5	Seaford Station Complex	Active
6	Seaford Railroad Bridge	Active
7	Sussex National Bank of Seaford	Active
8	Building at 200-202A High Street	Active
9	J. W. Cox Dry Goods Store	Demolished
10	Building at 218 High Street	Active
11	First National Bank of Seaford	Active
12	Building at High and Cannon Streets	Demolished
13	Burton Hardware Store	Demolished
14	Ross, Edgar and Rachel, House	Active
15	Robinson, Jesse, House	Demolished
16	Saint Luke's Protestant Episcopal Church and Cemetery	Active
17	Saint Luke's Episcopal Church	Active

Legend

- City of Seaford
- Parcels
- Railroads
- Water Bodies
- National Register Historic District

National Register Places

- Active
- Demolished